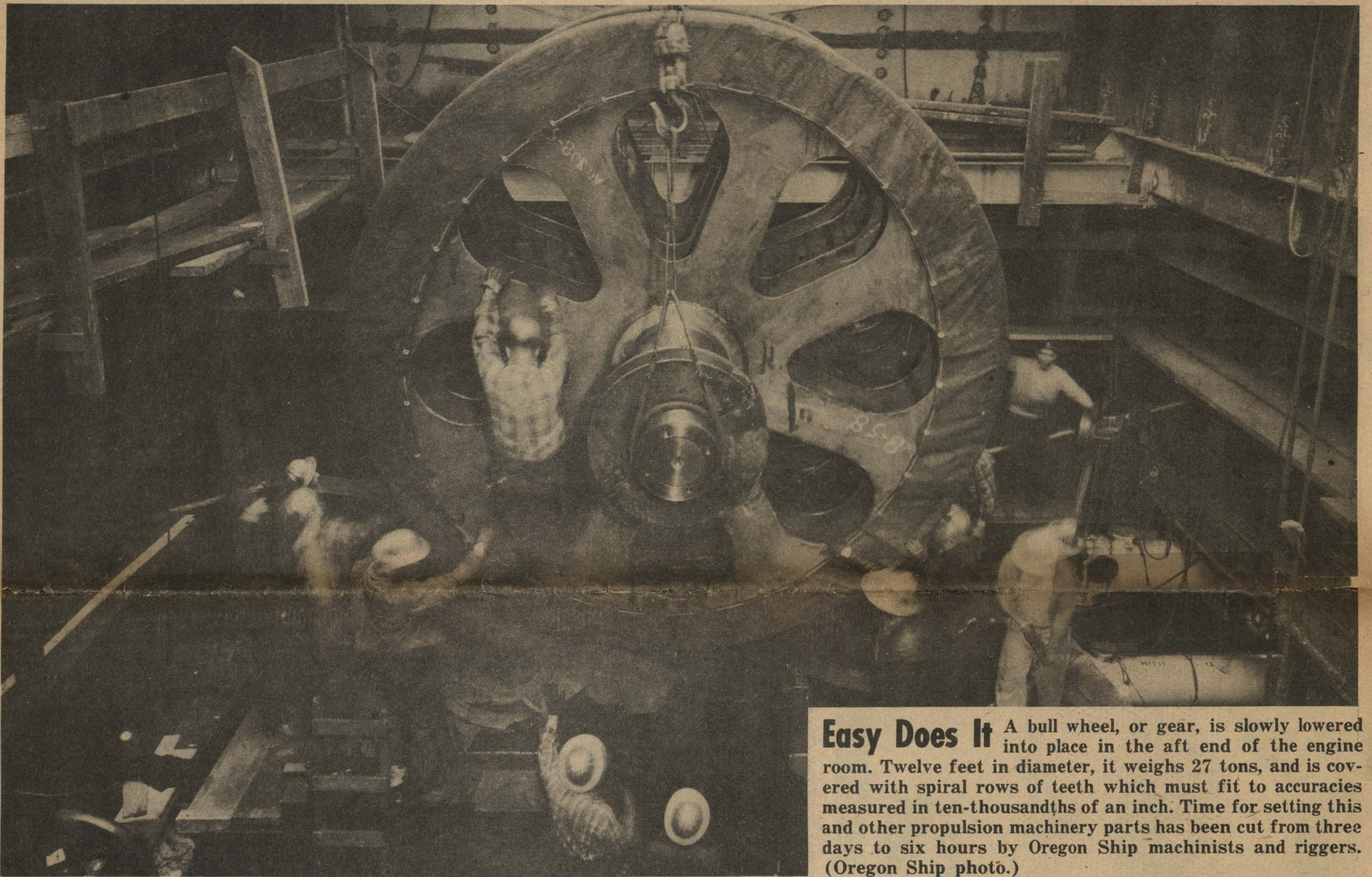


TURBINE UNITS SET IN RECORD TIME

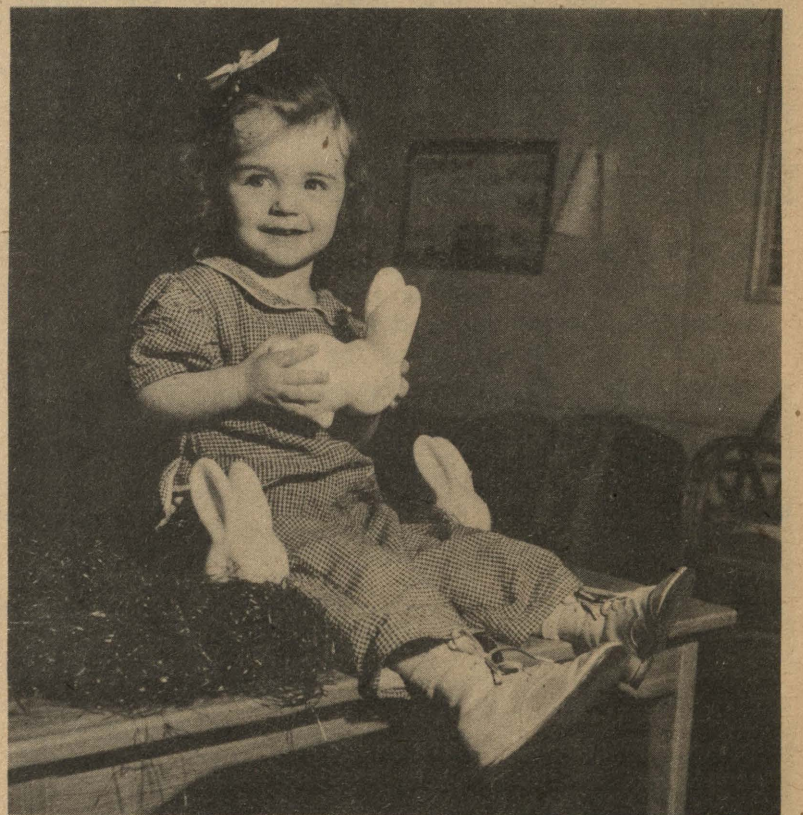
Story, page 8



Easy Does It A bull wheel, or gear, is slowly lowered into place in the aft end of the engine room. Twelve feet in diameter, it weighs 27 tons, and is covered with spiral rows of teeth which must fit to accuracies measured in ten-thousandths of an inch. Time for setting this and other propulsion machinery parts has been cut from three days to six hours by Oregon Ship machinists and riggers. (Oregon Ship photo.)



Hold Record Here are some of the machinists and riggers who set a new record for installation of Victory ship turbo-electric propulsion machinery. Shown in the center is the low pressure unit of the turbine. In front of the car are George White, rigging supervisor; Al Anderson, machinists supervisor; J. B. Hansen, Westinghouse representative; and E. R. Merrifield, maritime commission assistant machinery inspector. In the front row on the car: Fred Meier, machinist; C. A. Headley, rigger leadman; Chuck Bergeman, rigging foreman; T. M. Anderson, machinist leadman; Carl Wege, machinist; C. F. Kaloves, machinist; Johnny Blakely, machinist leadman; Mike Callahan and C. O. George, machinists. In the rear: Gene Keck, rigger; R. R. McBain and G. I. Merritt, machinists; Ernie Wilson, machinist foreman; R. O. King, William Dunn, Frank Baxter and O. J. Itel, machinists. (Oregon Ship photo.)



Easter Review Little Frances Baker staged a pre-Easter party at Oregon Ship Child Service center. She had three toy bunnies as guests. Frances is the daughter of Mrs. Katherine Baker, day shift welder checker on the Outfitting dock. (Oregon Ship photo.)

Blood Bank Donation Requires Only 45 Minutes

Kaiser shipyard workers are making large contributions to Red Cross blood banks—particularly since the Red Cross is providing free transportation.

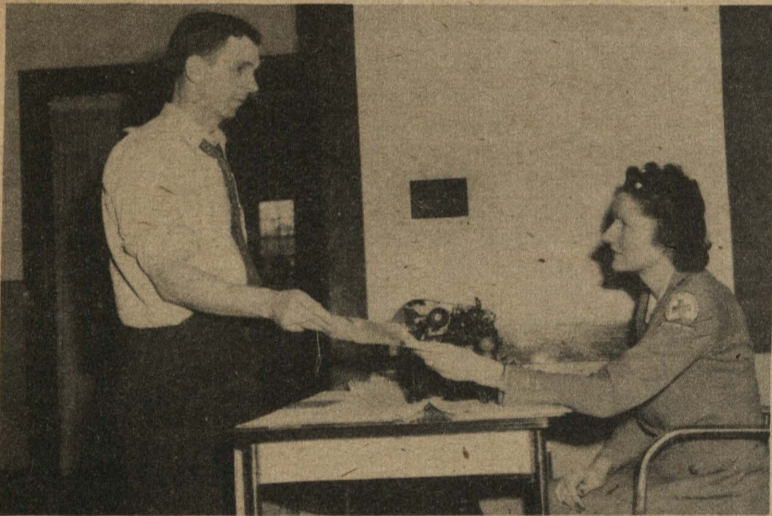
Ken Moyer, head of the Bond department at Oregon Ship, says 300 O.S.C. workers have been taken to the Portland bank by the Red Cross. Bus service is provided on Tuesday and Thursday evenings for the day shift and on Monday, Wednesday and Friday mornings for the graveyard shift. Arrangements may be made by calling Moyer at Ext. 327 in the yard.



