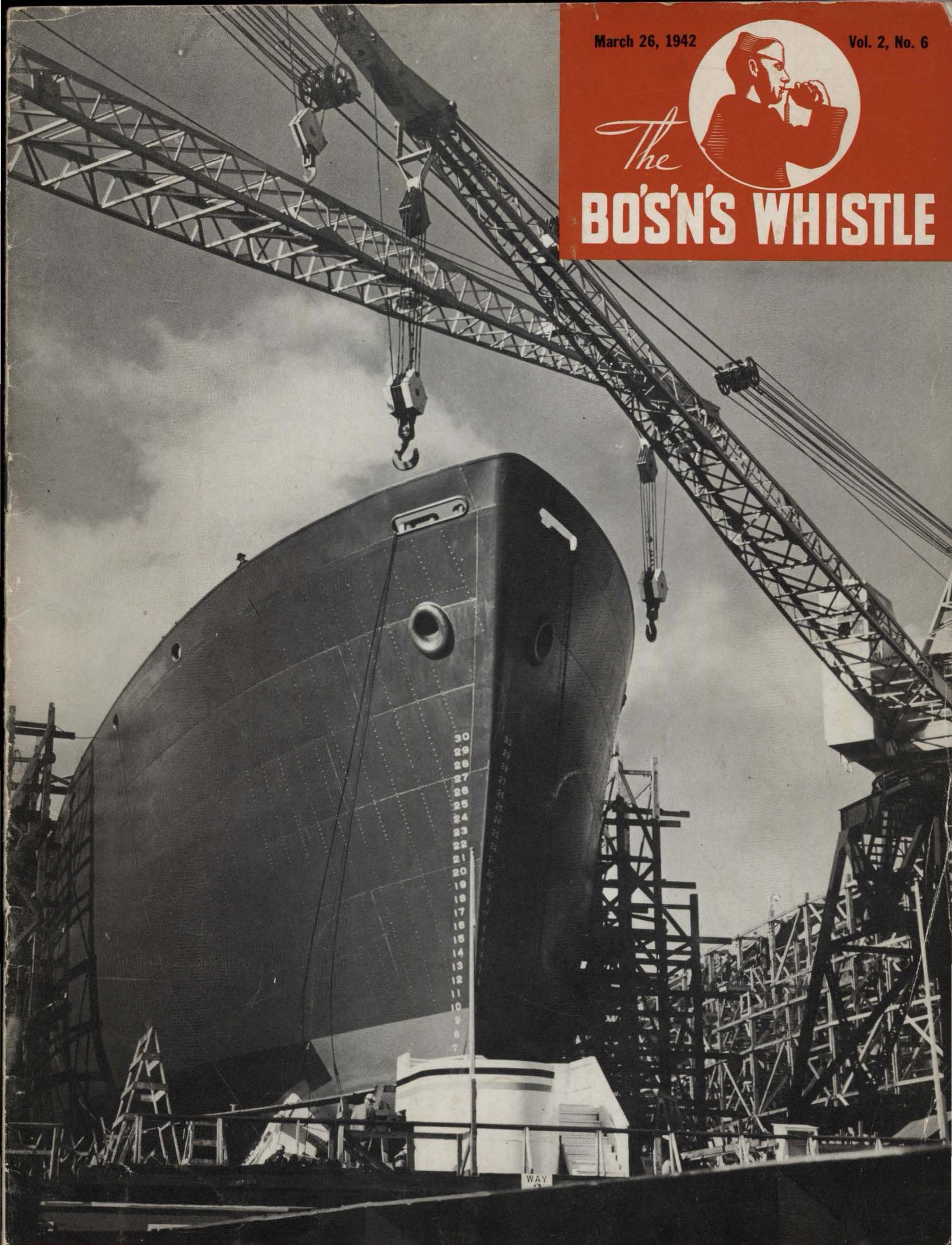


March 26, 1942

Vol. 2, No. 6



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



OREGON SHIPBUILDING CORPORATION • KAISER COMPANY, INCORPORATED, VANCOUVER AND SWAN ISLAND





# The BOSN'S WHISTLE

Published Bi-weekly for ALL the EMPLOYEES of the  
Oregon Shipbuilding Corporation of Portland and  
Kaiser Company, Incorporated, Vancouver and Swan Island

MARCH 26, 1942



Making it an even twenty hulls launched since last September, Hull No. 189, the S.S. John Dickinson, hit the water on March 11th. The sponsor's party included (left to right): Mrs. E. Wayne Laird, matron of honor; Mr. Edgar Kaiser, Mr. E. V. Mitchelson, shipwright and facilities superintendent; Mrs. E. V. Mitchelson, sponsor, and Mrs. Rex Hamby, matron of honor.



It's a lucky day for the Irish as smack! goes the champagne bottle on the bow of the S.S. Fisher Ames, Hull No. 190, the twenty-first Liberty Ship. The launching was sponsored by Mrs. Elmer L. Hann, shown here as she christened the Ames on March 17th, St. Patrick's Day.



William Temple, rod controlman, exhibits a handful of welding rod rescued from beneath one of the ways. Tons of this vital material are being put back into service in an effort to relieve shortages.

## Welding Rod Situation Better Here

Welding operators are doing their part in helping to conserve welding rod, for in spite of the fact that some 3600 welders are using rod at the rate of 27,000 pounds per day, or ten carloads a month, waste has been cut as much as 25% in some departments.

Congratulations to all the men who have had a hand in cutting down this waste for every welding rod saved is an extra bullet to stop the enemy in this war of production and transportation.

