



The BOSN'S WHISTLE

OCT. 26, 1941

OREGON SHIPBUILDING CORPORATION

Vol. 1, No. 9

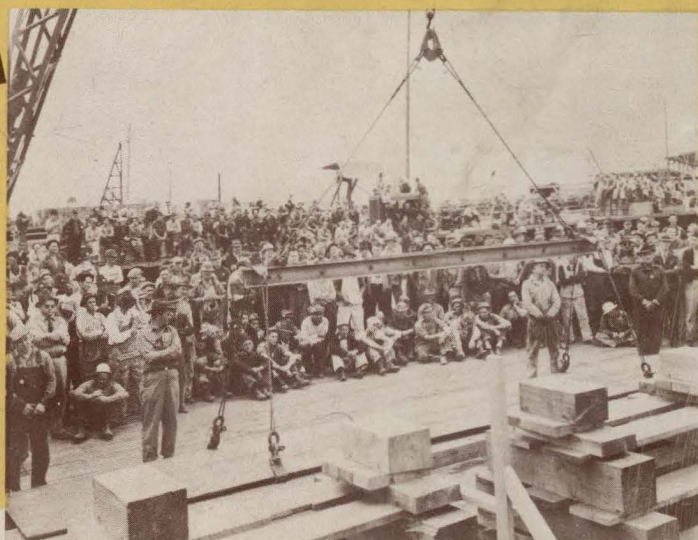


Speeding Production

**Hull 172 Launching
3:30 P. M.**

**New Keel Laying on
Way 6
3:31 P. M.**

OCTOBER 26, 1941



Launching Log

(As we go to Press)
Schedule of Events at Launching of "William Clark"
Third of Oregon Shipbuilding Corporation's Liberty Fleet Vessels
built for the U. S. Maritime Commission

CEREMONIES - 3:00 P.M.
LAUNCH - 3:30 P.M.

KEEL LAYING TO FOLLOW IMMEDIATELY

1. Playing of National Anthem by 218th Field Artillery Band, U. S. A.
2. Introduction of Master of Ceremonies by Yard Representative.
3. Remarks by Mr. Henry J. Kaiser, Master of Ceremonies.
4. Presentation of Bouquet to Mrs. Charles A. Shea, Sponsor, by Charles A. Shea, III.
5. Invocation by Father Francis Schaefer.
6. Address by Mr. J. E. Schmeltzer, Director Ship Construction, U. S. Maritime Commission.
7. Address by Mr. E. B. McNaughton, prominent Portland Citizen.
8. Blowing of Whistle Signals to clear river for launching.
9. Address by Captain Howard L. Vickery, Member U. S. Maritime Commission.
10. Radio Announcer describes burning of plates.
11. Christening of Hull 172 by Mrs. Charles A. Shea, Sponsor to be followed by launching of "WILLIAM CLARK".
12. Keel laying of new ship on Slipway 6.

English Version of Latin Invocation Delivered Today

Hearken, O Lord, to our supplications and bless by Thy holy right hand this boat and all who travel in it, as Thou hast vouchsafed to bless Noah's ark carried upon the waves of the flood: Stretch forth to them, O Lord, Thy right hand, as Thou hast done to Blessed Peter when walking upon the sea; and send Thy holy Angel from heaven, who may deliver and protect this boat from all dangers, with all who will be therein: And repelling all adversities, grant Thy servants a calm voyage and the always wished-for haven; let them carry out and rightly finish their business, and when the time comes again, call them back to their home with all joy. Amen.

KEEL LAYING TO FOLLOW HOT ON HEELS OF "WILLIAM CLARK" LAUNCHING

DRAMATIC LAYING OF NEW KEEL EMPHASIZES SPEED OF OPERATION

"No Pause That Depresses at O. S. C."

The custom of having women christen American ships at launching ceremonies has become fairly well standardized in recent years. There is a record of a christening ceremony, as a propitiation to the Gods of the elements, 4000 years ago. Wine was used in the rituals of the earliest days, but later the Greeks and Romans used water as a token of purification in the solemn priestly blessing. In the Middle Ages, religious shrines were placed aboard ships and effigies were carved on figureheads or in the elaborate stern galleries. Later the launching ceremony became in most respects analogous to a baptismal ceremony, performed by priests and high officials. Since 1846 women have been given increasingly prominent roles as sponsors for American ships, so much so that sponsors of United States Navy ships now have their own society.

In dramatic quality the keel laying which will follow the launching of Hull 172 on Way 6, shares in the excitement and interest of today's launching. Emphasizing the speed and yet more speed with which ships must go down the ways to meet the nation's demand for emergency ship construction, Oregon Shipbuilding Corporation will lay the keel for the ship which will occupy the building berth on Way 6 almost immediately following the launching. "There is no pause that depresses in the Oregon Shipyard," remarked one shipfitter. All operations are going forward smoothly and abreast of production schedules. The excellent showing of our yard has brought special commendation from the U. S. Maritime Commission, for which fact our workmen feel justifiable pride. "Labor deserves the credit," and the cooperation and united effort of every department will keep Oregon shipbuilding in the front line of America's defense plants.

