

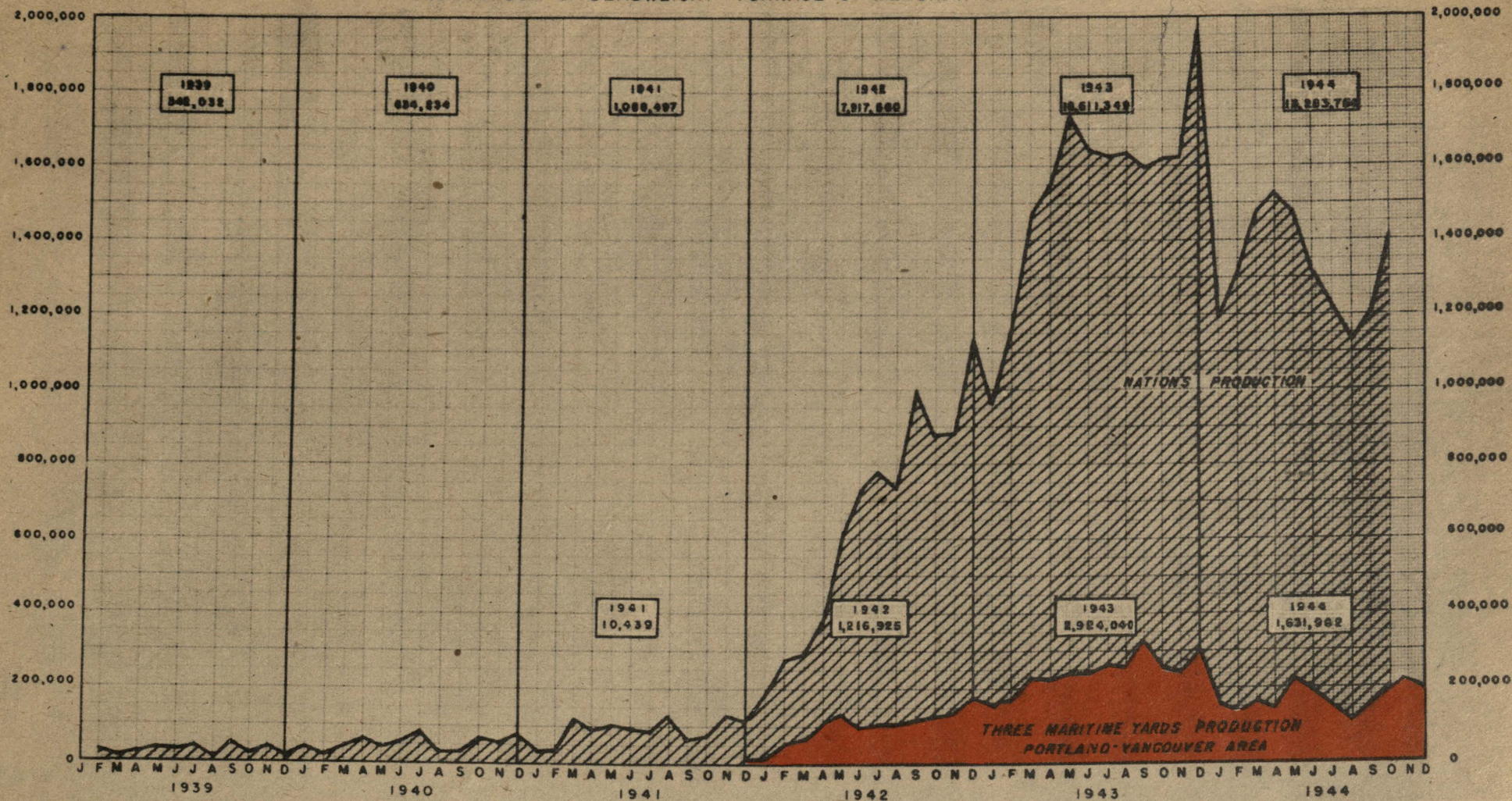


Farewell To '44

"For now my youth is gone and the years are heavy on my shoulders, but my eyes look out beyond the ways and ships to distant shores of battle where youth lives, fights and dies. It is a gracious God that grants my heart the will, and my body the strength, that I may give myself to my country's service and to its youth . . ."

DEADWEIGHT
TONS

COMPARISON OF DEADWEIGHT TONNAGE OF MERCHANT VESSELS

DEADWEIGHT
TONS

The chart above, prepared for the *Bos'n's Whistle* by the Oregon Ship Progress department, compares the shipping produced by the three Portland-Vancouver Kaiser yards with that of the rest of the nation. It reveals that the three plants have consistently averaged more than 12 per cent of vessels' tonnage turned out by the 50 American yards. Figures for the study were obtained from the American Bureau of Shipping's November bulletin.

Kaiser Yards Smash All Records in 1944

Delivering 200 vessels of five distinct types, the Kaiser yards at Oregon Ship, Vancouver and Swan Island scored the most remarkable ship production record of the entire war during 1944. The ships represent an estimated deadweight tonnage of more than 2,000,000, or 12½% of all the shipping produced in American merchant shipbuilding plants for the 12-month period. Ninety-two

were fighting craft build for the navy. In addition, nine military ships were outfitted by the yards. Three of these were completed at Vancouver, and six more, all navy fleet oilers, were finished at Swan Island.

Here's the production box score on vessels turned out by the three yards in 1944:

- 64 Tankers.
- 61 Attack Transports.
- 31 Escort Aircraft Carriers.
- 33 Victory cargo ships.
- 11 Liberty cargo ships.
- 6 Navy Fleet Oilers and 3 other navy vessels outfitted.

Production highlights of the year are almost too numerous to be recorded. They began with Oregon Ship winding up its Liberty ship program with a record for speedy construction of large cargo craft that will probably stand for some time. One by one, other production "firsts" by the Kaiser Portland area yards captured the attention of the shipbuilding world.

There was the unbelievable Vancouver feat of delivering 31 escort carriers to the navy between January 1 and July, exceeding by weeks the most optimistic expectations of government officials.

SWAN TAKES LEAD

While this was taking place, Swan Island was assuming a commanding lead over two large rival yards, and month after month held the tanker-building championships of the nation. In May, Swan completed six of its own tankers and delivered a navy fleet oiler to establish a high production tempo it maintained through December. This month the yard is setting an all-time record for tanker construction, with seven launchings and seven deliveries.

Meanwhile, Oregon Ship easily outdistanced rival plants in the building of the new, high

3-Yard Ship Tons Top Six Millions

Since the beginning of Kaiser shipbuilding operations in the Portland area in 1941, 6,179,820 deadweight tons of shipping, including both merchant and military types, have been delivered by Oregon Ship, Vancouver and Swan Island. This is nearly as much tonnage as was in America's entire pre-war cargo and passenger fleet and more than half as much as the amount in operation by the merchant marine in 1939.

The pre-war merchant marine totaled about 11,000,000 tons, of which 2,200,000 was idle.

Altogether, the three yards have turned out 614 vessels, of which 141 are military types. Six more ships were outfitted for the navy.

The 614 vessels are divided into the following classes:

Liberty ships	332—(3,465,748 D.W. tons)
Tankers	108—(1,775,520 D.W. tons)
Attack Transports	61—(338,550 D.W. tons)
Escort Carriers	50—(178,750 D.W. tons)
Victory ships	33—(352,252 D.W. tons)
LSTs	30—(69,000 D.W. tons)

speed Victory ship, launching and delivering the first of this type and completing 32 of the vessels by July.

Then came the Attack Transport race, which started after President Roosevelt and the joint chiefs of staff appealed to the four yards with AP-5 contracts to finish them by the end of the year. The competing quartet was made up of two California yards, Richmond and Calship, and Vancouver and Oregon Ship. Each of the vessels required three times as much work as a Liberty ship, and none of the yards or Maritime commission officials could figure out on paper how the job was going to be completed on schedule.

But OSC and Vancouver supervision and employes did with careful planning and hard work what pencil, paper and slide rule indicated was impossible. Oregon Ship copped the AP-5 champ flag after winning it three times in four months of competition. The Oregon plant delivered its 30th and last AP-5 on December 14, 17 days ahead of schedule. And only a few days later Vancouver, which ran neck and neck with its sister yard nearly all the way, turned over its 31st and final Attack Transport to defeat the California yards for second honors.

NEW STATISTICAL RECORDS

In setting their all-time high production mark, the three yards ran

up some statistical records which no other trio of shipbuilding plants in the world have ever approached.

Approximately 42,000,000 feet of welding, nearly 80 per cent of it done by hand, went into the 200 ships. That's more than 7950 miles. If MacArthur, Nimitz and Halsey could have started in Portland and have traversed this distance on a straight course, they'd have long since left behind a conquered Tokyo and would be deep into China.

Into the 1944 output of ships went nearly 840,000 tons of hull steel. This figure isn't as high as 1943's, when OSC was harvesting its record Liberty ship crop. But no other similar group of yards constructing modern, high speed vessels like the tankers, the Victories, the carriers and the Attack Transports can come even close to it.

67,000 TONS PER WAY

How the three Kaiser Portland area plants got the most out of the facilities at their disposal also is illustrated by statistics showing production per shipway. Each of the 31 shipways at Swan Island, Vancouver and Oregon Ship provided Allied fighting forces with an average of 67,000 deadweight tonnage during the year.

For the three yards 1944 has been a hectic year of new production miracles. And when the records are analyzed, the fundamental fact that emerges is this: Workers on the Portland shipbuilding front geared their productivity to the accelerated tempo of the Allied offensive. With each new military advance came an increased demand for shipping. And that demand was always met.

The yards will enter the New Year without a pause in their speedy construction gait. Vancouver has one of the biggest jobs of 1945—building 25 giant C-4 transports besides outfitting five Attack Transports from Calship and two C-4s from Richmond. Oregon Ship has 60 more Victories which are needed to help win the battle of supply in the Pacific. And Swan must add 33 tankers to its fleet which is forming the very backbone of the offensive against the Japanese.

The chiefs of staff need these ships no less sorely than those produced this year. The guarantee that they will get them on schedule lies in the record of 1944, which ranks with the greatest shipbuilding achievements of all time.



