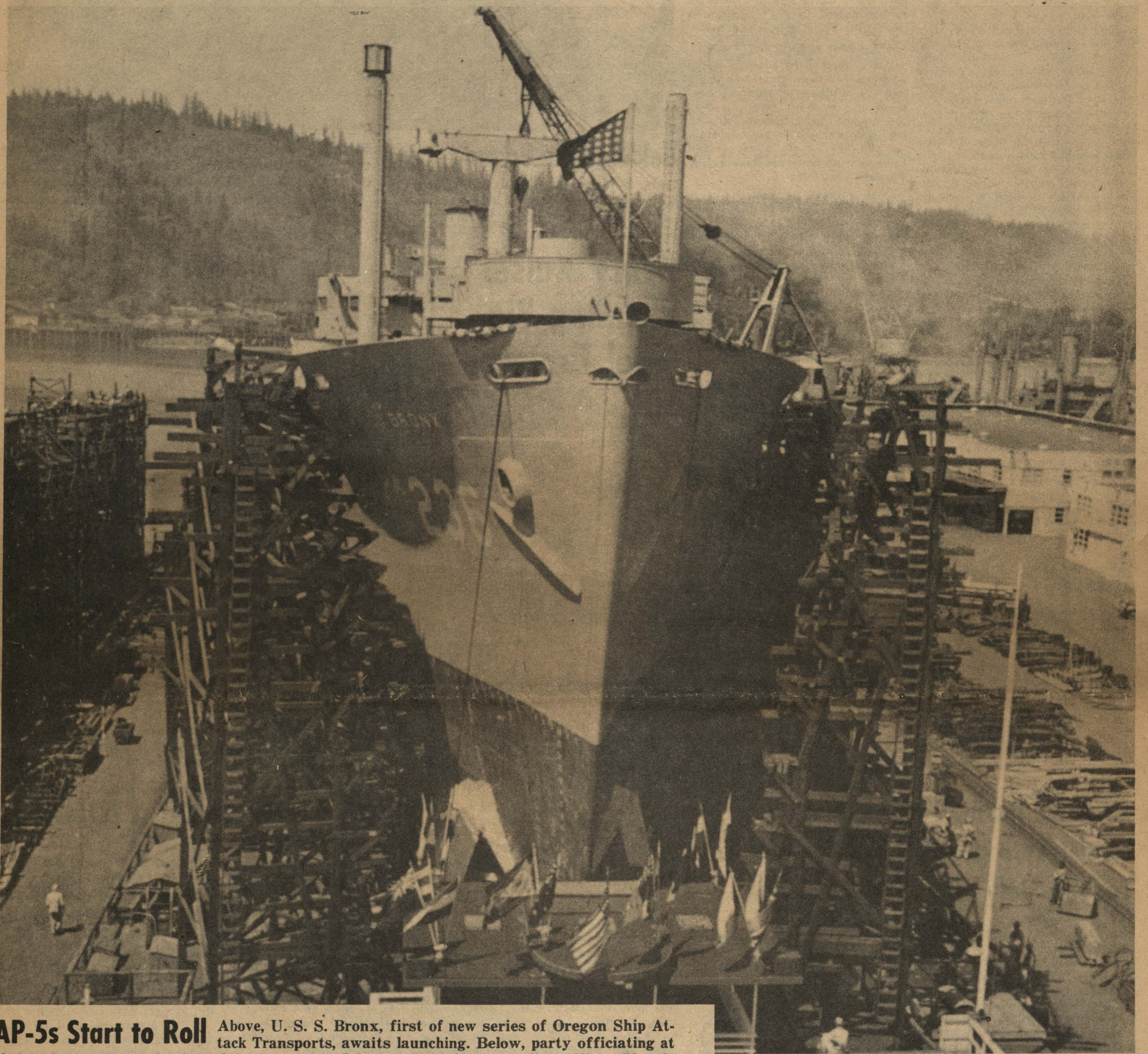




# ADMIRAL LAUDS OSC JOB

Story, Page 5



**AP-5s Start to Roll** Above, U. S. S. Bronx, first of new series of Oregon Ship Attack Transports, awaits launching. Below, party officiating at christening ceremony is, from left, Capt. E. J. Johnson, Bronx' commanding officer, Mrs. G. A. Williamson, attendant, Mrs. John Greenslade, sponsor, Admiral Greenslade, western sea frontier command, and Mrs. Stanley Bond, attendant. At right, Mrs. Greenslade shatters champagne bottle across bow as Bronx leaves way.



# Vancouver's 2nd Drydock Center Of Controversy

Although YFD 70, Vancouver's second floating drydock, was launched unsponsored, unhonored and unsung, July 12, she is receiving more attention than a dozen Victories, transports or tankers. Not YFD 70's launching, but her destination is causing great commotion in Pacific coast shipbuilding circles. According to the navy, the matter is settled. YFD 70 originally was to go to Los Angeles, but another dock went there, and YFD 70 is scheduled to be berthed at San Francisco.

"The navy puts them where they will do the most good in the war effort," declared Vice-Adm. John W. Greenslade, western sea frontier resources coordinator, when questioned in Portland last week. The admiral expressed the opinion that Portland's present facilities are adequate to handle the type of repair work intended for the port.

Locations for such installations are planned months ahead by the navy's bureau of ships, he explained, and YFD 70 was allocated to San Francisco long ago. YFD 69, now in operation at Swan Island, will remain there.

## PORTLAND TO FIGHT

That Portlanders still plan to carry on the fight to have the drydock stationed in this port was indicated when Edgar F. Kaiser, participating in a "ribbing" of the good-natured vice-admiral at the U. S. S. Bronx launching at OSC Saturday, stated:

"For us in Portland, this drydock situation is not in its swan song. We've just begun to fight. You said: 'Thar is gold in them thar hills,' admiral. We agree, and we in Portland are going after that thar gold!"

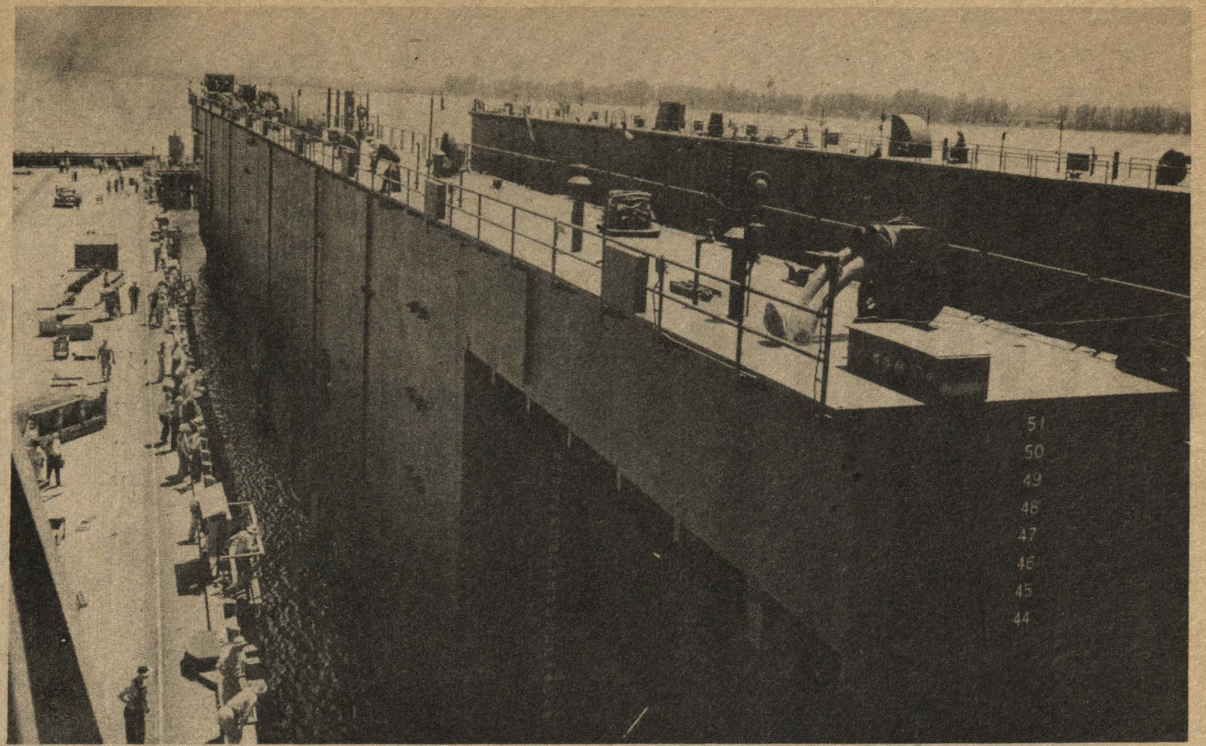
In the meantime, the admiral's positive declaration that the dock would go to San Francisco, inspired a fresh onslaught of telegrams to Washington in the campaign to keep YFD 70 in a Portland berth.

