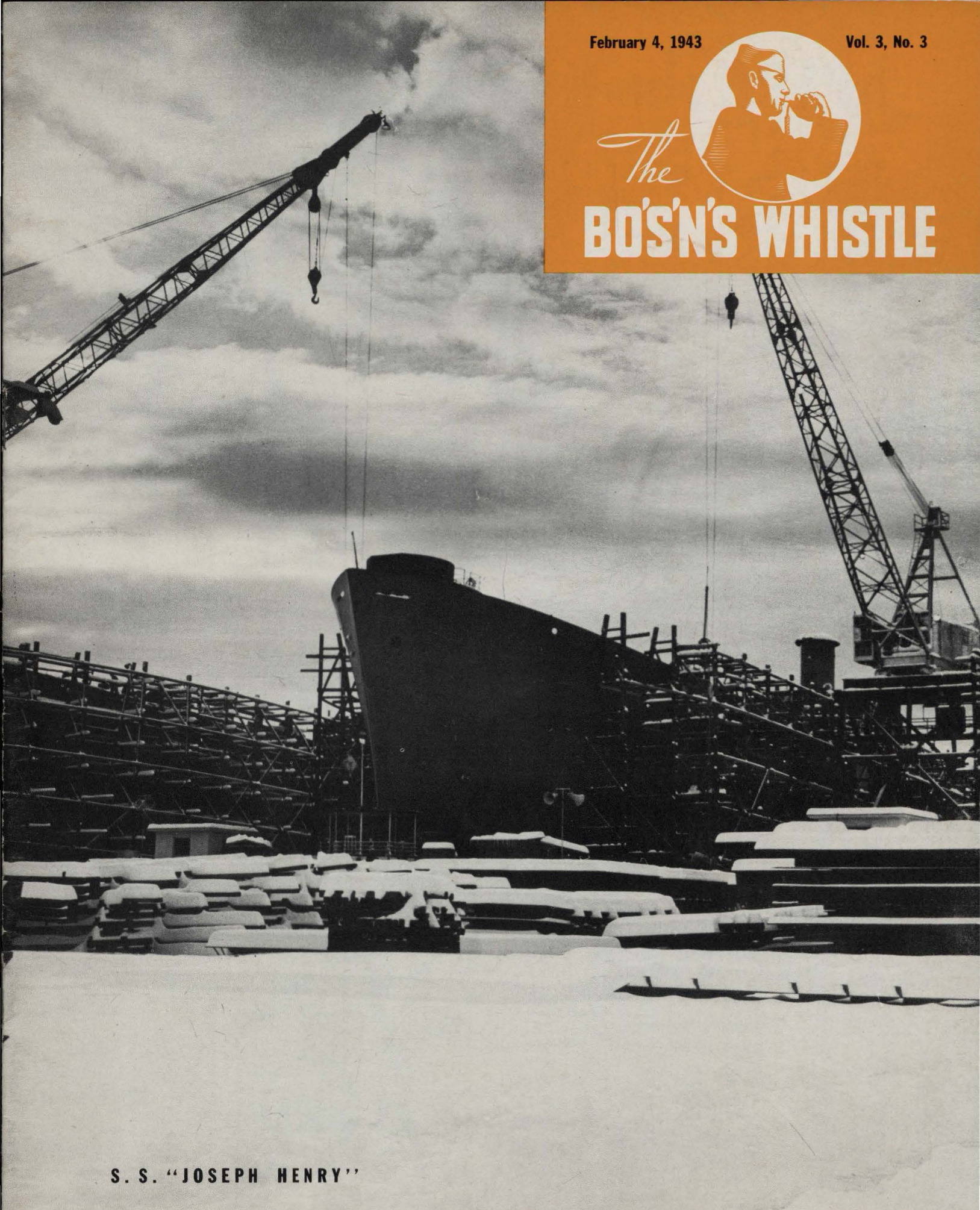


February 4, 1943

Vol. 3, No. 3



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



S. S. "JOSEPH HENRY"



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





# SPARE the KIDS!

**T**HIS message comes direct from the Traffic Bureau of the Portland Police Department.

It is addressed to all shipyard workers who drive automobiles to work and to all drivers of cooperative busses, Maritime busses and city busses.

*Drive slowly near and through all school zones.*

You may not know it, but during the past few months several school children have been seriously injured in traffic accidents—due to negligence on the part of shipyard drivers who have failed to observe traffic rules.

Officer J. Carl Lenchitsky, director of Junior Safety Patrols, directs your attention to these important facts:

1. The largest number of schools are located in the North Portland area on or near the heaviest traveled routes of Swan Island and Oregon Ship workers.

2. Practically all of these schools are now operating on a three-shift



basis—lengthening school hours from 7:45 in the morning to 5:15 in the evening.

3. These hours mean that youngsters are going to and coming from school at the times of heaviest traffic to and from the shipyards.

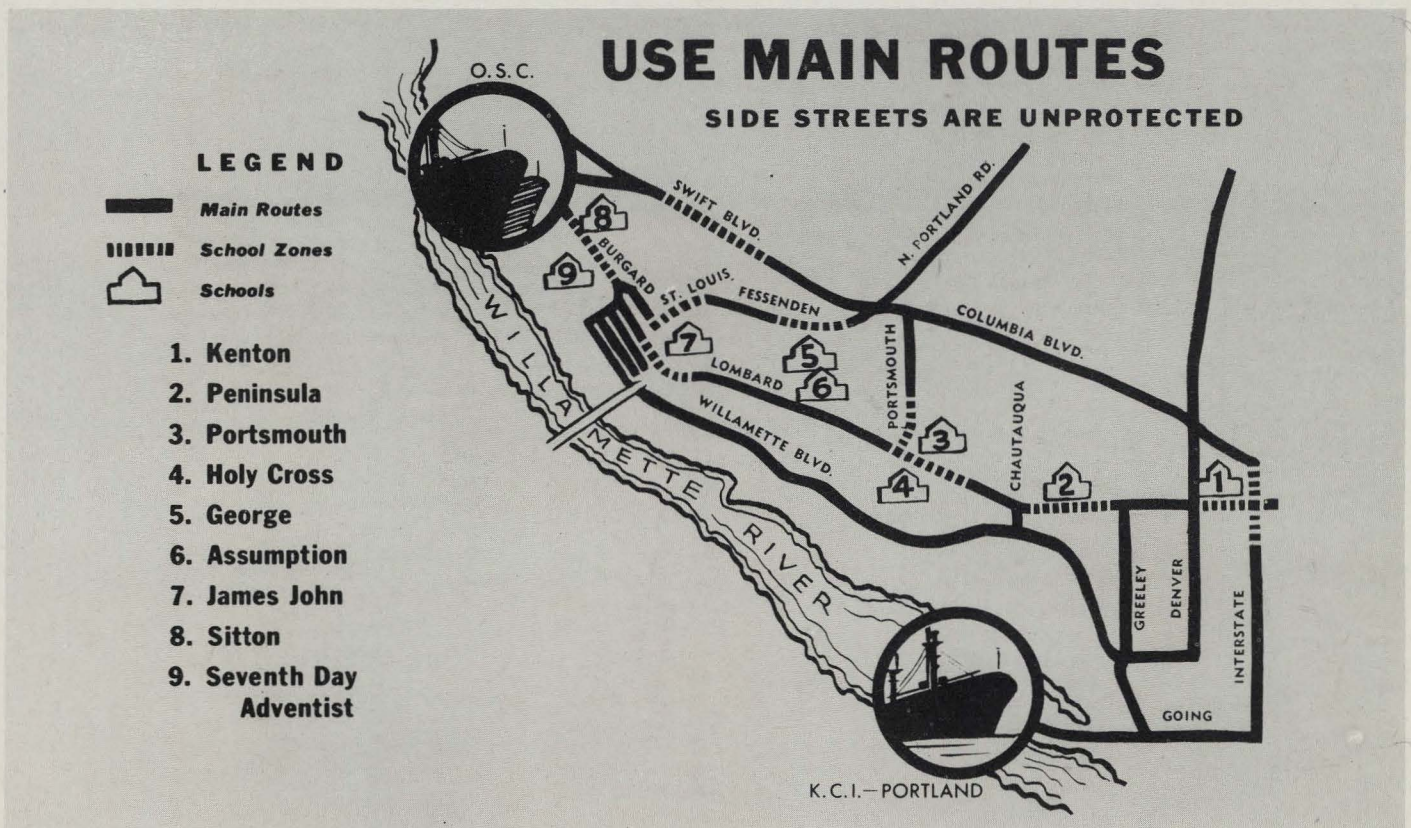
4. Due to prevailing darkness in the early morning and evening, lack of visibility has increased the accident hazard of school children.