Because of the critical shortage of this material, it is the patriotic duty of every welder to see that every electrode is melted right down to the holder end; and that the melted metal is deposited where it will do the most good; he must get the habit of always using electrodes straight except in a few cases where it is absolutely necessary to bend them; he must get into the habit of leaving usable rods where they can be picked up. He must get in the habit of returning unused rods at the end of his shift.

"SOMETHING NEW HAS BEEN ADDED"



EIVERS JR



# TRAINING CLASSES TO GET NEW BUILDING

To accommodate the 3500 Oregon Shipbuilding employees who are now or will be enrolled in Vocational Training classes a new building will soon be built at the shipyard, according to Maurice Bullard, Vocational Training Supervisor.

Featured in the new quarters will be the latest in modern shop training equipment and material. Part of the first floor will contain a complete shop with a sub-assembly table, shipfitter's tools, sheet metal and power wood-working tools and model working equipment. Additional training facilities will include motion picture and slide film projectors to be used as a part of various courses. Classrooms will contain drafting tables which can be used for light shop work in electrical and shipfitting training. Mr. Bullard states that for the present, the Welding School will continue in its present location.

All courses are being revised continually to take advantage of improvements in working methods. Because of the standardization and streamlining of shipbuilding methods in many departments, courses will also be standardized, using uniform teaching methods.

The 350 instructors will be selected from personnel in the Oregon Shipbuilding Corporation. Most classes will be two hours in length, held before and after shifts with two or three meetings per week for each class. Courses are set up for periods varying from 4 to 12 weeks.

Only Oregon Shipbuilding employees will be eligible for training in the new quarters. Workmen must actually be employed in any of the crafts or occupations in which they sign up for training. Uptown classes in connection with various public schools will be used mainly for the preliminary training of new workmen.

## Wide Range of Courses to be offered

Among the regular courses to be offered are:

MATERIAL HANDLING  
JOB INSTRUCTOR TRAINING  
PIPE FITTERS  
STEAMFITTERS  
SHIP JOINERS  
SHIPWRIGHTS  
PLUMBERS  
SAFETY TRAINING

MARINE ELECTRICITY  
MARINE MACHINISTS  
BLUEPRINT READING  
BLUEPRINT READING FOR SHIP-  
FITTERS  
WELDERS AND BURNERS  
LEADERS AND FOREMEN  
SHIPFITTERS

Engineering Science and Management courses for advanced (college level) students will include:

ELECTRIC WELDING  
MARINE MACHINERY & PIPE  
LAYOUT  
SHIP DRAFTING & ELEMENTARY  
SHIP CONSTRUCTION

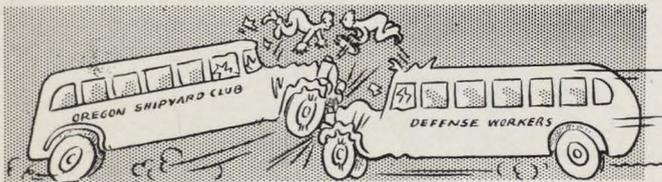
NAVAL ARCHITECTURE  
SLIDE RULE, CALCULATING AND  
ENGINEERING COMPUTATION  
MACHINERY  
ELECTRICAL CIRCUITS ON SHIPS

Registration blanks will be provided to all leadmen and men in each craft may indicate the type of training they desire and the hours they can attend classes. Men with similar experience and training will be placed in classes at hours most suitable to them. As soon as classes are organized, men will receive a registration card showing his classroom number and meeting time. Thus it will not be necessary to interview the Vocational Training Department to secure admission.

While the new building is being constructed by Oregon Shipbuilding Corporation with the support and approval of the Maritime Commission, salaries and materials are paid for by the Portland School District through Federal Vocational Training Funds.

## TRAVEL BUREAU WARNS CO-OP BUS DRIVERS

As an aid to relieving traffic congestion and conserving tires, the Oregon Shipbuilding Travel Bureau is assisting men in locating busses. This means of transportation is providing an answer to the travel problem to a good many men and since busses carrying ten or more men can apply for tires, no trouble is expected from that standpoint.



City officials warn us, however, that these busses are subject to the same inspection regulations as other motor vehicles and that they must be covered by adequate liability and property damage insurance. A fact not generally known is that riders in cooperative busses are equally liable in case of accident, and in the event of a serious accident which might result in a claim for damages,

not only the driver but each member of the party would be held equally responsible.

Upon completion of the new parking area, new routes and schedules for bus lines will be posted. This will involve a new bus loading zone closer to time checking stations in which busses will be assigned to the same zones each day.

A new road under construction at the north end of the parking zone will improve access to the new lot.

At present, 4000 men are riding Portland Traction Co. busses to the yard. It is estimated that two to three times the present number of busses will be available to the yard within the next few weeks.

And as a sidelight on the problem of public transportation it has been necessary to take several busses out of service in Portland because some shortsighted workers have mutilated seat coverings, bent and broken metal handlebars and otherwise damaged Traction Company property. Maybe they'd rather walk to work!



# FIRE SWEEPS NORMANDIE; ONE KILLED, 200 INJURED

## IT CAN HAPPEN HERE!

Here at the shipyards we must protect the ships we build and the men who build them. With the coming of dry weather, the menace of a serious fire becomes more acute each day. A major fire in any portion of the yard could stop production, could ruin millions of dollars worth of materials and ships — could snuff out countless lives of workmen. **IT MUST NOT HAPPEN HERE!**

Plants such as the shipyards are the targets of saboteurs and enemies within our own organization. Add to this danger the carelessness and inexperience of hundreds of workmen and we have conditions where fires must be expected and guarded against with every ounce of our resourcefulness and energy.

Precautions on the part of workmen can prevent most fires which are likely to occur here. These precautions are largely just good common sense.

