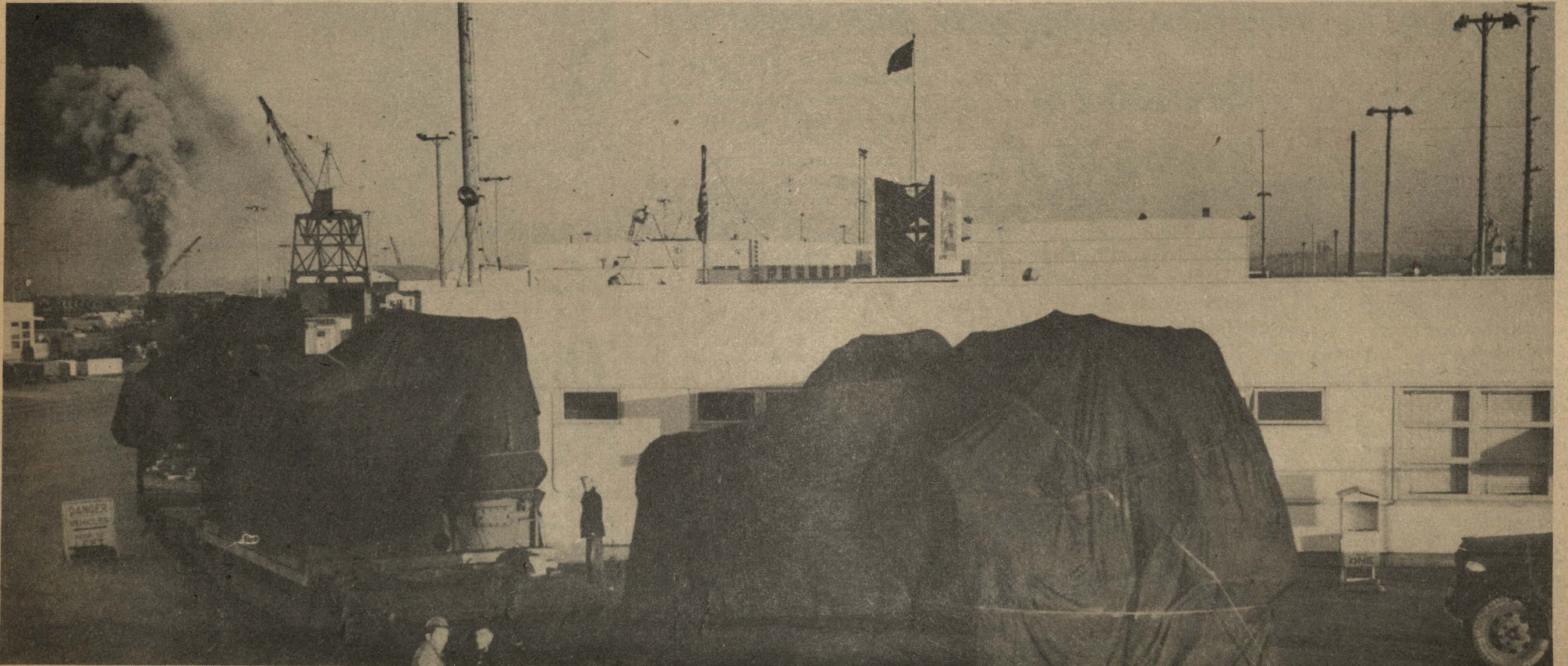


TURBINES RUSHED BY RAIL FOR OSC SHIPS

Story, Page 2



After Near-Record Run Here is part of the "blue flag" special freight train of 16 cars that was high-balled across the United States to bring vitally needed main gears and turbines to four Victory ships on the ways. The train-load is shown as it rolled past Oregon Ship's main gate.

"Ain't She Sweet?" Meet Mrs. Tillie Cain, below, file clerk in the OSC Recreation Center offices, picked as "pin-up girl" of the week. She was selected by W. J. Hicks, Bosn's Whistle glamor scout. She arrived here two weeks ago from Minneapolis.



Stuck In The Mud After the S.S. Appleton Victory, OSC's 400th Victory Ship, made her proud exit from the Ways festooned with banners and dripping with champagne, it became stuck in the mud at the entrance to the Outfitting basin. Yard Superintendent Russ Hoffman explained the basin was so full of ships that tugs towing the Appleton Victory maneuvered the vessel too close to the shore. Mooring lines were thrown ashore and a few hours later the Victory ship was pulled free. (Oregon Ship photo)

Train in Near-Record Run to Deliver Parts

(OREGON SHIP)—A string of 16 flatcars loaded with main gears and turbines rolled into Oregon Ship last week after what OSC expeditors described as one of the most spectacular transcontinental freight runs in railroad history. The elapsed time was 168 hours from Gardner, N. Y. to Port-

land. Due to the efficiency of John Nordgren, Les Farnum and Jack Cantwell, OSC expeditors in Washington, D. C., a serious delay in construction of Victory Ships now on the ways was averted. They secured authorization for a special train from the U. S. Maritime Commission regional office in Oakland.

Details of the dramatic cross-country run through blinding snowstorms was recounted by Lee Damon, OSC Traffic department chief, and Charles Reynolds, OSC chief expeditor. They gave all the credit to the eastern expeditors for the fact that the materials reached Portland in time to avert delay in Victory Ship construction.

GET ICC PERMISSION

Although the Maritime commission had authorized the special train, it was necessary to obtain permission to make the run from the Interstate Commerce commission. This authorization was given on Monday, January 15. At 12:30 a. m. the following day, the manifest freight train of 13 cars pulled out of Gardner, N. Y., on the New York Central railway, headed for Oregon Ship. Four additional cars were picked up at Cleveland, Ohio, and one car was sidetracked because of a broken brake rod. Sixteen cars were in the train when it left Cleveland.

Across the level plains of western Ohio, the train rolled, reaching Porter, Indiana, at 12:10 a. m. Wednesday, just 23 hours and 40 minutes after the journey began. The train then was turned over to the Elgin, Joliet and Eastern railroad, to be "high-balled" into West Chicago.

There the train changed hands again, leaving West Chicago via the Chicago & Northwestern at 10 a. m., Wednesday, for Council Bluffs, Iowa. After a brief stop in that city, while extension on the ICC special permit was obtained, the train speeded westward on the Union Pacific line, flying the special blue train flag. It arrived at Cheyenne, Wyo., at 1 p. m., Friday, January 19. It crossed the Continental Divide at near-passenger train speed, reaching Pocatello, Idaho, at 9:30 a. m., Saturday morning. The train reached the main rail junction at Reith, Oregon, at 7 a. m., Sunday, and pulled onto Oregon Ship yard rails at 9:45 p. m., Sunday.

FOLLOWED TRAIN MOVES

By Monday night, he added, the material had been unloaded, and the

train of freight cars had left the yard.

Throughout the week, OSC expeditors at both ends of the line had kept in constant touch with the train's movements ready to forestall an emergency, and "orchids are certainly due to the fellows in Washington," Damon said.

700 Riveters Needed For Ponton Work

(OREGON SHIP) "Rosie the Riveter" and scores of her sisters soon will go into action at OSC building 4000 aluminum pontoons for the U. S. Army. Russ Hoffman, general superintendent, stated that approximately 700 riveters will be needed to complete the \$12,000,000 contract. Many women trained on the job to handle rivet guns.

Other crafts which will be employed in ponton construction are small tool operators, grinders, drillers and buckers.

Two bays in the Assembly and

ANY OLD CLOTHES? 'THE BOSS' WANTS 'EM

All Kaiser workers who have any old clothes (that they aren't wearing) should be sure to save them. This week Henry J. Kaiser was appointed by President Roosevelt to head a drive to collect "usable used clothing" for Europe's destitute millions. The drive is scheduled to begin in April and will be directed by the United Nations clothing relief committee.

two bays in the Plate shop have been enlarged and enclosed for ponton construction. As soon as materials and machinery arrive the work will be started.

Hoffman explained that three types of riveting guns will be used in construction of pontoons. The work will be similar to that done so successfully by women in airplane plants. However, some of the riveting will be heavier than ordinary aircraft work.

The work in the Plate shop will be under the direction of Supt. Henry Hockett and Supt. Jack Anderson will supervise the Assembly work.

The schedule now calls for fabrication to start in the Plate shop about February 15. The first ponton material is to be delivered in the yard during the first week in February.

3912 Vets Employed; Turnover Rate High

War veterans are more restless than regular shipyard workers it was revealed this week by the Personnel department in a summary of payroll changes in the three Kaiser yards for December, 1944. During that month 986 veterans were added to the employment rolls of the three yards. At the same time, however, 995 veterans left the yard.

At the end of the month there were 3912 veterans employed in the three yards, which was nine less than at the beginning of the month. Based on an average employment during the period of 3916 this is a turnover rate of slightly more than 25 per cent, which is considerably higher than the yard as a whole.

The summary also revealed that over 57 per cent of the employed veterans are disabled and that their rate of turnover is slightly higher than the able-bodied veterans.

In breaking the summary down by yards it was found that Oregon Ship suffered the greatest loss of veterans during the month. At that yard 220 were hired and 406 terminated. At the end of the month there was a total veteran employment of 1136 compared to 1322 at the beginning.

Swan Island scored the greatest net gain, hiring 406 and losing only 220 leaving a total of 1010 at the end of the month or an increase of 144. Vancouver hired 352 and lost 319 for a net gain of 33.