## WORKERS START PETITIONS

It was further revealed that 100 petitions had been started throughout the Willamette Iron & Steel plant in a workers' effort to keep the drydock here. Mayor Earl Riley's new port development committee announced that Vancouver and Longview interests are backing the Portland plea.

Port of Portland drydocks were in use 92 per cent of available time last year, according to a recent tabulation. Navy officials had reportedly claimed that Portland's drydocks were in use only 50 per cent of the time, but the navy report, it was learned, was based upon the drydocking of vessels of 6000 gross tons or larger. Portlanders contend that is an unfair consideration since the docks handle many smaller vessels.

In the meantime, YFD 70, unsponsored, unhonored, unsung and now obviously unconcerned, floats patiently at Vancouver as it receives its final touches of outfitting and the battle rages to ascertain where she will make her home.



**Golden Gate Bound?** Drydock YFD 70, launched without sponsor Thursday, July 12, appears here at the Outfitting dock for final work and tests. It is the second drydock built in this yard. The first, YFD 69, is in operation at Swan Island. The navy says this one will go to San Francisco, but Portland residents are continuing a fight to keep it in this area.

## Henry Kaiser Planning Big Steel Project

Henry J. Kaiser, in a contemplated move that would provide widespread postwar employment, has announced that he is arranging a syndicate of western financial and industrial interests that propose \$69,000,000 worth of new construction and plant conversion in the west.

Keystone of the proposal is an offer of the syndicate to lease, with option to buy, the steel plant at Geneva, Utah, owned by the federal government and erected through the Defense Plant corporation.

The syndicate proposes also to operate \$350,000,000 worth of iron and steel plants in California, Utah and Colorado.

Lease of the Geneva plant would be with the provision that it be operated to the fullest extent consistent with general business conditions "to the end that the greatest production and employment will be accomplished," Kaiser said in his offer, communicated to the DPC.

## \$7,000,000 CONVERSION

The syndicate proposes to convert the plate mill at Geneva to a hot strip rolling mill, the syndicate to meet the \$7,000,000 cost.

Also proposed are construction of a \$25,000,000 cold strip mill on the Pacific coast, construction of a \$25,000,000 seamless tube and welded pipe mill in Utah and construction of a \$12,000,000 railroad car plant in Utah.

The syndicate is considering, Kaiser informed the DCP, combination with the Colorado Fuel & Iron Co., and the Wickwire-Spencer Steel Co., for joint operation of all the facilities concerned.

Construction of the coast cold strip mill would await determination of the write-down on the Fontana steel plants in California, owned by Kaiser Company Inc.

## DENIES FONTANA RUMORS

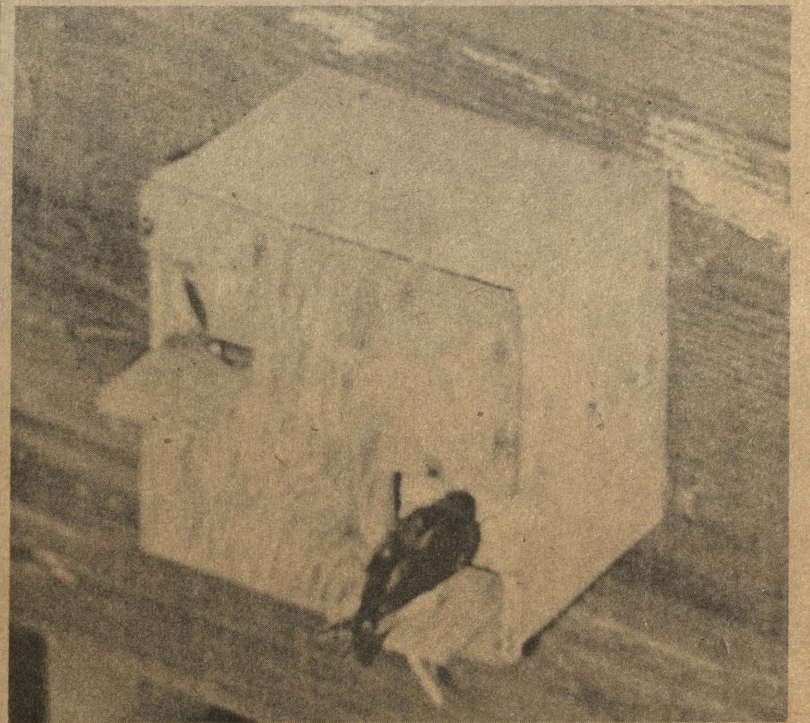
Arriving at Los Angeles to confer with financial leaders, Kaiser denied rumors that the Fontana plant would shut down within a week.

"There isn't any question but that there's a terrific fight to stop the operation of western steel," Kaiser said at a press conference.

At the conference he telephoned to the manager of the Fontana plant, A. B. Ordway, who told Kaiser that the plant is booked solid through September with orders and that another shift is being put on in the merchant mill and in the 29-inch structural mill.

## Many to Be Discharged

The end of the war in Germany and the war department reorganization program provides for discharge within a year of 1,300,000 men, most of them now overseas. These men are beginning to return and deserve prompt transportation home.



**Cuckoo Clock?** Nope, it's one of a pair of swallows that live in this birdhouse high on the ways scaffolding at Swan Island.

## BE IT EVER SO NOISY Swallows Like Home

(SWAN ISLAND)—No quiet, peaceful nest in some country treetop for these swallows! Like the apartment dweller in New York who just can't sleep without the rumble of traffic, the rattle of trolleys and the tooting of horns, so Swan Island's swallows just wouldn't feel at home without the din and clatter of shipbuilding. It might be due to a birdhouse shortage, or maybe these swallows are just "characters," but they seem to thoroughly enjoy their duplex room with a view—high up on the scaffolding of Way six. The birdhouse is nailed on the outside of a bin where extra air hose is kept.

In spite of the fact that Mrs. Swallow is accustomed to seeing crowds of people from a distance, she was a little camera-shy when she saw the photographer. Her desire to return to her domestic duties overcame her timidity, however. The camera shutter clicked, and Mrs. Swallow was "caught" making a graceful landing on her perch.

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## Hospital to Get Tin Can, Paper Drive Proceeds

Portland's biggest waste paper and tin can pick-up drive of the war takes place Sunday, and with proceeds to go to the Shriners' Hospital for Crippled Children, a record collection is predicted. A large volunteer army has been mobilized to bring in the salvage. Because the drive is limited to one day, the committee in charge is urging Portland residents to have their cans and paper in the proper condition and at the right place when collectors make their rounds.

Newspapers, magazines and flat-

tened cartons should be tied in separate, securely bound bundles, 12 to 18 inches tall.

Cans, with labels removed, should be washed thoroughly, cut off or folded in top and bottom and flattened by stepping on them.

Paper and cans may be deposited at any Portland fire station except Taylor street location downtown. Paper placed at the northeast corner of each intersection before 9 a. m. Sunday will be picked up. Tin taken to Safeway stores today, tomorrow or early Sunday morning also will be handled.

At Swan Island, the drive will begin Saturday and continue into next week, with boxes placed at the main gate for deposits of cans and paper.

