

**Killed In Accident**



CPL. JACK G. PARDY

**Two Years Ago**

Turning back the calendar two years to September, 1943, we find . . .

Congratulations were received from Vice Admiral Emory S. Land for "completing the EC-2 contract in a highly satisfactory manner and for the efficiency with which the yard shifted from the Libertys to C-2 vessels." Admiral Land added that "we look forward to your making an equally good showing on this construction."

Our first C-2, the S. S. Storm King, was launched on the 17th of the month under the sponsorship of Mrs. P. F. Halsey, wife of the Company's Vice-President and General Manager. Her matrons of honor were Mrs. Frederick F. Hill, of Newport News, and Mrs. Storer P. Ware, of Wilmington. The second C-2, the S. S. Cyclone, was also launched during the month with Mrs. T. L. Lanier as sponsor.

An important new step in the interest of the welfare of the employees and their families was taken as the Company completed arrangements with the Aetna Life Insurance company to offer a broad program of group life, accident and sickness insurance to all shipbuilders.

W. J. Robertson, foreman of the Ship Carpenters, was elected president of the May club for the ensuing year. He succeeded Don M. Hyatt, foreman of the Drillers. Other officers selected were Fred A. Kean, Jr., Vice-President; K. E. Neill, Treasurer, and K. G. Paxton, Secretary.

The Electricians defeated the Erectors, three up and three-down, in the final series of the Softball league to capture the yard championship. The champions had won 16 of their 18 games in the Second half in the South Side league.

**J. H. Bass Attending OCS At Ft. Belvoir**

John Henry Bass, Jr., a member of the Fitters department from July, 1942, to May, 1943, when he volunteered for the Army, is scheduled to be graduated from the Officer Candidate school and be commissioned a Second Lieutenant in the Engineers Corps at Ft. Belvoir, Va., in November.

Candidate Bass, son of Mr. and Mrs. J. H. Bass, Sr., of Rosewood in Wayne county, entered OCS from Fort Bragg on July 4, 1945. His wife is the former Margaret Lewis, of Raleigh. His father was formerly employed here as a quartermaster in the Drillers department.

Accidents are caused, they don't happen.

**Former Employees Lose Lives While Serving Country**

**Names Of Cpl. Pardy, Tyson, Pittman And Worley On Roll**

The deaths of four former employees while serving in the Army, Marines and Merchant Marine were reported during the past month and brought the number of names on the Company's Roll of Honor to 32.

The men are:  
Pvt. Herman E. Tyson, formerly of the Pipe Shop, killed in action on Feb. 4, 1944, in Italy.  
Cpl. Jack G. Pardy, formerly of the Machine Shop, killed in an airplane accident at MacDill field, Tampa, Fla., on May 11, 1945.

Paul Thurman Pittman, U. S. Maritime service, died in the Maritime hospital at Sheepshead Bay, N. Y., in July of injuries received in an accident. While employed here, he was in the Joiners department.

Pfc. Ray C. Worley, USMC., formerly of the Fitters department, killed in action on May 21, 1945, on Okinawa.

Pvt. Tyson, son of Mr. and Mrs. Mack Tyson, of Wilmington, was here during the early part of 1943 and, upon entering the Army, received his basic training at Camp Wheeler, Ga. He went overseas from Fort Meade, Md., on Nov. 22, 1943, and served in North Africa and Italy. He was first reported missing in action but later word from the War department said he was killed. He was a graduate of New Hanover High school.

Cpl. Pardy, 20, was the son of Mr. and Mrs. James G. Pardy, of Madison, South Dakota. His father was formerly receptionist in the Administration building lobby.

The young man was employed here during the early months of 1943. Later he worked in the Newport News, Va., yard and joined the Merchant Marine and received training at Kings Point, N. Y., graduating as a midshipman in the Maritime service. He made two trips in convoy to England and saw action when his ship was under enemy attack. In June, 1944, he entered the Army Air Forces, taking his basic training at Lowry field Denver. He then attended aerial gunnery school at Ft. Myers Fla., and was later assigned as a crew member aboard a B-29. He was one of nine of the 11-man crew of the bomber who lost their lives

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PFC. RAY C. WORLEY, USMC

when the large craft, returning from a long pre-overseas test flight, made a faulty landing and exploded. Mr. and Mrs. Pardy are the first parents in Lake county to lose two sons in the present war, the eldest, Pvt. James G. Pardy, Jr., having met accidental death in a traffic accident in Northern Ireland on Sept. 13, 1942.

Mr. Pittman, 33, employed here from Jan. 19, 1942, to Dec. 4, 1944, sustained back injuries in a fall two weeks before his death. While in Wilmington, he was an active member of the Lake Forest Rifle club. He attended the First Baptist church.

Funeral services were held at the home of his parents, Mr. and Mrs. J. R. Pittman, in Rocky Mount, on July 21.

Surviving are his widow, Mrs. Ora A. Pittman; his parents; six brothers, Johnny Pridgen, Lee Pittman, and Earl Pittman, of Newport News, Va., Joe Pittman and Fred Pittman, of Rocky Mount, and Clifton Pittman, on duty with the Navy in the South Pacific; two sisters, Mrs. Leona Page, of Rocky Mount, and Mrs. Thelma Proffitt, of High Point.

