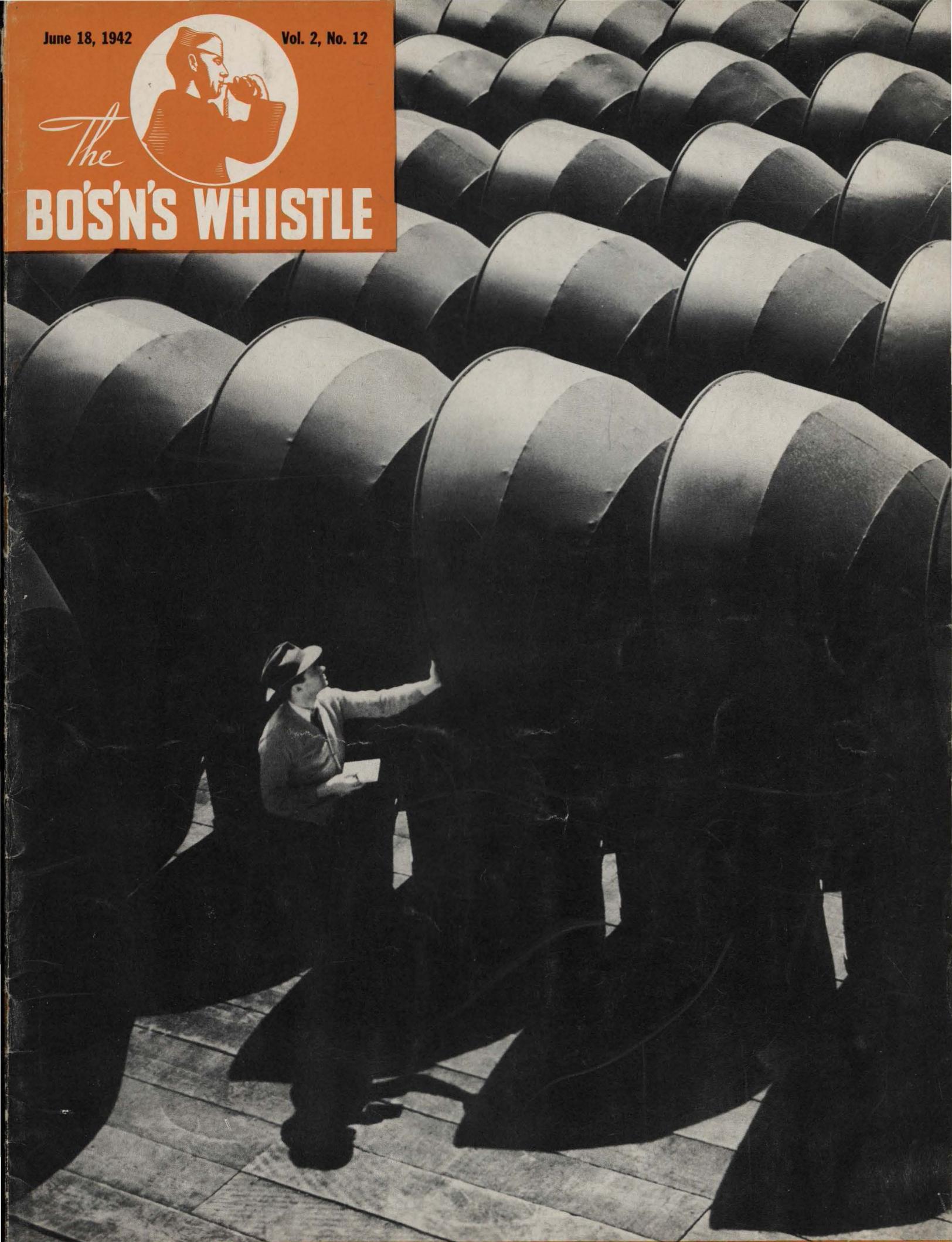


June 18, 1942

Vol. 2, No. 12



The
BO'S'S WHISTLE



OREGON SHIPBUILDING CORPORATION * KAISER COMPANY, INC., VANCOUVER AND PORTLAND



Vancouver Bond Drive Begins!



At a luncheon on Thursday, June 11th, Vancouver War Bond officials and yard supervisors set the stage for the big Payroll Allotment Drive.

After two weeks of preparation, the Bond Department of K. C. I. Vancouver is ready to put over a blitz drive that will ring the 90% bell in short order.

Authorization cards and Bond booklets have been received, and by the time you read this, they will be in the hands of every employee in the yard. Meeting with all the supervisory heads of the company, the Vancouver War Bond Department has been assured of 100% cooperation in all departments.

This is the program: The supervisory head of each department appoints his clerk or foreman as liaison man between his shop and the War Bond Department. All pledge cards, booklets and information pertaining to the Payroll Allotment Plan will clear through this man, who will distribute the cards and information to lead men. Lead men will contact their men to see that cards are properly signed and turned in so that the yard may receive credit at the earliest possible time.

In order to reach the goal of 90% participation, it is desirable that a clerk or foreman be appointed, in order to contact lead men during the campaign. Once this organization is established, all new men coming to work will be

"INVEST IN VICTORY" is more than a slogan to these pre-assembly workers. Left to right are: C. R. Buck, Ted Haller, D. L. McDougal, C. S. McNatt, E. J. Freeman, J. R. Stewart, R. L. Seigler, C. Jerome, E. H. Schultz. These boys are out to get the Treasury Department flag which the first crew making their 100% quota is delegated to receive.

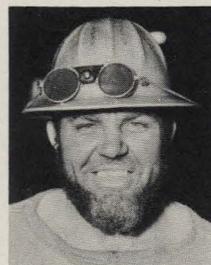


Kicking off the Kaiser Co. Vancouver bond drive, M. Miller, general manager, autographs the slightly enlarged version of the Payroll Authorization Card which employees will sign to participate in the War Bond drive.

contacted by the clerk or foreman to obtain immediate participation. Workers who wish to post-date their Payroll Allotment Authorizations will be counted as participants, and in this way new employees, as well as present workmen, can make the drive an immediate success.

High honors await the first crew to go over 100% in all three shifts. They will be delegated to receive the Treasury Department flag at appropriate yard ceremonies.

