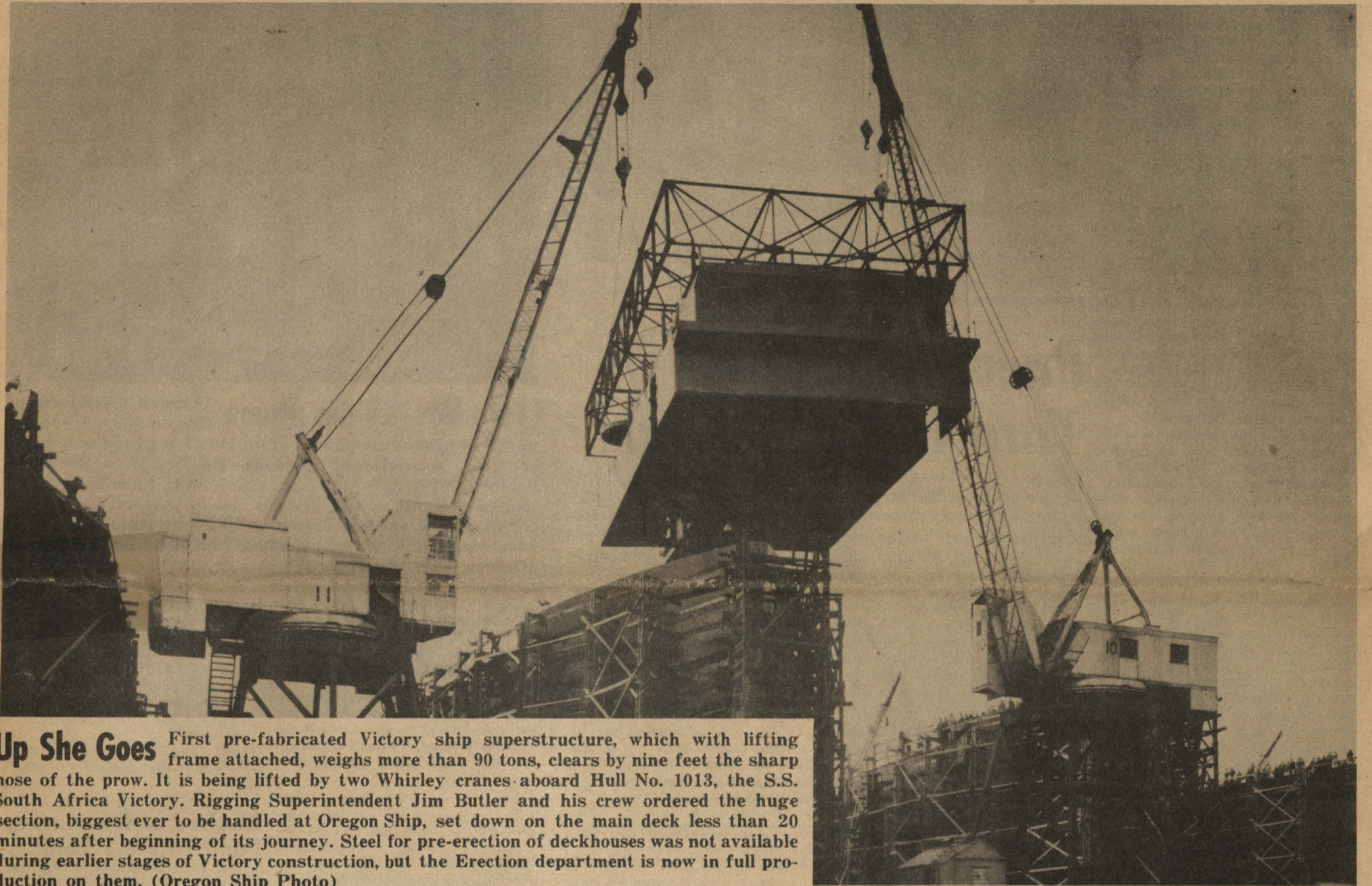
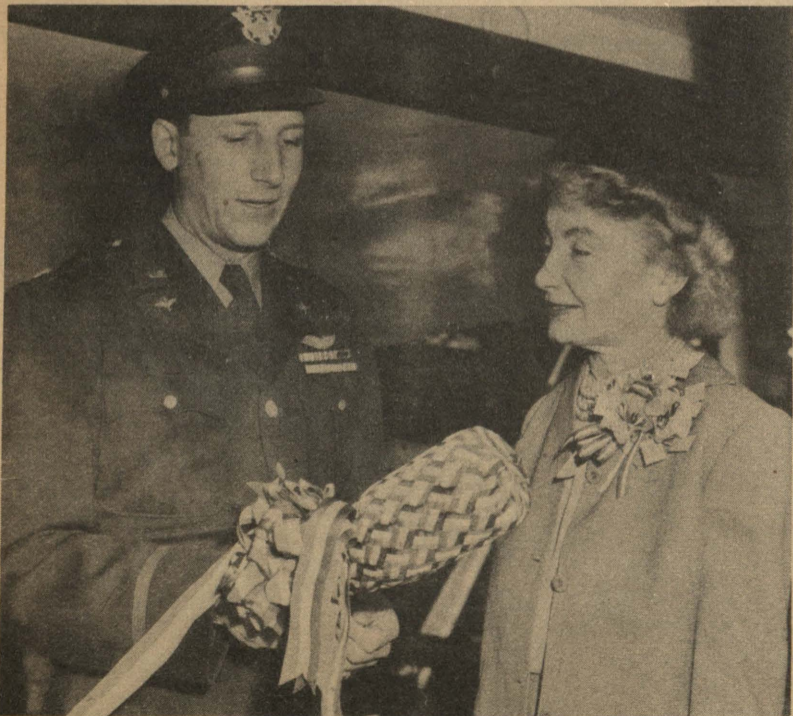


PLATES CUT FOR FIRST TROOP TRANSPORTS

Story, Page 5



Up She Goes First pre-fabricated Victory ship superstructure, which with lifting frame attached, weighs more than 90 tons, clears by nine feet the sharp nose of the prow. It is being lifted by two Whirley cranes aboard Hull No. 1013, the S.S. South Africa Victory. Rigging Superintendent Jim Butler and his crew ordered the huge section, biggest ever to be handled at Oregon Ship, set down on the main deck less than 20 minutes after beginning of its journey. Steel for pre-erection of deckhouses was not available during earlier stages of Victory construction, but the Erection department is now in full production on them. (Oregon Ship Photo)



Launched by Experts A strange combination launched the S.S. Canada Victory, Oregon's ninth Victory, Monday. Sponsor was Mrs. Carmel Snow, fashion expert and editor-in-chief of Harper's Bazaar. Speaker was Major Allen Martini, famed pilot of four "Dry Martini" bombers. At one time Major Martini's plane was attacked by 60 German planes, shot down 10, probably four more, and damaged eight. With 4½ years service he has piled up one of the war's great records. (Oregon Ship Photo)



They Get Around Gulliver was quite a traveler but he had nothing on five sprightly drivers for the United States Maritime commission at Oregon Ship pictured above. The girls travel an average of 7000 miles a month. They have had such distinguished passengers as Vice President Henry Wallace, Mrs. Eleanor Roosevelt, Lily Pons. They are (left to right) Eleanor Burrows, Helen Stuckrath, Cherrie Dowell, Ardith Wolsiffer and Isabelle McRae.

Kaiser Worker Recruiters Active Scour Country for Men

In search of 9500 good men and true, the three Kaiser yards have 25 recruiters scouring the middlewest and southwest, to say nothing of Washington, D. C., for men to work in the Portland yards. These 9500 men are required to bring the employed personnel of the Portland maritime yards up to the ceiling of 99,500 authorized by the War Manpower Commission, according to L. P. Randall, personnel manager of the three yards.

While the recruiters are looking for men for local plants, they also are endeavoring to find 5700 men for the Richmond, Calif., yards of Permanente Metals corporation and Kaiser Cargo, Inc.

Old Man Draft and the farms are drawing heavily upon shipyard manpower, and replacements will be needed.

Recruiters under the direction of Bert Inch, manager of labor recruitment for the seven shipyards, now are working in Illinois, Minnesota, North Dakota, South Dakota, Iowa, Missouri, Arkansas, Oklahoma, Texas, Colorado, Montana, Kansas, New Mexico, Utah and neighboring states, and two men have just been assigned to Washington, D. C.

They take only men who have been certified to them by the United States employment offices in those areas. At present, no women are being recruited for jobs in the Portland yards, and new recruits are advised to leave their families behind until they can arrange definite housing here, Randall said.

The greatest manpower need in the Portland yards now is for 400 electricians, 1500 electrician-helpers, 300 sheet metal workers, 300 sheet metal helpers, 600 welder trainees, and 200 chippers.

When this total of 3300 is filled, a happy balance will be reached and the recruiters will be asked to send out other men for other crafts, bringing the entire manpower force up to ceilings authorized. Present ceilings are: Swan Island, 29,000; Vancouver, 36,500; and Oregonship, 34,500.

Oregonship has the greatest need for electricians and helpers, while Swan Island needs chippers. The electricians are needed for the Victory ships, which require 50,000 manhours of electrical installation compared with 5500 hours for the Liberty ships. The transports will demand even more electrical manhours.

During the first 15 days of March, recruiters were just getting nicely started in their work. About 225 new recruits had arrived, but the arrivals were increasing daily.

Worker Will Employ Disabled Veterans

(VANCOUVER)—Post-war planner extraordinary is Charles W. Call, day shift welder on the Outfitting dock. Proprietor of a chicken ranch in southern Oregon, Call plans to enlarge his business after the war to enable him to handle from 40,000 to 60,000 chickens, and he will use only disabled veterans as helpers in the venture.

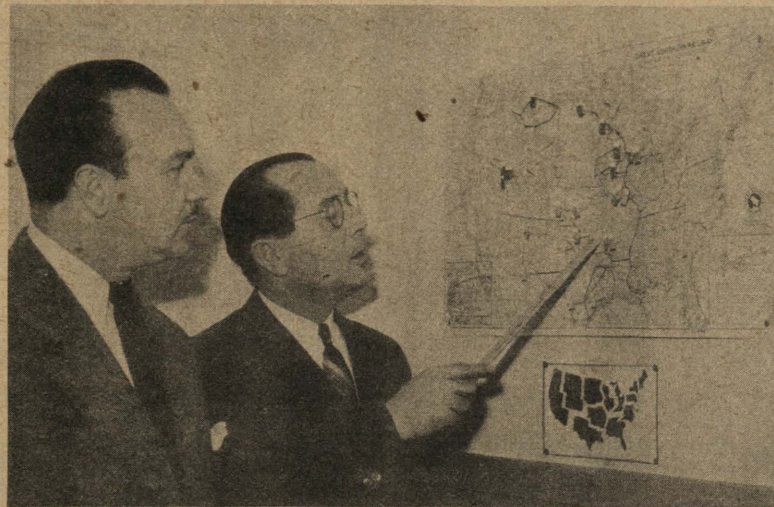
Veteran of World War I, Call knows something of the disillusionment in store for the returning soldiers and with his savings from his employment here, hopes to provide work for many of them.