Racial Books Offered

(VANPORT)—Several interesting books concerning the race question, with all its attendant problems, are recommended by the Vanport public library. They include: "What the Negro Wants" (Logan); "Earth and High Heaven" (Graham); "Some of My Best Friends Are Soldiers," and "The Black Book of Polish Jewry" (Halsey); "Guide for the Bedeviled"; "Prejudice: Japanese-Americans" (McWilliams), and "Group Relations and Group Antagonisms" (MacIver).



Groundhog? Yup, it's posed. The groundhog may or obligingly throws his shadow to demonstrate one important yard safety rule—"Don't ride the hook."

'Orphan' Finds Folks, Frets for Sick Friend

(OREGON SHIP)—The thrill of discovering that she is not an orphan, as she thought, and the surprise in finding that all her life she has gone under a name which in reality was not her own are mitigated by worry for Mrs. Shirley Nielsen, 18-year-old Oregon Ship welder's helper. Always in her

thoughts these days is 78-year-old Denny Beebe, the friend who has looked after her throughout her topsy-turvy life. Beebe is seriously ill at the Multnomah county hospital, and, until he recovers, Mrs. Nielson is concerned chiefly with daily visits and any other kindness which can cheer him.

Three months after she was born to Mr. and Mrs. George Mays in Port Huron, Michigan, and christened Margaret J. Mays, Mrs. Nielsen's parents, for some still undisclosed reason, gave her to Mrs. Maureen Brown.

As Shirley Brown she lived her early childhood, and in the company of Mrs. Brown and the latter's cousin, Beebe, came to Portland in 1934. After Mrs. Brown's death in May, 1938, the court informed Shirley that "she needed a mother's care," and she was placed in various private homes as ward of the court.

Beebe, in the role of unofficial guardian, made a living doing odd jobs, but constantly maintained contact with his young friend and saw her as frequently as possible under regulations of the court.

The girl graduated from Creston grade school and attended Franklin high school two years, prior to her marriage to Robert Nielsen, former Oregon Ship shipwright who now is a sergeant in the army.

The young couple saved enough money to purchase a cabin and 10 acres near Orient, where they lived until he was called into service.

Then the young wife sought employment, and wrote to a newspaper in Port Huron in an effort to secure

required birth certification. In the ensuing correspondence, Probate Judge Clair Black of Port Huron advised her of the missing chapter in her life, and she found that she



MRS. SHIRLEY NIELSEN

has a mother, a step-father, Edward Edie, two sisters and two half-brothers in the Michigan city.

In December, 1943, Mrs. Nielsen met and visited with her family when she was returning from Fort Bragg, N.C., where her husband was stationed then.

However, picking up the threads of her background undoubtedly will be delayed while her life-long best friend, Denny Beebe, is ill.

Because, Mrs. Nielsen realizes, the grand old man who was a father to her throughout her "orphan" years is worthy of all attention she can give him.



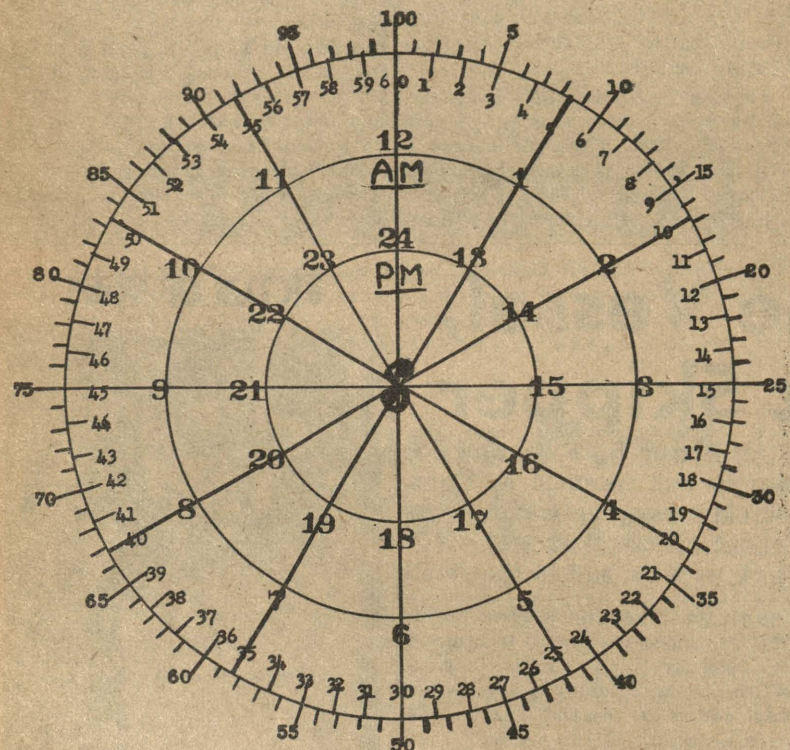
"Gee, Maisie, I'm discovering that carrying all the conveniences in my lunch box has its disadvantages, too!"

3-YARD SCOREBOARD

	OREGON			VANCOUVER				SWAN ISLAND	
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	C-4 TRANSPORTS	TANKERS
KEELS LAID	322	62	30	10	30	50	31	12	126
LAUNCHED	322	51	30	10	30	50	31	0	118
DELIVERED	322+8 VAN	40	30	2	30	50	31+3 CONV.	0	113+6 FLEET OILERS

NAVY LINGO SIMPLE Time Cards Explained

(OREGON SHIP)—Why time cards show 17.50 instead of 5:30 p. m. when 9 a. m. shows as 9.00 has long been a debatable matter to many OSC workers. An occasional late-sleeping employe, finding his card marked 9.25 instead of 9:15, has misunderstood the system and complained that the clock docked



Looking like a table for reading signs of the zodiac is this chart designed by F. W. Schmiedeberg, supervisor of materials transfer department. The chart is designed to explain the intricacies of computing naval time used in the time clocks throughout the yard.

him an extra ten minutes. This week a chart was designed by F. W. Schmiedeberg, Materials transfer department, that shows the operation of the time-clock, reveals the secret of the revised numbers—Oregon Ship time cards operate on the principle used by the navy.

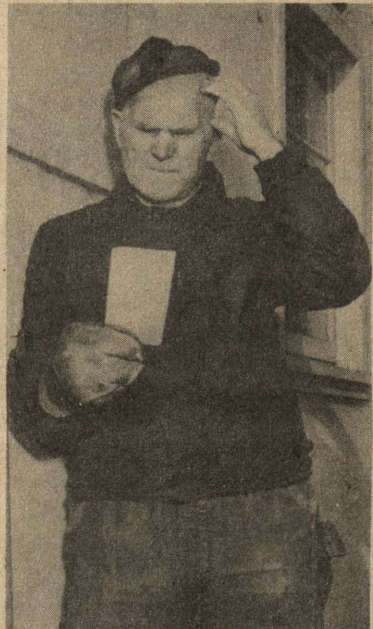
"Once understood, the time chart is not confusing," declared C. R. Stanley, Time department head. "The use of the navy system of dividing an hour into decimal hundredths is far simpler for making out time cards and keeping records than if minutes were used."

SYSTEM EXPLAINED

Stanley, who has other and more elaborate charts showing principle of the time clock, approved Schmiedeberg's design which is explained as follows: The outer circle is divided into both hundredths and minutes; the second circle shows a. m. hours; the third circle the p. m. hours, which continue from 12 to 24.

To find a p. m. hour as it would show on the clock, for example, 4:27, Schmiedeberg suggested this method: Find the hour on the a. m. circle. The figure on the p. m. circle across from that hour is the p. m. hour as it will show on the time card, in this case, 16. Since the 27 part of 4:27 p. m. is minutes, locate that number on the minute circle. The number across from it is the figure in hundredths as it will show on the time card, in this case, 45. Therefore, 4:27 p. m. will show as 16.45 on the time card.

"Admittedly, at first glance, the system appears involved," Stanley said, "but the I.B.M. machines used in figuring payrolls operates on the decimal system with no means for distinguishing a. m. from p. m. By using 24 numbers instead of repeating 12 for the day and night hours, day and night shifts can be separated instantly, and considerable time is saved."



J. C. Peterson, while sweeping around the First Aid building, takes a minute out to ponder the figures that appear on his time card—figures that appear to have no relation to solar or any other time.

Social Hygiene Day Discussion Scheduled

The currently pertinent problem of venereal disease will be discussed exhaustively in an all-day session February 7 at the Multnomah hotel, Portland, on the occasion of National Social Hygiene day.

Chairman of the program committee is F. G. Scherer, director of the division of social hygiene education of the Oregon Tuberculosis association. Cooperating agencies are the American Social Hygiene association, the division of social protection of the Federal Security agency, the Oregon state board of health, the University of Oregon Medical school and the United States Public Health service.



Direct Hit Ample proof that the manpower and supplies conveyed across the Pacific in Kaiser-built craft are being put to good use is this official navy photo of action in Manila bay. Bombs rip Jap warehouse, shipping and quay in the port of the Philippines capital city. (Official U. S. Navy photo)

HIGH COST OF WAR

If you think your cost of living is high, check some of these figures on the weekly cost of winning the war. Data from National Industrial Board.

For one week (during December, 1944):
 Ship Production—365,000 tons.
 Electric Power Output—4,614,000 kilowatts.
 Steel Production—1,688,000 tons.
 Engineering Construction—\$25,638,000.
 Coal Production (Bituminous)—11,000,000 tons.
 Petroleum Production—4,723,000 barrels.
 Lumber Production—160,000,000 board feet.
 Total Car Loadings—782,387.
 Total War Costs—\$1,568,000,000.

Swan Welder Beats Record For T-Bars



(SWAN ISLAND)—Welding 40 feet of vertical T-Bar in port tank three, Willard Cochran, Swan Island ways welder on day shift, set a record that broke the best efforts of welders at the Alabama Drydock and Shipbuilding Company. Cochran's time was 4:28 while the best recorded time from the southern yard was 4:55. Incidentally, Cochran's home state is Alabama.

