



# *The* BOSN'S WHISTLE

OCT. 18, 1941

OREGON SHIPBUILDING CORPORATION

Vol. 1, No. 8



*"Meriwether Lewis"*

Launched October 19, 1941  
Dedicated to a great Northwest Explorer . . .  
by modern Pioneers pushing on to new  
frontiers . . .

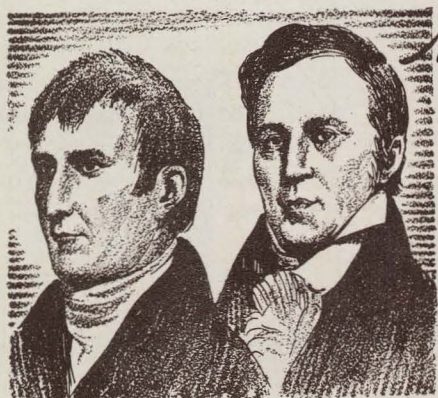


*“THERE SHE STOOD, HER GRACEFUL CUTWATER FACING THE RISING SUN ...  
A PROUD THING”*

Showing Hull 171 emerging from her cocoon  
Hull 170 still enshrouded in her scaffolding

9-27-41

# HULLS 170 & 172 NAMED FOR



LEWIS BORN 1774...DIED 1809      CLARK BORN 1770...DIED 1838

*Meriwether LEWIS  
and William CLARK*  
*They blazed the trail across  
the AMERICAN CONTINENT...*

There is no doubt that Jefferson's great foresight in launching this epoch-making expedition in 1803 turned the American spirit of pioneering and adventure strongly towards the farther west. It led to the formation of fur-trading companies; it incited parties of settlers to push deeper into the country, and finally culminated in a steady flow of emigration which made Oregon an inseparable part of the Union.

## LAUNCHINGS TO TAKE PLACE OCTOBER 19th AND 26th

**S**ECOND AND THIRD in order of the LIBERTY FLEET VESSELS to be launched by the OREGON SHIPBUILDING CORPORATION, will be named for those famous and intrepid American pioneer explorers of the Northwest, MERIWETHER LEWIS and WILLIAM CLARK.

HULL 170, scheduled for launching Sunday, October 19th, will be christened MERIWETHER LEWIS. Sponsor will be Mrs. Earl Riley, wife of the mayor of the city of Portland.

HULL 172, to take water the following Sunday, October 26th, under the sponsorship of Mrs. Charles A. Shea, wife of Oregon Shipbuilding Corporation's president, will be named in honor of WILLIAM CLARK, co-leader with Meriwether Lewis of the historic expedition which bears their names.

The famous Lewis and Clark Expedition across the continent to the Pacific developed as a natural tendency of the United States to expand its territory and population westward.

In subsequent negotiations with England for the possession of the Oregon country, the Lewis and Clark Expedition gave the United States firm standing; it confirmed our claim against Spain for the parallel of forty-two degrees as the northern boundary of California, and above all, it aroused a lively interest throughout the nation in the land that lay beyond the Rocky mountains.

### SPIRIT OF SACAJAWEA

We may be pardoned a poetic hope that somewhere hovering around the giant hulls soon to be launched for their expedition into the unknown frontiers beyond the horizon, will be the spirit of that gentle Indian maiden, Sacajawea, who, by guiding the Lewis and Clark expedition through hostile and forbidding wilderness, has captured the imagination of every reader of Oregon history. May her spirit guide the LEWIS and the CLARK safely through the uncharted seas ahead!

## SPONSORS



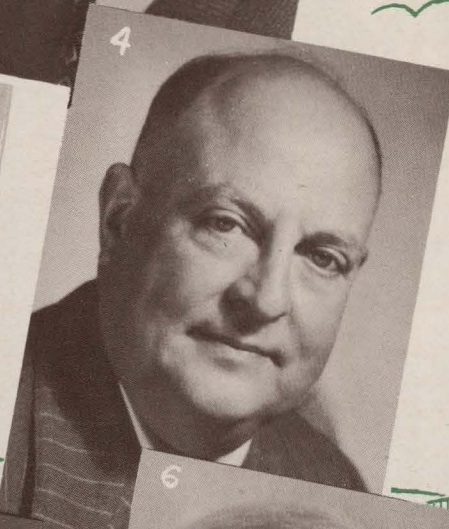
MRS. EARL RILEY  
Sponsor "Meriwether Lewis"



MRS. CHAS. A. SPRAGUE  
Sponsor "Star of Oregon"  
September 27, 1941

# Among our guests

Distinguished Public Servants, representative of the many Oregon Citizens whose energy and devotion to Oregon's progress and industrial expansion aided in bringing back to Portland a great ship-building industry.



