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CRANE OPERATOR, PAGES 6 & 7



The
BO'S'S WHISTLE



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



THE WORKER HAS HIS SAY

If you have an idea about some thing the yard ought to be run, improvements that should be made, or if you just want to let off steam, write in and tell about it. On this page the Bo's'n's Whistle will run selections from as many letters as possible that seem of general interest. Naturally, due to space limitations, only portions of letters may often be run. No anonymous letters will be used, so include name, yard, occupation, badge number.



WANTS EXTRA "VICTORY SHIFT"

Sir: If there is such an acute shortage of welders and welder trainees, I suggest you conduct a "victory shift" of four or five hours whereby men could work an additional shift on top of their own. I'm sure you would receive many volunteers from the yard itself, as well as persons not now employed in an essential war industry in town. I would be the first to volunteer to such an arrangement that is now in operation and working out well in many leading aircraft plants throughout the nation.—Joseph C. Doyle, machinist, Vancouver.

NO TIME FOR PERSONAL AFFAIRS

Sir: I was formerly a school teacher and had considerably more time, such as Saturdays, Sundays and evenings to take care of my personal affairs. If I didn't get that check cashed or my shoes repaired on one day, there was always a tomorrow coming to my rescue. Now it is a different story. Only one day a week is our's to finish that list of errands, and in our crowded city how true it is that some of the simple jobs

mean standing in line for an hour or two. The long-anticipated "day off" becomes a disappointment, so it becomes a temptation with even the most conscientious workers to take an occasional extra day off.

Briefly, could we somewhere in or just outside the yards have an essential store to provide such services as check cashing, money orders, shoe repair, postal station, drugs, grocery and household supplies, barber and beauty shop?—Frances M. Young, welder's helper.

DEBTORS, NOTICE THE P. S.

Dear Buddies: I'm in the outfit now where I am depending on you. I recently saw a tanker convoy and imagine my surprise to see a Kaiser tanker from the Swan yard. It was a grand feeling that I had when I pointed it out to my company and told them I had helped build the biggest tanker in the convoy. . . . You guys keep building them and in a few months we'll prove to you how really important they are. Give

my best to all my friends in the marine pipe shop and on the outfitting dock. I'll answer any letters.—Pvt. John J. Cowart, Corps of Engineers, Unit Training Center, Camp Claiborne, La.

P.S.—Some of you guys owe me dough, and as I clear about \$7 a month, I could use it now.

OREGON LIBERTIES FAST

Sir: . . . We have managed over — knots and have passed every other Liberty ship. We passed one today coming up the bay with a two-mile late start. We passed the W. R. Allison, built at Wilmington, Calif., in a race and they hoisted a white flag. . . . All the machinery performed very good.

—Walter Shepard, Chief Engineer, SS "Arthur Riggs."



"Here, you talk to the foreman. Explain why I didn't show up for work today."

URGES MORE WOMEN'S FIRST AID SQUADS

Sir: Why not have women on the first aid squad? In the case of an actual emergency whereby many people are injured, anybody with first aid knowledge will be needed.

Our yard now employs many women. Many of them are certified first aiders, having taken the same training as the men. In a large majority of cases a woman first aider can more efficiently care for an injured woman.

If a trainee (man or woman) first aider cannot administer first aid, he cannot be certified. Therefore, I heartily suggest that women's first aid squads be organized immediately—Louise Tuttle, O. S. C. layerout.



REQUESTS HYMNS ON SUNDAY

Sir: A great many Christian people are deprived of church services on Sunday mornings. We would greatly appreciate hearing some hymns during lunch period and shift changes instead of all the usual stuff and, as Saturday night graveyard shift is really Sunday morning, that is when the hymns should start.—Alice Richards, O. S. C. welder.



WANTS CIGARETTES IN THE YARD

Sir: From all I gather, it is impossible to buy a package of cigarettes in the yard. The men in Hudson House cannot obtain any until 8 o'clock. If you don't have enough cigarettes to last through the day, you go without.

In all eastern shipyards, cigarettes are obtainable either from a concession or in the tool room, or from machines. In addition to this, candy and soft drink machines are scattered through the yard.—J. Tomasian, welder trainee, Vancouver.

NEEDS SAFE PLACE FOR BONDS

Sir: My suggestion is that a storage vault be made available to members of this company in order that they may leave their accumulating war bonds for safe keeping. I, as one of the many living at one of the housing projects, feel that it is very unsafe to leave them at our residence. Fires of undetermined origins are happening quite often. Safety deposit boxes in banks are out of the question.—L. E. Casperson, warehouse leadman, Vancouver.

CLAIMS PEACE BETTER THAN WAR

Sir: . . . Let us be honest with ourselves; many of us half believe that the aftermath of this war will bring us the depression and hardships experienced after World War I. Are there not people yet, who at the bottom of their deeper thoughts, believe that they are better off in war than in peace?

. . . Fellow workers and friends, our job is to build ships and let us get together and do all we can and we'll surprise ourselves with our own achievement. Henry Kaiser, least of anyone, is worried about what his loyal workers shall find to do when peace comes. I really believe that he and his associates are waiting and planning and scheduling for a bigger, better and more lucrative day when the ingenuity of his vast organization can and will put us all to work on making the world a better place in which we and our children can live in peace and comfort, which is our birthright. . . .—James Childs, Swan Island Hull Supervisor.

how a leadman leads

ONE of the biggest needs of shipyards, or any other war plant, is skilled and supervisory workers. They are not easy to find. Most of them have to be trained. Here are the five basic qualifications of a good leadman, foreman or supervisor:

1. Knowledge of Work.
2. Knowledge of Responsibilities.
3. Skill in Instructing.
4. Skill in Planning.
5. Skill in Leading.

This month the Vancouver yard inaugurated its own Training Within Industry program which will lay special emphasis on the last three types of qualifications. The program is under the direction of Carl Lodell, vocational training supervisor, and will be given to 3,330 supervisory workers over a two month's period.

At present there are six qualified training supervisors. They are Jim



These men teach others how to teach. They are the T. W. I. training supervisors. (Left to right) Carl Lodell, director of the program; Jim Othus, Marius Brockway, Elbert Wattenburg and Ted Roher.

Othus, in charge of supervisory training; Ted Roher, pipe department; Ebert Wattenburg, sheetmetal; Frank Kucera, pipe department; Marius Brockway, electrician department; and Joe Collins, plate shop.

Groups are meeting at present in the Yard Training building, but arrangements are being made to conduct the classes in rooms more convenient to the working areas. Day shift groups meet at 9:30 a.m. and 1:00 p.m.; Swing at 6 and 9:30 p.m.; and Graveyard at 1:30 and 5:30 p.m.