Coast Shipyards Set Vital 3-Year Record

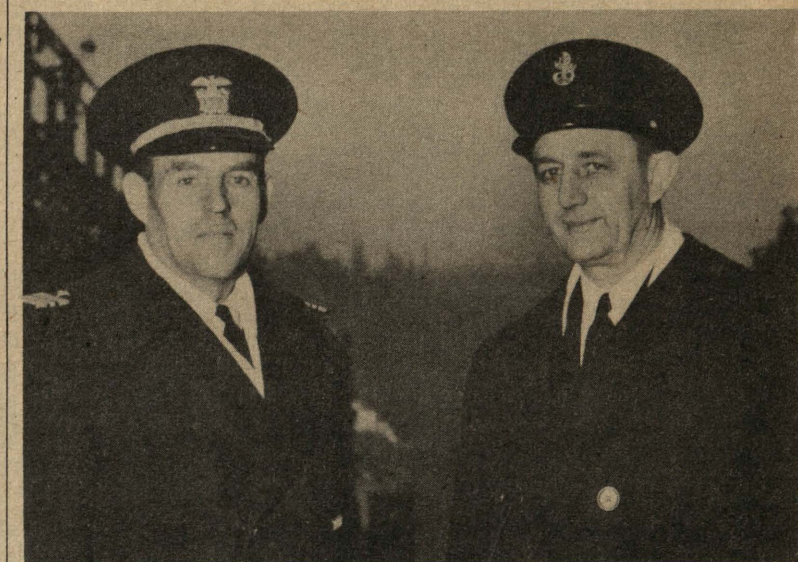
In three war years Pacific coast shipyards have built a great fleet—2000 ships—which is far in excess of the pre-war tonnage of the entire American merchant marine, according to the monthly review of the Federal Reserve bank of San Francisco. Coast shipyards, in this accomplishment, expanded employe rosters to a figure of 500,000 and still are employing more than 400,000 persons. Employment in 1939 was only 7000.

Now, with the war apparently drawing to a successful conclusion in Europe, the industry faces an increasingly difficult problem in holding its work force—despite the fact that completion of the European job and conquest of Japan depends in large part upon continued industrial efficiency.

The Federal Reserve report pointed out that the merchant marine shipbuilding record was in addition to a substantial volume of new con-

struction for army and navy, and an increasing stream of repair work on ships of all classes.

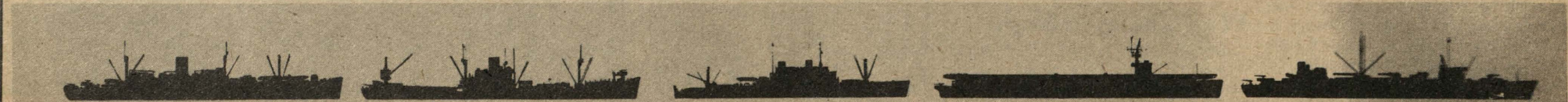
Although the review concludes that new construction in private shipyards probably has passed the peak, it emphasizes that the importance of repair work is increasing steadily and more than 5000 merchant ships have received major repairs at west coast shipyards in the past three years. Furthermore, the report indicates that current backlog of orders probably will carry most of the larger yards well through the current year.



Plan Naval Trips Lieut. Commander Joseph T. Graham (left), west coast special events representative of the industrial incentive division of the Navy, is shown with Chief Petty Officer Fred Huebner, Oregon navy incentive officer, at the launching of the S.S. Appleton Victory, OSC's 400th Victory ship. Commander Graham came to Portland to arrange a series of three-day cruises for labor and management officials on various type vessels built in this area.

KNOW YOUR MERCHANT FLEET

(No. 5 of a series describing 30 different types of merchant ships)



C3-S1-A3 — Transport type. Length (over-all), 492'. Beam, 69'6". Draft (loaded), 28'6". Cruising radius, 13,800 miles. Net tonnage, 8,605. Dead-weight tonnage, 7,529. Shaft horsepower, 8,500. Propulsion, turbine.

C3-S1-B1 — U. S. S. Chantelaur. Used as seaplane tender. Length 492'. Beam, 69'6". Draft (loaded), 23'. Cruising radius, 10,272 miles. Deadweight tonnage, 7,272. Shaft horsepower, 8,500. Propulsion, turbine.

P1-S2-L2—Passenger type of special design. Length 414'4". Beam 56'. Draft (loaded), 18'. Cruising radius, 9,200 miles.* Dead-weight tonnage, 1,877. Shaft horsepower, 8,000. Propulsion, turbine. *Estimated distance.

S4-S2-BB3 — Aircraft carrier escort.* Length (lwl), 490'. Beam, 65'. Draft loaded (no figure). Indicated horsepower, 9,000. Propulsion, reciprocating steam. *Designed exclusively for the United States navy.

CA-S-A1—Designed as troop ship. Length (over-all), 522'10 1/2". Beam, 71'6". Draft (loaded), 32'. Cruising radius, 14,560 miles. Net tonnage (no figure). Dead-weight-tonnage, 14,600. Shaft horsepower, 9,000. Propulsion, turbine.



"It's the shadow that counts," says Ben Adams as he advised office clerks Violet Saville, June Theirl and Kay Lane on Ground Hog day procedure. Adams is shown above demonstrating technique of digging up a ground hog in case the animal should prove stubborn at predicting the arrival of spring. Confronted with the scarcity of ground hogs at Oregon Ship, Adams said he believed a wharf rat would serve the same purpose.



Going all-out for Valentine's Day as their celebration day for February, Outfitting dock workers picked Rosie Picknor as a sample of the bright eyes and winning smiles they claim make "all the girl welders on the dock valentines the year around."

SPECIAL DAYS LOOM February 'Big' Month

(OREGON SHIP)—Today, February 2, is Groundhog day. Whether the little animal sees his shadow or not, the day is the first of February's parade of special events and holidays, for bankers, if not shipyard and other industrial workers. Although Oregon Ship workers will continue to build ships six days a week through the month, there will be no ban on festive spirit and each commemorative day will be given attention in lunch hour activities.

Leading off the parade this week were three office workers from Ways 4 and 5: Violet Saville, electricians; June Theirl, shipwrights; and Kay Lane, welders. The three girls met on the yard's "waterfront" to hear Ben Adams, burner layout man, explain by demonstration the principles of ground hog habits.

INTERPRETATIONS DIFFER

Said Ben Adams, (quoting Webster's dictionary). "A groundhog is either a woodchuck or an aardvark, depending on whether you live in North America or Africa. In Africa," Adams continued, "groundhog day seldom is celebrated because there the animal grows to be five feet long and is not a creature to be fooled with."

Woodchucks are not seen frequently in the environs of Oregon Ship, so the girls prepared to watch for the appearance of a wharf rat on Adams' assurance that the rat's shadow would predict as accurately the coming of spring.

Though Outfitting dock workers claimed to scorn the animal's predictions, claiming, "we're going to have weather, whether or not," dock welders turned their attention to Valentine's Day, February 14. Guided by Jerry Leva, chief clerk, they selected pert Rosie Picknor as a sample of "the lovely Valentines we have around here the year 'round."

Edison's birthday, February 11, was not expected to rouse any comment and no one, queried about Lincoln's birthday, February 12,

could think of any appropriate symbol for the event.

FANCY DOIN'S PLANNED

However, Washington's birthday, February 22, offered several opportunities for celebration. Cherry pie would be a lunch-time high note in the Hull Materials office, according to Ruth Niles, chief clerk.

"Hull Materials always celebrates everything with something special in food. From New Year's to Christmas, any excuse finds us bringing cake, pie, or ice cream for lunch parties," she declared.

Sixth day of commemoration for February is Ash Wednesday, also February 14. The day marks the beginning of the Lenten season, and will be observed without fanfare by many a devout Oregon Ship worker.

Need Passenger Ships

Before the war America had 141 ships in passenger and passenger-cargo service. An even larger number will be needed in peacetime. Contracts for new passenger liners and coastal cargo ships are expected to go to the shipyards with the best wartime production records.

War Changes Goal

The U. S. Maritime commission's original program, mapped in 1938, called for the construction of 50 ships annually for a 10-year period. Since the war, the goal has been raised to more than 2,000 a year.

CARD OF THANKS

To our friends of Oregon Ship: Your kind expressions of sympathy and beautiful floral offerings were deeply appreciated and gratefully acknowledged.—Mrs. Girtha Blanchard and daughter.

Henry Loos Wins Honest Man Honors

(OREGON SHIP)—For returning a billfold containing a large amount of cash within an hour after she had lost it, Al-mira Smith, machinist helper, nominates Henry Loos for some special roll of honor.

She put the billfold in her hip pocket, and when she sat down in the bus, it slipped out into Loos' shopping bag. Loos, an OSC buffer, turned the billfold in at the Guard office with all its contents intact, shortly after leaving the bus.

The WORKER SPEAKS



Launching Too Short

Sir: The Public Relations department and the U. S. Maritime commission owe the shipwrights and the City of Green Bay an apology for putting on such a lousy launching. We like to break shipbuilding records but let's be fair to our out-of-state employees.

I am an Oregonian and have worked here more than two and a half years and it was the first time I ever had guests at a launching, and to come out and witness a six and a half minute affair is a disappoint-

ment. Yes, Oregon Ship can be proud of its shipbuilding record, but ashamed of its record on January 9, 1945.—An OSC oldtimer.

