



The BOSS'S WHISTLE

JANUARY 30, 1942

OREGON SHIPBUILDING CORPORATION

Vol. 2, No. 2

GIVE 'EM



BOTH BARRELS

*Every Rivet is a Bullet . . . Every
Welding Rod Thrown Away is
Ammunition Wasted . . .*

STOP WASTE! SHOOT STRAIGHT!



The BOSN'S WHISTLE

Re-dedicated to Safety and
our National Defense



Published Bi-weekly
for ALL the EMPLOYEES
of the

Oregon Shipbuilding Corporation

JANUARY 30, 1942

Portland, Oregon

EDITORS YOU
REPORTERS. EVERYONE

"Remember Pearl Harbor!"

Every Welding Rod Thrown Away Is a Bullet Wasted

We bring to your attention again the matter of wastage of welding rods here in the yard. It does seem that the welders wholly disregard the value and scarcity of the supply of these rods.

It has been noticed that great quantities of these rods wholly unused were thrown aside under welding platforms and around jobs where welding had been done. In some instances, as many as 12 or 15 in a bunch were seen, as though dropped there or carelessly left there after completing work. Most anywhere you walk about the yard, you will see several of these rods or pieces of them, sometimes practically half a rod, just thrown away.

A few days ago a man was observed going out with some rods in his pocket. When asked, he said he was taking them to a welding school. We have provided a liberal supply to the schools and it seems wholly unnecessary that men should try to take rods out of the yard for school purposes.

There is scarcity of welding rods and difficulty in obtaining them. From this you can see that the matter is a serious one and some plan should be devised to correct it.

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Here is an Honest Man

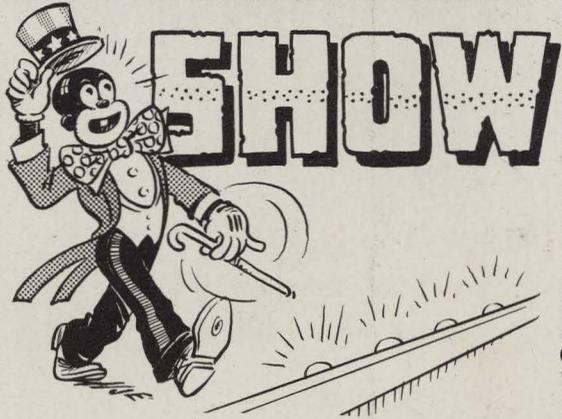
Received anonymously last week was the following letter, printed in a bold hand: "To Whom This May Concern:

Enclosed find \$2.00 for small articles which I took while in your employ last summer. To clear my conscience."

We could editorialize on this letter, give it front page prominence. It has all sorts of possibilities. But, dear reader, we will let you finish the editorial.

OREGON SHIPYARD WORKERS

presents a
**MAMMOTH
MINSTREL
SHOW**



A mammoth show to be staged by Oregon Shipyard employees. Singers, dancers, musicians, novelty acts galore. We could give you more details now, but let's keep them among those taking part in the show, and give those who will see it the surprise of their lives.

This occasion, too, will mark the debut of Oregon "Ships" 54-piece band. Watch for further announcement. If you wish to take part in this earthshaking project of fun and mirth, drop your name, badge number and talent in the Suggestion Box, or contact George Frost, Director, on Way 8.

COMING!

153 New Ships Added to Contracts

Sister Company Gets Under Way

Biggest news item since our last issue is, of course, the announcement of contracts for the construction of 153 additional Liberty Ships and the creation of an entirely new eight-way yard in Vancouver by the Henry J. Kaiser Construction Company. These new contracts are part of a new merchant ship construction program designed to build 632 merchant ships to cost approximately \$1,178,000,000.

The Oregon Shipbuilding Corporation which recently received a \$3,500,000 allotment for improvement of its 11-way yard, will build 88 more ships, bringing its total contracts for Liberty Ships to 131. The yard will not extend its ways at present, although an additional \$2,000,000 has been allocated for further increases in facilities.