"I believe the T. W. I. program which we have just started here will aid materially in smoothing out many of our construction problems," main-



HERE'S A JOB INSTRUCTOR TRAINING CLASS. Elbert Wattenburg, instructor, watches W. C. Evans, leadman marine machinist, demonstrate proper instruction practice on Roy Yettick, marine machinist leadman. Watching around the table are E. W. Newton, E. M. Solomon, A. J. Claypool, Roland Gaethle, all marine pipe leadmen; L. M. Huffman, sheet metal leadman; J. McFarnsworth, electrical maintenance leadman; L. G. Smith, marine machinist leadman; O. Bailiff and Dick Berger, electrician leadman.

LADIES, BE MORE CAREFUL!

Sir: This vessel recently experienced a great amount of trouble with the smaller pumps failing to function properly. The pumps were taken apart and found to be in perfect condition and no apparent reason for their failure could be ascertained until a pair of ladies' panties were taken from the suction pump.

These were undoubtedly discarded during the construction of the vessel and left laying in the tank, later to find their way into the pipelines.

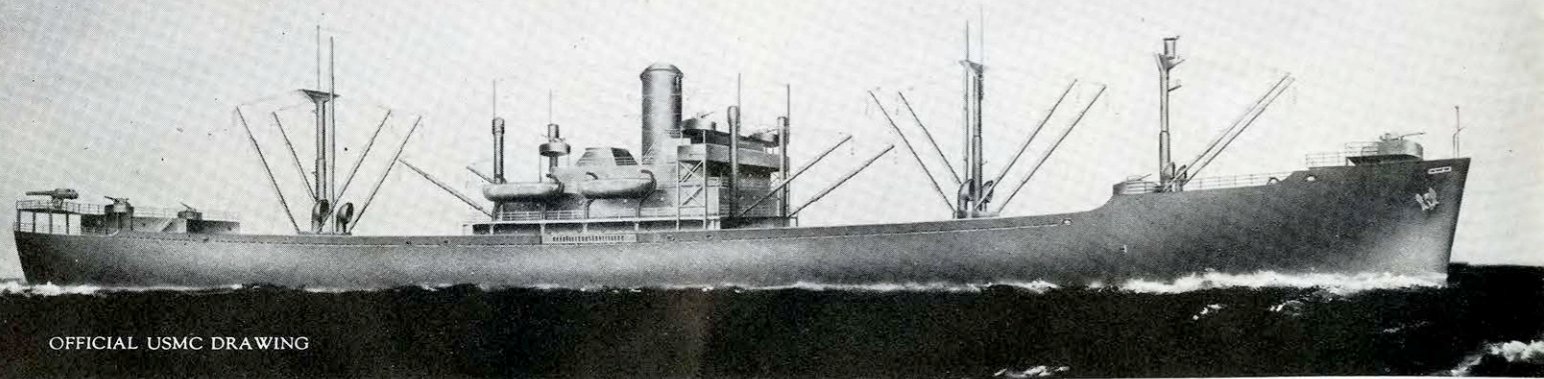
. . . In order that all may cooperate 100% in the war effort and the total destruction of Axis powers, it is respectfully requested that the lady yard workers keep their pants on during working hours for the duration.—R. B. Gallery, Master, SS "Fort Moultrie."



tains M. Miller, assistant general manager. "Every leadman, foreman supervisor can benefit himself, not only in his present job, but in post-war work by knowing and practicing these principles of good supervision."

On August 2, eight groups, comprising 96 day leadmen, gathered in the yard training building to receive initial instruction in Job Instructor Training, which will train supervisory workers "how to get a man or woman to do a job correctly, quickly, and conscientiously the first time." This was the first of the courses. Each course consists of five two-hour sessions held at the same hour on consecutive days. They are given on company time. Managers are enthusiastic about the new program.

"Kaiser Company can supply opportunities for shipbuilders," says John Hallett, general superintendent, "but it is up to the individual to make the best of these opportunities. The T. W. I. instruction now being given in the yard is one of the best ways I know for ambitious men to train themselves for positions of greater responsibility. If we are to weather the keenly competitive era after the war, it will be through the efforts of men so trained."



OFFICIAL USMC DRAWING

Here it is... THE VICTORY SHIP

THE new Victory type ship designed by the Maritime Commission as an improvement of the Liberty ship, is shown here in an artist's preview sketch. It will be a faster vessel with finer hull lines and equipped with turbine-gear propulsion machinery of more than twice the horsepower of the reciprocating steam engine used in the Liberty.

Contracts for construction of 411 Victory ships have already been let and mass production is expected to be under way by this fall. Deliveries are expected by the spring or summer of 1944.

Greatest advantage of the Victory ship over the Liberty will be increased speed. The Liberty has a speed of a little more than 11 knots while the Victory is designed for 15 knots or more for faster convoys. It will not be an over-all welded ship but will still use rivets in certain parts of the main structure.

HERE ARE SPECIFICATIONS FOR OREGON'S POST-WAR CARGO VESSEL

VICTORY versus LIBERTY Ship Specifications

	Victory	Liberty
Length.....	455 feet	441 feet, 6 inches
Beam.....	62 feet	57 feet
Deadweight tonnage.....	10,800	10,800
Cargo tonnage.....	9,146	9,146
Engine horsepower.....	6,000 or more	2,500
Propulsion power.....	Steam turbine-gear	Steam reciprocating
Decks.....	3	2
Speed.....	15 knots plus	11 knots

225 The SS "William Hume" was launched July 27 with Mrs. Mel Gordon as sponsor. Her husband acknowledged the honor and delivered a brief address.



226 On July 29 Mrs. Philip Drinker, wife of Dr. Drinker, maritime commission chief health consultant, sponsored the SS "Anton M. Holter."



227 The SS "Clinton Kelly" was christened on July 31 by Mrs. Scott Ramsey. The Rev. Charles T. Hurd gave a short biography of the late Clinton Kelly.



228 Miss Martha Shull, electrician's helper, sponsored the SS "Edward D. Baker" on August 1. She was selected by the Fourth Fighter Command of this region.



229 On August 3 Mrs. Ben Morrow, wife of the Portland city engineer, sponsored the SS "Samuel Lancaster." Mr. Morrow spoke briefly.



230 The SS "John Jacob Astor" slid down the ways on August 5 with Miss Ethel M. Clair as sponsor. L. C. Stoll, deputy regional director of the Manpower Commission, spoke.



231 Miss Lynn Barbara Blasbalg, winner in a Retail Merchants' Association bond drawing, sponsored the SS "Charles M. Russell" on August 7. Her father, a Swan Island employee, gave her a \$500 war bond.



