



# The BOSN'S WHISTLE

SEPT. 12, 1941

OREGON SHIPBUILDING CORPORATION

Vol. 1, No. 5



1941 SEPTEMBER 1941						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	'Star of Oregon' To Take Water			

# The Final Spurt



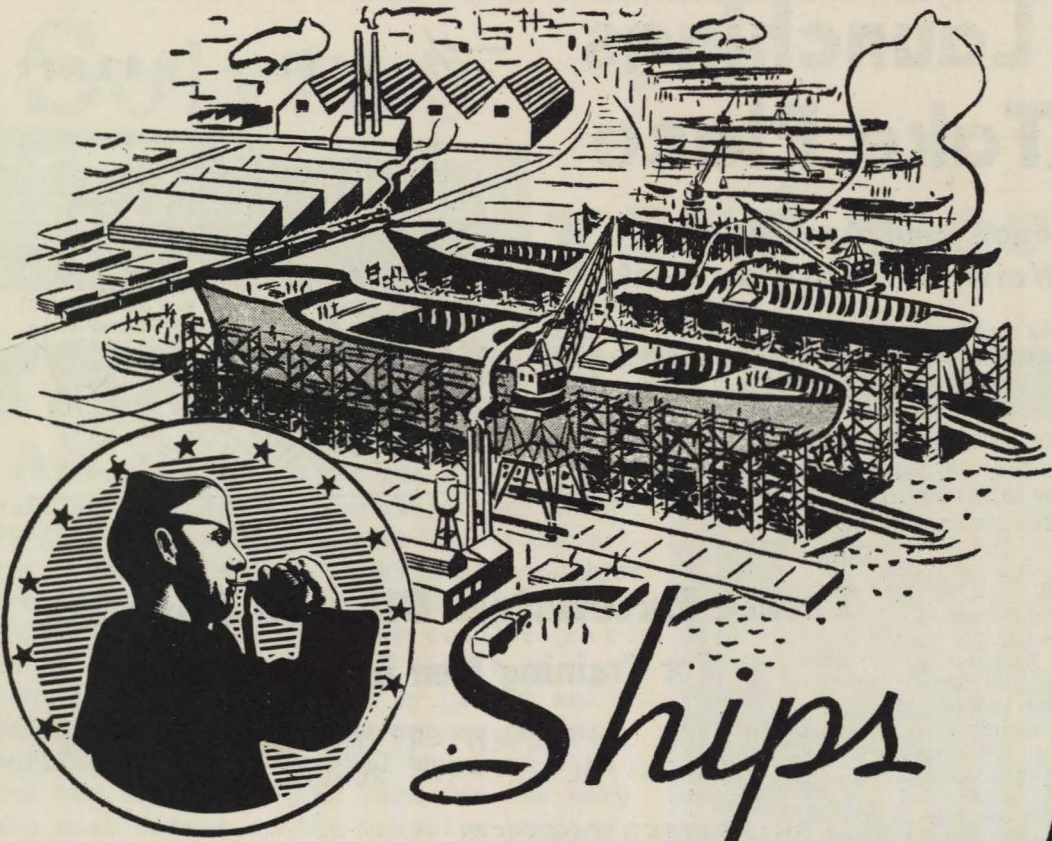
# FIRST SHIP

# due to be LAUNCHED



In an accidents the "dense" can usually be pinned on someone for his mistake





# *Ships* **AND MORE SHIPS!**

● I want to repeat and to stress the descriptions which our President has given of the insecurity of this country today, with a towering wave of ruthless aggression threatening to break over our heads.

The shipbuilders of the Gulf, the Atlantic, and the Pacific Coasts and of the Great Lakes are pushing back that wave with every ship they launch, whether merchant or naval.

All hands are doing a splendid job . . . . . The Maritime Commission congratulates you! You are the shipbuilders of this country as well as the men who sit in the front office.