Vancouver Yard Taking Shape

Kaiser Co., Inc., will erect a new eight-way yard at Vancouver, just east of the city on a 186-acre tract on which surveying and preliminary work already has begun. The new yard has received \$12,000,000 for construction and a contract for 65 Liberty ships.

Stephen Douglas Launched.

Mrs. Albert Bauer Sponsors Vessel

Eleventh of Oregon Shipbuilding Corporation's Liberty Fleet ships, the "Stephen A. Douglas," hit the water January 21st, following a brief launching ceremony. Sponsor of the ship was Mrs. A. G. Bauer, wife of popular Al Bauer, chief engineer of the yard. Michael Miller, chief engineer of the Kaiser Company Yard at Vancouver, presided at the ceremony.

Names of Eight New Ships Revealed

Names of eight more American patriots and statesmen have been assigned by the Maritime Commission to ships to be launched in the near future. They are the John Jay, Thomas MacDonough, William Dawes, Phillip Schuyler, George Clymer, James Wilson, and the John Hart.



Sponsor's Party SS. Stephen A. Douglas

How You Can Aid In Relieving Traffic Congestion - - Help Yourself and Uncle Sam

Workers by "doubling-up" can materially assist in solving traffic congestion, which is one of the really serious problems confronting us at the present time. Although every effort has been made to provide adequate parking facilities for shipyard workers, the rapidly expanding employment is daily adding many automobiles to the already crowded parking areas. It is noted that many men driving sedans have available room for additional passengers. It is suggested that wherever possible passengers be invited to ride to and from work. Such procedure will have a two-fold effect. It will eliminate to a large degree the number of cars being driven into the yard, and conserve rubber, a shortage of which is imminent. A thorough study is being made of the transportation problem, and when the mechanics are set up, a clearing house will function to advise drivers and passengers alike of locations, shifts, and names of persons willing to cooperate in this respect. The Traction Company is doing everything in its power to improve and extend its facilities, but the busses are overtaxed at the present time, and the need for cooperation from every workman who drives a car to see that fellow employees may secure transportation is a vital necessity.

When
TIME
counts most



Don't delay treatment of minor punctures or scratches. Neglected skin-breaks lead to dangerous, painful and costly infections. Always clean immediately with a mild, non-irritating cleanser and hot water. Use a standard, safe antiseptic. Watch for danger signals and seek medical care without delay.

MINOR WOUNDS—AN OPEN INVITATION TO INFECTION.

Group Sickness and Accident Insurance Plan Well Received

The Group Sickness and Accident Plan is now in its second month, having gone into effect December 7, 1941. This period has been a busy one for the insurance representative at the yard. Old man Flu and his big brother Pneumonia have been exacting a heavy toll from the ranks of the employees, and the icy pavement has accounted for many more. Hundreds of employees have had occasion to file a claim with the Aetna, and many thousands of dollars have already been paid these fortunate unfortunates.

"We have been swamped with questions about the group insurance plan," says Bob Hayes, who hereunder answers some of the most common and persistent questions.

"As those of you who read the details of the plan know, all employees who are actively working are eligible for coverage under the set-up. It is a purely voluntary insurance and is left completely to the good judgement of each employee. The Oregon Shipbuilding Corporation benefits in no way from this plan except insofar as the welfare of its employees is concerned."

How You Can Obtain Coverage

Anyone who wishes to obtain the coverage may do so by contacting the representative of the Aetna Life Insurance Company. This representative is located in the employment office. He will be glad to answer any questions for you and assist you in any way possible. All claims should be made through this representative, and, in short, anything that has to do with the insurance plan should be referred to him.

Due to the fact that expansion has gone on at such a rapid rate many of the new employees have not yet learned of the plan. If you fall in this class, drop in to the employment office at your first opportunity and obtain the booklet describing this coverage. It is still possible for old employees as well as new to obtain this low cost protection without a medical examination.

