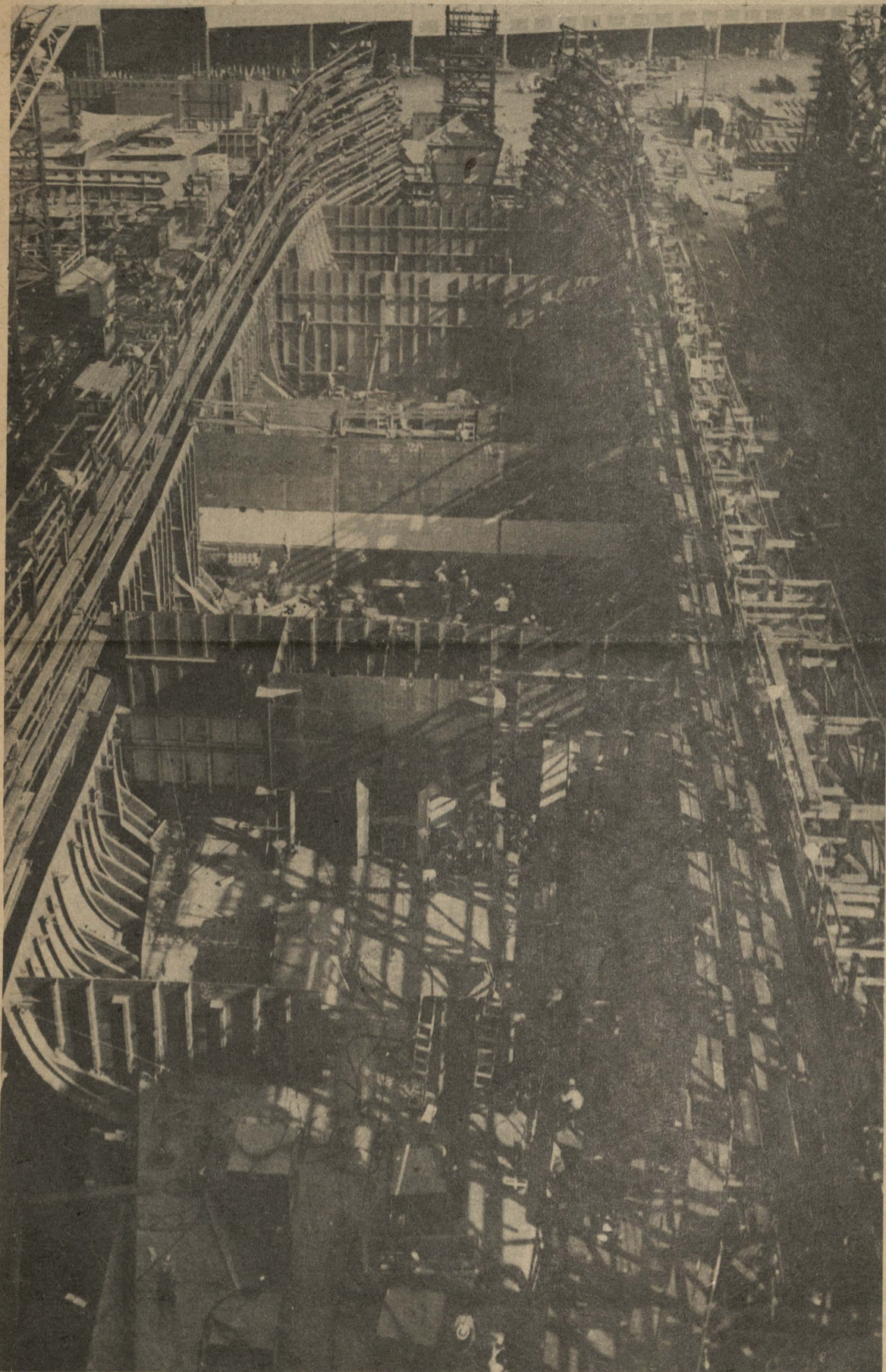


7-DAY WEEK GOES ON AS AP-5 NEED RISES

—Story, Page 4



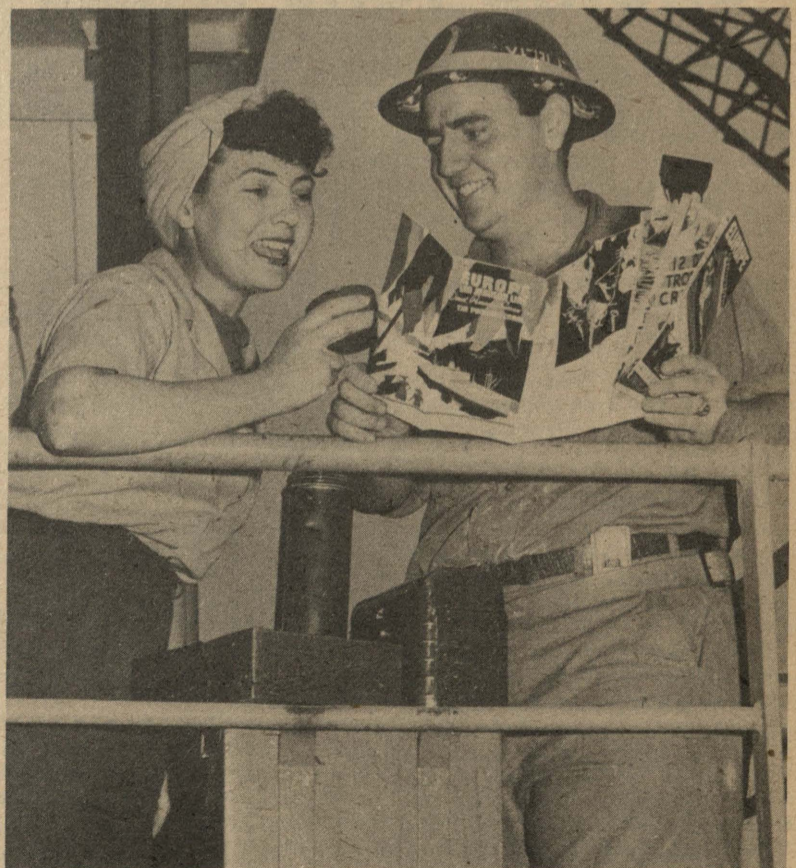
Hull Erectors Smash Record G. G. "Scotty" Wright's Erection crews broke all existing Victory and AP-5 hull construction records last week-end when they erected 1300 tons of steel for Hull No. 1129 in 48 hours. The feat occurred on Way 6 following the launching of the U.S.S. Gage. Sections placed included the flat keel, double bottoms, lower shell, six bulkheads, the forepeak and stern frame, and foundations for the main engine and evaporator. The picture was taken exactly 48 hours after work was begun on the hull. (Oregon Ship photo)

6th Bond Drive Slated

—Story, Page 8



Needs Ear Muffs Pretty Alice Domek works on electrical installations high above the bridge, near the ship's whistle. Every time the big steam whistle gives out with a blast, her fingers go up to her ears. "A person working where I do needs ear muffs," she laughed. Miss Domek, a native of Chicago, came to Oregon Ship two months ago from the Vancouver yard, where she worked as an electrician for two years.



Plan World Tours Steamship passenger lines will be taking a lot of orders for reservations from Oregon Shippers after the war if all workers get the wanderlust which has infected "Tex" Keating, left, and Walter Huston, Outfitting dock electricians. Huston brought the travel folders to work after comparing notes with Mrs. Keating and discovering that she, too, had globetrotting fever. Keating is a native of Portland, Me., while Mrs. Keating hails from Texas. (Oregon Ship photo)

Swan's Initial Tanker Sets Many Firsts

(SWAN ISLAND) — Two years ago on October 24, 1942, cheering thousands watched Swan Island's first tanker, the S. S. Schenectady, launched. Since she left Portland, reports War Shipping administration in a special news release to Bosn's Whistle, the Schenectady has traveled approximately the equivalent of four times around the world at an average speed that promises well for peace-

time competition. Swan Island's Hull No. 1 has a multitude of "firsts" to her credit. She was the first Swan Island ship to cross the Pacific, first to go through the Panama Canal, first to cross the Atlantic and first to go into the Mediterranean.

The Schenectady was in the original invasion of Africa carrying fuel for the armies who pushed Rommel from that continent.

Just a few months ago she nosed into San Pedro, Calif. Her log revealed when outward bound off the Atlantic coast last year she was in a collision with a ship from a returning convoy and had to return for repairs. She struck bottom off the same coast and tore a hole in the hull, and subsequently was repaired.

U-BOATS FOILED

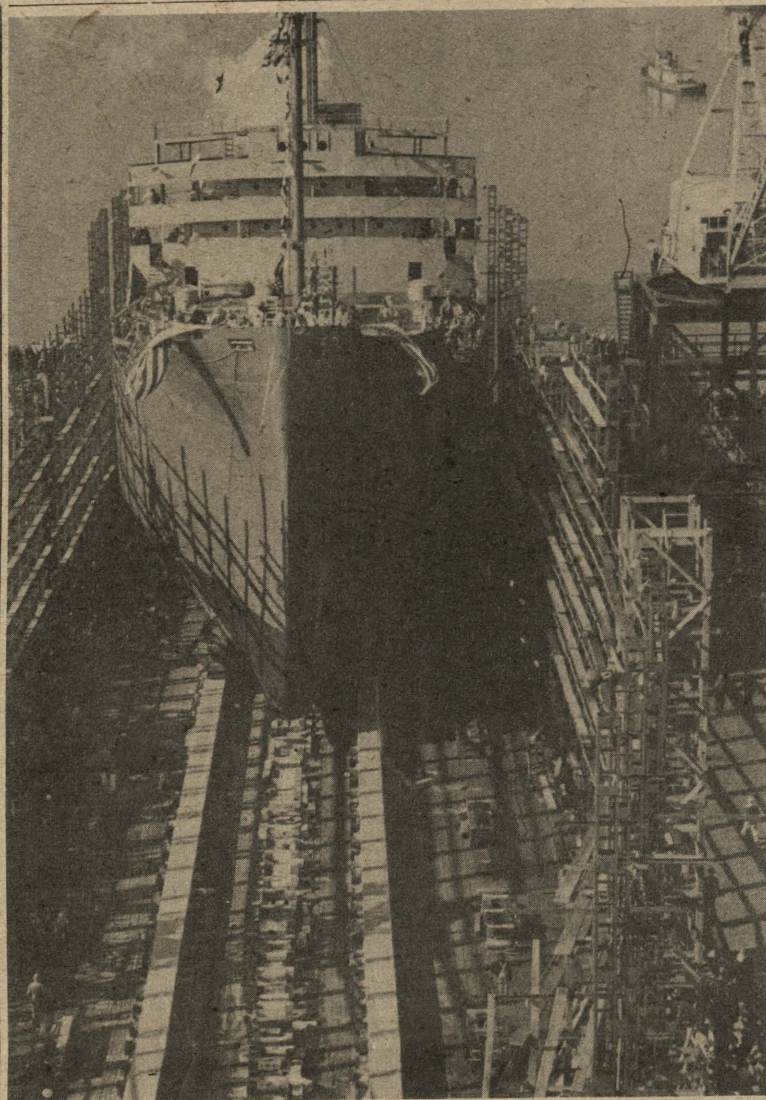
Returning across the Atlantic on one trip, the ship was attacked by two submarines. She ran over one and hit the other with her forward gun. Presumably this submarine was sunk.

