

BOSN'S WHISTLE

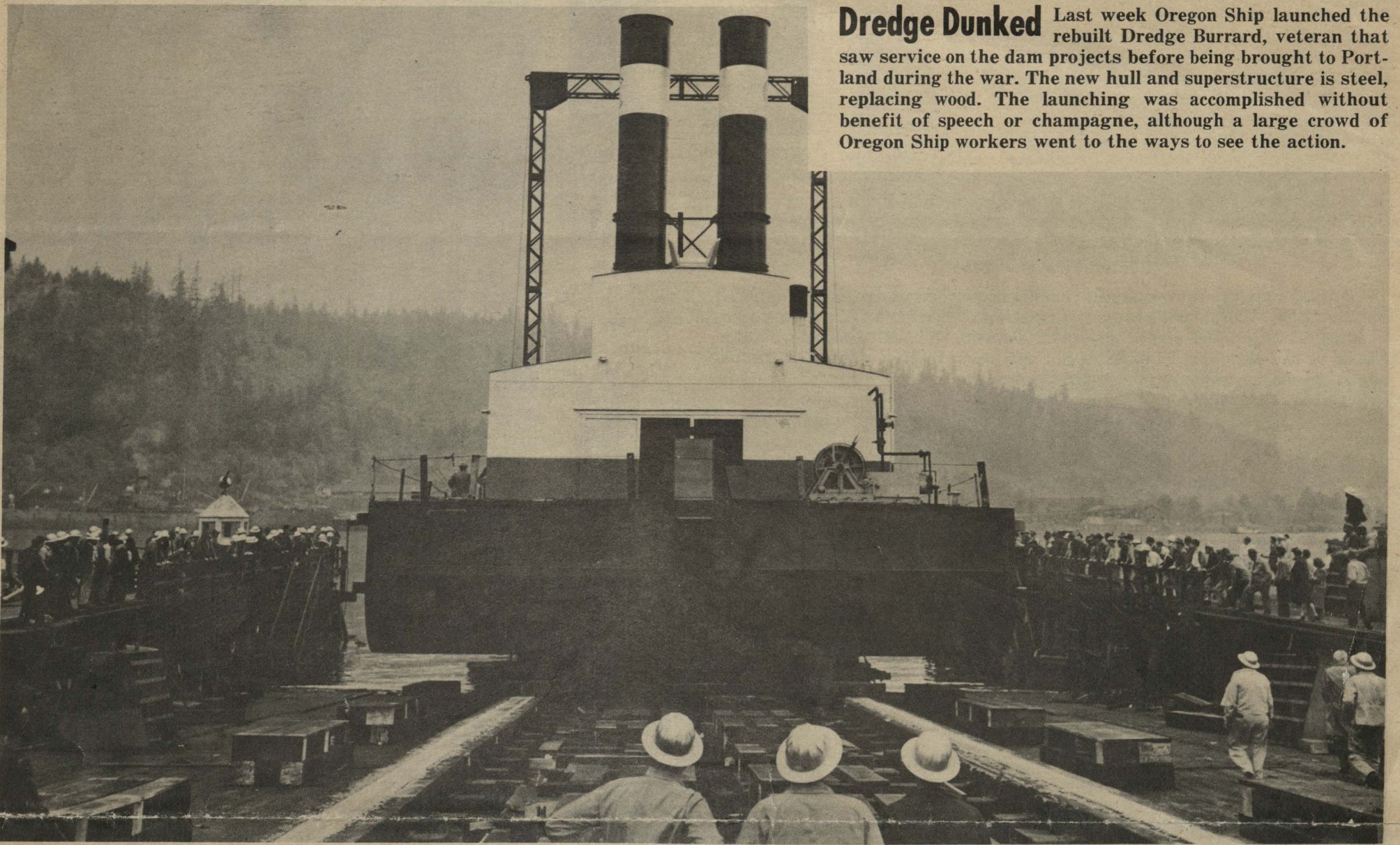
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Maritime Day Honors U. S. Merchant Fleet

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Dredge Dunked Last week Oregon Ship launched the rebuilt Dredge Burrard, veteran that saw service on the dam projects before being brought to Portland during the war. The new hull and superstructure is steel, replacing wood. The launching was accomplished without benefit of speech or champagne, although a large crowd of Oregon Ship workers went to the ways to see the action.

