



YULE SPIRIT GRIPS OSC



'And all Through the Yard . . .' With only a brief pause in the routine of building ships for war, Oregon Ship workers this week prepared to celebrate their fourth wartime Christmas. In this symbolic double exposure, John Fattu, Bosn's Whistle photographer, caught the paradox of a nation at war commemorating the birth of Christ—the Christian world's most peaceful holiday. At the left, little Jacqueline Lien, daughter of an OSC worker, looks in wide-eyed wonder at the cotton-whiskered Santa Claus, representative of all that children look forward to on this holiday. (Oregon Ship photos)

Holiday Cheer Fills Yards With Gaiety

Another Christmas for the Kaiser shipyards here, fourth for Oregon Ship and third for Vancouver and Swan Island, is about to be celebrated. Never before, workers agree, has Christmas followed such a year of high tension and "hot" schedules that began as "impossible" and ended with successful achievement. This week, the tension of Attack Transport construction was over at Vancouver

and Oregon Ship and both were launched on new tasks—OSC renewing its Victory schedule and Vancouver tackling the new huge C-4 troop transports. Swan Island is working furiously to regain the Tanker-Champ pennant. Departments in the three yards relaxed enough to erect Christmas trees in odd corners, to hang mistletoe and laugh as grizzled superintendents were caught with traditional results under the magic twigs.

FEED PLANNED

At Oregon Ship Plate shop led the holiday festivities with plans for a giant "feed" at lunch hour today—turkey, a tree and presents exchanged under the huge curved roof more accustomed to the sounds of steel construction than gayly in-harmonious Christmas carols.

Painters, who had spread thousands of gallons of paint on steel hulls during the year, abandoned their broad brushes and stenciled fine lines on placards, to wish each other "Merry Christmas."

Electricians used any pretext to string lights from every conceivable projection in the shops, while expeditors paused in their rapid movements long enough to devise unusual gifts typifying each recipient's year's activity.

At Swan Island, where production is the keynote of the month as the yard strives to launch seven ships and deliver another seven, the most important Christmas trees are those encircling each of the ways. But whispered consultations and people running around with pen-

No Ship Work On Xmas Day

By order of the Maritime commission, Christmas Day, Monday, December 25, will be observed as a holiday. All regular work except the necessary plant protection and maintenance will be suspended.

Although workers will not be paid for the day, they will receive shift credit towards the regular time-and-one-half sixth day.

ciled lists indicate many gifts will be exchanged.

Department offices all have small Christmas trees in addition to the huge one at Mock's Bottom with its unusual colored floodlights and the large white tree in front of the Administration building. With the children, the Child Service center also has its Yule tree.

Throughout the yards, as the festive days come nearer, sprigs of holly have "grown" suddenly out of steel piles and a cordial atmosphere fills each shack and office.

Then, at night, when scaffolding and crane lights shine down on the sprawling yards, in accents from every part of the nation, workers greet each other with the spirit of "Tiny Tim" of Dickens' immortal "Christmas Carol:"

"God bless us, every one."

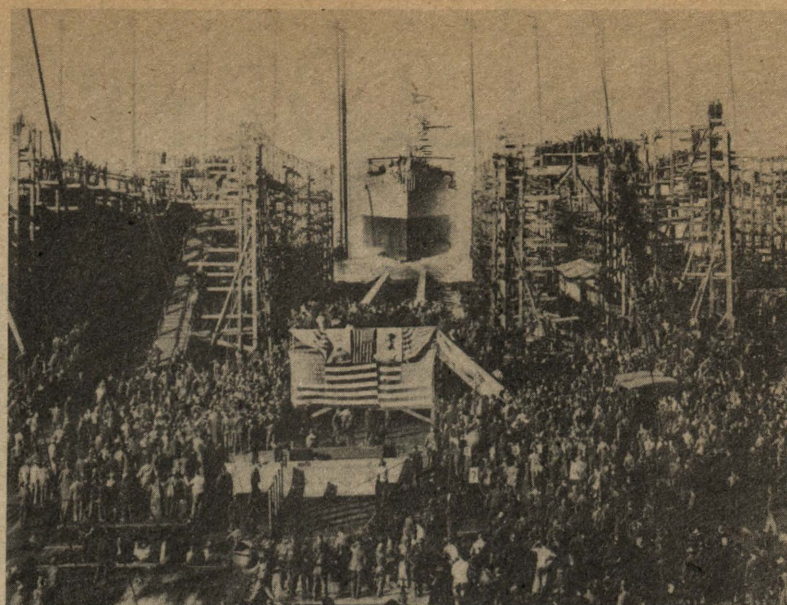
Swan Man's Son Tells Of Victory

(SWAN ISLAND)—Gun crews of the S.S. Louis Weule, a Kaiser-built Liberty ship, knocked five Jap planes out of the sky, according to a letter received from their son by Mr. and Mrs. Joe L. McCann, Swan Island.

Jerry McCann, who is in the merchant marine, wrote: "I suppose from the news you should have guessed by now where I have been lately. And you can take it from me it was kinda rough. Our ship shot down five Jap planes. Not bad for a Liberty, do you think?"

EX-VANCOUVER YARD WORKER ON VOX POP

WAVE Specialist 3/c Eve Betty Burns, daughter of Mrs. Madge Burns, Oak Grove, who was in the Personnel department at the Vancouver yard before enlisting in the WAVES nine months ago, was interviewed by Parks Johnson and Warren Hull on the Vox Pop program Monday. The program was broadcast over the CBS network from the WAVES' training school, Hunter college, New York.



Eleven days after the Armistice of World War I, Todd Shipbuilding Company of Tacoma, Washington, launched the freighter, "Jacona." The yard built 32 freighters and three cruisers on 11 ways. Notice ramp leading to decks, model T Fords and cables to carry sections.

Shipbuilding Continued After First War's End

Joseph Stener, Swan Island shipwright, gives definite proof that shipyards do not close immediately when wars end. He brought to the Bos'n's Whistle a picture of the Todd Shipyard of Tacoma, Wash., which shows a freighter being launched on November 30, 1918. The Todd yard built 32 freighters and three cruisers, which took from 1919 until months after the war's end, with all three cruisers and three freighters still to be launched when the war ended.

The Todd yard of that period employed approximately 8,000 workers. They had eight ways for freighters and three for cruisers. Each cruiser cost about \$4,000,000, and was 580 feet long. The freighters were about the same size as those built at present at Oregon Ship.



Jos. Stener Oregon Ship. Stener declared that shipbuilding has come a long way since 1918. At the time, instead of hysters and trucks to carry small loads, a model T. Ford with a three-foot square

bumper would push small loaded carts around the yard. For the modern whirley crane, 72 poles, 125 feet high and costing \$1,000 each were set between the ways and assembly building with an inch-and-a-quarter cable connecting each set of poles. A steam driven winch that could lift up to 50 tons was used to pick up sections to be placed aboard hulls. Each block on the cable line had a 1,000 pound weight on the end to keep the steel from swinging.

When the United States first entered World War I, Stener was working as a carpenter in Wisconsin. He heard about the shipyard in Tacoma and didn't waste any time getting there. As a shipwright on construction, he received \$1 an hour. When shipbuilding started, he transferred to shipfitting and received 82 cents per hour with plenty of overtime. "I earned so much money in comparison with that in Wisconsin, I didn't know what to do with all of it," said Stener.

EDGAR KAISER GETS CHILD CARE MEDAL

Edgar F. Kaiser, general manager of the three Portland-Vancouver Kaiser shipyards, won a medal last week. But this one wasn't for building ships, it was for taking care of children.

The medal is an annual award by Parents' magazine for outstanding service to children and was made to Kaiser in recognition "for his rare social vision in organizing the centers for pre-school children of shipyard workers." Kaiser was largely responsible for construction of the two child care centers at Swan Island and Oregon Ship which now accommodate 800 children of working mothers.

The award ceremony took place at a tea from 3 to 5 p. m. in the Swan Island Child Care Center. Kaiser, however, wasn't there. He was in Washington, D. C. on shipyard business so Walter de Martini, administrative assistant and George Wolfe, architect for the centers, represented him in accepting the award.

NO SUNDAY OFF



(OREGON SHIP) — When OSC closed down last Sunday for the first time since the Attack Transport drive started, it didn't mean a day of rest for George Venables, pumping station engineer. He had to keep 1500 gallons of water flowing per minute despite the fact that work was at a standstill.

Forrestal Lauds Work On AP-5's

Congratulations from Secretary of the Navy James Forrestal for work done in building Attack Transports was sent last week to Oregon Ship and Vancouver yards. The telegram said:

"The achievement of the men and women of the Oregon Shipbuilding Corporation and the Kaiser Company in Vancouver in completing 61 Attack Transports well ahead of schedule is worthy of highest commendation. Each one of you shares in the satisfaction of knowing that your success in handling this difficult APA assignment will help materially to bring victory sooner in the Pacific."



Sprucin' Up The Spruce

Three Swan ad building girls added a few touches to the Administration Christmas Tree this week. They are Fern Trueeb, Eleanor McMenamin and Joyce Anderson.

Chest X-Ray Survey Finds Tuberculosis

Nearly 25,000 workers, or more than 90 per cent of those employed at Oregon Ship, and 18,000, or more than 90 per cent of the Swan Island employees were tested in a recent chest X-ray survey made by the Oregon State Board of Health in the two yards.

Approximately 100 cases of moderately advanced lung tuberculosis were discovered altogether. A similar number were found to have early lung tuberculosis and several score others had heart and lung ailments. Those requiring treatment have been assisted in contacting private physicians and lung disease clinics in this and other states.

According to health board advice, the amount of tuberculosis and other lung ailments found among shipyard workers is proportionately the same as in other large groups of people in the western states.

Cost of the survey was about \$10,000. Some have wondered if such expense was worthwhile and whether this program is to continue. The answer to both questions is yes, according to Dr. R. R. Rieke, medical director in the two yards.

