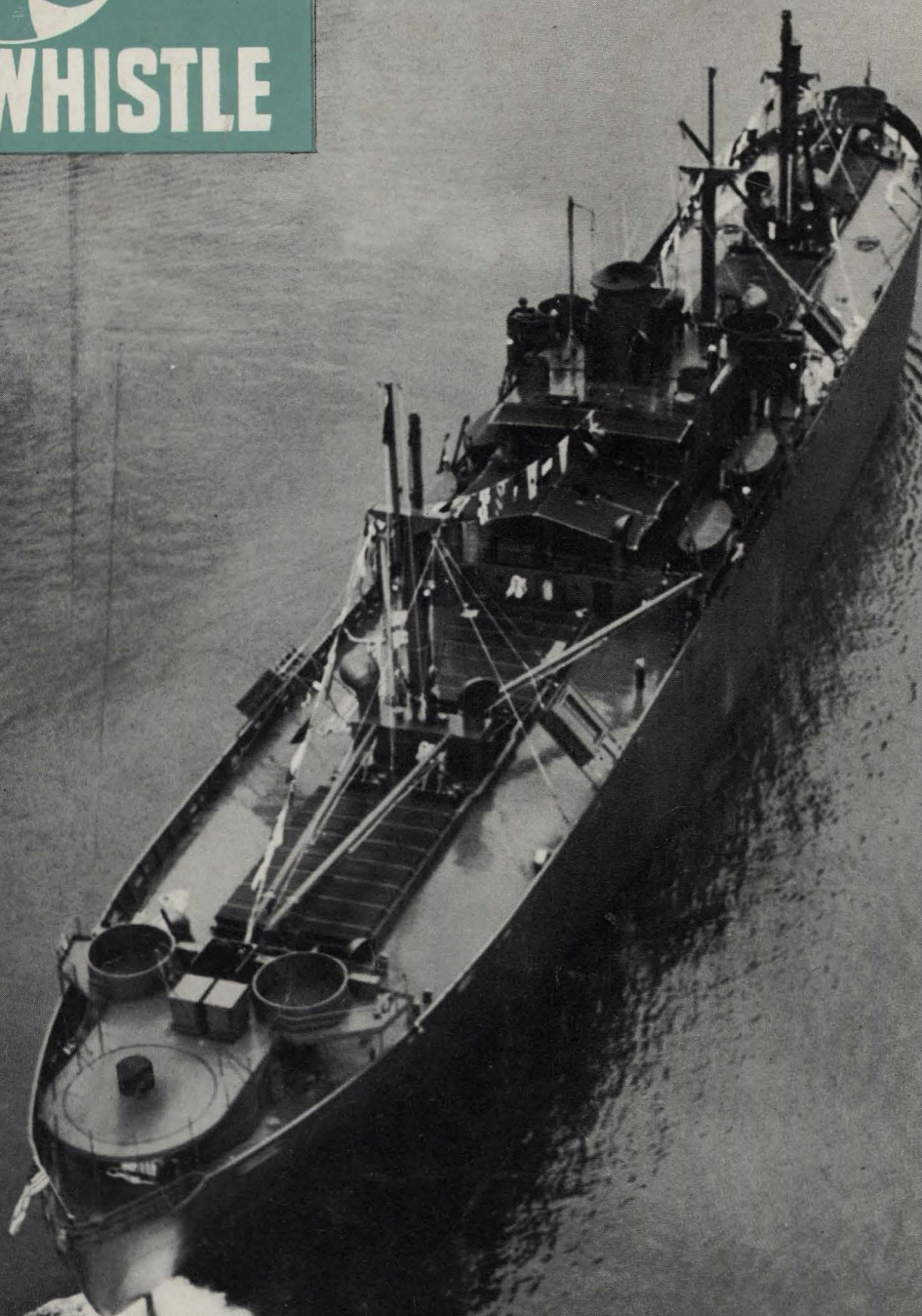


June 4, 1942

Vol. 2, No. 11



# *The* **BO'S'N'S WHISTLE**



**MARITIME DAY ★ MAY 22**



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







With scaffolding cleared away, the ships, "Washington Irving," "James Fenimore Cooper" and "Thomas Bailey Aldrich" await the record-breaking triple Maritime Day launching on May 22.



Henry J. Kaiser, America's No. 1 shipbuilder, and president of the Kaiser Company.

# MARITIME DAY

May 22, 1942, proclaimed by the President as National Maritime Day, will long be remembered as a day of achievement in American shipbuilding, for on this day, Oregon Shipbuilding Corporation showed the world what free workmen can do when their country calls for ships and more ships.

It was a day of achievement, for in a brief 17 hours three ships were launched, three keels were laid, and three finished vessels were delivered to our government to help make the record-breaking total of 13 vessels delivered during May.

It was a day of thankfulness on the part of management and our government for the effort and cooperation of the shipbuilders. Edgar Kaiser told his men, "Today, far more than in any other war in history, the opportunity is given to the men in the shipyards and in the factories to fight side by side with the men in the front lines. It is not necessary to state in words the response that you men of Oregon have made to our opportunity to produce. The evidence is the best evidence is our delivered ships."



