



# *The* BOSS'S WHISTLE

JAN. 10, 1942

OREGON SHIPBUILDING CORPORATION

Vol. 2, No. 1



**"STAR OF OREGON"**

Successfully Completes Trial Run

First of Liberty Fleet Ships in Active Service

# Starting the New Year Right . . .

Pointing the  
Way to



# A Safe New Year Resolution

TO START WITH . . . Resolve to

*Work More Safely in 1942 . . . . !*



## The BOSN'S WHISTLE

Re-dedicated to Safety and  
our National Defense

Published Bi-weekly  
for ALL the EMPLOYEES  
of the  
Oregon Shipbuilding Corporation

JAN. 10, 1942  
Portland, Oregon

EDITORS . . . . YOU  
REPORTERS. EVERYONE

*"Remember Pearl Harbor!"*

The curtain has gone down on 1941. Whatever disappointments, reverses or sorrows it might have held are now of the past. Our "new world" of 1942 can be better than the one before—but it is up to each of us to make it so.

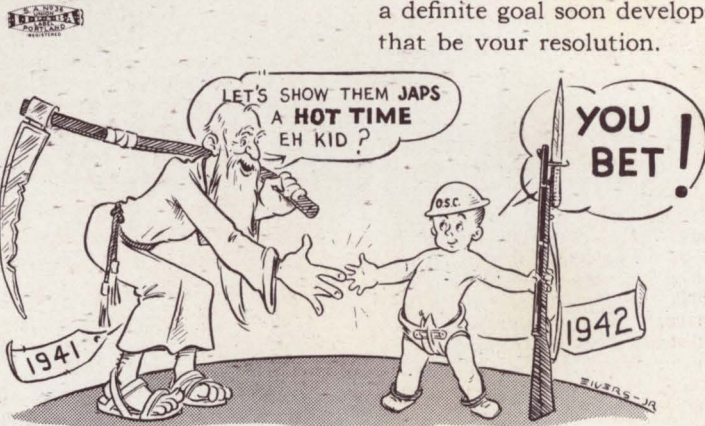
Start with an inventory. You have your health, your job, two strong hands, two good eyes and a good head. That is basic—and it's pretty complete equipment, too.

Let's resolve to use it to a little better advantage in the new year ahead. Let's say: "I am going places now. This year will be my year! This will be *OUR YEAR*—your's and mine.—U. S. Inc.

Such a resolution, if carried out, means that we will try our best to keep healthy; to work safely, efficiently; to cooperate with our fellow workers; to exercise self-control, and self-discipline; to remain cheerful; and try to improve our job by improving ourselves; to build ships better and faster.

Then we will not merely be working. We will be working for SOMETHING—something very definite and very much worth while.

A real resolution to work safely and towards a definite goal soon develops into a habit. Let that be your resolution.



# THIS IS *Station* STAR BROADCASTING



Following is Verbatim Transcript of Interviews Aboard Star of Oregon on Trial Run

**ANNOUNCER:** September 27th, 1941! A momentous day in Pacific Coast shipbuilding circles. If you were listening to KOIN on that day you probably heard the launch of the STAR OF OREGON.

From September 27th to December 29th—from the launching ceremonies to the deep-throated blast of the ship's whistle as our ship pulls away from the dock—three months and two days and a remarkable transposition.

**ANNOUNCER:** The Star of Oregon! One hundred years ago the first Star of Oregon, first ship-constructed on the Columbia river, started on her maiden voyage, carrying the name and fame of the Oregon country to the seven seas. Now, in 1941, this newest and greatest Star of Oregon has left the nest and is ready to venture forth, doing her part in the job that lies ahead, the job of preserving the American way of living.

What is the Star of Oregon? Let's take just a moment to find out what there is aboard this first of the Liberty Fleet ships to be sent to sea on the Pacific Coast.

In the first place, to the uninitiated eye, at least, there is more grace and symmetry embodied in the lines of this ship than you would find in the average cargo vessel. 447 feet over all, with a beam of 57 feet, and a tonnage of 10,500, the Star of Oregon is completely covered by several coats of battleship gray paint, which from a distance will render her almost invisible to enemy craft. When full manned, the Star of Oregon will carry a crew of 54 and 14 auxiliary seamen, and the quarters which these men will occupy

are indeed a revelation to an old landlubber like myself. I can think of nothing that has been spared to make these quarters as completely livable and enjoyable as the average home. There are somewhat over 25 state-rooms and bunkrooms aboard, finished in highly polished oak, with comfortable springs, mattresses, and even a very fine reading lamp has been provided for each bunk or bed. And built here and there around the ship are numerous lavatories and showers. In fact, each officer has his own shower adjoining his sleeping quarters.

And ladies, you should see the galley (or kitchen to you) located amidships. I'd venture to say that there are very few of you who have such a complete kitchen in your own home, and as we looked at it, the turkeys, hams and foodstuffs stacked there awaiting preparation and consumption was enough to make the most sated of men fairly drool in anticipation. This galley is presided over by a chief cook, an assistant, a helper, a chief steward and four cooks. There is actually no use in trying to describe to you the utter completeness which is evidenced in every detail of the construction, and which has been remarked upon by representatives of the Maritime Commission so far in their visits aboard.

To sum it up, I think we might say that she's tops.