Realizing what low markets and high feed can do to profits in the chicken business, Call plans to grow most of his own feed and is having plans drawn for his own refrigeration system, which will enable him to hold the birds, killed in prime condition, until the market is right for sale.

HUNDRED PERCENTERS

(VANCOUVER)—The tool room department on the Outfitting dock has given 100 per cent support to the Red Cross, according to C. Thomas, foreman of tool rooms.

Reporting for their groups were: Leadmen F. Taylor, A. Buckman, K. Blodgett, O. Banks, H. Dorgan, M. McDonald, F. Toothaker, and G. Thompson.



Searching for Shipbuilders L. P. (Les) Randall, personnel manager of the three Kaiser yards, points out on a wall map the locations of his recruiting staff. Charles (Chick) Johnson, in charge of the detail work in the recruiting office at Swan Island, looks on from the left.

Pneumonia Cases In Yard Found Normal

(RICHMOND)—Physicians of the Permanente Foundation hospital at Oakland, Calif., have made a special study of pneumonia victims from the Kaiser yards to determine whether the rate of the disease is high in any particular occupational group. An analysis of the cases of 864 Richmond employees who had pneumonia between September, 1942 and September, 1943 showed that the number stricken in any group was in direct proportion to the number employed. For example, slightly more than 10 per cent of the 15,500 welders had pneumonia. Ten per cent of the 4900 laborers contracted the illness.

FIGURES NORMAL

The study showed further that there was no more tendency toward pneumonia among newly arrived workers than among those who had been at the yard for some time.

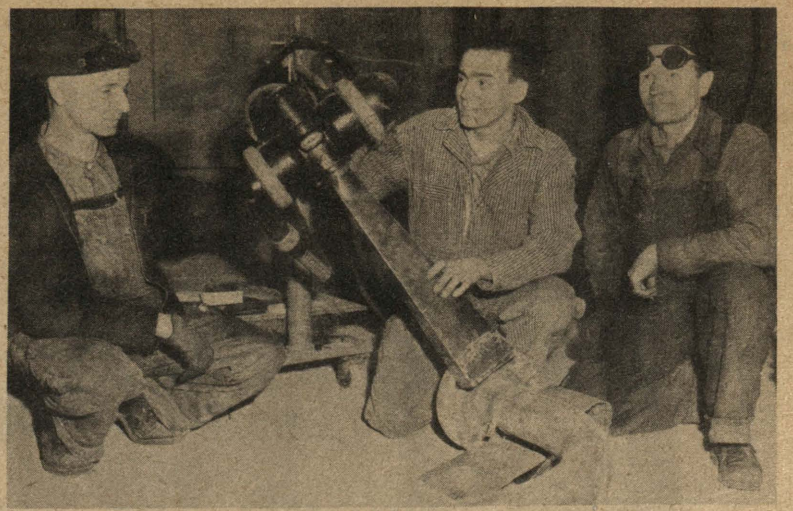
Among the 85,200 Richmond shipyard workers, there were 9.5 cases of pneumonia for each 1,000 workers, and doctors said this also was the average for all the population of the San Francisco Bay area during the same period. The study showed that of the 864 pneumonia cases treated, 8.2 per cent died. This figure is considered normal for any unselected group.

SIMILAR EXPERIENCE HERE

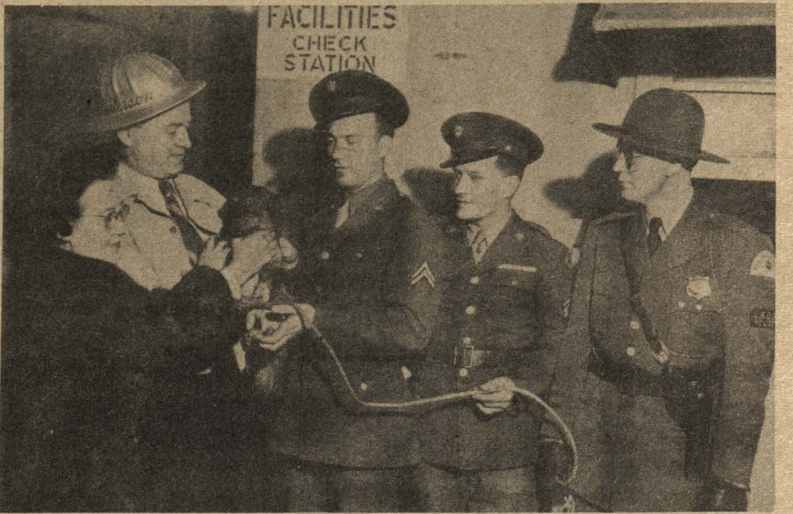
No similar statistics are available at the Kaiser Vancouver yard, Oregon Ship or Swan Island. However, Dr. Forrest E. Reike, three-yard medical director, said that an analysis of records showed an experience similar to that of Richmond. "Local shipyard workers, whatever their type of work may rest assured that with ordinary care to avoid exposure to weather and fatigue, they need not expect any more or any different pneumonia than other groups in the region," he said.

MINIATURE PLATE SHOP

(SWAN ISLAND)—Outfitting dock employes describe a new establishment in the Outfitting building as a miniature Plate shop. Bays are being arranged for shipbuilding, assembly and burning of plates. The plan is expected to increase production and provide better working conditions for employes who formerly labored in what they called the "gadget shop."



Pipe Gets X-Ray The X-ray machine, operated here by Russell Kurtz, representative of Industrial X-Ray Engineers, (center) is used for inspection of pre-fabricated, high pressure steam lines on Victory ships. Watching are day shift Acetylene Welders C. R. Hoffine, (left) and Claude Smith. All pipe subjected to high pressure is acetylene welded by Leadman Charles McGuire's crew. (Oregon Ship Photo)



'Two Bits' Comes Home Through the efforts of Oregon Ship workers and a St. Johns merchant, "Two Bits," mascot for a troop transport, was returned to his masters. Mrs. W. D. Bee of St. Johns and "Andy" Anderson, swing shift timechecker who had adopted the animal, present him to Corporal Les Neighbors and Sergeant L. J. Louvire, who are attached to the ship. Lieutenant G. A. Oakes, official of the guard force, looks on. (Oregon Ship Photo)

MENU SERVINGS GAIN

Popularity of the home service menus has resulted in an increase in servings, Oregon Ship and Swan Island child service centers, which dispense the ready-to-eat suppers to shipyard workers, noted this week.

For the week starting March 27, menus—and one or all of which may be obtained by notifying and pre-paying the center two days in advance—follow:

- Monday—Italian spaghetti; lemon Jello with grapefruit, orange and apple.
- Tuesday—Baked ham with Creole lima beans; cinnamon rolls.
- Wednesday—Swiss steak with brown gravy; apple turnover.
- Thursday—Baked stuffed pork chops; graham nut bread.
- Friday—Spanish beef with rice; prune and peach upside-down cake.
- Saturday—Boston baked beans; cabbage and carrot salad; Boston brown bread.

Both the Swan Island and Oregon Ship centers have invited workers and their families, as well as the general public, to open house Sunday, March 26, between 2 and 5 p.m.

Shipyard Workers Help Find Mascot

(OREGON SHIP)—The plaintive question, "Where, or where has my little dog gone?" was answered for two soldiers by Oregon Ship workers and a St. Johns resident this week.

The dog, a mongrel named "Two Bits," is mascot for a troop transport ship which recently evacuated wounded Americans from two South Pacific battle areas. He turned up missing after the vessel had docked on the river near the O.S.C. yard.

Two soldiers—Corporal Les Neighbors and Sergeant L. J. Louvire—related the misfortune to Mrs. W. D. Bee, St. Johns restaurant owner, who inserted a notice of the dog's disappearance in a local newspaper.

Field Clerk Gladys Bjornstad and

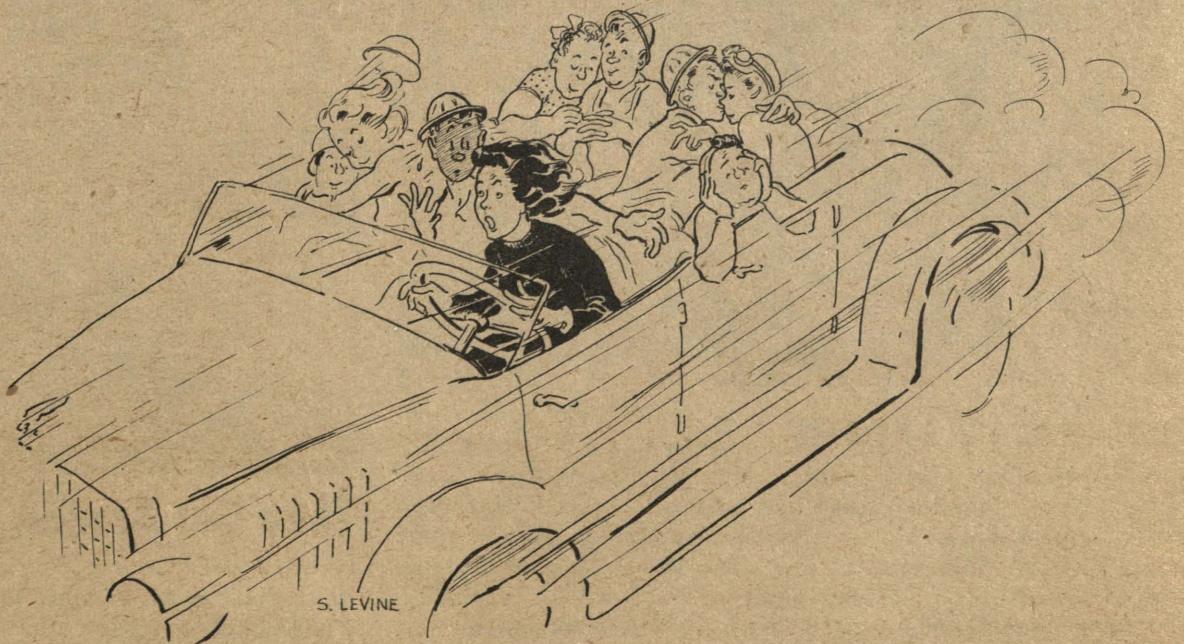
Material Expediter Tom Caton of the Boiler Erection shop read the item and identified the animal as the one which had been playing in the shop the day before. Mrs. Bjornstad discovered that the dog had been taken home by "Andy" Anderson, swing shift timechecker.