Musicians Praised

Sir: I suggest that a word of appreciation be given to our friend Bob Bateman and his band for their fine work in connection with the infantile paralysis drive. The weather was bad all week, but the boys played and played on all three shifts. This was a job well done.—Harold Reif, vocational training supervisor.

Liberty Fine Vessel, Says Arctic Skipper

(OREGON SHIP)—To many an Oregon Ship old-timer, a story of 20 months in Arctic waters told recently by Capt. Robert Berg, will recall "the good old days when we built the Libertys," and his statements about his command, the S.S. Henry Failing, will affirm the faith workers had in the small cargo vessels. "She handled like a yacht," was Captain Berg's first statement. "I've been in command of both passenger and freight ships for 23 years through some of the most difficult waters in the seven seas, and the Failing swung to the helm better than many of them."

Captain Berg knows at first hand how a ship handles, since he carries his own pilot's license for Alaskan waters. At one time he took the Failing through the inland passage, experiencing no difficulty along the tricky course, he said.

GALE WITHSTOOD

"The Failing stood up perfectly in every kind of weather," Captain Berg declared. "At one time, while in port, she swung in the teeth of a 116-mile gale."

Tremendous seas failed to start a crack in the hull or twist the vessel from her true line, he added. "I don't spare a ship on an important mission," he said, "and frequently she took green water right in her gun tubs over the bow. We saw such heavy seas that we had to enlarge the drainage holes in the gun mounts to let the sea drain off."

Many times, the captain declared, it was necessary to force the ship to over-speed limits but the engine responded without murmur.

"She was a good ship," Captain

Berg said, "and like a good horse, she responded to careful treatment. We took care not to slap her bottom on the troughs during a high wind, and generally treated her to the care necessary for any ship."

Captain Berg returned to Oregon Ship to take command of the S.S. Kodiak Victory. It was his first command of the AP-3 type ships and he said he was anticipating even better things from the larger vessel.

Burners Plan Dance

(OREGON SHIP)—Encouraged by their well-attended dance some weeks ago, the burners announce they will hold another at 9 a. m. Saturday, February 3, in the Norse hall, SE 11th and Couch streets. Music will be by Mickie Weston's orchestra.

18 Billions For Ships

America's investment in ship construction will reach \$18,000,000,000 before the middle of 1945.

5500 Ships in 1946

At the start of 1946, America will have some 5500 merchant vessels weighing some 57,500,000 tons. Nearly half of these will be Liberty ships.

VICTIM OF HUNS



(OREGON SHIP)—Lieut. John Shanafelt, who commanded a tank platoon in the first penetration of the Siegfried line, is shown addressing day shift OSC workers last Saturday. Lieutenant Shanafelt was seriously wounded during the first push into Germany.

"Despite the advances of the Russians and the progress our troops are making, none of the boys on the western front believe the war is anywhere near over," he declared. "We may not see Berlin for months. Everybody on the home front should take this attitude and maybe they will be pleasantly surprised."

Lieutenant Shanafelt is under treatment at Barnes General hospital, Vancouver. He is a native of Seattle and a graduate of the University of Washington. Before entering the army, he was a reporter on the Daily News in Washington, D. C.



Signs Of The Times If Supervisor George Tilling and his OSC Facilities Paint crew ever set out to "paint the town" they will be backed by plenty of experience, for there is hardly any part of the big Oregon Ship plant to which they have not applied their brushes. Shown with some of the signs they produced are: front row, (left to right) Andy Anderson, Glenn Rash, Joe Byers and John Carlson; center row, George Tilling, Paul La Made, Syver Taug and Dolph Taylor. The two other painters are Mike Holms (left) and Tony Zimmerman. (Oregon Ship photo)

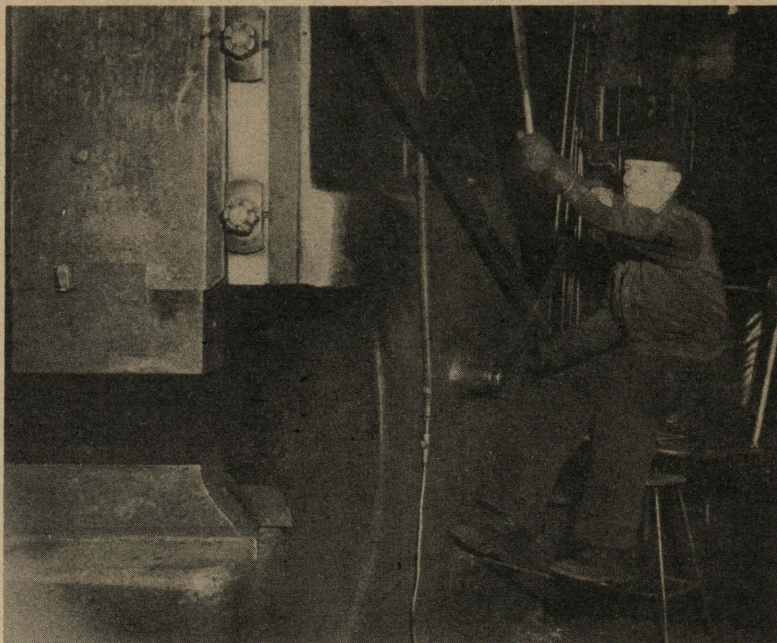
Heavy Hammer Operator, Forger Have Unique Jobs

(OREGON SHIP) — Among the 32,000 workers at Oregon Ship, it is a unique distinction to be able to say, "I'm the only worker in my craft in the yard on this shift." But that is the claim that can be made by both C. Norgard, heavy forger, and his team-mate Bill Jeffrey, heavy hammer operator. Both men are located in the Blacksmith shop, where to the sound of roaring blast furnaces and clanging hammers they forge and hammer solid-steel pieces for a variety of purposes in the yard.

The heavy pneumatic hammer used by Jeffrey and Norgard has a striking power of 36 tons, beats red hot steel into shape by repeated poundings. With careful teamwork the two men time their movements so that pieces are shaped with exact precision. Jeffrey operates the handle that controls the hammer while Norgard holds and turns the steel under the hammer-blows.

"Change of weather is the thing we dread most," Jeffrey said. "Moisture forms in the air that motivates the hammer and its action gets a little uncertain at times." Both men are highly skilled at their trades.

Similar teams also work on swing and graveyard shifts. Various smaller hammers are also in use in the Blacksmith shop but none has the "heavy" rating that distinguishes the work of Jeffrey and Norgard.



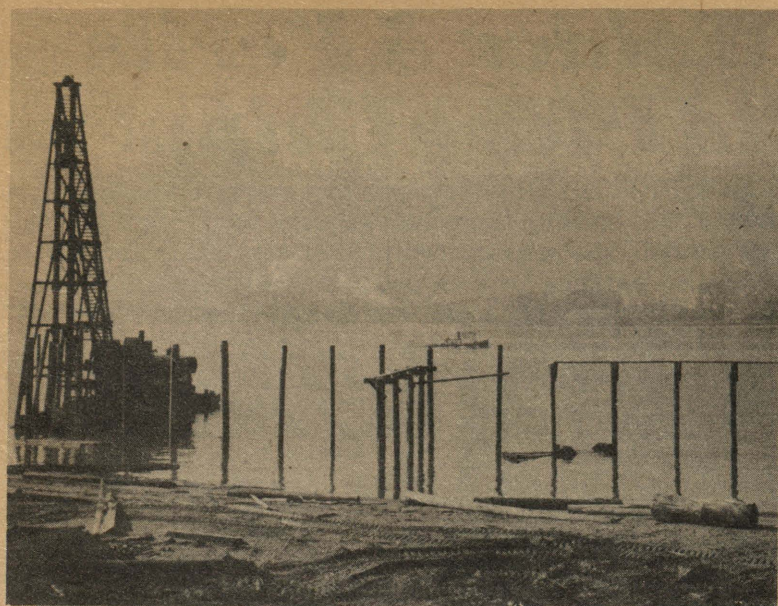
Bill Jeffrey, seated by the side of his giant hammer, controls the levers that cause the hammer in the left foreground to strike repeated blows with varying speed and weight.



Holding a red-hot piece of steel on the bed of the heavy hammer, C. Norgard, heavy forger, watches the piece intently, turning and moving the future slab-dog so that the hammer blows strike in the precise spot needed for precise formation.



Here is the blast furnace where steel pieces are heated until they are ready to be hammered into shape. The furnace, heated by diesel oil under pressure, supplies the team of Jeffrey and Norgard with softened steel ready for the rapid tattoo of their heavy hammer.



Here is the site where construction began last week on the installation of four dolphins to be used as ship's moorage for vessels awaiting outfitting. The location is at the northwest corner of the outfitting basin and lies within the harbor limits of Oregon Ship's boundaries.

New Mooring Posts Line Edge Of River

(OREGON SHIP)—Installation of four "dolphins" along the river's edge north of the Outfitting basin was nearly completed this week. When finished, the groups of pilings will afford extra space for berthing Victory ships now held at nearby docks while awaiting their place in the yard's Outfitting program. Each "dolphin" consists of 18 logs driven into the riverbed, according to Jack Donnelly, chief field engineer. When lashed together with cables the pilings will afford secure mooring posts for tying vessels. Work of pile-driving has been done by the Portland Tug and Barge company, in conjunction

with Oregon Ship's field engineers, Donnelly said.

The mooring posts, planned to be a permanent part of the yard, are connected with the shore by catwalks. Designing of the job and the layout was done by the office of Roy Cook, chief design engineer.

