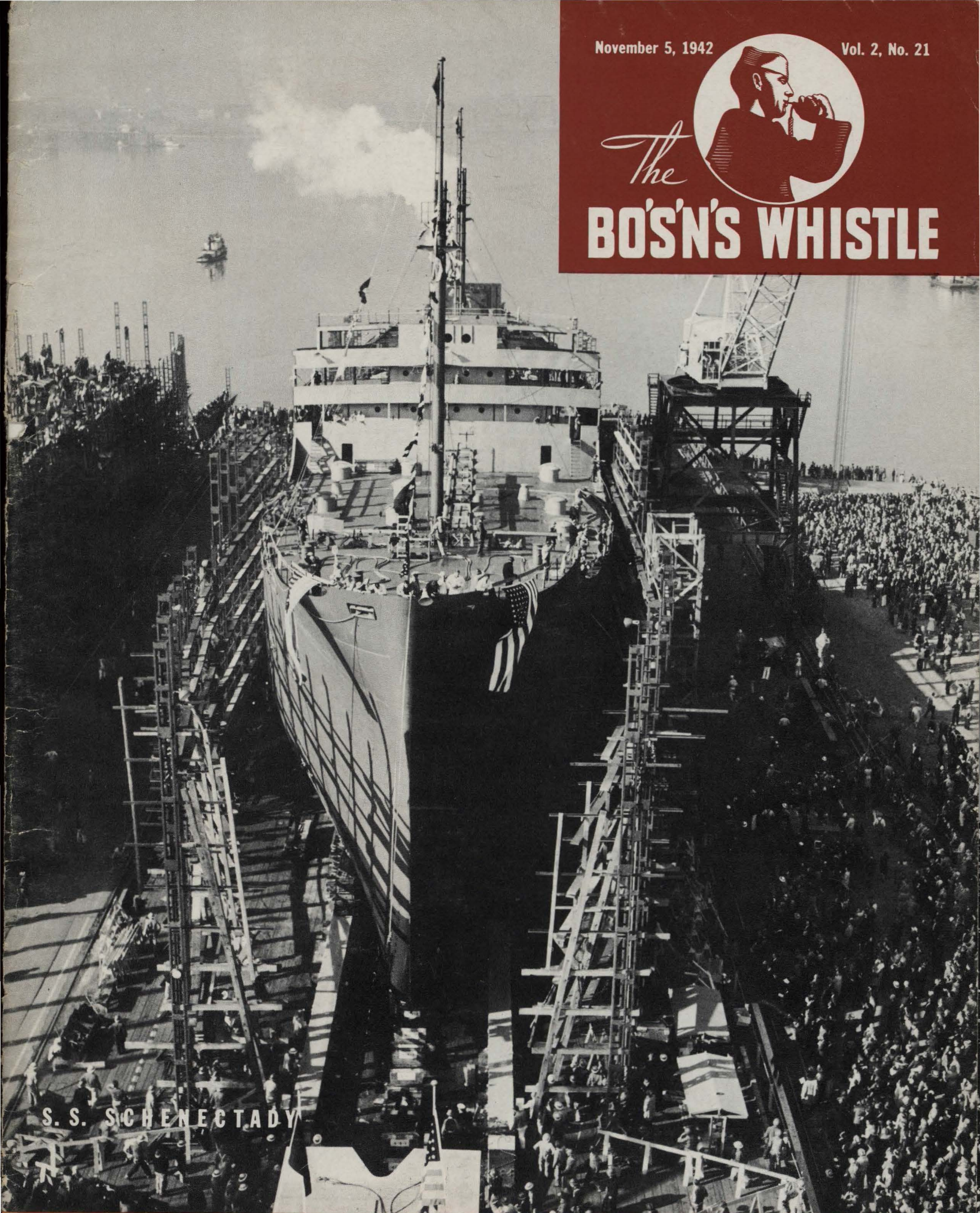


November 5, 1942

Vol. 2, No. 21



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



S. S. SCHENECTADY



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



# NO. 1 TANKER



Across the bow of the SS "Schenectady" splashes the champagne. Mrs. Alexander Bruce McEachern blinks, flash bulbs pop, and the ship slides down the ways, to be the first in Swan Island's new tanker fleet.



**F**ROM the same island where, less than seven months ago, transcontinental airliners landed and took off for distant cities, the shipbuilders of Swan Island on October 24th launched the tanker, SS "Schenectady"—the largest ship ever to be built in this area.

First of a great fleet of 56 such tankers to be built here, the "Schenectady" was launched just seven months to the day after surveyors started laying out the yard, and 115 days after keel laying . . . a new national record for this class of ship.

This giant tanker has a dead weight tonnage of 16,500, her displacement is 21,694 tons, and her fuel cargo capacity is 138,000 barrels. This capacity is in addition to her own operating fuel storage of 5,500 barrels. Her over-all length is 523 feet 6 inches, and she is 68 feet wide and

over 39 feet deep. Powered with a 6,000 horsepower turbo-electric unit, the "Schenectady" will move through the water faster than a Liberty cargo ship.

"The construction of the 'Schenectady' in 115 days is an achievement, a real achievement, and one of which every man and woman who worked on it can be proud," said Edgar F. Kaiser.

"It is something that no yard, new or old, ever has done before. The first tanker of this type built in a going Eastern yard was launched in 202 days, and in another yard in the South, the first one may be launched in 230 days.

"The credit goes to you men and women who are out there on the ways with all the problems you have to face. This ship is just another evidence that free men and women can out-produce any other group in the world."

Governor Charles A. Sprague said, "It is a miracle of organization by which this airport has been transformed into a shipyard in seven months. It is a miracle of organization, management, men and materials. . . . It is a tribute to the genius of the American people. Keep on working, keep on turning out these ships. . . . That is your great contribution to the winning of this war."

"It is evident that the workers of Swan Island are on the job . . . but you must redouble your efforts for only delivered ships help to win," was part of the message Vice-Admiral Howard L. Vickery, Chairman of the U. S. Maritime Commission, sent by telegraph.

Other officials participating in the launching ceremonies included Acting Mayor Fred L. Peterson and Henry L. Corbett, president of the Port of Portland.

Sponsor was Mrs. Alexander Bruce McEachern, wife of the man whose organization drove most of the piling for all three local Kaiser yards, and whose father-in-law, J. A. McEachern, is president of the Oregon Shipbuilding Corporation. Her matron of honor was her mother, Mrs. Herbert D. Bracken, and her four year old son, John, presented flowers. Rev. Perry C. Hopper gave the invocation.

Compared to Liberty ships, the "Schenectady" is nearly twice as heavy in weight of steel, has 2½ times as much power, will move faster through the water, and carry approximately twice as much cargo weight.

The "Schenectady" was named to commemorate a battle of the French and Indian wars in 1690. Other tankers of the same class will be given names of historic battles in North America.

