

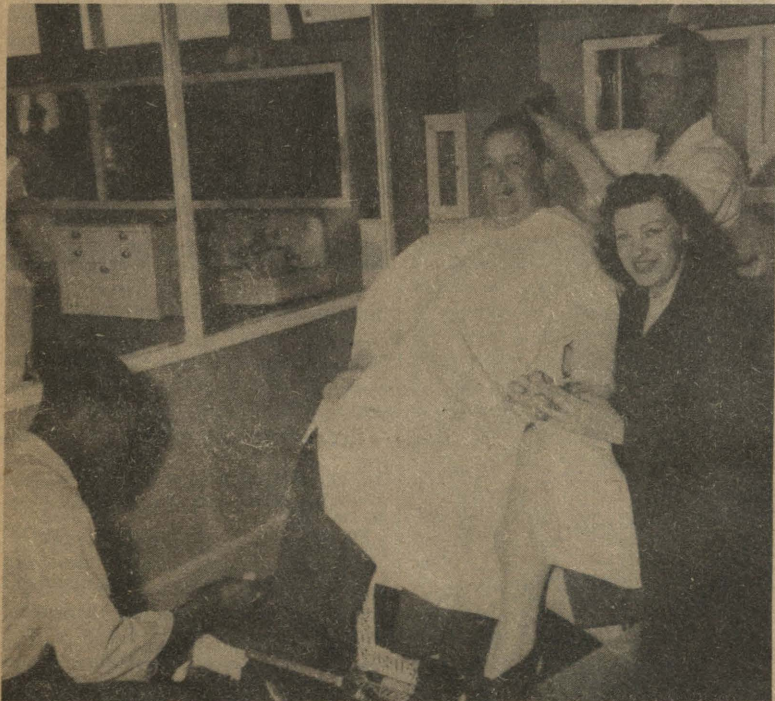


SHEET METAL CREWS PACE OUTFITTING

Story, Page 4



Tops Victory Program Here is a dramatic illustration of the reason Oregon Ship leads the United States in Victory ship production. The picture was taken before the launching of the S.S. Dominican Victory last week. Beside the Dominican Victory are five other nearly completed hulls. They are being held on the ways in order that part of their outfitting may be completed. Keel plates, double bottom sections and bulkheads for more Victories are stacked in the foreground. (Oregon Ship photo)



Getting the Works When the Oregon Ship Recreation center barber shop opened Monday, April 10, its first customer was John M. Holcomb, graveyard shipfitter. He decided to go first class and here he is in the midst of getting a haircut, shoe shine, shave, face massage, shampoo, singe, tonic and a manicure. Working on him are Shoe Shiner Arthur Chapple, Barber J. K. McFarland and Manicurist Margaret Cushing. The shop will be open five days a week from 8 a.m. to 6 p.m. and Saturday from 8 a.m. to 7 p.m. (Oregon Ship photo)



Oregon Ship Mermaid Dorothy Ziegler, 18, graveyard assembly office switch-board operator, is a member of the Multnomah Athletic club's famed "Cody Kids" now at Oakland for the national swimming and diving meet starting today and scheduled through Sunday. Miss Ziegler will compete for honors in low-board and 10-foot board diving events. She has competed in national swimming meets the past two years, holds the national junior high board diving championship and was runner-up in the senior class. (Oregon Journal photo)



At the Throttle Don John Wilsey is an engineer at Oregon Ship. C. C. Denney, yardmaster at Oregon Ship, says: "We've got the best railroad men in the country. Some of our engineers have pulled trains such as the Portland Rose, Cascade Limited and the North Coast Limited."

Vickery Punctures Shift Change Talk

Because the output of "rumor factories" has raised the threat of detrimental effects on production in Pacific Coast shipyards, the following statement of policy by Admiral Howard L. Vickery in regard to any change in shift operations in Coast yards has been received by Edgar F. Kaiser, three-yard manager.

"In the Pacific Coast area during recent weeks, various rumors as to changes in shifts have been causing confusion among workers in the yards engaged in new ship construction. Recognizing the detrimental effects of such rumors on production and seeking to clarify the governmental position in such matters, it is hereby definitely stated by the Maritime Commission that insofar as this agency is concerned, no changes in shifts on new ship construction will be made without full concurrence by management and duly accredited collective bargaining agencies for labor in the Pacific Coast zone.

"It is deemed proper by this agency that the whole subject be fully explored at the next conference between management, labor and government agencies, scheduled for May 1, 1944, in Portland, Oregon, in order that a satisfactory solution may be worked out with respect to the entire problem."

The above dated conference will be held in the Multnomah hotel to discuss such matters as vacations, health sanitation, safety and plant feeding.

UNNECESSARY PHONE TALK COSTLY

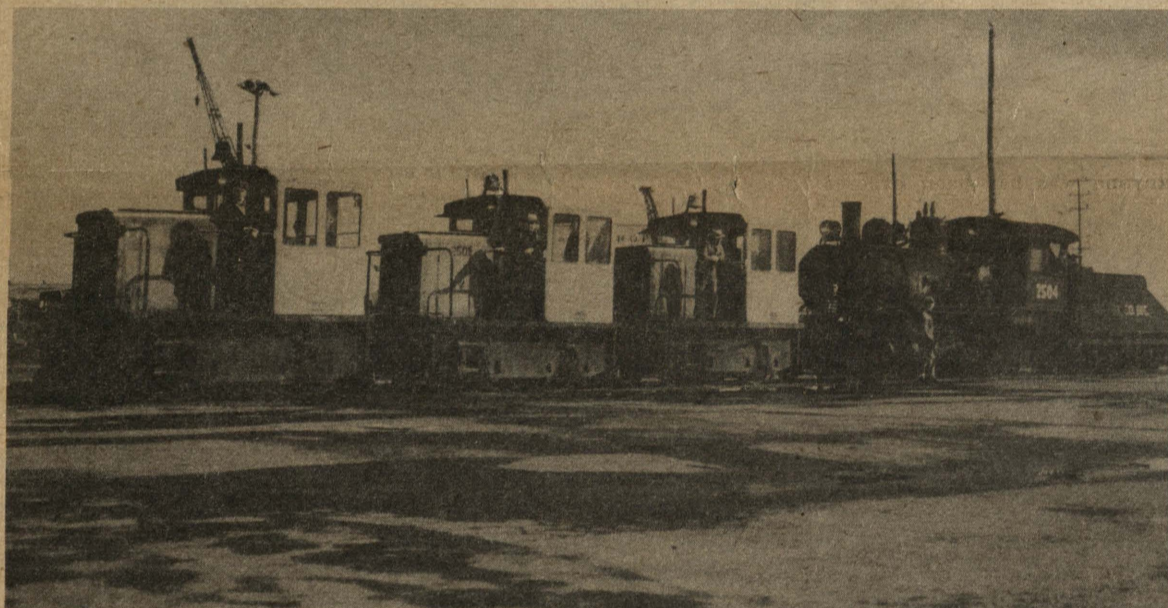
The telephone rang. "Hello," a voice answered. "Is this the Plate shop?" "Huh?" "I said, is this the Plate shop?" "Oh, yeah, yeah. This is it." "Is this Joe?" "Nah, this is Smitty. Joe isn't here." "Oh, is that you, Smitty? I don't wanna talk to Joe. I wanna speak to you. This is Pete." A conversation like the one above is costly, according to telephone supervisors in the Kaiser Shipyards. It needlessly congests war-crowded telephone lines.

The majority of the workers unconsciously waste 20 seconds on every telephone call by merely answering "hello." At the end of the day approximately 294 man-hours have been lost. Consider how great the loss is at the end of the month.

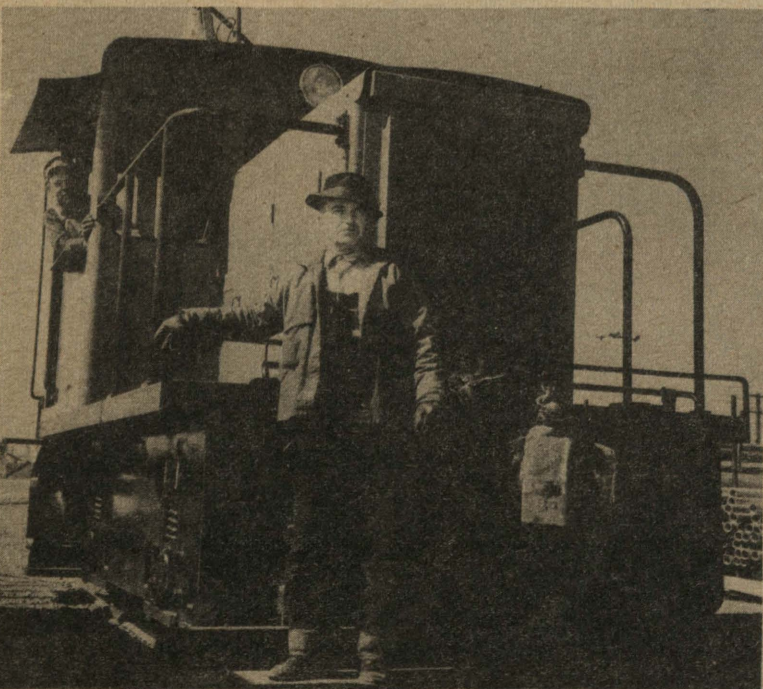
By answering with the name of the department and who you are — such as "Plate shop, Thompson speaking," — needless conversation can be saved.

'Busiest Railroads In U. S.'

Railroading and shipbuilding may seem far apart, but actually they are allied in the three Portland area Kaiser yards. Four steam locomotives and 11 Diesel electric "dinkies", operating over a combined trackage of about 30 miles, handle approximately 45,000 freight cars a year for the yards, and their crews lay claim to working on the busiest little railroads in the country. Here are some of the men—tops in their field—who make the wheels go 'round, and some of the rolling stock.



