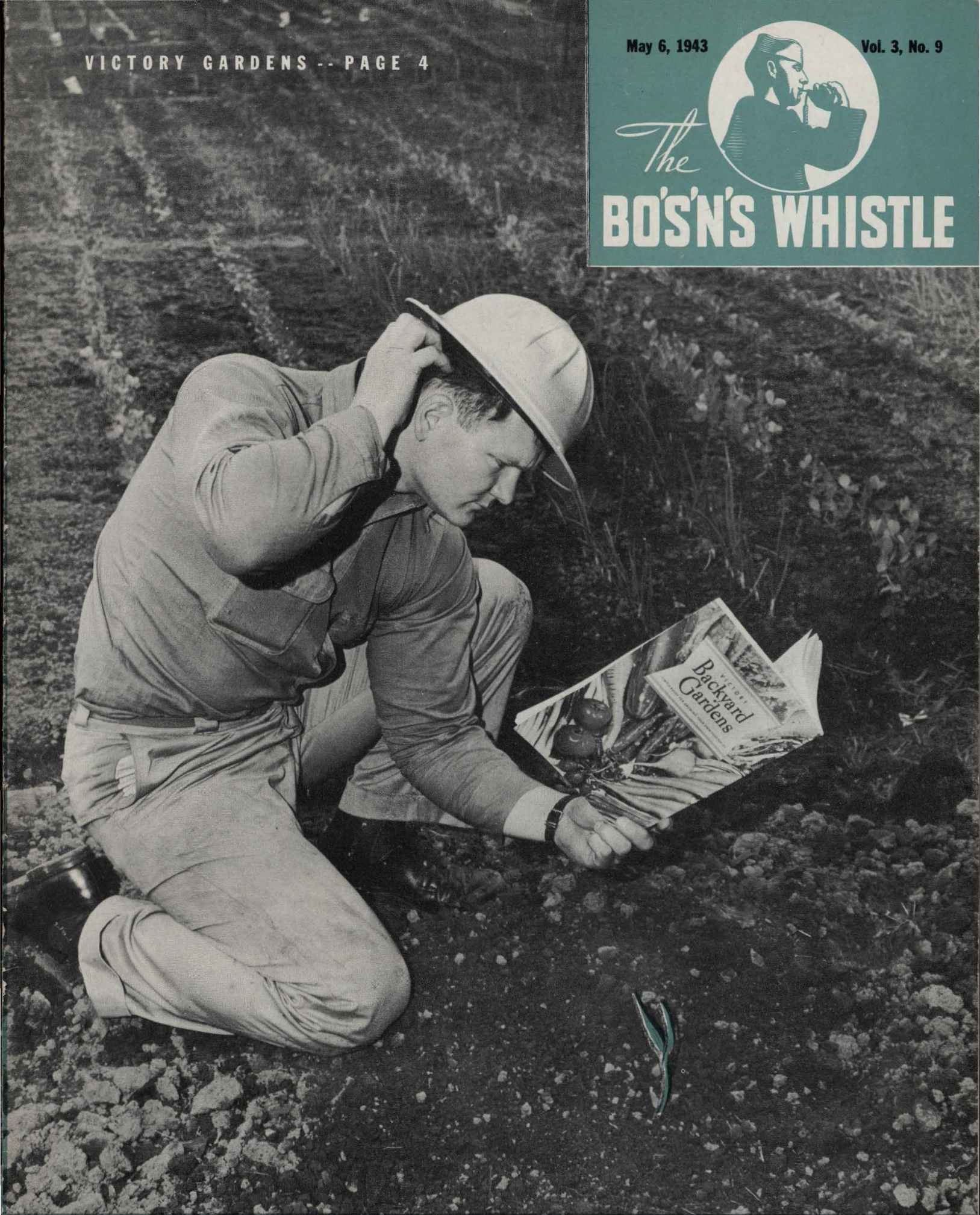




*The*  
**BO'S'S WHISTLE**



# BONDS

... employees of the three yards say it with four and a half million dollars!

Old Uncle Sam wanted to make another loan. The war was getting more expensive than he had figured on and he needed \$13,000,000,000 in the worst possible way. It had to be raised fast. Would shipyard workers help out an old friend?

Not being the kind to let "Uncle" down at a time like this, riveters, welders, chippers, painters, workers from every corner of the yards began digging down for a little bit extra to swell the "kitty." Entire paychecks went to the cause. The bottom of the family teapot was scraped clean, no penny bank was safe. In three weeks the three Kaiser yards raised a total of \$1,892,890. This was in

addition to the \$2,717,000 taken out in regular payroll deductions during the same period of time, making a grand total of well over four and one-half million dollars worth of bonds bought during the three weeks.

## RESULTS

Here's how purchases broke down for the three yards.

	OREGON	SWAN ISLAND	VANCOUVER
Regular . . . . .	\$1,160,000	\$ 624,500	\$ 933,390
Special . . . . .	796,000	256,000	460,000
Cash . . . . .	160,000	120,000	100,000
	<u>\$2,116,000</u>	<u>\$1,000,500</u>	<u>\$1,493,390</u>

## OREGON

Lydia A. "Butch" Mapel, welder, buys \$2,000 worth of bonds. John Diamond from the pipe shop, signed up for a \$1,000 bond.



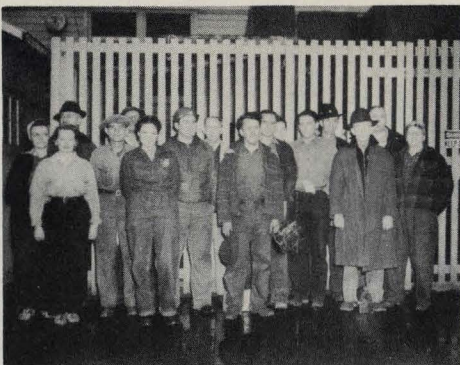
Workers pause during the day to check progress on the "SS Oregon Ship" which will cost \$1,800,000 in war bonds.



S. J. Pritchett and L. S. McGrew, leadmen riveters on the graveyard shift, each sign up for a \$100 bond.



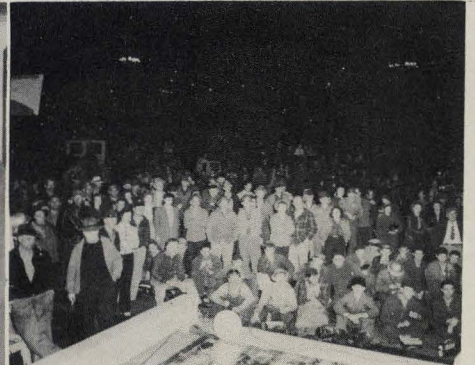
These 19 workers on the graveyard shift in the main electric shop pledged an average of \$100 each in war bonds. Said supervisor Sam Miller, "No sales talk was necessary."



Harold Jenkins led off the drive with a \$500 bond and came back later for another one. Here he is being congratulated by Betty Edward, Eleanor Frank and Ken Moyer.



A steady downpour couldn't keep these swing shifters away from the bond show. They turned out in force to cheer fellow workers who were participating.





## GARBER

The "Victory Parade of Spotlight Bands" brought Jan Garber to Portland's civic auditorium on Tuesday, April 20. With his rousing music and the voice of vivacious Helen Englert, he added still more punch to the accelerating bond drive.



## VANCOUVER

Vancouverites unfurled their umbrellas, turned up their collars, and braved a downpour to turn out for Garber. They applauded loudly, then dug down into water-soaked pockets to buy "another bond or two."

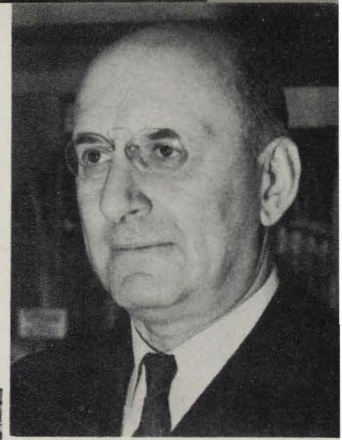


Garber turned on all his personality and the persuasive power of his musicians to focus attention on bond buying at a Vancouver Bond Show on April 20. The shipbuilders responded in appropriate style.

