

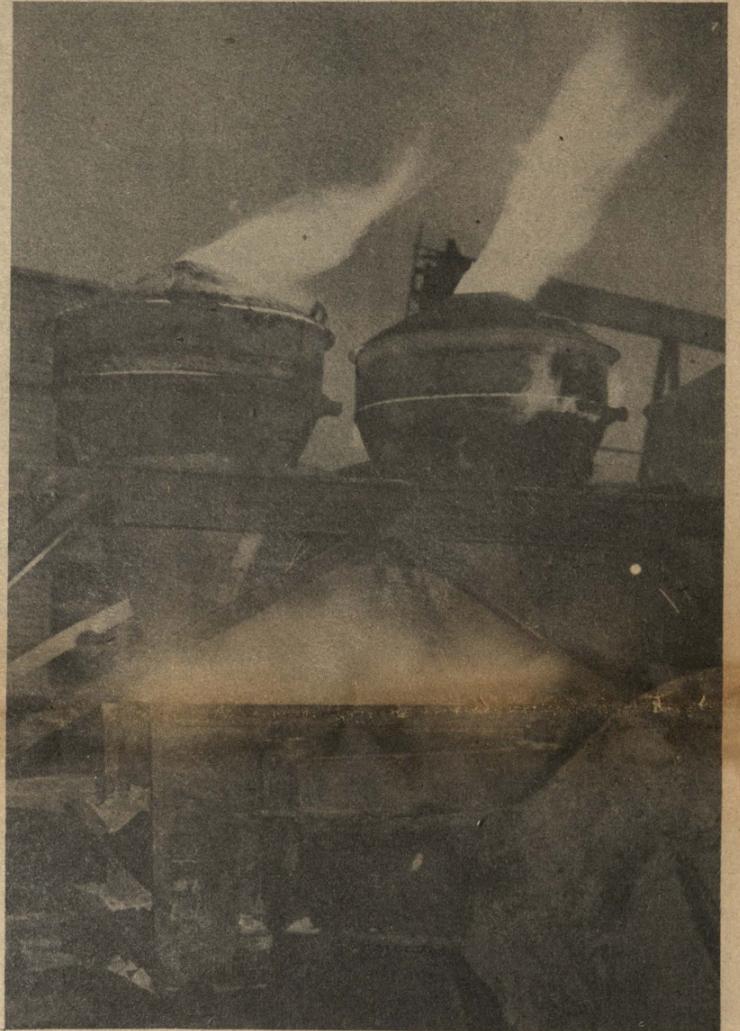


OSC DOES HIGH SPEED SHIFT BACK TO AP-3s

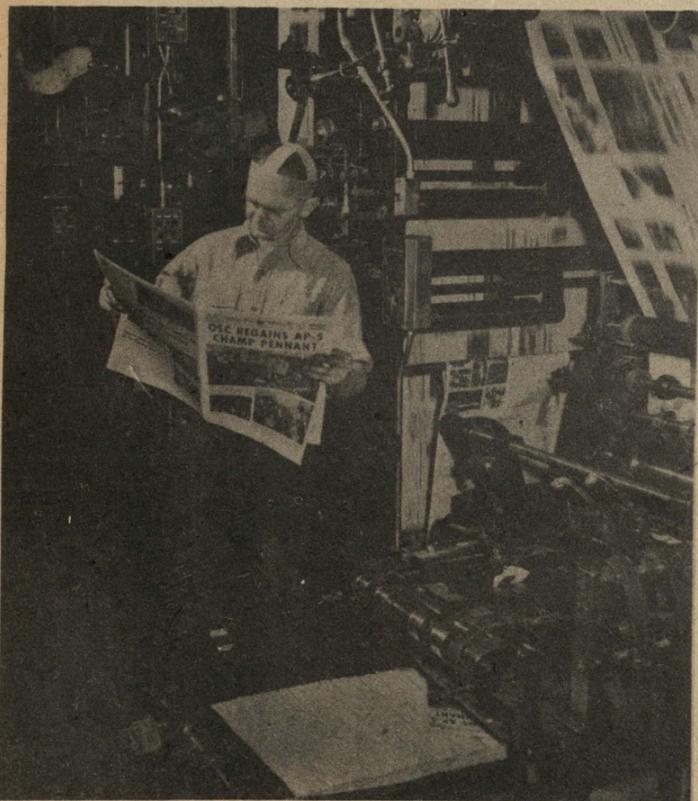
Story, Page 5



Navy Takes Over Comdr. John H. Hughes, USNR (left), is shown signing ship's papers aboard the U.S.S. Kingsbury a few minutes before he took formal command of the vessel. With him are Capt. A. R. Ponto, commanding officer of the Astoria Naval station, and Russ Kelly, OSC representative at Astoria. (Oregon Ship photo) See story on page three.



Pour Stern Casting Weld Too hot to be measured by any thermometer is this molten steel shown above as it streams from twin crucibles into a mold around the seam of a Victory ship stern casting. This is the process by which the huge castings are welded.—See story on page six. (Oregon Ship photo)



The Whistle Is Printed The above web-fed offset press, located in the Daily Journal of Commerce at S.W. 14th and Morrison, Portland, can shoot out Bosn's Whistles at the rate of 12,000 an hour. There is only one other like it on the Pacific coast and only a few others in the nation. Pressman John Meyer, above, studies ink distribution on the first few copies. Story, page 7.



Big 'Washout' Scores of girls from all parts of the country have found Oregon Ship Dormitories a happy home. When the above photograph was snapped it was "wash day" in Dormitory 1. The girls are Josephine Dziadon (left) of Chicago, and Dot Lauder of Miles City, Mont. Both girls are swing shift welders. (Oregon Ship photo)

Whodunit? . . . Facilities Workers Variety Spices Tasks

(OREGON SHIP — Huge holes in the dormitory lawn, torn-up paving along the ways, an engineer's transit in the middle of the "North Forty"—those were among the signs last week that the Facilities department was functioning in its customary "all-over-the-place" manner. "There's hardly a time when a facilities crew can't be found in every section of the yard on some job," declared

Chet Kinman, superintendent. "The dictionary says facility is 'the means by which an act may be helped or hastened,' and a big part of our job is to keep all the workers at OSC working under as comfortable and sanitary conditions as possible."

Kinman said that he would be "put to it" to define some of the work that comes in the province of his department, such as fabrication of brackets for the trolley enclosure in the storage area. The Facilities department is divided into seven main sections, he said, including carpenters, painters, pipefitters, and plumbing, construction, field engineers, equipment maintenance and electricians.

DAY'S TASKS MULTIPLE

Selecting a day's work-sheet at random, Kinman discovered that on Tuesday, December 5, facilities crews were working on 29 different locations in the yard area. Jobs ranged geographically from catwalk construction under the Outfitting dock to installation of 42-inch drainage pipes near the dormitory gymnasium. Job sizes ran the gamut from lettering medical containers to installing the gigantic boom on No. 1 whirley.

Carpenter Superintendent Bill Hartsook's crews were building in addition to the catwalks, pipe racks for the new Pipe shop and an addition to the Marine inspection building. Facilities carpenters built temporary quarters for the Administration personnel after the fire, Kinman said.

Facilities painters, supervised by George Tilling, are the men who keep the progress signs up to date, he said. On December 5 they also were shellacking cabinets and tables, painting directory signs, and touching up odds and ends of repair work.

LAKE "DRAINED OFF"

Ken Siler's plumbers and pipefitters were draining off the lake that had formed around the dormitory cafeteria and threatened to surround the building. They also were installing a hot water heater in the cable storage building. Construction men under Supervisor Jim Miller were installing a drainage system in the lumber yard while Field Engineer Jack Donnelly's crews were taking elevations of the yard in general.

Equipment maintenance workers under Superintendent Swan Johnson, besides working on the whirley repair job, were fabricating jib cranes for the Plate shop and Pipe shop, while Supervisor Ora Borland's electricians were "taking light" under the Outfitting dock and installing service for the First Aid X-ray machines.

CARD OF THANKS

We wish to express our sincere thanks to the machinists and to Local No. 63 for their floral offering during the loss of our beloved wife and mother.—A. H. Nelson, Mr. and Mrs. James Stubbs, and Mr. and Mrs. George Stubbs.



Not all pipefitters at Oregon Ship work with the tubular insides of ships. Shown above are two facilities pipefitters, Emil Reich, left, and Tom Hussey, working on a sump hole and drainage system for the area around the dormitories where recent rains left lakes of water. (Oregon Ship photo)

Montana City Gets Honor at Victory Vessel Launching

(OREGON SHIP)—As the S. S. Bozeman Victory slid down the ways last Saturday, the launching marked the fifth of the Victory ships that have been set aside by the U. S. Maritime commission to be named after cities throughout the country for the purpose of creating interest in postwar merchant marine in inland localities.

