

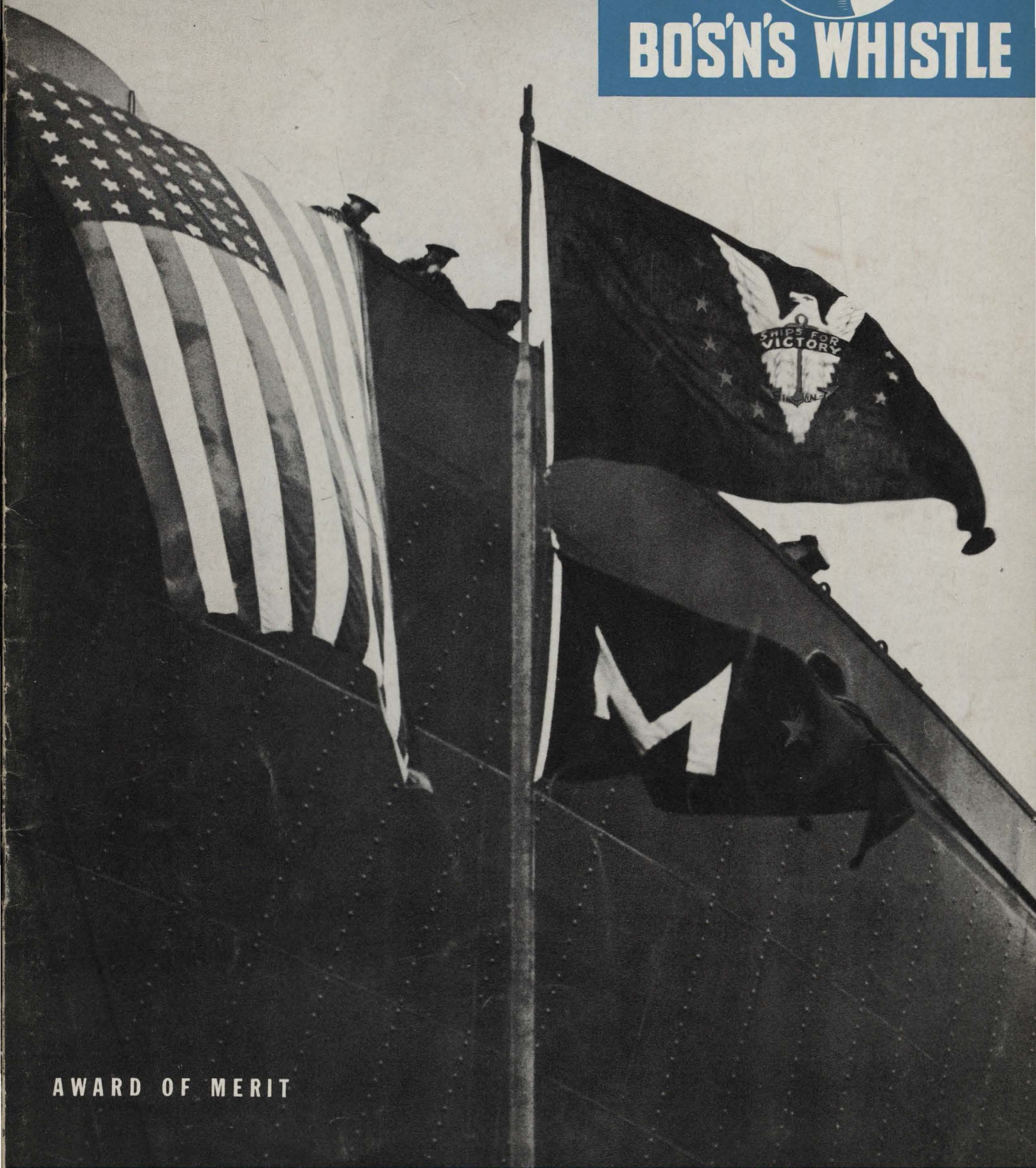
May 7, 1942

Vol. 2, No. 9



The

BO'S'S WHISTLE



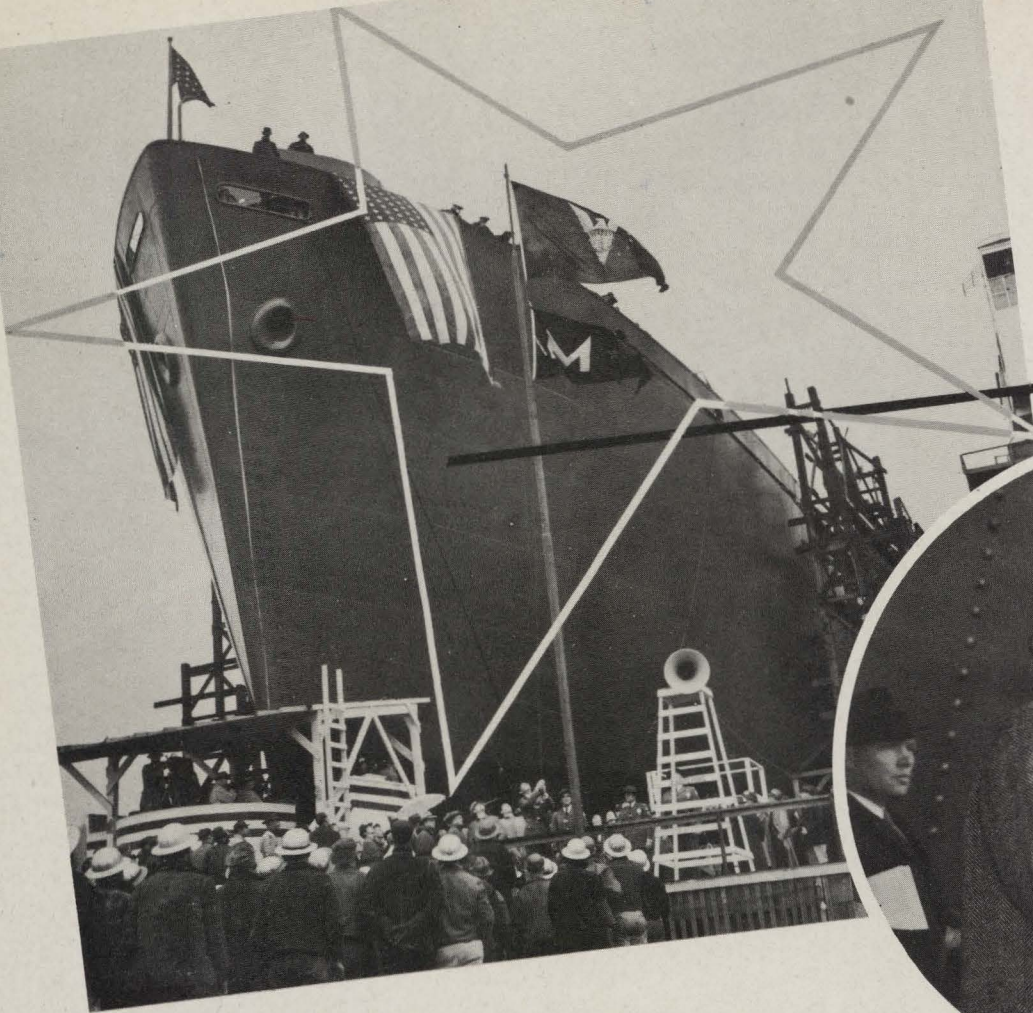
AWARD OF MERIT



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



AWARD



Captain Edward Macauley, one of five United States Maritime Commissioners, drives home ship-builders' responsibilities with the words, "If we delay, hesitate, or falter, we will lose the lease upon which the future of our country and the people of all the United Nations depend."



Happy over Oregon's latest citation are, left to right, Clyde Nelson, shipyard electrician; Carl W. Flesher, U. S. Maritime Commission; Edgar F. Kaiser; Commissioner Edward Macauley; and Mayor Earl Riley of Portland.

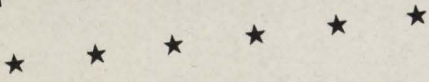
Sponsor's party at the launching of the "Samuel Moody" included (front), Mrs. A. F. Peabody, matron of honor; Mrs. Clyde Nelson, sponsor; Miss Susan Brace, age 3, flower girl; Mrs. James Crider, matron of honor; Dr. Alfred Lockwood, who delivered the invocation. In the back row are, left to right, Clyde Nelson, O. S. C. electrician; Edgar F. Kaiser; William Mullen, sub-assembly supervisor of materials, and Mrs. Mullen, Bill's mother.



Carl W. Flesher, new Pacific Coast regional director of the U. S. M. C., adds his congratulations at the presentation of the Award of Merit Flag.



OF MERIT



To its growing list of production achievements and national awards was added another honor when workmen of Oregon Shipbuilding Corporation were presented with the Maritime Commission's "Flag of Merit" on April 27th.

