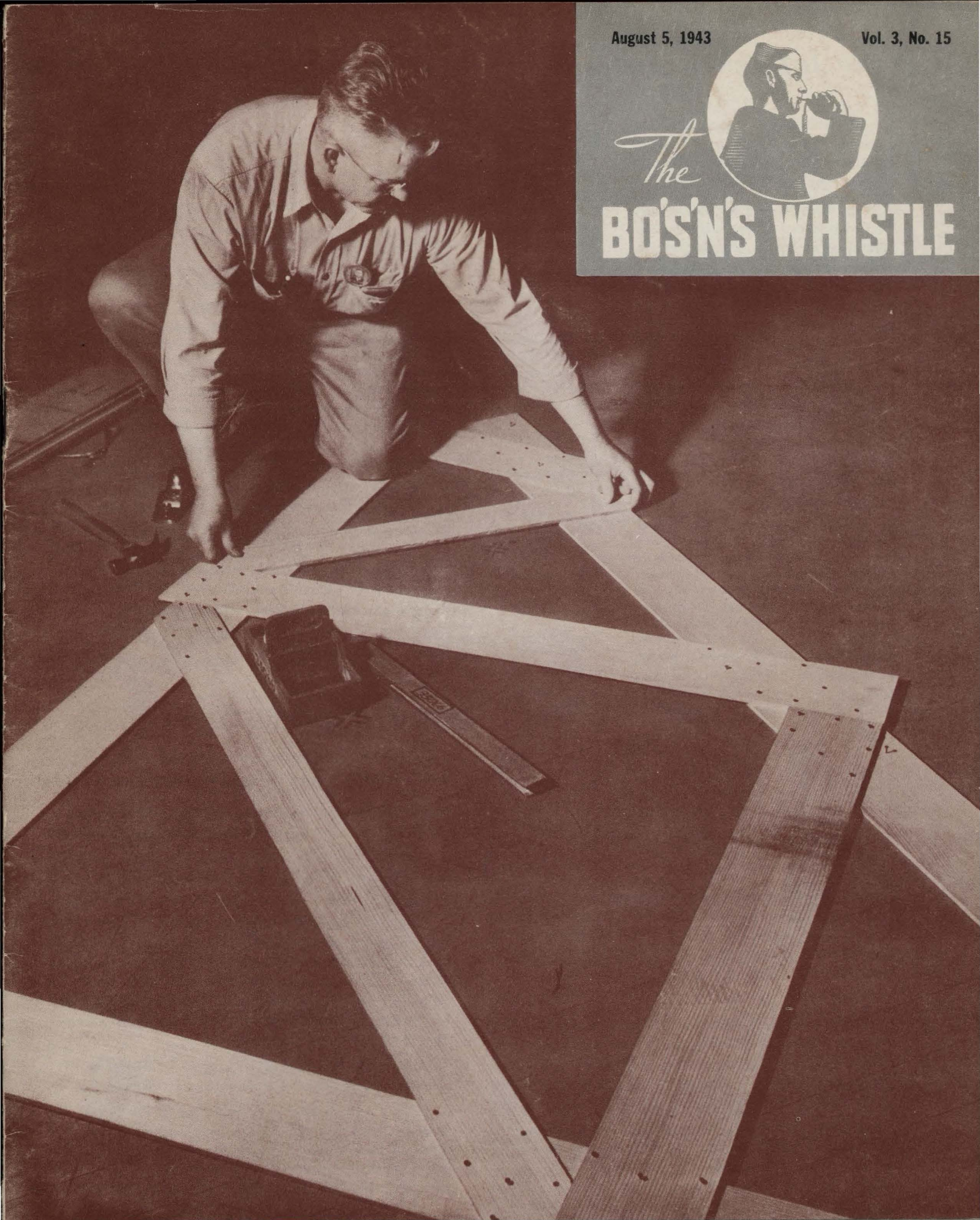


August 5, 1943

Vol. 3, No. 15



The
BO'S'N'S WHISTLE



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



If the Japs should come, are you ready?

IT can still happen here. Military authorities say there is still a good chance that the Japs will take a wild fling at bombing the west coast.

What will you do if the bombs fall? The seriousness of any such air raid will depend upon how well each worker has figured out the answer to this question and how well he puts it into practice. To tell what to do during an air raid, booklets entitled "Air Raid Instructions to All Personnel of O.S.C." are available at the Guard office, Plant Protection department, Personnel office and the Induction department at Oregon, and additional information is contained in the Vancouver and Swan Island handbooks for new employees. Here are a few general rules:

1. Comply immediately with all directions given over the public address system and carry out all requests made by anyone displaying a plant protection badge. The Plant Protection department has selected and trained thousands of men for emergency work, including rescue work, facilities maintenance, first aid field service, unexploded bomb reconnaissance, gas reconnaissance and auxiliary fire control.

2. Cooperate in keeping aisles and thoroughfares free from obstacles.
3. Avoid spilling anything on the floor that might cause someone to slip or stumble.
4. Avoid undue haste in leaving elevated locations such as ladders, stairways, scaffolds, runways, platforms and balconies.
5. Know what you are going to do in advance and leave your work in a safe condition.
6. Be familiar with the location of stairs, fire escapes, doors and passageways that you may have to use. This is especially important for those employed in basements, holds of ships or underground.
7. Avoid carrying tools with you.
8. Do not upset work or tools of other workmen.
9. Do not rush ahead of others. Coolness and orderly movement is safest and will materially aid in avoiding dangerous jams and bottlenecks.
10. Be alert to acts of sabotage.
11. Be ready to assist others.
12. If you are in the office, be prepared to quickly put all cash, currency, securities, secret papers, tracings, blue-



All types of Japanese incendiary bombs are displayed in full size at the main gate at Oregon Ship. A cross-section of each bomb is also shown, along with a description of the way the bomb operates.

prints, contracts and other documents or papers of unusual value in a safe place.

SPOTTERS WANTED

The best way to keep shipyards from being bombed is to spot the enemy planes long before they get near Portland. To accomplish this the Army Air Force needs the help of thousands of volunteer spotters in its Aircraft Warning Service. The week of August 1 to 7 has been set aside as A.W.S. week. During this time a special effort will be made to recruit part-time volunteer spotters. Perhaps you or someone in your family will be able to assist in this extremely vital work.

In Portland apply at the Civilian Defense Headquarters, 1101 S.W. 5th Avenue, or phone the Aircraft Warning Service, AT. 6766. Outside Portland contact your local chief observer.



IT was only three hours after he had gotten to work that Joe caught the splinter in his eye. The splinter might have come from his own work or from the chipper above, but wherever it came from it was now in his eye and it hurt. Another worker sidled up.

"What's your trouble?" he asked.

"It feels like I've caught half this ship in my eye," said Joe, rubbing vigorously.

"Let me help," offered the other worker. "I hear that if you go to the first aid station they're liable to send you home. You don't want to lose a half a day's pay, do you?"

So a little amateur treatment was performed and Joe stayed at work that day, but the next day and for several days afterwards he was laid up with bandages on his eye, unable to work at all. The impromptu treatment had

Something In Your Eye?

**Don't try to be your own doctor...
that's what First Aid stations are for**

failed and the splinter worked into the tender eyeball to do much more harm than it would have if caught earlier.

Instances like this happen often, too often, according to Dr. Forrest E. Rieke, medical director at Oregon Ship and Swan Island.

"For many months a baseless rumor has circulated in our shipyards that any workman reporting to First Aid with an eye injury is sent home immediately," says Dr. Rieke. "This is not the case and never has been. At Oregon Ship, for instance, approximately 350 eye injuries a day are treated. Of these no more than 25 or less than six per cent have to be sent home.

"DO NOT ALLOW A FELLOW WORKMAN TO TREAT YOUR EYE. Go to First Aid for care."

If the injury is extensive, according to Dr. Rieke, the wound, like any other, will require bandaging, rest and quiet so that healing may be prompt and perfect. The first few hours of rest following such eye injury is important and when ordered by the doctor, should be observed.

... They Figured It Out!

PENCILS started flying last week with announcement of the Treasury department's new "Figure It Out Yourself" bond deduction plan. For the first few days nothing but talk of household budgets could be heard in the yards.

The first man to get it figured out was R. D. (Shorty) Goodridge, foreman in the marine pipe department on the ways at Oregon Ship. Goodridge, who helped build the Star of Oregon, was one of the first participants in the original bond deduction plan, and so far has forty \$50 bonds.



When Goodridge totaled up his income and outgo, however, he found that he could actually afford to deduct more than just enough for the one bond a week. Under the new system, therefore, he will take out enough to receive three \$50 bonds every two weeks. At this rate he will have a sizeable stake tucked away by the war's ends.