FEW SUSPECT ILLNESS

Of the more than 100 workers with moderately advanced tuberculosis, only four suspected that they might be ill. All were surprised to learn of their condition and were grateful that the disease was discovered before irreparable lung damage had developed. Discovery of these cases has saved the lives of many of the workers and now that they are receiving medical care they no longer are spreading the infection to others.

Because tuberculosis requires complete rest and much expensive medical attention, those with this disease are cared for largely in tax-supported hospitals and clinics. Each moderately advanced case costs an average of \$10,000—thus those 100 persons in the survey represent approximately \$1,000,000 which must be spent for care. By the same token, the early discovery of 100 beginning cases represents the saving of a substantial part of another \$1,000,000 in care.

Savings of this degree—in lives, in prevented cases and in dollars—make it highly necessary that such chest X-ray diagnosis continue.

Both yards soon are to have chest X-ray machines of their own to be installed in the First Aid buildings. The Bosn's Whistle will carry further information about available X-ray services and advice about when, where and how often to take advantage of this preventive medium.

VICKERY PROMOTED

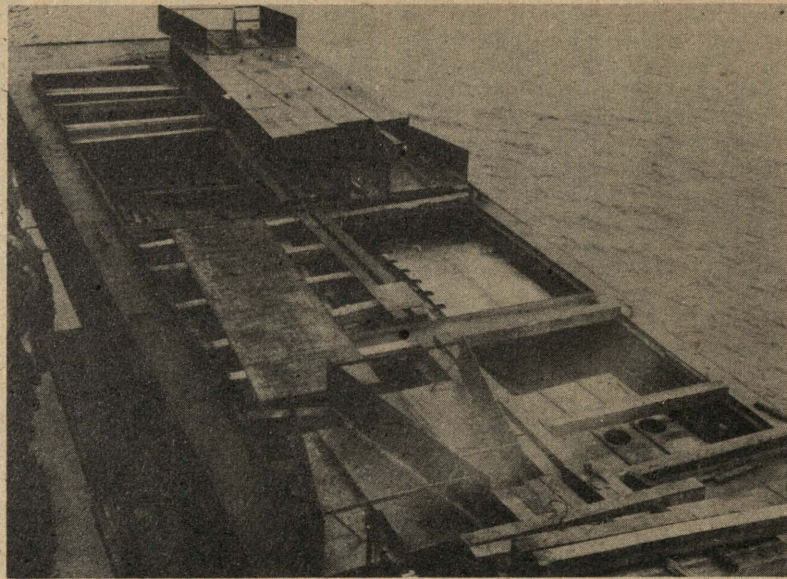
In recognition of his outstanding service with the United States Maritime Commission, Rear Admiral H. L. Vickery has been advanced to the rank of Vice Admiral. The announcement of the new honor awarded to the vice chairman of the commission was made recently by L. R. Stanford, director of the Gulf-Great Lakes region.



KCIV--The Dalles Looking north from the assembly plant at The Dalles, Oregon, toward the Washington side of the Columbia river provides this over-all view of the key up-river plant of the Vancouver yard. Work done here is shipped by barge to Vancouver.

Big Sub-Assembly Job Carried At The Dalles

(THE DALLES)—Ninety miles up the Columbia river in this Oregon city of 6000 population men and women of farm and town are busy welding, shipfitting, burning, chipping, and laying out for the big C-4 troopships being constructed at the Vancouver yard. Two hundred employes on day shift, and an expected 150 more on a swing shift to start soon, are turning out small sections of the huge



Vancouver Bound Moored at the foot of The Dalles plant on the Columbia river is this barge onto which all completed work is loaded for shipment to Vancouver. One barge a week travels each way.

ships in a sub-assembly plant here.

Under the direction of Superintendent Ed V. Mitchelson and a capable staff, more than 1000 tons of material have been fabricated to date. First steel was laid on the floor of the Vancouver branch at The Dalles on September 20, and of the total tonnage fabricated thus far, 380 tons were for the AP-5 contract. Steel is shipped to the plant from Vancouver by barge each week, and the completed work returned to Vancouver the same way. Barges leave at Vancouver and The Dalles each week-end, Mitchelson reports. The trip upstream averages about 20 hours; the best run made to date being 16 hours. Downstream is easier, the average time being 15 hours.

MORE MANPOWER

Like any other department within the main yard, the plant at The Dalles operates as an integral part of the Vancouver yard. It's distance from the main Vancouver yard permitted use of available manpower



ED V. MITCHELSON

Superintendent of The Dalles assembly plant for the Vancouver yard is Ed V. Mitchelson, who came there from previous Kaiser work. Immediately previous to assuming the position at The Dalles, Mitchelson was at the Providence, Rhode Island Kaiser yard, and before that with the Brewster Aircraft plant in Pennsylvania, another Kaiser operation at one time. Originally he was Shipwright superintendent at OSC.

in the upriver community. The 200 present employes are drawn from an area of 10 miles around The Dalles. All employes were trained in special schools set up in the Oregon city.

"The employes here are doing an excellent job," Mitchelson said. "Few of them had ever seen welding, burning or chipping before, but in short order they have knit themselves into an efficient organization doing an important war-time shipbuilding work. We are going to contribute an important part of the C-4 program from this plant up here."

KNOW YOUR MERCHANT FLEET

(No. 3 of a series describing 30 different types of merchant ships.)



C1-A (Cargo)—This ship is designed for general cargo purposes. Length (over-all), 412'3". Beam, 60'. Draft (loaded), 23'6". Cruising radius, 18,900 (turbine) or 29,300 miles (Diesel). Net tonnage, 2,859 (turbine) or 2,876 (Diesel). Dead-weight tonnage, 7,416. Shaft horsepower, 4,000. Propulsion, turbine or Diesel.



C1-B (Cargo)—Designed for general cargo uses. Length (over-all), 417'9". Beam, 60'. Draft (loaded), 27'6". Cruising radius, 18,600 miles (turbine) or 24,400 miles (Diesel). Net tonnage, 3,931 (turbine) or 3,979 (Diesel). Dead-weight tonnage, 8,909 to 9,398. Shaft horsepower, 4,000. Propulsion, turbine or Diesel.



C3-S-BHI—This ship is designed for general cargo uses. Length (over-all), 492'. Beam, 69'6". Draft (loaded), 29'6". Cruising radius, 12,550 miles. Estimated net tonnage, 5,700. Estimated dead-weight tonnage, 12,929. Shaft horsepower, 8,500. Type of propulsion used, turbine.



C1-S-D1 (concrete hull)—Self-propelled concrete barge designed for cargo purposes. Length (over-all), 366'4". Beam, 54'. Draft (loaded), 27'3". Cruising radius, 3,500 miles. Net tonnage, 3,405. Dead-weight tonnage, 5,310. Indicated horsepower, 1,300. Type of propulsion used on this ship, reciprocating steam.



C2 or C2-S-B1 (Cargo)—This ship is designed for general cargo purposes. Length, 459'2½". Beam, 63'. Draft (loaded), 25'9". Cruising radius, 16,200 miles. Net tonnage, 3,733. Dead-weight tonnage, (for C-2) 8,514, (for C2-S-B1) 8,981. Shaft horsepower, 6,000. Type of propulsion used, turbine.

Throng Sees Last Of AP-5s Leave For Navy Delivery

(OREGON SHIP) — Chills from the cold wind and a high surge of emotion swept through the assembled throng of OSC workers at 1 p. m. December 14 as the U.S.S. Lavaca prepared to leave the wing dock for delivery to the navy. The Lavaca, a 59-day ship, was the last of the 30 Attack Transports built at the yard. With brisk martial music, the 655th army band marched from the Pipe shop to the program platform set up on the end of the dock while trial-run crews on the vessel and workers on the dock watched from either side of the intervening strip of water.

As master of ceremonies, F. A. Abraham, marine superintendent, introduced Russ Hoffman, yard superintendent, who read a telegram from Edgar Kaiser, Oregon Ship general manager. A. J. Fraser, principal machinery inspector, and E. A. Mortensen, principal machinery inspector, together with P. Muntz, 1st senior machinery inspector, received the vessel for the U. S. Maritime commission.

AMAZING JOB

Hoffman, congratulating workers on their achievement, declared, "At the beginning of the program, officials had decided that it would be impossible for Oregon Ship to deliver her last AP-5 before other yards. I have figures on my desk that show it is still impossible for the Lavaca to be delivered by December 14, but," he pointed to the vessel, "there she is!"

Commander W. S. Gabel, who was to take the Lavaca to sea as his first command, said:

"It is amazing to me, as to the whole nation, that workers can build and deliver so complicated a vessel as an AP-5 in only 59 days."

As the Lavaca cast off, streamers of confetti were thrown across the widening space between dock and vessel. When the ship began to turn for her down-river trip, Edrie Chaney, of Quantity production, sang "Aloha" while sudden tears were seen on many a tired worker's face. The last of the Attack-Transports had left the yard and gone to war.

\$2500 PURCHASE



(OREGON SHIP)—After making a special trip to arrange for transfer of funds, Mrs. Sylvia Wilson, welder, is shown above as she returned to the Welder's office to buy \$2,500 worth of war bonds, from Clarence Parren, senior clerk. Mrs. Wilson also has an \$18.75 bond deduction from her check each week, and purchased \$1,500 worth of bonds in the last bond drive, Parren said. She was one of the first women welders at Oregon Ship.