1 Gov. Charles A. Sprague  
Governor of the State  
of Oregon

2 Mayor Earl Riley  
Mayor of the City of  
Portland

3 Henry L. Corbett  
Chairman, Port of Port-  
land Commission

4 E. Donald Ross  
President, Portland  
Chamber of Commerce

5 John H. Burgard  
Chairman, Commission  
of Public Docks

6 O. V. Badley  
Chairman, Board of  
Multnomah County  
Commissioners

7 Joseph K. Carson  
Former Mayor, City of  
Portland

8 Ralph Duggale  
Superintendent, Port-  
land Public Schools

## DESCENDENTS OF MERIWETHER LEWIS IN O. S. C. EMPLOY



FOREST LEWIS  
Great Grand Nephew  
of Famed Explorer

**T**HE forthcoming launching of Hull 170, to be christened "MERIWETHER LEWIS", after the famous captain-explorer of that name, has brought to the fore several distant relatives of this historic personage.

Three who claim direct decent from the leader of the Lewis and Clark Expedition are: Forest Lewis, mimeograph operator, Jesse H. Lewis, marine pipefitter and Ray Lewis, carpenter.

### GENEALOGICAL FACTS ESTABLISH CLAIM TO LEWIS' KINSHIP

#### Letter Furnishes Proof

West Hollywood, California,  
Saturday, October 11, 1941.

" To the Editor of the Bo's'n's Whistle . . . . .

I wish to give you my source of information. My father (born 1832, died 1918) told me ever since my childhood that Meriwether Lewis was his own uncle. To verify this, my father had an old powder horn given him by his father in 1848, also an old flag, one of the ten carried by Meriwether Lewis across the continent, and also that the horn was my great uncle's powder horn. What became of them I do not know, as I left Michigan fifty years ago, where my father lived and died. My Aunt, Lucy Lewis, in 1910, told me also that Meriwether Lewis was my great uncle, and her nephew, John Lardner, who was then State Historian for the State of Illinois, had several relics carried back by Lewis and Clark, given to him by his mother, my father's oldest sister. My father told us always that his father had the complete Journals of Lewis and Clark in his studio in New York City, but not being present when my grandfather died, had no knowledge of their whereabouts. Meriwether Lewis was born in Virginia in 1773. My grandfather was born in Virginia in 1785. There has never been the slightest doubt in any member of my family

about this relationship. I have told it a thousand times as I have lectured the length and breadth of my country. It has never been disputed. I received a block of wood by mail sent from Vancouver, Wash., which I was told was cut from "The Old Witness Tree," a maple to which Lewis and Clark tied their boats in the winter of 1805. The wood was sent to me about 1910 to Sioux Falls, by some committee who gathered the data for the Lewis and Clark Fair held in Portland in 1907 or 1908. Meriwether Lewis was a magnificent penman, therefore was chosen by Thomas Jefferson as his private secretary; also because he was, like Jefferson, of Welsh descent. I gave an address at Sergeant Floyd's monument on the Missouri a few miles above Sioux City, Iowa, about thirty years ago for the Daughters of the American Revolution. Sergeant Floyd was a member of the Lewis and Clark Expedition and died while on the westward journey. Meriwether Lewis and my grandfather looked very much alike. I had both of their pictures once upon a time, but all of my relics are "gone with the wind." I have been very ill for over four years and out of all public services. Am just able to sit up and write this. Please excuse errors.

Forest Lewis and myself are the only members of my immediate family who ever studied over the lives of our ancestors, or ever seemed to care from whence we sprung. I do not think you will make any mistake if you allow Forest to participate in the launching of the ship. I might add, that one time I made a very extensive research endeavoring to get historical data if it was possible to confirm our relations, but found there were 43,000 members of the Lewis and kindred families, so I gave up the research. Ordinarily speaking, I know it is a fact; could see no reason why my father, my auntie and older members of my family making false statements to me. Forest recently paid me a visit. I told him years ago, and again lately, that he was related to Meriwether Lewis as a great nephew. All he knows is the information I have given him, therefore is candid and confident. Again I will say in closing that there is not now, never has been, any doubt about this relationship in my mind. . . ."

Yours sincerely,  
REV. GEO. EDW. LEWIS.



STARVING, THEY REACHED THE COLUMBIA RIVER AND FOLLOWED IT TO THE PACIFIC...



INDIANS GUIDED THEM OVER THE DIFFICULT AND DANGEROUS CONTINENTAL DIVIDE...



IN THE SPRING OF 1805, SACAJAWEA, A YOUNG SQUAW, LED LEWIS AND CLARK WESTWARD

# STRIKE UP THE BAND!

## Band Members Eager for Rehearsal

25 Musicians to Meet Tuesday  
For Preliminaries

If anyone has thought all our talk about the band was merely wind, they are very much mistaken indeed. Believe us, Mr. Sousa, we've got brass, and plenty of it. Here's a line-up that will make the Philharmonic look (and we hope SOUND) like a wreck in the key of G flat.

