

April 8, 1943

Vol. 3, No. 7



*The*  
**BO'S'S WHISTLE**



**U.S.S. ALAZON BAY**



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





All set. Mrs. Roosevelt takes aim as burning of the plates begins.

IT was a proud day for Governor Langlie of Washington. "Our nation is engaged in the greatest wartime production of any kind in the world, of any nation in the world," he declared. "We who participate in it are thankful that on the Pacific Coast we have this organization that is playing a part in the production medium."



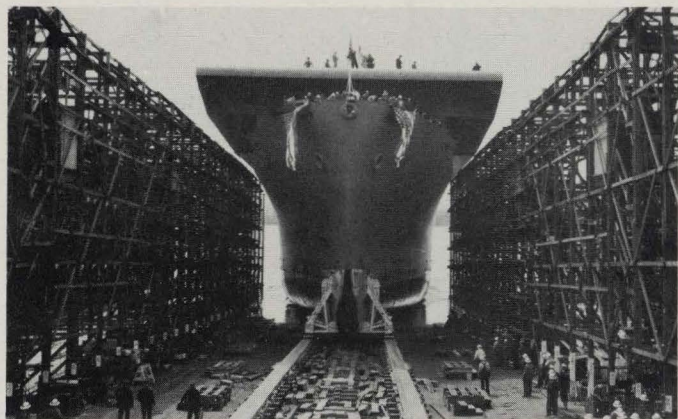
FROM the south side of the river, Oregon's governor, Earl Snell, shared the big moment. "We are proud of the contributions and records we have established. Workers, management and labor are entitled to credit. It confirms the great industrial advantages in this area."

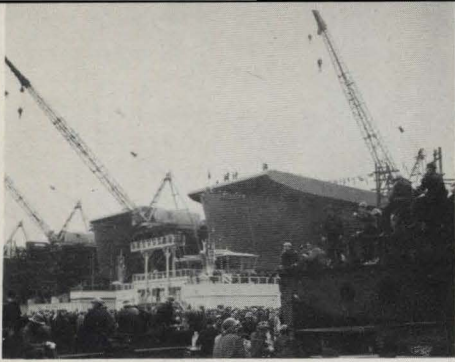


# MRS. ROOSEVELT CHRISTENS FIRST VANCOUVER CARRIER

The First Lady of the Nation made a complete day of firsts at Vancouver April 5. When she cracked the champagne bottle across the bow of the SS "Alazon Bay" Mrs. Roosevelt launched the first of a new type of escort aircraft carriers to be built in this country. It was the first Pacific Coast christening for the President's wife.

Cheers of workers and managers alike swelled visibly when she paid tribute to their efforts. "Building ships is an absolute necessity—building ships, making them ready to carry the things which are needed by our men, by our allies throughout the world is one of the essentials of winning the war. You are doing it! You are doing it magnificently and I congratulate you today and wish for you good health and good luck so that as you look back over these years of hard work you will feel that you have done your part and won a war that will mean happiness in the future."





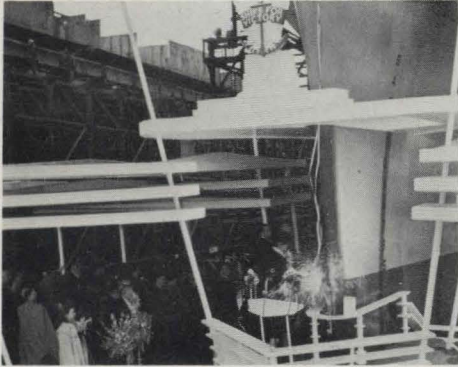
Next to the "Alazon Bay" stands Vancouver's second carrier. Carriers under construction on every way promise frequent launchings soon.



The launching party included Jean Larsen, Mrs. Eleanor Roosevelt, sponsor; and Mrs. Thelma Brantner, Vancouver receptionist, the matron of honor.



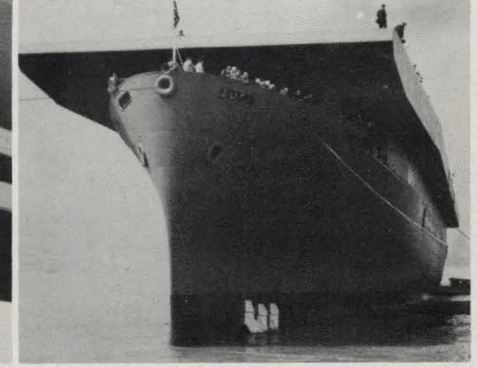
A bouquet of 50-cent war stamps, 1000 of them, is presented to Mrs. Roosevelt. Jean Larsen, youngest feminine employee, made the presentation.



Crash! The big moment at last, and the President's wife gave such a lusty swing that champagne completely showered her



There she goes — The First Lady and the "first" shipbuilder watch just a bit apprehensively as the first carrier goes down the ways



Back to the outfitting dock, the carrier stands poised and impatient to be up and away at the duties for which she was designed.



**A** HUGE crowd of tin-hatted workers and their families took off enough time from building other carriers to watch their first product safely launched. They felt a glow of satisfaction in their boss's words: "You who have labored on this hull have the gratitude, not only of America, but of all mankind who live in the hope of liberty."

# 10 TO 1 you'll be torpedoed!

WHAT REALLY HAPPENED TO THE JOSEPH N. TEAL

**T**HERE have been various reports about Oregon's famous 10-day Liberty Ship, the SS "Joseph N. Teal." It has been reported under fire and even sunk. Here, however, is the true story as it comes from three men who actually sailed on her.



Edward Vileski, former Oregon Ship burner

They are L. A. "Chips" Clifford, former construction carpenter at Oregon; Gilbert Wright, of Camas, Washington, and Edward Vileski, of Portland. From them comes the certain fact that the ship which caused Mussolini to exclaim "It can't be done!" is not only hale and hearty but even now carrying more supplies to the fighting fronts.

The Joseph Teal left Portland on September 27, 1942, with a full cargo of ammunition, concentrated food, light guns, medical supplies, tanks and planes. Sailing without convoy it arrived in Guadalcanal on December 3. Though the trip itself was uneventful, the ship had hardly more than dropped anchor when torpedoes started whizzing by. After the first day's attack things were quiet until December 7, when more torpedoes were fired. None of them struck but one missed by only 10 feet.

Vileski had helped build the Teal at Oregon and it was the first Liberty ship on which he had ever sailed.

"We would put in for the night in the harbor at Tulagi," he said, "and then during the day we would go back to Guadalcanal, we'd just have to anchor out there offshore and unload onto coast guard barges.

"The boys on shore were betting on whether or not we'd be torpedoed. The first day the odds were 5 to 3 that we would. Then they climbed to 8 to 1. About that time some other ships came in and they dropped down to about even money. When the other ships left, odds climbed back to 10 to 1, but we never got hit."

"I was down below when one of the torpedoes went by at Guadalcanal. It missed us but struck the beached hull of another ship, which had already been torpedoed. The explosion made me think that a shell had gone straight through our hull. Then our boys dropped the depth bombs and the floor plates came up and socked us. It felt like the whole ship was blowing out of the water."

The Teal sailed from Guadalcanal to New Caledonia where it picked up a load of chrome ore. It arrived safely back in the United States around March 1.

From activity around the South Pacific islands, Vileski believes there were plenty of Jap ships and subs sunk. The Teal lost an anchor on a submerged Jap ship.

Vileski never got ashore at all at Guadalcanal. "You could never tell when the ship might have to leave," he said.

Further reports on the Teal come from A. G. Ingram, chief engineer, in Seattle. He nursed the big triple-expansion engine over the 20,000 mile cruise and has nothing but praise for it. "They handle beautifully. They can turn almost in their own lengths."

Best comment of all comes from Lieutenant Lionel K. Lane, with the Navy at Guadalcanal, in a letter to his sister, Catherine Lane, Oregon Ship I.B.M. operator.

