

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.

SOUNDMAN 2/c OWEN CLANTON FILLIYAW, 27, USNR, of Wilmington, formerly employed in the Fitters department, killed when his ship, a minesweeper, was blown up in the English channel during the invasion of Normandy.

PVT. KENNETH TANT, 22, of Middlesex, R. F. D. 2, formerly employed in the Shipwrights department, died on Aug. 8, 1944, as the result of wounds received in action in France while serving as a member of the United States Army.

The Assistant Foreman

Who took me in when I was new
And the whole mess I began to rue,
And helped me well my job to do?
The Assistant Foreman.

Who slaves to do most all the work
With never a single minute to shirk,
And gives all the credit to the bigger jerk?
The Assistant Foreman.

Who listens to problems of his personnel,
Not only listens—but listens well,
When he feels like saying—Go to — — — ?
The Assistant Foreman.

Who bears the burden of responsibility
And overlooks its great futility,
Surveying the jumble almost angelically?
The Assistant Foreman.

Who looks at me with eyebrows knit
When the night before he had

WSA Report

Operation of the largest Merchant Marine in history as a vital factor in the United Nations' war on the Axis is described in dramatic detail in the first formal report of the War Shipping Administration, submitted to President Roosevelt on Sept. 23. The report, signed by Administrator Emery S. Land, deals with all activities of the WSA from its creation by Executive order February 7, 1942, and particularly during the last year of preparation for the victory drive against both Germany and Japan.

Noting that "many of the accomplishments of WSA must remain covered by the cloak of national security," Admiral Land in his letter of transmittal says: "No report can reflect the full credit due the men and women who have built and who have sailed our fighting merchant ships into the very teeth of our enemy. Their story is being written in the successful efforts of their brothers in the armed services. Our merchant seamen have delivered the goods, on time and enough."

The report shows that the American Merchant Marine has grown from 1,340 ships totaling 11,850,000 deadweight tons when Pearl Harbor was attacked to a Victory Fleet of more than 3,400 ocean-going vessels whose total deadweight tonnage is in excess of 35,000,000. It was to permit the U. S. Maritime Commission to concentrate all its energies on ship construction that the War Shipping Administration was created to have authority over all operations of this vast fleet.

During 1942 and the early part of 1943, the report discloses, the WSA-controlled merchant fleet devoted 41 per cent of its capacity to carrying Army cargo, 13 per cent to Navy cargo, 30 per cent to lend-lease shipments and 16 per cent to essential raw materials and civilian necessities for the United States. From month to month this ratio changed and at the end of last year 49 per cent of the fleet was carrying Army cargo, 10 per cent Navy cargo, 29 per cent lend-lease and 12 per cent raw materials and civilian supplies.

Concerning the future the report says: "Rumors and armchair predictions of the impending collapse of our European enemy have caused many to question the continuation of our ship construction and operations program. People forget that the Merchant Marine's job will not stop with the declaration of peace in Europe.