In ceremonies preceding the launching of the "Samuel Moody," Clyde Nelson, electrician representing the shipyard employees, received the "Merit Flag" and the Maritime Victory Eagle Flag in recognition of the shipyard's accomplishment for the most outstanding production of Liberty Ships of any shipyard in the United States.

Driving rain couldn't dampen the cheers of thousands of yard workmen as Commissioner Edward Macauley and Carl W. Flesher of the Maritime Commission commended employees for their cooperation and achievement. Reflecting the spirit of Oregon Shipbuilding Corporation's 30,000 workmen, Edgar Kaiser said, "This is a time when we must pull together; when we must support each other for the common cause — greater production." And, voicing the determination of shipbuilders to meet President Roosevelt's production goal, "And nothing from hell to sky shall ever turn us back."



LAUNCHED	34
DELIVERED	25

Are you watching the scoreboard? Two weeks ago it stood at 29 launched and 20 delivered. The latest score shows 5 more ships being outfitted—5 more loading cargo or carrying supplies to far-flung battle lines. This makes a total of **TEN SHIPS DELIVERED DURING APRIL** — That's what counts!



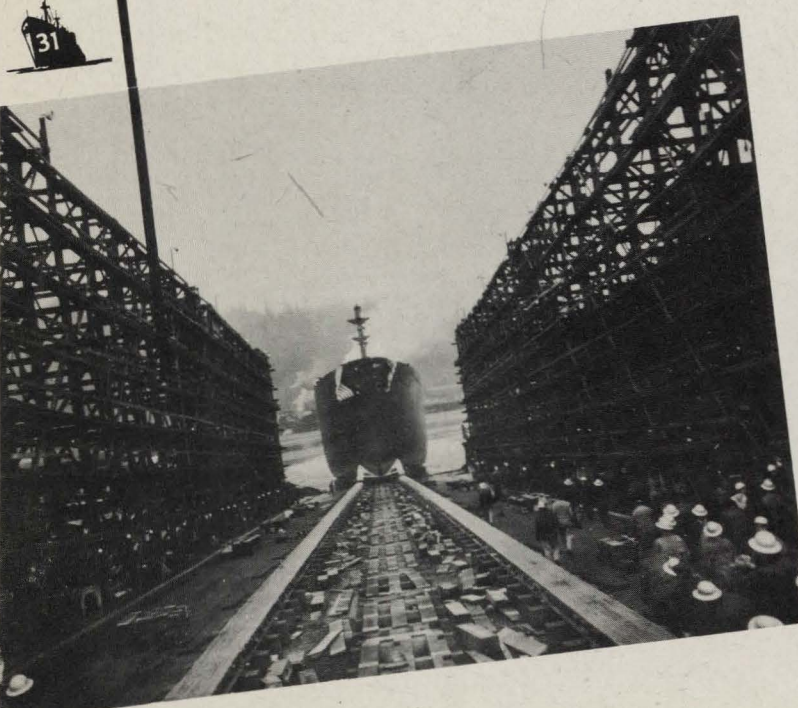
Fourth among shipyard workers to select ship sponsors was J. C. Benson, painter's helper, shown here with Mrs. Benson, who christened the "Henry D. Thoreau," Hull No. 197, April 16.