FROM START TO FINISH THEN BACK AGAIN

Starting point in the development of a ship begins with the laying of the keel. Where a boat has just been launched and the berth is to be occupied by a new ship, the first operation is to sort out the building blocks and place them in a position to receive the new ship's keel plates. The keel actually consists of a series of oblong plates, which are lifted one by one onto the blocks by the huge cranes. These plates have arrived at the assembly platform from the Plate shop, drilled and cut and marked according to sequence. Thus is started the backbone of the new ship.

And so Oregon Shipbuilding Corporation takes another step forward, gearing up its tempo to keep pace with the accelerating tempo of the needs of the times.

"Take her away!"





15,000 See "Meriwether Lewis"

Launched Sun. Oct. 19

Hear Distinguished Guests Laud Labor's Achievement

IMPRESSIVE CEREMONIES attended the launching of the "Meriwether Lewis," second of Oregon Shipbuilding Corporation's contribution to the Liberty Fleet. At last Sunday's ceremonies, guests in the Yard numbering 15,000, heard distinguished visitors headed by Mayor Earl Riley of Portland laud the shipyard workers.

Workmen Praised

"It is impossible to credit everyone personally for their participation, but I believe particular credit should go today to all these fine, loyal workmen who are engaging themselves quickly and intelligently to the task of rebuilding our fleet of cargo ships with utmost speed. Their fine cooperation is especially evident," said Don Ross, Portland Chamber of Commerce President and Master of Ceremonies.

General President of Boilermakers of America Present

Present on the guest platform with Mayor Riley and Company officials, was Mr. Joseph A. Franklin, General President of the Boilermakers, Iron Shipbuilders and Helpers Union of America. For more than 50 years Franklin has been a member of that organization which he now represents. For fully 25 years he has been its General President, and in that capacity has lent aid and assistance to the program of shipbuilding now being carried on in this country. This organization is also active in Canada and Panama.

Mayor Riley Thrilled by Achievement

Mayor Earl Riley in his address said: "What we see before us today is a great achievement. Who could have thought that a year ago human ingenuity would transform what was here a swamp, a wasteland, into this present modern shipyard, equipped to turn out steel ships into the channels of commerce at the rate of two or more a month? Who would have thought that from our citizenship we so quickly could muster

the skill, the brains, the trained workmen to build such a plant and to fashion and construct such a ship as we see before us this afternoon. Truly it is a great testimonial, a monument, to American skill, American ingenuity, American determination and American patriotism."

Tribute Paid to Portland Civic and Labor Leaders

Representing the officers and directors of the Oregon Shipbuilding Corporation, Mr. Edgar F. Kaiser expressed appreciation to Portland's civic and industrial leaders for the part they played in bringing back to Portland a great shipbuilding industry. "Today you see this Yard—this ship ready for launching—her sister ships under construction, all as a direct result of the efforts of Portland's public leaders who untiringly and unceasingly encouraged the construction of these ships at Portland.

"Agreements have now been concluded in accordance with collective bargaining legislation. I need only tell you one thing: the agreements with the Portland Building Trades Council and Portland Metal Trades Council have been kept. There has been no cessation of work, and this is a record of which Portland may well be proud. Labor in Portland is all out to build for Defense. All Portland has honored the pledge of cooperation made for her by her public, civic and labor leaders ten months ago. The construction you see here is the result of that cooperation."

T. H. Banfield Pays Tribute

"The brains, the effort, the hard labor and the coordination that has been given this undertaking bespeaks a spirit of patriotism, a sense of duty, a determination on the part of thousands of our citizens to meet a crisis in a forceful, effective, wholehearted way. Those of us who have watched this great shipyard grow almost like a giant mushroom here on the banks of the Willamette, have felt born a new industrial spirit, a new industrial era. Business men, industrialists, officials of City and County and State are all jubilantly proud of this shipyard and what its officials and its workmen have accomplished."

U. S. Maritime Commission Represented



at "William Clark" Launching

PORTLAND, THE OREGON SHIP-BUILDING CORPORATION AND ITS EMPLOYEES WELCOME CAPTAIN HOWARD L. VICKERY, AND MR. J. E. SCHMELTZER OF THE U. S. MARITIME COMMISSION WHO, OFFICIALLY REPRESENTING THAT BODY, ARE VISITORS TO OUR YARD



ADMIRAL EMORY S. LAND
The Chairman of the U. S. Maritime Commission

SHIPBUILDING AND DEFENSE

America's combined National Defense and Aid-to-Britain programs present to all of the nation, and particularly to those who have to do with maritime and naval affairs, the supreme test in our national history.