The Bosses Assistant general managers to Edgar Kaiser, and managers of the three Portland-Vancouver area yards are: (left to right) Mike Miller, Vancouver; Bob Nieman, Swan Island; Al Bauer, Oregon Ship.

Employment Rolls Stable In 1944

Personnel Nears '43 Peak as Workers Heed War Demands

After reaching its peak in December, 1943, employment in the area's three Kaiser yards was just starting what looked like a power dive. So alarming was the descent during the first five months that company, union and government manpower officials, moved by the urgency of the Attack Transport and tanker programs, pulled up on the stick. Their action started personnel totals on a climb which came within less than three thousand of the January 1 employment figure. And at the end of the year the three sister plants were among the few war-production operations in the nation which did not show a manpower drop in 1944.

On last New Year's day the three-yards' payroll was estimated at 94,351—Vancouver having 37,640, Oregon Ship 30,124, and Swan Island 26,577. Latest available force reports from the plants this month showed the total to be 91,587, with a slight drop expected by the first of 1945. The reports give Vancouver 35,980, Oregon Ship 33,532 and Swan Island with 22,575.

The only one of the three plants which gained is Oregon Ship. This is attributed to the fact that OSC was losing heavily on New Year's due to a changeover to Victory ship production from the Liberty program. Its employment rise was the result of a strengthening of outfitting crews for the big AP-5 effort.

Despite the fact that their productive output rose steadily throughout the entire year, Vancouver and Swan never regained their employment levels of January 1. In fact, on December 1, at the beginning of its biggest productive month Swan Island had 4,000 fewer workers than at the first of the year, when it was just getting into stride. However, during the AP-5 program, Oregon and Vancouver had top manpower hiring priority over Swan.

Seriousness of the mass exodus from the yards, particularly Oregon Ship and Vancouver, during the late winter and early spring months is demonstrated by the three-yard personnel total of May 1—which was 84,385, nearly a 10,000 drop from January 1. Had this trend not been reversed, 1944 could not have become the greatest shipbuilding year in the yards' history.

Employment at Oregon Ship and Vancouver started to swell in August, when the AP-5 push, with an accompanying seven-day week, was announced. It made big leaps during the autumn months to reach the highest marks since the first of the year.

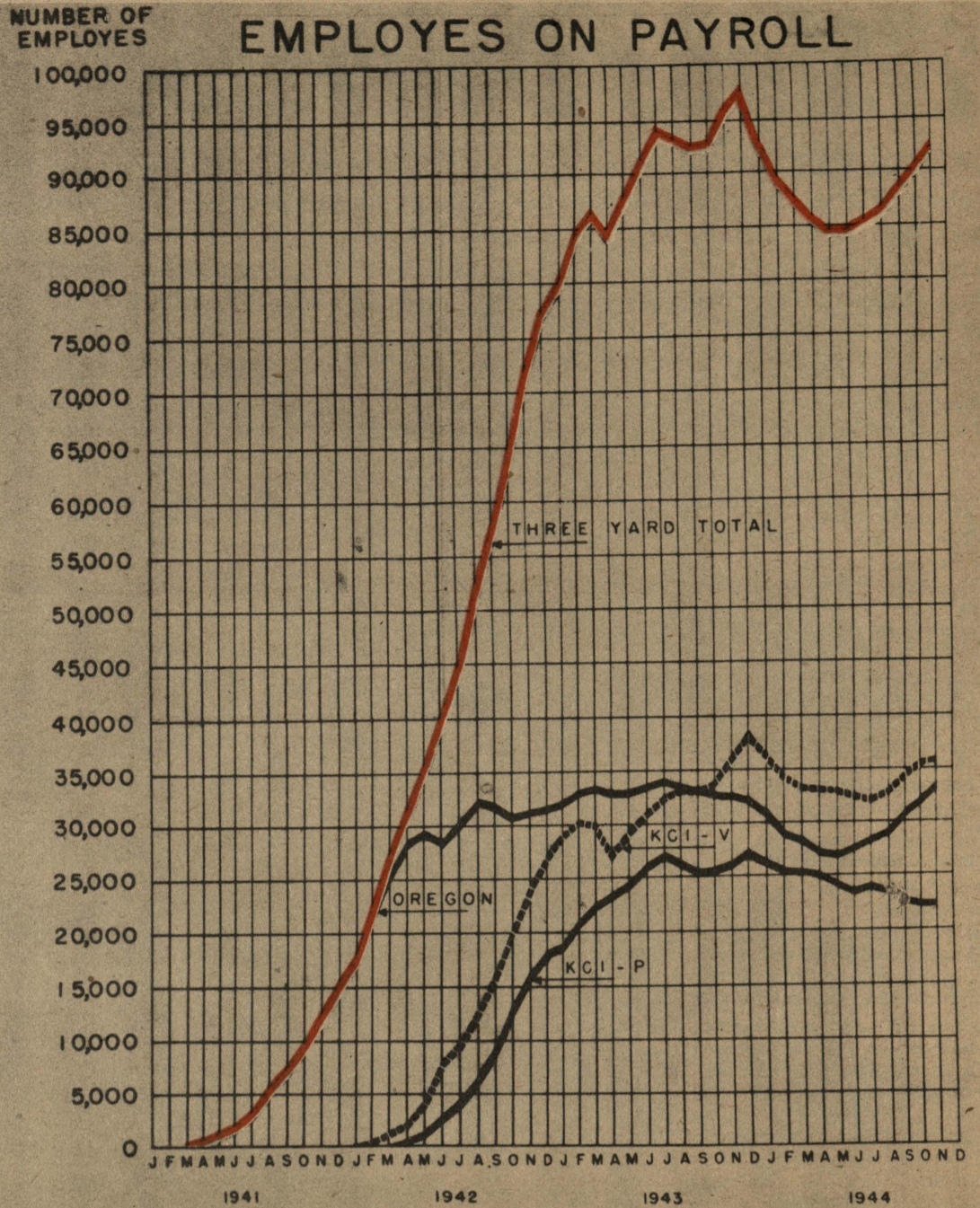
At Swan, however, a slow but steady payroll decline set in after the spring months and continued until November.

WOMEN AID AP-5 DRIVE

The only division of the three-yard personnel report which shows an employment gain is that of the women. The feminine force totaled an estimated 24,100 on January 1, and at the first of December it was believed to have reached 28,000. This increase amounts to more than 3,900.

The entire gain in women's employment was at Vancouver and Oregon Ship, and nearly all of it came in August, September and October, during the peak of the Attack Transport drive. At OSC alone, the number of women employees jumped from less than 21,000 on August 1 to nearly 24,000 on the first of December. These figures throw light on the important role played by women in the successful AP-5 production efforts at Oregon Ship and Vancouver.

Swan Island lost a small number of women—about 325—during the year.



The daily payroll average for the three Kaiser shipyards in this area since the organization of Oregon Ship in February, 1941, is shown in the above chart. A special breakdown also pictures the average for each yard. Note that the high point of employment was reached in December, 1943.

1944 Biggest Year of All For Kaiser Yards' Payroll

Nineteen forty-four was the biggest payroll year in the history of Portland-Vancouver area Kaiser shipyards. Records show that workers at Vancouver, Swan Island and Oregon Ship were paid a total of \$288,455,550. There were more employees in the yards during 1943, but double time premium

three yards—\$115,255,550. Oregon Ship estimated its total payroll at \$100,000,000 and Swan Island gives a figure of \$73,200,000.

The 1944 figure raised the four-year Kaiser shipyard payroll total to \$711,881,198. The company first began issuing paychecks in February, 1941, when the Oregon Shipbuilding corporation was organized.

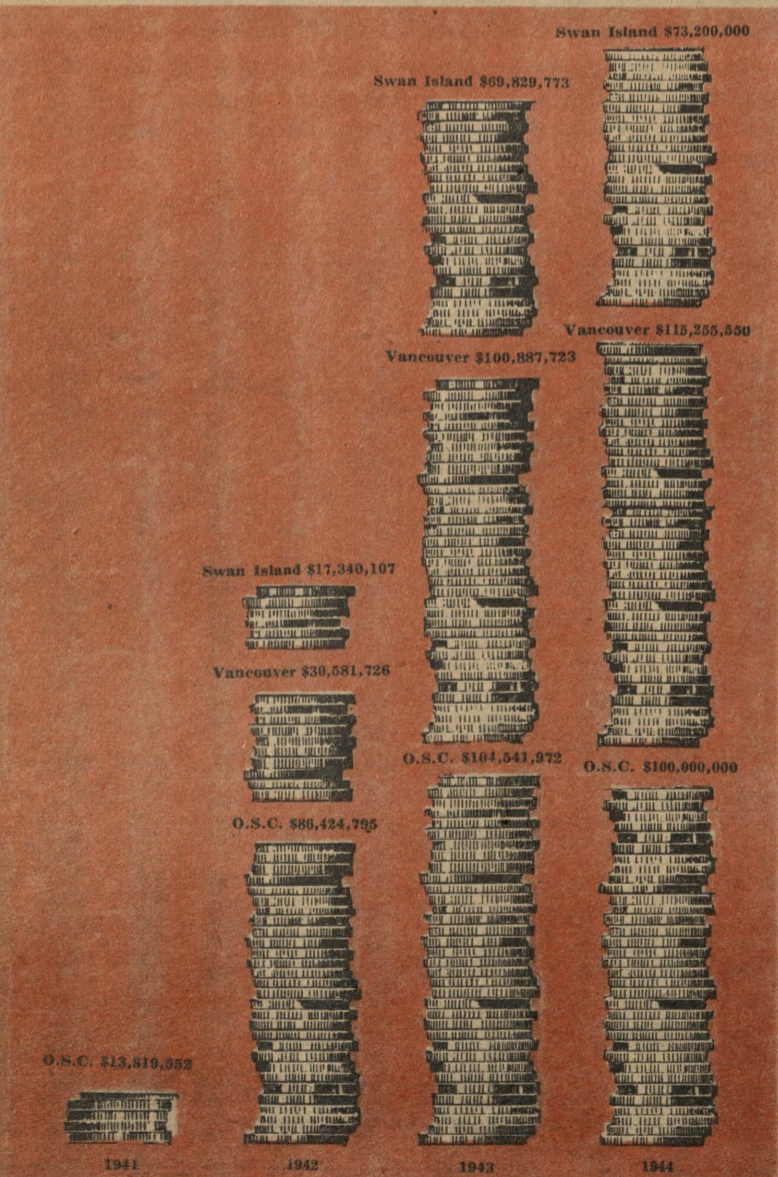
The Vancouver wage outlay for the year was the highest of the

less than 12.7 per cent of the total payroll.

