

## The North Carolina Shipbuilder

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Editor  
PAUL A. WILSON

Assistant Editors  
AL. G. DICKSON  
C. T. LEWIS  
MRS. C. K. MARSHALL

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### Roll Of Honor

**SGT. LLOYD EARL DALE**, of Watha, formerly employed in the Welding department, killed in an airplane crash in the South Pacific while serving in the U. S. Marine Air Corps as a gunner-radio-man.

**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.

**PFC. WILLIAM H. MAYERS**, of Acme, formerly of the Ship Carpenters department, killed in action in Italy on June 1 while serving as a member of the United States Army.

**SECOND LIEUT. WILLIAM FRANK PRITCHARD**, of Wilmington, formerly employed in the Fitters department, killed in action over Italy on June 13, 1944, while serving as a pilot in the United States Army Air Forces.

### Stay On Jobs To Meet New Demands

(Continued from page 1)  
the workers in private plants and shipyards of Navy suppliers throughout the country to keep our Pacific operations going at top speed; as we approach nearer and nearer Japan, the tempo will increase and the necessity for more and more supplies available at the proper place and time will become more and more vital to our success. We therefore call upon all such employees, regardless of peace talk and developments in Europe, to stick on their jobs — back up the Navy — and prepare it to pour on the Japanese the cumulative power of our fleet and our production lines — so that the fleet will be effective and our soldiers and sailors will have the necessary arms and ammunition to take an instant advantage of the opportunities which will be presented to shorten this war. "While our over all demands will show little if any material decrease — there will of course be some terminations and here and there cutbacks based upon the changing war conditions. Based upon the program for the year ahead as we now see it, there should be just as many workers employed in the Navy production program a year from now as there are at the present time. The Navy depends upon you — we know you will not fail," Mr. Bard said in his statement.

## Land Urges All-Out Effort On AKA's

A call for every one of us "to stay on the job, work harder than ever before and leave no stone unturned to insure" that each of the AKA's is delivered on time was made by Vice Admiral Emory S. Land, Chairman of the Maritime Commission, in a recent telegram to Captain Roger Williams, President of the Company.

The message, one of the most important we've received in many months, follows:

"Your shipyard is one of a number which heretofore has been selected by the Maritime Commission for carrying out the combat loaded transport and cargo ship program. Certainly there is nothing more important in shipbuilding today than these vessels, nor do I believe that there is any more important item being produced for the war effort. Each of these vessels is scheduled to play an important part in forthcoming military operations, and the planned time table of the future prosecution of the war is dependent upon them.

"Accordingly, on behalf of your government, I urge you, every member of your staff and every worker in your yard, to stay on the job, work harder than ever before, and leave no stone unturned to insure that each of these vessels is delivered on time."

### Letters To The Editor

#### REMEMBERS YARD

To The Editor:

I was certain that after having folded, stamped, licked, tied, sweated, not to mention cussed over, exactly fifty thousand North Carolina Shipbuilders, I would be a very happy lass never to lay my good eye on one again—but alas, when came my good husband last night with one in hand, I immediately sat right down and poured over it from cover to cover with much gusto and can assure you that if one half of the recipients of same bit of journalism enjoy it one third as much as I did it is well worth all time and money spent on same.

I was certain that I would like points west of wonderful North Carolina, and I definitely do with the exception of the weather which is entirely too cold and very definitely calls for red flannels which I left in the wonderful Port City.

I was certain that I would not miss the shipyard in the least, but to say that I miss it is putting it very mildly since I can almost taste a good Lucky in our palatial and celestial smoker and can't imagine my not having been there to run around haggling with my co-workers to buy those extra bonds in favor of the Fifth War Loan.

I am certainly going to be most happy when comes August 5th at which time Bill and I can depart for points East on his furlough and you can bet your last and best boat that we'll see you shortly thereafter.

Give my best to Mr. H., Miss F., Nina, Al D., and keep lots of it for yourself and also keep an eye on the child sister.

Sincerely,  
JAN BOLES,  
Box 193,  
Palos Verdes Estate,  
California.

#### HEARS ABOUT BOND DRIVE

To The Editor:

I received a letter from my wife, who is employed by your firm. In this letter, she stated that you had exceeded your bond quota. I wish to extend my heartiest congratulations to you in doing so. It has also come to my attention that a Superfortress is being named for the company.

Being employed by the yard prior to my enlistment in the Armed Forces, it makes me very happy to know such an honor could come to you. It is nice to know that the people at home are behind us 100 per cent.

Sincerely,  
GEORGE R. WILKINS,  
Co. H, 304th Inf. APO 76,  
Camp McCoy, Wis.  
Aug. 14, 1944.

#### BEST WISHES

To The Editor:

We wish the lovely Mrs. J. W. Kirkpatrick, who christened the U. S. S. Vinton, and her attendants the best of luck for many years to come.