NEW-HIRE TELLS OF WAR WOUNDS CIVIL WAR TYPE



DANIEL JONES

(OREGON SHIP)—One hundred and one years and several months is the record of longevity claimed by Daniel Jones, janitor on swing shift, recent hire at Oregon Ship. In spite of a youthful appearance that belies his age by half a century, Jones carries a certified affidavit of his birth date as proof for skeptics, showing that he was born in Alabama on August 26, 1843.

"Sure I remember the Civil War," Jones stated. "Didn't I enlist in the 163rd regiment? I was wounded at Fort Sumter, and I well recollect the morning of April 18, 1865, at 9 p. m. when the proclamation was made about freeing the slaves."

Other memories Jones claims include the capture of General Robert E. Lee at Appomattox and conditions in South Carolina during his stay there until "the fifth year after freedom." He came to Oregon in 1943 as he passed the century mark.

"When this is over, I'm not going back South," he said, "I'm going on up the road a piece. I like this Northern country." And by the way he feels now, he declared, he might live another hundred years.

CARD OF THANKS

To Orvil's many shipyard friends: Your kind expression of sympathy is deeply appreciated and gratefully acknowledged. In tribute to our beloved husband and father — Mrs. Orvil Hutchinson and children, Gary, Darlene, and Sharon.

BOSN'S WHISTLE

Published for the 32,000 employees of the Oregon Shipbuilding Corporation.

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Honor Roll Four OSC workers this week laid claim to the Bosn's Whistle's unofficial hall of fame. One is a presentee with a lengthy work record, the three others are Gallon clubbers, members of the Red Cross Gallon club for blood donors. Left to right, Ralph Merchon, engineer; D. S. Fleming, marine machinist; L. R. Marshall, Unionmelt. Presentee is A. M. "Pop" Nordt, time department, who marks two years on February 18.

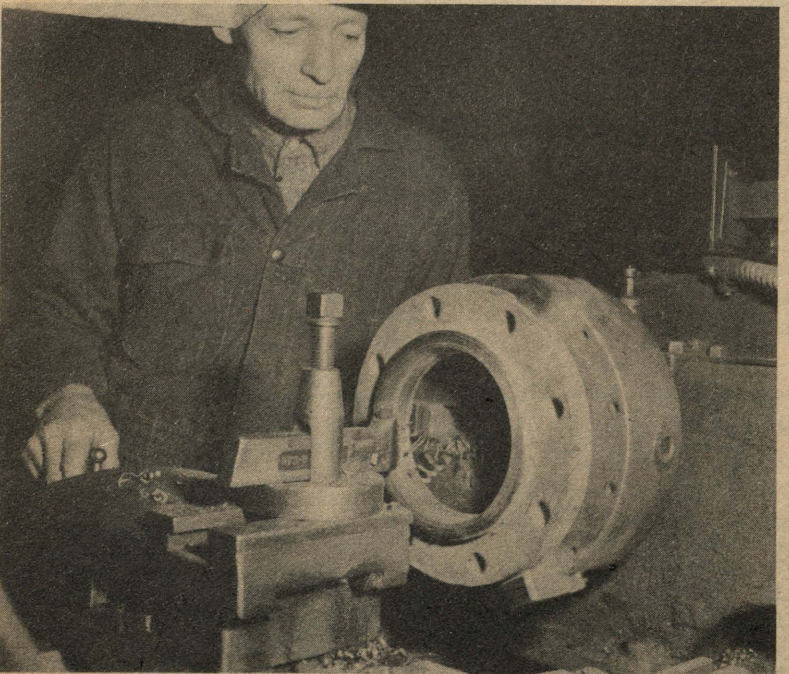
Mariner Visits Yard

(OREGON SHIP)—Jake Renner, former OSC warehouse employe, now in the merchant marine, visited friends in the warehouse recently on a 23-day leave after six months of active duty in the South Pacific. Renner left the yard in June, 1944. He is one of six brothers in the armed forces.

CARDS OF THANKS

We wish to express our gratitude for the many kindnesses shown by fellow-workers of Oregon Ship after the death of our cousin, Vess Day—Mr. and Mrs. Dewey Sparks, Labor department on Outfitting dock.

I wish to express my appreciation and thanks to the workers of Oregon Ship who contributed to the wonderful collection given me after my recent absence from work.—Anne Crep, burner on Way 3, graveyard.



Curl Maker The steel curls made by R. F. Neuman, machinist, are strictly incidental, he says, to the job at hand. Neuman is shown above boring out a flange with a boring bar on his 16-inch lathe in the machine shop. Neuman, an experienced machinist, has been at OSC about two years, claims "they keep me busy all the time" with facing and boring flanges and sleeves for pipe.



Swan Island's Globetrotters Not to be confused with the nationally famous Harlem Globetrotters, is this basketball team from Swan Island. However, they do lead the Swan Island departmental league with three wins and no losses. From left, W. Gordon, A. Rosoff, R. Turnbull, H. Gabert, A. Frank and Q. Cooper. (Swan Island photo)



Saving Gasoline? When you don't have gas enough to go duck hunting, let the ducks come to you, seems to be the principle that Mark Antonich, Vancouver guard chief, follows. Antonich takes a close bead on a few back of the Administration building. (P. S.—They were decoys planted there by Antonich to emphasize the weather was a bit "unusual" recently!)



Pin-Buster A leading bowler in both Swan Island leagues is John Owens, who does his rolling for the two Chipper teams. Owens has a 168 average at the Hi-Way alleys and 171 at the Boilermakers'.

Leadman by Day Bowler at Night



'SKEETER' LAURINE
Here is Z. E. "Skeeter" Laurine, chipper leadman at Oregon Ship by day, ardent bowler by night. Laurine rolled a 220 January 24 to show part of the reason why his team, Chippers No. 2, is climbing out of the cellar and giving real threat to higher league teams.

'Trotter Quintet Wins 3d Straight

	W.	L.	Pct.
Globetrotters	3	0	1.000
Scorpions	1	1	.500
Pipe Shop	0	1	.000
Crane Operators	0	2	.000

(SWAN ISLAND) — The Globetrotters increased their lead in Swan Island's departmental basketball race to a full game last week at the Swan gym by running roughshod over the last place Crane Operators, 48 to 20. The winners led at halftime, 27-11. Harold Gabert, league's high scorer, again paced the winners with 19 counters.

In the only other game of the week, Erection-Scorpions took undisputed possession of second place with a close 24-18 win from the Crane Operators. The winners led at halftime, 10 to 7. Bryce and Ray of the Scorpions and Webb of the Crane Operators, tied for high point honors with six apiece.

Townleyites Pace Vancouver Loop

(VANCOUVER) — Vanship's battling bowlers, the Townley Way 9 team, gained league supremacy in the last ten-pin contest when they defeated Duncan's Way 8 team, two games of three, at the Boilermaker's Alleys in Portland.

Oscar Brenna, scoring 233, prodded the Duncan team to a win by 14 pins in the first game, but weakened in his third game, scoring 233-207-155, total 595, handicap 39, for a total of 634.

The Specialists, after losing the first game by 3 pins, took the next two from Horn's Painters. Two games won from Waddington's Layout put the Supervisors into a tie with their opponents. Standings:

	W.	L.	Pct.
Townleyites	35	16	.686
Duncaners	33	18	.647
Layouts	23	28	.451
Supervisors	23	28	.451
Painters	20	31	.392
Specialists	19	32	.372

At the season's midway point, the following top respective divisions (including handicaps): High individual game, Randol, 251; high series, Minoggie, 660; high team game, Layouts, 1086; high team series, Townleyites, 2947.

Welder 5 Perils 2d Place Chippers

(OREGON SHIP) — With only nine meets left in the series, Oregon Ship bowling teams met January 24 to begin the final pull towards the prize money offered top teams and top individuals. Battling took on extra heat with each man striving to make every pin count, and five joining the "Over 200"

OREGON SHIP BOWLING LEAGUE			
	W.	L.	Pct.
Pre-erection	45	15	.750
Chippers No. 1	41	19	.683
Welders	39	21	.650
Shipfitters	33	27	.550
Gun Shop	32	28	.533
Sub-assembly	30	30	.500
Chippers No. 2	13	47	.217
Gadget Shop	10	50	.167

club for the night. Top maple-busters were Raymond, Gun Shop, 200; Redding, Gadget Shop, 201; Heilman, Shipfitters, 205; Laurine, Chippers No. 2, 220; Friesheim, Chippers No. 1, with a string of 240, 213, 204, and a new high individual series with a 657 total.

A new high team series was rolled by chippers No. 1, who chalked up a 2882, running out in front of Shipfitters, 2855, and Welders, 2818. Trailing Friesheim's high 657 were Heilman, Shipfitters, 640, and Brockel, Welders, 583.

Pre-erection, league-leaders, still held top rank for high team game with 1035 trailed by Chippers No. 1, 1016, and Gun Shop, 992. All individuals and teams in the top three brackets are in line for prize money if no upsets jostle them out before the final playoffs.

Leading the forty-odd players for individual averages are Heilman, 168; Sabah, Pre-erection, 167; Friesheim, 164; Raymond, Gunshop, 164; Patchin, 162; Schoenbeck, Chippers No. 1, 162; Stover, Pre-erection, 156. Scores:

Welders, 866, 832, 881—2579; Gadget Shop, 844, 799, 820—2463.
Chippers No. 2, 611, 772, 690—2073; Shipfitters, 672, 721, 722—2115.
Pre-erection, 943, 879, 825—2647; Gun Shop, 820, 880, 857—2567.
Chippers No. 1, 985, 946, 951—2882; Sub-assembly, 804, 792, 788—2386.