Oil and grease soaked rags used by machinists and plumbers, solvent, gasoline and paint soaked rags used by painters and cleaners are No. 1 fire hazards when thrown about on ships. This hazard is most serious on the Outfitting docks. All used rags should be placed in metal containers such as buckets, carbide cans, barrels or other suitable containers. These containers should be set out in the open where cleanup crews can collect them at the end of every shift.



As the weather gets warmer, the danger from spontaneous combustion becomes greater. This makes it doubly

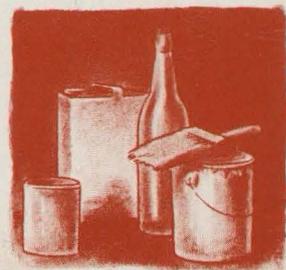
important to clean up and collect waste-filled cans after every shift.

Burners and Welders should take note of any waste material or inflammable substances surrounding or beneath their place of work. They should be particularly careful to shield sparks and flames from contact with wood-work, electric cables, coiled hose, tarpaulins and any other combustible material.



Rags used on ships in the ways, lunch papers and wrappers are to be deposited in metal cans. Because the timbers and scaffolding on the ways have dried out during the months they have been used, the fire hazards here are much more serious this year. These timber structures will ignite more readily than ever before and every man working on the ways can do his part to see that a fire never starts in that area. Numerous small shacks under the ways present additional fire hazards and these will be removed shortly.

Volatile liquids ignite easily, and paints or volatile oils should be kept covered when not in actual use. It is also important to have adequate ventilation wherever these liquids are used. The danger of explosion or combustion of volatile materials is especially acute in cabins or other small compartments. Take the time to get the proper solvent in places where this type of fire



can occur. Stoddard solvent, not gasoline, should be used wherever possible for cleanup work.

Packings from materials loaded aboard ship must be put into metal drums for disposal. It doesn't take more than a stray spark from a cigarette or a torch to start a fire in excelsior, paper or other packing material. . . **KEEP YOUR PLACE OF WORK CLEAN!**



One of the most serious fire and explosion menaces occur when a welder or burner does not disconnect the oxygen and acetylene hose at the manifold or tank after he has finished his work. If the hose leaks or connections are faulty, enough acetylene may escape to cause a bad accident. Shutting off valve at manifold or tank is **NOT SUFFICIENT IF THE TORCH IS TO BE DISCONNECTED. THE HOSE MUST BE DISCONNECTED AT THE GAUGE. SOMEONE MIGHT TURN THE WRONG VALVE. DON'T ATTEMPT TO REPAIR A LEAKING ACETYLENE HOSE WITH TAPE . . . SEND IT TO THE REPAIR SHOP AT ONCE. LIKEWISE, NEVER ATTEMPT TO REPAIR A FAULTY TORCH. TORCHES MUST BE SENT TO THE SHOP FOR ALL REPAIRS!**

Men in offices and warehouses are warned to be careful when they throw away cigarettes. Make it a habit to step on a cigarette or cigar when it is thrown on the ground or floor. Be sure that the container that you toss your cigarette into is metal — that it doesn't contain waste paper or other material that will catch fire. At present, **NO SMOKING** zones include the Mold Loft, Template Storage, the Oil House and the Acetylene and Oxygen Storage Plants. Let's not endanger our privilege of smoking in the yard by allowing a fire to start through carelessness.



## FIRE FIGHTING EQUIPMENT

The yard is well equipped to fight ordinary fires. The fire truck is equipped with a 500 gallon pump and carries a 150 gallon booster tank to be used on small fires. It also carries 1000 feet of 2½-inch hose and carries adapters to make use of ordinary air hose to reach unusual distances. A crew of experienced firemen is on duty at all times, and inspectors make hourly tours noting and eliminating fire hazards.

## FIRE EXTINGUISHERS

There is an adequate system of water mains, hydrants and sprinklers. In addition to the Portland city water supply, dry mains have been installed to enable fire boats to supply additional water from the Willamette River. In case of emergency, a 300,000 gallon auxiliary tank is available with gas-driven pumps to be used in the event of a power failure.

In the yard are 30 standard A. D. T. fire alarm boxes. These signal the central control station, giving the department the location of the box. Five automatic flow alarms report water line trouble to the control office enabling firemen to use the auxiliary water supply when necessary.

There are several types of fire extinguishers in the yard, each of them intended for a specific purpose.

1. Pump cans along the ways and on the ships are to be used for ordinary combustibles. These are filled with water. After using them, be sure they are returned to their original location and refilled.
2. Soda and acid extinguishers are furnished to the offices and also will be found in various places throughout the yards. These must be used with care as the liquid may damage clothing and other materials.
3. Foam extinguishers are installed in places where paints and oils are stored and used. They are the most efficient type to use in cases in which fires from volatile liquids are spreading.
4. Carbon Dioxide extinguishers can be used on all kinds of fires, but are designed to be used on oil and gas and electrical conflagrations.
5. Carbon Tetrachloride and Pyrene are intended to be used on electrical and power equipment fires only.

**ALL TYPES OF FIRE EXTINGUISHERS MUST BE REFILLED AFTER USING. NOTIFY THE FIRE DEPARTMENT AFTER THEY ARE USED.**

## WHAT TO DO IN CASE OF FIRE

Stay on your own job and don't crowd the fire zone.

Truck and crane operators can assist by keeping roadways clear for fire fighting equipment.

If you wish to report a fire by phone, tell the operator the exact location. Do not ask for the Fire Department. In many cases their lines will be busy, and the operator can call them much quicker than you could.

In case that you pull a fire alarm box, stay by the box until firemen arrive. This will enable the firemen to get to the exact location without loss of time.