"The 10-day wonder Liberty Ship built in Portland has just arrived," he wrote, "everything on it was badly needed, and were the boys from Portland thrilled to know that the ship was built in their own home town!"



Gilbert Wright, far left, and L. A. "Chips" Clifford, extreme right, former shipyard workers who sailed with Vileski on the Teal. They are renewing old friendships with Sid Tuve, R. Wilehart, Sherman Clancy.

FROM THE TOP MAN in the USMC came this praise of Oregon's 23rd Liberty, the SS "Edgar Allen Poe"

**CLASS OF SERVICE**  
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

## WESTERN UNION

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

A. N. WILLIAMS  
PRESIDENT

J. C. WILLIAMS  
FIRST VICE-PRESIDENT

**SYMBOLS**

DL - Day Letter

NT - Overnight Telegram

LC - Deferred Cable

NLT - Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

WASHINGTON DC MAR 22 1943 1213P

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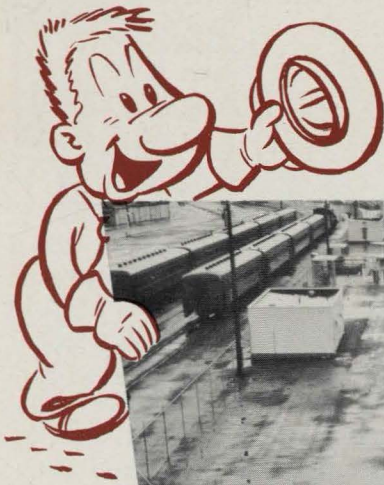
TO THE WORKERS OF OREGON SHIPBUILDING CORP--

PRODUCTION COMMUNIQUE #3. THE EDGAR ALLAN POE, SHIP YOU BUILT, HAS DONE MAGNIFICENT SERVICE. STRUCK BY AN ENEMY TORPEDO AMIDSHIP, ITS CREW STOOD THEIR GUNS AND CONTINUED TO BLAZE AWAY AT THE JAP SUBMARINE UNTIL IT WAS SUNK. THE ENTIRE ENGINE ROOM OF YOUR SHIP WAS DAMAGED, STEAM AND FUEL PIPES RUPTURED, LOWER DECKS LIFTED AND GREAT DAMAGE DONE THROUGHOUT THE MIDSHIP STRUCTURES, BUT THE BULKHEADS HELD. NO WATER REACHED ANY CARGO SPACE. THE VESSEL WAS LATER TOWED TO PORT WITH ITS ENTIRE CARGO INTACT. TWO SEAMEN GAVE THEIR LIVES SO THAT YOUR SHIP WITH ITS VITAL WAR MATERIAL WOULD REACH OUR FIGHTING FORCES IN THE SOUTH PACIFIC. THE PERFORMANCE OF THE EDGAR ALLAN POE IS A CREDIT TO EVERY WORKER OF THE OREGON SHIPBUILDING CORPORATION AND I KNOW YOU WILL TAKE PRIDE IN ITS ACCOMPLISHMENT--

E. S. LAND - CHAIRMAN UNITED STATES MARITIME COMMISSION



VICE PRESIDENT MARSHALL SAID: "What this country needs is a good five cent cigar."



**STUBBY BILGEBOTTOM SAYS:**

"What us shipyard workers need is a good five cent ferry ride  
... and free parking ... and guys

**... WE GOT IT!"**



**SHIPYARD TERMINAL — EASY TO GET TO.**  
"Here's a seagull view of the shipyard terminal. It's at the waterfront on Harbor Boulevard at the foot of Davis Street on the west side. It's easy to get to—just a couple of blocks north of the Burnside bridge."



**5c FERRY RIDE. . .** "Now you got something! A nickel won't buy much of anything these days, but it gets you a ride to Swan Island or Oregon Ship on a swell ferry boat. No stop lights. No flat tires. No dented fenders. No running out of gas. No traffic cops. What a deal for a nickell!"



**5c COFFEE . .** "Here's the coffee bar, guys. You slip up here and 'coffee up' for a nickel. Sure, there's doughnuts — and smokes—and candy and chewing gum (sometimes). You don't eat here, but right around the corner there are comfortable seats with wide side-arms for your food."



**WHAT A RIDE.** "See those happy faces? This gang is just arriving from Swan Island. Twenty minutes of comfort. Smooth ride, coffee and doughnuts, a visit with friends, and now to car or bus and home. These folks are Ferry Fans. You will be too once you've tried it."

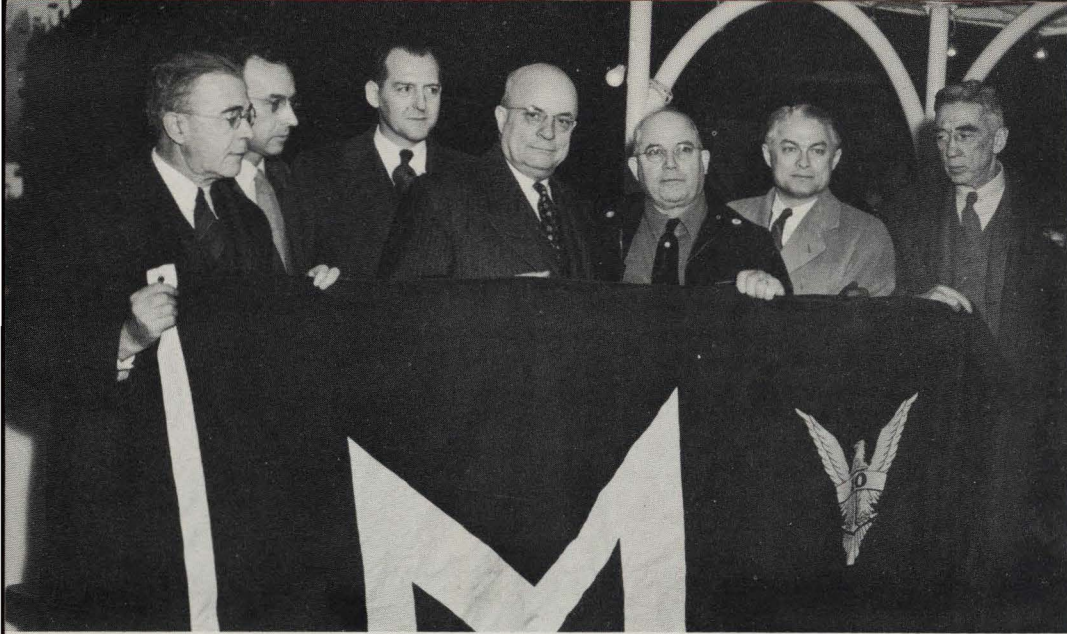


**TRAIN TO VANCOUVER.** "Sure, this is a combination shipyard terminal — trains and ferries. Two bits takes you to Vancouver and return on a completely modern train. The cars are roomy, comfortable and they're steam heated. Running time is 40 minutes."



**FREE PARKING SPACE FOR YOUR CAR.** "Lookit!" See all that free parking space. And that ain't all—there's a lot more not shown in the picture. Room for 600 private cars. Why should I drive miles to a shipyard when I can park all day free and ride to work for a nickel—with somebody else doing the driving?"





Taking part in Gold Eagle award ceremonies on Sunday, April 4th, were (l. to r.) Mark O'Dea, Public Relations director, USMC; Edgar Kaiser, General Manager; Albert Bauer, Ass't General Manager; Henry J. Kaiser; Clinton E. Smith, O.S.C. electrician; Carl Flesher, Regional Director USMC, and Commissioner Thomas M. Woodward, USMC.

## GOLD EAGLE *for Oregon*

The launching of the SS "Francis W. Pettygrove" on Sunday, April 4th, was highlighted by the presentation of the Maritime Commission's "Gold Eagle" Merit Award Flag, evidence of 11 consecutive merit awards—the first of its kind to be given to any Maritime yard in the country.



