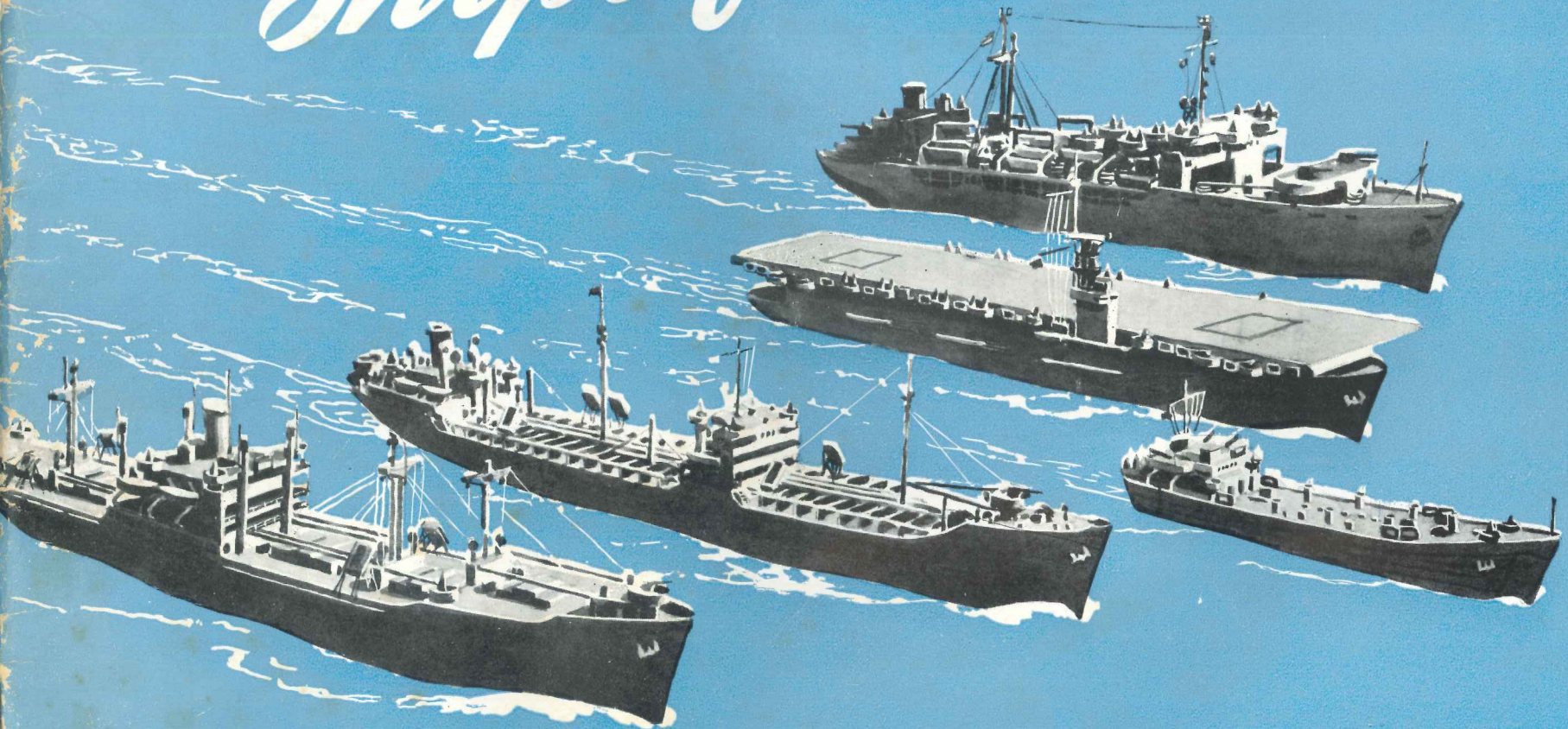


Mary S. Whitney - 76213



Ships for Victory



BUILT FOR THE UNITED STATES MARITIME COMMISSION BY
Oregon Shipbuilding Corporation ☆ Kaiser Company, Inc., Portland ☆ Kaiser Company, Inc., Vancouver

SHIPBUILDING IN THE PORTLAND AREA . . .

TO shipyard workers everywhere World War II will be remembered as a personal day in and day out battle to fashion huge steel plates into ships to carry the cargoes of war. Instead of guns and tanks they fought with welding rods, burning torches and gantry cranes. Their great enemy was time, and their own unfamiliarity with the job they had to do. Their victories were measured in production goals met, in promises fulfilled, in launchings and deliveries.

It was a battle that had to be won before any other battle could be won, before the war could be won. No amount of men, bullets, and guns could avail a thing without ships to carry them to the fighting fronts . . . without tankers to fuel them when they got there.

There were many shipyards in this battle, but what you shipbuilders in Portland and Vancouver could remember with pride was that these three yards led all the rest. The Oregon Shipbuilding Corporation, Kaiser Company Inc., Swan Island, and Kaiser Company Inc., Vancouver, probably accepted and fulfilled more spectacular shipbuilding challenges than any shipyard anywhere had ever done before.

The records are all the more spectacular when it is recalled they were set by workers, thousands of whom had never even seen an ocean-going vessel before, let alone build one. They came to Portland from every state in the Union, from outside territories and from foreign countries. They came from every line of endeavor. There were farmers, salesmen, beauticians, store clerks, lawyers, singers, artists. There were old men, crippled men, housewives who had left their kitchens, high school kids working on their vacations. There were people holding their first jobs, others back from retirement who had long ago held what they thought was their last job. They were of all races and all creeds.



These are some of the men and women who are responsible for the excellent shipbuilding record made in our shipyards

They tore up the roots that had grown so deeply back home and transplanted them in the strange new soil of the Pacific Northwest. They found homes in apartment houses, rooming houses, auto courts and in huge government housing projects. They learned about Oregon weather. Some of them even got used to the rain.

Whatever the reason, the type of people they were, the climate, or the production line, their achievement was one of the great ones of the war, to create almost overnight, and with apparent nonchalance, such an amazing proportion of the world's greatest merchant marine.

Some day when you can be viewed from its full perspective, we will tell the whole story of this little book attempts to do a review briefly with pictures some of the most important scenes and events of your three shipyards.

A2004-002.2167
scan



OREGON SHIP . "World's Champion Liberty Ship"

September, 1942 —
Launched Joseph N.
Teal 10 days, 11 hours,
55 minutes after keel-
laying.

September, 1943 —
Launched and delivered
24 Liberty ships in one
month.

January, 1944 —
Launched world's first
Victory ship.

September, 1944 — De-
livered world's first
AP-5 Attack Transport.



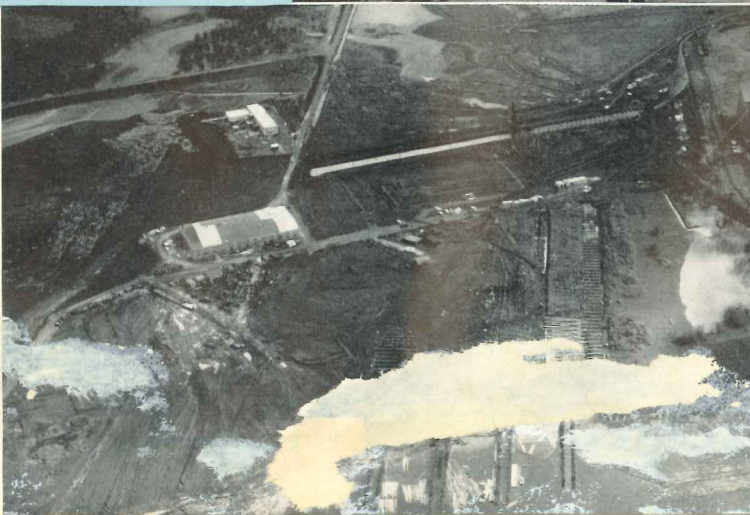
Two months before laying
its first keel Oregon Ship
was just a built-up mud
flat. The large building is
the Mold Loft. Above it is
the old Administration
building.

Peak of the yard's Liberty ship
activity was reached in September
1943 when a "22 in one month"
drive turned out a "24 in one
month" record.

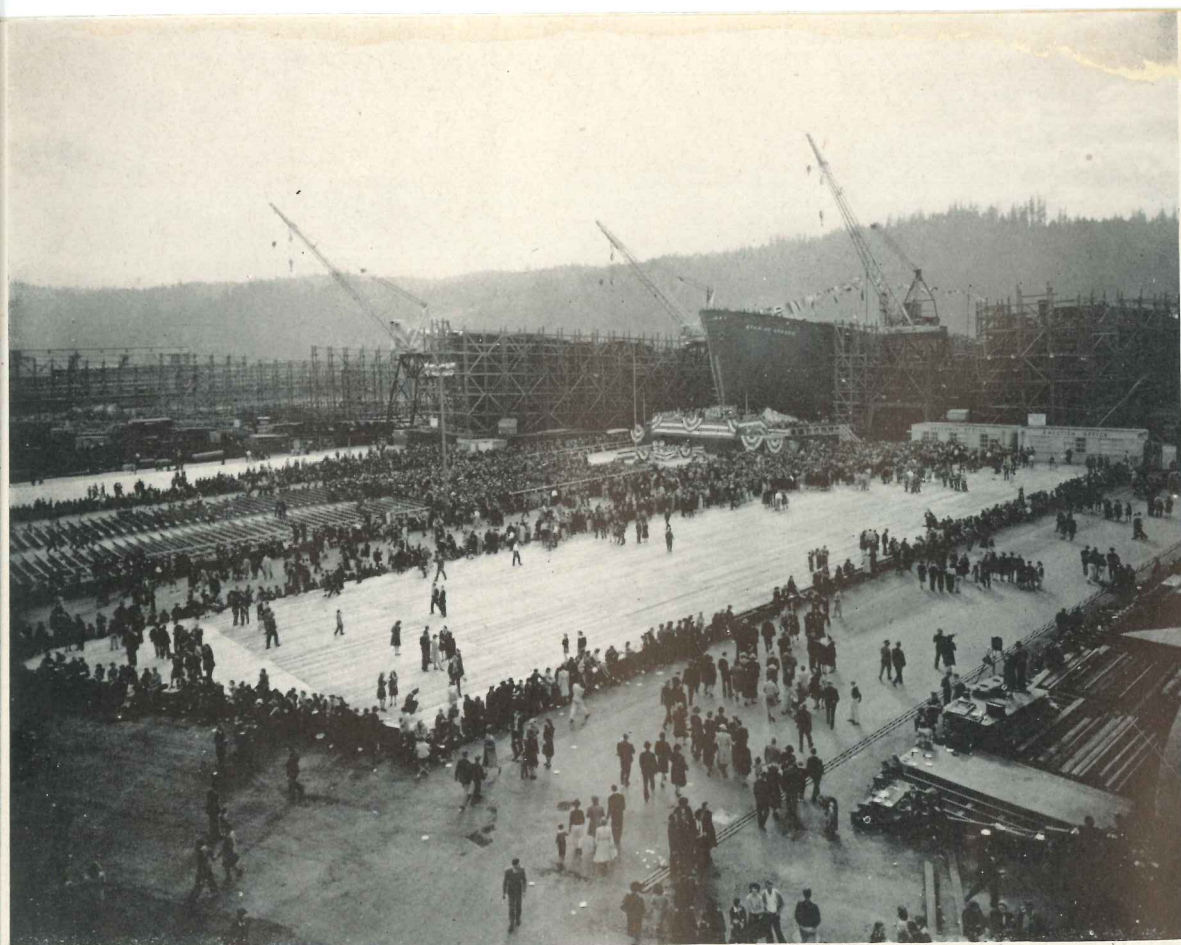
A2004-002.2169 scan

Along the Outfitting dock where
Liberties were completed before
being delivered to the U. S. Mari-
time Commission.

A2004-002.2168
scan



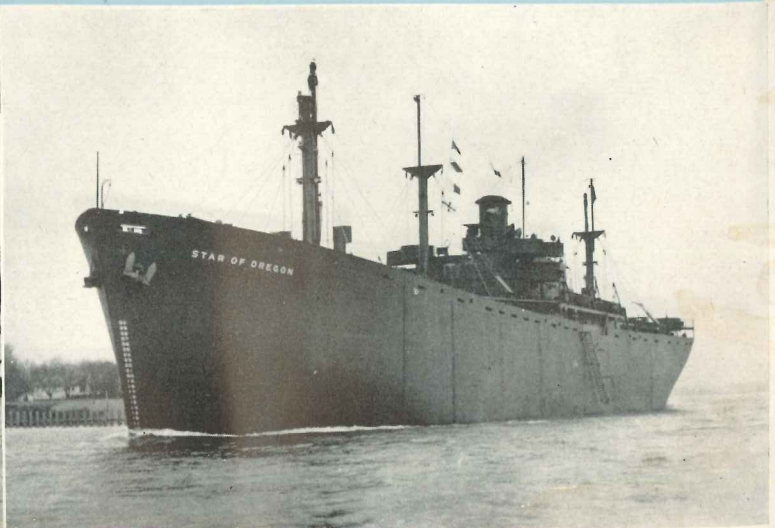
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OREGON SHIP'S FIRST LIBERTY 'STAR OF OREGON'

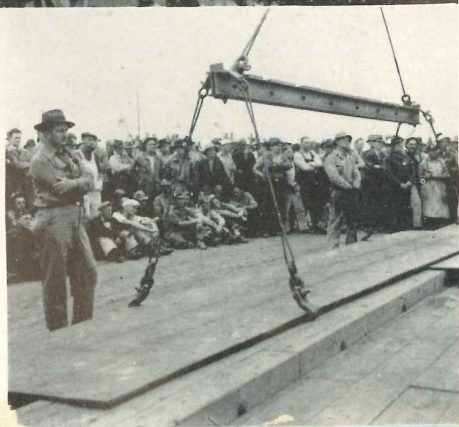


The "Star" shown here on her trial run, came to a true warrior's end on August 30, 1942, when it was torpedoed and sunk by a German sub 80 miles off Trinidad.