And now, as we're heading down stream, an idea occurs to me. As I was leaning over the rail up near the prow (ah-ah, not what you think either) I wondered if you wouldn't like to hear the sound of the ship's wash as it's being turned up by this knife-like prop as it cuts through the water. Let's lower a microphone overboard down near the water line and see what that swirling water sounds like over the air. There goes the mike—down, down, down . . . From the sound of that it's a good thing we told you what it was, but we at least picked up some noise, other than your announcer's voice. Now, suppose we move back amidships and see what we can find of interest.

**CARPENTER:** Ladies and gentlemen, we're speaking to you from the bottom deck of the engine room, and standing alongside with me is Mr. Ray Dunham, chief engineer for the Star of Oregon on her trial trip. I wonder if we can ask Mr. Dunham a few questions— if he can be heard above the slap of these pistons and the sound of the motor turning over here and the shaft which is right alongside of us.

Mr. Dunham, may I ask you in the first place if this engine is turning over at full speed right now?

**DUNHAM:** Yes, she is turning over full 76.

**CARPENTER:** 76 revolutions a minute?

**DUNHAM:** Yes, 76 revolutions a minute.

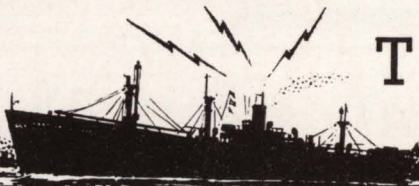
**CARPENTER:** What is the size of this crankshaft?

**DUNHAM:** Well, this crankshaft weighs about 18,000 pounds; 14 inches in diameter; total engine weight is well over 75 tons.

**CARPENTER:** Is this deck we're standing on below water level, above water level, or about even?

**DUNHAM:** We're about six feet below water level.

# THIS IS STATION



**CARPENTER:** How high is this engine room?

**DUNHAM:** This engine room is close to forty feet.

**CARPENTER:** What type of an engine would you technically describe this one as?

**DUNHAM:** It's a three cylinder, triple expansion.

**CARPENTER:** Is that the type that is placed in most vessels of this kind?

**DUNHAM:** No; only for emergency purposes. In modern ships, turbines entirely.

**CARPENTER:** This is a steam generated plant?

**DUNHAM:** Yes, steam, Babcock & Wilcox, 250 pounds pressure.

**CARPENTER:** Now, the purpose of the trial run is to eliminate all the bugs that might be present in the working of the machinery internally here?

**DUNHAM:** That is being done constantly.

**CARPENTER:** You're keeping a very accurate check on everything that is going on, of course?

**DUNHAM:** Well, yes. There are a number of young men here who are record takers. They are recording all temperatures and all pressures throughout the whole plant continuously every 20 minutes.

**CARPENTER:** In other words, nothing is left to guess work?

**DUNHAM:** Nothing is left to guess work, and this is purely a shakedown trial to prove the equipment is satisfactory to go to sea.

**CARPENTER:** As these pins turn over down here are they turning in a bath of oil?

**DUNHAM:** No, sir, they are turning in an internally lubricating system.

**CARPENTER:** And what is this meter over here?

**DUNHAM:** It is a revolution counter.

**CARPENTER:** I see. It counts the number of revolutions on the entire trip?

**DUNHAM:** Yes, it is supposed to never stop.

**CARPENTER:** All right. Thanks very much, Mr. Dunham. We've been speaking to you from the bottom deck, forty feet down in the main engine room of the Star of Oregon, and just for a minute now we're going to hold the mike up here and let you pick up the sound of this engine as she is turning over, driving the Star of Oregon downstream to Astoria and the mouth of the Columbia river on its trial run. Let's listen.

(Sound of Engine)

All right, and now, suppose we move back up above deck and on to some other part of the ship, leaving, as we are at the present time, the main engine room on the Star of Oregon.



Mrs. E. Don Ross and Sponsor's Party

**CARPENTER:** And now, ladies and gentlemen, we are speaking to you from the pilot house, if that is the correct terminology. I'm very much of a landlubber myself, as you will probably discover through the course of this broadcast, but we'll get the terms straightened out from those who really know them. Standing alongside of me is Captain Guillard, who is the skipper of the Star of Oregon, and we're going to take the liberty, if we may, of asking Captain Guillard a few questions about this vessel and his career previous to the time that he took over the Star of Oregon. Captain Guillard, in the first place, how long have you been following the sea?

**CAPTAIN GUILLARD:** Since 1915. I was with the U. S. Navy, and in 1919, I joined the Merchant Marine, and have been following the sea ever since that time.

**CARPENTER:** You were with the U. S. Navy during the first world war? Is that right?

**CAPTAIN GUILLARD:** Yes.

**CARPENTER:** What vessel were you with?

**CAPTAIN GUILLARD:** I was on the U. SS. South Dakota and the Yorktown, the U. SS. Charleston, and I finished my enlistment at the Mare Island Navy Yard in San Francisco.

**CARPENTER:** The last few years have you been in Coastwise travel, or otherwise?

**CAPTAIN GUILLARD:** Intercoastal and offshore. My last trip was over to British West Africa.

**CARPENTER:** Now you have had considerable chance, of course, to look over the Star of Oregon and I am going to ask if you'll explain some of the things that made her the ship she is, and also if you will just give us your opinion of the Star of Oregon as the first ship of the Liberty Fleet turned out by the Oregon Shipbuilding Corporation, and almost ready now to turn over to the Maritime Commission.