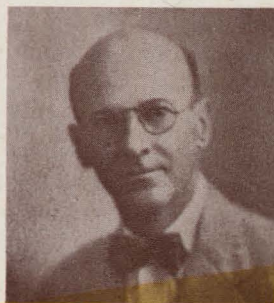
The Maritime Commission will meet that test with every energy, resource and ability at its command. Already, in anticipation of such a situation, the shipbuilding and shipping interests of the United States, in the spirit of fullest cooperation with the Commission, have geared themselves to meet the President's demand for speed and more speed and more speed; ships and more ships.

There will be no relaxation of effort by the Maritime Commission or any of those who are a part of its program until national defense and all-out aid to the embattled democracies of the world are successfully accomplished facts.

E. S. Land.



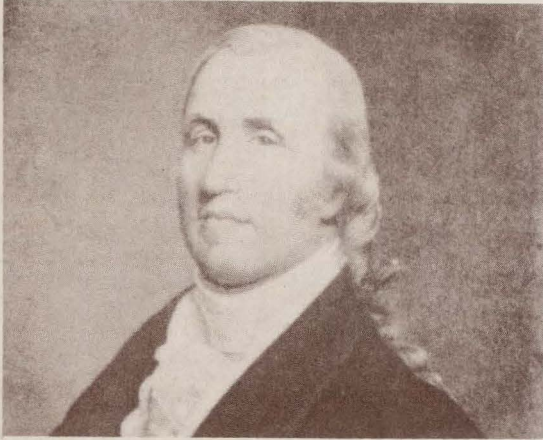
CAPTAIN HOWARD L. VICKERY, U.S.N.
Member, United States Maritime Commission



J. E. SCHMELTZER
*Director, Division of Ship Construction,
U. S. Maritime Commission*



Facts About the Man for Whom 172 is Named



WILLIAM CLARK, American explorer and co-leader with Meriwether Lewis of the famed Lewis and Clark Expedition, was born in 1770 and lived until 1838. A brother of George Rogers Clark, Indian fighter, he took part in a number of expeditions against the Indians, and in 1793 joined the army to serve under Anthony Wayne. In 1796 he resigned from the army and did not again enter it until 1803, when he was induced by Meriwether Lewis to accompany him on the famous expedition sent out by Jefferson.

Clark admirably supplemented Lewis as commander, led a number of independent surveys, notably that of the Yellowstone on the return trip, several times saved the expedition by his resourcefulness, and kept a full diary, made the maps and drawings, and arranged the records of the expedition for publication. He was appointed, 1807, superintendent of Indian Affairs at St. Louis. In 1813 he was appointed governor of the Missouri Territory, which office he held until the admission of Missouri as a state in 1821. In 1814 he led an expedition against the British and Indians which reached Prairie du Chien in Wisconsin, and there built Fort Selby. He negotiated important Indian treaties, and helped to suppress the Winnebago and Black Hawk uprisings. He also laid out Paducah, Kentucky. Clark Fort of the Columbia was named for him.

Meriwether Lewis, who was President Jefferson's secretary, himself selected Clark as his

co-adjutor and comrade. The expedition was, therefore, organized under two captains. Both men had received military training, and both knew how to command and to obey. Both were eminently qualified for the big job of leading the expedition across the country.

Lewis and Clark reached the mouth of the Columbia after much hardship and considerable delay.

The party of explorers consisted of the two commanders, eighteen soldiers, nine Kentucky hunters, Clark's negro, and two French interpreters.

In 1806 Clark returned by the Yellowstone river, while Lewis came by the route traveled the previous year. They journeyed steadily until they arrived at St. Louis, exactly six months from the day they left Fort Clatsop.

A MODERN LEWIS AND CLARK ROMANCE

The following letter addressed to the BOS'N'S WHISTLE suggests interesting possibilities.

"I am sure it will thrill you to learn that my great-great-grandfather, Colonel Richard Clough Anderson, of the Revolutionary Army, married Elizabeth Clark, a sister of William and George Rogers Clark. The only other collateral descendants that I know of living here are my sister, Mrs. Charles Gauld, who lives on the Washington shore of the Columbia River, with her two grown children, Thomas Gauld and Miss Betty Gauld, R. 1, Vancouver, Wash.

"Betty Gauld is an attractive young lady, the grand-daughter of Major General Thomas M. Anderson who commanded the First Expedition to the Philippines. She probably is the same degree of relationship to Clark that Mr. Forest I. Lewis is to Lewis. Why not have Betty to the 'busting' and meet Mr. Lewis? Who can tell?"

Best wishes and congratulations,
VAN W. ANDERSON.

Note: Forest Lewis, who participated in last Sunday's launching ceremonies, is a great-nephew of Meriwether Lewis.



