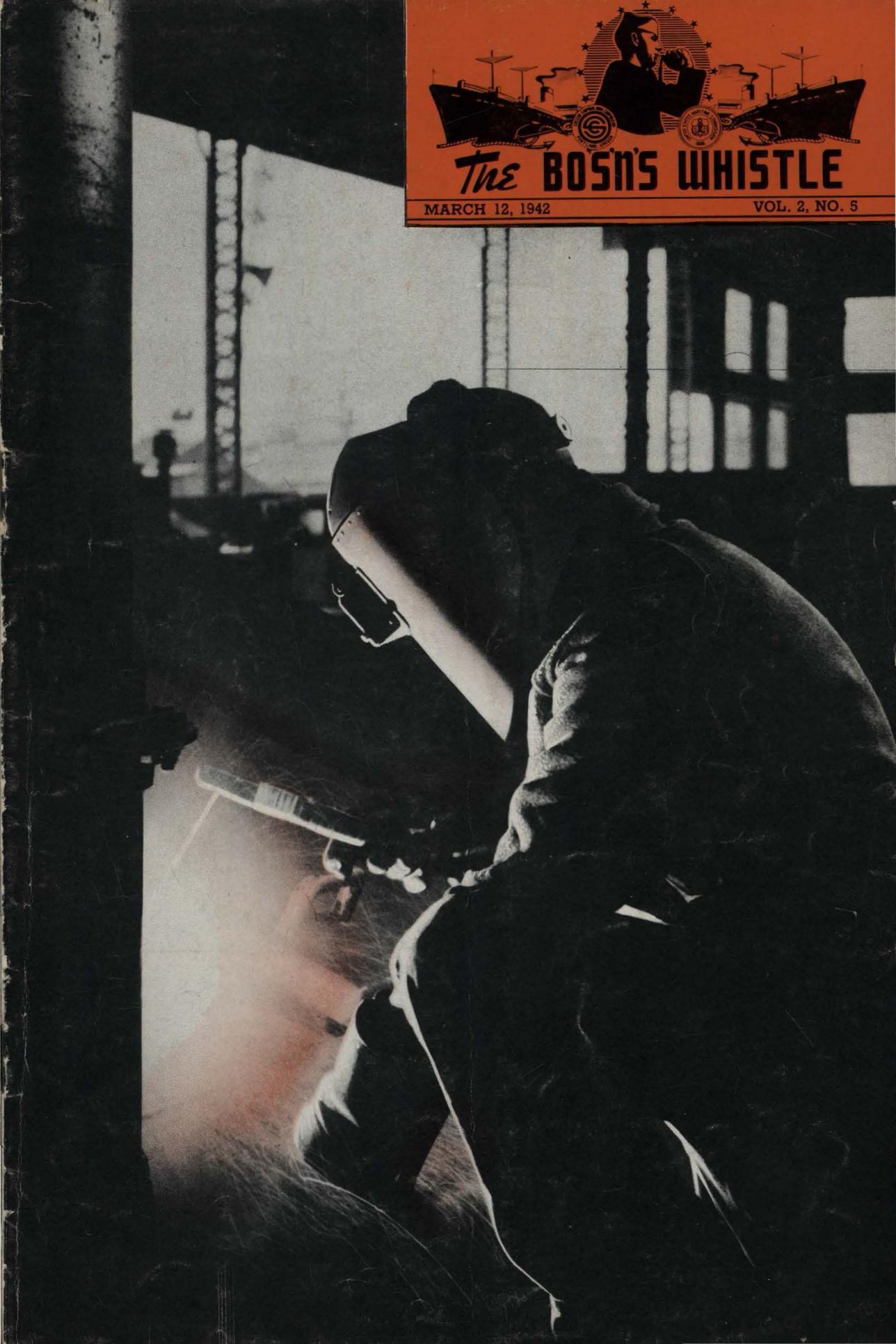




The BOSN'S WHISTLE

MARCH 12, 1942

VOL. 2, NO. 5





The BOSN'S WHISTLE

Published Bi-weekly for ALL the EMPLOYEES
of the Oregon Shipbuilding Corporation

MARCH 12, 1942



DEFENSE BOND PLAN COMPLETED

Plans for the automatic payroll deduction for the purchase of Defense Savings Bonds by employees of Oregon Shipbuilding Corporation have been completed.

These plans have been submitted to the United States Maritime Commission for approval, and in a few days the plan will be presented to all employees.

PORTLAND GETS NEW TEN WAY YARD!