Mrs. Henry J. Kaiser, who attended the Maritime Day ceremonies.



Justly proud of shipbuilding record is Edgar F. Kaiser, head of O. S. C. and Kaiser Co. Portland and Vancouver yards.



Carl Flesher, U.S.M.C. Regional Director.





# GRAVEYARD

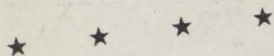
Sponsoring O. S. C.'s first night-time launching was Miss Gertrude McEachern, center. With her are, left, Mildred Sheets, nurse on graveyard shift; Mrs. T. H. Gowman, and Mrs. W. F. Schlothman (right), matrons of honor.



It was a day of optimism, for with every ship-building record shattered, no man could predict the ultimate goal in speed and efficiency. But men could be sure of one thing — that the kind of effort that made for record-breaking launchings, keel layings and deliveries must — and will — win this war!

Said Henry J. Kaiser, "This achievement will be expressed in new and greater records and a message to the Axis that goals in production will be reached, greater than any human being ever dreamed of."

Voicing the congratulations of the U. S. Maritime Commission, Carl Flesher, Regional Director, said, "I know that both Admiral Land and Admiral Vickery would like to be here and would if they could to congratulate the Oregon Shipyard for what it has done to help our men in the fighting lines, for the records it has made and for the real American spirit which permeates the air in their most outstanding shipyard . . . my warmest and most sincere congratulations to you, one and all."

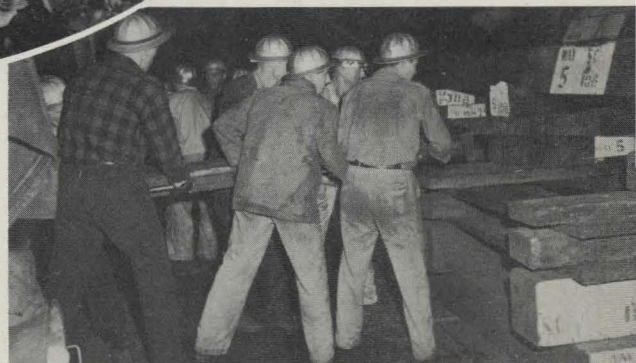


Graveyard and swing shift crowd cheered as speakers cited safety and production records. Seasoned shipbuilders, many viewed their first launching at the early morning ceremonies.



Off came 10,000 helmets and eyes turned to the flag as the shipyard guards' quartet sang "The Star Spangled Banner." Left to right: Archie Parrott, J. K. Rogers, Del Von Zeuthen, A. Metrovich and C. K. Faris.

At the last minute just before launching, workmen drive wedges to loosen keel blocks.



"No. 6 off!" shouts Ed V. Mitchelson, Shipfitter and Facilities superintendent, who directed burning of plates at the midnight launching.







The SS "James Fenimore Cooper," Oregon's 38th Liberty Ship, just before launching on Maritime Day, May 22. News-reels and radio broadcasts carried the story of her launching as a part of the triple Maritime Day celebration.



Oregon's Governor, Chas. A. Sprague, commends workers in his noonday address.



Ex-governor Chas. H. Martin was among notables at Maritime Day ceremonies.



Veteran seafarer Capt. Wallace Langley, national vice-president of the Propellor Club of the United States, described sailing on the steamer "Danube" 50 years ago.



Alfred L. Lomax, vice-president of the Propellor Club of the United States, told about the part youth must play in building and manning Liberty Ships.

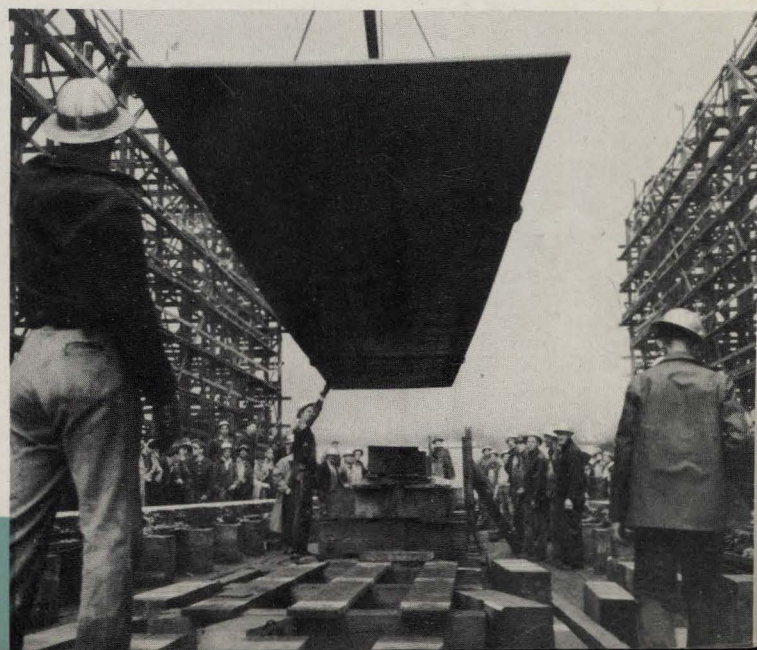
## DAY

**12:25** Second launching on Maritime Day took place during the noon hour under the sponsorship of the Portland Port of the Propellor Club of the United States. Governor Sprague praised management and shipworkers alike for their outstanding achievement. Said he, "With these ships and others like them produced at a rate exceeding sinkings, we will get aid to China and Russia. We will service the second front in Europe, and we will sustain a victorious offensive against Japan."

