

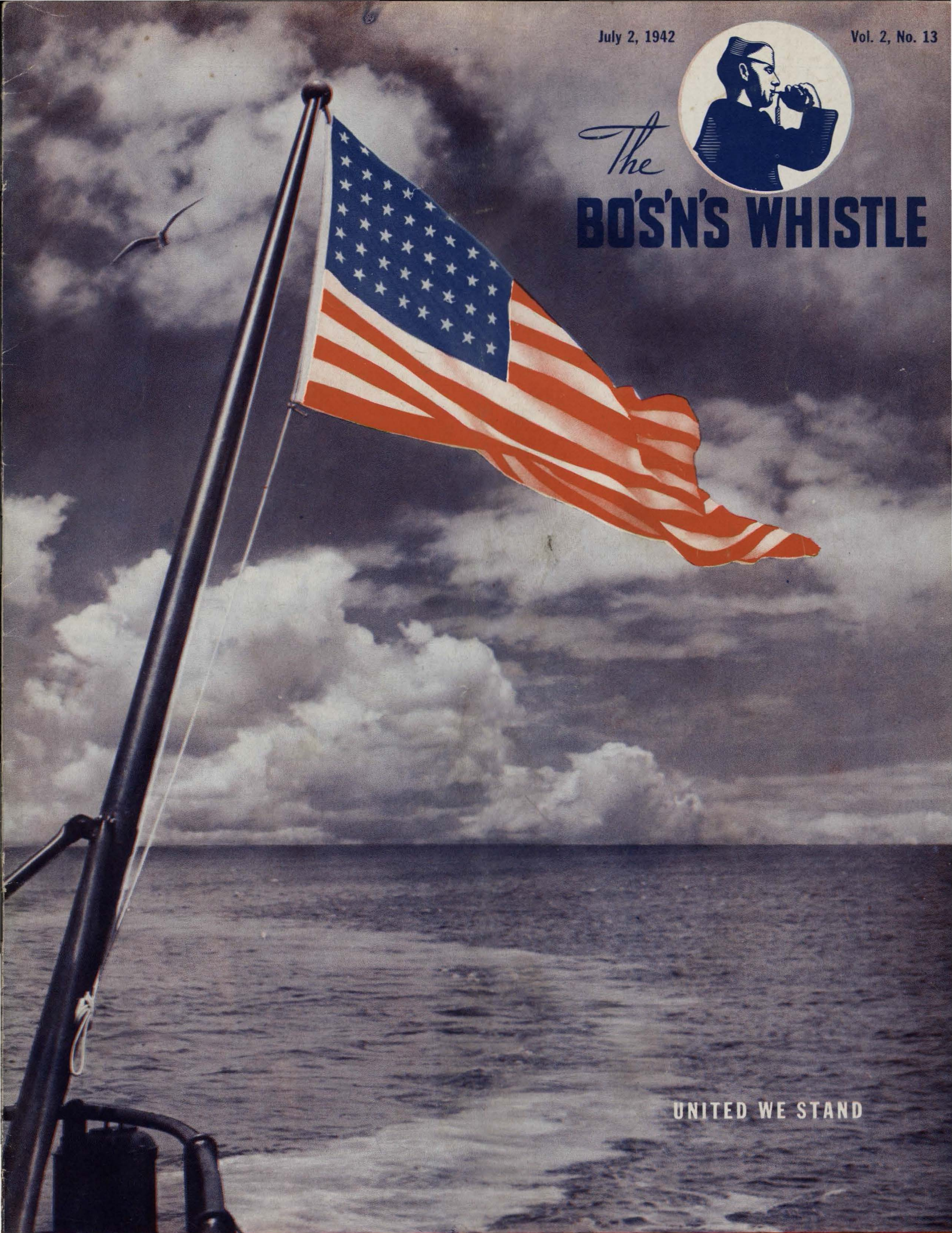
July 2, 1942

Vol. 2, No. 13



The

BO'S'S WHISTLE



UNITED WE STAND



OREGON SHIPBUILDING CORPORATION * KAISER COMPANY, INC., VANCOUVER AND PORTLAND



6 WORKMEN TO SELECT SPONSORS

Drawn from the big box on June 13 were the names of six more shipworkers and six alternates to select sponsors for future launchings. These honors were bestowed in the real American way, for here neither race, creed, nor occupation could bar a shipworker from this privilege.



The first name drawn was Mr. Joe Henroth, truck driver, who pilots the clean-up broom machines at the O. S. C. yards. He selected the wife of a shipbuilder friend, Mrs. Phillip D. DiGregorio, as sponsor of the "George H. Williams" on June 20.



Second man to select a sponsor was Walter E. Harris, swing shift porter. He was born and raised in Norfolk, Virginia, and came to Portland in 1935. He has been at Oregon Shipbuilding Corporation since April. Previous to working at the yard he was a porter at the Journal barber shop for four years.



Reuben Schanaman was No. 3 in sponsor's drawing. He has been at the yard for four months as a chipper on day shift. Before coming to O. S. C. he was a chipper at Commercial Iron Works. Mr. Schanaman is married and has a son 8 years old.



A janitor, William E. Ray, was the fourth man chosen. He was previously a janitor at Braley & Graham, is married, has five children and four grandchildren. Mr. Ray is also a Portland old-timer, having lived here for 40 years—a shipyard employee since April.



Newcomer at the yard, John J. Norby, painter, will select the fifth in this new series of sponsors. John was formerly a painter, operating his own business, and later worked with the Austin Co. at Tongue Point Naval Air Base.



The sixth sponsor is Mrs. Nora Evans. Her husband worked at O. S. C. last summer in the Electrical Department, and following a heart attack has been bed-ridden since that time. Not to be discouraged, Mrs. Evans attended training school and now works with six other women assembling light fixtures.