**SPONSOR** of the SS "Francis W. Pettygrove" was Mrs. Mark O'Dea, wife of the U. S. Maritime Commission public relations director. Mrs. O'Dea was attended by Miss Evelyn McIntyre. Miss Virginia Kulbe, Oregon Ship employee, presented flowers.

Part of the crowd of 20,000 who attended presentation and launching ceremonies—heads bowed during invocation.



The award was made to Clinton E. Smith, Oregon's oldest electrician in point of service, by Mark O'Dea, Maritime Public Relations director.

A record crowd of 20,000 daytime and swing shift workers cheered addresses by Mr. O'Dea, Commissioner Woodward and Carl Flesher—roared approval when Henry J. Kaiser coined the word "Presenteeism" in praise of the 93% loyal workers who were responsible for shipyard records.



**MARK O'DEA**, Public Relations Director of the USMC, delivered one of the principal addresses, praised workers for their record achievements, warned them that their attainments were being challenged by other yards and that competition would soon be tougher.

"You have changed the fearsome chant of 'too little, too late' into a glorious chorus of confidence resounding throughout our nation," he said.



**CLINTON E. SMITH**, Oregon Ship electrician, has never been late or absent since he began work in May, 1941. Out of his wages he has tucked away over \$5,000 in War Bonds. Mr. Smith was chosen to represent the employees of Oregon to receive the coveted "Eagle" flag from Mark O'Dea, right, shown here.



**CARL W. FLESHER**, regional director of the USMC, pointed out that Oregon Shipbuilding Corporation had produced almost 25% of all the Liberty ships launched last year, that the total tonnage would be almost doubled for 1943; that America was shooting at an unprecedented goal of not less than 1,800 merchant vessels during the present year.



**MARITIME COMMISSIONER**, Thomas M. Woodward, visiting the Oregon yard for the first time, praised workers, held out the hope that war industries, like the O. S. C. yard, would not be scrapped after the war is won.

"It is unthinkable," he said, "that these great machines of production, these aggregations of men and women and machinery which produce war materials so efficiently should be scrapped . . . we can be assured that these instruments of production will be converted to peacetime purposes."

# "Let's talk about PRESENTEEISM"

From Mr. Henry J. Kaiser's speech at the launching of the SS "Francis W. Pettygrove," April 4th.

LET'S talk about Presenteeism. The talk about Absenteeism has been grossly overdone. Much too much has been said, and printed, and thought, about the small minority of people whose absenteeism is chronic. Rampant in the land is the idea that workers in shipyards and other war plants are slackers at heart, lazy in body, committing with a closed mind the unpardonable crime of deliberate absenteeism in a time of national crisis.

Nothing is farther from the truth. No conception is more unjust to those who toil long, sacrifice the comforts of home and family, and who endure silently the curse of the few. Here are the facts. In the seven shipyards which we are managing under the direction of the Maritime Commission, the record of presenteeism was better than 93% for the month of March. My hat is off to the 93% faithful men and women in those shipyards which are in the Portland and San Francisco areas.

The men and women of this home front army of 160,000 workers are writing their patriotism and faithfulness to the job on the moving pages of history with outstanding records of ship production.

Oregon Shipbuilding Corporation's own record during the month of March was a Liberty Ship launched every other day for an average of 1.64 ships per way per month. Accomplishment such as this is not made by Disciples of Absenteeism, but by true Americans. They are 93% strong in our yards and they are an overwhelming majority in the thousands of other war plants in this country.

**150** Oregon's 150th Liberty Ship, the SS "Pierre Gibault," was launched March 15. Mrs. Ray A. Steiner, wife of the superintendent of the unionmelt department, was sponsor. Her husband made the acknowledgement.

**151** The SS "Benjamin N. Grierson" went down the ways on March 17. Mrs. Alice A. Stanley was sponsor. Her husband, C. R. Stanley, is head of the timekeeping department.

**152** Colonel Geo. E. Hartman, of the Quartermaster's Training Corps at Vancouver, delivered the principal address March 19 at the launching of the SS "Elijah P. Lovejoy." Mrs. Hartman was sponsor.

**153** Barbara Clark, representing I.B.M. Bond contest winners, sponsored the SS "Graham Taylor" on March 21. The principal address was delivered by Blaine Rogers. Harry Steele, chief clerk of the Administration building, was Master of Ceremonies.

**154** The SS "Albert B. Cummins" slid into the Willamette on March 23. It was sponsored by Mrs. Mary W. Rieke, wife of Dr. Forrest Rieke, medical director at O. S. C.

**155** The warehouse receiving department was honored March 24 when the SS "James W. Grimes" went down the ways. Mrs. Edna Berg, receiving clerk representing bond contest winners, was sponsor.

**156** In honor of a former Portland mayor, the SS "George L. Baker" was launched on March 26. Mrs. Baker was the sponsor. Roland Ambrose gave the principal address. Acknowledgement was made by Mayor Earl Riley.

**157** Oregon's 157th ship, the SS "Chief Joseph," was launched March 27 in honor of one of the most wily Indian chiefs in North America. Miss Pauline Wilkinson, whose Indian name is "T-Teen," a 16-year-old pupil of Chemawa Indian school, christened the vessel, while three other students, all Nez Perce Indians, were attendants.

**158** Oregon's 158th Liberty, SS "Henry W. Corbett," named for one of the state's best known pioneer citizens, was launched on March 29th. Sponsor was Mrs. Henry Ladd Corbett. She was attended by Mrs. Elliott R. Corbett.

**159** Making it a record breaking 17 for March, the SS "George Flavel" went down the ways March 31st. Sponsor was Mrs. C. O. Wilson, O.S.C. electrician, representing the bond contest winners of the electrical department.



## FOR THE RECORD

Here, for the record, are the up-to-date figures for March, 1943, of all West Coast yards engaged in building Liberty Ships. Although Calship with its 14 ways has launched two more vessels than Oregon, O. S. C. leads in total deliveries and is far ahead of the other three yards in the production record that really tells the story—keels, launchings and deliveries per way, per month.

Yard	No. Ways	TOTAL FOR Avg. No. on Payroll (approx.)	TOTALS TO MARCH		TOTALS TO DATE		AVERAGE CONSTRUCTION TIME FOR MARCH			EVENTS PER WAY FOR MARCH		
			Launch-ings	Deliver-ies	Launch-ings	Deliver-ies	Days on Hulls Launched	Days Out-fitting	Total Days	Keels	Launch-ings	Deliver-ies
Oregonship . . . . .	11	33,730	17	18*	159	155	21.24	9.28	31.39	1.55	1.55	1.64
Calship . . . . .	14	40,750	16	17	161	154	27.44	16.24	43.94	1.14	1.14	1.21
Richmond No. 1 . . . .	7	26,180	7	7	81	78	31.14	12.86	47.29	1.00	1.00	1.00
Richmond No. 2 . . . .	12	34,755	13	12	98	94	34.54	11.17	43.00	1.08	1.08	1.00

\* Plus one delivery of EC-2 launched at KCI-Vancouver.



**CHAMPION WELDER**

In a close race, Mrs. Hermina (Billie) Strmiska, 35-year-old welder on the ways at Oregon Ship, was proclaimed champion welder lady of her yard on Wednesday, March 24. She won over Mrs. Wanda Ross from assembly, a mother of five children.

The contest was based on quality alone and not on speed, according to Les Voshell, welding superintendent, who handled the details of the contest. The two finalists were selected from a group of 16, winners from a field of 100 top-flight welders picked from all over the yard. They competed on the standard A-B (American Bureau of Shipping) test, on 14-inch plates, doing flat, vertical and overhead welding. Each welded three 14 by one-half inch plates on 45-degree V-bevel joints. Each job was then cut in three pieces and tested, the break test for grain structure, slag and gas pockets, the bend test for ductility, and the pull test for tensile strength. Appearance was also judged.