9:10 a.m. Donors are met by receptionists at the Vancouver Blood bank who check names with appointment list. They remove all coats and sweaters and roll up sleeves. Vancouver workers shown are, left to right; Earl Kolb, W. Hudson, J. Fisher, Lucille Bussiere, Opal Banks, Frank Tastovorsnik, R. Carney and B. Best.



9:20 a.m. Medical history is taken at the next station. Donors disclose recent health condition, past physical fitness and data on communicable diseases. Here the blood count also is taken and a check of temperature started.



9:32 a.m. At the desk of the Medical Secretary the large card of Donor Ivan Edwards, Marine Engineer trial run, is taken by Mrs. Arthur L. Rogers. She divides the card and assigns the laboratory number which will accompany the blood.



9:45 a.m. The blood donor now is placed on a rest cot for ten minutes before going into the canteen. Frank Tastovorsnik reads a magazine while taking it easy. Extreme care is taken to see that the contributor rests sufficient time before leaving bank.

Swan Island workers may make arrangements for free transportation by calling the Red Cross at AT 8561.

Vancouver off shift workers are taken to the Vancouver bank in groups of eight or more. Trips are arranged by telephoning Vancouver 608, and are made between 8 a. m. and 1 p. m. on Wednesdays only.

Below is a pictorial story of a graveyard crew on a visit to the Vancouver bank.



9:15 a.m. Blood contributors next report to registrars and give names, occupations, residence, ages and other pertinent information. Pictured with staff assistants at the plasma bank are Carney, Best and Tastovorsnik.



9:30 a.m. Blood pressure is obtained by nurses in preparation for donating plasma. At the same time the pulse is counted and the temperature recorded. Left to right are Tastovorsnik, Mrs. Anthony Cusic, nurse; Mrs. Thornton Ladd, nurse, and Carney.



9:35 a.m. The donor now is placed on the bleeding cot where the donation actually is made. Mrs. M. Hall, Red Cross nurse, and Mrs. A. K. Carlisle, nurse's aide, chat with W. Hudson as the blood, vitally needed for wounded fighting men, is taken. This requires about 10 minutes.



9:55 a.m. The group gets together for doughnuts and coffee in the canteen before being taken back to their jobs. All donors are instructed to drink plenty of liquids for two or three days. The blood contribution requires only about 45 minutes. (Vancouver photos.)

CHILD CENTERS TO CARE FOR OLDER CHILDREN

Six and seven-year-old children of Portland Kaiser workers will be accepted by the Oregon Ship and Swan Island Child Service centers during summer vacation months. J. L. Hymes Jr., director of the two centers, announced this week.

Charge for enrollment of these children will be the same as for others, Hymes said. A separate play group, to be supervised by expert teachers, will be set up for them.

Employers wishing to enter such youngsters are asked to make application now to the centers.

"Enrollment in the centers is growing so fast that capacity may be reached some time during the summer," Hymes warned.

Telephone number of the Oregon Ship center is UNIVERSITY 3667 and for Swan Island's is WEBSTER 3251.

Newswoman Tells Of Jap Prison Life



GWEN DEW

Gwen Dew, internationally famous war correspondent, who started out with a typewriter and \$50 to see the world and wound up in a Jap prison camp with 3500 other American, British and Dutch citizens after the fall of Hong Kong, addressed workers at Oregon Ship, Vancouver and Swan Island yard shows this week.

Miss Dew described the horrors of Jap prisons and atrocities which she witnessed during her months of incarceration.

"It is hard for you folks here at home who have never heard the drone of enemy planes to realize what terrible things are happening in other parts of the world," she declared. "So much depends on you. These ships you are building are so important. Supplies must be gotten to all fronts rapidly if we are to achieve victory."

Miss Dew urged shipyard workers to put every cent they can spare into war bonds. She is appearing in Portland with the Four Freedoms War Bond show.

HOME SERVICE MENU

(SWAN ISLAND)—Orders for Home Service food must be placed two days in advance at the Child Service center. Here is the menu for the week starting April 10:

Monday, April 10—Italian spaghetti, rhubarb upside-down cake, 50 cents; grapefruit and orange salad, 15 cents.

Tuesday, April 11—Meat loaf and brown gravy, orange rolls, 50 cents; mixed vegetable salad, 15 cents.

Wednesday, April 12—Swiss steak and vegetable gravy, clover leaf rolls, 50 cents; potato salad, 15 cents.

Thursday, April 13—Barbecued spareribs, cinnamon rolls, 50 cents; apple salad, 15 cents.

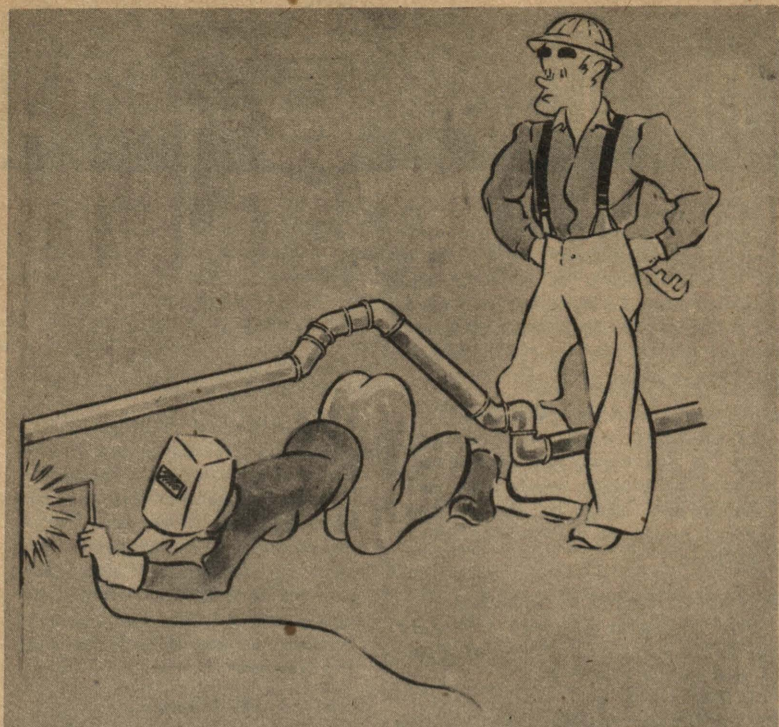
Friday, April 14—Home baked beans, Boston brown bread, pineapple feather cake, 50 cents; cabbage salad, 15 cents.

Saturday, April 15—Roast loin of pork and gravy, kolaches (fruit-filled sweet bun), 50 cents; spring vegetable salad, 15 cents.

NEW BUS SERVICE SET

(VANCOUVER)—A new shipyard bus service will be inaugurated soon from Salem, Oregon, direct to Vancouver, Swan and Oregon Ship. It was announced this week by the Hamman Stage lines, following approval Monday, March 27, by the Oregon Public Utilities commission.

Hamman will make nine round trips daily to accommodate workers on all three shifts, it was stated. The special permit for the service will expire six months after the war.



"... and some revisions are made to suit local conditions."

Liberty Ship Hearing Testimony Favorable

By Louise Aaron
Marine Editor, The Oregon Journal

The Oregon Shipbuilding corporation, which has strung up a series of all-time world production records while building Liberty ships, came out on top during the recent Truman War Investigation committee hearing in Seattle. Although the committee has not made known its findings, certain important facts were brought to light during the proceedings. Most important findings, and they reflect favorably and directly on Oregonship, were:



EDGAR F. KAISER
General Manager, Kaiser yards



F. J. McDOWELL
General Manager, James Griffiths & Sons

That after four of six major changes were made in design, Oregonship built 97 Libertys at the highest production speed ever attained, and only one very minor "crack" has been reported. All ships have had the test of months at sea, many of them in cold waters.

That improper loading of the ill-fated John P. Gaines caused the ship to "break her back" with loss of 10 lives in Alaskan waters, according to testimony of Edgar F. Kaiser, general manager of the three Portland-Vancouver yards. Kaiser said he was informed that the fore and aft of the Gaines carried sea water, the No. 3 hatch was empty except for a few drums, some of which carried sea water.

That 80 per cent of serious or potentially serious trouble which developed in Oregon Ship's Libertys occurred in cold waters.

SHIP OPERATORS TESTIFY

Most important of all, perhaps, was the testimony of officials of lines operating the Oregonship-built Libertys, some of which have been converted into troopships.

Testifying were: F. J. McDowell, general manager for James Griffiths & Sons, who said his company is operating 11 Liberty ships; William Semar, general manager for the Northland Transportation company; R. B. Butterworth, assistant general manager of the American Mail line, which was operating 37 Libertys January 1; E. M. Murphy, superintendent of Alaska Steamship company, operating 30 Liberty ships; John H. Hering, Alaska Transportation company, operating 14 Libertys. Not one was dissatisfied with performance.