Painters-Dock Jump Farther Out Front

(SWAN ISLAND) — Painters-Dock increased their lead in Swan Island's 16-team bowling league to three games last week at the Hi-Way alleys by taking a two of three decision from the Electricians while second-place Sheet Metal lost two games to a red-hot Trial Crew. Sheet Metal won the first

SWAN ISLAND LEAGUE			
	W.	L.	Pct.
Painters-Dock	39	15	.722
Sheet Metal	36	18	.666
Pipefitters	34	20	.629
Plate Shop	30	24	.555
Welders-Dock	30	24	.555
Main Machine Shop	30	24	.555
Chippers-Dock	29	25	.537
Painters-Yard	29	25	.537
Electricians	29	25	.537
Clerical	29	25	.537
Trial Crew	25	29	.463
Outfitting	20	34	.370
Welders-General	19	35	.352
Machinists-Dock	19	35	.352
Welders-Ways	18	36	.333
Shipfitters	16	38	.296

game with a 996 score, but Trial Crew came back with scores of 1042 and 1040, respectively, to come within four pins of tying the league record of 1046 pins set by Chippers-Dock. Trial Crew's three-game total of 3,005 pins set a new league series record, breaking Painters-Dock's previous score of 2,946.

W. Thompson, Trial Crew anchor man, led individual bowlers with a 232 single and 590 series. Teammate R. Stratton had a 208 single while Jack Smith rolled a 548 series. Other good scores were: Al Remlinger, Sheet Metal, 541 series; J. Jones, Welders-Dock, 210; Toby Mendelson, Main Machine Shop, 203 single, 549 series; Hack Cypcar, Welders-General, 200, and Frank Schmidling, Welders-Ways captain, 531 series.

TANKER LEAGUE			
	W.	L.	Pct.
Burners	8	4	.667
Erection-Scorpions	7	5	.583
Engineers	7	5	.583
Erection-Sharks	6	6	.500
Tank Test	6	6	.500
Chippers	2	10	.167

Rolling a 1001 single and 2952 series, gave the Burners three straight games from the Chippers, weekly honors, and first place in Swan Island's Tanker bowling league. In other games at the Boilermaker alleys, Erection-Sharks whitewashed Tank Test and the Engineers trimmed Erection-Scorpions in two of three.

Individual honors were won by Nelson, Burners, with a lusty 223 single and a 569 series. Other high scores were turned in by G. C. Berg, Chippers, 200 single, and John Owens, Chippers, 211 single, 530 series. The Burners' cause was aided by Wallace's 201 single and 566 series, and Fred Epeneter with 209 and 563. Lamb, Sharks, had a 206 single, as did team-mate Chaplin. The former had a 551 series and the latter a 564.

WOMEN'S LEAGUE			
	W.	L.	Pct.
Gremlins	7	2	.777
Bachelor Girls	6	3	.666
Welder-Wildcats	5	4	.555
Toilers	4	5	.444
Sparkies	3	6	.333
Scorpionettes	2	7	.222

The Gremlins went to the top in Swan Island's woman bowling league last week at the Oregon alleys with a two-out-of-three win from the Scorpionettes while the Bachelor Girls, last week's league co-leaders, were dropping two games to the first-half champion Toilers.

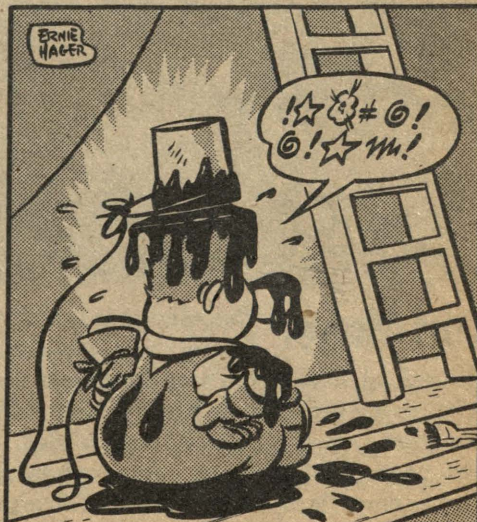
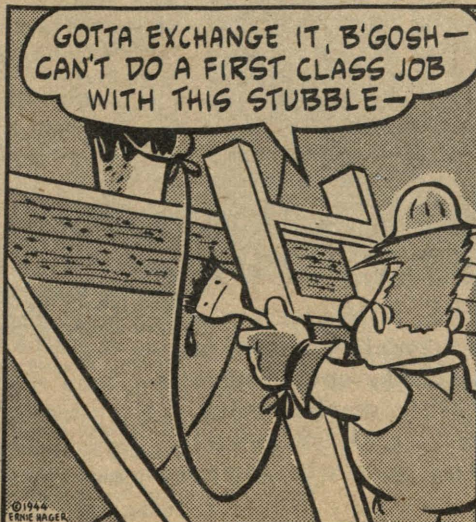
Kay Muller, Toilers captain, and Roma Rolston, Gremlin captain, led individual pin-busters. Muller had a 174 single and Rolston a 474 series. Toilers had high team game and series, 863 and 2781.

SCHMIDLING IN

(SWAN ISLAND) — Frank Schmidling, one of the top pin-busters in Swan Island's two bowling leagues, last Sunday qualified for the final round in the Oregon-Central bowling tourney. Schmidling had a 999 for the first round, a 1095 for the second and 1058 pins for the finale, which placed him in the select 16 for championship honors.

Stubby Bilgebottom

By Ernie Hager



They Were There!

Collier's Magazine has granted special permission to reprint the following condensation from its recent story of the Vancouver carriers Fanshaw Bay, Kitkun Bay, St. Lo, Gambier Bay, White Plains, Kalinin Bay and seven small screening vessels that fought one of the most heroic engagements in naval history.

THE Japs had pulled another fast one. Dawn revealed a threat of disaster for the entire fleet of small carriers, transports, and supply ships supporting MacArthur's invasion forces on Leyte.

It was the end of a black, unfriendly night. Brief squalls cut down visibility aboard the Kitkun Bay, but before the sun rose, planes roared up the flight deck and over the bow ramp on the daily "milk run" to bomb and strafe Jap positions on Leyte. Then, without warning, it happened!

At 6:30 a. m., a Kitkun Bay lookout sighted the foretops of big ships to the north. None of our ships was in that area. They must be Japs. Captain Whitney grabbed binoculars and verified the lookout's report. Immediately the P. A. system echoed: "Stand by to repel enemy surface attack."

What had happened was that the enemy central force, which had tried to reach San Bernardino Strait the previous day, but had turned back after an all-day attack by our carrier planes and Third Fleet, had reversed course to slip through the strait during the night in a strike toward our Leyte beachhead.

Here was a real crisis. The Leyte beachhead had no naval protection other than the CVEs and their screen. None of the carrier group mounted a gun heavier than five-inches, puny firepower against Jap 16 and 14-inch guns. The CVEs called urgently for help, but could expect no immediate aid from our Third and Seventh Fleets, which were engaging the Japs' northern force, and had just turned back the enemy southern force in Suriago Strait.

Five minutes after the enemy ships were sighted, and while the Kitkun Bay was still launching planes, high-caliber shells began splashing near her and the other jeep carriers.

ALL ALONE

A young seaman, manning a telephone on the bridge, turned to an officer: "We're not out here alone, are we sir?"

The officer nodded grimly.

But, no, they weren't entirely alone. There were the three destroyers and four DEs. These little guys didn't falter an instant. They laid down a smoke screen and charged through this curtain in torpedo runs on the enemy — like Chihuahuas attacking bulldogs. Miraculously, all came back through the smoke screen — alive.

Salvos straddled the Kitkun Bay and the Gambier Bay just ahead of her. The CVEs turned south, away from the Japs, at flank speed — around 20 knots. Wind blew gaps in the smoke screen and from the 16-inch guns of the lead Jap battleship came angry orange flashes.

"They're firing on the White Plains," someone shouted. Captain Whitney saw her steaming through a line of geysers. The Gambier Bay also was drawing concentrated fire.

The Japs detached two heavy cruisers and sent them south on the carriers' port hand. Easily able to outrun our ships, they soon were in position and their main batteries subjected the CVEs to heavy fire.

GAMBIER BAY SINKS

The Gambier Bay was the first victim. At 8:10 a. m., a 16-inch shell holed her below the water line. Water flooded one of her engine rooms. She dropped behind, an easy target for the Japs. The two heavy cruisers ignored her and pounded the other carriers, but Jap battleships astern scored more hits on the crippled Gambier Bay. She drifted toward them and they sent two other heavy cruisers to finish her.

Out of a rain squall came one of our destroyers to find the heavy Jap cruiser concentrating fire on the Gambier Bay. It opened fire

with its five-inch guns, deliberately taking on a cruiser mounting practically double the destroyer's firepower. The Jap cruiser caught fire and turned away.

The Gambier Bay, afire and riddled by shells, was rocked by successive explosions. At 8:30 a. m. Captain Vieweg gave the order to abandon ship, and her crew, with their wounded, started sliding down long lines to rafts. At nine o'clock the Gambier Bay took her final plunge.

The two detached enemy cruisers circled the other CVEs, firing salvo after salvo at the thin sides of the Kitkun Bay, the White Plains, the St. Lo and others steaming south with them.

"It was miraculous that we emerged as we did," Rear Admiral Sprague said later. "When the range was reduced enough to bring the Jap ships within reach of our five-inch guns, we opened fire and got hits.

About 8:30 a. m. the seven destroyers and DEs attacked back through the smoke screen at 35 knots. Four Jap cruisers, followed by four battleships, rushed toward the American ships.