The Kaiser Company has just completed plans for a new ten-way shipyard on Swan Island. Initial contracts call for the construction of 70 to 75 Liberty ships of 10,500 dead-weight tons.

The new yard will employ an additional 20,000 men when completed, with assembly line prefabricated construction methods similar to plans to be used at the Kaiser Company Vancouver yard.

Swan Island was the site of the launching of the original Star of Oregon on May 19, 1841.

Read this Message Twice . . It's About YOU!

Last week Mr. Edgar Kaiser talked to important officials in Washington, D. C. Following these conferences he sent this appeal to employees of Oregon Shipbuilding Corporation:

WASHINGTON, D. C., FEBRUARY 25TH
TO ALL EMPLOYEES:

THE FOLLOWING APPEAL WAS SENT TODAY BY ADMIRAL EMORY LAND, CHAIRMAN OF THE UNITED STATES MARITIME COMMISSION, TO ALL SHIPBUILDERS:

"THERE APPEARS TO BE NO ARGUMENT BUT THAT SALT WATER TRANSPORTATION IS THE KEYSTONE OF THE ARCH OF THIS WORLD WAR. CONFERENCES DURING THE PAST WEEK, INCLUDING ONE AT THE WHITE HOUSE, DEFINITELY INDICATE THAT THE SHIPBUILDERS OF THESE UNITED STATES ARE CARRYING THE BALL (AND IT MUST NOT BE THE EIGHT BALL).

"IN VIEW OF THE FOREGOING, I AM MAKING AN URGENT APPEAL TO YOU AND YOUR ORGANIZATION TO DO MORE, PARTICULARLY IN 1942, THAN ANYONE OF US HAS EVER THOUGHT POSSIBLE.

"THIS IS NOT A PEP TALK FOR I WAS NEVER MORE SERIOUS IN MY LIFE.

"PLEASE THINK THIS OVER PRAYERFULLY AND TAKE EVERY ACTION WITHIN YOUR POWER TO BRING ABOUT THIS INCREASED PRODUCTION.

"NO REPLY NECESSARY, BUT ACTION IS DESIRED."

Pay Your Income Tax NOW

MARCH SIXTEENTH
is the last day . . .

BLACKOUT INSTRUCTIONS

We are not expecting immediate air raids in this area; nevertheless, the recent blackouts and alert orders in other sections of the Pacific Coast make it important that we are ready for a blackout of the shipyard at any time!

Every workman must be on the alert at all times during darkness and be ready to follow these instructions AT ONCE when the blackout signal is sounded.

The blackout signal is a series of short blasts, either by whistle or siren. Immediately upon hearing this signal, you should:

1. Shut off and put in a secure place any power driven tools you may be using. Loads suspended by cranes should be set down if time permits. Do not leave equip-

ment where it can be knocked down or tripped over. Trucks, pickups, or other vehicles should be parked at the side of the roadway. Lights should be turned off and drivers should stay with their equipment.

Stay at Your Place of Work

2. Do not leave your place of work until you can do so with absolute safety. Be sure you have firm footing and STAY THERE. Do not attempt to leave the yard.

3. Do not use flashlights, light matches, or smoke in the open.

4. Obey instructions from guards and members of the Emergency Squad, and pay attention to instructions issued over the public address system.

Employees Favor Family Medical Plan

According to the answers to the recent Medical Plan questionnaire, at least 95% of Oregon Shipbuilding employees want such a plan. 85% think that coverage should be provided for their families in addition to their own protection.

Many workmen took the opportunity to ask questions about the plan and to offer suggestions based on their own past experience with similar programs. Perhaps some of your own questions will be answered in the following summary.



1. "I would like to know whether this plan would provide medical services and hospitalization for other members of my family."

"The proposed hospital is all right, but the rate is too high."

"Does this plan include ambulance service?"

"Does it provide medicine in addition to physician and hospital service?"

It is our belief that a Medical Plan should provide full coverage. We have found that many plans carry lower fees but give correspondingly less service. We think that most of our employees would prefer a complete service and will pay an equitable fee.

2. "I have carried a hospital plan for 20 years. Consider it very essential. Be sure to investigate several before adopting one."

"I am in favor of a hospital plan similar to the National, which protects its members against accidents on the job and off. Any plan short of this would not benefit the members."



"Some of these plans are very good—others are not. Suggest you investigate the Prudential Hospital Plan."

"Suggest you investigate the Multnomah Medical Service."