## Columbia Basin Landowners Urged To Vote July 21

Shipyard workers and others in the Portland-Vancouver area who own land in the Columbia basin project and are legal residents of the state of Washington have been urged by the Washington State Columbia basin commission to vote at the July 21 election on the project repayment contract. If approved, the Bureau of Reclamation can begin construction of the necessary irrigation works when funds, manpower, and materials are available.

Art Garton, chairman of the commission, stated that Bureau of Reclamation records show approximately that 200 persons living in the Portland area own land in the basin.

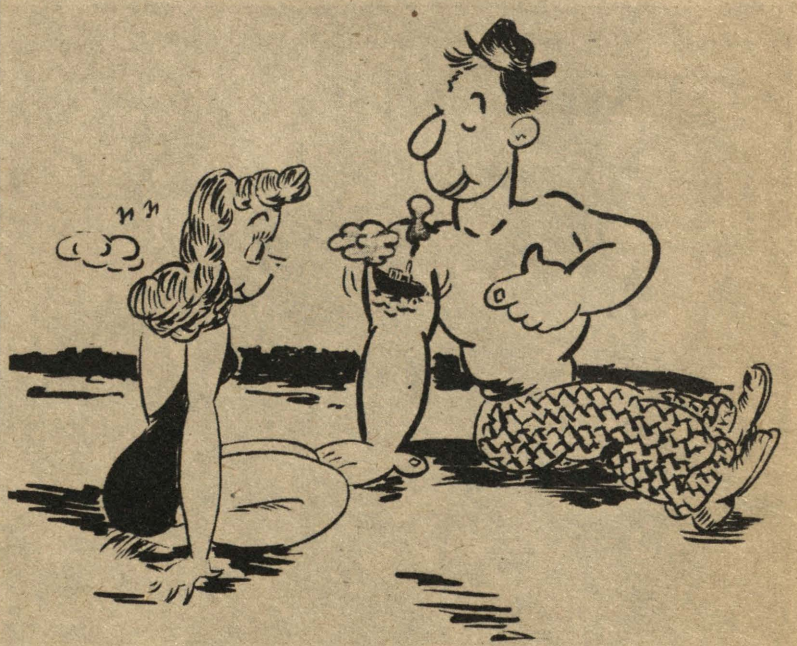
Absentee ballots can be obtained from the secretary, Quincy district, Quincy, Wash.; secretary, East District, Lind, Wash.; secretary, south district, Pasco, Wash., and the Columbia basin commission, 303 Columbia building, Spokane.

## Casualties Being Moved

Armed services casualties now are being moved into this country in growing numbers. More than five times as many Pullman cars were used moving casualties in January, 1945 as in June, 1944. Meanwhile, thousands of American prisoners in the Japanese-held areas are yet to be rescued. These persons will be returned to this country through Pacific coast ports when liberated.



Children like this one will benefit from big waste paper and tin can collection set for Sunday. The drive is expected to yield the biggest salvage of the war, with all proceeds going to the Shriners Hospital for Crippled Children.



"That's nothing, you should see it when I take a bath."



# Public Works in Oregon

**Transition Aid** Projects like the one shown above will provide jobs for war workers and returning servicemen during the reconversion period from war to peacetime production. But private industry will have to bear the major burden, on the basis of public works planned in Oregon. This picture shows work now being done on Highway 99 between Salem and Albany.

**WHAT** about the employment situation in Oregon and the rest of the Northwest after the war? That continues to be the major postwar worry of workers in the Portland-Vancouver area. Will there be enough jobs for returning veterans and thousands of people now in war industries? How many jobs must Oregon's private industry provide—and how many will be created by public works?

At least part of these questions were answered in a report issued on June 1 by the state, showing that a total of \$660,865,720 is to be expended in Oregon on public works after the war. This includes projects by the federal government, the state of Oregon, counties, cities, school districts and other political subdivisions, and covers a five-year program.

The public works subcommittee for the Postwar Readjustment and Development committee estimates that a proposed two-year public works program would provide 25,649 jobs annually for a period of two years, immediately after. And this means that private industry will have to supply from 75,000 to 125,000 jobs for workers now employed in Oregon and for returning servicemen.

The subcommittee said that it now appears that the critical employment period will be the first two years following the war's end during the reconversion of private industry.

## LONG RANGE PROGRAM

In summing up its report, the committee made this revealing statement: "The five-year, or long-range program, totals an expenditure of \$660,865,720. Provided the construction could be activated on a basis of an approximately equal amount each year, the program would provide yearly 22,144 man-years on-site labor and 22,144 man-year off-site labor in Oregon.

"From this report it will be noted that the projects for the first two years provide an estimated \$150,372,021 of construction and 51,280 man-years of work. This is approximately 13 per cent more than one-half the money and labor required to maintain a yearly average of approximately \$132,175,000 of construction and 44,288 man-years of work on and off-site labor, which would be one-fifth the total program reported," the subcommittee reported.

"It is now estimated that local employment may require the finding of jobs for 100,000 to 150,000 men and women from the armed services and the war industries. Therefore, if the five-year average of public works construction could be maintained and 44,288 jobs be provided by public works, private industry must provide jobs for 55,700 to 104,700 persons.

"Unfortunately," the committee said, "the first two years' program, as indicated in this report, totals but \$150,372,021, with resulting jobs for only 25,640 persons each year. Therefore, private industry would be required to provide approximate-

## Oregon Planning Jobs to Aid During Reconversion Period, But Private Industry Will Have to Carry Burden; Projects Range From Highway Construction to Flood Control Work.

ly 75,000 to 125,000 of the estimated jobs required.

"This reported program is considered as a long-range program and indicates projects which may not be ready for construction for five years, or perhaps longer, some of which may never reach the construction stage. This long-range program does indicate, however, that in the event of necessity, such a long-range program can be activated," the report declared.

### FLOOD CONTROL WORK

Of the \$443,343,600 to be spent by the federal government, a total of \$156,809,000 has been allocated to flood control work, channel dredging, clearing and rectification by the U. S. Army Engineer Corps. This includes work on rivers, locks, bay channels and dams such as the Dorena dam on Row river, Detroit dam in the North Santiam river, Meridian dam on the middle fork of the Willamette river, McNary dam in the Columbia river, Quartz Creek dam on the McKenzie river, and Sweet Home dam on the South Santiam river. Also listed are ten projects in the state of Washington and seven in Idaho, on rivers tributary to the Columbia. Their proximity to Oregon indicates that a good percentage of the labor required will be from this area.

The report of federal reclamation projects indicates a program covering approximately 25 years, with a total expenditure of \$102,653,200. Of this, about \$20,530,630 would

be spent in the first five years. A wide variety of projects is listed here, including building of earth dams, canals for flood control, irrigation systems and the like. Completion of all reclamation projects is estimated over a 25-year period at a cost of \$102,653,200, with \$20,530,630 to be spent in the first five years.

### BONNEVILLE PLANS

The Bonneville Power administration plans to spend a total of \$51,206,900 in the first 10 years following the war, with \$23,838,000 allocated for the first five years. This includes erection of new substations, additions to and repair work on present stations, erection of needed auxiliary buildings, and erection of new lines throughout the state.

The building program of the Oregon State Board of Control calls for an expenditure of \$10,448,000 from 1945 to 1947 and \$990,800 from 1947 to 1949. This includes work on the Oregon State hospital in Salem, Eastern Oregon State hospital in Pendleton, Oregon State Penitentiary in Salem, the State Tuberculosis hospital in Salem, state training school in Woodburn, Hillcrest school of Oregon in Salem and Oregon State School for Deaf in Salem.

The 1947-49 program depends upon legislative appropriation at the next biennium.

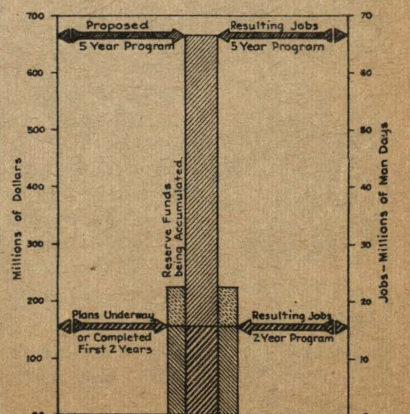
Remodeling, new buildings, and additions to present buildings are contemplated in the program of the Board of Higher Education, at a total cost of \$7,867,000, \$630,000 of

which depends upon legislation during the next biennium. Institutions included in the program are the University of Oregon, state college, medical school, Oregon College of Education and Southern Oregon College of Education.