Workers who drive automobiles are

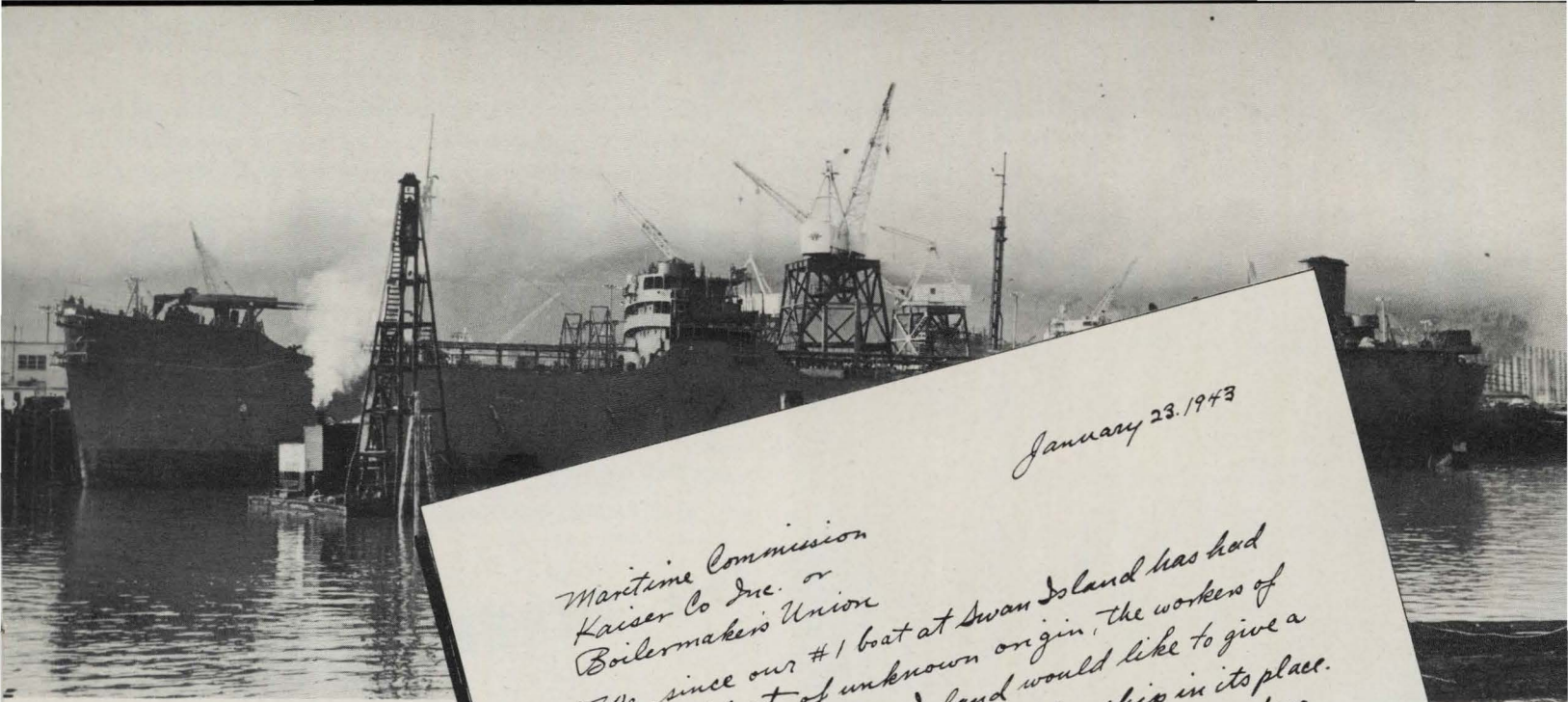
urged to stay off the side streets near school zones and use the main routes to the yards. These main routes are policed by the Junior Safety Patrolmen who are on duty at school zones to safeguard the lives of classmates.

Please study the map shown on this page. Note the main thoroughfares to use in going to and from work in the North Portland area, and the congestion of schools in that area.

Above all — drive carefully and spare the kids!







# SHE'S OUR SHIP

... and we'll stand by for orders

Little can be said at this time about the circumstances that caused the "Schenectady" to break in two at her berth in the Swan Island outfitting dock on January 16th. When the committee of experts, representing almost every phase of shipbuilding, have made their report, their opinion will be released officially from Washington, D. C., and at that time the Bo's'n's Whistle will carry a full account of the causes. In the meantime, loyal shipbuilders, like Dale Davis of Swan Island, whose letter is shown here, are going ahead with their jobs, convinced that their workmanship was not at fault. And their buddies at Oregon and Vancouver are backing them up all the way.

FEBRUARY 4, 1943

January 23, 1943

Maritime Commission  
Kaiser Co Inc. or  
Boilermakers Union

We since our #1 boat at Swan Island has had an accident of unknown origin, the workers of Graveyard at Swan Island would like to give a days work to help put another ship in its place. If it is possible to do this we would like to hear when it will start.

Shipfitter Leadman  
Dale Davis  
#7534

KAISER COMPANY, INC.  
PORTLAND, OREGON

FILE REFERENCE

TELEPHONE:  
WEBSTER 2281

January 25, 1943

Mr. Dale Davis  
#7534

Dear Mr. Davis:

The Management of Kaiser Co. Inc., Swan Island wish to express through the Labor Management Committee their sincere appreciation of the offer to contribute a day's work by the Graveyard shift to help put another ship in the place of the Schenectady.

The spirit shown in this generous offer will, we are sure, more than offset in increased production the temporary loss we have suffered.

We realize that the contributions already being made by the employees through bonds and Victory Tax are quite a drain on the income, and feel that the effort the men have made to keep our bond average up is all they should be asked to do in a monetary way.