Many workers have "figured out" just what they're going to do with their bond savings when the war is over. To them making a deduction now is no sacrifice at all, but rather is just a means of providing for a greater enjoyment later on. Here's what a few workers questioned at random at Oregon Ship plan to do when V-day arrives:

A SUMMER RESORT IN NORTHERN MINNESOTA

Up in northern Minnesota there's a lot of rugged country where you can hunt and fish in the tall trees, mountains, lakes and streams. What more could one ask than a kind of life where you could spend all of your time in such a country. Mrs. Mary Galow, timechecker, is working to make this very dream come true. She and her husband came out here from Minnesota and know the country well. Mr. Galow works at Vancouver.



A NEST-EGG FOR RETIREMENT

"This is probably our last bite," says 70-year-old V. H. Calhoun, warehouseman. "After the war I don't expect to be able to compete with the younger fellows and this will give the wife and me a nest-egg to retire on." Calhoun is deducting 15 per cent of his salary in bonds and already has accumulated approximately \$1,500 worth. Mrs. Calhoun, who has charge of a department in a local department store, is also buying bonds.



HE'LL OWN A HOME OF THE FUTURE

A home of the future complete with automatic kitchen, sound-proofing, and built-in television; that what John C. Krogh, foreman of the general stores receiving department thinks of when he totals up his bond deductions. "You can't beat a home of your own," he says, "And I want one with all the latest improvements that are going to be made when this war is over."



SAVE IT FOR OLD AGE

Axel Anderson, a farmer from Montana who is now a shipfitter on the outfitting dock, has strong memories of the last war. Anderson paid out \$10,000 for a ranch and when the crash came he lost a large part of it.

"I'm not going to make this mistake again," says Anderson. "This time all the money I can save is going into war bonds, and I'm not going to spend them for anything, just save 'em for old age."



FINISH PAYING FOR A HOME

Floyd Holt, shipwright leadman on way No. 1, is buying a home. He's also deducting plenty for bonds. When the war ends he plans to take part of his bonds and finish paying out on his home.

"The rest of it I'll just sit on for 10 years," says Holt. "You can't tell what's liable to happen and these bonds will be a good backlog to have around." Holt was a carpenter before the war and expects to go back to carpentering when the shooting's all over.



HAVEN'T GIVEN IT A THOUGHT

Like many other shipyard workers, Dale Robinson, loftsmen, hasn't given much particular thought as to what he will do with his bond savings after the war.

"You can't tell what's going to happen afterwards," says Robinson, "and I figure a fellow is a lot safer if he has a little cash reserve on hand. We've got a youngster in our family, and if everything goes right, we'll probably use it for his education. If things are real good, we might even have enough to do this with a little left over for one of Henry Kaiser's \$400 automobiles. Who knows?"



SHE'LL SEE THE WORLD

What can you think of that would beat a trip across the Atlantic on a super luxury liner of the future... romance... glamour... the excitement of a voyage at sea... and then a trip all over Europe to see the battlefields of this war and great nations in the throes of reconstruction? All these things will be a reality for Bettie Wolverton, attractive adjustment clerk in the general stores receiving room, because that's where her bond money is going.



This group of assistant superintendents, supervisors and foremen is one of the many such groups that attended a series of "Figure It Out Yourself" meetings held by the Bond department at Oregon Ship July 21-22.





CARGO...

THIS is a Liberty ship at work. With her holds packed tight, her decks loaded, and her waterline completely out of sight, she is setting out on the long dangerous voyage to one of the hundreds of allied outposts. Somewhere this load of war materials will provide the necessary margin to defeat the Axis. More Libertys, carrying more guns, more bullets, and more airplanes than the enemy can bring up, will win the war. During July, Oregon Ship launched 17 of these sturdy craft, better than one every other day.

217 Mrs. William Heilig, wife of the assistant welding superintendent, sponsored the SS "William C. Lane" on July 13. Les Voshell, welding superintendent, spoke.

218 The SS "David Douglas" slid down the ways on July 14 with Miss Gloria J. Saltsgaver as sponsor. Dean Johnson, "Keep Oregon Green" chairman, spoke.

219 On July 15, Mrs. Wm. Featherstone, wife of a naval architect, christened the SS "Goerge H. Himes." Joan Featherstone was the flower girl.

220 The SS "J. D. Ross," named after the late Bonneville Power administrator, was launched July 18. Mr. Ross' widow christened the vessel. Dr. Paul J. Raver, present administrator spoke.

221 Mrs. Leslie P. Randall, wife of the assistant manager of labor recruitment, sponsored the SS "James K. Kelly" on July 20. Her husband was principal speaker.

222 A United Seamen's launching was held on July 21 when the SS "Thomas W. Symonds" slid down the ways. Mrs. Germaine G. Smith was sponsor. Attendants were Mrs. Laura Skinner and Mrs. Etta Rowe, all O. S. C. shipbuilders with sons in the merchant marine.

223 Mrs. Ivan S. Chapman, wife of the main pipe shop superintendent, sponsored the SS "Willis C. Hawley" on July 24. Her husband was principal speaker.

224 The SS "George L. Curry" was launched July 26 with Mrs. Russel F. Watson, wife of the vice-president of the U. S. National Bank, as sponsor. Her husband spoke briefly.



U. S. S. NATOMA BAY

LORD HALIFAX, British ambassador to the United States, spoke during the launching ceremonies of the USS "Natoma Bay" on July 20. Lady Halifax christened the vessel, Vancouver's eighth escort aircraft carrier.



"It is with ships like these we have been able, during the latter months, to pass in this submarine business from the defensive to offensive," said Lord Halifax. "No longer do we wait, as the convoys move, merely to be attacked, but we search out the enemy. Our forces are

sufficiently strong and scientifically equipped to do this, and having searched them out, we pursue them and kill them, and, as you know, May was the best killing month of submarines we have had since the war began."

Regarding the post-war problems, Lord Halifax said, "I do not believe that we can say that the efforts of the United States and Great Britain can solve all the troubles of the post-war world, but I do say that there are very few problems that either of us could not solve if we try to solve them together."

James Wilson, west coast representative of the Maritime Commission, gave some interesting statistics.



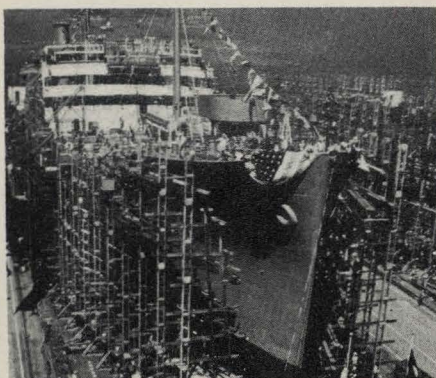
21 Mrs. William H. Harlow, wife of a field engineer, christened the SS "Stony Creek." Matrons of honor were Mrs. Henry Petitmermit and Mrs. William H. Harlow, Jr.



22 Sponsor of the SS "Lundy's Lane" was Mrs. George E. Clinton. Her husband is a Swan Island office manager. Their son, George, was flower boy.

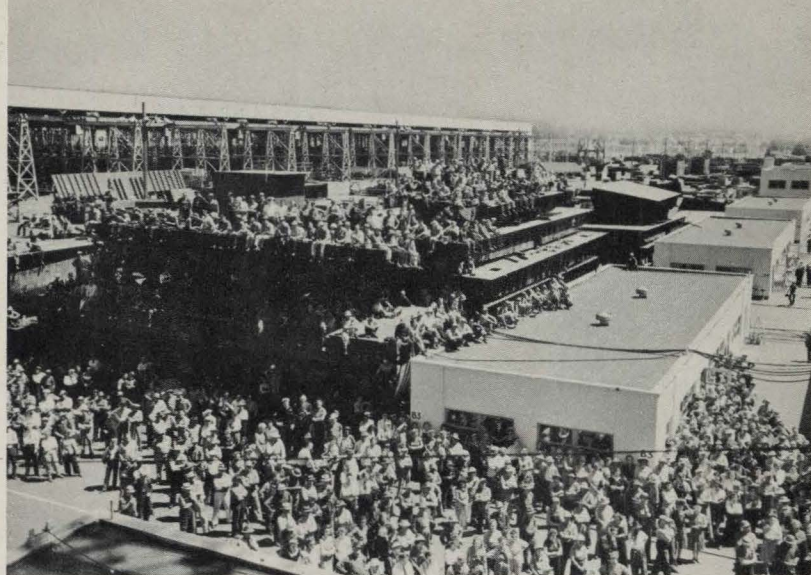


23 Mrs. Dana A. Newton, shown with her husband, who is purchase controller for the Maritime Commission, christened the SS "Fort Erie" on July 28.