NOVEMBER 5, 1942

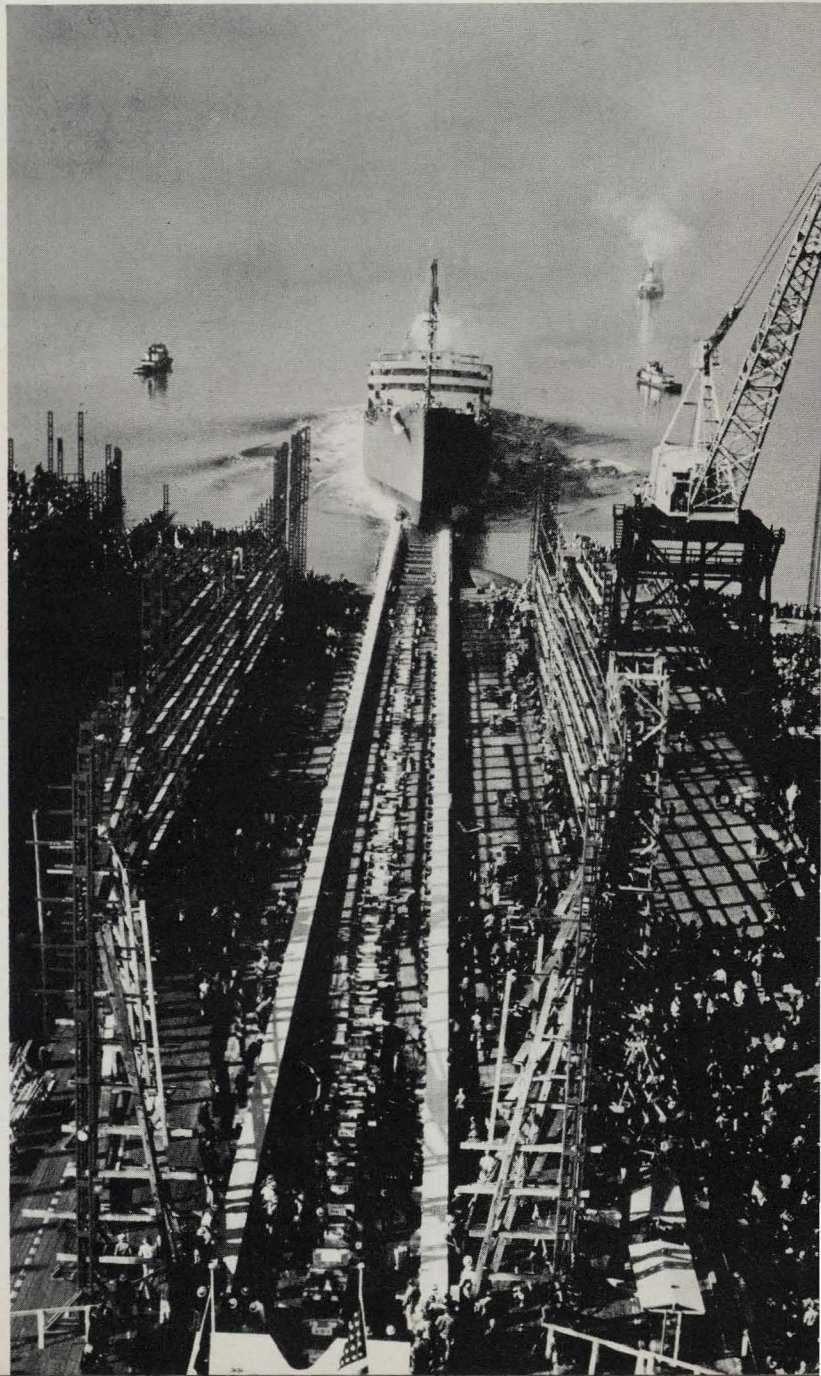


**CHAS. A. SPRAGUE**  
Governor of Oregon

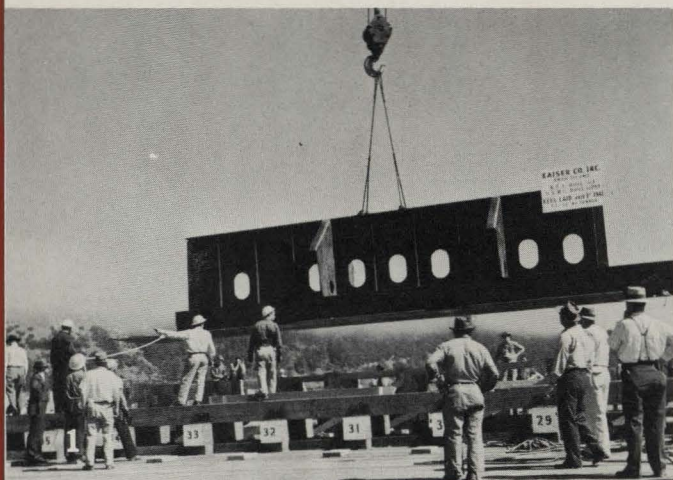
**EDGAR F. KAISER**  
Gen. Mgr. Three Local Yards

**HENRY L. CORBETT**  
President Port of Portland

Her bow still dripping champagne, the SS "Schenectady" hits the waters of the Willamette amid the cheers of 20,000 workmen and guests.



# TOIL AND SWEAT, STEEL AND WHISKERS

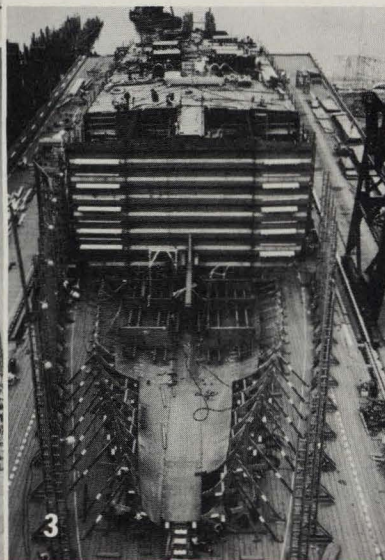


**1** It was a hot day last July 1 when workmen guided the first keel plates for the SS "Schenectady" onto blocks on way No. 1 at Swan Island.

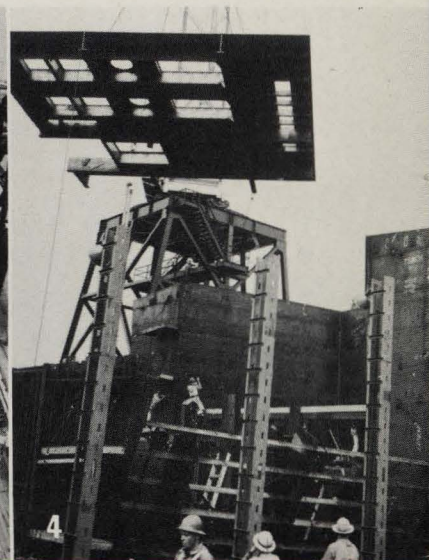
**2** On August 24 bulkheads went in for the center cargo tank. Each bulkhead is 35 feet wide, 40 feet high, corrugated to eliminate weight.

**9** This scoreboard told of day by day progress; challenged, "Hirohito says — October 24 — no can do!"

**10** Good luck pennies and a few shiny dimes — an old shipbuilding superstition — go under the foremast as cranes swing it into position.



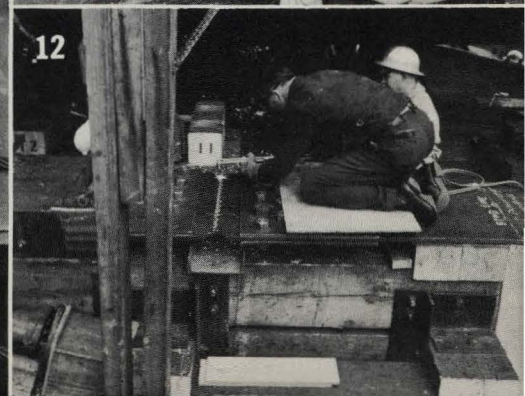
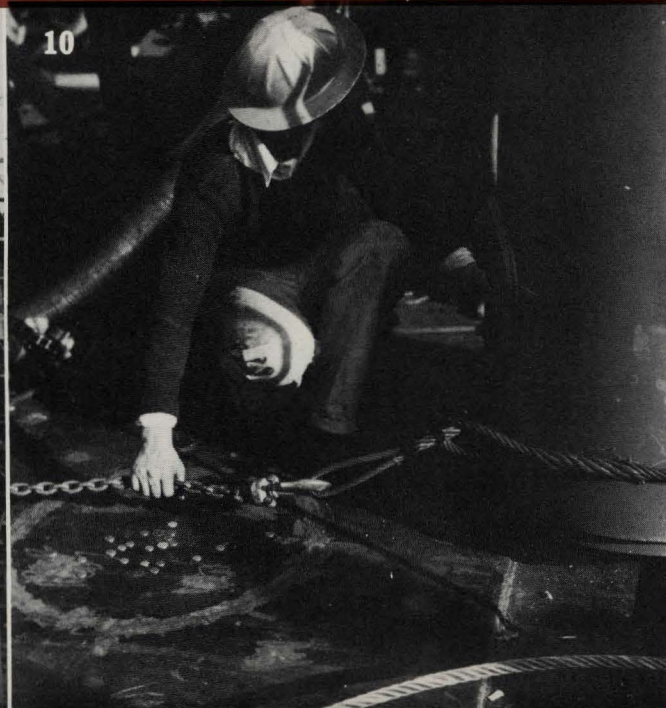
**3** By September 10 decking was already in place in midship section.