The destroyers fired torpedoes. The Jap battleships turned out of column, formed another, and drove straight for the destroyers, showering 14-inch shells on them. Two destroyers were heavily hit. The American five-inchers had little effect on the thickly armored Jap battle-wagons and, after a brief clash, the destroyers and DEs fired their remaining torpedoes. One struck a battleship only 4,000 yards away. The Jap ship ceased firing and, shortly after, the entire column withdrew to the north. Only four of the seven small American ships came back alive, but they had diverted attention from the carriers.

The five surviving CVEs, however, battled heavy odds. Two Jap heavy cruisers circled them at high speed. Again and again Jap shells found their mark. Several hits rocked the Fanshaw Bay. Others smashed into the Kalinin Bay. A near miss lifted the stern of the White Plains out of water, but damage was small and she continued launching planes.

Then came the first response to the call for help. From the south

roared planes launched by sister carriers. They swooped over enemy ships and got hits on several. More planes from the carriers under attack joined the air battle, some, returning from Leyte without ammunition, made dardevil "dry runs" (simulated attacks) causing the Japs to pull off their courses.

Four Kitkun Bay torpedo plane pilots badly damaged a Jap battleship. Hits were also scored on a Jap cruiser by bombs and another cruiser was attacked by four torpedo planes and left dead in the water.

The battle was at its height when, at 9:25 a. m., word was passed on the Kitkun Bay that the cruisers were withdrawing.

"That can't be," Captain Whitney was thinking aloud.

It didn't seem possible that the Jap cruisers would pull out when they had definitely trapped the surviving five carriers and probably could have sunk them in a short time. Yet they were reversing course and heading back toward San Bernardino Strait.

A signalman on the bridge was disgusted. "Dammit!" he said. "They're getting away!"

The Jap cruisers were not the only ships retreating. One by one, their battleships turned and laid a course for the strait, accompanied by the other cruisers and destroyers. Aboard the flat-tops, an unnatural silence settled down. Nobody could understand what had happened. Then the tension broke, and men laughed until they cried. By some incredible miracle they lived. The fight had lasted two and a half hours, but during it, some of them seemed to have aged twenty years. Nor was their ordeal ended.

The carriers had landed their planes when the general alarm sounded, followed by "Stand by to repel air attack!"

Eight Jap dive bombers came in at 5000 feet and peeled off for attack. Three were shot down before they could drop their loads. Each of the five remaining enemy bombers picked a carrier.

ST. LO HIT

The Kitkun Bay and Kalinin Bay were victims of direct hits, but neither was seriously damaged. The St. Lo was not so fortunate. A Jap plane pulled out of its dive about

1000 yards astern of the St. Lo and headed for the carrier's "landing grove." Men could see a bomb under each wing — they looked like 500-pounders — and it seemed that the Jap nosed over as he cleared the after edge of the flight deck. One bomb hit, and there was a big explosion and the bomb penetrated the deck.

Steering control was lost but quickly regained. A little to the port of the center line was a two-foot hole in the flight deck. In the hangar deck, men had been rearming and servicing planes. In all, eight planes were down there, and at least six had 100-octane in their tanks. Four torpedoes were ready for plane installation, while four were in the same area with no less than six depth bombs, fifteen 500-pound bombs, forty 100-pounders, and 1400 rounds of .50-caliber machine-gun bullets — enough explosive to level a fair-sized town.

One man said the Jap bomb looked like a ball of fire. A plane on the starboard side caught fire and disintegrated, spilling burning gas. The gas collected in a large pool, and gas from other planes fed it until fire stood two feet high on about a quarter of the hangar deck. Shrapnel from the bomb got a few men, and many were set on fire, some completely covered by flames. Fire hose was broken out, but machine-gun ammunition exploded a barrage that chased one fire party out through the starboard door to the fantail.

From then until the ship sank — 32 minutes after the bomb hit — men measured time by explosions. A plane blew up on the port side. That was the second explosion, mild compared with its successors. A hose party was seen to crumble, and some of its members never got up.

The third explosion was of incredible ferocity. No survivors from the hangar deck recall exactly how it mangled their part of the ship. An officer was caught in the blast and shot out the eight-by-six foot sponson door and into the sea.

It blew another hangar door off its hinges and sent a 100-foot section of flight deck sailing into the air. That was on the port side. A section was folded and rolled back like a hall carpet. Entire fire parties were wiped out. One man was thrown off the forward edge of the flight deck but landed on the forecastle deck, on his feet and uninjured.

SHIP ABANDONED

By megaphone and from man to man and over what telephones were in service, word was passed: "Prepare to abandon ship!"

The gasoline pump room, with its thousands of gallons of gasoline, was the station of Swane D. Slack, a aviation machinist's mate, 2/c. Probably no officer or man did more

than he to stem the awful spread of death and wounds.

Gasoline systems in our carriers are built to withstand fire, if properly attended. Gassing of planes on the hangar deck was stopped a few minutes before the St. Lo was hit. What Slack did to prevent the spread of fire cannot be told here, but the process takes a certain amount of time, and you must take one step in the procedure before you take another. There are no short cuts. If you don't stick to your job, fire may spread throughout the ship.

The series of explosions had run to three before Slack could "dog down" the pump-room hatch and still he wasn't through. There had been a fourth explosion, and now a fifth. But Slack finished his job before he walked across the forward end of the hangar deck and abandoned ship off Number Two sponson.

At the fifth explosion, three men, floating as far out of water as possible to lessen underwater concussion, looked back at the ship. About a quarter of her had blown into the water, sides and all. She was ripping apart in 50 and 100-foot chunks, and some of the pieces were flung 1,000 feet into the air. Involuntarily, she was bombarding the crew in the water. Her end was near. Captain McKenna left the ship after the seventh explosion.

The eighth explosion blasted out parts of the St. Lo below the water line. Before this explosion she had been listing to port. Now she rolled over to starboard very fast and went down with her bow pointing straight at the sky. As night fell, destroyers and DEs were still picking up survivors. One destroyer retrieved 453 of the crew and Captain McKenna.

SMALL PRICE

With the sinking of the St. Lo, we had lost two escort carriers, but the other four were still intact. Two destroyers and one DE had sacrificed themselves defending the CVEs. All considered, it was a small price to pay for saving the bulk of the escort-carrier force and the transports and supply ships in Leyte Gulf.

Despite the heavy punishment the St. Lo had taken, 784 of her crew were rescued—114 were listed as dead or missing. More than 750 men from the Gambier Bay also were rescued after they had drifted on rafts for 42 hours, fighting off sharks. Jap casualties were much greater. They lost thousands of men and dozens of their ships had been sunk or damaged in the widespread engagements.

Secretary of the Navy Forrestal summed up the results (to which Vancouver carriers contributed an important share) as: "One of the great naval victories of the war . . . The Japanese fleet was indeed beaten, routed and broken."

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Only a week after leaving his home town of St. Cloud, Minn., Richard Rausch, OSC Union Melt operator, watched the launching of the S.S. St. Cloud Victory, he reports. When he left home, he said, it was "at least 30 degrees below zero" . . . after attending many parties in the Hull Materials office, Jerry Coombes, superintendent, found himself pledged to give one "for the girls," on February 26. It will be his birthday . . . Roy E. Burns, formerly the oldest welder in the yard (he's 69), and now a material expeditor on the ways, tells of sending a Bosn's Whistle back to the home-folks in Iowa . . . Harry Harrison, engine base grinder, is back at work after a serious operation, looking in the pink after his long "rest" . . . among the verses received this week are two clippings brought in by W. C. Shields, expeditor, who thinks the rhymes about keeping "mum" on troop movements and passing judgment on others, are "good for people" . . . and an original lyric was brought in by Don S. Young, Outfitting dock shipfitter, graveyard, called "Victory Ship." Young also brought an original song called "Manila, Here We Come." His wife is a welder on the ways, and he has two brothers, both veterans of this war, now at OSC. They are James Young, Assembly layer-out, and Maurice Young, Pipe department draftsman.



Let's Eat! A week of January sunshine lured workers into the open at lunchtime last week in spite of a chill east wind. Here is a crew of Outfitting dock painters all set to eat their lunches on the top deck of the S.S. Rock Springs Victory. They are, left to right, front row, C. Mead, V. Martinez, S. Harriman, Jack Regan, H. R. Segrest; back row, A. D. Foster, A. J. Rispelle, L. Borgerson, S. W. Flanagan, E. M. Nino, Frank Petkovsek, Clarence Rosling, leadman, C. H. Johnson, C. L. Hamilton. (Oregon Ship photo)