A2004-002.2172

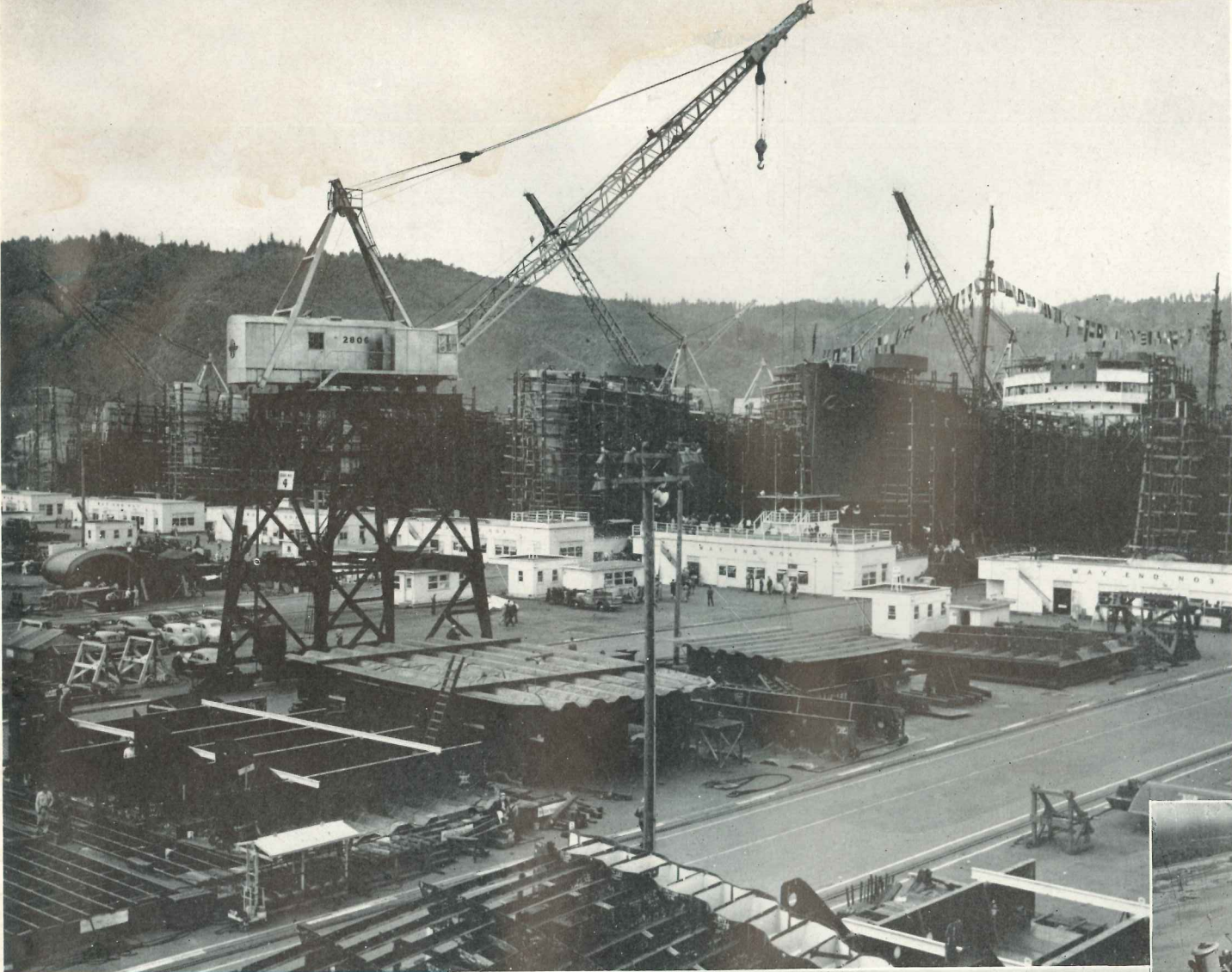
The launching of Oregon Ship's first Liberty ship, the Star of Oregon, took place on September 27, 1941. The vessel was 131 days from keel-laying to launching.



A2004-002.2171

When the Star's keel was laid on May 19, 1941, there were only 1,725 workers employed in the yard.

A2004-002.2173



SWAN ISLAND . . . "World's Champion Tanker Builders"

Tanker Champ Flag—
Won, October, 1943
Lost, April, 1944
Regained, June, 1944

The big tankers, shown here at the Swan Out-fitting dock, have a fuel cargo capacity of 138,000 barrels in addition to their own operating fuel cargo storage capacity of 5,500 barrels.

The first ship ever built in Oregon, the original "Star of Oregon" was built on Swan Island in the Willamette. It was thus fitting that just 101 years after Joseph Gale launched that vessel the same island should become the home of the Nation's champion tanker builders.



A2004-002.2174



A2004-002.2175

Before it became a shipyard Swan Island was Portland's municipal airport. It took you workers just seven months to revamp it and launch its first tanker.

A2004-002, 2176



U.S.S. SCHENECTADY . . . Swan Island's First Tanker



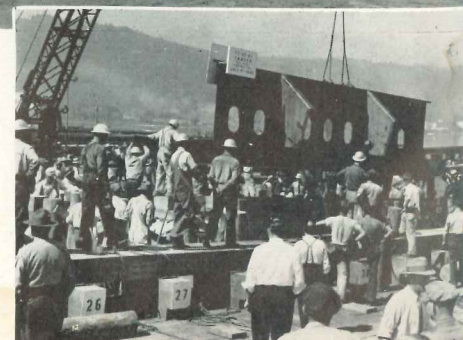
A2004-002, 2177

At its launching the Schenectady was the largest ship ever built in this area. It had a dead-weight tonnage of 16,500 tons, displacement of 21,694 tons. It was 523 feet, 6 inches long, 68 feet wide and over 39 feet deep.



Over 20,000 workers and guests saw Swan Island launch its first tanker on October 24, 1942. The launching took place just 115 days after keel-laying, a new national record for this class of ship.

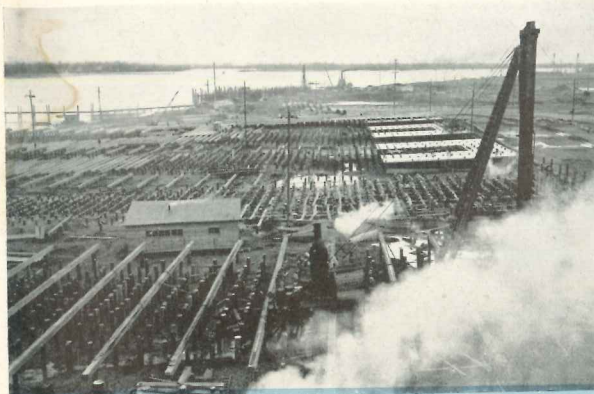
The Schenectady's keel was laid on July 1, 1942. Unlike Liberty keels it consisted of six inverted T-shaped sections forming a heavy longitudinal rib.



A2004-002, 2178



A 2004-002.2179

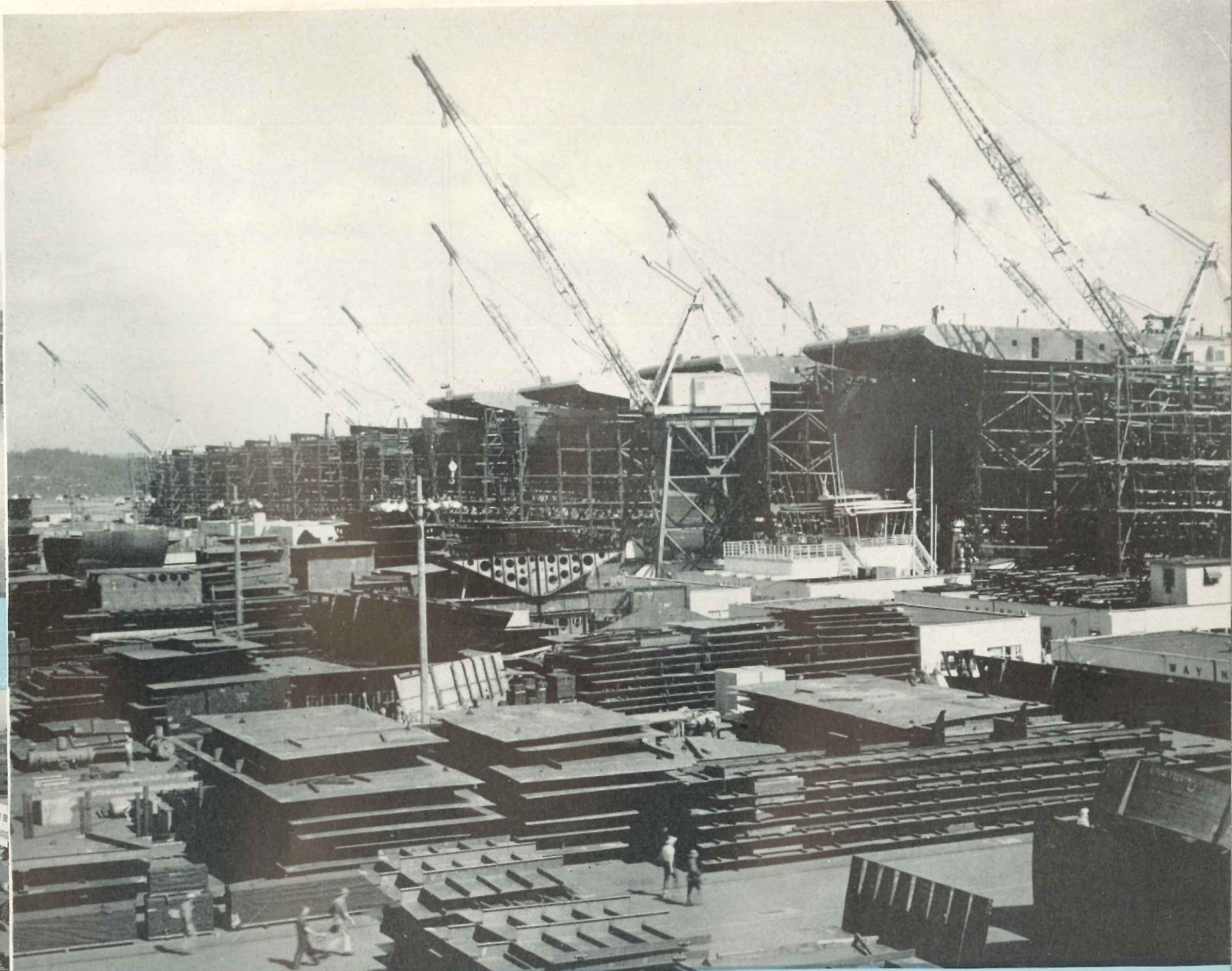


From out of the mud flats along the Washington side of the Columbia river was built what was to become one of the most famous shipyards, birthplace of the "Baby Flat Tops."



Here is a scene along the 3,150-foot Vancouver Outfitting dock. This yard, originally designed for Liberty ships, also built Tank Landers, Aircraft Carriers, and Troop Transports.

A 2004-002.2180



Never before had there been anything like the aircraft carrier program at Vancouver. It was said it couldn't be done, but green Vancouver workers from all parts of the Nation, did it any way and in 12 months added 50 carriers to Uncle Sam's fleet.

A 2004-002.2181

VANCOUVER . . . "World's Champion Aircraft Carrier Builders"

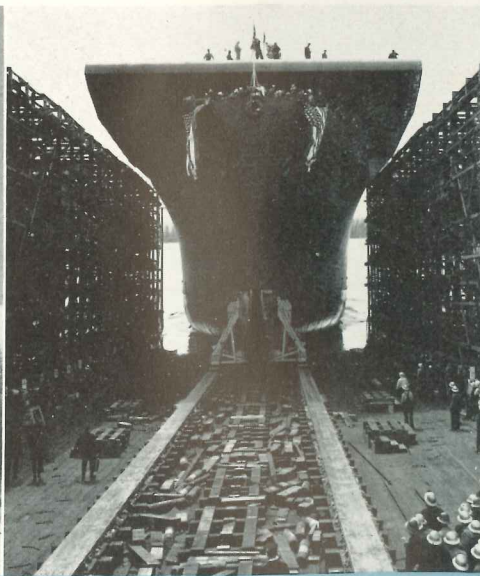
U.S.S. CASABLANCA . . . Vancouver's First Carrier