McDowell said: "We feel that they are very good ships. We have had no major difficulty in any regard." He added that "excessive use in convoy very definitely puts extra strain on a vessel." Libertys are used in convoy. He added: "I think the Liberty ships have stood up as well as the other ships we operate. One of our Liberty ships, the William Cullen Bryant, (whose skipper was a spectator at the hearing) was torpedoed through the No. 1 hold in the Carribean. We drew the conclusion that if she had been a riveted ship, she would have gone down." Questioned by Senator Harley M. Kilgore, he repeated the opinion that the welded ship stood the torpedoing better than a riveted one would have.

Butterworth said: "Libertys are easy to operate, seaworthy, sturdy and dependable."

Murphy emphatically declared: "You'll never stop cracks." Concerning the Libertys his line operates he said: "Some of them have sustained minor cracks, but it was never considered important." He added that his firm has a "very high regard for Libertys, one of the outstanding contributions to the war effort."

Hering said more weight is needed in the ship for transport than argo service, especially in the No. 3 hold. He approved artificial ballast.

BREAKS CLASSIFIED

Kaiser went to the hearing armed with pertinent data compiled by the American Bureau of Shipping which classified structural failures in three groups—most serious, potentially serious and minor:

Group I. Casualties which result in either the actual loss of the vessel or which have progressed to such an extent in the strength deck or shell to make a definitely unsafe condition.

Group II. Casualties which occur in the strength deck or shell or in members attached directly thereto such as in the bilge keels or bulwarks and which in their present state are not serious in extent but which, experience has shown, could easily progress to such an extent as to result in a Group I casualty.

Group III. Casualties which occur in relatively unimportant parts of the hull structure from a longitudinal strength standpoint and which, due to their nature, would not be expected to progress into the main strength or shell.

This is how Oregonship stood in the grouping:

Of the 322 Libertys built here (which were considered in the report), only 59 were considered to have developed structural faults. That represented only 18.3 per cent of the total for the yard. Fourteen of the 59 were judged to have shown most serious faults and 70 per cent of those plied cold waters. All 14 went down the ways before the yard had reached its peak of efficiency and before the fourth major design change had been made.

Kaiser told the committee the bureau's report shows that one other type ship, among the five listed, has had more major casualties (Group I), than Libertys. Eleven others, of 15 types studied, have had more of the less serious (Group II) deficiencies, and 10 others of 17 types mentioned, have suffered more minor (Group III) mishaps.

Charges of a lack of welding sequences, of abnormally high steel plate waves, of ignoring faults noted by inspectors, of "muzzling" by superiors and "inflated egotism" on the part of Kaiser officials, which came out in testimony of two witnesses, were not substantiated by other witnesses.

WELDING SEQUENCE APPROVED

Charles R. Hudson, senior survey official of the American Bureau of Shipping at Oregonship, approved the yard's welding sequence. E. A. Mortensen, principal maritime hull inspector at the Oregon yard, denied charges relative to locked-up stresses and keel plate waves which reached a 32-inch proportion.

Kaiser, testifying the second day, said that it was cheaper to convert the Libertys in another yard than under the mass production system at Oregonship. Because of early planning, he said, Oregonship will be able to go right into production of 36 troopships, with conversion on the ways, after its 32 Victory cargo vessels are out. This conversion on the ways will be less expensive than the procedure for Liberty ships, he added.

The two-day hearing, with all evidence in, gave Liberty ships, including those built here, a good record in service during this war, a record which improved steadily as structural improvements were made.

Jewish War Workers To Meet Sunday

(SWAN ISLAND)—Employees of the three Kaiser yards, who have formed the Jewish Warworkers association, plan their first Passover Sedar for Sunday, April 9, at 3 p. m., at the Jewish Center, S. W. 13th avenue and Jefferson streets. Open house will be held at the same time.

Invitations are being extended to about 100 service men, and an effort is being made to include any service men who were formerly employed in the Kaiser yards. Swan Islanders interested in attending are asked to get in touch with Ben Welgus, electrician leadman, graveyard shift, Marine Electric shop, or Virginia Tweed, librarian, Vanport schools.

FOREMEN PLEASE NOTE: REPLACEMENT COMING

A shipfitter presented himself at the superintendent's office.

"I'd like to get a transfer," he said.

"Where to?" asked the super. "My wife says I've got to transfer to a foreman, where I can make more money so she can quit her job. She's getting tired of working."

Fire Loss Beats Subs

(SWAN ISLAND)—Captain R. F. Balke reports that there was greater loss of war materials resulting from fires in war plants last year than from ships sunk by enemy submarines.

Strained Backs Can Be Avoided Watch How You Lift

Warning against improper methods of lifting, said to be responsible for many painful and disabling lower back strains, was voiced this week by safety officials and orthopedic specialists at Kaiser shipyards. These officials pointed out that a back once sprained is likely to be strained again and be bothersome for years. Many workers, they said, unnecessarily injure themselves through failure to observe common sense lifting rules.

Speaking candidly on the subject, Dr. F. J. Roemer of the Northern Permanente hospital staff said, "Members of our staff see from 1000 to 1200 patients monthly with painful lower backs partially due to heavy shipyard work and partially due to the manner in which work is performed.

"Only a very small percentage of cases are the result of a blow, fall, accident or kidney trouble," he said.

Stressing susceptibility to back strain, Dr. Roemer explained that

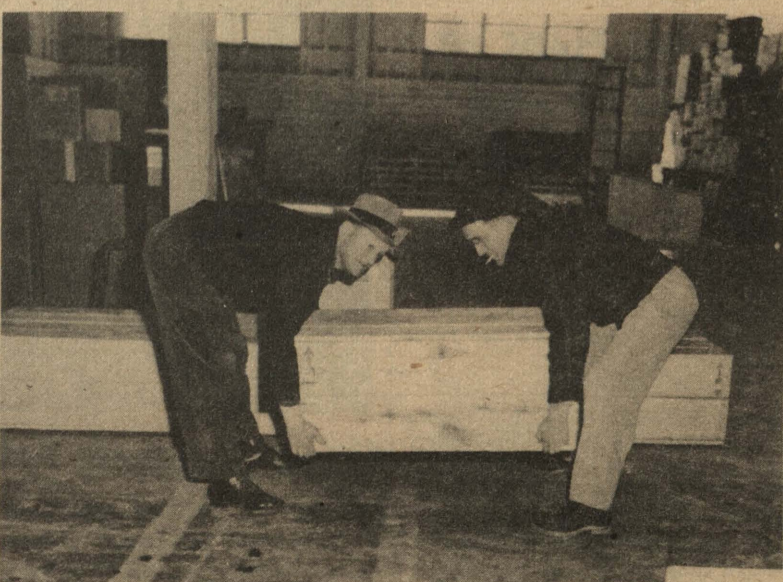
there are 22 joints in the lower back held together by numerous muscles and ligaments made of tiny fibers like hemp rope. "When overstrained," he said, "some of the fibers tear and result in a painful and stiff lower back. Some believe the common variety of lower back strain to be dislocation but X-rays tend to disprove this theory.

"When muscles or ligaments are strained and torn there is a reflex stiffening of surrounding muscles to keep injured parts still. This stiffening is accompanied by muscle contraction which causes a curvature or "list" of the spine to one side. It is the "list" which leads

patients to believe vertebra out of joint.

"Most back sprains get well in a few days with no other care than bed rest," he added. "Other treatment consists of strapping, traction, stiff belts and a springless bed. Heat and various drugs are administered to reduce pain and muscle spasm and hasten healing.

"As time goes on," Dr. Roemer concluded, "there will probably be fewer back sprains treated at Permanente because shipyard workers are gradually learning, through painful experience, not to jerk heavy weights with their back muscles."



Right and Wrong Warehouse Leadman E. E. Kvernvik, above left, shows how to lift most of a heavy load with strong leg muscles, avoiding sudden jerks and subsequent painful back injuries. At right, Kvernvik and Warehouseman H. E. Brooks demonstrate the wrong way to lift heavy objects. The men are doing most of the lifting with their back muscles, inviting serious strain. (Oregon Ship photo.)

Victory Outfitting Time Cut by 12 Days

(OREGON SHIP)—In outfitting the yard's sixth Victory ship, Oregon Ship dock crews beat by 12 days the average time required for the outfitting of the yard's first five vessels. The ship was on the dock only 38 days, compared with an average of nearly 50 days for her predecessors. April and May schedules call for a sharp reduction of the 38-day time, with smoother organization of work and addition of needed personnel in undermanned departments promised to bring about production balance and elimination of outfitting problems.

FURTHER REDUCTION SEEN

Assistant Yard Superintendent John Tacke believes the dock will hit a 30-day outfitting figure in April and that it will further reduce this time in the summer months.

This will automatically increase the number of launchings per month, it was pointed out.

Electrical Superintendent Mel Hord, whose department had to be expanded to handle the increased electrical work on the Victory ships, declared that "the electricians are ready to keep pace with the speedier outfitting schedule."

VICTORY HONORS EL SALVADOR

(OREGON SHIP)—El Salvador, one of the smallest of the United Nations, was honored Saturday, April 1, when the S.S. El Salvador, Oregon Ship's 11th Victory ship, was sent down the ways.