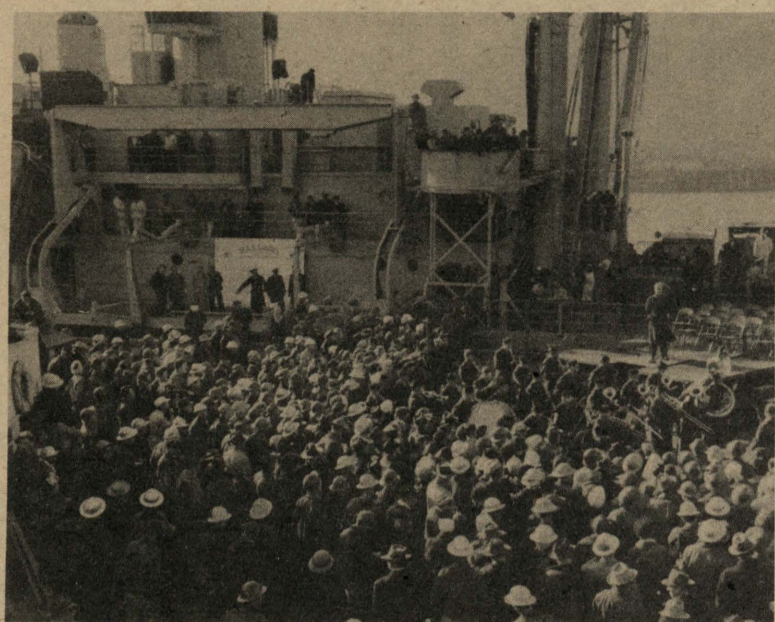
Worker's Son in Pacific Says Ships Life-Savers

(OREGON SHIP) — In a Christmas greeting to Axtel Monnes, welder helper, from his son in the South Pacific, last week came word of Oregon Ship-built Libertys now on cargo shuttle service in the war area.

"The Libertys are our life-savers," the letter said. "They bring us food, mail, ammunition, fuel and are really doing a great job over here."

BOSN'S WHISTLE

Published for the 32,000 employees of the Oregon Shipbuilding Corporation.
Editor LYLE DOWNING
Associate Editor ELSIE POWELL
Secretary KAY SCARBROUGH
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.



Shown above is part of the crowd that assembled on the wing dock to watch final ceremonies as the last Attack Transport left Oregon Ship, marking the end of a contract studded with records that brought nationwide acclaim to yard workers.

Messages Of Praise Sent To AP-5 Builders

(OREGON SHIP)—As the U.S.S. Lavaca, last of Oregon Ship's Attack Transports prepared to leave the Outfitting dock December 14, congratulatory messages to Oregon Ship workers and management came from high officials in answer to the yard's announced conclusion of the program. Announcement that Oregon Ship had fulfilled its "Of course we can do it" boast was made to Admiral H. L. Vickery by Al Bauer, assistant manager, in the following message:

"The boys at Oregon take pleasure in delivering the 30th and last AP-5 vessel, the U.S.S. Lavaca, MCV Hull 146, at 1 p. m., December 14, 1944. On the occasion of the delivery of our 10th vessel, we were pleased to receive an acknowledgment from Admiral Vickery which likened our performance to a horse race.

"While we are not devotees of the race track, and in fact know little about horses, we have been advised by those informed in the qualifications of bangtails that a real champion is one who breaks away fast for an early lead, jockeys along on the back stretch, always keeping in contention, and then after rounding the final turn, pulls away from the field at a killing pace.

"While our horse was in need of a few vitamins in the way of materials on the home stretch, nevertheless we hope you will consider her performance worthy of a champion. Kindest regards from all the boys.—Albert Bauer."

DIFFICULT JOB

Answering wires arriving shortly after the delivery, were received from Carl W. Flesher, regional Maritime Commission head, and Edgar F. Kaiser, general manager of the three Portland-area yards.

Flesher's message said: "In delivering your last combat-loaded transport today, Oregon Ship brings to a close one of the most difficult jobs so far assigned to any shipyard on the west coast. Your performance has been spectacular all the way and you have truly earned the right to permanently fly the AP-5 Champ flag. Congratulations to all hands."

Text of the message received from Kaiser by Bauer and Russ Hoffman, yard superintendent, read as follows:

"Today is a day that I should like to be there with you all to talk with you and the boys and with each and everyone at Oregon Ship. In the face of the strongest competition of any of our building programs to date Oregon Ship maintains its position at the top of the list. Admiral Vickery

advises that the AP-5 Champ flag will remain at Oregon Ship permanently. With this delivery you complete your program of 30 Attack Transports with a record that leads on every count—speed of construction, uniformity of delivery and lowest manhour dollar cost per ship and average over-all per ship.

MORE SUPPORT FOR PACIFIC

"Several months ago we had a meeting of all yard forces on each shift at which I outlined the importance and urgency of the Attack Transport program and appealed for their support. This delivery today is concrete evidence of their answer. The men in the armed services have more support in the Leyte and other Pacific operations today because of these deliveries and that means less loss of life—quicker victory—and that is the real answer. Every man and woman at Oregon Ship can be proud of a record of performance that is unequalled and proud to be a member of an organization that is known the world over as the leader in their field.

"I can only add that I am grateful to be a part of your organization. Edgar F. Kaiser."

Ice-Cream 'Feast' Fetes AP-5 Finish

(OREGON SHIP)—Celebration of the end of the Attack Transport program took the form of an ice-cream party December 8, for a crew of Outfitting dock shipfitters. Al Jones, crew leadman, supervised the gala lunch-hour function, held in the hull supervisor's shack on the U. S. S. Lavaca. Five days remained before the vessel's scheduled delivery.

Ice-cream and angel food cakes supplemented regular lunch box fare. Among workers who crowded into the shack for the function were Jones and crew members, Pauline Cordes, Art Seegar, Beryl Olds, Harry Lawler, Helen Barnett, Scott, Sylvester Shelton, and Ellen Taylor; Hull Supervisors Bill Dillon and Homer Christy; Beulah Spine, welder; Sue Moore, burner, Alice Sullivan, engineer's aide, and her daughter, Marjorie Sullivan, blue-print worker.

Worker 'Grew Up' With Eisenhower

(OREGON SHIP) — An Oregon Ship worker who claims to be partially responsible for General Dwight Eisenhower's rise to fame as chief of the Allied Command in the European theater, is John Long, graveyard shipfitter on the ways. "I grew up with Eisenhower," Long said, "went to school with him and both of us set our hearts on going to Annapolis. I went there first, took the entrance exams and flunked them.

"Then I wrote back to Eisenhower, told him to wait until he was good and ready. Those exams were plenty tough." The general, Long said, waited until he was too old to pass the entrance age requirement, and went into military studies instead. "He'd have passed the exams all right," Long said, "and he'd probably have been an admiral by now. Either way, he was plenty smart."

'North 40' Patrol Job 'Suits' Guard



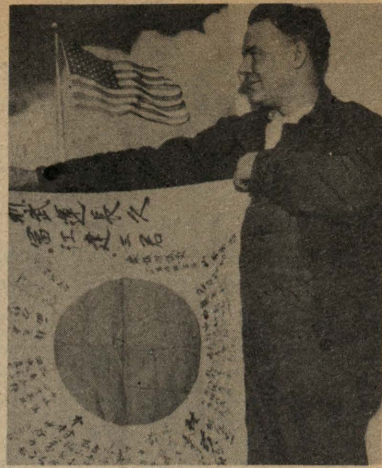
Oscar Rickaby

(OREGON SHIP)—Patrolling the 95 acres of the "North Forty," Oregon Ship's expansive storage yard, is neither dull nor hard on his feet, according to Oscar Rickaby, guard. "It's just like home to me," Rickaby said. "People who don't come out here very often think it's quiet and that nothing ever changes, but the whole storage layout changes every two months or so."

Rickaby said he wouldn't change his vast and silent beat for the clamorous construction areas. "I know every foot of these roads," he said. "With a pair of comfortable shoes I don't mind the walking, and if I get lonely there's always a crew working in some corner of the yard to pass the time of day with."

Rickaby has been at OSC three years, began to keep watch over the storage yard almost before it existed. His first beat was along the fence that formerly ran along the north side of the Outfitting basin.

RIISING SUN ECLIPSED



(OREGON SHIP)—After receiving a Japanese battle flag from his son in the South Pacific, L. J. Evans posed with the banner under a picture of the Stars and Stripes. Commented Evans: "I reckon this shows how the strong arm of our American fighting force always will protect our flag from our enemies." Evans pointed out small blood stains mingled with the Japanese characters that circle the banner's red center.

Yule Card Comes From South Pacific

(OREGON SHIP)—Among numerous Christmas greetings to Oregon Ship workers from friends, now overseas, who formerly worked in the yard was a "G. I." greeting received this week by the Public Relations department from L. E. "Verne" Griep, former OSC photographer.

Griep, who did most of the Bosn's Whistle photography during his employment at OSC, left the yard during the Christmas season of 1943 to join the navy.

Another Christmas message was that received last week by Fritz Jossi, Assembly shipfitter, from his son, Fred, a prisoner in a German prison camp for the past 23 months. Fred Jossi was an OSC shipfitter during 1942.

"Somehow Fred found out the work we are doing here," Jossi said, "and asked me to tell all the workers in Oregon and other yards that they are doing a grand job." Jossi has two other sons in the service.

Society Announces Lip-Reading Classes

(OREGON SHIP)—The Portland Society for the Hard of Hearing announces that free classes in lip-reading will be held every Monday and Wednesday, from 12:30 to 1:30 p. m. at 918 S. W. Washington street, room 39.

The course, to last five months, will begin January 8. Registration application should be made by writing to Miss Rose V. Feilbach, executive secretary, Portland Society for the Hard of Hearing, or by calling BE 0673.



Goodbye Navy A gay yuletide party was held last week for Lieut. C. S. Harper, Jr., and his staff, on duty at Oregon Ship since the inception of the AP-5 program. With the last Attack Transport delivered to the navy, the officers are preparing to leave the yard. Pictured (left to right), Chief Gunner H. S. Fillebrown, Lieut. W. D. Leshner, Margery Moore, Lieut. F. S. Price, Lieut. C. F. Rupert, Lieut. Harper, Chief Petty Officer V. L. Henderson, K. Jackson and Idame Lukens. Miss Moore, OSC Public Relations department chief clerk, acted as hostess.

OSC Bond Officials Hope To Meet Quota

(OREGON SHIP)—With little more than a week left in the Oregon Ship 6th War Loan drive at Bosn's Whistle press time, approximately \$1,080,000 of the \$3,500,000 yard quota remained unpledged. If OSC fails to meet its quota in this drive, it will be the first time that the yard has not gone far ahead of its pledge allotment, bond officials said. Reason for the 30 per cent lag in the drive is the

fact that after the Administration building fire, when payroll deduction authorizations were destroyed, a large percentage of workers in every department failed to re-instate their regular bond deductions, according to Ken Moyer, department head.