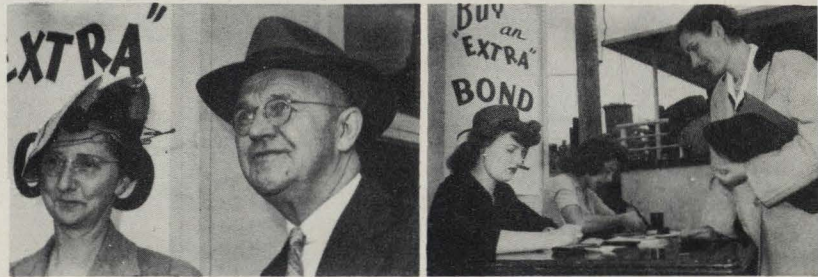


## SWAN ISLAND

The drive continued its round-the-clock tempo at Swan Island Saturday, April 17, with a full program on all three shifts. There were speakers from the state committee. On April 27 there was the Secretary of the Treasury, himself, and there was music and singing by the workers.



Swan Islanders bought heavily. Mr. and Mrs. Peterson, in the template storage department, were among the first to come forth. Together they made a cash purchase of \$2,000. On the right Margaret Stark signs up Sophie Kampfer of the accounting department, for a \$500 bond.



Smiley Simpson, master of ceremonies, for the graveyarders, also gave a few musical spoon numbers. Fred Kolstad, paint shop foreman, entertained the day shift with his accordion, along with Fred Menary of the plate shop, and Harry Goldie of the steel storage, right, below.



Sylvia Staino of the IBM department, with her impersonations of current celebrities, was one of the highlights of the day program, while swing shifters heard Oliver Fortier, Unionmelt electrician, sing "Any Bonds Today," and tenor Finis Shilling sing "The One Rose."



# VICTORY GARDENS

There may be enough food to go around this year, but shipyard workers aren't taking any chances. As soon as the first warm breezes of spring wafted over the noisy ways, workers threw back their shoulders, inhaled deeply, and then rushed home to dig out the old shovel, rake and hoe.

In no time at all intensive cultivation set in. From window boxes to backyards, from parking strips to vacant lots, from individual plots to big cooperative ventures, intensive hoeing, spading and shoveling began.

Green vegetables have vitamins, and vitamins are needed for victory. Heavy-eating workers already had their diets jolted by rationing. They knew that food, like everything else, "must go to the boys first."

Remembering their small city of yesterday and the Jap gardeners who had been sent inland, the "home folks" shook their heads and murmured, "You better grow your own if you expect to eat this year."

Newcomers took the advice seriously. Out in the housing projects little plots of land are already beginning to show green rows. Every type of garden can be found. Husky farm-bred workers from Iowa are systematically showing how they do it out in "the corn belt." There are some model gardens, there are a few that make even the China pheasants give up in despair. There are well-kept gardens and there are "weed patches." But all in all, seeds are getting in the ground, green things are shooting toward the sun, and the hearty appetites of shipyard workers will probably be satisfied.



The Ervin Cooks of McLaughlin Heights don't propose to be bothered with rationed vegetables. "I can plenty of vegetables every year and I'm going to put away more than ever this year," says Mrs. Cook, wife of a Vancouver Graveyard Plate Shop employee.



While dad sleeps, Mrs. Otto Schwab and son, Robert, 2, of McLoughlin Heights, do their gardening. Mr. Schwab is a graveyard electrician's helper at Vancouver, comes from Chicago.

In the community garden spot at University Homes, the Dotys, Jane, Judy, Mrs. Doty, and John, all pitch in to "grow 'em faster." Gardening is nothing new to this Missouri family.



**THIS WEEK'S** cover man and Victory Gardener is Ormond Binford, graveyard welding tester at Oregon. Orm takes his gardening seriously. So does the educated pheasant who is about to sabotage a row of something or other. There's one consolation for Victory Gardeners. A lot of them would rather eat roast pheasant than spinach, anyway.



Over on N. E. Killingsworth, W. A. Winder, a former minister and now a crane operator at Oregon, clears his big garden of Johnson grass. "We're making it all count," says Winder.



Boasting one of the finest gardens in Portland, Otto Lentwyler, O. S. C. swing shift pipefitter, shows just what can be done in a month of expert gardening.



Here are Carl Fink and son, Stanley, age 4, in their garden at Columbia Villa. Carl is a plate shop rollman at Swan Island, already has visions of green rows of tomatoes and beans.



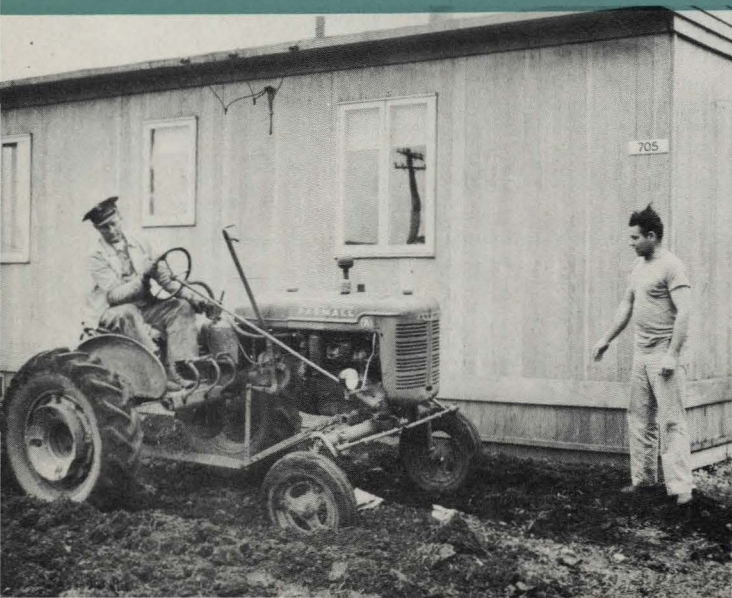
Vern L. Esler, O. S. C. graveyard rigger, was a logger for many years, but he's a confirmed part-time gardener these days and is doing his best to raise a crop in the none-too-fertile soil of Parkside Homes.



Just before going on swing shift as a Vancouver material expediter, F. J. Mack takes a parting crack at a weed or two in his Victory Garden on McLoughlin Heights.

Mass production methods save a lot of spade work at McLoughlin Heights. On the tractor is Jack Lakoduk, Jr., Vancouver swing shift chipper leadman. At right, Gilbert Metheny, Vancouver shipfitter.

"We're going to have a regular Iowa farm," says I. J. Cantonwine, swing shift pipefitter at Vancouver. Daughter Patty, 5, does her share too, in this big McLoughlin Heights garden.



# Now it's VICTORY SHIPS for Oregon

Longer, sleeker, faster and more powerful, a new type of cargo ship is soon to start sliding down the ways at Oregon Ship. Called the "Victory" ship in contrast to the present "Liberty" ships, it was the biggest news in a week full of sensational shipping news.

Confident shipyard workers all over the nation were set aback by the announcement that despite their remarkable records of production they had still failed in 1942 to turn out tonnage equal to the 12,000,000 tons said by a Senate committee to have been sunk by Axis submarines. They had met the President's goal of 8,000,000 tons but that still wasn't good enough.

Kaiser shipyard workers swelled their chests another inch or so with the announcement that in awarding new contracts for 1943 and 1944, Kaiser yards will build more ships than any other of the emergency yards in the United States.

OREGON SHIP on April 27 launched the SS "Cushman K. Davis," the first of the present 96-ship contract. In addition, it will build 17 more Libertys and 105 of the new Victory ships. These will be powered by steam-turbines and have an over-all length of 455 feet, a 62-foot beam, and a molded depth of 38 feet. The Victory ship will have finer lines than the Liberty. Though longer and broader, the actual amount of additional steel required to build them will probably not be more than 500 tons. The new Victory Ship will contain three cargo holds forward of the machinery space, divided into three decks plus a smaller forecastle deck. Two cargo holds and decks will be located aft of the boiler room. It will be about 50 per cent faster than the Liberty. Some changes will have to be made in the ways and other facilities. Plans call for extension of the ways 20 feet over the way-end buildings. Actual construction of the new vessels is slated to begin in early fall upon completion of Liberty contracts.

## NEW CONTRACTS ★ NEW

**166** The SS "Louis Agassiz," launched April 13, was christened by Mrs. H. J. Detloff. Her attendants were Mrs. Herman Hawkinson and Miss Geraldine Wall. Dave Eccles, State War Bond Administrator, was the principal speaker. Charles Mack was master of ceremonies.

**167** On April 14 the SS "Edward Bellamy" was launched with Gordon Johnson giving the main address, and Mrs. Johnson sponsoring the ship. Joan Testerman presented flowers, and Bena Edwards was Mrs. Johnson's attendant.

**168** The SS "Cass Gilbert" was christened by Mrs. Fred Teuscher on April 16. Her attendants were Mrs. Edward Teuscher and Miss Julie Teuscher. F. A. Abraham was master of ceremonies.