Sponsor of the launching was Mrs. F. M. Augur, mother of Lieut. Robert F. Augur, whom President Roosevelt recently awarded the Distinguished Service Cross for heroism at Corregidor. Mrs. Augur was attended by two maids of honor, Miss Dorothy Augur and Miss Ruth Augur.



**12:30** Hardly had the "James Fenimore Cooper" hit the water than a new keel was being guided into place on Way 4. This was the second of three keels laid on Maritime Day.





# SWING

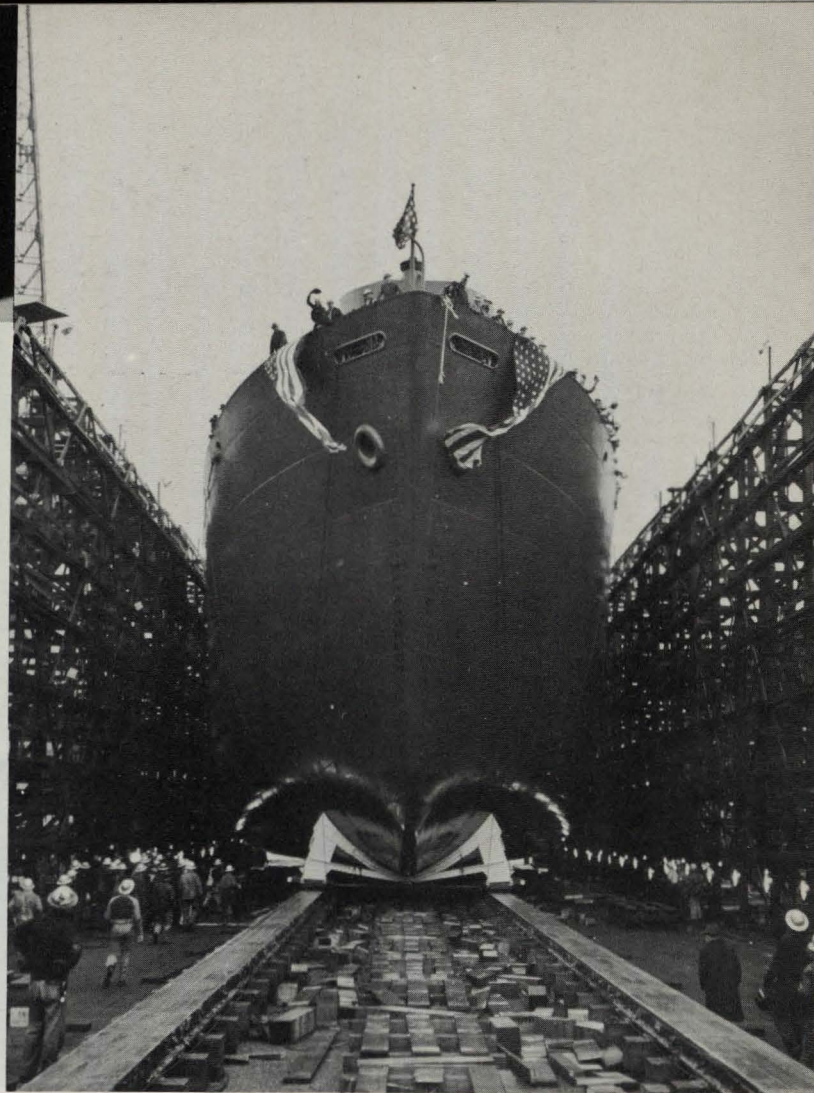
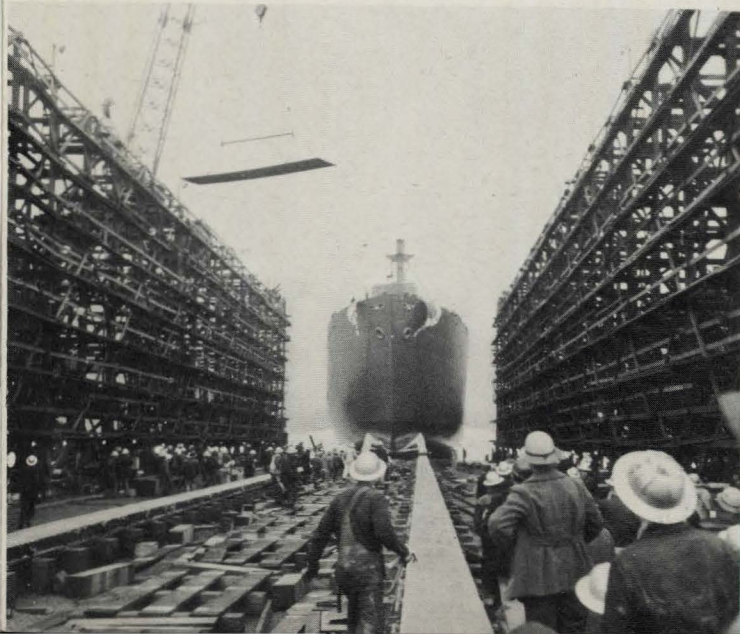