MAKE WAY FOR OUR SHIPYARD BAND



*Blow the bugles, bang the drum,
For the thrilling moment's come!
Have the crimson carpet laid,
Call the mayor and fire brigade.
Troops fall in and line the route,
Attention, Portland! Royal salute!
All the gang feels gay and bright,
Rehearsals start on Wednesday night!
Here they come, quick, clear the stand,
**MAKE WAY FOR OUR SHIPYARD
BAND!***

36 Turn Out

Answering the fanfare of the last BOS'N'S WHISTLE, 36 enthusiastic musicians met in the conference room over the Yard Cafeteria on Tuesday last to discuss final preparations for band rehearsals. By common consent, and to fit in with existing shifts and vocational training classes, Wednesdays from 3:45 to 5:00 P.M. have been selected for regular rehearsals.

Picture is Proof of Perfidy

The posed picture on the opposite page is visible evidence of the musical half nelson which has wrapped itself around a large group of talented musicians. It is anticipated that by Wednesday night next, forty or more potential bandsmen will turn out for rehearsal.

Personnel Line-Up

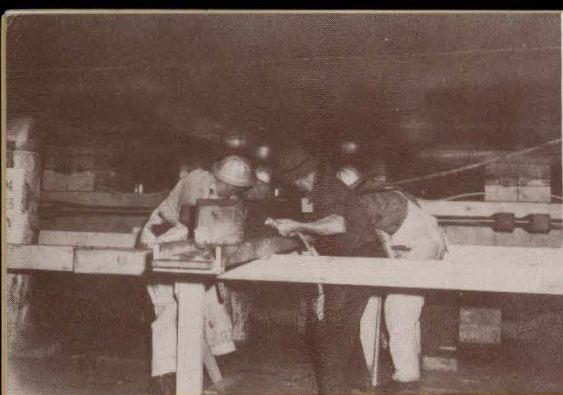
The Band personnel at time of writing consists of:

CLARINETISTS: B. Stevens, Ed Johnson, J. Keen, W. Aday, C. H. Ernst, R. B. Chaney, F. Luthenberger and I. Nelson; **DRUMS:** W. Walstead and C. Owens; **FRENCH HORN:** W. Beall and J. Kelly; **CORNET:** M. DeLashmutt; **TRUMPET:** Dan Green, Clyde Hubbard, J. Schwartz, A. Rickford, B. Smith, L. Schneringer, R. J. Adams, M. Malley and R. V. Watkins; **TROMBONE:** H. McBee, M. Bewly; **BARITONE:** Irvin Thorne, M. Bullard; **BASS:** I. Downham; **FLUTE:** A. Hehn (also Piccolo, and Conductor); **TUBA:** G. Stafford, J. Long and S. Olsen; **SAXAPHONE:** V. Newman, W. Kay and Lon Dieu.

Harry Stewart Moving Spirit

We must single out Harry Stewart for special commendation; his untiring energy and interest in getting the Band organized is responsible in large measure for the results so far. Additional bandsmen who are interested should register with the BOS'N'S WHISTLE! Blow the bugles. Bang the drums! (Can you hear us, Richmond?)