232 The SS "Joseph Simon" slid down the ways August 8 sponsored by Mrs. Raymond L. Hausmann, wife of the acting shipwright superintendent.

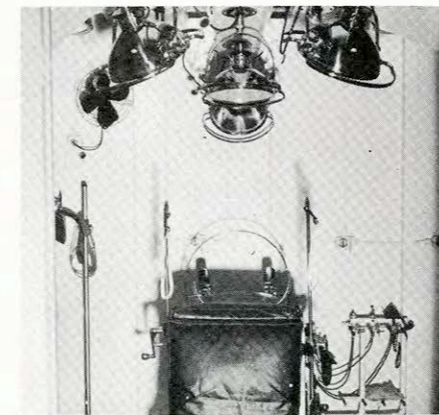


LIFE ON AN AIRCRAFT CARRIER

ANOTHER aircraft carrier, the Liscome Bay, built at Vancouver, recently completed its trial run and was delivered to the navy. The vessel was launched April 19. Here are a few shots of facilities aboard the carrier taken during the run.



From this broad deck war planes will take off to deal death and destruction on Axis submarines.



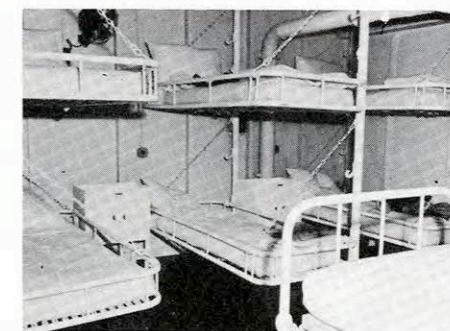
To prove that nothing was overlooked, the photographer took a shot of the operating room where surgeries may be performed in the midst of battle.



The carrier has its own bakery fully equipped to turn out a wide variety of buns, biscuits and pastries for the crew and fliers.



The captain's dining room was lavishly set for the trial run. Here the steward steps in for a final check-up before dinner time.



Of great importance is this fully-equipped hospital. Carriers are ships that look for trouble and must be prepared for it.



This is the laundry room, but in real life you'd never see a scene like this, as even the laundry on board a carrier is strictly a man's domain.

AT SWAN ISLAND



24 Swan Island launched another tanker, the SS "Plattsburg", on Aug. 5. Mrs. Charles H. McEachron was sponsor. Her husband is marine superintendent.

The Plattsburg was named after a village in New York which was the scene of an American victory during the war with Great Britain.

While her husband grits his teeth, Mrs. McEachron blinks her eyes and sends the "Plattsburg" on its way.



3-YARD SCOREBOARD

O. S. C.		KEELS LAID	249
		LAUNCHED	238
		DELIVERED	234 + 8 VAN.
K. C. I. Vancouver		KEELS LAID	61
		LAUNCHED	49
		DELIVERED	43
<small>ALL TYPES OF VESSELS—Censorship does not permit a breakdown.</small>			
K. C. I. Swan Island		KEELS LAID	34
		LAUNCHED	26
		DELIVERED	22



Off to work! At 7:49 the cameraman caught Lois just as she boarded the maritime commission bus headed for Oregon Ship.

Frank Reynolds, guard at the gate, gets a big smile and "Good Morning" from Lois as she enters. Time 8:45.

She checks in. Lucia Hazard gives Lois a big grin along with her work badge . . . Now to Bay 12 in the Assembly building.

SHIPYARD WIFE



SHIPYARDS aren't all deck-houses swinging in mid-air, sweaty grimy faces, welders' hoods and burners' torches. Behind the rough exteriors are people, attractive people, even glamorous people.

This week the Bo's'n's Whistle shoves the steel plates aside for a glimpse into the life of a worker who finds shipbuilding no obstacle at all to glamour and romance.

Meet Mrs. Lois Nelson, a crane operator in the noisy Assembly building. Her job is to convey shaped steel from the Plate shop to the assembly bays for prefabrication. It's a lot of responsibility and a bit of carelessness could cause disaster, yet life for her is very bright.

Lois, at 19, is a "war bride." Born in Portland, she met her husband, Charles ("Chuck") Nelson, five years ago at a Grant High School dance where Chuck's band was playing. A steady romance developed. Lois spent one year at the University of Oregon where she studied home economics. Chuck was also a student there when they decided to get married last March. Three months later Chuck became Private Charles Nelson, and was sent to Camp Roberts, California.

Like many another army bride, Lois took her place in the production line. She went to work at Oregon Ship as a crane operator's helper and within a few weeks was handling a crane like a veteran.

When we asked Lois what she was going to do after the war was over, a dreamy look came into her eyes. "I'm quitting crane operating," she said, "Chuck and I will buy a house and we'll settle down and raise a family."



"See you all at lunch," says Lois, as she climbs the 30-foot steel ladder to her overhead crane. The crane travels the length of the bays in the prefabrication building carrying steel from the Plate shop to Assembly.



To visit her husband at Camp Roberts Lois boards the southbound plane. Her sister, Jean Talboy, a stewardess on the plane, greets her as she comes aboard. The corsage is a gift from "the gang" in the shop. The trip was made on her double-day off.



The bus takes her from San Francisco to Camp Roberts and here, slightly tired but happy, she meets her eager husband, Private Charles Nelson. He has been in the army three months, training in Company C, 86th Infantry.



Chuck's proudest moment came when he introduced his wife to his training buddies. Lois got a big thrill out of sitting at the mess hall table and finding out what kind of food her husband is getting. Chuck was one of the stars in a recent USO Aquacade.



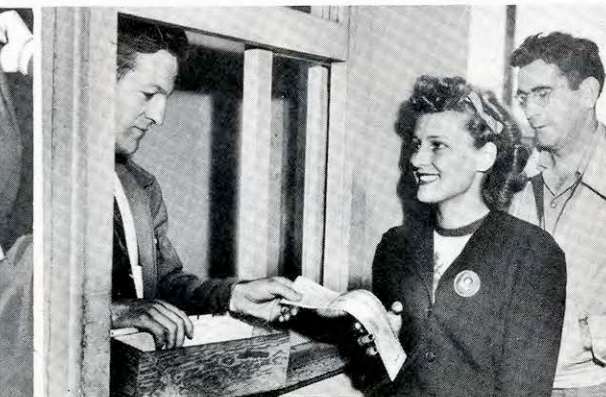
The happy couple enjoy a tour of camp on the motor train, after which they joined friends for a bit of refreshment in the Service Club. They aren't wasting much time looking at the scenery because tomorrow it's back to training for Chuck.



So begins another eight-hour shift at the controls of the huge electric overhead crane. Lois' job calls for a keen eye, a good sense of distance and timing. "She's got what it takes," say Foreman Clair Brenneman.