**4** By October 2 big sections like this generator flat were being swung into place by Gantrys, to be welded into place on the hull.

**11** Just before launching, workmen loosen the jacks holding dog shores. Now we're going to have action!

**12** "Burn-off" plates holding the tanker have 13 holes — broke after the 11th had been burned. Here a burner is cutting thru the first.

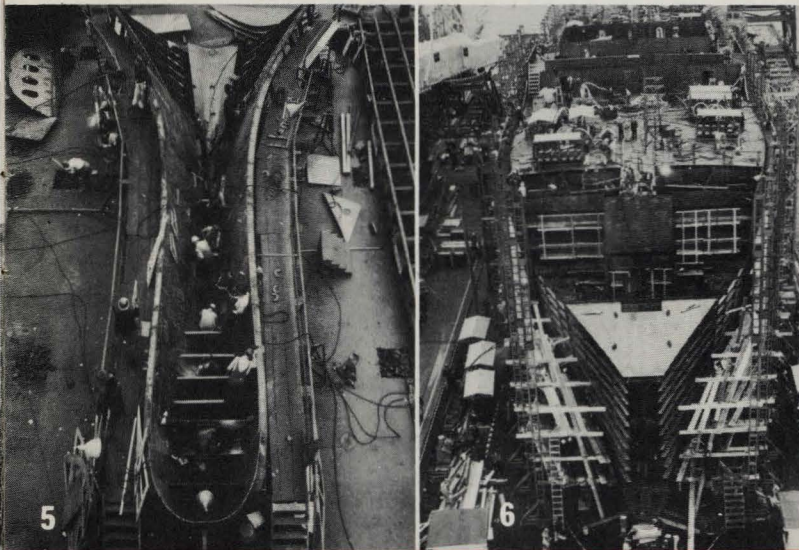


In the face of such major obstacles as shortages of vital manpower and materials, notably steel and oxygen, Swan Island management and men have gone ahead in the spirit of "It can be done," and established a national record with their very first ship.

One of the staggering undertakings on the job was the installation of 70,000 feet of pipe . . . more than 13 miles, including the mammoth valves and heating coils. Many essential items had not arrived at the last minute, and over a hundred emergency purchase orders . . . including rudder, trunks, and bearings were issued in an effort to keep construction on scheduled time. These problems, coupled with an acute shortage of oxygen, were just a few of the difficulties licked in building the "Schenectady."

Excitement ran high at Swan Island during the last two weeks before launching, and a mysterious small daily publication known as "The Finger" came into being. Reputedly published by a dwarf living in a dug-out under the outfitting dock, this paper put the finger on employees not pitching in to help meet the launching deadline. Cartoons and posters by workmen helped build high morale among Swan Island workers.

The launching of the "Schenectady" was given a pioneer days atmosphere through another idea of Swan Island workmen, who vowed that they wouldn't shave until the second tanker is launched from their yard. Many a crop of facial foliage is blooming on the old island airport.



**5** This big piece is a complete forepeak section being assembled flat on a jig in the assembly way.

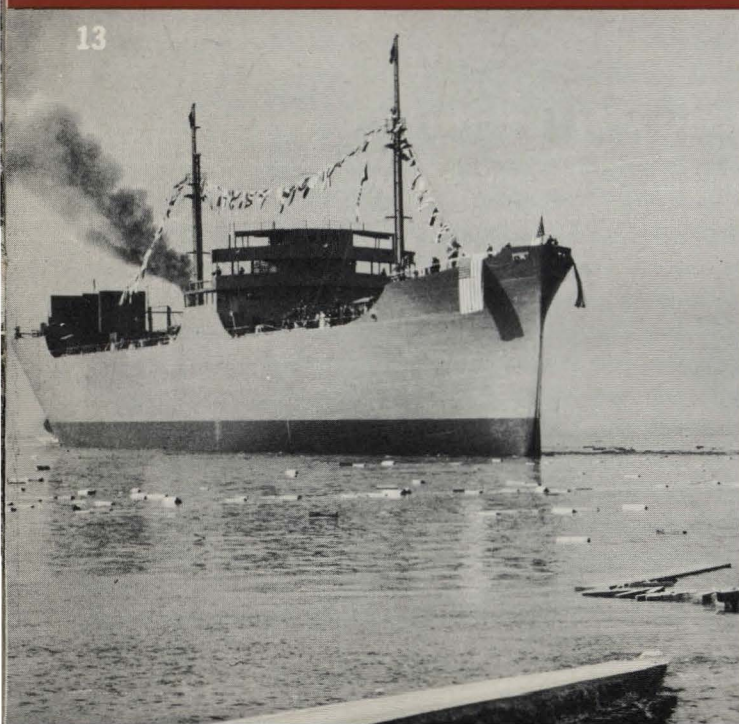
**6** By October 11 center cargo tanks were nearly complete. Construction on forepeak tanks in foreground. Looking aft from bow.

**7** Giant boiler weighing 52 tons when erected is hoisted on board.

**8** Here the forepeak section shown in No. 5 has been erected — is being welded into place.

**13** The "Schenectady," riding high in the water, is towed back to the outfitting dock, where she will stay until delivery in December.

**14** They're not fooling at Swan Island. With the "Schenectady" still in the river, new keel plates swing into place.



*Here are the Facts*

# on **GASOLINE RATIONING** **FOR SHIPYARD WORKERS...**



National gasoline rationing is here. How much gasoline will you get? How many miles can you drive? How about tires? These and many other questions vital to the transportation of workers to our shipyards are answered here. Study this information carefully.

Here are the principal points in the Government's program for keeping America's passenger cars rolling for essential use with a minimum use of rubber:

- 1 Rationing of used tires and recaps, and new tires now in stock to provide as far as possible the minimum essential mileage to the nation's passenger cars.
- 2 Actual control of each car's mileage through the rationing of gasoline to prevent unnecessary driving.
- 3 Compulsory periodic inspection of all tires to guard against abuse and to prevent wear beyond the point where they can be recapped.
- 4 Denial of gasoline and tire replacements to cars whose drivers violate the national 35-mile-an-hour speed limit for rubber conservation.
- 5 Capacity use, through car-sharing, of every car on every trip.

Under the new gasoline rationing plan, each passenger car except those classified as commercial vehicles will receive a basic "A" gas ration book permitting a maximum mileage of 240 miles per month or 2,880 miles per year. This mileage is based on 150 miles per month of occupational driving and 90 miles of essential personal driving. Passenger car mileage is based on 15 miles per gallon. Those persons whose passenger cars deliver more than 15 miles per gallon will, of course, be benefitted by the increased mileage performance of their automobiles. Motorcycle owners will be issued a "D" ration book, which will permit them to operate as indicated for passenger cars. Motorcycle mileage is based on 40 miles per gallon.

### **HOW TO APPLY**

Application forms for the basic "A" or "D" ration books will be available at local rationing boards and at various places in the three Kaiser shipyards. Attached to this basic rationing form is the tire inspection record. The applicant will list the numbers of the five passenger tires he intends to keep on the vehicle. All tires in excess of five must have been turned in to one of the Agencies appointed by the Government for the purpose of gathering the excess tires.

On November 9th, 10th and 11th the basic application forms must be presented to the school house located within the applicant's rationing board area. The person in charge will determine if the application is properly executed and if so, will accept it. In return for the completed basic form, the applicant will receive the basic "A" or "D" ration book, the tire inspection record which is detached from the application, and an instruction pamphlet.

### **IF YOU DRIVE MORE THAN 150 MILES**

Should the applicant believe that his needs are greater than the basic 150 miles occupational operation, he may ask for and receive at the same time an application for additional gas rations. The applicant should not attempt to execute the supplemental application at the school house. This form should be filled out at home.

Employees working for the Oregon Shipbuilding Corporation, Kaiser Company, Inc., Portland and Vancouver, must present their completed supplemental application forms to their Transportation Department. The Transportation Department is required by the O.P.A. to approve the supplemental rationing form before it is presented to the local board for disposition.