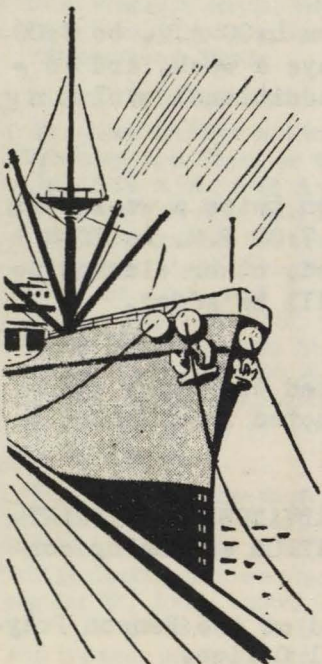
The men in the front office are vital but you are the actual "Arm and Hammer Brand" builders. Ships are built by the men in the yards. They are built with cranes and welders' torches and paint brushes and hammers—built by loyal Americans!

We have told the men in the front offices. They have told you. They know that we must build ships faster than we've ever built them before in our history. You know it, too. We want your cooperation. I have faith in you—I know we will get your cooperation.

Our estimates, our promises, and our expectations depend on you—upon the productivity of labor.

So my plea to you and to all other shipbuilders is to do your jobs—to build these ships as fast as you can.

***United States Maritime Commission, Rear  
Admiral Emory S. Land (U. S. N. Ret.)***





# Twin Launchings May Take Place

## 'Star of Oregon' and Another Boat May Take Water at Shipyards Plant

Oregon Shipbuilding corporation may be able to launch two ships, the Star of Oregon and another on September 27, according to O. Alexander Mechlin, the maritime commission's resident engineer in charge of the local shipyards.

The two ships will be hulls Nos. 170 and 171, the keels for which were laid on May 19, the centennial anniversary of the launching of the Star of Oregon, the first ocean-going vessel ever built in the Pacific Northwest.

### Star of Oregon's Launching Certain

The launching of the Star of Oregon is definite, according to Mechlin, but it may be possible to launch hull No. 170 also. Whether this latter ship is actually included in the launching ceremony will depend upon the progress made upon it in the next few days.

On September 27 more merchant ships will be launched throughout the nation than on any other single day since the World war. On that date, which has been designated "Liberty Fleet day," 12 ships are now definitely scheduled to be floated in shipyards on all three of America's coasts.

On the Pacific Coast, four ships are definitely scheduled to be launched as a part of the program. Not all the vessels are of the same type, nor are all of them built on the maritime commission's order. In Tacoma, the Seattle-Tacoma Shipbuilding company will launch an army transport. At Oakland, the Todd-California Shipbuilding corporation will launch another British ship, and at Los Angeles, the California Shipbuilding company will launch a vessel. If the Oregon Shipbuilding corporation's second hull is ready, the Pacific Coast will contribute five ships to the nation-wide launching program.

Two of the four Coast shipyards will launch their first ships. The Los Angeles Shipbuilding corporation will launch its first vessel, as will the local corporation. The Todd-California Shipbuilding corporation has already launched two vessels, the Ocean Vanguard and the Ocean Vigil. These two ships are of the same type as those being built here and in Los Angeles. The Seattle-Tacoma shipyards has launched a number of ships, most of them of the commission's long-range design.

*the* SAFE WORKER



## Trade Extension Classes Popular For Training Men in Defense Jobs

### SCHEDULE OF SUPPLEMENTARY TRAINING CLASSES AT BENSON POLYTECHNIC SCHOOL

#### SHIPFITTER CLASSES

At the present time 15 supplementary classes are being given in shipfitting, meeting three times a week, classes lasting three hours. The classes from 7:00 to 10:00 P.M. are intended for workers on the morning shift at the Oregon yard. The classes from 9:00 A.M. to 12:00 noon and from 12:00 noon to 3:00 P.M. are for the Swing shift.

#### WELDING INSTRUCTION

A class in arc welding operates from 4:00 A.M. to 7:00 A.M. with trainees reporting six days a week, and additional classes will be added as additional welding equipment is installed.

#### PIPE FITTING

Two classes in pipefitting are given twice a week, on Monday and Wednesday, running from 7:00 P.M. to 10:00 P.M. As additional men are enrolled, other classes to meet requirements of the workers will be added.