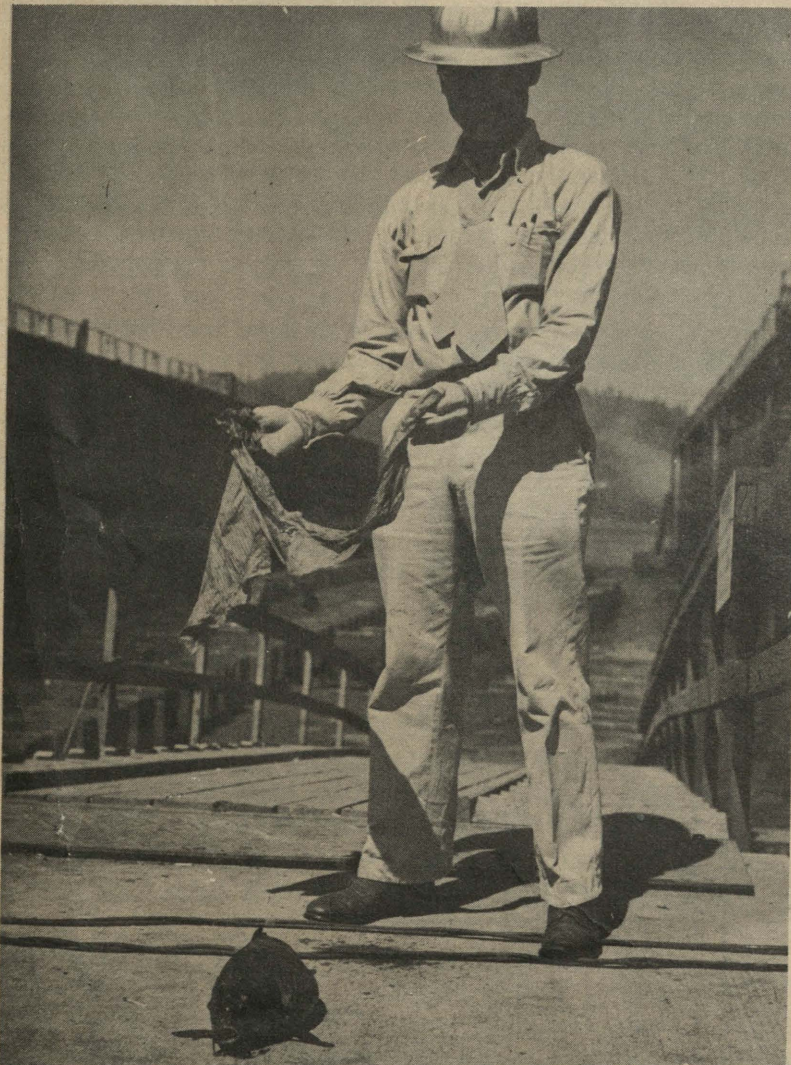


Bosn's Whistle to Suspend Publication

Story, Page 4



Built Fleet These three men directed construction of the United States merchant marine from a small group of ships to the biggest in the world during the war. They are, left to right: Vice Admiral Emory S. Land, the late Vice Admiral Howard L. Vickery and Captain Edward Macauley. Land resigned as administrator after the war, and Vickery died last March. Macauley was acting administrator until yesterday, when his resignation became effective.



Look! No Bait The carp at the feet of Navy Inspector H. D. Stark was brought up on the Swan Island drydock last week, returned to the muddy Willamette still alive.



High Water A flood crest of 17.4 feet of water in the Willamette has hampered some shipyard activities and last week made it necessary to swing the movable section of the Swan Island pontoon bridge rather than slide it under the stationary section.

Merchant Fleet Looks Ahead on Maritime Day

THE Portland-Vancouver area joined the rest of the nation Wednesday in paying tribute to the mighty United States merchant marine fleet in Maritime day celebrations.

After four years of 100 per cent conversion to war, the United States merchant marine is being returned to peacetime operation and is looking to future trade.

Prior to the war, Maritime day, which is the anniversary of the sailing of the first trans-Atlantic steamship from the United States in 1819, was dedicated to the creation of a merchant marine adequate for our foreign and domestic commerce, and capable of supporting our armed forces in war.

After 1940, Maritime day was dedicated to the great drive for ships, ships, and more ships. As we got the ships, it was dedicated to manning and operating them to deliver the supplies needed to win the war.

Both jobs were done.

On V-J day, the Maritime commission, charged by law with carrying out the provisions of the Merchant Marine act of 1936, turned from victory to carrying out the late President Roosevelt's directive of 1944 to prepare a "bold and daring plan" for a postwar merchant marine.

Commission Has Plan

During the days that followed the Maritime commission has hammered out that plan. World-wide studies were being completed as our troops were brought home, as food and other essentials were shipped to war-devastated areas, as the Merchant Ship Sales bill was passed, after months of discussion, as many government-requisitioned vessels were returned to their owners and the beginnings of normal shipping service were made. Our merchant marine was being readied for a greater peacetime role while still cleaning up the residue of work left by war.

Maritime day was set as the target date for the completion of the planning work. On that day was announced the plan which will see more American flag vessels on more trade routes than ever before.

The first job is to determine where our economically essential steamship routes are to go, how frequent will be the service offered American travelers and shippers. In the light of the aftermath of war, new routes were added to the old, some prewar routes combined.

Final studies have been concluded on the essential routes on which the government will make parity payments enabling American flag vessels and services to meet the competition of low-wage foreign flag lines. The final determination of the 30-odd routes will be made shortly. The commission already is receiving and considering applications for operation over these routes.

Studies Show Needs

By fixing foreign trade routes and determining frequency of service, the size of the future merchant fleet will be determined. The studies now concluded indicate a need for 4 million deadweight tons of dry cargo shipping on foreign routes, and 2½ million tons on coastwise and intercoastal routes. Commission studies also show a need for 1 million tons of tankers in foreign service and 3 million tons in domestic service, bringing the total to 10½ million tons as a minimum ocean-going fleet. Because of the increased speed of the postwar fleet, this tonnage will be the equivalent of more than 14 million tons of prewar ships.

In a departure from prewar policy, the commission will discourage domestic monopoly by allowing more than one subsidized American operator to serve sufficiently active routes. To assure free American competition, the commission will make no objection to participation by non-subsidized operators on heavy tonnage routes.