### FORESTRY WORK

On the state forest nursery, tree planting, forest protection, structural improvements and trails the state forestry program will spend \$5,930,459, depending upon funds being made available by the state legislature. The state game commission proposes to spend \$1,000,000 on construction and additions to fish hatcheries, fish planting, stream purification, etc. For construction of forest highways, forest development roads and trails, the federal forest highway program of the public roads administration plans to spend \$25,000,000. The Oregon State Highway commission is planning to build 877.66 miles of road throughout the state at a total cost of \$33,947,900.

The Oregon counties' program, which includes road grading, drainage, surfacing, bridges, oiling and the like, totals \$31,569,535. Cities of the state plan to spend a total of \$47,428,915. An idea of the type of work contemplated by the cities may be gathered from this listing of the work planned in Portland: East Hawthorne bridge approach; Portland Water Bureau construction project; intercepting sewer system and sewage disposal plant; modern-



**Work Chart** shows proposed public works projects in dollars and in man days. Note the job total is smallest during first two years after war when need is expected to be greatest.

ization of traffic controls; straightening S. E. Division street; widening N. E. Holladay street, W. Burnside street, N. E. Multnomah street and N. and N. E. Broadway; park development program; Bureau of Fire; Oregon Museum of Science and Natural History building at Civic Center; public school, replacement and new construction; incinerator; and construction of city jail.

### SCHOOL IMPROVEMENT

County and city school districts plan to spend a total of \$7,613,500 on improvements, remodeling and new construction. Port districts, irrigation districts and water districts will spend a total of \$4,673,911. On maintenance of 8,201.5 miles of state highway, the state highway commission plans an expenditure of \$24,000,000.

In submitting the report the subcommittee made this comment, "The estimated resulting jobs created by the proposed public works program are, of course, of primary interest. This program, it is believed, will create a total of 66,433,131 man-days of labor, or 221,440 man years of work. This total is both on and off site, but does not include indirect labor resulting from services which in the main are outside the state and which equal about one-half of the man-days of labor shown."

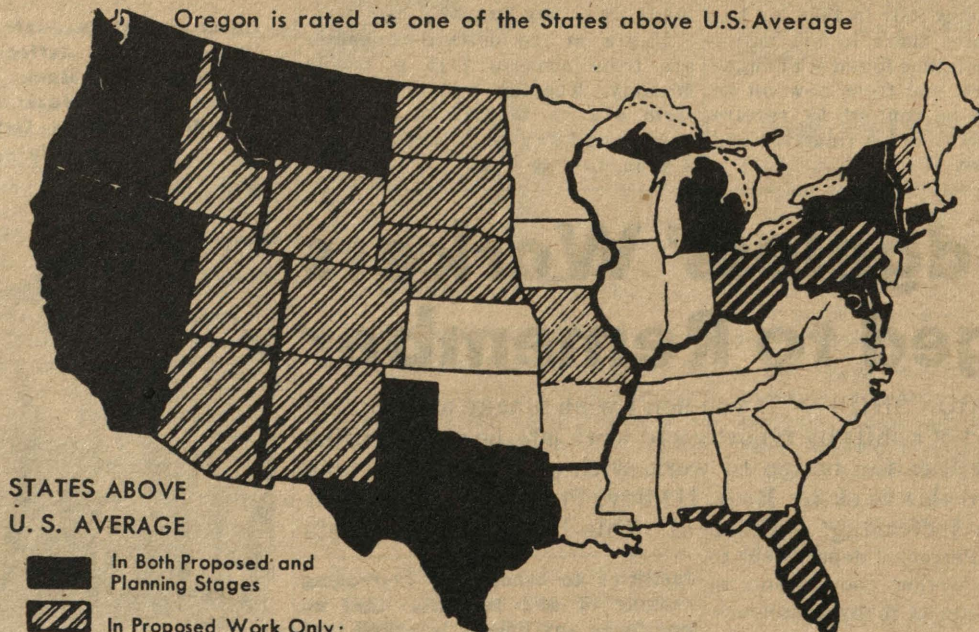
Here is an analysis of the public works projects for the first two years of the post war program:

"The reported two-year program totals \$150,372,021, subdivided as follows: U. S. Army Corps of Engineers, \$38,296,500; Oregon Reclamation Projects, \$8,212,250; Bonneville Administration, \$9,535,200; subdivisions of the State Government, \$24,598,512; and the Forest Highway Program, \$10,000,000. The resulting labor requirements to carry on this program are estimated to be 15,484,757 man-days, or 51,280 man years of work, which divided into two years would provide 25,640 jobs each year. The estimated jobs for the two-year program are on the on-site and off-site labor directly concerned with the projects."

## HIGHEST RANKING STATES IN POSTWAR CONSTRUCTION PLANNING

As Reported to Engineering News Record from Jan. 1943 through Feb. 1944

Oregon is rated as one of the States above U.S. Average



STATES ABOVE U. S. AVERAGE

- In Both Proposed and Planning Stages
- In Proposed Work Only
- In Plans Underway Only

## INQUIRING REPORTER

QUESTION:

"As a pedestrian, what is your chief complaint against motorists?"

Arthur Glock, joiner: "I think the shipyard drivers in general are too reckless. They leave the yard in a scramble to get out first and do not pay any attention to the other fellow. A lot of high school kids, who drive cars around, really know little about driving and have uncalled for accidents."

Lea Austin, engineer's aide: "Can't say that I have any gripe against the motorists. I don't do much walking though, so really don't notice a great deal. With so much traffic in the city now days however, generally, they do all right. I ride the buses to work and don't mind so much."

Toddy Lester, guard: "Of course, there's always the speed-demon on the road anywhere, but, as a rule, the motorist does okay. We've always had those who make a practice of getting pinched for speeding. They're a select few. No, I wouldn't say most motorists are reckless."

Howard Tracy, marine machinist, trial crew: "The flood of cars rushing out of the yard at night would appear that shipyard drivers are overly careless. However, I think it's to be expected because I know I'm in a hurry to get home after work and probably would do the same if I drove a car."

Bertina Cue, scaler: "Motorists good-behavers, if you ask me. There's so much traffic and thousands of cars traveling these days and they couldn't be as bad as some people say. As far as I can see the drivers around here do a careful job and there's very little rough stuff."

Woodrow Taylor, rigger: "I've got a 'beef'. If all the drivers were in as much a hurry to get to work as they are to get out in the afternoon, I'm sure more work would be done. I believe there are more traffic violations in the vicinity of the yard than in the whole city of Portland."

Dorothy Wilkins, production laborer: "I do get a little aggravated sometimes when I wish to cross streets at intersections where there are no lights, but aside from this I have no complaint. I think some motorists could be a little bit more considerate on this point, though."

Erick Holm, joiner: "Too much fast driving in heavy traffic is my criticism. Another thing that gets me is a lot of people crying about the way every fellow wants to get out of the yard first at the change of shifts. I'd call some of them reckless."

The Maritime commission is now devoting a considerable part of its ship building facilities to special types of combat vessels for use in the Pacific theater of war.

# Mold Loft Leads Yard In Passing Bond Quota

(OREGON SHIP)—Final 7th War Loan drive departmental standings compiled this week showed the Mold Loft leading small departments with 290.57 per cent of its quota and Administration high among major departments with 147.40 per cent. All departments, with the exception of rigging went over the top. Total sales of \$6,055,181 amounted to 121 per cent of the \$5,000,000 quota.