We believe that every Medical Plan in the country has been submitted to us. We have studied them all. Some are good and some are better. We think our large employment justifies the best, and only the best will be presented to our employees.



3. "If a plan is approved, please post the contract so that we will know what we have bought."

"I would like more information on it before signing up."

"Can we have more information when this plan is available."

Full information will be available on any Medical Plan before workmen are asked to accept or reject it. We believe that every man should have a complete understanding of the coverage offered and contracts will be available for inspection.

4. "Can we drop Aetna and take out the above?"

"Will this plan, if accepted, do away with the present group policies sold to workers?"

"This is what we should have instead of the present group policy."

Your Aetna Insurance Policy pays certain cash benefits for time loss due to sickness or non-industrial accident. A Medical Plan would provide doctor's services, hospitalization, medicines, etc. Aetna reimburses you for loss of income; a Medical Plan pays your medical bills. There is no conflict between these two services. Rather they complement each other.



5. "I live in Oregon City. Would such a plan enable me to have an Oregon City doctor if necessary?"

"Will this plan provide the services of my own personal physician?"

"I believe that the medical staff should include proven specialists in child treatment, and those specialized in most common adult ailments."

Free choice of doctors would be allowed. Staff doctors must be competent and specialists would be provided when required.

6. "Will this plan provide a first aid or medical center on the grounds to care for sore throat, minor ills, etc.?"

This is necessary and will be provided if a Medical Plan is installed.

7. "I want pretty nurses." Who doesn't?



Workmen should feel free to express themselves. Turn in your comments at the time checking stations or drop them in the suggestion boxes.



CHIPPER — "I was chipping on the deck house and a piece of steel flew up into my right eye." Time loss 3½ days.



SHIPFITTER — Time loss 5 days. "I was working with a couple of welders. One of them struck an arc with his stinger and I got a direct flash in both eyes."

No. 2 of a Series

YOUR EYESIGHT . . . America's Most

America can find substitutes for almost anything — except the eyesight of its workers. Next to life itself, your eyes are your most valuable possession; guard them carefully.

On top of the discomfort and suffering that result from eye injuries, the losses in man hours and income taken for the country as a whole are staggering. Approximately 300,000 eye injuries occur in industry every year; nearly 1,000 every day. These represent a loss to industry of over \$200,000,000 every year.

21% of all time-loss injuries at Oregon Shipbuilding occur to eyes. 98% of these are preventable.

Over half of all eye injuries are caused by using goggles improperly, or not wearing them at all on jobs where they should be worn. Many times dirt and metal particles will gather on a worker's forehead and in his eyebrows. When he pushes his goggles back on his forehead and replaces them over his eyes he may drag this dust into his eyes. This happens every day, and can easily be prevented by wiping the brow before removing the goggles.

Many accidents occur because of sheer negligence. Often welders raise their hoods to chip slag off a weld, and slag flies into their eyes because they have neglected to wear goggles under their hoods.



CHIPPER — "A reamer was working above me and a chip fell down into my eye." Lost 3½ days.



SHIPFITTER — Time loss 3 days. Was removing bolt nuts with an air power tool. The air exhaust blew dust and particles into his eye because he wasn't wearing goggles.



CHIPPER — “Chipping dust settled on the sides and top of my goggles and when I removed them the dust fell into my eyes.”
Lost 3 days.



SHIPFITTER — “A welder dropped his stinger near my face and burned both my eyes.” Loss 5 days.

Vital War Material

Nearly half of all eye injuries are arc flash burns from welding operations. These can be prevented by working behind screens, by wearing goggles when you are around or near welding operations, and by a little care on the part of the welder himself to avoid striking an arc without warning nearby unprotected workmen.

The illustrations here are from Safety Office records. All of them have actually occurred, some of them many, many times.

Goggles Were Made to Protect
Your Eyes — Use Them!



MECHANIC — “A piece of steel flew off the head of my chisel, penetrating my left eyeball.” This man was off the job two months and lost the sight of his left eye.



WELDING SUPERVISOR on Assembly: “Some flying particles from chippers got in my eye.” Loss 5 days.



GRINDER — “While I was smoothing plates with a portable grinder, several pieces of steel flew into my eyes.” This man lost 3 weeks!



When a fellow needs first aid it's some consolation to have as your nurse one of these five capable young ladies who spend their days at the First Aid Station. Reading from left to right, they're Peggy McKee, Mae Lauridsen, Jean Darr, Helen Green and Zoe Huffman — and please don't throw away your goggles just to get a chance to meet them.