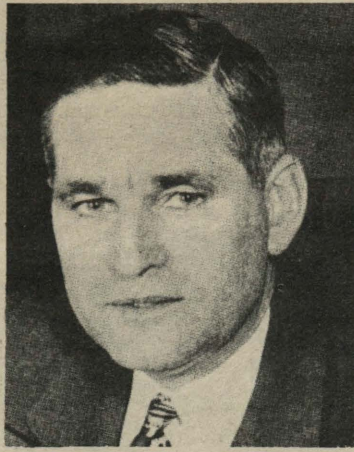
Finally the Maritime commission has worked constantly with the army and navy, and the joint chiefs of staff, to determine the size and composition of the reserve fleet, held in readiness for future emergencies. The job of setting up this reserve fleet is already under way.

To fill these needs the United States has some 6,000 vessels. Some are old and worn, but most of them have been built in the seven years since 1939, when the first ships of the commission's long range program to rehabilitate the merchant marine were delivered. Not all of them are suitable for the fast competition of postwar international commerce. More than 2,000 of them are slow Liberty ships lacking the speed and other modern features that characterize most of the remainder of the war-built fleet. Others were built expressly for or converted to military use. Obviously they cannot compete with ships built for economic operation in definite peacetime routes and services.

Fitted to Future

The rest of the newly-built fleet—the fast C-types of the original 1937 long range program, the tankers, Victory-type ships, and the larger transports—are the backbone of the fleet that America hopes to maintain as a bulwark of our economic life and military security.

This is the fleet that must be fitted into the future. One direct result



CAPT. GRANVILLE CONWAY
New War Shipping Administration Head

of the war is that Germany and Japan are at present removed from the sea lanes. But we must and should be able to meet the healthy business competition provided by a dozen other skilled and zealous nations now busily regenerating their passenger and cargo fleets. A hundred American ships still showing the scars and strains of war are no answer to a new and speedy cargo liner just delivered by a British, Dutch or Swedish shipyard.

Our war-built fleet, though vast, nevertheless is deficient in certain types of vessels. We lack fast passenger ships, coastal vessels, refrigerated ships, and some other special types.

To meet these deficiencies, the Maritime commission will provide parity payments to make up the difference in cost in constructing vessels with high-wage American standards as against the competitive cost in low-wage foreign competition. We must keep our shipbuilding skills alive. Under this policy some 17 vessels are already approaching completion. The Maritime commission plans for a dozen modern passenger liners have been finished, and construction of some will start immediately. Among them are the safest, fastest and finest ships ever built in America.

Resumption of Program

This construction is really the resumption of the shipbuilding program begun almost 10 years ago. Specialized vessels were designed and built from keel laying to delivery for service in specific trades. War conversions had not intervened. We were rehabilitating the shrunken merchant fleet of the 30's in accord with the Merchant Marine act of 1936, which states:

"It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a Merchant Marine:

"(a) sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne export and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining the flow of such domestic and foreign water-borne commerce at all times.

"(b) capable of serving as a naval and military auxiliary in time of war or national emergency,

"(c) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and

"(d) composed of the best equipped, safest and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel."

Accordingly, in 1937, the Maritime commission began its long range program of building 50 superior C-type cargo ships a year for 10 years. Construction of high speed tankers that could keep up with the navy's combatant ships also was begun. These new vessels were to be the nucleus of a revived merchant marine.

Today, a decade later, instead of 500 new ships, we have built more than 11 times that many. This includes 515C-types, some 800 tankers, 2,710 Liberty and 531 Victory ships, as well as scores of modified military types, transports, escort airplane carriers, landing ships and other special types for the armed forces. More than 600 merchant ships were lost during the war years.

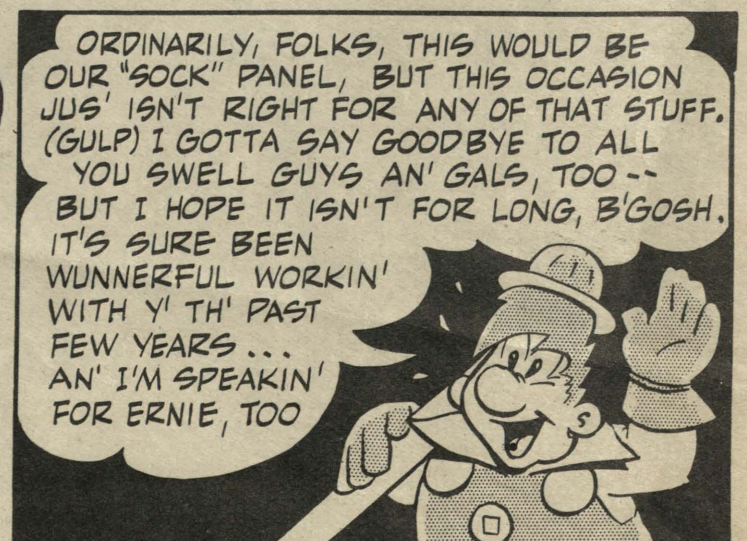
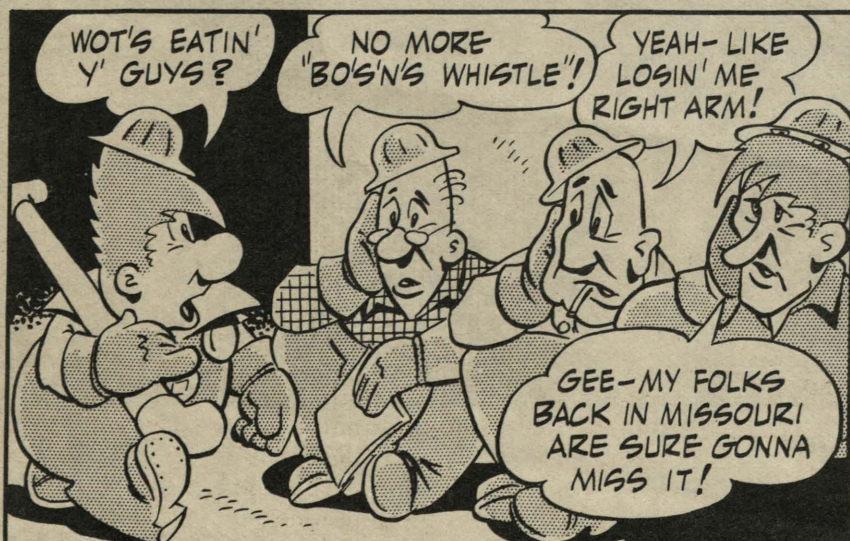
Encourages Employment