To be eligible for supplemental gasoline rations, the applicant must transport in his vehicle at least three other persons besides himself. In the event of his inability to do so, the burden of the proof for not meeting the requirement rests upon the driver. Those persons riding with the applicant must sign the form and indicate the number of days per month carried, the number of miles per month carried, the travel classification, and the license number of their vehicle. Under this new ruling, the swap ride plan is permitted. However, the fact that an individual is carrying the required number of passengers does not necessarily mean that the board will certify him for supplementary rations. If adequate mass transportation is available, the rationing board will expect the applicant to make full use of such mass transportation.

## **T I R E S**

It is of particular importance that all persons dispose of tires in excess of the five passenger tires they expect to retain for their vehicle. Any applicant whose basic form

shows that he has more than five tires in his possession will be denied the basic "A" coupon book. The Railway Express Agency has been set up as a medium to gather excess tires and ship them to Government warehouses where they will be inspected and evaluated. The owner will be reimbursed by the Government in accordance with the evaluation placed on tires by a Government inspector.

Under this new plan of mileage rationing, grades of tire equipment for which the applicant may apply will be allotted on the basis of the monthly mileage he is permitted to drive. The grade of tire equipment allotted and the basis of allocation is shown below:

MONTHLY MILEAGE ALLOCATED	DRIVER MAY APPLY FOR
560 miles or less ("A" Book or "A" Book plus "B" Book)	Passenger-type camelback if carcass is recappable, otherwise Grade III tire.
561 to 1,020 miles ("A" Book plus "C" Book)	Passenger-type camelback if carcass is recappable, otherwise Grade II tire.
Above 1,020 miles ("A" Book plus "C" Book)	Passenger-type camelback if carcass is recappable, otherwise Grade I tire.

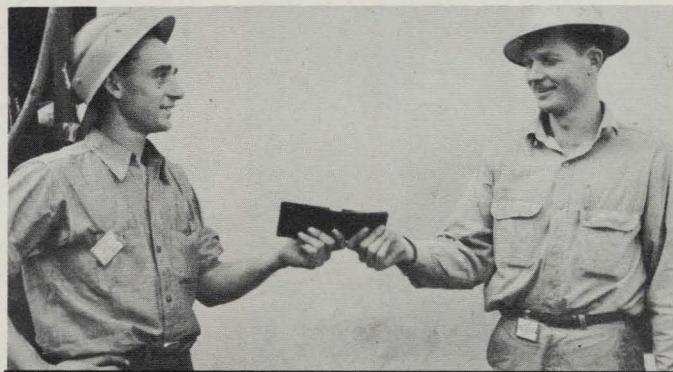


Tire equipment will be rationed by the local rationing board as it has been in the past.

As stated before, applications for basic coupon books may be made on November 9th, 10th and 11th. Gasoline rationing will become effective on November 22nd. Between the dates of November 9th and 22nd those individuals desiring supplementary rations will be required to fill out their supplemental forms, present them to the Transportation Department in their respective yard and upon approval by the Transportation Department, submit the form to their local rationing board. The local board will notify the applicant of its disposition of the case.

It is doubly important now that your car be filled to capacity driving to and from the shipyards. If you do not drive a car, it is also important that you make arrangements now to ride with someone else. If you need a ride, or can accommodate extra riders, fill in a card today. At O. S. C. and Vancouver these will be on hand at the Time Check stations, tool rooms, transportation and personnel offices. At Swan Island they may be obtained at tool rooms and personnel offices. At Oregon and Vancouver these cards should be dropped in a Suggestion Box—at Swan Island they may be turned in at the Personnel Office.

## Lost and Found



Gerry LaPierre, the \$100 wallet, and L. H. Wilson.

If you've lost something, or, if you find something of value . . . report it to the guard office. A "Lost and Found" service has been established at Oregon, Swan Island and Vancouver to return lost valuables to their owners. The three shipyard guard stations now handle this detail.

It works like this—a person finding an article in the yard brings it to the guard office and fills out a card describing the article, or contents, and signs the card. These cards are filed and the articles stored in safe keeping with a number keyed to the card. When the owner identifies his property, he receives it and signs a receipt.

Articles are often found bearing names and addresses of persons no longer employed at the yard. The guard office has undertaken the task of locating these persons if possible by mail. Many articles have already been returned to owners by this method. If the person is still employed, he is contacted through the time office, or on the job. However, workmen should always report any lost article.

A wide variety of articles already handled by this department includes keys, wrist watches, purses, bill folds, and in one instance a roll of currency totaling \$65.00. One outstanding case of putting the Golden Rule into practice was the finding of a bill fold containing \$100.00 by Gerry LaPierre, Vancouver pipe tester, who returned it to L. H. Wilson through this service.

## New Shift Schedules

OREGON

	Day	Swing	Graveyard
New . . .	8:30 a.m.-5:00 p.m.	5:00 p.m.-1:00 a.m.	1:00-8:30 a.m.
Old . . .	8:00 a.m.-4:30 p.m.	4:30 p.m.-12:30 a.m.	12:30 8:00 a.m.
Lunch . .	12:30 p.m.-1:00 p.m.	9:00-9:30 p.m.	4:30-5:00 a.m.

SWAN ISLAND

	Day	Swing	Graveyard
New . . .	7:00 a.m.-3:30 p.m.	3:30 p.m.-11:30 p.m.	7:30-8:00 p.m.
Old . . .	8:00 a.m.-4:30 p.m.	4:30 p.m.-12:30 a.m.	12:30-8:00 a.m.
Lunch . .	11:30-12:00 a.m.	7:30-8:00 p.m.	3:30-4:00 a.m.

VANCOUVER

No change — same as before

	Day	Swing	Graveyard
	8:00 a.m.-4:30 p.m.	4:30 p.m.-12:30 a.m.	12:30-8:00 a.m.
Lunch . .	12:00-12:30 p.m.	8:30-9:00 p.m.	4:30-5:00 a.m.

These schedules apply only to working hours. There is no change in your shift designation or day off letter.

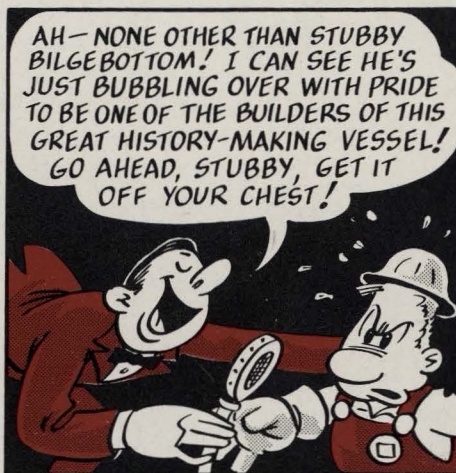


**TIME-SAVING INVENTION**

A Shoring Device that saves at least 60 per cent of the time required by wooden shoring, cables and turnbuckles is now in use in the Vancouver yard.

LeRoy Buchanan, Supervisor on Way No. 9, Vancouver, is shown with his invention, which can be adjusted with a flick of the wrist. Through a simple clamp at each end it also eliminates the necessity for anchors and hooks, thus eliminating the need for tacking and chipping.

**STUBBY BILGEBOTTOM** by Ernie Hager



**ONE-MAN ARMY**



G. M. Reber, Swan Island guard, takes his present and former professions seriously. When he travels, Mr. Reber has within easy reach of either hand . . . one sawed-off shotgun, a Browning automatic rifle, a Thompson sub-machine gun, one .45 Colt automatic, a long range Luger automatic, a Krag-Jorgensen Army rifle, and a fine assortment of hand grenades, gas bombs, shells and cartridges.

Reber came here from Oklahoma City, where he was in charge of the State Bureau of Criminal Identification. Known in the mid-west as the nemesis of bank robbers and murderers, he has served as a special investigator, criminologist, ballistics expert, fingerprinter, microscopic specialist and toxicology expert. He tells of trading shots with "Pretty Boy" Floyd in Oklahoma when he was Public Enemy No. 1, and inflicting wounds that subsequently led to his arrest.

A veteran of the Spanish-American War and World War, Reber hopes that if any Axis parachutists land in this area, they will try to apprehend him in his car.