Here is the final report:

Department	Quota	Total Sales	% of Quota
Mold Loft	\$ 8,976	\$ 26,081.75	290.57
Vocational	10,555	21,581.75	204.47
Guards	26,058	44,242.50	169.78
Administration	158,875	234,185.25	147.40
Electric	350,158	493,569.25	140.96
Shipwright	198,290	267,848.00	135.08
Sheet Metal	59,899	78,858.00	131.65
Pipe	410,507	520,086.25	126.69
Labor	187,437	232,963.25	124.29
Plate Shop	425,121	518,171.75	121.89
Welding	642,951	756,619.50	117.68
Union Melt	60,360	70,284.50	116.44
Marine (Ways)	221,378	256,813.50	116.01
Erection	282,100	325,717.50	115.46
Hull Material	93,591	104,861.75	112.04
Miscellaneous Yard	56,992	63,552.25	111.51
Warehouse	205,073	227,965.75	111.16
Building Maintenance	51,150	56,838.00	111.12
Paint	286,961	313,309.75	109.18
Machinery and Equipment	267,479	287,642.75	107.54
Riveting	166,184	172,561.75	103.84
Assembly	780,686	784,866.50	100.54
Boiler Erection	43,710	43,872.75	100.37
Rigging	142,235	136,012.25	95.63
Miscellaneous		16,675.00	
<b>TOTAL YARD</b>	<b>\$5,000,000</b>	<b>\$6,055,181.25</b>	<b>121.10</b>

## Old Town Changes But Not in Name



TONY CUNDARI

(OREGON SHIP)—The old home town to some OSC workers may be Podunk or Sleepy Hollow, but to Tony Cundari, Pipe department worker for the past three years, nostalgic memories of his childhood are placed in a village that carries the impressive name of Figiline Vegliotwio.

"I don't think I'll ever go back there again—the place isn't the same," Cundari said. "Between my little garden at home and my job here, this is fine."

Since leaving Italy in 1906, he has returned three times to his native town but each time found it changed a little more, and from now on he is going to be content to receive news of Italy from his relatives and friends there.

## 'Badgeless' Workers Urged to Remember

(OREGON SHIP)—"If you don't wish to take a chance on losing part of a shift by reporting to work late, be sure to bring your identification badge to work with you." This warning was issued this week by R. A. Hadley, Personnel department head. An increasing number of "One-Day Pass" requests causes the Personnel department to seek more worker cooperation to cut down loss of many manhours.

"The situation brought about by workers leaving their badges at home is particularly bad on Monday mornings," Hadley said. "Because our department does not have

## Restaurant Man Seeks To Resume Old Line

(OREGON SHIP)—Johnny Farros, OSC duplicator, longs for the time when he can get back to the restaurant business, but for now he's set on staying on his war job. Evidence of Farros' all-out effort is the record he's set in war bond purchases and in job attendance. In the closing days of the 7th War Loan drive he purchased \$4,000 worth of bonds, adding to his already fine record as a bond buyer. In four years at OSC he has lost only five days from work.

Farros came to this country from Greece in 1912 and shortly afterward started restaurant work which he has followed for 25 years.

## OSC Seeks Boost In Blood Donors

(OREGON SHIP)—Oregon Ship issued a call for more blood donors this week in an effort to make up a recent 50 per cent decline in the number of donations.

Transportation is furnished for day shift and graveyard workers direct from the yard to the Blood Donor Center. Appointment can be made by calling Ext. 327.

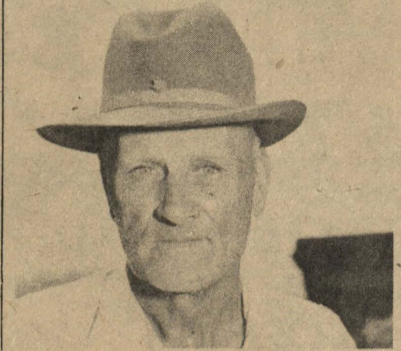
Hours at the downtown center are from noon to 7:15 p. m. on Monday, Tuesday and Thursday; from 8 a. m. to 3:15 p. m. Wednesday and Friday. Saturday hours, 8 a. m. to 2:45 p. m.

## Shipbuilding Draws Former Stockman

(OREGON SHIP)—From livestock to ships was quite a jump for J. Dardis, OSC ship scaler leadman, who for 33 years worked with all kinds of stock before coming to Oregon Ship two years ago.

When the veteran stockman decided to try his hand at shipbuilding, his two daughters joined him as welder and burner in the yard. One son is in the service.

When the war's over, Dardis figures he'll go back to his former occupation.



J. DARDIS

## VETERAN-OF-THE-WEEK



JESSIE REED

(OREGON SHIP)—Quiet-mannered Jessie Reed, OSC expeditor, was a corporal with the army signal corps for three years and one month and is a veteran of 12 months in the African campaign. He is typical of thousands of ex-servicemen, who, with their battlefield jobs done, are still in the fight.

Reed came to Oregon Ship in April of this year and likes his job.

The former G.I. looks forward to returning to his home in Clatskanie, Ore., after his work is done here.

# 3 Night Crews Record Perfect \$1000 Marks

(OREGON SHIP)—In the drive which won Oregon Ship 7th War Loan honors as the heaviest bond-buying plant of its size range in the nation, several crews composed entirely of \$1000 E purchasers in the campaign were uncovered. Three such groups are shown below.



Graveyard Marine Pipe, left to right—E. C. Franklin, L. B. Westmoreland, Fred Lovely, Emma M. Anderson, Clem S. Kier, Walter H. Brown. Back, Jack Chisholm, J. C. McVicar, J. B. Deitz, A. S. Zimmerman, John Adams, J. W. Steen.



Labor department—left to right, J. C. Zweifel, Ella Nissen, Bernice Walters, Gladys Jeffrey, Lela Tollefson, Essie Boles, Mae Small, Jennie Shuring. Back, John Meskel, S. J. Hoines, Evelyn Larkin, Emma Wesley, Hazel Buzzelle, Eloise Garcia, Margaret Kincaid, John B. Pace, H. H. Dyhrman, M. E. Burns, J. A. McGillivray, C. A. Dienslake, Peter O'Neill, Bert Gallahan.



Swing Shift Marine pipe—left to right, R. W. Payton, McPherson, B. W. Martin, C. F. McLean, R. H. Slater, J. C. Byrne, A. H. Waters, B. Patrick. Back, George Lee, Lloyd Martin, T. L. Pierce, L. Johnson, H. R. Kitchen, J. Brown, M. V. Holloway.

# Greenslade Praises Record at Launching

(OREGON SHIP)—Vice Adm. John W. Greenslade, resources coordinator for the office of the Western Sea Frontier and chairman of the joint committee of shipbuilding, repair and ship operations, heralded the launching Friday of the USS Bronx as another remarkable performance by Oregon Ship. Greenslade's remarks highlighted launching ceremonies, which included addresses by Edgar F. Kaiser, OSC general manager, who was master-of-ceremonies, and Capt. Leland D. Whitgrove, supervisor of naval ship building and assistant industrial manager of the Portland area. Mrs. Greenslade christened the ship, first of a new series of 12 AP-5s to be built at OSC.

Greenslade, referring to himself as "an escort convoy of good-will," said of the postwar future of the Pacific coast:

"Opportunity is greater than ever before on the West Coast, and with cooperation and concentration we will keep going to higher destiny."

Attending Mrs. Greenslade, sponsor, were Mrs. George A. Williamson and Mrs. Stanley Bond. Flowers were presented by Miss Nancy Walker. The Rev. R. A'Court Simmonds of St. Marks Episcopal church, pronounced the invocation.

## Logger Cheers Crew With Tall Tales

(OREGON SHIP) — A modern "Paul Bunyan" is A. H. "Shorty" Dahrens, OSC Boiler Erection rigger. Proud of the 35 years he's spent in the woods as a logger, the sprightly Dahrens' tales about the tall timbers are well known to fellow workers.



Dahrens comes from a long line of woodsmen. Members of his family, as far back as he can remember, have made a livelihood from logging. Four of his sons are in the business at present.

Although the little rigger admits he specialized in a wide variety of feats in the forests before coming to Oregon Ship three years ago, high-climbing was his best achievement.

Post-war days will see Dahrens back in the woods.