Sponsor at the launching was Mrs. Philip L. Jackson, wife of the publisher of the Oregon Journal. She was attended by Mrs. George Collins and Mrs. Dave E. Honeyman.

Tribute was paid to the people of the Central American republic by Howard Waterbury, district manager of the United States Department of Commerce, the principal speaker.

PRAISES NATION'S ACTION

"On December 8, 1941, almost immediately after Pearl Harbor, this little nation, El Salvador, without a navy, an army or an air force, showed its colors and its spirit by declaring war on Japan, Germany and Italy," he declared. "Thereby El Salvador placed itself immediately and unequivocally in the ranks of the United Nations."

The Rev. William Morrison of Portland university, pronounced the invocation.

At the launching of the S.S. Dominican Victory Thursday, April 6, the Oregon War Industries were honored for their contribution to the war effort. Mrs. E. C. Sammons, wife of the head of the group, christened the vessel, the 12th to be launched by Oregon Ship.

Mrs. Sammons was attended by Mrs. Becker and Mrs. Lambert Snow. Omar C. Spencer delivered the principal address.

Red Cross Hauls 300 To Blood Bank

(OREGON SHIP)—More than 300 Oregon Ship workers have been given free Red Cross transportation to the blood bank to make donations, according to Ken Moyer, head of the Bond department.

The Red Cross is providing bus service from the yard to the blood bank on Tuesday and Thursday evenings for the day shift, and on Monday, Wednesday and Friday mornings for the graveyard shift. Arrangements may be made by calling Moyer at Ext. 327 in the yard.

Voters Invited to April 12 Meeting

(OREGON SHIP)—A meeting of the "American Youth of Democracy," organization will be held April 12, at 8 p. m., room 210A, Studio building. Officers said the purpose of the organization is to acquaint voters with issues at stake in the coming election. All voters are invited to attend.



Here's An Eyefull Pretty girls are in abundance at Oregon Ship as is evidenced by the four glamour girls pictured above selected by Johnny Adams, Bosn's Whistle photographer. They are (left to right) Helen Stuckrath, United States Maritime Commission car dispatcher; Betty Eivers, Public Relations secretary; Sylvia Wagner, I.B.M. key punch operator; and Nova Dougherty, warehouse clerk. (Oregon Ship Photos)

Flier's Bombs Cause German Beer Shortage

(OREGON SHIP)—Although he shot down 22 German bombers and damaged scores of others, Captain James B. Stapleton, 24-year-old Flying Fortress pilot, believes one of the heaviest blows he struck at the morale of the enemy was the blasting of the largest brewery in the Ruhr valley. Speak-

to Oregon Ship day shift workers as a representative of the Four Freedoms Bond show, Captain Stapleton gave a graphic description of his aerial adventures over Germany, France and North Africa.

"There is nothing as horrible as war," he said, "but funny things happen even in the heat of battle. When I blasted

landed on the brewery. I guess the Reich suffered a serious beer shortage after that. I managed to get my plane back to England and make a crash landing."

In discussing the home front war effort, Captain Stapleton said:

"I don't talk to you people at Oregon Ship about the importance of buying bonds because I know you are buying as many as you can. All I ask is that you keep up the good work."

CAUSED BEER SHORTAGE

"I had a heavy load of bombs and my objective was a big munitions plant. I realized I couldn't reach it, so to lighten my plane, I dropped my whole load. Every bomb



Capt. Stapleton

OREGON PLANS NO SHIFT CHANGES

(OREGON SHIP)—Replying to a widely circulated rumor that Oregon Ship was about to return to the 8 a. m. starting time for its day shift, OSC management and the Metal Trades council announced last week that no shift changes are being contemplated for the present.

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The WORKER SPEAKS



Traffic Lanes

Sir: Traffic and pedestrian lanes should be marked by yellow lines, for the protection of workers and visitors when walking in the yards. As it is now, neither the pedestrian nor the driver knows which way to go when meeting.—R. D. Young.

Ed.—H. E. Ahlen, O.S.C., Safety Engineer, says: This would not be practical. Either pedestrians or trucks would not, or could not, stay in the lanes which might be painted for that purpose."

Suggests Safety Articles

Sir: I suggest you run a "safety series" in the Bosn's Whistle. Some of the topics could be:

1. The right and wrong way to lift, with illustrations. Such things catch the imagination and percolate in the habit-forming part of the brain.

2. Articles on individual safety problems, with constant repetition of "safety" in an amusing, catchy manner. A general article packed with weighty factual data is dull, and may not even be read by many.

3. How about an article on a bulged-out stomach causing the bearer to fall because he couldn't see?

Anything to leave an impression of the importance of safety in your reader's mind. — Hazel C. Clarke, Stenographer, Personnel bldg.

Ed.—In cooperation with safety engineers and inspectors articles of an interesting character have been and will be prepared along these lines. The suggester's ideas of how safety material should be presented coincide with those of the editor.

Whistle-Jumpers Scored

Sir: Something should be done about the whistle-jumpers who gather around Booth No. 42 and surrounding check stations at the end of the day shift. I have to pick up my badge only a minute or two before 1:30 when I come in on swing, and at that time the gathering is so large it is hard to get through. This is not to mention the annoying whistling and remarks made by the crowd.

I, for one, am not allowed to jump the whistle? Why should others be? —Naomi Hobza, Engineer's Aide.

Ed.—F. A. Abrahams, marine-outfitting superintendent, says: "We will try to correct the situation as conditions permit."

Too Many Cars

Sir: Too many people are deserting the shipyard busses to drive their own cars. They claim that as long as they can get five riders, they will be given gas.

I have been riding a privately run bus since I came to work here. This bus comes to the yard practically

empty on all three shifts. Reason for this is that car drivers are going among the bus riders and getting them to sign up for their private cars so they can get gas.

We need to conserve gas and rubber to win this war. This should be looked into.—Anna H. Adams, Welder, Swing shift.

Ed.—Howard Young, O.S.C. director of Housing and Transportation, declares: "The above situation is something we can do nothing about because O.P.A. regulations will permit a private car owner to have gasoline for to-and-from work mileage, provided that the required number of passengers are being hauled."

Wants Cold Shots

Sir: I have had four cold shots and am supposed to have four more, but I haven't time to get them. As it takes only a minute to stick a needle in the arm, I suggest this service be given at the First Aid station. It would save a lot of time lost through lay-offs.—H. E. Mason, day shift electrician, Plate shop.

Ed.—Dr. F. E. Rieke, medical director, says: "The First Aid units are operated as emergency stations and are not intended to take the place of regular medical care in the community. It has been difficult to maintain a medical force large enough to handle these emergency problems. Various types of injections for employes have been discussed, but because there are hundreds who are receiving injections and because there is some risk involved in the administration of any injection, we have not felt it advisable to undertake this work in the yards. However, I shall discuss this subject again with the Oregon Physicians' Service and will notify workers of any change in policy."

Has Gas Stolen

Sir: The parking lot should be policed better on the graveyard shift to eliminate the stealing of gas and parts that are so hard to replace.

Ed.—Says Guard Chief Roger Smith: "We have a patrol which is now in effect and is considered sufficient. Our records show that out of 67 reported thefts and attempted thefts there have been 21 apprehensions over a period of the past six months."

Burner in Marines

(OREGON SHIP)—Owen Joseph Woods Jr., a burner here for the past year, has joined the marines. He was football and baseball letterman at Central Catholic high school.



Cleanup Experts With the painstaking care of meticulous housewives, women production laborers at Oregon Ship keep things spic and span on the ships and on the ways. Pictured above is a group of sweepers whose efforts help speed up production. They are: Front row (left to right), Irene Day, Louise Drauch and Cecile McHenry; back row (left to right), Mary Buckley, Esther Younger and Katie Gorman. They all agreed they'd rather wield a broom in the shipyards than at home. (Oregon Ship photo).

Warehouse Is Busy Place

(OREGON SHIP)—Sprawling across 200,000 square feet of the "fill," along the north bank of the outfitting basin is Oregon Ship's "city under one roof," the Materials department's new warehouse. One of the largest in the United States, this storage building was constructed late last year to handle the multiplied volume of materials for Victory ships. The structure is 1000 feet long and 200 feet wide.

The Materials department, headed by Superintendent Ray Walker, employs 791 workers including truck drivers and dispatchers. Nick Carter, warehouse supervisor, estimates 30,000 individual items are stocked here.

Virtually everything used in ship construction except hull steel and heavy machinery is checked in, stored, and cleared out of the warehouse. The receiving section accepts an average of 5000 shipments monthly, explains Norman Lee, receiving supervisor. The shipments require 700 railroad cars supplemented by 1000 express and parcel post trucks. The daily total averages 70 tons.

RECORDS IMPORTANT

Bookkeeping is a big task in the Materials department since the government requires an accurate record of all goods received and disposed of. Approximately 700 requisitions are filled for transportation of materials to hulls every day. Around 400 of these are ships' material orders. Several more truckloads for vessels on the Outfitting dock are cleared by Fitting Stores located at the east end of the building and supervised by J. G. Kolset.

Into the huge structure have been incorporated modern warehousing facilities that bring about simplified material handling. The necessity for elevators is eliminated since the entire storage area is on one floor. Ceiling is 16 feet high and flooring is of heavily reinforced concrete.