Men who took part in the drawing were, left to right, Mal Carpenter, Public Relations; Eugene Crane, compressor operator; Bob Jossi, shipfitter's helper; and David Otterman, laborer.



First alternate chosen was B. M. Thornburg, a pipefitter. Mr. Thornburg has been at O. S. C. for three months. Before that he worked in the special delivery department at the U. S. Post Office. Mr. Thornburg is also a Portland native.



B. E. Wagner, shipfitter, was surprised when his name was called as second alternate. In fact, he thought he was fired. Before coming to Oregon Shipbuilding Corporation he worked at Columbia Country Club as a general utility man. He is married, has an 18-months-old son.



Graveyard electrician H. Chamberlain drew the honors as third alternate. Mr. Chamberlain was once a logger and later worked for Union Pacific as a machinist's helper. He is married and the father of two children.



Time checker H. (Jack) Roeder was No. 4 man in the alternate list. He came from Detroit to Portland in 1917 and during World War I he worked in Portland as a ship's carpenter. He later worked as a salesman and in 1927 he started a grocery business of his own. On the O. S. C. payroll since last July.



Clarence Frederickson's name was drawn as the fifth alternate. Before coming to Oregon Shipbuilding Corporation four months ago he worked on the Umatilla Ordnance Depot. He has worked on the farm most of his life, and now works as a machinist's helper.



Ex-garage mechanic, W. J. Petrijanos, was the last name drawn from the box. He will be No. 6 alternate. This young man was born in Sublimity, Oregon, some 27 years ago and started at O. S. C. as a shipfitter about the time the Star of Oregon was launched.



LAUNCHED	48
DELIVERED	43

Down the ways on June 16 went the SS, "Cornelius Gilliam," O. S. C.'s 44th ship and the first vessel to be launched under the second contract. Sponsor was Mrs. Russell Hoffman, wife of the general superintendent.



Selected to christen the SS "George H. Williams" on June 20 was Mrs. Phillip D. DiGregorio, wife of a yard worker. Sponsor was chosen by Joe Henroth, O. S. C. truck driver.

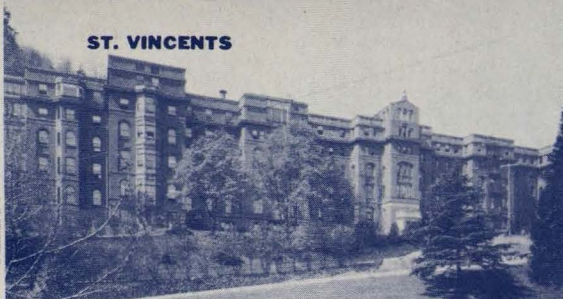


Mrs. Roy E. Cook was sponsor of the SS "Matthew P. Deady," Oregon's 46th Liberty Ship launched on June 23. She is the wife of the chief Design Engineer at O. S. C.





PORTLAND SANITARIUM



ST. VINCENTS

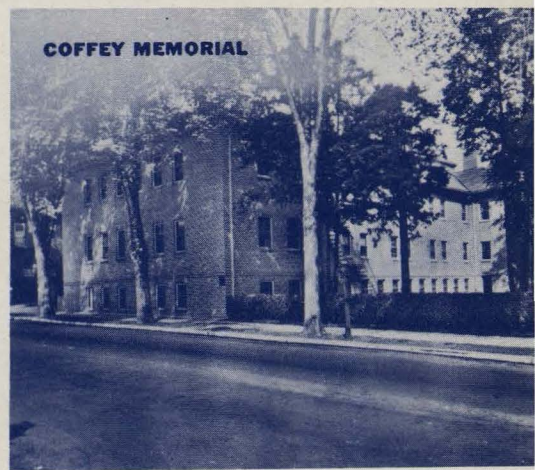


HAHNENMUNN

MEDICAL AND HOSPITAL PLAN READY

READY for employees of Oregon Shipbuilding Corporation and Kaiser Co. Inc. Swan Island is the new medical and hospital plan for employees. Two non-profit organizations, the Oregon Physicians Service and the Northwest Hospital Service Plan, have offered their facilities to workers in the two shipyards to provide the best possible medical and hospital plan for an enrollment fee of 60 cents per week. Principal points of the plan include a free

choice of hospitals and the services of physicians—including house calls, office calls and hospital calls, with all treatments and surgical operations provided. Other features of the plan are outlined in a booklet distributed to employees last Thursday. Additional copies may be obtained at the First Aid Station, Personnel office, or Guard office, and employees may enroll by filling in the card enclosed with the booklet. Those who enroll have the free choice of facilities of the seven hospitals shown here, in addition to other fine hospitals in Oregon and Washington. This plan differs from your Aetna policy in that it pays your medical and hospital bills, whereas Aetna pays for your time off the job because of illness or injury.



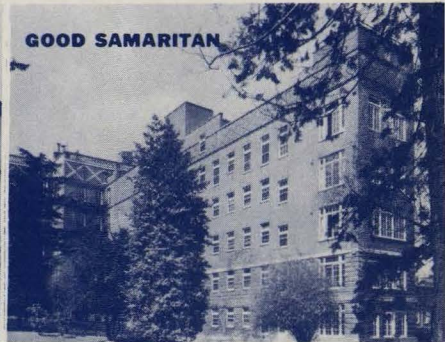
COFFEY MEMORIAL



PROVIDENCE



EMANUEL



GOOD SAMARITAN

GROUP INSURANCE PLAN REVISED...

The Group Sickness and Accident Insurance plan which has been in operation at the Oregon Yard since December 7, 1941, has been very popular with the men—and rightfully it should be! During the first six months the Aetna paid out over \$400,000 in benefits on some 5,000 separate claims. As a result of this extremely heavy outlay, and in order to continue the Sickness and Accident program, it has become necessary to make a few changes in the plan.