**CAPTAIN GUILLARD:** So far the vessel has proved all we expected her to do. We're making at the present time about 13 knots and all the equipment seems to be in very good order.

**CARPENTER:** What is the normal speed of the ship loaded?

**CAPTAIN GUILLARD:** Between 9 and 11 knots.

**CARPENTER:** You say she is making approximately 13 now?

**CAPTAIN GUILLARD:** Yes, she is making approximately 13 knots in a light loaded condition.

**CARPENTER:** Now, we heard this whistle below just a second ago. What does that denote in particular?

**CAPTAIN GUILLARD:** That we are passing a steamer.

**CARPENTER:** I see. The only time it has blown so far, of course, has been for the Longview bridge when we approached that.

**CAPTAIN GUILLARD:** Yes, and passing dredges.

**CARPENTER:** Let's take a look at some of this equipment in the pilot house. In the first place, am I correct in calling this a pilot house?

**CAPTAIN GUILLARD:** Yes, this is the pilot house.

**CARPENTER:** I just wanted to be sure of those things. Now, how many officers stand by here ordinarily?

**CAPTAIN GUILLARD:** There is one officer who is at the present time standing by the telegraph—Mr. Paul Peterson, who is Second Officer and he is watching the Quartermaster, and also takes orders from the Pilot.

# STAR BROADCASTING ★ ★ ★

**CARPENTER:** Now, any vessel that moves down the Columbia river, as I understand it, has to have a pilot on board?

**CAPTAIN GUILLARD:** Yes.

**CARPENTER:** In other words, the captain of the ship cannot bring his own ship up or down the river? Is that right?

**CAPTAIN GUILLARD:** No, he cannot.

**CARPENTER:** What about these code flags that I see pigeon-holed up here. Are the code flags used a good deal any more in maritime circles.

**CAPTAIN GUILLARD:** Yes, they are. We still use them. We have a complete set of the international flags in these pigeon holes that you see.

**CARPENTER:** Now, who gives the orders from the pilot house to the engine room?

**CAPTAIN GUILLARD:** The captain generally gives the orders.

**CARPENTER:** And how are these orders transmitted?

**CAPTAIN GUILLARD:** They are transmitted through the officer at the telegraph.

**CARPENTER:** The telegraph which you speak over is this circular disc here with the levers on it? Is that right?

**CAPTAIN GUILLARD:** Yes, and it now indicates full speed ahead.

**CARPENTER:** Is there a test run being conducted right now?

**CAPTAIN GUILLARD:** Yes, there is. A six-hour endurance test.

**CARPENTER:** In other words, you keep it at full speed for six hours?

**CAPTAIN GUILLARD:** Yes, full speed for six hours.

**CARPENTER:** At the rate we've been traveling we're going to wind up out on the Pacific Ocean at the end of six hours, aren't we?

**CAPTAIN GUILLARD:** Well, we will turn around at Astoria and come back up the river.

**CARPENTER:** I see. What is this instrument over here directly in front of the man at the wheel?

**CAPTAIN GUILLARD:** That is the compass binnacle and it has a magnetic compass in it which points as close to the magnetic north as possible. It is now being adjusted by Mr. Frank Parks, who is our compass adjuster.

**CARPENTER:** Are there any other instruments aboard the Star of Oregon that are different from those you ordinarily find on other cargo ships?

**CAPTAIN GUILLARD:** No, we have the regular navigating instruments on this vessel as you usually find on other ships.

**CARPENTER:** Do you have any idea when this ship will be turned over to you, or is it in your command at the present time?

**CAPTAIN GUILLARD:** Yes, it is in my command now, and it will be officially turned over to the States Steamship Company on Wednesday.

**CARPENTER:** I see. In other words, this will be operated by the States Steamship Company when it is turned over by the Maritime Commission?

**CAPTAIN GUILLARD:** Yes, it will.

**CARPENTER:** Thank you very much, Captain Guillard.

This has been another one of our visits aboard the Star of Oregon as we have been moving from point to point aboard this newest of the Liberty Fleet which has been turned out by the Oregon Shipbuilding Corporation and which now is some several miles below Longview on its way to Astoria and on its way to a trial run which is to carry it to the mouth of the Columbia river.

**CARPENTER:** Here we are with another visit to still another different part of the Star of Oregon. We're seated now in what bears the sign on the door as "Mess Room No. 1" on this particular trial trip, and seated around the table here on all four sides are some members of the party aboard ship today who have a very definite interest in this trial trip. In the first place we have some guests with us: Mayor Earl Riley of Portland; Joseph K. Carson, Jr., who is inspector general in the office of Civilian Defense; Mr. E. Don Ross, chairman of the board of the Portland Chamber of Commerce; Mr. Edgar F. Kaiser, vice-president and general manager of the Oregon Shipbuilding Corporation; Mr. J. W. Massenber, senior member of the Trial Board; Mr. H. B. Taylor, machinery coordinator on the Pacific Coast for the United States Maritime Commission; Mr. Dave Currier, chief inspector for the Maritime Commission; Bill Smith, principal hull inspector for the Oregon Shipbuilding Corporation and the Maritime Commission.

And now that introductions are all out of the way, I have one or two questions to propound and then I hope the discussion will carry itself forward from that point. I might ask the mayor if we can turn to him—he's been having a pretty good time aboard ship today, I think—as we all have—except some of these other gentlemen who have been having to work a little too much to really enjoy themselves; and I'm right in saying you've had a good time, am I not?