While no official findings have yet been released, we are reasonably sure that the workmanship on the Schenectady was not at fault, and we know repairs can be made and that our first ship will yet sail the seas.

Again let us tell you how we appreciate the spirit of your offer, the spirit that will build ships in spite of handicaps.

Sincerely yours,

LABOR MANAGEMENT COMMITTEE  
Kaiser Company, Inc., Portland



An Interview With Frank Johnson, Safety Engineer

# SAFETY PAYS... AND THE THREE KAISER YARDS

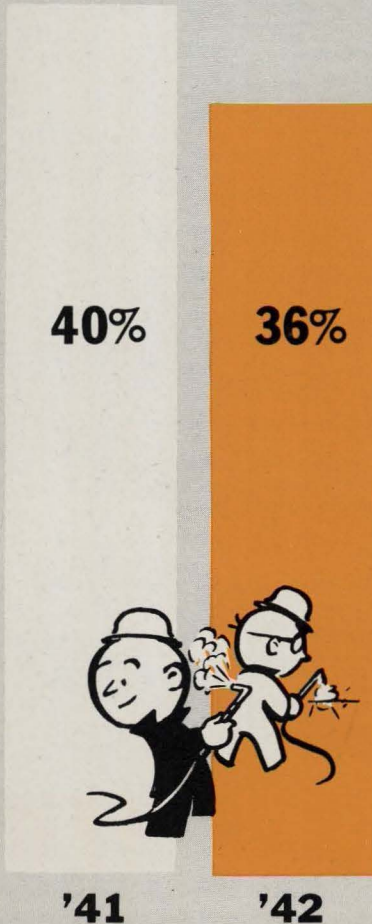
**Y**OU can't build ships with dead men . . . with crippled men. And the job for 1943 is to build more ships. To build ships, you need healthy men—sound men. So you *protect* your manpower with safety programs. You point out the hazards. You get cooperation. And you keep everlastingly at the safety job, because 1943 calls for a stepped-up production program.

Workers at the three Kaiser yards made a splendid safety record in 1942.

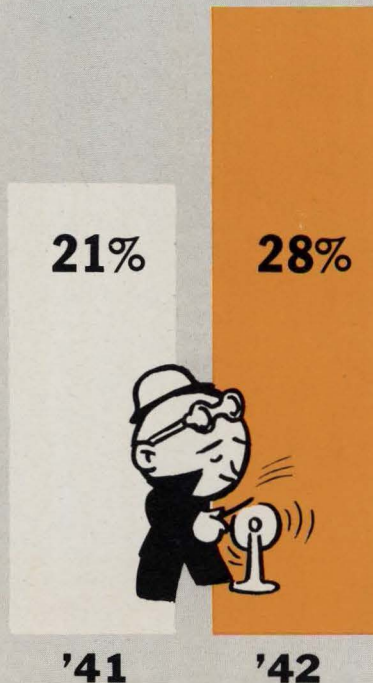
At Oregon Ship alone the decrease in accidental frequency and severity in 1942 over 1941 has actually saved enough man hours to build an extra Liberty freighter.

But, enough *more* man hours could have been saved by

## HANDLING TOOLS OR MATERIALS



## EYE INJURIES



## THE CAUSES OF

### FALLS



### STRIKING STEPPING OBJECTS





careful work to have constructed a second extra Liberty. And it's that *second* extra ship we've got to shoot for this year in renewed vigilance on the safety front.

It can be done because of the 1942 record. For in 1942 the combined experience of the Oregon, Swan Island and Vancouver yards show a *decrease of 10%* in accident frequency per man hour, and a *50% decrease* in time lost because of injuries.

The Vancouver yard had the best safety record for the year, with only one fatal injury in 10,000 man years of work. The three yard average was one fatal injury for each 3,000 man years worked—three times better than the 1941 experience.

There are two danger signs on the horizon that all workers should bear in mind:

Eye injuries increased one-third in 1942 over 1941.

Injuries caused by striking objects increased one-fifth in 1942 over 1941.

**2 out of every 3 time loss accidents in 1942 resulted from**

**EYE INJURIES or HANDLING TOOLS and MATERIALS**

-- Lick these two causes of time loss accidents and you'll do a real production job.

**PROVED IT IN 1942!**

## TIME LOSS INJURIES IN 1941 AND 1942

NOTE THAT EYE INJURIES AND "STRIKING OBJECTS" HAVE INCREASED—ALL OTHER CLASSIFICATIONS HAVE IMPROVED

OR  
ON

**HIT BY FALLING OBJECTS**



**STRUCK BY MOVING OBJECTS**



**OTHER CAUSES**



14%

'42

4%

'41

3%

'42

4%

'41

2%

'42

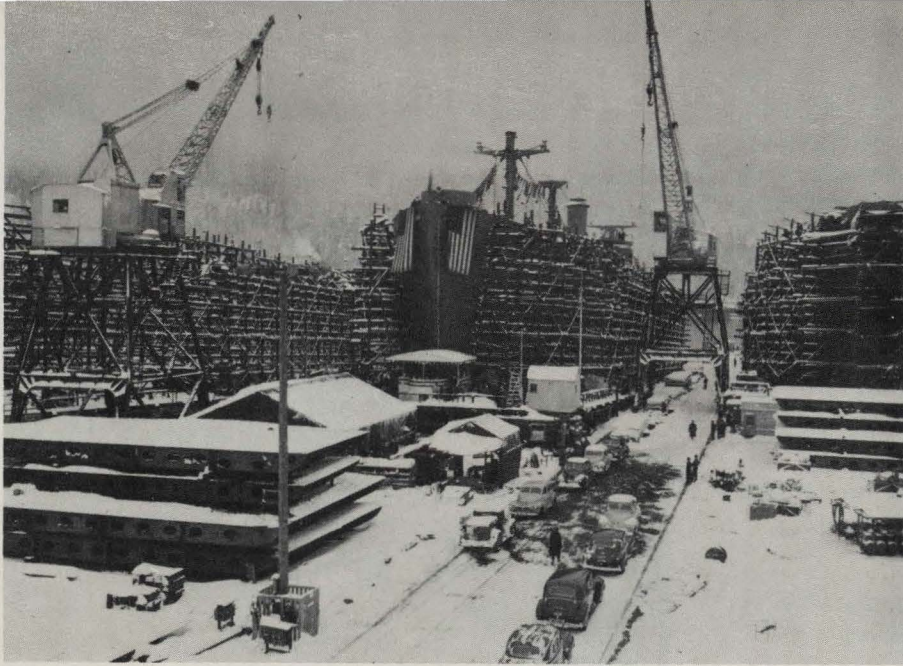
3%

'41

2%

'42





Snow or no snow, they still launch 'em. Here's the SS "Walter Forward" draped in flags and snow, just before the launching on January 22.

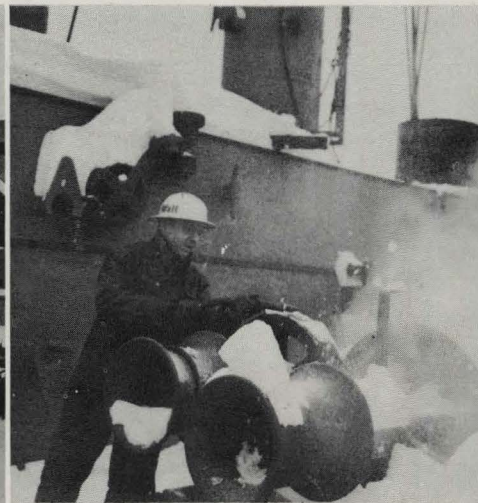


White Christmas came a little late, but it made up for lost time at this particular spot in the Vancouver yard.