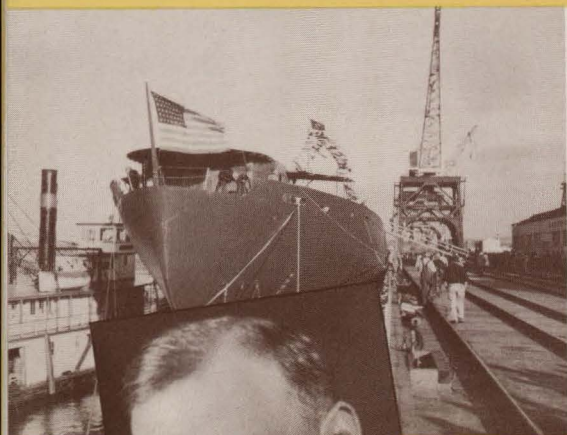




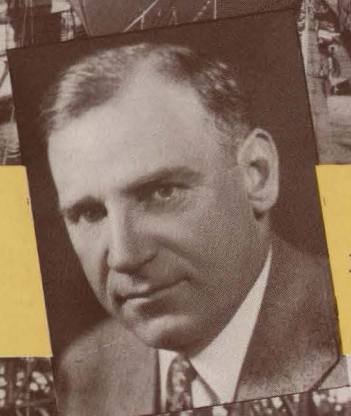
RAMMING



Whirley Cranes Stand at Attention

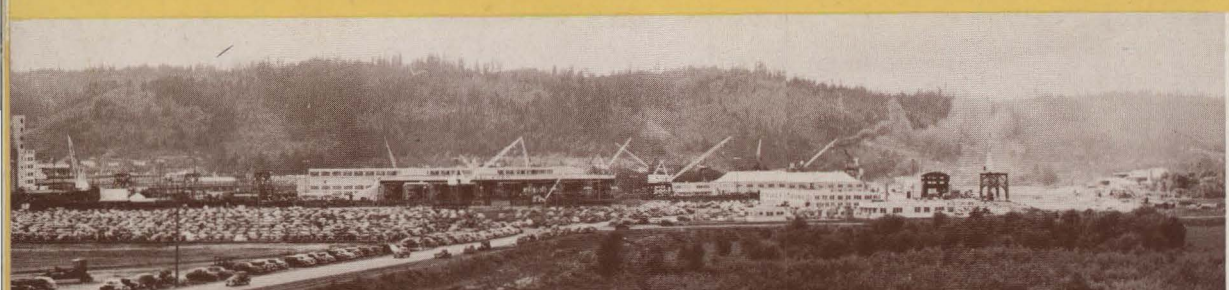


The Rileys, Our Guests

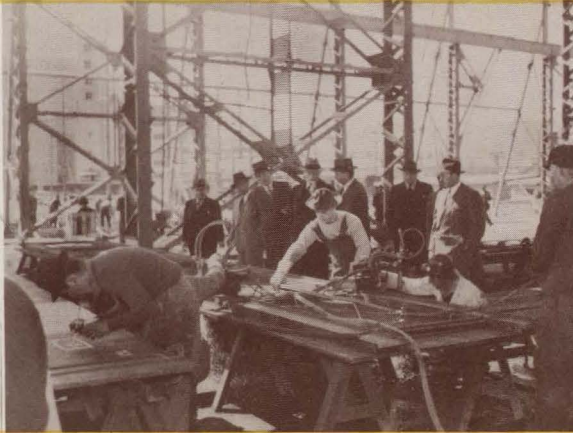


Mr. Charles A. Shea

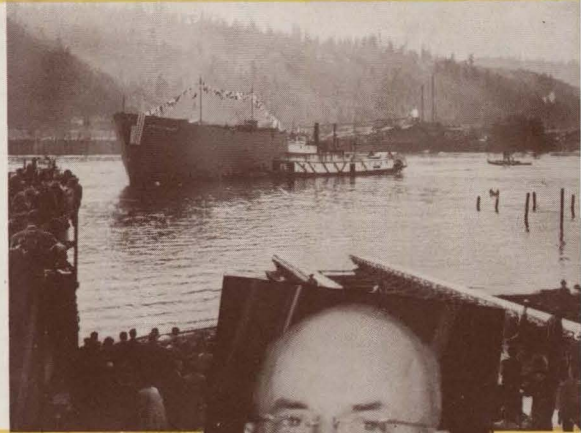
*President Charles A. Shea
Enjoying Our First Launching*



Two Significant Events Have Honored Lewis and Clark:
Portland's Great Exposition in 1905
Christening and Launching of Two Great Ships, October, 1941



Inspecting Plate Cutting Procedure

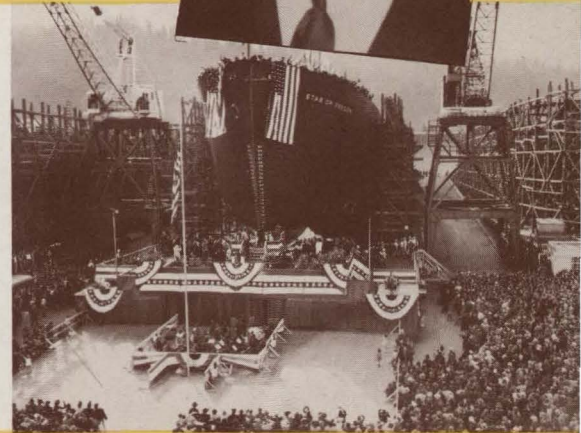


Mr. Henry J. Kaiser

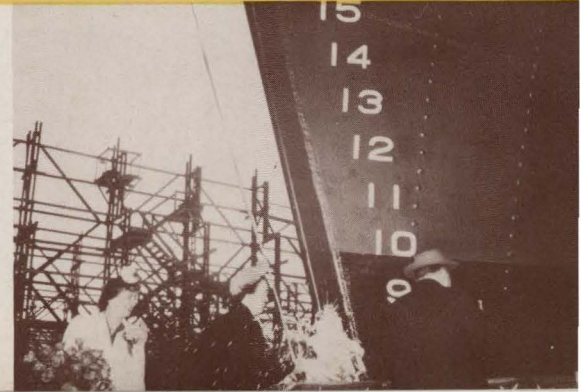
Crowd Turns To Go



Boy Scouts Inspect Ship's Cradle Before Launch



"I Name Thee MERIWETHER LEWIS"





"Sighting the Pacific--1805"

By D. CURTIS FREEMAN

IN all the deeply interesting events of the exploration and discovery expedition of Captains Meriwether Lewis and William Clark, no event is simpler, yet more thrilling, than the arrival of the party at the mouth of the Columbia.