**169** The SS "Gouverneur Morris" went down the ways on April 18. Mrs. Geo. E. Birnie was sponsor; her husband, Attorney George E. Birnie, was principal speaker. Todd Woodell was master of ceremonies.

**170** On April 20, the SS "Gilbert Stuart" was christened by Mrs. Ralph E. Boyd, wife of the Marine Department Superintendent. Flowers were presented by Miss Sharon Niece. Attendants were Mrs. Donald H. McGoby and Mrs. A. O. Pitman. Al Bauer was master of ceremonies.

**171** The SS "DeWitt Clinton" was launched on April 22 by Mrs. Byron M. Johnson, marine machinist welder on the outfitting dock, representing winners of war bond contest. Attendants were Mrs. Lillian Marie Nutt and Mrs. Ron Dreske.

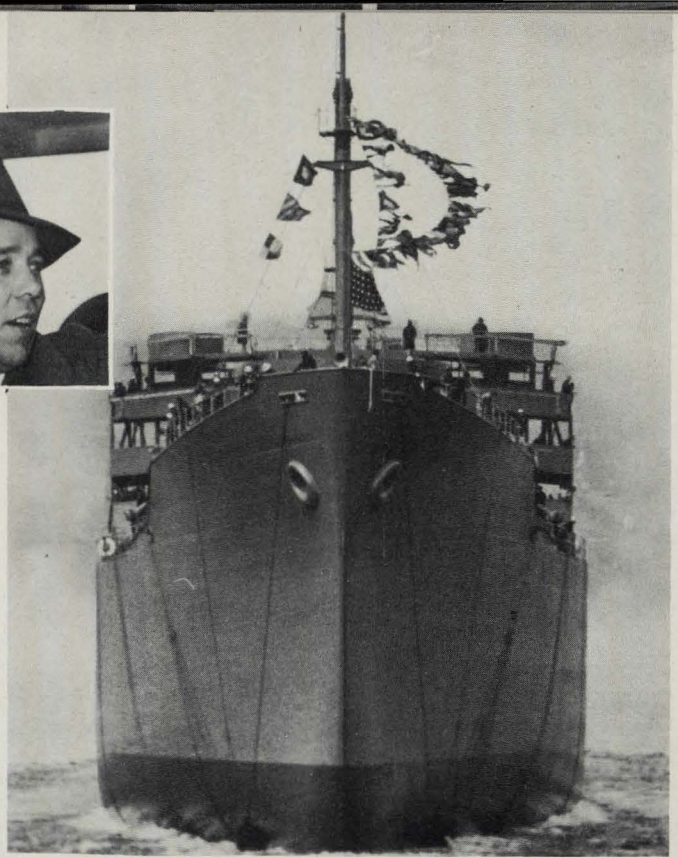
**172** The SS "Richard Harding Davis" was sponsored by Mrs. Oliver Abrams on April 23, with Mr. Abrams as principal speaker. Attendants were Mrs. Fern Mattoon and Miss Shirley Mattoon. Al Bauer was master of ceremonies.

**173** On April 24 the SS "William H. McGuffey," was sponsored by Mrs. Elmer V. Wooton. An Easter address was given by Reverend Lloyd Moore. Edgar Kaiser was master of ceremonies. Attendants were Mrs. Laban Steeves and Mrs. L. V. Benson.

3-YARD SCOREBOARD		
O. S. C.		KEELS LAID 190
		LAUNCHED 179
		DELIVERED 175 + 8 VAN.
K. C. I. Vancouver <small>ALL TYPES OF VESSELS— Censorship does not permit a breakdown.</small>		KEELS LAID 54
		LAUNCHED 42
		DELIVERED 32
K. C. I. Swan Island <small>TANKER</small>		KEELS LAID 20
		LAUNCHED 12
		DELIVERED 7



Mr. and Mrs. Les Blackford watch excitedly as the SS "Fallen Timbers" slips down the ways. Mrs. Blackford was sponsor at the launching held April 21. Les Blackford, welding superintendent, was master of ceremonies. Mrs. William Schinkel and Mrs. Preston Hiefield were matrons of honor. Carol Ann McCauley was flower girl.



## Swan Island Launches the S.S. FALLEN TIMBERS

The SS "Fallen Timbers" was the 11th tanker to slide down the ways at Swan Island. The 12th tanker, the SS "Pequot Hill," was launched on April 30. Swan Islanders welcomed the news last week that they will continue to build the 56 tankers now under contract and that as soon as these are done they will build 47 more.

# SHIPS ★ FOR THE THREE YARDS

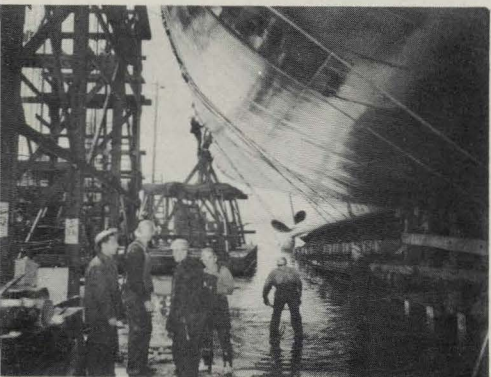


## H.M.S. AMEER

Vancouver's second escort aircraft carrier, the HMS "Ameer," was launched on April 19. It was christened by Mrs. Benjamin Morrell, wife of Admiral Morrell, chief of the Bureau of Yards and Docks. Mrs. Helen Krebs was matron of honor. Gail Cunningham was flower girl.

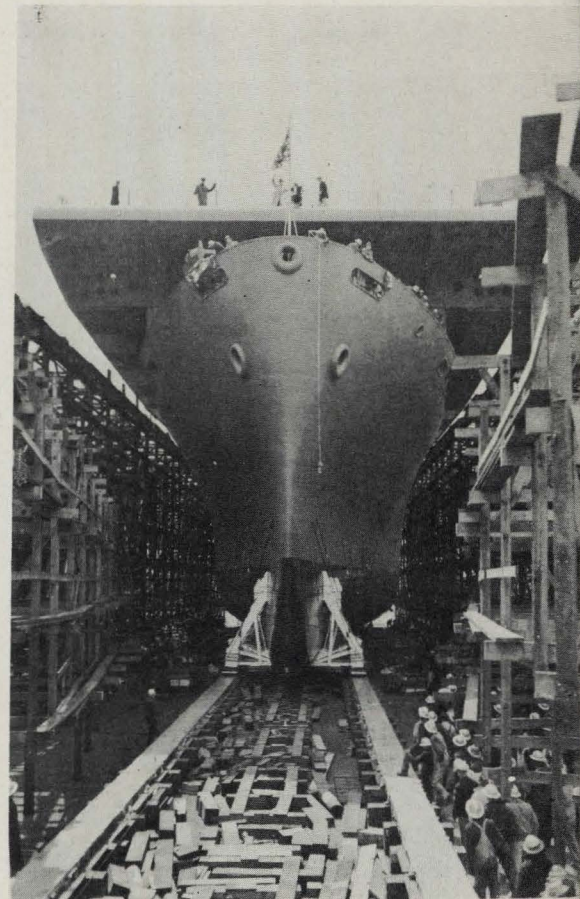


The "Ameer," above, pulls up alongside the "Alazon Bay" at the Swan Island outfitting dock. These are the first two escort carriers launched. High water, as shown below, almost made it impossible to launch the "Ameer" on schedule.



As this was the first of several carriers to be turned over to Great Britain, James McDonald, British consul, spoke briefly. Edgar Kaiser delivered the launching address.

Vancouver workers, however, are still gloating over news that at the "short order shipyard" they will go to work on 48 high-speed tankers as soon as the present contract for escort aircraft carriers is filled. These tankers will be identical to those now under construction at Swan Island.

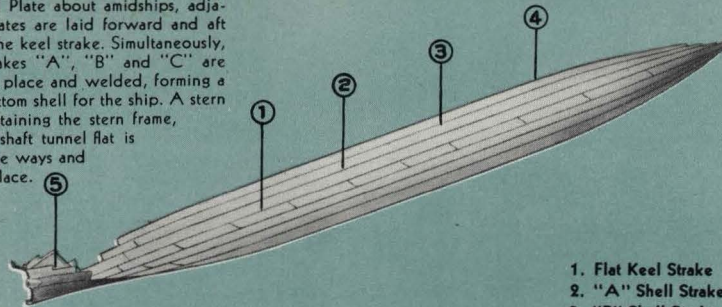


# HOW LIBERTY SHIPS ARE BUILT

This series of bird's eye views shows how Oregon's Liberty Ships grow step by step from keel to delivered vessel.