Stabilization of the shipping industry with regard to labor is as much to the Maritime commission's interest as determining trade routes and getting the best possible ships to serve them. The Maritime commission is encouraging collective bargaining through strong and responsible unions. Continuous employment for seagoing personnel will be encouraged. A well-rounded health, safety and security program will be developed. The raising of international minimum wages and standards will be sought through mutual agreements. The normal attrition is expected to be met through entry of new personnel into the industry by way of government-maintained or supervised training schools.

And finally, to provide for a more cohesive national merchant marine policy, the commission will consult with all agencies, international, governmental, and private, for a series of meetings to carry out these policies.

Prospects of a greater postwar foreign trade guided the Maritime commission in formulating a postwar shipping policy that will increase our essential trade routes, determine frequency of sailings on each route, spur American flag competition on existing routes, establish a minimum active fleet and construction of new specialized types, and stabilize the labor situation with fuller employment, health and training measures. This should meet America's minimum postwar needs, the commission believes.

Stubby Bilgebottom



By Ernie Hager



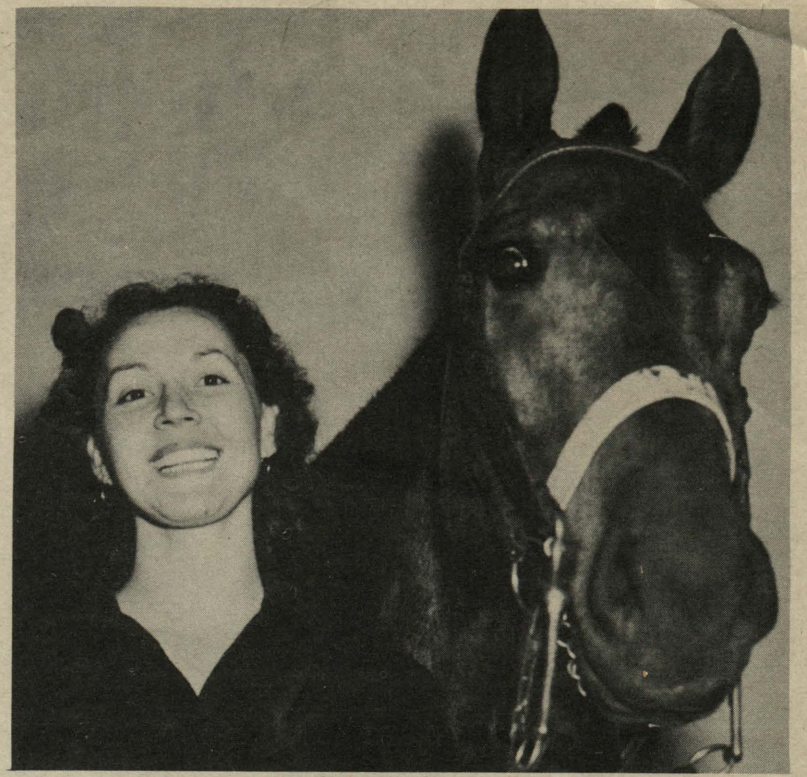
Consultant W. E. Hinshaw, assistant port engineer of the Port of New York for the Alcoa Steamship company, arrived recently at Oregon Ship as consulting engineer on the construction of three bauxite cargo-passenger liners being built for his company. Alcoa now has about 45 vessels in operation.

Crewman Saves Escort Carrier From Floating Mine

(VANCOUVER)—Oscar A. Nickelson, swing shift guard in the Administration building, recently received an interesting account in a clipping from an Aitkin, Minnesota, newspaper telling how the U.S.S. Rudyard Bay, escort carrier Hull 327, was saved from a floating mine.

"Blowing up a floating mine and thus saving the lives of his shipmates and possibly his ship was the recent experience of Earle Weston, F 2/c on the Rudyard Bay. Weston was on watch as the ship was coming back to the states from Samar in the Philippines when he caught sight of a floating mine bobbing in the water so close that it would have struck the ship in a few minutes.

"With no time to go through the routine of reporting the mine, Weston fired on it, hitting and discharging the mine. By that time it was so near the Rudyard Bay sprays from the blast washed the decks."



Hobby Horse Hazel Isaacson, Swan Island Administration building, poses with Steeldust, her favorite four-year-old gelding. Hazel's hobby is riding.