Sponsor of the Bozeman, named for a city in Montana, was Mrs. Emil Dahl, a Bozeman gold star mother. Principal speaker was Lyle Downing, editor of the Bos'n's Whistle, who was born in Bozeman. Many Oregon Ship workers from Montana were present at the ceremony.

Scheduled for launching on Tuesday was the S. S. Saginaw, named for Saginaw, Mich., to be sponsored by Mrs. Joseph Goodall, followed by the S. S. Cour d'Alene, slated for launching today, to be sponsored by Mrs. James Wofford. The vessel was named for Cour d'Alene, Idaho.

CARDS OF THANKS

We wish to express our sincere thanks to the many friends of Oregon Ship for the lovely floral offerings during the loss of our beloved husband and father.—Nellie H. Bush, wife, and J. H. Bush, son.



How to see the country without gasoline rations is demonstrated by B. C. Andrews, shown posed with his "trustworthy steeds". While at Oregon Ship last week he taught office girls the art of driving his paper-eating team. In the driver's seat is Beth Bailey, clerk.

Goat-Power Driver Saves Money, Gas

(OREGON SHIP)—Only known visitor ever to arrive at Oregon Ship by goat-power was a lanky Westerner, B. C. Andrews, who rolled up to the main gate last week in a two-wheeled cart pulled by a prancing team of goats. "I'm just out seeing the country," Andrews explained, "and I'm doing it the only sensible way. My goats cost me nothing for their feed, and as they jog along I can view the scenery at my leisure. I'm at peace with the world."

Andrews, who comes from the Black Hills of South Dakota, claims to have seen the "whole United States" from the seat of his cart. For the war's duration his motto is, "The enemy won't get my goat." "Ordinarily, I camp by the stars

and sleep under the open sky," the white-haired wanderer commented, "but I'm in a mighty wet corner of the States now and I have to seek lodgings each night while I'm up here."

After demonstrating the paces of his team, Andrews left the yard for points unknown, traveling, he maintained, "wherever the fancy strikes me."

Stern Casting Weld Job Makes Spectacular Show

(OREGON SHIP)—One of the most spectacular events to take place at Oregon Ship during pre-fabricating of parts for vessels, the steel pouring for stern and stem casting welds, was staged last week for the benefit of day-shifters. "We usually make the pours at night," Supervisor Gene Wilmon said, "but we've stepped up our construction schedule and by getting the pre-heating torches lit on

at 5,400 degrees. When the crucibles are tapped, fiery streams of liquid steel pour into the baked-sand mold. The terrific heat of liquid steel melts the pre-heated edges of the casting and forms a perfect weld."

A crowd of swing-shifters coming to work paused to watch the spouting volcano, and were forced to move back several yards from the heat of the crucibles.

Though the weld was made in about a minute and a half, the casting would not be cool for more than 24 hours, Wilmon said. In charge of the delicate job of igniting the thermit powder were Machinists Ralph Berry and I. S. Dabbs.

CARD OF THANKS

I wish to thank all the friends of Oregon Ship for their kindness and the lovely gifts given me during my recent appendectomy at the Emanuel Hospital. These kind expressions were certainly appreciated.—"Steamer" Gibson.

Vanport Centers Will Give Holiday Pageants

(VANPORT)—An all-Vanport Christmas pageant will be staged in Community gym No. 1 on Christmas eve afternoon under direction of Dorothy Clifford, dramatic instructor. Each of the eight centers in Vanport and East Vanport will enter a pageant which will feature carols. Adults and children will make up the casts.

Each community center has a Christmas tree around which to gather for gift exchange. The centers will not be open Christmas Day.

Vanport Bond Office

(VANPORT)—Sixth War Loan headquarters for Vanport are in the lobby of the community Administration building, where bonds are on sale.

KNOW YOUR MERCHANT FLEET

(No. 2 of a series describing 30 different types of merchant ships.)



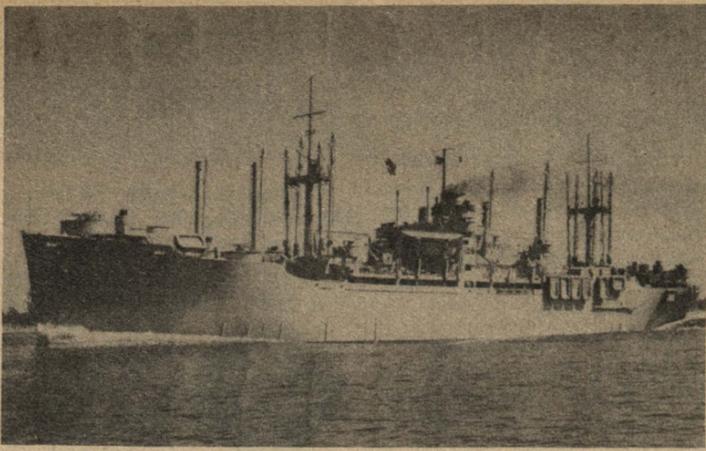
DELBRASIL — Combination passenger and cargo type designed for routes between Gulf ports and South America. Length (over-all), 491'. Beam, 65'6". Draft (loaded), 25'6". Cruising radius, 16,500 miles. Net tonnage, 4,542. Dead-weight tonnage, 9,021. Shaft hp, 7,800. Propulsion, turbine.

ROBIN LOCKSLEY — Combination passenger and cargo type designed for trade routes between New York and African ports. Length, (over-all), 479'8". Beam, 66'. Draft (loaded), 27'. Cruising radius, 17,500 miles. Net tonnage, 4,258. Dead-weight tonnage, 10,048. Shaft hp, 6,300. Propulsion, turbine.

EXPORTER — Fast freight steamer type intended for the New York-Mediterranean and Indian trade. Length (over-all), 473'1". Beam, 66'. Draft (loaded), 27'. Cruising radius, 15,600 miles. Net tonnage, 3,996. Deadweight tonnage, 9,514. Shaft horsepower, 8,000. Propulsion, turbine.

VC2-S-AP3 — The Victory type. Used for general cargo purposes. Length (over-all), 455'3". Beam, 62'. Draft (loaded), 28'6". Cruising radius, 20,500 miles. Net tonnage, 4,555. Dead-weight tonnage, 10,580. Shaft horsepower, 8,500. Propulsion, turbine. OSC is now building this type ship.

EC2-S-C1 — The Liberty type designed for general cargo purposes. Length (over-all), 441'7/2". Beam, 56'10'3/4". Draft (loaded), 27'7". Cruising radius, 9,000 miles. Net tonnage, 4,380. Dead-weight tonnage, 10,800. Indicated horsepower, 2,500. Propulsion, steam-reciprocating.



Off to the Sea The S.S. Kingsbury is shown in mid-stream after putting off from Oregon Ship Outfitting dock on a combination trial and delivery run to the U.S. Naval Station at Astoria.

Secrecy Veil Lifted From Commissioning; Delivery Steps Told

OREGON SHIP)—For the first time since the Attack Transport program was initiated in West Coast shipyards the veil of secrecy surrounding trial runs and commissioning ceremonies was lifted last week by the navy. On Tuesday, December 5, a Bosn's Whistle reporter and photographer were permitted to make a combination trial run and delivery trip to Astoria on the U.S.S. Kingsbury and

witness the impressive commissioning ceremonies at the United States Naval station.

The Kingsbury, which was launched at OSC on November 16, was scheduled to put off from the Outfitting dock at 9:15 a. m. However, due to heavy fog, departure was delayed to 11:02 a. m. when Port Capt. E. A. Peters on the bridge gave the command "stand by, fore 'n' aft" and the gangway was hoisted.

There were 150 representatives of the U. S. Maritime commission, navy and OSC aboard.

The Kingsbury reached Astoria Tuesday at 5:12 p. m. and lay at anchor until 7:18 p. m. awaiting berth. Then a Navy pilot came aboard. Fifteen minutes later navy tugs took the Kingsbury in tow and berthed her at the navy station pier.

TRANSFER IMPRESSIVE

The following morning the vessel was transferred from the Maritime commission to the navy and Comdr. J. H. Hughes, U. S. N. R., a former British naval officer, was placed in command.

The commissioning ceremonies, held in the crew messroom instead of on deck due to inclement weather, opened with assembly of the crew.

According to Navy tradition, Capt. A. R. Ponto, commanding officer at the Astoria Naval station, was received formally at the gangway and escorted to the mess hall. A navy band then played the national anthem and the national ensign, Jack and commission pennant were hoisted.