Uncle Sam came in for his share of the paychecks, too. He withheld more than 13 per cent for taxes, a sum of \$38,077,400, from the three yards.

Social security levies claimed another \$2,884,555. Figures on health and accident insurance deductions were not available.

The three shipyards had by far the largest payroll in Oregon and one of the biggest on the Pacific coast.



TOTAL 1944 PAYCHECK OF \$288,455,000 was divided approximately as follows:



Wages Earned Kaiser workers constituted by several times the biggest payroll in the state of Oregon during 1944. The above chart shows total outlay of wages by years divided among the three yards.

Wages Spent Though Kaiser workers made a lot of money they had to spend a lot to live in the war-swollen Portland-Vancouver area. Above is an approximate breakdown of how the total annual paycheck was spent based on percentages provided by the Bureau of Labor Statistics.

Well Done, Vancouver 62 Ships Delivered

(VANCOUVER)—“Well done”—highest praise in navy talk—is the best summation of the job by 35,000 men and women shipbuilders at Vancouver as the year 1944 ends. Sixty-two first class vessels, evenly divided between escort aircraft carriers and attack transports, were delivered to the navy in the twelve month period. All were delivered, not “on schedule”, but “ahead of schedule.”

Words of praise were unnecessary, however, to convince Vancouver employes that their work was well done. Front page news accounts of world-wide battles told them that story in the way they most preferred to hear it. The Battle of the Philippines was the outstanding account of Vancouver-built ships in action. Two carriers, the U.S.S. Gambier Bay and the U.S.S. St. Lo (formerly the Midway), were lost in the battle and four other Vancouver carriers damaged. But the heroic part Vancouver ships played was largely instrumental in the success of the important naval engagement with the Japs. Previous accounts, from the invasion of South France to all of the invasions in the Pacific, listed the achievements of Vancouver-built carriers and LST's.

YEAR'S HIGHLIGHTS

Highlights of the year at the local yard included:

A visit from Rear Admiral Howard L. Vickery, with his daughter, Barbara, honored as sponsor of the U.S.S. Saginaw Bay, on January 19.

On February 5 a new keel laying record was set for the carriers on Way 1 in a total time of 23 minutes. The first AP-5 plate was cut at Plate shop on February 7 to herald the big Attack Transport program that was in full swing in the fall. Vice President Henry A. Wallace visited the yard on February 8.

It was an anniversary occasion on April 5. One year from the day that Mrs. Franklin D. Roosevelt christened the U.S.S. Casablanca, the first keel was laid for the Attack Transport program and a carrier launching took place.

By June 8 the carrier program had ended on the ways with the launching of the U.S.S. Munda. At this time three contracts were underway: The carriers were being finished on the dock, the Attack Transports rising on the ways, and the C-4's, the contract for which was announced on May 5, were in the early blueprint stage.

BOND BUYERS HONORED

On June 19 the first Attack Transport, the U.S.S. Oconto, was launched, and the yard was deep in its new contract. The following day a surprise visit by Rear Admiral Vickery saw the yard awarded the Merit Eagle Pennant, highest award of the Maritime commission.

Highlight of the year, and representative of the sharp break from carriers to Attack Transports, was the trial run trip of the U.S.S. Munda, on July 7. Bond winners were guests aboard the carrier as she sailed to Astoria, as were high company, navy and maritime officials.

First sign of the growing importance of the Attack Transports to the navy came with the announcement on July 17 that Assembly was going on a 10-hour shift to speed AP-5 material along. Plate shop followed later on this schedule. By August 27 the urgency of the AP-5 program was apparent to all when President Roosevelt appealed for speedy construction and the 7-day week began, originally for a 10-week period.

The first of September saw the yard announce its goal in answer to the President's appeal. The slogan, and goal, “14? Sure!” By November 1 the yard had surpassed its goal by delivering 15 Attack Transports.

C-4 PLATE BURNED

Pointing toward work in 1945 was the burning of the first C-4 plate in Plate shop on October 2. Most of the yard was still busy on the AP-5,

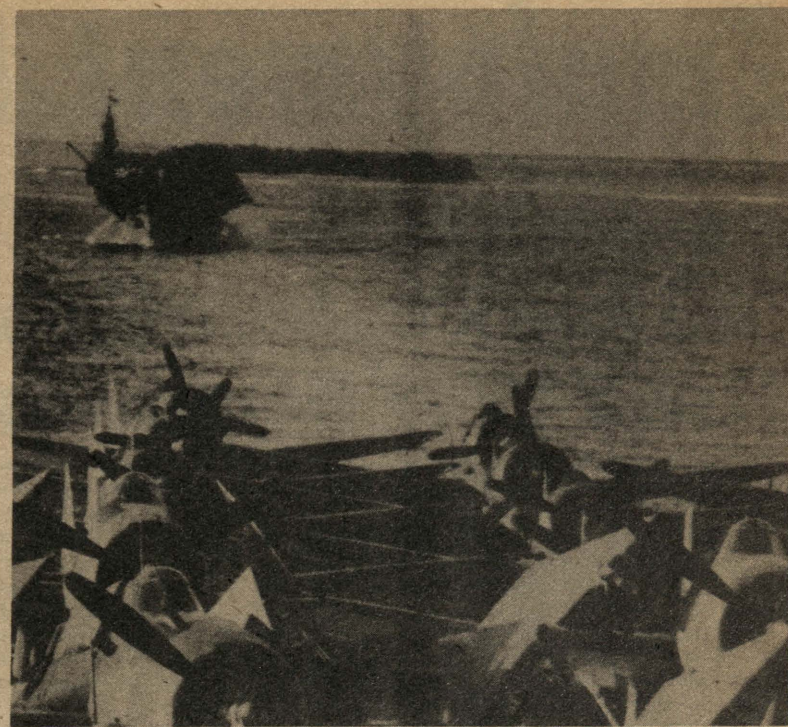
however, and on October 20 the seven-day week was continued for the balance of the program.

The work accomplished in October resulted in the winning of the “AP-5 Champ Flag” for that month. By December 5 the AP-5 program was nearing an end and the last ship, U.S.S. Bergen, was launched. Five days later the yard worked its last Sunday shift. The Bergen left the dock for Astoria on December 22 to bring to a close Vancouver's second big contract for the year. All hands were then busy on

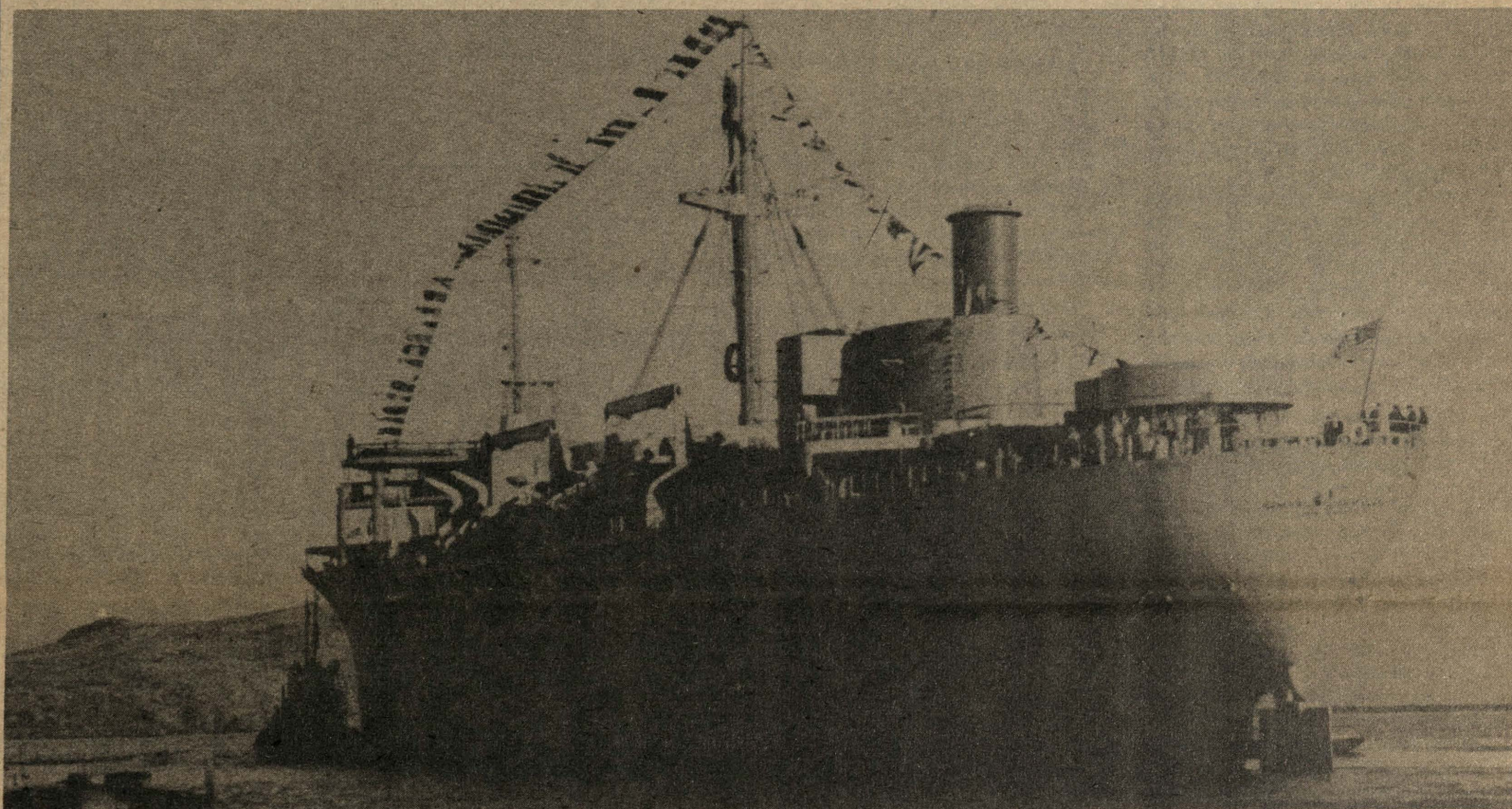
SEND 'EM OUT

Many workers have requested production summaries that may be sent to friends and relatives in the armed forces to show how this area is holding up its part of the home front. It is suggested that you may send your copy of this summary edition of *Bosn's Whistle* to someone in service.