The Schenectady had her shake-downs on the Pacific coast in three runs from the Seattle area to San Pedro. Then the vessel sailed on a long voyage from San Pedro to Hobart, Tasmania, from Hobart to Melbourne, Australia, from Melbourne through the Panama Canal to Curacao, Curacao to Freetown, West Africa, from Freetown to Puerto de la Cruz, Venezuela, thence to Philadelphia and New York.

From New York the ship sailed to Aruba island, and from there to Brisbane, Australia.

Thereafter the vessel made three round trips to the Southwest Pacific, calling at Auckland, Wellington and Lytleton in New Zealand.

The ship has traveled a total of 85,875 nautical miles, which is approximately four times around the world.



Hull No. 1 When the S.S. Schenectady was launched from Way No. 1 at Swan Island two years ago next Tuesday, it was the first of a series of ships that remain the largest yet constructed on the Pacific coast. In two year's time Swan Island will have launched 99 of these vessels. (Swan Island photo)



"Do you want these back?"

Warning Affects Commercial Cars

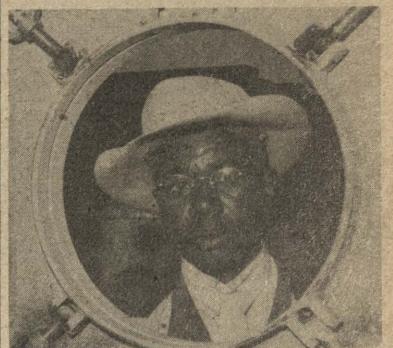
Portland-Vancouver area residents are warned by the Office of Defense Transportation to contact that office, 1130 American Bank building, Portland, before purchasing any commercial type vehicle (truck, bus, panel or pick up), to ascertain whether or not gasoline rations will be allocated.

ODT regulations are set up not only to conserve gasoline and tires but also to conserve and prolong the life of all existing vehicles of this type.

Persons contemplating conversion of a passenger vehicle to commercial type also should determine through the ODT whether or not gasoline rations will be allowed.

Shipyards employees are advised to contact yard Transportation departments before purchase of a commercial vehicle.

AIMS TO STAY



(OREGON SHIP)—Picking scales of rust off ship steel is a lot different from picking cotton on a Louisiana plantation, and Charley Ross, former resident of Alexandria, La., and now an OSC scaler, likes it much better.

"The pay is certainly better," declares Ross, "and working here is pleasant. I'm doing better here than I ever did in my life and I'd like to stay in Portland, war or no war."

STAR-GAZERS GRIND Lens Primary Need

(SWAN ISLAND)—Most star-gazing enthusiasts, seekers after new planets and men on Mars, spend clear nights looking at the heavens through expensive telescopes, but the true astronomy hobbyist makes his own equipment. That's what two Swan Island maintenance electricians are doing in

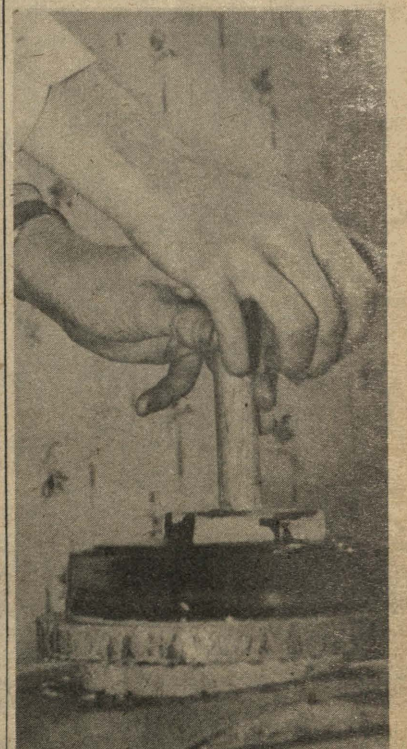
spare time. L. E. Hayes and E. A. Bocoop, who work swing shift on the ways, at present are grinding by hand the "glass" for a reflector type telescope, which will have a value of around \$1500 when completed and will have cost them \$50.

So far they have spent \$11 for a piece of Pyrex glass from which they are fashioning the lens. It's a slow process. Working at least two hours per day and most of each Sunday since the middle of August, the electricians have put a slightly perceptible hollow into the lens. They expect to have the eight inch lens completed by next July. If successful, the next job will be a twelve inch lens.

Deadline for finishing the present telescope is July 9, because on that date an eclipse of the sun is predicted. Hayes started his hobby of astronomy about three years ago at his home in Kansas. After starting work at Swan Island he met Bocoop, fellow worker on his crew, and the two decided to make their own telescope.

When completed the scope will

have a focal length of about five feet, and will be slightly over five feet in length, mounted on a ball-bearing pedestal.



L. E. Hayes demonstrates method for hand grinding telescope lenses. Upper glass is lens. Stroke extends one and a third inches past bottom glass on each pass. At same time lens is rotated.



L. E. Hayes



E. A. Bocoop

Champ Tells Tricks

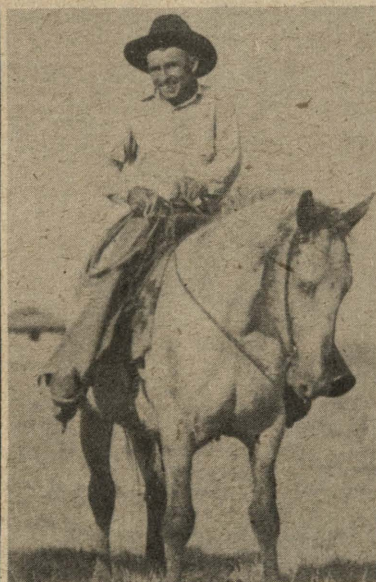
(OREGON SHIP)—When short, sturdy Orville Vosler, OSC graveyard sandlot rigger, rode herd across the sandhills of Arizona he looked much like any other hard-riding cowboy. Today at Oregon Ship he looks much like a thousand other shipbuilders.

But when the bucking bronc riders gathered annually for their rodeos in Vosler's native southwestern cattle towns, the difference between him and the other wranglers was evident.

The difference was superlative riding skill that took Vosler to Madison Square Gardens in 1939. There, before thousands of cheering fans, he was crowned champion cowboy of the world. On that momentous day, October 16, he met Helen Kirdendal, world's champion cowgirl. Exactly a year later they were married at another rodeo in "The Garden."

Displaying a scrapbook stuffed with pictures and clippings of his hell-for-leather exploits, Vosler pointed to the picture of a cowboy astride a gigantic plunging Brahma bull. "Right there's where I was makin' the points that got me the prize-money," he said. "That was the stake that started Helen and me in the cattle business for ourselves."

Explaining his phenomenal skill at sticking to the "hurricane deck," Vosler told of riding a horse before he learned to walk. "I've been around and on top of stock all my life," he said. "My first rodeo event was a 12-year-old in the junior calf-riding contest and my first win was the cowboy's wild horse race when I was 16 years old."



"Last spring," Vosler said, "I sold out, lock, stock and barrel, because I wanted to get into war work. We sold the herd of about 700 head of cattle and all the horses except our two show ponies. We figured that shipbuilding was more important than riding the range right now."

When the need for ships is met, however, the Voslers plan to answer again the challenge of the arenas—"Ride 'em cowboy! Let 'er buck!" In the meantime, Vosler says he would like to meet any bronc riders working at Oregon Ship.

"Maybe," he says, "a bunch of us could get together and forget for a while how homesick we are for the sight of a corral and the open range."

PRODUCTION FLASHES

(VANCOUVER) — Speeded up production at Vancouver resulted this week in announcement that the "14 by November 1" campaign had been stepped up to "15". This new program, if met, will result in nine Attack Transports delivered during the month of October.

SWAN ISLAND — Daily "P. O. S." figures were jumped to all-time highs twice recently. On October 4 Erection department on ways erected 1,343 tons of steel. Then on October 9 they beat this figure with 1,474 tons erected on ship.

(VANCOUVER)—A short handed cable and tagging crew brought Supervisors to the rescue this week. David McDonell and Bill Schmidt pitched in and helped strap the mast in order to keep the AP-5's rolling toward Astoria.

(OREGON SHIP) — The U.S.S. Drew, Oregon Ship's 12th Attack Transport, is scheduled for delivery to the navy today. Eleventh delivery was made Tuesday.

(OREGON SHIP) — Erection crews here claim a new record for Victory and Attack Transport hull construction. Beginning a few minutes after the launching of the U.S.S. Gage from Way 6 last Saturday, the erectors set 1300 tons of hull steel in 48 hours.

Shipyard Pay Average Tops Oregon Data

The average shipyard worker who was employed during all four quarters of last year in the Portland area had an annual income of \$3001, according to figures recently released by the Oregon state unemployment commission.