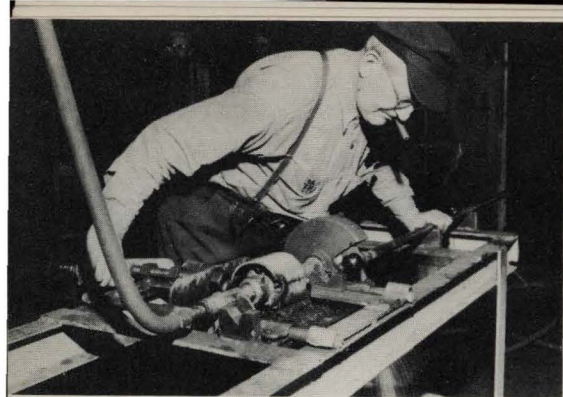
3 TANKERS

SWAN Island launched three more tankers during the last half of July, making a record breaking five for the month. The SS "Stony Creek" slid down the ways on July 13 and just a week later the SS "Lundy's Lane" was launched. The SS "Fort Erie", launched on July 28 after only 63 days on the ways, finished out the month.

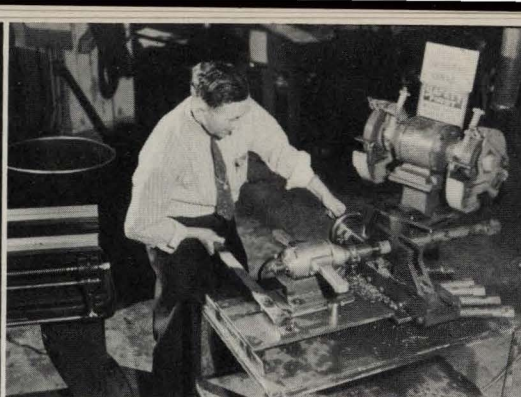


"In the month of June the west coast region produced 51.6 per cent of the tonnage delivered in the whole country. During the same month Kaiser shipyards on the west coast delivered over 60 per cent of the west coast tonnage. Kaiser delivered one out of every three ships delivered in this country."

Edgar Kaiser, as master of ceremonies, spoke briefly. "If we rebuild a world of monopoly and special privilege," he declared, "we will taste a defeat as bitter as a victory for the Axis powers. Our task and our hope is to release our energies for creative effort. Surely one of the great freedoms is freedom to produce."



This is a stanchion knob cutting jig. The knob is cut from a rough bar and the lathe attachment shapes the bar into a perfect sphere.



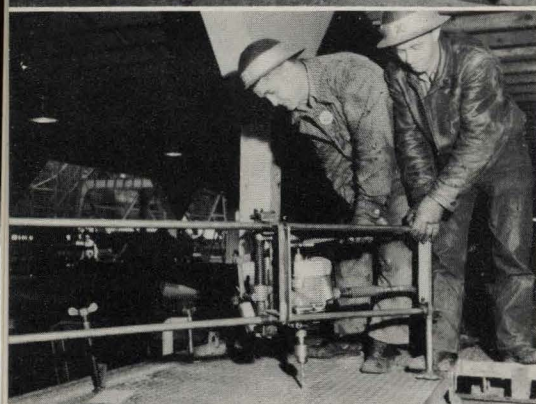
R. T. Burghardt, machine shop superintendent, demonstrates a self-centering jig for boring holes in bolts for the insertion of keys.



A. V. Swan demonstrates a jig he designed for himself to speed up the polishing of stanchions and handrails.

This little jig is designed to hold pipe for welding. The wedge permits a firm grip on the two pipe pieces.

.. If It Saves work, It's a Jig!



The swinging jig holds the drill machine for speedy drilling of holes in floor plates. The machine swings on a five and a half foot arm and eliminates much hand setting.

Largest jig is the flight deck erection jig measuring 260 by 55 feet. Three 80-ton flight deck sections can be fabricated at once.

FORTUNATELY for Mr. Webster, he hadn't visited Vancouver shipyard at the time he compiled his dictionary and defined the word "jig." When he wrote that a jig is "A contrivance with hard steel surfaces to guide a tool, as a drill, or to form a shield or template to work to, as in filing," he simply didn't know about Vancouver shipyard methods, workmen . . . or jigs.

Vancouver workers aren't much better when it comes to stating exactly what a jig is. If you tap any workman on the shoulder and politely ask, "What is a jig?" he will look at you vacantly and vaguely point at a gadget that some other workers are using to bend pipe or bore holes or cut steel plate, and say, "that is a jig." If you wonder why his eyes are vacant and his gesture vague, and if you pry deeper, you'll find that he is busy figuring out a new jig to help him do his own work quicker.

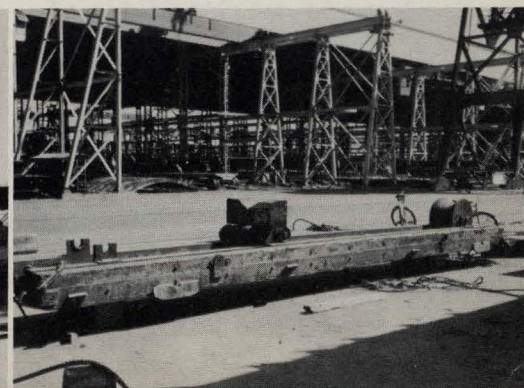
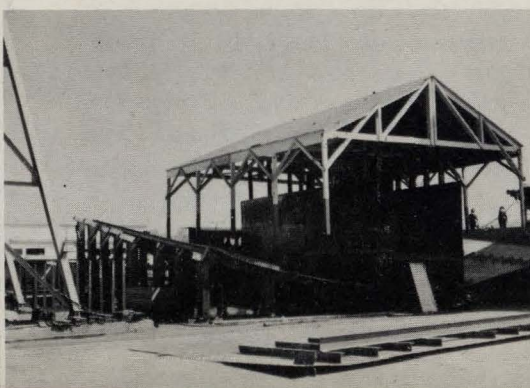
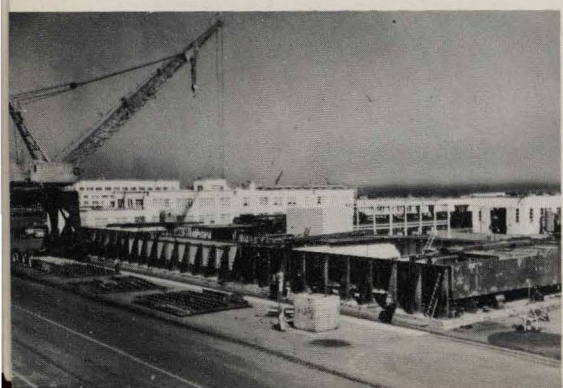
If, however, you stop a man like Sam Cutler, Vancouver's office en-

gineer, or Bud Jenson, of the labor-management department, you'd probably get a definition something like this, "A jig is a gadget that makes jobs easier, takes less men and uses less man hours." Anyhow, most people at Vancouver are just too busy inventing or using jigs to bother about defining them . . . so the best thing to do is spend a month rushing around the mile-long yard looking at jig after jig.

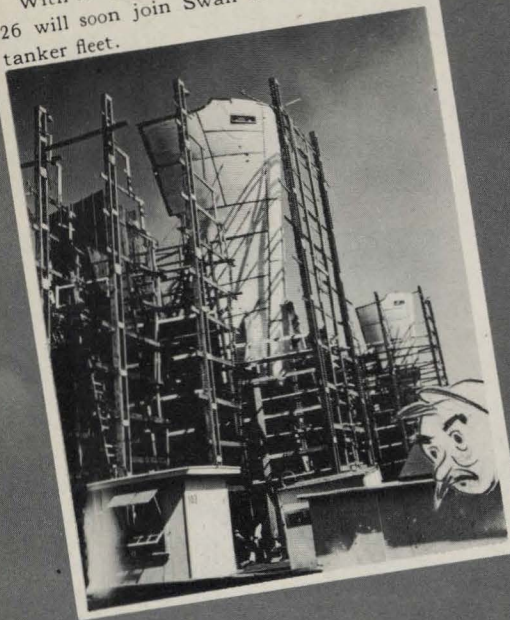
At Vancouver there are literally hundreds of jigs. There are jigs that even Hollywood would term colossal. There are jigs that can only be called tiny. There are jigs in the Pipe, Machine, Electrical and Plate shops. There are jigs on the Assembly, Sub-Assembly, Ways and Outfitting dock. In short, there are jigs everywhere in Vancouver and most of them were designed and built by the inventive and we might even say slightly lazy Vancouver workers who would rather do their jobs better, quicker and with less effort.

This is a multi-purpose jig for assembling shaft alleys, tank tops, longitudinal bulkheads. The section shown will weigh 103 tons.

The shaft installation jig shown here is used to hold a section of the shaft while it is being installed in the shaft alley.



With forepeaks in place, Hulls 25 and 26 will soon join Swan Island's growing tanker fleet.



Untroubled by widgeits who occasionally put chewing gum in the paint is George Jordan from Europa, Mississippi, wielding a brush on Hull 23, launched July 28.