# The

## News and Views of



Just about any way you size up P. E. KIDDER, who supervises delivery of materials to the yard, he's a real old timer. In fact, he's had two complete careers in any man's language. Starting in professional theatrical

work as a youngster, Kidder wore golden curls and drove a chariot pulled by four ponies in Robinson's Dog and Pony Show. Later he joined a circus as a clown and later became an acrobat. Following his circus career he went into vaudeville on the Pantages and Grauman Circuits, where he did comedy skits and acrobatics. Needless to say, Kidder is still interested in dramatics and is all set to take part in the Oregon Ship Show when it is organized. In the construction field, he's also an old hand, having helped to build ships at the old Willamette yards during World War I. Then add to this twelve years of heavy construction work on roads and bridges in Utah, Nevada and Arizona, and you get a pretty good idea of what it's like to follow two different careers in one lifetime. And believe it or not, Mr. Kidder and his wife have a full-sized hobby—growing flowers. Their specialty is dahlias, and they're good at it.

"Cap" Kenneth Cail, paint superintendent, and LILA MEYERS, telephone operator, who took the wedlock step on March 11, are honeymooning in Washington.



Every shipyard needs a drum majorette and here's attractive Doris Trachsel to take over that department just as soon as somebody decides we need her. Doris twirled the baton at Canby Union High School and in 1940 won the Willamette Valley contest for high school majorettes. Last season at Oregon State College she got still more fame as a baton-twister. She works in the office here.



BILL LEWIS, of the Marine Electrical Shop tool room, shows the same kind of spirit that is helping O. S. C. employees break national production records. He's jumping into his job with both feet and

after a week here has already enrolled in the Commerce High School vocational training class on Marine Motors with the idea of advancing himself in his new work. He operated an Associated filling station for ten years.



"A woman's place is in the home" is just a lot of hooley, according to Mrs. Joe McGee, alias Shipyard Suzie. "I much prefer working in the shipyard." Mrs. McGee, a gangly female pointer of questionable ancestry made this decision shortly after being fished out of the Willamette River just as she was about to go down for the third time behind Way No. 10. Mrs. McGee has set up light housekeeping with the boys in the Sub-Assembly Stores Building.

THOMAS (Happy) WELLS, shipfitter, sends his thanks from Good Samaritan Hospital to all the boys for all the gifts he's received while he has been laid up. He's getting a lot of pleasure from the radio he received and also wants to thank the First Aid crew for their splendid service. "Make every shift a home run," says Happy. "Remember our buddies across the pond."

The President said that the War Program would make changes in the lives of many and he wasn't fooling. For instance, here's RAY ANDERSON who was a salesman of electrical appliances for Northwestern Electric Company in Portland until January. Now he's an electrician and says that the job agrees with him. Ray owns his home in Portland and has spent most of his life here.



From electric organ to electrician is the Defense story of BUCK NYE, now on maintenance. Buck is the popular organist who tickled the ivories at the Oaks Skating Rink for eight years. How would it be if he gave us a concert some Sunday noon?

Thanks to CHARLES R. LEMIVEX, duplicator in the plate shop, for his swell cartoon which appears on page 8 of this issue.



You can't do much with a bow and arrow out here, thinks CHARLES HEDDY, field clerk; so if anyone would like to buy some good archery equipment, he's the man to see. Charles was archery instructor for the City Recreation Department of Albany, California, at one time, and formerly worked in the loan business in St. Paul, Minnesota.

Before coming to the shipyard, FRED DETHLOFF was a Junior Operating Engineer on the Portland Air Base construction. He started here as a draftsman and was transferred to the Pipe Shop, where he is an engineer's aide. He's still interested in drafting and is taking training in that department. Fred is married and a graduate of Roosevelt High School, where he played football.



When people quit building homes, C. C. HOWARD decided that the electrical contracting business had its disadvantages, so he signed on as an electrician in the Marine Electrical Shop. He was raised in Portland, owns a home here and has a son 13 years old.

### New First Aid Courses To Start

New classes in First Aid for elementary and advanced groups of Oregon Shipbuilding employees will start on Monday, April 6th, at Jefferson High School at 7:15 p.m., and at Commerce High School on Tuesday, April 7th, at the same hour. Men wishing to enroll in these courses may register with any Safety Inspector or apply at the Main Safety Office. The course covers a period of four weeks, or 20 hours of instruction and standard Red Cross First Aid Certificates will be awarded to men who complete the course.

Swing shift men who are interested in First Aid Training are requested to contact the Safety Office or the Vocational Training Office, and a meeting time and place will be arranged.

"THE MAN WHO RELAXES HELPS THE AXIS," says JOE WEISER.



# Yard

## Oregon Shipbuilders

**FRED SCHNEIDER** found that his machinist training at Benson Polytechnic worked out just right when the opportunity to work in the shipyards came. He certainly couldn't have studied a better profession for times like these. Fred is a shipfitter's helper on the Outfitting Dock and an enthusiastic basketball fan in his spare time.



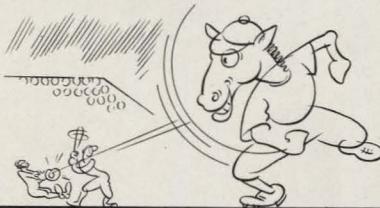
### Human Blow Touch Now Building Ships



**M. C. GERHARD**, Marine Machinist helper, known professionally as Conny Konrad, may have the answer to where the surplus welding rods are going, particularly if they are red hot on at least one end. For Konrad has been swallowing assorted hardware and burning rubbish for a number of years with no greater aftereffects than a slight hollow feeling in the pit of his stomach. When the conversation grows dull, he sets his tongue afire, thoughtfully gnaws on the business end of a piece of burning firewood, guzzles burning oil and makes a midnight snack of flaming torches. "Nothing to get burned up about," says Connie, absent-mindedly swallowing a burning cigarette. "I do this all the time." This fire-eater is a native Oregonian and spent several years touring the Northwest with carnivals and circuses. He admits he's a little out of practice and fears that when gasoline rationing goes into effect he may have to do without his morning skin treatment in which he uses a blowtorch. Aside from mystifying the boys during lunch hours, Connie confines his fireworks to an occasional lodge meeting or private party. When this story was written originally, we planned to list him as a fire hazard on page 5, and maybe we should have, at that!



