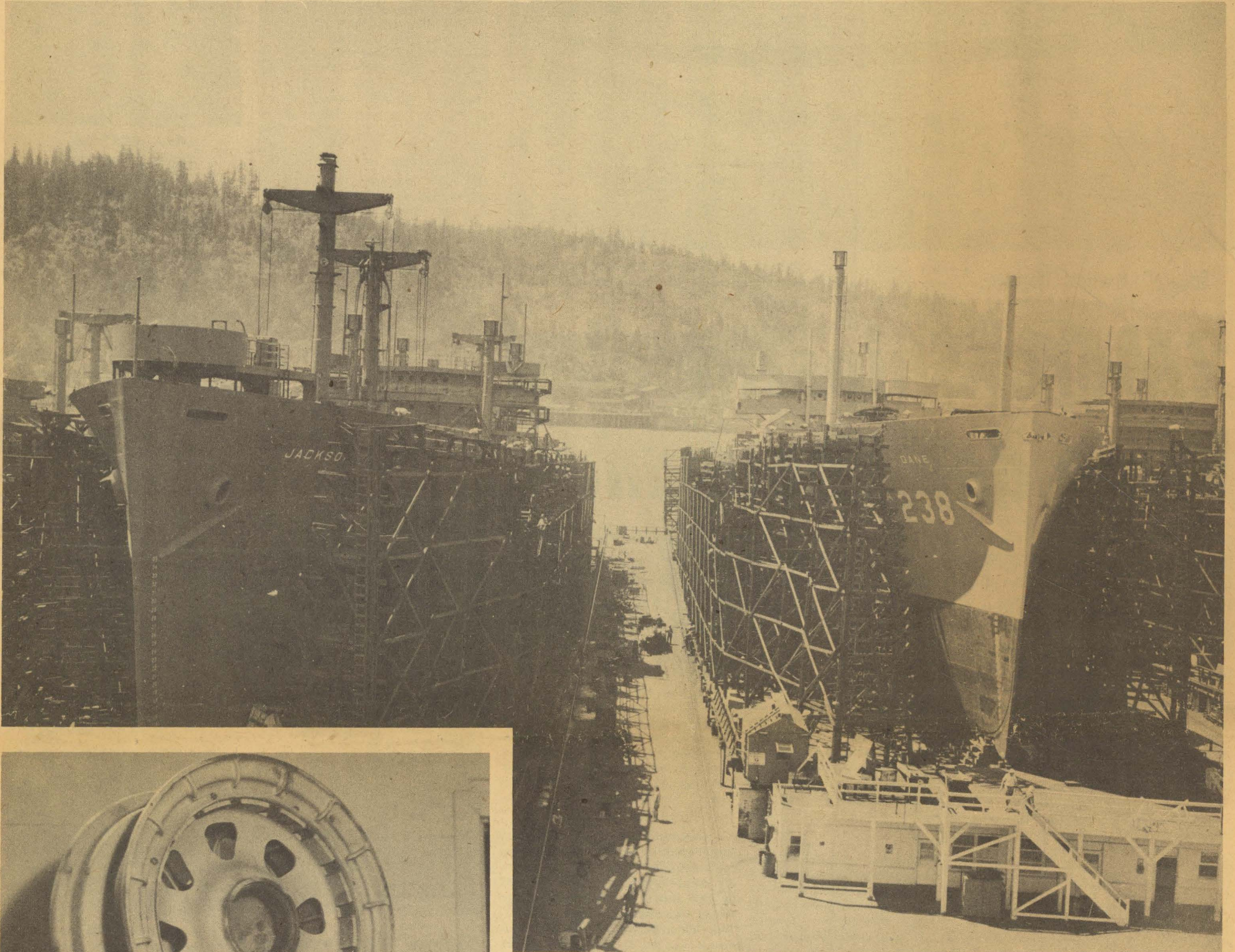


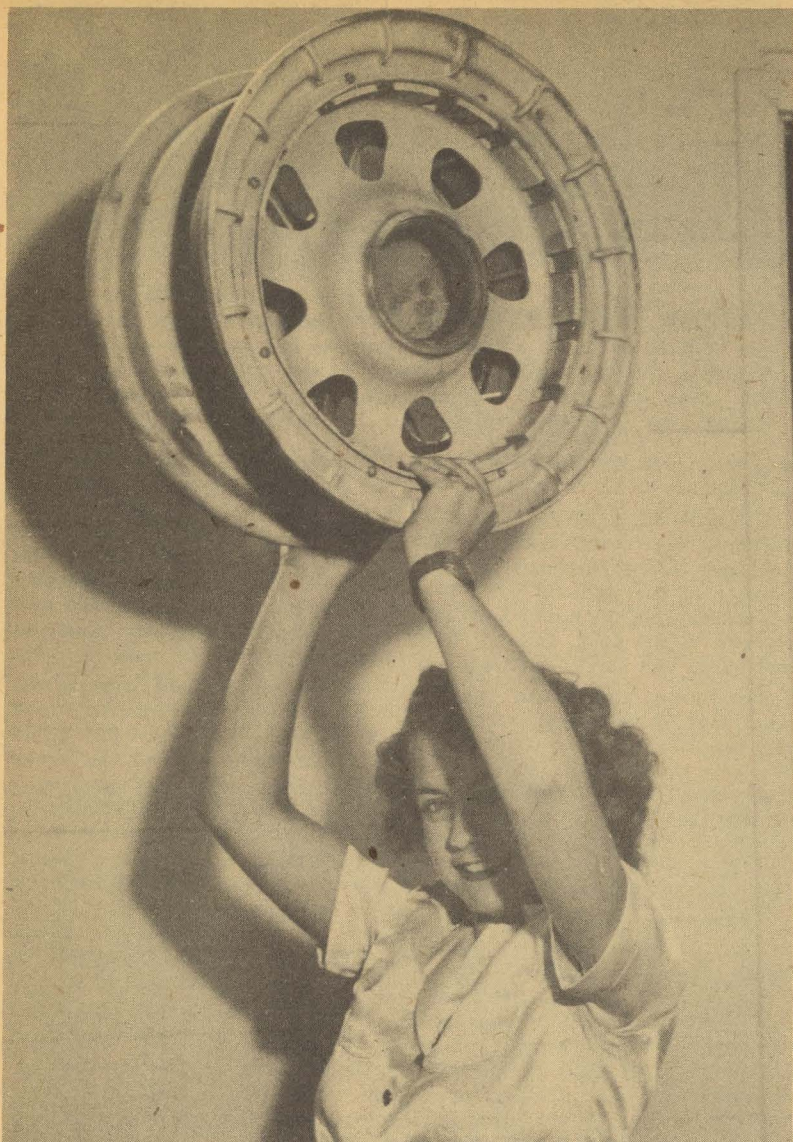


2800 NEW WORKERS NEEDED

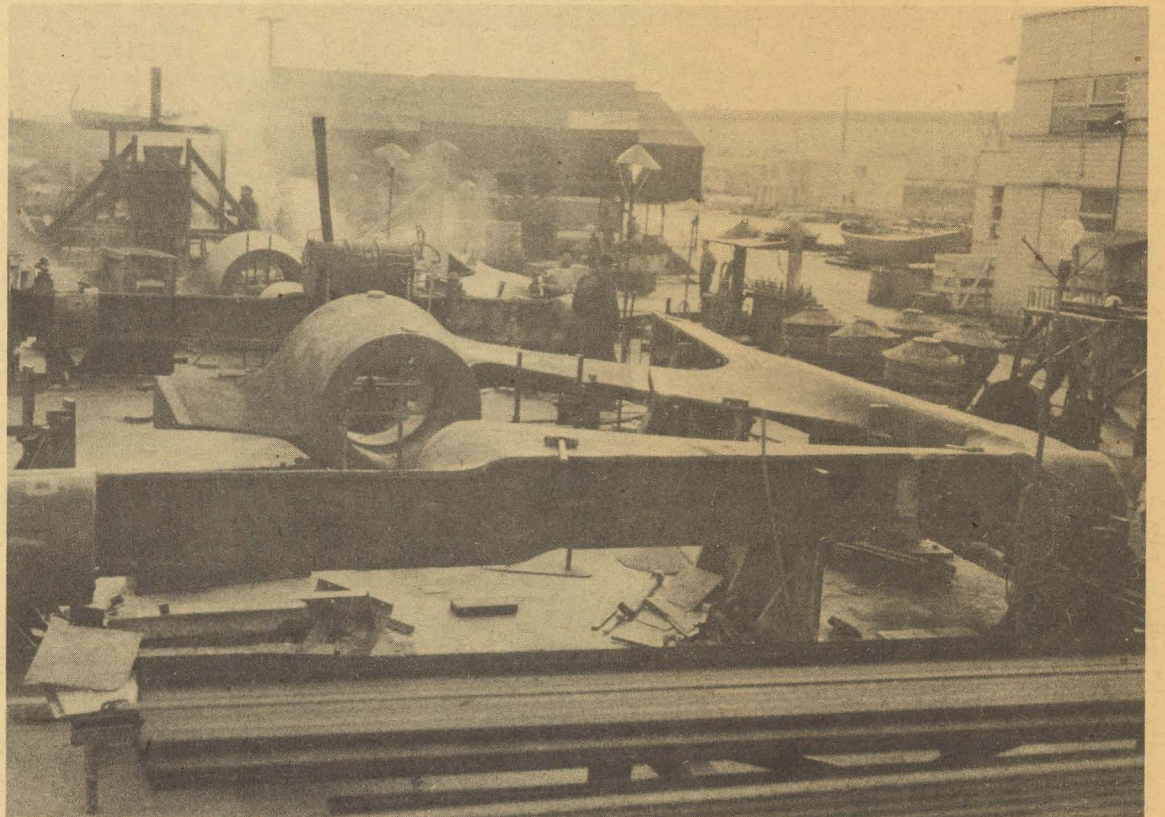
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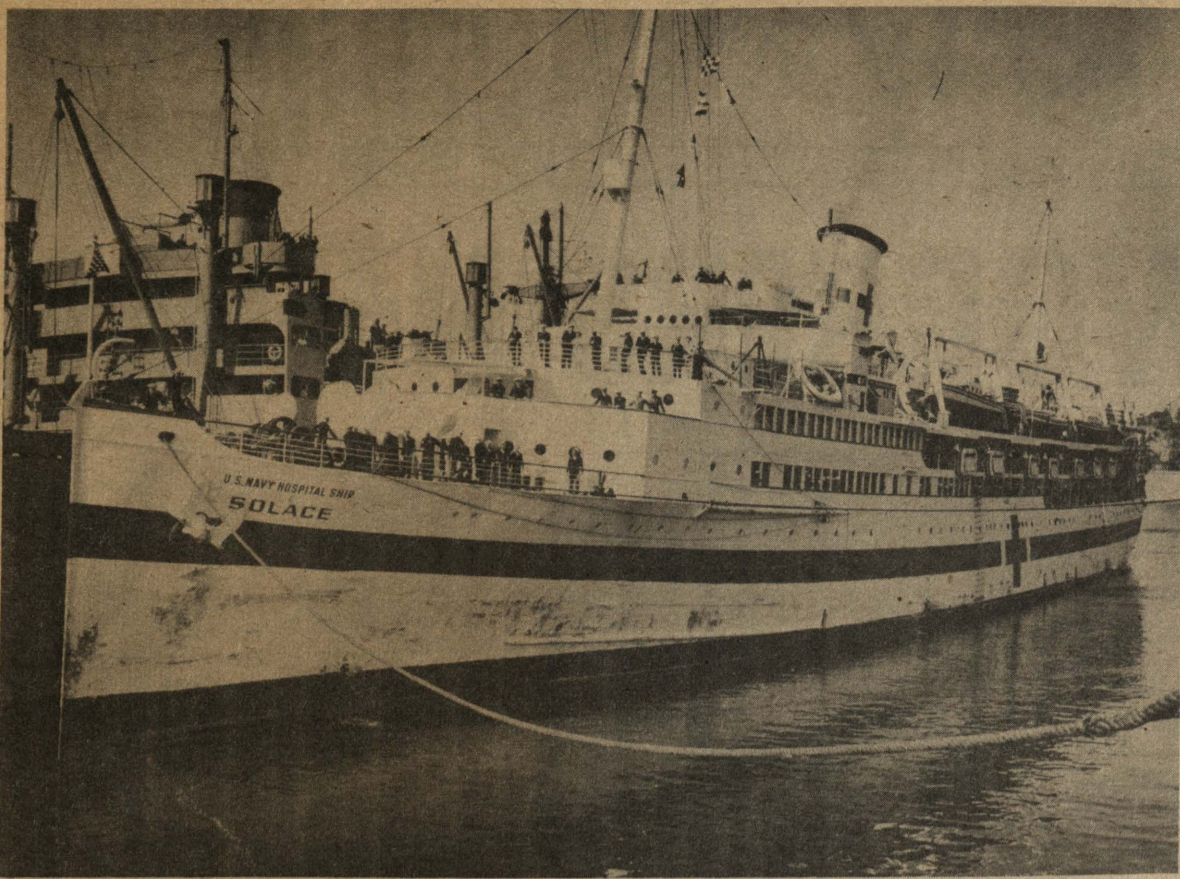
Victory and AP-5 Photographed side by side on Oregon Ship ways are a Victory cargo ship and an Attack Transport vessel, the two types on which the yard is equally dividing its efforts. At left is the S.S. Jackson Victory, launched yesterday, and on next way, the U.S.S. Dane, third of the new AP-5 series.