A2004-002.2182



A2004-002.2183

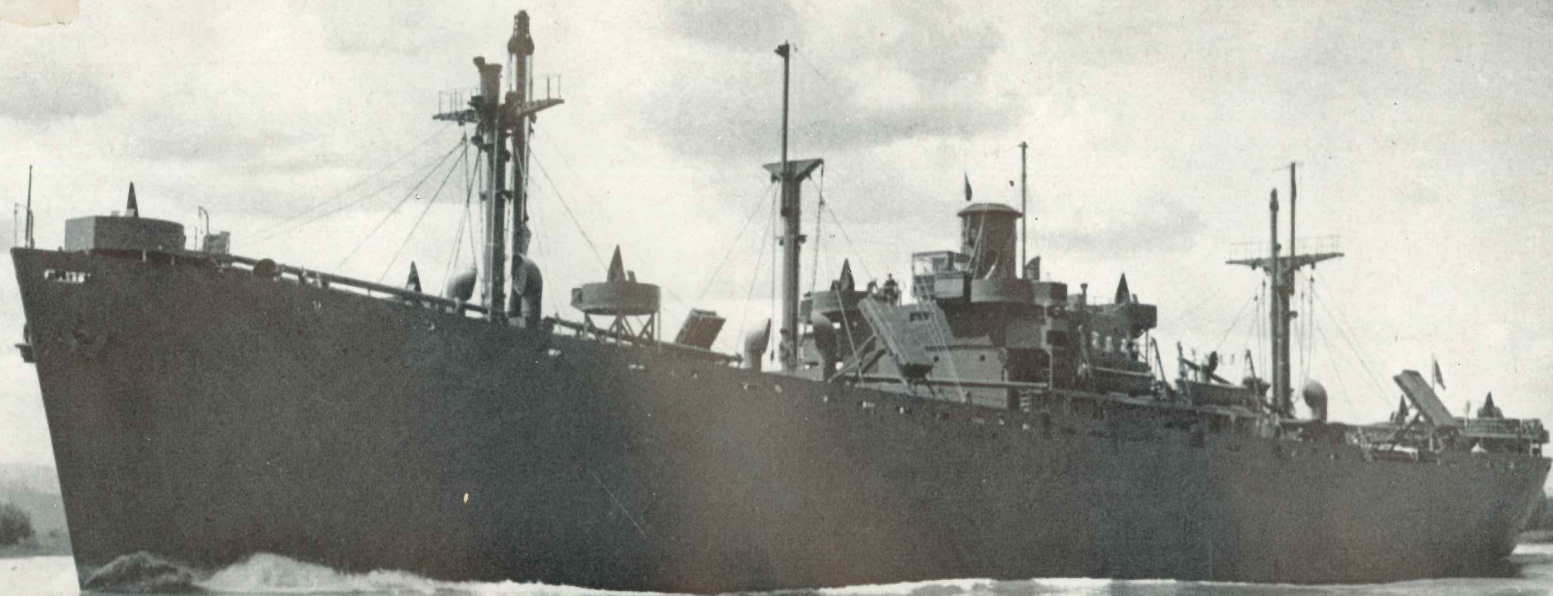


No one less than the President's wife could justly christen the U. S. S. Casablanca, Vancouver's first aircraft carrier.



The launching platform gets "prettied up" just before the Casablanca launching. A record crowd attended the ceremonies.

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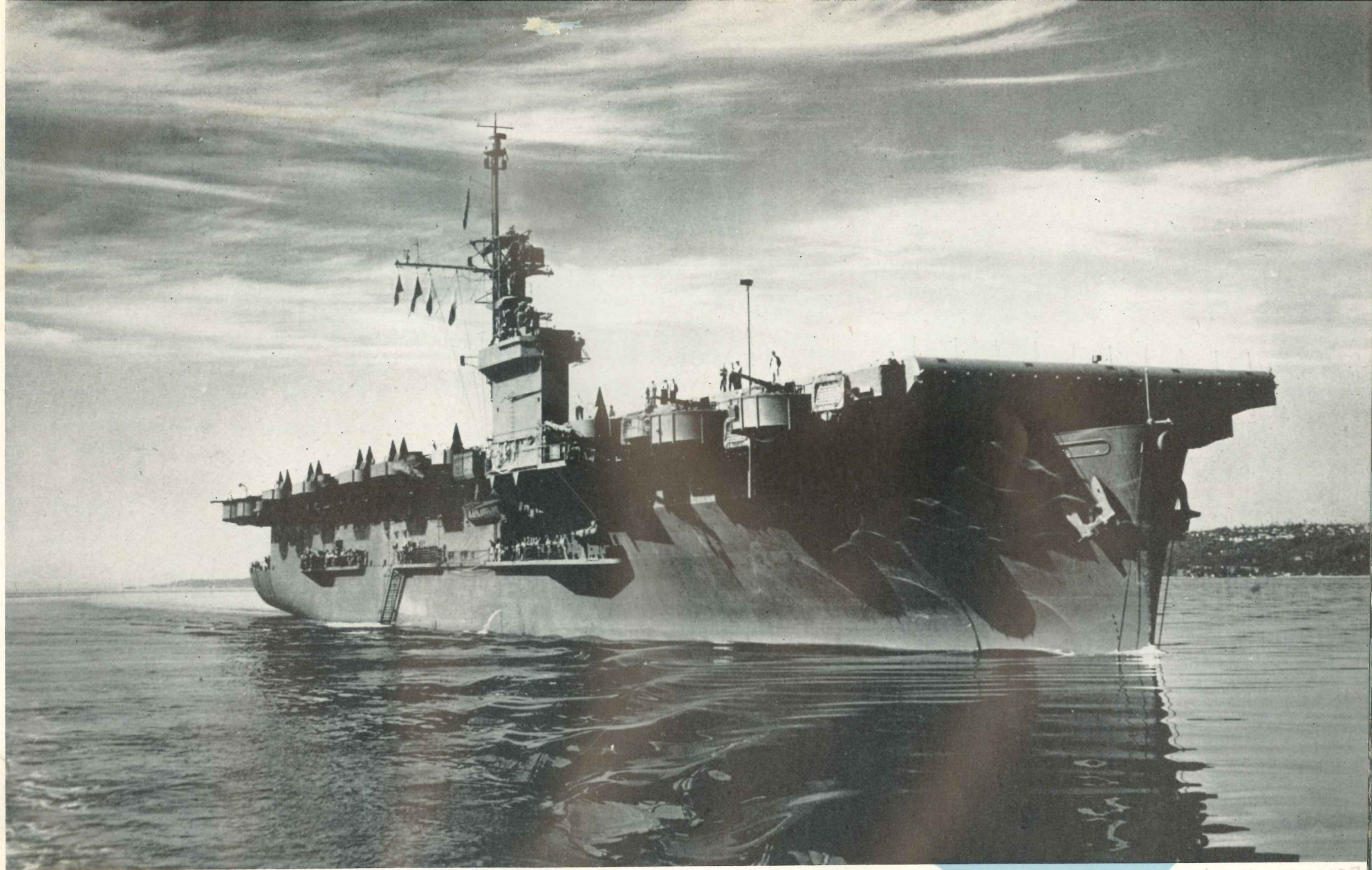
LIBERTY SHIP

A 2004-002-2185



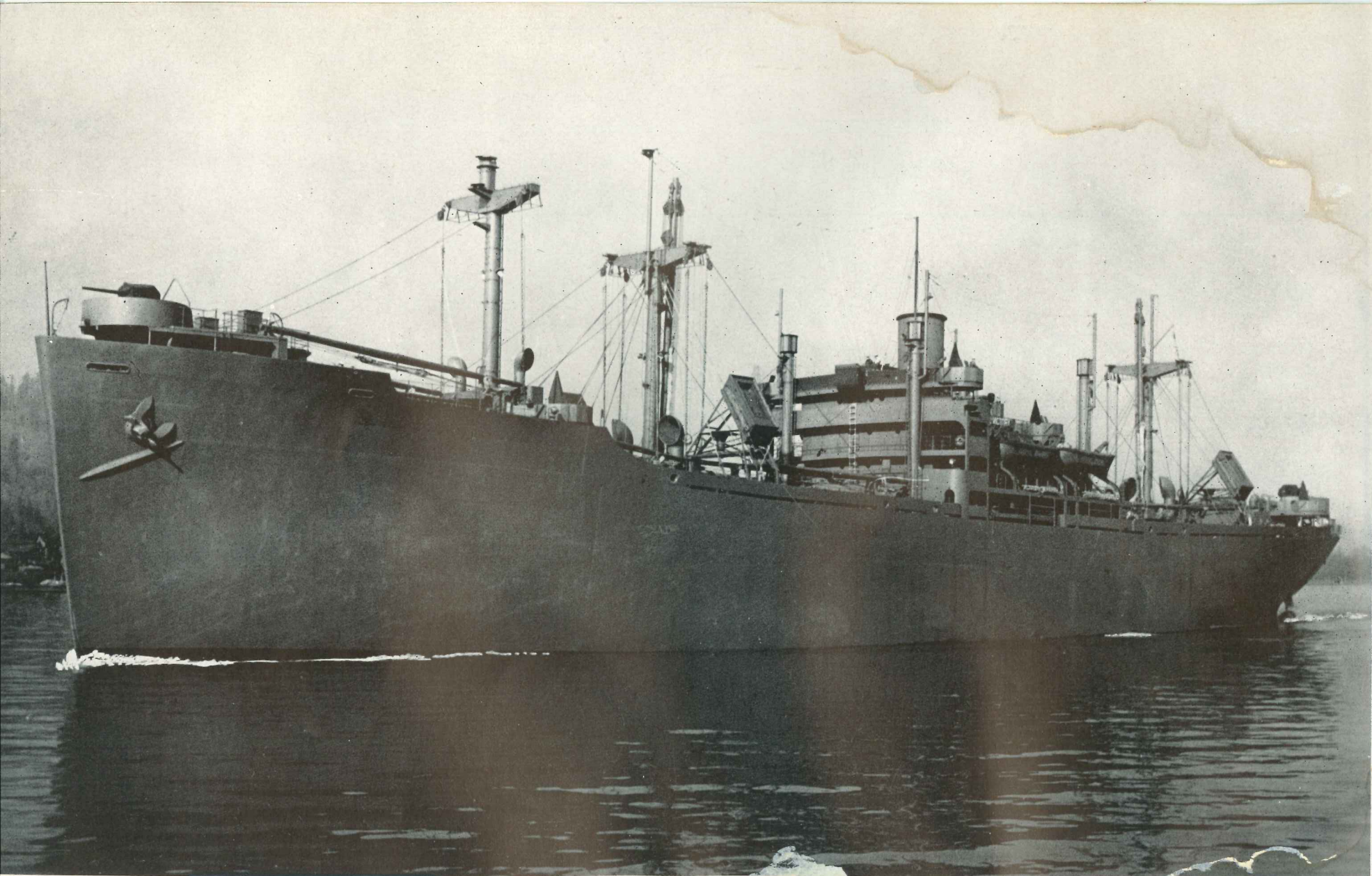
TANKER

A2004-002. 2186



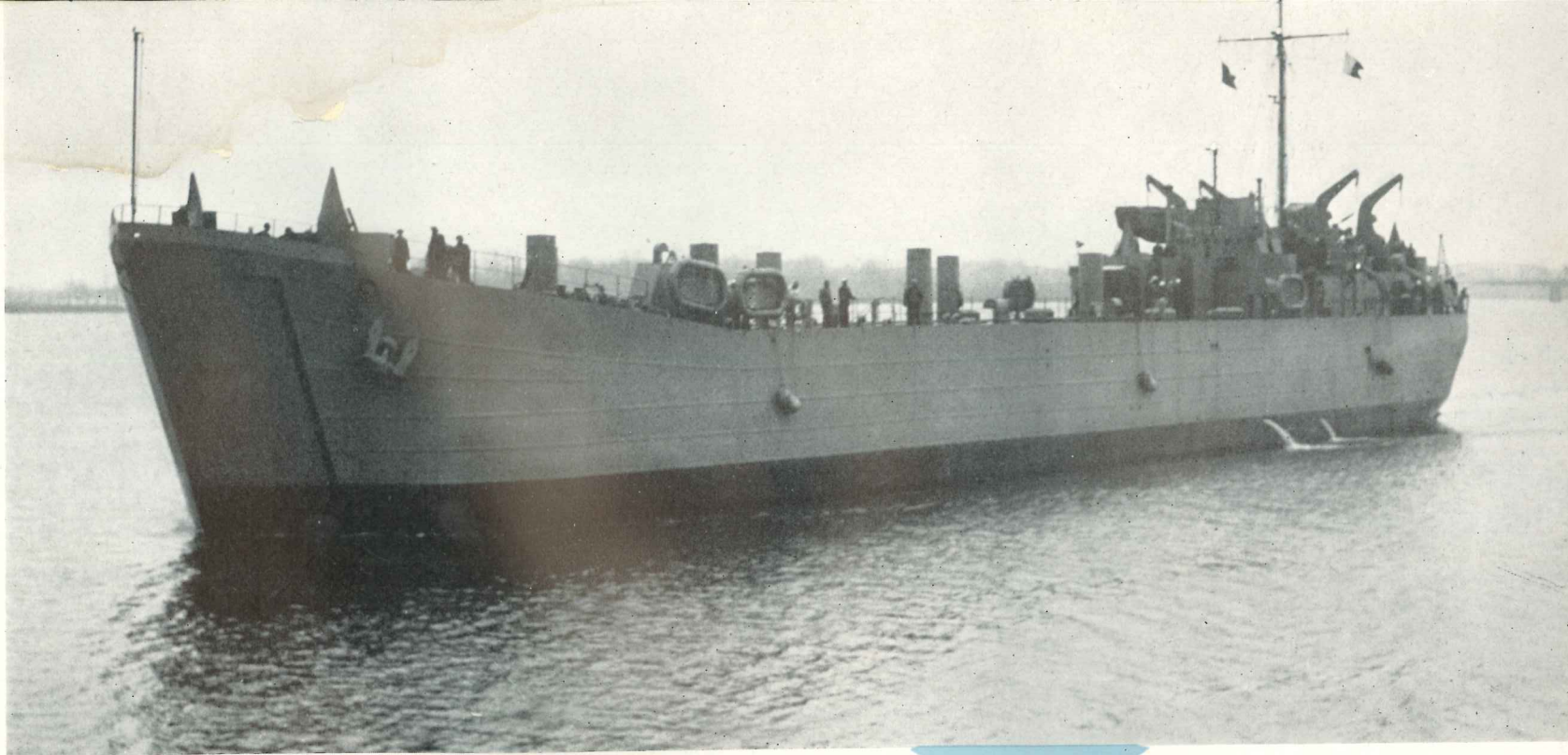
CARRIER

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VICTORY

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LST

A2004-002.2189



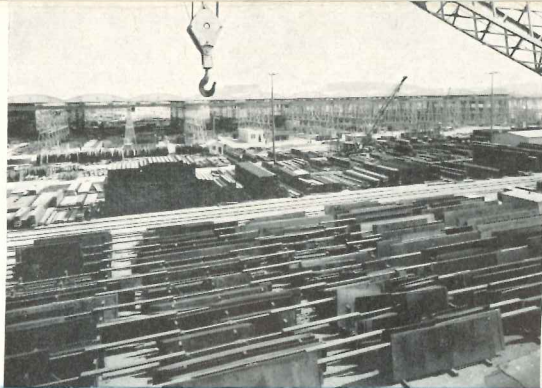
Vancouver-built LSTs were to be found in almost every theater of war. Here an official navy photograph shows two of them busy landing supplies in the South Pacific.