# SHIPYARDS IN THE



Oregon Ship's outfitting dock looks cold and forbidding, and the shovel brigade of Shipwright's helpers (in this case G. W. Setzer and Harry Novak, below) swings into a new type of shipyard work.



This worker may be having fun in the snow, but it's open to question. Not so much for the horsemen below. These enterprising shipworkers rode in to their jobs at Vancouver from Orchard, Washington.



Pat Luchs, Marie Olsen and Dorothy Vicks of the Swan welding office take time out for snow business. Below—an unknown Oregon Shipper hits a slippery spot.





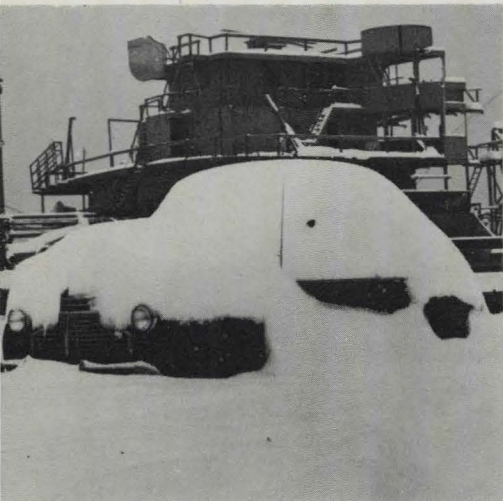


Swan Island's snow man stands guard over the Administration Building — and keeps pedestrians off the grass.

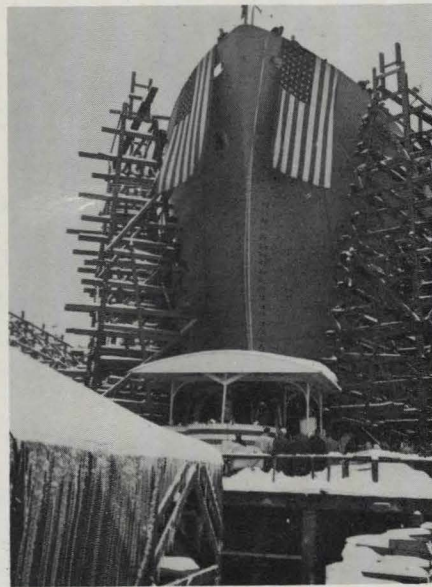


Steel storage at Swan Island presents an interesting snow pattern for the eyes of the camera.

# SNOW



Swan's snow put this automobile out of action. And (below) at Oregon, the camera catches a worker going . . . going. Two seconds after this picture was taken, the subject was in a horizontal position.



12-year-old Shirley Thomas, sponsor, and eleven other child patients of the Shriners' Hospital for Crippled Children, braved the snowstorm on January 22 to christen the SS "Walter Forward" as a part of Portland's drive to raise funds for the National Foundation of Infantile Paralysis.



Oregon's 123rd Liberty vessel was launched January 13. Sponsor of the SS "Samuel D. Ingham" was Mrs. Jack Walsh. Matrons of honor were Mrs. Frederick Wilson and Mrs. Edgar Kaiser.

123



SS "George W. Campbell," Oregon's 124th Liberty vessel, slid down the ways January 15. The sponsor was Mrs. Gerald Filion. Matrons of honor were Mrs. A. B. Cameron and Mrs. Bruce Cameron.

124



Mrs. Roy Kendler, wife of Oregon Ship's Paymaster, sponsored the SS "William J. Duane," O. S. C.'s 125th Liberty. The launching ceremonies occurred Jan. 17.

125



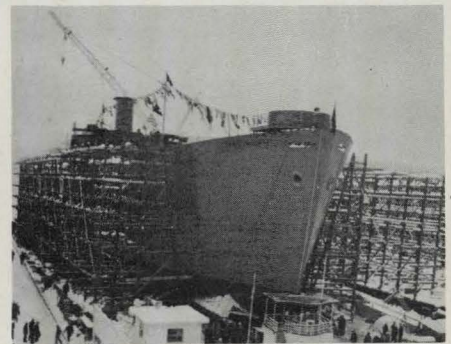
Oregon's 126th Liberty, the SS "Thomas Ewing," was launched January 19. Sponsor was Mrs. Harry A. Dick, wife of the president of the Gilpin Construction Company.

126



Twelve-year-old Shirley Thomas, from the Portland Shrine Hospital for Crippled Children sponsored the SS "Walter Forward", Oregon's 127th Liberty. The launching ceremonies took place January 22.

127



To Lee Fullerton, Vancouver marine pipe superintendent, went the honor of selecting the sponsor of the SS "John Henry," fifth of Vancouver's new Libertys. (Left to right): Stanley Garrett, Mrs. Garrett, Lee Fullerton, Mrs. Fullerton, Mrs. Roy Buchanan and L. E. Buchanan. The men were winners in a recent drawing among shipbuilders who had contributed best production ideas at Vancouver.







"Now that we've left the stage, we can live a life un-noticed."

No stranger to the Yard Page is Karl Kleeb, well known Portland artist and O. S. C. engineer's aide, who sent in this cartoon and many others you've seen in past issues.



**WHO IS THE CHAMPION WOMAN SHIPYARD WELDER?**

It all started a few weeks ago when a challenge arrived from the Ingalls Shipbuilding Corporation, Pascoagoula, Mississippi, stating that Mrs. Jennie Mae Turner, grandmother champ welder at the Ingalls yard, could out-weld any other woman in the United States.

Les Voshell, superintendent of Oregon Ship's 6,000 welders, burnt up the wires: "The welders of the Oregon Shipbuilding Corporation accept the challenge of Mrs. Jennie Mae Turner, welding champ of your yards. We think we have the best welders in the business—grandmothers, mothers, and daughters, all welding for victory."

Back from Ingalls came the reply, "Office of War Information arranging world-wide contest between England, Australia, America. Will notify you when arrangements are made. Turner raring to go."

Plans are now under way to stage the contest between Oregon Ship and Ingalls on some neutral ground. In the meantime, Oregon women welders are perfecting techniques for the contest, and five of them have a pep fest as they read newspaper announcements of the forthcoming contest. In the picture, left to right, are O. S. C. women welders Jerry Grant, Margaret Peterson, Reva De Cent, Lila Dooley, Mable Lionberger.

**GREASE PAINT**

Prominent in Portland's Civic Theater activities this season are three Swan Islanders, all of whom have had experience behind the footlights in musical comedy, vaudeville and dramatics. These three are currently rehearsing the production "Heaven Can Wait," the stage version of "Here Comes Mr. Jordan." Top billing goes to Edward Pike, shipfitter, who plays



Joe Pendleton, prize fighter hero. Featured also is Jules Rothman, welder, and angelic Adrian Martin, (at left), engineer's aide and heavenly messenger. "Heaven Can Wait" will be presented at the Civic Theater Feb. 3 to 6 and Feb. 10 to 13.