Pfc. Worley, a native of Barnard, N. C., was employed here from Nov. 28, 1941, to April 19, 1944, when he terminated to enter the Marine Corps on May 26, 1944. He received his boot training at Pariris Island, S. C., and was later stationed at Camp Lejeune. He went overseas on Nov. 12, 1944, and saw considerable action before landing on Okinawa on April 1. He was buried in the First Marine division cemetery on Okinawa.

Survivors include his widow and one daughter, who live at Barnard.

**S.S. Richardson First Of Liberty Troop Transports**

**Is Also First Of Type To Return With 498 European Vets**

The S. S. Edward Richardson, our 163rd hull, was the first of 206 Liberty ships which have been or are being converted into troop ships to return servicemen from Europe, according to word received from the War Shipping Administration.

After completion of changes to provide for the accommodation of 550 men, the S. S. Richardson sailed overseas and was also the first Liberty troop vessel to return. She carried 498 passengers.

Also as a part of the conversion program, 100 Victory ships have been made into troop transports with each capable of carrying 1,500 men. The first, the S. S. Aiken Victory, recently arrived at an eastern port with a large number of European war veterans aboard.

Troops returning aboard the Liberty and Victory ships are acclaiming the success of the WSA's program to provide freshly prepared American food on homeward voyages, the WSA said. Of the passengers aboard the S. S. Richardson, 357 of them pronounced the food excellent, 140 said it was good while one passenger said it was fair.

A questionnaire was submitted to passengers aboard the S. S. Richardson so that any improvements needed in the standard feeding plan might be worked out by the WSA. Food officials of the WSA report that the results have shown that the stowage plans, menus and directions for preparation, prepared some months in advance of V-E day, are very effective. Under the program, the WSA provides fresh milk, eggs, fruits, vegetables, ice cream, apple pie and similar good foods for the returning servicemen.

The S. S. Richardson was launched on June 4, 1943, and was delivered six days later. Her sponsor was Mrs. K. G. Paxton.

**PROMOTED**

Dewey Charles Gamble, 21, of Cliffside, N. C., has been advanced to radarman, third class, USNR, while serving aboard a destroyer escort. He wears the American theater and European-African-Middle Eastern theater ribbons. Before entering the Navy, he was employed in the Fitters department here.

**Leaving**



James M. McClary, (shown above), foreman of the Shipwrights department here since the beginning of the yard, will return to the Newport News Shipbuilding and Dry Dock Company on September 1 to become foreman of Shipwrights there. A graduate of King's college, Bristol, Tenn., Mr. McClary was employed in the Shipwrights department of the parent yard and remained there until his transfer to Wilmington in May, 1941. So, it's "good-bye and good luck" to Captain Jimmie from his many friends and acquaintances here.

P. B. Hancock has been named successor to Mr. McClary as foreman, effective Sept. 3. He came here from Newport News and has been leading assistant foreman in the department.

**USS Great Sitkin Is Commissioned**

**Navy Ammunition Ship Fitted Out At Yard In Charleston**

The U. S. S. Great Sitkin, one of the ammunition ships built here for the Navy, was fitted out by workmen of the Charleston Navy yard and placed into commission there on Aug. 11.

Captain Guy E. Baker, USN, Captain of the Charleston yard, presided over the commissioning exercises.

Named for a volcanic island in the Andreanof group of the Aleutians, U. S. S. Great Sitkin was launched January 20, 1945, under the sponsorship of Miss Anne Lillian Dimond, of Washington, D. C., daughter of a former delegate to Congress from Alaska. The ship, our hull No. 197, was delivered Feb. 19.

Command of the vessel was assumed during the commissioning ceremonies by Lieut. Commander William F. Smith, USNR, of Bronxville, N. Y.

**ADVANCED**

Cris Coleman Hanson, Jr., 20, USNR, of Lancaster, S. C., was recently advanced to yeoman, second class, aboard his ship in the Pacific. Entering the Navy on Aug. 4, 1943, he received his initial training at Bainbridge, Md., and further instruction at Norfolk, Va. While employed here, he worked in the Fitters department.

**NAMING SHIPS**

The naming of America's 5,000 merchant ships built or acquired during the war emergency has been a brain-teaser of no mean proportion. Everything from Kentucky Derby winners to sailors' knots, has been employed in the task, an American Merchant Marine Institute survey discloses. There are over 30 name classifications for Maritime Commission vessels.

**S. S. Resolute Christening Party**



Shown above is Mrs. J. E. Goodwin, sponsor of the S. S. Resolute, and the members of her party at the launching of the C-2 type ship here on July 18. Left to right are Mrs. Frank M. Fields, of Newport News, Va., matron of honor; P. F. Halsey, Vice President and General Manager of the Company; Mrs. Joe Battle Pierce, of Las Vegas, Nev., matron of honor; Mr. Goodwin, Assistant Regional Auditor of Construction of the U. S. Maritime Commission; Mrs. Goodwin, and W. S. McMahon, Assistant to the Vice President and General Manager. Our hull No. 222, the S. S. Resolute was built for the United States Lines.