Shrouded in a veil of secrecy, Vancouver launched the first of its LSTs (Landing Ship, Tank) on September 18, 1942. The first vessel took 95 days to build. Four months later tank landers were leaving the ways on a 33-day keel-laying to launching schedule. The high point in production was reached in October, 1942, when Vancouver launched an LST in 71½ hours, just one-half hour less than three days. The vessel was one of the most complicated ever tackled in this area. In the outfitting phase of construction there was far more electrical and sheet metal work, for instance than on a 10,500-ton freighter, with many intricate installations of machinery and equipment not found on other types of vessels.

A2004-002.2190

A2004-002.2191

AROUND OREGON SHIP . . .

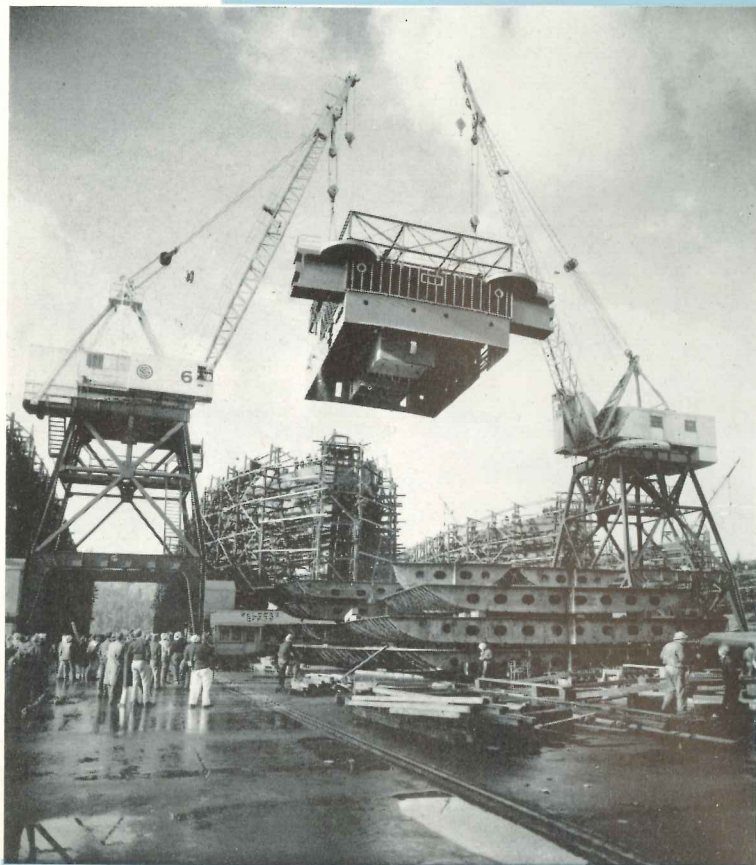


Here is the beginning of a Liberty ship, part of the millions of tons of steel that go through Oregon Ship's storage yard.



These are the world's champion Liberty shipbuilders. Men and women from all parts of the Nation who started from scratch, learned how to build Liberties faster than anyone else, and then duplicated the feat with Victory ships.

A2004-002.2194



The secret of fast shipbuilding is prefabrication. Here a completed deckhouse weighing 70½ tons is picked up by two whirley cranes and placed on the hull. The frame itself, weighs 9½ tons.

A2004-002.2193

Oregon Ship's lights and blazing welders' torches look more like a fiesta than a shipyard at night.



A2004-002.2192

**AROUND
VANCOUVER . . .**



Like strange prehistoric monsters, the giant gantry cranes stalk up and down Vancouver's Outfitting dock 24 hours a day lifting aboard parts for aircraft carriers.

A2004-002.2196

At night lights blazed in the Assembly building where the huge carrier sections were fabricated. In an endless procession the raw steel was herded through the Plate shop, Assembly and out to the ways.



Many of these Vancouver workers had never seen a ship before. Yet they built Liberties, Tank Landers, Aircraft Carriers, Attack Transports and threw in a drydock for good measure.

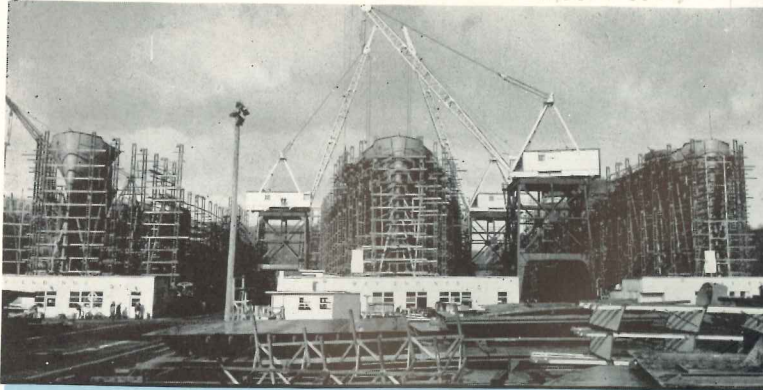
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A2004-002.2195

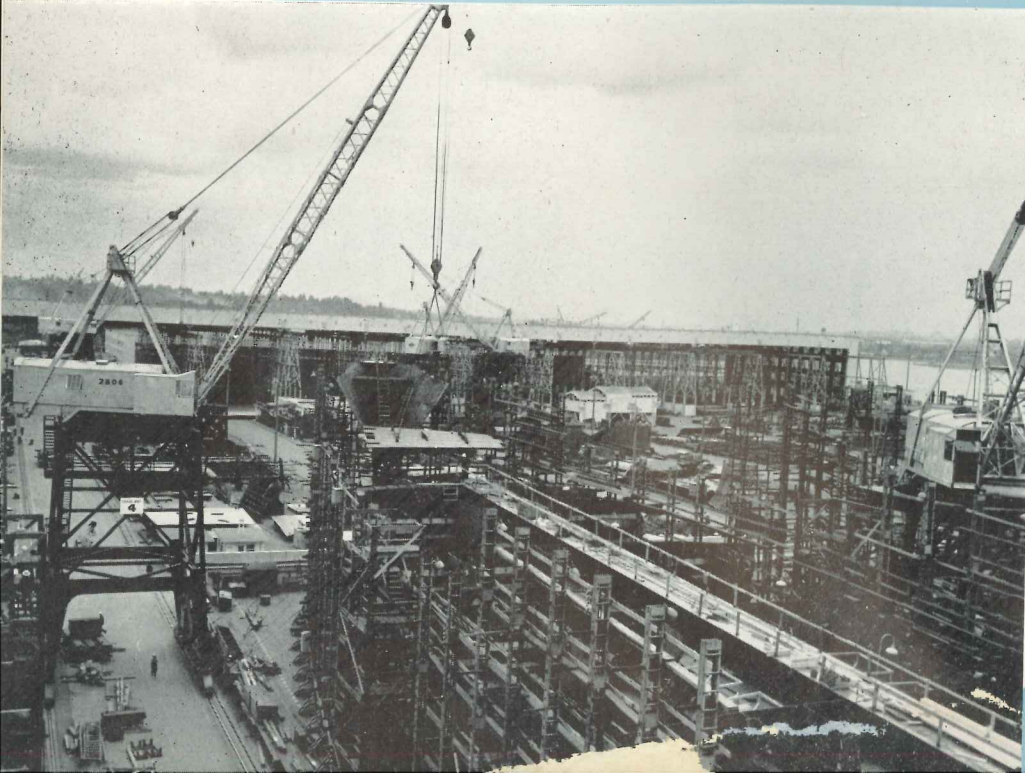
AROUND SWAN ISLAND . . .

A2004-002.2199



From Portland's former municipal airport came a steady stream of tankers to fuel the planes and tanks carrying the United Nations' war into every corner of the globe.

A2004-002.2193



Many special jobs were done along Swan Island's Outfitting Dock. Navy fleet oilers were equipped to carry fuel right into the heart of enemy territory. Cargo decks were installed on tankers to carry airplanes into the island outposts of the Pacific.

A2004-002.2200



Swan's race to keep the Tanker Champ flag pitted it against the best shipbuilding competition in the world. That was the way the Islanders wanted it. Right at first they won the flag, then lost it, then regained it.

A2004-002.2201

A2004-002, 2203

CHILD CARE - HOUSING - HOSPITALS - TRANSPORTATION . . .

At Oregon, Vancouver and Swan Island

When entire families went to work in shipyards on a 24-hour day basis new demands for added services were thrust upon the community. A great influx of new workers threw unusual burdens on schools, hospitals and transportation systems.



To solve the child care problem the most modern nurseries in the world were built at Swan Island and Oregon Ship to care for children 18 months to 16 years old.

A2004-002, 2207



In supervised playgrounds, such as this, children followed a definite play program permitting them to be out of doors as much as possible. There were sandboxes, blocks, tricycles and other toys.



Lunch, the main meal of the day, was well-planned to meet the growth requirements of children of various ages. Following lunch was time for naps, a light afternoon lunch and then more play.

A2004-002, 2209



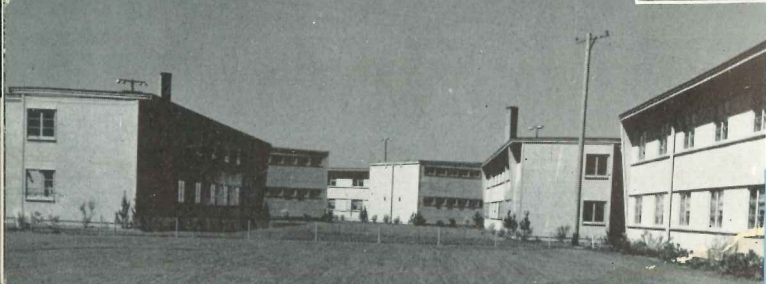
One of the first housing projects for single men was Hudson House dormitories in Vancouver. Composed of 4000 single and double-room units they rented for \$5 a week a single room or \$3.50 a double room. A2004-002.2205



The Nation's second-largest housing project was McLaughlin Heights near Vancouver. Average monthly rental for these complete family dwelling units was \$46 a month furnished, \$42, unfurnished. A2004-002.2206



Here is Vanport City, largest war housing project in the Nation. Overnight this stretch of lowlands along the Columbia river was turned into a complete city for 40,000 people, the second largest city in the state of Oregon, larger than Salem, the state capital. A2004-002.2207



More of the dormitory-type housing was built at Swan Island. record for speedy construction, having been their future tenants were enroute here from the East. A2004-002.2208



A shipyard's productivity is directly traceable to the health of its workers. Northern Permanente hospital in Vancouver was built specifically to take care of you workers and your families. The Foundation provided a complete prepaid hospital plan.

A2004-002, 2209



A2004-002, 2210

Here are a few of the 250 beds at Northern Permanente. The prepaid plan covered ward beds and meals, private rooms, nurses, X-rays, operating rooms, anesthetics, etc.