## I — 1st Day

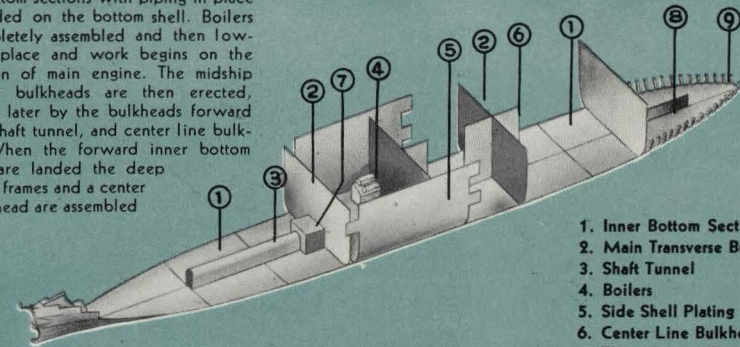
The beginning of the Liberty Ship is the laying of the keel. Following the laying of the first Keel Plate about amidships, adjacent keel plates are laid forward and aft completing the keel strake. Simultaneously, the shell strakes "A", "B" and "C" are worked into place and welded, forming a complete bottom shell for the ship. A stern assembly containing the stern frame, framing, and shaft tunnel flat is landed on the ways and welded in place.



1. Flat Keel Strake
2. "A" Shell Strake
3. "B" Shell Strake
4. "C" Shell Strake
5. Stern assembly

## II — 2nd and 3rd Day

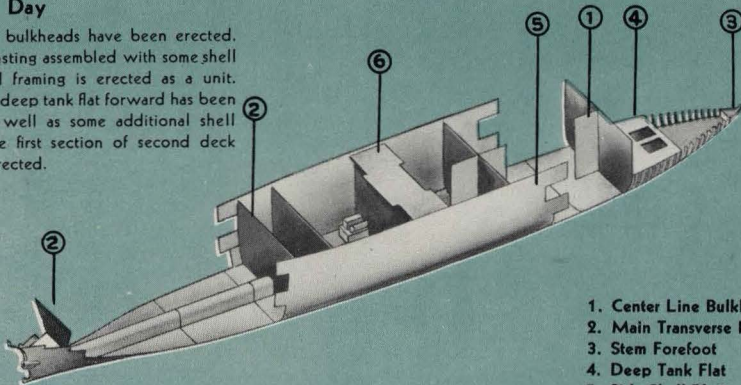
Inner bottom sections with piping in place are welded on the bottom shell. Boilers are completely assembled and then lowered in place and work begins on the installation of main engine. The midship transverse bulkheads are then erected, followed later by the bulkheads forward and the shaft tunnel, and center line bulkheads. When the forward inner bottom sections are landed the deep tank shell frames and a center line bulkhead are assembled as a unit.



1. Inner Bottom Sections
2. Main Transverse Bulkheads
3. Shaft Tunnel
4. Boilers
5. Side Shell Plating
6. Center Line Bulkheads
7. Thrust Bearing Recess
8. Deep Tank C. L. Bulkhead
9. Framing in FWD. Deep Tank

## III — 4th Day

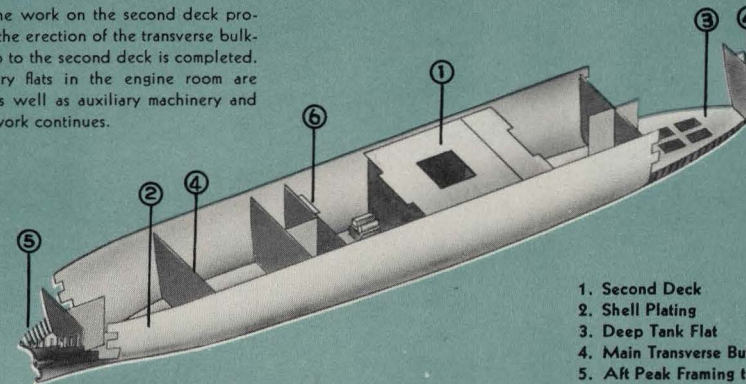
Additional bulkheads have been erected. The stem casting assembled with some shell plating and framing is erected as a unit. Half of the deep tank flat forward has been erected as well as some additional shell plating. The first section of second deck has been erected.



1. Center Line Bulkhead
2. Main Transverse Bulkhead
3. Stem Forefoot
4. Deep Tank Flat
5. Side Shell Plating
6. Second Deck

## IV — 5th Day

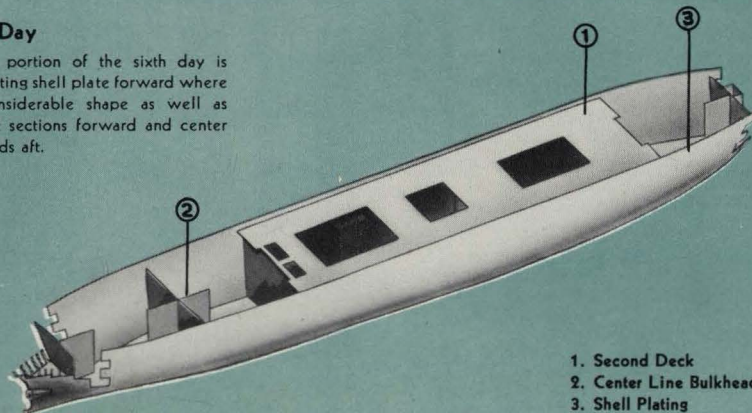
While the work on the second deck progresses, the erection of the transverse bulkheads up to the second deck is completed. Machinery flats in the engine room are added as well as auxiliary machinery and piping work continues.



1. Second Deck
2. Shell Plating
3. Deep Tank Flat
4. Main Transverse Bulkheads
5. Aft Peak Framing to Second Deck
6. Machinery Flat

## V — 6th Day

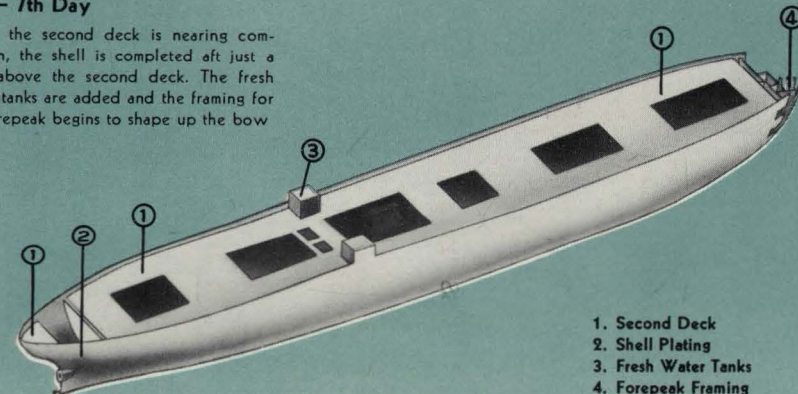
The greater portion of the sixth day is spent in erecting shell plate forward where there is considerable shape as well as second deck sections forward and center line bulkheads aft.



1. Second Deck
2. Center Line Bulkheads
3. Shell Plating

## VI — 7th Day

While the second deck is nearing completion, the shell is completed aft just a little above the second deck. The fresh water tanks are added and the framing for the forepeak begins to shape up the bow.