The new plan of insurance, effective July 12, 1942, at the Oregon Yard, is as follows:

Employee's Basic Hourly Rate	Weekly Sickness and Accident Benefits	Accidental Death and Dismemberment Benefit	Weekly Cost
Less than \$1.20	\$15.00	\$2,000	\$.40
\$1.20 and More	25.00	2,000	.60

The amount of weekly benefits is being reduced somewhat, but the cost is also being reduced. No change is being made in the amount of accidental death benefits.

Weekly benefits cover all disabilities caused by accidents off the job and by sickness not covered by compensation. Benefits begin on the first day of absence resulting from accidents and on the eighth day of absence resulting from

sickness—and the benefits are payable up to a maximum of thirteen weeks for any one disability. The accidental death benefit of \$2,000 is payable for death due to an accident *on or off* the job. In addition, dismemberment benefits are paid if you lose an arm, leg, or eye.

Each of you now insured under the Aetna Group Plan may continue your insurance on the basis outlined above, or not, as you wish. Should you desire to cancel, or if you want further details in this regard, please contact the Group Insurance representative in the Personnel Office of the Administration Building. Unless you advise to the contrary, a new policy on the above basis will be issued to you effective July 12, 1942, and your premium payments will be reduced accordingly as of the same date.

We must remember that these changes are being made only after careful study, and they are absolutely necessary for the continuation of the Sickness and Accident program. The fact is that all of us, more than ever before, realize the need of sound insurance protection during periods of disability. This plan provides it at a very modest cost.

An identical plan is being offered to employees at the Swan Island and Vancouver Yards of Kaiser Company.



WHAT IF YOUR SON HAD WRITTEN THIS LETTER



we may have to give up by noon
 we dont know yet— They are throwing
 men and shells at us faster than
 you can count— we've got
 about fifty five minutes and
 I feel sick at my stomach—
 I am really low down. They are around
 smashing rifles. They bring in the
 wounded every minute— we will be
 waiting for you guys to help

A part of the last message received from Corregidor before the surrender, where American boys had been holding the little island for 27 horrible days and nights.

NOT enough men, not enough ammunition, not enough food and almost no protection. It's up to us. We need ships and more ships. We lost the Philippines because we did not have the ships to transport the necessary men and materials. To these three men, and many more, in our own shipyard, the slogan, "Ships and more ships," is more than a phrase. It's a plea from sons and relatives dear to them who got too little too late.



"My son, Corporal Melvin D. Bennett, has been reported 'Missing in Action' at Corregidor. With the food and guns and planes that our ships might have brought, he and other thousands like him could have lived. Maybe you can understand why this job is important to me—and to you."

George E. Bennett, Riveter.

"My son, David Kaady, was 24 years old. He was killed in action at Dutch Harbor while serving in the Quartermaster Corps. David gave his life for people like you and me. To give everything we've got to the building of ships that may either win or lose the war is asking little enough of any of us."

Sabra (George) Kaady, Burner Helper.



"My son, William Howard Brown, was only 18 when he was killed on the Arizona at Pearl Harbor on December 7th. Probably the ordinary man hasn't got as much at stake as I have in this war, but we have to give them all we've got, no matter what it takes to win."

W. F. Brown, Press Operator.

WE ACCOMPLISH, by cooperative effort, mass production. It is production that stimulates more production. We are all human beings, and the fundamental basic principle that pushes us on to a greater accomplishment, is a combination of a competitive spirit and pride in workmanship. It is a joy to work at any job when one can feel that something has really been accomplished. The production of a ship in record time—of many ships in record time—is stimulating to every one of us; without that, we lose the interest that is necessary to carry us on to greater results.

WE HAVE had material shortages; these are past. Fortunately, because you have shown that you can use the material if it is provided. We are out of the slump. We have the material; now we must work harder so that we may make up the lost ground and go on to new achievements. The football team needs a goal ahead. Our goal is manifold. Make up the slump—new records of more deliveries in shorter time, and ultimately the victory to make the peace—for this is our Country. Sir Walter Scott wrote:

"Breathes there a man with soul so dead
 Who never to himself hath said—
 'This is my own, my native land'."

It is our privilege to keep it—Let's Go!





AWARD OF MERIT

ON APRIL 27, the men of Oregon Shipbuilding Corporation won the "Flag of Merit" for the most outstanding accomplishment in the production of Liberty Ships. At that time Commissioner Macauley presented the yard with the Flag of Merit which now flies from the Guard office. Along with this award we were promised a Merit emblem for every employee in the yard. The Maritime Commission has advised us that these emblems will be here about July 1, and will be distributed to every employee along with his paycheck. The Oregon Shipbuilding Corporation is the first shipyard in the United States to receive the "M" button for outstanding production. Wear it proudly!

Admiral Land said of this emblem: "The Eagle has long been the symbol of our nation and its strength. It is fitting that the Maritime Eagle should be worn by the men of the Victory Fleet and by the men and women who will build these ships. Battleships, planes and armed forces will clear the way, but the men of the merchant marine and the shipbuilders, unsung and unpraised, must deliver the supplies."

In war and in peace the eagle has been used to represent our great nation, its lofty flights symbolize the ideal of peace, and in war it hovers protectively over the armed forces. The eagle of the United States first appeared on a penny minted in 1776. At the battle of Yorktown in 1777, it was on our flag's field of blue. In 1782 the eagle was made a part of the Great Seal of the United States. Today the eagle appears in hundreds of designs of national buildings and statuary. Ancient nations used the eagle in their art and on their battle standards.