The contest was close. Judges were George E. Johnson, welding coordinator; Fred F. Steel, head instructor, and O. A. (Ted) Tetherow, welding instructor. The plates were identified by number only. All voting was secret.

Mrs. Strmiska will represent Oregon Ship in a national contest, arrangements for which have not yet been made. She came to Oregon from Texas with her husband slightly more than nine months ago.



**HOT-PLATE LUNCH**

It may be a cold lunch, but the table's warm. This ingenious lunch table is in the Plate Shop at Swan Island and the stove in the center has made it as popular as dinner at the Ritz. The contented diners are Earl Padgen, Henry Radonske, Dell Lewis, Bob Switger and A. Kaagen.

Who will have the first barbecue pit?

**AT LAST -- A SHIPBUILDER**

Albert J. Lorenz is an outstanding figure at Oregon Ship. He's been a shipbuilder all his life! He served his apprenticeship in 1912 at Aberdeen, Washington, and from then on worked as a shipwright for such firms as Joseph Supple Shipbuilding Company, Grace Harbor Motor Ship Corporation, Port of Portland, Portland Tug & Barge Co., Commercial Iron Works, Albina Shipyards, Portland Drydock and now as shipwright foreman at Oregon.



**LADY BLOOD DONORS**

The steady stream of blood donors kept up during March. Here is a line of members of the fair sex waiting their turns at O.S.C. From left to right, Mary Coon, Alice Tanner, Helen Scott, Ada May Wolfe, Birdie Fitchett, June Cutshall, Edna La-Valley, Carrol Johnson and Ann Bush. Mrs. Robert Somerville is signing them up.



**MORE THAN A VOICE**



Marion Wood is known to most of Swan Island as a very pleasant and agreeable voice that makes the lunch time announcements during the day shift. Miss Wood, however, is more than just a voice.

Before coming to Swan Island she was active in the Portland Civic Theatre and appeared in several of their productions.

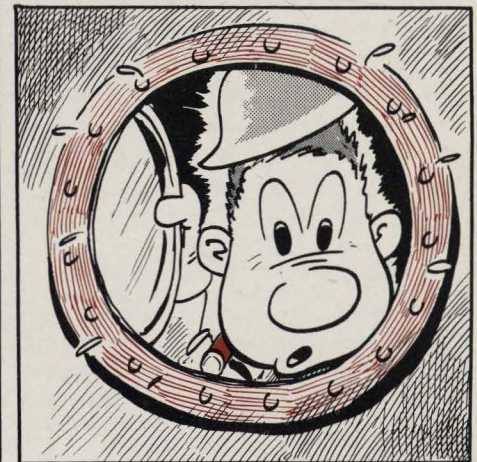
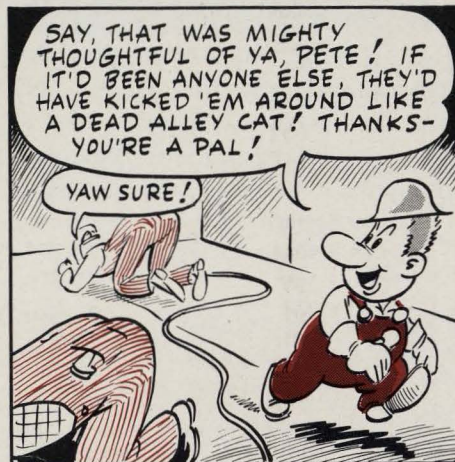
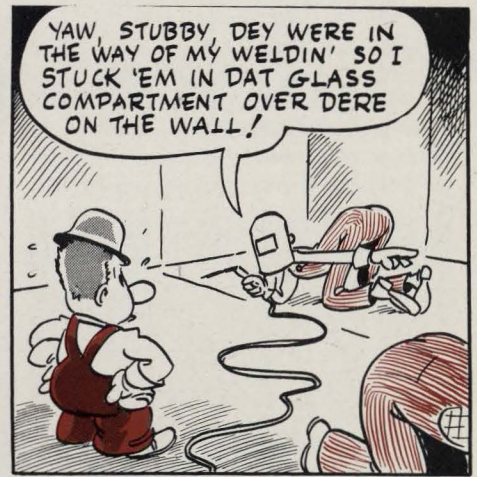
**ACTOR-EXPEDITER**



Nils Douglas, 28-year old material expediter at Swan Island, was an actor and interior decorator before becoming a shipbuilder. A native of San Francisco, he owned an interior decorating shop and specialized in antiques. In his spare time he sandwiched in several stage appearances including a run with Katherine Cornell in "The Barretts of Wimpole Street."

**STUBBY BILGEBOTTOM**

by Ernie Hager







# NEWS AND VIEWS OF THE THREE SHIPYARDS

## UNCLAIMED--\$2,000 IN BONDS

The Bond Department at Swan Island is having difficulty in sending bonds and refunds to those employees who have changed their addresses. In case you move, be sure to promptly notify the bond department of your change of address.

## RETIRED FIGHTER



Joe Marcus, chipper leadman at Oregon Ship, won the lightweight boxing championship of the Pacific Coast in 1927 and held it for two years. He hung up his gloves in 1934 after 168 fistic battles in the nine years preceding. He came to Oregon about 15 months ago.

## GOLF LEAGUE

Formation of a War Industrial Golf League was announced this week by W. B. Nagel, chairman. There will be four players on a team and competition will be on a round robin basis. Teams will be placed according to ability as follows:

- Class A—Scratch
- Class B—Handicap 5 to 14
- Class C—Handicap 15 and over

Separate leagues will be organized for each shift. U. S. G. A. rules will prevail with local exceptions. Players will pay their own green fees. Matches will be held on public and private golf courses Monday through Friday beginning April 5.

Notices will be posted where participants may sign up or they may report to plant representatives Laurance Lamburger or Bob Stevens at O. S. C., Tom Loutitt at Swan Island, or Carl Bengstrom at Vancouver.

## FORDS FOR JAPS

Douglas Wright, superintendent of welding rod storage at Vancouver, knows the enemy from many years of personal experience. He went to Yokohama, Japan, in 1926 as auditor on the construction of the Ford Motor Company assembly plant. He worked on other construction jobs in Tokyo and Kawasaki. In 1930 he was sent to Heijo, Korea, where a plant for the Corn Products Company was being built. After a vacation he returned to Korea as manager of a gold, copper and silver mine.



## YWCA

A new recreational program for women in war industries was announced this week by Alice Titterud, industrial secretary of the Y.W.C.A., S.W. Broadway and Taylor Street. A special "round the clock" program for both men and women is held each Wednesday night until 4 a.m. Thursday. From 9:30 to 11:30 p.m. each Wednesday night there is dancing in the Y.W.C.A. gymnasium. For swing shifters, there's swimming, table tennis, and other games from 12:30 a.m. to 4 a.m. Weekly gym classes are also held each Wednesday at 6 p.m.

## AQUA-PLANER

Fred J. Lawrence, pipe-fitter at Oregon Ship, can skim across the top of the water on a pair of barrel staves or walk beneath it in a diving suit. He is an expert aquaplane rider and has ridden in festivals on the coast and in Canada under Captain Fred Bowes. He works in a team with George Nevil and Russell Sell of Portland Yacht Club. The trio regularly goes zipping across the water at 50 miles an hour and often as fast as 75 miles an hour. In his moments of relaxation Lawrence made a hobby of deep sea diving. This almost ended his career when he once became caught under the pier of the Hawthorne bridge. He has two sons in the army.



## FOUND BUT UNCLAIMED

"Now who could have lost this?" muses Sergeant Hurshell Carr as he looks over the steadily mounting collection of lost articles turned in to the Guard House at Swan Island. This is only part of them. They are held at the headquarters in the Administration Building until claimed and properly identified. As the pile grows, losers as well as finders are welcomed with open arms.