Anderson was notified and returned "Two Bits" to the guard office, where the soldiers reclaimed him.

Method of Computing Bond Interest Told

The date used to compute the interest and determine the redemption value of a war bond is the first day of the month during which payment is completed. So say Kaiser Shipyard War Bond department heads.

Stamped on each bond issued by the yards is the date of the payroll week when it was paid for. This is done to keep the worker informed of his payroll deduction status.



"... there's such a thing as carrying this "Share the Ride" campaign too far!"

RIGGER HANDS HAVE WORD FOR IT

Riggers, who direct physical movement of material from the time it arrives by train to the final completion of hulls, have a language all their own. The use of hands for long distance talking between rigger and crane operator has become almost as standardized as any other language.

Certain riggers on each crew can give signals to any crane operator. The waving of hands and pointing of fingers is not, as one might guess in watching the operation, an individualized attempt to convey an idea.

Each movement has its meaning, as partially illustrated on this page. Once a rigger learns his signals, he can "talk" to any operator anywhere, for the language is as much a part of general rigging knowledge as weights, knots and pulleys.



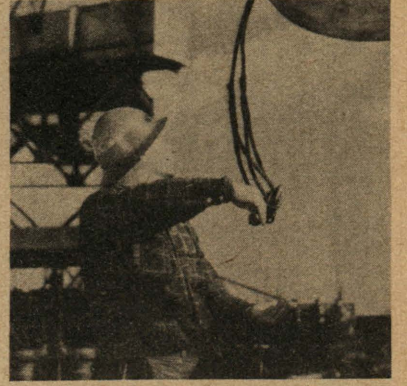
Boom Up Rigger Marvin Bragee, Vancouver, isn't trying to hitch a ride to heaven. He's signalling the crane operator to raise the boom.



Boom Down Thumbs down doesn't mean the rigger has it in for the crane operator. Leadman Rigger D. S. Attebery wants the boom down.



Hoist! Carl Going, Oregon leadman, signals the crane operator that the load, or the boom, is ready to go up. Certain riggers on each crew may give signals.



Lower As the load nears the ground, Vancouver Rigger Marvin Bragee signals the operator to lower the load—but gently.

TRANSPORTATION HEADS EXPLAIN NEW GAS RULES

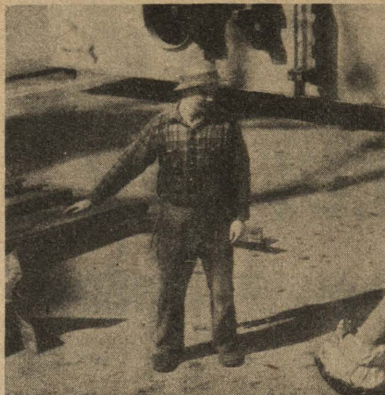
The recent OPA order extending the valid dates of "A" coupons need not affect shipyard workers holding "B" and "C" who are complying with all passenger-carrying requirements of the OPA. This is the joint statement of G. L. Simpson, assistant director of Housing and Transportation at Swan Island, Howard Young, assistant director of Housing and Transportation at Oregon Ship, and C. V. Patterson, traffic director at Vancouver.

The statement said: "Gasoline ration cut effective March 22, 1944, in this area will affect only "A" ration books to the extent that the No. 11 stamps will have to last for a period of three months instead of two months as heretofore on No. 10 coupons, etc. The value of these stamps will remain at three gallons each. No. 12 coupons will, no doubt, be the same.

USE 60 MILES A MONTH
"Supplemental ration holders "B" and "C" books) having books issued previous to March 22 have had to use 60 miles a month out of their "A" books in conjunction with "B" or "C" books to get the total mileage necessary for occupational driving.

"Supplemental ration applications approved after March 22 will be granted their entire occupational mileage as approved and they will be issued "B" and "C" books to cover all of occupational mileage. All "A" coupons can be used for personal use, which will figure 120 miles per month. The cut comes to the "A" book holder only, who formerly has had 180 miles per month for personal driving.

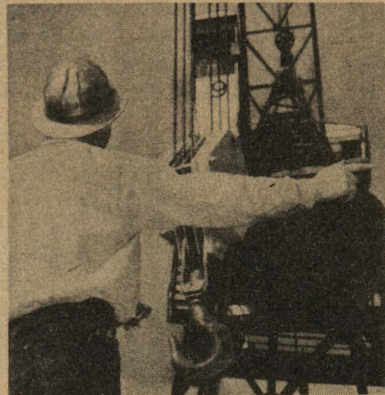
WILL ISSUE NEW BOOK
"Supplemental "B" or "C" books that were issued previous to March 22, will, naturally, be short 60 miles per month or approximately two miles per day for the period of valid



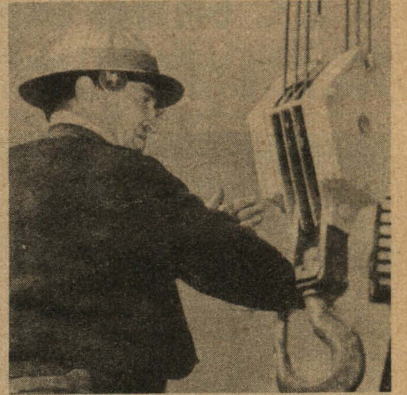
Stop Like an umpire calling a man safe on first, Vancouver Rigger Marvin Bragee tells the operator to stop. Both arms would mean an emergency stop!



Travel Rotating his hands and arms, Leadman Rigger D. S. Attebery of Vancouver signals the crane operator to keep moving, a part of riggers' sign language.



Swing It Oregon Ship Leadman Rigger Cecil Thrush points in the direction he wants the boom to be swung for the next pickup.



Take It Easy Lee Smith, O.S. C. rigger, draws a circle on his left hand with his right, (invisible here) to signal the operator.

South America Seen As 'New Frontier'

(OREGON SHIP)—An industrial boom in South America, which will provide jobs for thousands of men and women, including many now engaged in war work in this country, is predicted by Earl Hanson, investigator for Nelson Rockefeller, co-ordinator of Inter-American affairs. Hanson, who also is consultant to the army and navy on jungle rations, toured Oregon, Vancouver and Swan Island shipyards last week.

"South America will be the new frontier," Hanson, who spent several years as an explorer in the upper reaches of the Amazon river, declared. "I know South America as well as I do this country. Plans

are now being made for a tremendous industrial expansion program there."

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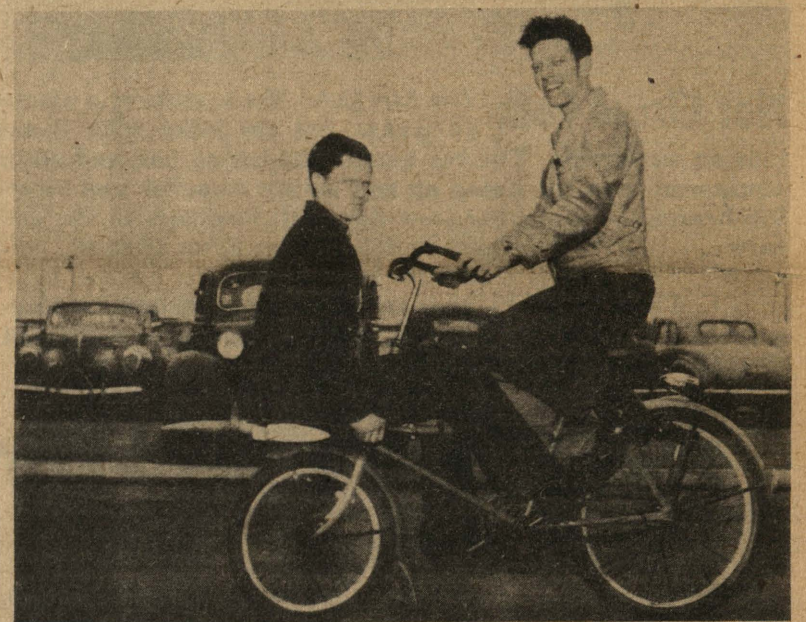
PSYCHIC KAISER ALLOCATES FUNDS

General Manager Edgar F. Kaiser has admitted that his psychic powers may be slightly under-developed, but he's doing the best he can. Kaiser received an envelope last month containing \$2.75. That was all—no letter of instructions or note of information. The general manager fingered the money and scratched his head. The envelope was mailed at Beaverton Feb. 26, at 2:30 p.m.

At last he arrived at the assumption that the money was intended for the Infantile Paralysis fund. He wants to advise the Beaverton contributor, just in case his mental telepathy failed to do the job, that the money has gone to a worthy cause.

Jewish War Workers Meet at Vanport

Jewish war workers, chiefly newcomers to this area, have formed an association to meet the third Sunday of each month at Vanport. The group includes workers from all three Kaiser yards. Meetings are open to all Jewish war workers and persons interested should contact Virginia Tweed, 11120 Meadows street, Apartment 9702, Vanport. Telephone UN 3745.



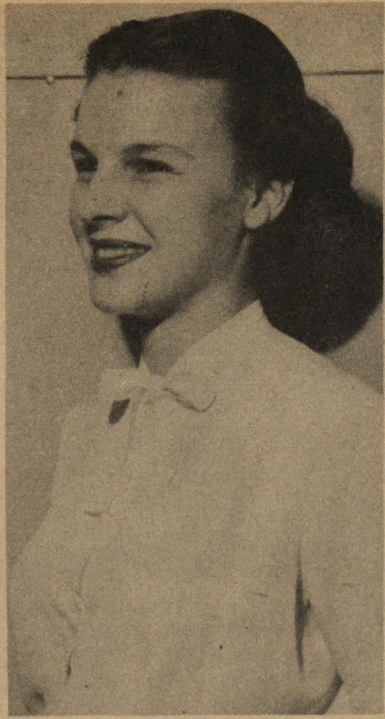
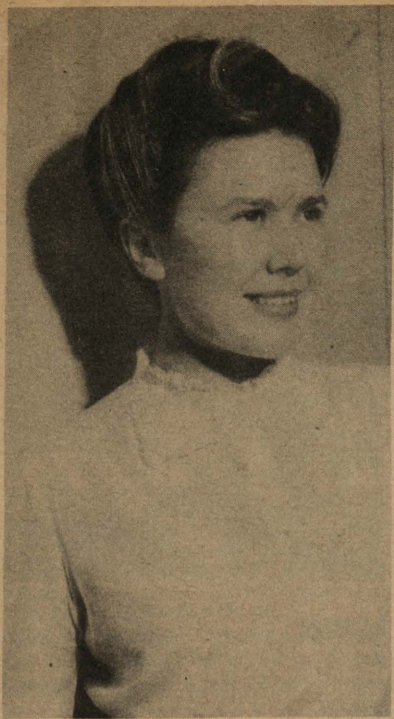
Shares Howard "Tink" Rice, left, and Richard "Pop-eye" Wienke believe in "share the ride" as well as "share the pedaling" on their bicycle built for two. The boys both lived at the barracks until Wienke, day shift welder, Outfitting dock, left this week to enter the Marines. Rice is welder on the Jigs, day shift. They are newcomers to Portland and bought this delivery bicycle, which they converted, in order to see the surrounding country. One sees it going and the other sees it coming while they pedal simultaneously. (Swan Island Photo)



Make the Colors Flags of all kinds and for all purposes are made in the Sail Loft. Wayne La Mar is shown working on one for one of the carriers which will leave the yard soon. (Vancouver Photo)



"Now Mr. Lastogle, why don't you just go somewhere and forget all about chipping?"