Miracle Metal Oregon Ship workers this week witnessed an exhibit of magnesium and some of the products made from it, in the display window at the main gate. Demonstrating the lightness of the rugged new metal out of which many revolutionary postwar products will be made, Betty McGinnis, warehouse messenger, easily handles a magnesium bomber wheel. It would take two ordinary men to lift a steel wheel of this size.



Jig-Saw Puzzle Oregon Ship's stern casting frames go together like a huge jig-saw puzzle. Sections of the stern are assembled, above, before they are thermit-welded and sent to the Machine shop.



"Solace" Awaits Repair The U. S. navy hospital ship Solace, in action since before Pearl Harbor, comes into the dock at the Kaiser Co. Terminal Repair division after 19 months at sea. Scheduled repairs will take better than a month.

2 Mercy Ships Handled Wounded Thousands

Fighting with scalpels instead of guns, with whole blood instead of bombs, and waging war on gangrene, shock and time, naval hospital ships go right up to the beachheads in the major amphibious attacks of the Pacific war. This was revealed for the first time in Portland last week when the two naval hospital ships U. S. S. Solace and U. S. S. Samaritan came to Portland from Okinawa for general repairs after participation in the bloody invasions of Saipan, Peleliu, Iwo Jima and Okinawa. Their hundreds of wounded were transferred at San Francisco, but the ship's company, officers and enlisted men were all aboard when the vessels arrived at the Kaiser company repair terminal, formerly Poole, McGonigle and Jennings. Neither ship suffered battle damage.

The Solace was at Pearl Harbor during the Jap sneak attack. From 1941 to the present time the Solace has logged 170,000 miles, and has treated and evacuated more new battle casualties than any other hospital ship with a remarkably low mortality rate. Since the day of its conversion and commission the ship has admitted and treated 25,000 patients of which approximately 17,000 were battle casualties.

For the length of time it has been in service, the Samaritan has an equally impressive record with three trips into Saipan, one to Peleliu, three to Iwo Jima and five to Okinawa.

CARRIES 17 OFFICERS

The Solace has beds and bunks for 467 men, but it cared for as many as 677 on one of its trips back from the shore of Iwo Jima. The

Solace carries 17 medical officers, three dental officers, 13 nurses and close to 150 medical corpsmen as well as the line officers and enlisted men who operate the ship under Comdr. E. B. Peterson.

Formerly a passenger liner on the Caribbean run, the ship is 410 feet long with 6209 gross tonnage, twin screw turbine propulsion, a cruising range of 7000 miles and a speed of 18 knots.

In 1940 the ship was converted. At Pearl Harbor the Solace was cited for a splendid job in handling a large number of casualties. For a long time it was the only hospital ship in the Pacific war theater. Arriving in the South Pacific area in March 1942, the ship treated casualties of the battle of the Coral Sea and of the Solomons, including Guadalcanal.

WAS AT TARAWA

Later, the Solace handled 238 casualties from five transports engaged in the historic Tarawa battle. It evacuated 364 casualties from Roi-Namur (Kwajalein) and another 432 from Eniwetok, where it became the first hospital ship to evacuate fresh battle casualties directly from a beachhead.

In June and July, 1944, the Solace evacuated 1335 casualties from Sai-

pan to base hospitals in the Solomons.

The ship evacuated 1067 casualties from the battle at Guam in July and August to base hospitals at Kwajalein and Pearl Harbor. In September of last year the Solace stood by for the fight at Auguar and Peleliu and took out 1055 patients.

THEN IWO JIMA

The Solace saw no more battles again until Iwo Jima, climaxed by the raising of the American flag on Mt. Surabachi, an event witnessed by the ship's personnel while the vessel was anchored close offshore. The Solace arrived on the Iwo Jima beachhead on D day plus 4, and handled a total of 1965 patients in three evacuations to base hospitals on Guam and Saipan in a period of 20 days.

On the trips out from the beachhead the five operating tables were busy for 40 out of 48 hours. A record 417 patients were embarked in one day despite the heaviest sea and swell conditions the ship has ever experienced. While no suicide planes attacked the ship, mortar shells were falling all around as casualties were brought out in "ducks."

The Solace and the Samaritan were the only two hospital ships at Iwo. So desperate were the doctors for speed that one load of patients was disembarked and the ship was on its way back to Iwo Jima in the incredibly short time of two hours and 15 minutes.

Incidentally, Capt. W. W. Hall, the Solace's senior medical officer, is the doctor largely responsible for the tetanus immunization program now carried out by the navy and all of the American armed forces.

OKINAWA TOUGHEST

The Solace's last operation at Okinawa this past April was the most extensive and most dangerous of its long campaign. The ship was the target of Jap bombers, but fortunately was missed and no damage or casualties resulted. The hospital ships usually retired from the transport area at night, but after the kamikaze attack on the U.S.S. Comfort, the Solace remained at anchor off the beachhead at night and witnessed several Jap aerial

Machinist Survived Buchenwald Horrors

(SWAN ISLAND)—There's a marine machinist on the ways at Swan Island who always seems to be working a bit harder than the next person. He is Jack Wolfson, an employe who has yet to receive one of the biggest thrills of his life—that of becoming an American citizen. Born in Lwowek, Poz-

nan, which is now in the hands of Russia, Wolfson, his son Frank, a former machinist at Swan Island, a nephew and two cousins were prisoners in the notorious concentration camp at Buchenwald for eight weeks. Both cousins died.

There were no beds or blankets, no food for more than 72 hours—later they received three-quarters of a pound of bread daily—and the temperature at times was six degrees below zero. A heavy overcoat kept Wolfson alive. In his barracks which were 300 feet by 225 feet, 12 to 15 persons died daily.

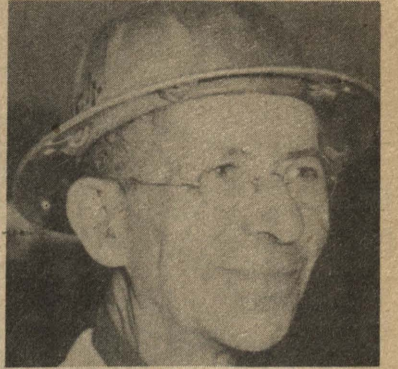
ARRESTED IN BRESLAU

Wolfson was arrested in Breslau, Germany, in November, 1938, with all other Polish-Jews in the territory because a 15-year-old Polish boy had killed a Nazi official.

Wolfson attributes his release from the prison camp to his wife, Irene, who now is teaching high school in Georgia. "She'd go to Gestapo headquarters every week," said Jack, "and ask for our son Frank's release because he had obtained a passport to the United States before we were arrested."

Gestapo heads finally released Frank and gave his father a temporary release which meant that he had to report daily for "roll call."

"After the atrocities I had witnessed while in camp, I decided



JACK WOLFSON

not to return to headquarters and made my way to Belgium and France. I then headed for Havana, Cuba, on a French ship where I waited for two years before I could leave for the United States," related Wolfson.

"It's a good thing I wasn't caught," he continued, "I've seen people tortured and killed for smoking just one cigarette. We were supposed to turn our tobacco over to the Germans."

Wolfson has two sons, four nephews and two sons-in-law in the service. Frank is with the 9th Army in Germany as an interpreter. The other son, Werner, has been in the British Army since 1939.

Wolfson works on the ways at Swan Island under Machinist Foreman George Krentz.



"Solace" Handles Wounded U. S. Marine Corps casualties are brought alongside the U. S. S. Solace in a "duck" during the Iwo Jima operation. The Solace and U. S. S. Samaritan were the only two hospital ships at Iwo Jima. The picture was taken by Solace crew members and turned over to Bosn's Whistle with the permission of the navy.

attacks and heavy anti-aircraft fire on Okinawa.

At Okinawa in seven trips, 4000 patients were evacuated to base hospitals in the Marianas. A large number of the patients were fleet casualties from the heavy kamikaze attacks in the area. Loss of lives and ships was terrific at Okinawa.

The large amount of medical work done by the Solace at Okinawa and Iwo Jima is more easily understood by these facts: 1800 units of fresh whole blood (type O) were given; 1200 units of plasma were used; 136,000 sulfa tablets and two-and-one-half billion units of penicillin were administered.