*Eyes shining with excitement, Julia A. Currier, age 4, daughter of Mr. and Mrs. David Currier, presented flowers to her mother during christening ceremonies.*

**4:54** Not to be outdone by graveyard and day shift workers, swing shifters had a launching of their own on Maritime Day when the "Thomas Bailey Aldrich" hit the Willamette at 4:54 p.m., completing the record of three launchings on that memorable day. The "Thomas Bailey Aldrich" was christened by Mrs. David Currier, wife of the Chief Inspector of the Pacific Coast District, U. S. M. C. Her matron of honor was Mrs. A. J. Fraser, wife of Principal Machinery Inspector at O. S. C.



**4:57** Even before the "Aldrich" slid into the Willamette, a new keel was swinging into place to begin another Liberty Ship.



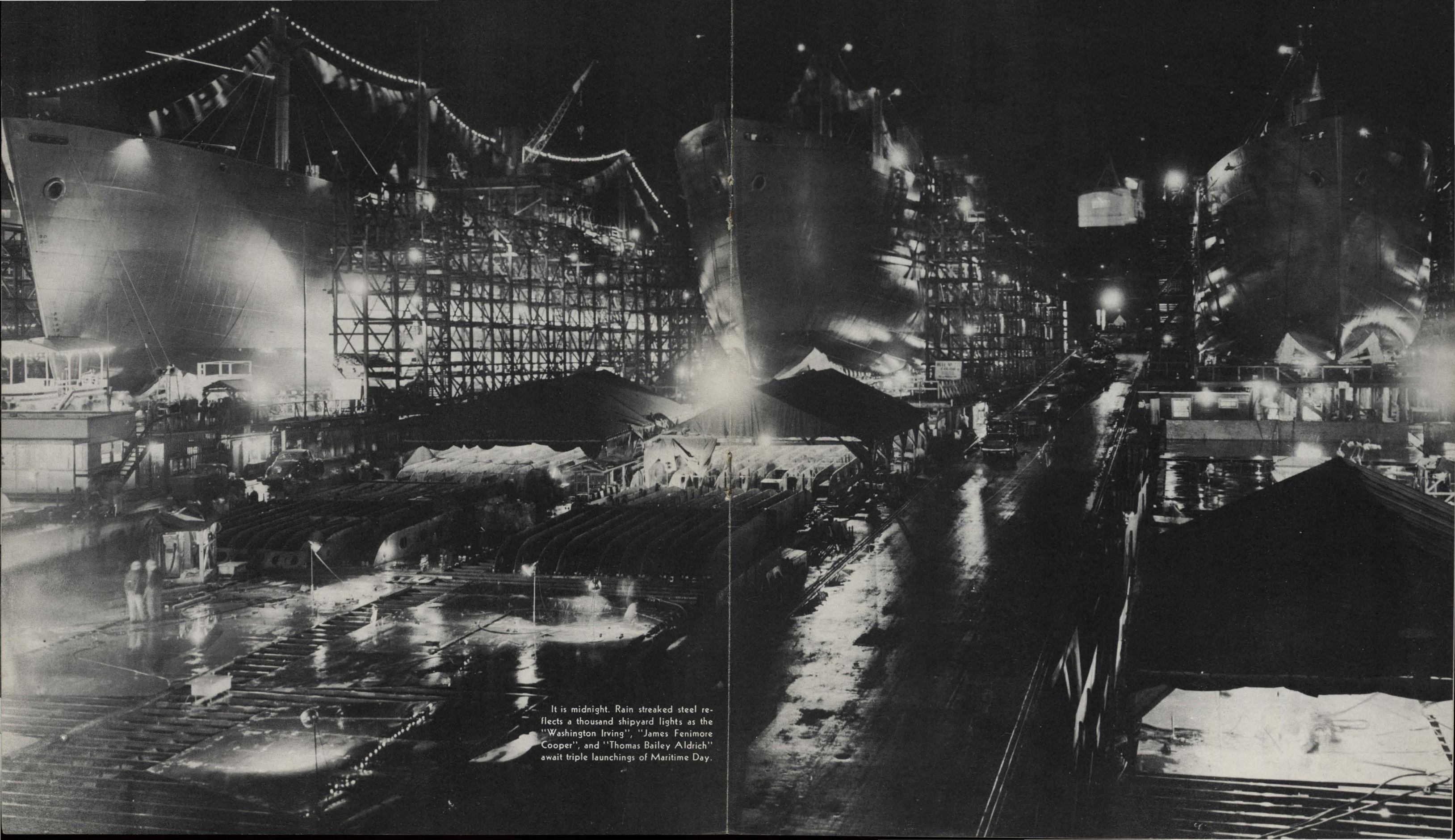
*Down the ways to the Willamette goes the SS "Thomas Bailey Aldrich," No. 39 in Oregon's list of ships launched since Sept. 1941.*



*"Your record should ring around the world to the joy of our Allies, and, I venture to say, to the worry and chagrin of our enemies," said David Currier, Chief Inspector of the Pacific Coast District, U. S. M. C., in addressing swing shift workers. He cited the damage done to foreign shipyards as a result of enemy attacks, and pointed out the responsibility of America to provide the means for world trade not only during the war but long afterward, as well.*







It is midnight. Rain streaked steel reflects a thousand shipyard lights as the "Washington Irving", "James Fenimore Cooper", and "Thomas Bailey Aldrich" await triple launchings of Maritime Day.