**TORPEDOED IN THE SOLOMONS**



When Bill Hutchinson, member of the Merchant Marine, visited O. S. C. in January and witnessed the birth of another Liberty at launching ceremonies, his mind went back to last November when he witnessed the death of a sister Liberty in the Solomons.

Bill was an oiler on the Liberty that was torpedoed in the South Seas, and the only survivor of the three men in the engine room when the torpedo hit.

"We were loaded with 3,000 tons of high explosives. The torpedo hit the port side, dead center of the engine room, at 7:48 in the evening. I would have been off watch in two minutes. I was right on the fore plates in the engine room, the fireman and engineer about 20 feet away."

A piece of shrapnel went through Hutchinson's cheek, knocking his teeth out. Other pieces went through his thigh, his legs and arms.

"I was swimming around in the water, trying to stay on top," says Hutchinson, "Finally I got on top of the cylinder head of the engine. The engine was torn loose at the main engine valve. The steam went up through the sky lights which had been blown open. I stayed under water to escape the steam until the boilers were empty. The engine room cadet, Bill Thompson, came down a steam pipe and pulled me out by my belt."

"After being adrift a few days we were picked up by a destroyer and taken to a hospital in Caledonia where I spent two weeks."

Hutchinson, who has been in the Merchant Marine since 1937, has nothing but praise for the performance of the Liberty ship. "The welds held fine," he said. "If it hadn't been a sturdy ship, I wouldn't be here to tell you this story."



**LONG AND SHORT**

The O. S. C. machine shop is full of interesting sights and people. Stand J. S. Thompson and Arthur Gardner together and you have the long and short of a real situation. Thompson, graveyard machinist, stands 6 feet 8 inches in his stocking feet, tips the scales at 250 pounds. Gardner, day shift machinist helper, is 4 feet 11 inches tall (with his boots on), weights 110 pounds.

Both men are single—both subject to the draft—but the services don't want 'em—too big and too little.



**ANOTHER PRODUCTION RECORD**

If anyone should drop in at Gregory, South Dakota, and inquire for the Flakus family—here's a tip. You'll find seven of them at the Vancouver shipyard. Left to right in the picture are Ernest (assembly shop), Virginia, his wife (tool checker), Ruby (war bond department), Louis (welder), Rudolph (shipfitter), Ethel (clerk), and Mother Carrie Flakus (in charge of janitresses, Administration Building). A few weeks ago Robert and Henry worked in the yard before joining the Navy. Another brother, Ralph, is in the army, and little sister, Luella, is about to sign up with the war bond staff. The Vancouver branch of the Flakus family is buying more than \$400 worth of war bonds a month.





# NEWS AND VIEWS OF THE THREE SHIPYARDS



**COUPON CLIPPER — SHIPYARD VERSION**

The O. S. C. war bond department recently offered a service—free delivery of war bonds to employees wishing to make cash purchases over \$500. E. A. Ferrera, burner on Way 9, O. S. C. graveyard shift, liked the free service idea, put in his order for \$1,000 in war bonds, which he requested in \$50 denominations. Here he is, looking over his investment and figuring out how soon he can put in another order for more bonds, more free delivery service.

## "MORE WORK HERE MEANS FEWER LIVES LOST THERE"

Lieutenant James Whittaker, co-pilot of the ill-fated Rickenbacker plane, who spent 21 days in a rubber life raft in the South Pacific, visited Swan Island and Oregon shipyards January 20 and gave workers a straight from the shoulder talk on taking time off.



"We in the service know that everything south of Honolulu is expendable, including men," said Whittaker. "But we also know that for every tank that fails to arrive at the front, 50 men must die. For every machine gun that is held up, 20 must die. Absentees are thus costing the lives of American soldiers and sailors, by indirection, true, but none the less, surely."

"When you put a uniform on a man and send him out there, you're asking him to die. He loves life as much as you do, but he's willing to go. All he asks of you is some of your time and money. The boys out there are 100 per centers, not 10 per centers."

On the Whittaker program at Swan Island, employees were presented their treasury "T" flag by Wilbur Carl, Oregon War Bond Staff Assistant Administrator.

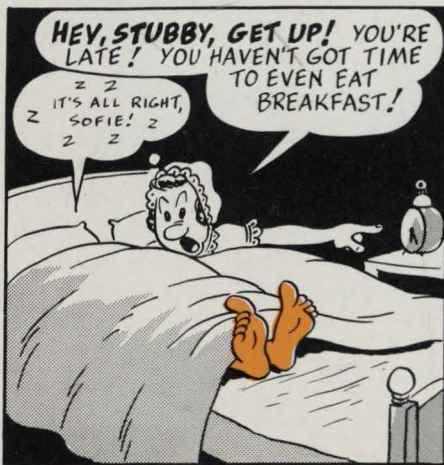


**SHORT CUT TO WORK**

Thanks to a new 26-acre parking lot and a pontoon bridge, thousands of Swan Island employees are getting to and from work in quick time. Instead of hoofing it a half to three quarters of a mile from one end of the island to the other, workers drive direct to the new parking lot, walk across a pontoon bridge across the lower end of the Outfitting Basin and find themselves in the heart of the yard. Traffic experts figure the new parking facilities will accommodate 3,000 cars and hundreds of busses, that the new bridge will handle 15,000 employees in a 20-minute period.

## STUBBY BILGEBOTTOM

by Ernie Hager



HEY, STUBBY, GET UP! YOU'RE LATE! YOU HAVEN'T GOT TIME TO EVEN EAT BREAKFAST!

z z  
IT'S ALL RIGHT, SOFIE!  
z z z



BOY - IT SURE FEELS GOOD TO GET IN AN EXTRA HALF HOUR'S SNOOZE BEFORE WORK NOW THAT...



...I DON'T HAVE TO BOTHER WITH BREAKFAST OR PUT UP MY LUNCH AT HOME ANYMORE!



HERE'S YOUR BREAKFAST, STUBBY, AND THE BARBER WILL SHAVE YOU NEXT!

HERE'S YOUR BOX LUNCH, STUBBY!

CLEOPATRA DIDN'T HAVE ANYTHIN' ON US B'GOSH!



**SWAN ISLAND SNOW MAN**

Product of the recent snowstorm was the winter sentinel that guarded the entrance to Swan Island's Administration Building. But the real story is not about the snowman, but about the twin sisters who fashioned him—Lola Christiansen and Lora Stoner.

These girls are so alike, even to names—that folks get them continually confused. Raised in Ellensburg, Washington, they attended the same schools, wear similar types of costumes, have the same likes and dislikes. They are ardent fight fans, excellent skiers. They have been at Swan since April. Lola works in engineering information department, and sister Lora is secretary to progress chief Grignon.



# The ABC of Tax Payments

One thing sure—a shipyard worker can't figure out *what* taxes he has to pay, *who* he has to pay them to, and *when* he has to pay them, unless he or she has a few simple rules to go by.

## U. S. INCOME TAX REPORTS

Every unmarried person with a 1942 income of \$500 or more, and all married persons with incomes (separately or combined) of over \$1,200 must file a U.S. Income Tax Report.