Cover Model Now Serving in Navy



MILTON WINTERROTH

(VANCOUVER)—Remember the picture on the last cover of the Bosn's Whistle magazine? It was of Milton Winterroth, who at the time was 16 and a Vancouver badge control messenger. The same picture was used again for a New Year's greeting last January.



Milt's Dad, John Winterroth Winterroth is still working at Vancouver where he is a truck driver, but Milt has been in the navy since November, 1945. He is now stationed aboard the U. S. S. Hancock and before that was on the U. S. S. South Dakota.

John Winterroth started at the yard in September, 1942. His wife also worked at Vancouver for a year and a half as an administration building janitress on the graveyard shift. Another son has been working for the Buckler company, subcontractors.

Ex-Rigger in Army

(OREGON SHIP) — Pfc. Phillip J. Zulfer, former rigger here who enlisted in the U. S. air force in February, 1945, is in Germany and currently assigned to the headquarters and base service squadron at the Hansu air depot.

No Work on Memorial Day

Memorial day, Thursday, May 30, will be observed as a holiday in accordance with the provisions of the yards' working agreements pertaining to recognized holidays. All operations will be shut down. The following day, Friday, May 31, will be a regular workday.

One of First, Last



EDNA TUSON

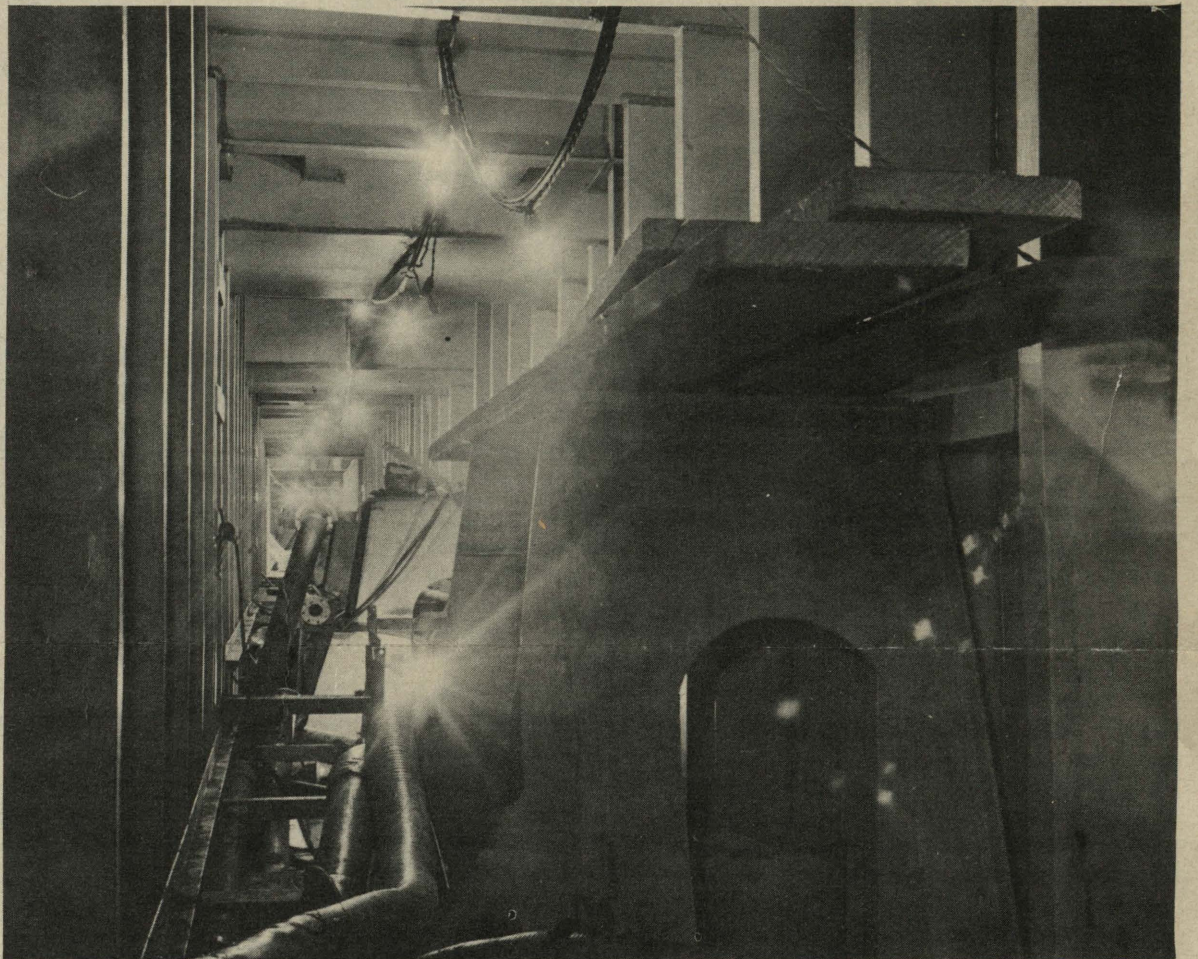
(SWAN ISLAND) — Edna Tuson, first woman employe in the Swan Island Canvas shop, is also the last. She was hired in May, 1943, is now one of the very few women still working inside the gates of the repair yard.

CLASSIFIED

CARDS OF THANKS

To Oregon Shipbuilding employes from W. G. Davis, rigger foreman: We desire to express to our kind friends our heartfelt thanks for their many expressions of sympathy. The beautiful floral offering was especially appreciated. Mrs. N. B. Davis, Mr. and Mrs. W. G. Davis and daughters, Mr. and Mrs. R. E. Davis and family, Mr and Mrs. A. N. Davis and son.