"We're not licked yet," Moyer said, as the campaign reached the closing days, "but if workers throughout the yard do not obtain and sign their payroll deduction authorization cards, Oregon Ship's record as a yard of heavy bond-buyers will be seriously impaired."

According to department figures of December 16, only three departments had gone over their quotas. Leading the list, with more than 155 per cent in cash and payroll deduction purchases, was the Guard force. In second and third places were the Mold loft, with a 144 per cent and a group of miscellaneous small yard departments that chalked up a 105 per cent.

The over-all yard average showed as a bare 70 per cent, or only \$7 out of every \$10 allotted to Oregon Ship workers. Cash sales accounted for a great proportion of the figures, as only 62 per cent of those taking bonds before November 6, date of the fire, had re-authorized payroll deductions, figures showed.

Moyer cited several reasons for the lag in authorizations, chief of which was the Christmas buying season. "Many workers, when asked about payroll deductions, have stated that they expect to buy bonds again when the Christmas season is over," he said.

Leading the yard in bond purchases was the Welding department with \$285,589.75 subscribed on Saturday, December 16.

Two Buy \$9,000 In 6th War Loan Bonds

(OREGON SHIP)—Two \$4,500 bond buyers were among the Oregon Ship workers who this week worked against time to help put the yard over its quota in the 6th War Loan campaign.

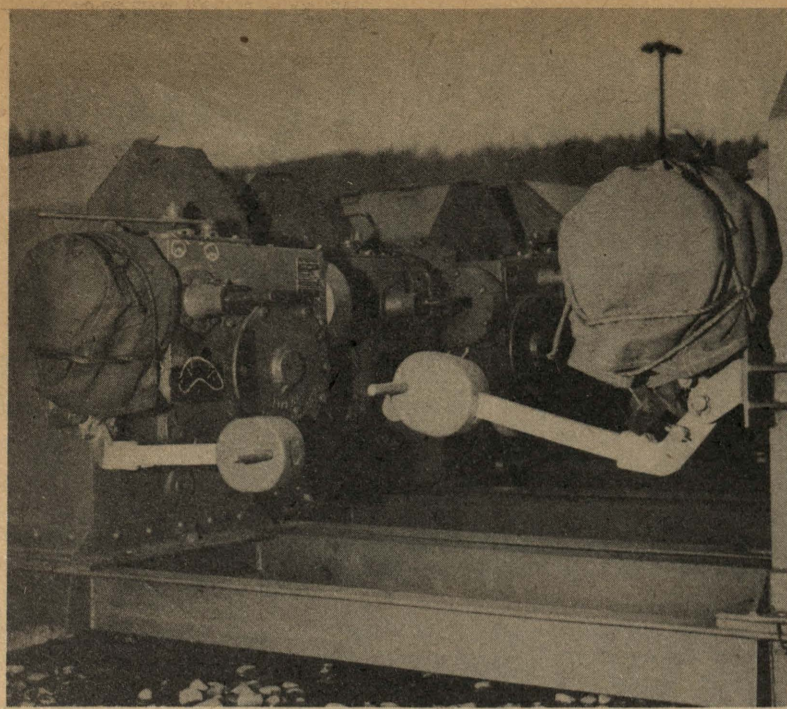
M. A. Dressler, graveyard loftsmen leadman, is shown with the "full house" in his hand after receiving his Series E cash purchases. Dressler also purchases a \$50 bond from his weekly paycheck via the payroll deduction plan. He came to OSC March 29, 1942.

Madeline Anderson, worker in Hangar shop No. 1, Outfitting dock, first bought four \$1,000 bonds and then added a \$500 bond on December 15. An assistant expeditor, she lives in Scapoose, has 25 per cent of her salary deducted each week for bonds, in addition to her cash purchases.

CARD OF THANKS

(OREGON SHIP)—I wish to express my sincere thanks to the many friends in the Weld Test shop at Oregon Ship for their kind expressions of sympathy during the loss of my husband, who was killed in action—Caroline Tabor, office clerk in Vocational training.

Newfoundland, to witness the ceremony, found time to stay . . . lucky J. Carter, graveyard welder foreman, has won a \$100 bond in each of the last three bond drives.



Battling Winches With the addition of mouth and eyes these davit winches, seen in the half-light of a late rainy afternoon, gave one corner of the "North Forty" storage yard the nightmarish atmosphere of machinery come to life. The two machines shown above seem poised on the point of furious battle. (Oregon Ship photo)

Launching Guest Absent BEAR NEEDED STUFFING

(OREGON SHIP)—OSC workers were keenly disappointed last Monday when the guest of honor—a 750-pound Kodiak bear—failed to put in an appearance at the launching of the S.S. Kodiak, Oregon Ship's 40th Victory ship. It was reported that the bear, sent by the citizens of Kodiak, Alaska, was detained for "stuffing" at Seattle and would arrive in Portland for the trial run of the vessel.

Mrs. Emil Knudsen, wife of the mayor of Kodiak, was sponsor at the launching. She was attended by Mrs. R. J. Vierthaler and Mrs. Agatha Knoff. Joann Jean Knudsen was flower girl. The invocation was pronounced by the Rev. Norman Hutchinson, pastor of the Christian church at Granite Falls, Wash.

Speaking on behalf of the citizens of Kodiak, Glenn Robinson, prominent Alaskan business man, said the people of Kodiak were greatly honored by having a Victory Ship named for their community.

OSC today was scheduled to launch its 51st Victory Ship, the S.S. West Linn Victory, named for a town in Oregon.

Army Seeks Photos, Maps To Aid War

(OREGON SHIP)—Army intelligence officers this week called upon all persons who since 1930 have lived in enemy or occupied countries to telephone Atwater 6171, extension 567.

The army is seeking photographs, large scale maps and any other material or information that will aid the war effort. The intelligence agents are particularly anxious to hear from persons who have lived in the Far East since 1930.

Smith, Duckenfield Post Long Records Of Presenteeism

(OREGON SHIP)—First to answer the Bosn's Whistle's call for workers who have had a presentee record of 18 months at Oregon Ship were Clifton E. Smith, swing electrical foreman on the Outfitting dock, and George Duckenfield, swing shipfitter in Assembly.



Smith came to OSC May 27, 1941. Clifton E. Smith did not miss a day's work until July 5, 1944, giving him a record of better than three years without a miss. In July, Smith said he was away from work two weeks at the time of his wife's death.

When the first flag award known as the "Golden Eagle" was given to the yard, Smith received the award in behalf of the workers. He believes he is the "oldest" foreman in the yard. Duckenfield's record boasts 33 months without an absent or tardy mark against it. He came to OSC February 19, 1942.

Next week's honor-roll of presentees will list G. Duckenfield and other workers who have a long and uninterrupted work-record at Oregon Ship.

Pickup Truck Takes Money To Buy Bonds

(OREGON SHIP)—With a sack full of silver coins, Henry Prussen, graveyard truck driver, came to the Guard office recently asking help to "tote" his pirate's treasure into the yard.

The coins, result of a year's saving, were loaded on a pickup truck, taken to the bond booth where Prussen purchased bonds with the \$483 in the jingling hoard. Bond officials report that three girls spent three hours counting and rolling the money.

Sea Loss Survivor Pays Sister Visit

(OREGON SHIP)—Nancy Christiansen, U. S. Maritime commission price clerk at Oregon Ship, received a surprise visit from her brother, Vernon Christiansen, last week, three days after a letter came telling of his rescue after the sinking of the Gambier Bay.

"We never dreamed Vernon would get home," she said happily. "We were so glad to hear that he'd been rescued we hardly thought of anything else."

Christiansen is a radio technician, first class. He spent two days and nights clinging to a raft before rescue after the Vancouver-built Gambier Bay was torpedoed. He received the 30-day survivor's leave granted to the navy men whose ship has been sunk.



STUBBY AND HIS FRIENDS

(OREGON SHIP)—Harold Fredin, Marine department, lived to regret the good turn he did for a Boy Scout troop recently. He took them on a hike, fell in a small but icy creek, landing on the point of a rock. And when Fredin falls, he falls . . . Alice Sullivan, engineer's aide, believes she is the first and only woman in her category to work on the Outfitting dock. . . R. C. Swanberg, former shipfitter, writes that he is now a labor recruiter stationed in the east. . . Dorr Bennett, shipfitter leadman, displays a lucky half-dollar he carries which he notches around the edge every time its mystic effect brings him good fortune. . . The women's counselors announce that starting tomorrow they are going to wear war-sages made of savings stamps during the Sixth War Loan drive.

Betty Wilson, First Aid nurse, is back on the swing shift. Her husband is overseas. . . Sid Tuve of the Gadget shop reports that Harold Lock, former OSC rigger, is now stationed in Italy having completed training. . . Howard Chappell's gang in sub-assembly presented him last week with a baby carriage that he had to wheel out of the yard at shift change. Chappell, a welder foreman, is soon to be a father. . . this week's poetry comes from N. Z. Ward who writes "Some Will! Some Won't!" about buying bonds. . . and from a sheet metal worker, asking to be anonymous because of experiences in this World War, who sends in "So You're Not Buying Bonds, Mister?" . . . at the launching of the S. S. Saginaw was Mrs. Clarence Goodboe, wife of an OSC painter. She came to the yard from St. Johns,



Heavy Buyers After chalking their crew's 6th War Loan bond purchase total on a piece of steel, the Outfitting dock welders gathered to have their pictures taken. The crew members, whose bond purchases ranged from \$50 to \$500 and totaled \$3,000 for the drive are, left to right, front row, William McCurry, leadman; G. C. Locke, foreman; second row, J. H. Norris, James Stephenson, John Wolford; third row, H. L. Davidson, R. D. Michael, Ed Clabaugh, C. C. Nyman, V. K. Moran, B. T. Miles; back row, W. Smith, Al. Parsons, R. Antonich, R. H. Kirkwood, E. O. Burlingame.