#### SHIP ELECTRICIANS

Classes for ship electricians started Wednesday evening, September 3, and will be conducted from 7:00 P.M. to 10:00 P.M.

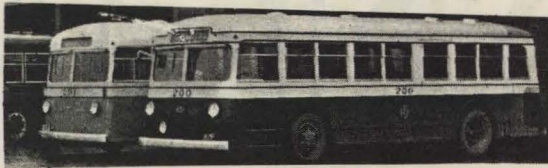
#### OTHER SUBJECTS

Classes in MACHINE SHOP PRACTICE, ADVANCED BLUE PRINT READING, RED CROSS and SAFETY EDUCATION are being conducted.

Further information may be obtained at the Benson Polytechnic School, or at our Personnel Office.



# Solving



# yard workers'

# TRANSPORT PROBLEM

**A**round the shipyards and elsewhere in Portland's industrial centers and homes it is openly asserted that the transportation facilities and parking accommodation provided by the OREGON SHIPBUILDING CORPORATION make this the most popular yard on the Coast. What might have been a serious problem was averted by prompt and intelligent means taken to assure adequate parking space for several thousand cars, and bus service to the Yard for the many who must depend on the traction company.

With the ever-increasing personnel, workers may well consider the value of their

(Cont'd in next column )



## USE OF BUS SERVICE URGED TO RELIEVE TRAFFIC CONGESTION

Note: Weekday service schedules to and from the Oregon Shipbuilding Yards.

### WEEK DAYS

St. Johns trolleys will leave Broadway and Stark at 6:21 A.M., 6:29 A.M., 6:36 A.M., 6:51 A.M., 7:00 A.M. and 7:11 A.M. These coaches will transfer passengers to the Fessenden Bus at St. Louis and Jersey. There is also a Wall St. bus leaving Broadway and Stark at 6:44 A.M. and 7:06 A.M. that will transfer passengers to the Fessenden bus at Portsmouth Ave.

Buses will leave the shipyard at 8:15 A.M., 8:22 A.M. and 8:40 A.M. The 8:15 A.M. bus will go directly to town via the regular St. Johns route. The 8:22 A.M. and 8:40 A.M. buses will transfer passengers to the St. Johns trolley coaches.

In the P.M., Fessenden buses will meet St. Johns coaches at St. Louis and Jersey at 2:54 P.M., 3:29 P.M., 4:04 P.M. and 4:24 P.M.

Returning in the P.M. the following service will be given:

No. 2, leaving Shipyard at 4:40 P.M. will transfer passengers to St. Johns coaches.

No. 9, leaving Shipyard at 4:42 P.M. will go to West side via St. Johns bridge.

No. 6, leaving Shipyard at 4:44 P.M. will go to town via Interstate-Broadway Bridge.

No. 7, leaving Shipyard at 4:48 P.M. will go to West side via St. Johns bridge.

No. 1, leaving Shipyard at 4:54 P.M. will transfer passengers to St. Johns coaches.

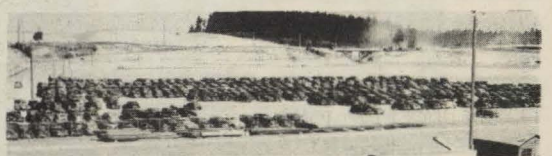
Late night Fessenden buses will meet the St. Johns coaches at St. Louis and Jersey at 11:29 P.M. and 11:59 P.M. The St. Johns coaches that leave Broadway and Stark at 11:00 P.M. and 11:30 P.M. will make direct connections.

*6,000 workers daily disembark from Bus and private car here*

"doubling up". Why not arrange to ride with a friend, and share in the gas expense? It will materially aid in congestion, conserve gasoline. In all you will be the one to gain.

### PARKING LOT SIGNS UP

Designation by letter of Parking Lanes has greatly improved our parking lot.



IN RESPONSE TO NUMEROUS INQUIRIES, THE WEEKDAY BUS SERVICE SCHEDULE IS REPRINTED IN THE COLUMNS TO THE LEFT.



# The EXCHANGE



EMORY S. LAND

"The world war taught us . . ."