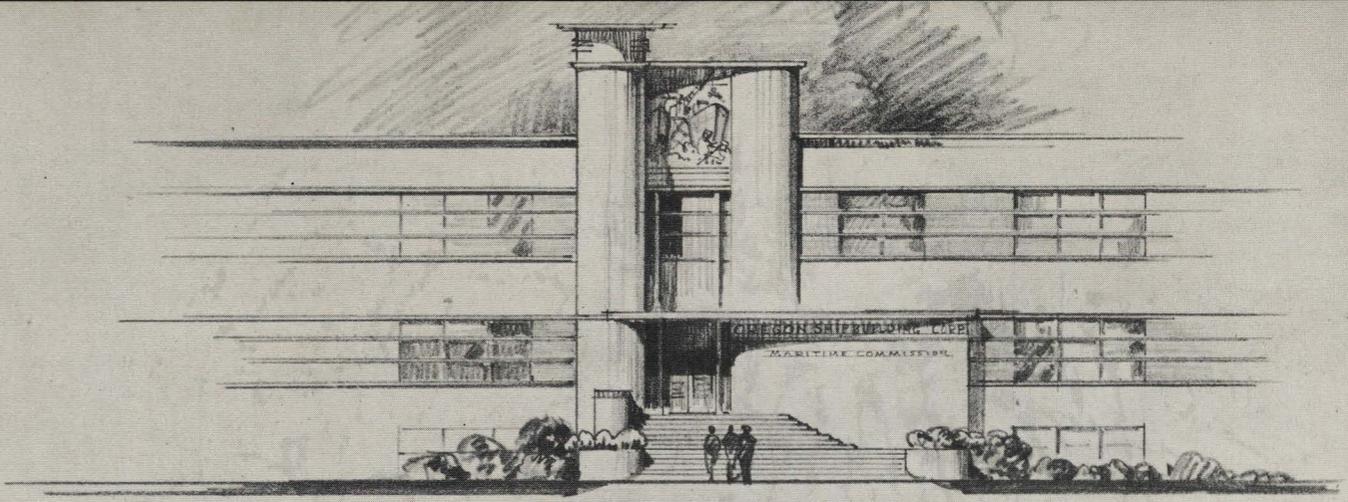
The first deduction will commence with the June 27th pay day, or with the check which you will receive July 2nd.



"I DON'T THINK THEY'LL MAKE 90%," says Brother Jonathan, hefty Oregon Ship wrestler. "Why, if they do, I'll take on the biggest guy they can dig up, even if I have to walk all the way over to Vancouver to do it". Jonathan keeps his weight down to a measly 228 pounds by swinging a sledge in the O. S. C. Plate Shop.

Day shift paint shop employees under W. H. "Bill" Haley promised to be the first outfit to go over the top in the War Bond drive. Included in the group here are: W. Hodgkinson, W. H. Haley, V. F. Hecox, G. L. Cass, E. Hodgkinson, B. C. Burt, J. F. Jolliver, Gene French, W. E. Slater, H. T. Sigler, Ted Dewey, Earl Evans, C. T. Higley, F. S. Connors, Jim E. Lawrence, Jim McLaughlin, A. Olson, Fred H. Spoffard, W. C. Lawrence.





NEW OFFICES OFFER CONVENIENCES TO WORKMEN

When the original O. S. C. office building was occupied on April 19, 1941, it was designed to accommodate a much smaller staff than is now employed. At that time the peak employment at the shipyard was expected to be around 12,000, but with the coming of war, our employment now exceeds 31,000 men, and the force of administrative workers has expanded proportionately.

In addition, the expansion of the yard itself, with its new assembly and supply areas has brought about an acute lack of storage space and access routes. The present Administration Building grounds are needed badly.

The new Administration Building started in May will be located at the entrance to the O. S. C. yards near the parking lot. It will be ready for occupancy early in July.

The new three story structure will be 332 ft. by 155 ft.

CAFETERIA

The south wing of the ground floor will be given over to a new cafeteria with a seating capacity of 320 persons—one-third larger than the present facilities. It will be completely air conditioned and will provide a soda fountain and lunch counter as a new feature.

I. B. M. DEPARTMENT

The central portion of the new Administration Building will house the I. B. M. Department, which has long been working under a handicap because of lack of space for equipment and personnel. The new I. B. M. Department will house 64 I. B. M. machines, 41 I. B. M. operators, 48 key punch operators, 20 clerks and supervisors.

To get some idea of the I. B. M. Department's need for additional facilities, these figures may stagger you. In timekeeping operations alone, the I. B. M. Department makes 210,000 daily calculations, plus an additional 300,000 weekly computations, or a total of 1,770,000, per

week. This is in addition to the various special deductions which appear on workers' pay checks.

TIMEKEEPING DEPARTMENT

The north wing of the new building will house the time-keeping department. Since the new building will be located outside the fenced-in area, it will not be necessary for workmen to pass guards to get to the time office. Because of the increased number of pay windows, "old check" windows and "complaint" windows, employees will be provided much quicker service, and the present serious handicap brought about by lack of space will be largely eliminated. These windows will be located at the rear of the building, completely covered by a roofed passageway.

WAR BOND DEPARTMENT

The Bond Department now located in the main office building will also be situated in the north wing of the new quarters and can be reached from the same covered passageway as the timekeeping offices, making it unnecessary for employees to enter the office building to transact War Bond business. The personnel offices will be in this ground floor wing also.

NEW FIRST AID BUILDING

Two complete wings of the present Administration Building will be picked up and moved out to a location south of the Oxygen Station and east of the Mold Loft. These wings will be remodeled into a greatly improved First Aid Building with an approximate floor space of 8,000 square feet. The lower floor will house waiting rooms and treatment quarters, and it is expected that an enlarged staff of doctors and nurses will be employed to provide greater facilities in the treatment of accidents and injuries. The second floor will house the Safety Department.

EMPLOYEES HOSPITAL PLAN

Three months ago questionnaires concerning a medical plan were distributed to O. S. C. employees. Of those who answered, 95% indicated that they wanted medical and hospital coverage on a prepaid basis. Since that time representatives of the management and employees have investigated every type of coverage offered and are glad to announce that such a plan will soon be made available

to the employees of O. S. C. and K. C. I., Swan Island.

The plan will be operated through the Oregon Physicians Service sponsored by the Oregon State Medical Association and the Northwest Hospital Service Plan. Under this plan there will be absolutely free choice of physicians and hospitals. The program will go into effect about the 29th of June and details will be made available this week.



THERE GOES ANOTHER RECORD!