Upsets Trail OSC Bowlers

OREGON SHIP LEAGUE			Sub-Assembly		
Team	W. L.	Pct.	Shipfitters	Gun Shop	Chippers No. 2
Preerection	35	7	.833	24	18
Welders	27	15	.643	23	19
Chippers No. 1	27	15	.643	22	20
				7	35
				6	36
					.143

(OREGON SHIP)—Chippers No. 2 took the spotlight in league play December 13 when they smashed into the maples to take all three games from Gadget shop and vacate their consistent cellar position.

Sparked by Laurine, the whirlwind Chippers topped the Gadget shop by nearly 300 pins. Sutton rolled a turkey in the last three frames to cinch with only a five-pin handicap lead. Welders also marked strongly in their play against Shipfitters, pulling back up from third spot to tie again with Chippers No. 1 for the league's second billing. Welders went down two games in the previous week.

Hot man for the Welders was

Veelman, who tossed a 219 in the second game.

Sub-assembly, trailing in sixth place, copped all three games to move around Gun shop and Shipfitters into fourth place.

"Scores for the evening show that league positions are far from in the bag yet," said George Sabah, who sparked league organization. "A few more upsets like that and the league leaders will be changing places with the cellar teams before long."

Scores: Chippers No. 2, 816, 865, 833—2514; Gadget shop, 728, 729, 730—2237.

Welders, 838, 963, 959—2752; Shipfitters, 767, 840, 885—2492.

Pre-Erection, 902, 871, 930—2703; Chippers No. 1, 830, 926, 860—2616.

Gun Shop, 819, 885, 795—2499; Sub-Assembly, 880, 888, 866—2634.

Hallerman Runs 623 For New Swan Mark

SWAN ISLAND LEAGUE			Electricians		
Team	W. L.	Pct.	Plate Shop	Trial Crew	Clerical
Sheet Metal	31	11	.738	22	20
Pipefitters	30	12	.714	20	22
Painters-Dock	30	12	.714	19	23
Chippers-Dock	25	17	.595	17	25
Main Machine Shop	24	18	.571	16	26
Welders-Dock	23	19	.548	14	28
Painters-Yard	23	19	.548	12	29
				9	33
					.214

(SWAN ISLAND)—Behind the heavy pin-busting of Joe Hallerman, Painters-Dock swept their three-game series with Trial Crew to go back into a tie with the Pipefitters for second place in Swan Island's 16-team bowling league and only one game back of first place Sheet Metal. Hallerman's 198, 223 and 202 single games compiled a total of 623 pins for a new league record.

Other sweeps were recorded by Main Machine Shop over Outfitting and Welders-General over Welders-Dock. The last-place Shipfitters won their first series of the season by taking two games from Welders-Ways.

Several good scores were turned in during the week's play. Toby Mendelson, Machine shop, had a 561 series; Rusty Redstone, Plate shop, turned in a 208 single and 546 series; Paul Muller, Pipefitters, a 200 single and 533 series; O. Olson, Machine shop, 218 single; J. Vogt, Clerical, 537 series; and two Welder-General team-mates, Hack Cypcar with a 546 series and L. Larson, with a 210-203-138—551 series led their team to top series honors of 2828 pins. Main Machine shop had high single team game with 1,004.

TANKER LEAGUE		
Team	W. L.	Pct.
Erection-Scorpions	24	18
Erection-Sharks	24	18
Chippers	22	20
Burners	20	22
Tank Test	19	23
Engineers	17	25

First spot in Swan Island's Tanker league was tied again at the Boilermaker alleys after last week's play when the Erection-Scorpions took two of three games from Erection-Sharks. Chippers drew to within two games of the league's leaders by clipping the Engineers three straight. Burners, led by Nelson's 226 single and 595 series, won all

three from Tank Test to rise to fourth place.

Erection-Sharks had high team single game of 392 pins from scratch while the Burners won series honors with a scratch 2523.

WOMEN'S LEAGUE		
Team	W. L.	Pct.
Gremlins	17	7
Toilers	17	10
Gay Divorcees	15	9
Bachelor Girls	11	16
Welders Wildcats	10	17
Scorpionettes	8	19

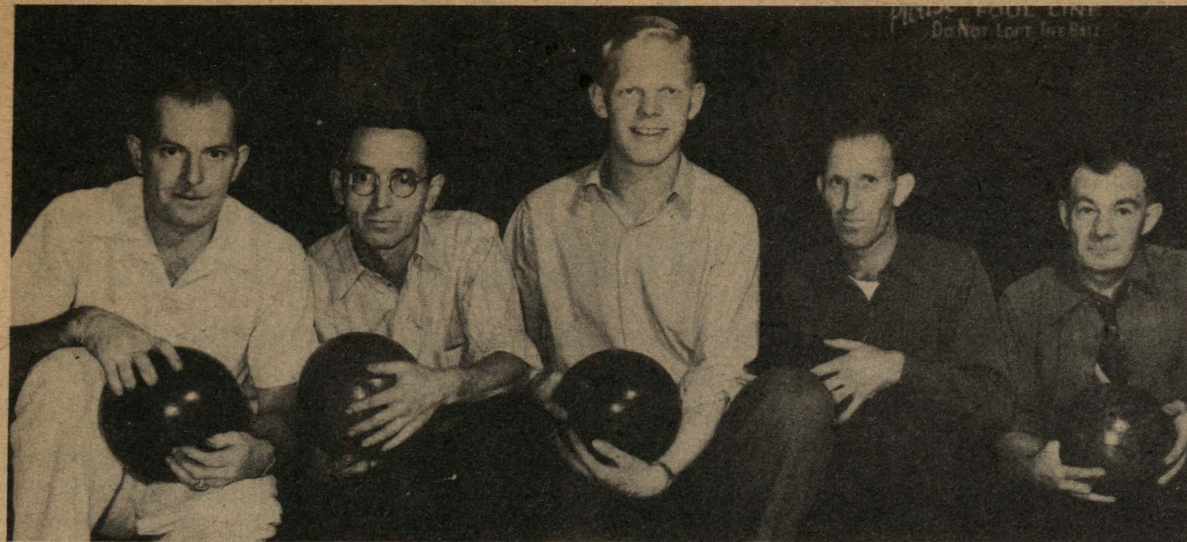
The Toilers moved into second place in Swan Island's women bowling league by virtue of a three-game win from last-place Scorpionettes. Bachelor Girls moved one game out in front of Welder-Wildcats by winning two of three games, breaking their deadlock for fourth position.

Thelma Cone, Welders, won single honors with a 166 while Jo Huston's 465 was tops for individual series. Toilers had high single team game, 773, while Bachelor Girls' 2155 series was tops in that department.

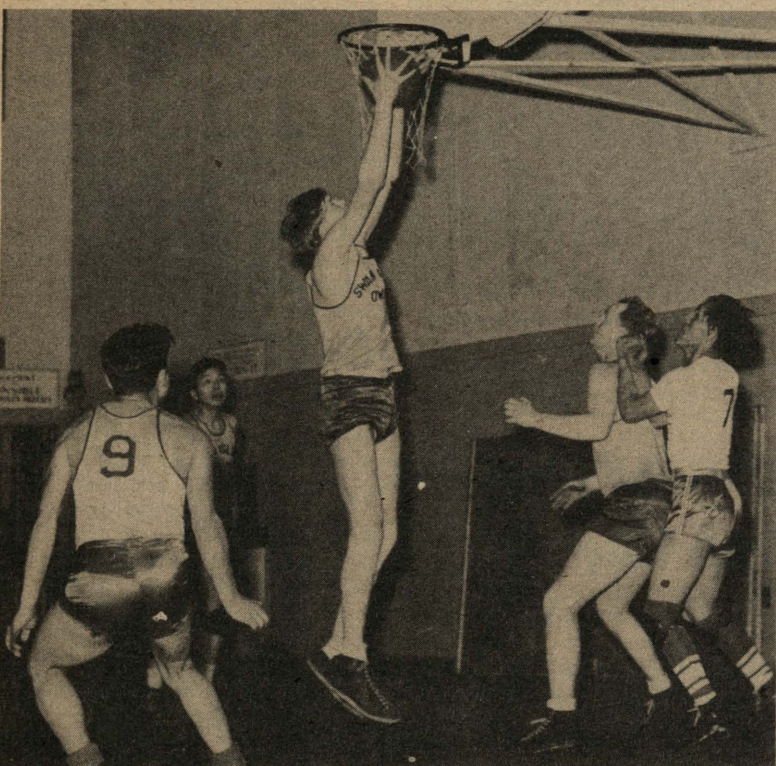
5 BASKETBALL TEAMS READY TO GO AT SWAN

(SWAN ISLAND)—With five teams ready to go, Swan Island basketball followers were waiting for at least three more teams to form for an expected league opening January 3. Oregonship has entered one team—the All-States—while quintets from the Plate shop, Barracks, Navy and Maritime Commission presently represent Swan Island.

Any department in either yard wishing to organize a team should contact the Swan Island gymnasium, Webster 2201, Extension 48, before Christmas so that schedules can be drawn.



First Division In the second division of Swan Island's 16-team league most of the season, this Electrician team have become hot bowlers of late to climb into the select eight of the first division. From left: A. Dudley, A. Richards, J. Hansen, R. Cady and E. Michels. (Swan Island photo)



Townley's Niners Take Sweep, Post New Season High

VANSHIP LEAGUE			
Team	W. L.	Pct.	
No. 4 L. Duncan	26	10	.722
No. 3 R. Townley	23	13	.639
No. 5 M. Cherf	17	19	.472
No. 6 C. Waddington	16	20	.444
No. 2 J. Horn	13	23	.361
No. 1 J. Hanford	13	23	.361

(VANCOUVER)—Townley's Way Niners of the Vanship Bowling league decided it was time to do something about getting on the top rung—only three games away—and they did en masse as four men registered over 500 and the fifth missed making it by 12 pins. Consequently a new season high for a three-game total, 2947 pins, was made. The above marks were made at the expense and distress of Johnny Horn's No. 2 team.