FACILITIES ADDED FOR TROOP SHIPS

(OREGON SHIP) — The Plate shop is adding new facilities for troop transport ship construction. A large furnace, to be used for the heating and bending of curved shell plates, has arrived in the yard and soon will be installed.

Superintendent H. W. "Hank" Hockett announced that the shop has nearly completed cutting all plates for the first 32 Victory cargo vessels and that it soon will be working exclusively on troop transports.

Hockett said the Plate shop will be able to make the transition from cargo ship to transport construction with little interruption in production. Within a short time, steel for prefabricated sections will be sent to the Assembly.

Henry Falk Family Helping Sink Axis

(OREGON SHIP) — Henry Falk, graveyard shift punch operator in the Plate shop established some sort of a record during World War I, when he saw active combat most of the time. Now he and his five children have gone all out for victory. Falk's two daughters are working at Oregon Ship. Gloria is a welder while June is a burner. His two sons are fighting with the navy. Royal, former shipfitter on the ways, is a petty officer. Gerald, former chipper on the ways, is a seaman second class.

Plate Shop Pops

(OREGON SHIP) — "Patrick Murphy" was the fitting name chosen by George Dorr, sub-assembly material expeditor, for his new son, born on St. Patrick's Day.

Another new father in the Plate shop is Mike Diamond, sub-assembly material expeditor. His son, William, was born March 24.

Storage zones and traffic lanes are wide and roomy.

Heavy and awkward materials are handled by two overhead cranes at the west end of the warehouse.

Offices of the Materials department are located in a T-shaped second story superimposed on the building. Some 2500 calls are handled daily by operators at the 85 extension switchboards located in this office.



Giant Warehouse Here's Oregon Ship's "city under one roof" where Supervisor Nick Carter and 700 employes check shipbuilding material in and out. An estimated 30,000 separate items are stocked in the building's rambling storage area. (Oregon Ship Photo)



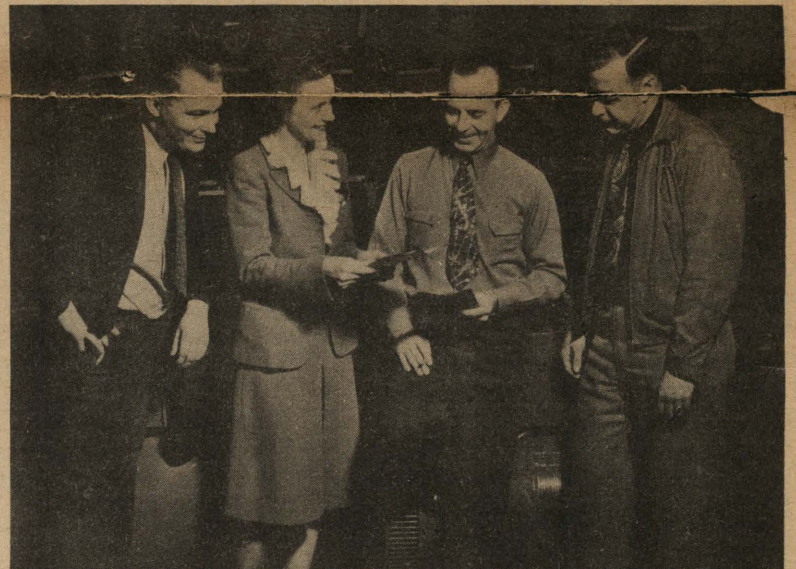
Unloading Materials stored in Oregon Ship's warehouse are checked and unloaded by Receiving department crews. Working, above from left, are Bill Edwards, truck driver; Norman Thayer, warehouse leadman; Marie Oviatt, trucker; and Ernest Manley, warehouseman. (Oregon Ship Photo)



Storage After being unloaded, materials are taken to their proper zone in the warehouse and stored. Doing this job are, left to right, S. S. Beck, warehouseman; Edna Gerloff, trucker; Leon Sermon, warehouseman; Marie Oviatt, trucker. (Oregon Ship Photo)



Requisition Filling When materials in the warehouse are needed in the yard, requisitions for them are cleared through the Warehouse office and filled by workers. Here, a shipment of oil burner diffusers for ship boilers is loaded on a small truck. Pictured are Eileen Murray, Donna Johnson and Frieda Carr, warehouse clerks; and Paul Elia, warehouse leadman. (Oregon Ship Photo)



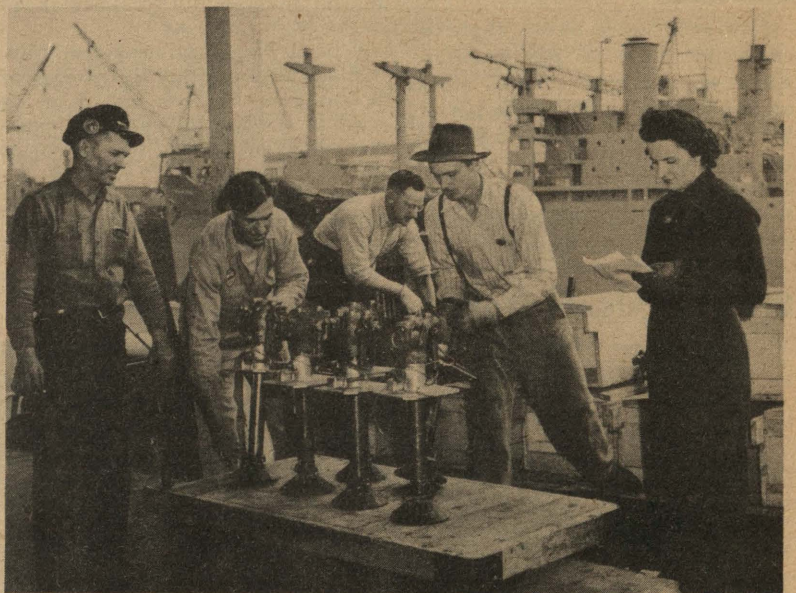
Warehouse Chieftains Going into a huddle to ponder a weighty problem are R. H. Mandy, assistant warehouse supervisor; Dorothy Jacobsen, chief clerk; Nick Carter, warehouse supervisor, and Scott Ramsey, assistant superintendent of the Materials department. (Oregon Ship Photo)

ENGINEER'S TRANSIT Essential Instrument

(OREGON SHIP)—Take it from Hugh Ping, supervisor of engineers on the ways, the three-legged instrument set-up on the deck of a Victory during its construction is neither a camera on a tripod nor an excuse for watching a pretty welder, despite what many workers think. "The engineer's transit is a delicate precision instrument working on the principle of a telescope to sight on a fixed point, or target, and is essential to the building of a ship true in every line," Ping said.

Starting with the keel blocks, which must be set accurately in direction and level, the engineer follows ship construction by centering each deck section and leveling the bulkheads, Ping explained. Without the transit this could not be accurately done.

Ping, formerly employed by the army engineers, came to Oregon Ship in November, 1941. There are now 21 engineers on his OSC crew.



Off To The Ship On the warehouse loading platform requisitioned articles are placed on trucks which carry them to the ships or to other work locations in the yard. Loading this truck are Charles Conchan, truck driver; Anthony Granato, dockman; Harold Richmond and Martin Nelson, truckers; and Sue Wefel, dispatcher. (Oregon Ship Photo)

Sports Briefs

By TOM LOUITT

One day last spring in the Swan Island gym we noticed a young Indian welterweight in the boxing ring. He was taking on all available opposition. Tireless in his efforts, he also impressed us with his eagerness to learn.

On this day, a few hours before, Lou Nova, then an outstanding heavyweight contender, had performed with sparring mates before a capacity crowd. Eddie Weller, the ambitious Indian lad, expressed a wish that he had arrived earlier to spar with the burly Nova.

A few weeks later, he had his first fight, boxing a draw with a better-known boxer and making quite a hit, at a small professional show in Vancouver. This showing earned him the next show's main event bout which he won. Joe Waterman, local matchmaker, was impressed with Eddie's ability and began to use him on his Portland fight programs. He has made sensational progress, and now, by scoring a technical knockout victory last Friday over Bobby Brock, he has established himself as a future main-eventer.

During all this period he has put in a full shift as a welder each day at Swan Island.

Nice going, Eddie, you're on your way to bigger and better fights. Good luck.

SOFTBALLERS WORK OUT

The Oregon Ship Softball league teams will practice at Pier park until Oregon Ship's athletic field is completed. Efforts will be made to have the new field ready for the season's opener May 1.

At Swan Island players are working out each day on the athletic field. A 10-team day shift league is being organized, and the swing shift circuit will have at least six entries. The Barracks' athletic department is attempting to organize negro softball and baseball teams.

A live-wire group at Vancouver has organized to seek better playing facilities for softball. We wish them luck in worthwhile endeavor.

WOMEN CAN USE GYM

Women workers of Oregon Ship and Swan Island are encouraged to organize volleyball and softball teams. They will receive the full cooperation of their recreation departments. Those interested should contact their recreation department for information and suggestions.

TUESDAY "FIGHT NIGHT"

Three interesting amateur boxing shows have been held at the Swan Island gym, with each succeeding card drawing larger crowds. If you enjoy watching eager youngsters with lots of that old aggressiveness, don't miss the next Tuesday night show.