# BUDDY, CAN YOU SPARE A PINT—OF BLOOD!

The Portland area is in need of blood for transfusions in time of disaster. Liquid blood plasma already prepared and stored in deep freezing units in local hospitals will fill this need. In order to establish a bank of 2,500 plasma units, the amount needed for Multnomah County in event of emergency, 5,000 donors (men and women) will be needed. At present five local hospitals — Emanuel, Good Samaritan, Portland Sanitarium, Providence, and Multnomah County Hospital — are taking blood from donors three afternoons a week, Monday, Wednesday and Friday, from 1 to 4 p.m. The time for these appointments will soon be extended to hours more convenient for workmen.

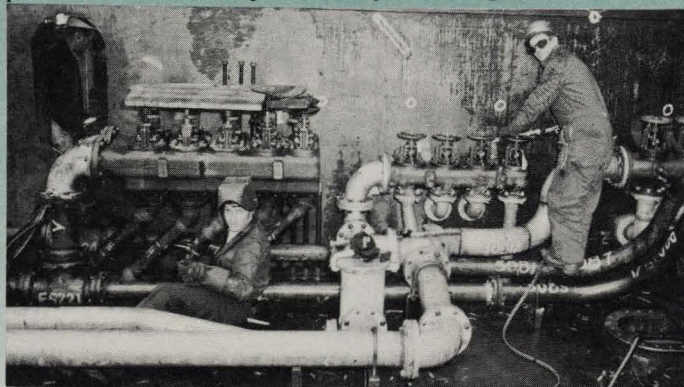
Prospective donors must meet certain requirements. They must be between 18 and 60 years of age, under 250 pounds in weight, and in good health. The donor must not eat any food for at least four hours before his appointment time at the hospital. A drink of clear coffee, tea or

fruit juice is permissible, but milk, cream, or fats of any kind render the blood unsuitable for use in the plasma bank. The donor should allow two hours for his appointment. This includes his time to and from the hospital, the actual time for the donation of blood, and a rest period of 15 to 20 minutes following his appointment. The hospital will supply a glass of orange juice, and the donor should bring a chocolate bar to eat before leaving the hospital.

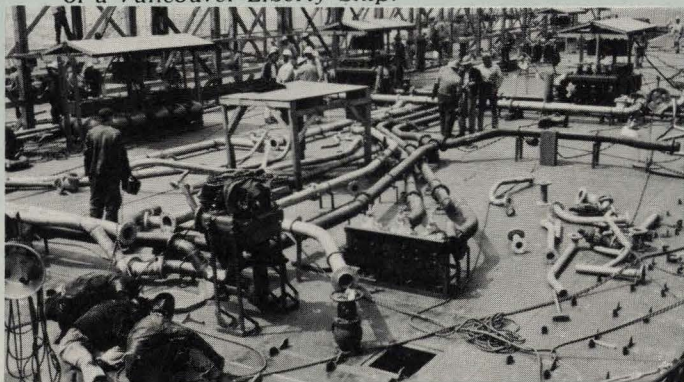
Donors will be given a distinctive lapel button in recognition of this vital war-time service. Portland needs donors! — at least 175 to 200 each week to meet emergency requirements. Shipworkers are urged to participate and may apply by filling out cards which are available at the Bo's'n's Whistle office, Room 217 in the O. S. C. Administration Building, or by applying directly to Red Cross headquarters, 1506 S. W. Alder Street. Telephone ATwater 8561, and ask for the Blood Bank.

## VANCOUVER

It has been but five short months since cattle grazed peacefully on the 180-acre site where now the Vancouver Shipyard hums with activity, for here in America's most up-to-date, most streamlined shipyard, workers are about to fulfill their promise of "More Ships Faster." In just a few weeks, Vancouver's first Liberty Ship will be launched into the waters of the Columbia River. Although only a portion of the 11-bay Assembly Building is being used,



*Pipe installations in the boiler and engine room of a Vancouver Liberty Ship.*

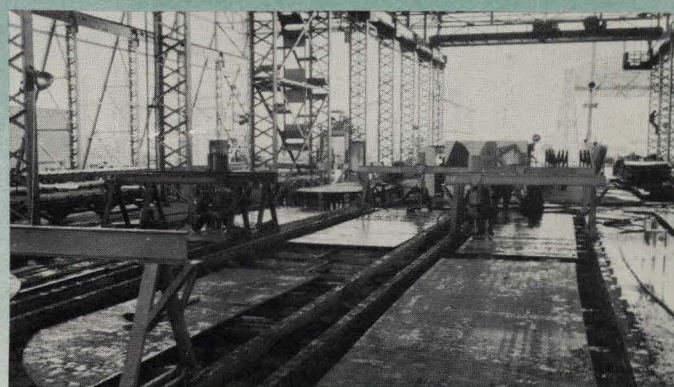


*Progress on the ways at Vancouver is rapid, with a tank top going in on a Liberty Ship hull.*