## DOG DAYS



For tips on the "puppies" see Pop Wyman at Vancouver. He followed dog racing for 14 years — was track superintendent and paddock judge in California, Florida, Ohio, Illinois and Pennsylvania, and went to Washington when he thought dog racing was to be legalized there. He still likes to "take a chance" and won the last \$50 pool on the Rose Bowl game. Pop is happy over his job at Vancouver because he says he has proved to his friends he isn't "too old."

## ST. PATRICK'S DAY AT OREGON



Tuning up for the show are Dick Emmons, material expediter; Fiddler Johnson, machinist; Harry Hillyard, from the plate shop; Billy Starkel, material expediter; Hank Wales, machinist rigger, Bob Kane, chipper and Jerry Gilmore, pianist.

The Irish at Oregon Ship "wore the green" on March 16 when an all-yard talent show celebrated St. Patrick's day. The show, under the direction of Del Von Zeuthen, was the first of a series of yard talent lunch time entertainments. It was held during the day and swing shifts.

More such yard talent lunch time entertainments are being planned for all three yards. Employees who would like to participate may do so by dropping a note in the suggestion boxes. In order not to interfere with production, all shows will begin promptly at five minutes after the lunch whistle blows and will end five minutes before the end of the lunch period.



# UPSIDE

# DOWN

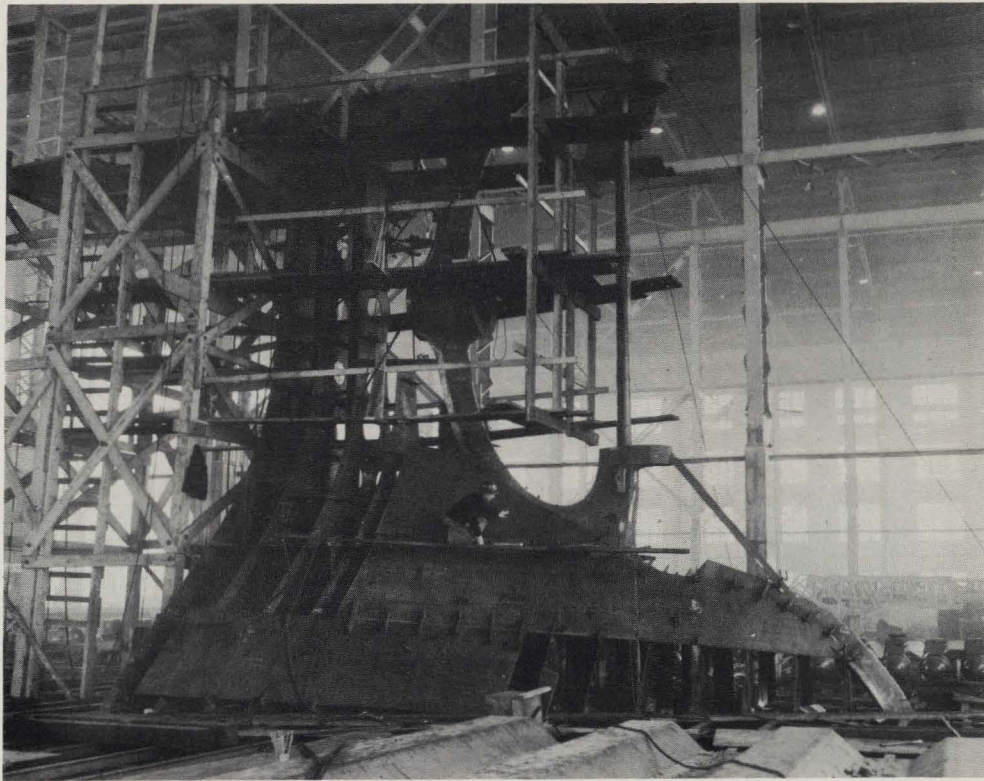
*... Saves Time!*

## Swan Islanders Build'em Faster With This New Prefabrication Trick.

At Swan Island they are cutting from six to eight days off the working time to assemble tanker stern frames by making use of a new upside-down innovation.

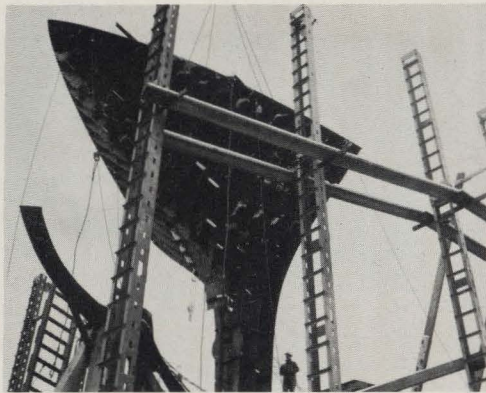
Under the old method the completed tail assembly as it left the bays consisted of nothing more than the steering flat and the transverse bulkheads aft of the cofferdam. After reaching the ways, work had only begun. The stern frame casting and the box keel had to be placed. In hanging the casting, the angle of declivity had to be figured. After that came the difficult job of hanging the plates and welding.

Now all that is past. Swan Islanders are building the whole thing complete in the assembly bay before ever trying to attach any of it to the ship. The steering gear flat is placed upside down in the bay. Transverse bulkheads and longitudinals are fitted and welded. When the stern frame casting is put into position there is no angle of declivity to be figured. It is set exactly perpendicular to the steering flat. The box keel is placed and the section is ready for plates and welding. When this is finished, it is ready for the ways.



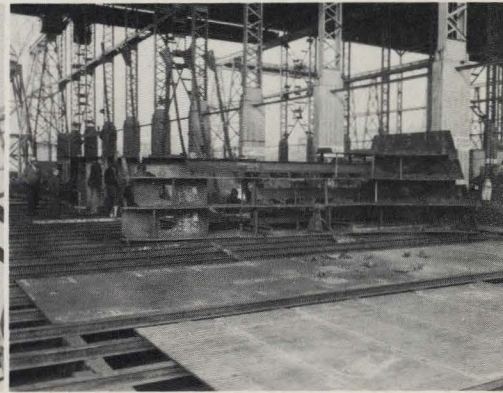
The new method of prefabricating an entire stern frame saves six to eight days; has been adopted by other tanker yards.

Under old methods, part of the stern assembly was lifted on the hull to be attached to the stern frame casting.

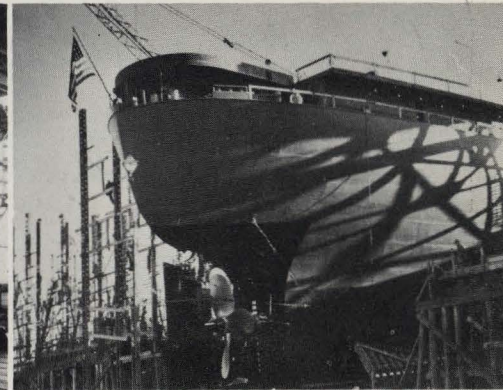
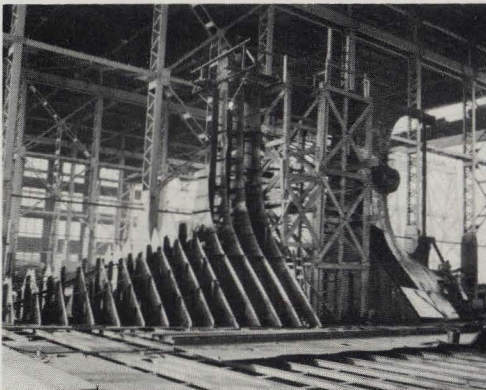


As the section takes shape, scaffolding is erected to complete the huge assembly.

Prefabrication begins in the Assembly Building. Here first transverse bulkheads are put together.