However, the league leading No. 4 team, captained by Lyle Duncan was losing no time itself, gathering in three games from Marv Cherf's Supers. Duncan registered 226-192-200 for a scratch 618. Next came runner-up Oscar Brenna with 190-195-186 for 571. John Mitchell of the Supers led the aggregation of officials with a 197-178-188 for a total of 563.

Waddington's Layouts were out to do big things, and did in setting a season record of 1036 for one game. They also hold second place in that category with 1023. The Layouts also boast having the only "fem" in the league, Maxine Roberts, who did herself proud with 177-188-149 totaling 514. Baughn was headed for record territory but weakened in this third game. His scores were 204-219-143—566.

Specialists were fortunate to pull one game out of the fire, taking the last game from the Layouts.

WEBFOOT 5 BOOKED

(VANCOUVER)—Vancouver Jaycees all-star basketball team, coached by Chief of Guards Mark Antoncich, meets the University of Oregon at McLoughlin Heights gymnasium December 26, it was announced this week. The Jaycees-sponsored team will meet the leading casaba teams of Oregon and Washington during the season, Antoncich reports.

Looks Easy, Huh? This bit of action came from the recent Swan Owls - Swan Globetrotters National City league game played at the Swan Island gymnasium. Ammerman, six-foot seven-inch Owl center, takes the ball off the rim as teammates J. Van Pelt (9), A. Van Pelt (facing camera) and Erkstrom wait for relay pass. Frank Tiyona, Globetrotter forward, is at far right. Owls won the overtime game, 50 to 46. (Swan Island photo)

Swan's All-Stars Spill Vancouver

(SWAN ISLAND)—Swan Island's all-star bowling team found the Boilermaker alleys to their liking last Saturday night and went on to trim decisively the Vancouver all-star aggregation. With Rusty Redstone leading the way on a 256 single and 620 series, Swan's first team took all three games, beating their opponents by 385 pins.

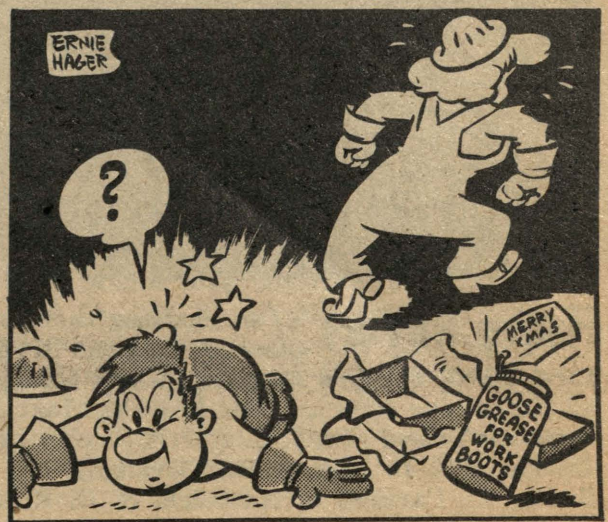
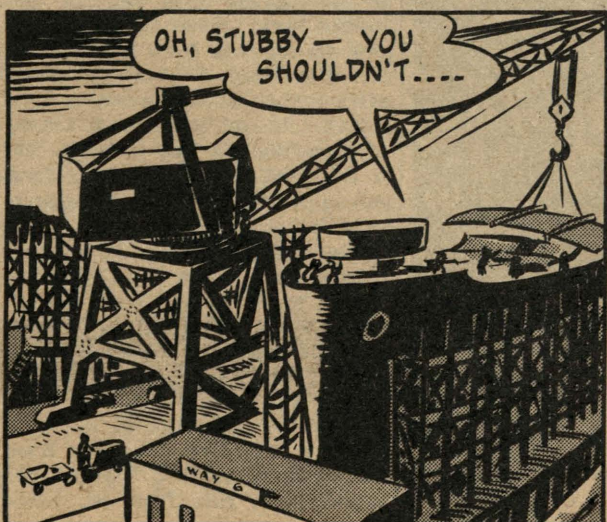
Swan's second squad, led by Jim Stewart's 547 series, won their series by 52 pins.

Swan's first team was in near championship form, posting a 1012

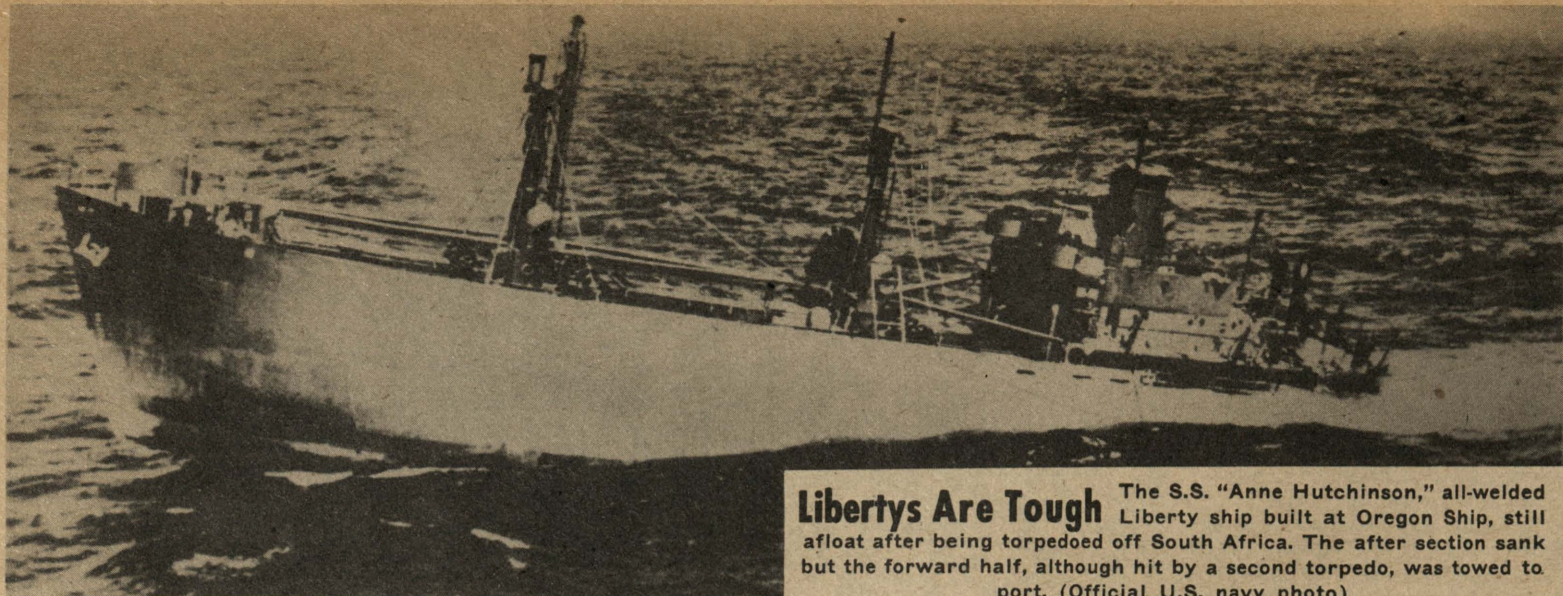
SWAN No. 1					VAN. No. 1				
	1st	2nd	3rd	Total		1st	2nd	3rd	Total
Mendelson	135	237	173	550	Mitchell	154	162	193	430
Owens	153	186	189	534	Brennan	185	146	193	524
Redstone	192	256	172	620	Griffe	122	188	160	470
Gorman	189	179	193	561	Roth	156	164	162	512
Grubb	147	154	183	484	Duncan	116	146	166	428
Total	822	1012	915	2749	Total	733	806	825	2364

SWAN No. 2					VANCOUVER No. 2				
	1st	2nd	3rd	Total		1st	2nd	3rd	Total
Muller	136	149	169	454	Horn	157	158	167	482
Thompson	188	169	126	483	Quoss	166	146	131	443
Becker	196	179	147	523	Johnson	180	149	176	505
Stewart	174	196	152	547	Waddington	160	169	190	519
Cypcar	168	170	152	490	Dewey	148	185	163	496
Totals	862	863	771	2497	Totals	811	807	827	2445

Stubby Bilgebottom



By Ernie Hager



Libertys Are Tough The S.S. "Anne Hutchinson," all-welded Liberty ship built at Oregon Ship, still afloat after being torpedoed off South Africa. The after section sank but the forward half, although hit by a second torpedo, was towed to port. (Official U.S. navy photo)

Welded Vessels Prove Value in Test of War



Down But Not Out Flames rage around a big hole torn amidships on the port side of this merchant ship which later was repaired sufficiently to proceed under her own power to a safe port. (Official U.S. Navy photo, courtesy The Lincoln Electric company, Cleveland, Ohio)

Officials Find New Construction Method Gives Lighter, Sturdier Vessels For Important War Duties

This story, based on findings of the Lincoln Electric company and approved by the Navy, the War Shipping administration and the Maritime commission, presents the facts on welded ships which long have been under close scrutiny to determine the advantages, if any, of this type of construction over conventional riveted vessels.

When historians record the full story of World War II, one of the most stirring chapters undoubtedly will deal with the amazing ability of welded ships to withstand the terrific impacts, explosions and frequent fire damage to which they were subjected by enemy action during the crucial years of

1942 and 1943. Besides actual combat service, many of these vessels, under emergency shipping conditions, had to hold up under the severe stresses and strains of long voyages through heavy seas in all kinds of adverse weather conditions.

Although a number of gallant seamen were lost during the height of Axis efforts to cut our vital supply lines, prominent naval authorities agree that the saving of an untold number of lives was undoubtedly due to the sound principles of ship construction made possible by welded design.

Some of the most dramatic stories in marine history have come from the logs of the famous Liberty type ships. Although many of these sturdy vessels have been blasted by torpedoes, bombed from the air and raked with enemy shell-fire, nearly all of them still are in active duty.