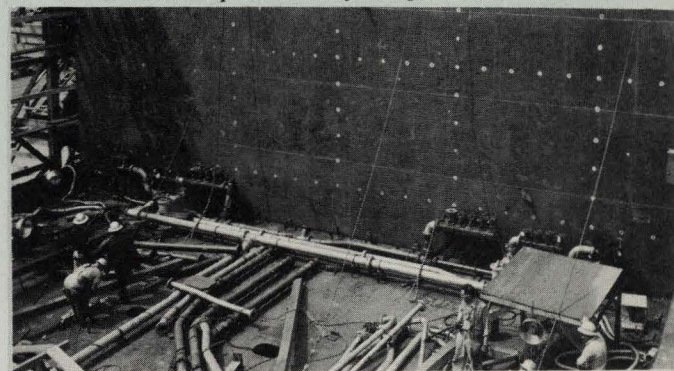
over 40 tons of inner bottoms and bulkheads are being fabricated there every day, and steel is rolling through the Plate Shop at the rate of over 200 tons each day.

The Pipe Shop is in full production, too, turning out over 2,000 feet of fabricated pipe every 24 hours, and construction is being rushed on the revolutionary Deck House Assembly Building.

The model dormitories are already hanging out "Rooms For Rent" signs, and men wanting rooms may apply at the Public Relations Office, Room 221, in the Administrative Building at Vancouver.



*View of Vancouver Assembly Building, showing inner bottom plates ready for prefabrication.*



*Transverse bulkhead and pipe installation at Vancouver. Note size of men in foreground.*





## SCHOOL BELLS RING AT SWAN ISLAND

It's going to take good shipbuilders to build good tankers at Swan Island, and the Kaiser Company, Portland yard is going all the way to make sure that their employees have an opportunity to get the very finest training. For, in addition to the regular vocational classes conducted by the school district in downtown Portland, the Kaiser Company at Swan Island has now completed a vocational training building which will accommodate 4,000 employees in short "improver" courses. This modern school building is two stories high, 36 by 160 feet, and contains 17 regular class rooms, two offices, a statistical room, a store room, a 36 by 40 foot shop with concrete floor, layout floor, and a shop for light mechanical work.

An important part of vocational training at Swan Island is the welding school, with 60 welding machines and the test shop with an additional 14 welding machines. Welder training has already started.

Instructors will be experienced men from various departments and employees may apply for training in their various jobs and crafts at the Vocational School Office.



*Complete training under ideal conditions is promised in the new Kaiser Co. Swan Island Vocational Training building.*



*Don't let this rustic little cabin in the hills fool you. It's Swan Island's ultra-modern welding school building.*

## LICKING THE TRANSPORTATION PROBLEM

According to rationing officials, we're driving our cars on borrowed time, with the probability that nation-wide gas rationing will go into effect about July 1.

When the lid finally clamps down on gasoline sales, you may get gasoline—or you may not—depending on just how badly the rationing board believes you need your car. In all probability, just being a shipworker will not entitle you to unlimited use of gasoline.

In the last issue of Bo's'n's Whistle a plan was outlined whereby fast, economical transportation would be provided for shipyard workers. This plan, developed by Ralph Collett, O. S. C. Traffic Department head, has now been given full approval by the U. S. Maritime Commission, and in addition to other information which you read previously, more details on the system are now available.

### BOATS

Two San Francisco Bay ferries, the "Sierra Nevada" and the "Sacramento," are being towed from San Francisco to Portland, where they will undergo a complete



remodelling. Seating capacity for 3,500 men will be provided and a restaurant will be installed on each deck. These restaurants will also provide box lunches and coffee for workers' thermos bottles at reasonable cost.

These ferries are for shipworkers, and the O. S. C. Traffic Department will welcome cooperative ideas and suggestions concerning the operation of the boats.

### BUSSES

One hundred fifty 40-passenger busses have been purchased, 50 of these to be in operation within four weeks and the remaining 100 within 90 days. In a drive to distribute peak transportation loads more evenly throughout the day, business firms in Portland are cooperating through a system of staggered business hours.

