



# DRIVE AIMS AT MORE BOND PARTICIPATION

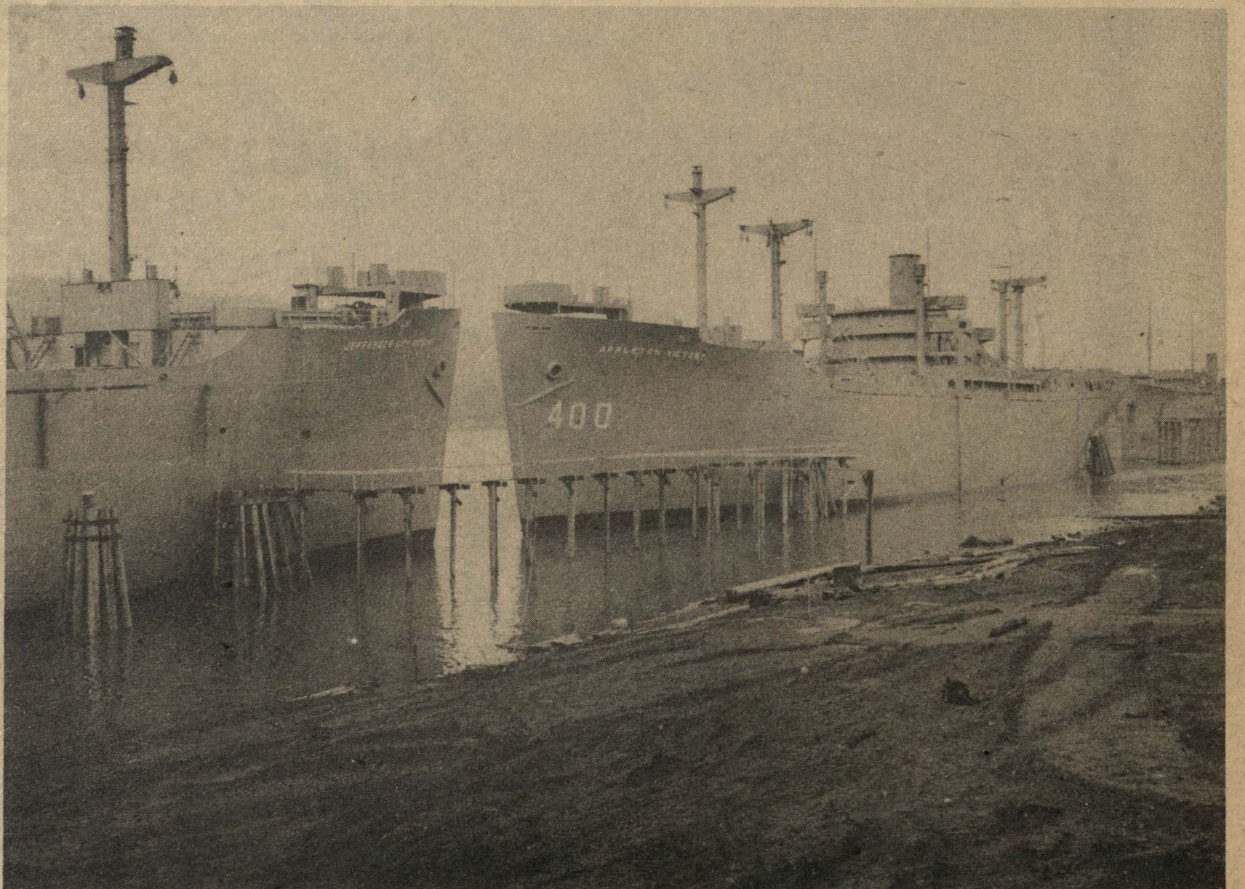
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**It's Dirty Work** OSC safety officials say the low percentage of accidents in the yard is due to the diligence of cleanup crews such as the one pictured above. These production laborers are (left to right) Josephine Palms, Blanche Brissett and Irene Thompson. (Oregon Ship photo)



**Stick 'Em Up!** It looks like a holdup, all right, but there is nothing lethal about the two "weapons" that Mary Helen May, OSC warehouse clerk, is pointing at Leadman R. L. (Shorty) O'Dell. They are rivet guns which will be used in construction of 4000 aluminum pontoons for the army. A shipment of 310 of the guns arrived at the warehouse last week. (Oregon Ship photo)



**Crowded Out** Victory Ships are sliding down the ways so fast at OSC that the Outfitting Basin no longer can accommodate all of them. The two Victories shown above are moored at emergency dock built on the Willamette river near OSC Boiler Erection. They are the Jefferson Victory and the Appleton Victory. (Oregon Ship photo)



# Kaiser Ships Rated Postwar

The Portland area Kaiser yards are now building ships which the Maritime commission classifies as active postwar merchant craft. Vice-Admiral E. S. Land, in testimony before the house appropriations sub-committee in Washington this week, listed as first class peacetime craft "15 million to 20 million tons of the best C-type Victory, combination passenger-cargo ships and tankers."

Land urged Congress to lose no time in establishing a policy on surface and transwater aerial transportation because of the size of the nation's active postwar cargo fleet. The Maritime commission chief also called for the establishment of between six to 10 custom-built ships costing from \$15,000,000 to \$25,000,000 each for the route between the east and west coasts.

The Liberty ships, Land said, should be held as "untouchable reserves" for possible future military use. He would have them laid up in fresh water basins and kept in constant repair. Vessels left over after this nation's need is met should be sold to other United Nations, declared Land.

The admiral suggested that 4 million tons of shipping more than 20 years old be scrapped.

## Yards Will Hear Navy Man Who Eluded Japs

One of the most thrilling stories of the Pacific war will be recounted when Lieut. Iliff Richardson, 26-year-old naval officer, visits the three Kaiser shipyards in the Portland-Vancouver area. Lieut. Richardson, who was trapped for more than two years in the Philippines and engaged in guerilla activities on Leyte, will speak to day shift workers at Oregon Ship and Swan Island Monday, February 19, and at Vancouver on February 20.

As an ensign aboard one of the two PT boats which took General Douglas MacArthur out of the Philippines in 1942, Richardson was himself rescued from Leyte after MacArthur's return last fall. In the meantime, he had become a captain, major and finally chief of staff of the Philippine guerilla army on the island.

Richardson's story dates back to Bulkley's storied PT squadron and is highlighted by his account of the dramatic night attack on a Jap cruiser which was made by the last two PT boats afloat. Later when trapped in the Philippines by the rapid Japanese advance, he made a vain attempt to escape from the islands in a sailboat. The craft capsized and he had to swim eight miles to safety.

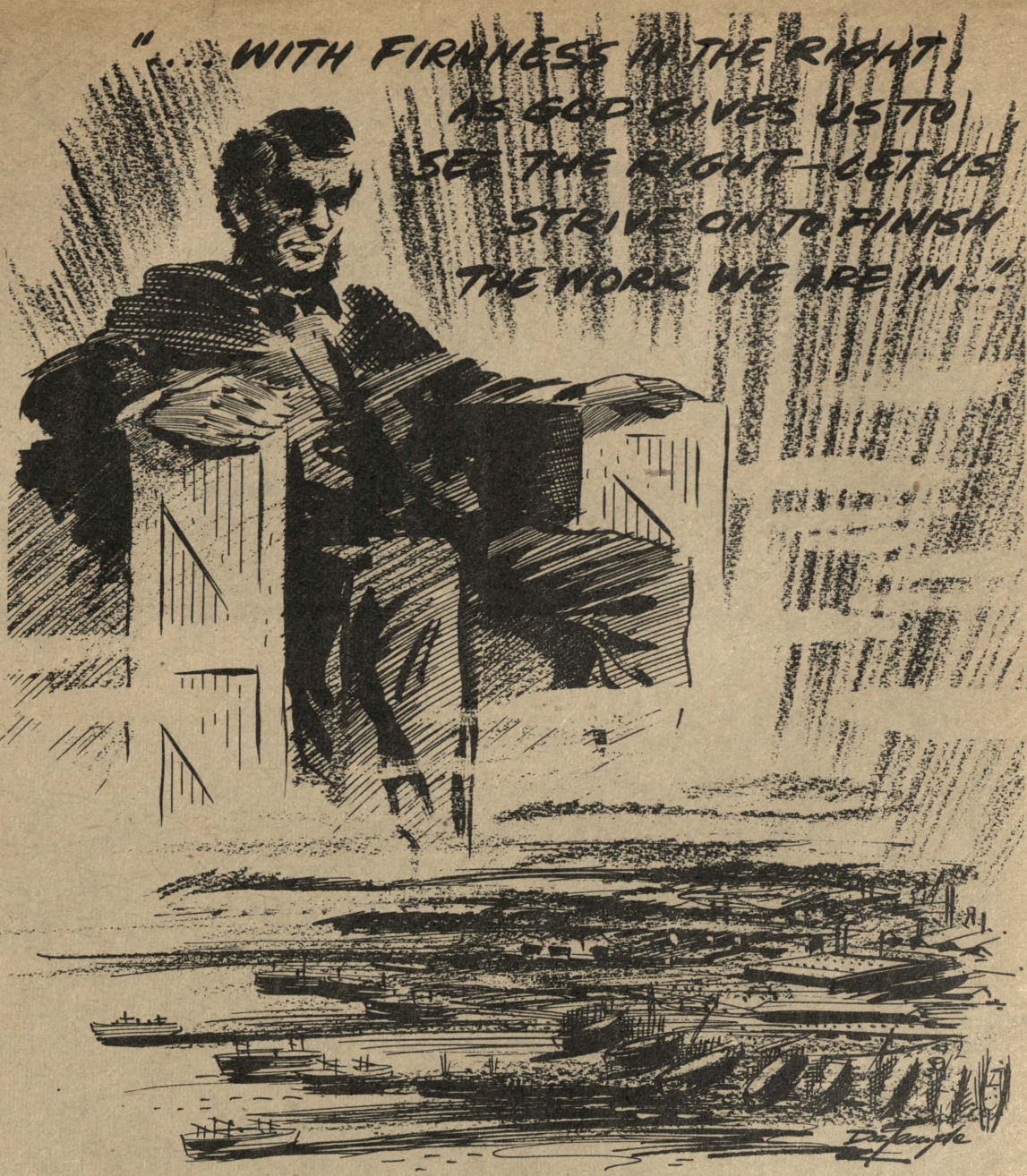
After this harrowing experience, he joined the guerillas in an incessant fight against the Japs.