O. S. C. Glamor Gals Hollywood has no corner on beauty, Oregon Ship workers agree. Connoisseurs of pulchritude such as Earl Carroll could get an eyefull at O.S.C. Pictured above are four day shift girls picked at random by a Bosn's Whistle photographer. They are (left to right) Agnes Oxley, timechecker; Ida Folsom, Personnel department clerk; Lilah Illidge, Plate shop clerk, and Norma Smith, welder on the ways.

INQUIRING REPORTER

QUESTION:

Are you going to plant a Victory garden?

Margaret Johanning, day shift electrician, Outfitting dock: "Gardening is my hobby. I think it's a lot of fun to plant vegetables and watch them grow. I hope they have a contest to pick the best Victory Garden planted by Oregon Ship workers."



Fred A. Pade, Personnel department contact man: "You bet I'm going to plant a Victory garden. When a fellow works in an office all day, it's great to get out in the evening and do a little spade work."



Sebit Holts, day shift labor leadman: "I've been planting a garden every year since I was big enough to handle tools and this year won't be any exception. I'm going to feature water-melons this year."



Jack Daily, assistant supervisor, Reproduction department: "There would be trouble at my house if I didn't help my wife put in a Victory garden. I like the exercise and I might say with pardonable pride that when it comes to planting potatoes, I know my onions."



Mrs. Jo St. George, Electrical department expediter: "I believe it's the patriotic duty of everyone who has the space to put in a garden. Aside from cutting down the food shortage, home-grown vegetables always taste better. School children also should be encouraged to put in gardens."



Vinton E. Kinkade, assistant personnel manager: "All homefront soldiers should join the campaign to swell the nation's food basket. Raising a Victory garden is one of the best ways to do this. Besides I find it just as much recreation as playing golf. I'm sure that everyone who has any spare ground at Oregon Ship will put in a garden this year."



Gus Nelson, day shift pipefitter: "My favorite dish is tomato and cucumber salad and there won't be any shortage of it at my house because I'm putting in a good big garden. Even if there wasn't a war on, I'd have a garden. Most of the boys who work with me feel the same way."



M. L. Johnson, day shift pipefitter: "There's nothing in the world as good as home-grown vegetables. Anybody who has land in a place like Oregon is missing a lot by not putting in a Victory garden. I'll still have one after Tojo and Hitler have gone down for the count."



CARD OF THANKS
We are indeed grateful to our friends and fellow workers of Oregon Ship for their kindness and sympathy extended us following the loss of our dear son and brother. We wish to especially thank the Safety department for its willing assistance and the donors of many beautiful flowers.
Mr. and Mrs. Frank Seely,
Thelma and Twyla Ann Seely.



IT'S NO CIRCUS CAR Machinists Save Time

(OREGON SHIP)—Foremen Cliff Davis and Roy Bongard, and the the marine machinists' crew which bores and sets the bearings for propellor and steering appliances on Victory ships, are good housekeepers. They like to do things the easy way, and when the boring bar and other equipment with which they work started to create storage and moving problems for them, Davis and two of the crew designed the celebrated "circus car."

The car, 20 feet long, six feet wide and six feet high, houses the boring bar, the boring bar engine, four bearings, five cutting heads, other smaller equipment and tool boxes. Leadman Bill Powell and Machinist Egon Pinardi aided Davis in its design.

The equipment was formerly kept in six boxes, each of which had to be moved separately.

The "circus car" is easily moved from way to way with a tractor or truck. A hinged top makes it possible to lift the equipment in and out of the car. To conserve on use of the Whirley cranes, the car is equipped with a hand winch which loads or unloads everything but the engine, which weighs about 30,000 pounds.

Now Staff Sergeant

Lloyd T. Williams, a pipe welder at Oregon Ship until he joined the army air corps in August, 1941, is now a left waist gunner on the combat crew of the "Ice Cold Katie," a Liberator bomber based in England. Williams is now a staff sergeant and wears the good conduct ribbon of the air service.

Facts Correct, But Picture Wrong



MRS. VIRGINIA ZIMMERMAN

(OREGON SHIP)—Bosn's Whistle's praise last week of Mrs. Virginia Zimmerman, generous blood donor, still goes. But undoubtedly the picture which accompanied the article was of Mrs. Frances McGinnis, Oregon Ship Plate shop welder, who with five brothers and a son fighting on foreign battlefronts, merits recognition in her own right. Mrs. Zimmerman is pictured above.

Not Circus Folk The car looks like a unit of a circus caravan, but the folks with it are marine machinists. The car houses the boring bar and other equipment used for lining up and boring propellor and steering bearings. Boring bar crew day shift members in the picture are Bill Powell, machinist leadman; Egon Pinardi, machinist; Cliff Davis, machinist foreman; Marie Jordan, helper; Ethel Pinardi, machinist; Ozzie Grunseth, machinist leadman; H. J. Hecker, machinist; and Roy Bongard, machinist foreman. (Oregon Ship Photo)

Seek Worker Talent For Yard Programs

A three-shift April Fool's Day program Saturday will open a spring-summer series of Oregon Ship yard lunchtime shows, for which O.S.C. workers will supply most of the talent. The day shift show will feature the "Victory Sweethearts," a trio composed of the Russell sisters, June, Darleen and Doris, and the 363rd army division band, from Vancouver.

Wrestling matches are being lined up for the swing and graveyard shifts.

Del von Zeuthen, yard program director, is urging entertainers of all categories to send or telephone their names to him at his office in the Administration building. His telephone extension is 1217. He said

players of brass instruments are badly needed to fill out the orchestra group.

"Employees who were here last year will remember what a swell time everyone had at the shows," said Von Zeuthen. "This season we're trying to arrange even better programs, and we're 'paging all entertainers' to help us out."



O.S.C. Entertainers "Brick" Holton, (left) tenor, once featured vocalist on the Lucky Strike Hit Parade, and Saxophonist Kenny Richards right, are two of the many talented artists at Oregon Ship who will entertain at a series of yard shows to start April 1. Holton is a swing shift machinist on the stern assembly crew, and Richards is a day shift timechecker. (Oregon Ship Photo)



Prize Assembly Crew This Bay 2 Assembly building day shift crew is an outstanding one in Superintendent Jack Anderson's heavy-producing department at Oregon Ship. It is part of the group which works on the fore-peak deep tank jig. In the front row (left to right) are Paul Roeske, C. L. Cook, Ivar Knudson and Lloyd Walker, shipfitters. Second row: Ralph Brisbon, welder; Peter Riedweg, shipfitter; Elwood Nelson and "Jerry" Haselau, welders. Third row: George Ell, shipfitter; Jim Jamison, shipfitter leadman; Charles Aplin, shipfitter; Mike Miller, shipfitter leadman; in the rear, Homer Williams, shipfitter foreman. (Oregon Ship Photo)

Keel Plate Cut For Transport

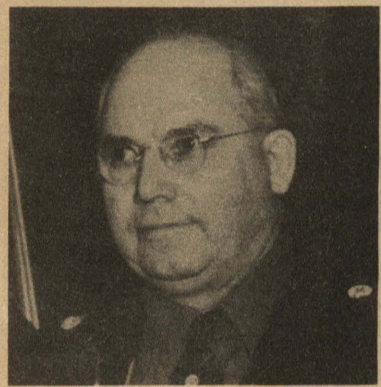
Cutting of the first keel bottoms for Hull 1101 in the Plate shop Monday, March 20, officially signalled start on the troop transport (AP-5) vessels, and the keel for the first craft of this type will be laid after launching of Hull 1032. The Plate shop and Assembly

have cleared most of the steel for the 32 Victory ships on which the yard now is working and soon will be free to concentrate on the new vessels. The Mold Loft already has completed most of the transport templates.

Exterior of the troop carrier hull will be basically the same as that of the cargo ships. Major changes will come with the conversion of cargo space into quarters for armed personnel, requiring many new bulkheads, and more wiring, plumbing and ventilation.

Yard officials have mapped a long-range program aimed at eliminating possible production delays in changing over to the new type of vessel.

Electrician Foreman Holds Presentee Mark



C. E. SMITH

(OREGON SHIP)—Nearly a year ago when Oregon Ship received the Maritime commission's Gold Eagle award, Clinton E. "Smitty" Smith, swing shift electricians' foreman on the Outfitting dock, accepted it on behalf of O.S.C. employees.

"Smitty" was selected then because of his outstanding record as a presentee and bond-buyer, and since then he has accumulated new laurels. When he flashes his badge at the turnstiles March 27, he will wind up his third year at Oregon Ship without being absent or late. That's a record he challenges any worker in the Portland-Vancouver shipyards to equal.

Including a \$1000 bond he bought at the start of the Fourth War Loan drive, "Smitty" has purchased several thousand dollars worth of bonds since coming to work.

Smith, a foreman at the Standiford-Clark yard here during World War I, has 36 years of electrical experience. He "hired in" at O.S.C. as an electrician and was elevated to foreman after being in the yard only a week.

Worked on Every Ship



(OREGON SHIP)—Fred Johnson, Oregon Ship swing shift shipfitter, foreman on the keel-laying crew, has hung up an outstanding presentee record.

Johnson started working on the ways in July, 1941, and has not been absent or late once. He has been a resident of Portland for 22 years.

"I have worked on every ship that has been built at Oregon Ship," he declared. "My son, Beverly, is at sea and has served on the S.S. George Chamberlain, the S.S. Johnson Liberty ships, which were constructed here."