Shipbuilding led all industries in Oregon covered by unemployment insurance, with lumbering running second.

The \$3001 annual average was based upon the earnings of 65,050 employees. For all shipyard employees, including those who worked only part of the year, the average earning was \$1843, the survey shows.

Twenty per cent of shipyard workers earned upward of \$3000 during the year, and fewer than one in 20 earned more than \$4000.

Shipyard workers represented 35.2 per cent of all workers covered by unemployment insurance in Oregon with a total of 138,650 employees listed in this classification out of a total of 431,300 in all covered industries, during the first half of 1944.

Workers in the lumbering industry, which declined slightly last year, averaged \$1758 for all, with the average income of steady employees reaching \$2378.

Most of the lower-paid workers had their principal earnings in wholesale and retail trade or in construction, agriculture, mining and canning industries. Nearly 40 per cent of these employees, mainly seasonal and part-time workers, failed to earn the \$200 required to be eligible for unemployment insurance.

War Production Classes Offered

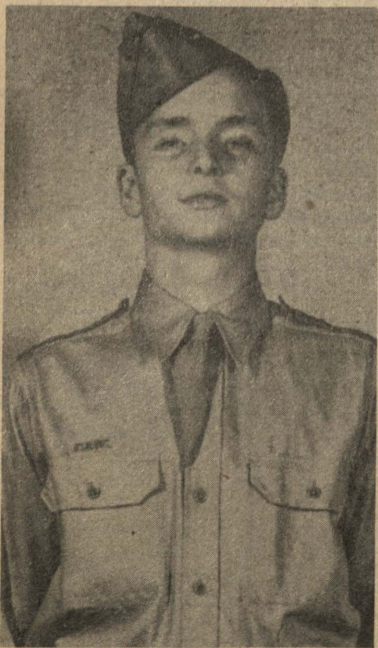
Portland area war workers are presented with an opportunity to attend war production training classes conducted by the Portland public schools, division of vocational education, it was announced this week.

The classes began October 2 but arrangements for entry may be made at any time, school officials said. All shipworkers are eligible for enrollment.

A wide variety of courses, ranging from machine shop instruction to telegraphy, is offered.

Schedules for the program are being posted on yard bulletin boards.

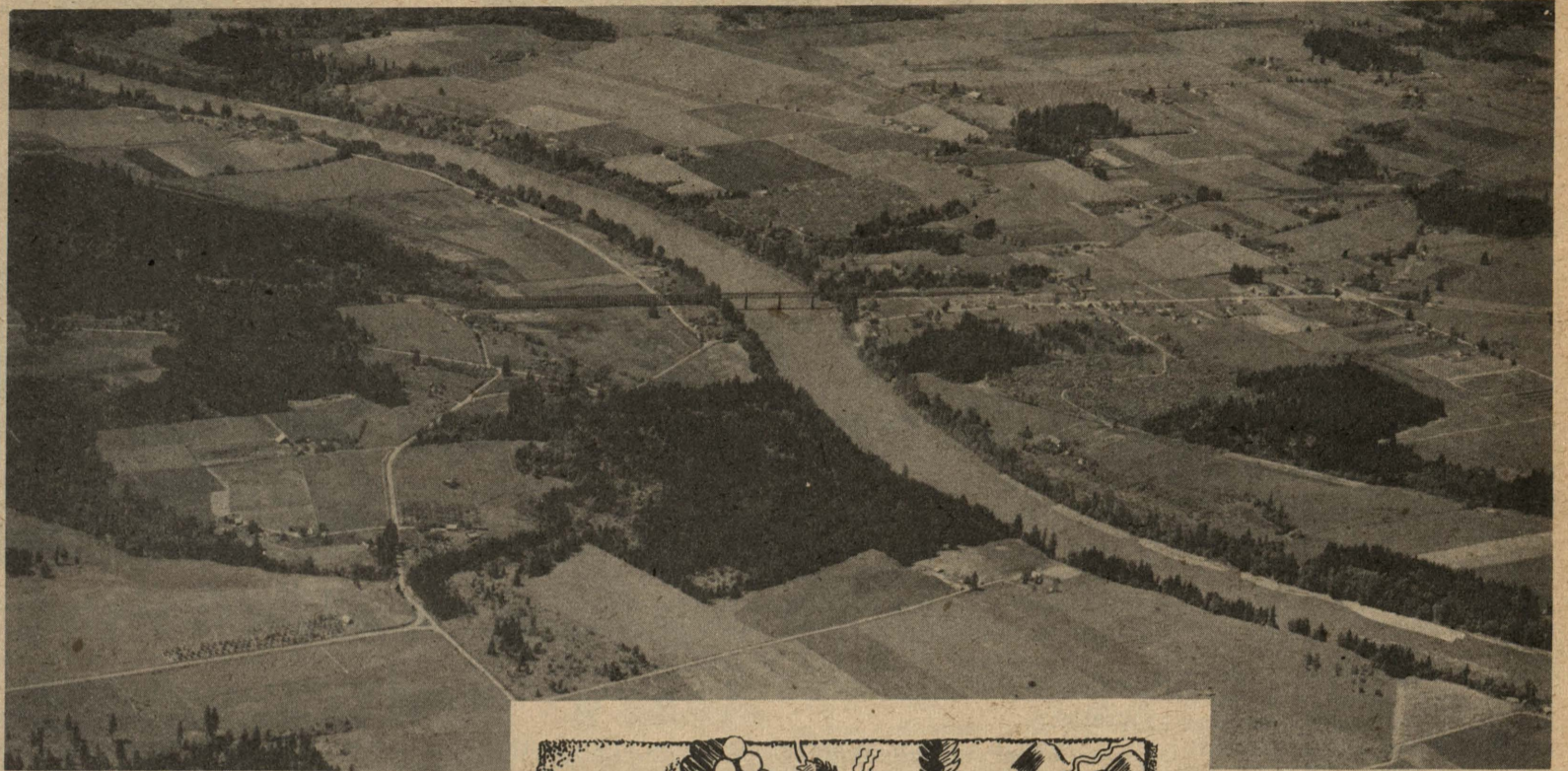
'DOUBLES IN BRASS'



(OREGON SHIP) — Machinist Helper Russell Jensen, 17, Oregon Ship employe, not only is helping the war effort in the shipbuilding industry, but is devoting two nights a week in preparing himself for a future in aviation through study in the Civil Air Patrol.

Jensen, a corporal in the CAP, started at Oregon Ship in June, 1943, returned to school in September and went back to the yard in June, 1944.

The Willamette Valley



By ROBERT ORMOND CASE

FOR centuries before the white man came, interior Indians spoke wistfully of a beautiful region west of the Cascades. It was, they said, an exceedingly pleasant land—well-watered, with an abundance of fish, fruit and game. Extremes of heat and cold were unknown there and storms never blew. The Shoshones called it OYER-UN-GUN, or "place of plenty."

They were referring to the Willamette Valley, later the goal of westbound emigrant wagon trains for more than a generation. During the more than a century that has elapsed since the first Hudson's Bay trappers settled at "French Prairie," near Champoeg, the aptness of the Shoshone phrase has been amply proved. Many long-time residents of Portland know that the valley is classed by world-travellers as one of the most beautiful rural scenes in America, but few have a true concept of its agricultural importance.

The vast and placid basin of the Willamette, extending southward 150 miles from Portland, more than 50 miles wide at some points and containing some 3 million acres in farms, is the largest single body of tillable soil in the Pacific Northwest and one of the most fertile areas of its size on the globe. Not only is it capable of producing every crop raised north of the sub-tropics; maximum yields, with one exception, are today obtained in each item on the list.

The exception is corn, since the Willamette Valley does not have the sweltering days and nights necessary for the consistent ripening of field corn; but this is offset, in the dairyman's eyes, by the fact that nowhere in the Middle West, Iowa and Illinois included, is it possible to produce a greater bulk per acre of corn for green fodder and ensilage purposes.

The factors making such productivity possible are not only the moist, temperate climate and long growing season, but a variety of soils which precisely meet the needs of different field and fruit crops. These range from the highly productive "red shot" of the surrounding hills, where some of the best orchards are located, to the deep, rich loams of the valley floor. The casual motorist from Portland, driving down to Corvallis over the East Side highway and returning via McMinnville and Forest Grove, passes over more than a score of different soils. He also sees a greater variety of field and fruit crops, in maximum production, than can be seen from any other 200-mile stretch of highway on the continent.

Beginning his 200-mile swing, our motorist soon passes over one of the unique "beaver-dam" areas which occur fre-



the individual 300 eggs per year record — were developed within this loop. In dairying, the same area holds, as has held, most of the world's records for milk and butterfat production in various divisions of the Jersey breed. Some of the individual herd records are better known in Holland, Denmark and New Zealand than in the adjoining valley county.

The latter fact suggests one of the most striking features of the great basin: the contrast between new and old farm practices, between actual and potential production. National leadership has been attained only by the few, on a fraction of the land area. Rural America boasts no group more independent in thought and action than the average Willamette Valley farmer. Many are descendants of the pioneers and still operate original "donation land claims" or fractions of them. Established in one of the most favored agricultural areas of the continent, largely immune to economic ills, they are aware of no pressing necessity to change their comfortable routine. Their logic is simple and, in some ways, unanswerable; old methods produce an easy living, so why specialize?

Thus the 200-mile swing affords curious and significant contrasts. The motorist sees one of the finest walnut or cherry orchards — neat, splendidly-equipped—and the adjacent farm, on identical soil, may be devoted to hay or pasture. There may be a herd of purebred Jerseys whose butterfat production exceeds 500 pounds per cow per year, and across the fence a fat but nondescript herd averaging 200 pounds or less—a figure which is still above the nation's average. Thousands of acres of valley land represent the pinnacle of specialized crop production, but tens of thousands of acres are still devoted to raising wheat, as they have been for 80 years past.

quently throughout the valley. Level as a table-top and startlingly black, this century-old sediment left in the wake of abandoned beaver dams is probably the most fertile soil in existence. It produces the world's heaviest per acre yield of onions and among the heaviest recorded yields of oats and potatoes. In some sections a century of use has not perceptibly lowered its fertility.