The smiling lady with the champagne is Mrs. Jack Murray, wife of the personnel manager. Mrs. Murray christened the "Ralph Waldo Emerson," Oregon's 29th Liberty Ship, on Sunday, April 19.



Forty-nine days — 7 weeks — from keel laying to launching is the story of the "James Whitcomb Riley," Hull No. 199. This ship, Oregon's 30th, was christened by Mrs. Todd Woodell, shown here with Mr. Woodell, who delivered the principal address at the launching on April 23.



ANY BONDS TODAY?

The War Bond Department is now under way with a drive to get 90% of all employees at Oregon Shipbuilding Corporation signed up in the Payroll Allotment plan. Already various groups throughout the yard are nearing total enrollment. Assisting the War Bond Department are the boys in the tool room, who are doing a fine job seeing that all men are contacted and urging them to sign Payroll Allotment cards. Already the day tool room employees under E. E. Hank have gone 100%. The Electrical Department reports that 95% of their group have signed up.

To put a real spark in the War Bond Drive, a new Victory Booth has been completed in rush time, and a 20-foot thermometer on this building will indicate the day-to-day progress of yard workers in nearing the 90% goal.

Since Oregon Shipbuilding Corporation represents the largest single payroll in Oregon, we are really on the spot to show a high percentage of participation among our employees. The War Bond Department will appreciate suggestions and help from every employee and ideas for increasing bond sales will be given careful consideration. These suggestions may be turned in at the Victory Booth or sent in inter-office mail to Room 221, addressed to the War Bond Department.

Many employees are still confused about signing their Payroll Allotment authorization cards. Workmen who signed previous pledge cards have gained the impression that the Payroll Allotment Plan is a duplication of their other promise to buy bonds. **THIS IS NOT TRUE.** The Payroll Allotment Plan simply fulfills that pledge by definitely stating that you will buy your bonds through the payroll plan, rather than having to purchase them at banks or elsewhere.

Other employees say that they would rather buy their bonds directly from a bank rather than having the deduction made from their pay checks. If a man is really sincere in wanting to set aside a regular part of his income as an investment in War Bonds, the Payroll Allotment plan offers him far greater convenience, since his bonds, when paid for, will be delivered directly to him at the War Bond office or sent to his home by registered mail.

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THE PICTURES: 1. Ray Conway and Warrant Officer C. C. Owens show official Defense Bond Flag to be presented on attainment of 90% Bond enrollment. 2. Patsy Bauman and Dave Marshall's band entertain shipworkers on April 17. 3. Col. Stromme talks to swing men on April 27. 4. Harry Bewley, guard, on shipyard talent show. 5. Major Al Kelley broadcasts to swing men. 6. Night workers hear Bond program on April 16. 7. Patsy Bauman, KGW-KEX entertainer. 8. Warrant Officer C. C. Owens directing Air Base Band. 9. Edgar F. Keiser pledges yard workers' support to Bond program. 10. Ted Healy and George Frost entertain with yard talent. 11. War Bond thermometer shows 30% participation on April 29. 12. Lunch time crowds at April 17th show.



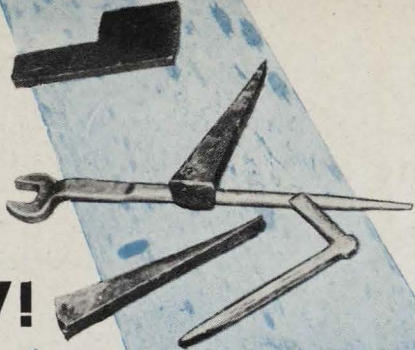
LOOK OUT BELOW!

When an apple conked Sir Isaac Newton on the toupee back in the 14th century and jarred his upper plate loose, people found out about the law of gravity. This law has been on the books ever since, and if you run afoul of it here in the yards, it's good for a week to ten day sentence. For that is the average time-loss for injuries due to falling objects, and according to Safety Department figures, you may have a skull like L'il Abner and still wind up with an arm or shoulder fracture, or maybe worse. Equally bad are tools and materials left around open hatches and holds.

Ways of knocking tools and materials off of high places are numerous. Take the case of Joe McGee, for instance. Joe always goes to work with more tools and materials than he can possibly use. The higher he works the more tools he carries. When he finishes a job, he gets a little dizzy looking down and decides it's too far to carry his tools, so he leaves a hammer, a couple of wedges, a bundle of welding rod, and a banana peel from his lunch bucket near the edge of the staging. If it is quitting time, he races down the scaffolding steps like a mountain goat down a precipice, followed by a pack of workmen headed for the parking lot. More than likely, the vibration on the scaffold will jar these tools and materials overside, even if workmen do not actually kick them over, and some poor, unsuspecting victim below, thinking only of home, family, and a glass of beer, will get hit. Unprotected tools and materials may also be swept off high places by welding hose, air hose, and electrical leads. Occasionally repairmen replace bolts in overhead cranes, leaving these bolts on the walkways, where they drop off and injure men below.

On the ways, clips are used to hold plates to the ribs of the ship. These clips are tightened by means of wedges. These should always be driven in from the top down so that they are inside the clips. If they are driven in from beneath, they may work loose and fall on men below.