The Maritime Eagle is a fundamental design which has been adapted to various emblems for the officers, seamen and workers employed in America's great merchant ship program, just as the armed forces have varied emblematic insignia. It shows the American Eagle, individualized by the anchor on which the eagle rests with its wings upraised to form the Victory "V" of the United Nations. The red "M" in the background stands for outstanding accomplishment.

FERRY NAMING CONTEST WINNERS

Swamping the judges with some 4,000 entries, the transportation department committee of judges announced the winners of the ferryboat naming contest which ended on June 24th.



FIRST PRIZE: "Victory-V". This name was submitted by Mr. F. Howard Stewart, general stores warehouse clerk in the Materials Accounting Division. He will receive a \$50 War Bond.

SECOND PRIZE: "American Eagle," submitted by Bruno Staino, a punch operator in the Plate Shop at Swan Island. His prize will be a \$25 War Bond.

Mr. Ralph Collett, head of the transportation department, will present the winners with their prizes at a big yard talent show to be staged in front of the mold loft Friday noon, July 3. Plans will soon be announced for an all-male christening of the ferry boats—the sponsors and party to be selected from Swan Island and O. S. C. em-



DUPLICATE FIRST PRIZE: "Liberty-Clipper." This was the suggestion of Mrs. Robert G. Munter, whose husband is an O. S. C. welder on the graveyard shift. She will also receive a \$50 War Bond.

THIRD PRIZE: "Yankee Spirit" brings a \$25 War Bond to Edwin Engberg, O. S. C. sheet metal worker.

ployees. Needless to say, hundreds of good names were submitted. Much duplicated entries were "Oregon Swan," "General MacArthur," "Franklin Roosevelt," "Liberty Belle." Funny ones included "Bo's'n's Barge," "Kaiser Kanoe," "Jap Dunker," "Hitler Heckler," "Graveyard Gertie," and many, many others.





SWING CLUB FOR VICTORY

Club members lifted the lid on a new series of early morning goings-on with their first club dance on Saturday morning, June 20. Some 250 swing workers turned out to enjoy the opening dance. Other dances are scheduled for each Saturday morning from 1:30 a.m. to daylight at W. O. W. Hall, S.E. 6th and Alder. Swing Club for Victory memberships can be had by people showing shipyard badges, and the group will be limited to not over 45,000.



Graveyard boys at O. S. C. were treated to a fine show at 4:30 a.m. on Saturday, June 20, with Earl Mossman's Victory Girl Revue. The boys on days can't have all the fun!



If you're going in for guerilla warfare, a good man to have on your team is Nile Thayer, swing shift lead burner in the Plate Shop. Nile has collected 40 or 50 medals during the last 12 years in national rifle competition. He has qualified for the Olympic rifle teams several times, and the most valuable medal he has is one which was given him for qualifying in the national individual matches three times. Thayer and guns work together like old friends, for not only is he and his gun crew expert with small arms, but he and his gun crew set a navy record for firing 14-inch guns, and he has also worked out with anti-aircraft, machine guns, and pistols. If a Jap ever shows up across his sights, somebody will collect insurance.



You've heard of him before, he's Alexander Oumansky, equally talented as a pipefitter and an internationally known ballet master. Here he is with his troupe of dancers who performed for crowds at the Auditorium during the Portland Rose Festival.

Eleanor Dennis, O. S. C. key punch operator in the IBM Department, is a real collector. She has over 2,000 books, 300 of which are cook books. Some of these date as far back as 1747 and include Swedish, German, Norwegian, French, Portugese recipe collections. With the books that she has, a fire-side and a long winter evening should be no problem for Miss Dennis.



SIGHTED SUB, SANK SAME

One of the group of English and American War Heroes who visited the shipyard on Friday afternoon, June 26, was Ensign Donald F. Mason, famous for his radio message, "Sighted Sub, Sank Same," to the Navy Department after he had located a German sub in the Atlantic and sunk it by dropping two depth bombs on its periscope. This feat brought him promotion from the rank of enlisted man to that of a commissioned officer.



'John, dear—could you have the boat I am christening painted a color to match my new dress'?

THIS IS TO CERTIFY
THAT OVER NINETY PER CENT OF
THE EMPLOYEES OF

Oregon Shipbuilding Corp

ARE BUYING DEFENSE BONDS THROUGH
THE PAY ROLL SAVINGS PLAN

Henry Morgenthau Jr.
Robert H. Jackson

EMPLOYEE PICNIC

July 4th - 5th

A group of employees of the three shipyards are sponsoring a two-day picnic at Viking Park on the Columbia River Highway, 18 miles east of Portland. This picnic is open to all employees of the Kaiser Co., Inc., Portland and Vancouver, and the Oregon Shipbuilding Corporation. The picnic will begin 8 a.m. Saturday and will last until midnight Sunday. The entertainment committee has promised that there will never be a dull moment, and are providing a welders' and riveters' contest, carnival, dancing, games, wrestling, swimming, and many other forms of amusement. Portland and Vancouver merchants have donated several hundreds of dollars in War Bonds and Stamps to be given away as prizes. Admission is 50 cents for adults. Children under 12 years of age are admitted free. All profits will be given to some worthy cause not yet named by the committee.

HOME SWEET HOME



When it's all over "over there" Sergeant William D. McGlasson, somewhere in Australia, will have a home awaiting his arrival. His brother, Lewis, swing shift riveter at O. S. C., is making it

possible by putting half of his weekly pay check into war bonds and a 50-acre dairy ranch at Reedsville, Oregon.



Yard

the three Shipyards

Maybe you've wondered who dishes up the fine food on our trial runs and who sees to it that everyone is well fed. Well, here's your man, none other than Arthur David, Chief Trial Run Steward. Art has been with the Merchant Marine since 1921, covering almost every port in the world. During this time he has served on such liners as the Leviathan and the America. During World War I he saw service with the U. S. Navy and fought submarines on the coast of Ireland in a destroyer. Art's crew consists of a messman, sculleryman and porter, and on trial runs he feeds an average of 75 to 90.