Then the full, varied panorama of the valley opens up. Within the 200-mile loop is half the nation's production of hops, including the world's largest hop farm. The area supports an enormous canning industry, including half the world's loganberry pack. There are walnut orchards whose product, largely packed under a California label, are advertised as the finest on the market. There are filbert, pear, cherry, peach and prune orchards, the latter among the nation's largest, and vast areas devoted to cucumber, string bean, tomato and other canning crops.

Going forward with these varied operations is an enormous dairy and poultry industry. The world's finest breed of White Leghorn hens—first to achieve

The nine counties which roughly comprise the valley include 2,931,598 acres in farms, an area twice as large and richer acre for acre than the aggregate of the truck-farms which supplied the pre-war German Reich's population of 65,000,000. It is about the size of the state of Connecticut. Under specialized production the entire area could probably supply the needs of the nation in any of a dozen categories. Since the potential Valley farmer may select his specialty from the entire temperate zone list of products, it is obvious that future possibilities in the intensive farming field have no practical limit.

(Next week: Recreation)

Extended Week Stays Until AP-5s Assured

(OREGON SHIP)—Oregon ship and Vancouver will continue on a seven-day work week until success of the gigantic Attack Transport program is assured, Edgar F. Kaiser, general manager of Kaiser yards in the Portland area, announced this week. Decision to extend the Sunday work schedule, originally slated to end October 29, was made jointly by the navy, the U. S. Maritime commission, yard managers and unions.

Two California yards building AP-5s also will remain on an extended work week, it was learned.

Kaiser explained that the seven-day week will remain, in effect through the month of November and part of December, "or until such a time as it becomes certain that the present emergency program for the AP-5s will be completed in time."

NEW PLEAS MADE

The announcement followed receipt of new appeals from military chieftains urging speedy delivery of the assault vessels, which are to be used in offensive operations against the Japanese in the Pacific. Among the appeals was one from Admiral W. F. Halsey, Jr., colorful director of South Pacific attack strategy.

Al Bauer, OSC plant manager, and Russ Hoffman, general superintendent, both asserted continuation of the seven-day week was imperative if the yard is to meet its "30 by December 30" schedule.

"Workers are to be congratulated on the job they have done thus far," Bauer declared. "The attendance has been excellent and to date we have been able to stay on schedule. However, it is obvious that we need the extra manhours obtained on the seventh day in order to give the navy the ships on time."

Hoffman said the AP-5 production effort is "in its most critical stage right now."

SIX DAYS 'OUT'

"By hard work on the part of everybody and with cooperation and careful planning, we have managed to stay on schedule," Hoffman said. "If we were to return to the six-day week now, there would be little chance of completing 30 AP-5s by the end of the year."

The general superintendent asked persons who must lose time due to unavoidable emergencies to notify their supervisors in advance so production plans will not be disrupted.

"We realize that working seven days a week creates for many people problems which can be solved only by taking off a little time," Hoffman said. "It will be appreciated, however, if advance notification is made."

Halsey 'Depends' On Workers' Zeal

(OREGON SHIP)—In a plea directly to Oregon Ship workers, Admiral William F. Halsey, Jr., commander of the navy's third fleet, called for accelerated production of Attack Transport ships to "help speed up on our course to victory."

Halsey, who has headed American offensive operations against the Japanese since they began, said in a telegram:

"Experience in the Pacific has demonstrated the need for fast troop transports and cargo carriers in amphibious operations.

"We plan to launch smashing blows against the Japs in the near future. To insure the success of the coming offensive, we depend upon you men and women in the shipyards and factories to give us more of these vital assault ships with all possible speed.

"Every APA and AKA which you deliver to the fleet will help speed us on our course to victory."

2 More Launchings Keep Up AP-5 Pace

(OREGON SHIP)—Loran T. King, stocky assistant Pipe superintendent who has sparked pipe installation work at Oregon Ship for the past three years, was honored Tuesday when the yard launched the U.S.S. Gallatin, its 19th Attack Transport vessel. Mrs. King, employed here in the pipe inventory office, was sponsor. The launching was an all-Oregon Ship employe affair.

Mrs. King's attendants were Mrs. Donald S. Kinser, Pipe control clerk, and Mrs. Forrest Eckles, another yard employe. Rosella Kaiser, flower girl, also works at Oregon Ship. Father Wiley, Portland Catholic clergyman, pronounced the invocation.

Al Bauer, plant manager, acted as master of ceremonies. Tony Robinson, Pipe superintendent, praised King for the accomplishments Pipe crews have made under his direction.

At the launching of OSC's 18th AP-5 last Saturday Vanport block leaders with the best war bond sales records officiated. Mrs. Henry L. Edmunds christened the vessel the U.S.S. Gage.

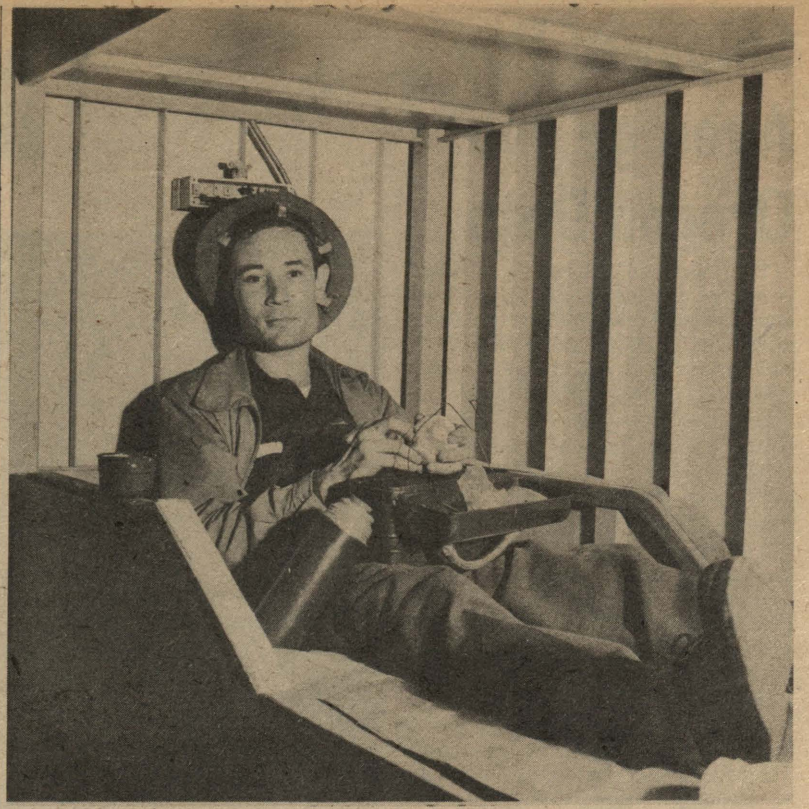
Principal speaker was James

Hamilton, superintendent of the Vanport public schools. Mrs. Fred Lucas and Esther Strong were matrons of honor. Flower girls were Marilyn Greenman and Patricia Ann Stover.

The Rev. Elmer Burkey, pastor of the Vanport Methodist church, said the invocation, and Hal Babbitt, OSC public relations director, was master of ceremonies.

Beauty Will Be Sponsor

(OREGON SHIP)—Winners of beauty contests held last summer during a series of Kaiser-sponsored state picnics will be given an opportunity to compete for the honor of sponsoring an Attack Transport at OSC next month. Roger Smith, chairman of the picnic committee, said a drawing will be held to select the girl who will act as sponsor.



All The Comforts Working on the Attack Transports on the end of the Outfitting dock as OSC drives to meet its race-horse delivery schedule is a gruelling job that allows few let-ups. But it has its compensations, Bob Stevenson, electrician, pointed out, as he lolled on a bunk in an officer's quarters while eating his lunch. After they eat, many workers like Stevenson roll over and catch a few winks of shut-eye before the back-to-work whistle shrills. (Oregon Ship photo)

The WORKER SPEAKS

Juvenile Delinquency

Sir: That ever-recurrent old diard, juvenile delinquency, is back. It's in the press and on the air, and even the lunch and locker room moralists have embraced it.

It seems that the topic is peculiarly favorable to scandal-mongering. The immediate aspects of each individual "incident" offer choice tidbits of gossip.

The fact that little Oscar socks the cop on the beat with an empty milk bottle hardly constitutes the fundamental problem. These are but symptoms of a general condition.

When kids can justifiably indict their elders of adult delinquency the parents have no gripe coming. War has always produced a transitional period in social evolution. A glance at history will show who, in war and in war's aftermath, have been the fools. It hasn't been the children.

When a kid goes haywire or sits in judgment on his father or mother, we can usually determine the "why" by digging back into another generation.

The day when children believed babies were brought to the house by a long-legged, pike-beaked bird, is dead. It's time boys and girls are understood. Of all people on earth they are the most imaginative. They learn to read these days almost before they are weaned. They have the radio, the movies, and the neighborhood gossip. They overhear and remember things their parents unthinkingly discuss in their presence.

A boy of today can usually tell his dad more about a place or a football team than the old man ever dreamed about. Susie knows a few things that might surprise her mother.

It is right that this should be so; for by the time Oscar reaches the adolescent stage he is ready to become a G. I. Joe, and Susie goes to a welding school or joins the WACS. Many of those who did so much to save civilization in the Battle of Britain had never shaved—or had a permanent.

Just who are the elders of today's delinquent juveniles? Have they forgotten the last war, which produced a generation of flappers, Charleston bugs and bootleggers, but thought they knew everything? Have they forgotten that they spawned the present generation?

Sure, some children run wild; some always have. But most, with that instinct of the normal, understanding their modern environment far better than their parents, act naturally and decently and speak

their minds. They seem to know that which their parents seem ignorant of, that there is in all normal people a disposition to do right and a repugnance to do wrong.

At ease, mothers, fathers, oldsters. A wise old-timer once said, "Everything strives to become something greater than it is." Don't violate so apt a philosophy. As far as the kids are concerned, they'll be all right.—Gene Ohls, swing electrical leadman.