WESTERN UNION

SYMBOLS	
DL	Day Letter
MT	Month
LC	Local Cable
SLT	Ship Letter
SL	Ship Letter

SA512 24 WASHINGTON D C JUNE 2 1942

TO THE WORKMEN OF OREGON SHIPBUILDING CORPORATION
 PLEASE CONVEY TO THE BOYS ON THE JOB OUR APPRECIATION
 FOR THE REMARKABLE ACHIEVEMENT MADE IN DELIVERING THE
 ALDRICH IN RECORD TIME....46 DAYS FROM KEEL LAYING TO
 LAUNCHING, AND ALSO DELIVERY OF 13 BOATS TO THE MARI-
 TIME COMMISSION DURING THE MONTH OF MAY. WE RECOGNIZE
 THAT ONLY COOPERATIVE EFFORT THROUGHOUT THE ENTIRE
 YARD HAS MADE THIS POSSIBLE. ADMIRAL VICKERY WOULD
 LIKE TO KNOW HOW MANY BOATS WE WILL DELIVER THE FOLLOW-
 ING MONTH. WHAT IS YOUR ANSWER TO VICKERY ?

HENRY J KAISER
 EDGAR F KAISER

From Washington, D. C., come congratulations from the Kaisers, father and son.

"From now on I refuse to be surprised", said Rear Admiral Howard L. Vickery, Vice Chairman of the U.S. M.C. as Oregon Shipbuilding Corporation workers again won national fame with the delivery of the "Thomas Bailey Aldrich" 46 days after keel laying—a new record!

Delivered in less than half the time originally specified by the Maritime Commission, the production record of the "Aldrich" will go down in history, along with other such outstanding events as the delivery of 13 ships during May, and the triple launching, delivery and keel laying on Maritime Day, May 22, as a tribute to the ingenuity and cooperation of 30,000 men faced with the challenge of "more ships faster."

Breaking the previous delivery record of 56 days set by the SS "Mark Twain" the day before, the time of 46 days tops all shipbuilding records for Liberty Ships.



Hot off the end of O. S. C.'s production line goes the record-breaking "Thomas Bailey Aldrich," Oregon's 37th delivered Liberty Ship.



46 days ago this was a pile of plate and a stack of blue-prints. Now she's carrying cargo to American battle lines.



You asked for action—here it is. The sign reads, "OK, Oregon, 46 days."



Mrs. Alfred J. Fraser, wife of the principal machinery inspector for the U. S. M. C., was the sponsor of the SS "Bret Harte," 40th hull in Oregon's growing list.

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The SS "Ann Hutchinson" was christened on Sunday, May 31, by Mrs. Henry J. Kaiser, Jr., of Oakland, California. Her attendants were Becky, Gretchen and Carlyn Kaiser.

141



Royalty again honored the shipyard as Rose Festival Queen Shirley Fowler and her Royal Court took part in launching ceremonies for the SS "John Harvard" on June 4.

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Launched on June 7, the SS "Elihu Yale" was sponsored by Mrs. John L. Hallett, wife of the general superintendent of Kaiser Co. Vancouver. This was O. S. C.'s 43rd Liberty Ship.

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LEARN THE SAFE WAY TO DO YOUR JOB-- --IT'S FASTER

WHY can one organization hold half a dozen national shipbuilding records? What's the secret formula by which thousands of workmen can put together a 10,500-ton ship in 46 days, can launch 3 ships, lay 3 keels and deliver 3 completed vessels in one day, can deliver 13 completed vessels in one month. One answer — the best one — is leadership.

For here, sometimes in a few short weeks, men are encouraged to take positions of initiative and responsibility that might take months or even years in ordinary peacetime industry. Here men are given an opportunity to take courses in Job Instruction Training, Foreman Training, and Teacher Training to help develop their qualities of leadership. Here there is an opportunity and an incentive to lead and the fact that most of the members of these classes enroll voluntarily proves that these men have initiative and an interest in leadership.

Hand in hand with training in better methods of workmanship and guidance in handling inexperienced employees goes training in the prevention of accidents through safe working methods. Men taking lead men's and foremen's Vocational Training courses are taught that there is no short cut to safety — that the safe way is the only way to do a job properly.

On the shoulders of the lead man and foreman rests the responsibility for safe workmanship. To show a worker how to do his job safely is the duty of the lead man or foreman, for his attitude is reflected not only in production results but in working methods as well. His time and

28 lead men and foremen from the Outfitting Dock attend the first class in a series of Safety Instruction meetings. Classes are held each day on all three shifts to cover the 2500 lead men and foremen in the yard. The course consists

effort in making sure that his crew understands the safe way to do a job will undoubtedly be returned many times over in higher morale, increased efficiency and greater respect by the men toward him.

Foreman and lead men are expected to enforce the requirements that a bulkhead or pipe be correctly placed — to be sure that a weld will pass inspection — to be responsible for his group or department doing its job efficiently. These foremen and lead men are equally capable of enforcing orders which help workmen avoid injuries to themselves or others. The procedure is exactly the same, but competent leadership in construction methods can be offset by improper precautions against accidents and injuries.

Because working conditions which make for efficient operation are identical with circumstances that promote safety, neither one can be slighted without injury to the other. For example, the best way to keep a work place safe is to keep it clean and free from litter and disorder. In his rush to complete a job, the foreman or lead man may not take time to clean up, and these conditions not only cut down the efficiency of his crew but also endanger the safety of his workmen.

Through classroom instruction, demonstrations and slide films, prospective lead men and foremen are taught to distinguish between the right and wrong ways of handling tools and materials — to be able to show men the methods which will get a job done quickly and efficiently, and to be able to correct conditions that invite accidents. It is their responsibility to interpret these methods to their men.

The responsibility for safety is clear-cut and simple: For the workmen: To find out the safe way to do a job. For the lead man or foreman: To show the workman how to work safely and see that he does it!

of a total of five two-hour periods of training. In the photo at left of screen are: B. F. Heinz, Safety Director of National Defense Training; at the right of screen, R. H. Mellish, Safety Instructor of National Defense Training.



SWAN ISLANDERS

Pioneer in two shipyards is C. O. Wilson, relief crane operator at Swan Island. He began at O. S. C. way back in March, 1941, and was transferred to Swan Island 2 months ago. Born in Minnesota, he has lived in Vancouver for 30 years — worked 19 years on logging trains.



Bill Ward (left) was also transferred from Oregon Ship, where he worked as an electrician. He comes from the Vancouver Aluminum Plant power station, where he was first operator for two years. Previously played hockey with the Ford Motor Company team, Detroit. Jim Tripp (right) was No. 8 in the Swan Island electrical crew, beginning there in March. He's also an Oregon Ship graduate.

☆ ☆ ☆



Shipworkers got a first-hand account of the war when Cecil Brown, famed C. B. S. war correspondent, addressed lunch-time crowds on June 3rd. Brown has been "on the scene" in many of the history-making episodes of the war. He escaped from the British warship "Repulse" at the time of her sinking, reported conditions at Singapore and Melbourne at the height of Asiatic fighting. "In this war every man is a soldier," says Brown. "A shipbuilder is just as important to winning the war as a soldier in the front lines."