The command was then transferred to Commander Hughes who read his orders. Lieut. D. P. Farris, USNR, then posted the watch and the ceremonies ended with the sounding of retreat.

Captain Peters, who was in command of the Kingsbury from the time the vessel left the OSC Outfitting dock until it was officially accepted by the Maritime commission at Astoria, described the trial run procedure which must be per-



E. F. Hartwell, first senior electrical inspector for the U. S. Maritime Commission, described the trial run and delivery of the U. S. S. Kingsbury as a "big success."

formed before an AP-5 is accepted.

"I believe there are hundreds of Oregon Ship employees who would like to know what happens to the vessels they build after they disappear down the river," Captain Peters stated. "Of course it's an old story to the trial run crews."

MANY TESTS APPLIED

As soon as the Kingsbury had cleared the Willamette river traffic, the vessel was given its first river test. The engine was put at full speed ahead. The Maritime commission requires three hours normal steaming and one hour with overload power to complete the power and speed tests.

Off Columbia City, still maintaining maximum speed, a steering gear test was held to demonstrate the ability of the vessel to swing from hard left to hard right.

When the Kingsbury arrived alongside Prescott, 28 miles from the OSC Outfitting dock, the engine was put full astern to record

the time required to bring the ship to a full stop. In this test, known as a "crash stop," the distance required to halt the vessel also was recorded.

After the "crash stop," the vessel was worked into position and full stern way was put on and the rudder was swung from hard left to hard right.

Then the anchors were dropped to test windlass performance and the Kingsbury proceeded down the river to Astoria, where it was officially commissioned by the Maritime commission.

RESPONSIBLE MEN LISTED

Acting for the commission were Ed Mortenson, principal hull inspector; Peter Muntz, first senior machinery inspector, and E. F. Hartwell, first senior electrical inspector.

The men who were responsible for operation of the Kingsbury during her tests were Lorentz Anderson, assistant Marine superintendent at OSC; three deck officers, Art Swanson, chief officer; W. Runge, deck officer, N. Henderson, deck officer, and Bos'n R. Roberts. Bruce Woodell, Outfitting Supervisor, also made the trip.

On the bridge throughout the journey down the Willamette and Columbia with Captain Peters, was Lieut. Comdr. O. Graham of the coast guard, who acted as pilot.

The S. S. Kingsbury was the 27th Attack Transport launched at Oregon Ship. These are the navy officers who, with Captain Hughes, will take the vessel to sea: Lieut. D. P. Farris, Lieut. W. I. Lenox, Lieut. B. B. Bannon, Lieut. R. A. Stephens, Lieut. W. L. Harlan, Lieut. J. Pettinato, Lieut. D. C. Horne, Lieut. R. R. Howell, Lieut. S. C. Higgins, Lieut. J. G. Storey, Lieut. R. D. Herman, Lieut. N. P. Lloyd, Lieut. V. J. Grilli, Ensign R. E. Webber, Ens. H. W. Anglin, Ens. H. A. Logan, Lieut. E. W. Plowe, Ens. L. B. King Jr., Lieut. Comdr. A. F. X. Frieri, Lieut. W. D. Seybala, Lieut. G. Landsman and Lieut. T. J. Richter.



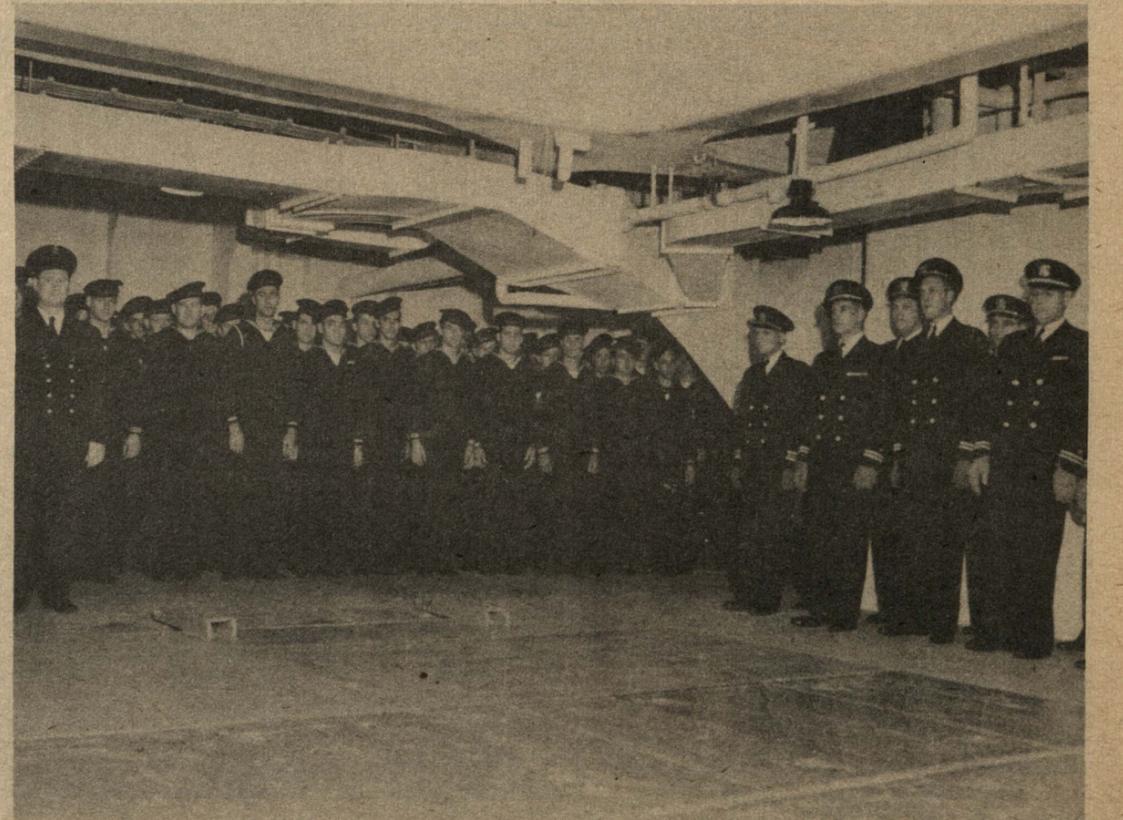
Lunch Aboard Captain John D. Sweeney (right), commander of the U.S.S. Lander, an Oregon Ship Attack Transport, is shown at lunch with U.S. Maritime Inspector Pete Muntz aboard the U.S.S. Kingsbury. In the background is W. A. Davis, OSC chief trial run steward. (Oregon Ship photo)



Capt. E. A. Peters of Oregon Ship probably has commanded more ships than anyone on the West Coast. Every vessel that leaves Oregon Ship for delivery or trial run is under his command until it reaches its destination. He is OSC port captain.



Commander John H. Hughes, captain of the U. S. S. Kingsbury, is shown in the wheel house of the vessel watching the ship's progress as it speeded down the Columbia river to Astoria.



Ready for Action Here is part of the crew of the OSC-built U.S.S. Kingsbury as they appeared at commissioning ceremonies for the vessel. They soon will be on the high seas. (Oregon Ship photo)

HOLIDAY NURSERY SERVICE OFFERED

(OREGON SHIP)—The following announcement was made today by the Child Service center:

During the public school Christmas holidays, December 22 to January 2, the Child Service center will extend its services to include six and seven-year-old children on the day shift, on all days that the yard and Center are in operation. These children will be in a group by themselves and will have opportunity for play and creative activity appropriate to their age.

Charges will be at the regular rate: for six-day week, \$5 for one child, and \$3.75 for additional children in the family; for less than six days per week, \$1 per day for one child, 75 cents per day for additional children in the family.

Registration should be made at the Child Service Center in advance.

OSC Finishes Last AP-5 17 Days Early

(OREGON SHIP)—Oregon Ship workers this week completed their Attack Transport contract. As the U. S. S. Lavaca, 30th and last of the AP-5 schedule, whistled its traditional farewell to the yard on December 14, seventeen days ahead of schedule, OSC employes added their greatest achievement to the already long list of records. They had scooped the world in AP-5 deliveries. Among the

other yards building AP-5s no positive figures were available for December 14, but as of last Saturday, December 9, Vancouver, with 12 ways, had delivered 26 vessels of a contract of 31; Richmond No. 2 yard, with 12 ways, had delivered 18 vessels of 22; Calship with, 14 ways, delivered 14 of contracted 30 vessels. Deliveries for Richmond No. 2 were expected to reach 20 by December 15, and Calship deliveries were expected to reach a total of 19 by that date.