Lieutenant Richardson will speak in all three yards during the day



LIEUT. RICHARDSON

lunch period—at Swan Island at 11:30 a. m., Feb. 19; Oregon Ship at 1 o'clock, Feb. 19; Vancouver at 12 o'clock on Feb. 20.



## "DIMES DRIVE" GOES OVER TOP

"Our March of Dimes drive in Multnomah county is over the top," George H. Buckler, chairman, announced this week. "We went out for \$100,000, but when all the reports are in, we think we have a good chance of reaching the \$150,000 mark."

Campaign funds are distributed by the Multnomah County chapter, with Aaron Frank as chairman, to needy individuals and to agencies providing care and treatment for victims. Agencies include the Doernbecher Memorial Hospital, Shriners Hospital for Crippled Children, the Jewish Community Center, the University of Oregon Medical School, and the Visiting Nurse Association.

Care and treatment are available for anyone who needs it, Buckler said, pointing out that both children and adults are stricken with polio and facilities are available to both. During 1944 a central clearing house was set up for infantile paralysis cases, with headquarters at 1008 S.W. 6th.

## Vancouver Flat Top Kills Jap Attacker

(VANCOUVER)—News of a Vancouver carrier in the Lingayen gulf invasion of Luzon, which withstood attack by Japanese planes and, in turn, destroyed an attacker, was relayed to I. F. Davies, shipfitter on the Vancouver Outfitting dock, by his son, Kenneth, former Vancouver Plate Shop



K. Davies

burner on swing. Kenneth Davies, who joined the navy last summer, was aboard the Vancouver vessel, the U.S.S. Lunga Point during the battle and he sent his father the official letter

written by the ship's commanding officer and distributed among personnel aboard the Lunga Point. Describing a near hit on the carrier, the letter said, in part: "A Jap bomber peeled off at 7000 feet and started for us. As that plane came down, it grew in size as it approached us. Our guns were blazing

away and the lead was pouring into him. We must have hit the pilot fatally or knocked his plane out of control, because he failed to lay his eggs and crashed into the water just astern of us and exploded. I mean that plane exploded into a thousand pieces, making rancid hamburger of the Son of Nippon flying it. Our only casualties were one officer and one man who were nicked slightly by pieces from the exploding plane."

A brother of the navy man, Oliver, is a shipfitter leadman at Oregon Ship on graveyard, and his sister, Fay Olney, is an expeditor at Swan on day. Another brother, Richard, is with the 7th army in France. He formerly was a Union Melt operator

## Heavy Costs Borne By Red Cross

By March 1, opening date of its 1945 drive, the American Red Cross will have expended \$394,000,000 in world-wide wartime service. An additional \$200,000,000 is asked to keep all Red Cross activities going full strength.

Bringing the appeal closer to home is a brief recapitulation of Multnomah chapter accomplishments during the 1944-45 period. In that time, 13,182 Red Cross volunteers gave 1,107,887 hours in all phases of the organization's activities.

Of particular interest lately has been the blood donor service, to which 224,644 donations of blood were made. Some donors went directly to the center at 1634 S.W. Alder street. Others were accommodated by the Red Cross mobile unit.

While much time is volunteered at no cost, many Red Cross endeavors—such as making of clothing for refugees, bandages for wounded service men and civilians, meals for service men and maintenance of equipment—require a mounting bill of expense.

It is for that purpose, and continuing Red Cross work, that the 1945 Red Cross drive is scheduled.



Bandages made in the Portland area may be used for casualties such as this boy, wounded in the invasion of Makin and being transferred from a coast guard manned transport to a navy hospital plane which will fly him to a medical base in safer territory. Money collected by the Red Cross drive here will make such first aid treatment possible.



"I wish he'd invite me up to see his tackings sometime!"



# Welding Saves Heavily of Ships' Steel

Savings of more than 2,000,000 tons of steel reported worth more than \$103,000,000 in the construction of 3,000 ocean-going cargo ships alone, is estimated by engineering authorities of the Lincoln Electric company, Cleveland, O.

Estimates were based on figures released in a report of the United States Maritime commission showing steel savings of approximately 821 tons per ship, which, with steel then selling at \$42 per short ton, represented a cost saving of over \$34,000 per hull.

The Sun Shipbuilding company, Chester, Pa., one of the major builders of cargo ships, recently published some interesting information on their welded-ship program in a tribute to J. W. Van Dyke, late chairman of the board of the Atlantic Refining company. The published statement reads in part:

"J. W. Van Dyke was the father of the deep sea all-welded ship. Without the welded ship the miracle of shipbuilding that lifted our nation from a poor fourth to the greatest sea power in the history of the world would not have been possible.

"Without the welded ship the miracle of quantity production and operation accomplished by the U. S. Maritime commission would not be possible. Without the welded ship our advance to ultimate victory could not be possible."

Welding has also contributed much to the entire war production effort by helping turn out planes, guns, tanks, ammunition and similar war material in record time.

# Ship Workers' Son Cited for Heroism

Cpl. John N. Waters, son of John M. Waters, shipwright engineer of Swan Island yard, has received a citation for "heroism in action" January 1, from Brig. Gen. J. M. Pierce. The action occurred on December 19, 1944, in the vicinity of Riesdorf, Germany, it was learned this week by his parents.



Corporal Waters was employed at Swan Island and the Vancouver yard before enlisting. His mother is employed at the Vancouver hiring hall at 509 Washington street, Vancouver.

"During the daylight hours of 19 December 1944," the citation reads in part, "fire from an enemy pillbox raked a machine gun nest which protected Company D's flank and killed the gunner and forced the remainder of the company to withdraw to cover. Realizing the vital need of the unmanned machine gun, Corporal Waters, with utter disregard for his life, cautiously crawled over the fire-swept terrain to the emplacement. With the hail of enemy fire missing him only by inches, he realized that he would not be able to dash with a heavy weapon through the gantlet of fire.

# Oxygen Vital Shipbuilding Weapon

## Oxy-Acetylene Torch has Big Part in Production Records; Principle Old

A colorless gas which makes a hissing sound scarcely heard in the roar of air hammers and sledges is one of the most important instruments of modern American shipbuilding. The odorless chemical, oxygen, fused with acetylene, does the big majority of the cutting of steel necessary to fit ships together. The shipyards are among the heaviest consumers of oxy-acetylene, using it with torches to cut, heat and shrink metal. The principle of the oxy-acetylene torch is that of the simple blowpipe used by jewelers and watchmakers of the middle ages. The operator blew air through a simple tube which increased the temperature of a flame by supplying increased oxygen.

In the modern cutting torch, acetylene is used for the fuel gas to produce the flame, and pure oxygen is used to raise the temperature of the flame to approximately 6300 degrees Fahrenheit, highest heat of combustion known to man and well above the melting points of metals.

Information for this article was supplied by L. H. Place, Applied Engineering Supervisor for the Air Reduction Sales company.

### PRINCIPLE EXPLAINED

The principle of oxy-acetylene cutting is based upon the readiness of iron and steel to combine with oxygen, particularly at high temperatures. Flame cutting is actually the extremely rapid oxidation or burning of the metal along the path of the oxygen stream issuing from the torch tip. The oxy-acetylene flames are used to preheat the metal along this path to ignition temperature while a central jet of pure oxygen burns a narrow slot through the steel.

Thousands of workers who have worked with or around torches have wondered what oxygen comes from and how it is made. Various methods have been perfected for the commercial production of oxygen, of which only two are utilized today—the electrolytic method and the liquefaction method, which is explained in the accompanying illustration.

The liquid air process is based upon the principle of separation of the various gases in the air by turning them to liquids at low temperature. The separation of the elements by this method depends upon the difference in their boiling points. Oxygen, for instance, boils at -297 degrees Fahrenheit and nitrogen at 321 degrees Fahrenheit. The principle and process are illustrated here diagrammatically.

Air, the raw material, is cleaned and compressed, and then cooled by

passing it counter-current to outgoing gases in the liquefaction column, as shown here. The incoming air is separated into two portions, near the top of the liquefier. One portion passes to the liquefier for further cooling by the cold gases coming from the column; the other is by-passed to an expansion engine. This operation has a further refrigerating effect, liquefying the air.

Lying on the ground beside the weapon, he tied a piece of wire to the tripod and then slowly crawled backward pulling the machine gun with him. Unswerved from his painstaking task, he carried on until he reached safety. As a result of his valor and ingenuity, a desperately needed heavy machine gun was saved from loss.

His brother, Flight Officer Richard J. Waters, also is now in France.

different temperatures. Liquid air passes through a series of fractional distillation processes in a rectification column, the large, vertical, enclosed vessel shown in the diagram. Here the various gases boil off at different temperatures. Nitrogen along with several rare gases, neon and helium, having lower boiling points, will boil off first, leaving oxygen and several other of the rare gases, argon, krypton and xenon in the remaining liquid.

The rectification column repeats the process until substantially pure nitrogen is produced at one end of the column and equally pure oxygen at the other. A second fractionation of the argon-oxygen mixture provides the final separation to give pure oxygen.

OTHER GASES USED  
Argon is used principally in the standard incandescent light bulb, but also in the manufacture of AC to DC electric current rectifying tubes, as well as many well known luminous tubes.