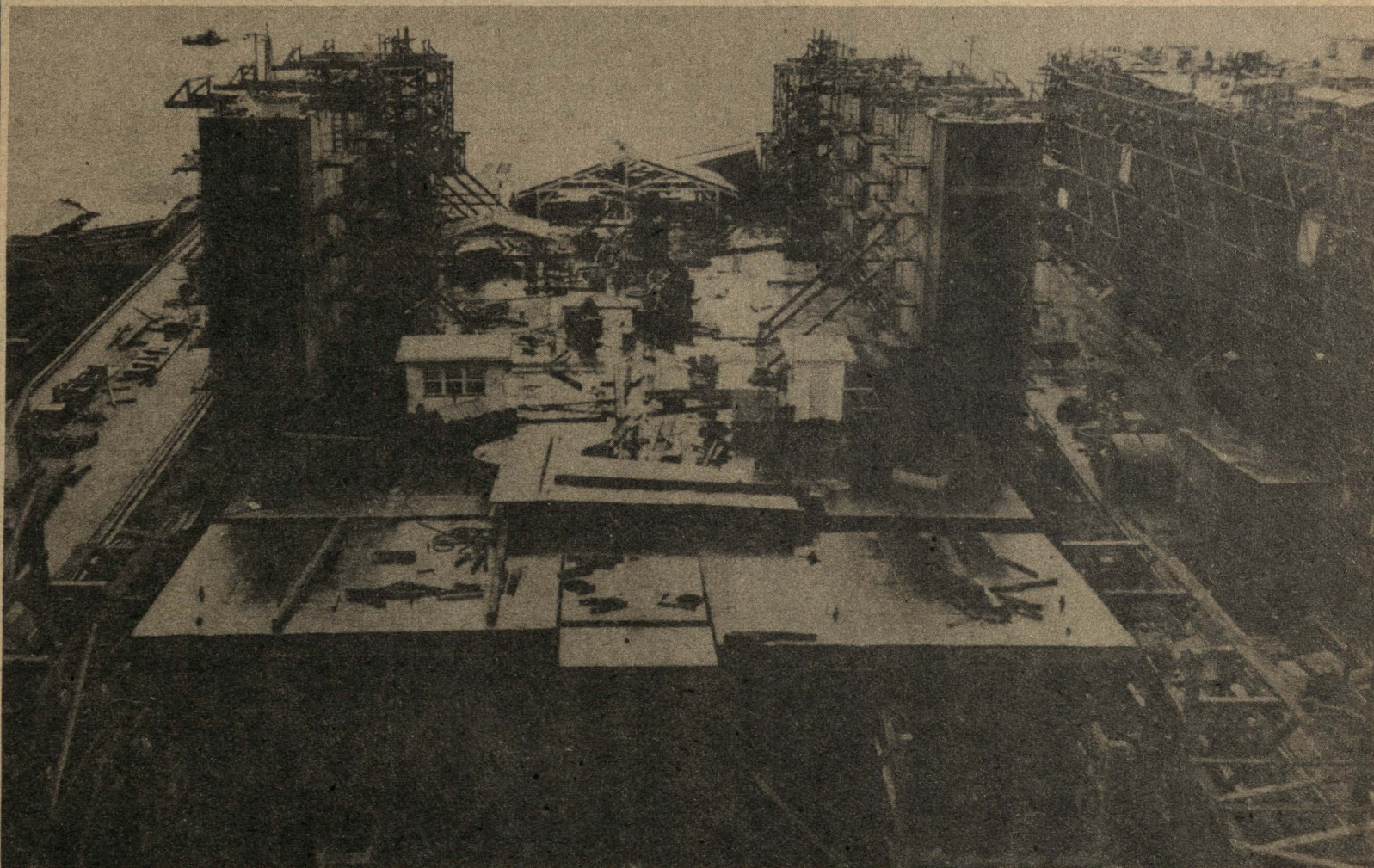
the biggest contract ever awarded the yard, building 25 huge C-4 troopships.



Carriers Vancouver completed 31 “Baby Flat Tops” in 1944 before going into the AP-5 program. Out in the South Pacific the escort carriers turned out to be real fighting craft and played a prominent role in the great naval battle around Leyte. So far three have been reported lost, the Liscome Bay, the Gambier Bay and the St. Lo, launched as the Midway.



The C-4s C-4 troop ships of 14,600 deadweight tons like this one will keep Vancouver busy throughout most of 1945. Twenty-five are to be built here. The C-4, while a slight bit shorter than Swan-built tankers, will be the largest ship built in the area. It is 522 feet 10½ inches in overall length, 71 feet 6 inches in beam, and has a loaded draft of 32 feet. It has a cruising radius of 14,560 miles and 9000 horsepower.



Drydock From the photographer's skiff, the drydock looks like the walls of a canyon. In this canyon can nestle a ship weighing as much as 18,000 tons. The dock is to be launched at a noon ceremony on January 15, 1945. This will be the first end-wise launching of a drydock. The usual procedure being to slip the dock into the water sideways. The drydock has been built by the Vancouver yard in addition to its successful year of shipbuilding during 1944.

Allies Lose 5738 Cargo Ships in War

While ship construction is still high, Allied shipping losses appear to be dropping steadily lower. According to the first complete report on shipping losses released late in November, allied and neutral countries lost 5738 merchant vessels, an average of between three and four a day from the start of the war in September, 1939, to the end of 1943.

The black year for the allied merchant fleet was 1942 when 1859 ships totaling 9,338,000 gross tons were lost. This included 422 American ships aggregating 2,053,000 tons and British losses of 782 vessels totaling 3,695,000 tons.

By 1943 protective measures had become more effective and losses decreased to 812 ships totaling 3,646,000 tons. United States losses were 234 ships representing 1,049,000 gross tons while the British lost 361 ships with a gross tonnage of 1,678,000.

The report listed no losses beyond the end of 1943, but unofficial tabulations showed at least 17 losses during the first 11 months of 1944 with 13 of them American vessels.

While the United States did not enter the war until after the attack on Pearl Harbor on December 7, 1941, American ship losses began with the start of the war in Europe in 1939. Four were lost that year; 32 in 1940, and 61 in 1941, although most of these presumably went down after hostilities began in December.

2400 Families Use Child Care Centers

The Child Care centers at Swan Island and Oregon Ship, which were the subject of many a controversial discussion when opened slightly over a year ago, made definite advances during 1944. During the year 2400 families enrolled children in the centers. Average attendance grew steadily. It is now over 680, compared to only 183 during the first few weeks of operation.

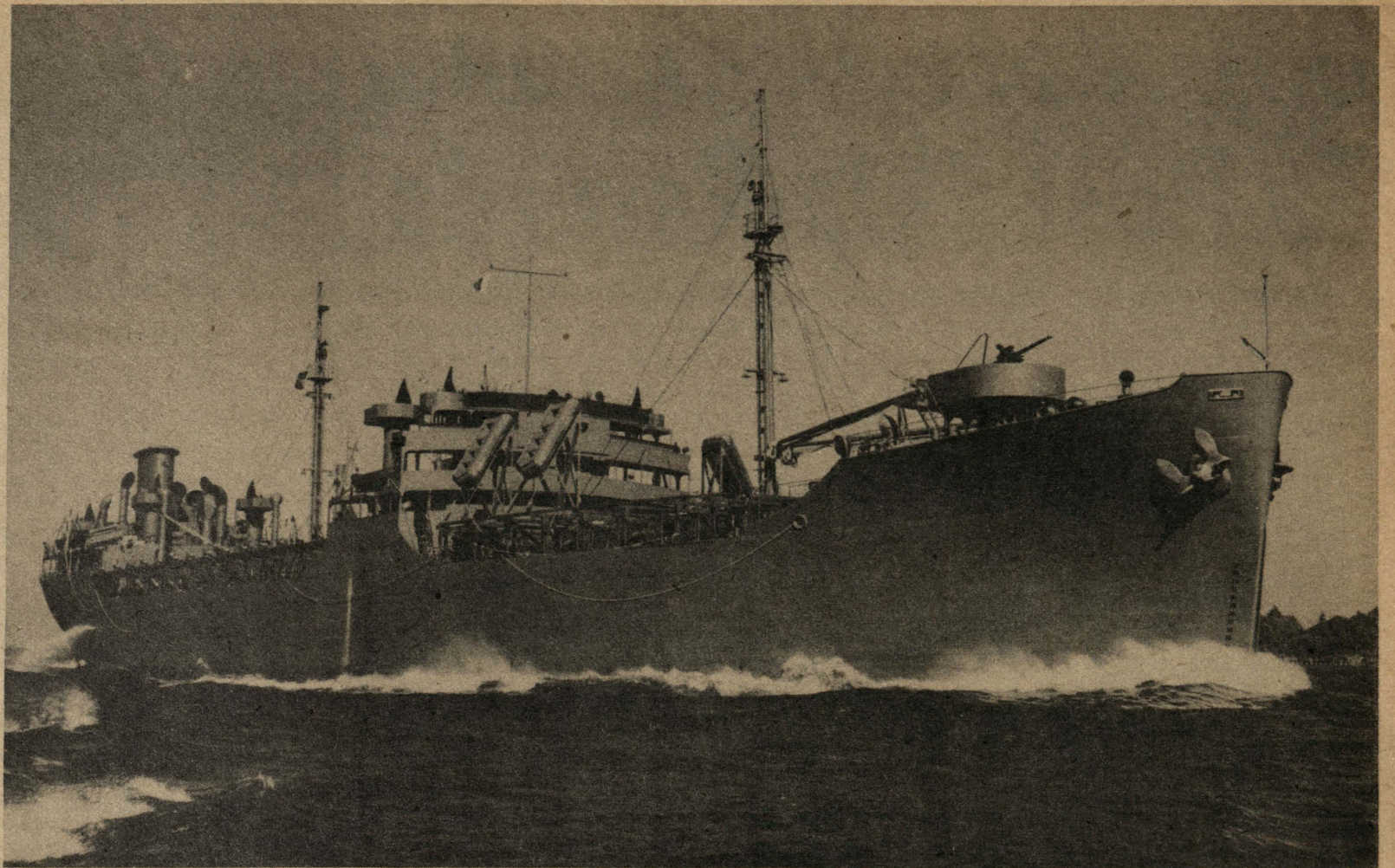
The big child care centers were built by the Maritime commission as a means of inducing more women to work in the yards. According to the Kaiser company's annual report, they have actually released sufficient mothers in the last year to build four Liberty ships. According to James L. Hymes, Jr., manager of the child service department, Portland mothers were somewhat reluctant at first to place their children in the nurseries until they were convinced that they were the proper things and well-run.