Swan Switchers Lined up and awaiting orders to switch and spot is this swing crew at Swan Island. Railroaders at this yard are especially proud of their excellent safety record. Al Nelson is day shift leadman; Charlie Holmes leads the swing shift, and Jack Gaskill is leadman on the graveyard "clean-up shift". Supervisor Howard Long says that during an average day, his line numbers more than 100 switches and spots.



Diesel Crew Here's Johnson again with his switchman, Harry Sheppard. Average incoming traffic daily at Vancouver is 40 cars handled with additional switching and spotting over 14 miles of track in the yard. L. D. Pitts is yardmaster and F. B. Scott assistant yardmaster.



'Casey Jones' Robert Johnson is one of the engineers in the Vancouver yard, which employs three throttlmen and six switchmen who "work" one steam locomotive and three Diesel electric engines.



Getting Up Steam George Williams, veteran yard locomotive engineer, operates at Oregon Ship. Jack Watson is swing shift yardmaster at this yard and his assistant is Neil Kelly, yardmaster on graveyard. Oregon Ship claims the largest number of cars handled in the three yards last year.

TIRE INSPECTION RECORDS NEEDED

(OREGON SHIP)—Although periodical tire inspection will not be compulsory after April 20, tire inspection records must be retained to get supplemental gasoline rations or new tires, it was emphasized this week by Wayne Taylor, OSC transportation chief. Purchasers of used vehicles must also have such records when applying for gas rations, he said.

"Employees should not regard the elimination of the compulsory tire inspection as a signal that care and conservation of tire equipment is no longer necessary," Taylor declared. "OPA tire quotas have not been increased and certificates for the purchase of new tire equipment will continue to be issued under the existing regulations. Failure to recap tires in time to save the carcass constitutes tire abuse, and rationing boards will deny certificates to replace tire failures caused by this neglect.

"Take extra care of your present tires, check air pressure once a week and recap or repair them before it is too late."

MENUS MADE AVAILABLE

Oregon Ship and Swan Island Child Service centers this week emphasized that the home service menu service is available to all yard workers, not merely to employes with children at the nurseries.

Menus for the coming week follow:

- Monday: Spanish beef with rice; cinnamon rolls; orange and apple salad in lemon gelatin.
- Tuesday: Swiss steak, brown gravy; Spanish bun; cabbage salad.
- Wednesday: Swedish meat balls and gravy; rhubarb tarts; spring vegetable salad.
- Thursday: Italian spaghetti; cherry puff rolls; gelatin vegetable salad.
- Friday: Home-baked beans, Boston brown bread; creamy chocolate pudding; carrot and raisin salad.
- Saturday: Barbecued spare rib; spice and raisin cake; potato salad.

Boxing Tryouts

(Vancouver)—Boxing tryouts for the Bagley Downs smoker are being held at 10 a. m. and 7 p. m. daily in the community center gymnasium. Leo Randall, project services advisor, announced today. Men and boys of every weight and age are eligible for the tryouts, and may make appointments at the project services office.

VENEREAL ILLS NEGLECT SERIOUS

Danger Looms In Ignorance of Proper Treatment and Cure

... Health experts report syphilis and gonorrhea near top of list of most common communicable diseases; toll since war greater than total battle casualties

(The following article was written to bring before shipyard workers of this area, the serious problem which treatment and control of venereal disease entails. Material was obtained through cooperation of medical experts and by research into public records.)

It's no offense to have a venereal disease, but to neglect it or to infect others is a serious crime. Little known to shipyard workers is the fact that contagious syphilis or gonorrhea stand near the top of the list of the most common communicable diseases along with such ailments as measles, mumps, chicken pox and scarlet fever. Venereal disease cases reported by state health departments

throughout the nation in 1943 were almost 70% more than the combined total reported cases of diphtheria, malaria, meningitis, pneumonia, infantile paralysis, scarlet fever, smallpox, tuberculosis and typhoid.

Syphilis was reported as the cause of 17,728 deaths in 1942, 10,000 of which were among persons between 30 and 59 years of age. At this rate, the known syphilis death toll among Americans since the start of the war has been greater than the total of 32,017 American men reported killed in the army, navy, marines and coast guard.

IGNORANCE DISCLOSED

Even if the moral aspects are ignored completely, the prevalence of venereal disease is loaded with dangerous possibilities, especially if workers are not fully aware of the danger and proper steps taken to prevent or cure it.

A venereal disease educational program conducted in the shipyards by the Portland Health Bureau has revealed a surprising degree of general ignorance on the subject. Here are some of the questions most frequently asked:

"Can syphilis or gonorrhea be transmitted innocently?"

According to Dr. T. L. Meador, Portland City Health officer, from 90% to 95% of all syphilis and gonorrhea result from sex contact. This means that locating and curing the person who may transmit the disease is the only real way to stamp it out. Cooperation of the infected person is necessary. Whenever a case appears for treatment at a public health clinic, every effort is made to find out where and from whom the patient believes he contracted it.

EARLY TREATMENT NEEDED

Efforts to eradicate venereal disease through the control of prostitution and so-called "amateurs" who may be infected do not completely solve the problem.

Main results come from early treatment of individuals who may be infected so that they may not unknowingly spread the disease.

It is estimated by the Army Service Command that 68% of venereal disease infection among army personnel comes from non-professional "pick-ups" or "friends" rather than from professional prostitutes.

"What are the symptoms of syphilis and gonorrhea?"

Syphilis infection is usually made through the mucous membrane but can enter the skin at any point. A few days after the victim is infected, a small painless open sore develops. When not discovered and treated, the disease passes into the more serious secondary stage which consists of a body rash, mild headaches and a rundown feeling, and oftentimes painless sores appear on the mouth.

Then, even if not treated, the rash will disappear and the sores will seem to heal.

The third stage of syphilis, which develops several years later, is the most destructive to the body. It may damage the blood vessels, the brain, nerves, liver, bones or eyes.

How Prevalent is Venereal Disease?

No one really knows, but that syphilis and gonorrhea are more widespread than any other serious communicable diseases is well established. Following is a tabulation of the newly discovered cases of communicable disease (ignoring the mild children's diseases) reported to the Oregon State Board of Health in 1943. Figures for Vancouver and the State of Washington are about in proportion.

VENEREAL DISEASE—

Gonorrhea	1,929
Syphilis	1,666
Pneumonia	1,372
Scarlet Fever	1,123
Tuberculosis	585
Poliomyelitis (infantile paralysis)	418
Meningitis	341
Diphtheria	122
Typhoid Fever	50
Smallpox	17

It can cripple, cause blindness and insanity.

Gonorrhea can enter only through the mucous membranes and causes acute pain, swelling and discharge. Gonorrhea also has the same dormant periods as syphilis. When the disease seems to be cured it is just actually preparing to strike again. It can be cured if properly treated during its early stages, but when it is neglected, gonorrhea will frequently cause sterility, a painful crippling rheumatism and internal complications. It also causes blindness in babies born to infected mothers.

DIFFERENT DISEASES

It must be remembered that syphilis and gonorrhea are two entirely different diseases. They are caused by different germs, they produce different symptoms in the individual and they are treated by entirely different medical procedures. The only thing they have in common is the usual manner in which they are contracted.

Most medical authorities caution persons who have been infected with syphilis to have their condition checked by a doctor or clinic at frequent intervals, since the disease frequently re-occurs after it appears to have been cured.

The biggest obstacle in attacking the whole problem of venereal disease is the apparent stigma attached to it. The important thing to remember is that to have a venereal disease does not constitute a crime, but to transmit it to others is definitely criminal. Authorities emphasize that most of the individual problems of persons having a venereal disease can be handled without resorting to law enforcement.

"Can syphilis be inherited?"

While this is possible it is extremely uncommon. Syphilitic infections, transmitted to a child by an infected mother during pregnancy, amounts to less than 1 per cent of all infections.

"Can these diseases be cured?"

Both syphilis and gonorrhea can be cured if treated early. Regardless of whether there are symptoms,

anyone who has been exposed to either of these diseases should have a blood test taken at six weeks and again at two or three months after exposure. When infected with syphilis, 10 to 15 per cent of men may have a sore so mild that it will be unrecognized, or if noticed, appears to be harmless. Among women, probably 50 per cent or more are never aware that they have become infected until months later.

In the case of gonorrhea many show such mild symptoms these may be confused with other infections.

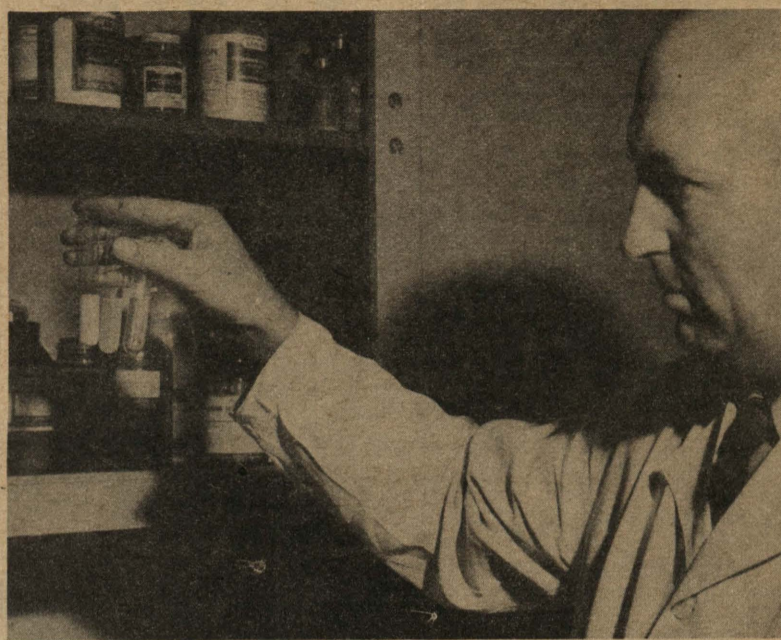
BLOOD TESTS IMPORTANT

The blood test is extremely important. It is quickly and easily made. There is no charge and every test may be made in absolute confidence. Such tests can be made by a private physician, at the Portland City Health department in the City Hall, at the Oregon State Public Health Clinic, at Vanport hospital, and elsewhere.