## MISTER FIX-IT

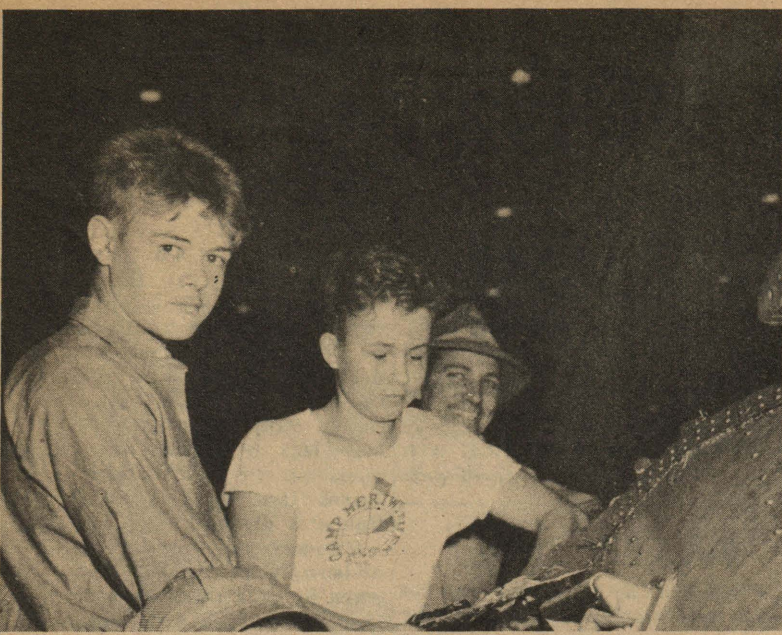


GILBERT CHAPMAN

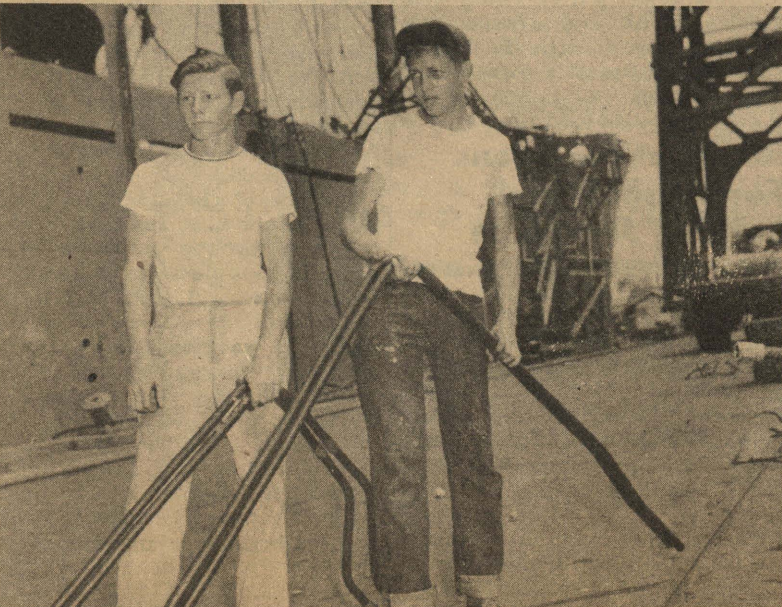
(OREGON SHIP)—Keeping a part of Oregon Ship's vast network of transportation going requires a thorough knowledge of the automobile repair trade as evidenced by Gilbert Chapman, OSC maintenance man. He keeps company cars rolling.

Ever since he's been old enough to work, Chapman has had a hand in the repair business. He came to OSC almost two years ago.

When the war is over and cars are running off the assembly lines in full volume, this garage handyman will keep right on fixing autos.



In the final phases of ponton work, high school students help finish the job. Shown above are Bob Hedges and Lester Everit, ponton helpers, of Jefferson and Benson high, respectively.



Several young faces were noted along OSC's Outfitting dock. Left to right, Jim Hopkins, and Harold Nickelsen, Pipe department employes, are ready to go aboard with pipe for installation.

## Student Hiring Puts Accent on Youth

(OREGON SHIP)—With labor in the Portland area at a premium since the outbreak of war, summer months see throngs of high school youths lay aside books to spend vacation, which before the war meant play, on the production line at Oregon Ship. The young workers, while helping to alleviate the manpower shortages, earn spending money for the ensuing school year.

Ponton work has drawn the bulk of this summer's youngster recruits. Plate shop and Assembly also carry a large group of students on the payrolls.

Virtually all of OSC's messenger force is composed of the teenage group.

General comments from the young shipbuilders reveal that they feel their contribution here is important and their first experiences at large scale production will prove valuable after graduation.



Don Swisher, OSC ponton fitter, finds work at Oregon Ship different from his school days at Franklin high. He's one of many youths employed in Assembly.

## Praises Liberty Output

"In conception the Liberty was brilliant improvisation of the kind we expect from American industry when faced with an emergency. Its production in fabulous number was the sort of feat which only could have been accomplished by American workmen."—F. J. Horne, vice chief of naval operations, U.S. navy.

## STUBBY AND HIS FRIENDS



(OREGON SHIP)—The unpainted condition below the water-line of U.S.S. Bronx caused considerable speculation before launching Saturday. Edgar Kaiser, general manager at OSC, cleared up the question with the explanation that the ship will later go into drydock, where the lower area will be sand-blasted and hot plastic coating applied in accordance with new navy requirements. . . . Wedding bells rang for Shirley Breedlove, USMC records clerk Sunday. . . .

Vacationing: Loretta Kolset, warehouse clerk and Margaret Devlin, surplus materials clerk. . . . Pvt. Herb Lawrence, former swing mold loft foreman, returns from two years in the European theatre. He visited with brother, Robert, a leadman in the mold loft recently. . . .

Edythe Schwab, formerly a boilermaker at Boiler Erection, writes from Anchorage, Alaska, where she's residing with her husband, stationed there with the army. . . .

Elmer Brick, ponton foreman, left for the army this week. . . . In training at a motion picture photographer's school in New York is Pvt. Fred Hillman, one-time Bosn's Whistle cameraman. . . .

July ninth saw "Scotty" Politic, OSC shipfitter, start his fifth year at Oregon Ship. . . . Rita Deats, clerk at Kardex, reports that her brother, Ernest, of the army signal corps, is home on furlough. . . .

Forty-one per cent of all the oceangoing shipbuilding in United States merchant shipyards in the last 30 years was done in the single year of 1943, when 1,896 vessels were built.



Winches Here is a line of life boat winches used aboard OSC Victory ships. Crane, in background, prepares to give one a lift.



## Power Saving Urged

(OREGON SHIP)—Sir: I suggest that the lighting be watched more closely. Lights have been turned on night after night as long as one hour before they are actually needed. Lights are left on early in the morning when they are not actually needed. If this waste was eliminated, Oregon Shipyard could save hundreds of dollars in a year's time.—Roger A. Sherman, Storage yard foreman.

Ed: Mel Hord, Electrical superintendent, declares: "In order to do this, we would have to hire additional men and they would only be needed for a short period. Secondly, it is not a matter of saving money since the present rate we are on is a fixed charge rate and we could have the lights burning continually and it would not cost the company any additional money."

## Soap Container Device

(OREGON SHIP)—Sir: I suggest a locking device for soap containers in the rest rooms to prevent the workmen from wetting their hands and dipping them into the soap. This is as unsanitary as the outlawed public towel.—F. F. Clason, layout leadman.

Ed: Says William Maskell, Building Maintenance superintendent: "Most soap dispensers have locking devices, but employees break them. There is not much that can be done when employees do not cooperate."

## More Equipment

(OREGON SHIP)—Sir: During my stay here at the Oregon Ship Dorms, I have notice a lack of athletic equipment. When I am not working, I like to practice basket-

ball, kick a football or even tumble in the gym. This idea of mine is to leave the gym unlocked more often than it is for the benefit of people who want to keep in good health.

Today, the gym has been locked all day, and people who could be enjoying a little recreation are forced to loaf around with nothing to do but play pool or read the paper.

Would it be possible to leave the gym open, so we could take out equipment at will, or play basketball inside the gym?—Wilbur Sanders, ponton helper.