**MAYOR RILEY:** Indeed, I have had, Johnny. I've been from the top to the bottom. I don't know what they call it in maritime language—from the stem to the stern—and from port to starboard.

**CARPENTER:** In other words, you've been all over the boat. Is that right?

**MAYOR RILEY:** From the keel up.

**CARPENTER:** That's good. Rides pretty well, doesn't it?

**MAYOR RILEY:** Say, it rides just as good as my car. Of course, my car is a city car, Johnny.

**CARPENTER:** Oh, well, that makes a difference then, and we have been going downstream pretty well, too.

**MAYOR RILEY:** Pretty good clip, I'd say.



John Hancock Seen from Deck of Meriwether Lewis

## THIS IS STATION



CARPENTER: Weren't you a little bit surprised when you looked out and saw the Longview Bridge loom up?

MAYOR RILEY: Yes, I was. Matter of fact, I thought we were, just below Linnton some place.

CARPENTER: Well, that gives you an idea of how we have been moving today, at least. What does the office of Civilian Defense have to say concerning the trip today, Joe?

CARSON: Well, of course, it hasn't anything officially to do with it, but we're very happy indeed that these ships that have gone down the ways are being put in commission, because after what's happened in recent days we know that all of these things that go to make up the whole of an all-out national defense are very, very necessary, and I am sure that we all congratulate the Oregon Shipbuilding Corporation, the Maritime Commission and all the rest of those who have played such a splendid part in making this thing a realization. It's a splendid trip down the river, Johnny.

CARPENTER: Well, incidentally, I think I should mention here that Joe Carson and Mayor Riley have welcomed this opportunity to go aboard the Star of Oregon and get away from the press of duties which have kept them both on the hop very considerably.

CARSON: And the telephone, particularly.

CARPENTER: And the telephone, particularly, Joe says. Well, let's hope they don't learn about this ship-to-shore communication, Joe, or they would be looking you up even now. Suppose we get to the left of us and call in a gentleman who was instrumental to a great extent in bringing the Oregon Shipbuilding Corporation and the program which has been put into effect in the last few months into Portland. He was at that time president of the Chamber of Commerce in Portland, and now he is Chairman of the Board. Don, you've been a very interested spectator on the progress of the Oregon Shipbuilding Corporation. You were there, of course, at the laying of the keel. You were at the launching of the ship, and now you're here on the trial trip, and it must be a good deal of satisfaction to know you have had a part in it.

DON ROSS: It is a great satisfaction, Johnny, indeed. When you think of the day last March when ground was broken for the Oregon Shipbuilding Yards and follow the progress down through the months, it is indeed gratifying.

CARPENTER: You've been having a pretty good time; I notice you've gotten some rosy cheeks walking around the deck in that breeze.

DON ROSS: Yes, indeed; it is fine going down the river, I'll tell you.

(VOICE): How about the eats?

CARPENTER: Well, we're a little too full to talk about the eats now.

DON ROSS: Well, that turkey was sure fine, Johnny. I'll tell you.

CARPENTER: That's good. Here's the man who helped put the turkey on board. Let's get him up here—vice-president and general manager of the Oregon Shipbuilding Corporation, Mr. Edgar Kaiser—and now that this Star of Oregon, the first ship to be launched, has taken to the water on its trial trip, I imagine there must be a feeling of almost complete satisfaction on your part, isn't there?

EDGAR KAISER: I think the best that I can say, Johnny, is the feeling I have today of the fact of the cooperation of the City of Portland, the State of

Oregon, the Maritime Commission, the Bureau of Marine Navigation, the American Bureau, have given to us of Oregon Shipbuilding to help make this possible in the time. We only hope that we can carry on and make a real record that Oregon will be proud of and be outstanding in the maritime yards.

CARPENTER: Well, thank you, Mr. Kaiser. I think I can certainly speak on behalf of all of us around the table here when we say that congratulations are also due you as general manager of the Oregon Shipbuilding Corporation for the splendid record which that concern has made in turning these ships out. How many ships are there now in the outfitting basin? Nine, aren't there?

EDGAR KAISER: That's right, Johnny, nine.

CARPENTER: Nine at the present time and that certainly is a record that I don't believe has been approached any place else in the country from the word that we've heard, at least. And now, let's move down to the right of the table again and on up the other side. We have up here a gentleman whom we saw at the launching of the Star of Oregon. He's a little bit more up and around now than he was then, I think. He is Bill Smith, principal hull inspector. Seems to me you were on a cot out there at the launching of this ship, and now you're getting around here and seeing that everything is working smoothly. This hull is holding together pretty well.

BILL SMITH: She's still floating.

CARPENTER: That water looks awfully cold. I hope it keeps on holding together! Tell me, just what are the duties of a hull inspector? I think that is something some folks would like to know.

BILL SMITH: Well, I believe I'll turn it over to my friend at the right here, and he'll tell you what we're supposed to do.

CARPENTER: O. K., fine. Well, here's Dave Currier, the chief inspector. Maybe he can tell us what the score is on that and how he views this trial trip?