In Vancouver the health department in the Clark county court house will take blood tests on Mondays from 10 a. m. to 5 p. m. and 7 p. m. to 10 p. m., and on Thursday afternoons. Northern Permanente hospital also will provide this service free for all three shifts.

Much publicity has been given to a new short course of treatment for syphilis. According to Dr. Meador, this is still in the experimental stage. It seems to make the patient immune to infection but does not guarantee a complete cure. While the methods now in use stop the contagious aspects of venereal disease, an absolute cure can be determined only during the 15 to 20 years after the latent period has passed.

"A short course of treatment for syphilis is dangerous and severe," says Dr. Meador, "which should be given in a hospital under close observation. There are only a few selected cases which can be thus treated safely, and the type of treatment should be made by the physician depending on the nature of the individual case."



Checks Symptoms A health official examines blood specimen for evidence of venereal disease. The test tubes show three reactions (left to right) negative, doubtful and positive.

10 Commandments In Reverse On Gas

"We don't like to say 'DON'T,'" declares C. V. Patterson of the Vancouver Transportation department, "but sometimes we can save workers headaches if they know some of the complicated rules of gas rationing and transportation under wartime conditions." In this spirit Patterson made up a list of "don'ts" that would avoid the most frequent problems resulting from action taken without advance understanding. The "Ten Commandments in Reverse" are as follows:

NAMES MEAN NOTHING DEPARTMENT FINDS

(VANCOUVER)—What's in a name? Not a thing according to the records of the War Bond department in Vancouver.

Clerks and bookkeepers have learned through experience that they cannot determine the sex of the bond purchasers by their first names. For instance, Rose, Opal, Lynda, Esther, June, Hazel, Dove, Pink and numerous others appear as perfectly legitimate names of men. On the other hand, there are women listed who answer to the names of Frank, Charles, Joe, Henry, William, Jerome, Freddie and Clyde.

RECRUITS NEEDED FOR VETS GUARD, PATROL

Portland's auxiliary police organization, known as the Veterans Guard and Patrol, urgently needs additional men, according to Sam O. Plunkett, recruiting officer.

He said that in the two years of its existence, the Guard and Patrol has become one of the most effective organizations of its kind in the nation. Volunteers augment the regular police department and are trained for the war emergency under the Office of Civilian Defense. Members have full police authority, but are not subject to call for duty during labor disputes. One night each week is devoted to patrol work and instruction.

Application blanks may be obtained at headquarters in the Sherlock building, S. W. 4th and Oak streets, Portland. Plunkett said hundreds of shipyard workers already are members.

Student Teaches

(Oregon Ship)—Amory T. "Slats" Gill, left, famous Oregon State college basketball coach, used to give out the pointers to Roy Pflugrad, night Oregon Ship template storage supervisor, when the latter was starting for him on the Beaver team a few years back. But when Gill visited the yard last week, Pflugrad was tutor and Gill the pupil, when the coach sought information on shipbuilding.

DON'T sell your car without obtaining a receipt for your "A" book, either from the ration board or the car dealer.

DON'T buy a car without obtaining a tire inspection record. Be sure the tire serial numbers check. Get receipt for "A" book.

DON'T buy a truck of any kind without first checking with Office of Defense Transportation to see if you can get gas for it. Many have found themselves with truck and no gas!

DON'T sell your old car in hopes of buying a 1942 model. You might have to walk for six months!

DON'T buy a car with the hopes of driving it home. You must own the car for several months before you can get gas for such a purpose.

DON'T quit until you have checked the possibility of obtaining gas to drive home.

DON'T quit until you have checked with your clearance officer.

DON'T plan to quit one day and leave the next. It will take at least three days to arrange gas.

DON'T purposely get discharged in order to obtain a clearance and gas. A new regulation says, "no gas to discharged employees."

DON'T think a clearance necessarily solves your gas problems. Consult with the Transportation department on all matters of gas for trips home, etc. before making any moves.

FISHER KNOWS FISH; INVENTS CLAM GUN

(OREGON SHIP)—After years of research, Captain Harvey Fisher of the Oregon Ship Guards, has perfected a clam gun which he claims will increase the catch of this type of shell fish at least 50 per cent. The gun, an ingenious contrivance, is attached to a shovel, according to Captain Fisher, and explodes under sand, thus stunning the clam.

Demonstrations of the clam gun in operation will be given free during the lunch period on each shift at the Guard House.

Sheet Metal Speeds Work

(OREGON SHIP)—Reducing its manhours from 19,000 on the first Victory ship to less than 9,000 on the sixth, the 265 employes in Oregon Ship's Sheet Metal department are setting the pace in the accelerated outfitting schedule which is sending the yard far out in front of other Victory shipbuilding plants. The Sheet Metal department does a big share of its work when the pressure is on—at the Outfitting dock during the hours before ships' trials. Sheet metal installations on the vessels cannot be made until nearly all other outfitting operations are completed, and then must be done efficiently and without lost motion in order that trials may be run on schedule.

NINE VENTILATION SYSTEMS

Principal outfitting job of the department is installing nine major ventilation systems. These include two supply systems, one exhaust system, two ammunition supply vent lines, a natural exhaust vent, and systems for the toilets, showers, galleys, pantries, gunners' mess and dry stores.

About 2000 patches of metal are applied to insure the ship against the age-old marine nemesis—rats. Sheet metal workers also cover electric cables in cargo holds with perforated headers and baskets to protect the electrical system from possible cargo shifting. They install bins, lockers and shelving in the mast house, put expanded-metal (heavy wire) bulkheads and doors in the ship's machine shop, dry stores and butcher shop.

Wire mesh screening throughout the ship, sanitary bulkheads for showers and a large amount of galley equipment is handled by the 203 dock sheet metal workers.

Other crews on the ways and Outfitting dock install equipment and materials supplied by sub-contracting manufacturers or pre-fabricating departments of the yard. But 90 per cent of the sheet metal parts in each vessel are produced in the Sheet Metal department's shop, north of the main gate.

AHEAD OF SCHEDULE

The shop, housed in a building 62 feet wide and 144 feet long, turns out nine tons of varied shaped light metal fittings for each ship. Materials piled high in a storage area show that the shop is well ahead of ship delivery schedules.

Sheet Metal Superintendent Verne A. Nelson said, however, that work on Victories is simple compared to that required on the new troop transports. Victories have only nine ventilating systems, while the transports will have 46. He declared that an addition, 10 feet wide and 40 feet long, will be made to the shop to handle some of the increased work.

Nelson has been an employe of Oregon Ship for more than two and a half years. His day supervisor

SMUTS PRAISES VICTORY BUILDERS

(OREGON SHIP)—A message of greetings from Field Marshal Smuts, prime minister of the Union of South Africa, highlighted ceremonies at the launching of the S.S. South Africa Victory, Oregon Ship's 13th Victory vessel, Tuesday, April 11.

"Despite the threat of the U-boat, the magnetic mine, the raider and the dive bomber, supplies have continued, as they will continue, to reach the widespread battle front of the United Nations," Smuts wired. "For this we have not only to thank the directive brain of those in control and the spirit and will of our fighting and mercantile services, but also the genius of those responsible for the vessels so happily named 'Victory ships'."

The ship was christened by Mrs. Arthur Joachims, wife of Commander Joachims, head of the U. S. Coast Guard's office of marine inspection. Senator Guy Cordon was a featured speaker.

is John Mitchell, who has a perfect attendance record since coming to OSC as a sheet metal mechanic November 8, 1941.

The two night shifts are directed by Supervisor Ira Mansfield. On swing shift Don Peterson is shop foreman and Audry Day is dock foreman. "Dinty" Moore is graveyard dock foreman.

Mitchell is guided on day shift by Curtis Viohl, shop foreman, and Frank Hanlon and Earl Forrest, dock foremen.



Chiefs of Speedy Crews Day Shift foremen and leadmen of the Sheet Metal department, which slashed its man-hour total on Victory ships from 19,000 to 9,000, are pictured above. The speedy performance of their crews contributed much to the yard's fast outfitting time. In front are Lowell Morgan, Roy Myers, Al Gix, Ernie Goff, Foremen Earl Forrest, Frank Hanlon and Curtis Viohl, Leo McCarthy, Byron Sherrill and Ed Munger. Back row: "Andy" Anderson, Ed Heitkemper, Les Nylander, Eugene Nelson, Bill Steinbaugh, Louis Morgenthaler and George Woods. (Oregon Ship photo)



Mechanical Cutter Sheet metal workers use this 12-foot power shears machine to square and cut metal. Operating it are Les Hodel, left, and Bob Hedrick. (Oregon Ship photo)

6 Victories to Be Launched in April

(OREGON SHIP)—With outfitting time being lowered to 32 days on the last vessel delivered, OSC's Victory ship program will hit a new high for April. Six launchings are scheduled for the month, compared with four hulls launched and four vessels delivered in March. At the end of March Oregon Ship, with five ships commissioned, was the only yard

in the nation which had delivered a Victory ship. Fulfillment of the April schedule would give OSC an even more commanding lead in the Victory production field.

Date for the laying of the first troop transport ship keel is set for a date late in May, after the 22nd Victory cargo vessel is launched. The Vancouver yard set down its initial transport keel April 5.

OSC's 14th Victory ship, the S.S. Yugoslavia Victory, is scheduled for launching from Way 9 Saturday, April 15.

Praises Libertys



THOMAS L. MILLS

(OREGON SHIP)—Thomas L. Mills, first officer on the S.S. Netherlands Victory, launched March 6 at Oregon Ship, recently returned from the South Pacific where he served as an officer on four Liberty ships built at this yard.

"They are tops as far as I am concerned," he declared. "I was aboard the S.S. Robert Harper when she collided with a Norwegian tanker. Our ship had a large hole in her side but we got her into Melbourne under her own steam. The plates held up fine under the terrific impact of the collision.