Ed: C. Coddling, camp mgr., states: "Attempts have been made to operate the gymnasium for the benefit of the tenants and employees of OSC. During the entire year, 1944, we kept two full time gymnasium instructors, but the average attendance was under 10 men per day, and the services later were dropped to one instructor and shorter hours. On April 1, 1945, the City Park bureau took over the gymnasium and provided one full-time instructor and a half-time instructor, but there were only five participants a day outside of the softball activity. Therefore, the bureau discontinued the services of the instructors on May 26. Since that time, the gymnasium has been closed entirely, and softball equipment is issued out of my office in the Recreation building to any Oregon Ship employe."

## Security in Ships

"The war has taught us the value of ships in keeping war from our shores and in carrying war to the enemy. It has taught us the value of a strong shipbuilding industry and a strong merchant marine. They are basic security assets for the future."—Maj. Gen. C. P. Gross, chief of transportation, army service forces.



**Late** The throw-in was a little late in this action shot of the Pipe-Assembly game at Swan Island last week. An unidentified Assembly player crosses the plate as Pipe Catcher Chuck Taylor reaches for the ball. Assembly won, 17 to 1.



**Promising** Johnny Jordan, Assembly's ace pitcher in the Swan Island softball league, displays the form he uses to confuse enemy batsmen. Jordan won his initial game for Assembly last week by pitching a three-hitter against Pipe. He pitched the Blue Bell Potato Chip team to the first half pennant in the Federal league of the city association.



JACK HYDER

UMPIRE Ready to toss in a ball and start a game is Jack Hyder, umpire in the Oregon Ship Graveyard softball league.

## LEADERS IN OSC SOFTBALL LEAGUES KEEP ATOP HEAPS

(OREGON SHIP) — Leaders in the Day, Swing and Graveyard shift softball leagues at Oregon Ship held to their respective positions in the past week play, but all were pressed to keep competitors from overhauling them.

Assembly added two games to its second-half win record—now three victories and no defeats—to stay ahead in the Day shift circuit, and Welders-Burners in the Swing league kept just a step ahead of the dangerous Sheet Metal ten, both squads posting double wins, but the latter jumping to second-place tie with Erection, which only managed a split in week's duels.

Erection and Welders-Burners in the Graveyard wheel maintained their neck-and-neck pace, both adding two victories to stay only half a game apart in averages, with Erection in the van.

The coming week will see completion of the latter league's schedule, with indications of a blistering four-team playoff round.

Standings and results:

### DAY SHIFT LEAGUE

	W.	L.	Pct.
Assembly	3	0	1.000
Warehouse	2	1	.667
Maint. Elect.	2	1	.667
Sheet Metal	2	1	.667
Paint	0	3	.000
Marine Elect.	0	3	.000

Team	R.	H.	E.
Assembly	6	11	1
Marine Elect.	0	3	2
Bristow and Maynard; Rady and Shelton			
Assembly	21	18	4
Marine Elect.	11	9	5
Kletzel, Bristow and Maynard; Rady, Jacoby and Williams			
Warehouse	6	9	2
Maint. Elect.	4	6	2
Budnick and Mallon; Bergman, Candillo and Vanderpool			
Warehouse	3	7	2
Maint. Elect.	4	6	1
Budnick and Mallon; Candillo and Hruza			

Sheet Metal won from Paint by forfeit.  
Sheet Metal 8 9 3  
Paint 6 8 2  
Penny and Alverizos; Price and Kimbriel.

### SWING SHIFT LEAGUE

	W.	L.	Pct.
Welders-Burners	11	5	.671
Sheet Metal	10	7	.571
Erection	10	7	.571
Marine Mach.	9	8	.523
Pipe	9	8	.523
Riggers	7	9	.437
Plate Shop	3	6	.333
Marine Elect.	1	9	.100

X—Dropped out; replaced by Swan Island swing shift team.

Team	R.	H.	E.
Marine Mach.	12	16	1
Riggers	2	6	4
Gatto and Anderson; Coe and Jefferson			
Sheet Metal	20	18	2
Pipe	5	10	6
(Batteries unavailable)			
Marine Elec.	5	8	2
Plate Shop	4	6	1
Peterson and Garvin; Mills and Bradshaw			
Welders-Burners	9	10	2
Erection	4	8	3
DeSart and Green; Baxter and Nick			
Sheet Metal	4	8	1
Marine Mach.	1	5	2
Brill and Troy; Gatto and Anderson			
Riggers	12	15	3
Pipe	8	10	4
(Batteries unavailable)			
Erection	10	10	3
Plate Shop	6	5	3
Baxter and Nick; Schwartz and Bradshaw			
Welders-Burners	9	14	1
Marine Elec.	6	7	4
DeSart and Green; Peterson and Anderson			

### GRAVEYARD LEAGUE

	W.	L.	Pct.
Erection	13	2	.866
Welders-Burners	13	3	.812
Riggers	10	7	.588
Shell Erection	9	8	.529
Assembly	4	12	.250
Warehouse	3	12	.200
Outfitting Dock	2	14	.125

Team	R.	H.	E.
Erection	1	5	3
Riggers	2	6	2
Jarvis and Watts; Weitzel and Skelton			

# Erection Goes For Twin Flag

(SWAN ISLAND) — Erection's Scorpions, first half champs of the Swan Island softball league, took a commanding lead after the first week of play as second half hostilities got under way on the Barracks' diamond. Erection's first win was from Plate Shop in a tight 2 to 1 tilt. The winners collected their initial run in the first inning on Paul Muller's homer. Plate Shop came back in the sixth to tie the score on a walk to Joe Gette and Connie Walters' triple to right-center. What turned out to be the winning run came in Erection's half of the same inning.

SWAN ISLAND LEAGUE			
	W.	L.	Pct.
Erection	2	0	1.000
Assembly	1	1	.500
Crane Operators	1	1	.500
Pipe	0	1	.000
Plate Shop	0	1	.000

After doubling, Don Skinner advanced to third on a bunt and scored on a passed ball.

Erection's second win came as it downed a rejuvenated Crane Operator ten, 5 to 1. Bob Willis' homer in the fifth inning gave the Cranemen a short-lived lead. Erection came back in the sixth to tie the score on Skinner's single, a stolen base, sacrifice and a squeeze bunt by Ben Adams. The winners scored their second run in the eighth

## 'HURRY BALL' WORKS

(SWAN ISLAND) — Last week in the Erection Crane Operator softball game at Swan Island, Don Skinner, one of the top pitchers in the United States, inquired as to the time of day. Told, Skinner replied "Bby, I've got to hurry." He did. He retired the Crane-Operators on nine straight pitches in the ninth inning.

on Skinner's four-ply swat, and added three more in the last inning on two hits and two errors.

Led by Fred Titus and Carl Ewing with "3 for 3" and "2 for 3", respectively, Crane Operators trimmed Assembly, 10 to 1, behind the three-hit pitching of Willis. The winners found the offerings of Larson for eight bingles. Four errors aided the winners' score.

Assembly came back from the trouncing to turn on the heat behind the three-hit pitching of Johnny Jordan to trim Pipe, 17 to 1. Jordan led his team at bat with "2 for 3", including a homer.

Team	R.	H.	E.
Pipe	1	3	7
Assembly	17	10	1
Ray and Taylor; Jordan and Tracewell, Winklepleck			
Assembly	1	3	4
Crane Operators	10	8	0
Larson and Tracewell; Willis and Merritt			
Plate Shop	1	4	1
Erection	2	6	0
Gette and McCord; Geist and Adams			
Erection	5	7	0
Crane Operators	1	4	3
Geist, Skinner and Adams; Willis and Merritt			

Welders-Burners	17	19	2
Warehouse	4	4	2
Helser and Greer; Spencer and Deb			
Riggers won by forfeit from Assembly			
Shell Erection	9	6	7
Erection	10	14	8
Pritchard and Baumgarten; Weitzel and Skelton			
Welders-Burners	24	20	3
Shell Erection	11	12	4
Mayer, Jacobi and Wade; Willets, Depree, Helser and Baumgarten, Porter			

## GIRLS EYE RIVALS

(VANCOUVER) — The Assembly team, sole women's ten from the yard this season, occupies top spot in the Vancouver Women's Softball league with a no-defeat record. The local aggregation has met an Oregon Ship women's team twice, each winning one tilt, and arrangements are being made to settle the Oregon Ship issue and meet a Swan Island women's team.