On its recent return to the United States the Solace carried 445 patients to shore hospitals.

The hospital ship Samaritan, sister to the Solace, was converted from the naval transport Chaumont at the Todd Seattle yard and commissioned March 1, 1944. It is 448 feet long with a 58-foot beam. The Samaritan carries 11 line officers, two chaplains, 14 medical officers, three dental officers, 19 nurses, 153 medical corpsmen and a crew of 225 seamen.

Although there has been no deliberate enemy action against this ship, which has 400 beds for patients, at Iwo Jima a five-inch shell pierced the stack, but did not explode.

In company with the Solace since the Saipan invasion, the Samaritan has handled approximately 9000 evacuees. On each invasion run the Samaritan has evacuated from 500 to 600 men from the beachheads. At Iwo Jima she was anchored 1000 yards offshore and was closer at Okinawa.

On one of its three trips to the beach at Saipan the Samaritan took off 705 men. Cots were put up in every available spot on the decks and officers and enlisted men turned out of their own quarters to make way for the wounded. With this staggering load of wounded men aboard, the Samaritan found its way out to open sea through a maze of ships, despite a heavy smoke screen thrown up to protect the fleet from an enemy air attack.

Skipper of the Samaritan is Capt. W. A. McCreery of New York City.

Commenting on the attitude of the wounded when they are brought aboard the hospital ships, officers say the fighting men are disappointed, declaring, "They want to get back to the firing line."

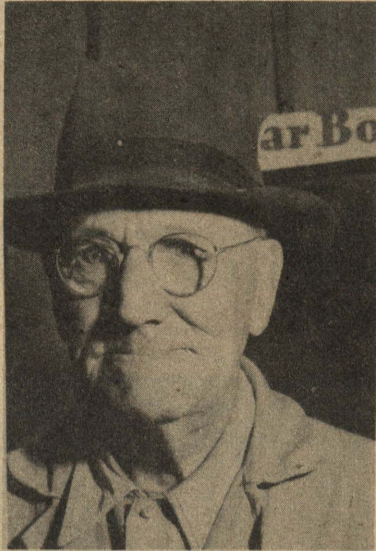
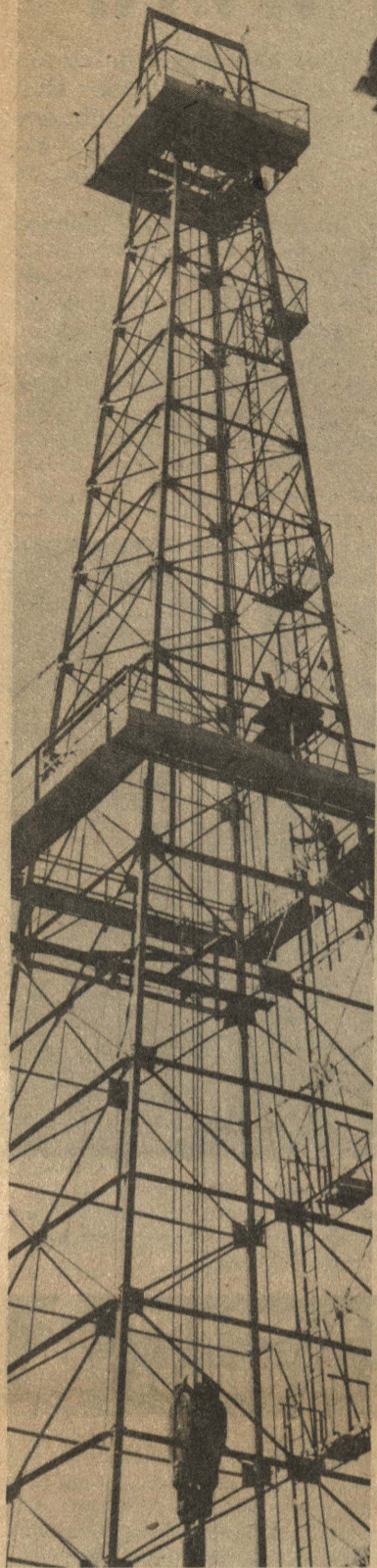
This, too, is the determination of the men and nurses who man the Solace and Samaritan. After leave for many of them while their ships are being repaired, they again will head across the Pacific to save the lives of those who will be wounded in the final blow against Japan.



Welcome Red Cross workers toss daily newspapers to enlisted men aboard the U. S. navy hospital ship Samaritan as she is tied up to the dock at the Kaiser Co. Terminal Repair Division. This is the former naval transport Chaumont.

GUSHER!

Oil Company Geologists Drill Test Well in Oregon as Possible Prelude To Developments in the Northwest



Numerous shipyard workers who have oil field experience have marked views on possibilities of finding oil in this region. For example, E. C. Skinner, Oregon Ship pipefitter who worked 33 years in oil says: "There should be as good a possibility for oil here as in California. Possibilities must be good, or they wouldn't be drilling."

wealth aren't stored under forest clad mountains and fertile farmlands of western Oregon and Washington.

New fields have been found in a baker's dozen less likely places and the possibilities are good for Oregon's Coast range and the Willamette Valley. The U.S. Geological Survey has always classified the region west of the Cascades as "possible." While the millions of semi-arid acres in central and eastern Oregon are listed "unfavorable," only a few patches of the state are rated "impossible." The ratio is about the same for Washington, with best prospects for oil centered in the Puget Sound area. Standard Oil of California is now preparing to drill in that state.

OTHERS HAVE LEASES

The towering derrick of the Texas company at Clatskanie is but one of several, maybe a dozen, scheduled to rise into Oregon skies in months just ahead. The Richfield Oil company has leased large tracts south of Portland and in Clackamas and Washington counties. Seismograph crews are now trudging over Willamette valley cut-over lands, sinking shallow holes and detonating explosives to record earth-borne vibrations for geological data. When the experts map the tracts and examine the records they have a fairly accurate pattern of the underground sand, rock and earth structure.

The derrick and tool rig is the proving stage of many months of preliminary studies. When the drill goes down, soft mud is pumped into the well, and sucked out again, bearing parts of the underground formation. Experienced oilmen know almost what to expect as they sift

the mud and chart the progress of drilling at 1000 feet, 5000 feet and on down. It's all part of geophysics and geology when prospecting for new oil fields. It costs a lot of money, requires months of preparation and exhaustive field work but oilmen have slashed the odds of striking oil from six chances in 100 to fifty-five by making scientific knowledge do the work.

EX-OIL WORKERS BUILD SHIPS

Scores of former oil field workers are now building ships on Kaiser ways at Vancouver, Swan Island and Ofegon Ship. This "wildcatting" is old stuff to them, for they've worn tin hats before in the great oil producing states of Kansas, Oklahoma, Texas and elsewhere.

Talk of oil is their favorite subject. Anyone of them can tell you an oil strike in Oregon will set off a boom as spectacular as a boom-field "gusher." In jobs, big payrolls and



Tom Stevens, Oregon Ship pipefitter who worked from 1916 to 1927 in western and southwest fields: "From the formation viewpoint I believe there's little prospect for oil here. They may find gas but not commercial oil."

new wealth for the region and its people there is no yardstick to measure what can happen. For example, Texas once rated cattle and cotton as top producers of wealth for the Lone Star state. Discovery of the East Texas oil field changed that almost overnight.

MEANS MORE JOBS

An oil derrick—rig to an oilman—is only a small corner of the job picture in that industry. Every rig has a crew while drilling is underway. The crew includes riggers, tool dressers and helpers, mechanics, pipemen or pipe-packers, drillers for each shift and occasionally an engineer. When wells are "blown in" they require a "shot man" to handle explosives. But before the rig crew can begin work, the derrick and equipment—tools, pipe, cable, pumps and the like—must be hauled to the well site and the derrick erected.

If oil is discovered, new rigs follow by the scores, often hundreds, while exploration is feverishly developed. Once the oil begins rising to the surface, it must be stored in huge tanks via pipelines. That means truckers, laborers to handle pipe and iron sheet, welders and riveters and engineers. More work, more jobs. Once the crude oil is stored there are two alternate ways of handling the next step—getting it to the customers. The oil may be transported to refining centers for cracking into lubricating oil, gasoline and by-products. Or new refineries may be built near the fields. Either way, more jobs—new jobs—are created by the hundreds. And the pay is good.

Sounds good. It is, when and if they strike oil. But meanwhile the best thing for Tom, Dick and Harry to do is wait while geologists and oilmen laboring at the several test wells do the work and worrying



Drilling The disc-like installation on the rig floor is a rotary table, which imparts the rotary motion to the drill pipe and the bit through the hexagonal Kelly that extends from the rotary table to the top of the picture. The workman is a pipe-racker.

about what comes up after the drill goes down.

"WILDCATTERS" DID WORK

Any oilman who remembers the oil field frenzy of the mid-1920's in the South and Southwest will admit it was a crazy business—was, that is, until science rubbed out the guess-work. Old timers recall how most of the new exploration was done by "wildcaters," men who knew the drilling game—nothing else. They'd work in the fields, learn tricks of the trade and eventually gather together a rig of tools and go off to some new area where their "hunches" told them there was oil. In a few months, sometimes

their shirts in the hope of getting rich quick.

Officers of the big companies now in the Oregon country are anxious about this phase too. They are in Oregon to explore and, they hope, to develop a new oil field. Quite naturally they are working for their companies. Many months before the first rig appeared at Clatskanie most of the acreage in the area was leased by their agents. It wouldn't be good business to leave small pockets of land unleased in the midst of their drilling.

When an oil derrick appears, they warn, there are always men eager to take advantage of opportunities and promote cash away from an honest working man. Doctors, lawyers and candlestick makers have also lost their bankrolls while suffering a peculiar malady that accompanies "oil fever."

BE WARY OF SCHEMES

The advice to Portland-Vancouver shipyard workers now watching closely the new wildcat well is to be wary of schemes to make a "million in oil." Don't buy a tract of logged over land useless for anything just on the chance that it may sprout an oil field. The owner may not have sub-surface rights to his acreage. That's one of a hundred fleecing games that have been worked to the grief of buyers. Stock companies are another. Check with bankers and reputable realtors. Investigate before investing.

There may not be oil under Oregon and Washington. Nobody knows yet.



Bill Britton, Swan Island dock welder foreman, after 14 years in Montana oil fields: "I believe the only place they'll find oil around these parts is in the service stations. I'd sure like to see some company strike oil, though."