CURRIER: I think we ought to congratulate Mr. Kaiser and the Oregon Shipyards for being the first to run a trial trip on the Pacific Coast of the emergency fleet boats. It's true that they have had trials on some boats in one of their other yards where they are building for other concerns than the Maritime Commission, but this is our first one and we expect and hope to have a very successful occasion of it and everybody will be proud of the work that is done. Speaking of the Maritime Commission and their connection with the work—they supervise the building of it. They're all men who



Mrs. J. F. Reis, Sponsor "Phillip Livingston"  
with Mr. J. F. Reis

# STAR BROADCASTING ★ ★ ★

have come up in the shipbuilding game and they cooperate with the contractors to see that the work is done according to plans and specifications and, as far as I know, going around to all the yards, it seems that what Mr. Kaiser said about everybody cooperating is working out very well indeed—perhaps a little more in some places than in others, but they all seem conscious that everybody is working to produce a good program of building ships on the Pacific Coast, and I think the Pacific Coast should be very proud.

**CARPENTER:** Thank you very much, Mr. Currier. Two more gentlemen who are having a very important part in the trial trip of the Star of Oregon—the first one is Mr. J. W. Massenberg, senior member of the Trial Board. Now, perhaps you can explain to us the duties of the Trial Board and how you view the trip so far, Mr. Massenberg. Of course, we know it isn't over yet.

**MR. MASSENBERG:** We have been very agreeably surprised with the detail that the Oregon Shipbuilding Corporation has gone to in the preparation for this trial, which is rather unusual in a plant that has built no ships before. In previous times, in some of the other yards the arrangements that have been made haven't been carried out in full detail, as the organization at Portland has carried it out, and, up to date, everything has gone as well as could be expected in the first ship from a new yard.

**CARPENTER:** In other words, we're to understand that things have been pretty well planned out ahead and that this trip, if it continues as it has so far, is going to be very satisfactory. Now, over here on Mr. Massenberg's right, is Mr. H. B. Taylor, who is machinery coordinator for the Pacific Coast of the U. S. Maritime Commission, and, with the engine throbbing down below, I think that we'd better ask him just a question or two.

**MR. TAYLOR:** I would just like to say this, coming back to the Maritime Commission, having taken part with the Shipping Board program it is most interesting to see coming back amongst us the old up-and-down triple-expansion engine. It just shows this—that in these new days old things can still come back and be of use to us. I would like to congratulate Mr. Kaiser and those associated with him—Mr. Smith and Mr. Stevens, the principal hull and machinery inspector—on the excellent work which they and the members of this yard have done in producing so fine a vessel.

**CARPENTER:** Thank you very much, Mr. Taylor.

**ANNOUNCER:** And now as we prepare to anchor off the Port of Astoria for the night, I'm going to take our microphone up forward and bring to you the sound of this huge anchor chain as the steam windlass lets it out in a test of that machinery. If you hear any gongs ringing during the lowering of the anchor it is to signal how many fathoms of chain have been lowered; that is, one bell denotes 15 fathoms, two bells, 30 fathoms, and so on. To those of you ashore, a fathom is equivalent to six feet. And now here we are up forward in a biting cold wind which is sweeping in from the east across the prow of the Star of Oregon, and you can't help but hear the terrific noise as the huge links of the anchor chain work their way around the winch.

Four bells sounded by the anchor windlass crew, the anchor down 60 fathoms (360 feet), and the Star of Oregon rides serenely upon the waters, her trial trip behind her and the open sea ahead.



*Phillip Livingston Enters Dock*

**JOHNNY CARPENTER (KOIN commentator):** And now, ladies and gentlemen, the Star of Oregon has been tied up to the dock at the Oregon Shipbuilding plant once more. The trial run is completed and I think a statement from the senior member of the Trial Board, Mr. J. W. Massenberg, is in order. Mr. Massenberg.

**MR. MASSENBERG:** The SS. Star of Oregon, the first of the Liberty Ships to be completed on the Pacific Coast, was built by the Oregon Shipbuilding Corporation of Portland, Oregon, and has successfully completed her official trial. All that remains now are only those adjustments and the touching-up work usually incident to the post trial period. The ship will be ready for serving her part in the defense program in a very short time.

**CARPENTER:** Thank you very much, Mr. Massenberg.

**ANNOUNCER:** The Star of Oregon! Another link forged in the mighty chain of the United States Merchant Marine, so valiantly carrying on in the all-important job of sustaining the lifeline to our furthestmost outposts in this hour of emergency.

If you'll pardon the moment of retrospect, in closing, we'd like to make the observation that a remarkable record has been set and an example established here in the past nine months that should serve to hearten us all. In March of this year, the place where this ship was constructed and launched was a waste marshland, apparently worthless. In May the keel was laid for the first ship; on September 27th the Star of Oregon slid down the ways, part of a nationwide Liberty Fleet Day, and now, nine months after the first shovelfull of earth was turned for the start of plant construction, this ship is ready to be turned over to the company which will operate it on the sea lanes of the world. The Star of Oregon is but the first—an ever-increasing line of Liberty vessels continues to slide from the ways to join the parade. And so we bid God-speed to you, Star of Oregon!

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# Yes, There IS a Santa Claus

## Joe Grimes and Plate Shop Boys Play Role of Jolly Gentleman with Whiskers

The men in the Plate Shop, in the spirit of fellowship and Christmas giving, felt they would like their less fortunate fellow workmen and their families to be assured of a happier Christmas. A free-will donation was taken, not for charity, but for the purpose of remembering at Yuletide those workmen in the Plate Shop who, for reasons of sickness or accident, were unemployed or in need.