**CLARINETS:** W. S. Aday (9614), Frank Luttenburger (10298), Marion Keen (4592), Ed Johnson and Bernard Stevens (both good numbers though we do not have them at time of writing).

**DRUMS:** Willard S. Walstead (5537) and C. W. Nealeigh (9453).

**SAXAPHONE:** Leon Dieu (8253), tenor and alto, and F. S. Newman (9453), who also plays the trumpet and melophone.

**TROMBONE:** Henry McBee (6268).

**TRUMPET:** Don Green (6287), Clyde Hubbard (460), John Swartz (5254), L. Scheringer (6646), and Melvin DeLashmutt (5860).

**TUBA:** George Stafford and S. Olson.

**FRENCH HORN:** Warren Beal.

**MELOPHONE:** J. Kelly.

Credit must go to Harry Stewart of the Time office who has displayed much energy and interest in promoting this musical organization.

## MEET TUESDAY

Mr. Stewart and Maurice Bullard will both meet with these and other prospective band members Tuesday evening at 5:00 P.M., in room 8, the BOS'N'S WHISTLE OFFICE. This will be a get-acquainted session, to work out plans for rehearsals, music, stands and other important details.

## MORE ABOUT HOBBIES AND OUR HOBBY SHOW

Interest in the HOBBY SHOW announced in previous issues of the BOS'N'S WHISTLE has grown to the point where space must be found to display the handiwork and collections. Joe Gianni has offered a collection of prize-winning photographs which, in the opinion of those of our judges who are capable of judging and not being judged by the masters, are of a prize-winning caliber and would merit high acclaim in any exhibit. That old master ship model maker, Frank Mason, has set a standard for ship models which has won for him wide renown, but there are other amateur model makers, notably Mr. Oetting of the Engineer's office, whose models measure up in every detail to the best. For years his hobby has been model boat building, and there are many who will enjoy seeing his collection. Nick Rich is getting his needlepoint and crocheted bedspreads in readiness for the exhibit. There are several artists in our midst, such as Al Shawcross, Walt Murphy and our latest acquisition, Joe Eivers, whose cartoons and art work will liven up these pages. All of these men have water colors and oils which will be entered in our Palace of Fine Arts Building. Right sorry we were to hear of the sudden illness which has put Richard Allen of the Control office back in bed. It was while bedridden for several weeks that Dick first got interested in his myrtlewood novelties hobby, which in recent years has developed into a profitable sideline. Dick Allen is one of the active promoters of our hobby show. We hope to have him back in our midst soon.



Mr. Frank Mason at work on one of his models.

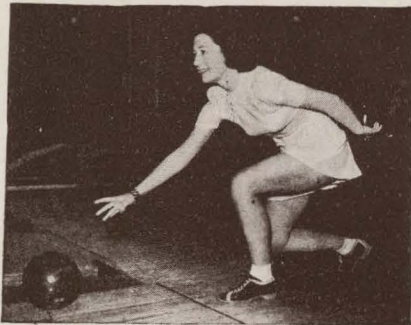
## OREGON SHIP NITE AT ROLLER RINK HOWLING SUCCESS

Many Good Skates Attend  
No Casualties Reported

There were plenty of ups and downs at the OREGON SHIPBUILDERS' skating party last Thursday night. A large number of good skates from the job attended the get-acquainted party held at the Imperial Skating Rink, Grand Avenue and East Madison Street. Carl Sahlin, of the Time Office, who sponsored the ball-bearing affair, reports that so much fun was had by all that a return engagement is scheduled for an early date. With so many skaters from one organization, the management has agreed to reserve another night especially for the Shipbuilders. If you want to join the next big party, drop your name in the Bos'n's Box. Watch for pictures and further report on Thursday's skating session in our next issue.

## ENGINEERS ACCEPT IBM KEY PUNCHERS BOWLING CHALLENGE

At last a team of male bowlers brave enough to take on the IBM Key Punchers! This paragraph constitutes formal acceptance of the challenge hurled from these pages in our last issue. A team of Engineers, captained by Chet Spiering, promises plenty of strikes. They will play for love, money, marbles or chalk. The bottle tennis gladiators from the Engineers consist of Jack French, Verlin Wolfe, E. Morgan, Thomas McClelland, Hans Skov — and plenty of spares! (It was the power of Dick Jepson's photographic art that started the ball rolling. Is that perfect form or not? Personally, we're betting on the ladies!)