Blasts Plasma Rumors

Sir: Every rumor which interferes with the war effort aids the enemy. Many such rumors are actually originated in the plotting rooms of enemy propaganda ministries.

Why should Nazi Germany, whose military reserves are practically used up, be interested in spreading stories in the United States, intended to deter blood donors from giving this precious fluid through the Red Cross to save the lives of our men overseas?

The answer is plain. The use of blood plasma and the sulphur drugs have reduced fatalities remarkably and have enabled many wounded men to be restored to full physical vigor and fighting condition.

The latest and current Nazi-inspired rumor is that the Red Cross receives compensation from the government for blood plasma. This, like all other such rumors, is absolutely false. Every blood donor is assured and must know that his cooperation and aid in saving lives is not exploited commercially in any way.

It would seem that this rumor is too absurd to justify comment. We find very frequently that such rumors are repeated by folks who otherwise are good loyal American citizens yet they like to justify their reluctance to cooperate with the plea of the armed forces for more and yet more blood plasma to save the lives of the men who are risking their all in defense of our country and of everyone in it, including those who spread these harmful, false and malicious stories.

The splendid record of blood giving by employes of the three Kaiser yards in Portland will, I am sure, continue to earn the respect and acclaim of everyone who is familiar with the fine patriotic action of the men and women who comprise your organization.—David Robinson, Oregon State Defense Council.

CARD OF THANKS

We wish to express our deepest appreciation to the OSC workers for their kindness during the illness and death of our wife and mother.—J. A. Whitlatch and family.



Old Guard Claiming to hold the longest average attendance record in the yard, the Riveting department's layout crew shown above has an average of more than two years and three months on the job for each of the 39 members. Members of the "old guard" are, left to right:

Front row, Sam Boyle, Otto Claussen and Ed Troyer; second row, Chuck Nelson, Lewis Strumpfler, Woody Greer, George Johnson, Russell Izatt, F. V. Woolfinden, E. Paradisi, Lew Yager, Al Panian, J. C. Connors, H. Berrington and E. T. Stults; third row, R. L. Farmer, Lester Harding, C. B. Mitchell, E. E. Blunk, R. H. Smith, L. C. Buck, F. L. Nelson, W. R. Mann, A. G. Helm, G. H. Durgan and O. W. Livesay; fourth row, R. W. Stulevoss, H. E. Howard, Ed Knopf, A. A. Simmons, T. W. Showers, H. L. Frink, G. W. Armstrong, E. A. Guthrie, Bill Adams, Carl Marquard, H. R. Saubers, A. B. Clayton and B. W. Hammond. (Oregon Ship photo)

STUBBY AND HIS FRIENDS



OSC Outfitters Win 'Battle of Transports'

(OREGON SHIP)—The story of how Oregon Ship was the first yard to deliver 10 Attack Transports illustrates the friendly, yet hectic, battle for supremacy between OSC and its sister yard across the river, Vancouver. Oregon Ship's tenth AP-5, the U. S. S. Deuel, originally was scheduled for delivery Friday afternoon or evening, October 13, while Vancouver had announced it would turn over its tenth the following day.

Each yard eyed the scheduled delivery dates with suspicion. For one thing, there had been much wagering between Al Bauer and Russ Hoffman, OSC's top officials, and Mike Miller and John Hallett, Vancouver kingpins. In on the betting also was Rear Adm. Howard L. Vickery, vice-chairman of the U.S. Maritime commission.

Through the "grapevine," Oregon Ship outfitting chiefs learned that Vancouver had revised its plans and was quietly preparing to deliver its No. 10 the morning of October 13, a few hours before the Deuel was delivered.

After a hurried series of powwows, it was decided to advance

the Deuel schedule one day, setting the delivery date for October 12.

Of course, it is much easier to set a goal than to achieve it, and the going was rough for electricians, sheet metal workers, painters, plumbers, insulators and joiners, who always are hard pressed even to keep on the usual timetable.

But the outfitters came through. Shortly after 11:30 p. m. Thursday, October 12, crews of weary workers left the Deuel and watched its stern back into the Willamette to start the delivery run.

Oregon Ship had won again. Vancouver did deliver its ship next day, only a few hours later. The competition continues to be hot and is spurring both yards to speedier production of the vessels which American military chiefs have pronounced as vital to the coming "big push" against the Japanese.

I.C. Crews Handle 'Impossible' Task

(OREGON SHIP)—When the eight electrical intercommunications installation crews boarded the S.S. Deuel one morning last week, a sharp rain was driving across the slippery decks. Foremen C. O. Burton and George Bennett, faced with what is a tough schedule even in favorable weather, looked at each other, shook their heads. There was no earthly possibility, they decided, that the crews could install 103 telephone stations, battle telephones, 74 loudspeakers and a miscellany of electrical intercommunications within the allotted three days—in the rain.

"It looked hopeless," Bennett said later, "but we decided it wouldn't hurt to try."

CREW MEETS TEST

What followed was an outstanding paragraph in the war's chapter being written at Oregon Ship. For 20 precious minutes of the allotted time, crews were assembled. The impossible situation was described by Jimmy Ware, supervisor. Foremen explained to crew members that a single drop of rain on the exposed wiring would bring an inspector's rejection on that portion of the system. And they put it up to the crew.

Men and women alike volunteered to work through lunch hours and for all the after-shift time permitted. They ate sandwiches while installing telephones, worked under hastily erected shelters, for 10, 12 and 14 hours. Three days later, with minutes to spare, the job was done.

"We used every short-cut and labor saving device we could dream up," Bennett said. "A lot of the credit goes also to the nine swing shift I.C. men who joined with us and helped finish a job that no one thought we could do."



Salaried Beachcomber "It's fun to make bonfires and get paid for it," says gigantic, mild-spoken Frank Pasak in the broad accents of his Czech parents. Pasak believes his job of keeping Oregon Ship's water-front clean has every advantage. "In the summer—the water is cool; in the winter—bonfires keep me warm," he says. Pasak, a bachelor and former farmer, finds waste timbers no tax on his Paul Bunyan strength. (Oregon Ship photo)



They Deliver Shown above as they completed an "impossible" schedule in the face of adverse weather and material shortages are the Intercommunications crew members who helped deliver the S.S. Deuel at the appointed hour. They are: Leadman Nils Holmquist, Martha Mailahn, R. G. Davus, Florence Brown, James O'Neill, Hazel Bridges, C. R. Holt, C. E. Davenport; Leadman Dale McKeraghan, F. Sullivan, E. T. Merriott, Audrey Peterson, Joyce Davis, McClelland, L. E. Thompson, E. G. Mailand, James Nunley, J. A. Rice, A. F. Tourville, Francis Lyon, McGlone, E. Groce, J. E. English; Leadman W. Simmers, Wilma Burdick, Madge Baldwin, Pat Barnard, Rose Hughes, George Bean, Dorothy Holt; Leadman R. Smith, J. Strak, I. Pattee, H. O'Neil, P. Kane, N. Laam, N. Johnson, A. Domek, V. Hall; Leadman Bill Campbell, Huffman, L. Dell, F. Gregory, M. Major; Leadman F. Combes, Gail Kumpton, J. Jones, G. Anderson, Everett, M. Rowe, J. Schultz, D. Dever; Leadman Herb Kassebaum, W. Schmalenback, V. Norene, Margarete Stark, E. Bennett, E. Bass, R. Hockett, W. Johnson. (Oregon Ship photo)

INQUIRING REPORTER

QUESTION:

"What would you do with Hitler if you were the one selected to name his punishment after the war?"

C. L. Wing, tank tester: "I'd bring him to this country, turn him loose and then announce in the newspapers that Hitler was free in this country—that he could live as long as the people would let him. Can you imagine the terror, hunger and hunted loneliness he would suffer? Before he was killed or killed himself, he would know what every hunted person in Europe has suffered."

Albert Taylor, welder foreman: "You couldn't print the things I think should be done to him and his gang. But one idea I've had would be to put metal shoes on him, weld the soles to a plate and hang him in the air upside down. There should be no mercy shown to the man who is the personal embodiment of all the terrible things that have happened in this war."

Darrel Walker, shipwright leadman: "I guess that would be the time for a good old-fashioned lynching party, not only for Hitler but for the rest of his mob. I'd let people see him, see how small and futile one man is—then I'd hang him. And maybe people would remember to never let one man get so much power again."

Florence Brown, outfitting dock electrician: "I'd electrocute him. There'd be no point in fooling around, or letting people have a field day of hate. Just to rid the world of him and of Goering and Himmler and all the others with him would be enough. We've suffered in this war—the whole world has—and we want to forget him as soon as possible."

Oscar Anderson, sheet metal leadman: "First, I'd part his hair on the other side. Then I'd personally finish him off and make a thorough job of it. I'd like to do it myself, with no audience, just a good clean job of ridding the earth of a rat. At that, it would be more merciful than all the torture he has given."

Hughie Owen, outfitting dock electrician: "I feel a personal hate for that man that I never thought I could for anybody. I'm a pretty mild person, but I'd like to choke him like a rat without the slightest pity. I only wish I could now."

Frank Hanlon, sheet metal foreman: "How would it be to cut his throat with a dull knife. Or a wooden knife like savages used to use for beheading their victims. He's a savage and that's the sort of treatment he ought to get. But I'd settle for almost any method to rid the earth of him and his kind, forever."

Photographer Joins (OREGON SHIP)—New yard photographer is John Pattu. He came to Oregon Ship from the Photo-Art Commercial Studios.

First AP-3 Keel-Laying Due Friday

(OREGON SHIP) - First keel for the 63 AP-3 Victory cargo ships to be produced at Oregon Ship following completion of the Attack Transport vessels is scheduled to be laid Friday afternoon after the launching of the yard's 20th AP-5.

Work on the cargo craft, 32 of which were built here before the AP-5 program, is well under way in various parts of the yard. Officials are confident that Oregon Ship will swing from Attack Transport to Victory work with no let-up in production.

'Old-Timer' Has Hope For Work After War

(OREGON SHIP)—"I don't want to retire after the war, but maybe I'll have to," Henry Gisick, Russian-born rod control worker, declared as he doled out another helping of welding rods to one of his leather-clad "customers."