U. S. M. C. Machinery  
Inspectors  
Aug. 26, 1944.

### Births

Electrical Dept.: Mr. and Mrs. J. M. Marlowe, a son, July 26; Mr. and Mrs. J. M. Boomer, a son, July 20; Mr. and Mrs. A. M. Baker, a son, July 25, and Mr. and Mrs. Willie V. Peele, a daughter, Aug. 13.

Welding Dept.: Mr. and Mrs. A. L. Lambreth, a son, July 23; Mr. and Mrs. J. K. Bryan, Jr., a son, July 20, and Mr. and Mrs. E. W. Smith, a daughter, July 16.

Fitters Dept.: Mr. and Mrs. C. E. Bowen, a daughter, July 20, and Mr. and Mrs. C. McKeithan, a daughter, July 19.

Steam Engineers: Mr. and Mrs. C. J. Walker, a daughter, July 16, and Mr. and Mrs. V. Allen, Jr., a daughter, July 16.

Plumbing Dept.: Mr. and Mrs. C. A. Parker, a daughter,

July 16, and Mr. and Mrs. E. G. Phillips, a son, July 29.

Welfare Dept.: Mr. and Mrs. L. A. Peacock, a daughter, Aug. 3.

Tabulating Dept.: Mr. and Mrs. W. B. Hutto, a son, July 19. Police and Fire Dept.: Mr. and Mrs. J. W. Hilton, a son, July 20.

Steel Storage Dept.: Mr. and Mrs. G. B. Davis, a son, July 22. Transportation Dept.: Mr. and Mrs. W. D. Kassens, a son, July 17.

Ship Shed Dept.: Mr. and Mrs. A. Blalock, Jr., a son, July 22.

Pipe Coverers Dept.: Mr. and Mrs. N. J. Joyner, a son, July 25. Machine Shop: Mr. and Mrs. W. T. Grissom, a son, July 31.



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.

## Pay System Involves Numerous Steps, Extensive Cooperation

One of the yard's most interesting procedures is the compilation of our daily work time, determination of earnings, preparation of pay checks and their distribution each week.

The system involves many steps and calls for the cooperation of hundreds of individuals. It is placed into action long before you punch your time card and "follows through" after you've received your check as the records of Social Security and Tax deductions are sent to the Federal government.

First, the Tabulating department prepares the time cards by punching holes in predetermined positions in cards measuring 7 3-8 by 3 1-4 inches. These holes are mechanically interpreted and the employee's badge number, name and occupational code are printed on the top of the long side of the card.

These are turned over to the Timekeeping department daily and the "card rackers" place them in their respective racks, located throughout the yard convenient to the employees.

Daily the employee finds his new card as he or she checks into and from work. By the insertion of the time cards into the automatic International Time Recording clock, registrations are printed on the cards showing the date as well as time of clocking in and out.

After the cards are pulled from the racks, they are separated according to departments and delivered to timekeepers in the various departments. When the timekeepers arrive on the day shift, they have on their desks all time cards for the previous day, along with the work time of each employee as turned in by the supervisors in the departments. The timekeepers take the time from the supervisors' time lists and write it on the cards. They must be sure that the charges are taken off correctly and the time on the time sheet must agree with the clocking on the card. After this is completed, all passouts must be checked against the cards and any necessary changes made. All cards are then set in numerical order and the total hours on each card recorded in a daily ledger.

As soon as each timekeeper completes his cards, they are taken to the charge office. Here charges on all cards are checked and any bad ones are corrected with the various departments. When this is finished, the cards are segregated by shifts and

hours and turned over to the Tabulating department.

The foregoing may indicate the Timekeepers' work is not so complicated. But when you run into the possibility of numerous cards improperly clocked, incorrect supervisors' records and lost cards, it is evident that errors would occur frequently if the timekeepers were not so thorough in their work. The department is grateful for the cooperation of both employees and supervisors, along with departmental heads, for the fine record it has been able to maintain.

The Tabulating department computes the daily earnings of each employee. Each individual's hours, actual and overtime, are punched into the time card mechanically by a method known as group extension. After the hours are punched into the cards, earnings are mechanically computed by Multiplying machines which multiply the hours by the employee's rate, thus getting the results of his or her earnings. Earnings of all employees are balanced each day and provide the information as to the daily payroll. The cards are then retained in badge number order where each day's cards are subsequently filed until the end of the pay period, which is 7 A. M. each Monday. Following the balancing of Sunday's time cards, the payroll preparation gets under way. The time cards are now added together on International Business Machines' Bookkeeping or Tabulating machine. These machines write the payroll and checks. They automatically compute withholding tax, Social Security insurance and other deductions such as group insurance and bonds and arrive at the net pay for each individual. The tabulating machine writes the checks at the rate of 40 per minute. These machines are also capable of adding or subtracting 80 columns of figures at the rate of 140 cards per minute.

From the employees' time cards, the information is derived that is necessary in the preparation of tax reports for the Federal government. Remember, every dollar paid to the Social Security board for Old Age Security insurance by the employee is matched dollar for dollar by the employer.

After the checks are written, they are distributed to the various departments, whose supervisors hand them to their men each Friday.