GROUP INSURANCE

For the convenience of the workmen an office for Group Insurance has been established in the personnel office in the Administration Building. In the future, all claims and benefits under the Aetna Group Insurance Plan must be filed at the shipyards and NOT at Aetna's downtown claim office.

☆ ☆ ☆

Found half-starved near a bonfire during the early stages of Vancouver yard construction, "Boomer," shown here with his new friend, Jack Sebold, is now mascot of the 380 men comprising three shifts of the electrical shop. "Boomer" belongs to the ranch that was originally on the site of the Vancouver shipyard, and when his home and master left, he adopted the electrical shop for his home. Needless to say, he doesn't go hungry.



☆ ☆ ☆

HONEST MAN



Who was that Greek that used to pack around a lantern in the daytime looking for an honest man? At any rate, here's his man in the person of R. F. Krenik, reamer, who would run Honest Abe a close second . . . Not long ago Mr. Krenik found a wallet containing \$31 in cash, an uncashed pay check, and several valuable papers. Although the owner was not easy to find, Mr. Krenik finally located him and presented him with the wallet and its valuable contents, refused the reward offered him for his honesty.

The

News and Views of



The first blood donor to sign an application in the Bo's'n's Whistle office was Clifton T. Adams, marine engineer.

The Portland Red Cross still needs 175 to 200 donors each week. Shipworkers may fill out application cards at the Bo's'n's Whistle office, or may apply directly to Red Cross headquarters, 1506 S.W. Alder Street, or telephone ATwater 8561 and ask for the Blood Bank.

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HOUSING NOTICE

Applications for rental of new Defense Homes will be taken in Room 225, O. S. C. Administration Building. Workmen who may have filed applications for Defense houses at the Lewis Building need not apply at the shipyards, as their applications have been certified by the Oregon Shipbuilding Corporation and sent to the Federal Housing Bureau.

IMMEDIATE PLACEMENT IN THE NEW DEFENSE HOUSES CAN NOT BE EXPECTED, HOWEVER, PLACEMENTS WILL BE MADE AS RAPIDLY AS THE HOUSES ARE COMPLETED.

The Federal Housing Authority of Portland contemplates having two and three-bedroom defense houses ready on the following schedule:

13 temporary	by July 6
145	by July 27
300	by August 2
318	by August 17

ANDY'S FIRST JOB WAS SELLING PEANUTS IN THE-BALL PARK AT SASKATOON, CANADA... TO-DAY ANDY IS A SHIPFITTER...

ANDY HAS PLAYED FIVE YEARS AMATEUR AND FIFTEEN YEARS OF PROFESSIONAL ICE HOCKEY—HE IS ONE OF THE NATIONS TOP NOTCH GOALIES—IN 1931 HE WAS GOALIE FOR THE NEW YORK RANGERS THEY WON THE WORLD CHAMPIONSHIP —FOR SEVERAL YEARS HE PLAYED FOR THE PORTLAND TEAM—

~Andy Aitkenhead~

Bobby



Yard

Oregon Shipbuilders

FROM VANCOUVER

Proud of a chance to do something for Uncle Sam, Tom E. Stefopoulos left a lucrative art business in Seattle where he taught penmanship and life drawing to work on the railroad section gang in the Vancouver yard. Tom won the penmanship prize at the San Francisco World's Fair and has sold his art work to many notable people, including President Roosevelt.



Here is the homeless pipe shop crew soon to be housed (they hope) in the new Deck Erection Building.

"MEN, MACHINES AND VICTORY"

War on accidents is the theme of this interesting radio program heard every Friday at 7:15 over Station KEX. This series of radio shows is dedicated to safe workmanship in war production and is planned to combat the toll of time loss injuries which cost the nation 460,000,000 man days of production in 1941. This series continues through July 24.

HE DODGED DEATH WITH CHANG KAI SHEK

Flirting with death in a Curtis P-40, seeing men hurtle to earth in dizzy spirals of flame, and taking the short end of long odds against the Japanese air force was the lot of Del J. Von Zeuthen, American volunteer war bird in Generalissimo Chiang Kai Shek's army for 19 months.

As a representative of Crown Mines, Ltd., of Bagao, in the Philippines, Van Zeuthen had an occasion to go to Manila, where he met a chap under contract to the Chinese government assembling American-made Curtis P-40s in Shanghai. The opportunity for high adventure beckoned to Von Zeuthen who, after 3 months of test flying and instruction, became a combat pilot, later to attain the rank of Major under General Andrew Wong.

After 19 months of gruelling combat fighting, Jap fliers finally succeeded in shooting down Von Zeuthen's plane. Taking a crushed shoulder, lacerated nose and a body full of Japanese slugs as a part of his dangerous game, Del was



Taking second place in every race at the opening night of the Jantzen Beach Midget Auto Races, Val Hoyt was congratulated by his many fans in the Plate Shop. Driving Car No. 6, Val will be gunning for top honors this week.



If you are overtaken by an accident at Vancouver, chances are you'll fall into the capable hands of this crew at the K. C. I. First Aid Station.

☆ ☆ ☆

JANIE BEATS THE GUN

Jane E. Sisson, Personnel department, just couldn't wait to turn in her pledge card, so she had hers in at 10 minutes to 8 Tuesday morning to be one of the first to launch the drive for 90% participation of the K. C. I. yard.



☆ ☆ ☆



Concert pianist and teacher, Mr. Bruce Bailey travelled in Europe for 7 years before settling in the City of Roses. Bailey is an engineer on Way 2, Vancouver. He also has a studio in Portland.

This notice appeared in the June 4th issue of "The Albina Subchaser," employee magazine of the Albina Engine & Machine Works. How about it, welders?

"We Challenge the World!"

That's what Otto Glausi, boss welder on Hull 61 says. And he means it. "Look," he said angrily, "I've challenged Oregon, Willamette, Commercial, Bremerton, Mare Island, and all the rest of them until I'm tired. They won't meet my gang in a contest. They're scared. But again I challenge them one at a time or all together. My gang will take them on in butt welds, lap welds, fillet welds, edge welds, vertical welds, overhead welds, flat beads, convex beads, concave beads and all the rest of it. But they won't play. They know my gang can weld the spots off of them."

Well, there it is. Let other yards speak now or forever hold their peace.