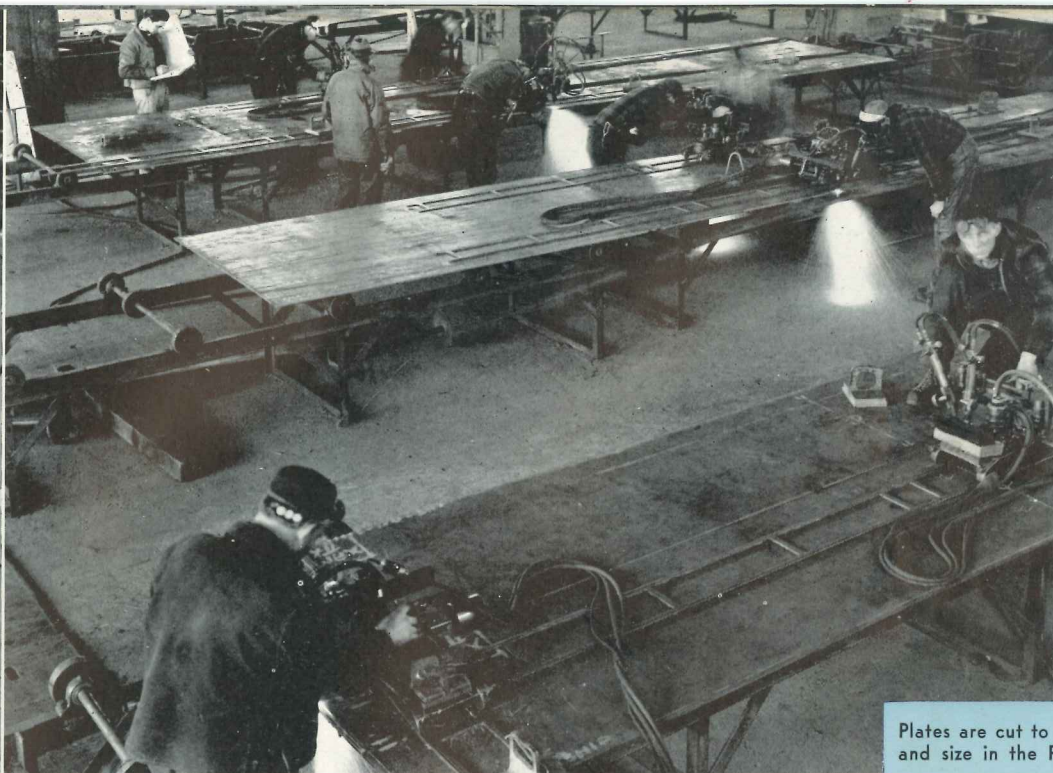
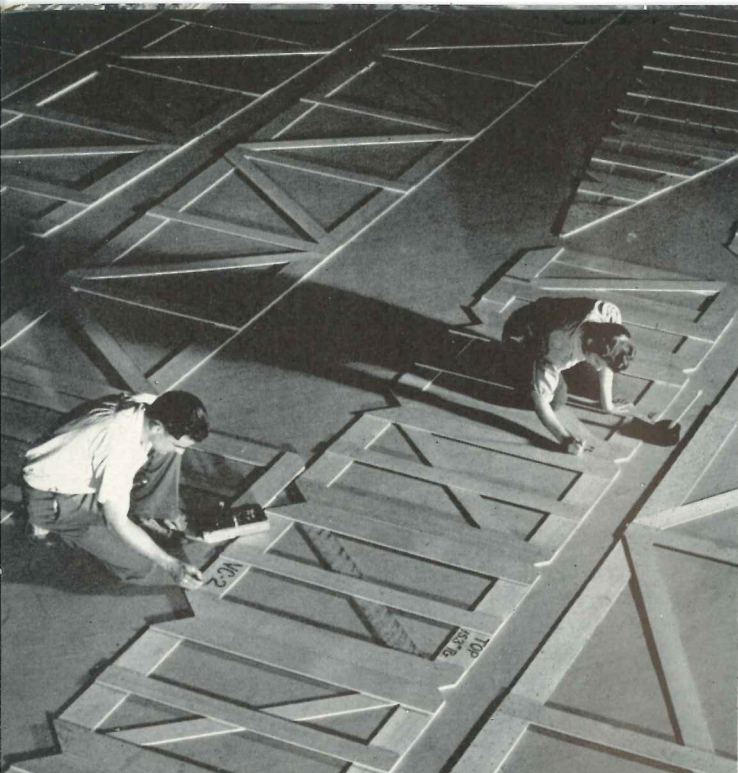


In the hospital reception rooms workers are interviewed and assigned for care. The health plan, most comprehensive offered any place in the Nation, costs 80 cents a week for adults, 50 cents for each child. A2004-002, 2211



For cut fingers, crushed toes and other accidents, workers received prompt attention at shipyard First Aid stations. Doctors in the hospital constantly campaigned for observance of safety rules.

A2004-002, 2212



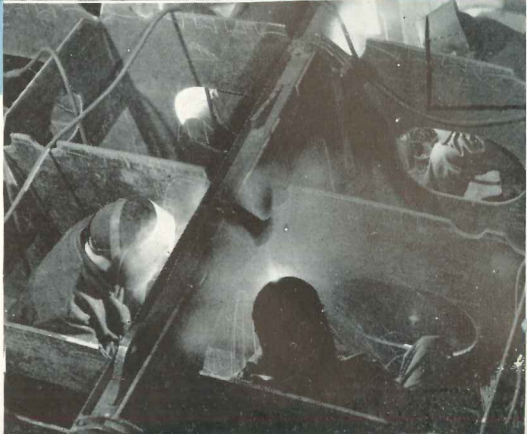
A2004-002.2214

Plates are cut to the proper shape and size in the Plate Shop.

Plates are joined by welding. Close-quarter work such as this calls for skill and stamina.

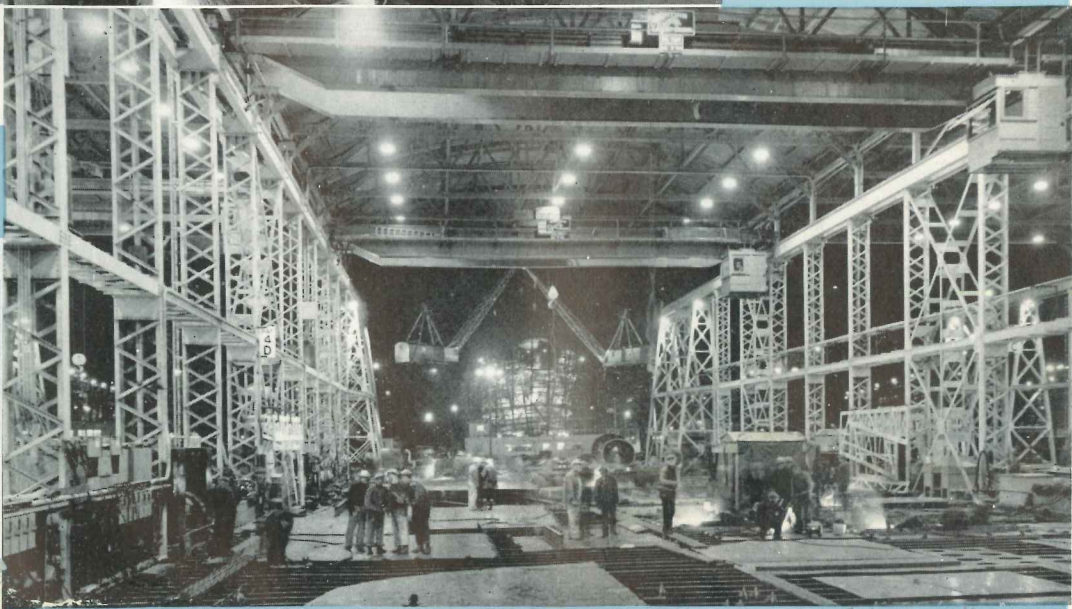
In the Mold Loft the ship's templates are prepared. They are the patterns from which the plates are cut.

A2004-002.2213



WORK SCENES . . . OREGON

A2004-002.2215



A2004-002.2216

From the Plate Shop, plates roll into Assembly where they are fabricated into sections.



On the "Slab" in the Plate Shop heavy girders are bent into proper shapes. Slab crews are proud of the toughness of their jobs. Lower—A group of employees welding in the Pipe Shop.

A 2004-002.2219

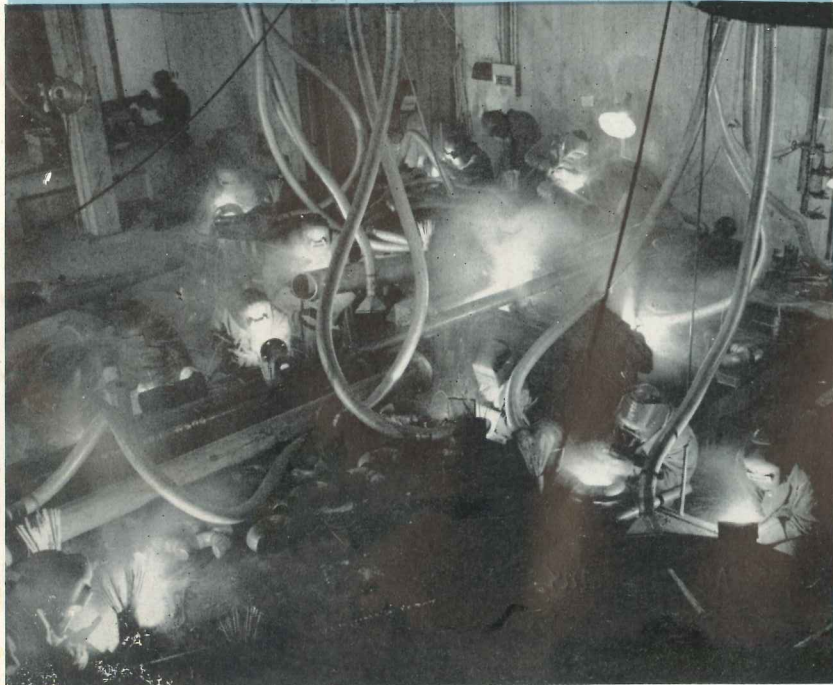
A 2004-002.2217 ↑



Another sheet of steel starts on its way through the Plate Shop.

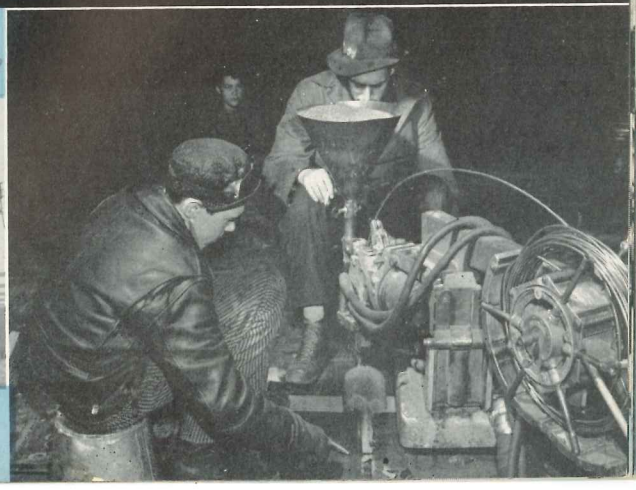
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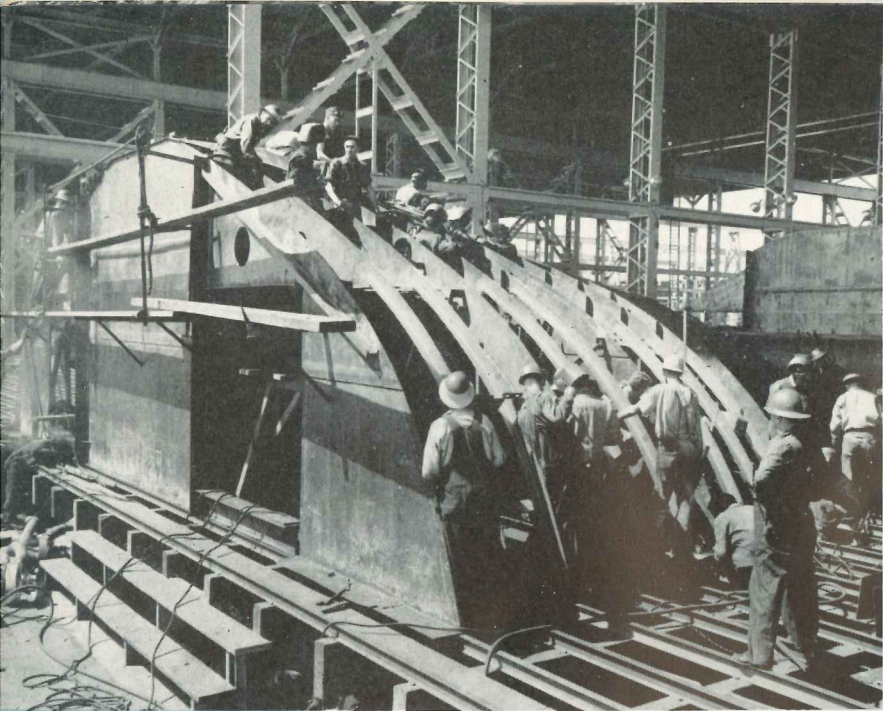
A 2004-002.2221 →



Above, a prefabricated section is lifted up to be placed on the ways. Right, a Unionmelt machine in operation.

A 2004-002.2220



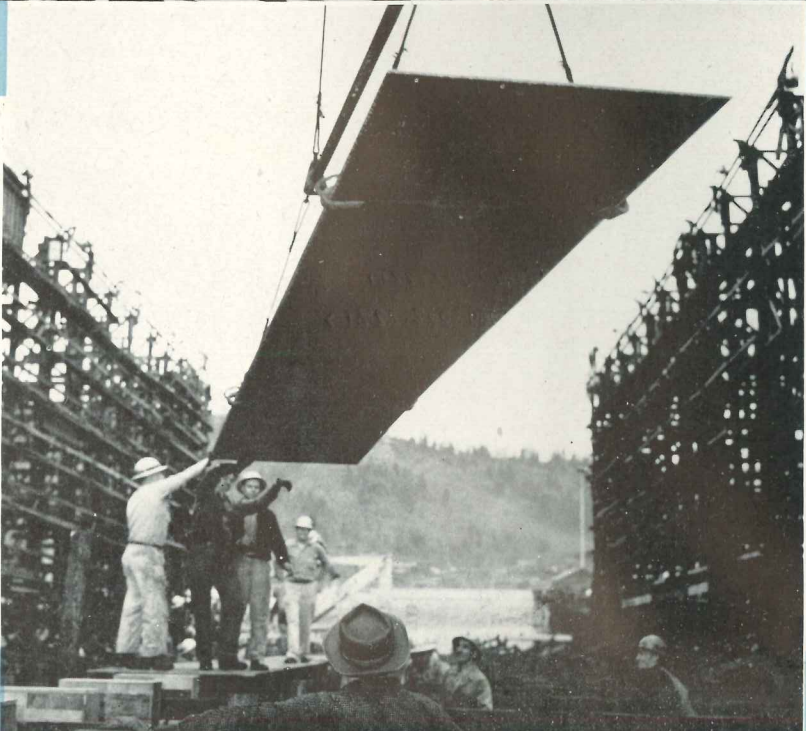


Big prefabricated sections, such as this, speed construction time on the ways.