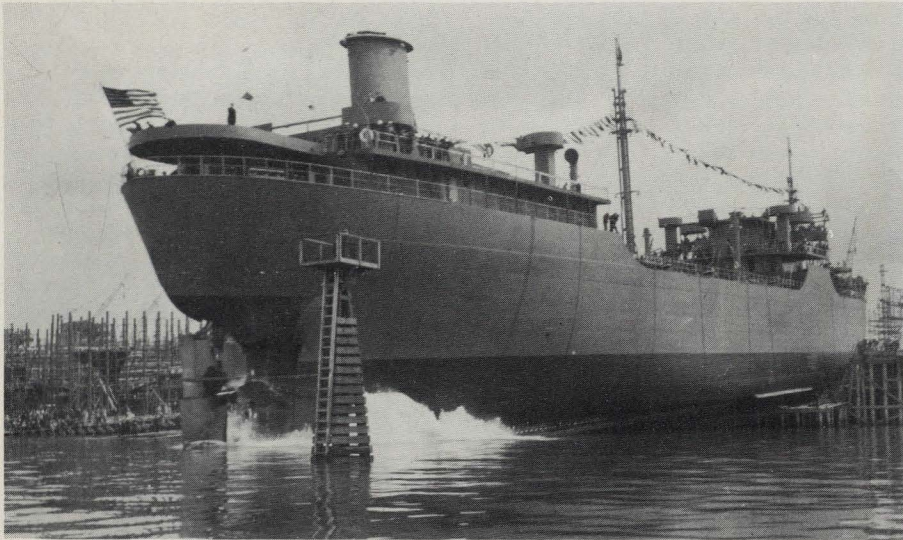


As the ship is completed, the structure houses the steering gear, becomes a complete tanker stern.



# HERE COME THE TANKERS

as numbers 8 and 9 hit the Willamette  
at Swan Island



## THE SS BROOKFIELD (above)

Mrs. Basil A. McLean, wife of a coordinating supervisor for the American Bureau of Shipping, christened the SS "Brookfield," Swan Island's 8th tanker on March 16th. Her attendants were Mrs. Charles R. Hudson and Mrs. Wayne Adams.

8




9

## THE SS NORTHFIELD

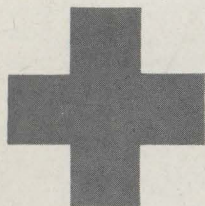
The SS "Northfield," KCI-Portland's tanker No. 9, was launched on March 31st. The sponsor was Mrs. Merle Sleeper, wife of Swan Island's assembly superintendent. Matrons of honor were Mrs. J. C. Norris and Mrs. W. E. Clarke.



## 3-YARD SCOREBOARD

	 OREGON LIBERTYS	 VANCOUVER LIBERTYS TANK LANDERS ESCORT CARRIERS	 SWAN ISLAND TANKERS
KEELS LAID	175	10	13
LAUNCHED	164	10	1
DELIVERED	159 + 8 VAN.	2	0

## RED CROSS RESULTS



Up to March 27, workers in the three Kaiser shipyards had had contributed \$177,802.52 to the work of the Red Cross. These funds came from 49,980 individual pledges, or just slightly more than 60 per cent of the total payroll. They amount to an average of \$3.10 per person.

Oregon Ship is running easily ahead of each of the other yards with the highest

total amount of money raised, \$75,848; the largest number of participants, 23,627; the highest average pledge, \$3.21; the largest percentage of participation, 71.6 per cent.

Swan Island was second with 56.4 per cent of the employees participating at an average contribution of \$3.16. Vancouver has 49.9 per cent participation with donations averaging \$3.16 per man.

The Kaiser Company itself made a donation of \$22,500.

## THE 7-DAY WEEK

... a statement by Edgar Kaiser

Oregon Ship will continue to operate on a seven day basis.

There have been many rumors resulting in much discussion concerning the possibility of changing the present three shift seven day per week operations to some other basis, the present discussion concerning a three shift operation six days per week with a complete shut down on Sunday. **No change is contemplated in the present three shift seven day per week operation.**

Suggestions have been made that absenteeism would be reduced by making Sunday the uniform day off. The average workman's day off is usually spent in one of two ways:

Pursuit of personal business or Recreation and rest.

The present staggered week plan permits both. Stores and business houses are in full operation on six out of each seven of a man's day off and the load on the theatres and other recreational facilities is thereby uniformly distributed.

The primary purpose of the facilities constructed by the Kaiser Company for the U. S. Maritime Commission is to deliver the maximum number of vessels in the shortest possible time. Oregon Shipbuilding Corporation is delivering more ships per way per month with less man hours per ship than any yard building similar ships in the United States. Oregon delivered her first ship—The Star of Oregon—15 months ago. Vancouver delivered its first vessel 7 months ago. Swan Island delivered its first vessel 3 months ago. The improvement in the delivery rate of vessels and the cutting down of total man hours per vessel being constructed at Vancouver and Swan Island compares very favorably with the record at Oregon.

Since our ratio of production in all three yards is steadily increasing and the man hours per vessel steadily decreasing, we cannot with any justification at the present time, providing materials are available, recommend any basis of operation that contemplates complete shut down of the shipyards one day out of each week.



**STUBBY BILGEBOTTOM** was a proud man. He'd just done something that few other people can do—bought a brand new vacuum cleaner. The thing that pleased Stubby most was that he was a man of prompt decision. When he saw a real opportunity, it didn't take him all day to make up his mind.

**F**OR instance, this agent merely showed him the cleaner all wrapped up in the back of his car.

**"I**T'S just one of a few that we had hid away in a warehouse," said the agent, "I thought you might be interested in it —" Stubby needed no further urging. He paid cash on the spot and lugged the precious cleaner home to show Mrs. Bilgebottom.

**T**HEN they unwrapped it. Stubby's proud chest deflated like a stuck balloon and Mrs. Bilgebottom got an angry gleam in her eye. It was not a new vacuum cleaner. It wasn't even a good rebuilt cleaner. It was an ancient relic that wouldn't even run. Stubby had been "clipped."

**T**HE gyp artists are back at work. Stubby's experience is just one of many reported in Portland during recent months. Wherever there are fattened payrolls and shortages of goods, the racketeers

**B**ESIDES a desire to get new merchandise, there is much interest in keeping the articles they have in good condition. This paves the way for other flourishing racketeers. A self-styled "repairman" stops at the house to make any necessary repairs on electrical equipment. In the course of his work the repairman notices that he needs an important part. Furthermore, he explains, it would be much easier to install the part in his shop. The housewife agrees and away goes the vacuum cleaner never to be seen again. It is easily disposed off in a booming second-hand market. Only safe rule is—don't let door-to-door repairmen take the article out of the house.

**A**UTOMOBILE owners, desirous of keeping their cars in good shape for the duration, fall easy prey to variations of old gadget racketeers. Fancy devices, that reputedly make two gallons of gas grow where there was only one before, are selling by the thousands. No one has ever been able to prove that these devices really did the job they were supposed to do.

**I**N some cases items are sold that actually cause harm to the motor. Most notable of these were the quantities of anti-freeze solutions offered for sale this winter. The "substitute" solutions didn't freeze, but they did eat into important parts of the motor mechanism, causing permanent injury.

**H**OME owners are gullible for any number of improvement racketeers. Most recent of these involves the sale of asbestos shingles. The worker is urged to "buy quick before the government freezes them." The shingle are quoted at a price per bundle which sounds reasonable enough to the innocent worker who compares the price with the regular material supplier's price by the square, the usual way to price such items. Under pressure, the worker signs several papers. When he gets the shingles, he finds they are a very ordinary type. He also discovers there are three bundles to a square and he has paid three times what the shingles are worth. Not only that, the papers he signed permitted the wily "construction man" to collect his fee from a finance company and leave the worker holding the sack. It is all perfectly legal.

**E**VEN the old "gutter racket" is coming back into prominence. An itinerant repairman offers to clean out gutters for three or four dollars. He comes down from the housetop to report that the roof needs a little spot of repairing and should

## BEWARE THE GYP



wait with shears sharpened and ready. They've sold everything from "pills" for more gas mileage to certified sand for air raid fires.