What To Do If You Have a Claim

If you have a claim under this Aetna policy here is what to do:

1. See your family physician.
2. Report your claim to the representative in the Personnel department. UN. 3611, Ext. 389.
3. Have your doctor complete the necessary form. This form may be obtained from the Aetna representative.



Photograph shows R. B. Chez, claims agent, presenting first claim check to Shipfitter Leadman George Muse.

Accident Prevention Speeds Defense

We Americans are facing a real crisis in our affairs. We are faced with danger to our freedom from both oceans. We can answer these threats in just one way—Production, Production, and still more Production. There are very few things that can cut down on our production as badly as accidents. Every time an accident occurs, production in that particular department slumps. In fact, an entire area in which an accident happens results in a great slowing if not an entire stopping of production.

In our present emergency anything that slows or stops production is a threat to our National Security. Not all accidents result in injury to the workers on the job, but they do result in loss of efficiency. If by some mischance a machine is broken it may not injure anyone but that machine will be of no use until it is repaired. Of course, when an accident results in an injury to a workman, the results are infinitely worse. There is to begin with, the pain and suffering of the injured man, the lost time and the lost time of the workers near by.

But it can be made unnecessary by avoiding accidents. For accidents can be avoided. They can be avoided by using care. Carelessness causes accidents everywhere. Many a person has died as the result of an accident in his own home caused by a moment of thoughtlessness.

It has always been desirable to promote safety but now with the terrible necessity to produce for our National Defense, it is not only desirable but a Patriotic Duty.

The good mechanic is the careful mechanic. His work never needs rebuilding and always passes inspection. It is done neatly, swiftly and carefully. He achieves these results by knowing his trade thoroughly. He learns his trade by studying and always trying to improve his mechanical ability. He uses these same methods to become a Safer worker.

The Safe workman remembers to keep the tools he is using where they cannot fall on his fellow worker. He is equally careful with materials and equipment and he always reports unsafe machinery to his foreman or leader. He reports dangerous conditions and makes suggestions to the Safety Department.

Let us all be good mechanics, safe mechanics. We can be if we try. Let's try.

—By Volney Martin,
Safety Co-ordinator.



THOSE BADGES

*I had my picture took 'tother day!
Anticipating its results, I waited,—
But when I took it home, you should
Have seen the fuss that it created!*

*She said, the only time before I had
A badge that looked so much like me,
Was 'way back in the presidential running
Of — Garfield and McKinley.*

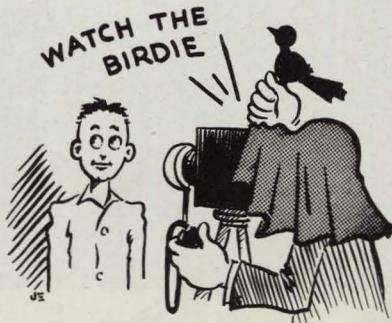
*Each fellow mutters at his likeness,
They claim it's not their face —
But the tell-tale marks of nature
We can't so hurriedly erase.*

*I guess its near our semblance,
Else we couldn't pass the gate;
But they oughta let a fellow wear
A hat, that owns a glowing bald pate.*

*I never saw the office crew's —
I'll bet they're best by far;
At least, they're not so conspicuous
As the ones that we wear are.*

*We men don't fuss an awful lot;
Just think — what it would be —
If all the force were women, an' brought
Home a mug like that one shot of me?*

—G. Fischer Wade (1042)





"ME SO SORRY!"