In evaluating these welded ships

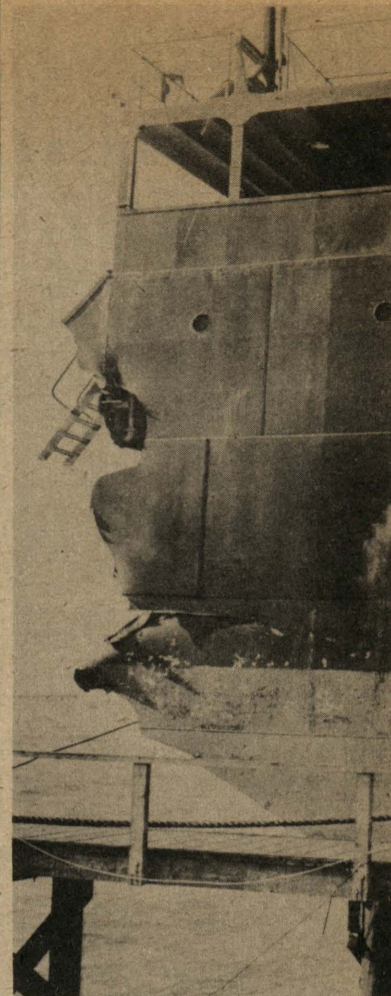
against vessels of the riveted type, Admiral Emory S. Land, chairman of the Maritime commission, had this to say:

"Every time a riveted ship goes into dock, you have a lot of repairs to do. You do not have them in welded ships. You do not have leakages. You do not have openings in your hulls with dozens and dozens of leaks, nor do you have to redrive rivets. Even if we have these fractured plates, it is not a handful compared with the casualties that go in riveted ships every time they go in for voyage repairs, something that everybody else seems to have forgotten.

"On combat damage, comparing Liberty ships and others, everything is all in favor of the Liberty ships. A lot of them have broken into sections due to combat damage. The percentage is entirely in favor of the Liberty ships because riveted vessels are apt to go to the bottom when they are bombed or mined or torpedoed. It is truly remarkable the salvage we have obtained from these Liberty ships in combat damage. Never mind about the fractures or cracks—they get into port."

SHE REFUSED TO SINK

One of several Liberty ships that were torpedoed but refused to sink was Oregon Ship's own "Anne Hutchinson." Describing the incident in a production communique to the builders, Admiral Land said, "To you who built the S.S. 'Anne Hutchinson' goes credit for having built a sturdy Liberty ship. She took torpedoes in her stride and refused to sink. It was on her return trip when the first torpedo struck in number four cargo hold. The explosion almost lifted the ship out of the water, it severed the line shaft and practically tore out the ship's bottom. The vessel broke in half and it was only after being buffeted by storms that the after part sank. The bulkhead of the engine room held and the forward part of the vessel remained afloat. Later the second torpedo struck in the starboard engine room in the way of the boiler. Three seamen were killed. This explosion completely destroyed the starboard boiler and shifted the main engine from its foundation ten feet to port. Still your vessel would not go down, she remained in an upright position and was towed into port. The survivors said the buoyancy of the vessel after being sliced in two



Where It Broke This close-up of the torpedoed Liberty ship shows the forward section after it was towed to port.

parts was amazing. All of you who worked on this ship can feel justly proud of her. She proved she could take it. Keep building them like the 'Anne Hutchinson'."

Included in the long list of all welded oil tank ships with notable performance records was the motor-ship "Pennsylvania Sun" which has piled up a total of 506,000 miles in voyages. This vessel was torpedoed in 1942, suffering extensive damage to the hull, the superstructure being entirely gutted by fire.

SURVIVED TORPEDOING

The Sun Oil Company, operators of the ship, told of this action in a recent letter which stated:

"The vessel was torpedoed at the midship house on the port side and the explosion tore away the side shell plating, one wing bulkhead and pierced the other wing bulkhead and opened approximately seven of the cargo tanks to the sea. However, when resultant flames were extinguished by the ship's officers and a salvage detail, the crew reboarded and after temporary repairs were made, the ship proceeded under its own power to a dry dock at Chester, Pa., for repair of damages. It was noteworthy in most cases plates would tear in half or would depart from a welded joint to tear through the middle of the plate—the welds apparently showing up stronger than the steel itself."

Ships such as these which exemplify the value of welded design and illustrate what an important part modern welding processes are playing in helping achieve final victory, were produced at the rate of more than 2,158 hulls in the relatively short period of about 40 months.

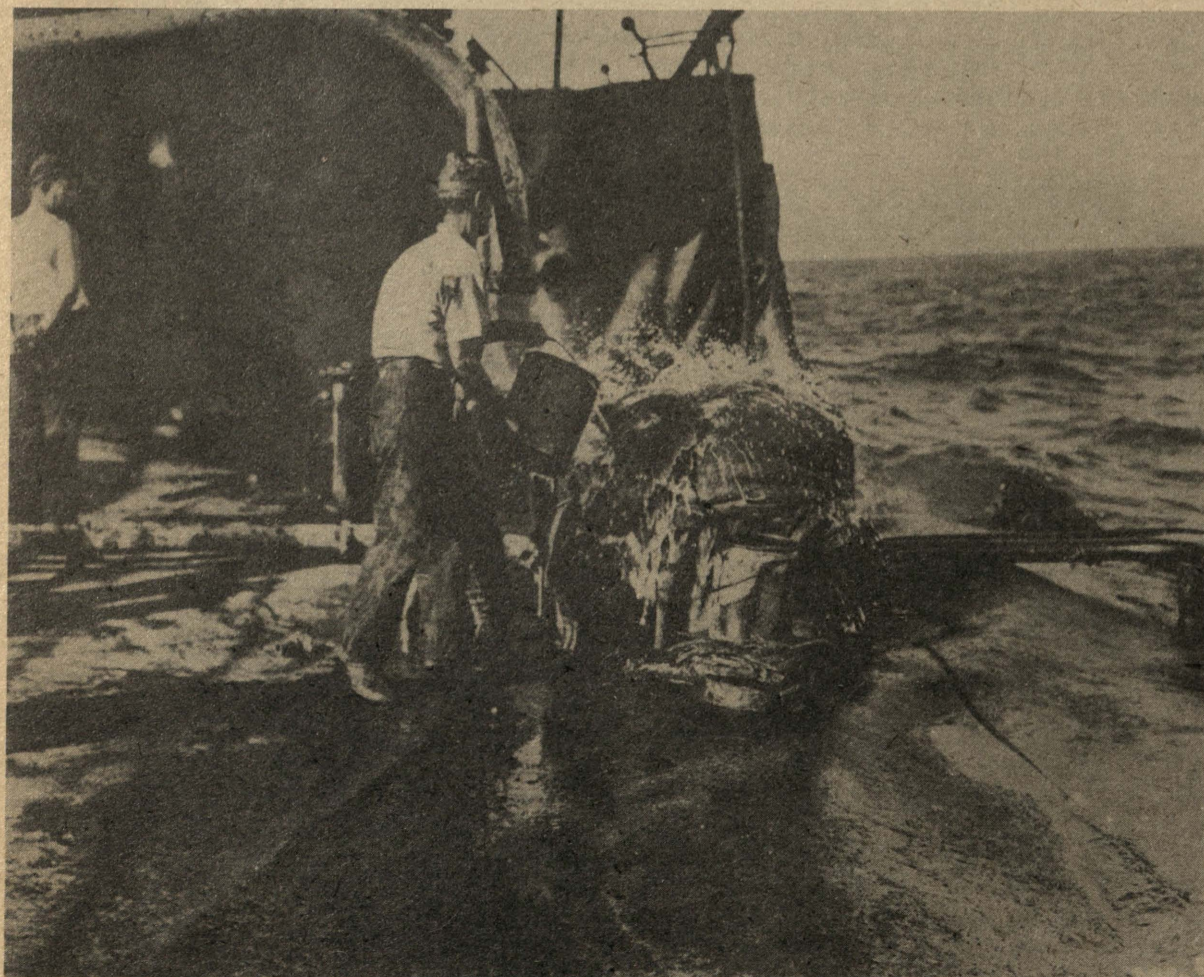
RECORD PROVES POINT

It was this record which led the "Special Committee Investigating the National Defense Program" to report that, "The most material departure from the method of construction of the original ship was in the use of electrical welding instead of riveting. The adoption of assembly line methods and extensive prefabricating of parts also made possible the construction of a greater number of ships than ever before had been contemplated."

Further comment is found in a statement released by the War Production Board which reads as follows:

"Ugly Duckling (Liberty) type merchant ships were found to be 10 per cent to 15 per cent stronger in construction and smoother in line than the ships of 1919 which had 900,000 rivet bumps." This, despite the fact that welding used less steel, resulting in ships of considerable lighter weight.

"Welding saves 845,000 rivets and 1,790,000 rivet holes," continued the WPB statement.



Welded Seams Hold Crew members of this disabled ship prevent fire from spreading by pouring water on oil tank covers. Note warped deck with welded seams still intact. (Official U.S. Navy photo, courtesy The Lincoln Electric company, Cleveland Ohio)

Rapid-Fire Talk Marathon Helps Get Ships Built

(OREGON SHIP)—More words are spoken during the construction of a ship than there are grains of rice in China, and 90 per cent of those words are vital, according to Jerry Coombes, materials superintendent. "Of all departments in the yard, we probably have to do the most talking," Coombes declared. "We coax, argue and just plain issue orders on a 24-hour talking marathon." To prove his point he gave a Bosn's Whistle reporter a ringside seat in the Assembly materials office during the first hour of the day shift.

Shortly before 9 a. m., the office begins to fill with expeditors, Materials department heads and Assembly supervision chiefs. Words begin to fly.

"Be reasonable, man!" explodes Charles Rice, expeditor leadman. "I can't get all those plates in during the day."

"Give Corky a change of rate," yells another over the hubbub. "Charlie, what bay is that laminated plate in?" "I'll have to get out of Bay 5," flies the unexplainable answer.