"The Victory ships look even better, and I'm glad to be going out on one of the first."

Workers Join Marines

(OREGON SHIP)—Chester S. Anonson, former union melt operator, and Gordon E. Pierce, engineer's aid, enlisted in the marine corps April 6 and left for San Diego to undergo "boot" training.

ALL TOGETHER, BLUSH! WE CALLED IT WRONG

(OREGON SHIP)—Oregon Ship Electrical department chiefs have had one gosh-awful time trying to explain to their wives where they were on the Sunday night of April 2.

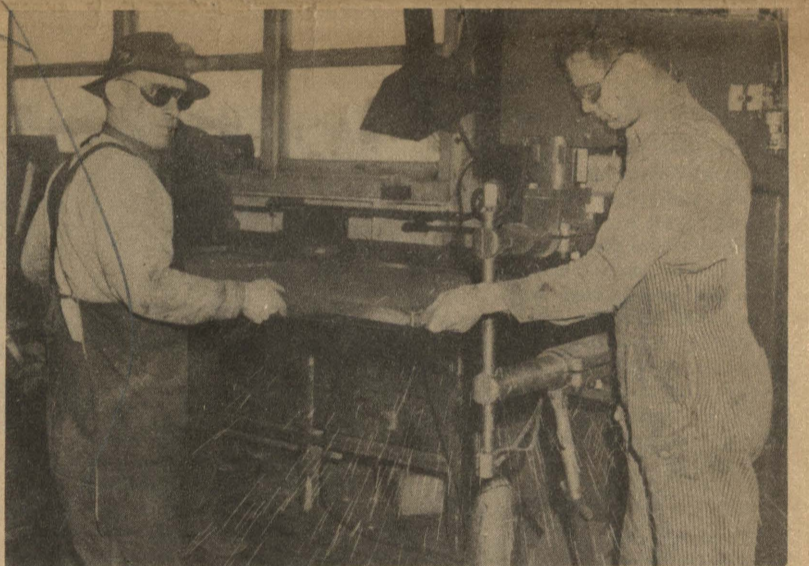
They had told their better halves they went to a department get-together at the Imperial hotel that evening. Along came last week's Bosn's Whistle with the news that this gathering had been held Saturday night, April 1, at the Benson hotel.

The Whistle staff is complimented that many of the wives chose to believe the Whistle rather than their husbands. However, at the risk of damaging the paper's reputation for accuracy, the staff is compelled to retract.

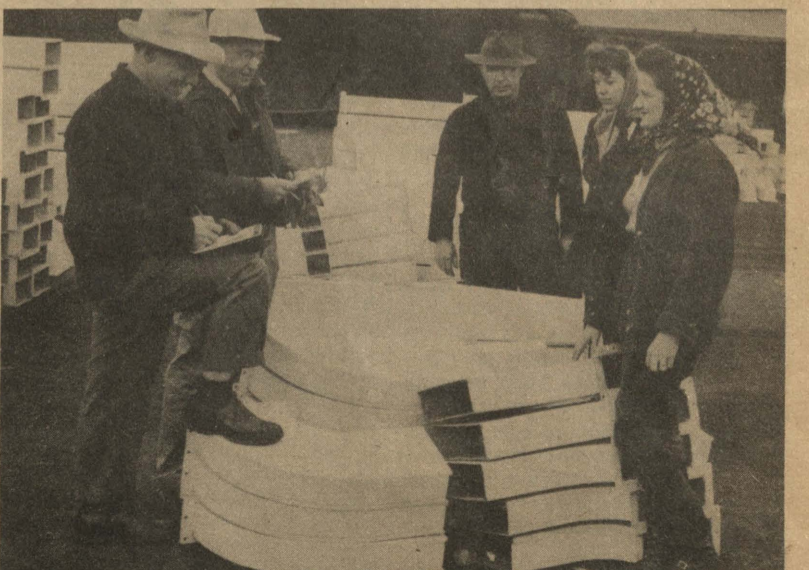
The electricians' gathering, attended by 350 supervisors, foremen and leadmen, took place SUNDAY night at the IMPERIAL.



Sheet Metal Huddle Verne Nelson (seated), Sheet Metal superintendent, goes over department problems with Jim Mellinger (left), chief clerk, and John Mitchell, day supervisor. (Oregon Ship photo)



Spot-Welder This is the biggest type of spot-welding machine in use. Sheet metal workers use it mainly on expanded metal, a piece of which is being welded in this picture. Werner Matson holds the metal, Carl Gardner operates the machine. (Oregon Ship photo)



Spare Parts The Sheet Metal shop is well ahead of production schedules. In the well-filled storage yard north of the shop material expeditors are shown taking inventory. Left to right are Joe Frazier, material supervisor; two of his assistants, E. E. Horne and R.L. Bricker; Adele Spencer and Margaret Burkett, helpers. (Oregon Ship photo)



"Spit's" a Horrid Habit

Sir: In washrooms and restrooms, at least, spitting on the floor should be prohibited. This, I believe, would save many manhours lost by sickness. We had a near-epidemic of the flu, and spitting in such places spread it more and more. Something should be done more than just posting a warning.—John Moe, asbestos mechanic.

Ed.—Dr. F. E. Rieke, medical director, states: "It would seem desirable to take stronger measures than posters and education of our employees against spitting in public. I will discuss with the proper authorities the question of stronger action against those ignoring our rules on this matter."

Improve Parking Lot

Sir: Why is the east end of the parking lot, which is set aside for the parking of panels and pick-up trucks, left in such a bad condition? Drivers are apt to break springs or other parts when their vehicles are loaded, and with parts and repairs so hard to obtain, it's hard to understand why this inexcusable parking condition is not corrected.—R. H. Jennings, day chipper leadman.

Ed.—Roy Cook, chief engineer, assures us that the area will be re-surfaced as soon as paving equipment becomes available.

Line Too Long

Sir: It is ridiculous to make regular boarders with meal tickets stand in line at the dormitory mess hall with customers paying cash. The former should have their own line. Today it took me an entire hour to get in. Why do we have to stand back of these outsiders?

Ed.—Explains Dormitories' Supervisor Clarence Codding: "The reason for one line is because the tables are not ready for more boarders and the only place to control the seating is at the cash register. It is like the line-up at a theatre when

all seats are occupied and you have to wait for someone to leave before you can be seated. This only happens on Sunday, when many outsiders visit us; we are unable to secure the outside help necessary to take care of increased business on this one day."

Bus Service

Sir: Why isn't the transfer bus run to the dormitories' recreation building for a stop?—J. L. Coats, graveyard pipe welder.

Ed.—Don Manning, Transportation department, says: "At present the traction company runs busses to the dormitories by the north road and gets such a low volume of patronage that it is not deemed economical to extend the service to the Recreation building."

Profanity Decried

Sir: I'm not religious, but nearly every meal someone at the table at which I am seated at the dormitory mess hall, accompanies my meal with semi-continuous profanity. I can cuss myself and frequently do, but not at the table or in the presence of ladies. Can't you put up signs or something to at least partially remedy this entirely unnecessary condition?—Bob Ackerson, day shift electrician's helper.

Says Dormitories' Supervisor Clarence Codding: "It is true that some of the men do not have enough manners to refrain from using profanity, but I daresay it is in the minority and the presence of women in the mess hall is a great help to hold it down. We have had many suggestions to put up signs to tell the men to take off their hats, not to eat like hogs and many other items, but I feel that they all fall in the same category as the sign which says, "No smoking." Those who wish to smoke invariably will unless it is supervised and now can supervise the curtailment of profanity."

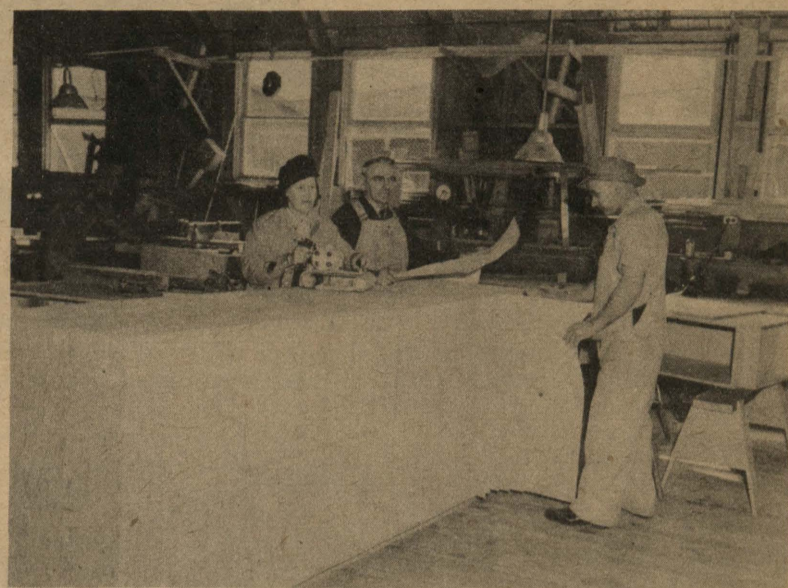
Wood Plays Major Role at Yard Carpenters' Task Big

(OREGON SHIP)—Workers with steel and machinery may not realize the value of Oregon Ship's Carpenter shop. It's crowded off into the southwest corner of the yard, out of eye-range, and commands little attention. But on a per-man basis, it's one of the heaviest producing units at OSC. Headed by Foreman Bert Collins, a crew of 38 workers on the three shifts, delivers a daily output

which runs about like this: 1500 wedges, 10 pieces of office equipment, 50 boxes, 100 repaired and filed saws and 100 new-handled hammers, along with scores of miscellaneous items such as bins, racks, plugs and rigging lumber known as "hay."

Many of the orders which pour into Collins' office bear the "rush" label, because from the main yard office to the labor crews the Carpenter shop has won a reputation for speedy deliveries. Work of the shop also can be classed as a salvage operation. Fifty per cent of the material used there is cast-off lumber.

Collins is aided on the day shift by Oscar Long, leadman. John Osterhaug, leadman, supervises the shop on the swing shift and Leadman George Law is in charge on graveyard.