"Safety Pays," Lois believes. Here she ties her golden brown curls in the approved shipyard bandana used by most of the women employees. Her lunch bucket acts as a prop for the inevitable feminine mirror.



Lois agrees with other workers that "Thursday is the best day of the week." Timecheck supervisor Jerry Byland hands out her check. Lois buys bonds to help pay for her post-war home.



WITH so much electric power, this ought to be a good place for any industry," says Kenneth Kneeland, O. S. C. material expeditor. He was formerly a draftsman with the Bonneville Power Administration and expects to do similar work afterwards.



E. TUCKNESS, instructor in the burners' school at Vancouver, ran a restaurant near Eugene before the war. It's closed now but he plans to reopen it afterwards. "My bonds will probably go into the business," he says.



ARTHUR JAY is a tombstone cutter from Connecticut. He carved ex-President Coolidge's tombstone. "This is nice country out here, but I think I'll probably go back east after the war," he believes. He's a leadman in the floor plate layout at Vancouver.



A Portland radio advertising salesman in peacetime, George Fleming, O. S. C. burner leadman, plans to go back into the business when the shooting stops. "Why, radio is just beginning," he exclaims enthusiastically.



"SURE, I like it here all right," says Mrs. Ray Dornaus, O. S. C. shipwright helper, "but I'm just getting a little homesick for Indiana and I expect we'll go back there when it's all over." Her husband, a shipwright, was formerly a construction engineer.



"I figure on getting a little acreage here in Oregon," says Frank Jeffers, Swan Island pipefitter. Jeffers formerly worked with the state highway department in Nebraska. His bonds will go for the kids' education.



MILDRED Williams, O. S. C. plate shop, is a former housewife, anxious to get back to the kitchen. Her husband, now in the air corps, was a truck driver before the war. "Our bonds are going for a new home," she says.



E. G. ALLEY, Vancouver electrician's helper, is school superintendent in New Plymouth, Idaho. "I've worked here all summer," he says, "but we're short on teachers and I'm afraid I'll have to go back to Idaho this fall."



BACK to housekeeping as soon as the war is over will go Mrs. Sylvia J. Ford, welder's helper at Oregon. She has a son in Australia. Her husband is a former truck driver. "We're saving our bonds for a little acreage, just in case . . .", says Mrs. Ford.



"I was a barber for 35 years," states Fred S. Miller, who works in the Assembly building at Vancouver, "but after the war I'm going to take up farming."



"THERE ought to be pretty good times for a year or two after the war," maintains Al Kirchgraber, O. S. C. painter leadman. He was a printer, as well as a painter, in peace time and his bonds are going for a post-war home.



ROBERT L. Smith, expeditor in the plate shop, was formerly assistant manager of a paint store in Eugene. After the war he plans to enter some kind of administrative work.



ANOTHER man who plans to farm when the war is over is C. A. Osborn, pipefitter leadman at Vancouver. He was formerly a truck driver and now lives in Kelso, Washington, commuting back and forth to work.



"If Kaiser's still in business after the war, I'm going to work for him," says Leonard V. Marino, O. S. C. truck driver. He's going to let his bonds run the full 10 years.

What will happen when they quit building ships?

A GLITTERING postwar world of airplanes for everybody, streamlined homes, and abundant prosperity might seem a real enough possibility to some people, but not to the average shipyard worker.

Hardened by booms and depressions, most workers look for little more out of peace-time years than they had before. They view with a tolerant cynicism the rosy visions of dreamers and planners. Even the inspiring plans of national leaders are taken with a grain of salt.

"Henry Kaiser's got a lot of great ideas, and we're depending on him," said one worker smiling, "but we'll just have to wait and see."

To find out what shipbuilders are thinking about the post-war world, the Bo's'n's Whistle made a survey of all three yards and all three shifts. Reporters talked with workers on the job asking them about their future ambitions, dreams and plans. Here are a few of the questions and answers:

1. WHAT ARE YOU GOING TO DO AFTER THE WAR?

At this question most workers grinned and said, "It's hard to tell," then after a little prodding, most of them admitted they would probably go back to doing whatever they were doing before the war started. Housewives planned to go back to the kitchen, farmers back to the

farm, construction men back to some kind of construction. Almost everyone, however, is thinking along lines of some kind of material security. One after another, they said, "I'm looking around for a little acreage, something where I can raise a few chickens, grow a few vegetables and keep a cow or two, just in case." Some plan to study for a peacetime activity. Most optimistic are the automobile dealers and salesmen who are already staking out claims for dealerships and agencies the minute new cars begin to roll off the lines.

Many workers expect this area to be a manufacturing center and expect to find a place in it. During the change-over they plan to live off their unemployment compensation money and savings. Others are looking to Kaiser to provide an industry of "some kind" in this area. "Maybe not ships, maybe not airplanes, maybe not automobiles, but something, and then the good workers will be kept." No one expects the yards to continue on anywhere near the present scale after the war, though each yard is fairly well convinced that there will be some kind of activity for them, if not for the others.

2. ARE YOU GOING TO RETURN TO YOUR HOME STATE AFTER THE WAR?

The question was for out-of-staters, that is, those who did not live in either Oregon or Washington before the

war. They amount to approximately 30 per cent of all workers interviewed.

Expect to go back	44%
Expect to remain here	56%

There is a wide variance of opinion on the subject. A Chicagoan exclaimed, "After seeing this country, I don't see why anybody would want to go back east again." Many of the newcomers have actually bought homes or small farms. Others are already "homesick." A lot depends on whether Portland or the home state has the best job prospects.

3. WHAT WILL YOU DO WITH YOUR WAR BONDS?

Though they haven't thought too much about it, 62% of the workers have a general idea as to the way their war bonds are going to be used. These rate as follows:

Farm or small acreage	18%
Home	17%
Education (for self or children)	10%
Invest in a business	9%
Travel	2%
Retirement	2%
Undecided	38%

This listing should be a great inspiration to real estate and land salesmen. Strangely enough, no one mentioned buying a postwar automobile or some other gadget of the future. Those who were undecided commented in various ways.

"I'm just going to let mine run out the full 10 years," was a common answer.

"I think I'll just wait and see what happens," said others, "It'll be a good backlog and a fellow can never tell when a bit of ready cash might come in handy." There's some suspicion that bonds may be needed after the war to pay regular going expenses.

4. DO YOU EXPECT TO VOTE FOR ROOSEVELT IN 1944?

This question was thrown in just to see what the reaction would be and here it is:

Yes	75%
No	25%

Note: Gallup polls for the nation as a whole give Roosevelt 55% of the vote against Dewey and 59% of the vote against Willkie.