A few months' operation also showed that day care alone was not the answer to the problem. Soon after the first of the year the nurseries were opened "graveyard" and now both centers run on a 24-hour basis.

During the year the centers added a hot-dish service for parents so that mothers are now able to buy the main part of their families' evening meal when they call for their children at the nurseries.



While Mother Works While their parents build ships these children engage in healthful play at the child care centers at Oregon Ship and Swan Island.



The T-2 Tanker Above is one of Swan Island's famous T-2 tankers. Until the C-4s were started at Vancouver this was the largest vessel built from the keel up in this area. It is 523½ feet long with a 68-foot beam. It has a deadweight of 16,765 tons, a speed of better than 14½ knots and a cruising radius of approximately 12,600 miles.

U. S. Fleet Now Has Over 51,155 Vessels

The U. S. fleet now totals 51,155 ships including 1155 combat vessels, and is still growing, Secretary of the Navy James Forrestal announced recently.

Man Hour Cut Marks Swan 70-Ship Output

(SWAN ISLAND)—Winning the tanker champ flag nine months during 1944, Swan Island workers also improved tanker production efficiency by cutting manhours per ship almost in half during the past year. Close estimates on manhours of 1944 over the previous year show 44 per cent improvement and place Swan Island in a strong position for postwar competition in shipbuilding.

In 1943 the average Swan tanker was constructed in 115.5 total working days, but in 1944 the time was cut to an average of 62.9 working days, an improvement of about 45 per cent.

DELIVER 70 SHIPS

During the past year Swan Island workers delivered 70 ships, 64 of these tankers and six of them fleet oilers which were outfitted after being towed here from California. During the previous year 43 tankers were launched and 43 delivered.

Improvement is noted throughout the entire yard in all departments. Those for which definite records are available show percentages of increase ranging from five to 83 per cent for 1944 over 1943.

Manual welding footage in Assembly had the greatest increase for the year with 83 per cent, while machine welding footage increased only five per cent in Assembly.

ERECTION WELDING GAINS

There was 44 per cent more steel received and 73 per cent more steel was fabricated in Plate Shop. Erection tonnage increased 59 per cent in 1944 and assembled tonnage built up to 67 per cent more than in the previous year.

Hull erection welding footage showed a 53 per cent gain during this past year.

This month's production drive which will see seven launchings and seven deliveries completed, winds up on Sunday, December 31, with the launching of Hull 119, the S.S. Saguaro. It will be the 67th launching ceremony for 1944.

FINAL DELIVERY TOMORROW

Last delivery for the year is scheduled for tomorrow. Hull 114, the S.S. Joshua Tree, will be turned over to the Maritime Commission.

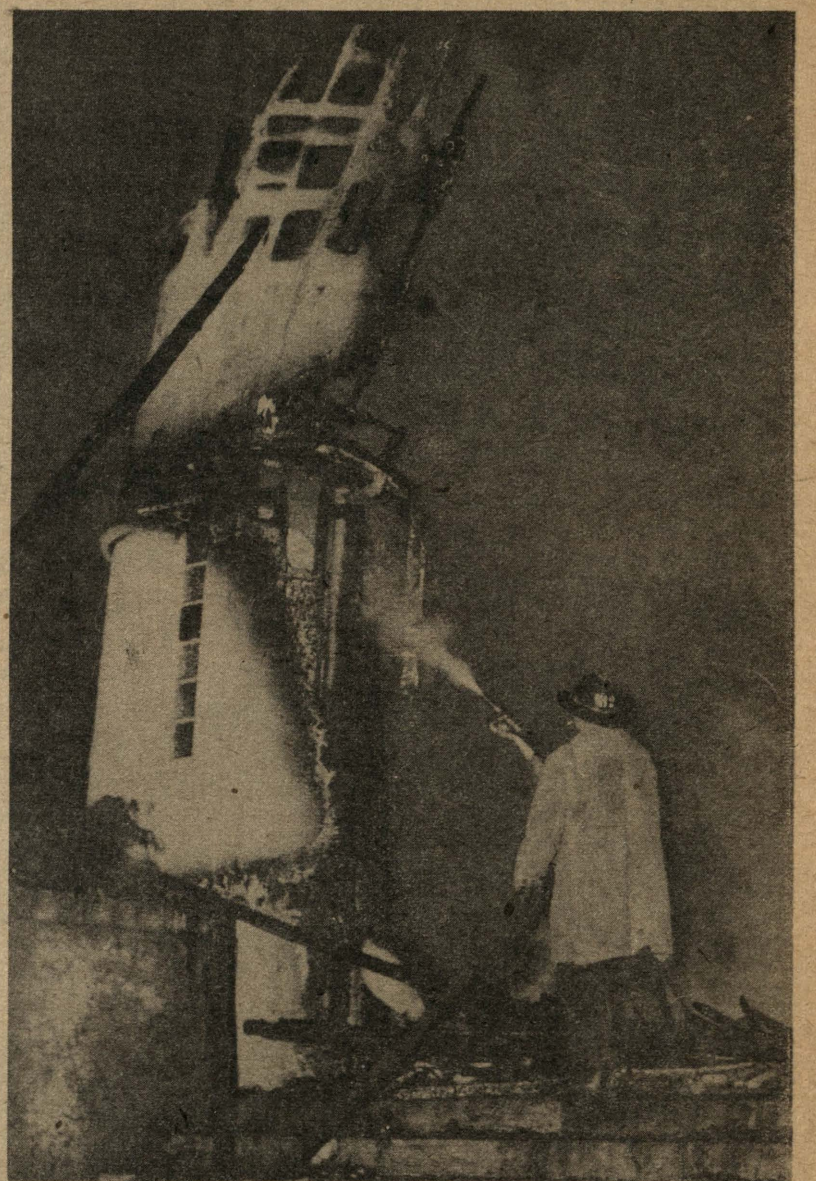
Another banner month for Swan Island was August when a total of seven tankers were launched.

December, however, marks the first time the yard has hit the "double seven" with that number of both launchings and deliveries.

STUBBY STAYS ON JOB



Despite his mistakes and confusion Stubby Bilgebottom stayed on the job in the Kaiser yards during 1944. His creator, Ernie Hager, former Swan Island worker, is now with the army engineers stationed at San Francisco. Hager combs each issue of the Bosn's Whistle faithfully and frequently visits shipyards in the bay area to keep his little character up to date.



Biggest Fire The yards' biggest fire occurred on November 6, when the Oregon Ship Administration building was burned to the ground. Carpenters went immediately to work and a new structure, almost an exact duplicate of the original, is now nearing completion. The above picture of the fire taken by Del Burkhart, staff photographer of The Oregonian, won the grand prize in the regional photo contest sponsored by the Associated Press.

OSC Adds AP-5 Honor To Past Ship Records

(OREGON SHIP) — Having previously won recognition as the world's fastest cargo shipbuilding yard, Oregon Ship added a new "first" to its list in 1944 — The oldest of the three Kaiser yards in the area became America's champion builder of navy Attack Transports, defeating three other top-ranking ship plants and gaining the Maritime commission's "AP-5 Champ Flag." In addition to running away with AP-5 laurels, Oregon Ship re-asserted its leadership of the merchant vessels construction yards by gaining number one honors in the Victory field.

Between January 12 and July 15, OSC launched and delivered 32 Victory ships, recording an average time of 81 days from keel laying to commissioning on each. And one of these, the S.S. Hibbing Victory, was built in 59 days. No other yard even approached OSC's Victory ship record.

Oregon Ship was scheduled to wind up the year by delivering the second of 63 Victories on its newest contract, thus effecting quick change in production types.

It was its performance in the Attack Transport production effort that captured the imagination of the country, however.

Admiral H. L. Vickery, vice-chairman of the Maritime commission, promised the navy early in the year that the four yards with AP-5 contracts—Vancouver, Calship, Richmond and Oregon Ship—would complete them by December 30. The admiral admits he was a bit hesitant about committing the commission and its yards to the program, because it was one of the most complicated ships, they had ever undertaken. But he finally consented when naval officials emphasized the need for the Attack Transports in the Pacific offensive.

OSC STARTED LAST

Oregon Ship started on the combat-loaded vessels weeks after the other three yards. But officials and workers, determined to win this production race as it had won all others, jumped into the job with all the vigor that characterizes the lover of keen competition.

They turned out America's first AP-5, the U.S.S. LaPorte, on June 30, only 90 days after the laying of its keel. This gave the yard the lead in what turned out to be a production "horse race" with Vancouver. And it never relinquished its advantage for more than a few hours.

OSC presented the navy with two Attack Transports in August and five in September to win the champ flag for each of these months. In October, however, Vancouver pulled ahead of the Oregon yard by delivering nine AP-5s to OSC's eight, and the pennant went across the river.

Everyone at Oregon Ship was still certain the yard would win in the home stretch, but loss of the flag toned down some of the elation of past victories.