Experts On Wood Here are three workers in the Oregon Ship Carpenter shop, one of the heaviest producing units in the yard. Shown (left to right) are Clarence Mossing, Foreman Bert Carpenter and Pete Langoe. They are working on a blue print cabinet for the Reproduction department. (Oregon Ship photo)

REGISTER TO VOTE!

Workers may register to vote in the coming elections at a booth in front of Oregon Ship's main gate Friday and Saturday, April 14 and 15. The booth will be open from 8 to 9:30 a. m. to accommodate day shifters coming to work and graveyard workers as they leave the yard, and from 4 to 5:30 p. m. for swing shifters coming in and day workers going home.

Members of the Labor-Management committee, which is sponsoring the registration service in cooperation with county officials, urge workers to use the facilities. Committee members describe registration cards as "certificates of good citizenship," and declare it takes only a few seconds to sign up.

Registration can also be made at the county courthouse, 4th and Salmon street, between 8 a. m. and 8 p. m. on weekdays. Books close April 18 for the primary election.

Sailor Aboard Vessel He Helped Construct

(OREGON SHIP) — Truth is stranger than fiction! This fact held true for Seaman 2/C Raymond



R. O'Shia

O'Shia, former OSC worker and son of Mrs. Delarise O'Shia, Oregon Ship janitress. Young O'Shia crossed the Pacific ocean aboard the same Liberty ship he helped build and upon which he rode down the ways. "These ships are honeys," he recently wrote his mother. "Tell the Oregon Ship gang to keep up the good work."

Mrs. O'Shia bows to no one in the matter of family participation in the war effort. Two daughters, Aileen and Myrtle, are with her in the janitor department, and a son, William, works in pipe maintenance.

Besides Raymond, two other O'Shia boys are in the service. Bill, former steel yard leadman, is in the marines and Richard O'Shia is overseas with the army.

Driver Bests Marco Polo's Mileage



Although he didn't get as far from home as Marco Polo, Nils Anderson, Oregon Ship driver, has the famed Italian globe-trotter bested as far as mileage is concerned. He has driven an automobile more than 500,000 miles. His passengers have included scores of movie stars and other celebrities. (Oregon Ship Photo).

Fraser Learned Of Engines on High Seas

(OREGON SHIP) — True to the spirit of Scotch seafaring ancestors, Albert Fraser, principal machinery inspector for the U. S. Maritime Commission at Oregon, has spent a large part of his life in a ship's engine room on the high seas.

On a score of ocean vessels, Chief Fraser gained the intimate knowledge required for his final inspection of ships before he certifies them for trial runs.

No desk-warmer, Chief Fraser usually can be found in mechanic's overalls, checking machinery installation in the engine room of a hull.

Fraser's machinery inspection crew consists of a first senior inspector and three other senior inspectors. Six inspectors work under each senior. The electrical inspection department has two seniors and 13 inspectors.



Albert Fraser

WORKER THANKFUL FOR SHIFT CHANGE

(OREGON SHIP) — Working on this yard's day shift is rewarding Earl Binford, Electrical department leadman, with the opportunity to regain many hours of lost slumber.

Don't think for a minute Binford is doing any sleeping on company time. For nine years he was manager of a Portland night club and followed an irregular sleeping schedule. Thanks to his present wartime, schedule, he's able to regain lost "snoozing" time.

Enlists in Marines

(OREGON SHIP)—Areta L. Bain, draftsman at Oregon Ship, enlisted April 8 in the marine corps women's reserve. She is continuing work at OSC while she awaits call to service.

Former OSC Worker, Wheelchair Singer

(OREGON SHIP) — William H. Elliott, former shipfitter on Oregon Ship's jig tables, and noted for singing while he worked, now entertains Farragut, Idaho naval hospital patients from a wheel chair, his wife, Edith Elliott, electrician's helper, reported this week.

Elliott, confined to the hospital by a recent injury, was also a radio entertainer before joining the navy, December, 1943.

Surprise For Maskell

(OREGON SHIP)—William "Bill" Maskell, Building Maintenance superintendent, was greeted by a surprise birthday party during the March 31 lunch period. He not only received a special lunch from crew members but several birthday gifts.

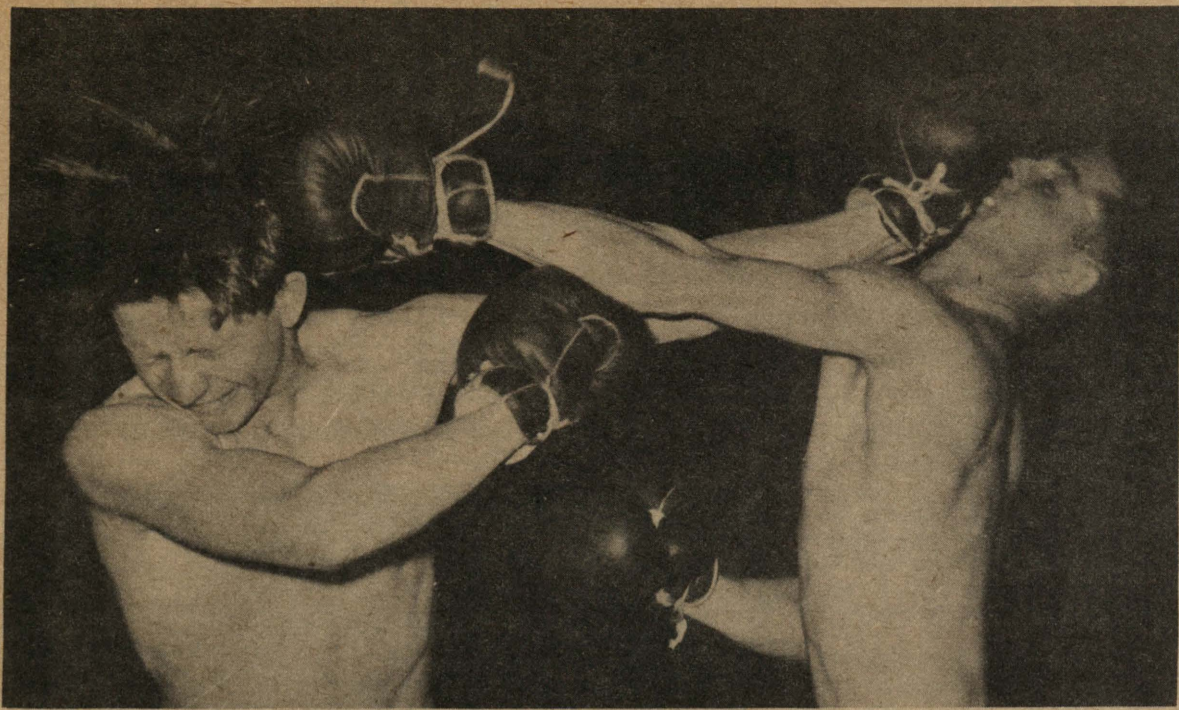
ARTIST FROM MUNICH

Sig Ross, portraitist who did the drawing of Albert Fraser, is a production illustrator in the Assembly department. He came to Portland five years ago from Munich, where he studied art under the prominent artist, Sigfried Ziegler. Ross works with various media and plans to exhibit paintings at the Art Show, May 26.

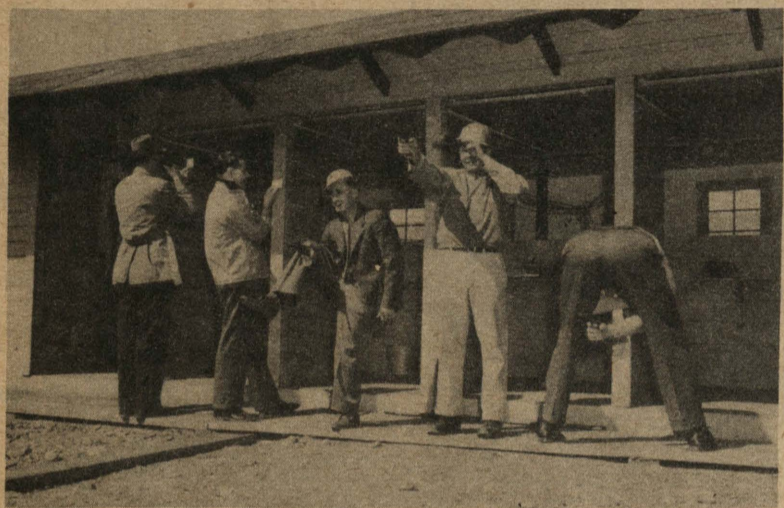


Ace Crew Loses Leader

Bill Ruther, welder leadman on the shell jigs, developed what Les Voshell, welding superintendent, calls "one of the finest crews in the yard" before Uncle Sam summoned him into the service. He's pictured here with his crew after being honored at a farewell lunch party. Kneeling, left to right: Dan Couch, Al Bennett, George Taylor, Ruther, Foreman L. I. Peterson, J. L. Walker, E. L. Lemke, A. Hahner. Back row: Ruth Peters, Lilah Finseth, Billie Davis, Norma Brown, Dorothy Ohl, Cleone Redding, Susie Neufield, Vernice Hopkins, Bessie Aten, Jo Young, Rett Brown, "Buck" Gray, Fay Hahner and Norah Kimsey. (Oregon Ship photo)



Leather Tossers This action-filled picture should give boxing fans an idea of the plain and fancy leather pushing dished out by fighters at the regular Tuesday night slug fests at Swan Island barracks gymnasium. Here we see "Red" Swain, Swan Island, shaking off a rabbit punch while wielding a nasty left atop Hugh Skinner's chin. Skinner was judged winner of the three-round preliminary of the April 4 card. (Swan Island photo)