Sick, half starved, spent with toil and unremitting hardships from the day on which they set out in April, from Fort Mandan, on the Upper Missouri, the crew roused the echoes around Tongue Point by their cheers of joy at hearing the roll of the mighty breakers beyond. Uncertain was their immediate future, but immeasurably happy were the well-nigh exhausted adventurers in having reached their goal.

The mountain barriers, the perils of the three-thousand mile trail which lay between them and home—a strange-sounding word in the wilderness—were forgotten. The waves buffeted the canoes of the foremost navigators of the daring fleet, and furious rainstorms resisted every step of the advance. Their canoes had scarcely been designed for tempestuous voyaging and they were compelled to camp where luck left them. The arrival of the exploring party within view of the Pacific Ocean was noted November 7, and until they had located a winter quarters, met Indians and made friends with them and discovered the lair of big game, dried fish and sea water was the best their commissary afforded.

Perhaps history would today have read differently if a trading ship had chanced to be in the mouth of the Columbia and succored the famishing crew, but the wonder will always exist as to why a vessel was not there to meet them. Chance directed affairs so that the American brig *Lydia* was at the mouth of the river within a matter of only a few weeks either before or after the explorers reached tide water, but, unfortunately, the expedition never sighted the vessel and never heard of her.

Dismal were the surroundings; more dismal were prospects for food. Accidents had deprived the expedition of no small quantity of its supplies and it required all the skill and continued energies of the entire company to supply meat after, finally, Fort Clatsop was established for the winter.

But, in the supreme moment of joy over the successful termination of the long journey, these things were not considered—an empire had been traversed, "the great River of the West" had been spied out. American citizens

had accurately traced the Columbia and its tributaries from the head waters to the sea. The new road to Asia was confirmed; the gateway to the Far East by way of the Far West was opened. And in this inspiring culmination of the Jefferson expedition is found the motive for Raphael Beck's emblem of the Lewis and Clark Exposition, now familiar, or becoming familiar, in all parts of the civilized globe. Its title, "Sighting the Pacific," explains all.

The extreme bitterness of Eastern winters was wanting when the expedition sought for shelter and food upon the then inhospitable lower Columbia, but the sea winds were raw and the bracing tonic effect of the Eastern climate were denied them. The men were reduced physically, and they suffered on that account. Stormbound they were for days and compelled to huddle together under the lee of dugout canoes.

It was fully 25 days after the waters of the bay had been invaded, that the reconnoitering of the south coast shore had been completed and the captains elected to camp on a sheltered spot overlooking Lewis and Clark River, suitably situated both for the purposes of defense and for game supply on the Clatsop meadows. In their varying experiences, from the 16th of October, when their canoes had been set into the waters of the Columbia at the junction of the Snake, until December, 1805, were their privations felt the greatest and, at the end, seemed to reach the crucial test. Game was at first shy. Until terms of friendly intimacy with Chief Comowool, of the Clatsop, had been established, the cupidity of the bartering and trafficking Indians rendered it almost impossible to secure the favor of even roots and bad fish. In the course of time food was found, but, for a while, members of the party looked back upon the diet of dogs in the Indian villages of the Upper Columbia as luxurious living. The beaching of a big whale and the finding of a quantity of whale blubber was accepted as a special favor of Providence. The huntsmen of the party kept constantly after elk, deer and fowl. After the stress of food was passed, the winter quarters and log fortifications were finished, the health of the men became better and attention was then turned to replenishing wardrobes and footwear by the manufacture of articles of wearing apparel from skins. Between December 1, 1805, and March 20, 1806, they killed 131 elk and 20 deer, and made 338 pairs of moccasins.



Sacajawea



Who "sponsored" Lewis and Clark

She Made Lewis and Clark

At the Mandan village, near the present city of Bismarck, North Dakota, was found Sacajawea, the "Woman Pilot, who was born not to die." When a child she had been taken into captivity from the Shoshones by an unfriendly tribe and sold into slavery. Acting as guide and interpreter, Sacajawea accompanied the Lewis and Clark expedition to the Pacific Ocean, and proved of incalculable value to the white explorers by bringing about peaceful relations between them and her people—the Shoshones.

* * * * *

Mrs. Charles A. Shea to Sponsor "William Clark"

It is highly fitting that sponsor of Hull 172, to bear the name of WILLIAM CLARK, be Mrs. Charles A. Shea, gracious lady and long-time Portland resident. Mrs. Shea, as wife of the President of the Oregon Shipbuilding Corporation, prominent Northwest builder, long has been identified with Portland life and Oregon's industrial growth. We are pleased that the Maritime Commission has honored Portland, the Corporation, and the Shea family by this happy and appropriate choice.