Charles Christie, a burner, who came from New York last October, is evening plates above the main deck. Widgeits will bend them again as soon as he leaves.



James Champas, shipwright, trims a skid block before laying it under the hull.

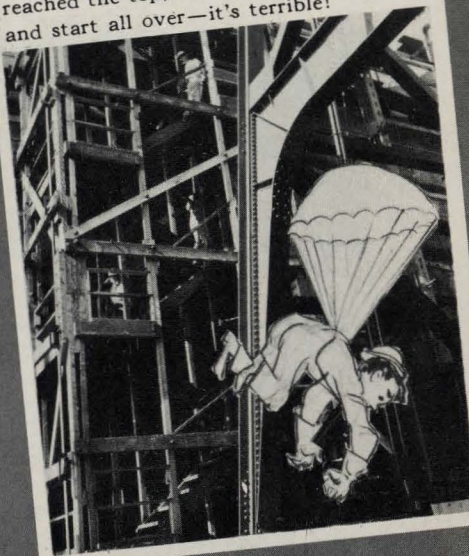
WIDGEITS



Widgeits are the most vicious of shipyard gremlins and they cause everything from kinks in welding hose to Congressional investigations, but in spite of the widgeits, the men and women on the Swan Island ways are making tanker history, cutting down keel laying to launching time from 158 days on Hull 9 to the present rate of 62 days for Hull 23. Ships are now leaving the ways nearly 80% complete as compared to former figures of 60%. Comprising practically one-third of the entire Swan Island personnel, workers on the ways represent nearly all crafts—welders, machinists, electricians, shipfitters, shipwrights, pipefitters, burners and laborers.

... on the
Swan Island ways

It's a long climb from ground to deck on a Swan Island tanker. Widgeits make people forget their tools and after they have reached the top, they have to come down and start all over—it's terrible!



Where there's trouble there's widgeits, think machinists Wm. Jonas, John Johnson and Bob Snell.



Scrapers Lorraine Simmons and Lena Siflinger scrape scale and widgeits off the side of Hull 23, Swan Islands fifth tanker for July.



TIME-SAVING CREW

This crew of marine machinists made a saving of 268 man hours a week by putting a lot of heavy equipment on wheels. Formerly this equipment had to be moved with the aid of a whirley crane onto a truck to the next way, unloaded by another crane and then set up by means of pipe rollers and chain blocks. With all the equipment on wheels, it can be moved from one way to another in half an hour, where it formerly took from four to six hours. It can be set up in 10 minutes compared to the previous four hours. In the picture are, front, Glen Eddy, Roy Bongard, foreman, O. C. Grunseth and G. Cox. Back, William Lang, Henry Hecker, John Johnson and Walter Brundage. Also in the crew but not in the picture are R. Cowan, Walter Ramseth, J. B. Burns and F. Cox.



TEAMSTERS LEADING

As Swan Island's softball league nears the middle of the season, the Teamsters are in the lead by one half a game as a result of their recent victory over the hull outfitting team. Games are played nearly every day at Overlook Park. In the Teamster squad above are Art Wilson, Bones Hamilton, Dale Moore, Ilse, Miller, Art Stearns, Phil Di Gregorio, a man named Mike, Noble Cays, Red Kirkpatrick, R. W. Rogers and Pete Petersen.



4-F'S ENTERTAIN

Vancouver day shift workers were entertained during lunch hours Wednesday, July 14, by the Vancouver "Four 4-F's" with a program of jive, jam and "hot licks." The show was held in front on Way 6. Featured were Kenny Wilson, piano; Gene Becker, cornet; Earl Jackson, clarinet; Warren Black, guitar; Duke Roslyn, drums; and Jean Mailand, M. C.

USE ENOUGH POSTAGE

The post office department complains that many persons mailing out Bo's'n's Whistles are failing to use enough postage. When mailed third class and so marked, the postage is 1½ cents for each two ounces in weight. As each issue of the magazine exceeds the two-ounce weight, three cents or more is necessary for postage. It is further pointed out that the Maritime Commission allows publication of enough magazines to provide one for each employee. Any worker taking several is depriving a fellow worker of his copy.



GRUNT 'N GROAN

Cliff Theide, hull supervisor on Way 6, tangled with Jim Malonie, Commercial Iron Works star, during a lunch hour show at Vancouver July 22. Later, on the swing shift program, Theide took on Sergeant Chet Wiles of the Portland Police department. Ernie Piluso, maritime inspector, refereed the day match and Kermit Stewart the swing shift tangle.

☆☆☆

BAGPIPERS

With their bagpipes blowing, these 17 shipbuilders from the Burrard Dry Dock Company of Vancouver, B. C., recently visited the three Kaiser shipyards on all shifts. The Burrard company sent the pipers on a goodwill tour of some of the Northwest shipyards as an award for a whole year's work without absence from their jobs.



LIBERTY SELLS STAMPS

The Samuel K. Barlow, Oregon's 223rd Liberty ship, at the seawall near the Burnside bridge, where 27,276 holders of war stamps viewed it July 17 and 18. Inspection was sponsored by Portland merchants who issued special "Shangri-La" tickets to board the vessel with the purchase of \$1 or more in war savings stamps. Altogether \$220,000 in stamps was sold.

The Yard



SUPERINTENDENTS WIN

Oregon Ship superintendents defeated their younger assistants 17 to 4 in a softball game at Pier Park on July 15. On the assistants' team (above) were, back row, H. Freeley, Buck Bennett, Windy Anger, George Humphreys, Clyde Wells, Bob Porter, Gene Palmer, Ralph Winchell, Dick Newman and Bill Bond. Front row, Bill Heilig, Mac McHenry, Louis Clifton, Jimmy Garrison, Dewey Zweigart, Harry Young, Bert Provost and H. Boggs.

On the "supers" squad (below) were, front row, Les Voshell, Scotty Wright, Bob Meyers, Russ Hoffman, H. Hockett, H. Dyhrman and Al Abrahams. Back row, Ray Hauseman, Jerry Coombes, W. E. Reber, Don Deckabaugh, Tony Robinson, Walt Torres, Cap Cail and Ray Steiner.



Y.W.C.A. INVITES WOMEN

The Y.W.C.A. at S.W. Broadway and Taylor streets has invited all women in industry to use the "Y" as their club for off-hours play. Wednesdays, Saturdays and Sundays are the main days for working women. They may enjoy the social clubs, beau parlor, gym, swimming, crafts, rum-pus room, music, showers and dancing.

☆☆☆

BARRACKS TALENT



When Hudson House talent visited the Swan Island barracks for a one-hour open air program Tuesday night, July 20, a challenging master of ceremonies asked what the Islanders had to add to the show. The challenge was answered when Marvin Ector, a pipe shop employee, was pushed to the platform to do an eccentric dance to the sway of a table held in his mouth.

NEWS AND VIEWS OF THE THREE SHIPYARDS



NURSE AIDES GRADUATE

Here are nine office employees of Vancouver who recently were graduated from a Red Cross Nurse Aide course at the Northern Permanente Foundation. Graduates, upper row, Eleanor Skogmo, Ingve Wangness, Instructor Theadra Cooper, Frances Standholm and Audrey Jackson. Lower row, from left, Frances Watson, Marian Gregoire, Frances Payton and Marjorie Aiello.

LIP READING CLASS

The Portland Society for the Hard of Hearing is offering classes in lip-reading at the society headquarters, 918 S. W. Washington Street, on Monday evenings from 7 to 9 p.m. and Fridays from 2 to 4 p.m. Visitors may consult the executive secretary from 9 a.m. to 5 p.m. week days.

SINGER - ADVENTURER



Swan Islanders recently enjoyed the baritone voice of Byron "Bones" Hamilton, transportation department, at a Victory center program. "Bones" was a football star at Jefferson High School and later went to Stanford

University. Upon graduation he enlisted in the navy and became a bo's'n's mate. After his discharge he went to Spain and spent two years assisting American refugees out of that country during the civil war. Upon return to this country he toured the nation as a singer with various orchestras.



AT VICTORY CENTER

The "Flat Top Six" from Vancouver entertained at the Portland Victory Center on July 23. Jean Mailand was master of ceremonies. Included in the "six" were Kenny Wilson, piano; Gene Becker, trumpet; Warren Black, guitar; Earl Jackson, sax; and Fred Walker, drums. Edna Shimmons and Maragret Barrett were vocalists.



FIGHTING FAMILY

F. E. Shaffer, chipper on the ways, helped drive rivets in the Star of Oregon. Mrs. Shaffer is a shipwright helper on the ways. Shaffer served 28 months with the "Lucky 13th Black Cat" division of the 44th Infantry during



World War I. They have three sons, Melvin, 23, former O.S.C. draftsman, with the marines on Guadalcanal. He is shown in the picture (above) standing at the left wearing a steel helmet. Their second son, Robert, 21, ex-O.S.C. shipfitter, is now on a destroyer in the navy. Jimmie, 12, runs the house.