"I doubt if a man my age can get a job after this is over," he added, "but I figure there are a lot of things I can do and I'm going to try."

Gisick has been a Portland resident for 23 years. He was employed by the Union Pacific before coming to Oregon Ship.



KEGLING SQUADS LOOSE BIG GUNS

BATTLES JUGGLE TEAM STANDINGS IN OSC LEAGUE

	W.	L.	Pct.
Pre-erection	12	3	.800
Chippers No. 1	10	5	.666
Welders	10	5	.666
Gun Shop	9	6	.600
Sub-assembly	8	7	.533
Shipfitters	7	8	.466
Gadget Shop	2	13	.133
Chippers No. 2	2	13	.133

(OREGON SHIP)—Pin-topping battles for the \$75 first-prize money among OSC bowling league teams last week jumbled the standings of four mid-section teams. With a 33-pin handicap against them, Welders copped all three games from Chippers No. 2 to tie for second place with Chippers No. 1, placing both teams a scant two games behind constant league-leading Pre-erection.

Gun Shop dropped two games to Chippers No. 1, catapulting to fourth place. Pre-Erection's steady run of spares and strikes cost Sub-Assembly two games, lowering the team to fifth place. Still tied in the cellar are Gadget Shop and Chippers No. 2.

Among averages for individual keglers, Heilmann, Shipfitters, picked up a 168 to resume the lead after a week in second spot. Mandeson, Gun Shop, held his 166 for second place, followed by Sabah, Pre-Erection, 162. Donaldson, Sub-Assembly, picked up one pin to a 157 and took fourth place, trailed by Schoenbeck, Chippers No. 1, 156; Mowlds, Gun Shop, 154; Stover, Pre-Erection, 153; Taylor, Gadget Shop, 151.

Seven consecutive strikes rolled by Heilmann smashed the former individual game record. He hung up a 254, dropping Sutton, 226, to second place. Topping individual series scores were Heilmann, 605, and Schoenbeck, 539. Scores:

Shipfitters	878	828	877	2581
Gadget Shop	777	711	786	2274
High single: Heilmann, Shipfitters, 254.				
High series: Heilmann, Shipfitters, 605.				

Welders	836	804	863	2503
Chippers No. 2	795	784	780	2359
High single: Veelman, Welders, 173.				
High series: Veelman, Welders, 462.				

Pre-erection	673	710	796	2079
Sub-assembly	682	700	684	2066
High single: Sabah, Pre-erection, 198.				
High series: Sabah, Pre-erection, 529.				

Chippers No. 1	848	846	808	2502
Gun Shop	778	755	819	2552
High single: Schoenbeck, Chippers, No. 1, 200.				
High series: Schoenbeck, Chippers No. 1, 539.				

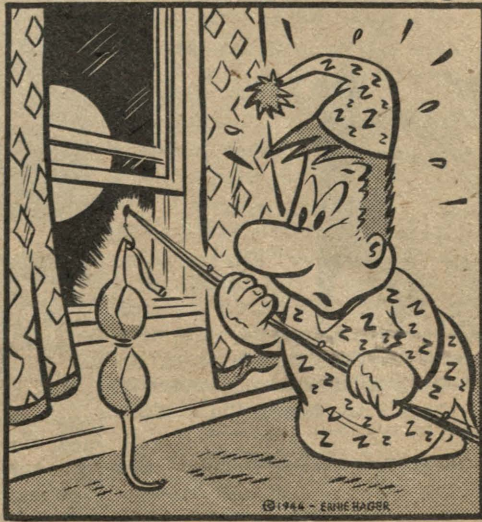
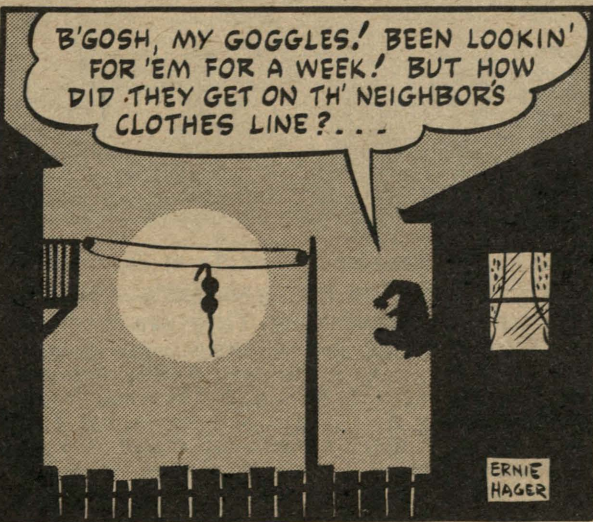
Way 8 Bowlers Pacing Vanship;

	W.	L.
Way 8	11	1
Superintendents	8	4
Painters	7	5
Way 9	5	7
Specialty	3	9
Layout	2	10

(VANCOUVER) — High score honors last week in the Vanship bowling league were taken by John Mitchell, boat supervisor on Way 1, with a scratch three-game total of 564 and high single game of 227. Fourth week of play was held on the Boilermakers' alleys in Portland.

Officers elected for the new season are John Horn, president; R. Townley, vice-president, and Joe Vidoni, secretary-treasurer.

Stubby Bilgebottom



By Ernie Hager



Toilers This five-girl bowling team call themselves "Toilers." Right now they rest in second place in the Swan Island women's league. From left, Ellen Swift, Kay Muller, Kathryn Smith, Olive Severson and Marge Winters. Muller has high single game of the season with a 182. (Swan Island photo)



Trial Crew Tied with two other teams for second place in Swan Island's 16-team bowling league are these five members of Trial Crew. Kneeling, left to right, C. Brumback and J. Smith; back row, W. Thompson, J. Smokey and D. Blanchard. (Swan Island photo)

Swan Women Called For First Cage Drill

(SWAN ISLAND)—With the call of America's favorite indoor sport, basketball, just around the corner, Benny ("Red") Wallace has issued first call for all girls interested in the sport. All potential basketeers are requested to report at the Swan Island gymnasium Wednesday nights. Practices will be held from 6 to 8 o'clock.

Wallace plans to enter three teams from Swan in city leagues starting November 13. Upwards of 12 more girls are needed urgently. Wednesday night practices will give girls locker and shower accommodations, Wallace explained.

Boxing Smoke Slated

(VANPORT)—Ten boxing bouts will be presented beginning at 8 p. m., Saturday, October 21 at Community building No. 1. A special reserved section will be provided for adults only.

Hey!--Wanna Bowl? More Loops Open

(OREGON SHIP) — Opportunity for swing or graveyard bowlers to form a six or eight-team league to play Saturdays at 1:30 p. m. at the Hi-Way Alleys was announced today by George Sabah, specialty shipfitter. Any pinsters desiring to organize are asked to call the alley for further arrangements.



Beaver Eddie Adams, Portland Beaver catcher and leading hitter for the Bevo's this year, started work at Swan Island on day shift Assembly layout last week. (Swan Island photo)

Girl Hoopers Bid To Slate Parley

Another meeting of the City Women's Basketball association is announced by the executive chairman, Helen Macdonald, for Thursday night, October 26, at 8 o'clock in the council chambers, Portland City Hall. This meeting, the last before registration closes November 10, is to complete organization and details for the tournament opening.

Mrs. Macdonald is urging groups interested in team play to take steps for organization and to register with her so schedules may be made. Entries are not limited to one team per organization or industry and through the recreation division of the Bureau of Parks practice gymnasiums may be scheduled.

Seven women's teams have been registered and there is possibility of signing WAC and SPAR teams. Represented at the meeting October 10 were teams from Swan Island, Willamette Iron & Steel, Jantzen, Benny's Fine Food, Linnton Box, Portland Port of Embarkation, Guilds Lake, Peninsula and Lind & Pomeroy and several others. Teams desiring to register may notify Mrs. Macdonald at the Park Bureau, AT 6141, ext. 262.

PAINTERS-DOCK 5 AT SWAN ISLAND LOOP TOP RUNG

SWAN ISLAND BOWLING LEAGUE

	W.	L.	Pct.
Painters, Dock	12	3	.800
Trial Crew	11	4	.733
Sheet Metal	11	4	.733
Main Machine Shop	11	4	.733
Pipefitters	10	5	.666
Clerical	8	7	.533
Welders, Dock	8	7	.533
Chippers, Dock	8	7	.533
Electricians	6	9	.400
Plate Shop	6	9	.400
Painters, Yard	6	9	.400
Welders, Ways	5	10	.333
Outfitting	5	10	.333
Welders, General	5	10	.333
Machinists, Dock	4	11	.267
Shipfitters	3	12	.200

(SWAN ISLAND)—Painters-Dock swept a three game series from Welders—Ways last week at the Hi-Way alleys to take undisputed possession of first place in Swan's 16-team league. The team also set a new team single game record by toppling 1007 pins.

Individual honors were taken by W. Grubb of Painters-Dock with a 214 single and a 568 series. Scores:

Trial Crew	912	874	876	2662
Shipfitters	856	876	867	2599
High singles: Smokey, Trial Crew, 185.				
High series: Cook, Shipfitters, 503.				

Painters, Dock	923	1007	906	2836
Welders, Ways	719	832	818	2369
High single: Grubb, Painters, 214.				
High series: Grubb, Painters, 568.				

Main Mach. Shop	928	937	946	2811
Chippers, Dock	802	913	901	2616
High single: Mendelson, Shop, 199.				
High series: Mendelson, Shop, 545.				

Machinists, Dock	839	874	906	2619
Welders, General	892	880	885	2660
High single: Hunt, Machinist, 191.				
High series: Hunt, Machinist, 480.				

Pipefitters	922	985	934	2841
Outfitting	969	886	849	2704
High single: Workman, Pipe, 200.				
High series: Workman, Pipe, 531.				

Welders, Dock	852	843	850	2545
Sheet Metal	865	902	873	2640
High single: Frank, Welders, 201.				
High series: Graves, Sheet Metal, 460.				

Painters, Yard	852	884	895	2631
Plate Shop	929	882	875	2686
High single: Spears, Plate, 202.				
High series: Spears, Plate, 502.				