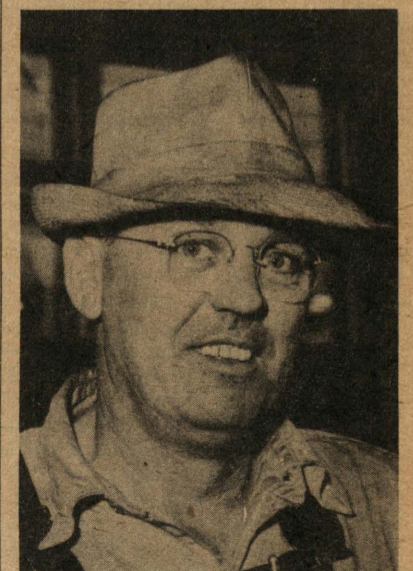
weeks, they were either flat broke or fabulously rich. Most of them went broke, but enough became rich beyond dreams to lure others to try again and again.

When oil became big business, the guess-work and gambling on new fields had to go—and science moved in. Very few new fields have been developed by small independent "wildcaters" of the type that veterans remember.

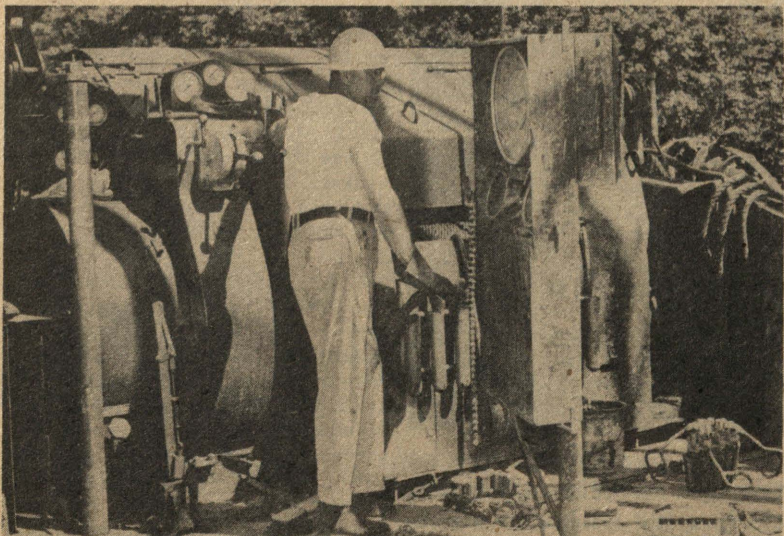
When a company begins surveying a new region before exploring its sub-surface, the rumors begin to fly faster than shop-talk gossip. Too frequently they lead to speculation and get-rich-quick schemes.

"SUCKERS" FLEECED

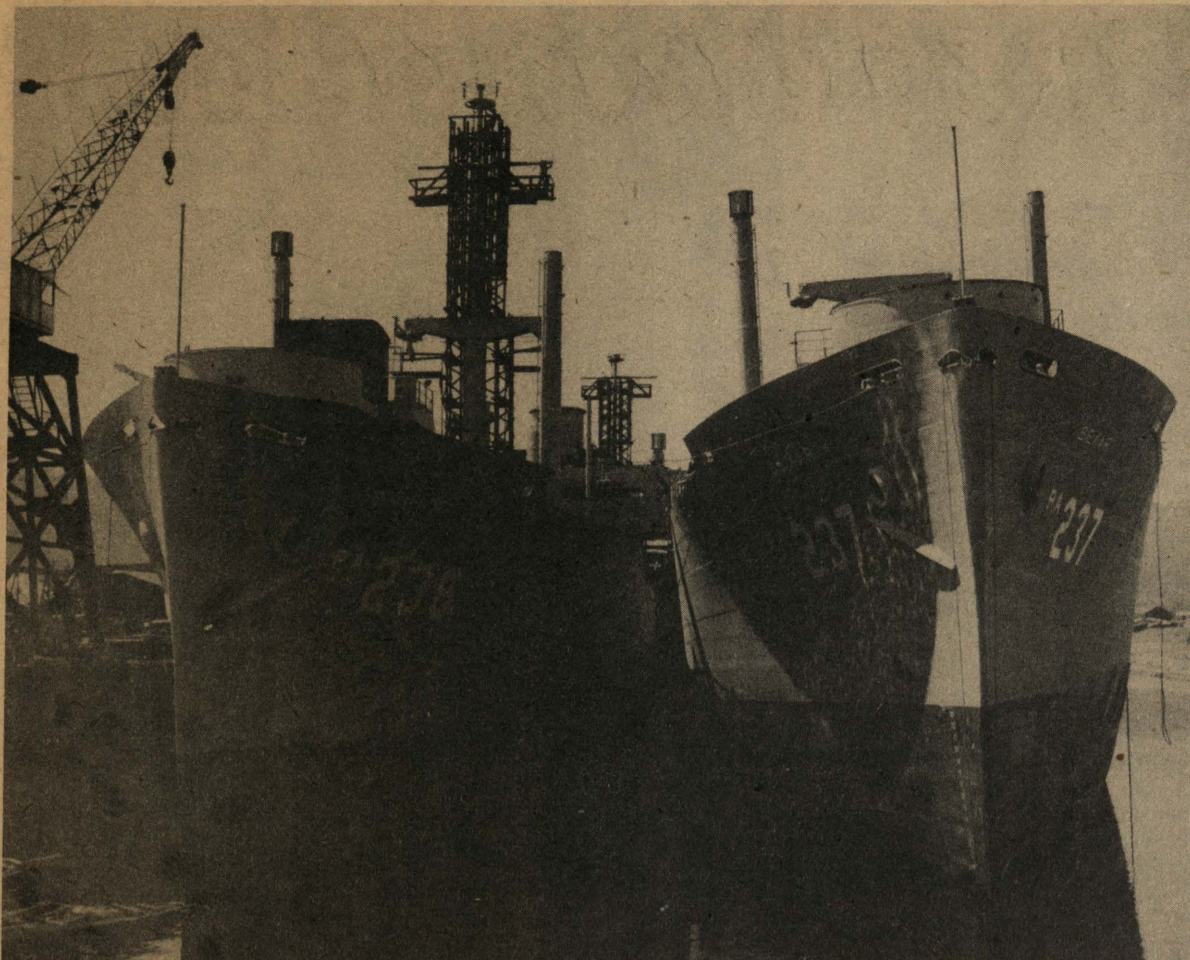
The oil business of early years was plagued by the "promoter." Some were legitimate, of course, and sincere. But hundreds were merely fleecing the "suckers" and thousands of unwary trusting men and women lost their savings and



W. P. Hudman, Swan Pipe shop employe who worked nine years in fields in Oklahoma, Kansas and Texas: "I believe there's a good chance of striking oil in these parts. Shipyard machinists are gaining valuable experience toward oil-field work because of the importance of Diesel power."



At Controls The driller, who directs the crew's operations, stands at the draw-works controls, with which he operates the rotary table and the hoist for lifting and lowering tools.



AP-5 Shadow Study Silhouettes of their prows rippling the waters of the Outfitting basin, the U.S.S. Bronx and the U.S.S. Bexar, first two of the new series of Attack Transports being built at Oregon Ship, are pictured in their early stages of outfitting.

Model Ship Builder Long in "Business"



FIED JENSEN

(OREGON SHIP)—Fied Jensen, OSC swing shift boatswain and mariner in sailing vessel days, is a veteran ship builder in his own right—of the model variety. He "launched" his first model 47 years ago, in 1898 when he was a seaman aboard sailing craft.

When the sail became outmoded on commercial vessels, Jensen turned to longshoring and went into miniature boat production in earnest.

Jensen, who came to Oregon Ship two and one-half years ago, turns out an average of six models a year. But his first model is the pride of his collection, which includes numerous miniatures built inside bottles.

He has had opportunities to display his work at state fairs but he prefers to keep his hobby on a private basis.

War Brought Him Change in Work

(OREGON SHIP)—Pearl Harbor brought a big transition in occupations for many Oregon Ship workers, who left lifetime jobs to build ships. Jerry Gillet, OSC pipeburner, was one of them. In prewar days, Gillet was an accomplished plasterer with 25

years in the business. Gillet has been at OSC for three-and-one-half years and likes the work. After the war, he'll go back to his peacetime trade.

Welder at Dakar

(OREGON SHIP)—Cpl. Orel Lee Imboden, ex-Oregon Ship employe, is an ordnance vehicle welder and mechanic at Mallard Field, Dakar, in the North African division of the Air Transport command. He has been overseas 12 months.

Worker Plans Own Post-War Business

(OREGON SHIP)—All his life Art Stipps, OSC pipefitter, has dreamed of giving the orders, instead of taking them, and post-war days will see Stipps fulfill his ambition. He'll be in business for himself. The prospective businessman has followed electrical work for years. He came to Oregon Ship a year ago and has been on a pipefitting job since.



Art Stipp

Trains For Fleet Duty

(OREGON SHIP)—Ensign Donald W. Mitchell, USNR, former OSC employe, is in training for duties aboard a new destroyer of the Atlantic fleet at the Naval Training station, Norfolk, Va.

CARD OF THANKS

I wish to thank my co-workers, Helen, MeMe, Rosemary and Ruth of Tool Room III on the ways, for the lovely card and beautiful gift sent to me during my illness and confinement. Your loving kindness will always linger in my memory.—B. V. Taylor.

OSC-Built Vessel Draws Praise

(OREGON SHIP)—Evidence that Oregon Ship-built Attack Transports are what navy men call "fine ships" comes in a letter from Lieut. (j.g.) W. B. Wilson, USN, serving aboard the USS Lavaca, OSC's 30th transport.

"To the builders of ships at Oregon Shipbuilding Corp., you build us a fine ship and Uncle Sam furnished us a fine crew," Wilson declared.

An account of how the crew of the Lavaca set a bond record of their own during the recent 7th war loan drive was related by Wilson. Officers and men of the ship, with a quota of \$20,000, purchased the amazing total of \$77,000 in war bonds.

"The record of this crew in the bond drive just completed is perhaps the best evidence of the men's cooperative spirit and earnestness, and we hope you of Oregon Ship are satisfied with the personnel that is manning this good ship you built us," Wilson said.

A Liberty or Victory ship can carry to battle fronts 440 light tanks, or 2,840 jeeps.

Machinists Score New Record on Propeller Work

(OREGON SHIP)—Oregon Ship workers are claiming another record this week. Installation of an entire Victory ship propeller assembly in an amazing three hours and five minutes by the marine machinists, graveyard crew on the ways, is reported as the fastest time for such an operation. Details of this assembly include three bushings, tail shaft, propeller, nut, fair-weather, tallow, red lead and rope guard.

This machinist group, under the direction of Foreman Al Jacobsen, is the only crew to complete the installation in one shift. Three months ago this feat was considered an impossibility but the time later was cut to five hours and 45 minutes, only to be surpassed last week. Shipwrights under Horace Den-

ton, leadman, and Rigger Leadman Cliff Moore's men worked closely with Jacobsen and "By" Nelson, marine machinist leadman, in the operation.