*We remembered the Maine,
And soundly spanked Spain,
And now in our minds is Pearl Harbor.
Let's cut from the map
The merciless Jap,
And apply the keen edge like a barber!*

*This snake in the dark
Has left us its mark,
And its fangs have stung civilization.
So let us get tough,
And handle 'em rough,
Let Hell be their realization.*

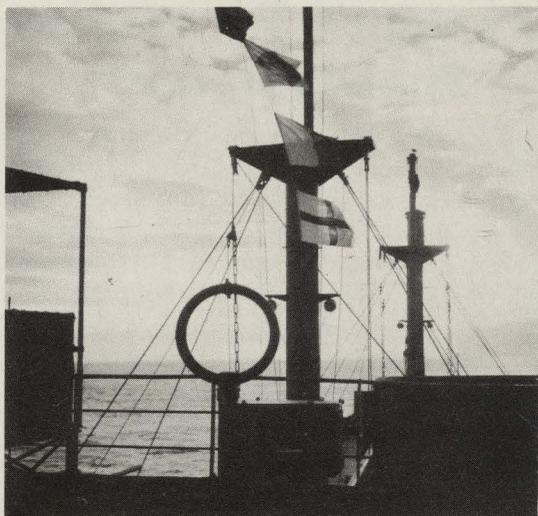
*We've stood his jabs long,
Let's start a new song:
"He's eating his bowl of pot-pourri."
There let him recline,
In his wallow and slime,
Where ever he'll wail "Me so sorry!"*

— FRANK BEELER, No. 5931

MAKESHIFT TOOLS SPELL DANGER!

Select proper tools for the job in advance. See that all tools are in good order. Discard defective tools before an accident.

Safe Jobs Need Safe Tools



Meriwether Lewis Completes Trials Second of Liberty Ships Delivered

The Liberty Fleet ship "Meriwether Lewis" successfully completed her trials January 22, and was drydocked immediately for bottom painting and final details preparatory to her delivery to the United States Maritime Commission.

The "Star of Oregon," first Liberty Ship to be launched, was turned over to the States Steamship Company for operation. The ship loaded cargo in Portland and the Columbia river district and has departed for ports unrevealed.

The "William Clark," only a week behind the "Meriwether Lewis" in her progress schedule, is preparing for her trial run.

Interest of all workmen centers in the disposition of these ships. For they are each the product of the toil of many hands, and the men who labored on them will not soon forget the ship though it has left the yard.

The "Star of Oregon," allocated to the States Steamship Company, it is reported will be in service to South Africa. The "Meriwether Lewis" is expected to go into the oriental service of the American Mail Line. The "William" Clark will go to American Presidents Line for trans-Pacific service, according to reports. In all probability the next six ships are destined to the Lykes Brothers and Waterman Steamship Companies, both of which are gulf coast operators engaged largely in Atlantic trades.

TRIAL TRIP TESTS LANDLUBBERS, TOO



Not a few of the men who were aboard the "STAR OF OREGON" on its trial run were reportedly seasick. Which brings up the complex subject of the motion of a ship at sea. Brings up, did we say?

So we have consulted the experts . . .

The average passenger is inclined to divide the motion of the ship into two categories. Pitching is the movement of the ends of the ship, and rolling is the motion athwartships. The naval architect has to go farther; while rolling is always rolling, the fore-and-aft motion caused by waves moving at right angles to the length of the ship is further divided into heaving and pitching. Heaving, did we say?

In scientific language, pitching is the oscillatory rotational motion about a transverse axis through the center of gravity. Ye Editor determined that without consulting Clifton Haughey or Mr. McLay. Yes, believe it or not, he has done a little boating himself.

Although pitching is not excessive when the ship's course is oblique to the waves, it is accompanied by a certain amount of rolling, and the two combine in a corkscrew-like motion which can be exceedingly unpleasant. The pitching motion is not nearly as distressing to a passenger as the rolling, but it means much more to the designer, for its strain on the fabric of the ship is much greater.

Modern steel vessels are strongly built, but there is still the element of risk. When the whole fabric of a ship is "working," rivet heads are subjected to terrific strain by the moving plates. A heavy sea striking a ship, generally when she is pitching, will send a shock through the whole structure, follows by the rapid vibration of the elastic portion of the hull. Such a shock may be produced by forcing a ship through the waves at such speed that she has not time to rise and fall with successive seas, but cleaves her way through the wave crests on an even keel. Every wave so thwarted hits the ship's bow and the process, known as "pile-driving," may be bad for the ship.