### TERMINALS

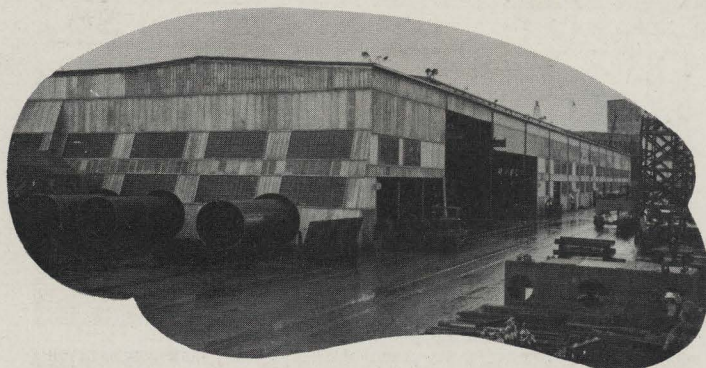
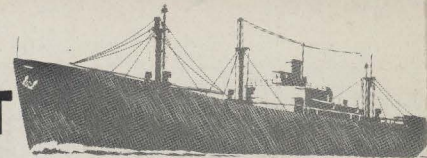
Terminal for S. P. & S. Shipyard trains to Vancouver will be built near Front Avenue, between the Burnside Bridge and the Steel Bridge, and the Front Street seawall near S. W. Stark Street will serve as a loading zone for one of the ferries. Another boat terminal will be located just across the river at the foot of S. E. Stark Street. Several interurban lines, including the Portland Electric Power Co. line from Oregon City, as well as the principal city bus routes, will carry passengers to these terminals for transfer to ferries and trains. Fast, non-stop schedules are being arranged on these lines to cut transit time as much as possible.

*Speaking of ferries, no self-respecting boat can start operations without a proper christening. Therefore, the two remodeled ferries will be given new names and the Bo's'n's Whistle office will soon start a contest for suitable names. . . . More about this later.*





# HOW LIBERTY SHIPS ARE BUILT



## THE PLATE SHOP

After engineers and draftsmen have planned a Liberty Ship on paper, and the loftsmen have transformed these plans to wooden patterns, then comes the all-important work of the plate shop, where engineering ideas become integral parts of the ship itself. For it is here that men, and ingenious machines, cut, bend, punch, and drill the steel that makes a Liberty Ship.

Moving an average of over 800 tons of steel every day through this vast plant involves the talents of many craftsmen. So widely diversified are the jobs in this shop that here we find layout men, shipfitters, crane operators, slabmen, press operators, grinders, drillers, burners, welders, electricians, junior engineers, and many others.

The plate shop operates as a well-organized production line. Plates and materials are marked from templates, cut to size, stamped or drilled, and trimmed, and eventually come out as finished parts to be fabricated into larger sections in the assembly building.

## LAYING OUT

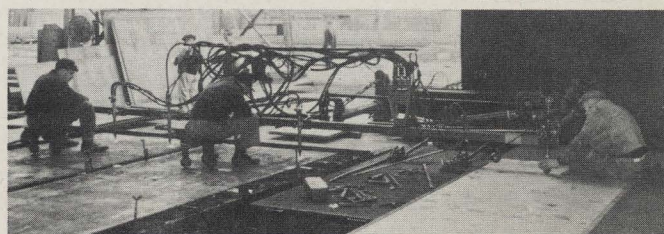
"Layout" is the operation of transferring the lines and markings of a template to the steel itself. By means of huge Washington cranes with a rated capacity of 40 tons, the steel plate is picked up from the storage area and conveyed into the plate shop. It is then transferred to bridge cranes with lifting capacities of 5 to 15 tons and placed on steel horses and platforms of convenient work height. The wooden templates are then clamped to the steel plates ready for transfer of the pattern onto the steel. Shipfitters outline the shape of the required piece by driving punches through holes in the templates. Templates are then set aside and lines between the center punch marks are indicated with chalk lines or scratch awl markings. All code markings on the template are then painted on the steel, indicating size and position of holes to be drilled or punched, instructions to burners, degree of bevel, and other information.

## CUTTING

After steel plates have been laid out and marked, it is necessary to cut them into many shapes, and the edges must be made smooth so they will fit other pieces. It is also necessary to prepare many of the edges for welding by beveling one or both sides of the plate. Frequently both sides of the plate are beveled to form a wedge-shaped edge, which joins another plate of similar shape and forms a double "V". In most plate shop work, beveling is done

by fitting a standard automatic cutting machine with two torches mounted so that they cut at different angles as they travel along the edge of the plate, cutting, for example, a 45-degree bevel on the upper edge and a 30-degree bevel on the bottom edge at one operation.

Both hand and semi-automatic machine torches are used in the plate shop, and one of the most interesting of the cutting torches in the Travograph, an automatic, all-electric cutting machine. It cuts as many as three separate plates up to 45 inches wide at one time; and with it, two to four torches can operate at the same time. In using the Travograph, template transfers are made on a sheet of paper which is rolled out and tacked down on a 150-foot table parallel to the tracks on which the Travograph runs. The operator guides a small wheel over the paper pattern and the torches cut out an exact duplicate on the steel plate. This machine is also used by substituting an electro-magnet in place of the marking wheel. In this case the electro-magnet follows the edge of a steel template.



A smaller edition of the Travograph is the Planograph, which is used for cutting smaller pieces of steel, such as manhole rings, small brackets, or dies. Both the Travograph and the Planograph do beveling and angle cutting at the rate of 10 inches per minute on 1 1/4 inch plate, and as high as 22 inches per minute on the light 1/4 inch steel.