Electricians	816	775	746	2337
Clerical	897	828	876	2601
High single: Hale, Clerical, 164.				
High series: Smythe, Clerical, 447.				

TANKER BOWLING LEAGUE

	W.	L.	Pct.
Erection, Scorpions	11	7	.611
Erection, Sharks	11	7	.611
Burners	9	9	.500
Engineers	9	9	.500
Chippers	8	10	.444
Tank Test	6	12	.333

In last place two week's ago, two Erection teams of the Tanker Bowling league, the Sharks and Scorpions, scattered pins all over on the Boilermaker temple alleys to share first place with eleven wins and seven losses.

R. Pratt, Engineers, rolled a high single game of 223, while Schmedling of the Scorpions took high series honors with a lusty 607, the first 600 series bowled in either Swan Island league.

GIRL CAGERS OUT FIRST AT OREGON

(OREGON SHIP)—First basketball team to be organized here for the 1944-45 season is a women's aggregation managed by Jerry Walters, shipfitter leadman, and coached by Ez Carr, former Utah university cage star. The women work out every Tuesday and Thursday between 5:30 and 7 p. m. in the OSC dormitories' gymnasium.

**One-Armed Welder
Pipe Shop Regular**



(OREGON SHIP) — One of the great army of handicapped workers enrolled at Oregon Ship for the duration is Lee Stevens, one-armed welder in the Pipe shop. Stevens made the shift from lumbering to shipbuilding "in-stride" and says, "I'm just as good a welder with one arm as I would be if I had both."

He joined the OSC force two and a half years ago, severing a connection with sawmills and logging camps that had been unbroken since his early youth. It was a mill accident in 1929 which cost him his right arm.

Neither lumbering nor shipbuilding has any postwar interest for Stevens, who plans to purchase an auto camp and a service station with which to make a livelihood for his wife and two children after the last shot is fired.

**Trial Trip Mate Plans
Resumption as Seaman**

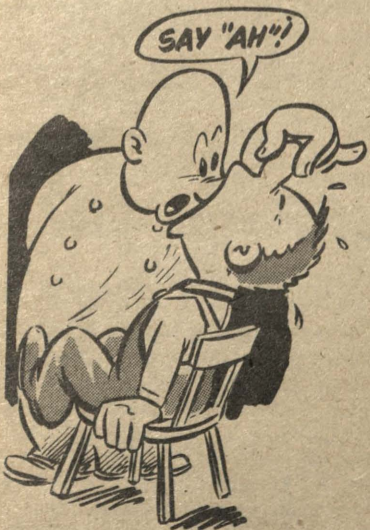
(OREGON SHIP) — W. Runge, German-born trial trip mate, describes his two years at Oregon Ship as "the longest period I've spent on dry land since my youth."

"I never thought I could be a way from the sea that long," he declared. "But I'll have to admit that I've enjoyed every minute of my work here. I guess the trial trips I take have kept me from getting too lonesome."

After the war Runge again will taste the ocean spray so familiar to him, for he vows he will resume his seafaring habits.

"I'm convinced that shipping will be one of the busiest, most prosperous postwar fields," Runge said. "We have the ships and the country's demand for foreign goods is so great that the shipping lanes are bound to be crowded. It's back to the sea for me."

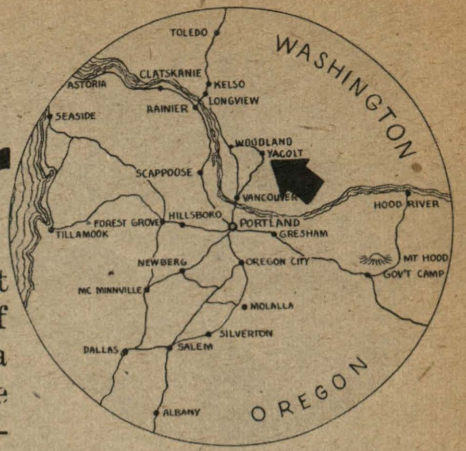
OUR DOC SAYS:



- "See your Doc when:
- Colds or a cough hang on longer than a normal two to three-day period,
 - Throat or chest infections don't seem to clear up,
 - Chest or lungs are painful on breathing,
 - Chills or fever appear,
 - Sore throat makes swallowing painful.
- First Aid is run for your benefit, use it.

**Yacolt 'Shangri-la' of West
But People Go to War**

When James Hilton was searching for locale for "Shangri-La" he need not have gone so far afield as the mountains of Tibet to find the mythical Valley of the Blue Moon." His "Lost Horizon" might well have been set in Yacolt, a sequestered town in Northeastern Clark county, Washington, an hour's drive from Vancouver shipyard, where longevity is commonplace. C. C. Landon, 91-



Gold Star Mother

Mrs. Ruth E. Nye, production laborer leadwoman at Vancouver, is shown with her granddaughter, Edalene Ruth Nye. Mrs. Nye recently was notified her son Paul F. Nye was killed while fighting with U. S. Marines on Saipan.

year-old founder of Yacolt, could be compared to the High Llama of Shangri-La. He still takes long daily hikes in the evergreen hills around Yacolt and firmly believes that "life begins at 90."

Although scores of men and women from Yacolt work in the Kaiser yard in Vancouver, the war seemed far away until a few days ago when word was received that the first Yacolt boy to be killed in World War II had died while landing with the Marines on Saipan. He was Paul Nye, 19, son of Mrs. Ruth E. Nye, production laborer leadwoman on the ways at Vancouver. He was killed July 2.

The town went into decline after a disastrous forest fire in 1901 swept through the surrounding timber. Today for miles around Yacolt the charred trunks of giant trees can be seen on all sides.

Twenty-five years before Landon migrated to Clark county from Vermont and homesteaded the present townsite, Yacolt was a favorite rendezvous for a dozen Pacific Northwest Indian tribes.

The Indians were finally frightened away from the place when a large number of their children mysteriously disappeared. A medicine man declared they were stolen by "evil spirits." The redmen named the place Yacolt which means "haunted ground."



Pride of Yacolt "King Tut," claimed by Yacolt citizens as the "best butting goat" in Clark county, Washington, is shown with John V. Cluff, swing shift welder leadman at Vancouver. He says many strangers have regretted getting too close to "King Tut."



Oldtimers The two men pictured above refreshing themselves with a couple of bottles of beer, remember Yacolt, Washington, when it was one of the most picturesque lumber "boomtowns" in the Pacific Northwest. They are H. I. Gregory (right) and Fred McDermott. Serving them is Don Geddes.



Holds Three Jobs

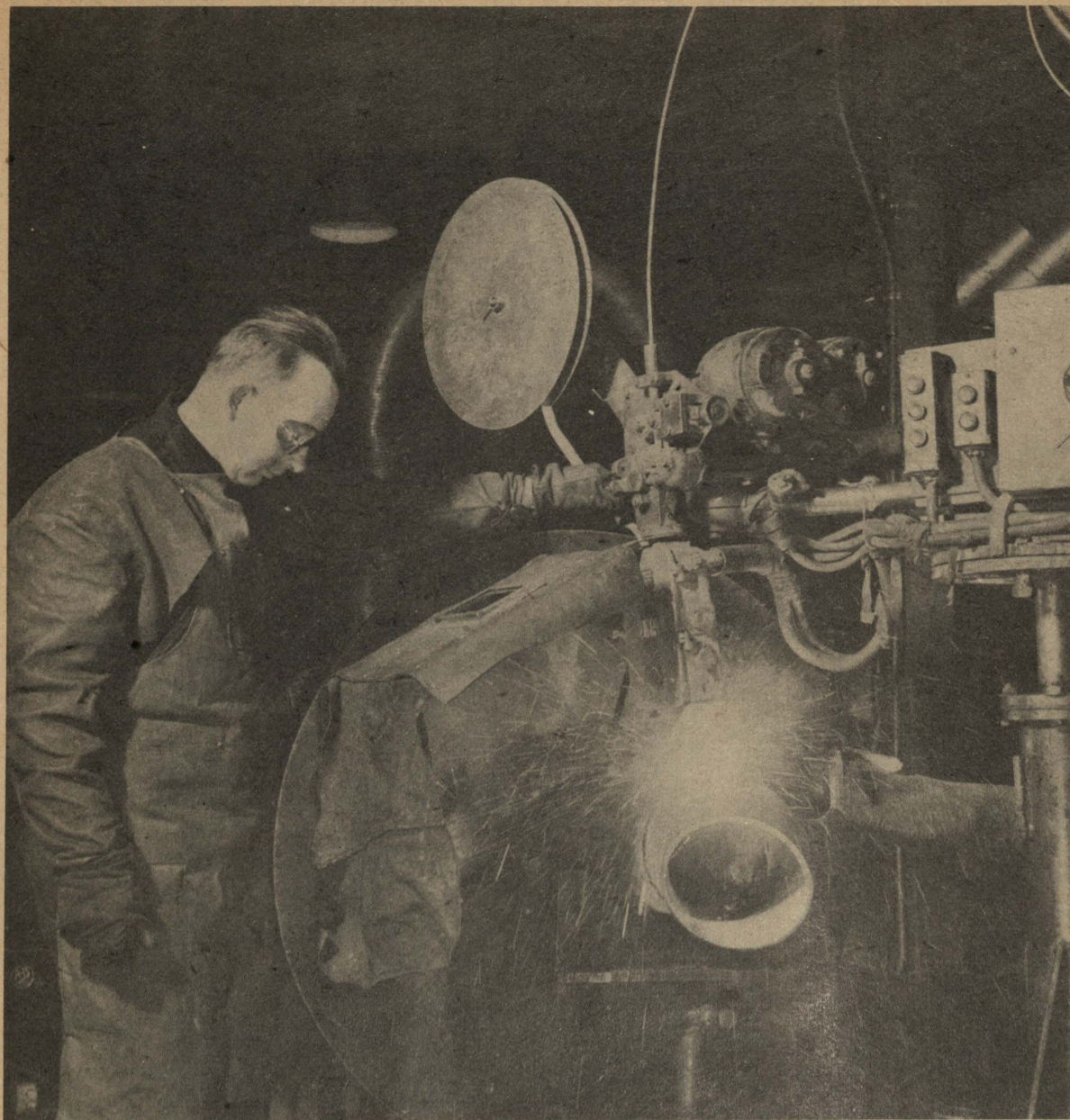
W. R. Staley, pictured above, is the busiest man in Yacolt, Wash. He operates the town's only shoe repair shop, performs the duties of town marshal and works eight hours a day as a layout man on swing shift at Vancouver.