A slower ship being driven through a head sea will often "slam". By coming down on a rising wave, or for some other reason, her bow will receive from the sea a heavy blow which is felt all over the ship. The engineer's main concern is that the pitching of the ship is liable to damage her engines.

On the trial trip the "STAR OF OREGON" was put through all her paces, to simulate conditions that may occur during actual operation. The "STAR" fully fulfilled all conditions. She proved herself; made the speed which the design conditions laid down; did it, furthermore, at a certain draught and with a certain specified fuel consumption in pounds per horsepower developed per hour. She demonstrated her ability to steer properly, to pull up from "full speed ahead" to "stop" and to go from "full speed ahead" to "full speed astern" in a prescribed time.

In maneuvering and proving herself, the "STAR" was made to pitch and heave. The motion athwartships and that oscillatory rotational motion about a transverse axis through the center of gravity, is what made some of the lads a bit seasick. But then landlubbers are sissies, say the old salts.



ROBERT FULTON SPONSORED BY MRS. W. S. SMITH

To the memory of Robert Fulton, inventor of the commercial steamboat, Mrs. W. S. Smith, wife of "Bill" Smith, chief Maritime Commission hull inspector, sponsored the 10th of our Liberty Fleet ships launched January 10. Mr. Smith delivered a brief address. Fred Lord, chief purchasing agent for the Oregon Shipbuilding Corporation, was master of ceremonies.

A black and white advertisement featuring two panels. The top panel is titled "TIME & MONEY" in large, bold, white letters. Below the title, it reads "LOST THROUGH ACCIDENTS IS GREATER THAN THE" in smaller white text. The background of this panel shows several stacks of coins and a large hourglass, with a curved line suggesting a path or flow. The bottom panel is titled "TIME & COST" in large, bold, white letters, with "OF PREVENTING THEM" in smaller white text below it. This panel also features stacks of coins and an hourglass, with a similar curved line.

Training in Blueprint Reading

Learning to read ship blueprints in a vocational training class is not difficult and can be made a pleasant study. The real challenge in the shipbuilder's education is in learning to apply the prints to construction after the method of reading prints is mastered.

A six-year-old child attends school and gradually learns to read the American language and may become a very good reader by the time he is in the eighth grade. At the time he attends college he can buy a physics or chemistry book which he can read easily at a quite rapid rate. However, the reading of the physics book merely enables him to study the problems and nine months may be spent in such study to get a basic understanding of the subject in spite of his ability to read all of the words easily.

So it is with blueprint reading.

In a reorganized course in blueprint reading, a series of classes are being offered which include the fundamentals of drafting as used in ship prints to the study of more advanced problems of ship construction for leadmen and foremen. These classes are called Elementary Ship Construction, Blueprint Reading I, Blueprint Reading II, Advanced Blueprint Reading for Leadmen and allied classes using blueprints such as shipfitting, pipefitting and installation of marine machinery.

Elementary Ship Construction: 40 hours.

Unit 1—Description of main parts of the ship and ways with their correct names and location.

Unit 2—Description of construction of the double bottom, including the piping system.

Unit 3—Main bulkheads, frames, and their location. The use of water lines, buttock lines, and frame lines.

Unit 4—Explanation of the geometry of frame development, use of body plans, shell expansion plans.

Unit 5—Decks, deep tanks, fore-peak, after-peak, and other sections of the hull below the upper deck using the Inboard Profile blueprint.

Unit 6—Arrangement plans and the superstructure.

Unit 7—Installation of equipment and fittings.

Unit 8—Processes of the mold loft and the plate shop and their relationship to assembly, erection and outfitting.

Blueprint I (Drafting Practices as used in Ship Blueprints): 15 hours.