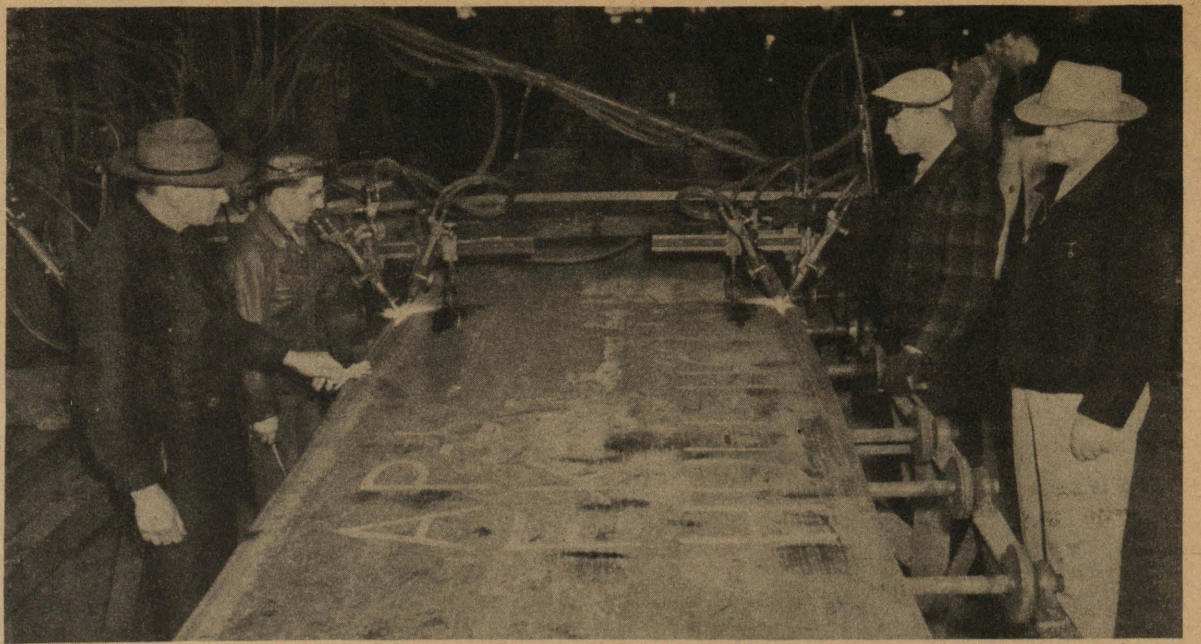
Ex-Mariner Praises Liberty Ship Ability

(OREGON SHIP)—Ray I. Bannerman, veteran seaman, temporarily turned "land lubber" to help build Victory ships at Oregon Ship, gave a graphic description of Liberty ship performance in the South Pacific, where he sailed as a deck engineer.

"I was on the S. S. Cushing Eells launched at Oregon Ship in March, 1943," he declared. "We made what our captain claimed was a record-breaking run from Oakland, Calif., to Wellington, New Zealand.

"There is criticism of Liberty ships going around, but the ones I was on were tops. We had some very rough weather on several trips and the Cushing Eells rode through the storms like a champion. When I praise Liberty ships, I'm voicing the sentiments of most of the men with whom I sailed."

Bannerman is a day shift electrician on the Outfitting dock. He says he's going to stay ashore until after the war.



Burning on No. 1 —but not a launching trigger plate. The initial keel plate for Hull 1101, first of 36 troop transport ships to be built by Oregon Ship, is being cut in the Plate shop. Frank Kyle, assistant superintendent of the shop, measures behind Burner Joe Moritz, while Al Wilson, shop foreman in Bays 4 and 5, watches Burner John Stralovich. It may have been just another plate for these workmen, but it introduces an important chapter in America's war shipbuilding history. (Oregon Ship Photo)

Hegge Draws V-Ship Sponsor Selection

Peter Hegge, graveyard shift welder, has been selected to name the sponsor for Oregon Ship's 10th Victory ship, the S.S. Iran Victory, scheduled to be launched March 25. Hegge's name was the first to be drawn from a hat containing the names of award winners in the Labor-Management committee's suggestions competition for the months of January, February and March.

Alternate sponsor will be picked by William A. Griffith, day shift rigging foreman in Assembly. Philip V. Lund, day shift pipefitter, will select the first attendant, with Robert Evans, day electrical foreman, as alternate picker.

Second attendant will be chosen by Walter L. Bland, electrical leadman. His alternate is Melvin E. Snyder, Buckler-Chapman day shift joiner.

Leslie Durbin, swing shift shipwright, will select the third attendant. William F. Quaring, day pipefitter, is his alternate.

Flower girl will be named by William F. Brumm, day pipefitter foreman, and his alternate is Walter E. Werstlien, day burner.

At the sponsor's luncheon following the launching, \$750 in prizes will be distributed to award winners. The launching party will include members of the Labor-Management committee, trade union representatives and prize winners for January, February and March, and their wives.

Viola Kofoid Returns

Viola Kofoid, day shift material expeditor's aide, returned to work in the Plate shop recently after visiting her mother, who had been ill, in North Dakota.

21 LOCAL KAISER MEN WIN AWARDS

Kaiser shipyard idea men of the Portland-Vancouver area walked off with national honors for labor and material saving suggestions for the week ending March 4, according to Labor Management News, national publication for the Labor-Management committee.

Of the 24 honorable mentions awarded in the United States, 21 went to workers in the three local Kaiser yards. Oregon Ship employees took eight of the awards, Swan Islanders seven and the workers at Vancouver shipyard six.

Oregon Ship winners were Allen H. Wells, H. B. Quaring, Durwood A. Cox, Curtis P. Hall, H. W. Ganung, Byron M. Johnson, Ray A. Steiner and Robert B. Desmond.

Gilbert Kaer Back on Job After Operation

Gilbert Kaer, chipper foreman on the Outfitting dock, who underwent an operation for hernia in Emanuel hospital, was back on the job March 15. Leadman Jim Murphy had been pinch-hitting for Kaer.

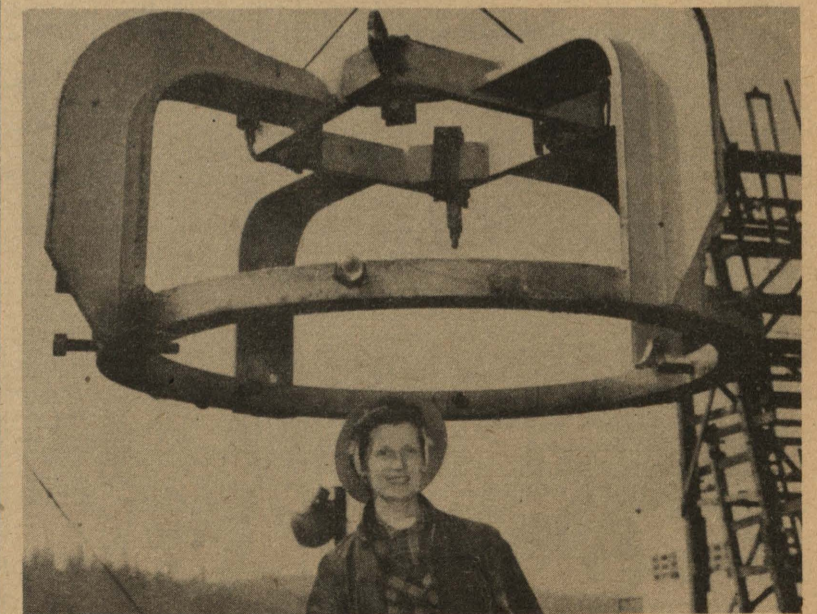


Draws Ship Sponsor

With closed eyes, Bernice Dougherty, Personnel department clerk, draws the names of persons who will choose the sponsor and official party for the launching of the S.S. Iran Victory, Oregon Ship's 10th Victory ship. E. P. "Whitey" Nelson, A. F. of L. labor coordinator, holds the hat, and Adolph H. Schmidt, suggestions supervisor, reads 'em out.



Swing Shift Dance Here's part of the throng of 750 Oregon swing shifters who attended the dance at the Recreation Center gymnasium from 2 until 5 a. m. Sunday. Regular dances will be held every Sunday from now on from 9 p. m. until midnight. Admission will be 80 cents a person. Bob Bateman's orchestra will furnish the music. (Oregon Ship Photo)



Don't Drop It! "Uneasy lies the head that wears the crown" is an old adage that fitted Marie Jordan, day shift machinists' helper, when this picture was taken. The "regal" looking piece is called the "Crown of Denmark" and is to adjust and hold the propeller bearing in place for the boring bar. (Oregon Ship Photo)

Sports Briefs

By TOM LOUITTIT

We've just received another interesting letter from Wayne Bowles, whom most Kaiser yards sports fans remember as Swan Island Gym's popular equipment attendant. On many occasions Bowles was a sparring mate for Lou Nova, Chuck Crowell, Jimmy Garrison and other nationally known boxers. He contributed much in providing shipyard fans with entertainment features.



Bowles just has completed a radio course at the United States Naval Training School at Boulder, Colo. While in "boot camp" at Farragut, Idaho, Naval Training Station, his clever fists won for him the middle-weight championship of the station.

A month later in Denver, while attending radio school at Colorado University, Boulder, he participated in a service men's tournament, annexing the light-heavyweight championship. Bowles is just past 18 and growing fast. If ever we saw a championship prospect, Wayne certainly is it. And we'll predict he will be a future contender for the heavy-weight boxing championship of the world.

AMATEUR RINGMEN RETURN

Amateur boxing holds the spotlight locally this week with two shows in the offing. At Vancouver's McLoughlin Heights recreation center, Ivan Jones and Jim Coffel have arranged a boxing and wrestling card tonight with added battles royal in each of these sports between grade school youngsters. One of these thrilled fans at the recent Rambler Club show in Portland.

At Swan Island gym, a ten-feature fight program will be presented Tuesday night, with the best available talent from Swan Island, Oregon Ship, Vancouver and the Multnomah Club participating. The card assures fans an even more interesting show than the one held February 8.

HUDSON HOUSE FIVE ADVANCES

The Vancouver City League basketball season, fast coming to a close, saw the league-leading Hudson House team enter the finals during the past week. Carl Bengston, director, is confident his squad will be crowned champions.

CONGRATS TO BOB STICE

Congratulations to Bob Stice, Progress Department head at Oregon Ship, for his initiative and cooperative spirit in organizing the volleyball program now under way there.