★ ★ ★

LAUNCHING GUEST NOTICE

Prior to entry of the United States in the war the early launching ceremonies were public occasions attended by workmen and their families. It is now necessary because of defense regulations to prohibit the admittance of the public into the shipyards to witness these ceremonies. Only immediate members of the sponsor's party holding official passes will be permitted within the yards. Employees on duty on the day of the launching may also witness the ceremonies.

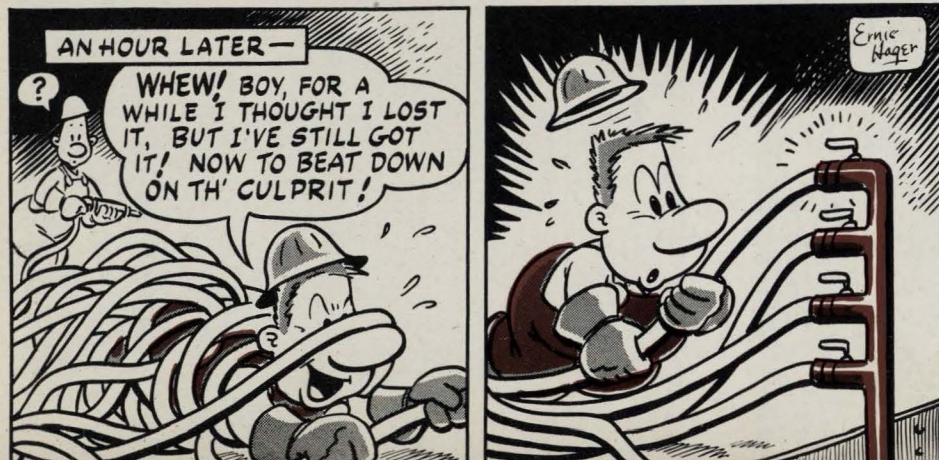
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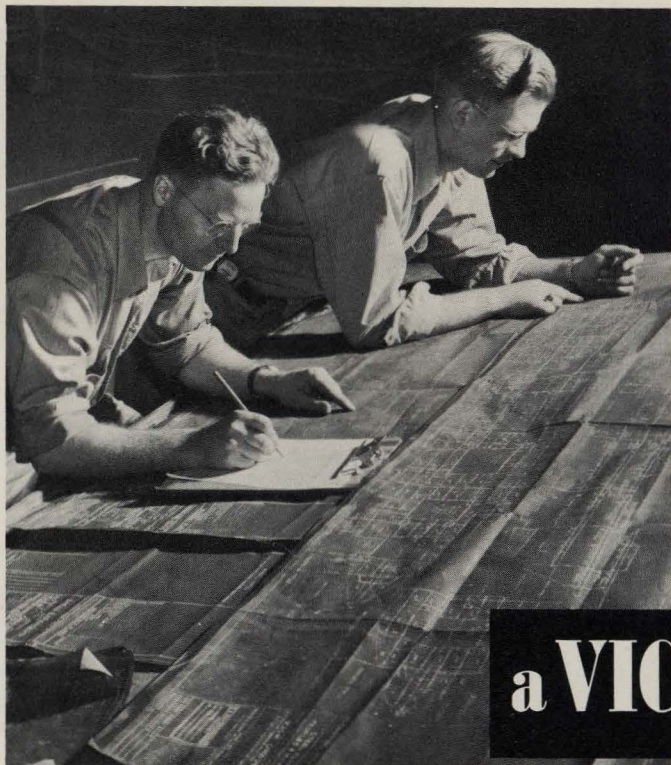
ONE-ARMED WELDER

Eva Huggett is the first and only one-armed lady welder at Oregon Ship. Miss Huggett lost her left arm at the age of two and a half when a train ran over her. She took up welding at Oregon after being turned down by several other schools. Upon completion of her 30-day training period she became a production welder and is now a welder on the ways. Her father, C. M. Huggett, is a driller in the plate shop. A brother, Marion, is a second lieutenant in the army air corps in Florida. He was formerly an expeditor in Vancouver. A sister, Mrs. Laura Davis, operates the rolls in the plate shop at Vancouver on the graveyard shift.



STUBBY BILGEBOTTOM - - - by Ernie Hager



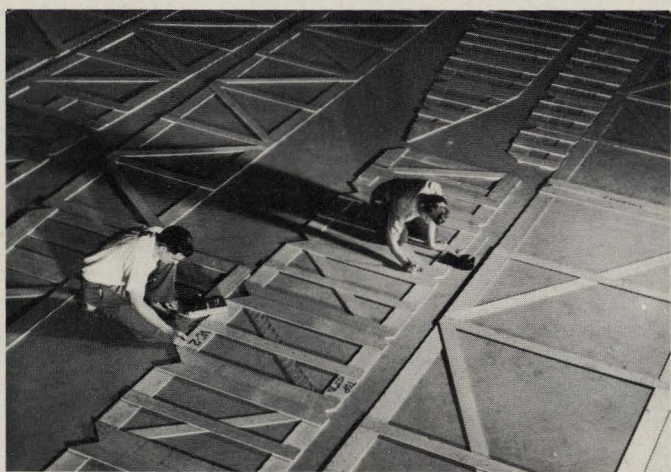


Studying and checking these blueprints are A. L. Wilson, leadman, and Herb Izer, loftman.



Loftman Dale Robinson is hard at work girthing a shaft bossing.

a VICTORY SHIP gets its start



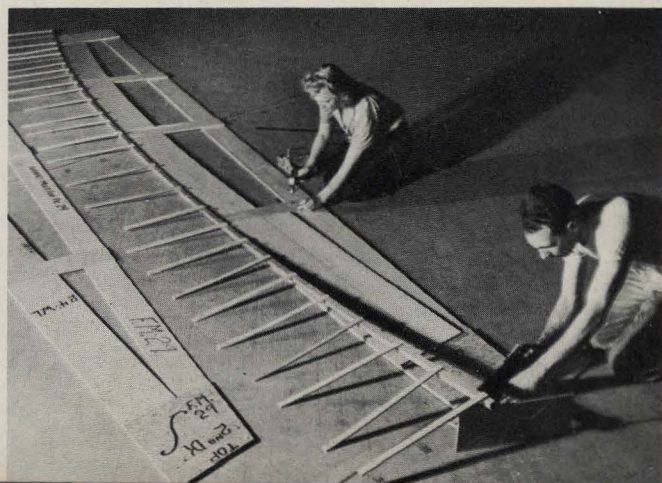
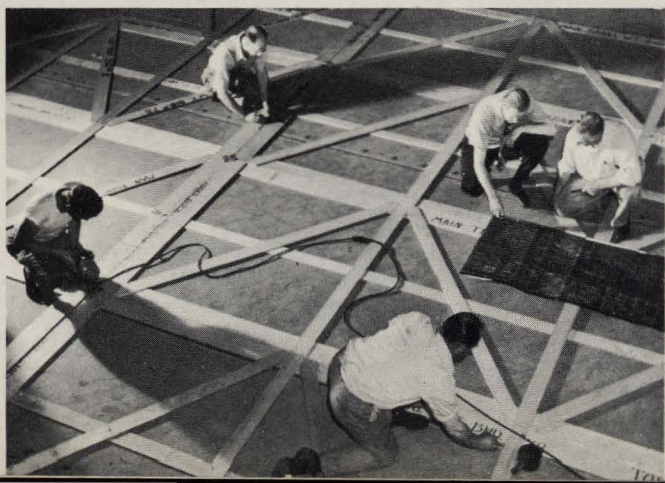
Hank Williamson and Mary Smith letter vertical keel templates for inner bottoms.

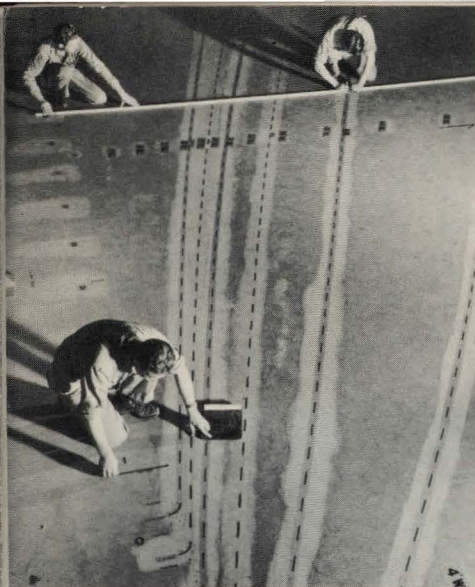
While Leonard Edgerton and Bill Carlon, loftsmen, letter and bore the main transverse bulkhead template, Joe Ivey and Alex Watson, leadmen, check details from the blueprint.