*(Following is the speech of Rear Admiral Emory S. Land, Chairman of the U. S. Maritime Commission, which was given at the launching of the Ocean Vanguard on August 16.)*

**T**ODAY, here on the Pacific Coast thousands of leagues from Europe's battlefields, two great democracies have struck a vital blow, one of a series which are destined eventually to crack the morale of those sinister forces which now oppose freedom, and rid the world of their dictatorial threats.

Ships have won every great international war. This ship, the "Ocean Vanguard" and the hundred of her sister ships which will be produced in the shipyards of America and Great Britain, will win this war. Of that I have not the slightest doubt.

The sooner the ships are built, the sooner the war will be won—the last World War taught us that.

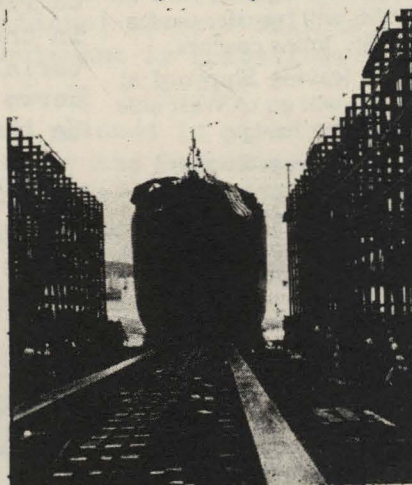
We have learned a lesson, and America is now prepared to produce ships twice as fast as we did 23 years ago. We are months, yes years ahead. American man power helped to win that war on the battlefield, American man power is helping to win this war in the shipyard. Airplane plants, munitions factories, in myriad industries and on the farms throughout our great nation; that is the man power for which Great Britain has asked, and which our Presi-

dent and the Congress have pledged to our sister democracy, battling to preserve the fundamental freedoms of both our nations.

Yes, blood is thicker than water, and today, "hands across the sea" means more than mere sentimental friends meeting the attitude of the American people, proving almost without exception—"all-out aid to Britain" proves there is a very definite tie in speaking the same language, whether it be an American with an English accent, or an Englishman with an American accent.

"Give us the tools," said Mr. Churchill, "and we will finish the job." But the tools must be where the job has to be done—the other side of the Atlantic. If we have the ships, and only if we have the ships, to carry them across the ocean, we can win.

That's why we shall call this ship the "Ocean Vanguard"—V for Victory on the oceans—it is in the van of the vast new merchant navy, which will carry the implements and sinews of war—and then, as the last and greatest of its cargoes, Victory itself.



**THERE SHE GOES**

Hard hats turn to watch their creation slide down the ways;

“FORE'N'AFT”



HENRY J. KAISER

"I wish the ship could speak . . ."

*(Following is the speech of Henry J. Kaiser, President of the Todd-California Shipbuilding Corp., which was given at the launching of the Ocean Vanguard on August 16.)*

**I** am privileged to speak to you today on behalf of my associates and co-workers, and in their behalf I want to thank you for joining us at this momentous hour.

But I should like to speak, also, in behalf of this silent monument behind me, just before it slides down the ways and becomes a great ship,—the partial redemption of a solemn pledge and a promise.

I wish the ship could speak for herself. She would tell you of the strong and capable hands that piece by piece, put together every vital part of her. She would tell you of the inspired coordination and cooperation which cut time to a minimum and made it possible to make her a living thing out of inanimate materials. She would give you her thanks for her life and would pledge you faithful service in the fight for freedom. She would give you a message of courage, faith, hope and cheer.

To the men who built her and their wives and sweethearts with sincere appreciation and gratitude, this mass of steel, about to become a great ship, says **THANK YOU!**



Fellows who stick with safety rarely find themselves stuck with an accident



# The Belaying Pin

**NICE IDEA!**

Suggestion for assuring that everyone will be at work on time: The last man in blows the whistle.

**UNSAFE PRACTICE**

Irate mother: "Willie, how dare you kick your little brother in the stomach?"  
Willie: "It was his own fault. He turned around."