## LEAGUE ORGANIZING

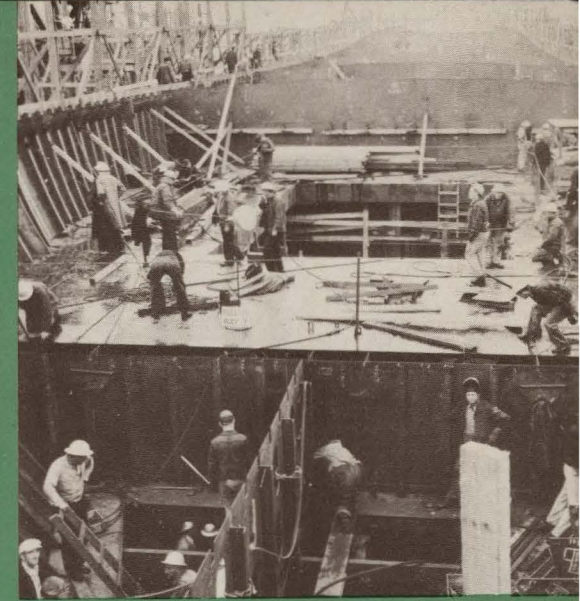
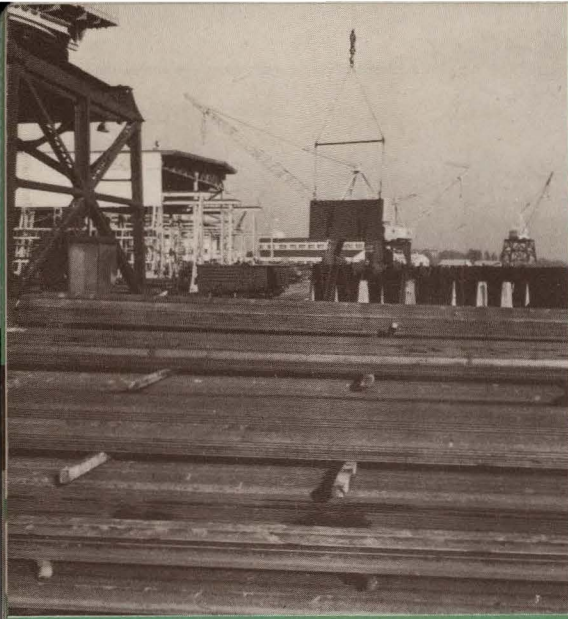
Departmental Teams to Vie for Honors  
Prizes Offered Winners

One of the most ardent bowling enthusiasts is James R. Dobbs, who works on Way 5. Jim reports that a team to represent each shipway will be fully organized this week, and big league play commence at once. Arrangements have been made with a big downtown Portland bowling alley for Sunday play. Joe Corliss (9824), J. R. Laughofer (10608) and C. Johnson (744) are all actively promoting the team organization.



A great many Oregon Shipbuilders are doing a lot of bowling as a regular recreational indulgence. Why not sign up with the BOS'N for our own inter-departmental competition? The BOS'N'S WHISTLE will donate a suitable prize for individual performance and team excellence. Let's go, boys. See you in the alley after work! Entry blanks are being printed and will be displayed on the bulletin boards. Sign there in the space provided, showing name, shift, badge number and department.





## OUR SHIP AND HOW SHE WAS BUILT

1. This is the steel, both channel and flat, that came from the mill to make up the ship that we built.



2. These are the plans, which picture the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



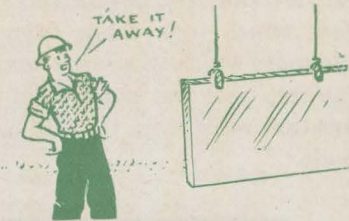
3. This is the mold that was made from the plan which pictures the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



4. This is the frame (the ribs to you, shipbuilder!) both bevelled and bent, which took shape from the mold which was made from the plans which picture the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



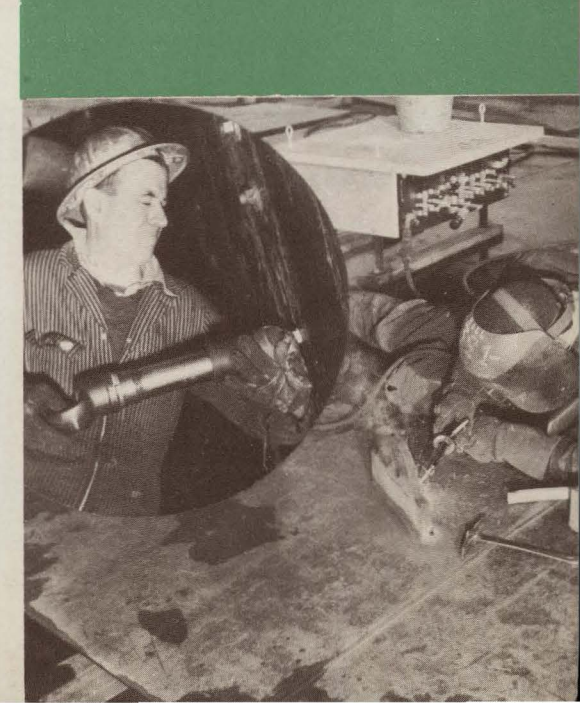
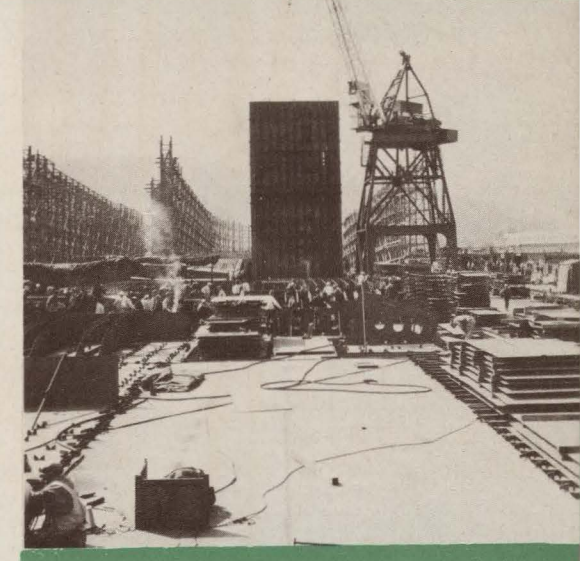
5. This is the plate, all drilled and cut (not to forget the Plate Shop Boys!), which hangs on the frame, both bevelled and bent, which took shape from the mold which was made from the plans which picture the ship that was made from the steel both channel and flat, that came from the mill to make up the ship that we built.