(For persons with little or no drafting experience.)

Unit 1—Sketching with the aid of a straight edge to understand the relationship of views in a working drawing. This unit includes only straight lines in visible outlines, hidden lines, extension lines, dimension lines, and the system of dimensioning three views.

Unit 2—The use of center lines, radius, diameters, arcs and the method of laying out and dimensioning these.

Unit 3—The relationship of detail views and assembly views using the cutting plane line, with practice in locating details on selected prints.

Unit 4—The use of revolved sections, removed sections, and auxiliary views. Sketch selected structural steel parts to learn proportions and names.

Unit 5—Simple geometric principles used in drafting, such as bisecting a line, laying out a right angle by the 3, 4, 5 method, erecting a perpendicular to a line by the use of arcs, squaring a rectangle with diagonals and others.

Unit 6—Practice sketches using all of these techniques.

Blueprint II (Blueprint Reading for Selected Types of Work): 40 hours, approx.

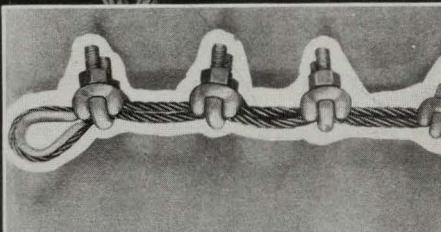
The problems of different phases of construction are now offered or will be offered for the following:

Sub-Assembly	Welding
Assembly Platform	Pipefitting
Erection	Shipwrights
Outfitting	Shipjoiners
Layout	

Arrangements have been made with Portland School District to hold these classes in northeastern Portland at Jefferson High School and in southeastern Portland in the High School of Commerce. Mr. Robert M. Hamill, Coordinator of National Defense Training for the school district, has spoken favorably of the method and content used in this course, and has extended the services of his staff to make available the many things so necessary for conducting these classes.

Registration for these courses will be made on lists posted in the yard or by conference with Maurice Bullard, supervisor of vocational training, or Larry Clewarth, assistant coordinator for the school district, both located in the personnel office.

ROPE WITH SAFETY



Inspect wire rope frequently for broken strands and lubrication.

Always shield sharp severed ends to avoid personal injury.

Use approved rope clamps.

Preformed wire rope resists kinking and snarling and will not unstrand to tear hands and clothes.

NEVER OVERLOAD CABLE

A Student's Lament

Now---

When you lay the rod to the iron,
And get stuck striking an arc;
When you set the machine where it should
burn up—

CALL THE INSTRUCTOR.

Then---

When your flat work looks like overhead
And your vertical won't stay put;
When you're magnetized from bottom to
top,
And the damned arc blows by the foot—

CUSS THE INSTRUCTOR.

But---

When you've learned to watch your puddle
And distinguish the metal from slag;
When you can hold your arc with both
eyes shut
And keep it from playing tag—

SKIP THE INSTRUCTOR.

And---

When you've finally finished your test
plates
And Edison says you're O. K.
When you've signed up with the Oregon
yard

To draw ten bucks a day—

TO H— WITH THE INSTRUCTOR.



Operating on a 20-hour basis, the shipyard office of the employment service is in the A. F. of L. hiring office. Complete co-operation is maintained with the unions and the management in compiling personnel reports and other information.

At the head of the State Employment Service is Director Lee C. Stoll, whose record in solving Oregon's employment problems during a difficult period of adjustment has won considerable notice. Although central offices are maintained with the Unemployment Compensation Commission at Salem, the director shows the importance of Portland's labor supply problems in spending a good share of his time in the metropolis.

Working directly under Gerald Knapp, manager of the Portland office, is L. M. Woodworth, senior employment officer and directly in charge of the shipyard division. Mr. Woodworth's experience as an attorney and in special job work all over the state stand him in good stead in co-operating with interested agencies.

Five trained employment officers are on active duty at the St. Johns office. As a brief introduction, here they are:

Glenn Henderson, former member of streetcar men's union.