Possibly Jim Busch didn't want to change the initials on his sweater, for he came to Oregon Shipbuilding Corporation from Oregon State College and is now an architectural draftsman. Jim Busch, rugged 6-foot 210-lb. fullback for Oregon State, was a key man in the well-remembered New Year's Day Rose Bowl classic at Durham, North Carolina, and helped his gang upset the dopsters with a 20-16 win over the highly rated boys from Duke University.



One of the first shipwrights at the Vancouver yards was Mr. C. Monty, who hails from Kaiser Co., Inc., Richmond, California. . . . "Monty," with his crew on Way No. 2, is helping to rush our first hull to completion.

Vancouver can't be outdone by any other yard, and Mr. V. I. Andrews, pipefitter, is their candidate for honest man of the week. In the double bottoms of one of Vancouver's Liberty Ships, Mr. Andrews found a wallet containing \$50, and in due time it was returned to Mr. T. H. Wade, the owner. In appreciation, Mr. Wade offered Mr. Andrews a reward, which was refused, with the explanation that under like circumstances, he'd expect the same kind of treatment. These are the kind of guys who are going to win the war!



Part of the noonday crowd that launched the Vancouver bond drive on June 17.

☆ ☆ ☆

VANCOUVER BOND DRIVE OVER THE TOP

Just 11½ days from the start of the Vancouver War Bond Payroll Allotment drive, 6,784 allotment cards were counted to reach the 90% goal. The average participation amounted to almost 11% of the payroll. Tom Murphy, head of the Vancouver Bond Department, wishes to thank the whole yard for their whole-hearted cooperation in the Bond Drive and he extends particular thanks to the foremen and leadmen who went all out to make this splendid showing.



"Start walking, Brother Jonathan," says Ernie Piluso and Cliff Theilde, either one of whom will accept Jonathan's challenge to wrestle the best man in the Vancouver yard when the Payroll Plan hits 90%. "Taking Mr. Jonathan shouldn't be any tougher than it was to make our quota," says Piluso. Suggestions are that a noon-time match be held, with the collection to go to the U. S. O.



Earl Mossman's six Victories do their bit at the yard show to put over the Vancouver Bond Drive.



Backstage view of the "Elations" show that helped Tom Murphy open the Vancouver War Bond Drive.



Even earlier than Jane Sisson, who was credited in the last issue of Bo's'n's Whistle as being the first signer of the Payroll Allotment Plan in Vancouver, "Bill" Wyman and his crew of mechanical engineers were 100% by 5 p.m. Monday, the day before the War Bond Drive was officially launched at Vancouver.

Mr. Al Reeves, Vancouver way superintendent, has been a shipbuilder for 26 years. He was once a blackface comedian and end man with Al G. Fields Minstrels and has worked with such notables as Al Jolson, Eddie Cantor, Honey Boy Evans, and Lassas White.



Among the first crews to pledge 100% in War Bonds was the gang of 250 men under rigging superintendent Stan Bergman. Stan is a well-known construction man with five years of experience at Grand Coulee under his belt.



Tom Bennett, chief clerk of the Plate Shop, was one of the main reasons why Vancouver made better than 90% War Bond enrollment in 11 days. Largely through his efforts, the Plate Shop showing jumped 88% in 24 hours.



Peggy Lee did a lot to put over the War Bond drive at Vancouver. Now she's looking for a man — the one man in the Assembly Department who hasn't signed up for bonds, according to latest reports.



Brush this one in, boys!

By M. G. Holt

This is the first of a series of safety articles written by shipyard employees. This one on safety practices in painting is written by M. G. Holt, shipyard painter, who was formerly with the Arizona State Highway Dept.



If this article were for welders, yardmen, burners, shipwrights, or just anybody but painters, it would be a simple matter, but painters, of course, are never wrong. We have become so accustomed to "passing the buck" that whatever happens can always conveniently be blamed on someone else.

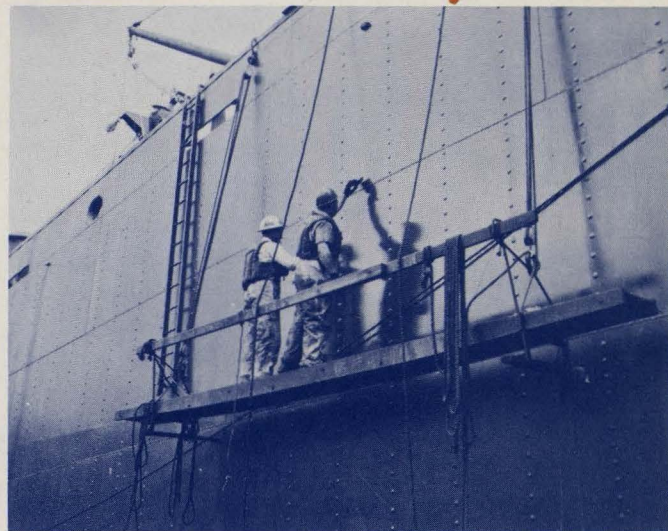
However, after gazing into the crystal ball, I find that it is actually possible for a painter to be careless.

Most painters at some time or other are required to "work high." This means single line, Bo's'n's Chair, swinging stage or scaffold work. In single line, Bo's'n's Chair or swinging stage work, need I tell you to examine the lines and splices that your life is depending upon? Surely your own natural instinct for personal safety will demand such an examination; and rest assured that your foreman or leadman is not going to permit you to go aloft on faulty gear or equipment if he doubts its safety.