A2004-002.222

Air ventilator tubes give a wierd appearance to the busy Pipe Shop.

A2004-002.222 4



A2004-002.223

Another Liberty ship keel is dropped in place at Oregon Ship.



A2004-002.225

This automatic flame cutting machine speeds production in the Plate Shop.



Riggers signal "take it easy" as a huge whirley boom is lowered to hook on to another section for the ways.

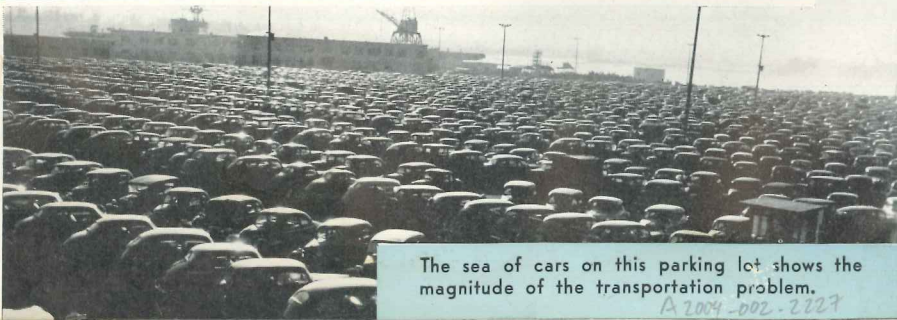
A2004-002-2226



Above, welders do some overhead work on the hull. Below, work rumbles on beneath the protective covering of night.

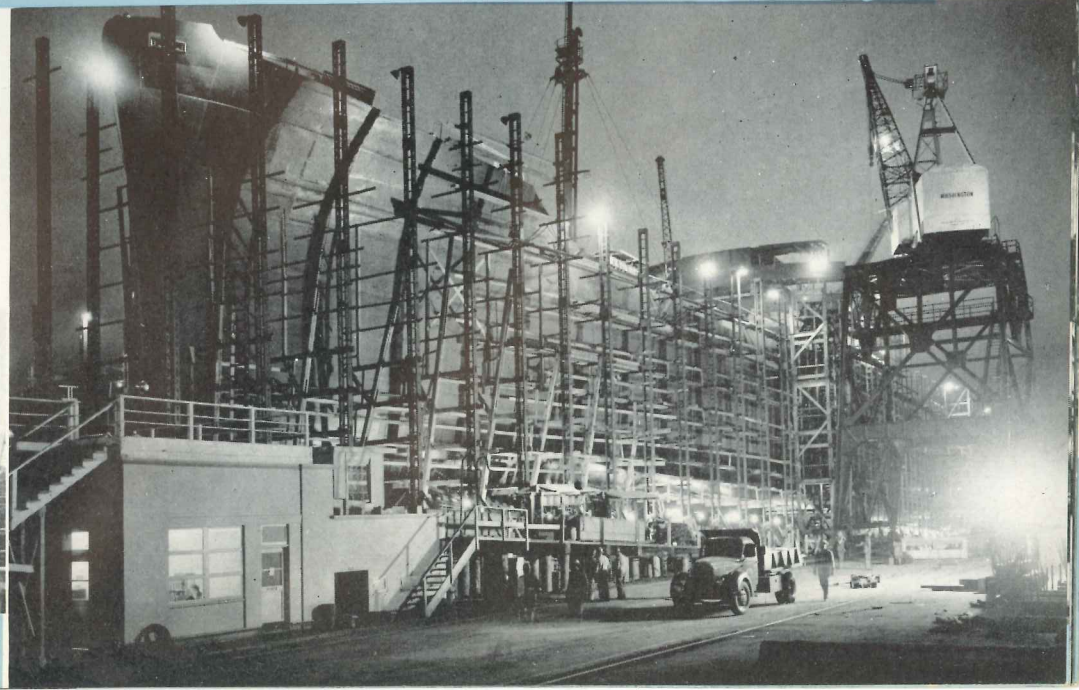
A2004-002-2228

A2004-002-2229



The sea of cars on this parking lot shows the magnitude of the transportation problem.

A2004-002-2227





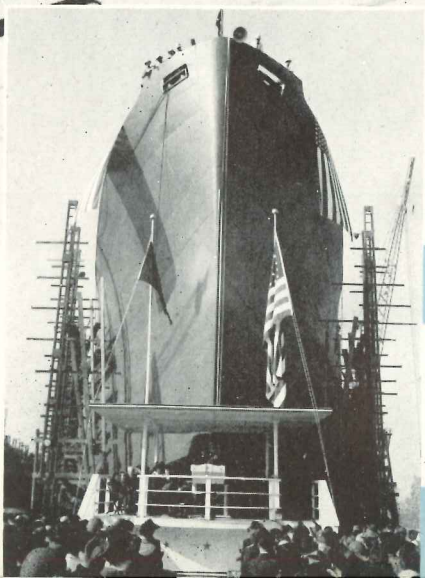
Neither Portland's famous rain or winter's snows stopped our shipbuilders. The season's first snowfall, above, adds a soft beauty to the yard.

A2004-002.2231



No 1001
NOV 18 1943
HS JAN 23 1944
for OREGONSHIP

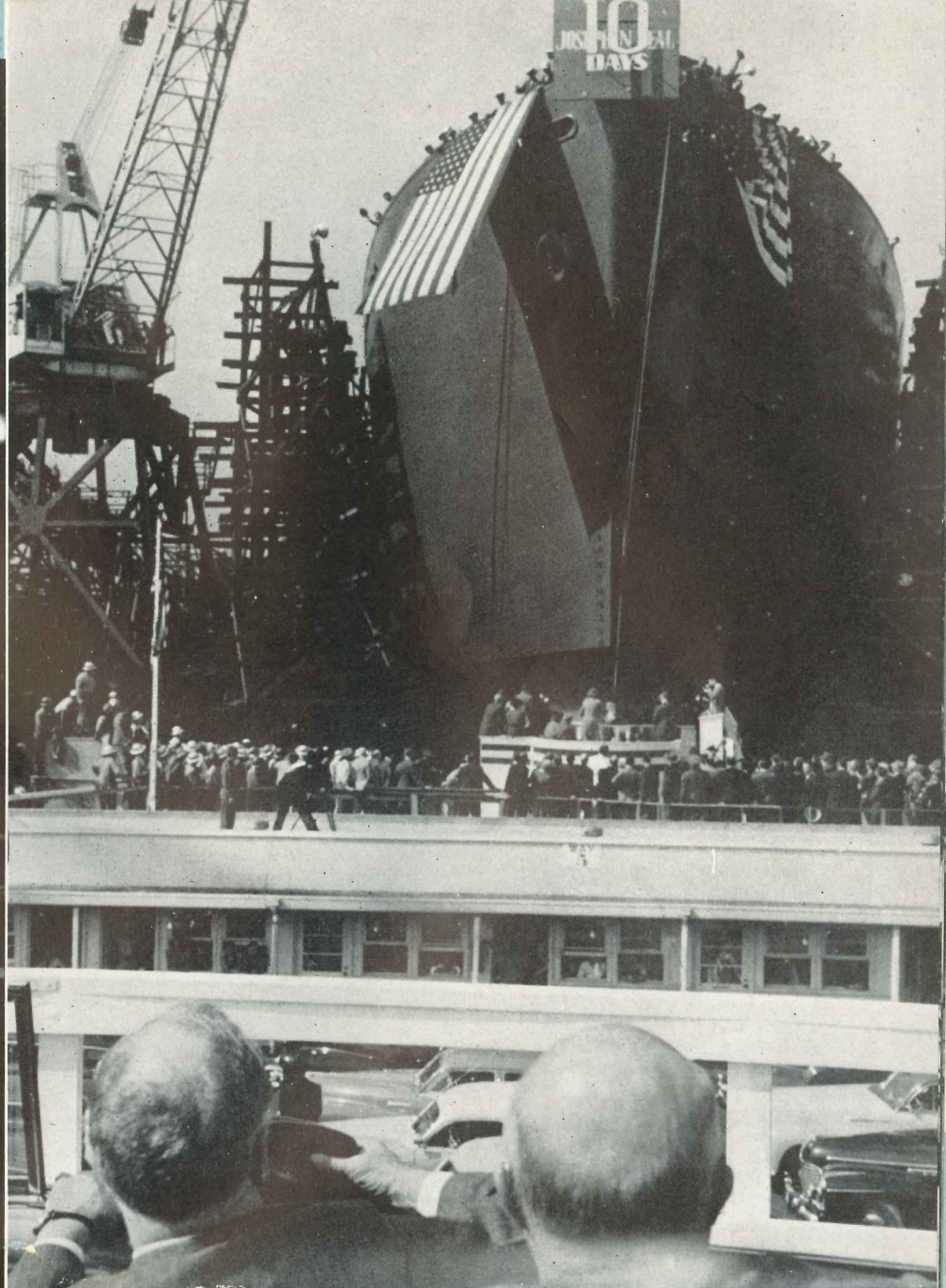
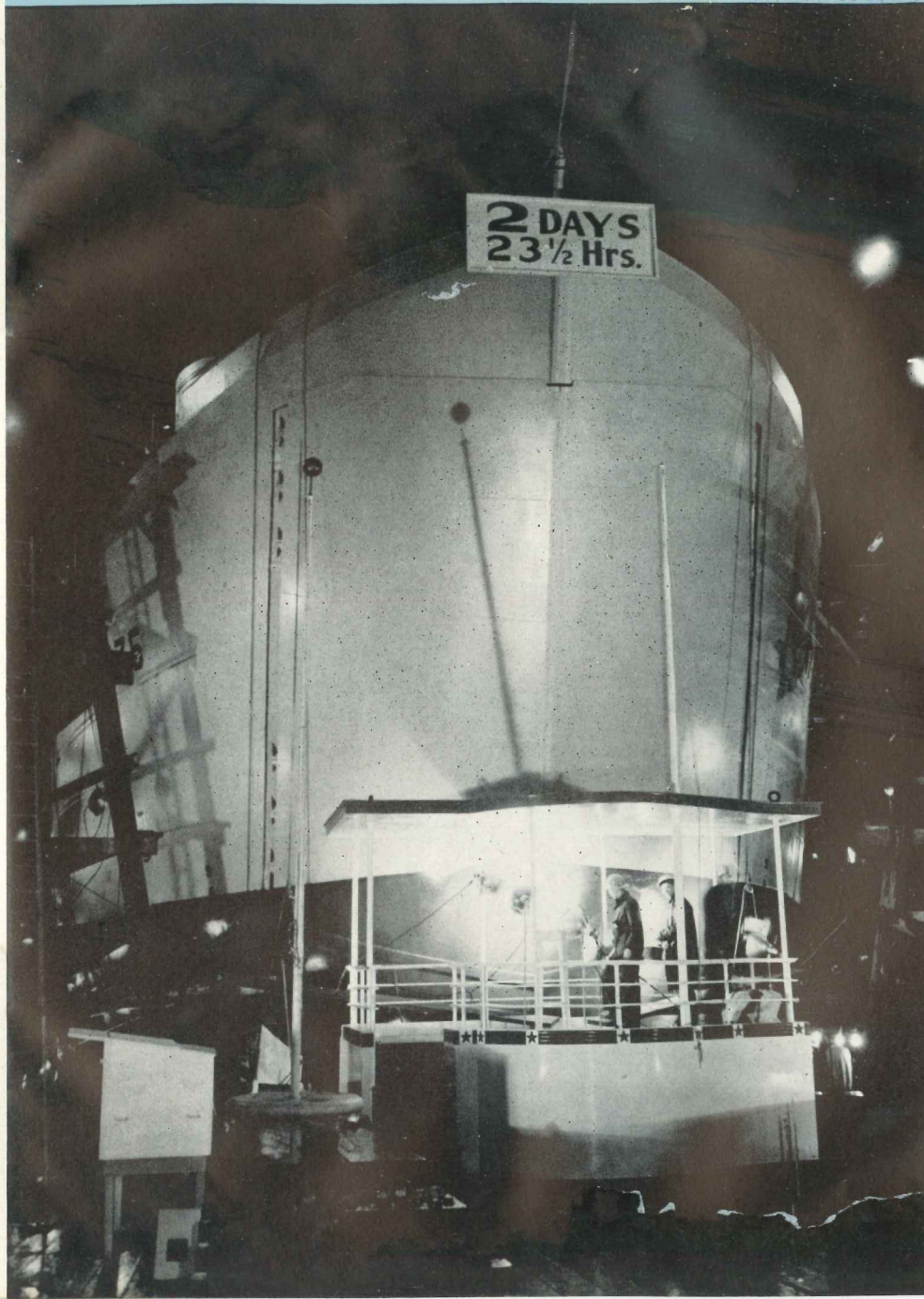
A milestone in shipbuilding was passed on November 18, 1943, when Oregon Ship laid the keel for the Nation's first Victory ship, the S. S. United Victory.



Left, another tanker is christened at Swan Island amid the cheers of workers, their families and friends.