A veteran of the Spanish-American War and World War, Reber hopes that if any Axis parachutists land in this area, they will try to apprehend him in his car.



**SHIPYARD SPEAKERS**

The two men pictured below, Henry Jensen and Earl Schenck, now touring American shipyards, under the sponsorship of the Maritime Commission. They appeared early this week at O.S.C., Vancouver and Swan Island yards to tell shipworkers of their first-hand experiences in different parts of a war-torn world.



EARL SCHENCK, whose past years of travel have given him intimate and detailed information on both the South Pacific Islands and the Japanese plans for conquest, has served the U. S. Navy in the important question of establishing air and naval bases there.

Mr. Schenck lived in that area for fourteen years, knowing many of the thousands of islands and their native inhabitants. He also states that the Japanese plan not only to capture these Pacific Islands, but the entire United States as well. He also tells of the atrocities committed on the people they have already conquered.



HENRY JENSEN, although only 18 years of age, has seen a lot of the world—and especially the ocean. His ship torpedoed from under him, he and his shipmates drifted for 32 days, 15 of them without food, and six without water.

He has met the enemy, and suffered untold agonies, but is ready — willing — and anxious to get back to sea.





## NEWS AND VIEWS OF THE THREE SHIPYARDS



### CONCERT MASTER

"Shipyard work is a tonic—it gives one a different view on life," says Edouard Hurlimann, former concert master and assistant conductor of the Portland Symphony Orchestra.

Mr. Hurlimann came to the O. S. C. yard last April as a material expediter in the plate shop. He was born in Switzerland and entered the Swiss Conservatory of Music at the age of 17. Three years at Prague, one year in Cologne, and a year in Paris rounded out his training as a concert violinist—then back to Switzerland for a year teaching and appearances on the concert stage. Coming to America in 1926, he found his way to Portland, where he was appointed concert master of the Portland Symphony Orchestra in 1928 and has since become famous among music lovers in the Northwest.

Giving up music? — not by a long shot. Mr. Hurlimann still spends his evenings teaching and practicing in his downtown Portland studio.

### "MABLE CAN'T DO THAT TO US"

Mable Lionberger, O.S.C. welder, shell crew, working on the outside bottom recently ran 75 feet of outside bottom shell welding on her shift. Said the men's crew, "Mable can't do that to us," whereupon they packed in 87 feet of rod. Undaunted by this, Mable went to work and in eight hours of direct overhead welding laid 90 feet of bottom shell weld, doing an expert job of it, according to fellow workers and leadman Pete Peterson.

Mable operated a beauty salon in Buhl, Idaho, before coming to Oregon. Her husband is a pipe welder on the O. S. C. outfitting dock. They have two children of school age, and live in St. Helens.



### HEIFETZ THRILLED



"This is a real thrill for me," was the way Jascha Heifetz put it as he looked over the Oregon Shipyard. Heifetz, internationally famous concert violinist, was in Portland to perform at the Civic Auditorium on October 24, visited the shipyard, and came back for the launching of the SS "Charles Goodyear" the next day.



L. Hartwig, burner's helper at the Swan Island yard, born in Denmark but living in this country for the past sixty years (he's 78 years young) submits his feelings in rhyme:

*"In the good old U. S. A.  
I'm always going to stay.  
It's the land where free men live,  
Where liberty holds sway;  
Where all the people live in peace,  
May worship, work and play.  
Let's give three cheers, right from  
the heart,  
For the good old U. S. A."*

Mr. Hartwig contributes more than his personal efforts to the war cause. He has eight married children and a total of 22 descendants, with many of them in the armed forces and defense industries, two working at O. S. C.

*Back at the turn of the century,  
bicycles were big business and many a  
scorching editorial was directed at the  
reckless young blades who made life  
miserable for the drivers of horse-  
drawn carriages.*

*With the coming of the flivver, the  
old two-wheeler saw bad times, and  
the boy who delivered your morning  
paper had the bicycle market pretty  
well cornered. But with the coming of  
World War II, bikes again have come  
into their own, and here in the ship-  
yards, as in other defense plants  
throughout America, they are doing  
their part to get the big job done.*



### CRANE OPERATOR -- ARTIST

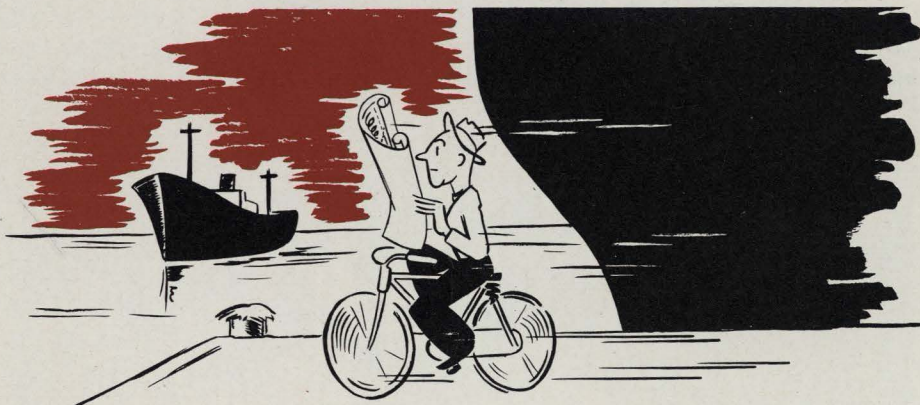
Jesse T. Bolen operates Gantry Crane No. 16, Outfitting Dock, Vancouver yard, with the fine touch of an artist. A veteran of 27 years in crane operation, he has trained 12 new operators since June.

A "born artist," Bolen has been drawing, sketching and painting even since a child. Without professional training, his work has been awarded many honors. He made an oil painting of Crater Lake for the Veterans Post No. 2080 at Klamath Falls to present to U. S. Representative Patman of Texas in appreciation of his work on the Soldiers' Bonus Bill. This picture now hangs over Patman's desk in Washington, D. C. Last January three of his oil paintings were exhibited by the Portland Art Museum.

The cab of Bolen's crane is a miniature art gallery, its walls covered by illustrations done in chalk during his lunch periods.

### BICYCLES

*Over 283 bicycles are in use at the  
three shipyards; 175 at Vancouver, 84  
at Swan Island and 24 at Oregon.  
Almost every department uses them—  
messengers, executives, superinten-  
dents, foremen and administrative  
officials. It's no uncommon sight to  
see a sedate executive clip on his  
trouser guards and take off for some  
distant point across the yard—just as  
common, in fact, as seeing some sweet  
young thing hop on her bike and tear  
off in the opposite direction with an  
important message. For the shipyards  
are big and the bicycles help to cut  
down the distance and time.*





**NUMBER, PLEASE!**

Through this Vancouver switchboard go 21,500 calls a day. Left to right, Clarice Templeton, supervisor, Margaret Hussy, Helen MacDonald, Geraldine McKee.



Oregon switchboard artists. In the foreground, Mrs. Cora Lee Newell, chief operator. At board, left to right, Virginia McNair, Maude Anderson, Ida Salyer, Bessie Brink, Effie Wilson



Part of the Swan Island switchboard crew. Left to right at the board, Gertrude Vollans, Carol Young, Edith Stafford. Standing, Mrs. Leah McGhee, chief operator.



Picture a city roughly the size of Salem, Oregon, a city in which each of the telephone subscribers makes an average of six calls per day, and there you have an idea of the amount of telephone business and the number of calls made at Oregon, Swan Island and Vancouver on an average day. For in these three yards every day—24 hours a day—there is a telephone call on an average of once every 1½ seconds. Daily more than 60,000 calls go through the busy switchboards of the three local shipyards.

### VANCOUVER

In the dairy barn that was part of the original site of the Vancouver shipyard, the first telephone service began in January, 1942. Though the total personnel at the Vancouver yard is only two-thirds that of Oregon, facilities are more widespread, and the Vancouver exchange handles more calls daily than either one of the other two yards. Here 8 operators who also maintain 24-hour service, handle an average of 21,500 calls daily, slightly more than O. S. C. Service at Vancouver is under the supervision of Mrs. Clarice Templeton.