SURPASS ORIGINAL GOAL

A goal of nine deliveries was set for November. And then came a disaster which would have disrupted the production of many a plant. On the morning of November 6, a fire destroyed the nerve center of shipyard operations, the Administration building. Vital plans and records went up in the flames, and engineering and clerical forces whose work is an important supplement to actual ship construction were without quarters.

Instead of demoralizing the yard, the fire only steeled the determination of workers and management to meet the schedule. Duplicate plans were collected. Office-less groups were moved into improvised space in yard, personnel and service buildings.

The November goal was raised to ten ships, and during the closing days of the month, still another was added to the quota. Crews worked at a breakneck pace and early December 1 word raced through the yard that the 11-ship

Ponton Contract Viewed as New OSC Opportunity

Oregon Ship's biggest news for 1945 is the contract to build \$12,000,000 worth of aluminum half pontons for the army. In this contract OSC workers saw an opportunity to get a toehold in a brand new field, production of light metal products. The big job of diverting 3000 of its workers and

converting sections of the Plate shop and Assembly for fabricating the 4000 construction units is now under way and first deliveries will be made in March.

goal was reached. The flag came back to Oregon Ship to stay.

There were only four Attack Transports to deliver in December for the completion of the 30-ship contract, and the yard lost no time getting them to the navy. The last AP-5, the U.S.S. Lavaca, was commissioned at the Astoria naval station on December 14. A few hours later congratulatory messages from government officials swamped the office of Yard Manager Al Bauer. And one of these was a telegram from Admiral Vickery awarding Oregon Ship the Attack Transport championship and permanent possession of the champ flag.

The Lavaca was delivered only 58 days after keel laying. An average time of only 92.3 days was required to build each of the 30 ships.

Oregon Ship has resumed Victory ship construction. Work in the yard today lacks the excitement of the hectic 11-ship days of November.

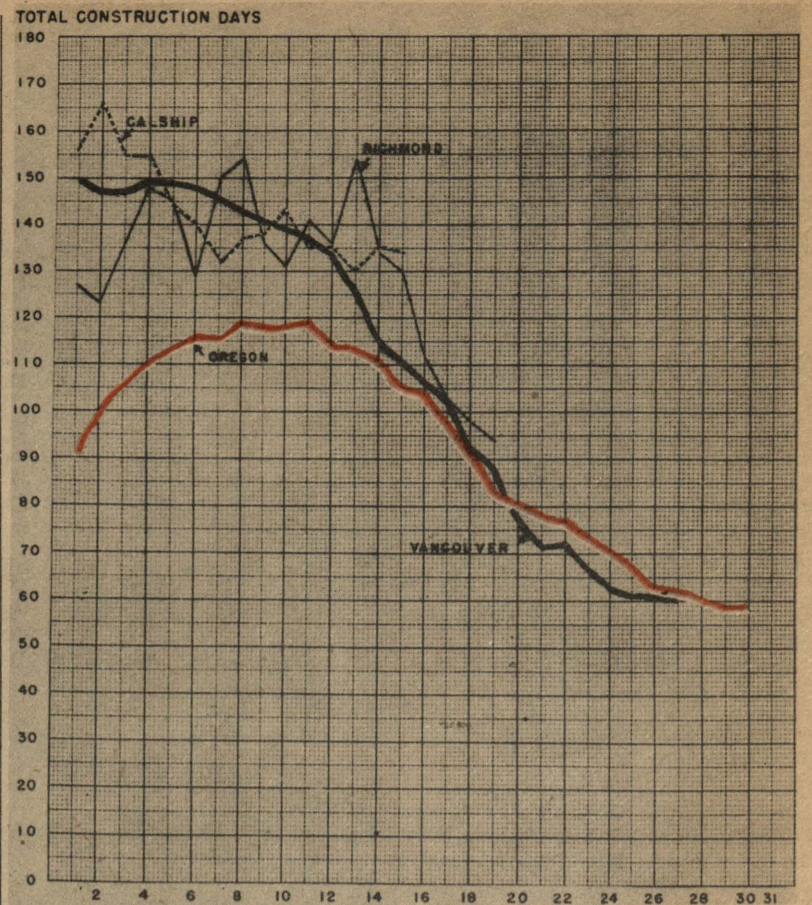
Although Oregon Ship entered competitive bidding to obtain the job, Albert Bauer, manager of OSC, declared that OSC's record which won it the enviable title of America's No. 1 shipyard, figured largely in the awarding of the contract.

Here is Bauer's statement concerning the new contract: "Approximately 3000 men and women out of the existing OSC force will be diverted to fulfill the new contract. The job will function under the existing supervision in the various departments and shops which will be utilized for the construction of the pontons.

"The operations of the new contract are so similar to present ship construction that it is not anticipated that any prolonged special training program will be necessary. The same crafts as in shipbuilding under the jurisdiction of the

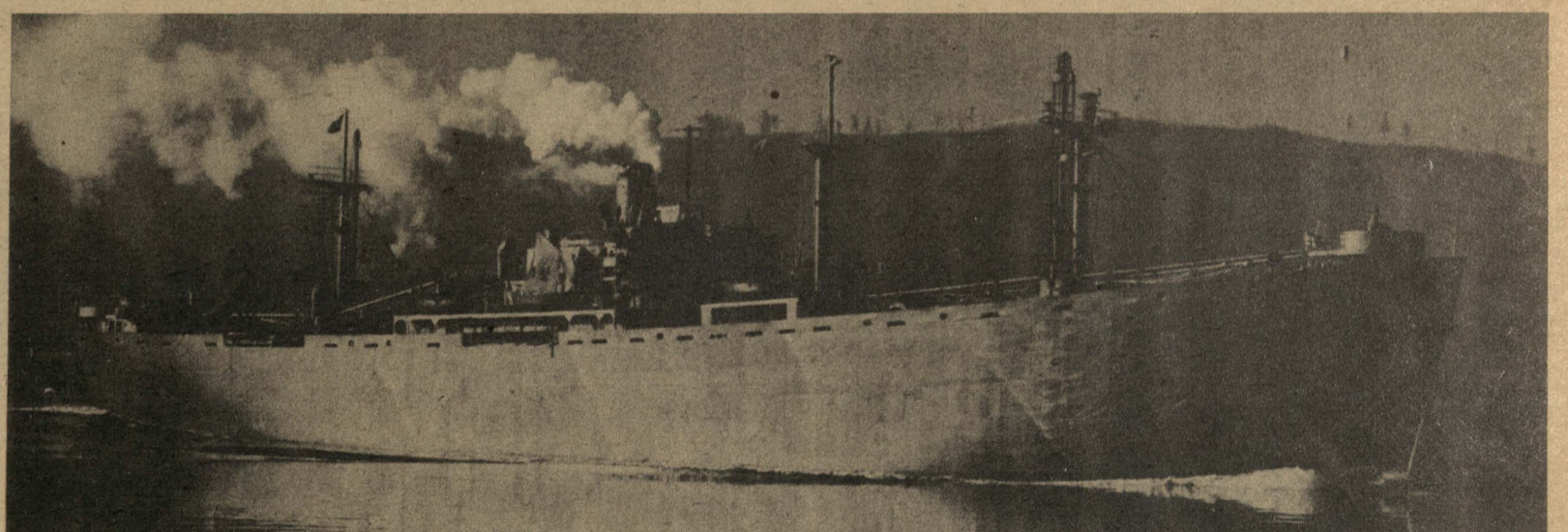
Metal Trades Council will be used." Bauer also stated that two bays in the Plate shop will be used as well as two bays in the Assembly. Only minor alterations will be required. "It is anticipated that this new contract will in no way interfere with or affect our present Victory ship program," Bauer continued. "Nor do we anticipate that it will materially affect the output of additional ship construction, if and when it is authorized."

When informed that the contract had been awarded to OSC, Edgar F. Kaiser, general manager of the three Kaiser yards in the Portland-Vancouver area, said: "We are highly pleased with the



Story of a Race Above is the graphic story of 1944's famous four-yard AP-5 race which rapidly developed into a two-yard race as Vancouver and Oregon Ship left its other competitors trailing. The lines total construction days per ship in order of delivery. Oregon Ship, with a less serious reconversion problem, started out low and kept getting lower. Vancouver, formerly making an entirely different type vessel, started high but made sensational improvement and won the flag away from OSC for one month.

award of this new contract which will give Oregon Ship an opportunity to play an important part in the Army's war program. At the same time it will give us our first experience in production in the light metal field. OSC has met and answered challenges of the U. S. Maritime Commission in the speedy production of ships. We are still producing Victory ships for the Maritime Commission and we welcome this first Army contract which offers a new test of the skill of our men and women shipbuilders. We hope that this contract may lead to new developments in the light metal industry for the Portland area."



The Liberty This is the ship that saved Allied supply lines early in the war. A slow, 11-knot vessel of 10,800 tons, it could be built fast and has been called the greatest emergency bulk cargo carrier ever devised. During 1943 Oregon Ship built them so fast that it won world-wide attention.



The Victory As the year ended Oregon Ship was returning to all-out production of the Victory ship, this country's No. 1 hope for postwar shipping business. The Victory is 455 feet long with a 62-foot beam. It has a deadweight of 10,800 tons. A turbine-gear propulsion unit drives it upwards of 15 knots an hour. A big improvement on the Liberty, it is economical to operate, has five and ten-ton cargo boom sand mechanically ventilated holds.

Size of Postwar Fleet Is Still a Moot Question

By the middle of 1945 it is estimated that this country's merchant fleet will total over 57,000,000 deadweight tons. This is nearly five times the tonnage placed under War Shipping Administration control in the spring of 1942, a few months after Pearl Harbor and will amount to almost 70 per cent of the world's total merchant tonnage.

It is a natural question of shipyard workers to wonder what is going to be done with this enormous pool of shipping after the war is over.