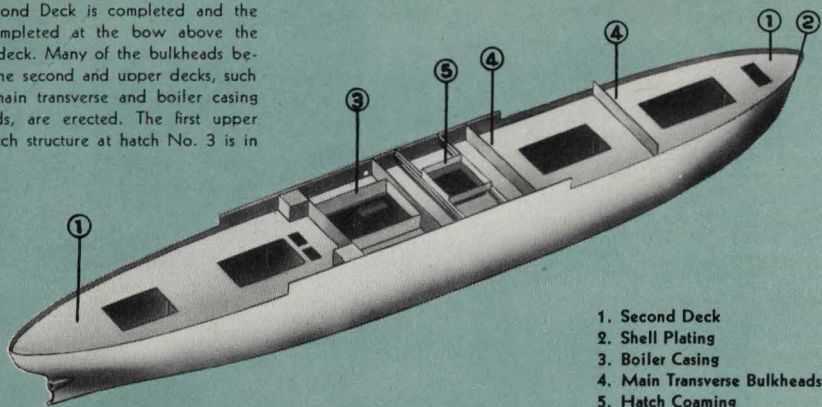


1. Second Deck
2. Shell Plating
3. Fresh Water Tanks
4. Forepeak Framing



### VII — 8th Day

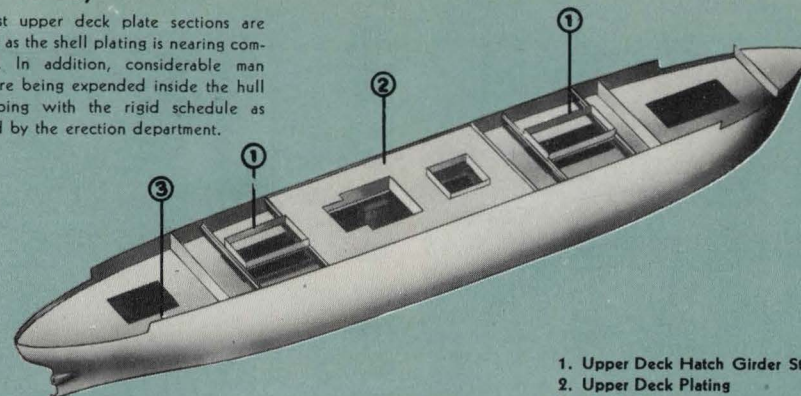
The Second Deck is completed and the shell completed at the bow above the second deck. Many of the bulkheads between the second and upper decks, such as the main transverse and boiler casing bulkheads, are erected. The first upper deck hatch structure at hatch No. 3 is in place.



1. Second Deck
2. Shell Plating
3. Boiler Casing
4. Main Transverse Bulkheads
5. Hatch Coaming

### VIII — 9th Day

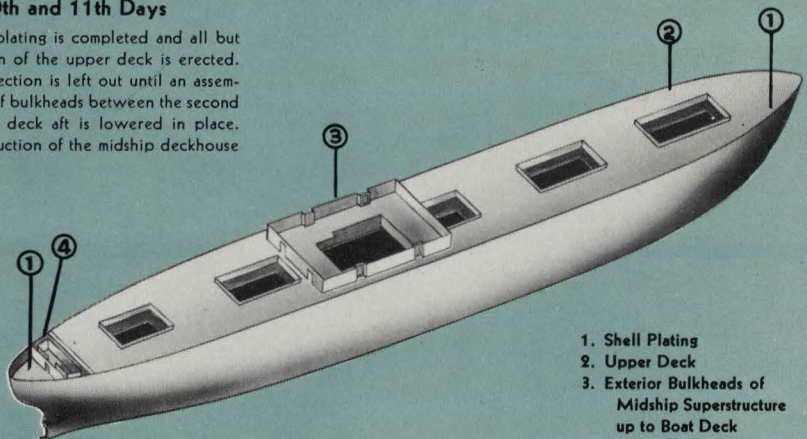
The first upper deck plate sections are erected as the shell plating is nearing completion. In addition, considerable man hours are being expended inside the hull in keeping with the rigid schedule as planned by the erection department.



1. Upper Deck Hatch Girder Structures
2. Upper Deck Plating
3. Shell Plating

### IX — 10th and 11th Days

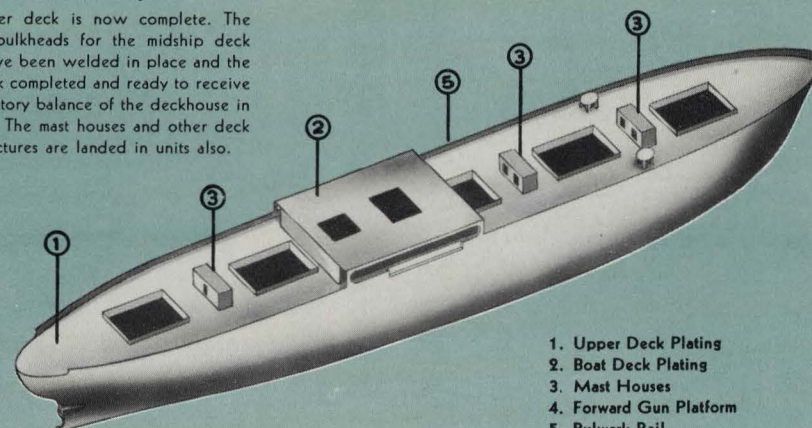
The shell plating is completed and all but one section of the upper deck is erected. This one section is left out until an assembled unit of bulkheads between the second and upper deck aft is lowered in place. The construction of the midship deckhouse is started.



1. Shell Plating
2. Upper Deck
3. Exterior Bulkheads of Midship Superstructure up to Boat Deck
4. Tween Deck Bulkheads Aft

### X — 12th to 14th Days

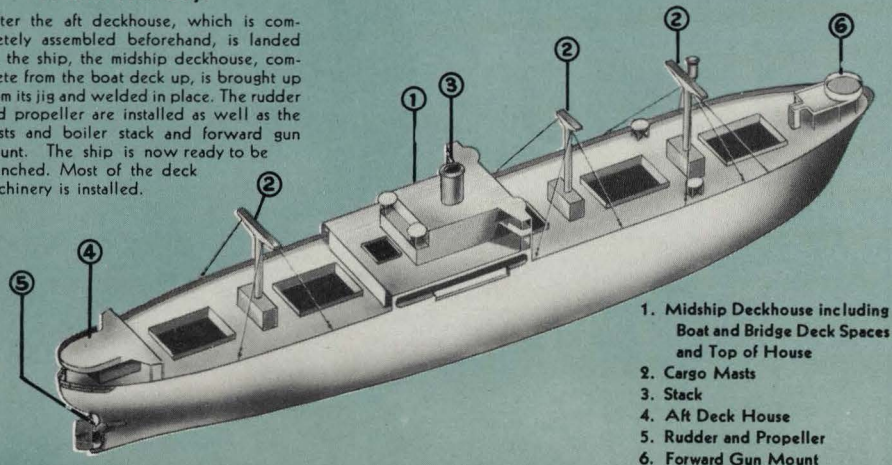
The upper deck is now complete. The interior bulkheads for the midship deck house have been welded in place and the boat deck completed and ready to receive the two-story balance of the deckhouse in one unit. The mast houses and other deck superstructures are landed in units also.



1. Upper Deck Plating
2. Boat Deck Plating
3. Mast Houses
4. Forward Gun Platform
5. Bulwark Rail

### XI — 15th to 19th Days

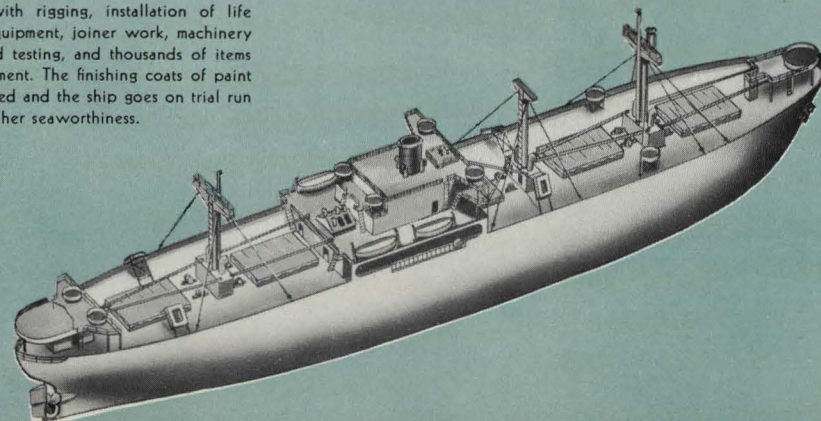
After the aft deckhouse, which is completely assembled beforehand, is landed on the ship, the midship deckhouse, complete from the boat deck up, is brought up from its jig and welded in place. The rudder and propeller are installed as well as the masts and boiler stack and forward gun mount. The ship is now ready to be launched. Most of the deck machinery is installed.



1. Midship Deckhouse including Boat and Bridge Deck Spaces and Top of House
2. Cargo Masts
3. Stack
4. Aft Deck House
5. Rudder and Propeller
6. Forward Gun Mount

### XII — 20th to 27th Days

The ship in the Outfitting Basin is completed with rigging, installation of life saving equipment, joiner work, machinery work and testing, and thousands of items of equipment. The finishing coats of paint are applied and the ship goes on trial run to prove her seaworthiness.





# KAISER COLLEGE OF SHIPYARD KNOWLEDGE

**And this streamlined preparatory school enables new employees to learn the "reason why" for a lot of things that older shipbuilders never had a chance to learn.**

Gone are the days when the new shipyard employee arrived at the main gate with his employment slip in one hand and lunch pail in the other, to find himself utterly lost in the strange bewildering yard. All too often when he asked, "Where do I go?" he was merely given a friendly shove in the approximate direction of his job and usually spent the rest of his first day trying to find it.