Jimmy Cagney may be tough, but **FRANK MIRIGELLI**, leadman on craneway 10, is tougher say the boys who work with him. Frank bears a close resemblance to Cagney not only in appearance, but in mannerisms as well. This is a deplorable coincidence to Mr. Mirigelli, however, since to him actors are softies and not to be confused with the kind of men who build ships. While he wasn't being mistaken for Cagney, or perhaps because of this, Frank did a lot of amateur fighting. He'd like to see boxing and wrestling bouts between the shipyards here. He spent three years as a seaman in the Merchant Marine, and now has but one interest—to build good ships and to build them fast. He's married and has a five-year-old son.



**JIM SIDES**, assembly welder, sent in this one: Leo Durocher, manager of the Brooklyn Bums, was startled down in Florida last spring when a horse trotted up to him while he was batting out fungoes in training camp, and said, "Hey, Leo, how's about giving me a tryout?" Leo could do nothing but gape. "Come on, knock one out to center field." So Durocher aimed one at the flagpole and the horse took after it, wheeled around with the sun right in his eyes, caught it neatly in his mouth and then twisted his neck around and pegged it into home plate. Durocher got it on the fly without moving a foot. "That wasn't bad," he said. "How's about pitching a few?" The horse flung his head in the air. "I quit—who in hell ever heard of a horse that could pitch?"



The Aloha Defense Club has solved its transportation problem in a unique way which involves an old ambulance, recently rechristened the Chattanooga Choo-Choo, which plies its course daily between Aloha and the shipyards. Shown below is **VIC LOHUS**, secretary of the club. Entrance requirements and regulations are rather severe as you can judge. The picture above shows an unwanted passenger being massaged with a monkey wrench, because he didn't know the password.



### Sinking of Houston Recalls Experience

The sinking of the United States Cruiser Houston brought out this interesting story from **GEORGE M. MITCHELL**, plate shop helper, who served on this famous ship with the U. S. Navy: Says Mr. Mitchell:

"During the summer of 1938 it was my honor to take part in ceremonies initiating President Roosevelt into the mythical court of King Neptune. This is the ceremony given travelers who cross the equator for the first time.

"I had been selected from the crew of 1200 to be King Neptune, and after we had crossed the equator at the Galapagos Islands I donned my costume, seaweed whiskers and all, and approached the President. I asked his permission to hold the Royal Court and he laughed heartily. 'I give you my permission,' he laughed, 'but please be lenient.'"

"Then with all of the honors befitting an admiral, court was held and the initiation ceremonies proceeded."



In the picture shown here, President Roosevelt is shown along with George Mitchell (King Neptune) and other members of the Royal Court.

George has a long and exciting service record. Enlisting in the U. S. Army at the age of 17 he spent 19 months in France on the Western Front. He took part in the battles of the Somme, Marne, Chateau Thierry, St. Mihiel, the Argonne, and many other famous campaigns. He was in seven major engagements, was wounded three times, gassed once, and came out of the war with seven medals for bravery in action.

In his naval career following the war he visited in all parts of the world, and holds the rating of Chief Turret Captain, U. S. N. Retired.

### HOSPITAL PLAN

Final arrangements for a hospital plan for workmen of the Oregon Shipbuilding Corporation are now being completed. We believe within the next few days full details of the plan can be announced. **SO FAR NO PLAN HAS BEEN APPROVED OR AUTHORIZED BY THE COMPANY** as it is believed our workmen are entitled to a hospital plan broader in scope than any now available.



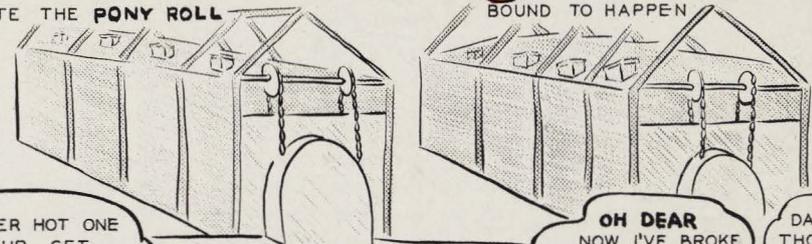
**D**URING THE PAST FEW WEEKS THE FAIR SEX HAVE BEEN INTERVIEWED AND CLASSIFIED FOR DEFENSE WORK — THE SCENES BELOW ARE WHAT MIGHT TAKE PLACE IF THE FAIR SEX WERE TO REPLACE MEN IN THE PLATE SHOP.....



**F**ASHION DESIGNERS MIGHT OPERATE THE PONY ROLL

**O**F COURSE ACCIDENTS ARE BOUND TO HAPPEN

**H-M-M-M!**  
FOUR LWC-5 S-92-0-10  
TEN LWC-7 S-92-0-10  
FOUR LSDH S-92-0-10  
THAT MAKES EIGHTEEN  
PIECES PER HULL



ANOTHER HOT ONE  
COMIN' UP—GET  
YOUR HAMMERS AN'  
LETS GO TO IT

**OH DEAR**  
NOW I'VE BROKE  
MY HIGH HEEL OFF

**DARN**  
THOSE  
HOLES



**T**HE LADIES WHO HAVE BEEN  
BALANCING HOUSE-HOLD BUDGETS  
WOULD PROBABLY BECOME JR. ENGINEERS



THESE  
LITTLE HAMMERS  
SURE TIRE  
ME OUT

WISH I  
WAS BACK IN  
MITCHEL'S OFFICE

**OH**  
MY BACKS  
BUSTED

SAY GERTIE WILL A  
QUARTER INCH DRILL  
MAKE A HALF INCH  
HOLE - ?