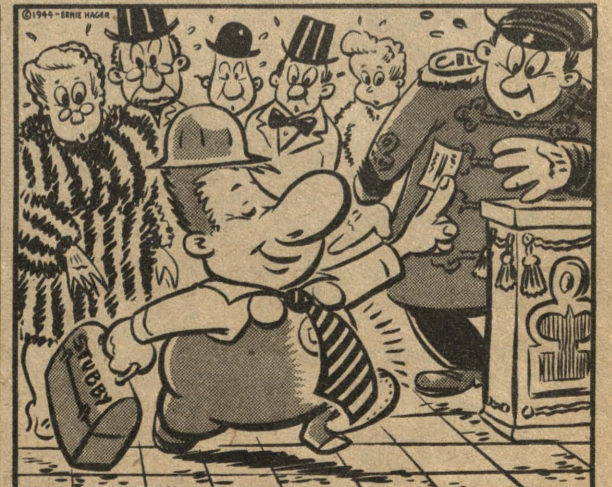


Everybody Duck! These fancy-shooting superintendents have issued a challenge to any comers, preferably the "pistol-packin' guards" of Oregon Ship to inter-yard matches. Left to right, Duncan Gregg, assistant yard superintendent; O. M. Mikkelsen, marine machinist superintendent; Jack Crane, electrical superintendent; Park Savage, Outfitting dock superintendent, and Mark "Guess Who" Antoncich, chief of guards. (Vancouver photo)



Play Ball! The curtain goes up April 24 on Oregon Ship's 1944 softball season. Shown above are members of Bill Steel's club after a practice session during the day lunch period on Way 1. They are, front row (left to right) Ralph Sittel, Wilson Cox, John Rekart, H. W. Herbst, and Leo Parham; back row, Harry Swan, Hank Elliott, Al Galipeau, Manager Jerry Walters, Arnold Shanahan and George Watkins. They will meet "Whitey" Thesman's team in one of the opening games. (Oregon Ship photo)

Stubby Bilgebottom



By Ernie Hager

OSC SOFTBALL LEAGUE TO OPEN

(OREGON SHIP)—Oregon Ship's 1944 softball league schedule was announced this week by Gerry Walters, league chairman. Work is being rushed on Oregon Ship Recreation Center field but if it is not completed on Friday, April 21, games will be played at Pier park and Columbia Field No. 3.

Here is the schedule:

Opening Day Program	Friday, April 21
Steed vs Thesman	Monday, April 24
Plate Shop vs Material	Monday, April 24
Superstructure vs Assembly	Tuesday, April 25
Specialty vs. Marine Engineers	Tuesday, April 25
Plate Shop vs Thesman	Wednesday, April 26
Steed vs Specialty	Thursday, April 27
Superstructure vs Material	Friday, April 28
Assembly vs Marine Engineers	Friday, April 28
Thesman vs Assembly	Monday, May 1
Superstructure vs Marine Engineers	Monday, May 1
Specialty vs Material	Tuesday, May 2
Steed vs Plate Shop	Tuesday, May 2
Superstructure vs Thesman	Wednesday, May 3
Specialty vs Plate Shop	Thursday, May 4
Steed vs Marine Engineers	Friday, May 5
Assembly vs Material	Friday, May 5
Marine Engineers vs Thesman	Monday, May 8
Specialty vs Superstructure	Monday, May 8
Assembly vs Plate Shop	Tuesday, May 9
Steed vs Material	Tuesday, May 9
Specialty vs Thesman	Wednesday, May 10
Marine Engineers vs Material	Thursday, May 11
Steed vs Assembly	Friday, May 12
Plate Shop vs Superstructure	Friday, May 12
Thesman vs Material	Monday, May 15
Specialty vs Assembly	Tuesday, May 16
Steed vs Superstructure	Wednesday, May 17
Plate Shop vs Marine Engineers	Friday, May 19

Vancouver Softball Plans Complete

(VANCOUVER)—The Vancouver Softball association will open a schedule of practice games May 1, in preparation for the tournament season which gets underway a month later. Managers have decided to issue membership cards to players for a fee of two dollars. The money will be used to pay umpires and provide trophies. Members may obtain discounts of softball equipment. Gene Deluca has been appointed chairman of a grievance committee to settle disputes. Other members are Pat Ginnis and P. Mills.

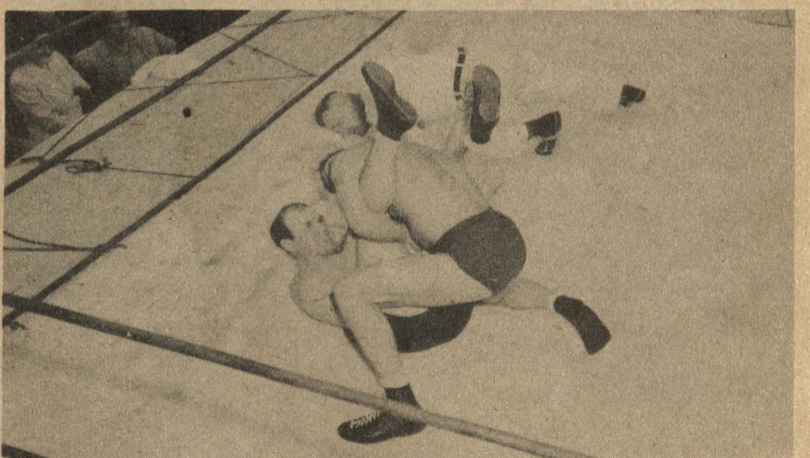
Outdoor Show to Mark Sports Project

(VANCOUVER)—A big outdoor demonstration will mark the opening of the six baseball diamonds athletic field and track at McLoughlin Heights community center, sometime in May, according to Walter E. Pollock, project services director. He said the show will include tumbling and calisthenics exhibitions, music by a 100-piece band and singing by several chorus groups. Lighting equipment and bleachers will be installed.

Managers have decided to issue membership cards to players for a fee of two dollars. The money will be used to pay umpires and provide trophies. Members may obtain discounts of softball equipment. Gene Deluca has been appointed chairman of a grievance committee to settle disputes. Other members are Pat Ginnis and P. Mills.

Players Wanted

(Vancouver)—Wanted: Baseball players. Anyone interested in playing baseball should contact Walter Pollock at McLoughlin Heights, Administration building. Practice will be held Sunday, April 16.



Nearly Pinned

Featuring talent from Portland Western Athletic club cards, Oregon Ship yard shows are serving up some choice matches. On the day shift show March 31, Jack Kiser, former OSC shipfitter leadman and local mat headliner, defeated "Tarzan" Potvin (on mat) in one fall. Referee Percy Freeman of the OSC Fire department, watches Potvin's shoulders. (Oregon Ship photo)



He sold all his clothes and shouted hurrah! The Army said that he was 1-A, But rejected he was the very day And now he dresses this-a-way! ! !

Portland Black Sox Seek Baseball Games

(Vancouver)—A newly organized baseball club under the management of Henry Jones, boilermaker welder on the ways, graveyard shift, is working out daily at Vanport City. The team to be known as the Portland Black Sox, is seeking games.

Croquet Challenge

(Vancouver)—E. J. Dewey, assistant superintendent at the Vancouver Paint shop, has challenged any croquet player to a match.

Pipe Covering Task Important Bartells Growth Told

"Bartells' Again." That sign over the cab announces the arrival of another truckload of pipe covering, boiler covering, lagging or firebrick for Kaiser-built ships at one of the three Portland-area yards, and it happens several times a day at each yard. More than that, the sign represents E. J. Bartells Co., an industry that has grown from 25 to 1200 employes in the Portland - Vancouver area with

the growth of the Kaiser yards. It is the largest user of pipe-covering materials, or lagging, in the United States, and has installed covering for pipes and boilers on 465 Kaiser-delivered vessels up to the time of this publication.

Placed end to end, the pipes insulated by E. J. Bartells Co. in the Portland area would reach approximately 830 miles. This does not include vast amounts of covering placed on boilers and tanks, enough, it was estimated, to extend 1200 miles if the boiler covering could be removed and reshaped as pipe covering.

20 Years Old

E. J. Bartells established the company in Seattle about 20 years ago to merchandise firebrick and refractory materials for factory boilers. It long has been affiliated with A. P. Green Firebrick Co., of Mexico, Mo., manufacturer of some 450 cars of brick installed under the boilers of Kaiser-built ships.

For 17 years the company has operated in Portland. It added the Johns-Manville line of insulation and boiler covering materials eight years ago and engaged in plumbing, heating and industrial work prior to the war.

When Oregon Shipbuilding corporation was organized, E. J. Bartells Co. became a subcontractor to apply insulation and lagging to boilers, hot, cold and steam pipes in Liberty ships. As the Vancouver and Swan Island yards were established, Bartells became a subcontractor in these yards, also. The company has completed its contracts in 332 Liberty ships, 58 tankers, 30 LST's, 35 escort carriers, six Victory ships and four fleet oilers to date.

Carriers Use Most

Carriers are the heaviest users of Bartells' materials, each requiring about 6½ miles of pipe covering. That is why more than one-half of Bartells' 1200 employes work in the Vancouver yard. The tankers take about two miles of lagging, fleet oilers about 2.3 miles, Victory ships about 1.8 miles, Liberty ships 1½ miles, and LST's less than a mile each.

Pipes covered range from 3/8-inch to 12 inches in diameter. The

company has developed methods of prefabricating flange fittings and turbine covers in a factory on N. E. Union avenue, near Lombard street, in Portland to save time. Materials are placed in molds and tamped into place. These ready-made coverings save 15 per cent of the time ordinarily required for placing them.

Pipe covering, which is shipped here from factories at Waukeegan, Ill., and Redwood City, Cal., is 85 per cent magnesia, a material extracted from rock, and long fiber asbestos. The other 15 per cent is wire, metal strips, adhesive cements, wrapping and other materials necessary to hold the magnesia together.