In construction time for each AP-5, Oregon Ship workers also outpaced all competition by paring time to 90.3 days average for each vessel, 23 days less than the nearest competitor. OSC's November average dropped to arecord-breaking low of 79.5 days.

OTHER YARDS TRAIL

Construction averages for the three yards, computed by the Progress department as of December 9 were: Vancouver, 113.1 days per vessel; Richmond No. 2, 132.6; Calship, 142.9. Average time for those yards was not expected to drop during final deliveries, according to the Progress department.

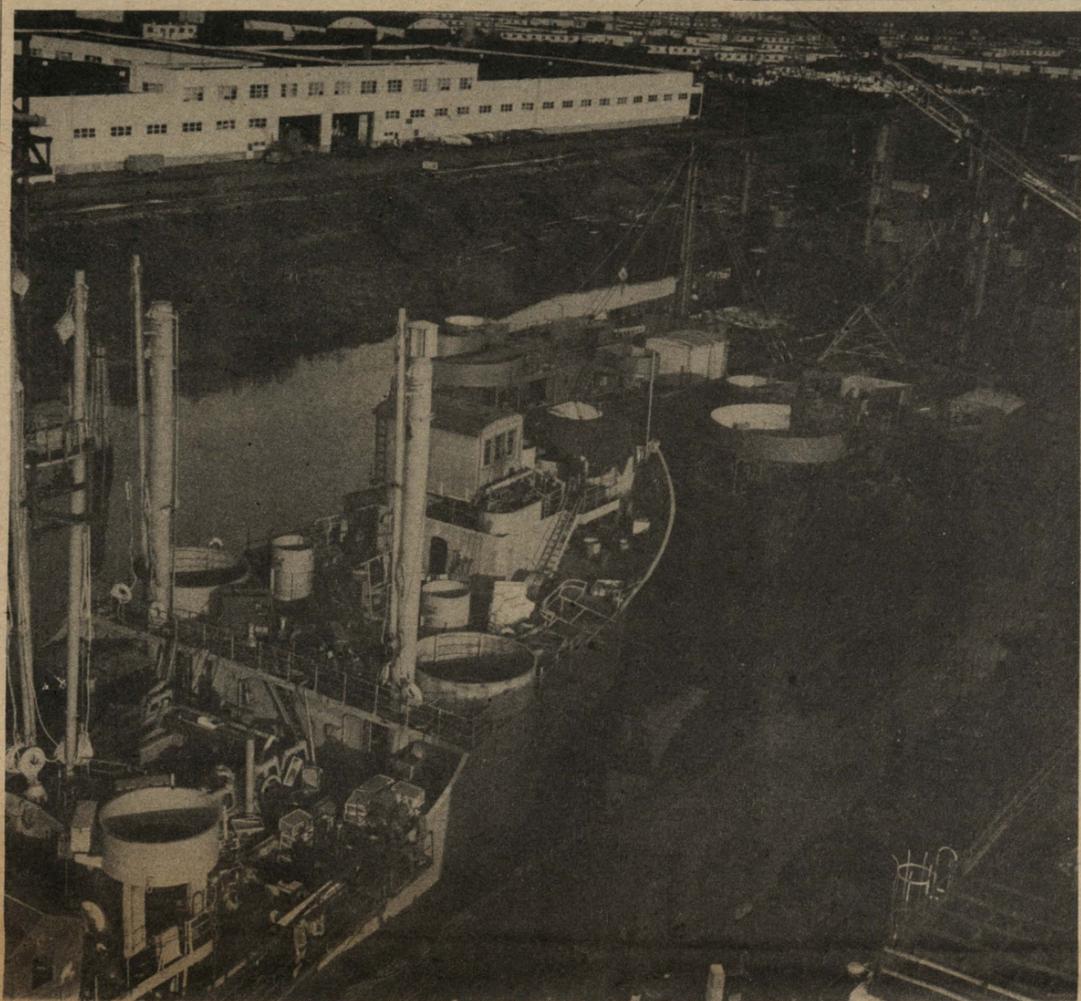
"We have set our proudest record so far," John Tacke, assistant yard superintendent, declared, "and much of the credit must go to the cooperation given by the U. S. Maritime inspectors and the American Bureau of Shipping, who gave the work their constant attention, so that even the smallest jobs were done with meticulous care to conform to specifications.

"It was a tough job throughout," Tacke said, "and one that could not have been done without exact co-ordination and the fullest cooperation of workers." Peak difficulty was reached when new-hires were not sufficiently educated to the mechanics of their jobs to carry the load required, Abraham said. Particular difficulties were met in the Sheet Metal and Electrical departments where crews at the start of the AP-5 program were only a fraction of the manpower needed for the new work, he added.

FEWER WORKERS HERE

"In comparing production among the four yards building AP-5s it should be stressed that Oregon Ship began its program with fewer employes than any of the other yards," Abraham said. "But OSC has always refused, and always will refuse, to let any other yard supersede it in ship production."

The part that will be played on



Here is a striking view of the last of the Attack Transports in its final berth in the Outfitting dock, followed closely by the first of the next contract for 63 Victory ships. The 30th AP-5 is shown crowded with material in the last stages of its construction. It was scheduled for delivery December 14. (Oregon Ship photo.)

the fighting front by the 30 Attack Transports is brought out by figures released by the Progress department. With an over-all length of 455 feet, if the vessels were to form a convoy exactly stem to stern, they would extend for two and three-fifths miles in a straight line. Each vessel has a total carrying capacity of 6,600 tons of cargo, personnel, passengers and equipment.

Figures also showed that 2,303 miles of linear weld went into the construction of the fleet, and that a total of 145,500 tons of steel were erected in the ships.

Electrician Signs Up With Women Marines

(OREGON SHIP) — Betty Jane Nelson, OSC electrician for the past nine months, enlisted in the marine corps women's reserve December 6. Miss Nelson is continuing her work at Oregon Ship while awaiting orders to report to Camp Lejeune, N. C., training base.

CARD OF THANKS

I wish to express my thanks to the men and women on all three shifts at Oregon Ship for the assistance given during my six months illness.—W. E. Busman, burner in Plate shop.

Ship Picked To Honor Top Bond Buyers

(OREGON SHIP)—The S.S. Green Bay Victory has been selected as the vessel to be sponsored by the department which exceeds its bond quota by the greatest margin, it was announced today.

The Green Bay, named for Green Bay, Wisc., will be the 13th Victory ship launched, with the day set for early in January.

INQUIRING REPORTER

QUESTION:

"What was your share in the building of the Attack Transports?"

C. F. Kenyon, machinist leadman, Tool room 5: "We make valve extensions and fuel oil gauges. The extensions we make are for opening valves in the bottom of the ship from the top deck. My share in the AP-5 program was to

keep work lined up for the crew so that we could keep the men on the ship supplied with plenty of material."

Billie Stroup, welder: "I worked on the superstructure sections on Way 12 all through the AP-5 program. We sure hustled to get the sections welded together so that each superstructure would be ready to go on deck at the scheduled time. All of us on Way 12 felt pretty proud of the work we were doing to speed the building of ships."

Alberta Willis, cleanup worker: "While we were building AP-5's I was sweeping out the boats on the Outfitting dock. You might not think that sweeping is helping to build boats, but if you could see the piles of rubbish our crew cleaned out of every ship, you'd know we had a real part in the '30 by December 30'."

J. A. Ivison, tool grinder: "I'm the man that keeps the tools sharp for the chipping crews. Listen to the work on any boat—you'll know what chippers do in building ships. And all those chippers have to have sharp tools for chipping, caulking and grooving or production is slowed down. I kept them well supplied."

W. L. Thomas, truck driver: "I'm one of the guys that drive the trucks that bring the material to build the ships that keep the material going to the men overseas. It's like the house that Jack built. I feel like I'm one of the links in the endless belt in ship construction. No one of us is more important than any other, but together we make the best shipbuilding outfit in the world."

Claude Johnson, painter: "And I'm the man that cleans out the hundreds of paint brushes that painters have to have to paint the AP-5's, inside and out. Painters have to have clean brushes or they can't do a fast and thorough job. So though I don't get on a ship, I help to build them here in the shop."