Among the boxers showing loads of class on these shows are Jim Gordon, Henry Walker, Jerry Baity, Leo Sieglock and Kelly Jackson of Swan Island; Hugh and Jess Skinner, Walter Nelson, Marvin Bailey and Danny Ryrie of Oregon Ship; and Louis Wellman, Tommy Ernest, Pete Long, Dick James, Gil Kelsey and Jim Proctor of Vancouver.

Among the boxing fans we've seen at the shows are Todd Woodell, Hal Babbitt, Jim Emmett, Carvel Nelson, Russ Hysell, Jim Howells, Orrin Weldy, and Chuck Morrison.



Dagwood Clowns Swan Islanders clamor for autographs of Arthur "Dagwood" Lake and K. T. Stevens, movie stars, at Victory center show staged Thursday noon, March 30, for the day shift. The stars visited Swan Island while in Portland for Four Freedoms war bond appearances. (Swan Island photo.)

Filmland Visitor In Real Life Drama

(OREGON SHIP)—When Eva Himmelbright, day shift material expediter, went to Hollywood on vacation three weeks ago, she hoped to get a glimpse of her favorite movie actor, make-believe gangster Humphrey Bogart. But she became a central figure in one of the cinema colony's most sensational



bright arrived by train, and was riding in an automobile with Mrs. Rose L. Eve of Hollywood, a gunman leaped into their car and ordered them to "step on the gas." A short time before he had fatally wounded a policeman. When she returned to Oregon Ship last week, Mrs. Himmelbright described her adventure March 10.

LOOKED FOR MOVIE CAMERA

"We had just reached the busiest intersection in Hollywood, that's Hollywood and Vine," she said, "when this man leaped into the car. He was brandishing a revolver. I began looking for the movie camera when he told Mrs. Eve to drive to downtown Los Angeles.

"He changed his mind and forced us to drive him around Hollywood for an hour, and then ordered us to park the car at Franklin and New Hampshire streets. He made us walk with him to Hollywood boulevard where the three of us got on a street car.

"He sure was a cheap skate because he made us pay the fare. After we had gone several blocks on the trolley, he told us to get off. We walked a few blocks and then he ordered us to get on another street car by ourselves and go back to where we had left the automobile. That's the last we saw of him."

ATTENTION DANCERS

Here's news for shipyard dance enthusiasts.

A "Spring Festival" featuring carnival attractions, dancing and refreshments is scheduled Friday night, April 14, at Broadway and Force avenue, Vanport, under sponsorship of St. Catherine of Siena Mission. Admission of 25c for adults and 10 cents for children under 12, including tax, will be charged.

Swing shift dances, starting at 2 a. m., are now being staged each Tuesday at Vanport's No. 1 recreational hall and every Saturday at No. 2 hall. Myrtle "Mickey" Weston's orchestra furnished the music.

OSC Swing to be Given 'Big Time' Mat Match

(OREGON SHIP)—Oregon Ship's swing shift wrestling fans will be treated to a first class match Tuesday night, April 11, when George Wilson grapples with Billy Hansen in the Mold Loft ring.

Wilson, former All-American football halfback at the University of Washington, has met and defeated some of the best in the game, while Hansen is one of the big names in the wrestling world.

Both are appearing on Portland cards being sponsored by the Western Athletic club.

OSC Drafts Bauer On Volleyball Team

(OREGON SHIP)—Oregon Ship Administration building executives have "drafted" Al Bauer, assistant general manager, for their coming "rubber" volleyball game with Swan Island heads. Bauer's services were commandeered when it was learned that the islanders had recruited General Manager Edgar Kaiser for their team.

The aggregations have broken even in two games.

The OSC executives dropped four close matches to the topnotch Multnomah Athletic club team last week. Their lineup consisted of Roy Kendler, Todd Woodell, Vince Palmer, Hank Nelson, Everett Browning, Bob Stice, Clarence Codding and Bob Nyborg.

GOLFERS SLATE POSITION PLAY

(VANCOUVER)—Divot diggers will determine their position on department teams through an 18-hole medal match starting Sunday and ending April 16, the Vancouver golf activities committee announced this week.

The committee suggests each department use one course so all players will face the same hazards. Players should turn in score cards to their department golf representative who will send them to the activities group.

Plans are now being made for several spring and summer tournaments, the announcement of which will be carried in future stories. Interested golfers should see their department representative or Ken Hood at the Personnel building.

Big Time Footballer On Swan Layout Work



EB SCHULTZ

(SWAN ISLAND)—Should you happen to see Eb Schultz in a kneeling crouch while doing a layout on a steel plate in the Swan Island Assembly bays, the thought might occur that his 260 pounds on an athletic six feet and four inch frame would be dynamite on any football gridiron. And right you would be, for Eb has been a pillar of power at guard in national football for the past four seasons, three of them with the Pittsburgh Steelers.

Pacific Coast football fans will remember Schultz' three years with Oregon State in '37, '38 and '39. He climaxed his outstanding collegiate grid career in 1939 when he earned a guard berth on one of the nation's famous All-American elevens. That distinction landed him his try in the professional game with the Philadelphia Eagles along with such stars as Davy O'Brien.

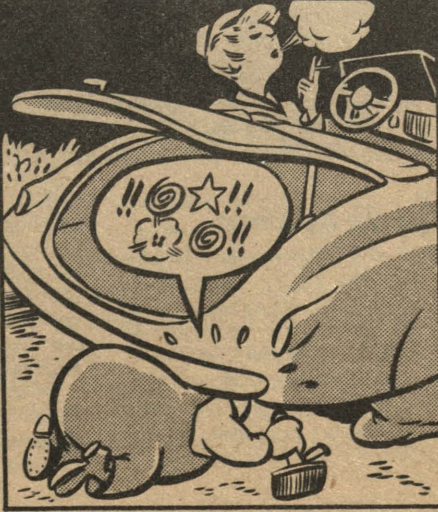
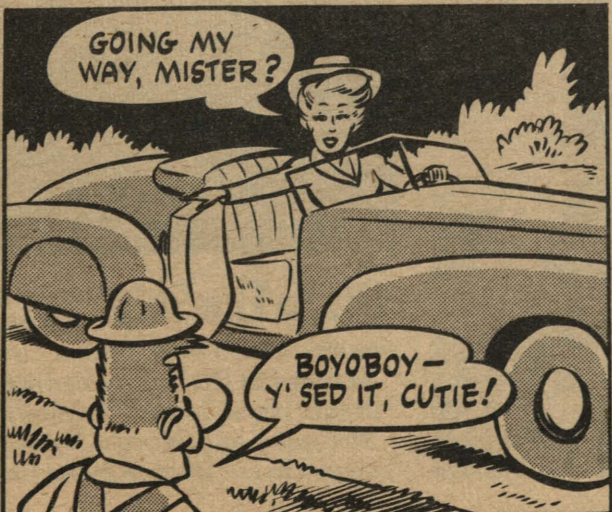
Although Schultz wasn't fortunate enough to share in any championship glories in the big time, his Steelers finished second in the National league in 1942 and also won the ground-gaining title from the Chicago Bears after the Bears held that superiority for six successive years.

Eb attended grade and high school at Oregon City before entering Oregon State, and was also prominent in track (discus) and boxing. He started his ship building at the Oregon yard, but has been a layerout in assembly at Swan Island for more than a year. He resides in Oregon City with his wife and three children. As for football in '44—mention it and watch Eb's enthusiasm. He's "sold" on the pro game, but admits there are many "ifs" connected with any plans for the future.

Win Skating Honors

(SWAN ISLAND)—Two members of the family of Mrs. Annie Newell, electrician trainee at Swan Island, swing shift, have won rollerskating honors. A daughter, Shirley Newell, 17, and a son-in-law, Will Whitcomb, employed at Oregon Ship, are members of the team which won state championship for novices at a recent meet. Together they won four trophies. They will compete for national honors this spring.

Stubby Bilgebottom



By Ernie Hager



Outfitted First Liberty These 48 Buckler-Chapman ship joiners have been outfitting ships at O.S.C. ever since the "Star of Oregon," first of the yard's famous series of Libertys, was built. Many of these men, who have worked not only on all of the 322 Libertys built at Oregon Ship, but the eight built at Vancouver and outfitted at Oregon, claim membership in the "330 Club." They are now outfitting Victories.

Veteran Outfitters In 330 Club Bucklers Keep Pace

The black and white tin-hats worn by 2,000 employes of Buckler company and Buckler-Chapman, ship joiners, are a familiar sight at Vancouver, Oregon and Swan Island shipyards. As outfitters of aircraft carriers, under prime contract with the Maritime commission, Buckler company employs nearly 1400 workers at Vancouver and 200 on the fleet oiler conversion job at Swan Island. Buckler-

Chapman, the sister firm, operates under prime contract with the Maritime commission at Oregon Ship, where 400 joiners outfit Victory ships.

Before the war, George H. Buckler, president of Buckler company and partner with Roland E. Chapman, of Buckler-Chapman company, was a building contractor in Portland. From small beginnings, the firms of Buckler company and Buckler-Chapman have grown in size and outfitting skill, apace with the shipyards which World War II has brought to the Portland area.