FIGHT CARD SET AT SWAN ISLAND

Portland boxing fans will be treated to another thrilling amateur card at Swan Island gym Tuesday night, March 28. Ten bouts have been arranged, with prospects of more from the best available talent. The card to date:

147 lbs.: Danny Hess, Vancouver, vs. Archie Shirley, Vancouver; Jim Brady, Multnomah, vs. Ronnie Peterson, Bagley Downs; 160 lbs.: Walt Nelson, Oregon, vs. Tommy Ernest, McLoughlin Heights; 140 lbs.: Danny Ryrle, Oregon, vs. Nick Damico, Civic Recreation Center; 130 lbs.: Jim Procter, Bagley Downs, vs. Mike Bailey, Oregon; 125 lbs.: Hugh Skinner, Oregon, vs. Nixon Munley, Multnomah Club; Leo Seiglock, Swan, vs. Kelly Jackson, Swan; 145 lbs.: Mike Ensminger, M.A.C., vs. Walt Burkhalter, McLoughlin Heights; Rex Walker, Swan, vs. Bob Hamilton, McLoughlin Heights; 135 lbs.: Glen Allen, Swan, vs. John Colton, Multnomah Club.

First bout will start at 8 o'clock. Admission is 50 cents.

Amateur Mat, Ring Card On Tonight

(VANCOUVER)—Ivan Jones and Jimmy Coffel will present an amateur boxing and wrestling show tonight (March 24) at the McLoughlin Heights recreation center. Feature boxing bouts are: 160 lbs.: Leo Seiglock, Swan Island, vs. Tommy Ernest, McLoughlin; 165 lbs.: Bud Jones, Army, Vancouver, vs. Louis Wellman, McLoughlin; 118 lbs.: Pete Long, Vancouver, vs. Dick James, McLoughlin.

The wrestling card includes: Heavyweight: Ken Leach, McLoughlin, vs. George Jackson, Portland Y.; 130 lbs.: Leonard Nash, McLoughlin, vs. Peter Bennett, Portland Y.; 160 lbs.: Bill Edgar, Vancouver, vs. Frank Torres, McLoughlin.

Battles royal—both boxing and wrestling—with junior boys participating, will be added attractions.

Vancouver Yard Softballers Elect

(VANCOUVER)—Vancouver Shipyard Softball Association elected officers at a luncheon on Way 7 Saturday, March 18. The meeting was held at the suggestion of Ed Marinau, Marine Machinist leadman, who was elected chairman. Al Aus, Material department, was chosen secretary, and G. W. Altmaier, Welder foreman on Way 5, treasurer.

R. A. Bowles, Pipefitter foreman on Way 6, was appointed to arrange for use of the Vancouver and housing project fields, while R. Townley, Shipwright foreman on Way 8, will perform the same duty in regard to Portland diamonds.

It is planned to have at least 45 teams in the association for tournament play similar to that employed in last year's playoffs.

Anyone interested in playing on a team or forming one should get in touch with the Association officers before the next meeting, Saturday, March 25.

ters aided, 350,000 given first aid training, 300,000 given home nursing training, 119,000 disaster victims aided.



Timekeeper Netmen Twice beaten but still in the Oregon Ship volleyball loop race is the Time Office team. Front row, left to right, Laif Wahl, Lowell O'Connor, Glenn Gallihur and Jim Hill; rear, Bill Tickle, H. Clemmons, Ernie Thomason and C. R. Stanley. (Oregon Ship Photo)

3 Volleyball Teams Knotted for Lead

(OREGON SHIP)—The Progress department, Office Engineers and the I.B.M. teams forged their way into an early lead in Oregon Ship's volleyball league race. League standings for the week ending March 18 showed the three clubs on top, with two victories and no defeats. The standings:

	W.	L.	Pct.
Progress Dept.	2	0	1.000
Office Engineers	2	0	1.000
I.B.M.	2	0	1.000
Hull Drafting	1	1	.500
Paymaster-Accounting	1	1	.500
Cost Dept.	0	2	.000
Timekeepers	0	2	.000
Transportation	0	2	.000

Feature game next week will pit

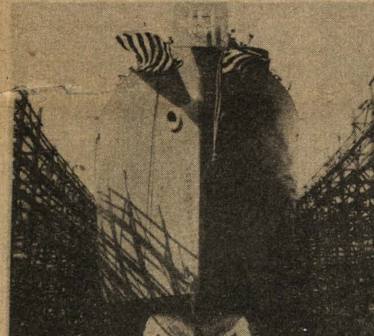
I.B.M. against the Office Engineers Monday. Hull Drafting meets Timekeeping Tuesday. Progress mixes with Paymaster-Accounting Thursday, and Transportation plays Cost Friday. Games are played after the day shift in Oregon Ship's new gymnasium.

Vancouver Induction System Efficient

(VANCOUVER)—So efficiently is the job of induction done at the Vancouver yard that new hires become an integral part of the organization within 48 hours after induction. As a matter of fact, J. R. Whaite, induction supervisor, says proudly, "Officers of the 9th Corps Area came to our induction service, approved it and now use the same system in inducting new recruits in the area."

While at the moment an average of 50 people are being inducted daily, the entire induction staff is getting ready to welcome and instruct the hundreds of men and women who will start coming to the yards next week, Whaite said. Working with Whaite on the job are Jerry Hartshorn, swing shift, and Art Stendal, graveyard shift.

Teal, 10-Day Ship, Still Evades Axis



The S.S. Joseph N. Teal, Oregon Ship's famous "10-day" vessel, still sails the war shipping lanes for the United Nations, R. C. Robinson, vice-president of the Hammond Shipping company, operator of the Teal, informed O.S.C. officials recently.

In a letter, Robinson said the Liberty vessel "has been operating continuously since delivery, from this coast, from the east coast, foreign, and in the war zones without breakdown or any delay of any consequence."

"We take pleasure," Robinson declared, "in advising that we have no complaints whatever as to hull construction or machinery efficiency."

In building the Teal, Oregon Ship set a record which established model erection-speed procedures for yards all over the nation and which angered Axis spokesmen refused to credit. The ship was delivered in 13 days, 10 of which were on the ways and three at the Outfitting dock.

County to Help Workers Register

Multnomah County voting officials this week were completing arrangements to bring registration books to the shipyards, war housing areas, and main shopping centers. James Gleason, county registrar of voters, said that the county would "see to it that the thousands of new citizens here to work in war industries are given every chance to vote."

Cooperating with the county, Oregon Ship officials offered Gleason a booth directly outside the yard gates for registration purposes.

Registrations will close April 18. The Oregon primary election will be held May 19.

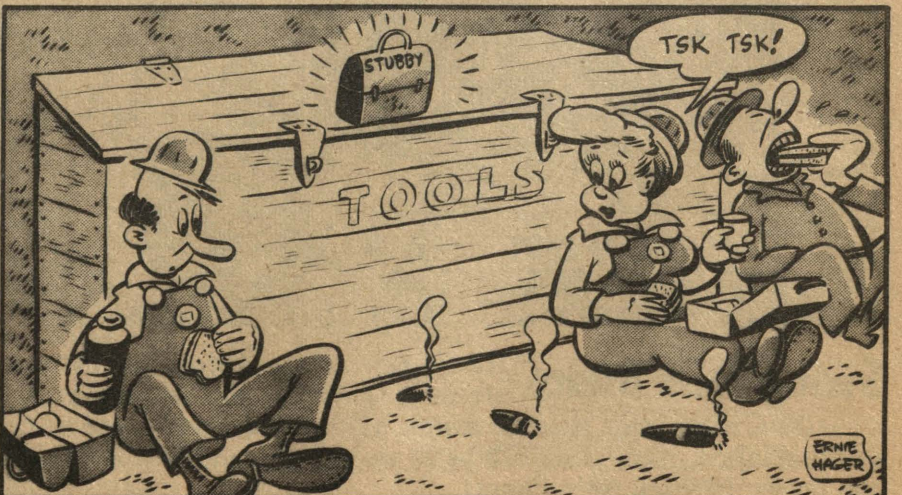
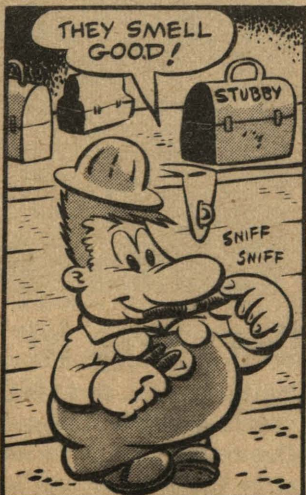
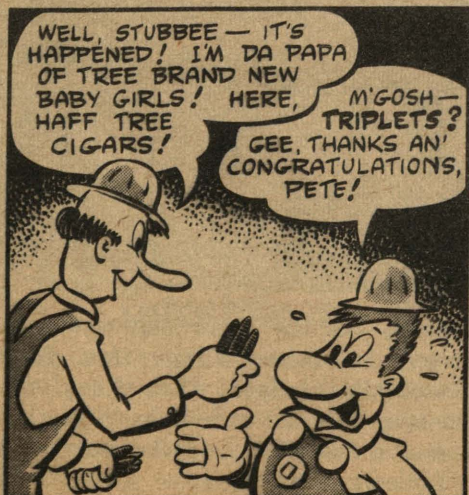
WIDE USE MADE OF RED CROSS MONEY

What will happen to that money you contributed to the Red Cross? Here's an idea of the work it will accomplish, as gleaned from a list of Red Cross activities for the year ending March 1, 1944:

3,800,000 U. S. servicemen given personal aid in camps and hospitals, 2,500,000 assisted by chapter Home Service, 5,000,000 pints of blood collected for plasma, 50,000 nurses recruited for the army and navy, 65,000 volunteer nurse's aides trained for service, 925,000,000 surgical dressings prepared, 5,300,000 packages of food, medicines, cigarettes, etc., packed for prisoners of war, 12,000,000 garments made, 15,000 survivors of marine disas-

Stubby Bilgebottom

By Ernie Hager



MOSES PLAN DETAILS TOLD

Portland Ballots To Determine Postwar Employment

44 percent of all Kaiser workers never heard of the Moses plan according to the recent three-yard survey.

(Because this plan holds promise of thousands of postwar jobs for shipyard workers and because workers themselves can play an important role in putting it into effect, the Bosh's Whistle herewith presents a special report on its progress and what needs to be done.)

Portland has a plan for postwar jobs but 44 per cent of all Kaiser workers never heard of it. They are in a position however to play a decisive role in putting the plan or at least parts of it, into effect. The Portland Improvement plan is known to most Portlanders as the Moses Plan, because it was developed by Robert Moses, New York City park commissioner. Moses did the job at the request of the City of Portland, Multnomah county, the School district, the Port commission and the Commission of Public Docks.

The program has several distinct purposes; first, to provide useful and dignified employment to a large number of men and women who may be out of jobs when war industry tapers off.

Second, to build and improve the city so that it will offer greater advantages and facilities to prospective new industries and to provide better living conditions to the men and women who stay in this area.

Third, to make many repairs and improvements that would have been made during the past two years had labor and materials been plentiful. It must be kept in mind that many phases of the Moses plan, such as street and school improvement, have already been under consideration and would likely have been put into effect during the next two years anyway.