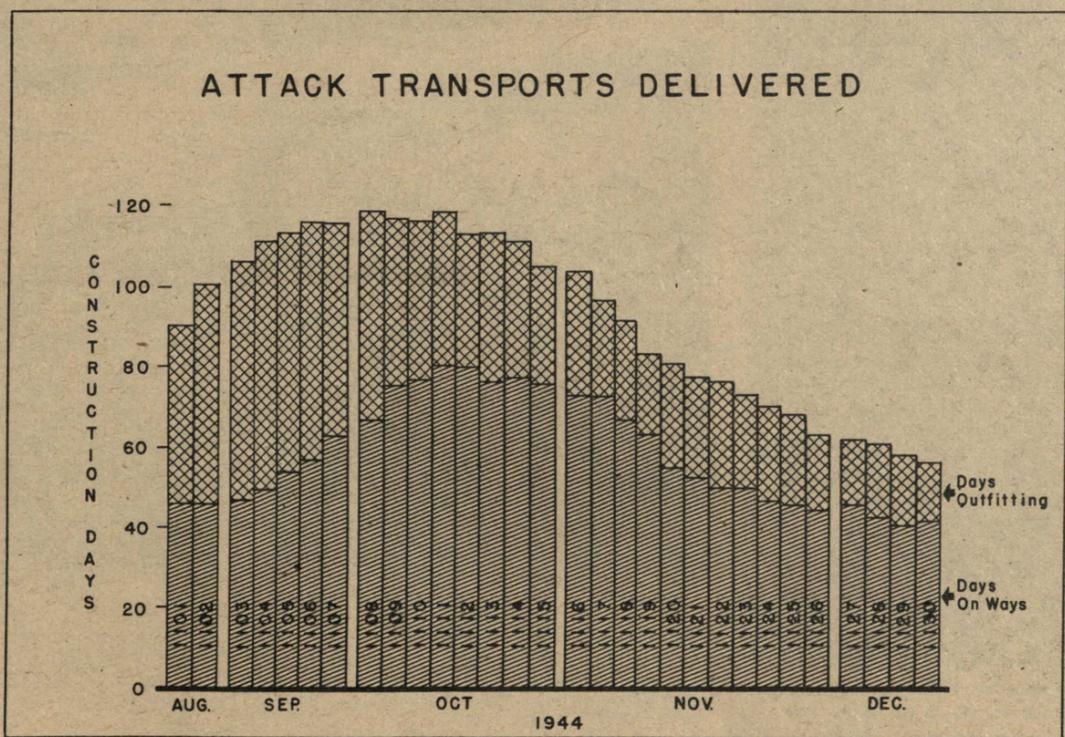
R. L. Reed, shipwright: "I work on the scaffold that cradles the hull on the ways, before launching. I always figure that I'm helping to build ships as much as anyone, because without a safe scaffolding no one could get very far in construction. I build ladders, too, for workers to use inside the hull. Safe ladders make for rapid construction."

Bartells Bonds Boom

(OREGON SHIP) — Clyde Brannan, leader of the Sixth War Loan drive for the E. J. Bartells company, reports that he personally has sold twenty-six \$1,000 bonds and expects that Bartells company workers again will lead the nation in per capita purchases.



Deep in the heart of the engine room, standing on the bottom deck, Gloria Kernan repairs an electric light cord as final installations were being made for the ship's delivery. (Oregon Ship photo.)



The graph shown above is a summary of Oregon Ship's Attack Transport program, finished 17 days ahead of schedule, when OSC workers "scooped the world" in vessel deliveries. (Oregon Ship photo.)



Gifts For Marines

Sir: We who work in the sand-lot, Oregon Ship's forgotten corner, planned to exchange Christmas gifts, but after reading about the marines in the Klamath Falls convalescent hospital decided instead to pool our resources and buy things for the marines there.

We think that the saying, "It's better to give than to receive," is particularly true at Christmas time, and it seems like a much finer thing to give those boys books and athletic equipment that they need than to buy ourselves little things that we don't really need anyway.

How about it—you other OSC gangs?—The sand-lot graveyard crew.

Metal Workers Praised

Sir: I want to thank publicly all the workers in the Sheetmetal department, the supervisors, foremen, leadmen and their crews for the remarkable and outstanding work they did through the AP-5 program.

Throughout the rapid and difficult schedule there was never a time when any worker did less than his very best. This cooperation and spirit of teamwork was evident in the way the sheetmetal work was turned out, keeping step with the program that made our 11 deliveries in November possible, and that made Oregon Ship that greatest yard in the nation.

I want to thank also the other departments we worked with. Their cooperation helped to make our proud record possible.

Thanks, fellows!—Verne Nelson, Sheet metal superintendent.

Who Took the Lunches?

Sir: I suggest that a guard be placed in the lunch room near the shipfitters' dugout to catch the guy who has been stealing lunches. If he is caught, have him return the red plaid lunch cloth that was in the lunch sack stolen Thanksgiving night.—Vern Canier, graveyard shipfitter.

Ed: Roger Smith, Guard department chief, says in answer: "Sorry, but if we were to assign guards in matters of this nature, we could not cover the approved posts. However, we will be glad to assist the owners in recovering their stolen property in whatever way we can."

Family Coverage

Sir: May I offer a suggestion about our hospitalization plan. We now have a medical plan which covers us as workers in the yard, but the plan does not cover hospitalization of our families.

I read that such plans are in operation at some other plants. Why not at OSC?—Charles Freeland, engineer.

AP-3 Job Hits High Speed Without Pause

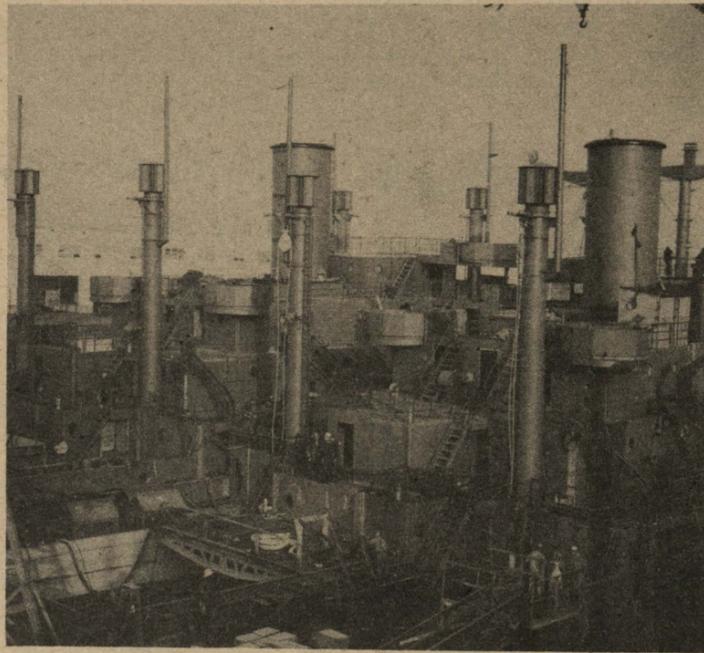
(OREGON SHIP)—Like a well-trained regiment, Oregon Ship's home-front army of workers this week marched into full production swing on the next contract—building the 63 Victory ships contracted with the Maritime commission—without missing stride. Although largely the same as the Victory fleet of 32 vessels built during the first part of 1944, construction procedure on these ships

will vary slightly from former methods, according to G. G. "Scotty" Wright, Erection superintendent. Main difference in actual structure, Wright said, will be in the engine room, where General Electric turboelectric drive engines are being installed in place of Westinghouse engines, which propelled the first Victories.

Change-over from the Attack Transport program was effected gradually throughout the yard as departments in the construction channels completed their share of the AP-5 work. The switch to Victory construction was made with little fanfare throughout the departments as first Mold loft, then Hull Materials, Plate shop, Assembly, the Ways and finally the Outfitting dock turned to the new construction, working closely with Boiler erection and Sheet metal crews.

Ten Victory ships have been slated for delivery in December, Wright said. A regular pace is expected to be maintained throughout the contract, with launchings set at approximately two per week after the first five which came off the ways by December 9.

"We are going to put in effect every improvement we made in construction methods during the former AP-3 contract," Wright said. "We plan to get into a regular and systematic construction stride so that every worker can do his job at a steady pace in building the giant fleet of Victories we have scheduled."



Like a Pueblo village are the twin super-structures shown above on two AP-3's lined up in the Outfitting basin, as the Victory ship production swung into steady stride this week. Of the 63 Victories contracted, six now are berthed in the basin. (Oregon Ship photo.)

Ex-Worker Returns To Take Victory Out

(OREGON SHIP)—Ross Brandon, a former Oregon Ship Marine department worker, who has set some sort of record for rapid promotion in the merchant marine, returned to OSC last week as first assistant engineer on the S.S. Longview Victory.

Brandon joined the merchant marine in November, 1943, and shipped aboard a Swan Island tanker, the Yamhill, on December 5 as junior third engineer. He had attended a six weeks' officer's training school during the summer.