Founder C. C. Landon, 91-year-old founder of Yacolt, Wash., is pictured in his garden. He says "life begins at ninety."



Swing Shifters Here are a few Yacolt residents preparing to leave for Vancouver. It requires two large buses to transport Yacolt war workers to the Kaiser yard on all three shifts.



The Easy Way Wrestling with huge pieces of pipe while trying to weld on them was one of the biggest headaches ever to hit Pipe shop welders. So they got together with fellow workers and devised a holder for pipe, which rotates it as desired, along with an automatic welding machine. The principle is much the same as that of union melt welding, except that the above machine strikes an arc. "There's always an easy way if a fellow will just look for it," grinned Operator H. L. Bray, shown in the picture, as he told how the device had eliminated many wasted manhours. (Oregon Ship photo)

Increased 6th Loan Quota in Prospect

(OREGON SHIP)—First pledge cards for the Sixth War Loan drive now are being printed and will be distributed to all workers October 30, Ken Moyer, war bond head, announced this week. Deductions authorized by the card will be from the pay checks issued Friday, November 10. Unofficial report is that the Treasury department will set the Oregon Ship quota at \$3,350,000, which is \$100,000 more than the yard's goal for the Fifth War Loan campaign.

Although the quota is higher there are 5000 more employes in the yard than there were during the Fifth Loan drive. Also, double time payments have increased the normal weekly payroll by \$500,000, so there is more money available for investment.

In the Fifth War Loan campaign Oregon Shippers purchased a total of \$3,766,548.75 in bonds, exceeding their quota by more than \$500,000.

Cash sales will start at the main bond booth on Wednesday, November 1, Moyer said. Bonds will be issued directly across the counter to investors.

With Christmas in the offing and more cash in the pockets of workers, a heavy business is anticipated at the booth. War bonds have become popular as Christmas gifts to many donors.

The Oregon Ship drive will be conducted as part of the national effort. OSC bond officials are working closely with Treasury officials in the campaign.

5th of October Ships Due Today

(OREGON SHIP)—With the U. S. S. Drew, the yard's 12th Attack Transport, due for delivery today, five of the eight vessels Oregon Ship aims to complete in October are off the Outfitting dock. Eleven days remain to finish the remaining three, which will bring the yard to the halfway point in the "30 by December 30" program.

Only 10 more AP-5's must be launched after today.

BELLY PLUG BOSS



(OREGON SHIP)—"For cripe's sake! Look at the hole I found in the bottom of this hull!" Or so Tank Test Foreman Jess Miller seems to be saying as he points to a three-inch opening in the bottom of an Attack Transport on the ways.

As a matter of fact, Miller is pointing out a "bleeder plug" opening, one of 30 such small apertures cut in the bottom of every vessel built at Oregon Ship. Miller has supervised installation of fittings for the "bleeder plugs" since OSC's first ship was built.

"Everybody around here calls me 'Belly-plug,'" Miller said. "That's what we've tagged the beveled brass plugs that screw into these openings to keep the ship watertight." The plugs are removed when the ship's tanks are flushed in drydock, Miller explained.

Of the 30 plugs installed in each ship launched from Oregon Ship's ways, Miller claims that only five of his "bleeders" showed any leakage after launching. "We're pretty proud of that record," he added, "because the big part of our job is to help launch a water-tight ship."

EX-MULE SKINNER ISSUES CHALLENGE

(OREGON SHIP)—"I'll lay you five bucks I can drive any number of mules you want to hitch together," is the confident claim of tall, broad-shouldered Homer Sturgess, burner in tent EE at the end of the Outfitting basin for the past year and a half.



A shortage of mules in the immediate vicinity of Oregon Ship has so far prevented any challenge to Sturgess' claim, but fellow workers say they have no doubt he could make good. Sturgess is a native of Missouri, time-honored home of the mule, and tells of spending years "perfecting the fine art of mule skinning."

"I'll match a mule any day against a horse for steady work good disposition and intelligence," Sturgess said. "They're the best animals in the world for team work." Tools of his trade, he added, are few and simple.

"Main things to have are a knowledge of the special language understood by the animals, stout lungs for conveying that language, and a bull whip long enough to cut the bobbing ear of a lead mule 50 feet ahead of the wagon."

SAVE MANPOWER FOR WARPOWER



Wassell, Famed War Doctor, to Talk at Center

(OREGON SHIP)—Commander Corydon M. Wassell, the doctor who emerged from the obscurity of a Chinese mission to become one of the greatest heroes of the war, will relate his experiences to Oregon Ship workers in a talk at the OSC Victory center Thursday, October 26, 1 p. m. The story of Dr.

Wassell will go down with the most vivid war exploits in American history. President Roosevelt gave a graphic account of the heroism of the valiant doctor on April 28, 1942, when he said:

"Dr. Wassell was a missionary well known for his good works in China. He is a simple, modest, retiring man, nearly 60 years old, but he entered the service of his country and was commissioned a lieutenant commander in the Navy.

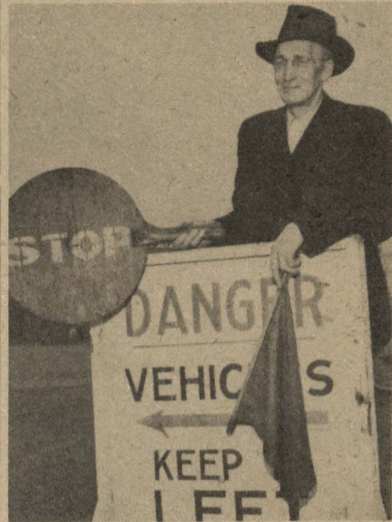
"Dr. Wassell was assigned to duty in Java, caring for wounded officers and men of the cruisers Marblehead and Houston, which had been in heavy action in the Java seas."

The president recounted how it was decided to evacuate the wounded to Australia when the Japs advanced across the island. Twelve of the men were so badly wounded that they could not be moved. Dr. Wassell elected to remain with these men, knowing he would be captured by the enemy.

Dr. Wassell decided to make a desperate attempt to get the wounded men out of Java. He finally succeeded in taking them 50 miles to the seacoast on improvised stretchers. There they embarked on a small Dutch ship. They were bombed and machine-gunned by Jap planes, but through the efforts of Dr. Wassell, who virtually took command of the ship, the vessel reached Australia safely.

Dr. Wassell is coming to Portland under auspices of the industrial incentive division of the Navy.

Crossing Watchman Busy as Bird Dog



CHARLES SPROAT

(OREGON SHIP)—"Busier than a crossing in the freight yards of a big town" is Watchman Charles Sproat's description of his post at Oregon Ship's railroad and main gate intersection.

"Trucks come through the gate in a steady stream," the 65-year-old retired brakeman said, "and the way the railroad is bringing in materials keeps me hopping to prevent collisions."

Handy to the intersection is Sproat's traditional watchman's cubicle. An electric heater replaces the old-time coal stove, but Sproat keeps a coal shovel hanging on the wall anyway, "just for old time's sake."

Sproat was brakeman for a year on OSC's 12-mile railroad line before taking his present post. The major part of his railroading career was on the Northern Pacific line as brakeman and fireman on freights running through Montana and North Dakota.

"After the war," Sproat comments, "I'm going to retire. I'm going to buy a little house, do a little fishing, and wach the trains go by."

Little Rain Surprises New Child Center Aide

(OREGON SHIP)—With only two rainy days in her first two weeks in Oregon, tall, attractive Marion Stevens, new Child Service center administrative assistant, says she is beginning to question the reputation the state has in her native Massachusetts.



Miss Stevens happily surprised with the size and facilities of the center. It is the largest nursery she has ever seen.

A graduate of Radcliffe college, Miss Stevens has been placement director for a nursery training school in Boston and a member of the American committee for Christian refugees in New York.

Her work in the Child Service Center for the past two weeks has been in connection with child enrollment. With a marked Bostonian accent she commented, "The work here is going to be more interesting than in most child care centers because of its connection with a single large industry and the problems that come out of the situation."

BOSN'S WHISTLE

Published weekly for the 30,500 employes of the Oregon Shipbuilding Corporation.
Editor.....JIM COUR
Associate Editor.....LYLE DOWNING
Secretary.....ELSIE POWELL
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard tension 501.

Worker, 80 Young, Sweeps at Enemy

(OREGON SHIP)—When the last volleys were fired in the Civil War, O. S. Hall, now an OSC graveyard shift worker, was in the cradle. Today, the 80-year-old shipworker swings the broom at the First Aid building with "win-the-war" fervor.



Born in an army camp while his father fought with the Northern forces, Hall later homesteaded in North Dakota, spending 25 years there. He was county judge for two years. He came to Oregon in 1942 and started work in the yard in July, 1943.

While he plays his part in the war effort at OSC, Hall boasts about his two grandchildren with the armed forces in India.

"Only wish I were younger so that I could take a more active part in shipbuilding, but since I'm not, I will continue to do what I can until this thing is over," commented Hall.

Whiskerinos Give Blood For Plasma

(OREGON SHIP)—Members of the swing shift "Whiskerino club" met at the Blood Donors' center, Friday morning, October 13, to donate blood as a token gift for members' sons in the service.

Bewhiskered Oregon Shippers whose sons are overseas include Paul Gross, welder; Jess McCash, welder leadman; D. M. Booras, shipfitter; Clarence Smith, union melt operator; Cecil L. King, chipper, and Harold Long, shipfitter.

Oliver Traver, club president, reports that \$70 in dues and fines has been collected for donation to the Red Cross. Instead of giving prizes for best and longest beards, members decided at their last meeting to hold a drawing on October 21 for the winners of the four prizes offered, he added.