Not long ago JAMES A. COUR, boilermaker, was an assistant in the assessor's office in Seattle — does a lot of heavy reading in his spare time.

"The Oregon gang is setting the pace for the country," says F. R. MODE, welder on Assembly Way 5. Mr. Mode has lived in Portland since 1920 — has worked as a lineup man for a gang saw at the West Oregon Sawmill, and later as a driver for a laundry company. He likes to shoot in his spare time.



We're sorry to lose DON BROWNE, who left last week to set up the Expediting Department for Willamette Iron & Steel. When there's expediting to be done, Don is just the guy who can do it.



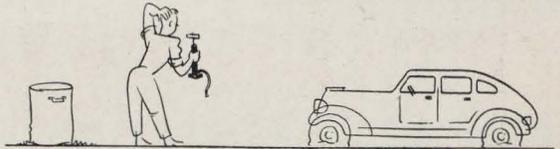
This picture of JIM HINES, shipfitter's helper, was taken on his second day at the yards. He's just finished a hitch at Fort Lewis, where he was sent from the Oregon National Guard. Jim is an old Roosevelt High graduate from Portland and has lived here most of his life. "I'm anxious to get going," he says, "looks like there's plenty of work to be done."

Top this one! There are five STANFILL brothers here in the yard: Burnace, Kenneth, Francis, Bill and Bob. They represent five departments: Engineering, Drivers, Burners, Office and the Government. They claim they are grooming a couple more when the time comes!

The

News and Views of

There's more than one use for a tin hat, discovered FRED KAYE, who was one of the lucky but unaccustomed travelers on a recent test run.



Trust an auto mechanic to be handy with his mitts on any kind of a job. "These ought to be good ships, I work on 'em," says M. C. JONES, shipfitter's helper. He's been on the job two months; used to be a truck driver and mechanic in Portland. "I'd like to see some softball teams organized out here. There ought to be some pretty hot talent in a place like this," he says. And his hobby — maybe you can guess it. It's taking the old car apart and putting it back together again. Now if he could just figure out some way to make tires out of old fire hose . . ."

"Standing all day over a hot stove was no gag to me," claims EVERETT MCKNIGHT. "I used to own a cafe in Pasadena, and believe me, this has it beat any way you figure it. I'm remodeling a house in Portland, and we're going to have a big garden this summer." EVERETT is a shipfitter's helper on Way 6.

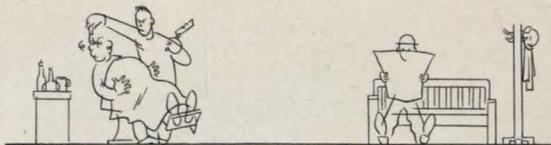


"It's quite a jump from selling real estate to working as a burner, but why not," thinks C. V. (MAC) MCKAY. "I have a lot of fun in my spare time — like to bowl or play pinochle, but almost any sport interests me." Mac has a shop in his basement and on top of all this he likes baseball; thinks we ought to do something about it out here.

JIMMY GARROW plans to spend his April vacation honeymooning.

Yard

Oregon Shipbuilders



"One thing about this job, it really builds you up," claims **GEORGE E. MITCHELL**, welder's helper. "I spent 20 years as a barber in Portland, but this fresh air and a good appetite has put a lot of weight on me. I never felt better in my life. Oh, yes, I see my old customers out here, and plenty of them."



"Home was never like this," says **CLINT SINNOTT**, construction employee. "I came from a farm in Minnesota. I'm still interested in farming and have a farm near Sherwood, Oregon."

BERT BARNETT, shipfitter, has been an Oregonian for the last ten years. "I like the spirit of the men out here. They mean business, but they give a fellow a hand when he needs help. I'm sold on the idea of saving my tires; in fact, I've already put the old car away and ride the bus to work. Bird shooting is my sport, and there's lots of good hunting around here."



Nothing surprises you here at Oregon, and now it's Donald Duck running loose in the time department as a field checker. He's a good egg going under the name of **PAUL OCELLO**. The Irish section claims the name should be O'Cello.



You never can tell just how your past experience can serve you. For instance, **RAY LEACH**, layerout on the Assembly platform, used to be a commercial artist for a Portland chain store, laying out newspaper advertisements. He studied at the Oregon School of Arts and came to Oregon Ship through the drafting department. "The idea's the same," says Ray, "only here it's steel instead of paper."