Exactly a year later he boarded the Longview Victory, having had three promotions during the year, all while at sea. Much of the credit for his rapid promotions is due to training he had received from H. Halvorsen, swing marine superintendent at Oregon Ship, Brandon said.

After inspecting the Longview's engine room, Brandon said it was the finest in which he had seen service. The Longview is scheduled for delivery on December 18.



ROSS BRANDON

SWEET SMILE



(OREGON SHIP)—Jeannette Griffis, welder helper shown above, says her share of building AP-5's was to salvage rod and help welders with their leads. But welder crews on the ways claim that her smile helped many a welder through a tiring afternoon, picked her for this week's "bit of sweetness."



"He fainted when I told him I was on his welding crew"
—(Idea by Gary Hartsock)



Phil Beaubien, painter, right, shows Russ Zenger, sign painter, his application for a \$1,000 bond, purchase of which Beaubien says was inspired by the sign Zenger painted.

Personal Slogan Brings Interest In Bond Buying

(OREGON SHIP)—A bond drive means a lot of statistics and percentages to the Bond department but to the men and women who buy the bonds, each certificate represents a special thing—each purchase has a personal and often vital reason. That is the opinion of Paul Doyle, tool room leadman, who last week brought to the Bond department's attention a slogan he found in tool room No. 3.

The motto, "Dig in your pocket for the boy in your locket," was written on a chalk box by girls on the graveyard shift, placed in a prominent position on the tool-room

shelves. "The girl who wrote that," Doyle said, "had the best reason for buying bonds and urging others to. There's a man overseas whom she is trying to help in every possible way."

POSTERS HELP

In the Paint shop, Russ Zenger painted eight posters for the Sixth War Loan drive. When it was displayed in the Paint shop, a stencil cutter, Phil Beaubien, studied the poster, came to work the next morning with money to buy a \$1,000 bond.

Throughout the yard this week such instances were multiplied as workers strove to put their departments over the 100 per cent mark in bond purchase quotas. Only two departments had passed the mark, according to Bond department figures for December 9. Mold loft had chalked up 141 per cent to lead the yard, with the Guard department in second place with 127 per cent of quota. Only 10 of the 23 departments listed were shown to be above the 70 per cent mark.

Total yard purchases showed a sum of \$2,122,422.25, slightly more than 63 per cent of the yard's quota, bond officials pointed out. Only three weeks remain in OSC's Sixth War Loan drive.



Rosemary Demarinis, tool checker, who has a friend in the South Pacific war zone, displays the slogan written by a graveyard tool-checker in tool room No. 3, to help promote the sales of bonds among workers who come to the tool room window.



Defending Champs Winners of the Swan Island bowling championship last year, this Welders-dock team has hit its stride and now is tied for fourth place, only six games back of the league leaders. Left to right, League President Paul Kerr, J. Jones, A. Grove and O. Frank. The fifth member, Don Miller, was absent when picture was taken. (Swan Island photo)

3-Way Deadlock Looms in Swan's Bowling League

(SWAN ISLAND)—With only two weeks left to play in the first half of Swan Island's 16-team bowling league, a possible tie for first place honors between three teams is foreseen. Only two full games separated the third place Painters-Dock team from Sheet Metal. With a three-game lead two weeks ago, Sheet Metal dropped two games to lowly Welders-General while second-place Pipefitters were winning all three from Clerical to pull within one game of the top. Painters-Dock gained one game on first place by winning two out of three from Outfitting.

Two tie games were recorded, Plate Shop and Electricians in one and the last place Shipfitters and Chippers-Dock in the other.

Six men went over the sacred 200

mark. They were Fred Spears, Plate Shop, 217; W. Grubb, Painters-Dock, 216; O. Olson, Main Machine Shop, 215; H. Cypcar, Welders-General, 213, and W. Thompson, Trial Crew and Toby Mendelson, Machine Shop, 202. Mendelson won high series honors with a 577. Other top series were J. Owens, Chippers, with a 568. H. Cypcar, 549 and Grubb's 544. Team honors were taken by Main Machine Shop with a 994 single and 2854 series.

Welder 5 Climbs Another Rung in Oregonship Loop

OREGON SHIP LEAGUE			
Team	W.	L.	Pct.
Pre-Erection	33	6	.846
Chippers No. 1	26	13	.667
Welders	24	15	.615
Shipfitters	23	16	.590
Gun Shop	22	17	.564
Sub-Assembly	21	18	.538
Gadget Shop	6	33	.154
Chippers No. 2	4	35	.103

(OREGON SHIP)—This week's gold-plated ten-pin goes to Friesheim of Chippers No. 1 for sportsmanship.

November 27, Friesheim marked every frame of the second game against Gun Shop, chalking up 223 to take second place for high individual game. He wasn't mentioned in last week's story. Not only that, but another player was cited as the "only kegler to top the 200 mark." We're sorry—with apologies.

December 6, league play continued with two more joining the "Over 200" club, Schoenbeck, Chippers No. 1, with a 201, and Heilman, Shipfitters, 202.

Sub-Assembly, sparked by Donaldson, stopped Chippers No. 1 in the first game, but Chippers copped the last two.

McKillip and Sutton paced Gun Shop to halt Pre-Erection in the first bout, with Pre-Erection walking off with the last two matches.

Shipfitters walked away with their three games with Chippers No. 2, and Welders took their series from Gadget Shop. Scores:

Welders: 877, 831, 840—2548;
Gadget Shop: 772, 702, 785—2259.
Shipfitters: 920, 807, 879—2606;
Chippers No. 2: 762, 784, 780—2326.
Chippers No. 1: 892, 889, 969—2750;
Sub-Assembly: 902, 824, 843—2569.
Pre-Erection: 816, 896, 895—2607;
Gun Shop: 838, 835, 778—2451.



Tough to Beat Opposing teams find this Painters-Yard bowling team hard to beat in Swan's 16-team league. They had won 19 of 27 prior to last week, to rise in standings from 14th to fourth place, then fell to sixth. Left to right, front row: F. McLaughlin, G. Avenson and B. Hopkins; back row: R. Ryan, F. Bachard and D. Hampton. (Swan Island photo)

HERE'S THE ANSWER



(SWAN ISLAND)—This picture of a six-point elk answers last week's call from Oregonship hunters that Swan Islanders couldn't produce a "spread of horns like that." Harry Lance, swing shift burner in Plate shop, killed this "ELK" November 1. It weighed 580 pounds dressed. Said Lance, "You tell those Oregonship boys that we Swan Island hunters wait until the elk becomes a six-pointer before we kill. We don't go around potting little three-pointers."

SWAN ISLAND STANDINGS

Team	W.	L.	Pct.
Sheet Metal	29	10	.744
Pipefitters	28	11	.718
Painters-Dock	27	12	.697
Chippers-Dock	23	16	.587
Welders-Dock	23	16	.587
Painters-Yard	22	17	.564
Electricians	21	18	.538
Main Machine Shop	21	18	.538
Plate Shop	20	19	.513
Trial Crew	20	19	.513
Clerical	17	22	.436
Outfitting	17	22	.436
Machinists-Dock	13	26	.333
Welders-General	13	26	.333
Welders-Ways	11	28	.282
Shipfitters	7	32	.179

Trailing their brother Scorpions throughout the season, Erection-Sharks finally took over the league lead in the Swan Island Tanker league by winning two games while the previous leaders were dropping two. A six-game margin still separates the first and last place teams.

The Burners, tied for last place with the Engineers, won team honors by rolling a 915 single game and 2456 series from scratch. Two Burner keggers won individual honors. Fred Epeneter had high single game of 226, while teammate Wallace shot a 533 to take high series honors. Standings:

Team	W.	L.	Pct.
Erection-Sharks	23	16	.590
Erection-Scorpions	22	17	.564
Chippers	19	20	.487
Tank Test	19	20	.487
Burners	17	22	.436
Engineers	17	22	.436

The third-place Toilers white-washed the Gremlins last week for their sixth straight win from the leaders of Swan's women bowling league. The Gremlins still lead the league with a two-game margin over the Gay Divorcees, who forfeited to Bachelor Girls. Welder-Wildcats won all three from Scorpionettes to shove the latter into the cellar.

Thelma Cone, Welder-Wildcat, with a 170 won single game honors. Roma Rolston, Gremlin veteran, had high series of 444 pins. Bachelor Girls won team honors, rolling a 792 single and 2275 series. Standings:

Team	W.	L.	Pct.
Gremlins	17	7	.708
Gay Divorcees	15	9	.625
Toilers	14	10	.583
Bachelor Girls	9	15	.375
Welder-Wildcats	9	15	.375
Scorpionettes	8	16	.333

Vanport to See Play

(VANPORT)—The Vanport Luther league of the National Lutheran council will present the play, "A Christmas Truant," December 17 at 7:30 p. m. in auditorium of Community building No. 2. There will be no admission charge. A social hour will follow the play.