So far as the shipyards are concerned, Roosevelt can have a fourth term hands down if the war is still on in 1944. Even ardent opponents tend to believe they are arguing a lost cause. The bit of reasoning most often expressed was simply, "I don't think we ought to change horses in mid-stream." If the war is over this year, it may be a far different story.

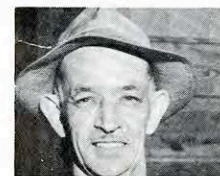
what's in a name?

WHO would have thought that the sweet infant christened by his mother as Algernon would be known to the world as "Butch?" It doesn't seem to make much difference what papa and mamma decide, time, fate and circumstances will inevitably find a way to fix their own names on almost everyone.

Nicknames originate in mysterious ways. It seems all right to call the stout boy "Fatty," but why do they call that slow-moving fellow "Speed?" In the rough and tumble informality of the shipyards, nicknames are more common than real ones. Here are a few that were noticed by our reporters, there are thousands more:

"PACKY"

Arthur Selby, a leadman runner at general stores warehouse at Vancouver, earned his nickname "Packy" because of his work, always carrying material from one section to another.



"BOOMBER"

Olie Rinehart, Vancouver assistant plant protection engineer, held classes in bomb control and protection. Now they call him "Boomber" because of the way he described a bomb explosion.

"STUBBY BILGEBOTTOM"

When Ernie Hager came out with his popular shipyard cartoon character, Joe Turk was doomed. Turk is a shipfitter leadman on Assembly Bay No. 5 at Vancouver and looks just enough like "Stubby" to inherit the name.

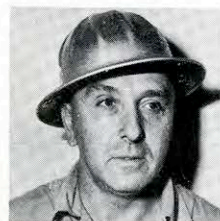


"MAN"

Mary Athena Nickachou at Swan Island is a girl who seems destined to go through life as a "Man." It seems a friend of Mary's whose hobby was making words out of initials in names discovered early in Mary's life that her three initials spelled "Man." It has stuck and Mary is one girl who has never been heard to say, "I wish I were a man."

"BUNNY"

Her name is Thelma, but everyone calls her "Bunny," that's 'cause her last name is Hare. Figure it out for yourself. Bunny, who used to operate a restaurant, is a welder at Swan Island and "wouldn't trade places with anyone."



"POOP DECK PAPPY"

Dale Strahl is a supervisor in the Assembly building at Oregon in charge of building the aft deck house and sections for the midship deck house. He was called "Pappy" while a foreman and received the prefix, "Poopdeck" because he was so fussy about the construction of the poop deck.

"DAISY MAE"

L. A. Cartwright, assistant welding superintendent on the welding dock at Oregon, showed a generous amount of patience with women welders at a time when they were still only an experiment. In appreciation, one of the women called him a "Daisy." Another added "Mae," and the name "Daisy Mae" has stuck.



"GREEN HORNET"

Ray Hausmann, shipwright superintendent at Oregon, is known along the ways as the "Green Hornet," because he usually wears a green hat, jacket and pants, buzzes from place to place and throws stinging remarks to loafers. When he forgot to lock up his tin hat one night someone painted a green hornet on it. His assistant, Howard Boggs, is called "Little Green Hornet."



"SHOTGUN"

It's a cinch that with a last name like Winchester, a nickname is inevitable. Everyone calls him "Shotgun," and even his foreman did not know his given name. "Shotgun" is a rigger leadman at Swan Island.



"EDISON"

This is an easy one, he's always inventing something. Alvin VanDusen is a shipfitter in the Assembly building at Vancouver. He was named "Edison" because he's always thinking up some gadget to make his work easier.

"PEANUTS"

The girls in her fourth grade class had a difficult time remembering Perina Scof-fone's first name, so they gave her an easier one to remember. Since that time she has been "Peanuts." She works as a laborer on the Swan Island ways.



"LI'L ABNER"



They call Bob Jones "Li'l Abner" because his wife, Annette, looks like "Daisy Mae." Jones, who is a Swan Island crane operator, bears considerable resemblance to the popular comic strip character, according to his superintendent, Chuck Morrison.

"CENTER LINE"

Daniel Fulp is leadman tank tester on Way No. 4 at Vancouver. He was dubbed "Center Line" because of his overwhelming interest in the perfection of center line tanks.



"QUEEN OF THE DOUBLEBOTTOMS"

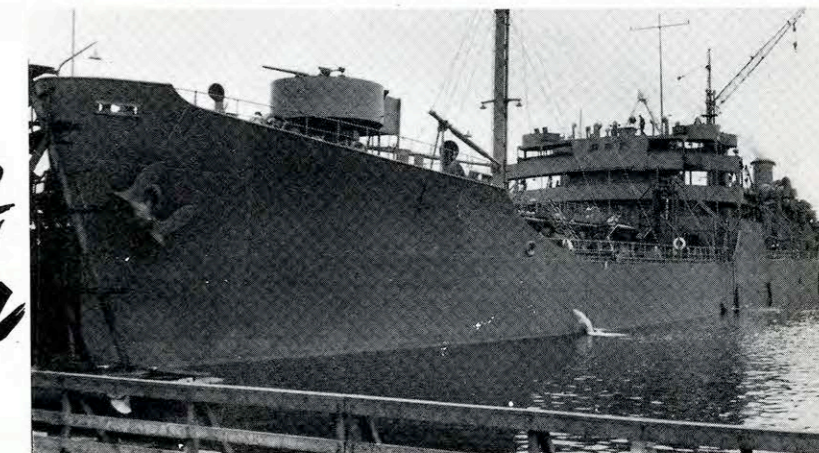


Allie Kookan is a welder on the Oregon ways in a crew with eight other girls. Recently a move was made to split this gang up, but Allie and her pals protested that the move would wreck the crew's efficiency. Their arguments were sustained and the crew held intact. In a recent lunch time party Allie was elected "Queen of the Doublebottoms."



FROM MOUTHFULS... such as this refresher being taken by Lorraine McFate, Oregon Ship rigger...

... To TANKERS FULL, such as the hog, sag and tank tests this tanker is going through, shipyards are big users of water.



it's not the water

... that caused your stomach-ache; it's probably the pie you ate.

DURING July employees at Oregon Ship began complaining about a change in the taste of drinking water. "It gives me a stomach ache," some workers cried. "I'm going to quit drinking it. It's unfit for human consumption."

Actually the innocent water wasn't to blame at all. Many usual summer stomach complaints were blamed on the water that should have been more properly assigned to improper use of salt tablets, poor refrigeration of food in warm weather, and poorly balanced diet.

The water was easily blamed, however, because of the taste. The taste comes from chlorine introduced to insure absolute purity.