PAT DUNN was raised in Montana and worked for the State Highway Department there. He's a press operator in the Plate Shop, and judging from his size, could take on at least five Japs before breakfast — and don't think he wouldn't like to!

ROSCOE SOUTHARD, rigger, is receiving congratulations from his fellow workers. On March 12th he's being elevated at Eastgate.



For a young man, **AL SMITH**, facilities field clerk, has seen a sizeable share of the world. Al is interested in foreign trade, studied at Multnomah College. Among his other hobbies he likes dramatics and worked in this field at Lincoln High School in Portland. He visited Great Britain in 1929 and is all set to go again, just as soon as"

Another interesting shipbuilder is **WILLIAM MULLEN**, Junior Engineer on the Subassembly. Bill has had a colorful career in show business as a singer, arranger and chorus director.



His scrapbook tells of a lot of experience with famous screen and radio personalities. In 1931 he teamed with Bob Hope in Portland, and has worked with such famous orchestras as Al Pearce and his gang, David Brook and his orchestra, and many others.

He even spent some time with Olsen and Johnson and, according to Bill, this was a real workout.

Several years ago Bill was arranger for the well-known Portland Ad Club Gleemen, who toured the country, bringing fame to Portland.

Even the army couldn't stop this lad, for during the Selective Service hitch which he just completed in October, 1941, he organized Army shows and benefits. You'll hear a lot more of Mr. Mullen, we predict, when the O. S. C. gang unlimbers some of its talent for the lunch hour broadcasts.

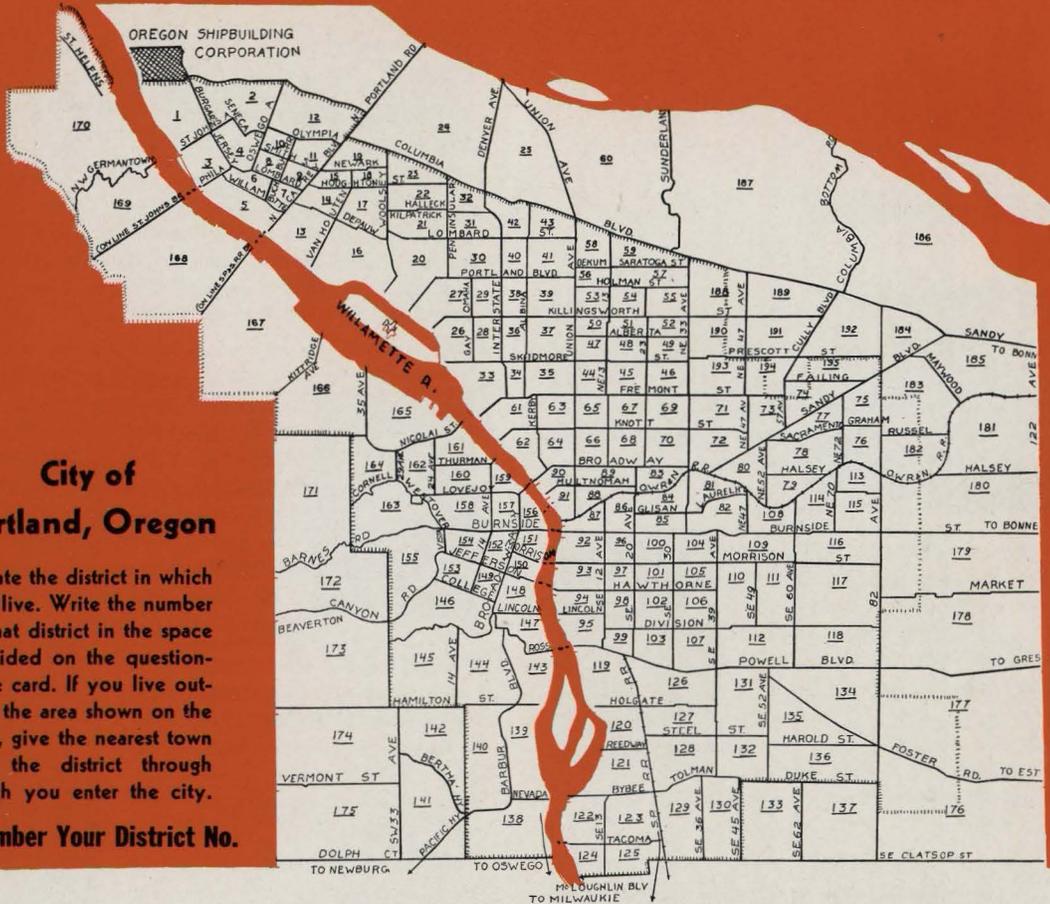


Grab Your Partners!