All lined up like the class of '16 is the Vancouver Hull Control Department supervised by Ed Argersinger. This group issues work orders to the Plate Shop for cutting, and controls all plates and shapes from steel storage into the Plate Shop.



almost completely rebuilt and nursed back to health in Singapore by a Danish plastic surgeon. Returning from the war-torn provinces of the Chinese battle front to the healing relaxation of Oregon, Von Zeuthen found a world much less chaotic than that which he had been used to for 22 hectic, uncertain months.

The Guard Force of O. S. C. boasts of having this ex-war ace on their roster, not only in the line of duty, but as a baritone soloist in their local quartet.

For Von Zeuthen, in contrast to his work as an air fighter, is also a singer of note, and has won success as a vocalist both in radio and on the screen. Those of you who have heard the "Four Bachelors" quartet over CBS probably will recognize the powerful mellow baritone voice of Del Von Zeuthen who, at different times, has been under contract to both Fox and Warner Bros. studios as soloist in musical productions. Some of these shows included such box office hits as "Follow the Fleet" with Fred Astaire, and numerous other well-remembered favorites.

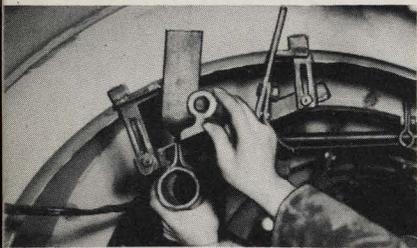
For a man who has introduced such song hits as "We Saw the Sea" and who has risked his life over that very same sea in the cockpit of a Curtis P-40, Del is remarkably modest and unassuming — the kind of a man you don't meet every day.





TRAPEZE ARTISTS INVENT PIPE HANGER

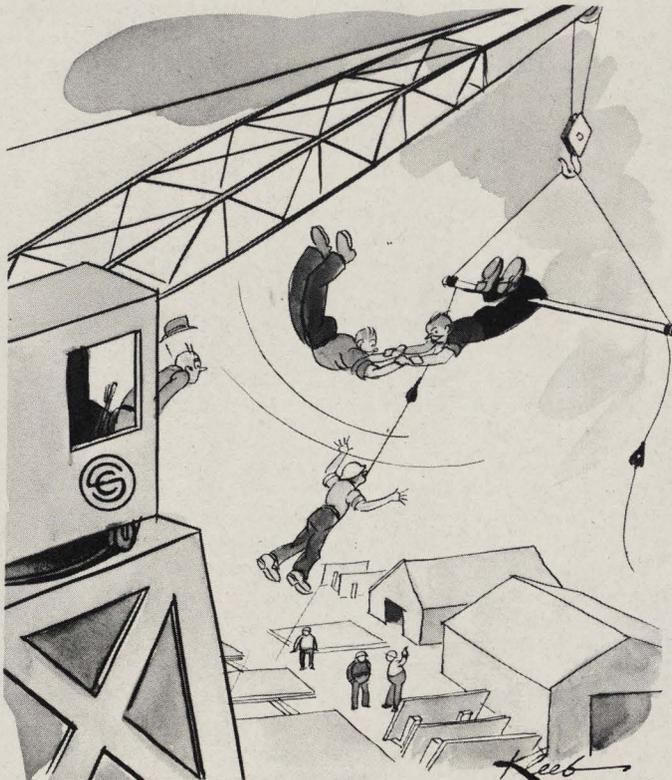
It's a long jump from the days of the Raymond Bros., greatest trapeze performers of their time, to the Sutton Bros., who are not just ordinary ship builders. For these two teams are one and the same, and the contributions of Douglas and Corbett Sutton, shipbuilders, are just as big an achievement as any of their death-defying performances as aerialists during their circus days.



A refinement of Sutton's idea is this adjustable pipe bracket used in shaft alley installations.

As marine pipe hangers at O.S.C. yards, Corbett and Douglas Sutton thought that the old method of hanging overhead pipe temporarily on wires to be followed up by pipefitters for permanent installation could be improved upon, so they set out to do it.

Hanging pipe by the template method was their idea. By their system, pipe is already made up, bent to desired shapes, and placed in its permanent position in templates or pipe brackets which have been previously installed. Thus, before pipe is put into place these brackets are already in position and insure exact alignment of the pipe installation. The Sutton template is so constructed that it is possible by removing a couple of bolts to take off a semi-circular half, place the pipe in position, then bolt back the removable portion and complete the installation.



"They just can't realize they're not in the circus any more"

TANKER CONSTRUCTION STARTS AT SWAN ISLAND

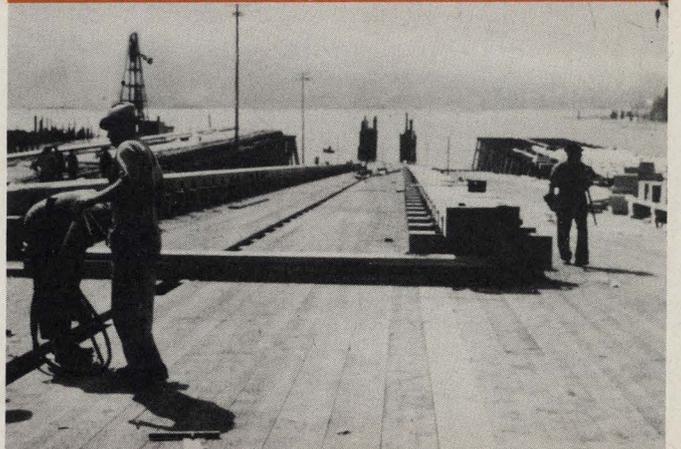
A full two weeks ahead of schedule on June 8th, workmen at the Kaiser Co. Swan Island cut plates for the keel of the first of 70 ships to be built at the new shipyard. With facilities in the yard over half way completed, indications are that the first keel will be laid about July 1st, with the probable launching of No. 1 tanker in October and the delivery of three vessels in December.



Transferring the template pattern to the first tanker keel plate are Rudie Partipilo and B. Staino, Swan Island layout men.



Here's the automatic Radiograph that puts a 30-degree bevel on the top and bottom edges of the new keel plate. In the foreground are, left: Eugene Hamm, burner; center, E. L. Reynolds, foreman; right, Les Blackford, superintendent.



Way No. 1 where the first tanker keel will be laid some time in July. Piling is now completed on 8 ways with decking in place on half of them.



NAME A FERRY AND WIN A \$50 BOND

The two new 3500-passenger ferry boats soon to carry shipyard workers to Swan Island and the O. S. C. shipyard from downtown Portland are badly in need of names.

So—get out your pencil and paper and mail in your entry not later than 8 a.m. Wednesday, June 24. The name you select may win a \$50 War Bond.