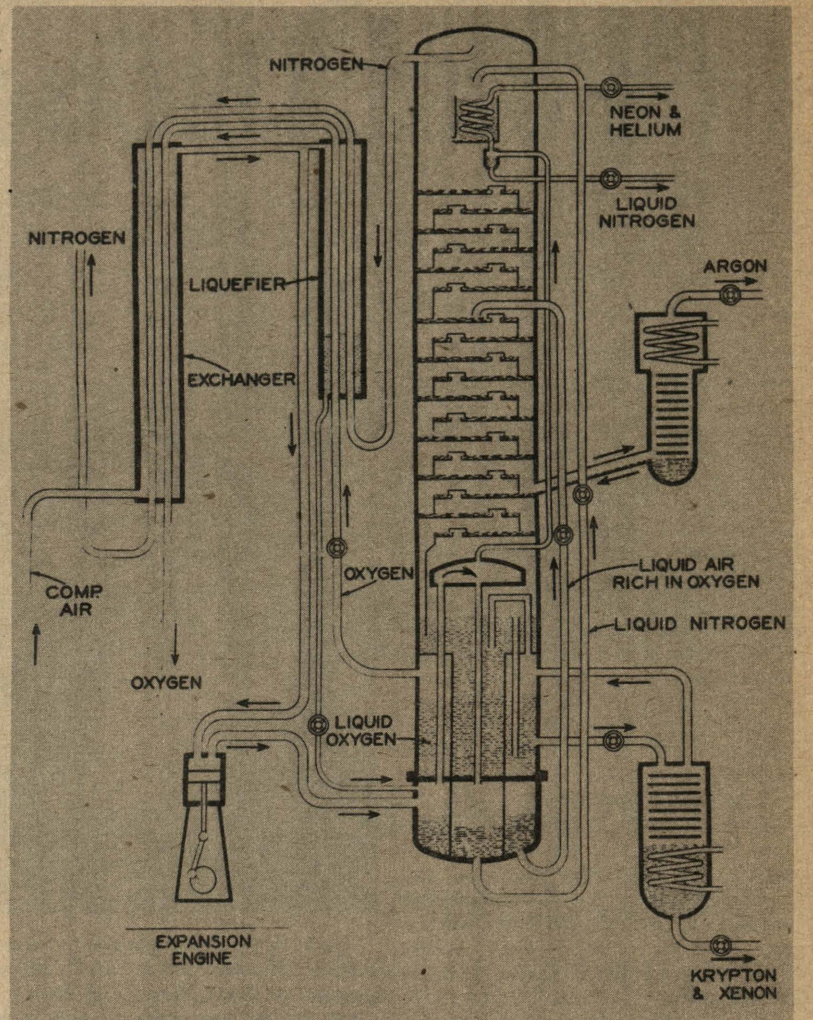
Neon is widely used in advertising and display signs. Helium is used in illumination as well as for inflation of lighter-than-air craft, blimps and dirigibles, be-

cause of its non-inflammable, non-explosive qualities. Krypton and xenon also find use in the electrical field.

OXYGEN DANGEROUS  
The unique characteristics of oxygen call for careful handling. At high pressures, it may combine violently with oil or grease at ordinary temperatures. For this reason, oil or grease should never be allowed to come in contact with any equip-

ment carrying oxygen under pressure. Nor should such equipment be stored where it might establish contact with oil, grease or other combustibles.

Oxygen should never be used in pneumatic tools, to start combustion engines, to blow out pipe or hose lines, and to dust clothes. Cylinders should never be stored in a place that is, or might become, unusually hot.



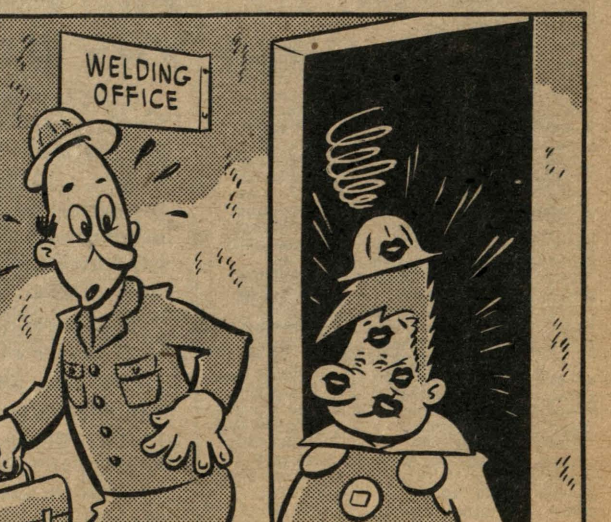
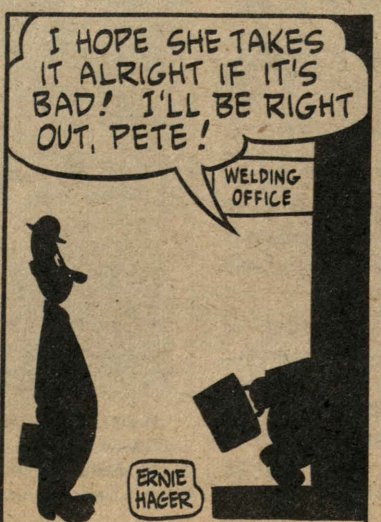
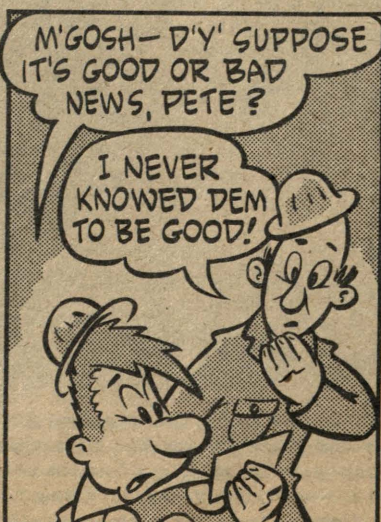
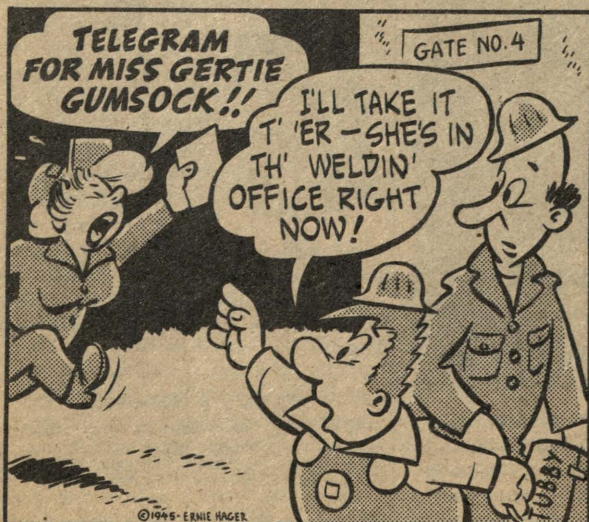
The above diagram shows how oxygen and other atmospheric gases associated with it are processed for commercial use. The accompanying article explains the principle of the mechanism.



Oxygen is transported in huge trailers carrying cylinders, such as are shown above. Each cylinder contains 244 cu. ft. of compressed gas at a pressure of 2200 lbs. per square inch.

## Stubby Bilgebottom

By Ernie Hager





# Campaign Seeks Rise In Bond Deductions

(OREGON SHIP) — Following close on the last awarding of prizes for the Sixth War Loan campaign—the drawing last week for winners of the sixty-six \$50 war bonds — the Bond department announced today the beginning of a campaign to raise worker participation in payroll deductions savings. Emphasis will be placed on raising each department's quota, Ken Moyer, Bond department

head, declared. He pointed out that at present only 60.7 per cent of Oregon Ship workers are participating in the program, giving the yard an over-all payroll deduction of 9.8 per cent for regular weekly savings in bonds.

"Before the Administration building fire last November," Moyer said, "Oregon Ship had one of the highest bond-buying ratings in the nation. Last year's average payroll deductions for the first nine months showed 12.5 per cent of the yard's weekly pay checks going into savings for postwar use with 80.37 per cent of the workers participating."

## SECOND QUARTER TOPS

Average deduction for bonds during 1944 was 11.6 per cent of the payroll, he said. High point for the year was during the second quarter when 14.01 per cent of each week's pay checks were being "salted away" by employes through bond purchases.

In the third quarter, which included the Fifth War Loan, 80.37 per cent of all OSC workers participated in the payroll deduction plan, putting aside by this means 12.5 per cent of their income for future use.

Mechanical difficulties in operation after the fire brought a slump in bond purchases. Average deduction was only 8.19 per cent for the last quarter.

"But now that Bond department facilities have been restored it is expected that departmental purchases will rise to their former high levels," Moyer said. "Everyone realizes the importance of bonds as savings, and now that our facilities for delivering bonds have been restored to their former efficiency, we are certain that yard purchases will soon be back to their former high status."