Few accidents occur from moving materials overhead by cranes or carriers, because all equipment is carefully checked for every shift. *The same care and consideration for other workmen on your own job can prevent injuries from falling objects!*



Better Jobs For Trained Workmen

With the total enrollment for various classes now over 4500, the vocational training department now has a permanent staff of 14 instructors with quarters in the old cafeteria No. 3 building near the south end of the plate shop. Pipefitters and plumbers, under "Bill" Blewett, make up the largest number for any individual craft with an enrollment of over 1000. Running a close second, with over 900 in training, are the classes for welders and burners, according to Austin Thompson, co-ordinator of welding training. Classes under Larry Cleworth now total approximately 1700 men. These classes include Elementary Ship Construction, Blueprint Reading, Shipfitting, and Wiring.



Yard workmen sign up for vocational training classes.

About 750 lead men and foremen have taken Job Instructor Training. This program has greatly speeded up the difficult "breaking-in" period for new employees and has been a tremendous help in making the work of lead men and foremen more efficient in every department.

All courses of study are constantly changed and brought in line with the latest developments in ship construction. For example, training methods in blueprint reading have been revised three times, and the last revision has just been completed. Pipefitting training classes now cover 18 different courses of study applying to every system on the ship, including a special course in pipe hanging.

The shipyards need trained men, and these men will find greater opportunities in salary and responsibility. You may apply to your supervisor for enrollment in any of the O. S. C. vocational training classes.



A full crew at the vocational training office in the yard. Rear, left to right, W. W. Jones, supervisor; Maurice L. Bullard, supervisor; William B. Blewett, supervisor; Austin Thompson, coordinator; L. R. Cleworth, coordinator. Front, left to right, Orville Bennett, test shop supervisor; Velma Rose, stenographer; Floyd R. Rongsted, instructor in pipefitting; Theodore Gensch, stenographer; Roy E. Holm, clerk.





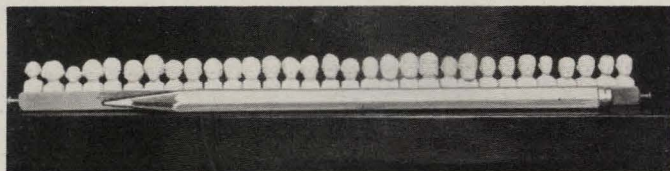
This highly revealing photograph smuggled out of the Vancouver office in the dead of night, shows a lovely birthday cake topped off by Hank White, genial Chief Personnel Clerk at Vancouver, who celebrated a birthday recently. Guesses on his age ranged from 21 to 72. Reliable sources, however, tell us there is a curious discrepancy between the number of candles on the cake and the figures Hank gave the draft board.

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Mr. W. J. C. Bruinier, whose story appeared in the April 23rd Bo's'n's Whistle, was erroneously reported as a clerk in the testing department. Mr. Bruinier is a machinery inspector. Excuse it, please.



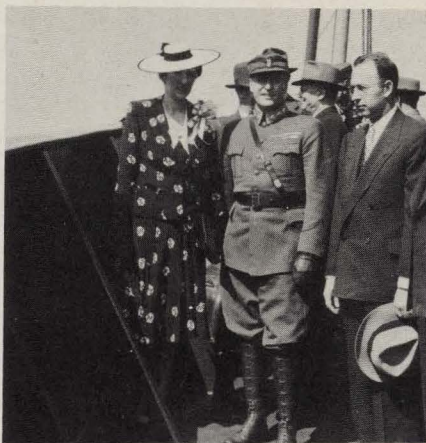
That American women can do a man's work in wartime is ably shown by these two women who recently began work as welders on the Outfitting Dock. Both have graduated from a welding school and are shown as they came through the gates the first day on the job. Left, Jeanne W. Wilde, and right, Mrs. Mary C. Carroll. Mrs. Carroll has a son on Bataan and considers this her way of doing her part for him and his buddies.



Miniature busts of the 31 presidents sculptured in West Indies lime wood. Each of these carvings is 1/4 inch high. Note the pencil in the foreground.

Here's a man to whom shipbuilding is both a hobby and a living, for Mr. Crabtree has been building ships in one way or another since he began as a loftsman's helper in Scotland at the age of 14. Few men in this yard know more about the history and development of shipbuilding than Gus Crabtree.

Since war started, Mr. Crabtree has been making templates in the mold loft. When he isn't helping to build big ships, he makes a living building small ones, for not only is he a very fine sculptor but he has won nation-wide publicity as one of the world's greatest builders of ship models. Perhaps you have heard of him through articles in papers and magazines. You may even have seen his work in the Museum of European Culture in Detroit, in the Museum of Fine Arts in Boston, at Treasure Island in San Francisco, or perhaps in the movies. Gus has built a whole series of now famous models, each one complete from the keel up,



ROYALTY VISITS SHIPYARDS

Oregon shipworkers were treated to a touch of royalty on April 20 when Crown Prince Olaf and Princess Martha of Norway visited the Oregon shipyard on a tour of the Northwest. The royal pair shown above on the deck of a Liberty Ship with Mr. Edgar Kaiser.

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Roger Smith, chief of the O. S. C. guard, recalls the Prince's goodwill visit to the Northwest when Chief Smith escorted the royal party in a tour of Helena, Mont., two years ago.



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Tuesday, May 12, at 8:00 P.M., marks the opening of the softball season at Buckman Field, East 12th and Irving. A boiler-maker's team managed by Guy Ruscigno and Bob Willis will participate. Get your tickets from Guy Ruscigno at the A. F. of L. office.