OUTFIT CARRIERS

Before Buckler company workers started outfitting aircraft carriers at Vancouver in February, 1943, they outfitted 30 LST's built there. At Vancouver they do all sheet metal work on the bulkheads, assembly and installation of the flight deck, all bulkhead insulation, and the assembly and installation of lockers, berths, shelving and furniture.

To date, 33 carriers have been outfitted, out of the total of 50 called for in the contract. This Buckler operation is carried on under supervision of Al Gambell, superintendent.

WORK ON OILERS

Last fall, Buckler company started outfitting Marinship-built fleet oilers at Swan Island. Bucklerites do all sheet-metal work excepting the ventilation systems. They install all expanded metal bulkheads, crew berthing, cabin furnishings and boiler casing lining, insulate bulkheads and refrigerated spaces with fiberglass, put in rat-proofing and construct the cargo deck. Heading up this Swan Island outfitting job is Buckler company Superintendent Jeff Furnish.

400 AT O.S.C.

Oregon Ship is an old "stamping ground" to most of the 400 Buckler-Chapman ship joiners. A number have been outfitting cargo ships, there since the yard's beginning. In February completion of Hull No. 330 at O. S. C. was occasion for special observance to 56 of these Buckler-Chapman veterans, who had helped outfit the entire series of Liberty ships delivered from the world-famous yard. These "330-Clubbers" helped finish the S.S. Peter Moran, last of the Libertys, and the S.S. United Victory, first of the Victories, within the 28-day span of the month.

Victory ship outfitting features the installation of refrigeration insulation, general hull insulation, installation of hold ceilings and wooden gun foundations, cabin panelling, cabin furniture, cargo bats and the completion of all finished woodwork.

The present contract of Buckler-Chapman company at Oregon Ship calls for outfitting 32 Victories. Outfitting of the new troop ships will

commence sometime in May and will involve substantial departures from the present outfitting set-up, notably the application of approximately four times as much insulation as is required for the Victories. Thirty-six troop ships will be built and outfitted at Oregon Ship. When these are delivered, Buckler-Chapman joiners will outfit a second series of 37 Victories.

JOINER PLANT

In connection with its ship-joining activities at Oregon Ship, Buckler-Chapman operates a Joiner plant at 200 N. Columbia boulevard. Here about 250 men, most of them skilled carpenters, manufacture and as-

semble wooden cargo ship joinery. Items manufactured include insulated refrigerator doors for both Victories and carriers, cabin furniture, wood gratings, laminated gun foundations, instrument bases and accommodation ladders. Douglas fir flight decking for carriers is also processed here.

Five large Buckler company warehouses feed thousands of ship joining items into the yards daily. In one of the largest of these, located on Macadam street, the base coat painting for every aircraft carrier bulkhead piece which passes through the warehouse is done. This eliminates one re-handling bottleneck at the shipyard.

Storage Room



O. B. "Bill" Dillinham, O.S.C. Buckler-Chapman joiner, puts in a section of shelving in a dry stores space, for canned goods storage.

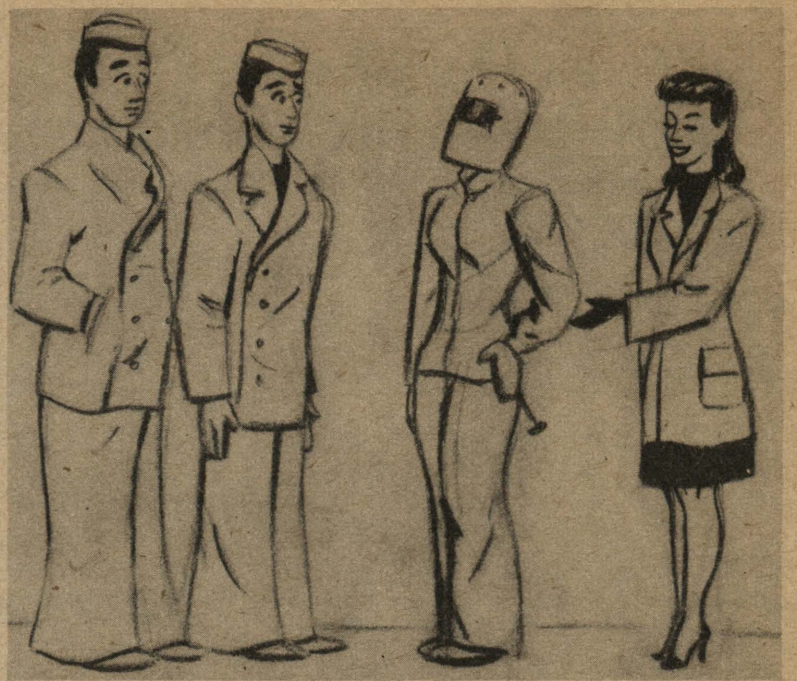
Inside Job



John A. Bennett, painter at the Buckler-Chapman Joiner plant, applies a coat of "Victory ship grey" to a wooden instrument base. Besides instrument bases of assorted sizes, the plant turns out hardwood bases for laundry room and galley equipment for BB3's, and telegraph, drill press and steering stand bases for both BB3's and Victory ships.



Work With Metal Two Vancouver Bucklerites hang one of the 185 metal door frames which go aboard an aircraft carrier. Buckler outfitters at Vancouver deal exclusively with metal, those at Oregon Ship handle wood joinery.



"... and this is Miss O'Shea, your blind date."

Maritime Inspector Identifies 'J. B. King'

(SWAN ISLAND)—The name J. B. King can be seen on almost anything in the Kaiser shipyards, but nobody seems to know who the fellow was. Now Herbert E. Walworth, maritime inspector, swing shift, has come up with the answer. He says it all goes back to the San Francisco World's fair of 1915 and World War I.

Walworth was a visitor at the fair and recalls the crowds that gathered around the booth of a popular penman—J. B. King.

King attracted his audience by writing calling cards in script, copying his customers' handwriting. His specialty, however, was in writing a name, particularly his own, without lifting his pen from the paper. He wrote the "K" last.

According to Walworth, this method of writing the name "J. B. King" spread around the country. When it reached shipyards and defense plants, the obvious surfaces to try it on were the steel plates and bulkheads. Like other fads of World War I, it has been revived.

SHIPYARD ARTISTS MAY EXHIBIT WORK

Artists in the three yards will soon have an opportunity to show their wares 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 May 14.

According to Robert Davis, director of the Museum, a special shipyard gallery will be inaugurated if the number of drawings and paintings submitted by shipbuilders warrants it.

Entrants must submit three works in any one medium or five in different media. Art work must be priced and offered for sale.

Complete instructions and entry blanks may be secured at the Bosn's Whistle office in your yard.

YARDS PROVIDE REGISTRATION

Facilities for registration of voters at Oregon Ship and Swan Island were confirmed this week by James Gleason, Multnomah County registrar of voters, who urged workers to take advantage of the service.

FOR OREGON WORKERS

You may sign up Friday and Saturday, April 14-15, at a special registration booth in front of the yard gate. The booth will be open from 8 a. m. to 9:30 a. m. and from 4 p. m. to 6 p. m.

FOR SWAN ISLAND

Registrants have been assigned to stations in the pay booths at Mock's Bottom Wednesday and Thursday, April 12 and 13, from 6 to 7:30 a. m. and from 2:30 to 4 p. m. This takes care of the three shifts either coming or going to work.

TAX DEADLINE NEARS

Filing of the Oregon state income tax return and payment of at least a portion of the tax owed, must be made before April 15, state treasury officials reminded this week.

Seventy-five per cent of the normal tax is being forgiven on the 1943 return, they said. They cautioned that Washington residents receiving wages from an Oregon firm and Oregon residents earning incomes from a Washington business, are required to file an Oregon state return.

Progress-I.B.M. Clash To Decide Leadership

(OREGON SHIP)—The Progress department and the I. B. M. volleyball teams will clash Monday night at the Oregon Ship gymnasium in a game to decide the leadership of the OSC league.

The Office Engineers are in third place, followed by Paymaster Accounting, Hull Drafting, Timekeeping, Transportation and Cost.

LIMITED BUS PROBLEM SOLVED BY REGULARS

It's something like being in both the wrong church and the wrong pew when a worker boards a "limited" bus leaving the yard, not knowing that its first regular stop may be far beyond where he wants off.

For the benefit of such "sleepers" who slip past the driver, Killingsworth regulars have worked out their own strategy.

Just before a bus is ready to start, a conspirator in a rear seat hails one near the front. "Hey, Shorty! Where does this bus make its first stop?"

The reply comes shouted back, "Twenty-fourth and Killingsworth, of course."

The man in back then asks, "No one can get off until we reach 24th and Killingsworth?"

The answer to this is, "Absolutely not!"

Generally the by-play results in a bolt to the door by some passengers. Other riders gratefully sink into the vacated seats.

ESTIMATED TAX FILING ONLY 8 DAYS AWAY

Only eight days remain in which to fill out and file the 1944 estimated income tax return, the department of internal revenue warned shipyard workers this week. Deadline is April 15.

Single persons expecting to make at least \$2,700 and married persons who anticipate a \$3,500 income are required to file the return.

INQUIRING REPORTER

QUESTION!

After the war, should women's place be in the home?