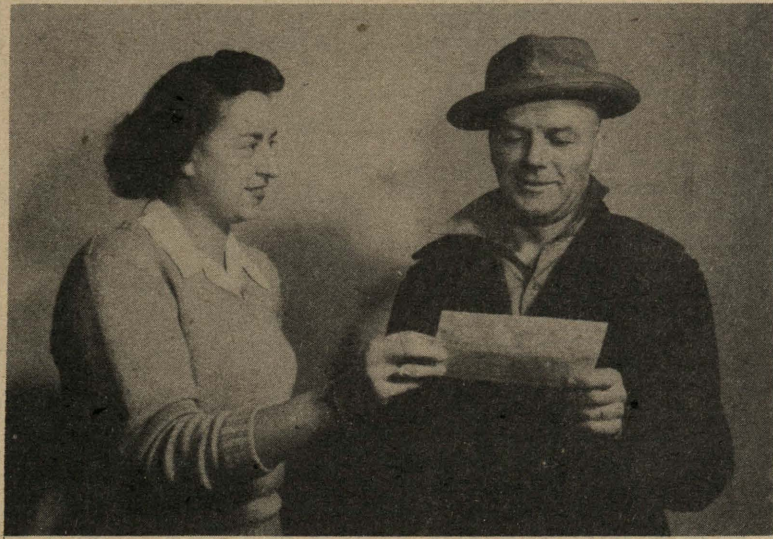
## WINNERS LISTED

Each of the following Oregonship employes have won a \$50 war bond as a result of their participation in the Sixth War Loan drive:

Ticket	Name	Dept.
23001	A. L. Sinclair	Shipwright
44285	M. J. Chappell	Mold Loft
36764	H. F. Miller	Pipe
24505	Dale V. Grant	Welding
41611	L. C. Ellis	Shipwright
37212	D. A. Engle	Mechanical
44414	C. E. Richards	Mechanical
46048	J. R. Fleming	Pipe
17995	Earl Odell	Rigging
11751	Lence E. Jobe	Welding
15241	C. F. Pomeroy	Welding
30307	L. L. Martin	Assembly
14038	H. A. Jokela	Mechanical
27672	D. Douglas	Electric
52154	Marjorie A. Lehnhoff	I.E.M.
56916	R. A. Langbecker	Assembly
52238	S. Pitt	Mechanical
2470	D. L. Fall	Welding
815	W. J. Miner	Welding
52520	Frank W. Donaghy	Shipfitter
7239	H. A. Shroufe	Labor
13394	Lucy K. Broadhurst	Labor
59341	Leonie N. Brooke	Warehouse
22631	J. A. Kavaleshi	Way
12323	Margaret T. McArthur	Ad. Bldg.
6348	C. A. Thoming	Assembly
16949	T. C. O'Brien	Marine
41710	J. H. Carter	Welding
24464	L. J. Albertson	Welding
9148	M. Maxfield	Pipe
2025	L. J. Winkelman	Welding
45411	L. C. Lane	Welding
27898	G. G. Wright	Erection
37620	C. A. Tatum	Plate Shop
2446	Betty A. Farrow	Welding
5410	J. J. White	Assembly
44189	David S. Welker	Electric
44556	Larson	Pipe
18408	F. L. Tindall	Welding
27235	Norman S. Moulton	Assembly
34415	M. H. Jacques	Marine
23175	Fred A. Meyers	Plate Shop
36373	D. Laine	Labor
47645	M. M. Rose	Plate Shop
12311	Andrew A. Dosek	Bay 11
28390	J. A. Grinnell	Warehouse
49509	Ed Wasse	
17469	C. W. Ruska	Shipwright
8934	J. E. Jones	Safety
41054	J. P. Craig, Jr.	Welding
49662	Cecil Milner	Electric
36771	C. K. Claggett	Electric
22405	W. Kotold	Welding
28497	E. L. Huyett	Welding
28770	W. B. Owens	Marine
17237	G. A. Eagleson	Electric
11996	Freda Severin	Welding
21038	A. J. Walden	Welding
9171	Harry Chaker	Welding
39540	A. H. Bulloch	Assembly
26641	Jewell P. Grace	Pipe
9769	Mabel G. Cheiver	Welding
27530	E. G. Arney	Welding
5575	E. B. Hunsberger	Pipe
13091	A. E. Coddington	Erection
34313	Robt. T. Bruce	Electric

## ALTERNATE

45148	David Smeaton	Plate Shop
12961	Irene Tomlinson	Electric
57684	Oscar Sabo	Shipwright
5863	Pat Heston	Office Eng.
7739	W. Elliott	Assembly
1147	Chas. W. Beck	Guard
47305	John F. Pryor	Shipwright
14043	Guy Randles	Pipe
32089	Herman Penatt	Welding



Here is R. A. Langbecker, Assembly worker, who was one of the 66 Oregon Ship workers to win a \$50 war bond for having purchased bonds during the Sixth War Loan drive. Langbecker, holding the bond, said, "That makes one more to salt away." With him is Sarell Israel, Bond department senior clerk.

## Glass Really Stout Stuff Says OSC Window Fixer

(OREGON SHIP) — More glass is used in Oregon Ship buildings and equipment than in a first-class greenhouse, according to Joe Miller, yard glazier and facilities carpenter. But with thousands of windows to maintain, the tinkle of falling glass from a shattered pane happens less than three times a day, Miller said. "Glass is really stout stuff," he declared. "Of course you can't ram a pane with the end of a pipe and expect the window-pane to bounce back, but it isn't the fragile thing most people believe."

Chief causes of breakage in the yard, he said, are flying particles, settling of buildings, and—on moving equipment—backing into projecting pipe or timbers.

## VARIETIES IMPORTANT

Glass to Miller is not just plain glass. Of scores of varieties, five types are used at OSC, each for a specific purpose. Solex is a heat-reflecting blue glass preferred by some Whirley operators; duplate is shatter-proof, used mainly in vehicle windows; syanite is a bluish glass used in rest room windows, while two thicknesses of sheet glass are used in building windows and in gauges and fire boxes.

Replacing windows is only part of Miller's "glassy" chore. He also cuts and fits tubing for gauges and windows for fire-fighting equipment installed in ships.

With headquarters in a small office in the new garage, Miller fills in his spare time by carpentering wooden parts of truck bodies, and, as an extra chore, is in charge of overhauling all automatic door-checks used in the yard.

## Extra Forms For Federal Tax Offered

(OREGON SHIP)—Extra tax forms, both the W-2 (revised) and the No. 1040, are available in the activities booth inside the main gate, Ken Moyer, bond department head, has announced. Instruction sheets will also be available.

The booth will be open at shift change on all three shifts, Moyer said. Girls in the booth will not be qualified to assist in filling out the forms but will have information for directing workers to the proper income tax office.

## MEET 'SALEM PETE'



(OREGON SHIP) — Although Peter (Salem Pete) Grazen, OSC Boiler Erection employe, is a confirmed bachelor, he admits he once toyed with the idea of matrimony until the prospective bride turned thumbs down on a "bicycle-built-for-two honeymoon."

Grazen, 69, attributes the fact that he is hale and hearty to making a daily bicycle roundtrip of eight miles between Salem and his home. He considers the bus ride from Salem to OSC and return a "nuisance."

"If I had the time, I'd ride all the way to the shipyard on my bicycle," he declared. "But it seems that in this day and age everything has to be speeded up."

Before most of OSC's day shift workers are aroused by their alarm clocks, Grazen has mounted his cycle and is pedaling toward Salem.

"That exercise every day keeps me as fit as a fiddle," he said. "I'd like to see automobiles eliminated and everybody riding a bicycle."

## INQUIRING REPORTER

### QUESTION:

"During these long winter evenings what do you most like to read and what music do you most like to hear?"

J. H. Sargent, rigger time checker: "I like the old books—not heavy classics, but books like 'The Prisoner of Zenda' and some of Zane Grey's early books. Then for listening, give me a program of waltzes, quartets, and music that is the kind to remind of the good old peaceful days before the war."



Henryette Izer, sail loft worker: "I'm not a bit particular as long as it's good reading. I read the newspapers, naturally. Who doesn't in these times? And I like the Reader's Digest. Then most any sound fiction. While I'm reading, I'll stop to listen if I hear Bing Crosby start to sing on the radio."



Andy Anderson, Facilities painter: "Give me a good fast moving yarn with plenty of excitement, like western stories or the true detective fiction. Mystery stories are swell too. And then I want a program of cowboy music to sort of set the background. Then in my big chair, warm and comfortable I usually can last an hour before I fall asleep."



Tony Zimmerman, Facilities painter: "No fiction for my dish. After a day of work I want to sit down and read the papers, then perhaps skim through some picture magazine like Life or Look but no heavy reading. For music? Well, a good stirring band is fine on a winter night, or maybe old-time music."



A. C. Kirkpatrick, electrician: "I'm not reading anything this evening but electrical books like the Portland City code manual. I'm studying hard to be a regular licensed electrician and that takes work every evening. In the music line I like anything played on a steel guitar. It relaxes a person."



T. A. Webb, rigger: "I guess I don't read much, but when I do pick up a book I want it to be something fast and full of vim like the 'Comanche Kid'. There was a hum-dinger! And when I want music on the radio, I don't want any of the jazz stuff. I like old-fashioned fiddling or old-time dance tunes."



Virginia Hugley, scaler: "Yes, I read a lot. And the funny papers make a nice relaxing way to spend the evening. But quite often I read a good novel too. Last one I read was 'Strange Fruit' and I was very interested in it and in the comment it aroused. Music has to be good and hot for my taste—like Count Basie or Benny Goodman's stuff."

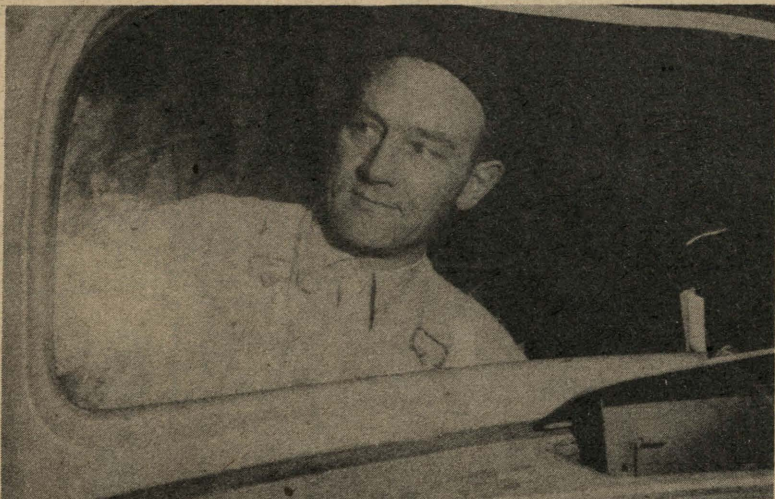


## CARD OF THANKS

We wish to express our sincere thanks to our friends for their many kind expressions of sympathy during the recent illness and operation of our daughter Charlene. — Mr. and Mrs. Robert V. Benford, Ridgfield, Wash. Benford is a swing Machinist.



Standing in front of racks filled with glass for Oregon Ship's future broken windows, Joe Miller, yard glazier, grinds rough edges from a truck windshield. Miller repairs any broken windows and glass gadgets used in the yard.