The

News and Views of C

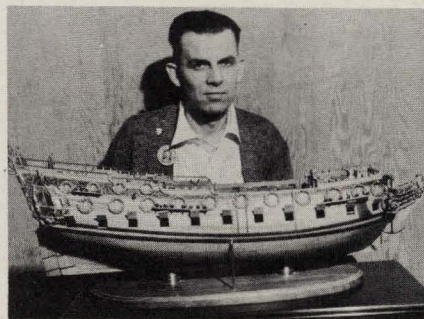
Society note: A shower for bride-to-be Jean Hazelett was the occasion for a party in the blueprint room on Wednesday, April 22. Miss Hazelett became the bride of Private Chet Cron on April 26. Her office friends presented her with a Sunbeam Toastmaster.



Bicycling may soon be more than just a sport to a lot of shipworkers, with tire shortage and the possibility of gasoline rationing becoming acute. Here are two of the latest recruits, Marvin Newman, pipefitter's helper, who pedals 4 miles a day to and from the shipyards, and Frank Mikesh, who travels even further. Both men own cars but prefer their bikes as a solution to the travel problem.

painstakingly assembled bit by bit and plank by miniature plank. His workshop is a Lilliputian shipyard, and a finished Crabtree model is like something out of the pages of Gulliver's Travels.

The 17th century battleship, "St. Albans," shown in the photograph, wasn't just carved out of a piece of pine with a jackknife. Gus did this with delicate jeweler's tools and the intricate carvings were done under a magnifying glass. He has lectured and taught model building, appeared on radio programs, worked as consultant and designer for Hollywood producers, and his reference library on sailing ships is one of the most outstanding private collections in the country. And just in case you want to buy one of these, they sell for \$3,000 to \$5,000 each.



Here is August Crabtree, a template maker in the O. S. C. Mold Loft, with a scale model of the English warship, "St. Albans." This famous warship was built for King James II in 1685. This beautiful model is complete in every detail, scaled 1/4 inch to the foot from plans of the original vessel. The model required a total of 5000 hours to build after months of research.



Yard

Oregon Shipbuilders

Ray Kay has an idea! "Let's set aside one day's pay and split it 50-50 with the Army and Navy Relief fund," Ray Kay, lead man on inner bottom assembly, suggests. He is an ex-service man with a record of 6 years and 4 months in the last war, beginning in August, 1914, when he enlisted in Canada.



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The "Shipworker" stickers enclosed in this issue of the Bo's'n's Whistle are intended to be placed in a window or door of your home. It is against Oregon traffic regulations to use these on the windshield of your car. These attractive stickers have been sent to us by the United States Navy Department. Display them proudly!

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Good Allies and good shipbuilders are these 20 Chinese-Americans who began work on the Outfitting Dock recently. Japanese aggression is nothing new to them, with their homeland under attack for over 5 years.



Father and Son Invent New Type Stinger

Ray Cramer, welder, and his 17-year old son, Marion, an O. S. C. field clerk, have applied for patent on a brand new type of welding stinger, which Cramer now uses daily out on the job. The new type stinger enables the operator, by a simple twist, to change his welding rod without spring tension and by the same operation, fasten the rod securely in place in the stinger. It is also designed to prevent slag from entering the operating ports which furnish amperage to the rod and it is completely insulated against heat. Cramer's stinger is only 8½ inches in length, weighs just 1 pound, and can be easily carried in the operator's pocket, free from lead or cord. On top of this, it is almost unbreakable.

Mr. Cramer was a motion picture operator prior to his employment as a welder at the yards 6 months ago, and his son, Marion, was formerly a Western Union messenger. The new Cramer stinger is a fine example of the ingenuity of workmen applied to making shipbuilding more efficient.

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"CHICK" JOHNSON HEADS CENTRAL EMPLOYMENT OFFICE

To facilitate the interviewing and hiring of all clerical, supervisory and technical help for field and office workers, a new central employment office has been established at S. W. 12th and Stark in downtown Portland.

This new office, under the direction of Mr. C. L. "Chick" Johnson, will hire workers in these classifications for Oregon Shipbuilding Corporation and Kaiser Co., Inc., Portland and Vancouver. The consolidation of hiring for the three yards in this downtown location will more effectively and speedily secure placements. In addition to enlarged interview facilities to handle the increasing number of applicants, the new office will provide adequate seating space and reception rooms for applicants.



Department heads are requested to submit all labor requisitions to the respective Personnel Offices as heretofore, and these requisitions will be forwarded to the central office for labor placement. Shipyard workers should acquaint all prospective employees with the necessity of first registering for interview at the downtown office. Do not direct applicants to the Personnel Offices in the yards.

Workmen and applicants who have been selected by superintendents for supervisory position will be sent direct to the Yard Personnel Offices.

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For the second time, the work of Bob Lemieux, plate shop duplicator, who signs himself "Lem" appears on these pages. This is the first of a new series of character sketches, and Bob will welcome information about interesting personalities for future issues.

His first job was working at his father's bathing pavilion.

In the early 1900's he was a newspaper cartoonist. He once had a comic strip entitled "HEN-PECKED CECIL"....

Bob Lem

LE MIEUX

A DUPLICATOR IN THE PLATE SHOP HAS DEVOTED A GOOD MANY YEARS OF HIS LIFE TO ENTERTAINING THE PUBLIC—HE HAS BEEN A CARTOONIST—ACTOR—COMEDIAN—THEATER OWNER AND SALESMAN....

FOR MANY YEARS HE FOLLOWED THE THEATER FIRST AS A PERFORMER AND LATER AS A THEATER OWNER—HE IS BEST KNOWN FOR HIS BLACK FACE COMEDY....

HE WAS A SALESMAN BEFORE HE CAME TO THE SHIPYARDS....