FREE DANCE — For Oregon Shipbuilding employees. Couples only. Sponsored by the Fraternal Order of Eagles. Get your tickets from the Bo's'n's Whistle office or from Roy Barnett or H. Stewart at the time office at noon.

THE TIME: March 25th, 8 p.m.

THE PLACE: Civic Temple, 821 S.W. 4th.



**City of
Portland, Oregon**

Locate the district in which you live. Write the number of that district in the space provided on the questionnaire card. If you live outside the area shown on the map, give the nearest town and the district through which you enter the city.

Remember Your District No.

WILL YOU WALK TO WORK IN '43?

"You may not have to," says Ralph Collett, manager of the Oregon Shipbuilding Travel Bureau, "if you make plans now to save tires."

Response to the Bureau's questionnaire has shown that over 2,200 employees, so far, are willing and able to carry one or more extra passengers—a total of 3,080 more passengers, according to results of the survey.

Shooting at a figure of five riders for every passenger car carrying workmen to the yards by May 1st, the Travel Bureau reports that already the average number of riders per car has risen from 1.7 passengers per car in September. This increased successively to a figure of 2.2 for January, 2.6 for February, and an estimated 3 riders for March.

Cooperative Busses May Get Tires

If ten or more men ride to work in one bus, you may obtain tires, says the rationing board,

providing these busses are cooperatively owned and operated as non-profit ventures. Parking facilities near checking stations are being provided and there are now 35 or more co-op. busses running on all three shifts. If your group is interested in getting a bus, drop a note or call the Travel Bureau, Extension 370. They may be able to assist you in buying or leasing a bus.

If you have not already filled out a traffic card, you still have an opportunity to secure a ride from one of your neighbors or to get additional riders from your own locality. Fill out the blank at the foot of this page, using the city map to get your location and district number, and turn it in at your time check station.

Lists of available rides and extra riders will *not* be posted in the yard. Your supervisor will have them. **ASK HIM!**

Badge No. Letter Day Shift Phone No.

NAME Street Address

District of resident as per map (give No. of) If you drive a car, how many *passengers* do you carry?

How many *additional passengers* would you be willing to carry? Would you like to ride with someone else?

Sabotage or Selfishness? You Name It!

The surest way to stop a fighting man is to take away his gun, and the surest way to slow up the fight for more ships is take away the tools that build 'em.

It may be "getting even" to puncture acetylene hose with finishing nails—until it gets too close to a flame and blasts a life or two.

It may be a fine joke to weld 12 sledge hammers to a deck just to see the expression on somebody's face—until 12 workmen need these tools.

It may seem like a good idea to cut a brand new tool to make a Joe McGee, because the right tool is 50 feet further away.

It may be sabotage, it may be a gag, but it happens — and it slows production.

Hiding tools is another pastime, and the 50 men on every shift whose job is looking for and digging for these tools report a lot of buried treasure in the sand under the ways, between the piling, under plates and a hundred other places. Here's the haul from one day's digging:

- 2 Jackson stingers.
- 16 chipping steels.
- 1 6-lb. sledge.
- 1 2-lb. ball peen hammer.
- 1 chipping gun.
- 9 50-inch welding leads.
- 10 boxes of welding rods.
- 2 hydraulic jacks.
- 1 air grinder.
- 1 bolt-up gun.



A great many of these valuable tools are completely ruined by corrosion.

With tools difficult or impossible to replace it's doubly important that they be left on the job by men going off shift. Taking them away makes it tough on the next shift. It means a loss of man-hours of production.

Mutilation of U. S. M. C. tools is something else again. There's a law against this with a severe penalty.

Lockers are here to protect your own tools. This does not apply to U. S. M. C. equipment. U. S. M. C. tools are not to be placed in your locker.

Hiding tools is selfishness, burying them is unpatriotic, throwing them away or mutilating them is worse — let's call it sabotage!

CONTRIBUTIONS



We've Got a Job!