Here Miller is shown installing the shatterproof windshield in a truck being overhauled in the garage. The glass, a perfect fit, was cut by Miller with uncanny accuracy to the fraction of an inch. Marks in the left corner of the windshield are not flaws in the transparent sheet, but reflection from the photographer's flash bulb.



# The WORKER SPEAKS



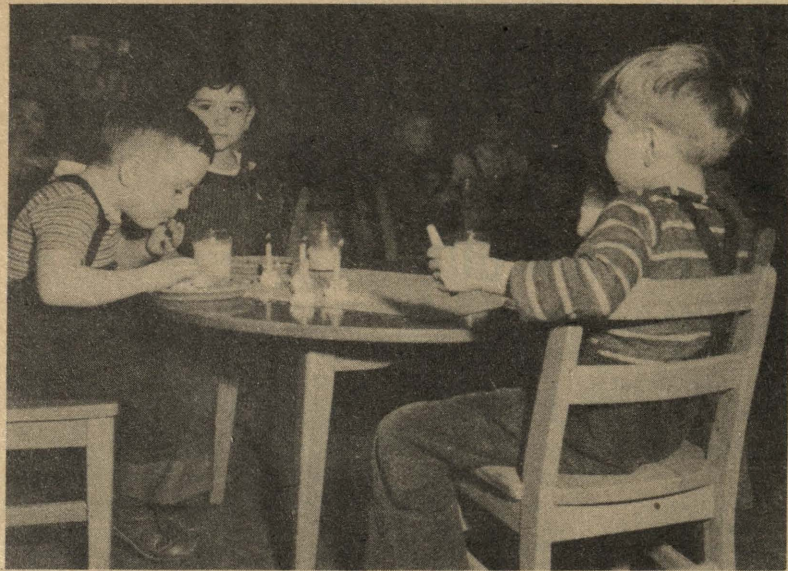
## Courtesy Appreciated

Sir: I wish to thank the management of O.S.C., Mr. Taylor of the Transportation department, and the Portland Traction Company for the manner in which a recent complaint was handled.

I might add for the workers in the yard that when they hear of a bus change that adversely affects them, if they will wait about 24

hours for a "cooling off" period, then figure out how the change affects the whole bus problem, then take their troubles to the Transportation department in the personnel building—they will receive every courtesy and maybe some relief.

I have had occasion to make several trips to this office and have always found them and the Traction Company very considerate of my requests.—C. Hand, shipfitter.



**Five Years Old** With a plateful of cake, a glass of strawberry milk and five pink candles, Johnnie Kern celebrated his fifth birthday with a party for his unit at the Child Service Center last week. Johnnie, seated at left, is the son of Mrs. Josephine Kern, OSC Electric shop tool checker.



**A Man's Job** These girls who work in the OSC warehouse as truckers are doing work that a few years ago was considered strictly for men. They push heavy loads in and out of the warehouse for eight hours and like it. Shown (left to right), Marie Oviatt, Esther Barnes, Mae Kramer and Jerry Kronschnable. (Oregon Ship photo)



**'Didn't Feel A Thing'** That's what the men shown above said the morning after they all reported at the Red Cross Blood Donor center to give a pint of blood each. The men shown represent the entire supervision force on Supervisor George Straalsund's crews, Way 8. They are, left to right, front row:

Art Reeves, shipwright leadman; D. C. Newman, welder leadman; M. J. Hull, burner leadman; Straalsund; Raymond Vogel, welder leadman; Dan Debilzen, chipper; Joe Waldbirech, shipfitter leadman; second row, Bill Horton, shipwright foreman; W. Welke, shipfitter leadman; Z. E. Laurine, chipper leadman; Carl Shulson, shipwright leadman; Mike Erceg, shipfitter leadman; Dale Sanders, shipfitter foreman; Larry Grimm, welder leadman; L. A. Larson, welder leadman; back row, Harold Bryan, welder leadman; J. J. Fitzsimmons, shipfitter leadman; T. D. "Pete" Peterson, welder foreman; R. D. Ault, shipfitter leadman; Les Bidwell, welder leadman; Leo Rood, shipfitter leadman; Neal Charles, welder.



The girls pictured above are part of the OSC Materials Accounting staff. It's their job to keep a record of everything that comes into the yard from common pins to bull gears. Shown, (left to right) are Linda Berry, Mattie Moody, Mildred Wilkinson, Margaret Devlin, Vivian Kelin and Rose Hubbard.

## All Supplies Data Kept By Materials Accounting

(OREGON SHIP)—One of the busiest departments at OSC is the Materials Accounting department, located in the new Warehouse, where 53 employees, headed by Supervisor

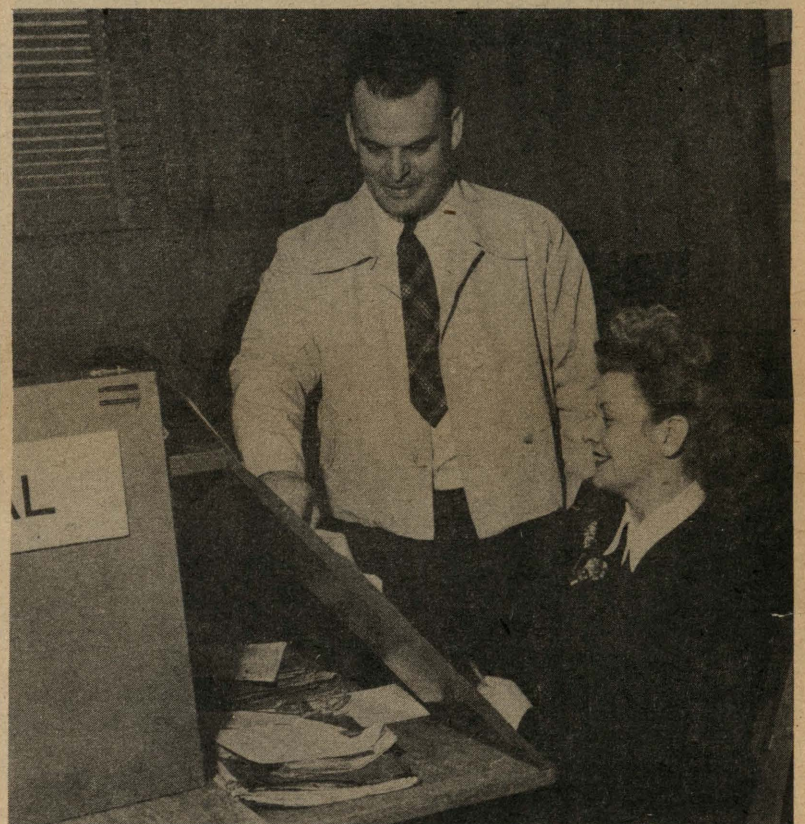
## Workers Celebrate 50th Anniversary



The James H. Smiths

(OREGON SHIP) — Their 50th wedding anniversary was celebrated recently by two Oregon Ship workers, Mr. and Mrs. James H. Smith, riveter and Outfitting dock worker. The Smiths, who work swing shift, were honored during their lunch hour with a surprise supper by a large group of Outfitting dock workers, when they received a gift for their golden wedding celebration.

The couple has six children and 10 grandchildren. One son is in the navy, and one grandson is in the marines.



Supervisor Ted James of the OSC Material Accounting department and Mayo Leuthold are shown checking records of material purchased for the shipyard. The department handles 27,000 requisitions a month, representing an expenditure of approximately \$3,000,000.

Ted James, keep an account of all material that comes into the yard and all material issued to vessels and facilities. "We handle 27,000 requisitions a month," James declared. "We also handle 5000 material reports which come into the yard."

## WORKER FATHER OF 14 CHILDREN

(OREGON SHIP)—Half a year after the Bosn's Whistle recorded the end of the "largest family" contest among Oregon Ship workers, when Shipfitter Lynn Wallace, with 13 children, was given unofficial laurels for the largest number of offspring, C. L. Ballard, 54-year-old specialty crew



C. L. Ballard worker, reports a family of 14 children. Ballard's oldest child is 35 years old, his youngest was born 25 months ago. Out of the 14, four daughters are married and three sons are in the service, with one son, Donald, with the army in the Italian theatre and last heard from in October.