So far it seems there are many preliminary questions that must be settled before the final one can be answered. One of the most concise summaries of the situation appeared in the October 21 issue of Business Week magazine which stated in part as follows:

"It can be assumed that considerably less than half of the U. S. ships remaining at the end of the war will be put to work carrying U. S. trade. A great many may be sold to bolster the depleted fleets of our Allies. Many will be retired from service as uneconomical (some not worth reconditioning today are being scrapped). And, there are serious proposals to immobilize, but maintain permanently in useful condition, an emergency cargo fleet of 10,000,000 to 20,000,000 tons.

"Thus the specific size of the U.S. postwar fleet, particularly in its relation to the world's tonnage and to the merchant fleets of other shipping nations, is an academic question depending upon high policy decisions.

"The job of rationalizing the structure of the world's merchant marine, arriving at an equitable division of tonnage and routes among nations, and guaranteeing that world economic conditions will fa-

vor constantly enlarging postwar commerce, still remains to be attacked on an international basis."

Tankers will be less of a problem than dry-cargo vessels according to an article in the November issue of Fortune magazine.

"Tankers carried 98.5 per cent of the crude oil delivered to the east coast before the war," says Fortune. "The cost was less than half that of pipeline shipment and about a seventh the cost of shipping by rail."

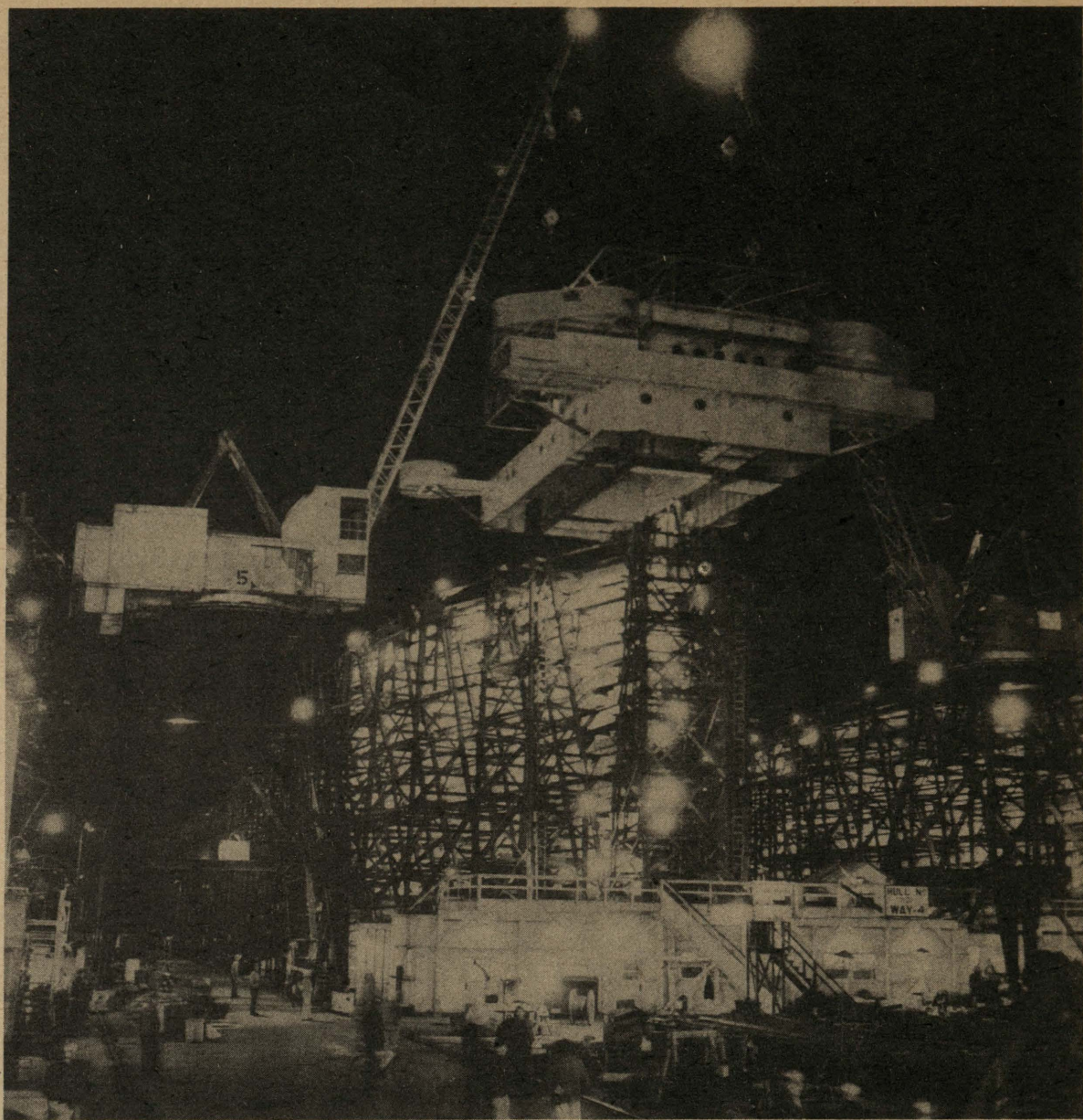
The war however shifted considerable oil transport from ships to pipe lines and tank cars.

"Whether these pipelines will be more economical than the big new high-speed vessels is now being debated," continues Fortune, "but the prewar advantage of tankers was so great that it is reasonable to assume that they will again carry a major portion of the oil." The article further assumes that if there is a surplus of tankers they can be readily sold.

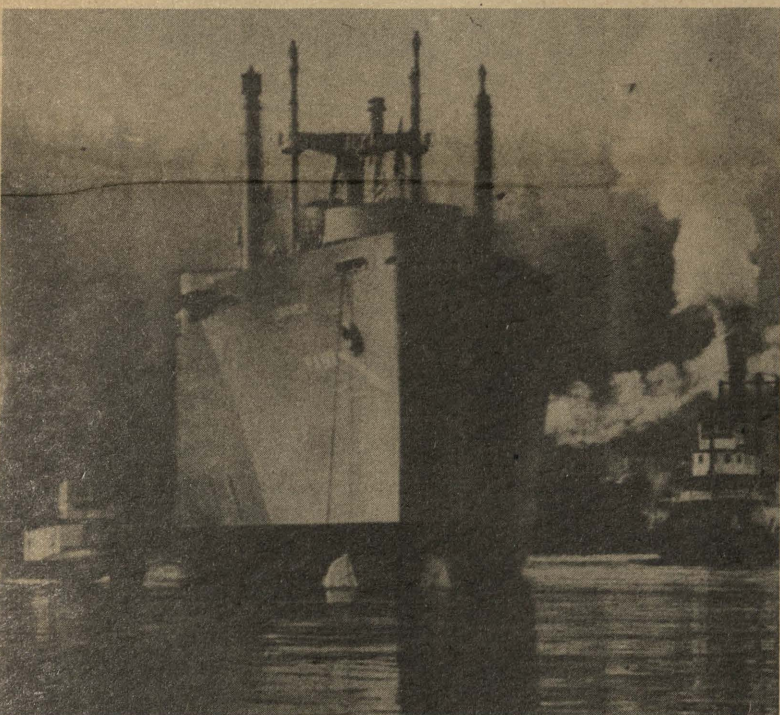
"The industry's main industry is in oil. It looks upon shipping as a facility. The American companies, moreover, operate throughout the world and carry cargoes under foreign flags. So there is little question that most, if not all of the tankers can be sold."

Tankers 'Bomb' Reich

(SWAN ISLAND) — One tankerload of gasoline is required to put 1300 bombers and their escorts over Germany from nearby bases.



Picture of the Year Most dramatic picture of the year to appear in the Bosh's Whistle was the above night shot of a deckhouse section being lowered in place on an Attack Transport hull at Oregon Ship. This shot, which appeared on the front page of an Oregon Ship Bosh's Whistle, attracted requests for additional prints from many well-known national magazines as well as dozens of individuals.



Last AP-5 Here is the U.S.S. Lavaca, 30th and last of Oregon Ship's Attack-Transport program, shown at the moment after her launching, when tugs converged to escort the vessel into the Outfitting basin. The AP-5 program began with the keel-laying of the Laporte on May 15, ended with delivery of the Lavaca on December 14.



Their 'Babies' Made News At lunch time Kaiser workers listen attentively to newscasts that frequently brought news of their ships in action. Vancouver heard of the mighty feats of its baby "flat tops". Three of them have already been reported lost. Whenever big invasions came off, Swan and Oregon Ship workers knew that behind the big show were fleets of tankers and cargo ships that they had built.



State Picnics Biggest Kaiser social event series of the year were the state picnics held during the summer at Pier Park. Thousands of workers from other states turned out with family and friends to renew old acquaintances and try to locate someone from the home town. Above, Edgar Kaiser, general manager of the three yards, welcomes a record crowd of Idahoans.



To and From Busses and all other forms of transportation continued to be crowded during 1944. Workers took it in their stride swaying from straps, jostling and bumping. Car clubs patched up old tires, kept their machines together with wire and many continued to run as far as a hundred miles round trip a day.

OSC's 1944 Record Phenomenal 74 Ships Join Fleet

(OREGON SHIP)—When Old Man 1944 shuffles off down the dim corridors of time next Sunday night he will leave behind a phenomenal record of achievement at Oregon Ship where many shipbuilding marks were shattered, making OSC the No. 1 yard in the nation. At the dawn of the new year, 74 OSC ships built in 1944 will have joined America's fleet to carry men and supplies to battle fronts all over the world.

As work was progressing on a new series of 63 Victory ships, Oregon Ship had turned over 30 Attack Transports to the Navy and also delivered 32 Victory ships and 11 Liberty ships. One of the new Victories also was delivered during the last week of 1944.

The year was filled with many spectacular events at OSC. Here are the highlights of 1944:

On January 12, OSC launched its first Victory, the S.S. United Victory, and on January 28, the last Liberty of the first series, the S.S. Peter Moran, was launched.

On March 24, the first plates for the Attack Transports were cut. The Victory program was speeded up in May when 10 ships were delivered.

TONNAGE RECORD SMASHED

The first keel for an Attack Transport was laid on May 15 and during the week of May 26, the hull tonnage record was smashed on the AP-5s.