A committee of five men from each shift, fifteen from all shifts, were selected to investigate cases, report their needs, and dispense the contribution in an advisable manner. The spirit of the season must have filled every heart, for in two days the sum reached \$452.82. Of twenty-one cases turned in to be investigated, some were investigated by each member of the committee, and a report of the needs and circumstances turned in. Of these twenty-one names, ten were found to be very much in need. The following is a brief account of their conditions, and the "Presents" they received as a Christmas gift:

1. One young man had a nervous breakdown, laboring under the impression that his fellow workers did not like him. His mother would liked to have been able to give him a robe and slippers for Christmas. She received \$25.00 for that purpose, with best wishes and season's greetings for herself and her boy.

2. A man with a broken leg—in a cast for four weeks and to be in it until after the holidays, said the \$75.00 he received was the biggest \$75.00 he ever saw, and that now his three kiddies—three, six and nine—could have the kind of Christmas he and his wife had hoped and prayed for.

3. A man off five months with a broken leg will be back soon. He needed wood and work clothes which were forthcoming with \$25.00 heartily extended and well received.

4. One young man, sole support of an aged father, and who had laid away four members of his family in

three years, has been off since August with a broken leg. The aged father had spent their last \$8.00 for clothes for the son, and expressed a desire for a "slab" of bacon, wood, and staple groceries. They received \$30.00 for Christmas to use as they saw fit.

5. With another month in the hospital, two children at home with the whooping cough, and no galoshes for the wife to wear while walking to the hospital to visit him there, were few pleasant thoughts for one man. \$50.00 helped to brighten the outlook for the whole family and assured them a merrier Christmas.

6. Able to make it if careful, and insisting that others needed the help worse, was the condition of one young fellow, according to the investigator. \$5.00 in defense stamps for the baby's album expressed to him and his family that the boys were all for him and wished him a speedy recovery.

7. This man was ruptured, returned to work for three days and had a relapse. Two children who need food, clothing, and a Christmas dinner, were partly taken care of with \$75.00 presented with the season's best wishes.

8. With five small children, an aged father-in-law, no wood, short of food, and no cash, plus a case of bronchial pneumonia, home three days and sent back to the hospital because of a relapse, would tend to dampen any Christmas spirit. On December 23, \$100.00 was presented to the family amid cheers from the younger generation and tears from the older ones, to help brighten the season for the family.

9. One young fellow who lost his mother and then his father after long illnesses within three weeks prior to Christmas, was extended \$30.00 as "Just a Christmas present from the boys," with the best of season's wishes.

10. After all cases had been considered and their respective presents delivered, another name was turned in. This man just got out of the hospital after a long illness. He has a wife, six children from two to ten, and who sorely need food, warmth and clothing. Even though he did not work in the Plate Shop (he worked on Way No. 2) he was more than welcome to the \$36.42 left in the fund.

The spirit of fellowship and thoughtfulness of the men working in the Plate Shop is typical of a spirit throughout the yard. A majority of the men said, "If more is needed, come again," and expressed the desire that this sort of interest be continued in a spirit of helpfulness toward those who need it. Plans are now being made to set this up permanently and a suitable fund will be available for the committee's disposal.







## This Week's Candidate for "Who's Who in the Shipyard"

**A Man Who Saw the Only Absolute Monarchy in the World Become a Democracy While German Democracy Was Becoming a Dictatorship.**

To those of us who know him, few would suspect that A. R. HAMMOND, the quiet, unassuming State Employment representative at Oregon Shipbuilding Corporation, once was the acquaintance of a king. But that is true. Furthermore, he is the only man of whom we ever heard who has been received by a king in the regal splendor of state, and again by His Majesty in Chinese trousers and bare feet!

But such are the facts, although it took a big persuasion stick to get "A. R." to admit the truth.

The truth is that for twelve years Mr. Hammond was resident in Siam, now Thailand. There he became acquainted with Oriental customs and culture, learning to speak Siamese well enough to become an intimate of members in high political circles.

Entering Siam as a teacher at the Bangkok College, Mr. Hammond entered the office appliance business two years later. As an office appliance salesman he instituted office systems and procedure in various state departments, and was summoned to the palace by King Prajapitok to demonstrate the dictaphone.

Hammond was private tutor to Colonel Lugn Bipul Songran, present premier of Thailand.

An intimate of the man who precipitated the revolution which changed Siam into a limited monarchy, Mr. Hammond three years ago

predicted in a report prepared for the U. S. State Department, the happenings which even today are bringing Thailand closer under Japanese domination.

Mr. Hammond reminds us that Thai means "Free." It is in Siam that the origin of the "white elephant" got its start. The king kept a stable of these albino pachyderms, and it is obligatory on the part of an Siamese to turn over to His Majesty any white elephant that is born. The enormous expense incident to the ceremony of presentation causes many a Siamese to secretly kill the baby elephant. Thus the significance of the term as applied to anything of size and expense of which one would like to be rid.

"Do you think that Siam, now Thailand, will be conquered by the Japs?" we asked Hammond. He again reminded us that Thai means "Free," and that Siam was the only area in all of Asia which was not conquered by the great Ghengis Khan.