*We're building ships, we build them fast,
We build them good, to make them last.
To foreign ports we know they go,
With a cargo of grief for the common foe.*

*They carry bombs, shells and guns,
Tanks and trucks to fight the scums.
Our "Ugly Ducklings" set the pace
For the nation in a Production race.*

*Now one a week I know ain't slow,
But let's double that and lead the show.
So buck the rivet! Burn that rod!
Grease those skids! We've got a job!*

—Leroy Springer (4448)

Keep the contributions coming in. We're glad to have these from the following men since you saw us last:

- | | |
|---------------|----------------|
| Milt Fromen | Joe Weiser |
| Dale Benjamin | Jack McCullen |
| C. Taylor | Elmer Ryland |
| L. J. R. | S. Carrick |
| H. A. Badeau | L. P. Cummisky |
| Llyod Balcom | Jack R. Worley |
| Jay Walker | Elmer Ryland |
| Benno Britz | |

"REMEMBER PEARL HARBOR." Yes, this is a good thought. But we in this yard should "REMEMBER THE NORMANDIE."

A. S. RUE, Fire Guard.

... and there's more in that than meets the eye.

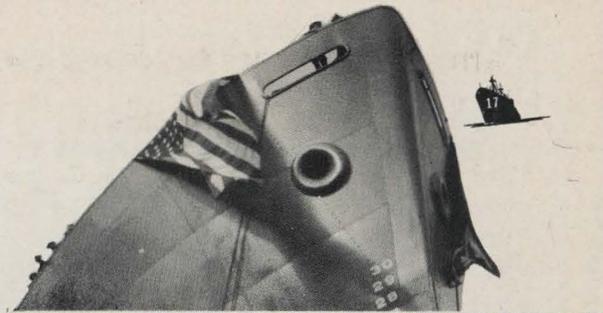
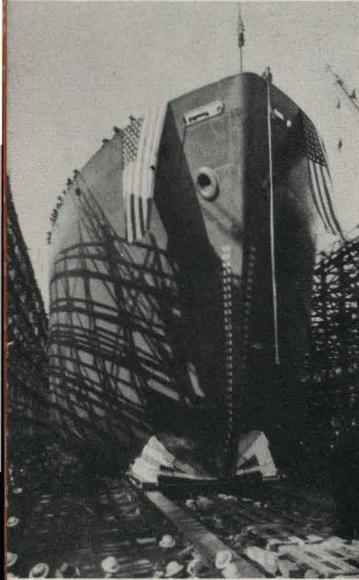
Says BILL MULLEN, whose story appears on page 7:

**LET'S NOT BURY THE HATCHET
UNTIL WE BURY THE AXIS!**

To the people in the front office who may need a translator when they get as far as the plate shop, the "Old Man" is a gadget used in drilling.

Imagine a tool checker's surprise the other day when a new helper steamed up out of breath, demanding, "My boss sent me after the old man — are you him?"

(Below) The SS. George Clymer, launched on February 19. Mrs. Charles A. Shea, Jr., sponsored the launching.



Oregon's 17th Liberty Ship, the SS. James Wilson, launched on February 22nd.

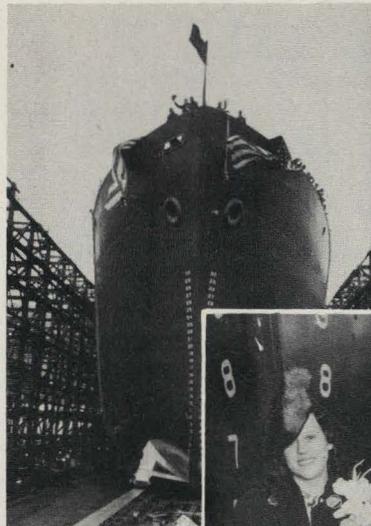
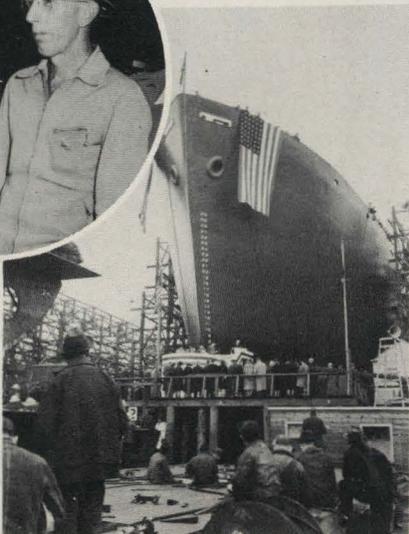
Sponsor . . Mrs. John Spady, wife of John Spady, steamfitter . . Her matrons of honor, Mrs. Katherine Glanz (right), Mrs. Katherine Gregory (left), and Virginia Glanz.

SHIPYARD WIVES SPONSOR 4 SHIPS

Sponsored by wives of shipyard workers, four more Liberty ships have been launched since the last issue of Bo's'n's Whistle. Of the four gracious sponsors, three were wives of the shipyard workers elected to receive the Navy "E" award on February 15th.