Here are the prizes for names selected:

2 First prizes: \$50 War Bond each

Second prize: \$25 War Bond

Third prize: \$25 War Bond

RULES OF CONTEST

1. The ferry-naming contest will begin at 8 a.m. Thursday, June 18, and will close at 9 a.m. the following Wednesday, June 24. Winners will be announced in the Bo's'n's Whistle on July 2.

2. Only employees of the Oregon Shipbuilding Corporation, Kaiser Co., Inc., Swan Island, and their families, are eligible to participate in this contest.

3. Contestants may submit as many names as they desire.

4. The name and badge number of the employee must be written plainly on every entry submitted.

5. Mail entries to the Transportation Department, Room 208, Administration Building, Oregon Shipbuilding Corporation, St. Johns Station, Portland, Oregon.

6. In case of a tie, duplicate prizes will be awarded.

TIME IS SHORT, GET YOUR ENTRY IN TODAY



BUS SCHEDULES

FOR OREGON SHIPBUILDING CORPORATION EMPLOYEES.

Here is the latest schedule of Portland Traction Company buses which went into effect May 30, 1942:

DAY SHIFT

Buses from 42nd & Fremont via Killingsworth line at 6:25 A.M. and 6:45 A.M.
 From 37th & Sandy 6:50 A.M. via Killingsworth line.
 .. 82nd & Yamhill 6:40 A.M. via Mt. Tabor line, BT line and St. J. line.
 .. 90th & Glisan 6:45 A.M. via Montavilla line, BT line and St. J. line.
 .. 19th & Pac. Hwy. 6:40 A.M. via Barbur Blvd., Jefferson St., 19th Ave., St. Helens Rd.
 .. Fulton 6:40 A.M. via Fulton route, Jefferson St., 19th Ave., St. Helens Road.
 .. 17th & Clatsop 6:40 A.M. via Sellwood line, BT line and St. J. line.
 .. 17th & Bybee 6:35 A.M. via Eastmoreland line, BT line and St. J. line.
 .. 52nd & Duke South 6:30 A.M. via 52nd route, Division St., BT line and St. J. line.
 .. 52nd & Harold 6:40 A.M. via Harold, 82nd, Lombard.
 .. 82nd & Kendall 6:40 A.M. via 82nd and Lombard.
 .. 103rd & Foster 6:40 A.M. via 82nd and Lombard.
 .. 39th & Gladstone 6:40 A.M. via 39th line.
 .. 82nd & Foster 6:40 A.M. via Powell line, Union Ave., Lombard.
 .. Broadway & Stark, 6 buses from 6:44 to 7:04 A.M.
 .. Broadway & Stark, all St. Johns Buses transfer to stub line Buses in St. Johns.
 .. Linnton 7:45 A.M.
 .. Broadway & Stark 7:40 A.M. via St. Johns line.

RETURNING

Buses will leave Shipyard for all of the above destinations at 5:00 P.M. except the following which will leave earlier as noted:
 39th Ave. Buses leave at 4:40 P.M.
 Killingsworth Ave. Buses leave at 4:40, 4:45 and 5:00 P.M.
 Beaumont Bus leaves at 4:40 P.M.
 Mt. Tabor Bus leaves at 4:45 P.M.
 Montavilla Bus leaves at 4:45 P.M.
 Buses going to town will leave as soon after 4:35 as loaded.
 Buses going to S.W. 18th, 19th & Jefferson leave at 4:45 P.M.

SWING SHIFT

From 42nd & Fremont 3:02 P.M. and 3:22 P.M. via Killingsworth line.
 .. 37th & Sandy 3:20 P.M. via Killingsworth line.
 .. 82nd & Yamhill 3:00 P.M. via Mt. Tabor, BT and St. J. lines.
 .. 90th & Glisan 3:00 P.M. via Montavilla, BT and St. J. lines.
 .. 19th & Pac. Hwy. 3:25 P.M. via Barbur Blvd., Jefferson, 18th, 19th, St. Helens Road.
 .. Fulton 3:15 P.M. via Fulton line, Jefferson, 18th, 19th, St. Helens Road.
 .. 17th & Clatsop 3:05 P.M. via Sellwood, BT and St. J. lines.
 .. 17th & Bybee 3:00 P.M. via Eastmoreland, BT and St. J. lines.
 .. 52nd & Duke South 2:55 P.M. via 52nd, Division, BT and St. J. lines.
 .. 82nd & Foster 3:00 P.M. via Powell, Union, Lombard.
 .. 82nd & Kendall 3:00 P.M. via 82nd and Lombard.
 .. 103rd & Foster 3:00 P.M. via 82nd and Lombard.
 .. 39th & Gladstone 3:15 P.M. via 39th line.
 .. Union & Killingsworth 3:12 P.M. via Killingsworth line.
 .. Broadway & Stark 13 buses from 2:45 P.M. to 3:45 P.M.
 .. Broadway & Stark all St. Johns Buses will transfer to Stub Buses in St. Johns.

RETURNING

Buses will leave Oregon Shipyard for East of the above routes as soon after 12:40 A.M. as loaded. And in addition:
 To Beaumont District via Lombard, Union and Killingsworth.
 To 81st & Sandy via 39th line to Sandy.
 To 17th & Powell via Lombard and Mississippi line.

GRAVEYARD SHIFT

From 42nd & Fremont 11:00 P.M. and 11:20 P.M. via Killingsworth line.
 .. 19th & Pac. Hwy. 11:10 P.M. via Barbur Blvd., Jefferson, 18th, 19th, St. Helens Rd.
 .. Fulton 11:09 P.M. via Fulton line, Jefferson, 18th, 19th, St. Helens Road.
 .. 5th & Jefferson 11:25 P.M. via Jefferson, 18th, 19th, St. Helens Road.
 .. 17th & Clatsop 11:10 P.M. via Sellwood, BT and St. Johns lines.
 .. 17th & Bybee 11:05 P.M. via Eastmoreland, BT and St. Johns lines.
 .. 39th & Gladstone 11:00 P.M. via 39th line.
 .. 52nd & Duke South 10:55 P.M. via 52nd, Division, BT and St. Johns lines.
 .. 103rd & Foster 11:15 P.M. via 82nd and Lombard.
 .. 82nd & Kendall 10:55 P.M. via Powell, Union Ave., Lombard.
 .. 72nd & Harold 11:10 P.M. via Foster, BT and St. Johns lines.
 .. Broadway & Stark 19 Buses from 10:35 P.M. to 11:45 P.M.
 .. Broadway & Stark all St. Johns coaches will transfer to Stub Line in St. Johns.