Composing Jacobsen's crew were Verne Anderson, George Stubbs, John Linderman, Johnny Carroll, Jess Whistler, E. Koop, Gene Quade, Frank Dyche, James Knight and J. Peerman.



These three pipefitters would claim a charter membership in any Oregon Ship "Chamber of Commerce" which might be formed. The trio, veterans of the Star of Oregon, are from left, Elmer Peterson, Tom Mullivan and "Happy" Weese.

THREE PIPEFITTERS BOOSTERS FOR OSC

(OREGON SHIP)—If Oregon Ship had a "chamber of commerce," Elmer Peterson, Tom Mullivan and "Happy" Weese, OSC pipefitters, should be charter members. These three, who have worked aboard every ship turned out by the yard, are staunch OSC boosters.

The three veteran employes plan to be here when the last ship steams away, according to their spokesman, "Happy" Weese.

"Rumors aren't bothering us," said Weese. "We've heard too many of them the last four years. We'll stick with Mr. Kaiser and believe he won't let us down."

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Dorothy "Dolly" Oliver, warehouse field clerk, was all smiles last week over the arrival of her brother, Bob, home on furlough from duty with the navy in the South Pacific. Gertrude Gaetz, marine electrician, dropped into the Bosn's Whistle office with a farewell note to her friends in the yard. "Been a pleasure to work with such fine people and I thank you all for your friendship," said Gertrude. Oregon Ship's day shift guard force picnicked and swam at an outing held at the Lewis river last week. Lost and found item of the week: "Scotty" Politt reports that he again will be back for more Scotch numbers at Mold Loft programs now that he's found his music, lost recently.

Cupid had to shoot his marriage arrows in a hurry for Sherille Shawcross, OSC reproduction clerk, and Chief Boatswain Mate Glen Davis, USN, recently. The couple married 30 minutes before sailing time of the groom. Davis' ship returned a day later however, so Mr. and Mrs. are now honeymooning. Roy Wilehart, boilermaker Outfitting dock foreman, started on his fifth year at OSC this week.

Hero: Roy Simmons, youthful window washer, jumped from his ladder onto a runaway truck, to guide a driverless vehicle into a piling of steel, avoiding possible serious injury to equipment and workers. Personnel department employes feted Tess Steiner, clerk, to a birthday cake and present, July 21.

Boiler Erection bid good-bye to Bill Christensen, who comprised a part of that department's material expediting crew for over three years. Christensen terminated last week. Visiting his uncle, L. A. Baker, and Bill Brown, OSC Pipe Department workers, July 23, was Gene Lovegren, naval veteran of 30 months South Pacific sea duty. Winners of July labor-management awards, Charles Bennett and Wendel Williams, both received \$50 bonds, instead of one bond jointly as stated in last week's Whistle.



Top Burners During the 7th war loan drive, burners on Way 7 led all burning crews on the ways in bond purchases. They more than doubled a \$3,000 quota, subscribing \$7,600. G. A. Conklin, burner, paced a last minute spurt of buying with a cash purchase of \$5,000. Pictured are:

Left to right, front row, Adeline Bundhund, Evelyn Choate, Iris Breigt, Maxine Parkhurst, Vivian Luckman, Irene Easter, Lucille Kitterman. Second row, Allan Schmidt, Henry Murphy, George Conklin, Larry Moeller, Ernest Munges, Jim Davis, Ed McVicker. Third row, Bill Owens, M. L. Allen.



OSC Manpower Needs Detailed by Crafts

(OREGON SHIP) — To meet contract schedules on Victory ships, Attack Transports and special navy barges recently assigned to the yard, Oregon Ship needs 2804 more workers than it has today. This is announced by R. A. Hadley, OSC Personnel manager, after conferences with yard officials. Hadley asks workers to aid in the recruitment of the additional manpower. According to

General Manager Edgar Kaiser, the new barge contract gives Oregon Ship a full workload throughout the year which will require every available manhour. Hadley urges "every Oregon Ship worker to stay on the job and do his utmost to persuade his friends, both in Portland and in the east, to help out in this all important job of finishing these barges quickly" for the war against Japan.

"If 10 per cent of our present employes will get one new worker in the yard," continued Hadley, "the manpower problem will be met most satisfactorily."

By crafts, Hadley lists the number of workers needed as follows:

Chippers	134
Electricians	151
Painters	176
Pipefitters	213
Riggers	182
Shipfitters	658
Welders, Welder Trainees	1290
Total	2804

Ex-Clerk Promoted

(OREGON SHIP) — Lieut. Aida H. Ingraham, WAC, former chief clerk at OSC, has been promoted to a first lieutenant at Lemoore Army air field, Calif. Lieutenant Ingraham is now in charge of enlisted men's processing for the personal affairs office.

'Snuff Said Oregon Ship snuff-chewers go into a huddle on the current shortage, which has plagued Copenhagen patrons the past few months. Left to right, Ludwig Berg reaches into the empty can, held by Al Seline, while Ben Waud looks on in disappointment.

Kaiser Liberty Ship Survives Triple Blow

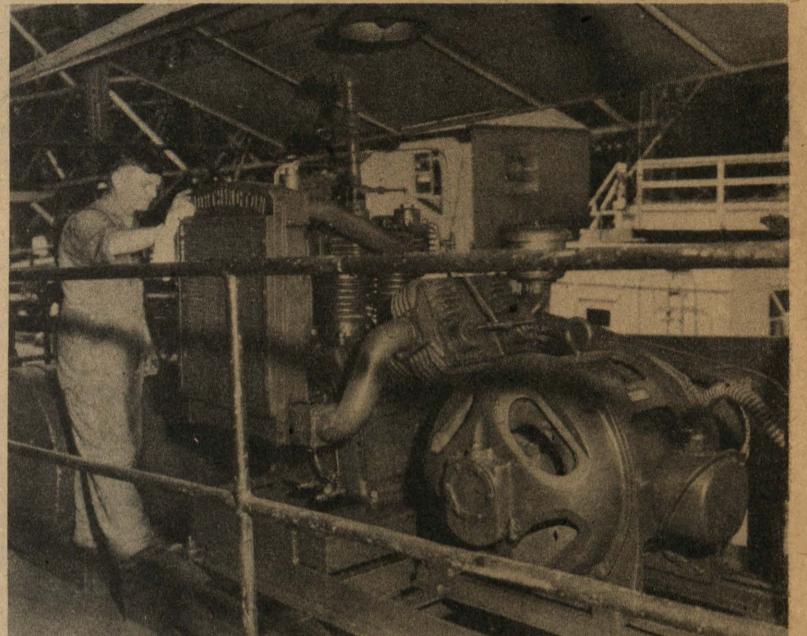
A Liberty ship launched at the Vancouver yard and outfitted by Oregon Ship, the S. S. Juan de Fuca, survived a recent attack by three Japanese planes. Not only was the Juan de Fuca saved, but its valuable cargo was transported safely to its destination. Brig. Gen. W. C. Dunckel of the Western Visayan Task force has cited the ship's master, Capt. Charles S. Robbins of San Francisco, and his officers and crew for heroism under fire.

The first plane set the vessel afire, the second strafed the crew and the third sent an aerial torpedo ripping into the hull.

Two soldiers were killed and the ship was sent aground. General Dunckel's citation mentioned the calmness of officers and crew and

army personnel who helped to fight the raging fire in the cargo hold.

Mrs. Stanley Mook, wife of the clergyman who has given the invocation at most of the Vancouver yard's launchings, christened the Juan de Fuca before it slid down the ways on December 27, 1942. OSC delivered the vessel on January 11, 1943, 57 days after the laying of its keel.



Motive Power Five huge compressors, like the one pictured above, supply air pressure for rivet and chipping guns, that keep OSC ways in a noisy state. John C. Zottleder, stationary engineer, shown standing watch, has been keeping the machine on Way 7 in running order for three years.

Timechecker Lived With Utah Indians



"SARGE" SARGENT

(OREGON SHIP) — Hollywood movie directors, in casting a wild-west feature, might do well to talk to James "Sarge" Sargent, OSC timechecker. Covered wagons, Indians and roundups all figured in Sargent's early life on ranges of Utah, where he acted as a translator for cattle agents in dealings with the tribes.

Sargent's experience as an Indian linguist dates back to the '90s. He learned their speech and way of living during his youth by mingling with their families.

The 64-year-old worker came to the northwest in 1900 with his parents, who settled in Washington. There he mined for several years and later went to Alaska to work in the same line until coming to Portland. He made butchering in packing plants his trade for many years.

Boilermakers Set Picnic Aug. 18-19

Boilermakers local 72 will hold a picnic August 18-19 at Bonnie Lure park. A feature of the affair will be a beauty contest, with five entries from each of Portland's six principal shipyards.

Union stewards are forming a committee of representatives of all boilermaker crafts to select contestants. War bond prizes will be awarded to winners.

All union members are invited to attend the picnic, which is the first held by the organization since the war.

Dorms Offer Ample Units For Workers

(OREGON SHIP) — There are plenty of accommodations for single workers being sought at Oregon Ship to help complete the new navy barge contract on schedule.

Dormitories Manager Clarence Coddling says there are only 871 occupants for the barracks' 2088 units, the lowest number recorded since they were opened early in 1944.

Board and room at the dormitories is \$15.05 a week per person. Room alone is \$4.90.

VETERAN-OF-THE-WEEK



DONALD AND NORMAN JENSEN

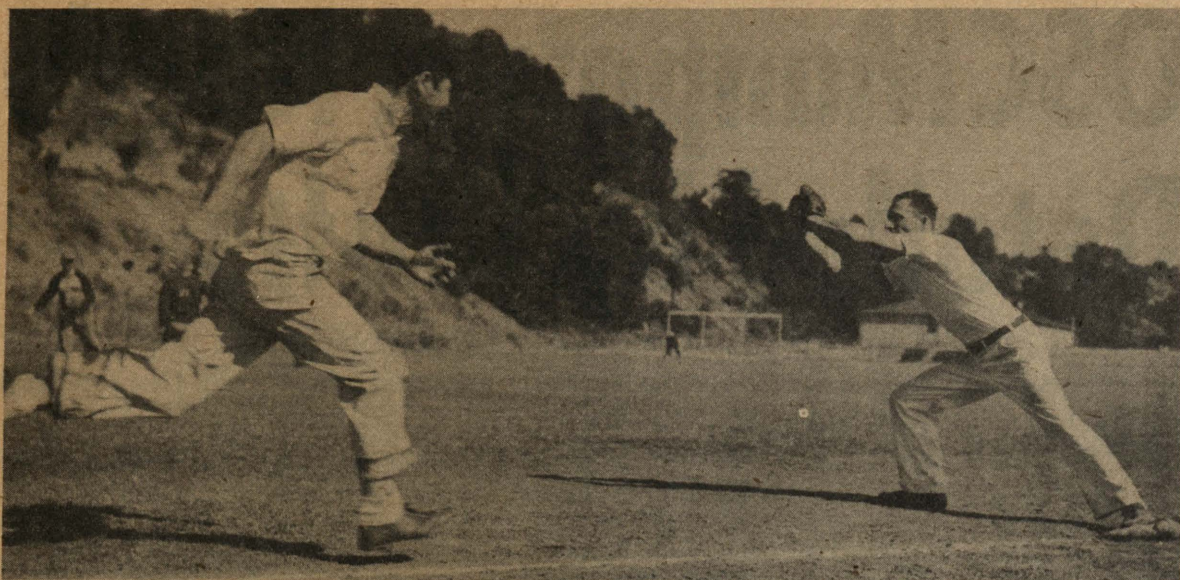
(OREGON SHIP) — Two brothers who fought shoulder to shoulder on the battle front and still together on the production front at Oregon Ship are Donald and Norman Jensen, OSC shipwrights. Don is a veteran of two and one-half years in the African, Sicilian and Italian campaigns. Norm spent 42 months in action in Tunisia, Italy and North Africa. The Jensens participated together in African and Italian offensives. They enlisted in the army over four years ago.