A2004-002.2230

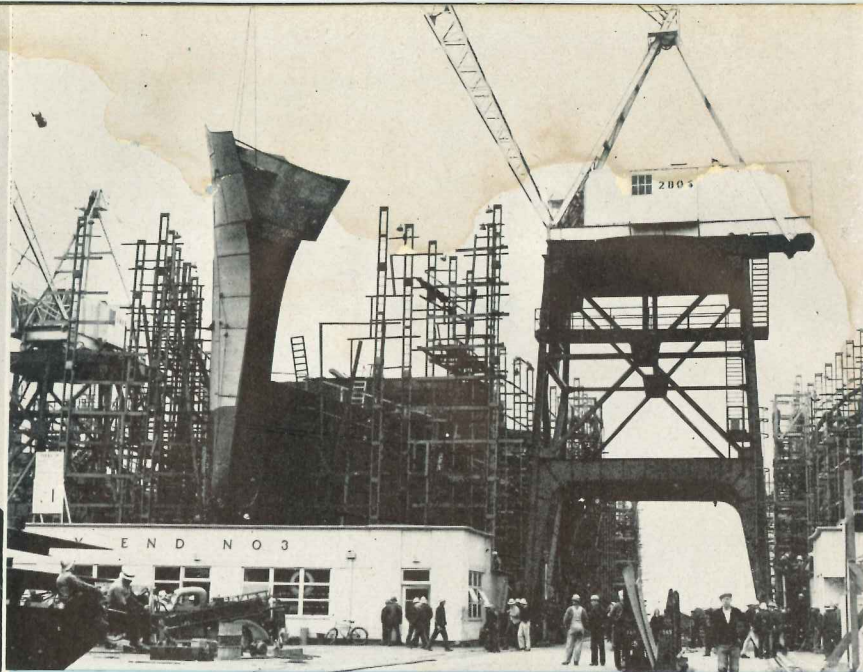
These yards kept the shipbuilding world agog with their records. Below, is Vancouver's famous LST which was launched in October, 1942, just 71½ hours after its keel was laid. A2004-002.2233



President Roosevelt and Henry Kaiser watch the launching of Oregon Ship's famous Joseph N. Teal, which slid down the ways 10 days, 11 hours and 55 minutes after its keel was laid. A2004-002.2234



One of Swan Island's most colorful launchings took place January 21, 1942, at the launching of the S. S. "Pendleton," with Willie Wo-Cat-Se (above, center) Pendleton Round-Up chief, as main speaker. Melissa Parr, descendant of Chief Joseph, was sponsor.



Workers didn't have to search far to witness grand spectacles. Above, a huge forepeak being set as a single prefabricated unit. Below, Oregon Ship ways at night.



Below, stacks of fabricated material pile up in front of the ways at Vancouver during the "18 or More" carrier drive. As soon as one vessel slipped down the ways sections for another were ready to slip into place.

A2004-002.2236



Oregon Shipbuilding Corporation's Administration building proved to be one of the most attractive and efficiently-arranged office buildings in the area. The cafeteria was located in the left-hand side of the basement.

SCAN A2004-002.2239

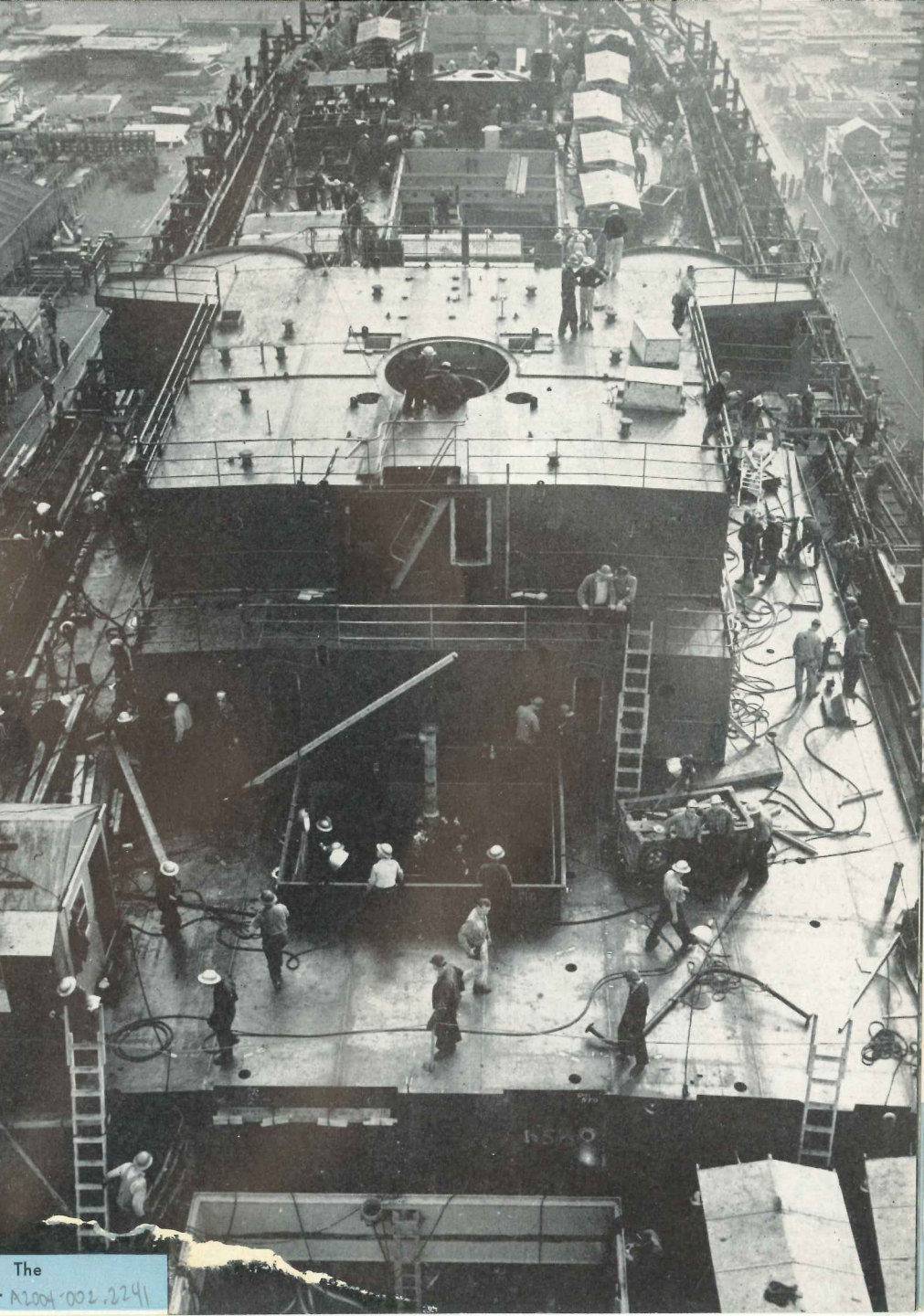


Workers cross the ramp from Swan Island to the mainland at "quittin' time." A large parking lot on the mainland eased the transportation problem.

A2004-002.2240



Right, busy activity pervades the scene of this Oregon Ship hull as it nears completion. The yard kept on such a fast schedule that painters often worked right on through a launching.



A2004-002.2241



The first performance of a circus in a shipyard took place at Swan Island on July 7, 1944, when several acts from the Clyde Beatty-Russell Bros. were presented for the workers.

A2004-002.2242

YARD SHOWS

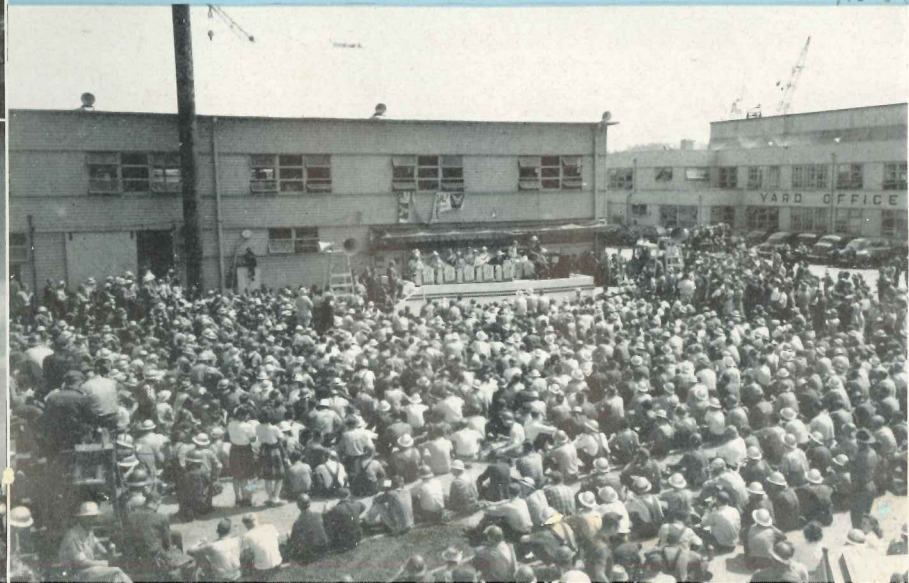
Right, Vancouver's great "18 or More" drive received a big send-off on Navy Day, 1943, when a blimp from the Naval Air Station at Tillamook circled over the yard.

A2004-002.2243



Swan Island had another spectacular launching October 16, 1943 for the S. S. "Oregon Trail." The program featured a pioneer parade. Miss Valerie Bolton, above, cracked the bottle. Below, workers watch one of the yard shows.

A2004-002.2244



A2004-002.2245



A2004-002.2246

At left, part of the throng of visitors who packed Vancouver April 5, 1944, to watch Mrs. Roosevelt christen the yard's first carrier, "Casablanca." Below, Swan Islanders accept the Tanker Champ flag awarded them October 29, 1943 for the highest production of tankers per way.

A2004-002.2248



A2004-002.2247

Shipbuilding isn't all glamour and excitement. It takes a lot of small menial tasks, such as scraping, at right, to add up to sensational production records.



A2004-002, 2244
A2004-002, 2250
Old and new skills of all kinds joined hands to produce ships. At left, a woman painter does her bit on a girder. Above, a crew of workers operate the "ram" which shifts the weight of the vessel before launching. Below, electricians install a switchboard.



A2004-002, 2251



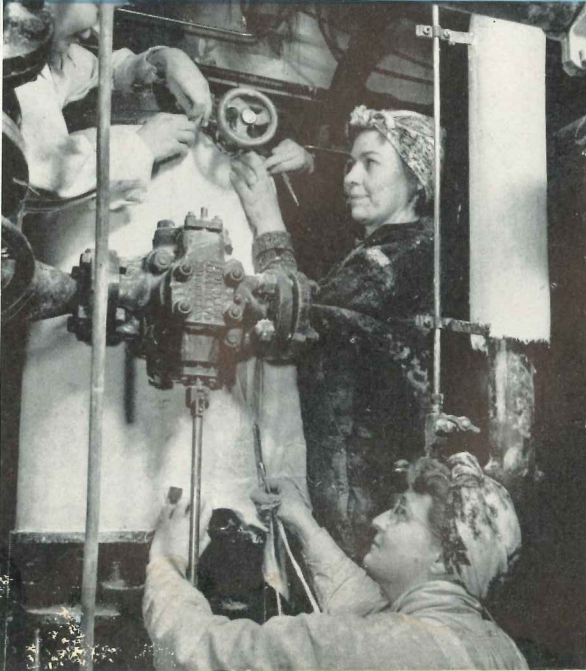
A2004-002.2252

A2004-002.2253

From masts to boiler rooms, workers were on the job. At left, cargo booms are installed and painted. Above, things are lined up in the boiler room.

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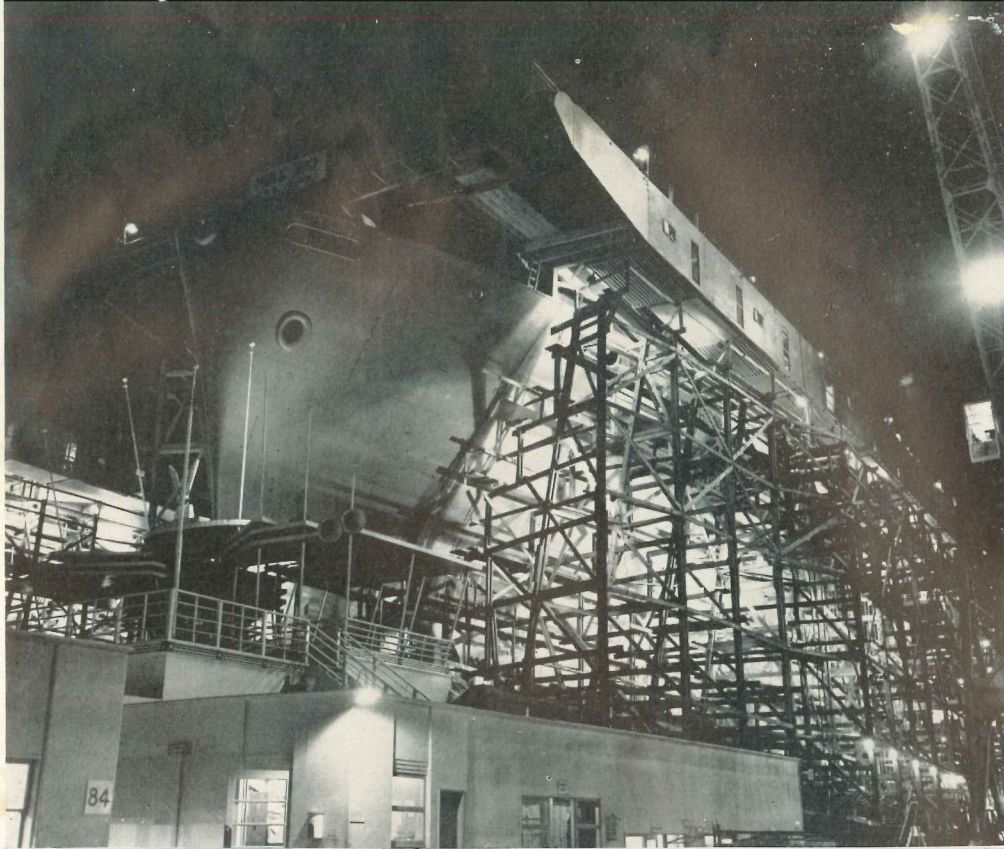




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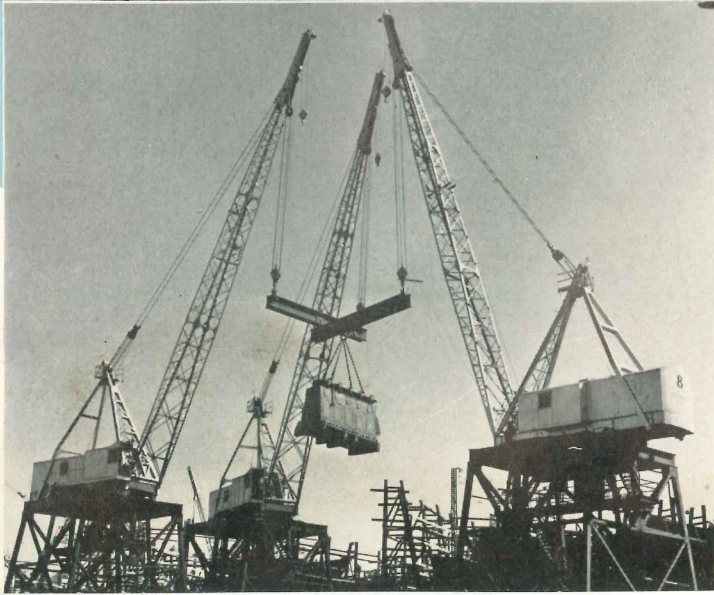
Scan

Along Swan Island's Outfitting Dock work proceeds night and day to finish up additional tankers to haul much-needed supplies across the seas.