HOW LIBERTY SHIPS ARE BUILT



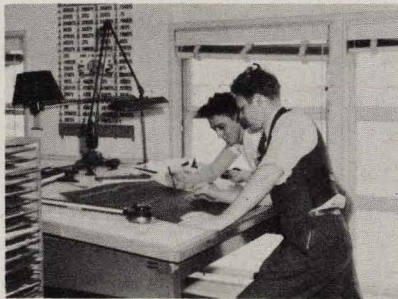
DESCRIPTION

The EC2-S-C1 Liberty Ship is a single screw steamer with a raked stem and cruiser stern. A cruiser stern is one which tapers down finely below the water line and which is full but rounded above the water line. This type of stern offers a minimum of resistance when the vessel is in motion. The Liberty Ship is constructed with two complete decks and is transversely framed with a watertight inner bottom, which is also used to carry either ballast, water, or fuel oil. The hull is divided by 7 main transverse watertight bulkheads which form 5 cargo holds and the machinery space amidships. Trimming tanks, or deep tanks, are provided at either end of the vessel in the fore and after peaks, and deep tanks are located in No. 1 and No. 4 holds to carry ballast, oil, or special dry cargo.

Crew's accommodations are located amidships above the machinery space, with the exception of the gunners, who are berthed aft in a small deck house above the stern. Quarters are steam heated and reasonably tight against gas attack. Not more than 4 men are quartered in each cabin, and with a crew of 54 men and officers, the lowliest hand will be better berthed than many officers were in the early days of cargo vessels.

PLANS

All the Liberty Ships being built by Oregon Shipbuilding Corporation and Kaiser Co., Inc., Vancouver, come directly under the jurisdiction of the Maritime Commission. Plans for the first 43 ships to be completed



at O. S. C. come to us from the firm of Gibbs & Cox in New York, acting as agents for the Maritime Commission. Designs for the Liberty Ships are incorporated into 410 general plans. These are then taken by the O. S. C. Engineering Department and broken down into approximately 1,000 different drawings which are blueprinted and given to different departments. Plans are further broken down by dividing a ship's construction into 193 different sections of major parts, and under each of these divisions, plans for thousands of individual parts are prepared and submitted to the various construction and erection superintendents.

REVISIONS

Revisions are constantly being requested by various agencies. For example, the Bureau of Marine Inspection and Navigation requests revisions dealing chiefly with safety features, such as lifeboats and compliance with safety laws. The American Bureau of Shipping requests changes usually having to do with size, and compliance with construction rules, strength, welding requirements, etc. The Public Health Service often requests revisions having to do chiefly with rat-proofing. Screens over certain ventilating systems are often requested and other variations from the original plans are put into effect. The Navy Department suggests revisions in ordnance and armament. As suggestions for improvements are put into effect by the Architectural Department of Oregon Shipbuilding Corporation, additional alterations are necessary.

HOUSING INFORMATION

A newly formed *Housing Service* has been inaugurated to give *Free* housing information to new employees of Oregon Shipbuilding Corporation and Kaiser Co., Inc., Vancouver and Portland. You can help this housing service by sending in any information you have regarding living quarters of any kind. Any information as to current rents or prices for houses or rooms will be extremely helpful. Housing information may be left at the Main Guard Office, or telephone UNiversity 3611, Ext. 74. Or, you may write to Housing Service, Oregon Shipbuilding Corporation, Portland.

Information gathered by the Housing Service will be given out to new employees through the Personnel Offices at all three yards, or at the new Personnel Office in downtown Portland at S. W. 12th and Stark Streets.

VANCOUVER DORMITORIES

A speed record to top all records in building construction is being set by the Kaiser Co., Inc., Vancouver, contractors in the erection of a block of five 390-room dormitories with accommodations for 1,950 single men employed in the Vancouver plant. 1,100 carpenters and workmen are working 24 hours a day to complete these ultra-modern two-story structures by May 10.



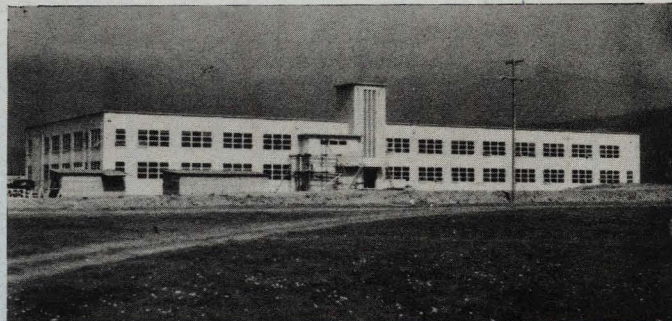
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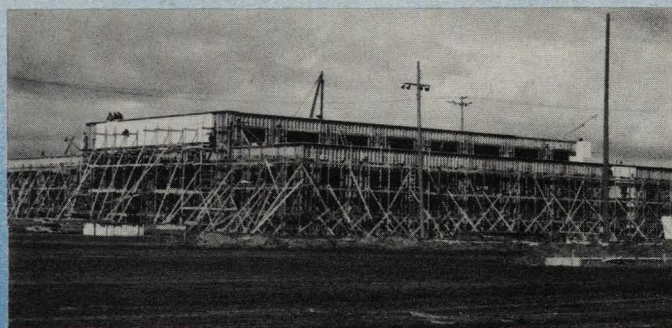
SWAN ISLAND

Building at Swan Island is going on at a terrific pace, with facilities construction far ahead of schedule. Already plans are being made for the first keel laying early in July, with the first huge oil tanker to be launched some time in October. Other buildings not shown here are the new time check building, and I.B.M. building, recently started south of the main office, the huge Assembly Building, one-sixth of a mile long by 240 feet wide, the Plate Shop, the Field Office, which will have two stories above ground and the entire basement for First Aid, and the Acetylene Building, one-third larger than Vancouver quarters.