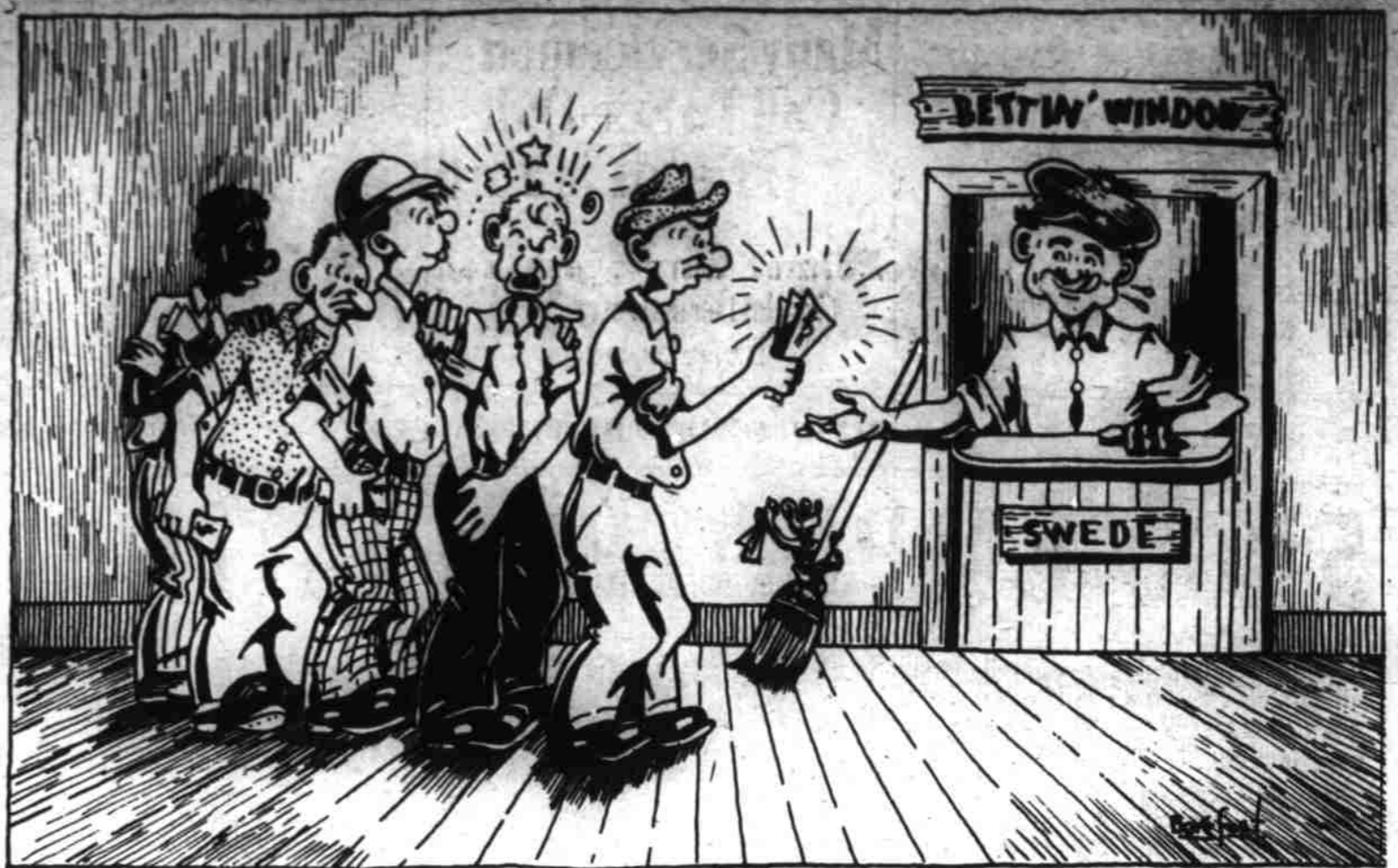
"Six million of America's fighting sons are overseas and they are likely to remain to complete the task of creating a lasting peace after the day of victory. They must be supplied and they must return home. The Merchant Marine will continue to deliver the goods. Even with the internal downfall of the German nation and the occupation of the European Axis countries, there will remain the task of winning the unconditional surrender of Japan.

"Few recognize the fact that a considerable portion of our merchant fleet will be needed to rehabilitate the continent of Europe. Nor do they stop to realize that the distance from United States ports to the coast of China, to the Philippines, and to Japan is between two and three times that from our Atlantic coast to the European war

been lit,
And shouts at me—"Go on and git" ?
The Assistant Foreman.

Who's weary of hearing what all they miss
And would love to sit back in a bit of bliss,
In fact who asked us to publish this?
The Assistant Foreman.

—Author strictly unknown.



THE WAR ISN'T OVER — As proof that we still have a long way to go, we offer this caricature. Sometime ago, several friends and acquaintances of George (Swede) Levander, of the Ship Carpenters, felt very strongly that Germany would be knocked out by September 15. Levander didn't agree with them and offered to let his money do his talking. Here's the result as the more optimistic ones pay him for their "lesson."

Letters To The Editor

SEES N. C. S. CO. SHIPS

To The Editor:
I just received the first copy of The Shipbuilder and want to thank the party responsible. I have read it several times and especially enjoyed the pictures made in the yard.

I want to give my regards to Mr. Morris and all the boys in the Machine Shop. Keep the good work up and maybe it won't be too long before ships will be built to carry supplies other than war material.

Will be looking forward to the next copy of The Shipbuilder.

P. S.: Have seen quite a few of the N. C. S. Co. jobs and they are still going strong.

Very truly yours,
F. W. Cook, CMOMM
CBMU 525
Care Fleet Postoffice,
New York, N. Y.
Sept. 17, 1944.

PROUD OF YARD

To The Editor:
Have been receiving your paper for quite a few months and now I'd like to give my thanks. There's no way of telling you how much the news of the yard cheers me up.

When I read of the splendid work the boys are doing back home I'm really proud I once worked there and, I may add, hope to again.