A FEW weeks ago a crew of Oregon Ship sanders started out across the mold loft floor with their machines a-whirring. As they progressed, the lines of Oregon's famous Liberty ship disappeared into fine dust behind them. A chapter of shipbuilding history had ended, another was about to begin.

For on the next day, on that same floor, now refaced and re-varnished, a crew of loftsmen began to lay out offset lines for the Liberty's successor, the bigger and faster Victory ship. The crew started literally from "scratch." Once the lines are laid out, corrected and trued up, they are actually scratched in the floor with an awl. Though a confusing puzzle to the average layman, these lines, nevertheless, are an actual full-scale drawing of the Victory ship covering 20,876 square feet of floor space. From these lines templates are made, and from the templates are shaped the various pieces of steel that form the finished vessel.

Mary Sullivan, helper, and Dale Robinson, loftman, build a template and finished furnace mold for main frame No. 29.





A full-size plan of water lines, decks and stringers at the forward end of the ship is here laid out by W. Curtis and M. Dressler, loftsmen, and Al Wilson, leadman (bottom).



Mary Smith, helper, and H. Cate, loftsmen, hard at work on an inner bottom floor template. In the background are L. Lee, loft foreman, and J. I. Teed, loft supervisor.



Scotty Cate, loftsmen and Mary Smith, helper, nail up an interbottom floor template.

By the time the present contract for Liberty ships is completed, the mold loft will have finished construction of the new templates and the purchasing department will have the steel ready so that actual building of the ships can get under way. with the first keel laying scheduled for December first.

The new Victory ship marks a decided change in cargo ship construction. The nation is looking for faster and bigger vessels. In dimensions the new ships will be 13 feet, four inches longer than the Libertys and will be five feet, eight inches wider.

There will be a number of changes in method of construction. The new ship will make greater use of prefabricated sections. This will mean more work in various corners of the yard but will substantially relieve congestion on the ways. The new vessels are to be 100 per cent welded with the exception of the gunwales.

In handling templates and steel plates, engineers will have to forget all about the old Liberty ship code designations for various sections of the hull. Instead they will

use a system of abbreviations closely resembling that used at Vancouver. Sections will be abbreviated in the following manner: "TT" for tank top; "PD" for platform deck; "2D" for second deck, etc. The marking will be an abbreviation of the full name in most cases.

The vessel will be divided longitudinally into sections. Markings will begin at the forepeak running aft to the aft peak. The markings will be FP-Stem to Frame 14, A-Frame 14 to Frame 25½, B-25½ to Frame 37, and on to the after peak which will be AP. The marking of templates in this manner will enable mechanics to instantly know exactly into which section the shell will go. For instance, material marked "TTA" would go to Tank Top section A.

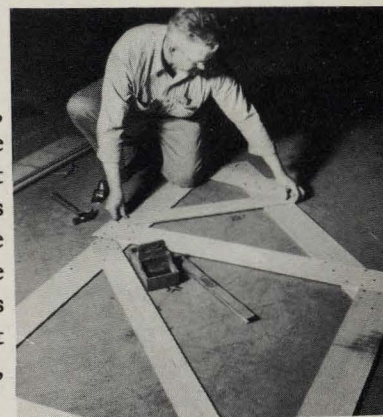
The new Victory will have a foc'sle deck in the forward end of the ship. It will run from Frame 37 forward and will set above the main deck. There will also be one more deck than in the Liberty, over holds 1, 2 and 3. It is called the platform deck and runs fore and aft 15 feet and 18 feet, respectively, above the base line.

Where ships are formed. Here's a scene in the Oregon Ship mold loft now engaged in changing over from Liberty to Victory ship construction.



COVER MAN

W. Norris, Oregon Ship loftsmen, is cover man for this issue of the Bo's'n's Whistle. Norris is important because at the present time templates are being prepared at Oregon for the new Victory ship that will succeed the present Libertys. In the picture he is bracing a template for a bracket center line, frames Nos. 37 to 39, above the tank top.



under many a TIN HAT

...is born an idea that speeds production.

Here are the War Bond winners for July

SWAN ISLAND

Six Suggestions -- First Prize, \$100 Bond

S. B. Loye, assembly foreman, set a record for the greatest number of suggestions in one month. During July he contributed six acceptable ideas. On two of them he cooperated with other workmen. Loye is a graduate architectural engineer from the University of Minnesota and a former musician, architect and contractor.

1. Here he holds a precision web marker, devised to adjust the template to indicate the exact depth of the cut in web of bilge framing to permit perfect fit of the longitudinal stiffeners. It is built of light angle iron and saves approximately 2,480 man-hours per hull.

2. This simple gauge gives the exact angle of cut along a rolled plate for a butt joint. It consists of thin strips of steel welded into an "H" shape with a movable leg held by a wing nut.

3. Intercostals are held vertical for welding by this lightweight jig. It is made of light angle iron welded to form two triangles joined at the top with a gap between them to fit over the intercostal. It saves about 1,440 man hours per hull.

4. C. G. Fundingsland, another assembly foreman, cooperated with Loye in working out this new method of plumbing bulkheads by using extension screw-jacks and a transit.

5. With Al Heuman, assembly leadman, Loye designed this dog to permit wedging plates tightly against rails.

6. Loye's sixth idea was a device for pulling the edge of one plate against the surface of another shown here.

New Paint Shop -- Second Prize, \$75 Bond

W. J. Hohl, painting supervisor, worked out a simplified paint shop. It permits the oncoming shifts of painters to get correct color paints and off-going shifts to check in unused paints. The shop is merely a square, open side building, but it saves 56 man hours a shift as well as many brushes and over \$400 worth of paint a month. Hohl has been a painter all his life.

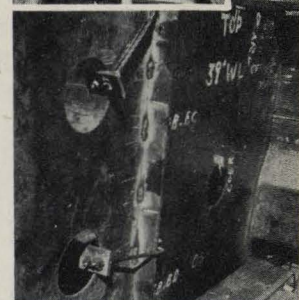
Two Suggestions Win Third Prize - \$50 Bond

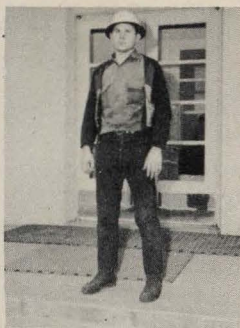
Dewey L. Bristow, assembly foreman, designed these strongback pieces which may be anchored securely without welding. They slip into drain holes in longitudinals as shown. The wedges force the plate away from the strongback and the plates are thus aligned to allow for distortion in the welding seam.

In cooperation with S. S. Ruark, boat supervisor, right, Bristow devised these temporary adjustable supports for setting brackets. They save material and speed production.

Improved Clamps -- Fourth Prize, \$25 Bond

D. W. Newgard, machinist, redesigned the cam-dog in the automatic plate clamp. The radius of the toothed surface is shifted by added metal on the upper part of the cam-dog. This permits the dogs to close until they touch each other and, therefore, are able to grip firmly on the thinnest load. He also improved the clamp clevis by strengthening it with the addition of a web.





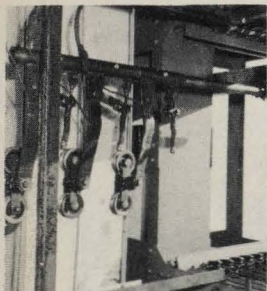
Sea Chest Tester -- First Prize, \$100 Bond

Ike Walton, tank tester, devised a new method of testing sea chests which cut the man hours required from 96 to 24. His method involves

sealing the sea chest opening on the outside of the hull with a plate, rubber gasket and wedges to allow it to be tested alone from the tank side. This permits a thorough job and one hydrostatic test is eliminated.

Trolley Collector Assembly -- Second Prize, \$75 Bond

H. L. Boston, electrician, worked out this trolley collector assembly that will follow the trolley cables of the Whiting Bridge cranes. The standard equipment was not adequate for this yard. There has been no more trouble with the assemblies since the new installations were made.



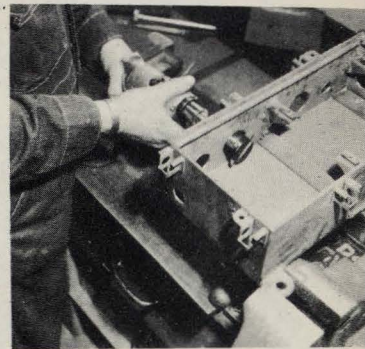
Circuit Test Box, Third Prize, \$50 Bond

G. L. Walker, electrician, designed this individual test box for electricians who are connecting new circuits or motors for the first time. It also enables him to distinguish between 120 volts and 240 volts, alternating current from direct current and to determine the polarity of a direct current circuit.