### IT TAKES 63,000 CALLS TO BUILD ONE LIBERTY SHIP

Through an exchange having a 600-line capacity—one of the largest in Portland—12 operators maintain 24-hour service at O. S. C. under the direction of Mrs. Cora Lee Newell. The O. S. C. service consists of the latest PAX (Private Automatic Exchange) equipment. To give better telephone service to O. S. C. employees and executives, this new exchange replaced the manual exchange first installed in the yard. The change over was made on September 27 in just one minute and forty seconds.

The first phone at O. S. C. was a wall phone installed March 8, 1941. Since then there have been as many as 35 Pacific Telephone & Telegraph men working full time on installations. At present there are 12 full-time telephone men at the O. S. C. yard installing new equipment, servicing and maintaining present phones. Oregon alone handles an average of 21,000 calls a day.

### SWAN ISLAND

Swan Island's modern PAX exchange is slightly smaller than the one at Oregon, having a 500-line capacity. Nine operators under Mrs. Leah McGhee maintain 24-hour service and handle an average of 17,000 calls each.

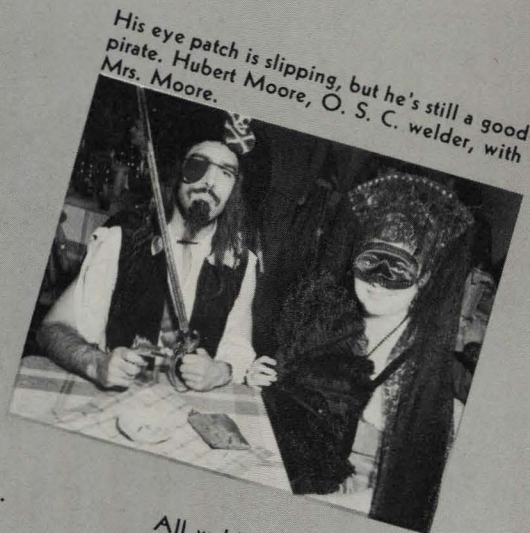
Although the Swan Island installation includes 1,109 miles of wire and the installation of this system would normally require three months—the job was done in regular Kaiser fashion—just 22 days.



Left to right, Irene Miller, Mable Lionberger and Lile Dooley. Mrs. Lionberger holds a yard record for overhead welding.



Just in from the reservation were Mrs. Muriel Seruti and Mr. Seruti, with Mary Bowman and Guy Whitney.



His eye patch is slipping, but he's still a good pirate. Hubert Moore, O. S. C. welder, with Mrs. Moore.

# MASQUERADE

There were women welders dressed like Indians, and Indians dressed like nobody's business at the Welderette's Masquerade Ball on Friday evening, October 23. These were the same ladies who have made history as America's first shipyard welders. The gals who look like men from Mars on the job still prefer to look like somebody else when they're having fun. A riot of color and lavish costumes, the event made headlines in Portland — jarred the foundations of the Castle at Oregon City. Elsie Foster, supervisor of Oregon's women welders and burners, planned the party — had her share of the fun. The highlight of the evening was a lavish floor show and the awarding of prizes for the most unusual costumes.

Four masqueraders were, left to right, Mr. and Mrs. Neil Spangler, Wayne Largent, Mr. and Mrs. Ed Skei, all Oregon shipworkers.



Time out for refreshments. At the front table are Mrs. Douglas Rugherton and Mrs. Kenneth Wagner. Standing in the rear are Guy Whitney, Mr. Seruti and Elsie Foster.



All welders—left to right, Betty Stutzer, Vi Jensen, G. Leggett, Florence Bliven, E. Jensen



The Persian rug cutter is Ed Skei asking Elsie Foster to dance. Here and there are Al Carlson, Don Force, Mrs. Force, Jessie Harvey, Ray Harvey and Mrs. Moore.

Indians, cowboys, pirates, señoritas at night—shipbuilders in the daytime.



# KEEP FIT!



The common cold is every workman's No. 1 health problem! For the common cold and its complications constitute the greatest single cause of disability . . . causing more loss of time from work than any other group of diseases, ten times as much loss of time as injuries.

The Journal of the American Medical Association tells us that more than 50 per cent of the time lost from work is caused by colds and their complications. The cost of a cold to the average industrial worker is about \$15.00, considering time lost and expense for physician and medicine . . . an estimated loss of over 3 billion dollars a year to the nation.

Colds alone cost this nation 45,000,000 man-days of working time every year—enough to build 28 heavy cruisers, 6,300 medium bombers or 45,000 light tanks. And bringing these figures right down to our own shipyards, the average employee will lose 2.2 days because of colds alone. This lost time, when multiplied by our 65,000 employees in the three yards would build and outfit at least two Liberty ships. When we take into consideration the complications that result from the common cold, we could easily double these time-loss figures.

Anything a workman can do in his own daily living habits to keep himself free from a cold is a definite contribution toward winning the war. Each day on the job is beneficial to both our personal welfare and America's war effort.

Veteran workers returning from a semi-retired status to active duties are essential and valuable for their knowledge and skill, but in the sudden change of working conditions are very susceptible to colds. Men who have worked inside for years and now take an outdoor job are common cold prospects.

## PROPER CLOTHING WILL HELP

One of the easiest, most practical methods of keeping free from colds is to dress properly.

As our climate here is alternately wet and dry, cold and warm even in the middle of winter, it is suggested that you have light but waterproof outside garments. A light waterproof jacket or three-quarter length coat or slicker is the most practical protection. This, plus waterproof headgear and waterproof shoes, will save you from discomfort and help prevent colds. A tight fitting skull cap or knitted helmet is good extra protection under your tin hat in cold weather.

Don't be afraid to wear the good old-fashioned long underwear—the same kind that Dad used to wear. It's the best protection you can buy against sudden changes in the weather. And because this is the time of year when colds and illnesses are most frequent, it's just good common sense to be protected by insurance against unforeseen sicknesses that may come along, in spite of all the health precautions we can exercise.

All regular employees of Oregon Shipbuilding Corporation, Kaiser Co., Inc., Portland and Vancouver, are offered two types of insurance.

## EMPLOYEE MEDICAL-HOSPITAL PLAN

O. S. C. and Swan Island employees may subscribe to the Medical and Hospital Plan which provides complete medical treatment and hospital care in cases of sickness or injury incurred away from the job.

This plan gives employees a free choice of the seven major Portland hospitals; the services of physicians, including house, office and hospital calls; all necessary treatments and surgical operations; and other important services including ambulances, X-rays, blood transfusions, and other care—for less than 10 cents per day.

Vancouver employees may subscribe to the Northern Permanente Foundation Medical & Hospital Plan, offered in connection with the new Northern Permanente Hospital near the Vancouver shipyard.

The guards have the right idea — rainproofed from head to foot.



## EMPLOYEE SICKNESS & ACCIDENT INSURANCE

This insurance differs from the above plan in that it does not pay doctor and hospital bills, but instead it pays you a specified income while you are laid up.

This income plan pays a weekly sum to workers disabled by accident or sickness not covered by the State Workmen's Compensation Law at rates based on the following schedule:

Employees' 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

Full-time employees of all three yards are eligible to receive this insurance and new employees may make application—the insurance becomes effective after one month of work.

Additional information on any of these plans may be had at any of the three shipyard personnel offices, or at yard First Aid stations.

## VITAMINS FOR VICTORY

Tablets containing essential minerals and vitamins are now available to workers of the O. S. C., Swan Island and Vancouver yards. These tablets are on sale at all three yard cafeterias and Hudson House Exchange.

Furnished to employees on a cost basis, these tablets contain 9 essential vitamins and 5 minerals. They are purchased in volume in cooperation with other major war production plants of Washington and California and boxes of 90 tablets, providing 3 per day for a month's supply, sell for \$1.19 to employees.

The sale of these "Vitamins for Victory" tablets is being handled without profit to the management. They are produced by a nationally known and reputable firm.

# WRITE A SONG!

Imagine a chorus of thousands of shipbuilders singing a song written by you. A song that might be taken up by defense workers throughout our entire nation as a symbol of their contribution toward winning this war . . . as expressing their willingness to sacrifice personal pleasures in order to back up the fighting men at the front.