**SAFETY WARNING**

"Rastus, I see your mule has 'U. S.' branded on his hindquarters. Was he in the army?"  
"No, boss, dat 'U. S.' don't stand for 'Uncle Sam,' it means 'Unsafe.'"

**THINK FIRST—THEN ACT**

**LET'S BE MERCENARY**

» **E**VERY hazardous act should be prefaced with a thought for safety. The thought is father to the deed. Without the necessary mental stimulus the outcome may be anything but safe.

Man's best acts usually come from his best thoughts.

The average mind can stand more exercise than most of us give it. What plowing, sowing and harrowing is to the soil, thinking is to the mind. Most things weaken through constant usage. Every additional thousand miles brings your auto just that much closer to the junk pile. The "everyday suit" in time becomes threadbare.

Safety thought is nourishing brain food. It is fine for the mind. Best of all, it is a sure cure for accidents.

Let's be mercenary! Assume that you make \$150 a month and that you sustain an injury which requires you to lose 30 days' employment.

At the outset, the first three days you lose are not compensable. Therefore, you are nicked for a tidy little \$15.00. The remainder of the month you would receive but two-thirds of your normal salary or \$90, thereby suffering another loss of \$45.

In all you would take a rap of \$60 for the month--provided that your disability was total. Should it be decided that you were only partially disabled, your compensation might be reduced to a figure that would make a widow's mite look like a defense appropriation.

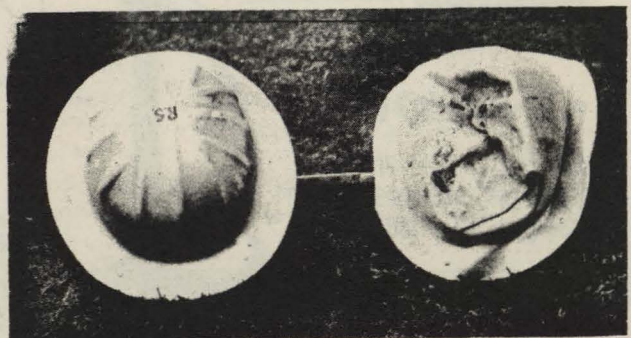
In dollars and cents the price of carelessness comes high. At these prices it's an extravagance no man can afford.



"We took our exams today, Pop. Gosh, was I scared!"

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**AN ARGUMENT FOR HARD HATS**







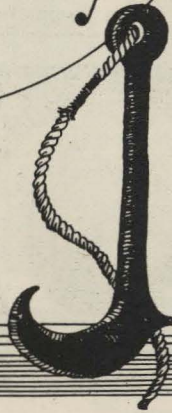
WINDAS

YOUR  
WATCHWORD

Safety

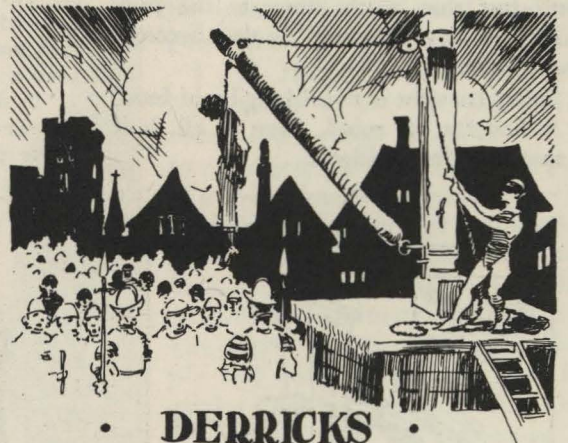
• ANCHOR •

Greek for crook or hook, as the first anchors were actually in the latter shape.



— not  
• ROOM to SWING a CAT •

This everyday expression, indicative of cramped quarters, gathers its meaning from an oldtime custom of flogging men in the ship's brig (jail), in which small space there was barely room to swing the cat-o-nine-tails.



• DERRICKS •

Ships' loading booms were named for Derrick the Hangman of Queen Elizabeth's reign. This enthusiast invented a patent gallows fitted with topping-lifts, "which did greatly enhance his trade."