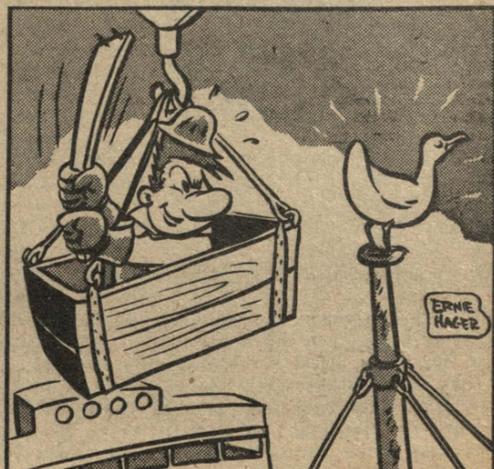


Leader Roma Rolston, newly elected president of Swan Island's women bowling league, leads all sister keggers with a 138 average for 24 games. Rolston does her pin-busting for the leading Gremlins.



Sportsman's Paradise Pacific Northwest has a national reputation as a sportsman's paradise, and here is visual proof of what can be taken in five days' hunting if a fellow really puts his mind to it. Bill Frahler (right), Electrical Engineer, Vancouver, and Walker Hudkins look well pleased, and who wouldn't? Frahler's wife, Alva, was also one of the party. The kill: 3 bucks, 8 geese, 16 pheasants and 27 ducks. The largest buck weighed 208 lbs. dressed. The others weighed 184 lbs. and 125 lbs.

Stubby Bilgebottom



By Ernie Hager

Here's What Makes the 'Whistle' Toot

Every Friday the Kaiser shipyards distribute the third largest newspaper in the state of Oregon from viewpoint of circulation. "Building" a paper has several differences from building ships. A ship is constructed from detailed plans. Every piece of steel, every nut and bolt is planned ahead of time. Not so with a newspaper. The raw material that makes the Whistle is picked up day by day as it occurs. Except for general layout, no one knows for sure what it will look like until it rolls off the presses.

For the Bosn's Whistle, anything is news that affects in one way or another the shipbuilding effort of the three Kaiser yards. This may range all the way from a full scale production drive to medical care for the baby. The Simon Legree of the Whistle staff is the "deadline." News is better when it's fresh, and the constant battle of the production staff is to try to get all the latest news in the paper and still leave time to get the 90,000 issues off the presses in time for distribution Friday morning.



Vancouver The Whistle editorial office at Vancouver is located next door to the Machine shop. Above from left, are Dave Deihl, editor; Sybil Howell, secretary; George Connor, associate editor, and Louie Lee, photographer.



Oregon Ship The office at Oregon Ship is located just inside the main gate. Above, from left, John Fattu, photographer; Elsie Powell, associate editor; Lyle Downing, editor, and Kathleen Scarbrough, secretary.

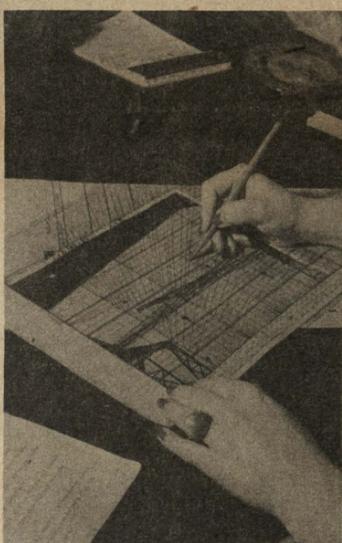


Swan Island The Swan Island editorial office is located in a former check station at Victory Center. In the picture are, from left, Ralph Bachman, editor; Paul Muller, associate editor, and Bonnie Chappell, secretary.



Copy Desk Each week anywhere from 30,000 to 50,000 words of copy from all three yards pass over this desk. It is boiled down to about 25,000 words that appear in print. Above, Copy Editor Larry Hunter, left, discusses a rewrite job with Reinhart Knudsen, head of the copy desk. Across the table Kay Steward schedules the stories as they are completed and places them in the boxes to go out to the "back shop." Despite an elaborate system of checking and proof reading, the Whistle, like other newspapers, often lets a few "boners" get into print.

Pictures Each week the three combined Bosn's Whistles run approximately 140 pictures. All arrive at the copy desk in approximately the same size. This means they must be either reduced or enlarged to fit the requirements of the paper. Miss Steward, above, is figuring the proper percentage "blow-up" and depth of a picture with a scaling device worked out by Burton Durkee, former staff member. This little gadget simplifies make-up as well as saving man-hours.



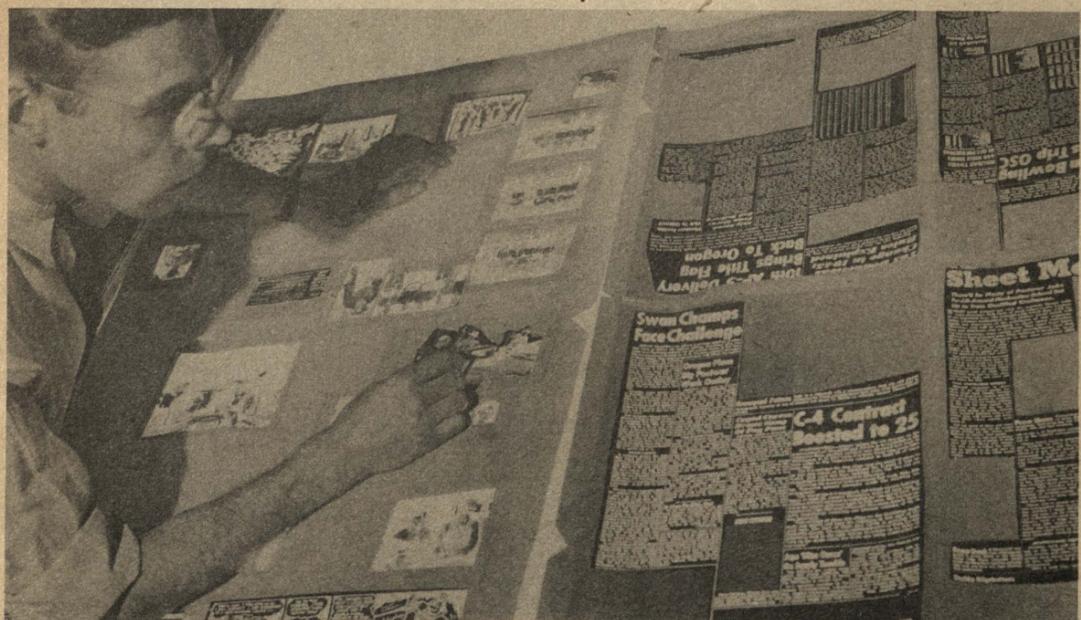
Layout The nearest thing to blueprint in producing the Whistle is the layout being drawn up here by Hector Fox, who also edits the sports page.



Too Short! E. G. Kirkpatrick, above, make-up man on the Whistle, has to do a bit of juggling to get this page to work out as planned. The pages are set up in the traditional method except that blank spaces are blocked out for pictures. Clear glossy proofs are then pulled and sent to the Plate department.



Blue Pencil Best-read men in the yards are Don James, left, three-yard managing editor of the Whistle, and Hal Babbitt, public relations director under whose supervision the paper is published. Each week they read and approve every word of copy.



The 'Negative' Side Where the ordinary newspaper is printed either directly from type or from stereotypes, that are merely reproductions of type, the Bosn's Whistle is printed by a photographic method called "offset lithography." Here is Frank Tracy, head of the camera department, studying a set of four pages of a recent issue. On the left are the negatives of pictures that will appear in the paper. On the right are negatives of the type matter. The reader will notice that if one set of negatives were laid on top of the other the pictures would fit exactly in the blank spaces on the type pages.

The Plate The two sets of negatives shown in the previous picture are then photographed one after another onto the same sensitized thin zinc plate. Joe Miller, right, washes off the plate just before putting on an emulsion that will protect it until it goes on the press. In the actual printing process the ink is first picked up on this plate and then "offset" onto a rubber roller which in turn contacts the paper. That is why it is referred to as the "offset" process.