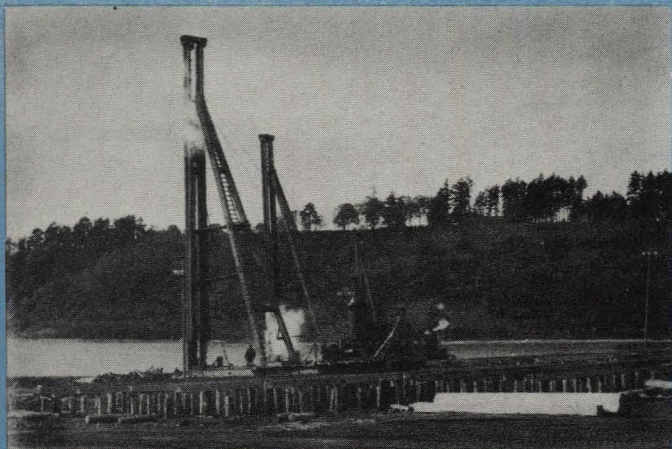
The area north of Swan Island is being filled to make a 7000-car parking lot. Plans are ready for the pontoon bridge over which workmen will reach the island.



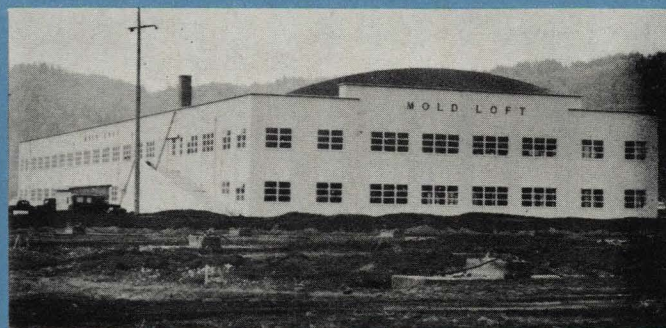
The main office building, with accommodations for 350 persons, already partly occupied.



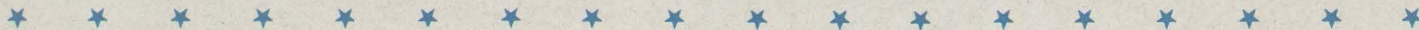
Scheduled for completion on May 15, this picture of the pipe shop, taken 10 days ago is already out of date.



Two of the five pile drivers now rushing the 850-foot ways to completion.



Covering an area larger than a regulation football field is the mold loft, now nearly finished.



In order to place the new dormitories within reasonable walking distance of the Vancouver shipyard, two hundred thousand yards of earth for fill was pumped into the 68-acre tract to form a site for the new buildings.

Each dormitory contains four spacious lounge rooms which will be fitted out with comfortable upholstered chairs, and will be completely furnished, even to a radio and reading material. Bedrooms are paneled in fir plywood

and will be attractively furnished. Plenty of closet space and modern bath facilities have been installed. A huge dining room with a seating capacity of 600 men is now under construction and another 5-building unit is contemplated. Along with the housing unit, parking space for 800 cars has been provided and when completely landscaped, the Vancouver dormitory will be one of the country's most attractive and convenient shipyard housing units.

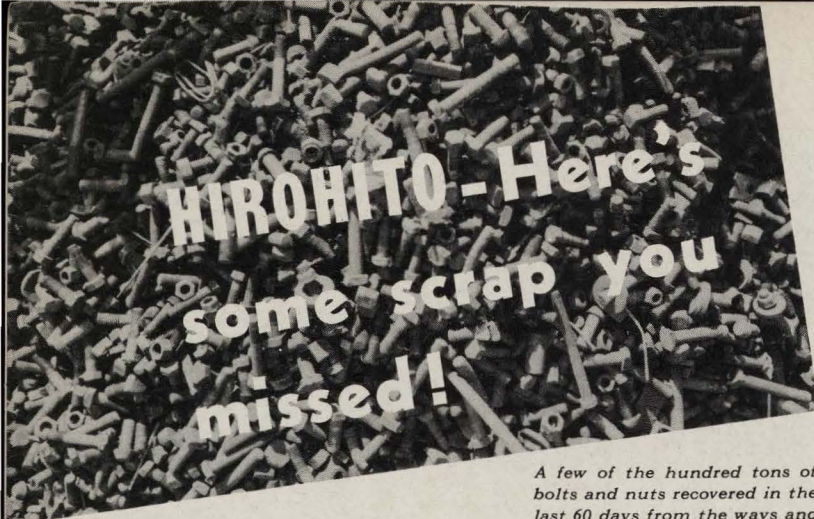


APRIL 23



APRIL 27





A few of the hundred tons of bolts and nuts recovered in the last 60 days from the ways and outfitting dock. Average cost of these bolts was 7c.

Here's some scrap the Japs would be glad to have. Probably they would pay double price for it because for the most part it is going right back into Liberty Ship construction. The 40% that is not usable is returned to the smelter where it is rerolled, usually for plate steel and may find its way back to O. S. C. or another defense industry. If you can imagine a train of 22 cars, each con-



Strippings and scrap from plate shop are cut to size and returned to ways for use as inner-bottom stiffeners.

taining 50 tons of assorted nuts, bolts, washers, and scrap steel, you have some idea of the accumulation of two short weeks in the O. S. C. salvage department. Most of this scrap material is taken from the plate shop, ways and outfitting dock—scrap steel and strippings from the plate shop, bolts, nuts and washers from the ways, damaged or scrap ships material from the outfitting dock.



Thirteen thousand five hundred pounds of pig lead recovered from scrapped electrical cables. This pile is worth nearly \$2,500.