The brothers came to OSC recently, joining their father, C. W. Jensen, also a shipwright.

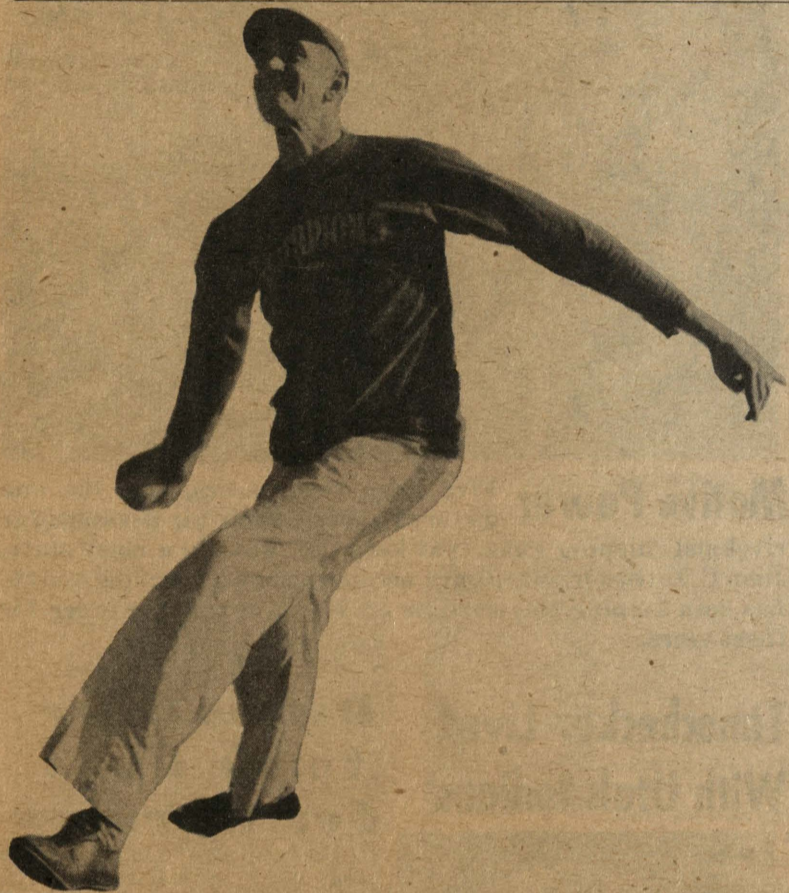
When peace is declared, Norm plans to go in business for himself while Don will go to work for an oil firm.



Pontons In Use How the army engineers use pontoons such as those now under construction at Oregon Ship is strikingly demonstrated in this photograph of the first heavy ponton bridge across the Rhine, at Remagon, Germany. Three navy landing craft boats hold the joined half-boat foundations in place while heavier anchors are dropped upstream to hold the bridge against a rapid current of from seven to 10 miles an hour.



No Hit Here Bill Burbuck, Erection infielder, was an easy out in this bit of action from last week's Erection-Plate Shop game at Swan Island. Joe Gette, Plate Shop first baseman, takes throw from pitcher as Burbuck sacrificed runner to second. Plate Shop won, 1 to 0.



Almost Unbeatable With 11 wins against only one setback, Ed Geist, Erection Scorpion pitcher, has the best record among hurlers in the Swan softball league. Geist has allowed only 26 runs and 52 hits in 12 games. Three of the victories were shutouts. He threw one one-hitter, three two-hitters, two three-hitters and two four-hitters for his best mound performances of the year.

VANCOUVER GOLFERS PACE WAR FIELD

Paced by Vancouver with eight winners, Kaiser Company golfers finished well in the 16th War Industries Golf sweepstakes last week over the Colwood layout as 15 linksmen placed in various events. Swan Island placed four men and Oregon Ship trailed with three.

In the top AA (no handicap) league, Vancouver's Bobby Litton finished in a tie for low gross honors with a 35. Budd Jensen, Oregon Ship, took long drive.

The American league found Bill Spencer, Vancouver, turning in the best score of the day with a 33. Long drive honors were shared by Swan Island's hard hitting Ossie Enebo. The putting contest was won by E. R. Martin, Oregon Ship, who needed only 10 strokes for nine holes.

Two Vancouverites, K. V. Thore-

son and Ralph Moole, won low net with 31's in the National league. A three-way tie resulted in the putting contest with two Kaiser employes among the winners. Leslie Keiser, Swan Island, and F. O. Ohman, Vancouver, needed 13 putts for nine holes.

Kaiser men dominated the Federal league. Robert Houch, Vancouver, won low gross with a 42. Fred Pederson, Vancouver, swept low net with a 43-11-32. Blind bogey went to Clyde Johnson, Swan Island. Ralph Bond, Vancouver, tied for long drive, as did H. D. Seeman, Swan Island, in pin approach. C. P. Overstreet, Oregon Ship, won the putting contest with 13 putts.

Walter Nagel, park bureau golf director, announced that scores in the 54-hole derby are close and urged players to turn in their tallies.

2 Tens Knotted in No. 1 Vanship Loop; Testers No. 2 High

(VANCOUVER)—The second week of play in the second half of Vancouver Shipyard softball play found the Marine Pipe and Riggers teams tied for first place in the Washington division and the Testers occupying top spot in the Columbia division.

The four top teams have each suffered one defeat and three of them have an average of .750.

The aggregations are beginning to settle down into their predicted spheres and there is not much danger of upsets unless player losses should deplete some of the top teams. Standings:

WASHINGTON DIVISION

Team	W.	L.	Pct.
Marine Pipe	3	1	.750
Riggers	3	1	.750
Pipe Shop	2	2	.500
Kilowatts	2	2	.500
Outfitters	1	3	.250
Assembly	1	3	.250

COLUMBIA DIVISION

Team	W.	L.	Pct.
Testers	3	1	.750
Marine Machinist	2	1	.667
Marine Engineers	2	1	.667
Plate Shop	1	2	.334
Machine Shop	0	3	.000

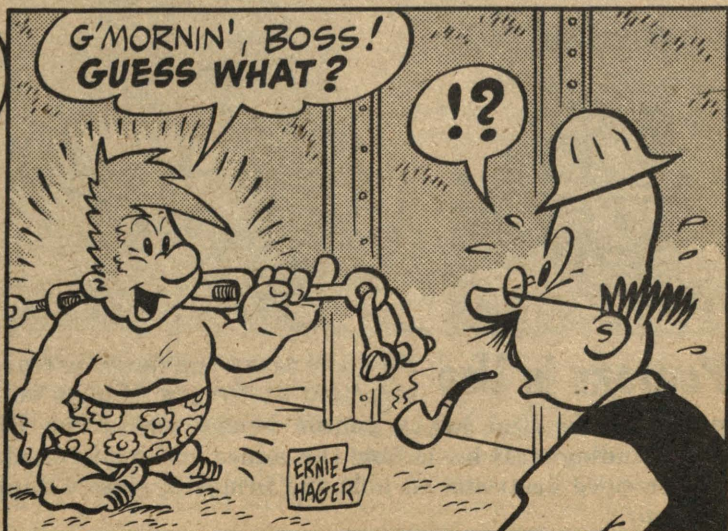
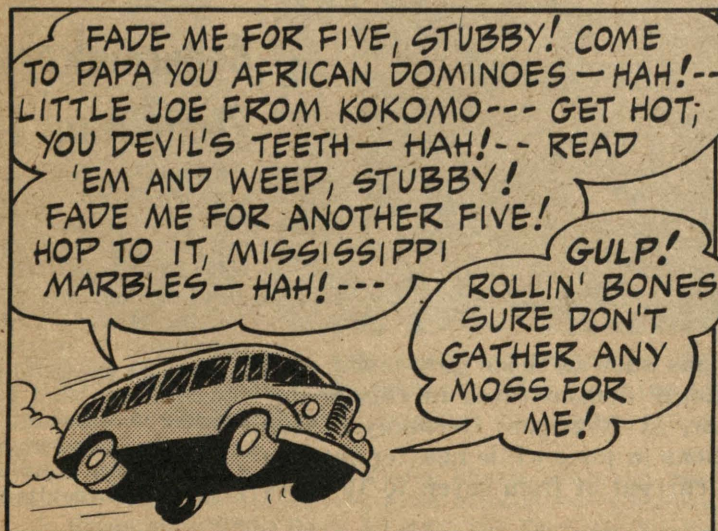
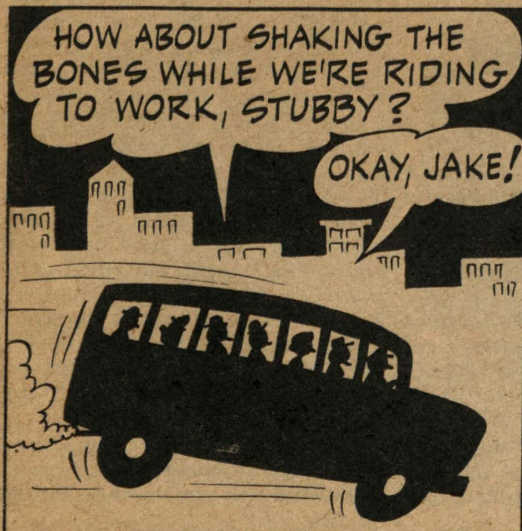
WASHINGTON DIVISION

Team	W.	L.	Pct.	R.	H.	E.
Pipe Shop	0	6	.000	6	6	2
Outfitters	6	6	.500	6	6	2
Townley and Baugh; Ratter and Fryer.						
Marine Pipe	4	3	.571	4	3	2
Electricians	3	7	.300	3	7	4
Rawlins and Cameron; Green and Simbeni.						
Assembly	8	11	.421	8	11	2
Riggers	11	9	.550	11	9	6
Hamilton and Gildhorn; Kinton and Pate.						
Electricians	10	10	.500	10	10	2
Outfitters	2	4	.333	2	4	4
Osborn and Simbeni; Saylor and Ratter, Fryer.						
Pipe Shop	8	13	.385	8	13	0
Assembly	0	2	.000	0	2	5
Townley and Baugh; Wannamaker, Gildhorn and Cunningham.						
Riggers	11	10	.524	11	10	7
Marine Pipe	2	4	.333	2	4	5
Kinton and Pate; Griffie, Rice and Bradberry.						