From observation, I find that foremen and leadermen have plenty to do in their own respective positions and do not always have time to make personal inspection of the gear you are to use. Therefore, it is up to you, brother, to be positive yourself that such equipment is safe. If you find cause to doubt such safety, report the condition at once—manila hemp is cheaper than copper caskets.

In scaffold work be sure the plank you are standing on has sufficient purchase at both ends, not cracked or split. Don't depend entirely upon the shipwright. He's a busy man and maybe just as careless as you are. Play safe for both of you.

Don't forget that a plank is just a flat piece of wood so many inches wide and sawed off at each end. If you walk off one end, be sure there's another one there to step on.



And if you take ladders for granted, watch out! Ladders are often unsafe, and even safe ladders become a menace if we insist on using only one hand in navigating them. Use both hands. Carrying pots, brushes and dinner pills in one hand is a dangerous practice.

Ganging up on scaffolding is also bad medicine, and too much weight concentrated in a small area may enable your wife to cash that insurance policy.

In handling freshly painted lumber, watch out for your fingers and keep your dogs in the clear. Mashed fingers and toes are painful injuries.

Remember that while the company expects production and our national government insists upon it, neither one wants a bunch of cripples to result from it. World's records are made by taking time to work safely!

HOW'S THIS FOR SPEED?

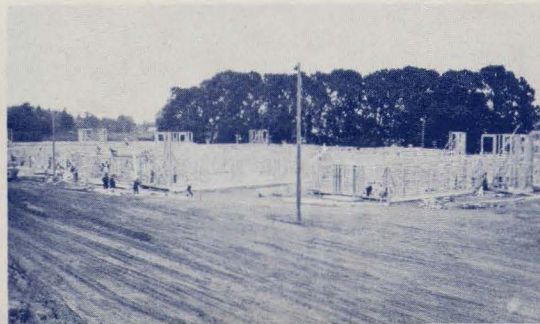
These three photographs show Vancouver dormitory unit K taken from the same spot on three successive days. The new unit will house approximately 2,000 men and will be almost completed in another week. Single rooms will rent for \$5 a week, double rooms \$3.50 per week. Board at the nearby mess hall will be \$1.45 per day, and em-

ployees may have board and room deducted from their pay checks. Bus service has been established from Vancouver to the dormitories. Men wishing rooms should contact Gene Blazier's Office in the Vancouver Administration Building.

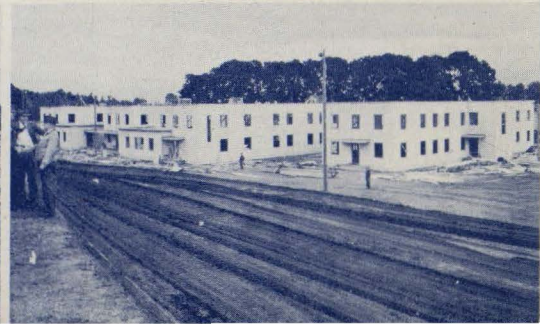
FRIDAY, JUNE 11



SATURDAY, JUNE 12



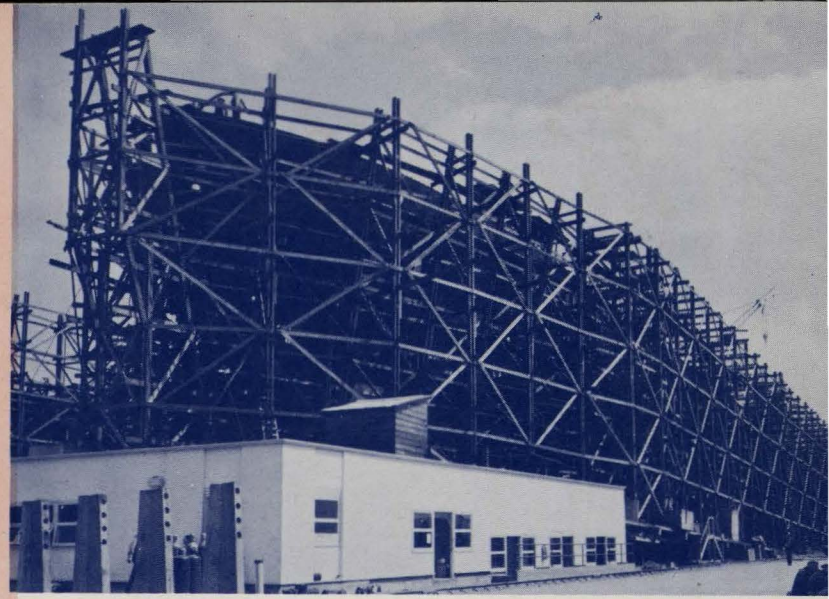
SUNDAY, JUNE 13



VANCOUVER TO LAUNCH FIRST LIBERTY SHIP

Kaiser Co., Inc., Vancouver, will celebrate Independence Day by launching their first Liberty Ship, the SS "George Vancouver," just 175 days from the time sub-contractors began work on the grounds for America's most streamlined shipyard. This tops by a full two months the record set by the Star of Oregon, which was launched 235 days after Oregon Shipbuilding yard construction started.

The SS "George Vancouver" is named for the famous English navigator born in 1757, who was appointed to command an expedition to the Northwest coast of America to take the territory away from the Spanish. He journeyed up on the Pacific Coast and circumnavigated what is now Vancouver Island and his famous name is now associated with many important places in the Northwest.



K. C. I. Vancouver, Hull No. 1, the SS "George Vancouver".



Vancouver Administration and Personnel Building.



Laying the first Liberty Ship keel at Vancouver on April 15.

FIRST AID STREAMLINED AT VANCOUVER

In keeping with other facilities at the Vancouver yard, the new First Aid station presents features that are an advance over similar stations throughout the country.

The main characteristic is a central supply room around which treatment cubicles are located. In this central room all surgical and medical supplies are sterilized, packaged and distributed to the adjacent treatment cubicles. This "base of operations," or hub of the station, is used only by those working in the department.