Woman, and the Part She Plays in Launching Ships

Ever since HELEN OF TROY, women have been launching ships.

There is a paradox, however, which may puzzle the unsuspecting. That is that though the ship bear the name of a MALE, she nevertheless thenceforth following the christening, is known as SHE! Ripley us, if you will, we do not know why.

But the ladies have it! And this column is sincerely devoted to them. For truly, though the hand that rocks the cradle may rock the boat, it also may lead that boat safely past the rocks and shoals that lie in its path.

All of which brings us back to SACAJAWEA who, like many another great lady, has made history and deserves great credit.



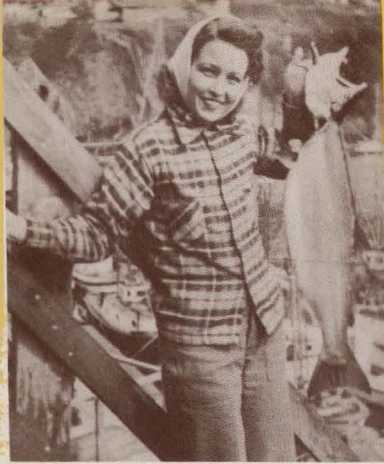
SPONSOR





Sportsman's Corner

. . . A New Feature



Margaret "Mickey" Freeman
(IBM Key Puncher with One that Didn't
Get Away!)

By Fred Van Kirk (1038)

This is a trial run for this corner, and if it meets with your approval, it will continue as a regular feature. Here and now we'll make an appeal to everyone to please report good catches and kills. This corner is designed to give the fisherman-hunter the inside dope on certain sections of the country, and first hand reports will certainly be appreciated by all. Bring your pictures, too. Someone will probably appreciate actual proof that there were good conditions the week-end previous to their trip.

A Little Dope:

Columbia County:

Angling has been poor during the past week, with only a few fair catches of salmon trout reported taken along Columbia river by bank fishing.

Deer hunters are taking some nice deer from the county, but hunting is hard in the brushy areas. Duck hunters should find hunting good, as there seems to be plenty of ducks in the county. Pheasants are also plentiful this year, and hunters should get limit shoots in low parts of the country.

Coos County:

Streams low, water clear. Good catches of trout are reported taken from the Coquille River; also in the tidewaters of the Coos River. Salmon fishing continues good on the lower Coquille, with many limit catches being reported. Coos Bay and lower Coos River are yielding a few good fish. Catfishing in Ten Mile Lakes is only fair. Striped bass fishing in Coos Bay and Inlets continues fair with bait fishing in Isthmus Slough improving.

Douglas County:

Anglers report Silverside Salmon are running in Umpqua River. Winchester Bay has proven to be the best spot. Tahkenitch and Coos Lakes report bass fishing only fair.

Curry County:

Trolling for Chinook and Silversides is good in the Rogue River. Fly fishing for Steelhead is also good on the riffles. Trolling is also good on the Sixes and Chetco Rivers. Trout fishing is good in lakes and in tidewater.

Prospects for duck hunting is good, although there is not much water in the fields and marshes.

Tillamook County:

Salmon trolling in the Nestucca Bay and River still remains fair. Also a few salmon taken from the Nehalem River in the past few days. Several nice catches of Jack Salmon taken from the Wilson and Tillamook rivers, and also from the lower Trask and the Trask river Ditch at its mouth. Prospects for the coming week-end should be fair.

Benton County:

Some nice catches of trout were taken over the week-end in the vicinity of Alsea, and quite a few limit catches were reported.

Lane County:

Siuslaw River is very good for trolling for Salmon at Cushman and Florence. Fair bay fishing in Siltcoos Lake.



— THE RAMPARTS WE WATCH!



Section of Huge Crowd that Thrilled to Launching Service
of "Meriwether Lewis" October 19th



ACTIVITIES

RECREATIONAL PROGRAM BUSTS BOTTLENECK

Job-Wide Interest in Variety of Leisure Time Activities

Hobby Show: Those two inveterate hobbyists, Dick Allen of the Control office, and Ted Olson of the Erection office, have called a meeting of all interested in the forthcoming HOBBY SHOW on Monday, October 27th. Hobbyists will gather in the Conference room, second floor Yard Cafeteria Building, adjacent to First Aid Station. Sculptors, model makers, collectors, and others, will get together to work out details of proposed show. Be there! Meantime, register your interest via the BOS'N'S SUGGESTION BOX!