The first AP-5, the U.S.S. La Porte, was launched from Way 1, June 30, with Jinx Falkenburg, America's "cover girl," as guest of honor. OSC workers "starred" with Miss Falkenburg in a Vox Pop radio broadcast from Civic Auditorium.

July 6 was a red letter day at OSC Child Service Center. One hundred and three children from the center went to the Clyde Beatty-Russell Brothers circus as guests of the Vox Pop radio show.

The U.S.S. La Porte was delivered at Astoria on August 13. It was the first AP-5 to go into the service of America's fighting forces.

In an extra edition of the Bosn's Whistle published on August 23, President Roosevelt made an unprecedented appeal to OSC to complete the Attack Transport program on schedule. OSC and Vancouver went on a seven-day work week August 29, to insure success of the program.

During the month of August, OSC won the AP-5 champ flag award.

LONG WEEK CONTINUED

The "30 by December 30" slogan was adopted in September and the yard forged ahead to set another record. The AP-5 flag was held during September. Continuation of the seven-day week was ordered at Oregon and Vancouver.

On October 30, the Sixth War Loan drive opened at OSC and the goal was set at \$3,350,000.

Early on the morning of November 6 the \$600,000 OSC Administration building was destroyed by a fire which started in a cafeteria restroom.

First Aid Treats 396,000 Cases

(OREGON SHIP)—Everything from torn pants to pneumonia was given First Aid in the 33,000 monthly treatments administered by doctors and nurses at Oregon Ship First Aid station during the past year, according to record files. "Such a startling figure—396,000 treatments for the year—is not

indicative of epidemic or mass accidents," Dr. Forrest Rieke, medical director, said, "In a community with 30,000 adults, that number of treatments is even less than might be expected if every person would seek medical guidance for small early symptoms. Throughout the year we have constantly urged OSC workers to go to the First Aid station with minor complaints."

SEEK GOOD HEALTH

Policy of First Aid attendants has been constantly to help workers to keep in good health rather than to delay treatment until serious illness develops, Dr. Rieke pointed out. "We try to maintain a one-stop service to keep people well," he said.

Figures for the year show that only 20 persons a month were sent to a hospital from the yard, a normal figure for a community of the size of Oregon Ship. A large number of these cases were heart attacks or pneumonia, Dr. Rieke said. About one out of every 25 eye cases was sent home, not from serious eye trouble but to give the affected eye a rest period, he added.

High point of the station's illness-prevention campaign was the chest X-ray survey made of workers throughout the yard. The few who were discovered to have tuberculosis were helped to get treatment. An X-ray service was purchased and plans are under way for a constant chest X-ray program to maintain a comparative file of X-ray pictures on workers who desire it.

BLOOD TYPING, TESTING FREE

Blood typing and blood testing were also free services offered during the year with large numbers of workers taking advantage of the service, Dr. Rieke said. Medical interviews were held daily with veterans and convalescents were helped to find appropriate work.

Personnel changes were also marked, with 15 nurses having left the First Aid station to join the armed forces. A women's division was opened to aid in rapid treatment of cases, and records show that 350 women a day received attention in the department.

74 OSC Ships Built in 1944

Vessel	Launched	
	in '43 & '44	in 1944
Narcissa Whitman	12-18	1-4
Isaac I. Stevens	12-20	1-6
William L. Chamberlain	12-22	1-7
Mary E. Kinney	12-29	1-8
Harrington Emerson	12-31	1-12
Elwood Mead	1-5	1-15
Samuel W. Stewart	1-7	1-18
John W. Troy	1-10	1-22
Abigail S. Duniway	1-21	1-29
Edward Lander	1-25	2-2
Peter Moran	1-28	2-4

LIBERTYS		
Vessel	Launched	Delivered
United Victory	1-12	2-29
Czechoslovakia Victory	1-20	3-12
Poland Victory	1-27	3-19
Britain Victory	2-4	3-25
Norway Victory	2-12	3-31
Luxemburg Victory	2-28	4-5
Netherlands Victory	3-6	4-10
Belgium Victory	3-13	4-14
Canada Victory	2-20	4-19
Iran Victory	3-25	4-23
El Salvador Victory	4-1	4-27
Dominican Victory	4-6	5-9
South Africa Victory	1-44	5-4
Yugoslavia Victory	4-15	5-7
Plymouth Victory	4-20	5-16
Niantic Victory	4-25	5-18
Rockland Victory	4-29	5-19
Claremont Victory	5-2	5-23
Cranston Victory	5-5	5-25
Rutland Victory	5-9	5-29
Elmira Victory	5-12	5-31
Marshfield Victory	5-15	6-7
Nampa Victory	5-19	6-10
Silverbow Victory	5-23	6-15
Mandan Victory	5-26	6-19
Aberdeen Victory	5-30	6-22
Beloit Victory	6-3	7-7
Escanaba Victory	6-7	6-29
Hibbing Victory	6-10	6-30
Joliet Victory	6-14	7-7
Quinault Victory	6-17	7-11
Skagway Victory	6-21	7-15
Longview Victory	11-30	1-30

ATTACK TRANSPORTS		
Vessel	Launched	Delivered
La Porte	6-30	8-13
Latimer	7-2	8-27
Laurens	7-11	9-6
Lowndes	7-18	9-13
Lycoming	7-25	9-20
Mellette	8-4	9-26
Napa	8-12	9-30
Newberry	8-24	10-6
Drake	8-29	10-9
Deuel	9-4	10-12
Dickens	9-8	10-17
Drew	9-14	10-21
Eastland	9-19	10-25
Edgecombe	9-24	10-29
Effingham	9-29	10-31
Fond Du Lac	10-5	11-5
Freestone	10-9	11-8
Gage	10-14	11-11
Gallatin	10-17	11-14
Gosper	10-20	11-17
Granville	10-23	11-20
Grimes	10-27	11-23
Hyde	10-30	11-25
Jerauld	11-3	11-27
Karnes	11-7	11-30
Kershaw	11-12	11-30
Kingsbury	11-16	12-5
Lander	11-19	12-8
Lauderdale	11-23	12-11
Lavaca	11-27	12-14

LUCKY BOND BUYER



Winner of the Dodge sedan during the 5th War Loan drive was an Oregon Ship worker, W. L. Spence, welder on swing shift. The automobile was given to the 11 major war industries in the area as a bond sales inducement. Shown above is Spence receiving the car keys from Joe Fisher, whose company donated the car. (Oregon Ship photo)



OSC's "Miss 1944" Oregon Ship glamor scouts who have been picking pretty girls for the Bosn's Whistle during the past year decided unanimously that little Frances Baker of the OSC Child Service Center should be named "Miss 1944." Frances is the daughter of Mrs. Katherine Baker, day shift welder checker on the Outfitting dock. This picture originally appeared in the Easter issue of the Whistle. (Oregon Ship photo)

Jokes Help Build Ships Too HUMOR RELIEVES STRAIN

(OREGON SHIP)—Many a good laugh shook the yard during 1944 at Oregon Ship, as workers under the tension of "hot" schedules found or made humor to relieve working strain. In May, with 10 Victories scheduled for delivery and yard tempo at a furious pace, welders took lunch-hour time to elect a May "queen." "She" was no winsome girl, but a large and rugged construction worker—Blackie Brockwell, who pranced across the mold loft stage with a hairy-chested retinue of "maids-of-honor," as thousands of workers roared at their antics. At the end of May, OSC worker-customers, accustomed to the country fresh eggs sold by M. C. Martin, tank test superintendent, suddenly discovered every other egg to be hard-boiled. In many a department, workers laughed and muttered, "We may be hard-boiled but who wants a hard-boiled fried egg!"

GUARDS PROVIDE LAUGH

In the first week of June, on-coming day shifters watched a buck cavort through the yard, prance around the Guard office, and chuckled at the antics of guards who tried to snare it bare-handed.

On a hot morning in late July, as the yard was worrying through conversion from Victories to Attack Transports and the 5th War Loan drive was at its peak, a welder, W. C. Kulbe, became wedged in the forepeak of a growing hull. After an explosive retreat, the broad-shouldered Kulbe set ways chortling with his bet—

"I'll buy 14 \$50 bonds if the superintendent will get in there and weld that for me." A crowd gathered to watch the equally broad-beamed department head crawl into the overhead spot.

RIDICULOUS SIGNS

One of the last laughs of the year swept the Outfitting dock when an unidentified painter reversed the red and green running lights to al-

Jan. 1 Deadline For Auto Certificates

Vehicle operators who have not applied for their 1945 vehicle registrations should do so at once, the Transportation department urged this week. The new certificates must be displayed by January 1. The registrations may be obtained locally. Workers may obtain forms and information at their yard Transportation departments.

most give a majestic AP-5 a backwards delivery.

And other, more localized pranks lightened work loads. Favorite tricks were to paint ridiculous signs on objects. "Shake well before using" appeared on a concrete block the size of a house.

The year was tough, records were set, but the year was full of laughs.

Suggestions Bring \$3425 To Workers

(OREGON SHIP)—A combination of inventive genius and mechanical ingenuity won Oregon Ship workers a total of \$3,425 in bonds during the past year, according to figures compiled by the Suggestion department.

"The saving in materials and man-hours to the shipbuilding program cannot be estimated," Adolph Schmidt, department head, declared. "Without the time-saving suggestions turned in each month and the attitude that prompted them, the yard's records for ship deliveries might not have been possible."

Each month during 1944 top suggestions were selected by the Labor-Management committee, Schmidt said, and prizes totaling \$250 the first five months and \$325 the next seven months were awarded in bonds. Scores of other suggestions won certificates of merit and War Production board merit awards. During the year approximately 2,500 suggestions, inventions and complaints were received by the department, each of which received close attention by supervision in the appropriate department.

Schmidt pointed out that about 13 per cent more suggestions turned in by Oregon Ship workers were found practical and were put in operation than in other yards from which comparative figures could be obtained.



Lunch-Hour Fun Typical of the lunch-hour shows when Hollywood actors, "grunt and groan" artists and amateur yard talent entertained workers while they thronged the yard area to eat and be amused, is the Alec Templeton program shown above. Noon-time shows took place frequently, gave a welcome relaxation period to the tense year of ship construction. (Oregon Ship photo)