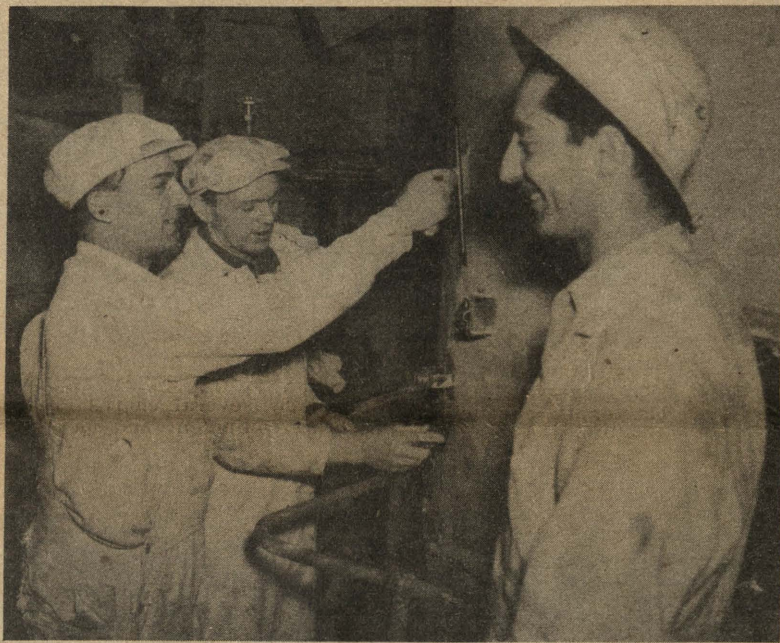
Last on Ship

Bartells' and the painters have the distinction of being the last working groups on the ships before they are delivered. Much of the pipe and flange covering must be left until after dock trials. Due to the great need for speedy operations at

this stage, Bartells' operations have not been able to shut down every Sunday like the main forces of the Kaiser yards.

Heading the company in the Portland area is O. A. Abrams, vice president and general manager, member of the firm for 10 years. Yard superintendents are Joe Churchill, Oregon Ship; Jack Barnette, Swan Island, and Basil Sinclair, Vancouver. Churchill is a former Northwest construction man, Barnette was a dealer and salesman of building materials before the war, and Sinclair is a veteran engineer who has worked in many foreign countries, including China and Russia.

The company maintains its main administration office at 611 N. Tillamook street, and has stock warehouses at two nearby locations, another at N. W. Twenty-second avenue and Vaughn street, the factory on Union avenue, near Lombard street, and warehouses at each shipyard.



Fire Protection Foreman Carl Miller (right) is shown directing members of a Bartell asbestos crew insulating pipe above the engine room of an OSC Victory ship. The workers are Perry Richards (left) and Jim McLligott. (Oregon Ship photo)



Asbestos Men Charles Snyder, Phil Smith and Hy Pi-fer fit asbestos insulation on boiler room pipes of a Swan Island tanker at the Outfitting dock. (Swan Island photo)



Bread Mixer An old bakery dough mixer is used here to mix "mud" for insulating tankers. Edwin Higham and R. E. McClelland dump a batch from mixer. (Swan Island photo)

Responsibility Law Vital to Motorists

Oregon's new financial responsibility law, not yet widely understood by motorists, makes it necessary for parties in any motor vehicle collision which results in property damage or bodily injury, to post proof of financial responsibility. Only exemptions under the law are a legally parked car or a vehicle operating on a private roadway. Administration of the law is vested in the Department of Financial Responsibility, Salem.

If an owner or driver of a vehicle has an accident, he must file proof within 45 days with the department that he was financially responsible when the collision occurred, or he will be responsible in the future. Proof can be shown by posting \$11,000 in cash, surety bond or automobile insurance.

NEED INSURANCE CERTIFICATES

Insurance policies, as such, are not accepted by the department. A proper certificate of insurance is required and these may be obtained by policy holders from insurance companies. Best procedure is to give your insurance agent a copy of the accident report filed with the police after the accident. This will eliminate any danger of incorrect dates, license numbers, names and location of accident, and often may prevent suspension of plates and operator's license.

Shipyard transportation officials

are familiar with the law and are prepared to advise workers.

Correct procedure to follow in event of an accident is detailed below. Workers are urged to read the suggestions and save them as a guide if they ever should come within the act.

If, on any public street or highway of Oregon, you are involved in a collision resulting in property damage or personal injury, the accident must be reported to the nearest police station or sheriff's office within 24 hours.

If your car is insured you should:

1. Immediately report the accident to your insurance agent. The report to your company must be made even if you were not at fault.
2. Request your agent to file form SR 21 with the Department of Financial Responsibility, Salem, Oregon.
- (Form SR 21 must be filed for each accident and must show correct name of owner, of driver, date of accident, and correct description of car involved. Form SR 21 is furnished by your insurance company and can only be filed by company or agent.)

If your car is not insured you must:

1. Immediately furnish and maintain proof of future financial responsibility.
2. Furnish proof on each car if you own more than one.
3. Furnish proof to retain your driver's license if you do not own a car.
4. If you purchase liability insurance, request that a certificate be filed in your behalf with the Department of Financial Responsibility, Salem, at time of application.

CUPID LURKS HERE Bride Survey Shows

There is romance under many a battered tin hat and grease-smearred work clothes, according to findings of Mrs. Alexandra Potts, associate editor of Bride's magazine and a recent Kaiser shipyard's visitor. Mrs. Potts stopped off here while on a 15,000 mile trip to learn about brides, about brides-to-be, what they plan and how they think.

During her brief visit she interviewed 25 of them, six wearing wedding rings and the other 19 hoping to do so. Eight of them were welders, the others from office forces.

At least one-sixth of the states in the union were represented. A few of the girls planned early marriages with little or no fanfare and no honeymoons. The others, most of whom are separated by war from the men of their choice, are looking toward the future, if not through rose colored glasses, at least with dreams of old-fashioned weddings in traditional satin or lace, yards and yards of tulle, attendants and music.

Some of the things Mrs. Potts has learned on this trip:

That war brides are pretty matter of fact about their romances.

That informal clothes are the order of the day.

That the marriage age has extended in two directions, covering the field from 16 to 60 years.

That more women past 40 years old are getting married than ever before in history.

That women who work in the yards have a better opportunity to meet men than those who work in offices.

That the love bug nips through man-styled work clothes and behind metal helmets as easily as it pierces the smartest of costume or the smoothest of makeup, sometimes more often for those in the older group.

That in spring romance is having a big fling!

With First on Jap Soil

(VANCOUVER)—Corporal Raymond A. McComb, son of Mrs. Kathon graveyard, was among the first to set foot on conquered Japanese soil in the invasion of the Marshalls, according to a press release from the U. S. marine corps public relations department.

The dispatch, written by Sgt. William C. Harris, was sent to newspapers in Minot, S. D., and a copy forwarded to McComb's mother at Vancouver.

CROSSED BULB



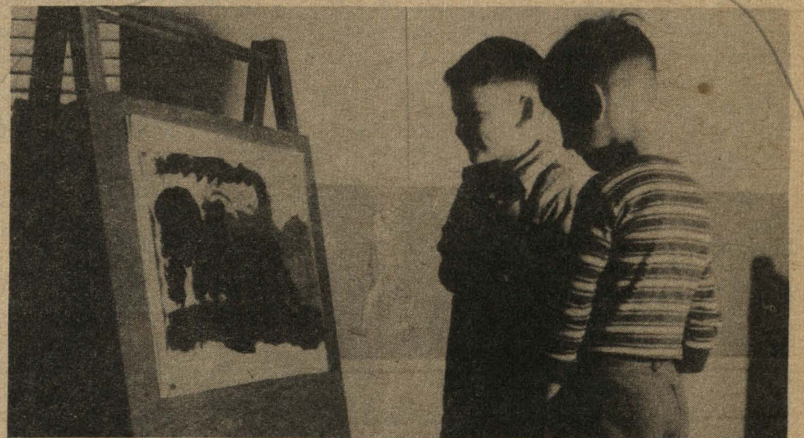
Jack Thornburg, Swan Island day shift electrician, Outfitting dock, holds a 200 watt bulb that burned out the morning of Good Friday with the pattern of a cross on the inside of the glass. (Swan Island photo)

Shoe Stamps

The Office of Price administration has issued the following instructions regarding work shoes, according to C. V. Patterson of the Transportation department:

Beginning April 15th and ending May 15th, no special shoe stamps can be given to applicants. A new stamp will be valid May 1 and at that time employes in need of work shoes may use the current stamp if necessary.

After May 15, employes who have used all available current stamps in their family may apply for special stamps which must be marked "Work Shoes Only."



Art Appreciation Billy Phillips, son of Mr. and Mrs. Donald Phillips, and Dale Moore, son of Mr. and Mrs. Angus Moore, Swan Island workers, admire Billy Altimus' painting of a Kaiser locomotive at the child care center. Young Altimus, son of Mr. and Mrs. William Altimus, isn't seeking any special honors for his work, but adult artists in the three Kaiser yards will be when they show their canvases in the third-all-Oregon exhibition to be held at the Portland Art Museum May 26 to July 2. Entries must be submitted between May 10 and 14. Entry blanks are available at Bosn's Whistle offices. (Swan Island photo)

INQUIRING REPORTER

QUESTION:

How do you like the Child Service Center?

Ray Crawley, chief clerk Welding department: "The Child Service Center is tops as far as I'm concerned. I think it's the most important institution at Oregon Ship. The future of the country depends upon the children of today. If they receive proper training they will become good citizens. Parents who work in the yard should certainly take advantage of the center."



Captain Harvey F. Fisher, guards: "No finer place for children exists in Portland. I often drop by and watch the children at play. Oregon Ship is to be commended for establishing such an institution. It would be worth while for anyone with children to visit the Child Center and see what it has to offer. It has a staff of experts and the care that is given children there couldn't be improved upon. Such centers undoubtedly will be maintained long after the war is over."



Mrs. Grace Hutson, day shift truck driver: "It certainly is wonderful for a mother who has to work to know her children are getting such wonderful care at the Child Service Center. The important thing is that the children themselves like the center. The people in charge understand children. I urge every mother in the yard to investigate the possibilities of the center."