All that is changed. New workers now get as much attention as a distinguished visitor on a formal tour. Instead of spending months accumulating misinformation from fellow-workers who often only guessed at answers to his questions about safety rules, shipyard layout, payroll procedure, etc., he now gets it all on the first day.

This is accomplished through new induction schools recently put into operation at Swan Island and Oregon Ship. The instruction, which is given on company time, is designed to help the new employee become familiar with his yard and the importance of his particular job.

The courses, which begin at the start of all three shifts, are divided into two periods. The first two and a half hours cover the more important phases of operations and procedures, such as layout of the shipyard, identification and work badges, medical and insurance services, transportation, housing, etc. This information is presented by means of movies, slides, posters, handbooks and direct discussion of employees' questions.

The classroom period over, the new employees are escorted in groups into the yards and to the departments to which they have been assigned. They are welcomed by the chief clerk who outlines department rules, shows location of tool rooms, rest rooms, assigns their letter day off, and introduces each employee to his leadman.

The school at Swan Island is located in the Vocational Training Building. At Oregon Ship it is located in the Service Building. The course will soon be put in effect at Vancouver. A permanent auditorium for the classes at Oregon Ship is being incorporated in the new Personnel Building there.



**1.** This is the first day at Swan Island for Sydney Coulter and Lucille McClure. Here they are being registered for the new induction program classes by John Molitor, vocational supervisor. Coulter, from South Dakota, is to be an electrician's helper. Miss McClure, a welder.



**2.** The two new employees take their seats in a classroom for their course in the layout of the shipyard. Molitor, who is the instructor, points out the location of different buildings on a large diagram of Swan Island.



**3.** Class is over and the new employees clamber into a bus for an actual view of the island. The instruction has prepared them to make sense out of the bewildering activity.



**4.** First stop is at the Mocks' Bottom entrance to Swan Island, where the new employees receive their identification badges.



**5.** Lucille and Sydney are here being checked in at the identification station. At this time they are given their picture identification badges.



**6.** From the entrance they go across the pontoon bridge to the Island, where they receive their assignments and work badges.



**7.** "What, another badge?" says Sydney as he receives his work badge and department designation from the check station. Lucille enjoys the whole thing immensely.



**8.** "As one woman to another, you're going to like it here," says chief clerk, Alma Hamm, when she and Lucille are introduced. Lucille has now parted ways with Coulter and all other new employees who are not welders.



**9.** Sydney meets the electrical chief clerk, Harold Finley, who in turn will introduce him to his leadman and foreman. Sydney is now "one of the boys."



**10.** "Now you hold it like this," leadman L. Watson explains to Lucille. He tells her exactly what she is supposed to do and helps her over any difficulties.



**11.** "Now I'll try it," says Lucille, and gets set for work. This is the moment for which everything else was preparation, to let Lucille know the importance of her job.



"Yes, Yes . . . of course you helped earn the new Merit Flag, but each of us doesn't receive one."

☆ ☆ ☆

#### CHANG KAI SHEK'S PILOT



For six years Frank Cole was personal airplane pilot for Generalissimo Chiang Kai Shek. As a marine machinist he is now leadman in the service shop at Vancouver. Cole went to China for the Wright Aeronautical Corporation in 1930. High point of his career came when he piloted the plane that brought the Generalissimo back from northern China after being kidnapped by a bandit leader. Cole returned to the United States and was all set to enter the air corps when he lost the sight of his right eye. When asked about Chiang Kai Shek's feeling toward America, he replies, "The best expression of his feeling is that he has always maintained an American pilot for his own personal plane."

☆ ☆ ☆

#### GUNNER



Sergeant Larry Webb, who now totes a six-shooter as a member of the guard forces at Oregon Ship, formerly had charge of a battery of six-inch guns in the Navy, which he joined after four years in Company L, 162nd Infantry of the Oregon National Guard. From the Navy he was sent to the Annapolis Small Arms School and graduated with honors. After a period as an instructor of midshipmen at Annapolis, he became a guard and small arms instructor at Oregon State Penitentiary. He holds the rating of Expert Rifleman, Pistolman and Qualified Machine Gunner. Webb likes to fish. He made two trips to Alaska in his own fishing outfit and went broke and hitch-hiked back to Seattle on a 49-foot fisher. The largest fish he ever caught was a 91-pound King Salmon.

# The Yard



## NEWS AND VIEWS OF THE THREE SHIPYARDS

#### FEATHERWEIGHT CHAMP

During the last World War Joe Gorman, Oregon Ship plate shop burner, worked in a Seattle shipyard with Jack Dempsey. They were great friends and Gorman trained with Dempsey for many of his bouts. Gorman became American Featherweight champion in 1921, when he licked Earl Baid in Madison Square Garden. He has also held the feather, bantam and junior lightweight titles of the Pacific Coast. In over 300 bouts he has never been knocked out and since July 24, 1941, has never missed a day of work.



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#### NOTICE

All war bonds sent to the Swan Island Barracks must be called for at the barracks personnel office. They will not be delivered to individuals living at the barracks. Any bonds not called for within 10 days at the post office in the personnel office of the barracks will be returned to the War Bond department.



#### ADDS ANOTHER STAR

Duncan Gardner, Swan Island mold loft superintendent, adds a 24th star to the loft's service flag. Everyone of the 24 men represented by the stars is serving overseas. Mrs. Morrison, chief clerk of the Mold Loft and mother of E. D. Morrison, now somewhere in Africa, is one of the originators of the idea. Other employees help out by writing letters and sending cigarettes to their fellow workers.

**STUBBY BILGEBOTTOM** fans will be sorry to learn that their good-natured little friend is out of circulation this week. His creator, Ernie Hager, graveyard engineer's aide at Swan Island, is recovering from pneumonia at the time *Bo's'n's Whistle* goes to press.



Left to right: D. H. Zweigart, Tony Robinson, Bill Warwick, C. A. Bear.

#### SAGA OF THE SS "HENRY GEORGE"

Cecil A. Bear, former pipefitter foreman, helped build 74 Liberty ships and then decided to sail out on the next one himself. This was the SS "Henry George," Oregon's 76th ship.

Bear sailed on the "Henry George" as a wiper on October 8, 1942. Loaded with 40 carloads of 500-pound aerial bombs trucks, tanks and medical supplies, they reached Wellington, New Zealand, without any trouble. They crossed the Indian Ocean to the Red Sea and on to Suez without a convoy. For 36 hours, however, they encountered a terrific storm not far from New Zealand. The ship was battered by 80-foot waves, according to Bear, and made only 50 miles in 36 hours.

The cargo was discharged at Suez and the "Henry George" returned to Paramaribo, Brazil, to take on a partial load of bauxite ore. After leaving Paramaribo, however, it was in a convoy that was attacked by German sub raiders.

"I was awakened by a loud explosion at 1:30 a.m.," Bear wrote in his diary. "I started to dress when the alarm bell rang. Then another explosion. I got into my life jacket, started back to gun station. Just as I reached the fan tail, the ship aft of us was hit. It seemed as though the whole after end was lifted up and set around to one-quarter turn. Chunks of metal sprayed over our ship and whistled overhead. A few minutes later there was another explosion to our starboard. We received orders to open her up and fan out."

Nine ships of the convoy were torpedoed and four towed into Trinidad. Bear had traveled 36,000 miles by the time he arrived back in the United States.

### VICTORY GIRL



Wenda Lewis is Swan Island's "Victory Girl." Though she's a stenographer in the Accounting Department now, she's been singing for several years with some of the big names in the musical world. Wenda began singing when she was 14 years old. She appeared in several Broadway shows and night clubs and for the last few years was a featured vocalist with Ted Lewis, Bob Crosby and Jan Garber. She recently appeared on several Swan Island lunchtime shows and during the second War Loan Fund drive she was selected by the War Savings staff to appear in their programs as Swan Island's "Victory Girl."

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### AN OLD PILOT SPEAKS

Charles Brenna, chief marine pipe clerk on the graveyard shift at Vancouver, was an ace pilot in World War I. He was in combat for 13 months and was shot down three times. One time he was



led by a German pilot directly into anti-aircraft fire and the motor was shot off his plane. He circled back and cracked up behind his own lines. He was also an artillery range finder pilot which was considered a "suicide job." He was decorated for bravery by the United States, Great Britain and France. Brenna saw his brother shot down and then shot down the German who did it.

"I know what it means to run out of ammunition and material to fight with," he says.