6. These are the men, so husky and strong, who rivet and weld and fasten the plate all drilled and cut, which hangs on the frame both bevelled and bent which took shape from the mold which was made from the plan which pictures the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



7. This is the hull, made staunch by the men, so husky and strong, who rivet and weld and fasten the plate all drilled and cut which hangs on the frame both bevelled and bent which took shape from the mold which was made from the plans which picture the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



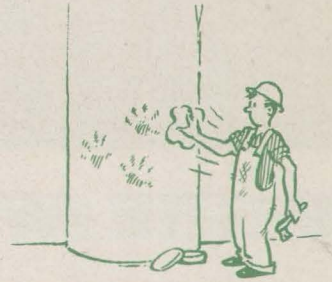




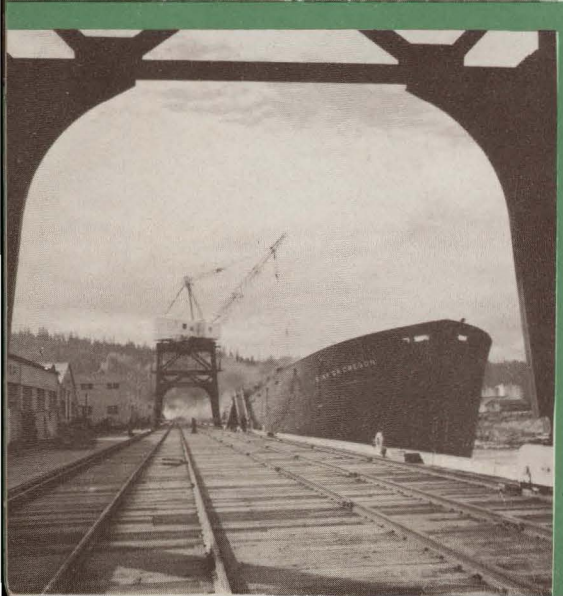
8. This is the slip, so greasy and long, which guides the hull made staunch by the men so husky and strong who rivet and weld and fasten the plate all drilled and cut which hangs on the frame both bevelled and bent which takes shape from the mold which was made from the plans which pictured the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



9. This is the dock where the outfitting's done with machinery and gear after the ship has gone down the slip so greasy and long which guides the hull made staunch by the men so husky and strong who rivet and weld and fasten the plate all drilled and cut which hangs on the frame both bevelled and bent which took shape from the mold which was made from the plans which pictured the ship that was made from the steel both channel and flat that came from the mill to make up the ship that we built.



10. This is the ship all fitted and geared . . .  
Next chapter: The Trial Trip to Sea and the Voyage  
(in spite of the sub!).



# Human Interest Stuff

*Glimpses of people of every sort from almost everywhere*

## FAMOUS BUT MODEST NEWCOMER IN OUR MIDST

Our attention has been called to a newcomer in our midst. He is Captain John S. Eley, who can always be found in the Electrical shop No. 4, graveyard shift.

A West Pointer with eleven foreign decorations, Captain Eley is the second oldest living aviation pilot in the world. He started flying back in 1907. A former member of the famous LAFAYETTE ESQUADRILLE and the 94th Pursuit Squadron, the captain as late as 1931 was considered one of the five foremost aeronautical authorities in the United States.

It took the writer some time to gather this much about the captain, as he is very reticent about speaking of himself or his record. "Sparks," who interviewed him, says Eley is carrying on the spirit of the O. S. C. "service with a smile," and is proud to be one of us. Welcome, Captain!