The salvage department has been operating for two months. Its crew consists of 15 men on days, 9 men swing shift, and 11 men on the graveyard shift. Labor gangs throughout the yard constantly collect scrap and

After rethreading, bolts are placed in bins, sorted to size and returned to workmen on the ways and outfitting docks.



send it to the salvage department. There it is sorted, checked, reclaimed whenever possible and returned to the department from which it came. Most numerous items collected are bolts, nuts, rivets and washers. Many of these are in excellent condition; others usable after rethreading and reconditioning; some of them good only for scrap



Driving bolts through "unfair" — out of line — plate holes damages threads, makes them useless. Some of them can be salvaged.



Unusable scrap steel is returned to the smelter, comes out as plate steel for other defense industries.

salvage. So efficient has been the operation of this department that washers are no longer punched in the plate shop, enough being salvaged here to take care of present needs. A common item is the hardened steel drift pin worth about 35c each which lands here in great quantities. This self-same drift pin, if properly used, would save the waste of thousands of bolts damaged by being pounded through off-center holes in the ship's plates. Rivets are a very common item, over 21 barrels having been recovered in less than two weeks.



Scrap plate and angles are recut to specifications and returned to the ways. In background, part of a 60-day haul of bolts, nuts, washers.

Almost every conceivable item used on a ship has found its way to the salvage department, ranging from tiny washers to such expensive items as pull lift jacks and intricate valves worth a week's wages. This department has been so successful that Vancouver has already adopted a similar plan,

A few seconds in this automatic rethreading machine makes old bolts like new. Fifty per cent can be reclaimed.



CONTRIBUTIONS

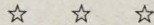


LET US BUILD SHIPS

Let us build ships
 Lay true and straight the keel;
 Fasten in firmly, frames of strongest steel.
 Test well each rivet, strong be each welded plate
 (Let them not say of us, men, "Too little and too late.")
 Hurry . . the ships are needed, hurry . . the seas are wide;
 Slip down the ways, O ship of steel, and out with the
 flowing tide.

Let us build ships
 And more . . and more . . and more;
 A thousand ships may strew the ocean's floor;
 If they sink one . . then we'll build two . . or three.
 So here's a job for you . . and you . . and me.
 Working together, we will see it through . .
 Dig in there, brother . . we've a job to do . .
 Let us build ships!

Written by Mrs. A. G. Salzman
 (Wife of Employee No. 31212)



THE SHIPWORKER'S WIFE

Some of us wives get up at midnight,
 Some of us get up at dawn,
 And the first sweet words that greet us
 Are, "What's cookin'?", through a yawn.

The shower starts to splashing,
 He throws the towels around.
 There's soapsuds on the curtains,
 And his toothbrush can't be found.

He grabs a shoe and pulls it on,
 A string snaps in his face.
 With a sailor's knot he fixes it
 And pulls it into place.

He shouts, "Where's my coat!
 I put it there on a beam."
 And his wife sweetly brings it,
 When she'd much rather scream.

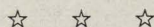
He gulps down his coffee,
 Says, "What's wrong with the pot?
 Don't you know that those rivets
 Should be sizzling hot?"

Through the door he now dashes
 With a swish and a click,
 His speed in that leaving
 Makes Dagwood look sick.

His wife then collapses,
 He's such a darling, she sighs,
 And it starts her to thinking
 How blue are his eyes.

There's thousands just like him
 Who every day go
 To make the ships needed
 To knock out the foe.

—Mrs. Lois A. Dukas.



Thanks to the following for recent contributions: **POEMS:** Eldon W. Woolfolk, Mrs. Arthur Capelle, Robert Graves, A. E. Crozier, Mrs. B. Fones, M. G. Holt, Lillian V. Golmis, Mrs. B. E. Helzer. **LETTER:** Mrs. Oscar Stromme. **PRODUCTION SUGGESTIONS:** Ken Lawrence, E. M. Murphy, W. S. Alden, Fred Kolh, J. N. Pierce. **MISCELLANEOUS:** Joe O. Fuman, Elmer P. Ivey, Dale O. Bustard, J. E. Bergeron, Earl C. Bullock, Geo. H. Bertrand, Dick Allen. **CARTOON:** Art Maloney. **TALENT:** Gus A. Blomgren.



GIVE THE GUARD A BREAK

Regardless of the weather and the time of day, the odds are a hundred to one in your favor that you will get a friendly smile and a helping hand from every member of the guard force. All they ask from you is your assistance and cooperation.

The guards themselves would be the last to admit that the present system of parking is 100% perfect. Yet this is a specific service to all employees in speeding up incoming and outgoing traffic in an orderly manner, and is tremendously important to the efficiency of our workmen. Together with the Traffic Department, the guard force has organized and speeded up the parking of automobiles, and the process of leaving the yard, which used to take one hour on the average has been cut to 20 minutes. All of this means that cooperation between the boys in uniform and the employees is fine.

It takes just a few uncooperative members of an outfit to throw a wrench in the machinery, and the guards estimate that this number is small, perhaps 2% of our employees who do not follow the direction of the guard and thereby work a hardship on the rest of the boys trying to park or leave the yard.

Rules may sometimes get under your skin, but your traffic problems at the shipyard will be simpler if you keep in mind a few "Do's and Don'ts" which make up our traffic regulations:

1. **DON'T** drive over 12 miles per hour in the yard or parking area, or on the incoming road.
2. **DON'T** drive over 5 miles per hour in an area where men are walking.
3. **DON'T** park in an open roadway, restricted area, or any passageway not designated for parking. This makes it tough on other drivers.
4. **DO** keep to the left before coming into the yard on the incoming road if your car carries an office parking sticker.

Let's help the guards by complying with their instructions. They're helping us, too!




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*He needs
your Dollars*



INVEST IN
VICTORY

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PAYROLL ALLOTMENT
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