(Insert) Mrs. Ralph P. Stokesberry, sponsor, and Mr. Stokesberry, layout man, one of the recipients of the Navy "E" award.

(Below) The SS. John Hart just before the launching on February 25th.



The Henry W. Longfellow, Hull 188, gathers speed as she leaves the ways on March 5th.

Mrs. L. B. Woods, sponsor, and L. B. Woods, truck crane operator, another "E" award recipient.

Vancouver Yard to Stream-line Ship Production

The new Vancouver yard, like O. S. C., has but one job to do, **TO LICK THE AXIS AND LICK THEM QUICK!**

Just how they're planning to build more ships faster and better than they have ever been built before involves many improved operations and ideas in ship construction.

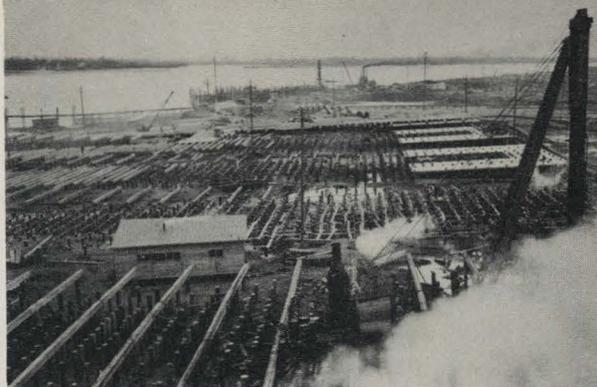
To begin with, the new Kaiser yard at Vancouver will have 12 ways, one more than Oregon Shipbuilding. This will mean a possible increase of 9% right off the bat.

Instead of an Outfitting Basin, the new yard will use an Outfitting Dock 3,150 feet long, on the Columbia River.

Although both yards will build ships with a rating of 10,500 tons, those from Vancouver will carry slightly less cargo tonnage because of heavier plates and deck houses. In Vancouver solid floors will be made of plate steel with lighting holes cut through. This type of construction will eliminate stiffeners and reduce Plate Shop and Assembly welding time.

Prefabrication of larger sections will speed up fitting out and construction. Deck houses will be assembled as units in the Deck House Assembly building, with wiring, plumbing, joinerwork, painting and plastering partially completed. Then this 200-ton, 75' x 58' x 22' structure will be hoisted on board ship while the hull is in the erection slip by two huge bridge cranes, each having a capacity of 130 tons.

One of the biggest changes in the movement of materials will be the moving of steel in a



Decking goes on the ways at Vancouver.

straight line from the Plate Shop Area, to Subassembly Area, to Assembly Area, to Ways and Ships. Kaiser Co., Inc., will make its Subassembly and Assembly plants more closely related than those of O. S. C. By storing materials at the head of the ways, more room will be provided in the Assembly and Subassembly areas for erection.

Manpower will be put on a production line basis as much as possible, allowing individuals and crews to construct like parts for all ships instead of taking part in many operations. By this division of labor, non-skilled workmen can be used to better advantage, since they can work efficiently in a limited number of structural jobs. This will undoubtedly speed production.

The unbroken flow of steel through the Plate and Assembly shops, the prefabricating of Deck Houses and large sections, the specialized division of labor should enable the Vancouver yard to turn out more ships faster than Oregon Shipbuilding.

But the boys down the river have had a year of experience. They'll be hard to beat!

CALLING ALL TALENT

Would you like to be an actor? Do you whistle, play a musical instrument, impersonate other people, or sing in the bathtub? If you do, and would like to take part in lunchtime broadcasts, drop your name and badge number in the Suggestion Box on the south wall of the Mold Loft near tool room 3.

Mention something about your act, how long it takes, whether you need accompaniment, and any other information that you think would be interesting. Groups will be selected to take part in lunchtime broadcasts over the yard public address system.

We need men to take part in the big stage show and minstrel you've been reading about in previous issues of Bo's'n's Whistle.

Swing shift talent will be organized and directed by George E. Frost, material checker on Way 8.



BAGPIPE PLAYERS ATTENTION

Roll up your pants legs and pull out your bagpipes—it's in the air. If you are a Scotchman, you'll know what we mean. We're anxious to contact all men who own and play bagpipes. We're also in need of strings and steel guitars for the Swing Band.

*Victory
needs Vision*



USE YOUR GOGGLES!