The picture herewith shows A. R. Hammond seated in the midst of a group of staff officers under his special tutelage. Decorated by the King of Siam, "A. R." has not lost the common touch, though he has walked with kings. He will blush to read what we have written of him. But the "Who's Who Among Shipyard Workers" would not be complete without this interesting data about a fellow worker whose modesty is such that few of his intimate associates would ever suspect his exciting, colorful past.

# SPONSORS AND CRITICS INVITED TO TAKE LESSON FROM OREGON SHIP'S SPONSORS

## Capable Sponsors Called Major Problem of Defense Program

Oregon Shipbuilding Corporation does not lack in capable ship-christeners. Yet, with ships being launched at the rate of two or three a day in the yards of this country, there is a crying need for a corps of efficient, hard-bitten women to smack the boats over the snoot and send them on their way down the ways, opines a writer in the New York American.

Ship christening in this country may be in the hands of amateur bottle-smashers, but we must admit that the gracious ladies who have done the honors at all of our launchings have done their duty well. If we would believe some critics, however, thousands of man hours are wasted by the indecision and lack of skill on the part of the christeners (doubtless those we see in news reels!) Whereas most of our christenings have been on the Sabbath Day, many christenings occur on work days, and as everyone knows, everyone in the yard stops work for the christening. Riveters stop riveting, keel layers quit keel laying, and bowspritters quit bowspritting, all to gather 'round the ceremony.

### STEP UP LADIES AND SMACK IT!

It should be the work of a second to whack a bottle of champagne over a ship's nose. But, of course, the christener must get her orchids straight, and to the credit of all the ladies who have officiated here, there has been none to fall off the scaffolding or accept the bottle of champagne as if she were president of her local chapter of the W. C. T. U. No sir, not yet has there been a bottleneck caused by the inability of the sponsor to swing a bottle by its neck. No little credit for this achievement should go to Walter DeMartini and Chief Bos'n Carl Larson for their expert coaching prior to the act.

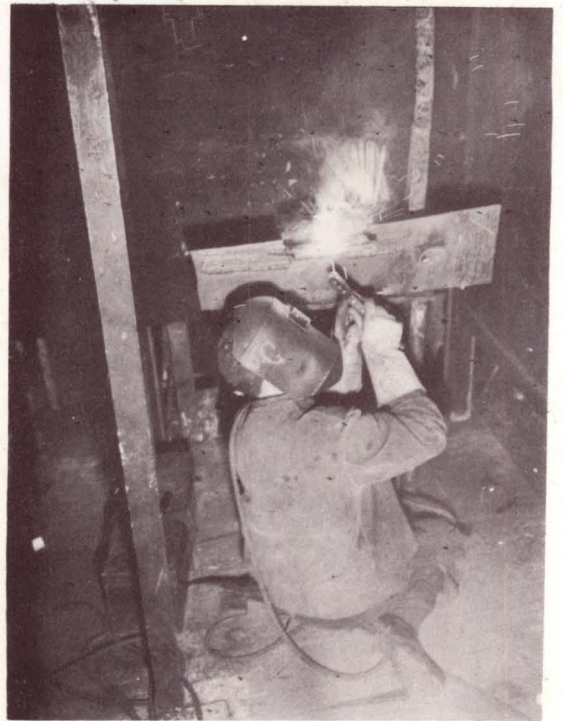


## SHIP LAUNCHING SCHOOL SUGGESTED

In the awful thought that there may someday be a shortage of qualified christeners, the suggestion has been made that there be created a school for the teaching of proper christening technique. It could be given a name something like "The Helen of Troy Ship Launching School" and be staffed with instructors who know christening technique just as golf pros know the golf swing.

The act of christening should be standardized. If it is better to keep your head down and the eye on the bottle, let that be taught. If a short backswing would be more effective than a complete windup, let the gals know it.

Anchors aweigh! And hats off to Oregon Shipbuilding Corporation's Ship Sponsors, who can show the sponsors of the nation a thing or six about the gentle art of christening!



## Yard Welding School

Industry down around the scrap pile received an impetus on November 29th when arcs started flashing at the new welding school. Twenty Lincoln welding machines went into action and twenty selected men started polishing off their technique under most competent instructors.

Here is the place where welders needing some additional training are given the necessary hours to perfect or improve their work in welding up the EC-2's.

The scale of activity is shown in the data compiled as of January 6th:

Total Number Classes ..... 54

Total Number Instructors..... 60  
 Total Number Trainees..... 425  
 Number Completing Training..... 105  
 Type Classes: Plate Weld, Pipe Weld.  
 Size of Classes: 5 trainees.  
 Estimated Length of Training: 25 hrs. aver.  
 Kind of Men: Mostly men who have passed tests

Here is the way welders get into these classes:  
 Welders from the Assembly Platforms are recommended by Mr. Saunders, assisted by his foremen.

Welders from the Ways and Outfitting Dock are recommended by their foreman through Bob Atkinson in Les Blackford's office.

Welders from the Pipe Shop, by E. Forsland, and Boiler Erection by H. Miller.

Let the arcs flash and the Japs fall where they may!

## OREGON SHIPBUILDERS MINSTREL SHOW

Gags — gals — and the music you like to hear! All the talent from *our* ranks. Some talent! Nationally known entertainers. "Black-outs" that will stop the Japs — and also "stop the show!"

A good chance to take down your hair and have 1000 good laughs. How would you like to see some of your foremen and leadmen as ballet dancers?