Mrs. Martha Brendal, tool checker, Outfitting dock: "It may be true that there is no place like home but in my opinion there's no place like the Child Service for Oregon Ship workers' children. Anyone who doubts it should visit the center and see for himself just what goes on. If it wasn't for the center a lot of children whose parents are in war work would be running the streets and not getting proper food and other necessary attention."



Larry Metler, scaler supervisor, Outfitting dock: "I'm 100 per cent sold on the Child Service Center. My children are there and they like it fine. They are getting good food, healthful recreation and are making lots of friends which they will still have when they are grown up. With housing conditions as they are many children have no place to play in the crowded districts. I've been boosting the center to the fathers and mothers who work with me. It certainly is a fine place."

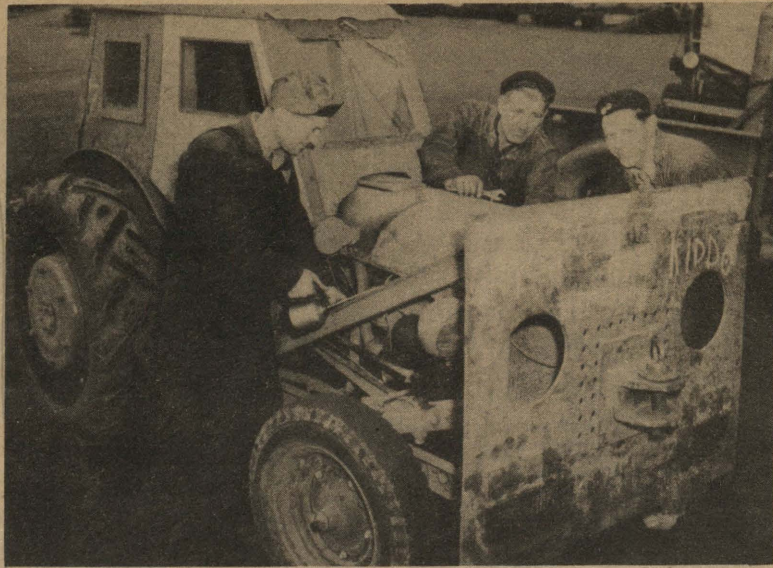


Dale Gilman, son of Mrs. Ethel Gilman, welder, Bay 11, Assembly: "This place is the berries, believe me. The eats are what I like and there's a swell gang here. We got all kinds of stuff to play with and we are going to be pretty busy from now on taking care of our Victory Garden. We need some more kids to help out. If you know any boys who want to have some fun tell them to come over to the Child Service Center."



Shipfitter Candidate

Wayne Harding, graveyard shift shipfitter at the Shell Erection buildings, is a democratic candidate for superior court judge in Clackamas county.



Mr. Fixits There's no job too big for Oregon Ship's garage, which is putting OSC's badly worn rolling equipment back in first class working order. Here three garage mechanics, L. A. Cox, Jack Drady and Ralph Ellingsen, operate on a battered vehicle. (Oregon Ship photo)

Garage Improves on Original Vehicles

(OREGON SHIP)—In service for three years and much of that time on continuous 24-hour-day operations, Oregon Ship's rolling equipment was in sorry condition when Master Mechanic Jerry Filion decided to take a hand. He asked the OSC garage, which is a division of his department, to prepare

SHIPFITTER'S SONG IN NATIONAL CONTEST

(OREGON SHIP)—A novelty tune "My Mama," written by James Rice, OSC shipfitter leadman, was programmed by a Hollywood station on the nation-wide Song Is Born contest, April 3. If Rice's song wins top honors it will be entered in the finals in June, where the winning tune will receive national publication.

to do complete overhauling jobs on all yard vehicles and made arrangements to secure parts necessary for repairs. Under the direction of Grant Green, Mechanical Maintenance superintendent, and Foremen Herb Leonard, Dick Gripp and Jay Green, the garage is taking vehicles in turn and putting them in first class shape.

"We feel that our service is saving thousands of dollars," Superintendent Green said. "The equipment couldn't have stood up much longer, and some of it is not replaceable. When we complete our renovating program, the vehicles will be nearly as good as new and should stand up for the duration."

"In many cases we have actually improved pieces of equipment by adapting it for the specific job it's doing. Operators are taking great pride in vehicles remodeled in accordance with their suggestions, and our routine repair work is decreasing as a consequence."

Navy Opens Liaison Office at O.S.C.

(OREGON SHIP)—The navy has established a liaison office at Oregon Ship to coordinate the expediting of naval materials with ordnance activities under the troop transport ship program. Lieutenant C. S. Harper, Jr., is in charge.

The second floor of the old General Stores annex building, south of the guard office, will be enlarged to provide quarters for the additional navy personnel. Harper, who is temporarily occupying an office in the Personnel building, expects to have three officers and several civilians working with him.

Reports that the navy would exercise inspection authority over the troop transport vessels were denied by Harper, who emphasized that the Maritime commission would continue as government supervising agency.

Workers Invited To Recreation Meeting

(OREGON SHIP) — A membership meeting for young people interested in discussing current events and group recreation will be held by the American Youth for Democracy, April 26, room 210-A, Studio building, at 8 p. m. A special invitation was issued to young shipyard workers.

CLASSIFIED

ALARM CLOCKS

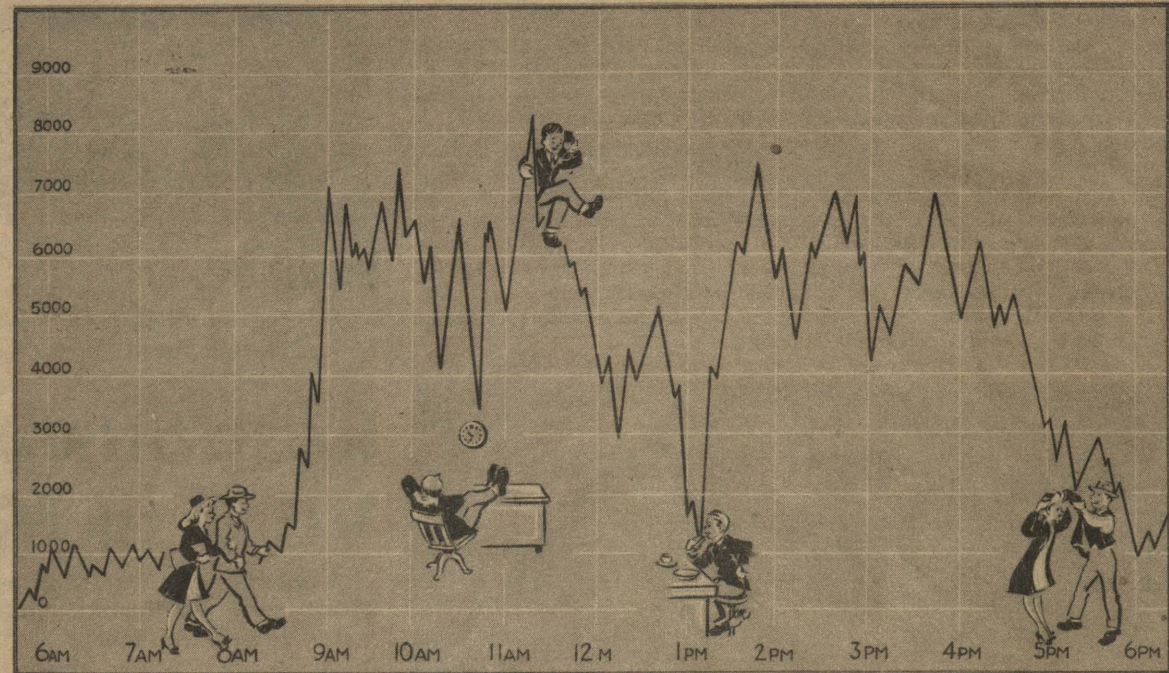
Alarm clocks sold, repaired, swapped by Richard Allen, EA 3435. Trade two old ones for a rebuilt clock; swap an old one for a rebuilt and pay the difference, or buy one. Clocks may be repaired while you wait.

LOST

Glasses with small gold rims, ground to fit wearer only. In light tan case with Dr. Hurley label. Reward. Return to Counselor's office, Way 4.

RIDE WANTED

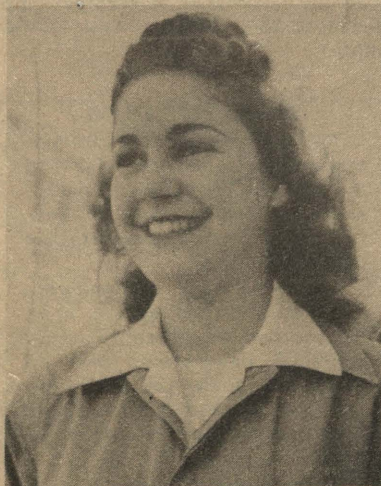
WANTED—Ride in private car from Vanport to yard so two-year-old child can be left at nursery. Call Mrs. Dillon, Yard Ext. 511.



Calls Per Hour This is the way Oregon Ship's telephone calls look on a power-load recorder. Peak periods are at 11:15 a.m., then again at 1:45 p.m., when the rate is 7,600 calls per hour. (Oregon Ship photo)



Serve Women Workers Oregon Ship's women counselors from all three shifts met here last week to compare notes and experiences. Front row, from left, Ann Boykin, Florence Beck, Helga Bossler, Women's Assistant Personnel Manager Jane Martin, Pauline Brimble and Mildred Cornelison. Middle row, Bobbie Lewallen, Grace Zuthen, Lois Hummel, Mary Hamaker and Viva Anderson. Back row, Sally Keyes, Letta Falkner, Ethel Shea, Daisy Matason and Dorothy Costello. (Oregon Ship photo)



Pulchritude Plus Photographer Frank Morgan is of the opinion that there are more "pin-up" girls than pins at Oregon Ship and submits the above four shots to prove his point. From left, Bonnie Burden, telegraph messenger; Alma Furnold and Verna Mae Nelson, both of Assembly; and Judith Sasser, a Child Service Center glamor girl. (Oregon Ship photo)