Each of the 9 treatment cubicles is a complete unit in which a doctor or nurse treats the patients. An inter-communication system between treatment rooms and the admitting desk serves to keep a constant, smooth flow of traffic into each cubicle.

The arrangement of central supply room flanked by rooms for patients results in many advantages over existing First Aid stations:

1. *Patients do not enter central work space, thus making it possible to provide maximum sterilization and cleanliness for supplies and instruments.*

Treatment quarters provide streamlined First Aid for two or more patients in each section.

Efficient arrangement of treatment cubicles provides quick treatment for Vancouver first aid patients.

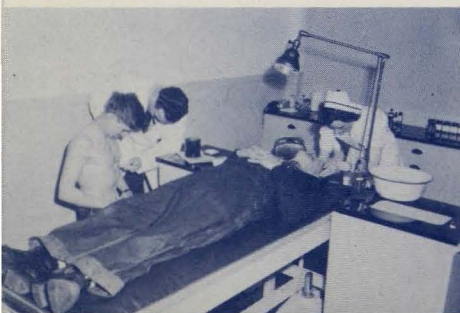
2. *Treatment of patients in private cubicles instead of one large room permits privacy and diminishes the congestion so frequently encountered.*
3. *The furnishing of complete units in each cubicle promotes efficient functioning of station personnel making for rapid treatment and a minimum amount of lost time.*

Additional features of the station are a room containing thermostatically controlled heaters for soaking infections of hands and feet; powerful X-ray equipment capable of taking X-rays of any part of the body, as well as performing fluoroscopic work. Two ambulances are maintained at the station; if one is on a trip the other is available.

In order to render the most efficient service to the entire yard, auxiliary First Aid stations will be established at three different points. These stations will be staffed with nurses and equipped to furnish First Aid for minor cases.

The Vancouver shipyards First Aid station will eventually be part of the complete medical service provided by Northern Permanente Foundation which includes the new hospital now being built just east of the dormitory area.

The "Soak Room" where sprains and other injuries are given hot water treatment.



HOW LIBERTY SHIPS ARE BUILT



SUB ASSEMBLY SHOP

One of the secrets of fast Liberty Ship construction is the piecing together of relatively small parts to sizeable prefabricated units before these materials ever reach the ship's ways. This job of building big pieces out of a number of small ones is the work of the sub-assembly shop.

Because this department uses materials coming from the Plate Shop, this sub-assembly and prefabrication takes place in adjoining quarters.

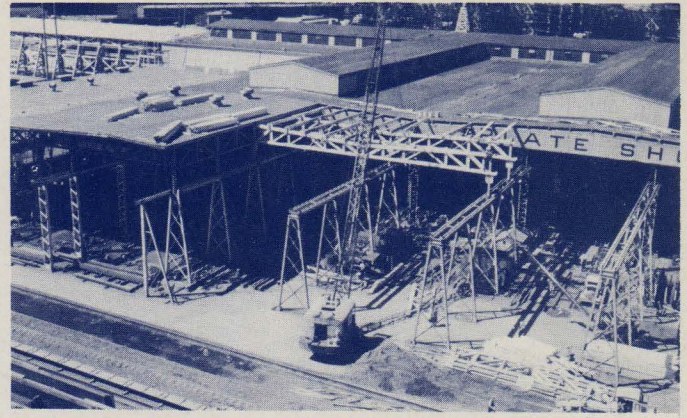
Many classifications of workers are employed in the sub-assembly, such as welders, burners, flangers, chippers, drillers, machinists, cranemen and others. These men, under the direction of shipfitters, shape hundreds of parts. They bring into alignment and form many major sections of the ship fully or in part, such as assembly of second and upper deck hatch end beams, second and upper deck hatch side girders, all longitudinal girders, hatch shipping beams, mast supports and fittings, brow plates, hold ceilings, deep tank covers, forward and aft deep tank girders, inner and outer stack, uptakes, sanitary bulkheads, shaft alleys, and all miscellaneous sub-assembly.

Changes are being made at the present time to enlarge the working capacity at the Plate Shop and sub-assembly. Craneways at the east end of the Plate Shop are being extended out 40 feet through bays 0, 1, 2, 3, 4, 5, 6 and 7, by adding an additional 40 ft. by 370 ft. of working space. Old craneways will be roofed over.

Bays 3, 4, 5 and 6 will be extended 90 feet each, through to the west end of the Plate Shop. This will provide an additional space of 90 ft. by 180 ft. for fabrication work.

A new sub-assembly has been erected at the southwest corner of the Plate Shop, all of timbered construction, measuring 90 ft. by 200 ft. This will result in a total workable area of 90 ft. by 460 ft. for the sub-assembly.

In addition to all these improvements, a new gadget shop is being erected east and directly



Sub-assembly section of the Plate Shop undergoes expansion to provide faster production.

adjacent of the new assembly building. This timber constructed building will measure 40 ft. by 200 ft. An overhead electric hoist of 2-ton capacity and hand operated will serve the full length of the shop. Only smaller pieces will be handled here, such as all miscellaneous machine foundations and small articles for the outfitting dock. The latter include leadman platform, accommodations latter platform, railing and awning extensions, man hole rings, drain hats and covers, deck pads, small booby hatch and cover, fairlead shield, emergency steering gear, life raft stowage brackets, wheel house shutter frames and shutters, and hundreds of other small pieces.



Workers prefabricate a hatch cover in the Oregon Shipbuilding sub-assembly plant.