Hold on to your hats! The O. S. C. Minstrels are coming!

What a show — with our 54-piece band, too! Whoopie!

(P. S. If you have talent and would like to participate, drop your name and stuff in one of the suggestion boxes!)

# AIR RAID PRECAUTIONS

## BLACKOUT INSTRUCTIONS

*While the period of emergency which we went through early last month appears to have passed, we are still subject to a BLACKOUT of the shipyard at any time. For the present we are operating under rigid restrictions which require that the entire shipyard be blacked out within SIXTY (60) SECONDS on receipt of warning. You will appreciate that "SIXTY SECONDS" is a scant minimum of time to blackout an operation as extensive as ours and allows barely sufficient time for the master switches to be pulled. For this reason it is absolutely necessary that every workman in the yard be on the alert at all times during darkness and be prepared to follow the below noted instructions immediately the blackout signal is sounded. (Blackout signal consists of a series of short blasts, either by whistle or siren.)*

*Immediately upon hearing the Blackout Signal, you should:*

1. Shut off, and put in a secure place, any power-driven or mechanical tools you may be using. Loads suspended by cranes should be set down if time permits. Leave your equipment and tools in some secure place where it will not be knocked down or where someone will trip over it. Trucks, pickups, dinkys and like motorized vehicles should be driven to the side of the roadway and parked; lights should be turned off, and drivers should stay with their equipment.
2. Workmen in precarious or unsteady positions should obtain firm footing and make themselves secure. Do not attempt to leave these locations until you are sure you can do so with absolute safety. Do not attempt to leave the yard.
3. Do not use flashlights, light matches, or smoke in the open.
4. Obey any instructions given you by the guards or members of the Emergency Squad.
5. Further instructions may be issued over the Public Address System during Blackouts.



## Japanese Thrust Finds Red Cross Forces in Action On War and Home Fronts

ON THAT DAY which "will live in infamy" when the Japanese struck at Pearl Harbor and attacked the Philippines, the Red Cross was ready. In the field immediately were Red Cross workers ministering to the wounded, sheltering the homeless, and meeting all the various calls for help.

Ever vigilant, the Red Cross since its inception some sixty years ago had been ready for such emergency service, be it fire, flood, famine, pestilence, or WAR.

Today with America fighting for things all free men hold dear, the Red Cross typifies more than ever the American way of providing emergency service in the hour of need.

When the Japanese struck at Pearl Harbor and in the Philippines the Red Cross had made the following preparations:

### In Hawaii—

- Ten medical stations fully equipped
- Ready with medical supplies
- Ready with nursing staff
- Ready with first aid personnel
- Ready with emergency funds;

### In the Philippines—

- Twelve medical stations fully equipped
- Ready with medical supplies
- Ready with nursing staff
- Ready with trained personnel
- Ready with evacuation program for imperiled communities, plan having been drafted, rehearsed and then executed as danger threatened
- Ready with children's evacuation hospital
- Ready with clothing, food and emergency cash.

A cable from Manila two days prior to the first bombing reported that the number of medical stations there had been increased to three. Seven additional national staff members had recently been sent to the Philippines and six to Hawaii.

The Red Cross is a definite part of the army and navy. Red Cross supplies go wherever military and naval supplies are sent. The Red Cross maintains a trained staff on duty in every military and naval station. It promotes the health and well-being of those under arms. It enrolls and catalogues nurses and medical technologists as a reservoir from which to draw professional personnel for the military service. It's volunteer workers prepare the surgical dressings needed, forty million such dressings are now being prepared. It provides blood donors for establishing a national defense blood plasma bank. It trains men in the service as instructors in first aid and water safety. And perhaps its most important function is serving as the connecting link between the men in the service and their families back home.

When the men at the front have a troublesome problem at home, the Red Cross, through the home chapter, aids in solving the problem with results that make for better morale, both at home and at the front.

The Red Cross recently installed moving picture equipment in the recreation centers of sixty-five army and navy hospitals. The first installation was at the Barnes Hospital at Vancouver, Washington. It has invested a million dollars in athletic equipment for army and navy posts.

If the Japanese bombed Portland today, 10,088 persons are ready to give first aid as the result of Red Cross training during the last three years. Those who completed their training earlier than that are not counted as equipped for the present emergency. More than four thousand persons are now in training in 212 classes here in Multnomah county.

The Red Cross is now training 1800 Portland school teachers, public and private, for first aid roles should the bombers come.

The Multnomah Chapter is prepared to cope with the nursing problem a bombing attack would entail. It has trained nurses' aides, who, through cooperating with the trained nurses available, could double their usefulness. The disaster preparedness program of the Red Cross is the only widespread and carefully planned outline for meeting such a contingency.

Recently, the thanks of the nation were heaped upon the organization when, after the torpedoing of the U. S. Destroyer *Kearney* in the North Atlantic, the Red Cross was ready with blood plasma that saved the life of the Chief Boatswain's Mate Leonard Fronyskowski.

This is the kind of service America wants its fighting men to have. This is one of the reasons that the Red Cross was created by Act of Congress. This is one of the reasons that the present campaign was launched by official proclamation of President Roosevelt, who is ex-officio head of the organization. And this is one of the reasons that every patriotic citizen will want a part in providing the funds necessary to insure similar service for every wounded soldier, sailor, or civilian.

**Give! RED CROSS WAR FUND**