The plan combined these known improvements with several newer proposals in order to give jobs to the greatest number of men and women during the critical time of changeover from war to peacetime industry.

POSSIBILITIES GREAT

It is estimated that if all of the proposals in the Moses report were put into effect, some 20,000 people would be provided useful employment over a two-year period. In reality, the number of wage earners is likely to be fewer than 20,000 because not all of these projects would be started at once, even if approved.

MANY AGENCIES INVOLVED

Biggest obstacle to putting the details of the Moses plan into blueprint form is the great number of city, state and federal agencies which must be brought into the program.

The parts of the program which deal with streets and bridges are mainly under the jurisdiction of the Oregon State Highway commission, while certain purchases of lands must be handled by county authorities.

City and school improvements are divided among the city government, the school board, and the dock commissions.

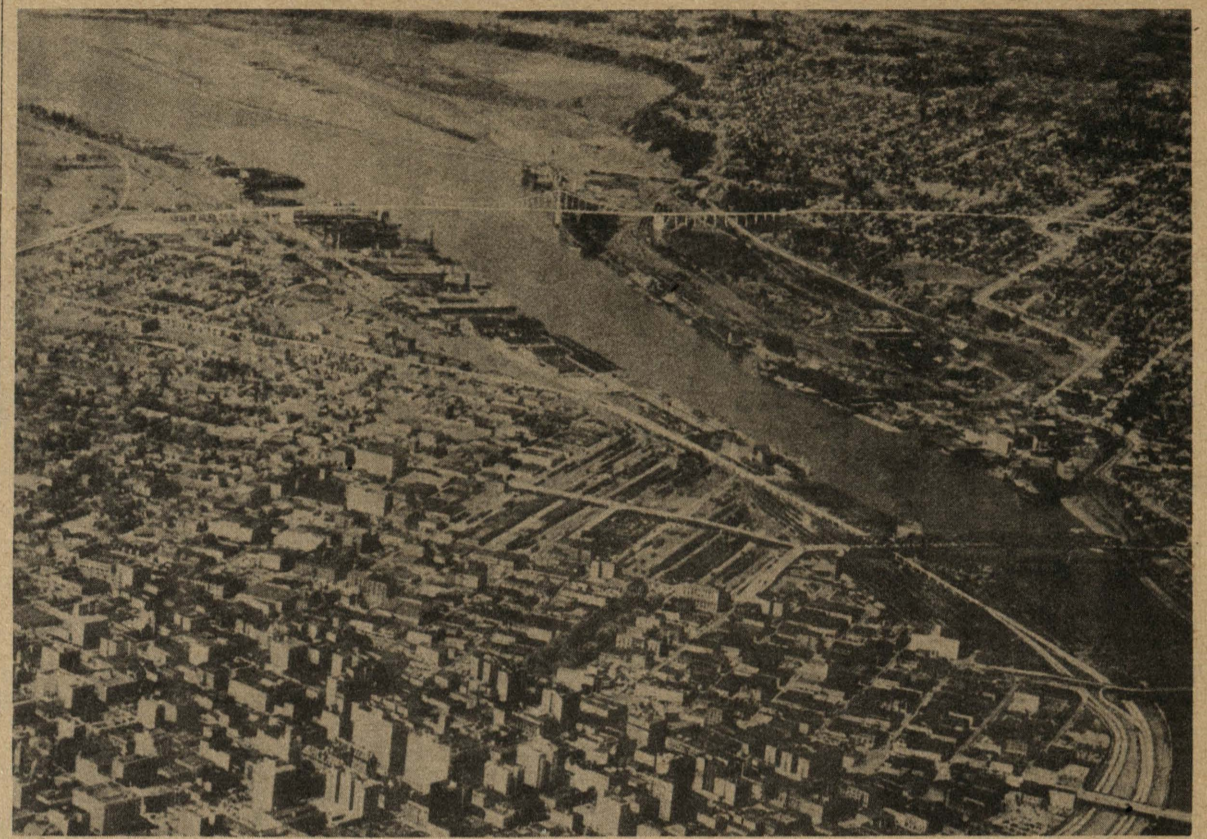
Methods by which various measures can be started or brought to vote are varied and complicated.

Portland industrial leaders believe it would be desirable to place the direction of these many projects under a central group, both from the standpoint of planning and of carrying out the various parts of the plan. So far, no such central head has been formed and the responsibility for putting a post war improvement plan into action is widely scattered.

WHO PAYS THE BILLS?

Financing the program likewise depends on a great number of agencies and methods. For example, improvements on arterial highways and bridges would be financed mainly by Oregon State Highway commission and federal funds. It would also be necessary to bring the county into the picture with a bond issue of \$5,000,000 to purchase the necessary lands.

If this issue were approved by the voters, there is still another



Thruways Biggest chunk of the Moses Plan is a proposal for arterial thruways along Portland's west side connected with a similar east side thruway by a new bridge east of Swan Island. This engineer's drawing on a prewar aerial photo also shows a proposed elevated thruway connecting with present harbor drive.

problem. Although a bill authorizing \$150,000,000 in federal aid to states and communities is now in Congress, it has not been passed to date.

Reforestation and highway projects outside Portland are likewise dependent on a combination of state and federal funds over which the city and county voter has little to say.

Municipal improvements must be financed mainly by bond issues. These may be initiated by the city council or by the dock commission and must be approved by voters.

Although the school board may issue bonds, a measure to raise \$5,000,000 for school improvements will take the form of a five-year tax levy which will be voted by property owners.

While the port commission may issue bonds within certain limits without public vote, extra bond issues may be required to finance port plans.

It is easy to see that financing will be complicated. Some parts of the plan, such as public building improvements will require three or more separate financing methods involving city, county and federal funds.

SEWAGE DISPOSAL FIRST

First fragment of the Moses plan to be brought to the voter is a \$12,000,000 bond issue for a sewage disposal system to be voted on May 19. The plan would provide modern methods of sewage disposal to replace the present practice of emptying sewage in the Willamette river. Though the sewage improvements are badly needed, it is well to remember that many similar proposals have been defeated in past elections.

The second improvement project to be voted May 19th asks for a \$3,000,000 bond issue "for further development of the city's harbor facilities."

A third measure on May 19 ballots provides for a school district tax levy of \$1,000,000 per year for five years for school and playground improvements.

\$33,000,000 NEEDED

It is estimated that the entire Moses plan would involve bond issues of \$33,000,000, minus whatever federal assistance may be forthcoming Additional county and

school measures will likely appear on November ballots. Their passage is uncertain unless Portland's voters understand the need for post war jobs and public improvement.

Even if they pass it will take many months of planning and preparation before blueprints are ready and contracts are let and Portland can very easily be caught flat-footed by the end of the war.

VOTERS WILL DECIDE

Voters will hold the key to the situation since federal funds will not be forthcoming until the necessary local financing has been done.

Portland and Multnomah county elections will decide at least three of these measures on May 19 and probably additional bond issues on November 4.

WHO CAN VOTE?

Shipyard voters are entitled to vote on these measures on May 19 primaries:

1. If they are American or naturalized citizens over 21.
2. If they have lived in Oregon six months or more.
3. If they have registered by April 18.

Only local property owners are permitted to vote on school bond issues. All registered voters may vote on the serial tax school measure which will appear on May 19 ballots.

Highlights of Moses Plan Explained

In general, the major parts of the Moses plan fall into five classifications:

1. ARTERIAL PROGRAM. This would include a new Willamette River bridge just east of Swan Island, a new thruway along the west side foothills, an east side thruway and various improvements on present arterial streets and bridge approaches. The total cost is estimated at \$20,000,000 for construction and \$10,000,000 for land.

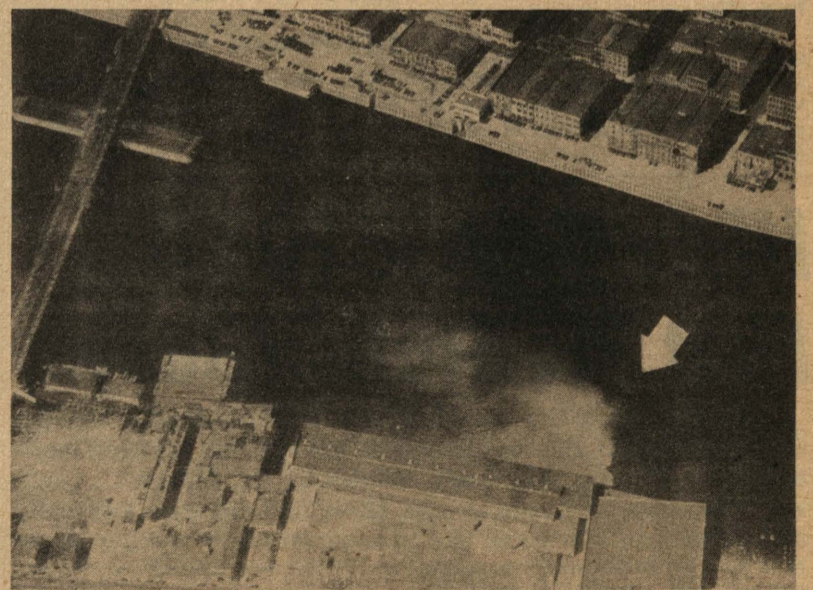
If 60 per cent of the costs went to wages, this part of the program would provide jobs for approximately 3000 people for two years at \$40 per week.

2. MAJOR MUNICIPAL IMPROVEMENTS. These include a sewage disposal system for which a \$12,000,000 bond issue is to be brought to a vote in May. School buildings, fire and police stations, airport expansion, water improvements and various projects for the Portland Dock commission and the Port commission are included.

3. MISCELLANEOUS MUNICIPAL IMPROVEMENTS. These include street, park and playground improvements, civic center development and improvements on Portland's bus and rail terminals. The estimated \$12,000,000 for construction costs would probably provide jobs for 2000 to 2500 men and women over a two-year period.

4. PROJECTS NEAR PORTLAND. Along with improvements in the immediate Portland area, the Moses plan suggests improvements on the Columbia River highway, the Wolf Creek highway, the Wilsonville cut-off and reforestation of burned-over lands in the Tillamook and coast range areas. These projects would furnish another four or five thousand man-years of employment.

5. COLUMBIA RIVER BRIDGE. To provide better transportation from Portland to Vancouver, the report suggests that a suspension bridge be erected across the Columbia near the present location of the Vancouver shipyard, joining the proposed thruway on Portland's east side. While the bridge would cost an estimated \$7,500,000, it would probably provide 1500 or more man-years of labor and would be paid for through bridge tolls.