Our sincere thanks for the beautiful floral offerings from our many friends at Oregon Ship, Paul, Phillip, Ellen and Sven Johnson.



Alcoa's Alley Dark even at noon is the shaft alley in the bowels of a ship. Pictured here is the 156-foot alley of one of the Alcoa ships at Oregon Ship almost ready for the shaft.



War Reserve Storage A portion of about 100 navy bomb loaders that are being put aboard LST's of the 19th fleet at the Swan Island dock make an interesting pattern picture from above. Unused, these trucks are preserved in accordance with the Bureau of Shipping manual for war reserve storage.

Inquiring Reporter

QUESTION:

What do you suggest to cut down automobile accidents and resulting deaths?

James A. Mullen, Oregon Ship janitor, "I've been driving trucks and cars since 1912 and have had my accidents with the five and six ton trucks on slippery streets and in the fog. I think one major cause of accidents is faulty brakes and reckless driving.



Cars keep too close together, one behind the other, and then there is a pileup, many times on the Broadway bridge."

Bill Markman, Swan Island chauffeur, "It's this way. If people would take their time and not get in too much of a hurry getting places we would have many less accidents. We all have more time than money anyway. Turning from the wrong lane and not waiting for signals makes accidents. Then, too, there are too many people driving who can't read."



Elmer Swartz, Oregon Ship welder, "Cut down on driving speed and observe all the traffic rules and we will cut down accidents and traffic deaths. The worst offense is when drivers straddle the line or move from one lane to the other or make a turn from the wrong lane. The fault is mostly with the drivers, not with the layout of the streets, which offer no particular hazards."



Hazel Redding, Swan Island messenger, "Keep cars in good mechanical condition, especially the brakes. Cut down on speed, particularly with these old tires on most cars. If Portland puts in one way streets it will take a while for drivers to get used to them. In my driving around the yard I have to watch out for the trucks or I would get smashed."



George Swarouth, Oregon Ship shipfitter, "We need one way traffic on the downtown streets of Portland. We also need more of the cloverleaf corners that permit continuous flow of traffic without intersections. Eliminating the left turns and the narrow streets can do a better job. There would be fewer accidents and traffic jams."



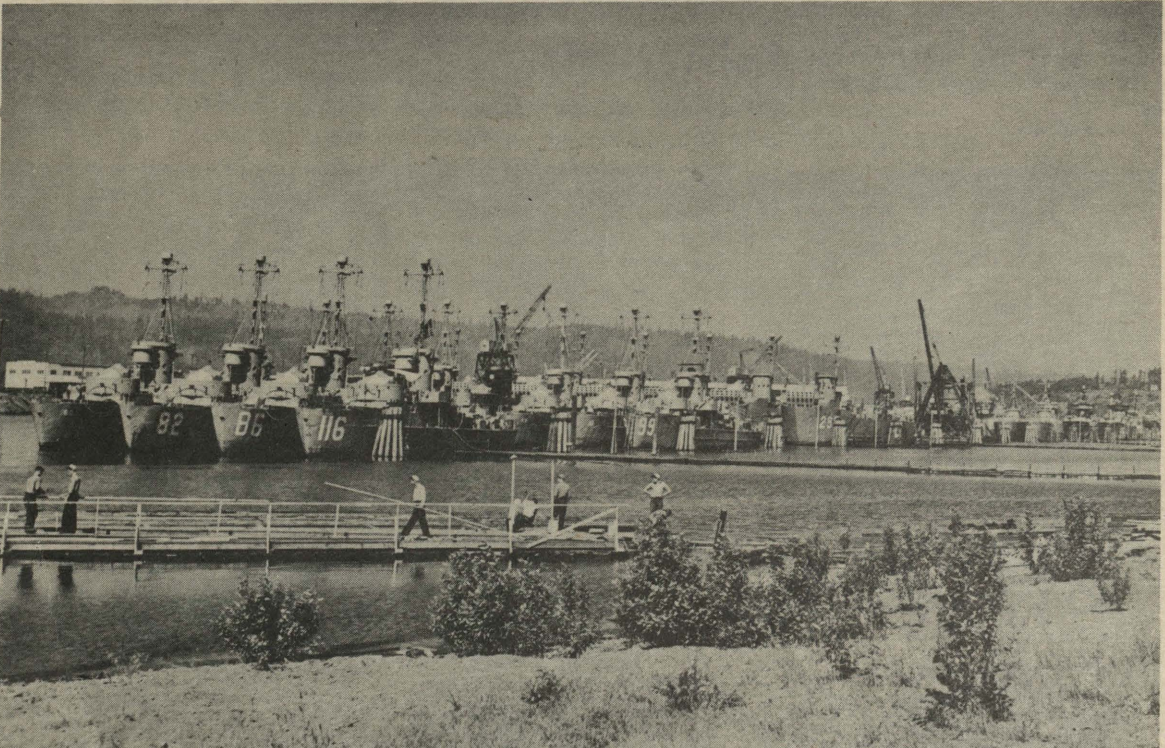
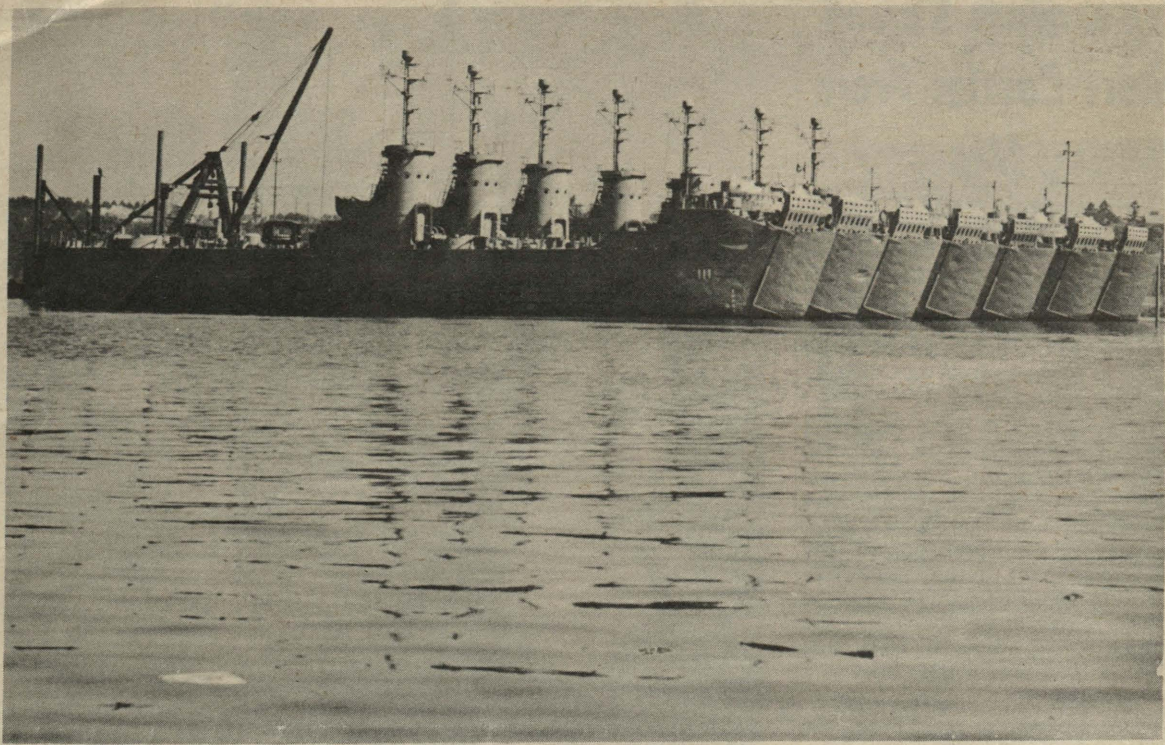
J. H. Charles, Swan Island painter, "People should leave the alcohol alone when they are driving. Alcohol causes a lot of the reckless driving and resulting accidents. I don't own a car and I don't pay much attention to traffic problems, except as a pedestrian. Here, jaywalking causes accidents. Those walking as well as driving should stay with the traffic lights."