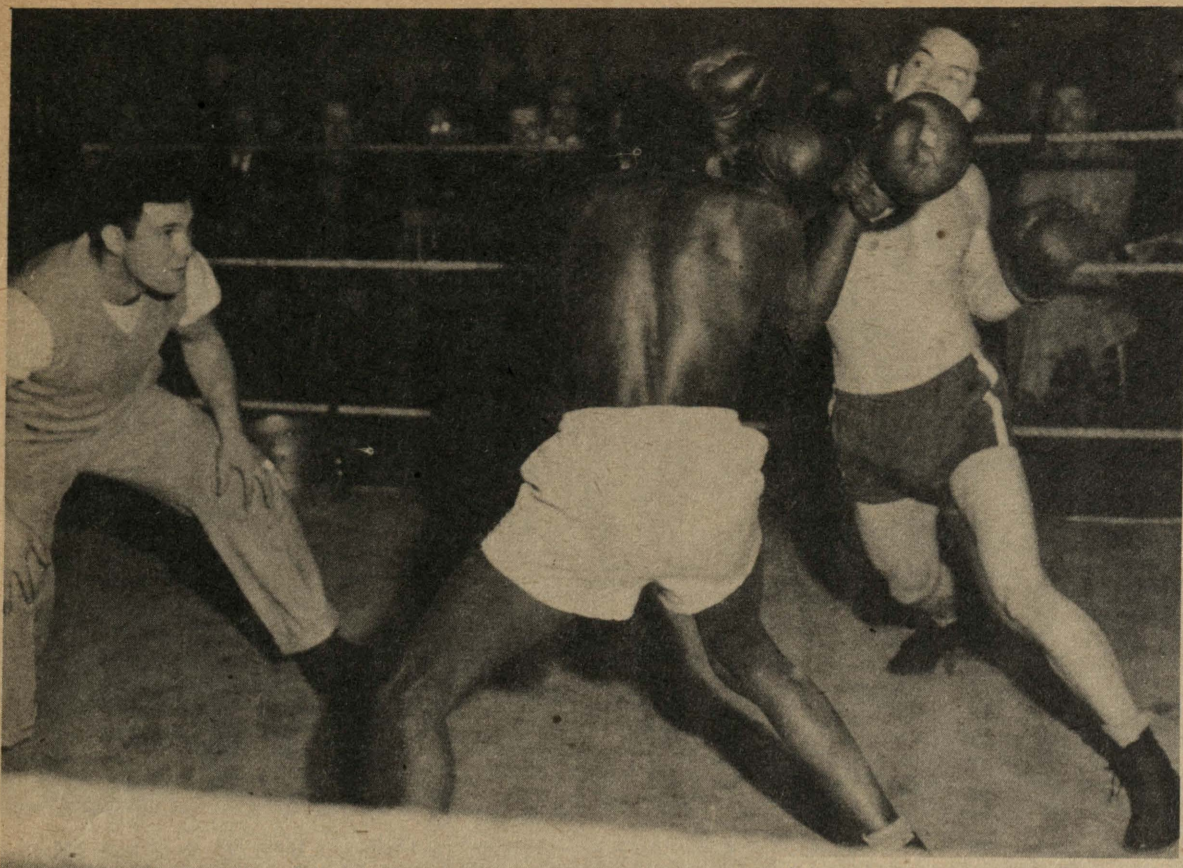
### CARD OF THANKS

I wish to express my thank to a grand crew of burners, welders and shipfitters of the shell-jigs for the lovely flowers, cards and gift sent to me after my recent accident.—B. A. Driscoll, swing burner.

## Gallon Club Will Sponsor Victory Ship

(OREGON SHIP) — Members of the Red Cross blood donors' Gallon club will sponsor the launching of a Victory Ship in the near future, it was announced today. In order that all names of Gallon club members may be included in the drawing to select the sponsor, galloneers are asked to report their names as soon as possible at the Bosn's Whistle office.





**Tense Moment** Leather flew thick and fast when Jimmy Bush (white trunks) and Jerry Gale, amateur middleweights, rang up the curtain last Friday night on a series of boxing shows in the Oregon Ship gym. Referee Herman DeVault gave Bush the nod at the end of three rounds. In the main event, Matt Jasper, Vanport sheriff's office, decisioned Tommy Ernest, Vancouver light-heavyweight. (Oregon Ship photo)

**You Wouldn't Believe It— So Here 'Tis!**



(VANCOUVER)—D. W. (Chief) Bennett, Ways specialty crew, opened the season with a mark for fishermen the nation over to shoot at. Thursday, February 1, on his way home from work, Bennett stopped along the Lewis river, cast a 12-pound line for bass—and landed a 25-pound steelhead after a mighty tussle.

"Only the fact I had such a long line," Bennett said, "saved the day. I'd have lost him sure. He took that line and went a good 200 yards with it."

Fifteen-pound steelhead are considered about tops, and normal catches run only four to ten pounds. The huge fish measured 43 inches overall. Passersby who watched as the above picture was being taken near the Bosn's Whistle office thought the finny beauty was a large Chinook salmon.



**Leads Team** A good reason why the Burners are leading second-half play in Swan Island's Tanker bowling league is Fred Epeneter, whose 202 single and 568 series in last week's play helped his team set a new singles record and come within sixpins of breaking the series record.

# Metal 5 Closes Up Swan Gap

## 16-TEAM BOWLING LEAGUE

	W	L	Pct.		W	L	Pct.
Painters-Dock	40	17	.702	Painters-Yard	30	27	.526
Sheet Metal	39	18	.684	Electricians	30	27	.526
Pipefitters	38	21	.632	Trial Crew	27	30	.474
Main Machine Shop	33	24	.579	Outfitting	20	37	.351
Plate Shop	32	25	.561	Welders-Ways	20	37	.351
Chippers-Dock	32	25	.561	Welders-General	19	38	.333
Welders-Dock	31	26	.544	Machinists-Dock	19	38	.333
Clerical	31	26	.544	Shipfitters	17	40	.298

(SWAN ISLAND)—Three full games back of first place a week ago, Sheet Metal of Swan's 16-team bowling league turned on the heat last week to trounce Shipfitters three games and come within one game of first-place Painters-Dock, who dropped two games to the fast rising Clerical five. The battle for fourth position among seven teams saw Main Machine Shop take a one-game lead over Plate Shop and Chippers-Dock. All three teams made clean sweeps.

## PRE-ERECTION OUT FRONT BY 7 GAMES IN OSC PIN LOOP

### OREGON SHIP BOWLING LEAGUE

	W	L	Pct.
Pre-Erection	48	15	.762
Chippers No. 1	41	22	.651
Welders	41	22	.651
Shipfitters	34	29	.540
Gun Shop	34	29	.540
Sub Assembly	31	32	.492
Chippers No. 2	15	48	.238
Gadget Shop	11	52	.175

(OREGON SHIP) — It was anyone's guess Wednesday night, January 31, how the top six teams of the Oregon Ship bowling league would be lined up after the evening's play. The heat was on, with league-leading Pre-Erection matched with second-spot Chippers No. 1 and Welders in close running for second place.

Maple-scattering quintets rolled for two and a half hours, and when final scores were compared, Pre-Erection had taken all three from their opponents to swing into a seven-game lead. But next week's games promise even more tension, for Chippers No. 1 and Welders are tied for second place, and Shipfitters and Gun Shop for third place.

Giving Chippers No. 2 a run for their money to keep out of the cellar was the Gadget Shop five. Boulanger chalked up a 207 in the second game.

Checking over the forest of hard wood scattered by members of the league, only two men were found to have passed the 10,000-pin mark at the close of the 63rd game of the season. They are Sabah, Pre-Erection, with 10,630 pins, and Heilman, Shipfitters, with 10,571 pins.

Sabah nosed Heilman for top individual averages by picking up one pin for 168, while Heilman dropped one pin to 167. Moving into seventh place in the averages was Donaldson, Sub-Assembly, with a 154, as Raymond, Gun Shop, dropped from the list. Scores:

PreErection	832, 914, 873—2619;
Chippers No. 1	792, 860, 861—2513.
Gun Shop	857, 863, 877—2597; Sub-Assembly, 833, 866, 837—2536.
Chippers No. 2	896, 800, 791—2487;
Gadget Shop	790, 855, 757—2396.
Shipfitters	732, 810, 920 — 2512;
Welders	888, 862, 892—2642.

## TOWNLEYITES ALL BUT FALL FROM TOP

(VANCOUVER)—The Townleyites were barely able to maintain their lead in the Vanship bowling league last week, as one of the chief contenders for top spot, the Supervisors, handed the front runners two defeats. Waddington's Hi-Cappers went wild again and took three games from the Painters to put them in third place. Waddington spurred his team with a nifty 605 series.

The Duncanites took two games out of three from the Specialists. Standings:

	W	L	Pct.
Townleyites	36	18	.667
Duncanites	35	19	.648
Hi-Cappers	26	28	.480
Supers	25	29	.463
Specialists	20	34	.370
Painters	20	34	.370

Welders-Ways turned in high single game for the week, 985 pins. Pipefitters had high team series, 2775. Tobey Mendelson, Main Machine Shop, led individual bowlers with a 218 single and 590 series. John Owens, Chippers, rolled a 215; Jack Workman, Pipefitters, 211 single and 567 series, and A. Dudley, Electricians, 210 single and 541 series.

### TANKER LEAGUE

	W	L	Pct.
Burners	11	4	.733
Engineers	9	6	.600
Tank Test	8	7	.533
Erection-Sharks	7	8	.467
Erection-Scorpions	7	8	.467
Chippers	3	12	.200

Setting a new singles record of 1032 pins and coming within six pins of the league's team series record, Burners stretched their lead to two games over the Engineers last week by sweeping a three-game series from the first-half champion Scorpions.

Engineers stayed in hailing distance with a two-in-three win over Erection-Sharks. Tank Test rose to undisputed possession of third place with a two-game win from the last-place Chippers.

Nelson, Burners, had high single game of 215 to lead individual bowling. Teammates Epeneter and Gertz aided their teams record efforts with a 202-568 and 205-558, respectively. John Owens, Chippers, turned in a 203 single and 553 series. Doering, Erection-Sharks, had a 202 single and 566 series, while teammate Chaplin posted a 209 single.

### WOMEN'S LEAGUE

	W	L	Pct.
Gremlins	10	2	.833
Welders-Wildcats	9	3	.750
Toilers	7	5	.583
Bachelor Girls	7	5	.583
Scorpionettes	2	10	.167
Sparkies	1	11	.083

Gremlins continued on their merry way towards Titleville in the women's bowling league with a shutout victory over the Sparkies. Welder-Wildcats kept their title chances alive by trimming the Bachelor Girls, two of three, and the Toilers gained a notch by whitewashing the Scorpionettes.

Virginia Anderson of the Toilers, led individual bowlers with a 189 single and 469 series. Her efforts were instrumental in giving the Toilers team honors for the week with scores of 760 for single game and 2184 for team series.

## Swan's New Cage League Knotted

	W	L	Pct.
Globetrotters	3	1	.750
Scorpions	3	1	.750
Pipe Shop	1	2	.333
Crane Operators	0	3	.000

(SWAN ISLAND) — Erection Scorpions tied Swan Island's departmental basketball league race in a knot last week at the Swan gym by overwhelming the previously undefeated Globetrotters, 43 to 33. The Scorpion win, plus a 29 to 15 verdict over Pipe Shop earlier in the week, gave the former their tie with the Trotters for league honors.

The Globetrotter-Scorpion game saw the losers take a brief lead, only to have the winners close the gap and lead at halftime, 23 to 18. Leonard Moore led the winners with 19 points. Quintel Cooper scored 13 for the losers.