This report or return must be made out and turned in by March 15, with at least one-quarter of the tax. If you elect to pay but one-quarter of the total tax, other quarterly payments are due June 15, Sept. 15 and Dec. 15.

Statements of earnings during 1942 of all employees in the three Kaiser shipyards will be made up and distributed through time checkers the first week in February. Those who worked at one yard and transferred to another yard during the year will have two statements of earnings. If you are one of these people, you must either call at the Paymaster's office in the yard where previously employed, or write that office for the information.

All employees who have worked at the shipyards some time during 1942 but are no longer on the payroll may get their earnings statement by sending self-addressed stamped envelopes to the Paymaster's Office at the proper yard.

Paymaster's offices at each yard are required by law to send duplicate records of earnings to both Federal and State Tax Commissions.

Two different types of income tax blanks are now available in check stations for those who have not previously received blanks. One is known as the "short form" for those having

### 1. U. S. INCOME TAX REPORT

Completed form and first quarterly installment due March 15. Forms available at check stations. Free assistance in preparing forms available at yards.



Drawn for the Ro's'n's Whistle by Ralph Lee, The Oregonian.

"Sure she'll kick, Jake, but look at all the buzzards you'll get."

no additional income other than wages and no additional exemptions other than dependents. For persons having additional earnings or additional exemptions such as interest, property taxes, business losses, etc., the other "long form" is recommended.

In order to help workers in filling out tax forms, auditors from the Internal Revenue Department will be located near the entrances of the three yards to assist employees who may be unable to get down town during regular office hours. This service is free.

## OREGON INCOME TAX REPORTS

The state of Oregon has an income tax. Washington does not. If you work in Oregon but live in Washington, or if you reside in Oregon, you must pay a tax on income from per-

### 2. OREGON TAX REPORT

Completed form and first half installment due April 1. Forms available at check stations. Free assistance in preparing forms available at yards March 15 to April 1.

sonal services. Tax reports must be filled out and turned in with at least one-half of the tax (if the tax is over \$10) by April 1. Second half is due October 1.

State income tax blanks will be available at check stations. Auditors from the State Tax Commission will be available at the yards from March 15 to April 1 to assist employees in filling out returns. In this connection, state tax officials urge those making federal returns to keep a duplicate.

## 5 PER CENT VICTORY TAX

This tax applies to all earnings (over certain low minimums) received during 1943. This tax is deducted from your pay check at the source. Any money received in 1943 regardless of *when* it was earned is subject to the 5% tax.

### 3. 5 PER CENT VICTORY TAX

Not to be confused with No. 1 or No. 2. This applies to earnings received in 1943 — not before. Certain percentages return to you as a credit at income tax paying time in 1944.



# MORE AWARDS

.. for Production Ideas  
and Safety Suggestions

**S**UPPLEMENTING the prize awards announced for workers in the three Kaiser yards in the last issue of Bo's'n's Whistle, the Labor Management Committee takes pleasure in reporting the names of workers who, because of meritorious suggestions, have been awarded the coveted Certificate of Merit. These employees have distinguished themselves and have advanced the effort of winning the war through their contributions on job improvement and on safety.

## OREGON

**A. G. SALZMAN**  
Shipwright  
*Bulkhead Stiffeners*

**T. P. LYNCH**  
Rigger  
*Boiler Part Racks*

**NEIL A. REID**  
Electrician helper  
*Whirley Arm Bracket*

**WILLIAMS OWENS**  
Burner supervisor  
*Improved Airco Bulkhead Trimmer*

**GUNILIEF WOLD**  
Burner  
*Improved Airco Bulkhead Trimmer*

**RAY NELSON**  
Burner  
*Improved Airco Bulkhead Trimmer*

**JAMES L. SAMS**  
Electrician  
*Lighting Improvement*

**GEORGE W. BURGEN**  
Chipper  
*Blueprint Correction*

**T. W. GORMAN**  
Shipwright  
*Access Hole Guards*

**E. F. GUMMER**  
Guard  
*Safety Improvement*

**LESTER CARTWRIGHT**  
Welding supervisor  
*Hand Burning Torch Improvement*

**HENRY FREILING**  
Welding supervisor  
*Hand Burning Torch Improvement*

**K. S. FAUCETTE**  
Layerout  
*Travograph Improvement*

## THE VALUE OF AN IDEA

"A skilled workman on the bench or at the lathe knows more about his work than the man who designed the machine which he operates. He knows shortcuts that save time and material. He knows ways to get increased speed. We need his ideas today for the millions of new workers we have placed behind new wheels on new machines.

The millions of little improvements that save an hour or a pound of brass make it devastating. In their aggregate, these will amass our production victory."

**DONALD M. NELSON**  
Chairman War Production Board.



# Award of Merit

KAISER COMPANY, INC.  
OREGON SHIPBUILDING CORPORATION



*In accordance with the provisions of the Labor-Management Committee of the Oregon Shipbuilding Corporation and the Kaiser Company Inc. there has this day been awarded a Certificate of Merit to*

**A Shipbuilder**

*for an original suggestion that is an outstanding contribution to the conduct of our vital war production.*



Suggestion: **PRODUCTION SHORTCUTS**  
Dated: **February 1943**

*A. V. Quine*  
*Assistant Boat Supervisor*

**DARWIN ALCORN**  
Shipfitter helper  
*Shipwright Improvement*

**EARL W. KINNEY**  
Welder  
*Fairing Improvement*

**GEORGE E. ATWOOD**  
Duplicator  
*Degaussing System*

**D. E. LESSIG**  
Electric foreman  
*Welding Stub Stinger*

**H. J. CLAVERIE**  
Plate shop foreman  
*Burner Improvement*

**A. E. MURROW**  
Painter  
*Facilities Improvement*

**GEORGE STRAALSUND**  
Boat superintendent  
*Bracket Jack Improvement*

**W. C. J. BRUINIER**  
Inspector  
*Blackout Safety Light*

## SWAN ISLAND

**E. M. KLEINER**  
Inspector  
*Portable Rack on Cranes*

**LEO WEISS**  
Material expeditor  
*Phosphorescent Gloves for Riggers*

**A. V. QUINE**  
Assistant boat supervisor  
*Frame Line and Cross-identification*

**EDWARD F. HAUCK**  
Chipper  
*Relocation of Scaffold Clips*

**W. R. COBB**  
Engineer's aide  
*Cutting of Access Holes*

**PERRY T. HUNT**  
Guard  
*Fire Equipment*

## VANCOUVER

**I. L. GELFORD**  
Material and pipe control checker  
*Safety Improvement*

**DAVE GILLELAND**  
Blacksmith helper  
*Frame Benches for Pipe Hanger Work on Bulldozer*

**C. L. RILEY**  
Material expeditor leadman  
*Swinging Arms for Plates*

**DONALD W. KELLEY**  
Field clerk  
*Safety Improvement*

**MONTE MARSHALL**  
Master fitter  
*Job Advancement Program for Men in Specialty Work*

**H. O. HUMMEL**  
Shipfitter  
*Various Efficiency Suggestions*





## HERE'S ASPIRIN FOR

**I**T'S time for all shipbuilders to give transportation problems the once-over and we're going to have to tighten up our belts and make the best of it. Our personal convenience and comfort must come second to getting the job done and travel is only one of the many things that are going to *pinch* and *hurt* all along the line this year. We've only begun to hit rough going!