Vancouver's first casualty was the Liscombe Bay, sunk by Jap subs in the South Pacific. Right, three whirley cranes lift one of the 103-ton engines aboard a carrier hull.

A2004-002.2257



A2004-002.2258



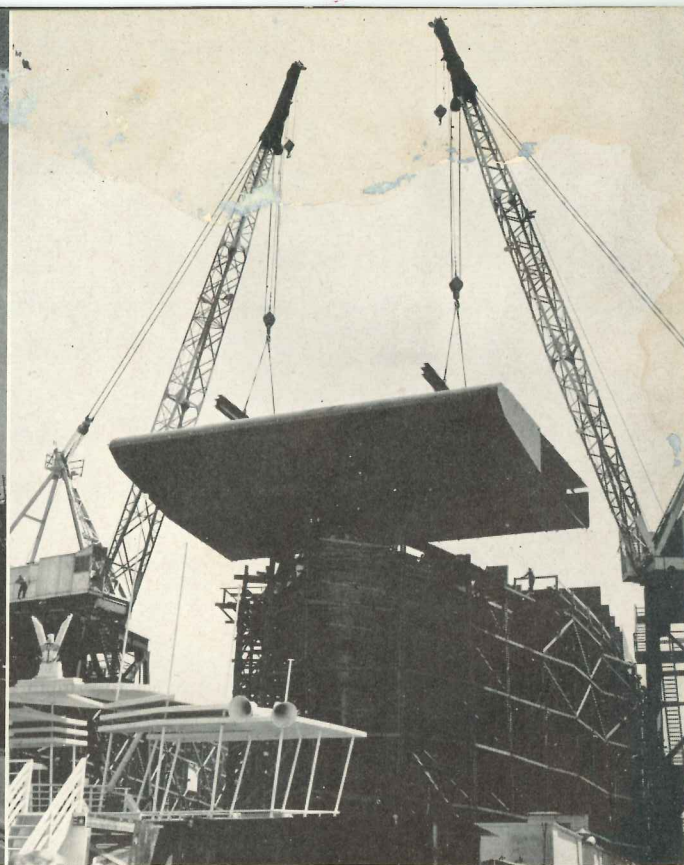
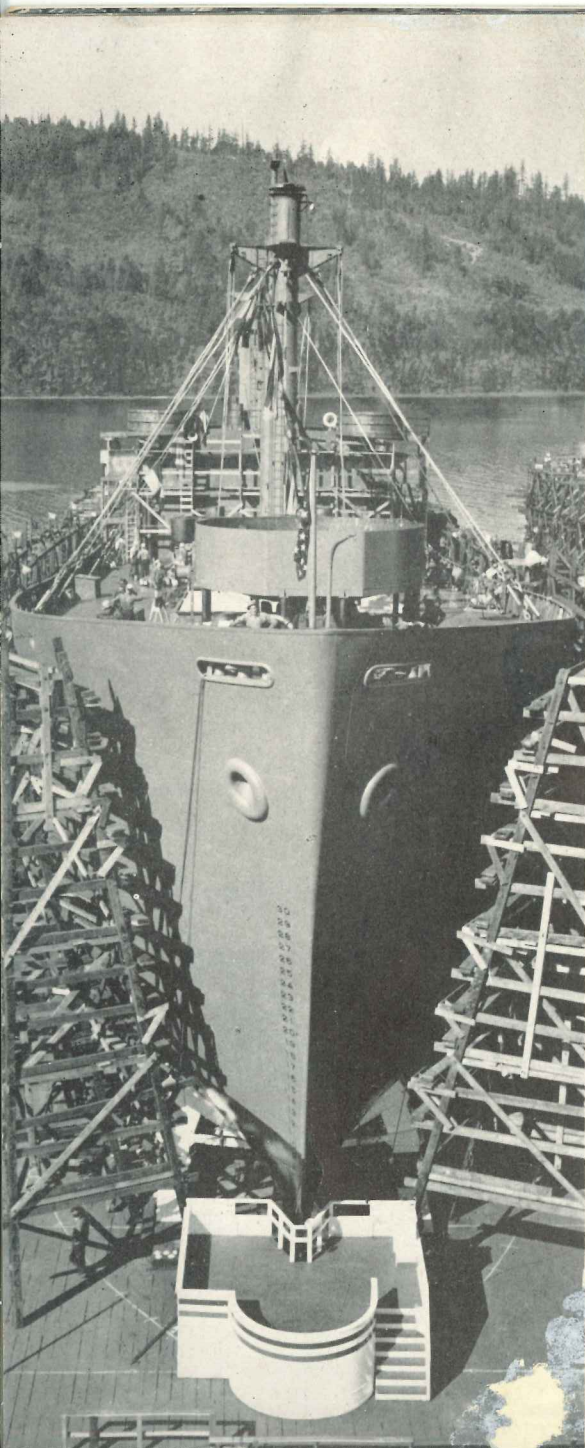
Admiral Vickery presented Vancouver the "M" flag on July 6. Above, Horace Hatch, electrician leadman and Mrs. Rosalie Lamb, welder, accept the flag on behalf of the workers.

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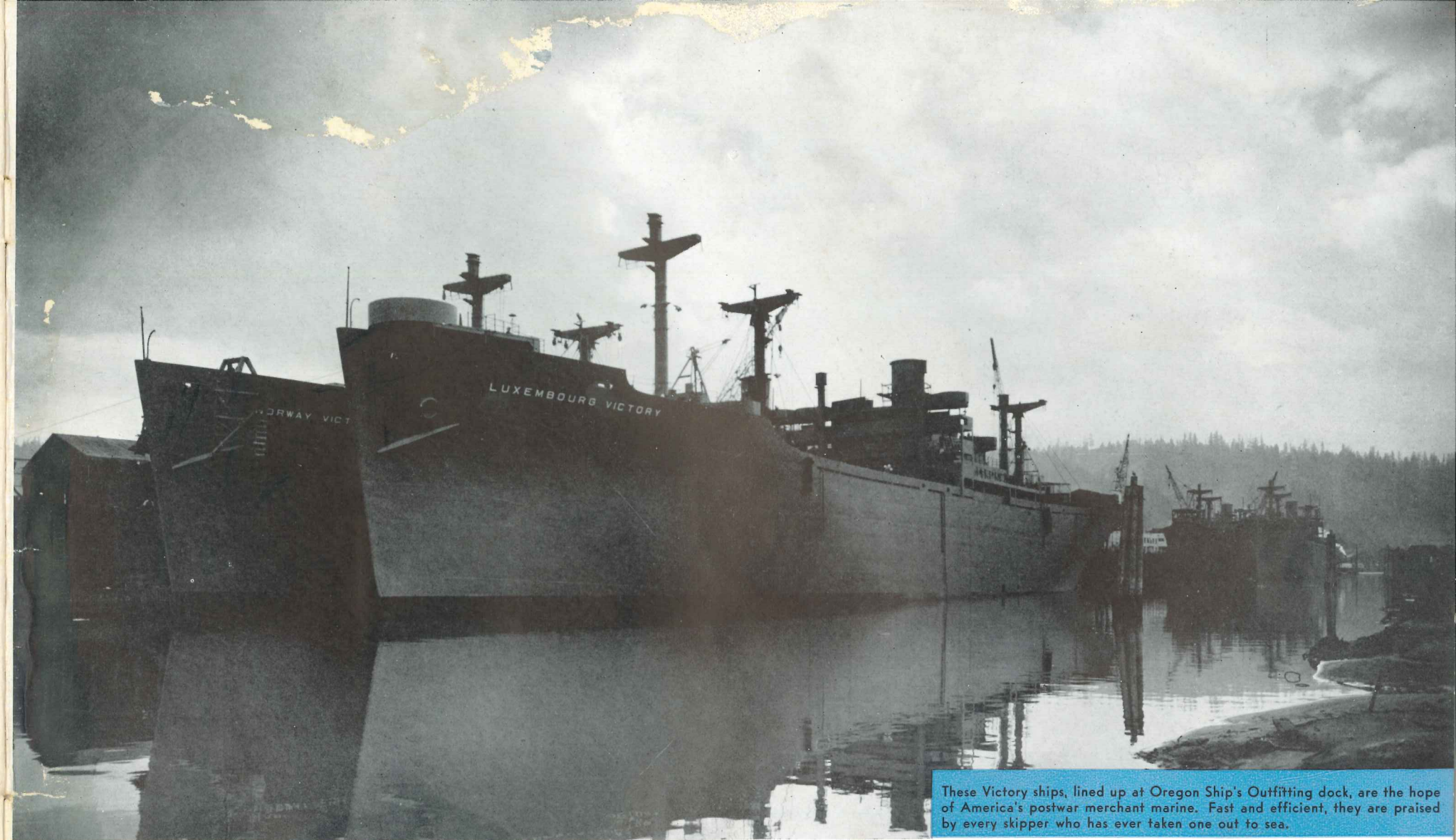
Oregon Ship launched the Nation's first Victory ship, the S. S. "United Victory" on January 12, 1944. Girls costumed to represent all United Nations participated in the ceremonies.



A2004-002, 2262 Scan scan A2004-002, 2203
Shipbuilding in prefabricated style involved many "big lifts" such as these shown here. Above, a huge deckhouse section is carried to the ways by two gantry cranes to be lowered into place on a tanker hull. Above, right, in another two-crane lift, the forward flight deck section is placed on a Vancouver carrier. Lower, right, one of the first Liberty keels being laid at Oregon Ship. Left, finishing touches are put on a Liberty just before launching.



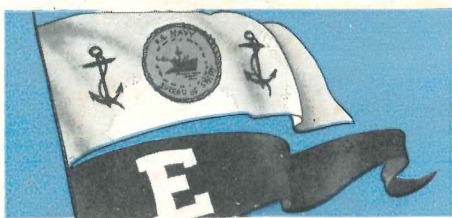
A2004-002, 2261 scan
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A2004-002, 2261 scan



These Victory ships, lined up at Oregon Ship's Outfitting dock, are the hope of America's postwar merchant marine. Fast and efficient, they are praised by every skipper who has ever taken one out to sea.

A2004-0027265

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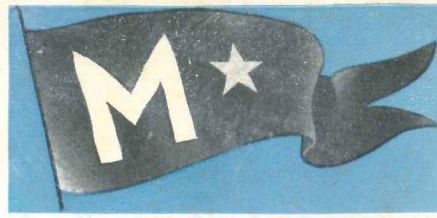
February 15, 1942—NAVY "E" AWARD—Oregon



January, 1943—U. S. TREASURY "T" FLAG—Swan Island



June 12, 1943—"200" PENNANT—Oregon



May 25, 1943—MARITIME "M" FLAG—Swan Island



April 18, 1942—MARITIME "M" FLAG—Oregon



July 6, 1943—MARITIME "M" FLAG—Vancouver



April 4, 1943—GOLD EAGLE AWARD—Oregon



June, 1942—U. S. TREASURY BULLSEYE FLAG—Vancouver



September 27, 1943—"250 CLUB" FLAG—Oregon



November 30, 1942—FIFTH AND SIXTH STARS MARITIME BURGEE—Oregon



August 17, 1942—FIRST STAR MARITIME BURGEE—Oregon



October 29, 1943—MARITIME "TANKER CHAMP" FLAG—Swan Island



December 3, 1942—U. S. TREASURY "T" FLAG—Oregon

THREE YARD
AWARDS
for
DISTINGUISHED SERVICE
in the
PRODUCTION OF SHIPS
FOR WAR



September 17, 1942—THIRD STAR MARITIME BURGEE—Oregon



October 29, 1943—FIRST STAR MARITIME BURGEE—Swan Island



November 4, 1943—MARITIME "30 DAY CLUB" AWARD—Oregon



October 22, 1942—FOURTH STAR MARITIME BURGEE—Oregon



February 13, 1943—7TH, 8TH, AND 9TH STARS MARITIME BURGEE—Oregon



November 4, 1943—MARITIME GOLD WREATH AWARD—Oregon



November 12, 1943—FIRST STAR MARITIME BURGEE—Vancouver