Don't think a train has passed just because you see its tracks

# Readers Express Their Opinions

"Have just received my first copy of The BOS'N'S WHISTLE, and I'm anxiously looking forward to the next issue.... In the week and a half I have worked at OSC, I have noticed several things which with little or no cost could help many so I'm sending you my suggestions. You've asked for 'em. If they're not adopted, you'll still be hearin' from me ..... So here goes:-

1. When a person is hired, he is given 3 tool checks. Now if every one is like me, he'll get plumb disgusted at havin' 'em loose in his bill fold; so I suggest that they be put on his key chain, or key ring. There they are safe, and out of the way. In case they are lost (as many are---look at the tool house bulletin board!) then they can locate the owner.

2. Fires can happen here, or why would OSC have fire extinguishers? But a lot of us new workers, and I daresay most of the older ones, do not know where the nearest extinguisher is located. Why not put up signs, and in the buildings where they are behind beams, paint the posts or nail up a sign. (Suggestion being adopted!)

3. Danger from nail punctures in the yard are a menace. Workers on or off duty should stop and nail the nails before the nails nail them. Bend them down, or pick'em up!

As a new employee who wishes the BOSN'S' WHISTLE a long voyage and smooth sailing, I offer you these suggestions.

---Melvin Greenlee # 7419

\* \* \* \* \*

WHAT ABOUT  
TOMORROW IF  
YOU ARE HURT  
TODAY?



RASPHODY FROM POET  
WHO PREFERS TO RE-  
MAIN ANONYMOUS....

Feeling the spell of the poetical intermittent, an anonymous shipyard bard(?) contributes the following masterpiece:

I've been to Pasadena, to the Rose Bowl  
football game,  
The traffic seemed terrific---now I know  
that it was tame!  
The jam of cars seemed awful--now I know  
that it was mild!  
I've been to San Diego, when the fleet  
came home from sea,  
To me the streets seemed crowded--now I  
know that they were free!  
I've driven streets and highways, and a  
detour now and then,  
And I thought I'd seen some traffic--but  
then I was wrong again!  
For the growing morning line-up, on the  
road to O.S.C.,  
Is the SUPER SUPE OF JAM-UPS -----  
Believe you me !

\* \* \*

F O R E ! ! ! !

Charlie McEachren and Les Blackford accept the challenge of the general stores golf team ----with the proviso that the match be played on NEUTRAL grounds! (Definitely NOT Peninsula Course!) where Bruce Woodell has been practicing these last 6 months !

### ISMS DEFINED

SOCIALISM: You have two cows -- you give one to your neighbor.

COMMUNISM: You have two cows and give both to the government -- the government gives somebody else the milk.

FASCISM: You keep the cows and give the milk to the government -- the government sells part of it back to you.

NAZIISM: You have two cows -- the government shoots you and takes both cows.

...



# Not just talk!

## JOB AND MEN

» **I**T IS only natural for people to do best the things they like to do—and to fail at things they do not like to do.

Unfortunately, we can't always have the kind of work we would like to have. Most of us have to take our jobs as they come, hopeful that our efforts will lead to something better.

We are inclined to overlook one fact. One's attitude toward his work does not depend so much on the job itself—that is, on conditions outside himself—as upon certain traits of character that operate from within.



## SUGGESTIONS

IF ANY READER HAS -----

Gone fishing  
Taken a vacation  
Married  
Returned an umbrella  
Paid back a borrowed dollar  
Bought a house, automobile or  
baby carriage....  
Built a chicken house  
Robbed a baby's bank  
Made a speech  
Joined the army  
Reduced  
Adduced  
Been promoted  
Won anything  
Done anything  
Been in a fight  
Written a poem  
We're glad of it  
Because THAT'S NEWS  
So drop it in the SUGGESTION BOX !



## THE TOOL ROOM PEST

He swaps this for these and that  
for those,  
And one thing for another.  
He lives before the window 'till  
You know him like a brother.  
Tho it may be that wilfully  
It's not a way to shirk,  
Yet seven hours of swapping tools  
Leaves just an hour for work !

---Contributed by Sid Carrick  
# 3408

## DOWN TO EARTH

A well-known parachute jumper by the name of Daredevil JACK RHODES #3831 is now grounded at the Oregon Shipyard, working on the third shift as a chipper, following the Unionmelt gang.