Daniel H. Wilson, 73-year old employee at O. S. C., visualized just such a thing . . . and a "Song Writing Contest" has been worked out to bring in the songs. Wilson is himself a talented musician and has been the organist at the St. Stephens Church in Portland for the past 18 years. He was educated in America and in Europe in organ, piano and composition and is a member of the Oregon Society of Composers and Musicians.

Write your suggestion for a shipyard song—give it vigor, swing, dash—two verses and one chorus in this style: A four line verse with the first and third lines in 8 syllables and the second and fourth in 6 syllables. Chorus should be in contrast with verse, with different meter. Put your name, job, and badge number on the same piece of paper with your verse and chorus entry and address it to "Song Writing Contest," Bo's'n's Whistle, care of Oregon Shipbuilding Corporation, and drop it into a Suggestion Box. In the case of Swan Island employees, entries should be left at the Guard office. You have only two weeks, the contest ends November 19.

PRIZES for the best verses and choruses:

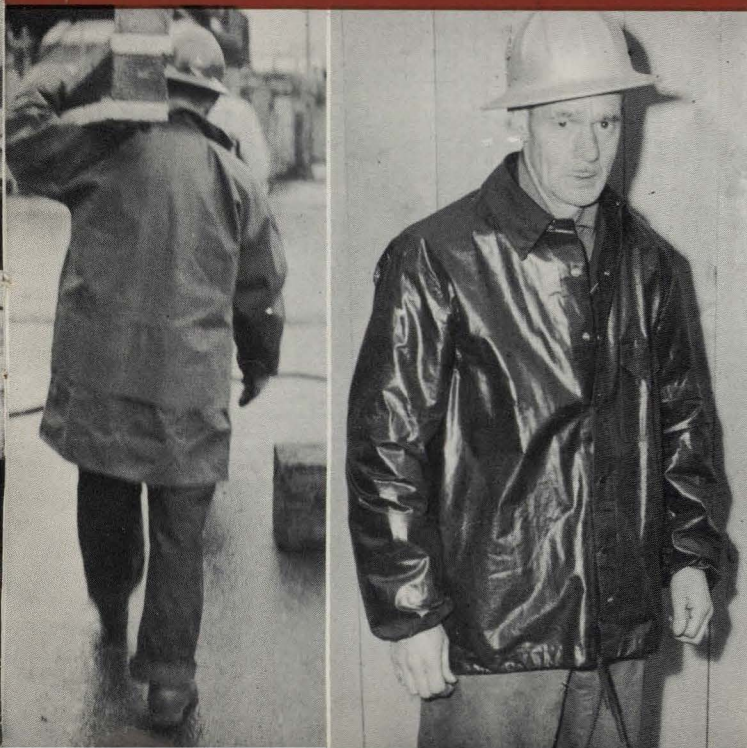
- First Prize - - - - \$50.00 War Bond
- Second Prize - - - - 25.00 War Bond
- Third Prize - - - - 10.00 in War Stamps

Judges will be the assistant general managers of the three yards, Al Bauer, O. S. C.; M. Miller, Vancouver; Bob Nieman, Swan; and Hal Babbitt, Public Relations Director at O. S. C.

The prize winning verses will be given to a committee of musicians, now workmen in the yards, who will write and arrange music to go with the words. This committee of talented musicians includes Charles Lautrup, former conductor, and Edouard Hurlimann, former assistant conductor and first violinist of the Portland Symphony Orchestra, Bert Harris, and Daniel Wilson.

For heavy work this longer serviceable jacket is warm, repels water.

For men of action this light rain-proof jacket does the business.



# HOW LIBERTY SHIPS ARE BUILT

## FRAMES AND SHELL PLATING

By A. B. CADMAN, Cost Dept.

Installation of frames and the placing of shell plates on the outside of the ship follow immediately after the erection of the main transverse bulkheads.

The shell plating serves primarily to keep the water out and the cargo in, and is comparable to the walls of your home. It gives the smooth outside shape to the vessel, which facilitates easy movement through the water.

Frames, commonly called ribs, are similar to the framework of your home or the ribs in your body. They are pre-formed into proper shapes in the plate shop. Here the bulb angles and channel irons from which they are made are heated in a large furnace and then bent on a bending slab to correspond to the shape of a template. Then 13/16 inch holes are punched at intervals of approximately 6 inches.

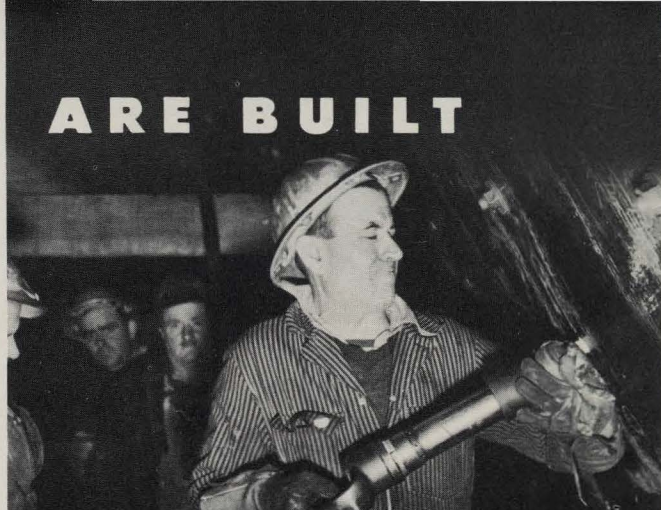
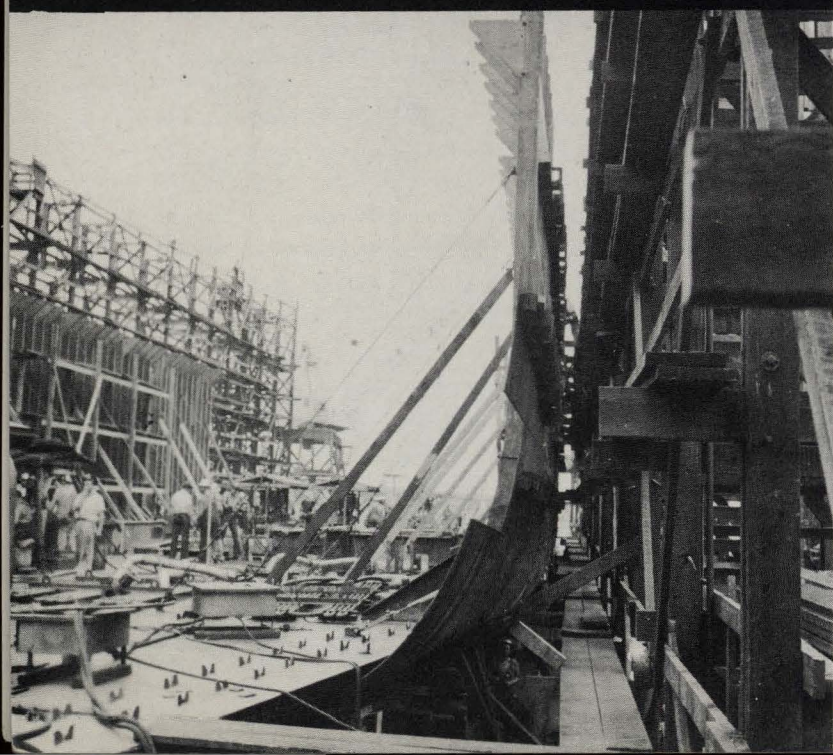
Shell plates, or strakes, are also cut to size and pre-formed in the plate shop. Shaping in this case is accomplished by running the plates through large power-driven metal rolls. They are then drilled with holes to match those in the frames so that they can be bolted together.

284 shell plates of various sizes and shapes are used in construction of a Liberty Ship. Many of these carry distinctive names signifying their location or purpose, such as: Bilge Plates, Boss Plates, Diaper Plates, Fashion Plates and Wrapper Plates.