Automobiles, as well as tires, are wearing out at an alarming rate—three a minute, according to national figures—and ordinary public transportation facilities cannot be increased or expanded.

For the man who says, "Oh well, I'll drive my car until it wears out and then I can ride the bus," here are some important facts:

20,000,000 cars are needed to keep this country's economy going. Used at normal rates, there will be only 4,000,000 left by July, 1944.

The problem of spare parts is even more serious. No new ones are being made and some impossible to obtain.

### TIRES

The synthetic rubber program is not living up to first expectations. There is virtually no output at all at the present time for civilian tires. It is not expected that the program will be of any help to civilian transportation until well into 1944.

Present tires are wearing out fast. Surveys show that 40 per cent of workers' tires will be gone in six months, 80 per cent within the year.

This, coupled with gasoline rationing, adds up to the fact that privately owned "family cars" will drop slowly but steadily out of the transportation picture, throwing their riders—school children, war workers and business men alike—entirely on the facilities of mass transportation.

### BUSSES

Normal public facilities are unable to completely fill the gap. To accommodate a rapidly rising total of passenger travel, the Portland Traction Company recently attempted to order 200 40-passenger gas busses. However, both the Office of Defense Transportation and the War







# YOUR TRAVEL HEADACHES!

Production Board refused to approve the order because of shortages in rubber and metals. The ODT has refused to approve any plan for the transportation of workers based entirely upon the use of rubber-tired equipment, and ODT is using this authority, vested in it by the President, to control all phases of mass transportation.

What then, with no rubber and no new equipment, can a shipyard worker look forward to as a means of getting to and from work?

## RIDE THE FERRY

Growing in popularity is the shipyard ferry service. Far-seeing workers are adjusting their schedules to make use of ferries. Shuttle busses meet the incoming ferries at the downtown terminal and are routed to cross all main Traction Company routes. Boat fares are 10c each way.

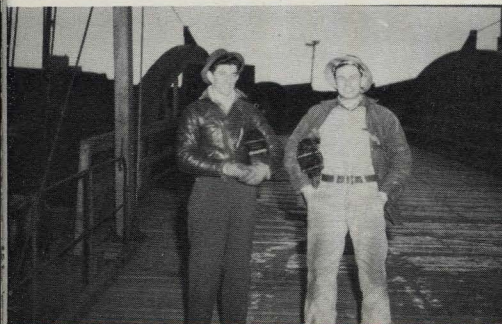
Ferries have a peculiar allure all their own. There is more to it than just transportation. Workers make it a social event. Ferries are warm and comfortable. Breakfasts or lunches can be eaten enroute. There's a lunch

counter and a place to buy a ready-packed lunch. Cigars and candy can also be had. There is time for cheerful talk, visiting and exchange of ideas and information, and the ride down the river has a tendency to break down barriers, to pave the way for new friendships. It is a bit of leisure beginning and ending each work day that is more and more prized by those who ride the ferry.

## TRAINS FOR VANCOUVER

Rail transportation is also being developed. Beginning about the middle of February, ten-car trains will make non-stop runs from downtown terminals via S. P. & S. railroad tracks directly to Vancouver. They will be faster and cheaper than present mass transportation facilities. The trip will take only 33 minutes and will cost 25 cents for the round trip.

Both rail and water methods leave the worker the problem of getting from his home to the terminal point, but in the long run they will enable both private cars and busses to outlast the war.



First men off the ferry at Oregon were Leslie Lytle and Bob Kelley, assembly layout men.



On the ferry's maiden voyage, the gals were represented, too. First off the boat were Marie Brown and Mary Patrie, assembly expeditors.

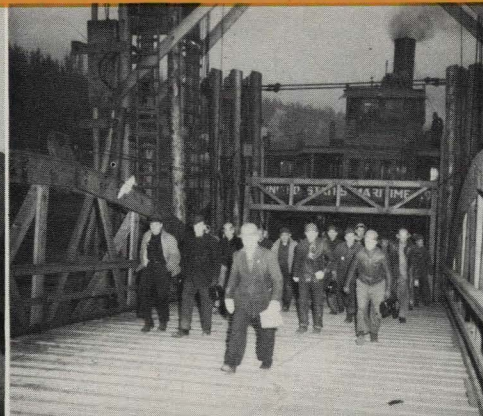


First Swan Islander to pay a fare on the new Shipyard Special was Julius Kulchinsky, KCI-Portland welder.

A little more extra sleep and breakfast on the way to work for Julius Kulchinsky, welder's helper, Clair Cox, outfitting inspector, and George Monroe, shipfitter, all of Swan Island.

For the first time, the ferry unloads a crew of workmen for Oregon's day shift on Monday, January 18th. First loads were light.

Business at the coffee shop was better than that at the ticket window on the first run.





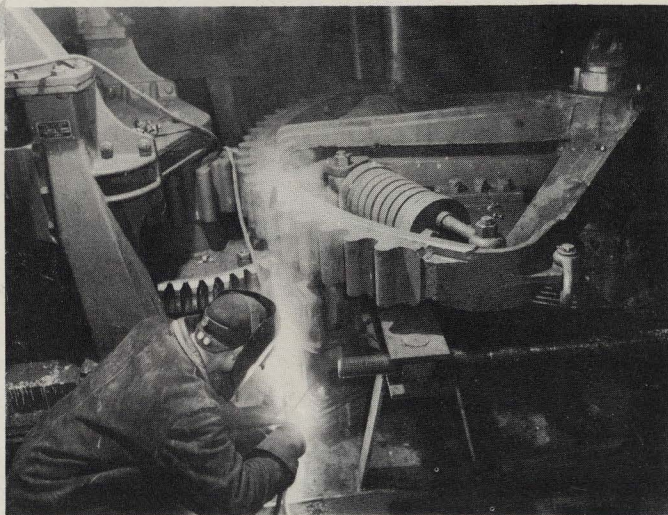
# WHAT STEERS 'EM

No. 19 in a Series on How Liberty Ships are Built

By Art Evanson, Cost Department

The last operation on the stern end of a Liberty Ship has to do with exerting power in the right direction, and is concerned with the steering apparatus.

Directly back of the propellor is an eight-ton casting, known as the rudder "fin." This portion of the steering apparatus which directs the ship's progress is about 18 feet high and 8 feet wide. It is tapered from about 18 inches at the forward part to a thin edge at the rear.



Completing the installation of a Liberty's steering equipment. Large section, center is the quadrant gear. The large springs cut down vibration.

A peculiarity of the fin, and very obvious to the eye, is that it is staggered in construction, the lower half being out of line with the upper half. This staggered construction serves a very important operation in steering. Because Liberty ships have but one propellor, a "wash" is set up which would normally tend to exert a pull on the rudder. To compensate for this pull, the lower half of the fin is a little out of line with the stem to stern line of the ship, while the upper half is squarely in line.

Much of the rudder assembly is invisible, as it is housed in this "fan tail" of the ship. To insure the rudder assembly being perfectly in line, three bearings are installed.

The first, or pindle bearing, which serves as an "anchor," is located at the base in a "cup" in the stern frame.

The second bearing is located above the rudder inside of the fan tail, and is the one that perfectly aligns the rudder column in a perpendicular position.