**N**OT only workers themselves but their wives are being taken in by the fast-talking racketeers. The salesman calls with a sackful of packages. He opens one showing an attractively wrapped pair of nylon stockings. They are of unquestioned quality and breath-taking beauty. The housewife's eyes bulge. The stockings he shows, of course, are in an odd size, but he has her right size in the sack. He pockets the money, hands her a box and goes on his way. When the wrappings come off, she finds nothing inside but a pair of very low-grade "seconds."

**C**AMOUFLAGE is no greater art in battle than it is in merchandise. Many workers report trouble with known brands of "new" watches that shouldn't give trouble. Upon investigation by a good repairman, it is usually found that such watches are really nothing more than shiny cases enclosing works anywhere from 15 to 20 years old.

**T**HE "pills" sold to give added power to gasoline and "double mileage" are usually nothing more than mothballs and more often than not actually reduce mileage.

**R**ESTRICTED driving throws a greater strain on batteries. This is already causing an increase in the number of battery "dopes" offered for sale. These compounds are supposed to rejuvenate worn-out batteries, to give them new power and life. They are usually nothing more than Epsom Salts and the United States Bureau of Standards has reported for years that they have no value whatsoever as battery rejuvenators.

**P**UNCTURE - PROOF compounds have gone strong since tire rationing began. Usually these consist of some kind of powder which is pumped into the tire. The powder is supposed to fill in any punctures. No one, however, has discovered a salesman of this type of product who ever furnished the required pump. Even if the concoction could be pumped into the tires, there is no evidence that it ever cured punctures.

he do it while he's at it? The homeowner agrees without asking about price, and a little while later gets a bill for \$20 or \$30.

**T**HESE are just a few examples. They are practiced in an infinite number of variations.

**T**HERE is no such thing as an "official" service flag. The government has made no such designation, nevertheless, some racketeers are selling ordinary service flags at fancy prices as representing them as "official."

**T**HE racketeer plays on all the same old motives.

**B**EST bet is to be wary and cautious. Take your time in making any kind of transaction. Remember that signing a paper isn't just a "formality." Above all, investigate the proposition **BEFORE** you bite, not afterwards. If you have extra money, the best and safest place for it is in United States War Bonds.

**A**NOTHER step toward relieving the critical medical situation in the Vancouver area was taken last month when the Northern Permanente hospital received a \$220,000 grant from the Federal Works Administration for new additional hospital facilities. The grant came from funds provided by the Lanham act.

The new unit of the hospital was started about March 1 and already more than 30 patients are occupying the unfinished addition. When the new wings are completed, the Northern Permanente will have a capacity of approximately 300 beds and represents a total investment of about \$650,000.

The new wings tie on to the present building at the up-river end and extend to the east property line, bringing the total length of the one-story building to over 700 feet. The floor plan is similar to the present Greek cross pattern, with two more crosses added to the original unit. A connecting corridor containing wards and store rooms has been added at the rear of the building, supplying direct access to the surgeries and kitchen.

The new wing of the hospital provides an improved type of floor plan for wards. Each room will contain three beds and will be connected to the adjoining room by a large open passageway. A ward

will contain six beds, but will be divided by a partial partition, thus eliminating much of the confusion and lack of privacy found in the larger rooms. All of the new wards and private rooms will contain speaker systems, individual closets, wash basins and toilets, and will be decorated in the same restful manner as the original building.

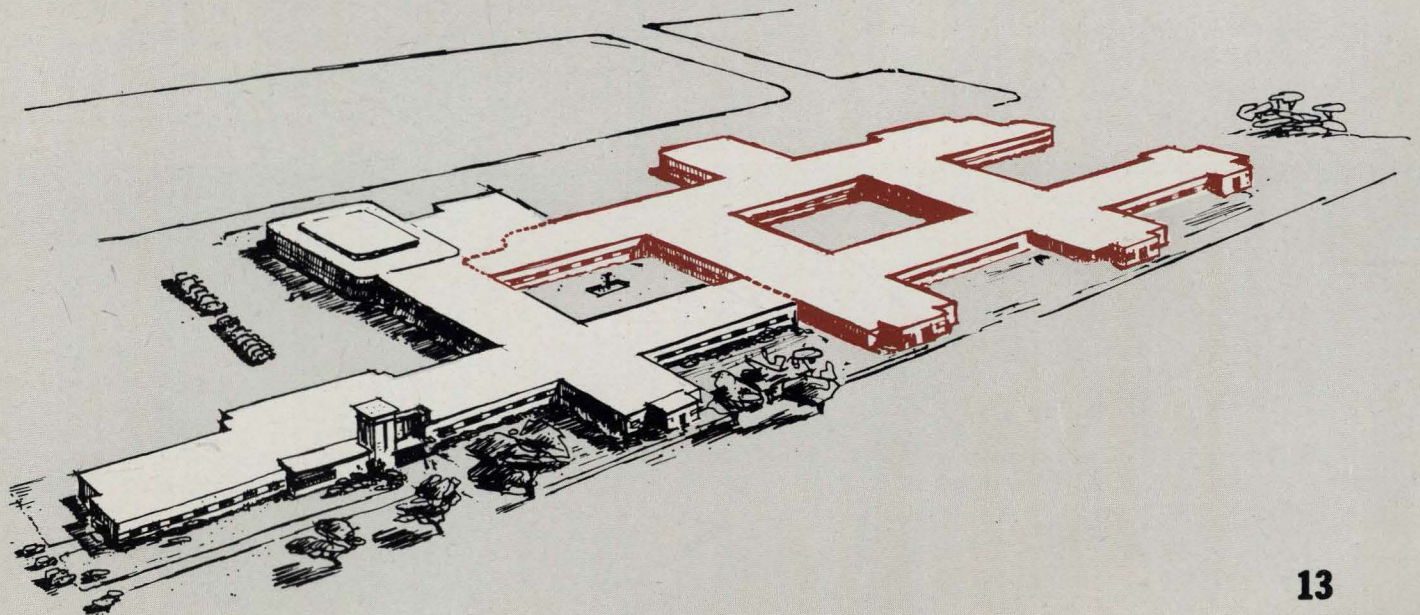
The spacious obstetrical and pediatric wing will function as a specialized unit. This wing will have its own entrance road, parking lot, and will contain a waiting room, consultation rooms, and will be divided into two sections. The maternity section will have its own surgeries, wards and private rooms, and will provide a nursery for 50 babies.

The pediatric section, which handles all diseases and illnesses of children up to 15 or 16 years of age, will have its own treatment rooms and isolation rooms, and wards. Both the obstetrical and pediatric department will have a trained staff of nurses and doctors, who will function as a unit separate from the rest of the hospital staff.

While the new additions are primarily for employees of the Kaiser Company, the money allocated is to provide medical facilities for the public in the entire area. The complete project will be ready for service in about 60 days.

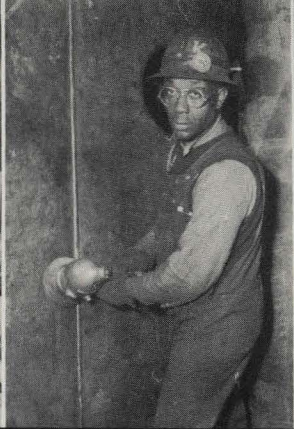
## NEW HOSPITAL FACILITIES

*For Vancouver*





O. S. C. scalers (above l. to r.) Schneider, Nicholson, King and Moses. (Below) Williams, Session, Hohstadt, Braun, King.



Leonard Key buffs the plating of midship deckhouse before painting.



T. C. Johnson, left, and Chris Cook, right, put on the first coat of gray.



In the Dock Paint Shop, Lillian Engstrom, L. G. Zeimer, Eugene Keenan and L. L. Lein clean brushes and mix the paint.