COLUMBIA DIVISION

Team	W.	L.	Pct.	R.	H.	E.
Testers	3	4	.429	3	4	2
Plate Shop	2	5	.286	2	5	0
Griffie and Moe; Rader and Schwint.						
Marine Machinist	11	10	.524	11	10	0
Machine Shop	2	8	.200	2	8	6
Chubbuck and Smith; Kinton, Ramfort and Gann.						
Testers	12	10	.545	12	10	1
Marine Machinist	6	10	.375	6	10	8
Griffie and Moe; Park, Chubbuck and Smith.						
Machine Shop	3	8	.273	3	8	7
Marine Engineers	19	15	.559	19	15	3
Ramfort and Gann; Ramey and Riley.						

Stubby Bilgebottom



OSC Grave 10's Finish Slate

(OREGON SHIP)—Despite two losses in the final week, the Erection team finished atop the Oregon Ship Graveyard softball league with 16 wins and only the aforementioned two losses in the three rounds of play. One of Erection's defeats last week was a 2-1 decision to Welders & Burners, who won

two and lost two in the final week to take second-place honors in final standings. Riggers took two of three tiffs to finish in third spot, two games ahead of Shell Erection.

Final standings (before play-off):

Team	W.	L.	Pct.
Erection	16	2	.888
Welders-Burners	14	4	.777
Riggers	11	7	.611
Shell Erection	9	9	.500
Warehouse	5	13	.277
Assembly	4	14	.222
Outfitting Dock	2	16	.111

Scores:

Team	R.	H.	E.
Riggers	1	4	3
Welders	3	5	2
Poteet and Brandow; Mayer and Wade.			
Welders	1	3	4
Erection	9	12	2
Helser, Jacobi and Greer; Weitzel and Baumgarden.			
Riggers	5	9	2
Erection	4	9	3
Jarvis and Watts; Gunderson and Baumgarden.			
Welders	2	5	4
Riggers	9	17	4
Mayer, Sanburn and Young; Jarvis and Watts.			
Erection	1	5	1
Welders	2	7	2
Weitzel and Baumgarden; Mayer and Young.			

DAY SOFTBALL LEAGUE

Team	W.	L.	Pct.
Assembly	7	0	1.000
Sheet Metal	5	2	.714
Main Electric	5	2	.714
Marine Electric	2	5	.286
Warehouse	2	5	.286
Paint	0	7	.000

Scores:

Game	R.	H.	E.
First game:			
Assembly	13	16	1
Paint	2	6	2
Ketzel and Manard; Wright and Kimbriel.			
Second game:			
Assembly	11	14	2
Paint	3	7	5
Webb and Robertson; Wright and Kimbriel.			

Game	R.	H.	E.
First game:			
Warehouse	4	8	2
Sheet Metal	5	9	1
Budnick and Sipe; Penny and Koch.			
Second game:			
Sheet Metal	5	8	1
Warehouse	3	7	2
Penny and Koch; James and Sipe.			

Game	R.	H.	E.
First game:			
Main Electric	4	7	2
Marine Electric	3	8	2
Bergman and Hurza; Rady and Shelton.			
Second game:			
Main Electric	10	14	1
Marine Electric	0	1	3
Cardillo and Hurza; Rady and Shelton.			

SWAN PISTOL 4 NARROWLY WINS

(SWAN ISLAND)—Swan Island's crack pistol squad downed Vancouver in a close match on the latter's pistol range July 26, 1056 to 1044. Both teams, made up of members of the Guard department, were under their usual shooting skill. Score:

SWAN ISLAND

Player	Slow Fire	Timed Fire	Rapid Fire	Total
Betts	90	83	83	262
Carlson	88	91	83	256
Morgan	92	91	91	274
Swadberg	93	90	81	264

Team	Total
Totals	363 355 338 1056
Vancouver	
Perrine	87 88 81 256
Ahlsen	75 83 82 240
Ranney	95 98 83 276
Stroby	96 93 83 272
Totals	353 362 329 1044

Vancouver All-City Tennis Meet Slated

An all-city tennis tournament will be held on Vancouver high school, Leverich park and Shumway junior high school courts August 9, 10 and 11, according to an announcement today by the Vancouver recreation association. The contest is open to all residents of the Vancouver area, and there will be events for men and women as well as players under 17 years of age.

Registration closes August 6, and must be made on official blanks, available at all sporting goods houses and recreation centers and playgrounds.

Divisions include: Men, 18 and over; women, 18 and over; boys, 17 and under; girls, 17 and under; mixed doubles, 18 and over, and mixed doubles, 17 and under.

By Ernie Hager



"Egad, I wish those two burners would get hitched up . . . I'm getting tired of filling up their hearts and lettuce with weld."

Drydock Delivered; San Francisco Bound

(VANCOUVER) — Vancouver's drydock, YFD 70, was delivered and started down the Columbia river enroute to San Francisco on Monday, July 30. The dock, second of these huge structures to be built at the yard, was the focal point of much discussion when various groups in Portland and Vancouver attempted to get the navy to station it at one of the Portland yards, where a basin had been dug for a dock by the navy a few years ago.

The fight was carried by Senators Morse and Cordon of Oregon to Secretary of the Navy Forrestal. However, the navy pointed out that plans for installing it in San Francisco had been made some time ago. The local groups maintained that

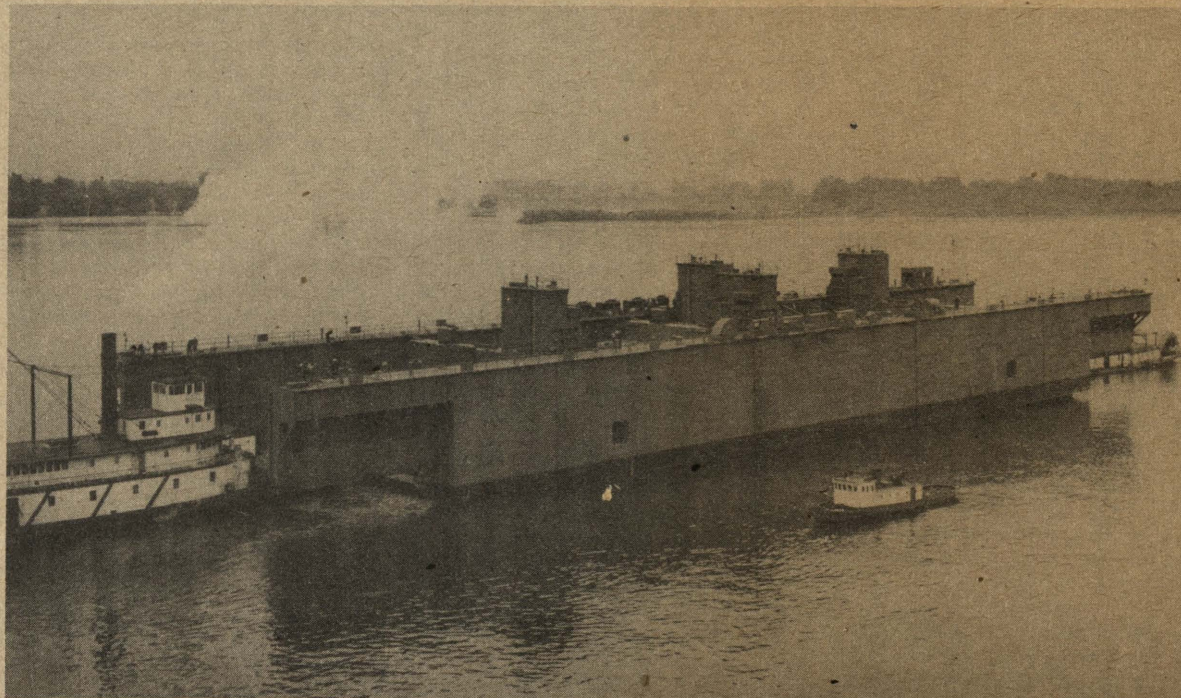
the dock was necessary if the Port of Portland was to continue repairing ships and employing the thousands of people who left their homes and businesses to come to the area to build the ships needed in the war.

The navy has no other drydock

construction in mind at this time.

The dock was taken by tug boat as far as Astoria where navy ships took over for the trip down the coast to the Golden Gate city.

The first drydock built at Vancouver, YFD 69, is now stationed at Swan Island.



"California Here I Come" Vancouver's much debated second drydock, YFD 70, is shown just a few minutes after she was pulled away from the Outfitting dock, July 30, on the first leg of her journey to San Francisco. Tugs took the dock to Astoria where naval vessels took over for the coastwise trip. (Vancouver photo)

Kaiser-Frazer's Car Due for Sale Early In 1946

Henry J. Kaiser and Joseph W. Frazer, Graham-Paige auto magnate, have formed a corporation which plans to have a new lightweight, low-priced automobile on the market early in the coming year. The firm is known as the Kaiser-Frazer company and will merge the facilities of Kaiser's West Coast shipbuilding and steel industry with the experienced Graham-Paige manufacturing and sales organization. Both companies had extensively studied the low-price auto field and discovered each had the same postwar objective.

The new concern will produce two models. A large, low-priced car to be known as the "Kaiser" will be manufactured on the Pacific coast. In the East a larger automobile, which will be called the

"Frazer," will be produced to sell in the middle-price bracket.

Surveys to determine materials and facilities necessary to turn out the "Kaiser" have been completed. Plans call for large-scale fabrication of parts on a coastwise basis.

Kaiser will serve as chairman of the Kaiser-Frazer corporation's board and Frazer as president and general manager.

Vancouver Navy Berth Likelihood Increases

(VANCOUVER)—The possible choice of Vancouver lake as the mooring site for the 512 ships originally scheduled for Seattle is gaining headway as the attention of various governmental agencies is focused on the project, according to the Vancouver Citizens' committee which has spearheaded the movement. Rep. Charles R. Savage met with the committee last week to discuss ways and means of procedure. Last Saturday he, Howard J. Burnham and W. R. Smith were present during the House rivers and harbors committee hearings in Portland and made a formal presentation of the brochure on the project to the committee members. As a result, Savage and the citizens' committee are to submit more comprehensive information to the river and harbors group for inclusion in their formal report to congress. The rivers and harbors committee were flown over the 7000-acre site on their way up-river to Spokane, Lewiston, Idaho and other Columbia basin cities.