## HEADS UP!

H. C. Spaur (2076) writes:

"I think the BOS'N'S WHISTLE can do a great deal towards the prevention of accidents by printing this gentle warning: 'HEADS UP!' I've noticed a tendency of a good many of our



*That's Right*

**Have the foreman explain  
what you don't understand**

employees to walk around with heads down, willy nilly, as it were. In two instances, I saw men walk directly into trucks, where only alertness on the part of the driver prevented possible injury. Let's all cooperate in this matter! Long may the BOS'N'S WHISTLE continue to pipe away at good spirit and accident prevention!"

## GOLFERS WILL GET IT!

Some of our friends were out golfing last week. They made a rather long stay on the 19th hole before beginning their game. At the 8th green one player looked at his partner and said, "I want you to understand, I resent your interference with my game—tilt this green over any more and I'll chuck the match!"

## WATCH YOUR FINGERS --- ALL TEN OF THEM!

John Blorkey of the Plate shop helped lay the first keel—on his birthday! May 19th was the day, and now that 170 is ready for launching, he feels doubly proud. "His birthday baby" he calls her.

Mrs. Ruth Otten, of Salem, Oregon, writes us that a granddaughter and a great granddaughter of Captain Joseph Gale, who played a big part in building the original "STAR OF OREGON" and sailing her on its historic voyage to San Francisco, are residents of that city. They are Mrs. Thomas W. Symonds, Jr., and Miss Virginia Symonds.

Another "SS. OFFSPRING" was launched recently when a son was born to Mr. and Mrs. Jim Whitmore September 22nd. Jim is a foreman of assembly on Way No. 7.

Vern Green writes: "I think I hold the record. I looked until 1:00 o'clock last night (25 minutes) before I could find my car. (Cold sober!)"



You amateur photographic fans are invited to submit candid snapshots of yourselves. You know, the off-the-job personal interest stuff — fishing trips, hunting, golfing, the Thursday night poker club, or what have you? The BOS'N will be glad to reproduce any of you muggers that would like to be in pictures, space permitting. That's that. And thank you.

### BOTTLENECKS

L. Rickey (111) suggests a column captioned BOTTLENECKS, and contributes the following to initiate the feature:

"Who was the Engineer who designed a filing cabinet and had it constructed, only to find it would not go through the door to his office?"

P. S. He had to tear out a window!

Have you a BOTTLENECK incident to relate? Let's have it!



A TYPICAL VIEW OF  
OREGON SHIPBUILDING CORPORATION'S  
AMPLE PARKING FACILITIES

What about Ray Morgan, shipfitter and ex-prizefighter, being reformed by a blond? It looks serious. He won't go out with the boys anymore, opines Ed Bates (4515).

Number 4688 says he saw Frenchy Johns, our butcher friend from the Honolulu meat market, working in the Plate shop. But wonder of wonders! There have been no short measurements on the assembly platform!



### LOST and FOUND

Inaugurated herewith a "Lost and Found" Column. Personal articles lost, strayed or stolen (perish the thought!) should be reported, via the Suggestion Boxes, to the BOS'N'S WHISTLE.

The following articles have been FOUND, and can be reclaimed upon proper identification at the BOS'N'S Office, Personnel Section:

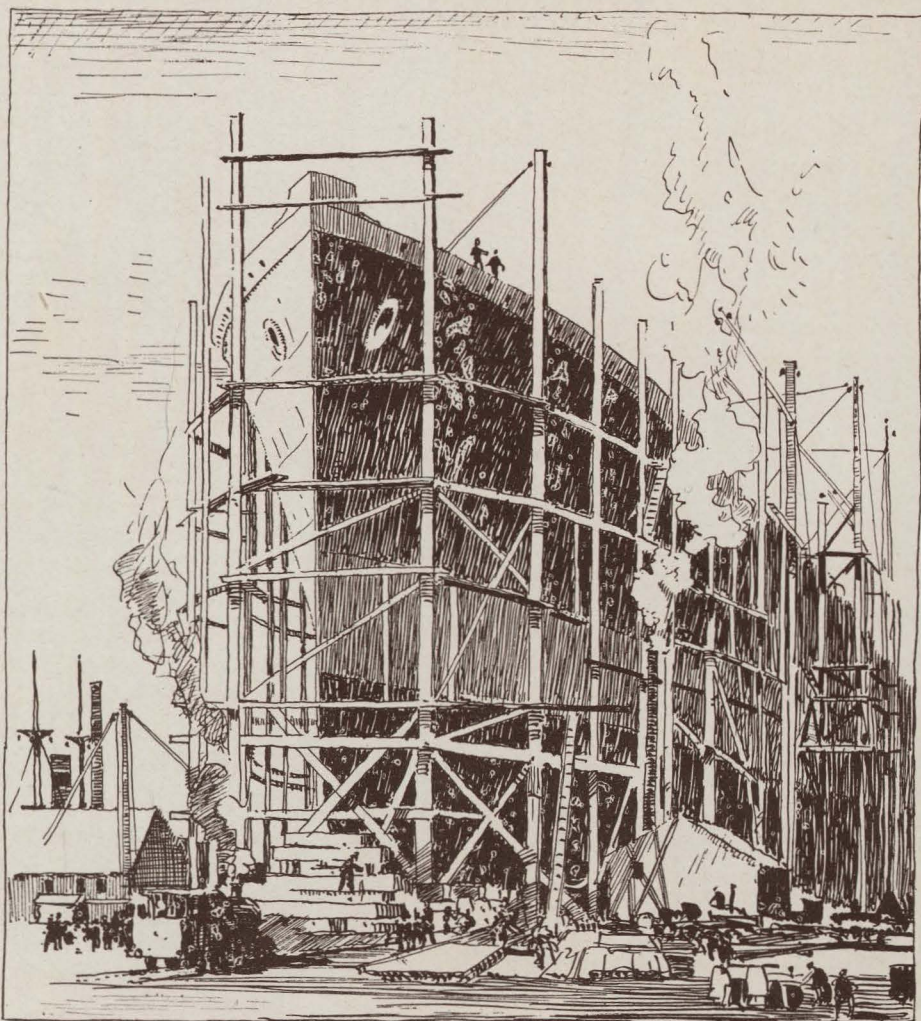
Six pairs of glasses, five bill folds, three bank books, two card cases, one note book, keys of all kinds, one fountain pen, one pair of pants, one watch, two hats, one lunch box.