As I sit here writing this by my hammock in this God-forsaken place, I realize what we are fighting for—Freedom.

Thanks again.
Sincerely,
John H. Malone, CM 1/c,
25th U. S. Navy Construction Bn.
F. P. O. San Francisco, Cal.
Aug. 19, 1944.

NEED BOOKS

America's 160,000 merchant seamen need books. The men of the Merchant Marine while sailing the 56,000 miles of wartime sea lanes are not permitted to have radios and turn to reading for relaxation and to relieve the strain of convoy duty.

It will take two to three times the merchant tonnage to bring a weight of arms equal to those now blasting the Germans to bear on the Japanese scattered on hundreds of islands and the mainland of Asia.

"The task of the Merchant Marine, the War Shipping Administration and the Maritime Commission is not complete and we cannot rest on our oars until the job is done . . . Ship construction and ship operation is unfinished business with number one priority."

BALLAST

IN LINE

The famous Mason-Dixon combination moved southward recently, when, in consecutive weeks the U. S. S. Waukesha and the U. S. S. Suffolk were sponsored by Mrs. H. V. Mason, wife of the Principal Hull Inspector, U. S. M. C., and Mrs. W. T. Dixon, wife of the Resident Auditor, U. S. M. C., respectively. One might say that this is another case of the "Mountain moving to Mohammed."

THIS IS THE RECORD

Since July 1940, American industry and workmen have produced more than 100 billion dollars worth of planes, tanks, ships, and other war materials and supplies. Labor has constructed and equipped with the finest machine tools, 20 billion dollars worth of modern plant facilities. Construction workers have erected housing and training facilities for more than 10 million fighting men and air fields and bases in all parts of the world.

Great progress has been made in reducing the man-hours required to build war materials. The labor required to produce some types of planes has been cut in half; to build destroyers it has been cut from 1,700,000 to 1,000,000 man-hours. Twelve merchant ships delivered the month before Pearl Harbor have increased to four or five ships a day, amounting to more than nine million deadweight tons in the first six months of this year. Transport and naval fleets have been tripled.

WE TAKE A BOW

Louis V. Swann, 215 Brookwood Ave., recently saw a copy of The Shipbuilder and was so interested that he asked W. J. Robertson, Foreman of Ship Carpenters department, for future copies. Mr. Swann, who is connected with the Atlantic Coast Line railroad, will be put on our regular mailing list. It's nice to know that interest in our paper is not confined to employees only.

PROBLEM

We don't know where this started but we got it from Don Hyatt.

Three men of equal intelligence applied for the same position. All three qualified for the position but it, of course, could only be given to one man. The employment manager used the following test to decide to whom the job would go.

The three men were blindfolded and the manager explained that he held two bottles of ink.

One red, the other black. He was going to put a spot of ink on each of their foreheads, he said. Actually he used only black ink. However, the men had no way of knowing this. They were then told that when the blindfolds were removed each man, upon seeing black on either of the other two, was to tap on the table, until he could establish his own color. Since black ink was used each man saw black on the other two but had no way of knowing what color was on his own forehead. After a reasonable time one stated that he had black ink on his forehead and then proved to the manager why he knew he had to have black. How? (Answer in next issue).

BELLS FOR FELL

The Assistant to Souder
We now can tell—
Is no longer free
Since Johnnie Fell.

REAL FISHING

We've heard fish stories and more fish stories but this one we have on the word of some of our most noted purveyors of truth. It seems a group of fishing enthusiasts set out from Southport recently with Capt. Tom Watts, who, incidentally, can usually find fish if they can be found. Included in the party were Dr. Russell Burney, Papa William Fauntleroy, Roland Bruce, Lee Raines of the yard and Dr. R. H. King, local osteopath. According to our information they started out to the "Old Wreck" to trout fish and trolled for blues on the way. By 11 a. m. they had caught 300 pounds of blue fish, 500 pounds of trout and several hundred pounds of miscellaneous fish and since the boat was full they told fish stories until time to come in. Believe it or not we saw a bill of sale or a sales receipt proving that they either sold to, or bought from, a local dealer 175 pounds of trout.

Community Chest Drive Conducted

(Continued from page 1)

Nursing association, Travelers' Aid society and the Y. M. C. A. The National War Fund provides essential war-time services to our Armed forces, Merchant Marine and prisoners of war and to supply essential war-time relief to our Allies and to refugees from occupied countries. The Fund is government-endorsed but is not government-controlled and operates in full accord with the President's War Relief Control board.