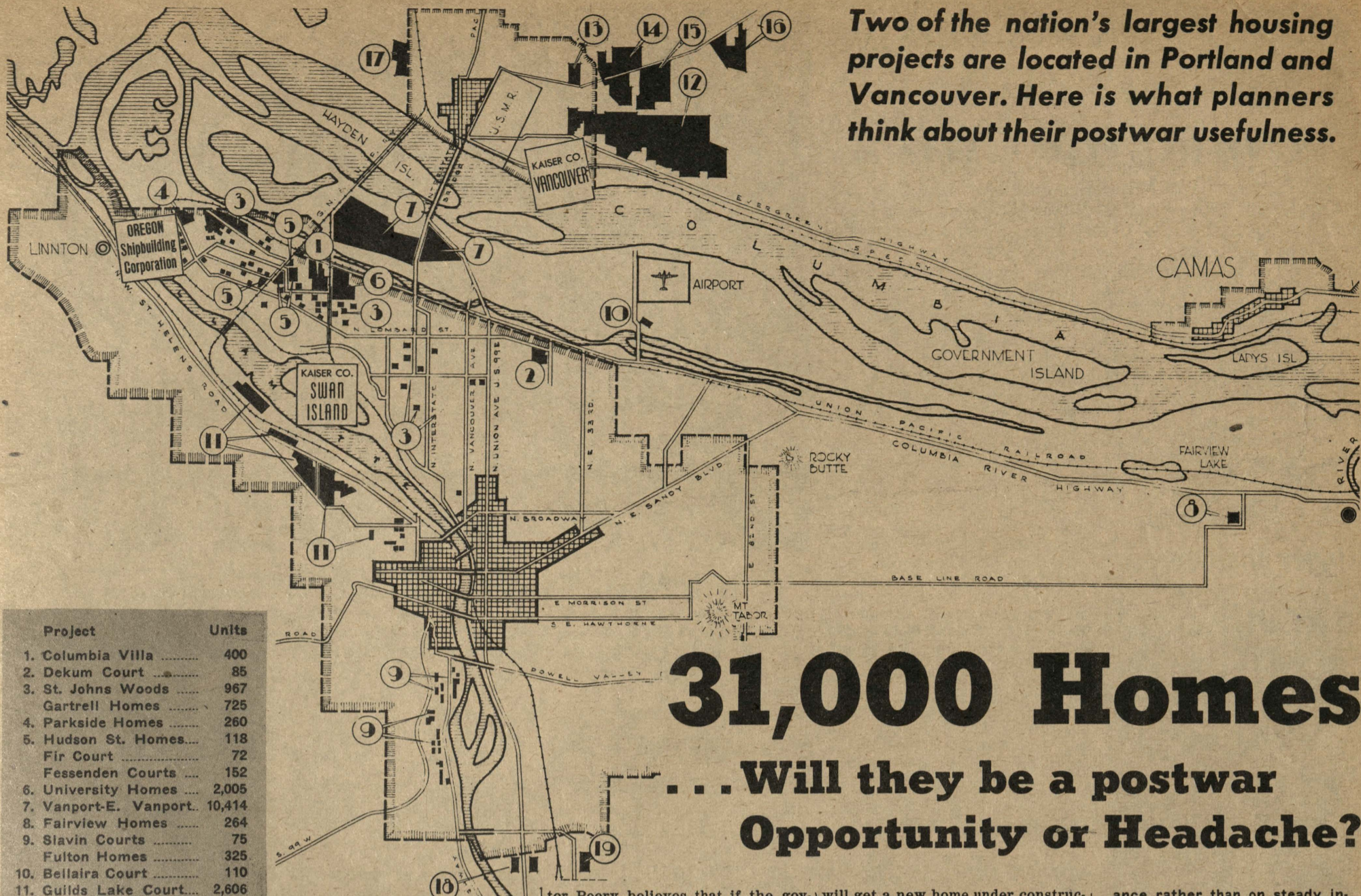
**Outfitting Five** This group represents one of the Outfitting dock squads of Swan Island's 16-team bowling league. They are now in 12th place, 19 games back of first place Painters-Dock. From left, front row: P. Kikes and W. Welch; back row, H. Merrill, E. Russell and N. Godfrey.



**Erection Scorpions** Handing Swan Island's Globetrotter five their first defeat of the season put this Scorpion team in a first-place tie in Swan's departmental basketball league. Front row, from left: Gross, Byers, Briggs and Eason; back row, Bryce, Hempe, Disney, Moore and Ray. (Swan Island photo)



Two of the nation's largest housing projects are located in Portland and Vancouver. Here is what planners think about their postwar usefulness.



Project	Units
1. Columbia Villa	400
2. Dekum Court	85
3. St. Johns Woods	967
Gartrell Homes	725
4. Parkside Homes	260
5. Hudson St. Homes	118
Fir Court	72
Fessenden Courts	152
6. University Homes	2,005
7. Vanport-E. Vanport	10,414
8. Fairview Homes	264
9. Slavin Courts	75
Fulton Homes	325
10. Bellaira Court	110
11. Guilds Lake Court	2,606
<b>TOTAL Portland Housing Authority</b>	<b>18,578</b>
12. McLoughlin Hts.	6,096
13. Fourth Plain Village	200
14. Bagley Downs	2,100
15. Ogden Meadows	1,952
16. Burton Homes	1,247
17. Fruit Valley	500
<b>TOTAL Vancouver Housing Authority</b>	<b>12,095</b>
18. Kellogg Park	600
19. Hillside Homes	100
<b>TOTAL Clackamas Authority</b>	<b>700</b>
<b>GRAND TOTAL</b>	<b>31,373</b>

# 31,000 Homes

## ... Will they be a postwar Opportunity or Headache?

TEN years from now you might be able to find the salvaged material from your temporary war house in some European town which today's war has turned into a rubble heap. That's only a possibility, of course, but it's one which is occupying the minds of postwar planners who are wondering what's to become of the nation's largest housing projects located in Portland and Vancouver.

The actual disposition of the temporary housing is set down generally in the Lanham act, which provided the authority to build the units. The act declared that the temporary structure—mainly row houses—are to be demolished within two years after the end of the emergency, except at the discretion of the disposing agency. In other words, the government wants no responsibility for developing future slum areas.

**TOO MUCH SALVAGE?**

This material is to be salvaged, but its actual use is still in the realm of speculation. Labor interests don't want the building material sold on local markets for permanent home construction. It takes no magnifying glass to see that such a plan would ruin the building materials market, and industry doesn't favor it either. So other uses must be found, and shipment overseas to help rebuild a devastated continent might be the answer.

The postwar use of permanent project homes is another matter. Most of these permanent type dwellings are in the Vancouver area. There are none in Vanport and only about 285 in Portland, but in Vancouver's Fourth Plain Village, Harney Hill and Fruit Valley homes there are about 1000 permanent units. And their future use is of major importance to Vancouver city

planners, and they have asked the government for permission to acquire the dwellings. The city figures there will be a need for post-war housing for shipyard workers who are awaiting new employment, and for military personnel. Besides, low income families must have places to live.

In addition, real estate experts point out that if the government should place these 1000 homes on the open market, it would destroy property values. Vancouver's public housing projects also include 4000 demountable homes, which are no problem at all. Executive Director W. K. Peery of the Vancouver housing authority said that these can be removed at a small cost to other areas and if placed on a concrete foundation should be good for some 18 to 20 years. And right now, government agencies are seeking to acquire them for use by workers on such projects as the proposed Columbia basin irrigation development in Washington state. These houses can be knocked down, given a coat of paint and erected again for less than \$500.

**UTILIZE LAND**

Now let's take a look at the land. What the government decides to do about the huge acreages on which the housing projects are located will have a lasting effect on the communities.

Planning groups in both Portland and Vancouver are hoping to bring sufficient pressure to bear on Congress to amend the Lanham act to permit local housing authorities to dispose of the projects as they see fit. This, they say, would permit them to utilize land and buildings of a permanent nature in the best interests of the community as a whole. And they expect the government to be lenient on this score because of the dislocation to Portland and Vancouver resulting from the influx of war workers into the areas.

Vancouver has made some extensive studies of future land and building use. Planners point out that administration buildings at the projects could be turned into schools, including a junior college. Other permanent buildings could be used for a tuberculosis sanitarium and for an agricultural experiment station. Peery says the city feels that its use of the land should be determined by the future needs and that it be utilized as the demand arises. This would prevent speculation which might result if the government sold the 1800 acres with sewers and streets already installed, in a single parcel to private interests for subdivision. What's more, Direc-

tor Peery believes that if the government is patient, it will realize more from the property by permitting gradual sale—even though it takes 20 years before the land is entirely liquidated. Certainly the people of Vancouver want their city to be developed and they expect it to grow, but they prefer a planned residential development based on normal needs which will not create a postwar real estate boom and then peter out to a few run down homes built willy-nilly over a vast plot of land.

**VANPORT FOR INDUSTRY**

As for Portland, the situation is somewhat different. Vanport—which rose from a swamp in 110 days to become Oregon's second largest city with a population of 40,000—is poorly situated as a future residential district. It is in an industrial development area, and planners believe that the land should be used for industry. Vanport is accessible to both highway and rail transportation, and with little cost water transportation from the area can be made feasible.

Harry D. Freeman, executive director of the Portland housing authority, explains that land occupied by housing projects should be adapted to their logical use in the postwar area. Thus Guild's Lake also would become an industrial development. In these areas buildings of a permanent nature could become part of factories which might be built, and water and sewer systems now available would make use of the areas easier.

Housing requirements after the war will depend, of course, on how many people, attracted to the area by war jobs, remain. It is estimated that in the neighborhood of 160,000 people have migrated to the Portland-Vancouver region in the past four years, and one survey taken some time ago found that 51 per cent of those newcomers questioned planned to stay. That would be roughly 80,000 people. Many of these already have permanent homes.

**STOP-GAP USE**

The 5000 permanent type and demountable homes in the Vancouver housing projects alone could care for 20,000 people. If temporary housing is left standing until two years after the war much permanent construction can be completed. In fact, Secretary Earl Castle of the Vancouver Chamber of Commerce believes that home building will be a major employment factor in the conversion period between war and peace time production. He figures a good many of those now living in war houses are saving their money in bonds and if they plan to remain

will get a new home under construction just as soon as priorities permit.