"AND THAT'S THAT!"

"Now here's the dope," roars a voice of authority. "We're going to get 12 hulls from the Plate shop, just like that—who's got how much storage space?"

"We can store the bulkheads under the whirleys!"

"I'll be using sky-hooks for those deck-sections in about two days," says a supervisor. "All I need now is a deep snow to fix me up."

"What about my flat-bars?" asks a supervisor. "Here comes your flat-bar man," answers Gene Palmer, assistant material superintendent. "Hey, Jerry, this guy dreams about flat-bars." And the answer, "I can get you all kinds of—" "No, not those!" "Well, look down along the fence. We've got 'em."

Phrases, unfinished, fly too fast to catch the answers as the dozen men perch on desks and begin the morning's conference.

How far is Hank ahead . . . pull out those empty racks . . . are you ever going to pick up these lists you wanted? . . . have we checked that schedule lately? . . . that November rolling from the mill . . . no storage space at all . . . try behind the check booths. . .

IT NEVER FAILS . . .

And the lament, "I'd stack 'em up, but I always end up by needing the one on the bottom first."

Jack Anderson, Assembly superintendent, joins the crowd and questions redouble, ranging in importance from "Where do the men put their turkey tickets?" to "How far will you go out on a limb over those flat-bars?"

To a bystander, the words have little meaning, phrases seem to go

unanswered. But each man as he leaves the office, carries the answer to his problem for the day.

"It sounds like bedlam," Coombes comments after a half-hour, "and it goes on all day like this, but there's no confusion in the work the men are doing. We're moving material and building ships faster than has ever been done before. And it takes a million words to do it."

Former Shipfitter Bombs Axis Rails



S/Sgt. Donald J. Stone

(OREGON SHIP)—S/Sgt. Donald J. Stone, former OSC shipfitter, a bombardier with a B-26 Marauder squadron, now has flown more than 50 missions over enemy territory.

In a dispatch from Italy, Sergeant Stone gave a graphic description of the bombing of Florence.

"We were bombing troop concentrations there last July," he said, "and though the flak wasn't heavy as I've been through elsewhere, it was very accurate. The proof is that a piece of flak tore through the nose of the Marauder, bounced off my helmet and fell to the floor. I got a slivery bath of plexiglass, but came out without a scratch and managed to drop my bombs on the target."

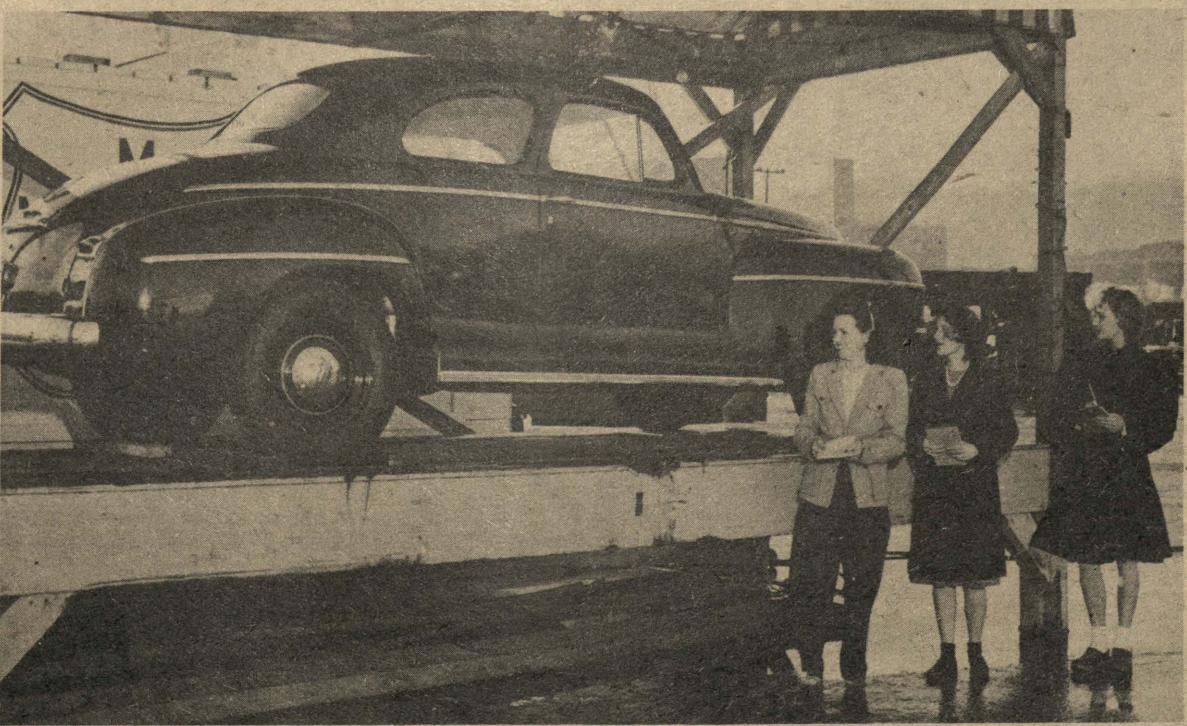
Stone's precision bombing of the railroad yards at Florence won him the Air Medal to which he has since added two Oak Leaf Clusters.



Stairway Modern as the apartment house of tomorrow are the stream-lined stairways in front of fore and aft peak sections in the far corner of the storage yard. The forepeak section of an AP-3 shown above is part of the Shell erection area, located about a mile from the ways, out where "we have plenty of room to build the ship's skin," according to G. G. "Scotty" Wright, superintendent. About 750 workers are on the three shifts in this area. Rigger W. C. Rice tosses down a cable to Virgil Spain, rigger.



Got The Bird J. H. Bartlett, OSC timechecker, is shown holding a turkey he won last Saturday in an all-yard bond raffle. Twenty-five gobblers were presented to lucky bond buyers on the three shifts. (Oregon Ship photo)



Inspect Prize Three pretty girls from the bond sales booth are shown above admiring the gleaming five-passenger Plymouth now on display in the yard. The car will be won by some 6th War Loan bond buyer in one of Portland's 11 major war industries. It was donated by the Machinists' council to stimulate bond sales during the current campaign. The girls are, left to right, Laura Peterson, Ardienne Enkelis and Florence Somers. (Oregon Ship photo)

INQUIRING REPORTER

QUESTION:

"How are you going to spend your Christmas holidays?"

Sam York, sand lot painter: "Believe it or not, I'm going to stay home and wash clothes. We have a big tree of course, and the kids will have a lot of fun with it, but I figure on helping the wife get straightened around with the housework. Our three grandchildren live with us and I'll get my Christmas pleasure out of watching them."



C. G. Johnson, painter: "I have neither chick nor child. I'm a bachelor and I live all alone. I imagine I'll eat my Christmas dinner up town in a restaurant. But I don't feel so bad about it as you might think. Christmas is the way you feel inside, and I don't much care about getting presents. I'm happy enough."



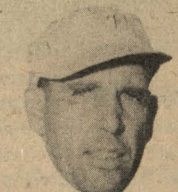
Albert Van Horn, pump house attendant: "I'm going duck-hunting. I've dreamed about going hunting so long that I couldn't possibly pass up this chance. There'll be the regular Christmas at our house of course, but it's the hunting that counts this year. With this seven-day week program, I haven't had a chance yet."



Ruth Patchin, scaler leadlady: "You see, my husband and I both work, and so I doubt if we fix dinner at home. We'll probably go out to eat and really blow ourselves to a swell dinner. As for the rest of Christmas, we'll get a lot of sleep. I don't know what he's going to give me, and I haven't even had time to buy his present yet."



Joseph Paul, sand lot: "I'm going to stay at home and 'be a good boy.' Since my wife is an electrician here at the yard, we'll spend our holiday with our two-and-a-half year old daughter. That's a wonderful age to be at Christmas. We'll get our Christmas fun when she opens her presents. Then the three of us will go out to eat up town."



G. A. Cox, facilities, truck driver: "Saturday night I'll be up all night on volunteer Coast Guard patrol, so I expect to spend all day Sunday sleeping. On Christmas Eve, I'm scheduled to play Santa Claus for our family and our cousins. On Christmas day we'll go over to the cousins for dinner—it's an old family custom."



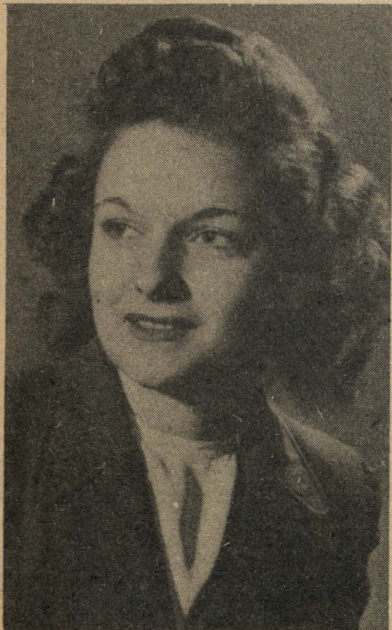
Nurses Aides Classes

(VANPORT CITY)—A nurses aid training program will begin soon after the first of the year by the Vanport Red Cross headquarters. Classes will be held twice weekly from 6:30 to 9:30 p. m. Nurses aides trained may obtain positions in army hospitals. Additional information may be obtained by calling University 1264.

Aviation Classes Open

(VANPORT CITY)—Classes in aviation for men and women between 15 and 45 are being conducted by the army air corps in Upper Grade school building No. 1 every Monday and Thursday from 7 to 9 p. m. Registrations still are being accepted for complete ground courses in aviation.

KENTUCKY BELLE



(OREGON SHOP)—Hal Chase volunteered as Bosn's Whistle glamor scout and turned up with this picture of Marilyn Laird, welder's helper on swing shift. Miss Laird, who will celebrate her 19th birthday next month, left Western Kentucky Teachers' college to do her share in war work. She also was an announcer for radio station WLJB at Bowling Green, Ky.