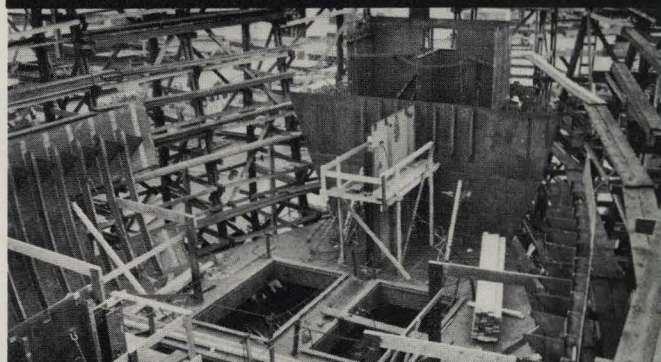
Frames and shell plating are sub-assembled and bolted together into jig sections prior to delivery to the hull. Present plans provide 12 sub-assembled jig sections, with the remaining frames and plates handled individually.

The same set of templates is used for laying out both port and starboard plates and frames. This is done by simply turning the templates over and using them in reverse, as the two sides of the ship are identical.

Until bulkheads are installed, temporary shoring and guy wires hold frame-stiffened shell plate sections in place.



H. Bizreau, now O. S. C. riveter foreman, has driven many of the 20,980 rivets that go into the shell plates of a Liberty Ship.



Up from the second deck go the ribs that hold shell plates in place.

The installation of frames and shell plates is started from a midship point (at frame 88), which is the general erection procedure in most phases of Liberty Ship construction. Erection progresses upward, forward and aft on both sides of the vessel. The importance of properly positioning the first frames in relation to the slope of the ways, bulkheads and general ship position cannot be over-stressed, as this is the basis for measurements used in the installation of all other frames and plates.

As riggers drop a jig section into place it is temporarily secured by a crew of shipwrights with the aid of shoring, wedges, and guy wires. Shipfitters then line the section up, using drift pins, turnbuckles, king pins, spud bars, and jacks. As it is brought into place it is fastened with 3/4 inch bolts in alternate holes. After welding brackets and seams the holes are reamed out to 15/16 inch diameter, countersunk, and rebolted with 7/8 inch bolts.

Riveting, the final phase, is handled by rivet gangs, consisting of a Riveter, Heater Boy, Holder-on, and one or two Passers. A rivet gang will normally install from 225 to 275 rivets during an eight-hour shift. However, the gangs at O. S. C. are not satisfied with an "average" and consistently go way beyond this mark. It is not uncommon for these crews to put in from 425 to 475 rivets per shift.

Exactly 20,980 flush head 7/8 inch rivets are used in the installation of the shell plating on a Liberty Ship. These, with 1,134 snap head rivets used to fasten the shaft alley covers in holds 4 and 5, are the only rivets used.



LAUNCHED	91
DELIVERED	86

On an average of every 2½ days a new Liberty Ship slides down the ways to join the parade of other scores of ships that have come from our yards. The keel has been laid for the 100th Liberty Ship to be built at O. S. C. — nine solid miles of Liberty Ships—lifelines to our boys on distant battle fronts.

Mrs. Edward A. Mortensen, wife of the principal U. S. M. C. Hull Inspector at O.S.C. christened the SS "Samuel Colt" on October 14. Her maids of honor were twin daughters, Madeline and Mary Mortensen.



The SS "Tabitha Brown," Oregon's 84th Liberty Ship, was christened on October 16 by Mrs. Edward H. Lufkin, wife of a yard shipfitter. Matrons of honor were Mrs. William Boyd and Mrs. Mike Masi.



Mrs. Cora Lee Newell, Oregon's telephone switchboard supervisor, christened the SS "Alexander Graham Bell" on October 18. Her matrons of honor were Mrs. Ted Newell and Mrs. Eugene Surplus.



Mrs. William A. Sadler of the Oregon Ship Cost Department was sponsor at the launching of the SS "Thomas A. Edison" on October 20. The "Edison" was Oregon's 86th.



Mrs. Bjorklund, wife of Harold Bjorklund, a shipwright whose name was selected in a recent yard drawing, christened the SS "John Deere," Oregon's 87th Liberty Ship on October 23.



The SS "Charles Goodyear" launched on Sunday, October 25 was christened by Mrs. John I. McGregor, wife of Jack McGregor, Rivetting Superintendent. Her matrons of honor were Mrs. John C. Otto and Mrs. Eldon Wolfolk.



### NURSERIES NEEDED

Locating convenient nursery service for small children of workers of the three Kaiser yards is one of the free employee aids offered by the counsellor service.

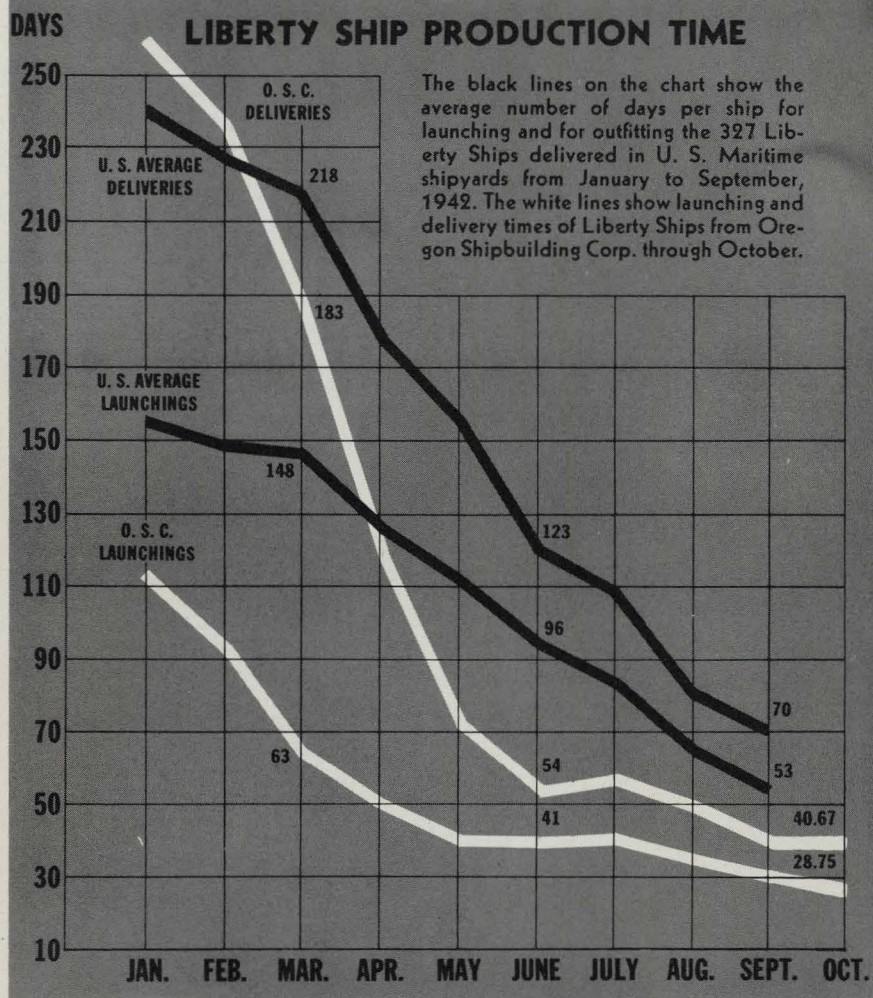
However, as all public nurseries registered are filled to capacity, the counsellor service has asked for wives of men workers or any woman with "home time" to register as part-time mothers.

Types of nursery services needed falls into these classes:

- A. Full-time room and board of the child, at your home, with parents taking over on days off.
- B. Care of the child in your home each day during the shift that the parent works.
- C. Care of the child in the home of the worker on a semi-housekeeping basis with room and board included.
- D. Care of the child in the worker's home during the shift hours only.

Names, addresses, and type of child-care work desired, should be filed by every woman who can volunteer at the counsellor offices in each yard. Information may be phoned to:

- Oregon Shipbuilding Corp., St. Johns—UNiversity 3611, Ext. 761.
- Kaiser Co., Inc., Swan Island—WEBster 2281, Ext. 233.
- Kaiser Co., Inc., Vancouver—Atwater 7171, Ext. 619.



## The BOSS'S WHISTLE

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Good Health is  
your best weapon...

**KEEP FIT!**