Burr Removing Tools -- Fourth Prize, \$25 Bond

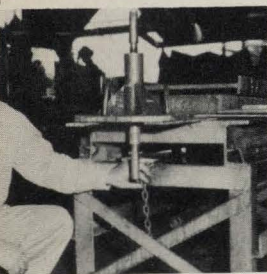
This burr tool, designed by C. A. Hodge, electrician, increases the speed and efficiency of removing burrs from electric boxes which have been drilled. It fits into an electric drill chuck and burrs are entirely removed in one fast operation. It also puts a beveled edge on the inside of the hole.



OREGON

Anchor Windlass Boring Bar -- First Prize, \$100 Bond

John Krawsky, marine supervisor on the swing shift, worked out a new method for boring holes through the foundation for anchor windlass to give a tight fit through the wood and a loose fit through the steel. His method takes 140 man hours per ship compared to 168 required before. In addition, all heavy work is done above deck, eliminating danger from a scaffold below. Another Krawsky device, shown here, is a clamp to take the place of old "C" clamps.



Vacuum Saddle -- Second Prize, \$75 Bond

Using vacuum cups to grip steel plate and pull it up against the beams for tack welding was the idea of Wilson Campbell, O.S.C. shipfitter leadman. Vacuum cups are laid on the steel plate and a vacuum created. A jack pumped by hand then forces the beam and the plate together so the weld can be made.



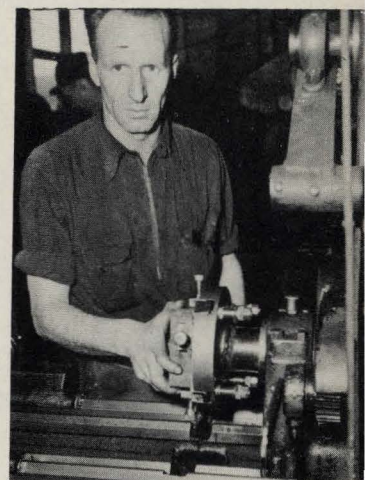
Grating Drill Jig Table -- Third Prize, \$50 Bond

Michael G. Miller, marine machinist foreman, designed this jig table to drill engine room gratings. It consists of an air motor secured to a separate framework mounted on rollers and attached to a grating jig, permitting the motor to roll along the full length of the grating. Prior to the installation of this device it required 45 men three shifts, or 1,080 man hours. Now the job can be done in 807 man hours.



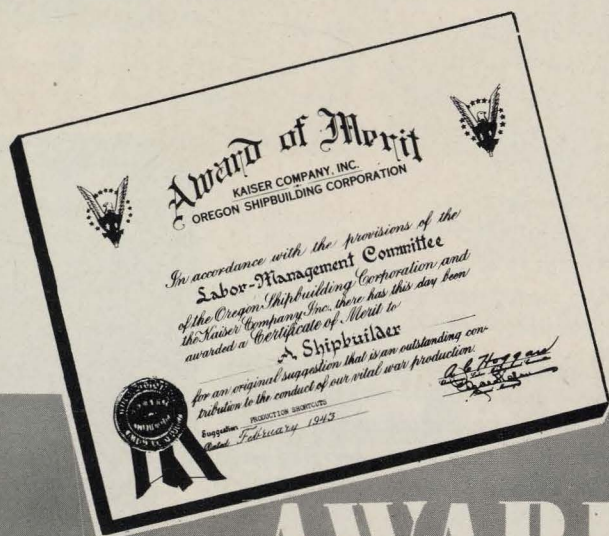
Fixture for Machining Engine Chocks -- Fourth Prize, \$25 Bond

Forrest F. Jones, machinist foreman, worked out this lathe attachment which permits more accurate micrometer readings to be taken in machining engine chocks. This fixture used on two lathes has resulted in a substantial saving of man hours. The chocks are fitted faster due to more accurate machining and fewer chocks are spoiled while being machined. Two lathes with inexperienced operators can now do the same amount of work that was formerly done on three. The device is being used on the graveyard shift only and is saving approximately 48 man hours per ship.



LABOR-MANAGEMENT AWARDS OF MERIT

OF the hundreds of suggestions turned in each month to the labor-management committee only a few can be Bond prize winners, nevertheless many others are of considerable value and are put into effect. This week the committee announced that awards of merit will be presented to 29 of these contributors in recognition of their suggestions for June.



AWARDS OF MERIT

OREGON

ROY MILLER	Shipfitter	Innerbottom Floor Jack
ELMER IVEY	Foreman Template Storage	Template Corner
JOHN SWAYNOR	Pipe Supervisor	Grip and Release Clamp
K. H. GRAMMER	Shipwright	Adjustable Gauge
LESTER TAYLOR	Layerout	Mast Shrinking Jig
H. W. GANUNG	Shipfitter Leadman	Bumper Bar
SAM MILLER	Supervisor	Circuit Breakers Carriage
DONALD DECKABACH	Supervisor	Circuit Breakers Carriage
GEORGE WESLEY BUTT	Shipfitter	Lifting Lug
L. F. WHITMAN	Pipe Welder	Lifting Lug
FRED L. TERRY	Burner	Hose Ferral Protector
P. C. SAMSEL	Pipefitter	Sleeve Setting Jig

VANCOUVER

JAMES H. EARNEST	Pipe Maintenance Foreman	Water Jet Syphon
R. D. FIELDHOUSE	Machinist Supervisor	Multiple Drill-Ream Jig
HARLEY JONES	Boilermaker Foreman	Rust Remover
VIVIAN MARBLE	Salvage Shop Supt.	More Production
R. C. SCHEETZ	Draftsman	Production Illustration
H. V. SWAN	Machinist Leadman	More Production
E. F. ALFORD	Electrician	Lug Crimper

SWAN ISLAND

HOWARD W. SMITH	Shipfitter	Chafing Strip Clamp
M. F. PINKSTAFF	Material Expediter	"H" Column
JACK GAY	Machinist Leadman	Drilling Positioner
JACK WILCOWSKI	Helper	New Pad Eye
PERRY R. HUNTINGTON	Burner	Yoder Trimmer
F. E. MONTGOMERY	Shipfitter	Shipfitter Improvement
D. I. McCLELAN	Machinist Leadman	Foundation Scribe
PETE GATSON	Shipfitter	Bilge Keel Hangers
D. M. NEWGARD	Machinist	Clamp Loop Improvement
B. B. BENNETT	Machinist	Cable Measuring Jig

WAR PRODUCTION BOARD AWARDS

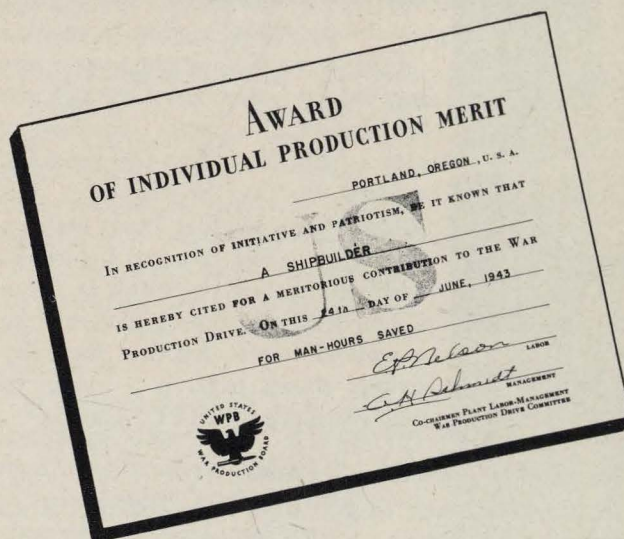
NOT only plant labor-management committees but the War Production Board itself is aware of the value of suggestions turned in by workers. In appreciation of these ideas the WPB is sending out awards of merit of its own to 55 workers in the three Kaiser yards in this area. These workers' names are listed here.