H. Halvorsen (7965) asks for the return of a blue mackinaw, taken from the engine room of Hull 171 September 10th. He will return the one left in its place!

Les Blackford (now that it is all over) admitted that Hull 171 was the thirteenth ship he had assisted in launching. "And it was the best launching I ever experienced," says Les.

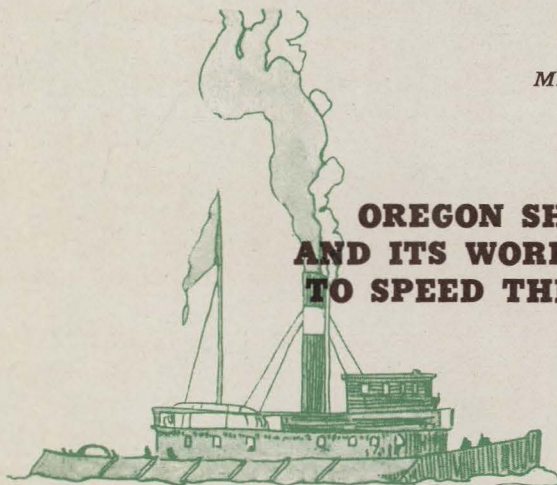
This from E. A. Crow (8684): "I worried because I had no shoes, until I met a man who had no feet. Safety Pays!"

Al Jensen had a birthday on the same day of the launching of Hull 171. He had a right to celebrate—and did.



HULLS BY THE HUNDREDS  
MAKING READY TO JOIN THE "LIBERTY FLEET"

**OREGON SHIPBUILDING CORPORATION  
AND ITS WORKMEN ARE DOING THEIR PART  
TO SPEED THE "BIG JOB" WITH "SAFETY"**





Oregon Shipbuilding Corporation

and Its Employees Extend a Hearty

W E L C O M E

To the Thousands of Visitors to Our Yard.

You as Part of the Great American Public

and We, as Production Soldiers, Share a

Joint Responsibility in Making Secure

Our Nation's Second Line of Defense



# Log

Hull 171—"STAR OF OREGON"

Launched September 27, 1941

Hull 170—"MERIWETHER LEWIS"

Launched October 19, 1941

Hull 172—"WILLIAM CLARK"

Launching schedule October 26, 1941

Hull 173—"ROBERT GRAY"

Launching schedule November 9, 1941

Others to follow at scheduled intervals

*Launching Program October 19th  
on the Occasion of the Christening of the  
"Meriwether Lewis"*

Invocation . . . Chaplain John W. Beard, U. S. Army

Master of Ceremonies . . . E. Don Ross, President Portland  
Chamber of Commerce

Principal Speaker . . . Hon. Earl Riley, Mayor of the City  
of Portland

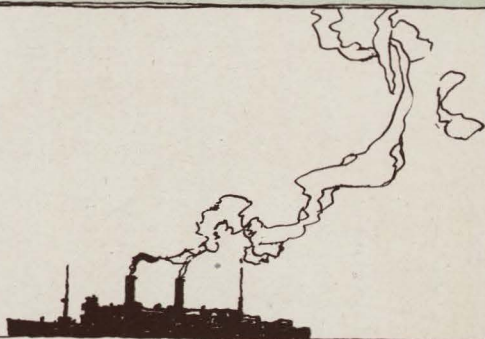
Musical Selections . . . 186th Infantry Band, 41st Division,  
Fort Lewis