The Clark county labor council is giving home ownership a vigorous shove ahead, contending that lack of adequate low cost homes is the root of many of our social ills. The council declares that the home owner is a more responsible citizen who takes a new interest in community and national problems. R. R. Mikesell, president of the council, puts it in these words: "Home ownership gives a feeling of permanence, of belonging—thus satisfying one of the basic human urges. A new attitude is reflected in the home owner's children, who grow into better citizens." And perhaps, most important of all, Mikesell adds: "Home ownership removes the last vestiges of regimentation and frustration that comes with living in crowded, unpleasant and crowded housing."

**CLARK COUNTY PLAN**

So the labor council has advanced a plan which it contends places his own home within the reach of every wage earner. Here it is:

1. Keep payments including taxes and upkeep below 30 per cent of the buyer's income.
2. Establish a cushion by setting aside a portion of the original payment or set aside a small sum each month to provide payments if the buyer become ill or unemployed.
3. Alter method of determining credit and base ability to pay on previous credit perform-

ance rather than on steady income. The council contends that home financing under FHA is almost impossible for workers who do not have a steady employer.

4. Unions assist members to accumulate sufficient funds for a down payment.

The council has some other ideas on residential planning. It believes that slums or blighted areas should be condemned and wrecked, and that the land be made available at reasonable prices for new homes. Zoning outside city areas is recommended and more room around houses is proposed. The council also would set aside plenty of space for playgrounds, shopping centers and schools.

It has joined with the Clark county and Vancouver planning commissions in asking the government to permit acquisition of the 1000 permanent housing project homes, but the council proposes that they be rented to low income families under a continued housing authority.

The success of the Portland-Vancouver area has in attracting new industries should determine to a degree how many of today's war workers remain, to become home owners. At least, Vancouver and Portland officials hope that will be the determining factor. Both have industrial staffs blueprinting the future and contact missionary men are scurrying about buttonholing representatives of Eastern capital spreading the gospel of the great Northwest's advantages in the era to come.



Future disposition of the land now occupied by McLoughlin Heights, the second largest housing project in the nation, is a major concern of postwar planners. They favor a long-range development program under close supervision of local agencies, pointing out that any other method might ruin real estate values, and speculators might get control. Present law specifies such housing as these must be demolished two years after the war.



# OSC Completes Victory Series Named for Cities

(OREGON SHIP)—With the launching today of the S.S. Paducah, OSC ends a series of Victory Ships named in honor of cities throughout the United States. Twenty-two vessels have been christened for cities and the next series of Victory ships will be named for colleges, starting next Tuesday with Dartmouth, leading educational center in New Hampshire.

Mrs. Lawrence E. Albritton, of Klamath Falls, will serve as sponsor for the S.S. Paducah Victory. She is a former resident of Paducah, Ky., for which the vessel was named. Six women marines from the Klamath Falls Marine base will be guests of honor. They are Rosalie Brookshaw, Kay Wilson,

Tia Lange, Bette McGowan, Ruth Griswold and Flora Scarcello.

## 53RD FOR IDAHO

Last Tuesday OSC launched its 53rd Victory Ship, S.S. Twin Falls Victory, named for a city in Idaho. The sponsor was Mrs. Bert A. Sweet, wife of the mayor of Twin Falls. Mayor Sweet was the principal speaker. City Commissioner Kenneth Cooper of Portland officially welcomed the Twin Falls residents to the "City of Roses."

A week ago Oregon Ship's 52nd Victory Ship, S.S. Terre Haute Victory, went down the ways with Mrs. J. B. Pfister of Terre Haute, Ind., as sponsor. A large delegation of Terre Haute residents came to Portland for the ceremonies. The party included Mayor Vern McMullan of Terre Haute; Mr. and Mrs. Charles Templeton, Mr. and Mrs. Wood Gageby and Miss Mabel McKee. Gageby is national advertising manager of the Terre Haute Tribune-Star. Miss McKee is a feature writer for the Terre Haute Star.

## Some Like It Hot, Rigger Discovered



DICK HENDRICKS

(OREGON SHIP)—"It was 165 degrees hot in the shade and no shade for a hundred miles," declared Dick Hendricks, sail loft rigger, recounting experiences of his two 9-months trips on OSC-built Libertys, the S. S. William E. Borah and the S. S. Henry T. Rainey.

"That was in the Red Sea," Hendricks said. "And I can prove it with an article published recently in a national magazine. It was kind of hot all right, but I didn't think it was bothering me much until one day I landed in the hospital with heat stroke and dysentery."

While on his first cruise, Hendricks unexpectedly met his son twice, once in Australia and again later in New Guinea. His son, Dick Jr., is in the army.

Hendricks, who began seafaring with the Dutch navy in 1899, left the sea in 1912. Before his trips as able-bodied seaman on the OSC-built vessels, he was a rigger on the ways plate gang. He returned to the yard, took his present job, on December 11, 1944.

## It's a Real Art, Avers Blacksmith



JOHN KINE

(OREGON SHIP)—No spreading chestnut tree gives a rural traditional setting for John Kine's forge, and his anvil and hammer are operated by power, but he is a blacksmith of the old school, nevertheless. A smith has to have more than a correspondence training course and more than a few months apprenticeship to know his craft. Kine maintains, pointing out that he has been a blacksmith all his life and is "still learning the fine points."



**Yo-heave-ho** Largest order ever made up by the sail loft rigging crew was a tent 54 by 40 feet square begun last week for the thermit weld area. No small part of the job was to spread the canvas evenly over the floor for marking, with the treated canvas "heavier than sheets of lead" to manipulate, workers said. Shown above, they are, left to right, G. A. Sholz, Dick Hendricks, Albert Neujahr, Rose Johnson, Mary Wheat, Rosalee Nance, Kristine VeARRIER. (Oregon Ship photo)

## STUBBY AND HIS FRIENDS



(OREGON SHIP)—Stubby announces that spring has officially come—to the Bosn's Whistle office at least—with the arrival of the first spring "pome." This lyric, which began the vernal equinox, written anonymously, is titled "The Smell of Springs." A. W. MacDonald and Adolph Vovara, leadmen of the swing wire mesh workers and wire stickers welders were feted at a lunch hour party by their crews on groundhog day in honor of their birthdays . . . a scattered spattering of news gleaned from various department heads finds Jim O'Leary, assistant mechanical superintendent, back in the yard after a siege of flu. . . Grant Green, mechanical maintenance superintendent, flourishes a finger in a splint bandage, having cut it with an axe . . . A. E. Wilmot, thermit weld superintendent, reveals reason for his nickname, "tumbling tumbleweed," which has no bearing on his physical structure but rather refers to his frequently moved work area . . . Jens Peterson, hull materials supervisor, birthdayed on February 4. . . Colleen O'Leary, red-headed daughter of Jerry Coombes, hull materials superintendent, was found working as office clerk for G. C. Fillion, master mechanic. . . and Lew Presley, oiler, due for a vacation, says he would rather work "straight through" until the ships are built. . . Grant "Spud" Waughtel, oiler leadman, recovering from a recent appendectomy, received a gift last week from his gang. . . Blake Hamilton, superintendent of quality production, is expected back soon after a long illness. . . Howard Boggs, shipwright supervisor, after long enduring a cold, believes it to be somewhat improved. . . the guards tell of attending a "stag" party last Saturday night in honor of E. B. Dick, guard leaving for the marines. . . no casualties were suffered at a warehouse roller skating party held last week so it was judged safe to plan another, attendants report. . . a going-away present with considerable material value, and invaluable sentimental attachment was given to David King, expeditor by his parents. It is a ring combining his father's ruby and his mother's engagement diamond rings in one setting. King is going in the service. . . a badge number combination to end all combinations was found recently on the tag of J. Shimek, welder on Way 12. It is number 123456.

## 'NICE JOB, BROTHER' Soldier Thanks Welder

(OREGON SHIP)—Fred Ken, OSC welder, Plate Shop, used to "take a heap of kidding" from his brother Gilbert about being a "shipyard welder," and the two had frequent arguments about the merits of vessels built at Oregon Ship. But last week Fred Ken received a letter from his brother, now army staff sergeant in the Philippines campaign, that contained apologies for former derisive statements.

"I take back all I said about your welding," the letter read. "Thanks to you and your fellow workers, we made the trip here safely. It was one of them (Attack Transports) that you said you had worked on."

"She rode like a big one, and the best riding of all that I have been on. And also the cleanest. And you can tell the workers that all the boys on the ship sure appreciate the fine work and labor that went into it. The only appreciation that we can show them is the work that we are doing over here for all of

us. Keep up the good work, Fred, and when I get back you can show me how to weld.

"There isn't much I can tell you about the people over here," the letter continued. "Only that they were sure glad to see us and had been wondering when the Americans were coming back. They are a pretty hungry bunch and they have nothing but rags to wear. They will do most anything for a shirt or a pair of pants."

The apology and commendation of the vessel carried extra weight, Fred Ken said, because his brother is a former boilermaker, knows steel construction from the craftsman's point of view.



**Had Your Spinach?** Or maybe it's broccoli, says Josephine Paul, Outfitting dock welder, studying the scraggly vestige of last summer's Victory garden discovered growing in a sheltered spot by the Clearance office. But what worries Miss Paul more than the botanical classification of the plant is "how come these hungry wolves around here missed out on this little hunk of salad?"

## BOSN'S WHISTLE

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Secretary . . . . . KAY SCARBROUGH  
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.



**Little Brother** Though slightly larger than a household tack hammer, the massive steel blocks shown above compose the "small" hammer used in the blacksmith shop, a lighter version of the giant hammer shown last week. Holding a strip of steel under the descending press is John F. Carter, light forger. The 15-ton hammer, operated by Frank Reynolds, is used to shape steel strips such as the one above. (Oregon Ship photo)