**NO** USE A  
THREE-EIGHTS  
DRILL

**W**OMEN WORKING ON THE SLAB WOULD POSSIBLY  
BE EX-STENOGRAPHERS WHO HAVE BEAT THE LIFE-  
OUT OF TYPEWRITERS [SMALL HAMMERS WOULD BE USED]



**H**OUSE WIVE'S WHO FOR YEARS HAVE  
BEEN DRILLING HOLES IN THEIR HUS-  
BAND'S POCKET-BOOKS OUGHT TO  
MAKE EXCELLENT DRILL OPERATORS

*Bob Dem*



**GANG WAY!** — GOTTA GET  
OUT OF HERE — CAN'T BE  
LATE FOR MY BRIDGE DATE—

BUY YOUR  
DEFENSE-  
BONDS NOW

**A**ND WHEN TH' WHISTLE BLOWS THERE WOULD  
ALWAYS BE A MAD DASH TO CHECK OUT

DRAW 105746

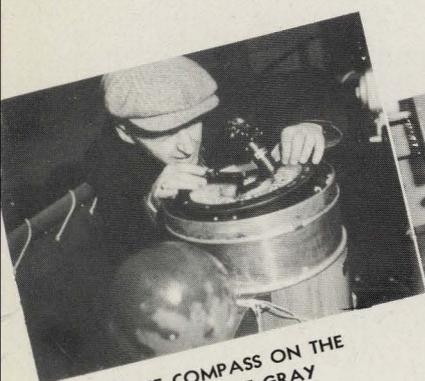


★ Here are the ships you asked for, Uncle Sam. Here are ships to carry guns, to carry tanks, to carry planes — to carry the fight to the enemy in his own front yard. Here are ships to carry cargoes already piled high and waiting. But these ships are not enough. It is not enough to set production records. We've got a war to win — a War of Transportation — in which men, materiel and equipment must be carried over great distances. It's up to the workers of America to give it's soldiers ships — more ships — and still more ships. **VICTORY IS UP TO THEM!**

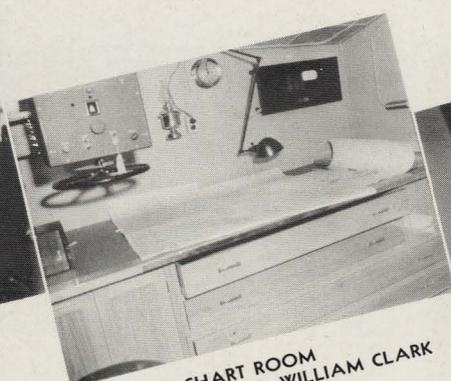
We are proud of our record here at Oregon, leading the shipyards of the nation in production. We must not lose this honor — *we must not lose the war!*



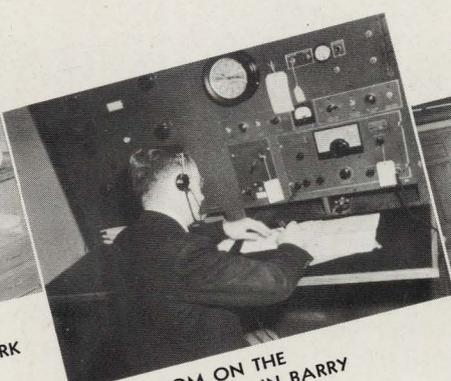
# Here are your ships, Uncle Sam!



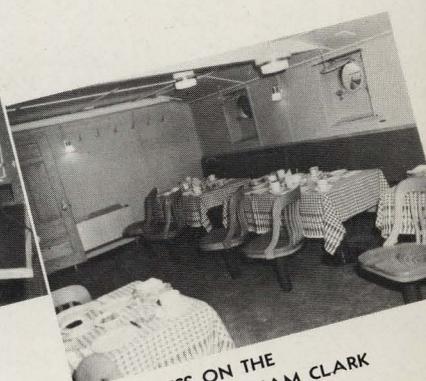
SETTING THE COMPASS ON THE S.S. ROBERT GRAY