The fact is that shipyards are enormous consumers of water. Water consumption figures in the three Kaiser yards, amounting to 300,000,000 gallons a month, look something like war debt figures. When consumption at Oregon reached 3,000 gallons a minute, water was being drained away from the Terminal Flour Mills south of the yard. This also presented a fire hazard.

There was only one answer. More sources of water had to be tapped for the yard. This meant drilling wells. At the present time city water, which comes through a 12-inch main, is being augmented with water from one well located near the entrance of the yard. Plans call for four more wells which will entirely supply the needs, totaling about 65,000,000 gallons a month. The well is 107 feet deep and taps a water flow which comes from the east running toward the river.

Water from the well tested practically perfect in bacteriological tests. Periodical tests are made continuously throughout the yard. The greatest difference of the well water from "Bull Run" city water is in the hardness and bicarbonate content. City water tests 30 parts per million hardness as against 118.9 for the well. Bicarbonate shows 194 parts, which is more than appears in city water.

At Swan Island enormous amounts of water are used in testing alone. The hog, sag and tank tests of each tanker take approximately 17,500,000 gallons of water per ship. This is taken from the river. In addition, 60 million gallons a month are provided for general use through domestic supply lines.

Vancouver gets all its water from the City of Vancouver system. Source of about 25 per cent of this is from original springs supplying Vancouver, located at Image, about four miles from the city. The other 75 per cent comes from pumps located in the city limits. The water is exceptionally hard but has a high bacteria purity rating.

There are two separate line installations in the yard. The Wet Line uses Vancouver water for industrial cooling, drinking, sanitation, tank testing, cooling roofs and compressors, sprinkling and cleaning streets. It is the line that is connected up to the fire systems of the various hulls while they are at the outfitting dock. The Dry Line is the fire line. At present it is connected with two pumps each capable of delivering 1,500 gallons a minute.

CHEMICAL ANALYSIS FROM THE OREGON SHIP WELL

	Parts per Million
Total solids	284
Loss on Ignition	99
Alkalinity:	
Carbonate	0
Bicarbonate	194
Hardness	118.9
Silica	47.6
Calcium	40.6
Magnesium	4.3
Iron	.1
Aluminum	12.4
Sulfate	12
Chloride	5.3
Free Carbon Dioxide	3

The Yard

SHIPS FOR VICTORY

NEWS AND VIEWS OF THE THREE SHIPYARDS



CHAMP COMES HOME

Mrs. Hermina ("Billie") Strmiska, Oregon Ship champion welder who came out second best with Vera Anderson, Ingalls Pascagoula champion, in national women's welding contest, is now back on the job after her trip east. "Southern hospitality is not a gag," says Mrs. Strmiska, "I was never so royally treated in my life." While in Washington she was received by Mrs. Roosevelt and many shipbuilding notables. Above, she looks on while Miss Anderson receives the trophy.



SOCIAL SECURITY NUMBERS WANTED

Any worker who has not yet turned in his social security number to the personnel department should do so at once, according to the accounting department. It is all to the worker's own good to do so, the department explains, because it will avoid a lot of trouble next March when income tax time rolls around and the worker wants credit for his withholding tax.



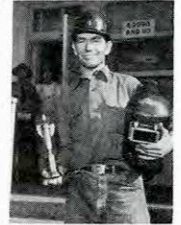
WHAT A JOB!

How would you like to be Oregon Ship leadman Bill Lowery with his crew of women burners? Lowery thinks it's swell. "This crew is tops," he says, "They've never taken unnecessary time off. They work hard, know their job, and like it. You can't praise them too much for the work they've done." Seven of the crew are mothers and among them they have 17 close relatives in the armed forces.

In the back row are Gladys Kinss, Bessie Dietzman and Eva Miller. Front row, Marjorie Kaeg, Mary Abbott, Hattie Hanks, Bill Lowery, Ruth Bustard, Solveig Carlson and Frances Johnson.

BIKE CHAMPIONS

Vancouver has a couple of champion cyclists who may have to settle top honors by holding a private run-off. Jack McDonald, welder on the ways, claims to be the world's champion cross-country bicycle rider and has a cup to prove it. He won the trophy in Dallas, Texas, on March 19 of this year for pedaling 250 miles cross country in 15 hours. He uses an English type bike that he built himself. The record run was made while testing synthetic rubber tires. He has run through walls of flame for circuses. On August 28 and 29, his week-end off, he plans to pedal from Vancouver, B. C., to Portland, a trip he expects to make in 26 hours.



Walter Seymour, Vancouver sheet metal worker, once rode 9,025 miles in 714 hours on a bicycle. This is on no less authority than "Believe It or Not" Bob Ripley. Seymour was 49 when he made that record in the New York auditorium. Out of each hour he rode 45 minutes and rested 15. Seymour's records include a 60-day run of 9,090 miles and a 965 consecutive hour run for a total of 7,485 miles. "I'd gladly do it again if it would help sell more bonds to win the war," he says.



"HUMAN GUINEA PIG"

R. W. Cunnington, Vancouver electrician's helper, was one of the human guinea pigs tested by the army at Fort Knox, Ky., to determine exactly what foods would be best for American soldiers fighting in tropical climates. Cunnington, 43, was the oldest soldier to go through the experiment, which consisted of living 26 days in a room heated to 131 degrees and hiking 12 1/2 miles a day with a 21-pound pack in this temperature. After the experiment Cunnington was re-classified to limited service because of his age and later given a discharge. He has one son in the navy air corps and another in the shipyards.



NEED MORE SHOES?

Some employees, due to the type of work they perform, find their shoe ration is not sufficient to keep them in work shoes. OPA has announced that additional work shoes will be granted if really needed. Here are some points to keep in mind:

1. The proper stamp (No. 18) from ration book No. 1 must be used first before a special application is made. This includes the stamps of all members of the family living in the same household.
2. If a person does not have ration book No. 1, he should go to his ration board and get it.
3. The worker is entitled to all the shoes he needs and if no stamps are available, he may make application providing he does not have two pairs of wearable or repairable shoes of the kind he is applying for.
4. If the stamp is used to buy work shoes and it becomes necessary to buy dress shoes, the worker may make application at his ration board, not at plant offices.
5. In the case of "safety shoes," a person may secure a special shoe purchase certificate before all the stamps in his family's books have been used.



CONSTRUCTION COURSE POPULAR

This is one of the classes in ship construction now being conducted at Hudson House. Classes for day and graveyard shift workers are held in the dormitory social rooms from 8 to 10 p.m. on Mondays, Wednesdays and Fridays. Swing shift classes are from 1:30 to 3:30 p.m. on the same days. Students can learn blueprint reading, elementary marine electricity, shipwright, shipfitting, pipefitting and material expediting. Application for training may be made at the Vancouver yard training office or at the Hudson House library.