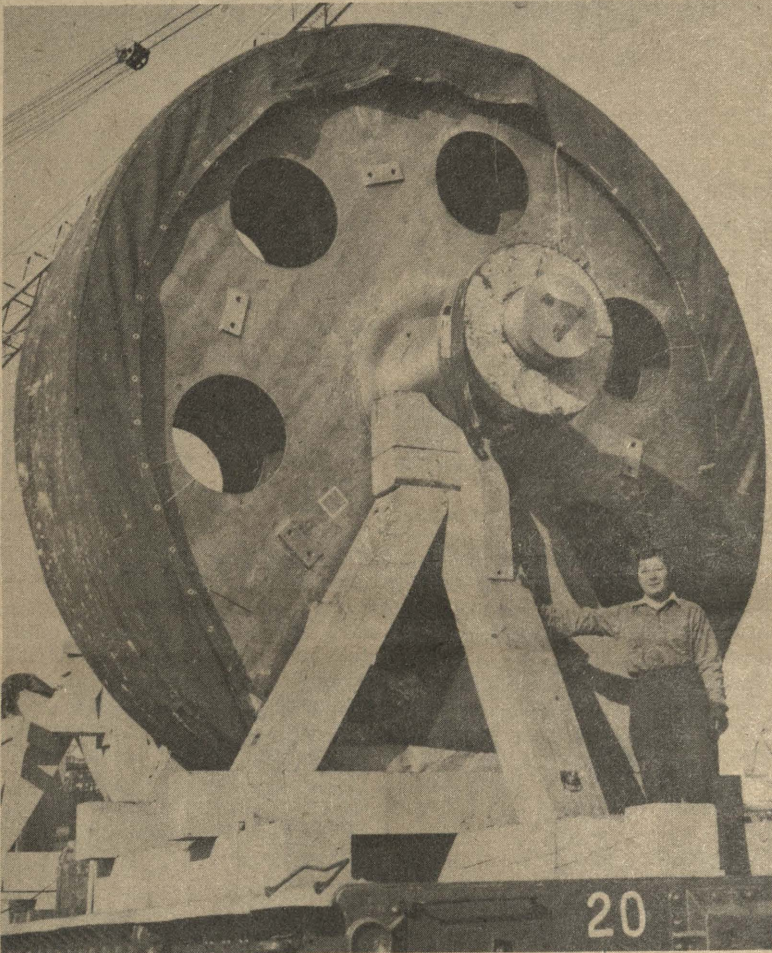
KEEPS 'EM ROLLING



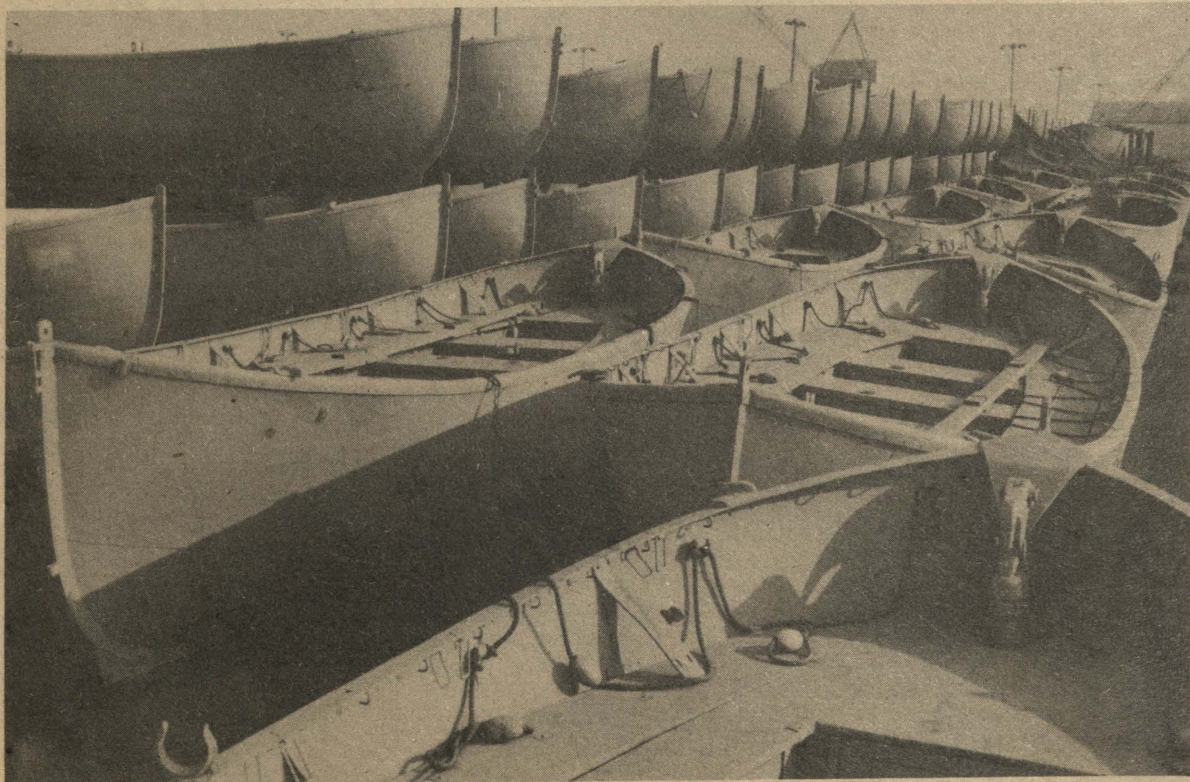
(OREGON SHIP)—George Parish, pictured above, inspector for the Portland Traction company, is responsible for transportation for 11,000 OSC workers who ride buses. He is in charge of dispatching 138 buses on all three shifts. It takes only 15 minutes for 110 buses carrying 5,000 passengers to clear the yard on day shift. Sixty-one buses operate on swing shift and 67 on graveyard.

5300-Ship Mark Near

By the middle of this year, more than 5300 ships weighing about 54,000,000 tons will have been built under the U. S. Maritime commission's program. This is four times the shipbuilding production during and after World War I.



Big Bull Gear Jean Marrs, production laborer on the Ways at OSC, is shown standing on a railroad flat car beside a bull gear which is the largest section of a Victory Ship engine. This gear weighs 35 tons and is 13½ feet in diameter. (Oregon Ship photo)



Sturdy Craft Marine experts describe the Victory ship lifeboats pictured above second to none among small craft when it comes to seaworthiness. Four of these lifeboats are part of the equipment of each Victory built at Oregon Ship. Each lifeboat has a capacity of 29 persons and carries 73 different items, not including food and water. There are 250 cans, each containing 1½ quarts of water, and 58 cans of food. (Oregon Ship photo)

INQUIRING REPORTER

QUESTION:

"How far have you gotten in taking actual steps to realize your post-war plans?"

R. F. Neuman, machinist: "My hope is to buy a home after the war.

We would like to live in Portland and have a place of our own. As for saving money for it—we've had a lot of sickness in our family and doctor bills have eaten up most of what savings we might have had by now. Other than a few bonds I haven't much."

Eddie DePaolo, machinist: "That's what I want too. I've never owned a home, but my wife and I want to, very much. Each week since the war started we've both been working we've put aside a certain amount, some in bonds and some in savings. I guess we've saved enough for more than half the house by now."

Josephine Armstrong, clean-up: "I haven't thought ahead that far.

Oh, I'm half-way planning to get married and I've got the fellow all picked out, but if the war were to end tomorrow and we were to find ourselves in a peacetime world again I don't know where we'd start. I know I have savings enough for only two months to live on."

Sybil Harshaw, tool room attendant: "I haven't planned ahead in any serious way at all. My fiance works in the yard but we haven't decided on anything definite. I live with my folks, and so I haven't saved anything for the future outside of my bonds. But maybe a person shouldn't plan too definitely anyway."

Levi Bennett, burner: "I think I'm all set for the future, or so I hope. I have a ten-acre place I bought three years ago and I own it free and clear. Though I'm a burner now, I have another trade — carpentry. Though I haven't planned everything out, I've been mighty lucky and the future looks good for me."

Bill Driscoll, burner foreman: "It's back to Montana for me. Since coming to work at the yard, I've bought an 80-acre ranch there by a lake. Each week I put a little aside for stock and as I can I'm going to add to my "herd" I've got tethered in the bank. We don't figure to get caught with money spent and no plans."

Delpha Blackburn, nurse: "The biggest thing I'm dreaming of is to visit my Marine husband in California. But when the war is over, he and I figure to settle down in Oregon, raise a family and have a little electrical shop of our own. Have I saved for it? I'll say so. About \$1,000 worth. My husband is studying electrical work for that now, while he's serving in the marine corps."

Dance, Party Slated

(OREGON SHIP)—A dance and party will be held Sunday night, February 11, by Assembly graveyard workers at the Castle, between Oregon City and Milwaukie. There will be a special entertainment program.

Chowder 'Palace' Goal Of Savings

(OREGON SHIP)—"Buy it by the bowl or by the gallon, the quality never changes." That is the slogan of Bartlett's clam chowder establishment to be located somewhere on Oregon's coast line. So far, Jack Bartlett, OSC time-checker, says he has nothing but a recipe, a slogan and an



eyeful of scenery from hunting a location.

"But when the war is over, and tourists once more go to the coast," Bartlett said, "you'll find that sign flapping in the ocean breeze somewhere between Astoria and Gold Beach."

With \$5,500 already saved towards his dream of dispensing seafood, Bartlett says he has begun to elaborate on his early plans.

"For one thing," he declares, "I figure I'll need two staffs—one to cook and wash dishes and the other digging the clams for the chowder. When clams run out, I'll have fish chowder, but strictly no hamburgers."

Bartlett said he has often noticed the lack of good sea-food eating places at the beach and aims to remedy the lack with "a good high-class place." Though Bartlett declined to disclose the master recipe for his place, he intimated "the secret is the addition of onions."

Paddle Your Own Lifefloat; 1416 Offered For Sale

(OREGON SHIP)—Anybody want to buy a float? The Surplus Property Division of the Maritime commission has announced the first public offering of metal lifefloats for civilian purchase.

The 1416 floats, each weighing 300 pounds, are 10 feet, 2 inches long and 5 feet 6 inches wide, with an approximate buoyancy of 1,100 pounds. Equipment includes one mast and two wooden paddles. All are in new condition, ready for delivery. They have been replaced by an improved type, the announcement stated.

Officials said the floats are ideal for swimming or fishing or small-boat piers. Material used is a heavy, 18-gauge galvanized metal divided into watertight compartments and covered with preserved canvas. The lifeboats are to be sold for \$50, sales having commenced January 25. Interested persons should write T. J. Owen, District Purchasing Officer, 220 Bush Street, San Francisco, Calif.