RETURNING

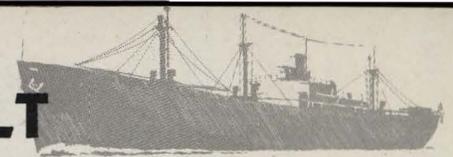
From Shipyard Buses will leave as soon after 8:15 A.M. as loaded and to the following destinations:
 Via Killingsworth line to 42nd & Fremont.
 Via Lombard to Union to Killingsworth to Beaumont District.
 Via St. Johns, BT and MV line to 90th & Glisan.
 Via St. Johns, BT and MT line to 82nd & Yamhill.
 Via St. Helens Road, 19th, 18th, Jefferson, Barbur Blvd. to Capitol Hill.
 Via St. Helens Road, 19th, 18th, Jefferson, Fulton line.
 Via St. Johns, BT and Sellwood lines to 17th & Clatsop.
 Via St. Johns, BT and Eastmoreland lines to 17th & Bybee.
 Via St. Johns, BT and 52nd lines to 52nd & Duke.
 Via 82nd, Lombard, Harold Ave. to 52nd & Harold.
 Via 82nd, Lombard to Kendall.
 Via 82nd, Lombard to 103rd & Foster.
 Via 39th line to 39th & Gladstone.
 Via Lombard & Mississippi line to 17th & Powell.
 Via Lombard, Union Ave. to 17th & Powell.
 Via St. Helens Road to City Center.
 Via Interstate Ave. to City Center.



FOR VANCOUVER WORKERS: Ferry service across the Columbia from Portland's east side to the Vancouver shipyard is described in a bulletin enclosed with this issue. Further information may be had at Personnel Office, Vancouver.



HOW LIBERTY SHIPS ARE BUILT



THE PLATE SHOP (Continued)

AFTER plate has been cut the next step is bending and curving the steel plate to conform to the graceful flowing lines of a Liberty Ship's hull, for these smooth curves don't just happen. They are planned and fabricated piece by piece as an important part of the Plate Shop operations.

PLATE BENDING

The work of forming and bending a flat steel plate is handled largely on the huge Southworth roller press. This glorified wringer weighing 30 tons is used in rolling keel plates, fore and aft plates, look-out plates, smokestack plates, bow plates, brackets and flanging. It is electrically operated by a 60 H.P. drive motor and another 40 H.P. power motor controls the vertical position of the roller. This machine handles plates 12 to 30 feet in length

and 42 to 85 inches in width, with a thickness of $\frac{1}{8}$ to $\frac{15}{16}$ inch. Each roller press is operated by a crew of four men who are assisted by overhead cranes which carry the plates to the rollers. The plates to be curved may weigh anywhere from $\frac{3}{4}$ of a ton to $3\frac{1}{2}$ tons. Curving is accomplished by the upper roll pressing the plate steel down between two lower rolls. The degree of curvature is determined by the position of the rollers and plates are passed back and forth until they meet with exact template specifications.

Back and forth through the huge 32-foot plate bending roll goes plate steel to match the curve of the template.

Bending smaller sections to angles more acute than those possible with the huge roller presses requires another type of press. The one chiefly used for stern plates, fashion plates, and others of this type, is the 63-ton Southworth Joggling Press, which operates under hydraulic pressure. This, too, is a part of the Plate Shop production line and is supplied by overhead cranes.

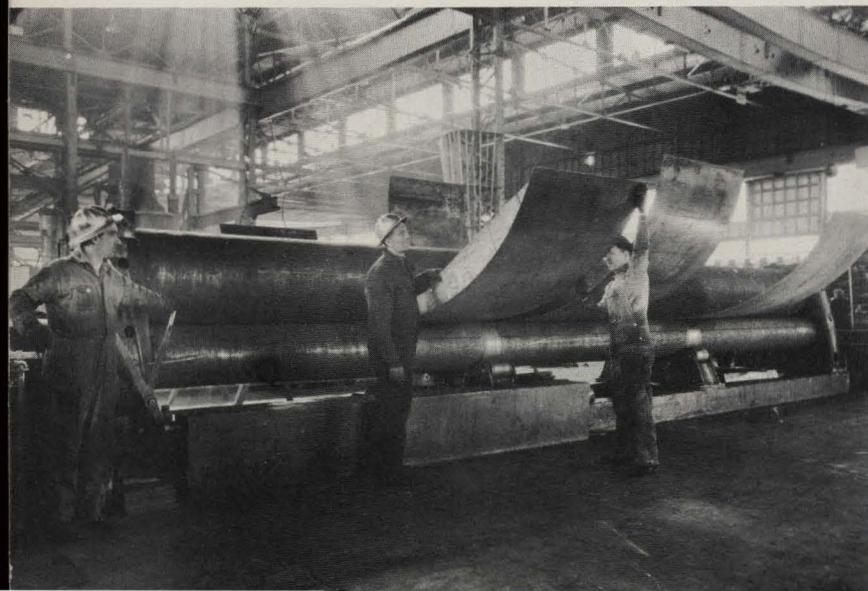
THE SLAB

Bending and shaping the steel structurals that make up the backbone and ribs of our ships requires still another type of treatment. So that these heavy pieces may be malleable, three huge slab furnaces and two smaller ones are operated as an important part of the Plate Shop. These furnaces consist of a fire brick lined oven 36 feet long, 2 feet high and 4 feet wide. Doors are provided at either end, and heat is supplied by 8 oil burners which bring the steel to a temperature of 2200° in 12 to 15 minutes.

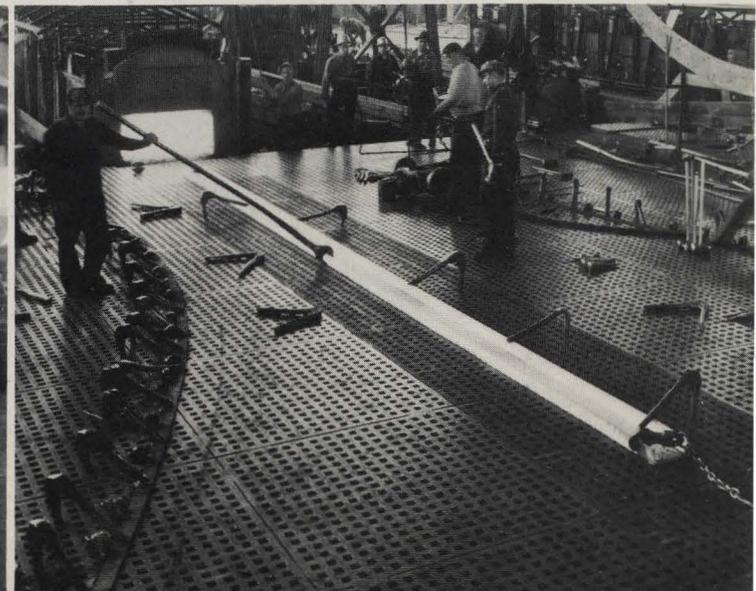
After the steel has reached the proper temperature, it is pulled from the furnace onto the slab by means of a compressed air operated tugging winch. The steel beam is then placed against a flat bar which has been previously laid out to template specifications and bent by portable air jacks. When the still-hot girder is properly shaped to template specifications, flanges are beveled by manual leveling tools, then smoothed and pounded down by workmen using 20-pound sledge hammers.