## KICK COMING

Seen about: A certain welder boss kicking one of his boy's hats off the way---the one who nailed his pail down, no doubt!... Horse-play on the job. We suggest a motto:-  
'Horses collars for horses necks!'

---- Contributed.

## STRIKE UP THE BAND !

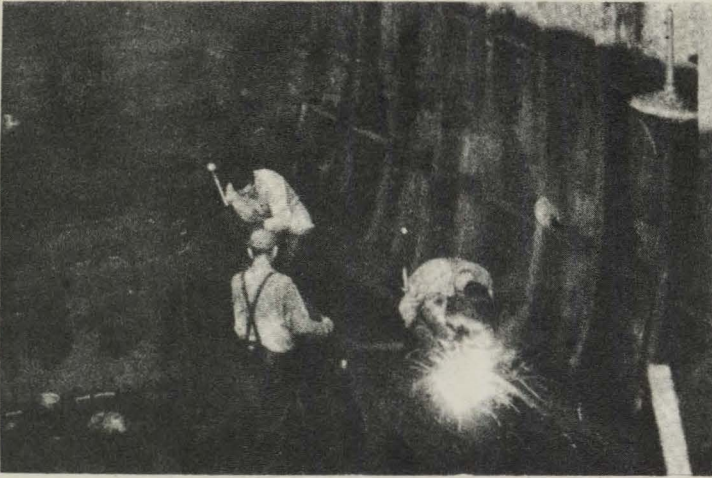
Here's an idea that beats the BAND. Why not ORGANIZE A BAND? With over 6,000 employees on the job, surely someone plays a French horn or a second-hand zither. Register your talent with a note in the BOS'N'S SUGGESTION BOX. John Phillip Sousa Stewart # 914 is anxious to do his part. How about others?

## SET 'EM UP, BOYS !

Someone has proposed that we organize a bowling league. Quite a number of enthusiasts have a yen in this direction. How about it? Let's hear from down your alley !

*Kindliness and tolerance are not only virtues  
but indispensable means to our own happiness.*





Inside the hull, the soft hiss of the arc is the "theme song" of the speed and efficiency with which modern ships are being fabricated by welding.



Rivetless ship having its ribs securely welded to the hull plates. Saving in weight, great strength, and rapid fabrication results.



On the deck this hooded symbol of modern ship construction is again in evidence.

**ANSWERING THAT COMMON QUERRY:  
"WHY HAS WELDING REPLACED  
RIVETING IN SHIP CONSTRUCTION?"**

**The Answer:**

It is difficult to conceive of a new yard being laid out for building other than welded ships and the fact that it is easier to train welders than riveters is one important factor in the present situation. The economic production of welded ships requires a layout which provides ample crane capacity for the efficient handling of large pre-fabricated units and adequate space for the assembly of such units adjacent to the building berths.

Our shipbuilders are rapidly gaining experience in the application of welding to ship construction and are fully alive to the possibilities of further development, especially in automatic processes. The saving in weight with consequent increase in cargo carrying capacity resulting from the use of ship welding is very substantial and is now achieved without any increase in construction costs over that of the corresponding riveted ship.



**FAMOUS SAYINGS**

- Samson: "I'm strong for you."
- Jonah: "You can't keep a good man down."
- David: "The bigger they are the harder they fall."
- Helen of Troy: "So this is Paris!"
- Columbus: "I don't know where I'm going but I'm on my way."
- Nero: "Keep the home fires burning."
- Noah: "It floats."
- Methusalem: "The first 100 years are the hardest."
- Queen Elizabeth: "Keep your shirt on, Walter."

**SCRUBBED CLEAN**

- Dum Dora: "I don't see how football players ever get clean!"
- Ditto: "Silly, what do you suppose the scrub teams are for?"

*No man is so tough he can afford to ignore little cuts and scratches.*



# Get them out of the yard .....

## TEAMWORK

Among Oregon Shipbuilding Corporation Employees  
**SPEEDS DEFENSE!!**



# and into the sea!