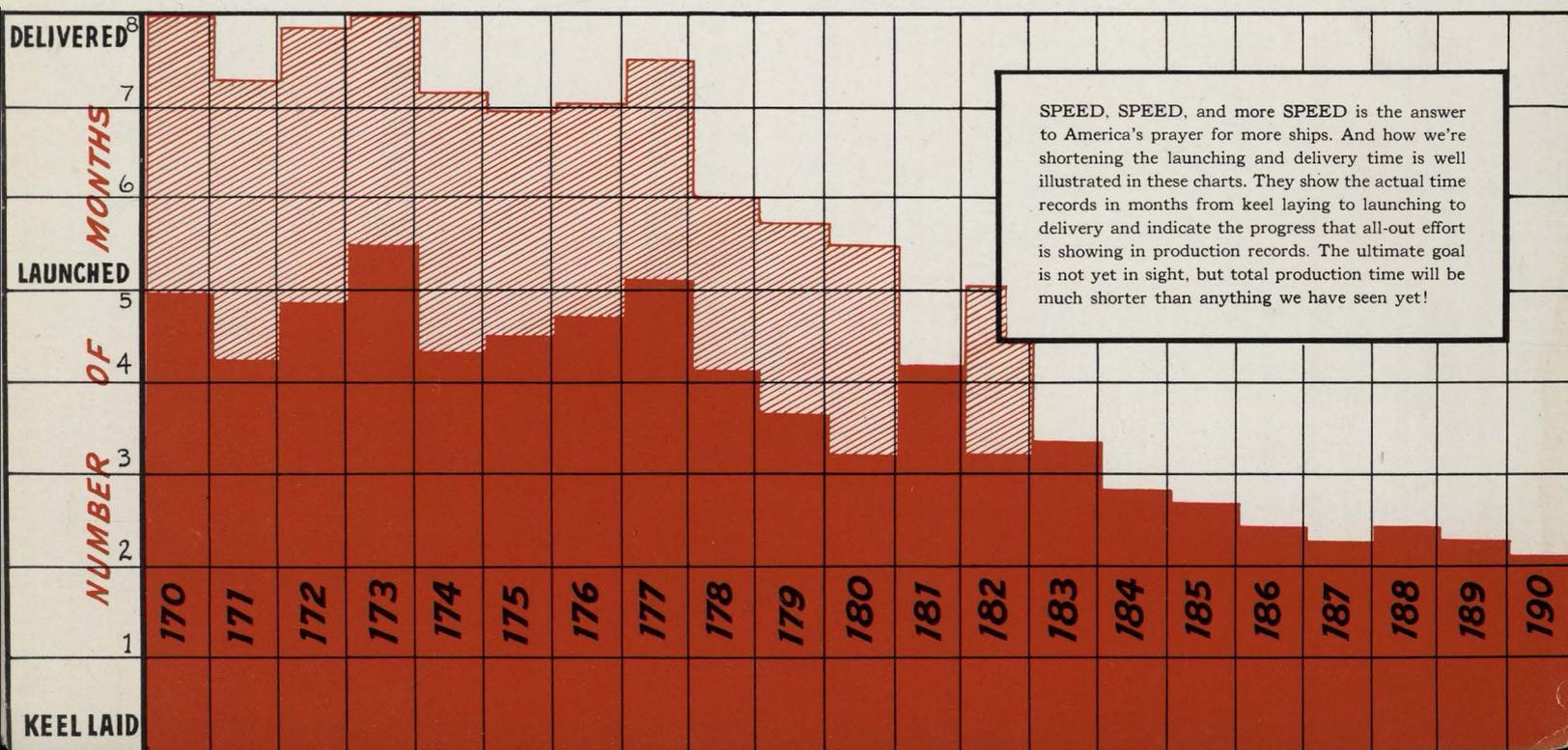
CAPTAIN'S CHART ROOM — THE S.S. WILLIAM CLARK



RADIO ROOM ON THE S.S. JOHN BARRY



CREW'S MESS ON THE S.S. WILLIAM CLARK



SPEED, SPEED, and more SPEED is the answer to America's prayer for more ships. And how we're shortening the launching and delivery time is well illustrated in these charts. They show the actual time records in months from keel laying to launching to delivery and indicate the progress that all-out effort is showing in production records. The ultimate goal is not yet in sight, but total production time will be much shorter than anything we have seen yet!



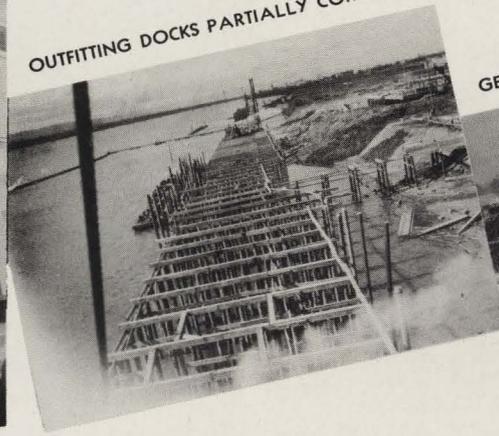
MAIN OFFICE, THE KAISER COMPANY, VANCOUVER



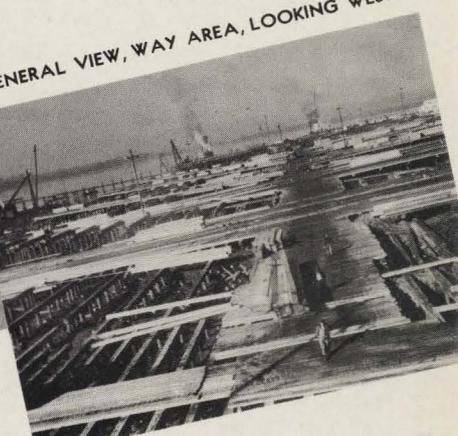
CONSTRUCTION ON MACHINE SHOP  
OUTFITTING DOCKS PARTIALLY COMPLETED



THE FIELD OFFICE, ALREADY IN USE



GENERAL VIEW, WAY AREA, LOOKING WEST



## VANCOUVER TO BE AMERICA'S MOST EFFICIENT SHIPYARD

Started less than ninety days ago, the mammoth \$17,000,000 Kaiser Company plant at Vancouver is going full blast with construction well ahead of schedule. Pile driving on the first nine ways has been completed and driving on the remaining four ways has been started. The first five building ways have been timbered and decked, and in the next two weeks you will see all pile driving and timbering completed.

Acres of plate storage racks await the arrival of the steel which will pass through the plate shop, now well along, then to the 850-foot long assembly plant. Huge stacks of ship scaffoldings line the access road and thousands of pounds of pipe are stored nearby.