E. G. Ditto, swing shift Outfitting dock clerk: "I think women are doing a wonderful job in war work. But when peace comes all those women who have husbands able to support them should again become full-fledged housewives. There are going to be a lot of service men who will be looking for work when the war is over. The best way to avoid a depression is to get the women to give up their jobs."

Lieut. G. A. Oakes, guards: "The alarming increase in juvenile delinquency, in my opinion, is due to the fact that thousands of mothers are too busy with outside work to properly supervise their children. Of course we are at war, and if it weren't for the women our industries would be crippled. But after the war every woman who doesn't have to work for a living should step out of her job and let a war veteran have it. I believe that in normal times a woman's place is in the home."

Lloyd Maxwell, Personnel department chief clerk: "Women certainly are delivering the goods in my department. They are efficient and willing to work real hard. But I guess I have a vast majority of the people on my side when I say that after the war those women who can should return to their homes. We'll sure miss them if they do, though."

Irene Graham, swing shift burner, Bay 4, Plate: "I'm willing to give up my job after the war and most of the girls that work with me feel the same way. This working is all right but I still believe that for the welfare of the country women should devote themselves to maintaining a good home, if working out isn't absolutely necessary. Except for the so-called "career women" I am sure that most women spend their happiest days in their own home."

K. W. Chin, swing shift engineer's aide: "It either should be one way or the other—let the men work after the war and the women stay home, or vice versa. Either way will be okeh with me. But I still think that after the war women should step out of their jobs whenever possible and make way for a service man. In normal times with both husband and wife working the home will not survive. I'm 100 per cent for a back home movement for women after the Hitler and Tojo mobs have been rubbed out."

Sally Keyes, swing shift counselor: "I talk to a lot of women every night and most of them are anxious to return to the status of housewives as soon as the war is over. It is fortunate here at Oregon Ship that we have a splendid child service center to care for the children of mothers who must work. But no one can take a mother's place with her children, and when this war is ended every mother who can do it should devote her time to her home."

One-Cent Check; It's 'Real McCoy'



(OREGON SHIP)—D. R. McCoy, swing shift welder, displays a check for one cent which he received for the payroll week of March 18. Red Cross, war bond and other deductions amounted to \$68.63. McCoy is used to getting small checks, however. He has invested \$6,000 in bonds at a rate of \$56.25 a week and is still going strong.

FIFTEEN OREGON YARD WORKERS RECEIVE AWARDS

(OREGON SHIP)—Fifteen Oregon Ship workers received merit award certificates this week in recognition of their contributions in the March Labor-Management suggestions competition.

The award winners are: Herbert H. Miller, Boiler Erection welder foreman, and Larry Boucher, welder, who invented an insulation chopper; Robert Evans, electrician, who devised an improvement of drum controls; Walter F. Werstlien, burner, with a burning jig for Unionmelt tabs.

John W. Epperson, machinist, with a new air hoist; Lester Canady, Machine shop tool room supervisor, who invented a grommet machine; William W. Sharp and Norman E. Burke, riggers, with a cable server; Joseph W. Lieser, pipefitter, for a pipe-beveling knife.

Albert Howell, shipwright, who devised a skylight staging bracket; Max West, welder, for a shipfitter's wedge; Leslie Durbin, shipwright, with an improved scaffold hanger; Henry R. Meyer, sheetmetal worker, for a method of installing air-conditioning ducts; Ira C. Rowell, electrician, who invented a capacitor housing spring; and Howard Adams, timechecker, for a time card improvement.

BIG BOND BUYERS GET RECOGNITION

(OREGON SHIP) — Thirty-eight Oregon Ship workers, who purchased \$1000 bonds during the Fourth War Loan drive, were mailed engraved certificates this week signifying their membership to the Bond department's "Thousand-Dollar" club.

New members of this patriotic organization are: O. L. Hatlelid, A. Reiersen, H. Lutz, F. J. Wayson, Shipwright department; C. E. Smith, electrician; H. L. Rohde, C. H. Peterson, A. L. Cornett, M. Matus, welding; S. W. Holderness, P. Christiansen, P. C. Kugel, T. J. Cullen, Boiler Erection; F. J. Leap, W. Ferguson, P. K. Puariea, M. M. Meyers, Assembly; M. G. Hansen, W. D. Oliver, A. L. Shira, B. B. Rust, Pipe department.

J. V. Baert and Frank Kyle, Plate shop; P. H. Cady, riveter; C. W. Myers, shipfitter; M. M. Holmes, Bond department; D. H. Wilson, Building Maintenance; I. M. Clinton, hull materials; H. R. Clinton, P. Farrell, guards; C. V. Anderson, Salvage department; A. S. Oxley, time checker; D. M. Cavender, marine electrician; Z. C. Logan, yard clean-up; H. L. Spooner, Progress department; L. Anderson, L. J. George, machinists; D. J. Wilsey, equipment.

Western Singers

(OREGON SHIP)—On the day shift lunch period Wednesday, April 12, Art Lapire and his group will entertain with western music and singing.

Propulsion Machines Installed in 6 Hours

(OREGON SHIP)—Marine machinists and riggers have slashed the time for setting Victory ship propulsion machinery in place aboard a hull from three days to six hours. The machinery, weighing 125 tons when its installation is completed, includes the 12-foot diameter bull gear, two intermediate reduction gears, a gear cover, the high and low pressure drive pinions, reduction gear covers, the main condenser, and the high and low pressure turbine units.

Installation is directed by Al Anderson, supervisor for marine machinists on the ways. George White, day shift ways rigging supervisor, oversees the lifting and handling of the machinery.

MUST USE CARE

The job isn't merely a matter of racing a Whirley crane back and forth up the track as quickly as parts can be lifted and set down, Anderson and White emphasized. Although heavy, the machinery being handled is highly precisioned, and exacting pains must be taken to avoid damage.

The entire operation is completed on the day shift. On the first Victory hull it took three days to get the entire propulsion assembly aboard, 48 hours before launching. Machinery is now installed on five hulls ahead of the ship to be next launched.

Anderson credits the development of appropriate tools and equipment and the versatility of his crews, for the record.



Thrilling Rescue Wallace Bogle (right), day shift painter, slipped while attempting to board a scow in the Outfitting basin and plunged into the water. Unable to swim, he was going down for the third time when Dwight "Red" Annan, another painter, rescued him. The two men are shown after they had changed to dry clothing. (Oregon Ship Photo)

Ex-Butler Now Serves Steel Plates to Ships

(OREGON SHIP)—"Let Huggins do it," was the motto for many years in the Portland Leon Hirsch mansion, where for three years Sam Huggins, then butler for Mrs. Hirsch, passed the hors d'oeuvres and shook the cocktails with more finesse than the fabulous "Jeeves."

S. Huggins The slogan is still "Let Huggins do it," but Huggins, swing shift shipfitter leadman on Shell Erection, now gives orders instead of taking them. He discarded the tray and napkin two years ago to come to Oregon Ship.

OSC TO HEAR CHOIR

(OREGON SHIP)—The first Congregational church choir will bring the spirit of Easter to Oregon Ship on the swing shift Saturday, April 8. The choir, under the direction of A. E. Jones, will sing the "Seven Last Words."

IT'S THE TRUTH; LIARS TO ORGANIZE

(OREGON SHIP)—Vass you dere, Sharley?

Baron Munchausens at Oregon Ship will soon be hurling this taunt into the teeth of doubters. They're forming an OSC Liars' club, membership requirement for which is one big whopper about ships or ship construction.

Choicest lies will be printed in the Bosn's Whistle. Del von Zeuthen, yard program director, who originated the idea, urges workers to drop their prevarications into the suggestion boxes.

PRESENTEE TEAM

(OREGON SHIP)—Damon and Francys Gary are chalking up an outstanding presentee score as a husband-and-wife team. Gary, lathe machine operator, has worked for Oregon Ship nearly two years, and Mrs. Gary, welder, has been in the yard 14 months. Neither has missed a shift nor been late during that time.

Eliot Safety Patrol Guests at Launching

(OREGON SHIP) — Among the most thrilled guests here for the launching of the Victory ship El Salvador, April 1, were nine members of Portland's Eliot school's junior safety patrol and Mrs. Pauline Storz and Mrs. Katherine Werth, of the school P. T. A.

The visit was the group's reward for faithful safety service in directing traffic at busy intersections in the vicinity of their school.

Checking Clerk Now Works For Uncle Sam

(OREGON SHIP) — Eleven months of experience as a checking clerk in Oregon Ship's warehouse has been of value to L. A. "Tiny" Lohkamp since he joined the army.

"Tiny" is now checking supplies for "Uncle Sam" as quartermaster at an army base in Iran, where he has been stationed following active duty in India.



Gang's All Here Electricians supervisors, foremen and leadmen of Oregon Ship's Electrical department gathered for a banquet at the Benson hotel last Saturday night. Approximately 350 attended the gathering organized by Superintendent Mel Hord to promote closer relationship and better understanding between various units of his department. (Oregon Ship photo.)

CLASSIFIED

NOTICE Will the party that had a tire, tube and wheel taken off a 1935 or 1936 Ford V-8 about two months ago please get in touch with Sergeant Bossler at the Guard office.