KEY MAN

Willard Thompson, a former salesman for the Union Oil Company, is the "key man" at Vancouver. He has charge of all keys and locks that are placed on the navy tank landers and aircraft carriers. He recently made a delivery of 10,550 keys to the maritime commission. He says it takes approximately 100 pounds of keys for the locks on each aircraft carrier. He spends about four hours on every ship before it is delivered matching keys to locks. A man to know, he has the combinations to all safes and must check them with the maritime commission inspector before delivery.



PAINTS THE "STAR"

The last, never-to-be-forgotten moments of Oregon Ship's first Liberty, the "Star of Oregon," have been put on canvas by Al Henry, leadman material expeditor on the swing shift at O. S. C. Henry has sought to portray in his painting the "do or die" spirit of the men, as well as the will to live of the "Star" herself. Looking over the painting are Amy Schwarz, Jennie Barnes, Henry, Dorcas Teisinger, and Fred Ward.

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### REFUGEE

Marietta Winters, engineer's aide at Swan Island, stood on the beach at Dunkirk with her father and waited vainly for a chance to get on one of the boats to England. They finally got to America through Spain.



"The evacuation of Dunkirk was one of the most horrible things I have ever witnessed," she says, "The roar of the guns and the cries of the dying and injured are burned in my memory. It is something I will never forget."

Born in Vienna, the Winters were forced to leave when the Germans occupied that country in 1938. She went to Belgium with her father where they stayed until 1940. When the Nazis entered Belgium they fled to France but were caught and returned. They escaped back to France and from there to Spain and reached New York in 1941. Connections in a pre-war importing business led the Winters to Oregon.

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### OPERA SINGER

Daisy Natanson, painter's helper on the outfitting dock at Oregon Ship, played the leading role in "Abie's Irish Rose," which ran in New York and for 156 weeks throughout theatres in the rest of the country. For three seasons she played the lead in "Rose Marie," an Oscar Hammerstein production. Born in Portland, she showed talents in drama and voice as a small girl. She later studied under the tutelage of her husband, George Natanson, a grand opera singer. She succeeded in gaining her first major role in 1924, playing the lead in "Beauty's Eyes," a musical, at Shubert's in New York City. She played with a stock show and took lead roles in many plays, including "The Chocolate Soldier," and "Robin Hood."

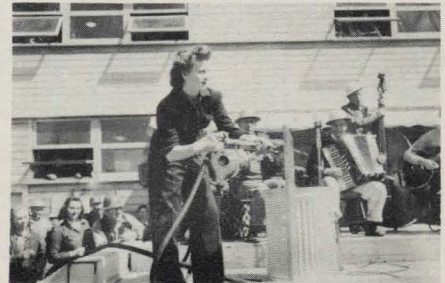


### HE WANTS TO GO BACK



Johnnie Walruff, material expeditor in the plate shop at Vancouver, has had his share of this war. He had already been in the army for several years before the war started and was a master sergeant in the tank corps in the Philippines when the Japs invaded them.

"Almost all our equipment was used up in the first battle," Walruff relates, "when the Japs returned the second time it was every man for himself in hand to hand combat. I was shot three times, taken prisoner, and held for three weeks. In the prison camp we were fed in a trough like hogs. Our meals were rice, we could eat it or leave it alone. After three weeks of it the camp broke and a number escaped. I was bayoneted twice by a Jap guard but got aboard a raft and was picked up unconscious by a U. S. boat. I weighed 159 pounds when the battle started. When I returned home I weighed only 85 pounds but am now back to 128. I still have a piece of shrapnel in my left eye, but am trying to get back in the army. The Japs are darn good fighters but wasted their lives. We will have to kill a lot of them before we win the war."



TALENT SHOW

A dramatization in words and music of "Rosie the Riveter" featured the all-yard talent show at Oregon Ship during the day shift lunch hour on April 10. Starred were Betty Edward as Rosie, Pat Shannon as the Catcher, with Del Von Zeuthen providing the words and Billy Starkel's orchestra, the music. Peter Felix, pipefitter and tenor vocalist, started the show with "Amapola" and "Oh, Marie." Jerry Gilmore accompanied him on the piano. Pat Shannon gave a harmonica medley. Virginia Miller, a burner on the ways, and Mel Corbett, marine machinist, were heard in a duet, "The Easter Parade."





# COUNSEL

## for Feminine Shipbuilders

When women started marching by the hundreds into the traditional "man's world" of shipbuilding, yard supervisors made the discomfoting discovery that there were certain things about personnel relations with women workers that were "just out of their line."

Since that time a women's 'counsellors' service has been developed in all three yards. The counsellors occupy a unique position. They are not sub-bosses but rather a service group to give assistance and beneficial advice to some 16,000 women, many of whom are working for the first time.

They give suggestions about clothing and head coverings. They explain yard policies. Mothers are referred to a "nursery counsellor" in the personnel office who has names, addresses and details of homes and nursery schools where children may be cared for.

Here are a few samples of the multitude of requests received by counsellors and reports from the counsellors themselves of the services given:

"One girl, very ill, felt she could not go home alone and wanted her husband. I located him and took him to her."

A counsellor is often called on for First Aid assistance. Here Camille Somerville, center, escorts Alice Anderson, welder, and Ina Lenzie, shipwright helper, to the First Aid station.



"One wet evening I found a woman in one of the rest rooms having chills and so cold she couldn't stay on her job. Her low shoes, short anklets and overall legs were all soaked. After getting her clothes dried over a heater, she returned to work, promising to return next day more appropriately dressed."

"When women go to the First Aid station and fail to return promptly, I go over and try to assist them. On several occasions I have taken their lunches and clothing to them there."

Counsellors made an early survey of the shipyard spotting jobs that women could do as more and more men were called into service. They are familiar with these jobs so they can explain in detail what the work is like to a prospective new employee.

Women selectively placed are usually more satisfied and appreciative of being "in the right job." Counsellors give advice on training, unions and how to proceed toward employment. In addition to the women counsellors, women guards are also employed on all shifts.

Counsellors in the three yards are as follows:

Oregon Shipyard	Shift	Location
Mrs. Jane Martin.....	Day.....	Service Building Room 135
(Coordinator)		
Mrs. Alphie Sommerville.....	Day.....	Assembly
Mrs. Katherine Nelson.....	Swing.....	Assembly
Mrs. Kay Puariea.....	Graveyard.....	Assembly
Mrs. Callie Sater.....	Day.....	Yard Office
Mrs. Alta Province.....	Swing.....	Yard Office
Mrs. Margaret Heim.....	Graveyard.....	Yard Office
Mrs. Theresa Janes.....	Day.....	Personnel Office
(Nursery Counsellor)		
<i>Vancouver</i>		
Miss Maude Withers.....	Day.....	Personnel Office
Mrs. Jane MacKellar.....	Day.....	Yard Office
Mrs. Pearl Ferguson.....	Day.....	Personnel Office
<i>Swan Island</i>		
Mrs. Virginia Lemire.....	Day.....	Personnel Office
Mrs. L. W. Barton.....	Day.....	Personnel Office

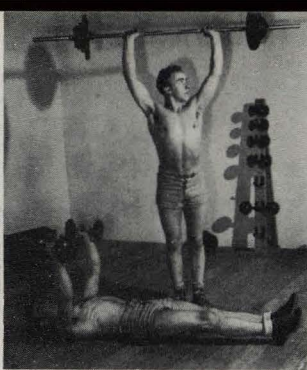


Mrs. Callie Sater, counsellor, points out the proper footwear for shipyard work, and demonstrates (left) how to keep hair covered

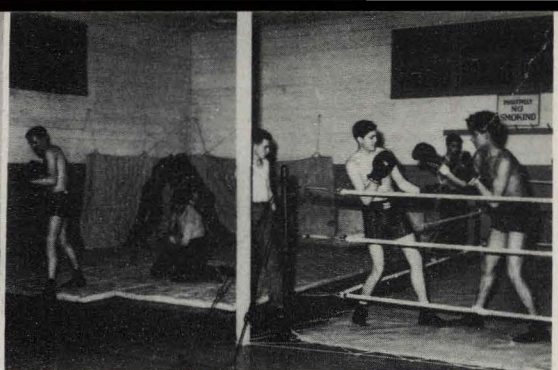
properly. With her are Margie Brochet, Sara Pierce, Gladys Marian, Ruby Lowe, Irma Bruiser, Ina Brightfield, and Norma Edwards.



Above: Swan Island Barracks Monarchs baseball team gets ready for a heavy season. The team is enrolled in the Greater Portland league.



Above: Ralph Prescott gets the kinks out of his back with a 100-pound dumbbell while Joe Morneau relaxes with two 50-pounders. Both are chippers at Swan Island.