After it has cooled, it is removed from the slab by overhead cranes to tables, where it is cleaned free from scale by scaling torches. Template measurements are again taken, and if the shape has been bent in handling, it is taken to a bulldozer or table bender where further adjustments can be made. It is then ready to be hauled to a storage area, or may be taken directly to one of the ship's ways for installation.

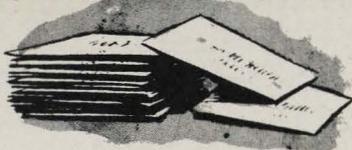
Out of the 2200° furnace comes a hot one. Workmen will hammer, bevel, and bend this piece to exact specifications.



Southworth
Joggling
Press



CONTRIBUTIONS



Mrs. Edward B. Prentice is the mother of David Prentice who worked as a shipfitter on the Jonathan Edwards just before he enlisted on April 14. Another son signed on the Jonathan Edwards as a signalman when this Liberty Ship went to sea. This letter from Tom to his mother will be of interest to Oregon shipworkers.

Dear Mother:

"What an experience I've just been through! There's something about being on board a ship in a rough sea that has an everlasting attraction. About 28 hours out of Portland we ran into a real gale which lasted until Tuesday morning. It was a real storm and the best thing that ever happened to this ship. It cemented all of us together right off the bat and that, of course, will result in a better crew. I no sooner got situated with all my equipment on the starboard bridge lookout than down came the rain and the gale began in earnest. I have never seen such a display of Nature's wares as I did that night. If there is any doubt in any one's mind that these Liberty Ships are not strong, they can disperse the doubt right now. I was on the bridge and saw that ship go over a 20-foot swell, and while the forward third part of it was still out of the water, another 20-foot wave (just breaking) hit it on an angle and threw it 20 degrees to port in a flash. If you could only have been on it and felt the power of that blow, you would know what I mean."

Your loving son,
Tom.

☆ ☆ ☆

To the boys on the Outfitting Dock and the chippers on Way 2, our sincere appreciation for the floral tributes to Mr. Kyle.

Mrs. Fred Kyle.

☆ ☆ ☆

"I wish to express my most sincere thanks and appreciation to all my fellow workers in the Vancouver shipyard who so generously sent me their sympathy and a gift purse."

Jim Lindsay,
Facilities Construction Pipe Crew,
K. C. I. Vancouver.

WHERE DOES THE MONEY GO?

The WAR BOND DEPARTMENT is anxious to correct a rumor that has been going around the yard that O. S. C. uses for its own purposes the money collected from employees and deposited in the O. S. C. Employees War Bond Savings Trust Account. THIS IS NOT TRUE.

The Board of Directors of O. S. C. set up this Fund with The Bank of California in Portland.

It is a Trust Fund with specific limitation that the use of this fund can be had only for the purchase of Bonds for employees contributing to this account, or for the refund of the money accumulated in the Fund, to the employee, if he desires, and none other.

O. S. C. can have NO USE OF THE FUND, and it bears no interest.

The expenses of necessary equipment and handling of the Payroll Allotment Plan for War Savings Bonds are paid by the United States Maritime Commission.



Here is the record-breaking riveting crew, left to right: L. K. Martin, passer; L. H. Leknes, riveter; Fred Yount, assistant superintendent of riveters and foremen; Joe Hylands, heater; John Bowers, holder-on. Other crew members not in this picture were O. H. Hartwig, relief heater; L. Maggetti, relief passer; E. L. Blalock, relief holder-on; Jack White, bolt-up man.

LEKNES DRIVES 'EM FASTER!

"That's only child's play, my gang and I can beat that all hollow," said Lloyd Leknes, 26-year old O. S. C. riveter, when he read that a riveter in a California shipyard drove 1456 rivets in a Liberty ship in an 8-hour shift. So Lloyd and his gang proceeded to beat that record by driving 1745 seven-eighths inch rivets in 7 hours and 15 minutes.

In making this remarkable record, Leknes kept a crew of seven men busy heating, passing and holding rivets while he drove them home. The rivets were driven in shell plates on the side of a Liberty Ship all from Bulkheads No. 39 to 88, including all plates from the second deck down to the bilge. Most of the work was done on scaffolding.

This wasn't just a feat of showmanship, for United States Maritime Commission inspectors found only three bad ones in the entire lot.

Compared with an average riveter's work of 275 rivets driven during an average 8-hour shift, one gets the idea that Lloyd did a pretty good day's work; 395 rivets better, in fact, that the best record reported locally during World War I, when a riveter for Columbia River Shipbuilding Corporation drove 1350 rivets in one day. Leknes drove approximately 7% of the total number of rivets used on a single Liberty Ship. Like a good backfield star, Leknes, who had never done any riveting before last November, credits the boys on the line with the major portion of this record. In this case, his linemen were the gang of 8 helpers who did their bit in making this record possible.

Thanks to the following for recent contributions: POEMS: L. C. Skinner; C. L. Massberger, Swan Island; Mrs. Mildred Baker; G. H. Safford. NAMES FOR FERRIES: E. G. Jones; Chas. L. Emerson. MISCELLANEOUS: Leo Grove; D. H. McGogy; H. Wall; Bill Williams; James Murphy; W. Butt; R. E. Finch; Thomas C. Stacer, Vancouver; M. G. Holt; E. Knuth, Vancouver; Tony J. Campaign; H. W. Strange; Robert Arnold; Henry S. Hartson; Robert B. Colbert, Jr., Vancouver; C. H. Ernst Jr. SAFETY: A. E. Crozier. SONG: W. H. Parker. CARTOONS: C. Rassmussen; Ralph L. Davidson. FLAG DESIGN SUGGESTIONS: Bob Campbell; Mrs. Ann Onamus, Vancouver; L. Gillmouthe, Vancouver; Miss Josephine Tubbs; Buck Jensen, Mrs. V. Behrens.



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world's records are made
by taking time

to **WORK SAFELY!**