Under command of Major William M. Beveridge

Ship's Sponsor . . . . . Mrs. Earl Riley

★ ★ ★ ★ ★ ★ ★

*We'll be back with more news and views at the next launching.  
So, until then, may the winds of good fortune fill your sails!*

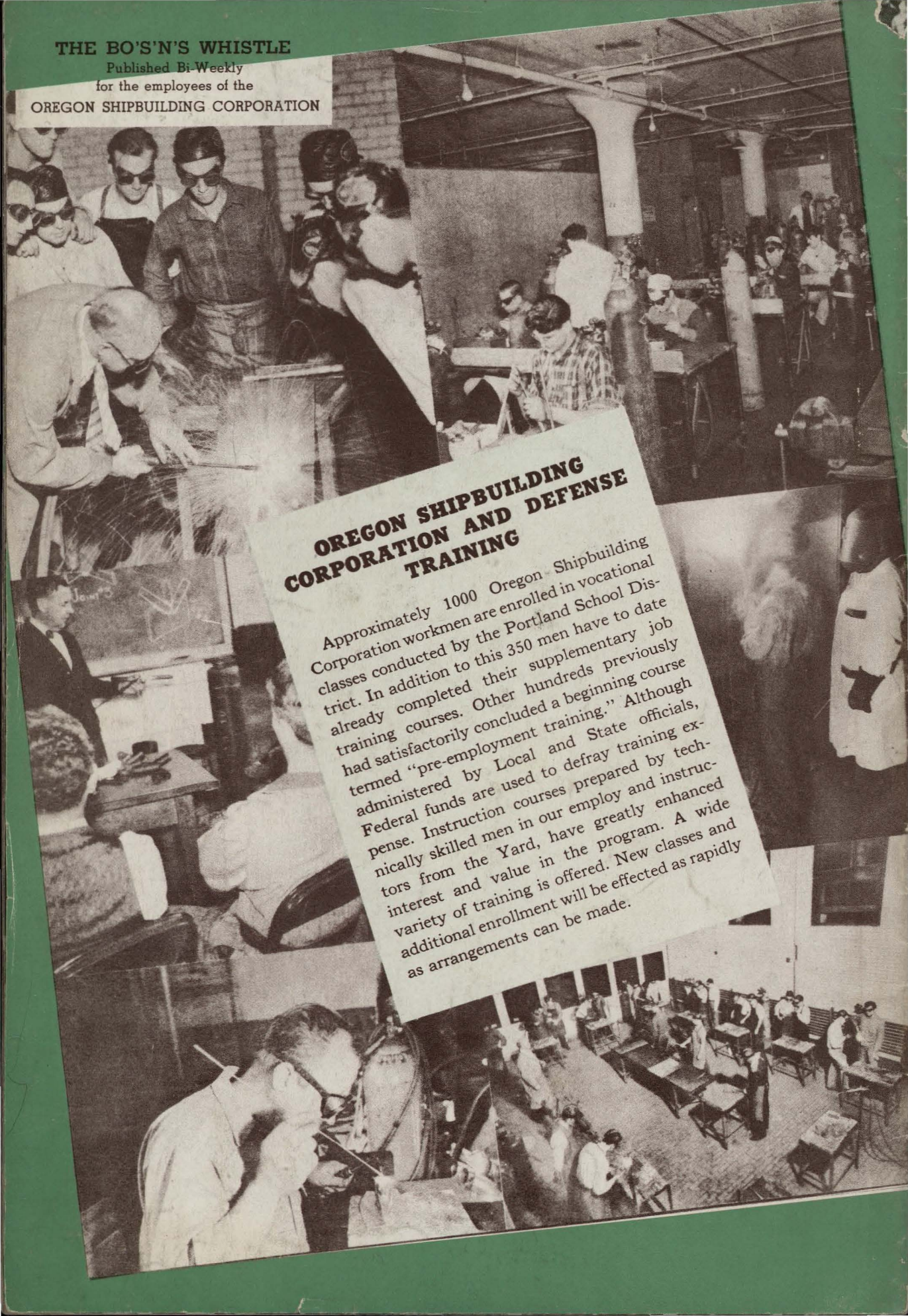


# THE BO'S'N'S WHISTLE

Published Bi-Weekly

for the employees of the

OREGON SHIPBUILDING CORPORATION



## OREGON SHIPBUILDING CORPORATION AND DEFENSE TRAINING

Approximately 1000 Oregon Shipbuilding Corporation workmen are enrolled in vocational classes conducted by the Portland School District. In addition to this 350 men have to date already completed their supplementary job training courses. Other hundreds previously had satisfactorily concluded a beginning course termed "pre-employment training." Although administered by Local and State officials, Federal funds are used to defray training expense. Instruction courses prepared by technically skilled men in our employ and instructors from the Yard, have greatly enhanced interest and value in the program. A wide variety of training is offered. New classes and additional enrollment will be effected as rapidly as arrangements can be made.