E. S. Jennison, Oregon Ship pipefitter, "Install more one way streets on the West Side of Portland and eliminate left turns downtown. The older class of people should be more careful about the stop lights. I've lived here years and the traffic situation gets worse every year. Both drivers and pedestrians are at fault. Observance of laws would stop a lot of traffic jams."



S. D. McIlwain, Swan Island painter, "Pedestrians should pay more attention to the stop and go lights and stop their jaywalking across the streets away from intersections. Drivers who are always squirrelin' around cause most of the accidents. And there are a lot of these drivers behind the wheels of Portland automobiles."



Mothball Fleet The ships of the 19th fleet come and go at the Swan Island Outfitting Basin, where many of them are temporarily stored while waiting for permanent berthing at Tongue Point Naval Base, Astoria, Ore. Most of those pictured have been made ready for layup. Note the plastic covering that has been sprayed over their guns. Crews reach their ships over long pontoon bridges.

Bosn's Whistle to Suspend Publication This Issue

Effective with this issue, the Bosn's Whistle will suspend publication until such time as the employment figures again warrant distribution of an employe newspaper. Its original purpose, that of helping to keep up the morale of shipbuilders during the war, to spur production and aid in sales of war bonds, has been accomplished.

"Completion of work at the Vancouver shipyard and cutback in personnel of Oregon Ship and Swan Island has reduced the reader audience of the Bosn's Whistle to the point where its further publication at this time is not warranted," said Al Bauer, general manager.

"The Bosn's Whistle has accomplished its purpose," said Edgar F. Kaiser, in commenting on the suspension.

"Throughout the war it helped develop a common bond between the people of the three yards and yet stimulated the spirit of competition that aided each of the yards in establishing its unique production record.

"It was no easy task to edit the Bosn's Whistle nor was it easy to secure the information for each of the weekly publications. The staff members, past and present, can be proud of the splendid job in producing a publication that helped maintain the morale of a fine organization. In this last issue, we should like to thank each of the members of the Bosn's Whistle staff for service rendered and the part they played on the team of building ships for victory."

The evolution of the Bosn's Whistle into a weekly newspaper for the workers at Swan Island,

Oregon Ship and Vancouver is an interesting one.

The first publication appeared at Oregon Ship on July 18, 1941. It was a 12-page magazine edited by Chick Johnson, and named the Bosn's Whistle by General Manager Edgar Kaiser. The magazine appeared twice a month, and a special edition was issued at the launching of the Star of Oregon on September 27, 1941.