THREE SONS IN SERVICE

Jim C. Irwin, ex-lumberjack, now an expediter in the Oregon Ship pipe department, has three sons in the armed forces. Armon, 26, is in training at Madison, Wis., as a radio code receiver and speed typist. Like his father, he was a lumberjack before the war. Asa, 24, is a second lieutenant and bombardier on a Flying Fortress somewhere in England. Donald, 19, is a gunner's mate on a navy gunboat and has seen 18 months of service in the Aleutian Islands and has two silver stars to his credit. Irwin also has a daughter Eileen, who is married and lives in Bolivar, Mo. Mrs. Irwin is a beauty operator in Portland.



CORRESPONDENT SPEAKS

Fiery James R. Young, foreign correspondent and author of the sensational best-selling expose on Japan, "Behind the Rising Sun," spoke at all three yards on August 6. Young spent 13 years in Japan and his frank writings landed him in prison for 61 days, where he subsisted on a diet of "pickled fish-heads, wormy rice and horse meat." Young was one of the five correspondents permitted to witness the coronation ceremonies of Emperor Hirohito, whom he describes as a "sawed-off, back-stabbing, yellow-bellied baboon."



TAKES SON'S PLACE

When her only son, Robert, former welding supervisor on the ways at Oregon Ship, signed up with the merchant marine, Mrs. Lenora A. Atkinson went into the shipyards to take his place. She is in charge of the ladies' leather lockers on the outfitting dock. Son Robert was in Alaskan waters during the invasion of Amchitka and Attu. He helped evacuate troops from Amchitka and carried troops to Attu. He signed on as junior purser and is now senior assistant purser. He recently flew home to see his mother for a few hours and leave some trinkets taken from a dead Jap officer.



AUGUST 19, 1943

SWAN ISLAND GARDNER

Lindsey Miller, for 20 years greens keeper for Portland golf courses, has been gardener at Swan Island since September, 1942. Believe it or not, there is 100,000 square feet of green lawn at Swan Island that must be kept up. Miller helped build two of Portland's most popular golf courses.



RODEO STARS

All that's needed for a graveyard shift rodeo at Vancouver's plate shop are a couple of bucking broncs and a "dogie" or two. The star performers are already there. K. E. ("Nick") Knight, his wife, Fay, and Howard McCrorey, three of the nation's top names in rodeo, came to work last August after two months with the Gene Autry Flying "A" ranch show.

Fay is a trick rider and a welder. She formerly rode racing horses. Her husband, burner, won his first rodeo bucking contest when he was 15. He has won bronc riding championships in every major rodeo in the nation, including the Pendleton Roundup in 1940. Six-foot-two Howard McCrorey won the world's bulldogging championship for two years straight in Madison Square Garden. He is a crane operator in the plate shop.



SWAN HEARS BAND

Off-shift men living in the Swan Island housing project gathered in front of their recreation building Saturday, July 31, to hear the U. S. Cavalry band from Salem play for a war bond program. Vic Rayner, formerly with the Swan engineering department and a magician by hobby, performed several feats of magic.

STUBBY BILGEBOTTOM - - - by Ernie Hager

PANEL 1: STUBBY: THERE'S PETE'S LUNCH BUCKET! HMM - THAT GIVES ME AN IDEA!

PANEL 2: MARGE: SAY, MARGE - WILL YA DO ME A FAVOR B'FORE QUITIN' TIME? GO OVER AN' WELD PETE'S BUCKET TO TH' DECK! STUBBY: SURE, STUBBY!

PANEL 3: PETE: OL' PETE WON'T BE THE FIRST ONE OUT OF TH' YARD TODAY, B'GOSH! I'LL DROP AROUND AFTER TH' WHISTLE BLOWS AN' WATCH HIM STEAM! HEH HEH HEH HEH HEH HEH

PANEL 4: STUBBY: DOUBLE-CROSSIN' LITTLE WENCH!

ERDIE HAGER

NOW, THE WHOLE FAMILY GETS HOSPITAL CARE

ASICK wife or child at home can affect a shipbuilder's work almost as much as if he were ill himself. At least that's the opinion of the Northern Permanente Foundation at Vancouver.

Through the winter and spring the Northern Permanente hospital steadily expanded its facilities. Today, with its 250 beds and a staff of 350 persons the Foundation is prepared to move into a wider field. This month it announced the new Family Hospital Plan exclusively for the wives and children of KCI-Vancouver employees. The plan will provide hospitalization alone and does not include professional care given by physicians. Rates are only 30 cents a week for adults and 15 cents for each child.

The plan covers ward beds and meals, private rooms and nurses when prescribed by physicians, X-rays, operating rooms and anesthetics, splints and casts, medicines except for vitamins, biologics or endocrine preparations; laboratory work, basal metabolisms and electrocardiograms and oxygen as needed.

Ambulance service will be provided within a radius of 30 miles.

Hospitalization for maternity cases will be provided at a flat rate of \$25 after participating in the plan for a 90-day period.

The plan does not cover hospitalization for pulmonary tuberculosis, mental disorders, alcoholism, drug addiction, or quarantinable diseases.

Application cards for the plan are available from the Northern Permanente Hospital, Vancouver first aid stations, or the medical centers at Ogden Meadows and McLoughlin Heights.

OREGON SHIP AND SWAN ISLAND

Changes in the Oregon Physician's Service hospital plans for Oregon Ship and Swan Island workers were announced this week to become effective August 29. Because many new employees do not fully understand the benefits of the medical and hospital plan and are undecided as to whether or not they desire coverage, the following changes were announced for the convenience of new, re-hired and transferred employees:

A period of seven days from the time of hiring or re-hiring will be allowed each employee to decide whether or not he wishes to participate in the plan. If, within seven days, he has not stated his desires to participate in the plan, a waiting period of approximately 30 days has been established before coverage will be effective. Actually, coverage will start the fourth week after the application for membership in the Medical and Hospital Plan has been stated in writing. Complete details of the plan are obtainable through the medical and hospital plan representatives located in the Personnel offices of the Swan Island and Oregon Ship yards.

Norma Jean Irvine, 7, admires the murals on the walls of the Northern Permanente nursery. She is the daughter of Mrs. Ruth Irvine, Vancouver welder, and is in the hospital for a tonsillectomy. With her is Cecilia Brasch, nurse, holding one-year-old Patricia Nolan, daughter of William Nolan, a driver in the Vancouver yard. The artist is Gus Schneider navy seaman, who was given a special six-day leave to make the trip here to do the murals.