Dirty River A \$12,000,000 sewage disposal system is the first Moses plan project which Portlanders will have an opportunity to accept or reject. The above picture shows discolored water of the Willamette where one of 46 outlets now pollutes the river with the city's sewage. The measure will appear as a bond issue on the May ballot.

Launching Speaker Calls for More Aid

(OREGON SHIP) — A stirring appeal for greater home front backing in the war was made by Major Allen V. Martini, pilot of the famous Flying Fortress, "Dry Martini," at the launching of the S. S. Canada Victory March 20. It was the ninth Victory to go down the ways. Sponsor was Mrs. Carmel Snow, editor-in-chief of Harper's Bazaar. She was attended by Mrs. Henry L. Corbett Sr. and Mrs. Elliot Belson. Electra Kanas, operator on the strap machine in the Electric shop, served as flower girl.

"Because we are so far away from the combat zones we are inclined to be too complacent," Major Martini declared. "The length of the war will depend largely upon how much you people do here at home."

LED ATTACK ON PARIS

"I ask you every night to say to yourself: 'What did I do today that a mother's son should die for me?' If you can answer that question satisfactorily then you have done your part. When the boys come back they will ask what you did to speed victory."

Major Martini, whose daring aerial exploits included leading a bombing attack which destroyed the giant Renault factory in Paris, is on a nation-wide tour on behalf of Four Freedom War Bond show, sponsored by the United States Treasury and the Saturday Evening Post. He shot down 24 enemy planes, including 10 in one battle.

Al Bauer, assistant general manager of Oregon Ship, acted as master of ceremonies. The invocation was pronounced by the Rev. Thomas Tobin of St. Cecelia's Catholic church.

VOLUNTEERS PUSH ELECTRICAL WORK

(OREGON SHIP) — More than 330 workers of other metal trades crafts have taken jobs as marine electricians to speed the outfitting of Victory ships, Mel Hord, O.S.C. electrical superintendent, announced this week.

The workers offered their aid after Oregon Ship management, with the cooperation of metal trades union leaders, asked employees to accept electrical jobs temporarily until new electricians could be hired and trained.

Hord predicted the "splendid gesture of unity by department heads and workers" would result in acceleration of outfitting space as soon as the volunteers are integrated into electrical crews.

The new electricians are working on permits from the Electrical department and retain membership in their original unions.

Hord said his regular electricians were doing an "exceptionally good job," pointing out that the department's manhours on Hull No. 1003 were only 65 per cent of those on Hull No. 1001, the yard's first Victory ship.

Electrical work on the Victory ships is approximately three times as great as it was on the Liberty vessels, making necessary an increase in the personnel of Hord's department.

HEAVY CASE LOAD First Aid Station Busy

(OREGON SHIP)—With 30,000 cases a month, Oregon Ship's First Aid Station is one of the busiest medical institutions in Oregon. The staff, headed by Dr. Milton C. Lockwood, includes seven physicians, three first aid men, 23 nurses and 24 clerks. "We would like to acquaint every worker in the yard with our facilities for handling medical and surgical cases," Dr. Lockwood declared. "We are prepared to give emergency treatment in all types of illness and accidental injury."

"Severe injuries are prepared at the station for transfer to general hospitals and members of our staff arrange admittance."

The WORKER SPEAKS

Sees Warehouse Fire Danger

Sir: A fire in the main warehouse would cause a loss of millions of dollars and a great loss of life. It only takes one match to start a fire. I would like to take an official of the company about the warehouse and show him the fire hazards. I recommend that signs be posted at once prohibiting smoking in certain areas that adequate facilities for putting out fires be installed at convenient places, and that employees be instructed as to the seriousness of the situation and what to do in case of fire.—George Dyer, warehouseman.

Ed: Quoting H. E. Ahlen, chief safety engineer: "It would be almost impossible to eliminate smoking in the warehouse. We feel that the hazard of smoking in the warehouse cannot be considered very dangerous from a fire standpoint. Besides, there are a large number of big water pump cans located all over the building and also eight risers with 100 feet of hose attached. We also find that the posting of signs, especially "no smoking," does not bring very good results. There is a constant patrol of a fire guard in the building at all times."

Wants Old Rags Laundered

Sir: I suggest that all of the rags used in the yard be cleaned and used again to save the cost of buying new ones. If it is profitable for rag dealers, it looks like a saving for the shipyard.—Donald B. See, Truck Driver.

Ed: G. C. Malin, superintendent of the Salvage shop, says: "For the past six months we have been salvaging all good rags and sending them to the laundry."

Suggests Log for Trucks

Sir: I suggest a truck log be kept on each piece of equipment in the yard. The type I am suggesting would list the driver's name, amount of hours in service, time in the garage and oil house, repairs, tire changes and other details.—C. E. Johnson, Cat Driver.

Ed: R. W. Slater, chief truck dispatcher, writes: "Thanks for the suggestion. We are using a form with this same information in regard to the trucks."

Low-Pressure Squirting

Sir: Please make water fountains squirt high enough so we don't have to put our mouths on them.—H. J. Barnes, Shipwright.

Ed: Ken Siler, Mechanical Maintenance department, says: "The squirting on the drinking fountains is regulated by the water pressure in the mains, which varies from 40 lbs. to 110. Average pressure is about 90, and because of the variations we try to adjust the fountains to this average."

Special Parking Space

Sir: A special parking area should be reserved for persons who leave children at the Child Service center so they can drive out by the Administration building. This would save time going through heavy traffic up the hill. I am sure these people would be willing to pay for car stickers to have this privilege.—Alfred F. Parret, tool oiler, day shift.

Ed: Don Manning, Transportation department, says: "We do not like to start the practise of reserving certain areas for individuals or groups, since we would not be able to comply with all requests. It is our suggestion that people who have children at the nursery, park on the south side of the general parking area, which will enable them to exit past the Administration building."



Right Back At You C. A. Leeb, telephone engineer (holding microphone), records imaginary phone conversations in a "voice mirror" device, then plays them back to participants, in telephone conversation classes being held in Oregon Ship's Personnel building. Pictured with him are Vicki Breneman, chief clerk, Rigging loft; Bill Murphy, induction training supervisor; and Isabell McRae, U. S. Maritime Commission. (Oregon Ship Photo)

'Voice Mirror' Aids In Shortening Calls

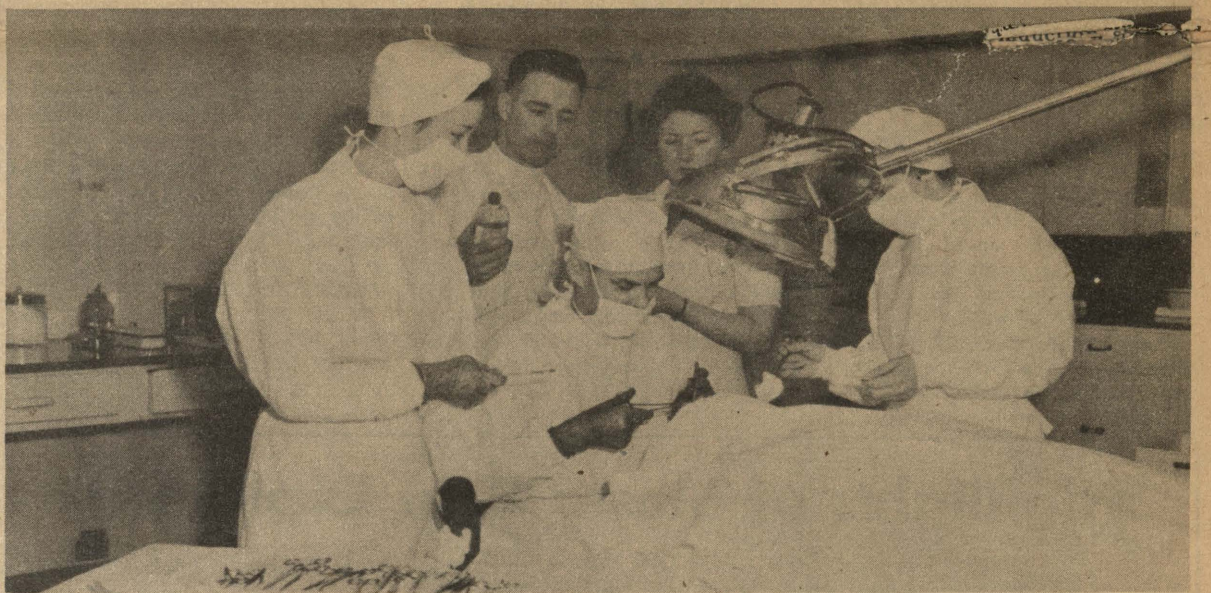
(OREGON SHIP)—A "voice mirror" which records your conversation and plays it right back to you is being employed by C. A. Leeb, former Oregon Ship telephone service engineer, in classes to instruct O.S.C. phone receptionists on the conservation of telephone usage. The classes are part of a campaign

PLATE SHOP PAINT TO RELIEVE EYE STRAIN

(OREGON SHIP)—To relieve eye strain and improve accuracy for swing and graveyard shift workers, the entire ceiling of the Plate shop and its sub-assembly extension has been painted white. Another shop improvement is the removal of the west wall to the end of the crane bay, which will permit easier storage of plate racks and better maneuverability of hysters.

being conducted jointly by the Telephone company and Oregon Ship management to clear the switchboards for more calls by shortening telephonic verbal exchanges and eliminating unnecessary conversations.

In the classes clerks and other employees who answer telephones are brought before the recorder in pairs to carry on typical telephone conversations. Then Leeb plays their exchange back to them, making them conscious of how their voices sound and enabling them, with the instruction they receive, to improve their handling of calls.



Act In Emergencies Men and women in white at Oregon Ship First Aid station are pictured above performing an emergency operation. Shown (left to right) are Nurse Frances Geary, Dr. Milton C. Lockwood, Nurse Gene Darr Currie and Nurse Helen Berg. Dr. Douglas Cooper is seated. (Oregon Ship Photo)



Build Deckhouses Here are some of the workers who pre-erect gigantic superstructures such as the one pictured on page one of this edition. In the middle front row are Lois Palmer and Evah Tingle, day shift welders. Second row: (left to right) Julia Adams and Pearl Rosetta, day shift welders; Bill Veelman, day shipfitter foreman; Frank Moravec, day burner leadman; Ken Liebhart, swing shift shipfitter foreman, and Jimmy Monteau, swing welder leadman. Back row: Ralph Cone, welder leadman; J. D. Bennett and Dale Bustard, shipfitter leadmen; Russell Lund, welder leadman; Jack Cochran, shipfitter foreman (all day shift); and Sheldon Allen, swing shipfitter foreman. (Oregon Ship Photo)