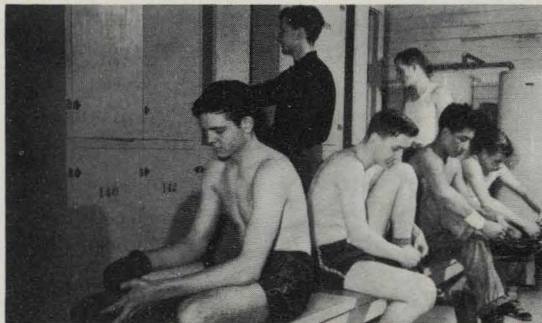


Above: There is always activity in the boxing room. Billie Ray punches the heavy bag while Wayne Bowles and Pat Blackcloud do a bit of sparring.

Below: Gathered in a Swan Island locker room are Wayne Bowles, Billie Ray, Al Gabriel, Pat Blackcloud, Bud Stiles and Floyd Kendall.

Below: Swan Islanders relax in a game of basketball in the new gymnasium.

Below: Clay Caughn, electrician, punches the light bag.

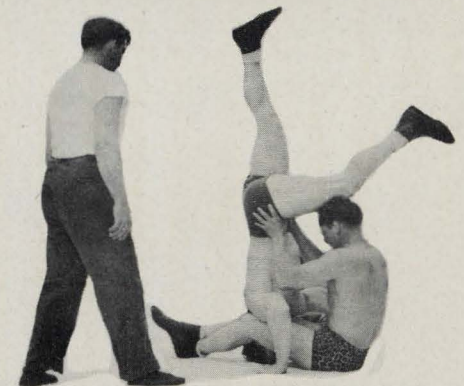


## RECREATION

Facilities for nearly every type of sport are rapidly being made available at Swan Island and Vancouver under the supervision of Tom Loutitt and Carl Bengston, recreational directors at the two respective yards. The two recreation centers are accumulating some of the finest equipment in the Northwest. The boxing room at Swan Island, for in-

stance, with its light and heavy bags, standard ring, mats and pulleys, is far superior to any other in the Portland area. The main gymnasium is equipped for basketball, volleyball, softball, tennis, shuffleboard, ping pong, etc. There is a handball court and even a weight-lifting room.

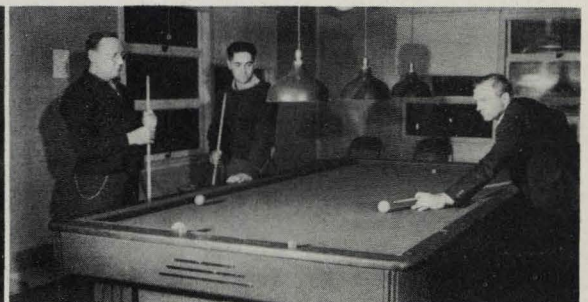
Inter-barracks baseball, softball and soccer teams will be formed during the summer months, the directors announce.



Above: Emmet King and Fred Gary try out the ping pong table in the Vancouver gymnasium.



Above: Stre-e-etch! Alfred Stanoch and George Ginter strive for the tipoff in a basketball game.

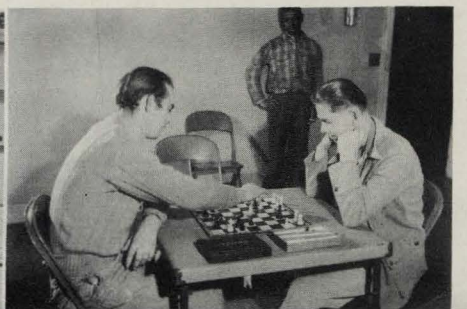
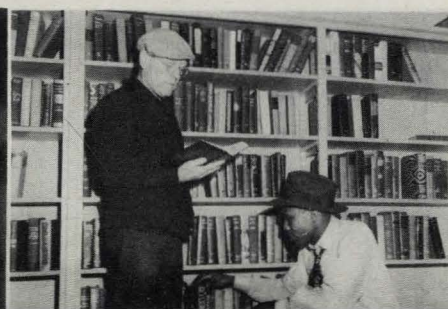


Above: Jack Costa takes careful aim in a billiard game with P. Heil and A. P. Gonzales.

Below: Hershey Wilson and Winston Holloway spar a few rounds in the gymnasium.

Below: For a little quiet improving of the mind, Raymond Raidy and Jettie Murray browse through the library.

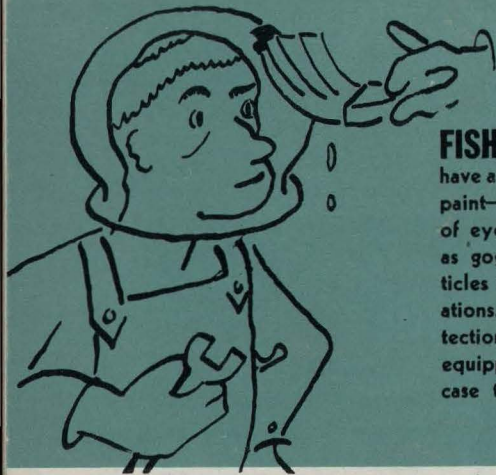
Below: Even the chessboard strategists are thought of at the recreation center. Francis Harp watches anxiously as Loren Eller moves.



# these handy gadgets might save

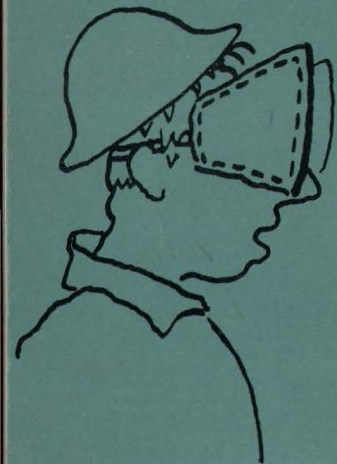


# your EYES!



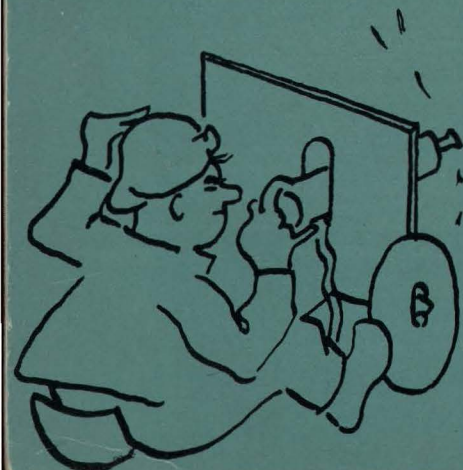
**FISHBOWL** for workers who have a habit of getting splashed by paint—one of the common causes of eye injuries. Almost as good as goggles for keeping out particles of metal from scaling operations. The fishbowl offers protection from any angle and can be equipped with an oxygen tube in case the air gets a little stuffy.

**DUSTMOP** —This one is for guys who wear goggles on their forehead and drag dust and chipping particles down into their eyes. It also makes it unnecessary to wipe your brow before putting on your goggles. The handle can be used as a handy hatrack or for attaching a red flag in case of danger.



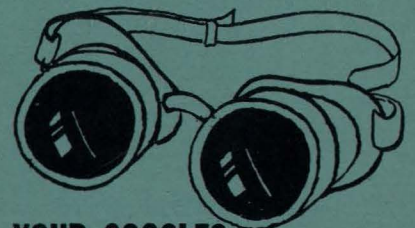
**BLINDERS** —Originally designed to keep horses from shying at things going on around them. For shipbuilders who aren't wearing goggles around welding arc flashes, this invention is a natural. It also makes it unnecessary for a welder to use a screen or to worry about his fellow workers. ARC FLASH burns account for over 37% of all time lost through injuries.

**HANDY COLLAR** can be made from a second hand card table. You can leave the legs, or take them off, as you like. This way you need not wear goggles when you use either a portable or stationary grinder. In case you can't see anything, you can probably tell what you're doing from your sense of touch.



**PORTABLE PILLBOX** —practically a cinch to prevent eye injuries to chippers. A little unhandy perhaps, but when you use this along with two or three of the other gadgets shown here, you might be able to do without goggles altogether, and think of the fun you'd have.

OR . . .



**YOU MIGHT WEAR YOUR GOGGLES** because over half of all eye injuries are caused by not wearing goggles, or by wearing them improperly. Wear the proper kind. For most workers, the spectacle type is not enough. The cup type will stop flying particles, and arc flash glare from above or from the sides. Leave the leather stripping on the sides of your goggles. It's there for your protection. Goggles were made to save YOUR eyes — USE THEM !