\$PEND, \$UCKER, \$PEND

By Ralph De Castro

Courtesy of Waterville Times, Waterville, N. Y., and the New York State Savings Banks Association

THE last war—remember?

Silk shirts!

Pink ones, green ones, blue ones with white stripes, millions of them.

And silk stockings for the women—on legs that had never felt anything but cotton before. Wrist watches . . . rings . . . bracelets . . . hand-tailored suits . . . \$10 felt hats . . . better, larger, sweller apartments.

Then it happened—1918 and the Armistice. The war boom petered out. In factory after factory the wheels turned slower—slower—then stopped.

The cuffs on the silk shirts were frayed, and the colors were faded . . . and the silk stockings were gone, and the rings and the watches were in pawn shops . . . and people moved back where they'd come from. But . . .

"Don't let it get you down, Bud! You can't hold this country back. God's country! Don't sell America short—why with our natural resources—and the way we work . . ."

So we started on the second lap, on the same circular track—1932-39—Prosperity. Nothing ever like it before in the world. Stocks up 50 points in a week—thousands, millions, billions of dollars of profits—on paper. Bootleggers . . . parties . . . automobiles . . . more silk shirts . . . new suits . . . radios, refrigerators, real estate, furniture, diamond rings, boats, shoes, hats . . .

Then—1929 and crash again! "Sorry, Mr. Jones . . . more margin, or we'll have to sell you out . . . Dear Mr. Jones . . . unless you send us a check to cover two unpaid installments on your furniture . . . Dear Sir . . . in the hands of our attorneys, unless . . . mortgages unpaid . . . worry . . . worry . . . sorry, Jones, better look around for a new job . . . no help wanted . . ."

Remember? Bread lines . . . the Bonus Army . . . ex-soldiers selling apples on street corners . . . "Brother can you spare a dime?" . . . stocks going down—down—down . . . business failures . . . suicides . . . Relief . . . N. R. A. . . . W. P. A. . . . C. C. C. . . . and no jobs yet, and shoes run down at the heels. And the kids—undernourished—crying a lot—and "the lost generation . . ."

How come? How did we get that way—again? Why did it happen here, when it couldn't happen here? Well, let's look back—let's see how it did happen. Bonds weren't good enough for us. Savings banks weren't as exciting as brokers' offices. We were trying to compress our lives—to squeeze the juice of three score years and ten into a decade. We wanted for next to nothing the things our fathers had worked and sweated and saved for. My wife's clothes had to be better, smarter—more expensive than your wife's—and her jewelry, too. You spend a thousand dollars for your car? So what? I'm spending thirteen hundred for mine (on time). And say—looka my new radio! Twenty-two tubes, three loudspeakers, record changer, home recorder and three short-wave bands! The old one? Oh, I traded it in when I bought the new one—and the new refrigerator, and the dining room furniture—slick, eh?—"modern," they call it. How much? What's the difference?

Twenty-four payments of \$80 instead of \$65! I'll never miss it.

HOLD on a minute, brother . . . Did we "miss it" in the early "thirties?" Did we "miss it" when some 15 million men walked the street—camped out—lived in huts and shacks and lean-to's? Did we "miss it" while brave women scrubbed and scoured and patched and mended until their finger tips were raw, their hands rough—and their hearts dull with the pain of abandoned hopes?

AUGUST 19, 1943

Hold on once more . . . This time chances are we won't bounce back again! Many people now realize what a close shave it was the last time—how desperately near we were to chaos and national ruin.

Must we come down with another crash? Must we ignore, not one, nor two, nor three—but the dozens of lessons taught us by history? Must we head straight along the road to ruin we took the last time? It's what's beginning to happen, right here—now—in our country.

People are making more money than they ever did before and spending it. Spending it faster than they ever did before. The old "short life but a merry one" story is back with us. But how merry is it?

Where's the money coming from—"prosperity?" No . . . war. From the business of death we've been forced into. From things made to kill other people so they won't kill us. Win, lose, or draw, the war will end some day. No war has lasted forever. Then what?

Those same war-factory wheels will again slow down and stop. Men will walk out of factories, and hear the gates grind closed behind them—many of them to stay closed. And may be the green grass will grow between the stones of the factory court yards before the men will come back to work again . . . slowly . . . a few at a time. The same as the last time? And the time before that? Well, it shouldn't be, but it will be even worse—unless we use our common sense now!

There's no special Providence watching over this country, in spite of all our songs and slogans. We're people—just like any other people.

Mister . . . Don't fool yourself! . . . The time's going to come when you'll need those dollars you're throwing around now. If hard times catch up with you, it isn't that night-club proprietor who's going to return the money you spent in his place—no, not any part of it! And all the unnecessary gimmicks and gadgets you think you need now won't be worth a dime on the dollar then.

And when your pockets are empty it won't be because you'll be taking money out of them—because no money will be going into them. How about those bright kids of yours? Will they have to work instead of going to high school or college? And those beautiful rings you bought your wife? Supposing you lose your job—how long can you last before pawning those baubles, for a fraction of what they cost you?

SO look . . . When you want to spend money or buy something new, just imagine you were spending your next-to-the-last dollar. Don't ask how happy you'd be with what you get for your money—but whether you'd be miserable without it. That's the only test. Otherwise you're just kidding yourself. Lighting matches to \$10 bills you're going to need—sure—some day.

Nobody can tell you what's going to happen after the war, or its searing effect on the nation. But somebody can tell you what will happen to you. You can.

Make a plan and stick to it. Guarantee your own future. So many dollars every pay day into War Bonds and into your savings account. Then, come hell or high water, follow your plan. Protect your family. Build up reserves. Create a stock of money and make it grow. Your money. Your bonds.

And the bigger the stock of savings you create, the better off you'll be—to buy the good things you will want when the war is over—that new car, that refrigerator and radio you can't get now—things that make American life the best in the world.

So, when you save wisely, you're helping your country and yourself at the same time. Honest, now . . . Could you ask for anything better?

If you haven't done so already, ask your foreman for a "Figure It Out Yourself" booklet and card. Study your budget to see if you can buy more bonds than you are buying now. It's your greatest post-war security.



DON'T BE CAUGHT WITH YOUR PANTS DOWN!!

ONE of these days the war is going to end. It might be a long time, it might be suddenly and soon. Then where will you be? There's a lot you can do right now to make your peace-time life secure. After the war you'll want a job, and that job will be only as good as the job you do today. Start right now to plan for the

kind of post-war life you want to live. Plan the use of your bond savings. Will they go for a new home, a business or education for yourself or your children? Take part in the plans for your own community and its post-war development. Prepare now, don't leave it to fate and circumstance. It may be later than you think.