Monday, Savage and Dave Deihl, citizens' committee chairman, were flown over Vancouver and Shillapo lakes where the harbor, airport and industrial area is to be created. Tuesday, Capt. I. L. Lind, Navy

Bureau of Ships, Washington, D. C.; Lt. Clayton O Crane, Navy Bureau of Yards and Docks, Washington, D. C.; Comdr. Laurence Bennett, thirteenth naval district planning officer and Lt. Comdr. D. G. Follet, Bureau of Yards and Docks, were visitors in Vancouver. They met with representatives of all organizations participating in the Citizens' committee and went thoroughly into all phases of the proposition from the standpoint of possible utilization for the navy's purpose.

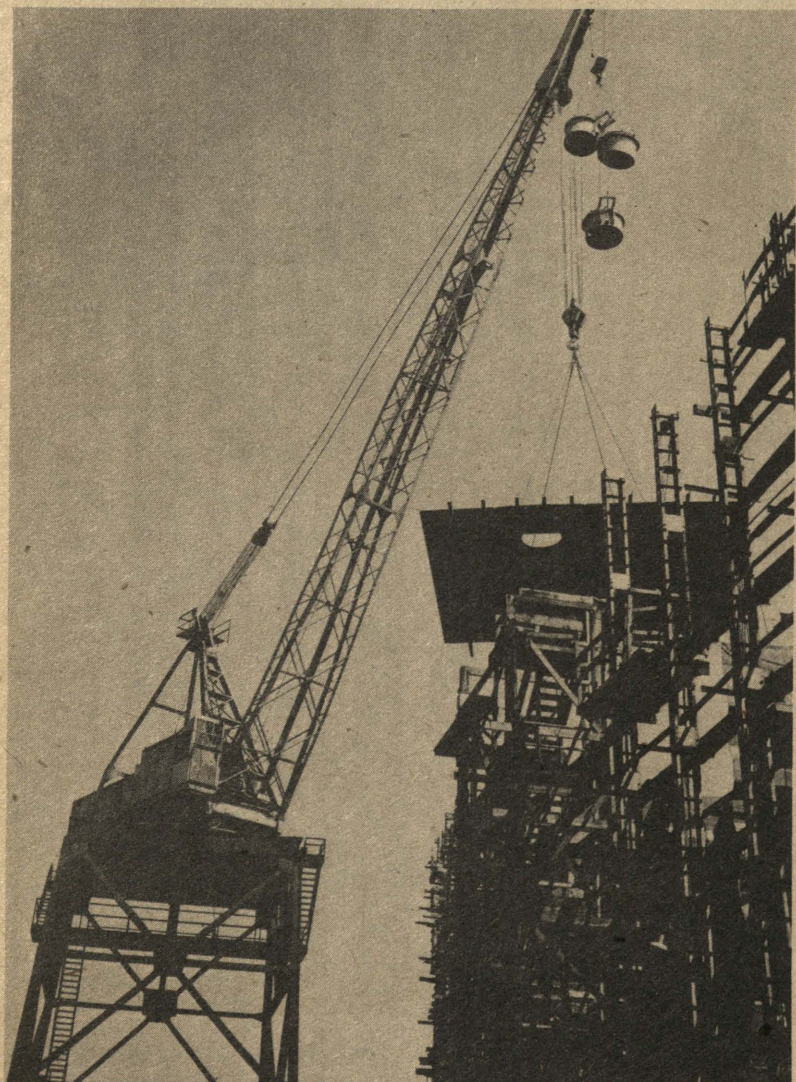
Marine Engines Priced at \$575

Now on sale by the U. S. Maritime commission for civilian purchase are 150 used six-cylinder Continental marine gasoline engines, recently declared surplus by the navy and reported to have cost the government \$1515 each. Sales price is \$575 each.

Maritime officials assert that these engines are in good used condition and have many hours of excellent service remaining for use in pleasure craft, or for the operation of small power plants. No priority certificate is required to purchase them.

Children's Play School

(VANPORT)—A play school has opened at Community Building No. 2, from 10 a.m. until noon. Children from 3 to 5 participate in group games, story telling and crafts. Outdoor activities are supervised by Ada Anderson and Patricia Ball.



Double Lift Using both hooks, this Swan Island whirley makes a lift of deck section on one hook with tank tops on the other hook. A tank top covers the hole seen in the deck section.

Kaiser Ship Repair Gets New Frontage

The Kaiser Co., Inc., terminal repair division took possession August 1 of 200 feet of river frontage leased from the Portland Dock commission. This will give the Kaiser ship repair operation, recently purchased from Poole, McGonigle & Jennings, about 1000 feet of river frontage and two slips, each capable of berthing two large ships.

The dock commission recently purchased the property from the Eastern & Western Lumber Co.



Mastodon Like the skeletal ribs of some prehistoric mastodon being unearthed in the desert are the timbers of this section of the sliding ways. (Swan Island photo)

INQUIRING REPORTER

QUESTION:

"Do you favor compulsory military training after the war?"

Fred Beyer, swing shift guard: "I favor military training at all times. It builds manhood and prepares the country for war in case of an emergency. Yes, I think we should build up an army and navy, but not for the whims and fancies of politicians. Many of them would get the idea that we could whip anyone."



Martin Van der Elsen, electrician: "Military training for a period of time would be alright. Until the Axis nations get war out of their heads it would be a good thing. Maybe a couple years of training along with high school education would be the thing. Discipline could be taught there."



Janet Roberts, Rigging loft clerk: "This idea of taking youth for a year's training when they get out of school doesn't appeal to me. A good, all-around physical and mental program in the high schools would go a long way toward keeping the country prepared."



Mae Bostrom, messenger: "Yes, I'm for the year's training plan after the war. Some might think it would brand us as an aggressor, but I believe it would just serve as a warning to other aggressors. We'll need some force to back up the United Nations charter and a strong military setup will provide that."



L. B. Compton, naval ordnance warehouseman: "Training the youth for any emergencies that might come up is a good thing. We learned our lesson in this struggle when they caught us unprepared. I don't think we should fall back into that type of complacency again."



Deldee Brown, senior clerk: "Give your peace-time training in your schools. I'm against this one-year conscription. Such a compulsory measure would meet with a lot of opposition and defiance by many boys. Be ready all right, but do it by less military means."



Jack Graham, Assembly expediter: "I think this training would teach a lot of discipline that we often times need. I spent sometime in the army myself and don't think a year of it in normal times would hurt a fellow. We certainly should be prepared for anything that might come up in the postwar period."



Anne McCloe, swing shift riveter: "After the last war, we thought there wouldn't be another one and we disarmed and were unprepared for this present fight. We can't let this happen again and by training in peace-time it won't. I am for this program for that reason."



CARD OF THANKS

I wish to express my thanks to members of the crew and all friends for the sympathy shown after the passing of my beloved husband. My thanks also for the lovely floral offering.—Mrs. M. W. Bump and Eunice Kaye Bump.

OSC's 446th Ship Honors Warehouse

(OREGON SHIP)—Oregon Ship warehouse personnel were interested participants and observers at the launching of the S. S. Binghamton, OSC's 446th ship, which slid the ways Saturday. Mrs. John Kolset, wife of the assistant superintendent of general stores and field clerk in that department, sponsored the vessel. Attendants were the sponsor's mother, Mrs. Anna Swain, and sister, Helen Poss. Beverly Ann and Harriet K. Poss presented flowers, and invocation was offered by the Rev. James Sykes, pastor of the University Congregational church.

The S. S. Jackson Victory was launched yesterday. Mrs. Jack L. Searcy christened the ship with Mrs. E. A. Paldanius, Mrs. Robert Summers, Mrs. George Laver and Mrs. W. M. Evans as matrons of honor. Flowers were presented by Margaret Louise Adams. The Rev. Arthur M. S. Stook of the Forest Grove Congregational church blessed the vessel.

THE VOICE



EARL CARTER

(OREGON SHIP) — Although Earl Carter, OSC control room operator, doesn't claim to be a Frank Sinatra, he's "the voice" to thousands of Oregon Ship employees. His announcements are heard over the yard's public address system.

Carter came to OSC in January, 1942. He's a native of the Northwest, working at various types of radio work all his life. Formerly he had experience in electrical appliance work and with public address systems in Bend, Ore., where he was employed before coming to Oregon Ship.

AP-5s, Victorys Give Few Work Changes

(OREGON SHIP)—Mixed construction schedule on Attack Transports and Victory ships finds few changes in OSC department personnel and supervision. Unlike the AP-5 program last year, in which virtually every department had an increase in manpower, the present output will see little variation from the AP-3 work in production plans. The most increase in work burden during the

transport series will fall on the Sheet Metal, Electrical and Pipe departments. Mel Hord, Electrical superintendent, said that he anticipated a slight increase in his labor force but that, on the whole, electric work, although more extensive on transports, will continue on a steady basis.

The sheet metal craft, under direction of Superintendent Verne Nelson, again is faced with a big outfitting job on the navy ships. The new Attack Transports call for more detailed work than on the first AP-5 contract, according to Nelson, because of changes in specifications. The Sheet Metal head announces that 90 per cent of the prefabrication for the attack vessels already has been completed in the shop.

Pipe personnel will remain about the same throughout the dual ship production program, said Tony Robinson, department head.

Lawrence Anderson, assistant Marine superintendent, expects outfitting schedules to go ahead as planned, if materials arrive on time.



Feminine Touch The ancient mariner in sailing ship days might have been aghast at the spectacle of women splicing line, but Oregon Ship's Rigging department would pit the above pair of riggers—Marie Westberg and Ann Aleckson—against any accomplished splicers in this formerly male-dominated profession.

Hog-Calling Will Be Handy For Painter

(OREGON SHIP)—If Asa Gibley, OSC painter, should give out with a hog-call along with his painting duties at Oregon Ship, he's probably practicing for the postwar tomorrow when he plans to settle down to raise pigs. Gibley has been at OSC over three years, coming here from Bonneville, where he worked on power lines.



Asa Gibley



They're Present Four more Oregon Ship workers place on the presentee honor roll this week. They are, left to right, R. J. Mortvedt, burner, with 30 months perfect attendance, all vacations worked; B. F. Barthell, electrician, 28 months; George Maurer, sheet metal worker, no time lost since March 19, 1942; Verdie M. Gary, production laborer, two years, nine months.



Badgeless Monday OSC Personnel officials estimate that thousands of manhours are lost each Monday through failure of workers to remember their picture badges. Above is a typical Monday crowd gathered in the Personnel building for work permits. Personnel chiefs point out that they aren't staffed to handle such large numbers in time for the starting whistle and that forgetting the badge means a smaller pay check, as well as loss to production.