Bond Buyers Talk Turkey and Smokes

Oregon Mist Won't Bother One Worker



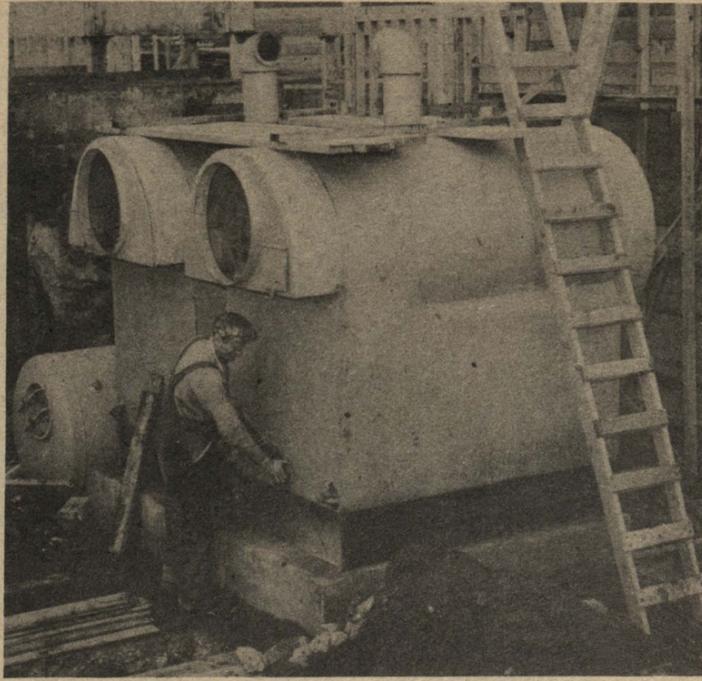
Irene Thompson

(OREGON SHIP)—Having heard about Oregon winters and the annual rainfall at Oregon Ship, soft-voiced Irene Thompson, Oklahoma-born production laborer, claims she has no intention of catching cold or working in any more discomfort than necessary.

Mrs. Thompson, who helps sort waste material salvaged from ships, explained the various items of her weather-proof garments: "First of all, I have to wear this hard hat. That's to protect my head. And the dark glasses are for my eyes—they hurt because I got some fiber glass or something in them."

The white neck protector keeps the cold wind away from an aching molar, she added. Need for a rubber raincoat over a heavy jacket she thought was obvious, with skies "clouded up to rain."

Warm cloths around her legs kept the chilblains away and rubbers kept her feet dry. "And with these heavy gloves I'm not afraid of wind, rain or the salvage piles," Mrs. Thompson said.



Steamfitter R. D. Barmore is shown working on the boilers for the new Administration building. These boilers and the hot water tank were the only equipment that could be salvaged for re-use from the Administration building ruins. (Oregon Ship photo)

Finish Of Ad Building Scheduled January 22

(OREGON SHIP)—Construction on the new Administration building continued with shipbuilder rapidity this week, and completion is expected about January 22, according to the office of Roy Cook, design engineer. The building will be similar to the former structure, with minor changes made to

accommodate changing office needs, Cook said. About 50 per cent of the first floor framing was in place last Saturday and the Time department wing was roofed over and enclosed.

Some concrete pouring was necessary to level the foundations, Cook said. The vaults now standing will be re-used and the only salvaged equipment, the boilers and hot water tank, will be put into the new building. Cook pointed out that fire-proofing material will be used in large quantities.

Construction is being done by Wegman & Son, contractors. Plans were drawn up by Wolff and Phillips, architects.

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.

Art Museum Exhibits Eight Famed Paintings

Representatives of periods from the 15th century to the present, and of many countries, eight masterpieces of painting are now on exhibition at the Portland Art Museum. Included in the rare grouping are paintings by El Greco, Peter Brueghel the Elder, Corot, Renoir, Cezanne, Rousseau, Bellini and Rembrandt.

The exhibition is open to the public and will continue through January 1. Museum hours are from noon until 5 p. m. every day including Sundays, and on Wednesdays from noon until 10 p. m.

Sell License Plates

(VANPORT)—Applications for 1945 Oregon motor vehicle license plates are being taken at the Vanport Sheriff's office between 8 a. m. and 4 p. m. daily except Sunday.

100 Christmas Birds, 100 Cartons of Fags Put up to Help Sales

(OREGON SHIP)—"Turkey, turkey—who gets the turkey?" That was the chief topic of conversation in nearly all departments this week as bond buyers competed to win the gobblers offered in each department as prizes. One hundred turkeys and 100 cartons of cigarettes were contributed to

to be held December 29, and to purchase bonds that will entitle them to tickets in the welders' turkey contest. The department was allotted eight turkeys and 10 cartons of cigarettes. Chester H. Carter, welder, bought two \$1,000 bonds and a \$50 bond; Henry N. Turner, swing welder, bought a \$1,000 bond and a \$500 bond, and Louise Gibson, welder, bought a \$1,000 bond, the chief clerk reported.

Welders reported that bond buyers were "barnstorming the office" for information about their drawing, to be held December 29, and to purchase bonds that will entitle them to tickets in the welders' turkey contest. The department was allotted eight turkeys and 10 cartons of cigarettes. Chester H. Carter, welder, bought two \$1,000 bonds and a \$50 bond; Henry N. Turner, swing welder, bought a \$1,000 bond and a \$500 bond, and Louise Gibson, welder, bought a \$1,000 bond, the chief clerk reported.

Among departments who already knew their prize winners were the shipwrights, Pipe department and the Plate shop as their drawings were held on December 5 and December 10. A number of departments have scheduled their drawings for later in the month, ending with the welders' drawing on December 29.

Raffle Date On Gobblers Given 'Shift

(OREGON SHIP)—The following announcement was issued this week by Bond department officials:

Due to mechanical difficulties beyond our control, it has been deemed advisable to postpone the general yard turkey-affle for one week. Instead of the previously announced date of December 9, this drawing will take place on December 16. There will be three drawings, one on each shift. On day shift we will give away 15 birds, and ten each for graveyard and swing.

The regular green tickets given with each \$37.50 invested for the purpose of selecting the winners of the 66 \$50 war bonds given away by the company will also be used to select the winners of the aforementioned turkeys. In order to participate in this drawing, all war bonds purchasers who did not receive tickets with their bonds should stop at the bond booth and claim them. Only those purchasers who have deposited their stubs on or before 11 a. m., Saturday, December 16, will participate in this drawing.

At the shipwright awarding of prizes, on December 5, first to be held in the yard, turkey winners were F. B. Price, D. L. Morris and Albert Saccalen. Winners of cartons of cigarettes were R. E. Gorman, T. H. Wingar, S. T. Taylor, Tim Lavigue and W. V. Allen.

Winners of the \$100 bond prizes offered by shipwrights were W. E. Stevenson, A. Hanevold, Lee Vaspar, William S. Jacobs, Joe Rowman, Matias Ideota, Wilbur Clifford, F. Davis, Phil Jeanneret, E. G. Magget, V. W. Mitchel, L. F. Mossman, E. J. Soder, W. E. Diver, C. M. Kleen, G. E. Darr, J. J. King, F. A. Davis, Ivy Ball and B. K. Worrall. A fruit cake offered was taken home by H. Bartels. Also awarded were twenty-four \$50 bonds and thirty-two \$25 bonds.

The Marine department reported that C. E. Richards, graveyard machinist, who was so determined to take a turkey home to his oven that he bought \$1,500 worth of bonds, received a lengthy string of tickets, copped one of the feathered giants and a carton of cigarettes in the drawing held December 10. Other winners were George Barbeau and A. W. Vin'on for turkeys; J. Russell and C. W. Irvin for cigarettes.

WINNERS LISTED



For Women Only The only department at Oregon Ship that doesn't have any men in it is Master Files where all U. S. Maritime commission communications for the yard are copied and sent to 65 offices. Dorothy Parcher, supervisor, organized the department in 1942. Members of the staff shown above are: front row (left to right) Jerry Jones, Marie Valle, Dorothy Parcher and Pat Carmany; back row, Dolores Roy, Rosemary Lapham, Eileen O'Malley, Patsy Mead, Alice Conklin, Bonnie Blackburn, Jean Burrows, Thelma Rowe, Birda Sottlar. (Oregon Ship photo)



Three giant gobblers were among the prizes offered as shipwrights held their bond rally and prize-awarding program in front of their office during lunch-hour, December 5. The turkeys were among the prizes donated by Electrical Workers, Local 48. Shown above as they awarded the prizes are, left to right, Al Jensen, assistant superintendent, Byron Worrall, chief clerk; John Sutton, movie star and master of ceremonies at the show; June Theirl, office clerk; Hal Chase, Bond department official. (Oregon Ship photo.)