OREGON

HARRY L. HAYS	Sheet Metal Worker	Adjustable Template
C. A. McDOUGALD	Pipefitter	Pipe Bender
ROBERT E. PARKER	Welder	Positioning Pads
ROBERT BARTRON	Shipfitter Leadman	Tool Improvement
VAL BESSETTO	Welder	Iron Strongback
A. H. COFFEL	Shipfitter	Iron Strongback
J. SPRING	Fitter Leadman	Fairlead Shield
ALVIN JESSER	Shipwright	Engine Room Brackets
LESTER A. CARTWRIGHT	Welder Supervisor	Welder Shield
J. W. BREWER	Pipefitter	Tong Pliers
NATE KESSELMAN	Burner	Painting Improvement
D. A. WATTS	Boilermaker	Spacing Improvement
D. W. GRAHAM	Boilermaker	Spacing Improvement
FRED PRICE	Shipwright	Gangplank Landing
C. D. WILLIAMS	Pipefitter Foreman	Blocking Jig
HENRY CLAVERIE	Plate Shop Foreman	Angle Punching Jig
G. E. RICHARDS	Electrician	Torch Guide
GEORGE H. MORROW	Burner	Burning Table

VANCOUVER

R. L. CAMPBELL	Shipfitter Leadman	Fairing Bars
BETTY CLEATOR	Tracer	Isometrics Shading
GEORGE M. DAHL	Pipefitter	Tank Level Indicator
ROBERT DOLAN	Pipefitter	Tank Level Indicator
ALBERT N. FROMM	Pipefitter	Method Improvement
HOWARD H. GABEL	Electrician Foreman	Drill Jig
JAMES R. GARVIN	Burner	Radiograph Attachment
L. C. GLOVER	Burner	Bevel Hole Cutter
W. J. LUCAS	Shipfitter Leadman	Beam Clamp
DON MALESTROM	Machinist Leadman	Pilot Hole Guide
J. W. PERKINS	Cost Department	Filing Improvement
T. L. RIBOLI	Shipfitter Leadman	Leverage Vise
PAUL SCHILE	Pipefitter Leadman	Flange Aligner
ANTHONY SEGUIRO	Pipefitter Leadman	Pipe Vise Tripod
K. G. TYLER	Machinist Foreman	Drilling Device
RALPH HEITSTUNAN	Pipefitter Leadman	Temporary Hanger
WILLIAM H. KNAPP	Welder Leadman	Bending Machine



SWAN ISLAND

C. L. LEATHERS	Shipfitter	Saddle
L. E. RATCLIFFE	Electrician Foreman	Cable Bender
DAVID ASHPOLE	Burner	Travograph Guide
T. R. JORGENSEN	Shipfitter Foreman	Plate Mangle Gauge
E. S. HOUGHTON	Duplicator	Punching Machine Guide
GEORGE BORST	Shipfitter Leadman	Plumb Bob Holder
G. H. HOLDKY	Inspector	Lifting Gear
M. W. BENNETT	Locksman Supervisor	Marking Pens
A. M. KNAPP	Shipwright Leadman	Hatch Handrail
B. B. BENNETT	Machinist	Ventilator Lock
A. F. KIRCHNER	Burner	Bevel Guide
LEO WEISS	Material Expediter	Handy Andy
LEON HALL	Tank Test	Scaffolding
C. A. STROM	Electrician Leadman	Lost Tools
JOHN C. RHODES	Tractor Operator	Yard Road
C. H. FULLER	Electrician	Air Coolers
BEN LAMBERT	Carpenter	Air Raid Protection
V. E. LITTLE	Crane Operator	Hemp Hawseers
T. R. JORGENSEN	Shipfitter Foreman	Portable Jack

STUBBY BILGEBOTTOM



NUMBER ONE KAISER SHIPBUILDER

ON October 8, 1942, the Kaiser shipyards in Portland acquired a new worker. He was a little sawed-off runt named Stubby Bilgebottom. In the months that followed conscientious, hard-working Stubby became one of the best-loved characters in the yards. It's not his hard work, however, that endears Stubby to his co-workers but rather his perverseness.

Stubby means well and is a trusting soul. As a result, he usually succeeds in getting into one jam after another. He's been the goat of most shipyard gags. He's inclined to talk a little loud and at the wrong times and places. Though Stubby is a good, home-loving married man, his head turns easily at the sight of a pretty figure. In fact, one of his early troubles came from trying to flirt with a fair worker under a welder's helmet who turned out to be his wife.

Nobody seems to know exactly what Stubby does at the yards. He seems to roam around most any place. He

cooperates, rides the ferry, recently won a bond for a labor-management suggestion, buys bonds, donates blood and contributes to the Red Cross.

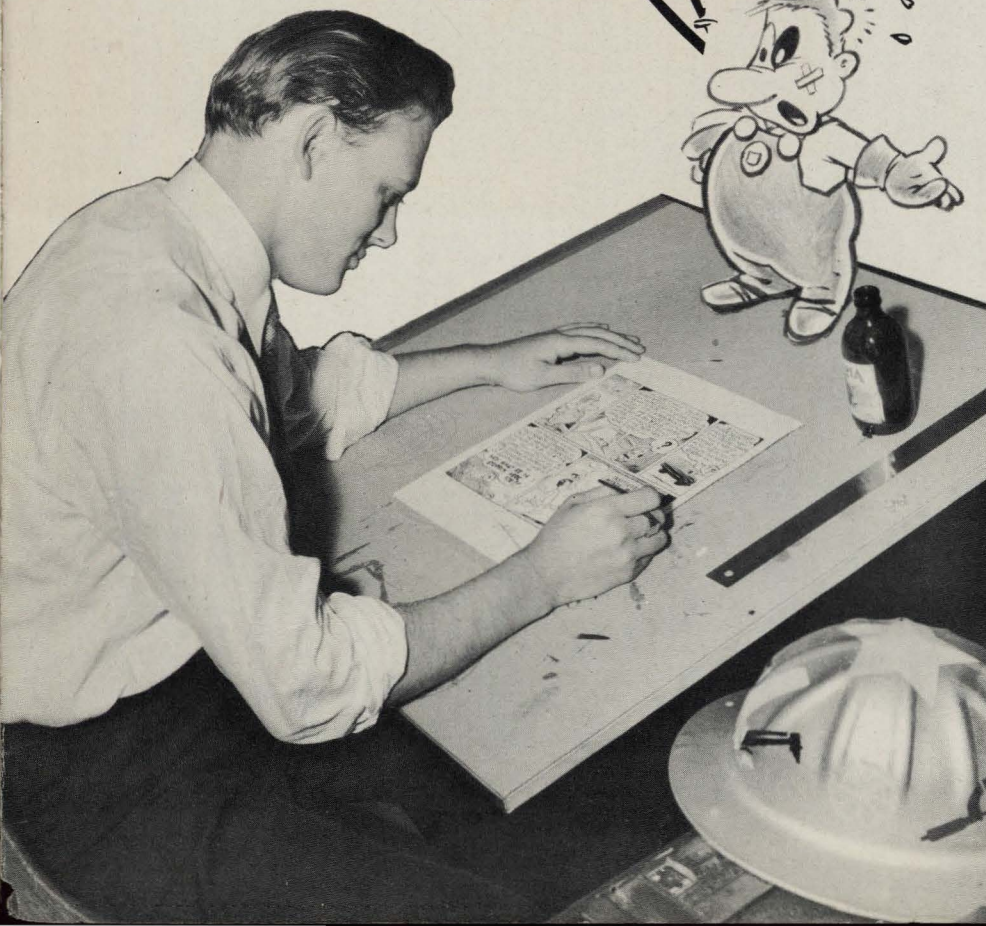
Braggadocio Stubby is almost the exact opposite of his creator, tall, quiet Ernie Hager, an engineer's aide on the graveyard shift at Swan Island. Hager has lived in Portland almost all his life. He is a graduate of Benson Polytechnic School and spent two and a half years as a fine arts student at the Museum Art School.


"At that time," he says, "drawing cartoons was just as far from my mind as building ships." Even artists, however, have to eat, so Hager began drawing cartoon illustrations for advertising mailing pieces. That was five years ago and his stuff has been winning steady acclaim ever since. Just before the war Hager cooperated in a newspaper cartoon feature entitled "It Seems Like Yesterday," that appeared in local newspapers. Hager is married and has a six-months old son, Mike, who is a small-edition Stubby, according to his father.

"I got the idea for Stubby when I figured the shipyards needed a little symbol of some kind," Hager explains. "He had to be a lively character so I made him small. That way he'd have to get around faster. I got his name from a beer bottle that was sitting on my desk."

Hager claims he gets his ideas for Stubby's antics by merely listening to the conversation that goes on around him in the yards. Actually, he maintains, there isn't any real Stubby. He is just a sort of composite of all shipyard workers.

SAY, ERNIE — WHY CAN'T YA MAKE ME A BIG HERO ONCE IN A WHILE?





"It looks as if we'd knock the Nazis
out in another month or two."

"It won't be long now. We've got Mussolini
licked and the Germans are on the run."

"Once we get Germany licked,
the Japs will be a pushover."

"Things are really getting tough when you have to
go four places before you can get a glass of beer."

brother,
are you
kidding?

"THE fellows in the slimy New Georgia jungles and on the blazing shores of Sicily know this war is no push-over. Of course we're winning! We never figured on anything else, but just remember we're still pecking away at the edges. We haven't met the really big armies yet. Out in the Pacific we've been spending months trying to take

a few island outposts thousands of miles from Tokyo. The boys on Sicily are doing a great job, but they've only fought a few Germans. There's still eight or nine million more between us and Berlin. No, the really big scrap is just ahead, and that's why we're counting on you to give us the ships we'll need for the knock-out punch."