The four big dredges are pouring out sand on the site

and the back fill will begin in a few days on the partially built 3150-foot long outfitting dock. Building is over 60% completed; the general storage building and the half-acre pipe shop scheduled for completion by April 1st. All Kaiser Company offices are now located at the yard and already there are some 200 office employees at their desks in the 100-room administration building.

The 3500 car parking lot is now ready for paving just as soon as weather permits.

Payrolls are growing rapidly too. Subcontractors have 1000 men employed, in addition to the 1305 men on the Kaiser Company payroll.

And some fine day, early in April, the first keel will be laid and the boys at Oregon had better look to their laurels.

## SWAN ISLAND PLANS IN FULL SWING

Plans for the Kaiser Company yard at Swan Island are rapidly taking shape with the completion of negotiations to take over the former airport. It is understood that the land will be leased to the Maritime Commission by the Port of Portland Commission for three years with an option to renew for the seven succeeding years.

According to preliminary plans, the ten shipways will be build along the lower or northern end of the island and ships will be launched into the slough at the foot of the Portland University bluff overlooking the island. It is

probable that the assembly plant, plate shop storage areas, and other shops will be located in the north center portion of the island, while the administration buildings and parking areas will be in the southern end. The slough along the eastern side of the island, used in the past for a sea-plane base and for log storage, will be the outfitting slip. Here a pier will likely be built for outfitting ships.

Cost of converting the airport into a shipyard will be approximately \$15,000,000 and the yard will employ about 25,000 men.



# CONTRIBUTIONS



## Ode to a Shipbuilder

When you've got your nose close to the grindstone,  
 And you have to keep it there long enough,  
 You'll find in this world there's no such thing  
 As brooks that babble and birds that sing.  
 Of just three things will your world compose,  
 You, and the stone, and your g— d— nose!

—Anonymous.

\* \* \*

## Did You Produce 200 lbs. of Ship Today?

Few of the employees of Oregon Shipbuilding Corporation realize how much tonnage they actually produce per person each month. Oregon Shipbuilding has launched on the average every four days during the past month. Since there are approximately 25,000 employees on the payroll, we have 25,000 persons responsible for the production of 10,000 tons of shipping every four days, or 200 pounds of shipping per person per day. If you have ever tried to build a rowboat or a canoe, you can better appreciate the significance of this record. Let's make it 250 pounds of ship per person during April!

—H. D. M. (1636)

\* \* \*

And from the current issue of "Oregon Purchasing News" we quote the following ditty to be sung to the melody of Joyce Kilmer's "Trees." We'd like to give due credit for authorship, but it is listed as anonymous.

*I hope that I shall never see  
 Another P. D. Eighty-Three.*

*A form whose very presence seems  
 To bring on paper work in reams.*

*It's never right the first time when  
 It's placed upon your desk, and then*

*You send it back from whence it came  
 To get it back all wrong again.*

*An A-10 rating soon will show  
 That OPA is just no go.*

*Each buyer swears with vehemence  
 The steel he wants is for defense.*

*Lord love the guy who must confess  
 His order rates a B or less.*

*And so I dig on all the day  
 Through Lend-Lease C and Army A.*

*An A-1 rating. What to do?  
 Oh yes, it's right before A-2.*

*My tonnage quota is just swell  
 By my receipts — I hate to tell.*

*A-9 my sources cannot see  
 In fact, no less than A-1-B.*

*Our steel is gone, the warehouse bare,  
 My assets are a vacant stare.*

*Will nothing ever set me free  
 From the G. D. P. D. 83?*

# SPORTS

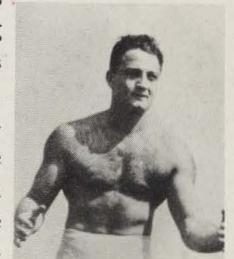
Wrestling takes the spotlight at the shipyards this week with several Oregon and Kaiser Company men figuring heavily in the news. Headlining a show at the Labor Temple last Monday, Ernie Piluso, O. S. C. shipfitter leadman, and Sockeye McDonald, pile driver with the Kaiser Company in Vancouver, wrestled to a draw in a tough match. On the same bill, Jack Lipscomb, night shift rigger, dropped his match to Kiser.

\* \* \*



For the Wrestler of the Week, we picked Ernie Piluso, for two years light heavy champion of the Pacific Coast. He was born and raised in Portland and started grappling at Portland's Multnomah Club, where for seven years he wrestled as an amateur. He later taught wrestling at the Oregon Institute of Technology and later at

Klamath Falls High School. Ernie has been wrestling for 15 years and during this time he's met the best men in his division in South America, Mexico, Canada and Cuba as well as the toughest boys in 37 states of the U. S. Beside training and taking part in six or seven matches a month, Piluso still finds time to teach wrestling to a group of youngsters — and this on top of a man's sized schedule at the shipyards.



\* \* \*



Among other well known wrestlers now employed here at the yard are Brother Jonathan, Tubby North, Herb Owen and Bill McKewan, the latter a shipfitter foreman on swing shift. We have a few fighters too, including Leo Lomski, former contender for the light-heavy crown, and Tommy O'Brien.

\* \* \*

With spring just around the corner, a lot of the boys are getting baseball fever and it shouldn't be long before parks and lots and softball lots all over Portland are seeing a good deal of activity.

In fact the boys at Swan Island under the leadership of Ed Charles are already organizing a softball team and will take on all comers, and if the gang at Oregon Ship can throw a team together they've been promised a good scrap.

If you're interested in forming a softball team or an inter-yard league, call the Bo's'n's Whistle office and give us the names of prospective players, or call Miss Dorothea Lensch of the City Park Bureau. There are many fine playing fields available to shipyard workers and she's the person who can give you the dope.





***FIRE*** is an enemy, too