## No. 23 in a series on How Liberty Ships are Built

# A LIBERTY *puts on her makeup!*



A Liberty ship, a proud lady of the sea, cannot think of venturing forth upon the ocean ballroom without being properly "prettied up." The 3,500 gallons of paint that cover her iron sides, however, are more for practical reasons than a desire to be beautiful. They are there to make life more difficult for barnacles and other marine growths. They are there not so much to make the "lady" stand out on the dance floor but to hide her from the "wolves" in the stag line. Her broad sides are her "shiny nose" and must be dulled with the most neutral of gray paints to make her merge as one with the ocean.

Before any paint is put on, the ship is given a thorough massage and beauty treatment. Every square inch is first gone over with buffers, wire brushes, iron ship scrapers.

The actual paint job falls into two different classes, that below the water line and that above. Below the 10-foot water line two coats of anti-corrosive red lead paint are put on, followed by a coat of brown anti-fouling paint. The three coatings represent two different types of paint which are poisonous to most types of marine life. Growths which attach themselves to the hull to take up paint-eating as a steady diet, soon wither away and die, and in time, fall off.

Above the water line a slightly different emphasis is made. Though protection from salt water and air is sought, color takes on more importance. Two coats of slate gray, better known as "war paint," are put on.

The gray is a scientifically developed color that blends with the natural colors of ocean water.

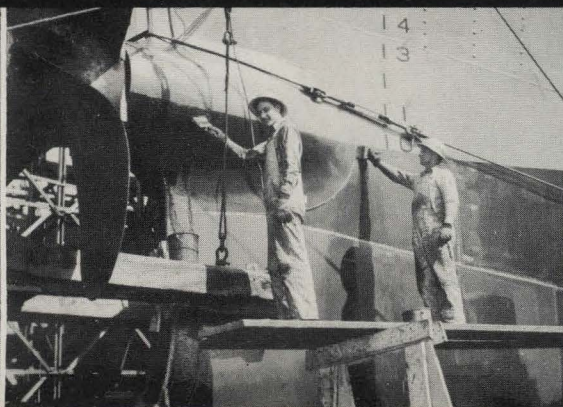
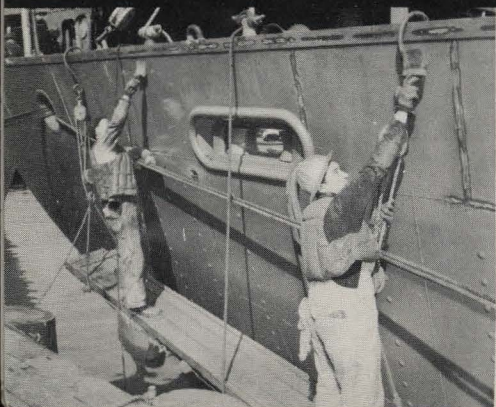
Liberty ships have names, but they don't shout them. Chiseled one-eighth inch deep into the bow, the name is painted over with gray paint so no one can read it except at a short distance. Upon entering a friendly port the ship identifies itself by raising name boards hinged to the superstructure.

The paint that protects a Liberty would cover 1,400,000 square feet of ordinary surface. Only about a third is put on before launching, the rest is put on in the outfitting dock. The paint department, operated under a single head, is divided in two divisions, the 450 painters and helpers on the ways and the 1,000 painters and helpers on the outfitting dock. All paint is put on by brush. Such a strain makes the paint brush a big war casualty. When used on three shifts, its life is about six days. On one occasion running a little behind time, 50 painters accompanied the ship on her trial run, getting on the finishing touches just a few minutes before delivery time.

Ervin Bowden and R. F. Fetter put the last coat of grey on the stern of a Liberty as she gets her finishing touches in the outfitting dock.

Leonard Harmen, and Frank Drake, plan a stomach ache for the barnacles as they apply the anti-fouling coat below the water line.

Harvey Mayer, left, and Marvin McCauley, right, letter the foot marks on the stern of a Liberty on Oregon's Way Number Seven.



# NEW FIRST AID TICKET

If you're the victim of a minor injury while on the job at Vancouver, you must get a "check-out" ticket from your foreman before going to the First Aid station.

While this may sound like adding another complication to the miseries of the already ailing worker, to yard officials the plan is expected to find the cause and eventually reduce accidents. After its beginnings at Vancouver it will be put into operation at O. S. C. and Swan Island.

Any employee requiring medical treatment must obtain a "check-out form" from his foreman or leadman before leaving his work. In cases of extreme emergency, of course, this procedure may be overlooked.

The purpose of the plan is two-fold. First, it will provide a systematic method to notify supervisors that a worker is leaving his job. Second, it will show which operations in the yards are causing most accidents. This reason may ultimately become the most important and could result in actions to materially reduce the number of injuries.

It is emphasized that no pay deductions are made for time lost in receiving medical treatment.

**FIRST AID TICKET** No. **476**

Name \_\_\_\_\_ Badge No. \_\_\_\_\_

Present this ticket for treatment of:

INDUSTRIAL INJURY

NON-INDUSTRIAL AILMENT

Main First Aid Station No. 1 To: \_\_\_\_\_

Sub-station No. 2 (Assembly)

LEFT JOB		TIME LOG				RETURNED TO JOB	
A.M.	P.M.	AT FIRST AID STATION		A.M.	P.M.	A.M.	P.M.
		IN	OUT				
Foreman							
Leadman							
Department							
Remarks _____							
		<small>(Craft-Location)</small>				Badge No. _____	Date _____

No check-out tickets are needed in the case of injuries which are treated either before or after working hours. Only in extreme emergencies should non-industrial ailments be treated on-shift. The First Aid station is set up primarily for industrial cases and should be relieved as much as possible of other types during working hours.

## JOB TRAINING

*for Swan Island Leadmen,  
Foremen and Supervisors*

Maurice Bullard, Vocational Training Supervisor, announces a new section in the training department under the direction of Ed Nye to coordinate all training of leadmen, foremen and supervisors for Swan Island.

Special phases of supervision problems are studied in the four short courses of Job Instructor Training, Job Methods Training, Safety in Leadership, and Supervision and Organization.

The war emergency makes it necessary that 90% of all instruction of new employees be given on the job and the above courses are designed to aid those who are responsible for such job training. There have been more than 8,000 new employees hired at Swan Island in the last two months, and there will be many more before maximum employment is reached.

A balanced schedule of supervisory training from the various departments for all shifts began Monday, April 5, with headquarters in the new conference room in the Yard Field Office. Arrangement for scheduling men to this training will be made with the head of each department and further information can be obtained at the new office.

*If you're absent 7 days..*

An employee who fails to report for work for seven consecutive days is placed in suspended status. This means he or she must report **IN PERSON** upon returning to work to the **PERSONNEL OFFICE**.

Notification of absence should be given the department supervision with the expected date for returning to work. This, however, does not exempt the employee from reporting to the personnel office if the absence is for seven or more consecutive days. The procedure does not apply to those on authorized vacation.

## The BOSN'S WHISTLE

Published Bi-weekly for ALL the EMPLOYEES of the Oregon Shipbuilding Corporation of Portland and Kaiser Company, Inc., Vancouver and Swan Island. Material in this issue may be reprinted with permission from the publishers.





## THIS IS A FIGHTING SHIP!

From her flight deck warplanes will carry death and destruction to the enemy. From her motors will surge the power to knife this carrier through the seas to battle. From her fighting personnel will come the courage and skill to make this vessel a mighty fighting weapon.

This is a fighting ship — YOUR SHIP!

Every line, every plate in this ship has but one purpose — to fight and to destroy the enemy. Her cargo will be a fighting cargo. Her crew to the last man will be fighting men. The job that she has to do and the very lives of her fighting men will depend on the skill and speed and care with which you build her, and her sister ships to follow. Every part must be perfect.

This is a fighting ship! Give her everything — your energy, your skill, your loyalty and your heart.