Straight lines are cut with an automatic torch called a Radiograph, which travels on tracks carefully laid on the steel plate itself.

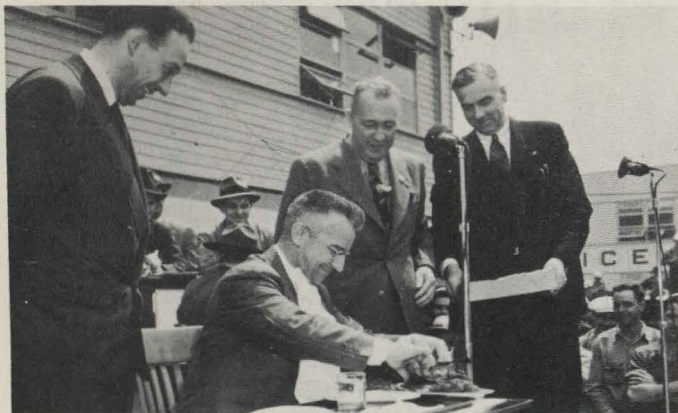
*Laying out and cutting are only two functions of the Plate Shop. The next in this series of articles will tell about other interesting Plate Shop operations.*



*"He says he's an expeditor in a shipyard, but I'm suspicious of this code."*







Taking part in the crow-eating festivities at noon on Thursday, May 21, were, left to right: Edgar F. Kaiser, Ray Conway, Wilbur F. Carl, and Slim Hogan, labor co-ordinator.

☆ ☆ ☆

## CONWAY EATS CROW ... AND LIKES IT

Judging from Ray Conway's grin, eating crow can be a pleasure, particularly when it means that over 27,000 men have signed up for the Payroll Allotment War Bond Plan.

Since the May 21st issue of Bo's'n's Whistle went to press, many departments which were listed as 50% or more have now gone 100%, and authorization cards are still pouring in to the War Bond office, bringing the total O. S. C. participation to almost 95%.

Handling the Payroll Allotment Plan involves a lot of bookkeeping and office work. First of all, the payroll department makes the deductions which the employee has authorized and furnishes a list to the Bond Department. This list is given to the Bond Department on the same day that the employee receives a pay check showing this deduction. It then takes from 5 to 7 days to post all these deductions and issue bonds.

All bonds are then sent by registered mail to the address specified by the employee and should be received within two days from the time they are mailed. Thus, when an employee has a sufficient sum to his credit to purchase a \$37.50 bond with a maturity value of \$50.00, he should receive it within 7 to 9 days from the time the final deduction is shown on his pay check.

**DO NOT FAIL TO NOTIFY THE BOND DEPARTMENT IN ROOM 222, MAIN OFFICE BUILDING, IN THE EVENT OF CHANGE OF ADDRESS.** Also tell them about changes in the amount of deductions, change of owner, co-owner, or beneficiary.

Mr. Ted Gamble of the Treasury Department recently stated that the Payroll Allotment Plan is so successful that they feel confident that compulsory savings will never be instituted. Oregon Shipbuilding Corporation employees can well be proud of their part in putting over this drive—in a big way!

☆ ☆ ☆

**THIS WEEK'S COVER.** One of the three ships delivered by O. S. C. to the Maritime Commission on May 22nd was the SS "John Sevier," photographed by Stivers Vernon from the St. Johns Bridge.



LAUNCHED	41
DELIVERED	36



Sponsor of the SS "Mark Twain" on May 16th was Miss Patricia Ann Shea, daughter of the former president of Oregon Shipbuilding Corporation. Miss Shea was attended by Matron of Honor Mrs. Lester Andersen, and maid of honor, Miss Jean Hampton.



## Radio Show Stars Shipworkers

Helping to christen KOIN's new weekly show, "Company! At Ease!" broadcast from the Geo. A. White Service Men's Center, was Bill Mullen, O. S. C. baritone (left), Johnny Carpenter, KOIN announcer (center), and Harry Bewley (right), Oregon Ship guard, who does right well with the slip horn.

This regular weekly broadcast which is heard every Thursday at 9:00 p.m. features entertainers from all war industries in the local area. Talented shipworkers who would like to audition for this program should contact the Bo's'n's Whistle office at any time, or KOIN's New Heathman Hotel studios on Thursday at 11:00 a.m. Last week's broadcast featured the Guard's Chorus, and other shipbuilders are scheduled to appear soon.

☆ ☆ ☆

## "NEWS AND VIEWS - - by JOHN B. HUGHES"

Recent guest at the graveyard launching on Maritime Day and later at a special Mutual Network broadcast was John B. Hughes, famous news commentator. On Saturday, May 23, he broadcast his regular Studebaker program from a booth constructed on the General Stores Building and told the nation in no uncertain terms about the fine work that Oregon shipworkers are doing.



Published Bi-weekly for ALL the EMPLOYEES of the  
Oregon Shipbuilding Corporation of Portland and  
Kaiser Company, Inc., Vancouver and Portland





**"THANKS  
Shipworkers"**



**3** LAUNCHINGS  
KEELS LAID  
SHIPS DELIVERED