Floyd Flood, former orchestra leader, for painter's union.

Galen Tucker, former member of shoe clerk's union.

Oscar Haugen, formerly operating own advertising agency.

A. R. Hammond, once a farmer and later office equipment salesman in Siam.

The two last-mentioned men have been with the employment service for about four years, while the other three have had somewhat shorter experience.

STATE EMPLOYMENT SERVICE ON JOB 20 HOURS A DAY

As an important cog in the machinery of keeping records of thousands of shipyard workers, the local office of the State Employment Service is one of the busiest places on the grounds of the Oregon Shipbuilding Corporation.

Through contacts with many governmental agencies, the employment service not only is a factor in assuring an even and constant supply of trained and skilled workers, but on its reports of available men is based many future contracts and plans for shipyard expansion. With its clearance system through 1600 other offices, the employment service can find nearly every type of worker—if he is to be found in the United States.

IMPORTANT NOTICE

The attention of all employees is directed to the following rules which are to become effective as of the date of this notice, and are to remain in effect until revoked by United States Maritime Commission and Oregon Shipbuilding Corporation.

1. No notice of any type whatsoever and no letter, placard, communication or bulletin shall be posted upon any bulletin board or within or upon any part of the yard, buildings, equipment or vessels, without the prior approval of United States Maritime Commission and Oregon Shipbuilding Corporation. All notices now existing which were not posted by Oregon Shipbuilding Corporation or someone authorized by the company must be immediately removed.

2. No employee shall sign or circulate any petition of any kind within the yard or upon company property unless the prior approval of United States Maritime Commission and Oregon Shipbuilding Corporation and the Metal Trades Council is received.

3. No raffles, lotteries, pools or gambling whatsoever shall be conducted in the yard nor shall employees participate therein while they remain within the yard or while they are upon United States Maritime Commission and Oregon Shipbuilding Corporation property.

4. No solicitations of funds for any purpose and no collections of any kind shall be made within the yard or upon company property except upon the prior approval of the United States Maritime Commission and Oregon Shipbuilding Corporation and Metal Trades Council.

Existing conditions in the yard make the adoption and observance of the foregoing rules imperative. Employees violating the rules or any one thereof will be subject to immediate and permanent removal from the payroll. All company approvals mentioned above must come from the Personnel Office.

Dated January 26, 1942.





MR. CHARLES A. SHEA PASSES

As we go to press word has been received of the demise of Mr. Charles A. Shea, beloved president of the Oregon Shipbuilding Corporation. Although in ailing health in recent months the spirit and example of Mr. Shea was a constant stimulus to the activity and progress of this company. The numerous construction projects in all parts of the nation with which Mr. Shea had been identified, stand as a lasting memorial to the genius and perseverance of this master builder. To the family, in behalf of the entire Oregon Shipbuilding Corporation, we offer heartfelt condolences.



White Dinner Buckets Suggested for Safety By Lee Fulleton

If Lee Fulleton, marine fitter at the Oregon Shipbuilding corporation, has his say, and if his newest idea has any bearing in cutting down on Portland's night traffic toll, men working night shifts on defense industries and other jobs will soon start using white enameled dinner buckets.

Fulleton has advocated the use of white enameled dinner buckets as a safety feature. He explains that with the many thousands of men working nights, the use of the white bucket should aid motorists materially in seeing pedestrians who must be clothed in heavy dark clothes. In addition the buckets are a very effective medium in flagging streetcars, Fulleton said.

Fulleton has presented his idea of the white dinner buckets to Captain William C. Epps of the police bureau traffic division for his consideration as a traffic safety feature. He has also presented the idea to the East Side Commercial club. Fulleton is an active member in the Commercial club and is also well known to the Young Men's council and Escowe Women's Breakfast club.



For Safety's Sake



THINK!

Let's Cut Out Lost-Time Accidents!

Disabled Workers Won't Win This War!