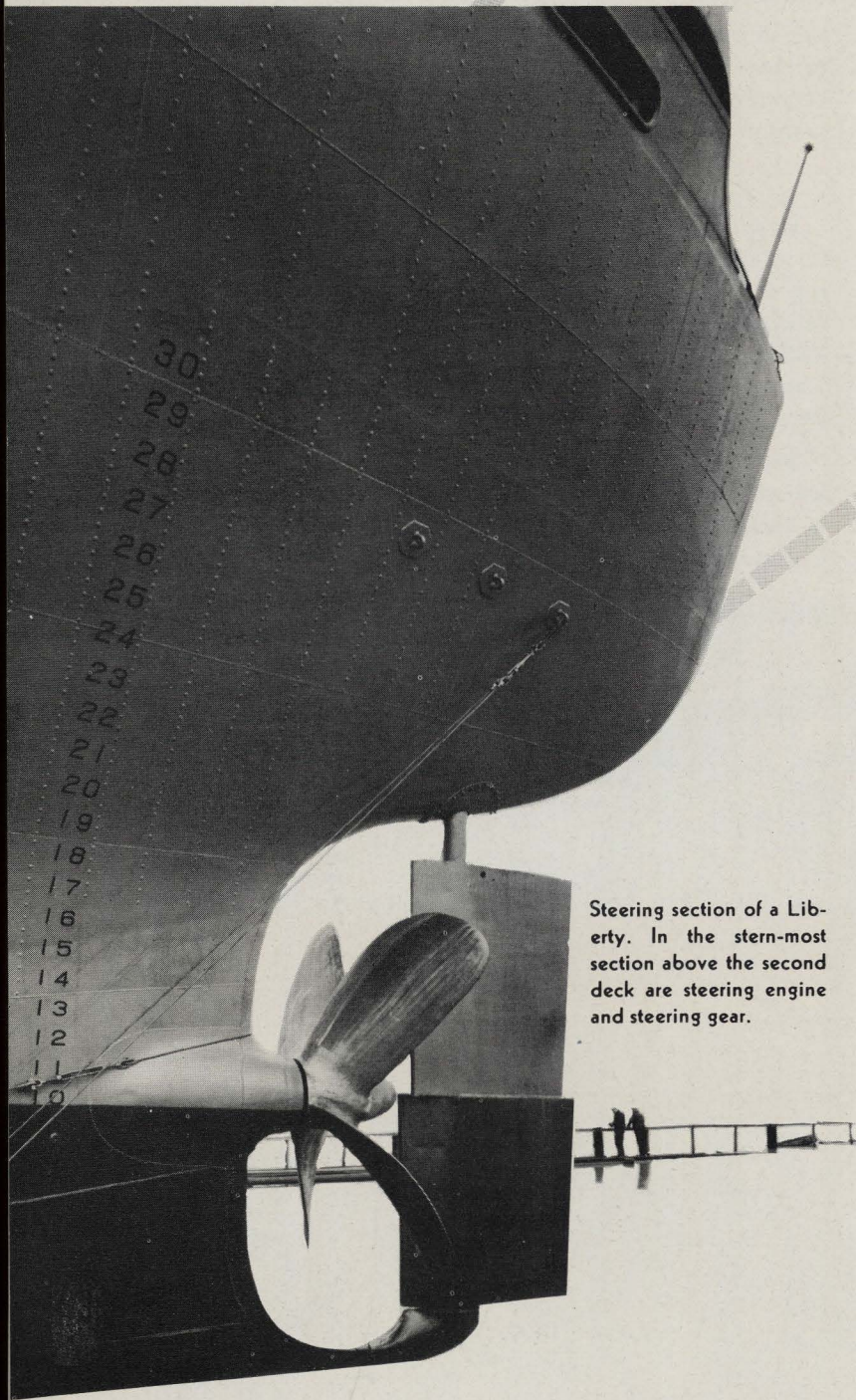
The upper or carrier bearing supports the entire weight of the rudder. This bearing is located in the rudder stock, a 7-foot extension of the rudder column which extends through the fan tail into the steering engine room on the second deck.

It is to this section that the tiller is securely fastened. Thus is furnished an arm for turning the fin. This tiller is connected by heavy springs to the quadrant gear which receives its power to turn the rudder from the steering engine.

The springs serve as absorbers for the shock created by the backlash of the water against the "fin," thus cutting down on the vibration in the ship.

The work of connecting up the various steering controls is left for the outfitting dock.

The last operation on the ways is the installation of the "diaper" plates. These are small rounded plates which fit snugly around the rudder column and are fastened above the "fin" to the "fan tail" of the ship.



Steering section of a Liberty. In the stern-most section above the second deck are steering engine and steering gear.



# TEMPLATES

## ... First Class

The gremlins don't like the Template Storage Department at Swan Island. Shipyard gremlins, as you may know, are those creatures that make confusion out of order, and that have a field day in warehouses and other storage depositories where things are filed away without rhyme or reason.

As a matter of fact, the gremlins are pretty sore at Rod Paulson, template storage supervisor at Swan Island. But other normal folk—thousands of 'em—are happy about the state of affairs which has resulted in speed, accuracy, and efficiency.

Job No. 1 is to keep a record of all molds when they are received new from the loft. After being carefully checked, records are made from the original receiving report. A feature of the record system is a lightning fast visible index card file with one card in plain view for each template mark-

Special racks—everything in its proper place.



Women duplicator helpers at work on template storage.



Templates are stored according to size—note bin numbers. Duplicates are stenciled on each mold.

ing. When molds are dispatched, a colored signal is placed behind the corresponding card to indicate the location, and which is removed when the template is returned to storage. With little effort the exact position of each mold is known at all times and tedious posting is eliminated.

### HOW TEMPLATES ARE STORED

Swan's method of storing templates is unique. Instead of following the general practice of keeping all molds belonging to a certain erection section in one bin or section of the storage, Swan technique is to store templates according to size—regardless of what part of the finished ship they are destined for.

To accomplish this cataloging by size rather than by ship section, special racks and bins have been erected, each designed for molds of definite size and shape, so that all that come within a fixed classification are placed where they belong. Thus, it can be seen in the photographs that a template 4 inches square will not be placed alongside one 36 feet long. To facilitate indexing and filing, each bin is numbered and the file number is stenciled on each mold. A double check of office records shows the same number for that particular mold. Thus, it is but a matter of seconds to locate any one of thousands of templates.

### EXPEDITORS

Template storage maintains expeditors on the job 24 hours a day in the plate shop. Duties are to maintain a perpetual inventory of all molds in the shop, to bring template orders from layout crews to office for filing, to locate templates that have been used and are ready to be returned, and to otherwise make themselves useful in promoting efficiency.

When orders are received in duplicate, they are stamped to show date and time and bin numbers are written on them so that floor checkers can locate the templates. Carrier crews then bring the molds to the proper bay, having a copy of the template order for layout crews to check by, returning with whatever templates have been used and are ready for replacing in storage.

All this order and dispatch is genuinely tough on the gremlins, but Swan workers are justly proud of their Template Storage.

The gremlins don't like him — Rod Paulson, Swan Island Template Storage Supervisor.





# WORK SAFELY



**...Every hour you lose through accidents  
is a casualty to America's fighting forces**