Contributions

THE LAUNCHING

Your future now lies in the records you'll make;
 The subs you'll avoid — the journeys you'll take.
 Remember us always in clear seas and storm —
 We'll see you again in the years that will come.
 From mold loft thru launching we've done our best work;
 We've nothing to hide — no duties were shirked;
 We're proud of the job we have done on your hull,
 May trial trip and testing approve it in full.
 Oh, symbol of Liberty, pride of our ways,
 Whose templates we've moulded, whose keel we have laid;
 Whose plates we have welded; whose masts we have raised;
 We'll fill up the void, your departure has made.

— Lewis Smith
 Electrical Engine Tracer.

☆ ☆ ☆

Brother Jonathan,
 Oregon Shipbuilding Corporation.

Dear Brother:

So you don't think we will make our War Bond drive 90%, huh? Well, listen to me, brother, you had better start walking, for it won't be long now, as the above mentioned 90% is already well on the way. And while I am on the subject of walking, you might make it over to Vancouver on your own power but I would suggest that you bring your own First Aid crew for the return trip.

You say you will take on the BIGGEST guy we can dig up in the event that we reach the 90% goal. Well, we are too busy over here to bother about finding out just exactly who is the biggest so, to save time and trouble, I have decided to handle the matter personally.

Very truly yours,

HAL RUMBURG
 Kaiser Co., Inc., Vancouver.

☆ ☆ ☆

"All Ex-Marines are requested and urged to meet at the Portland Chamber of Commerce, July 3, 8:00 p.m., for the purpose of enrolling in vital Civilian Defense Work, and to meet your old comrades.

"There is work to be done and you are needed."

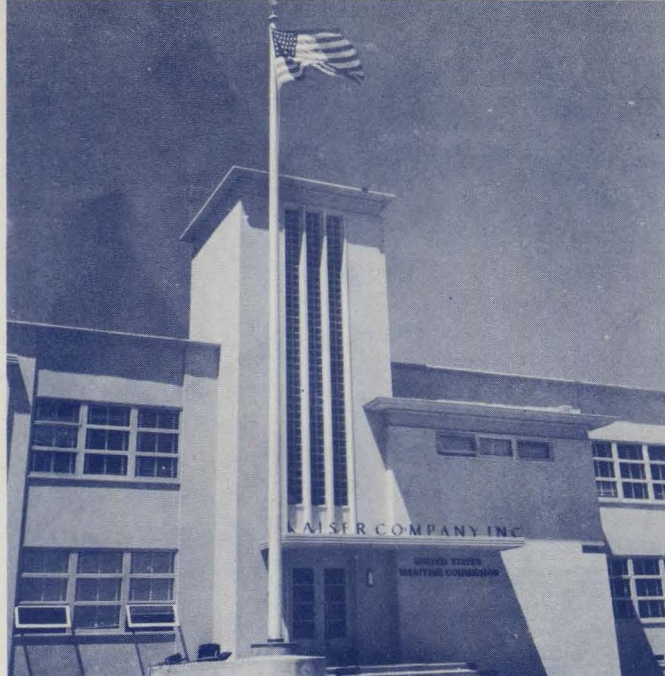
☆ ☆ ☆

To Mr. Tom Monks:

We, the members of the Shipfitting Class of June, 1942, wish to express our deep appreciation of your efforts in our behalf. Your method of teaching has been most thorough and practical. Your enthusiasm and friendship has been generous. Therefore, we have resolved: To become the best shipfitters possible. To hold ourselves to a high standard of workmanship so that you may be proud of your class of June, 1942.

S. E. Reynold	C. A. Peterson	S. B. Henderson	H. J. Lensch
R. J. Bailey	C. B. Harris	S. Koletson	H. E. Pendleton
G. P. Roth	R. P. Davis	Ray Rossi	Fay Davis
L. Barnes	Floyd Lukat	M. Feinberg	

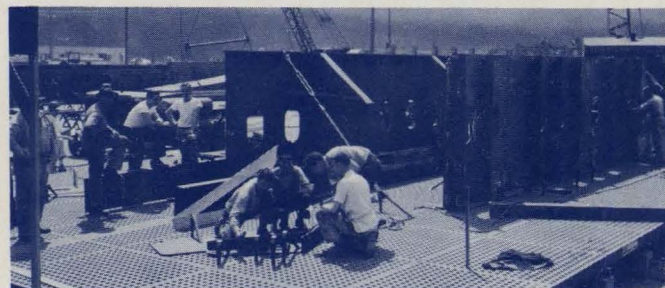
(And they meant it! For besides presenting Tom with the resolution signed by every member of the class, he was also given an engraved cigarette lighter as a token of appreciation from his class.)



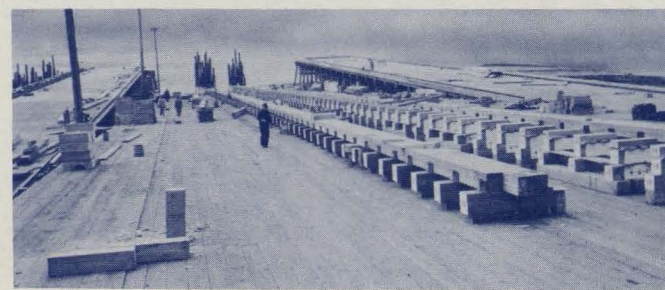
General offices Kaiser Co., Inc., Swan Island.

SWAN ISLAND

Just 107 days after ground was broken on the 398-acre Swan Island airport, the keel of the fifty-six 18,000-ton oil tankers will be laid on July 1. Progress on the Swan Island yard is rapid, with ways nearing completion. The first of the huge tankers is scheduled for launching in October, with probable delivery in December.



Fabricating the first tanker plates at Swan Island.



Keel blocks in place on Way No. 1 awaiting the keel for the first Swan Island tanker.



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we have the **STEEL**



we have the **MEN**

Shipbuilding during the next
182 days may win or lose the War



**TIME IS
SHORT!**