Just before distribution of the Bosn's Whistle was expanded to the Swan Island and Vancouver yards in April, 1942, Hal Babbitt, director of Kaiser's public relations in the Portland-Vancouver area, took over editorial supervision. He continued in this post until transferred to Long Beach, California, in January, 1946.

On October 27, 1943, a four-page weekly newspaper called the Flat Top Flash was published at Vancouver to stimulate interest in the escort carrier drive. The tabloid newspaper was so popular that the Bosn's Whistle magazine was changed to the same form and on March 10, 1944, the first issue of the newspaper for each of the three yards came off the press.

The Whistle grew to be one of the largest weekly newspapers in the west with a peak circulation of 90,000. During the war years, the paper served over 350,000 persons—the total employment at the shipyards. A total of about 4,000,000 copies were issued.

The Bosn's Whistle was devoted entirely to the workers. It told them the story of the terrific demands on the war which they were called upon to fill. It urged them on to greater production records. It brought them news of their fellow workers. And it chronicled the epic

of shipbuilding achievement which contributed so much to the Allied victory.

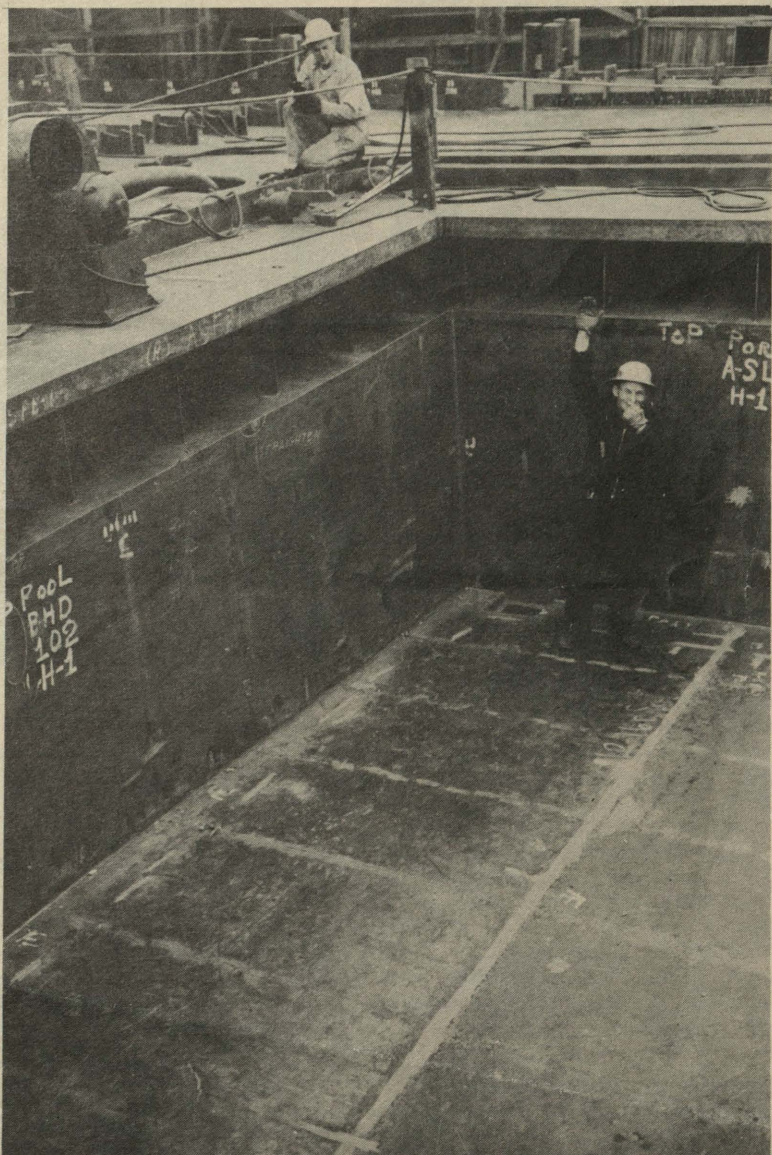
In addition to this, the Bosn's Whistle won a unique place in journalistic history. Complete files of the paper have been kept by several universities, including Harvard and Columbia, not only for reference in journalistic studies, but for research in labor-management relations and other fields. Of course, many workers kept personal files as a reminder of the parts they played in the great war.

News for the Whistle was gathered by full-time editors who roamed the vast yards, climbing into doublebottoms and up into crane cabs to find out what the workers were doing and thinking, to get their opinions on how to increase production or better working conditions.

Those who edited the papers in the three yards have moved on to other positions in the journalistic field.

Carvel Nelson and Don James were the two who served as managing editors. Oregon Ship editors were Jim Cour, Lyle Downing, Elsie Stover, Paul Cour and Jack Weber. At Swan Island were Ralph Bachman, present director of public relations, Helen McCartney and Paul Muller. The Vancouver editors were Dave Diehl and George Conner. Louis Lee was the Vancouver photographer and Everett Chandler and Grant Ridley took the pictures at Swan.

With the end of the war and the drop in employment at the yards, the Bosn's Whistle was consolidated on September 7, 1945, into a single paper for the three yards. Then on January 1, 1946, the Whistle was issued twice monthly.



So Deep! Joseph Cherney, who is five feet, eight inches tall, demonstrates that the water would be well over his head in one of the swimming pools being installed in the Alcoa ships at Oregon Ship. Other end is shallow.