Bowling: Teams representing Engineers, Plate Shoppers, Draftsmen, IBM Key Punchers, are bowling nightly with new action, zest. One shipfitter's wife has complained as follows: "All summer my husband has spent his evenings throwing ten sticks at a ball. Now you've got him throwing a ball at ten sticks! Well, we wives will be there on the sidelines rooting for the shipfitter's team in the play-offs!" Registration blanks are posted on bulletin boards throughout the yard. Sign today for bowling. Watch for results of team play in next issue.



Men Benefitting from Vocational Training Number Nearly 2,000

Workers Burning Midnight Oil To Prepare For Advancement

Courses for Oregon Shipbuilding men have been prepared rapidly to meet the needs, and are constantly being revised to fit the problems of production on the job. A small sub-assembly bay with assembly table is being installed in the "Victory" building located at S. E. Seventh and Umatilla Streets.

Classes Going Full Blast

There are now, at time of writing, 15 ship fitting classes, 7 pipe fitting, 4 pipe welding, 3 plate welding, 5 blueprint reading, 2 ship nomenclature, 1 burning and 2 first aid classes actively under way.

All foremen or lead men who want to inquire about teaching classes are urged to confer with our Vocational Advisor in room 5, Administration Building.

Work and Study Pays

"The heights by great men reached and kept, were not attained by sudden flight—but they, while their companions slept, were toiling upwards in the night!"

Our National Defense effort is one incentive for effort. But there is another reward: advancement, improvement and material betterment is the return from your investment. Part-time, evening and vocational schools in connection with the present emergency training program presents one of the most striking developments in education. Oregon Shipbuilding Corporation is gratified with the success and practical application of the good work being accomplished through the combined agencies of local, State and Federal agencies—and the men on the job.

ALL EYES ARE ON SAFETY



WE HAVE TALKED to a great many of the Foremen and Leadermen and the men under their supervision about our **SAFETY PROGRAM**, and they are agreed, almost without exception, that a plant-wide Safety program is a fundamental part of a good work system. Unfortunately there are many who do not realize that **THEY** are an integral part, one of the cogs of that program, and must do their share to make it successful.

Example Best

SAFE METHODS are usually efficient ones, and it is possible to apply them to most any kind of a job. Too often they are neglected through lack of proper instructions. It is not enough to caution an inexperienced man to "work safely." He may not know the hazards that are inherent in the task assigned to him. He **MUST BE SHOWN HOW** to do the job properly. For instance, he may be told to run a few lengths of air hose to a certain section. He pushes the couplings together and turns them so that they do not spring apart. (He has observed others do it many times), **BUT** he has not twisted them a full quarter turn and they have **NOT LOCKED**, so they blow apart at the first movement. Proper instructions, and a demonstration in some cases, will prevent many injuries.

Think of the Other Fellow

It is every workman's duty to think of the men working around or below him, and of the one who follows up on the job the next shift. Real Job Safety is only achieved by the co-operative effort of every man in the yard. After all, the best of all Safety devices is that matter between and above the ears of a man's head. Keep your eyes on Safety, and use your head!

FRANK JOHNSON, O.S.C.
Safety Engineer.

HABIT plays a tremendous part in governing our lives. Without the ability to live by habit, merely crossing a city street would be a big job. But by habit, we look to the left and to the right, and the complicated business of crossing a street in traffic becomes simple.

KEEP YOUR

We are now working in a shipyard where dozens of small habits may determine the safety of ourselves and our fellow worker. The Company can provide the latest safety devices and equipment. Collectively we can outline and launch safety campaigns and measures. But it is up to the individual to direct his actions so that each small task, each minor routine performance on the job ensures safety for himself and those around him.

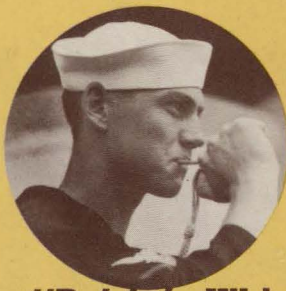
EYES ON

Do you make it a **HABIT** to put tools where they cannot fall or be kicked onto a fellow worker? Is it a **HABIT** for you to check your machine and make sure it is in a safe condition? Do you habitually face traffic when walking through the yard, and make sure the way is clear before you dodge out from behind a machine? Is it **HABIT** for you to suggest safety methods to the new, unskilled employee who comes on the job, helping him to fit into the **SAFETY HABIT?**

SAFETY!

The Company can do its part and no more. Your Safety Committee can do its part and no more. After that it is up to the man on the job. It is your health, your life, your earning power at stake. **IT IS YOUR SAFETY!** Report any suggestions for improvement to your Safety Committee. **KEEP YOUR EYES ON SAFETY**, and remember that Safety Pays!

VOLNEY MARTIN,
Labor Safety Coordinator.



The "Bo's'n's Whistle"

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OUR NAVY

Guardian of the Sea Lanes over which Our Cargo and Merchant Ships Ply



The Nation Salutes The Navy

NAVY DAY, OCTOBER 27