## Registration Opens For Baseball and Softball Jamboree

(VANCOUVER) — Registrations now are open for the Mill Plain community center softball and baseball jamboree, August 14 at the Mill Plain location. Entrants may register with Jack Henderson, project services director, at the center. Persons enrolled in summer recreation activities at the Mill Plain and Lieser Road centers will compete.

Teams will compete in base running for speed, long distance throwing and hitting, pitching for accuracy and fielding. Individual prizes will be awarded first place winners in each division, and grand trophy will be given the most outstanding athlete.

Winners will compete at the McLoughlin Height's softball and baseball jamboree later in August, Henderson said.

## Kaiser Divoteers Enjoy Best Week

Of 30 prizes awarded in the 14th War Industries Golf sweepstakes over the Glendoveer course last week, Kaiser company divoteers did themselves proud by placing 18 among the winners. Although not placing a man in the top AA (no handicap) league, Kaiser men dominated the American, National and Federal leagues.

Vancouver's Bill Spencer tied for low gross honors in the American league with a 36. Another Vancouverite, Ran Wilson, tied for low net with a 37-3-34. Swan Island's Ossie Enebo and Jack Tomlinson tied for long drive. Pin approach went to Fred Dorr, Oregon Ship, and A. A. Walton, Vancouver.

In the National league, low gross honors with 38's ended in a seven-way tie that included A. A. Stark and E. C. Rank, both from Oregon Ship, and Bud Swetman, Vancouver. Clinton B. Harris, Swan Island, came in for a tie in low net with a 39-2-37. C. Sweisberger, Vancouver, tied for long drive. A. A. Stark and E. G. Pillette, also of Oregon Ship, tied for pin approach honors. The Federal league found Winston Massey, Oregon Ship, carting

## WASHINGTON IS GRADED 'A' FOR 2d HALF SOFTBALL

(VANCOUVER) — For second-half play in the Vancouver Shipyard Softball league, the Washington division—made up of the three top teams in each division—will be the strong one, according to a decision reached at a meeting of the managers of the 11 teams entering. Paint department, because of a lack of player interest, decided not to field a team, which leaves five departments in the Columbia division.

Two-way tie for third in each division was decided last week when Riggers (Washington) nosed the Testers by a 6 to 4 score, and Pipe Shop (Columbia) sidetracked the Marine Machinists with a 6 to 2 decision in a playoff.

Managers also decided that the team listed first on the schedule for each night's game was to be the home team. They also made a tentative decision that only one field would be used instead of two as formerly, unless the managers decided that it is necessary to use the two fields.

The use of the single field for games would start the first one at 6:30 p. m. and the last one at 9:30 p. m. If it is decided to use two fields, games will start at 7 p. m. and a third game scheduled will be played on another field and will start at 7 o'clock. The use of the second field concerns only teams playing in the Washington half of the league. All Columbia division games start at 7 p. m., with the second one billed at 8:30.

New division schedules:

WASHINGTON DIVISION			
July 23, 6:30	—	Pipe Shop vs. Outfitters	
July 23, 8:00	—	Marine Pipe vs. Electricians	
July 23, 9:30	—	Assembly vs. Riggers	
July 25, 6:30	—	Electricians vs. Outfitters	
July 25, 8:00	—	Pipe Shop vs. Assembly	
July 25, 9:30	—	Riggers vs. Marine Pipe	
COLUMBIA DIVISION			
July 24, 7:00	—	Testers vs. Plate Shop	
July 24, 8:30	—	Marine Machinists vs. Machine Shop	
July 26, 7:00	—	Testers vs. Marine Machinists	
July 36, 8:30	—	Machine Shop vs. Marine Engineers	

COLUMBIA DIVISION (Final standings, first half)			
Kilowatts	8	2	.800
Outfitters	7	3	.700
Pipe Shop	6	4	.600*
Marine Mach	6	4	.600
Marine Engineers	3	7	.300
Plate Shop	0	10	.000

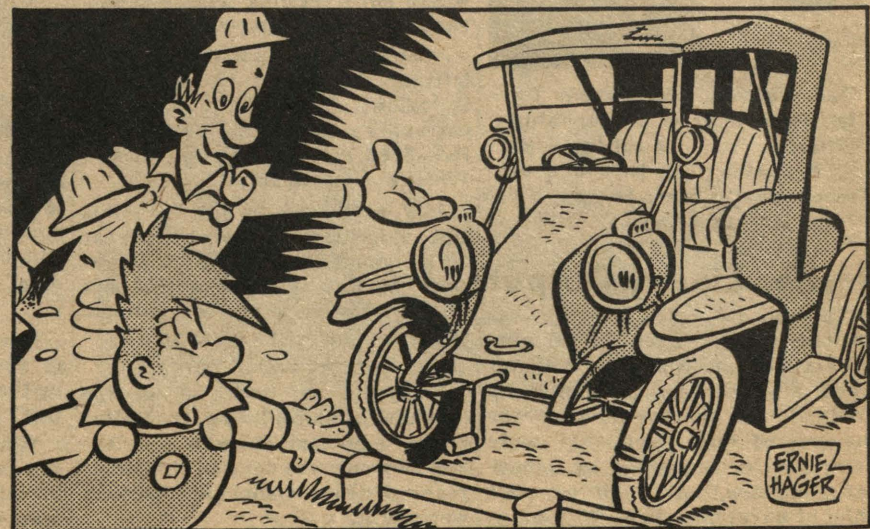
\*Pipe Shop won playoff for 3rd place.  
Scores:  
Marine Machinists 4 6 2  
Outfitters 6 9 1  
Chubbuck and Smith; Ratter and Robbie.  
Plate Shop 3 4 0  
Kilowatts 4 4 1  
Rader and Duran; Simbeni and Brindof.  
Marine Engineers 3 8 0  
Pipe Shop 3 7 0  
DeWeese and Riley; Townley and Bough.

## TOP-NOTCH WRESTLERS SHOW IN TEAM BATTLE

(OREGON SHIP) — A wrestling team composed of top-notch wrestlers will perform for Oregon Ship workers at the Mold Loft stage, Wednesday, July 25, when Seelie Samara and Lee Grable match holds with Jim Wright and Ted Christy. The team match will mark the first time such an event has been held at OSC.

off low gross honors with a 41. R. E. Crossan, Oregon Ship, and Fred Pedersen, Vancouver, tied for long drive. Pin approach ended in a tie between Crossan and Swan Island's Clyde Johnson.

## Stubby Bilgebottom



By Ernie Hager



# The BOSN'S WHISTLE

JULY 18, 1941 OREGON SHIPBUILDING CORPORATION VOL. 1, No. 1

## Launched!

A CRITICAL MOMENT IS THE LAUNCH OF A VESSEL, WHEN THE FORE-PART OF SHIP RUNS OVER THE END OF THE GREASED LAUNCHWAY. AFTER THE LAUNCHING HAS TAKEN PLACE, TUGS TAKE THE SHIP AND TOW HER ALONGSIDE THE FITTING-OUT BASIN.

### SO WE HAVE LAUNCHED THE "BO'SN'S' WHISTLE"!

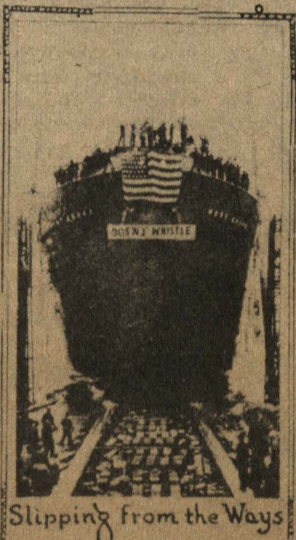
Before she slid down the ways she was caulked and tested for water-tightness, her propellers placed in position, boilers in place, and, just to be different, machinery installed ready for operation . . . anxious and impatient for the trial run.

There may be some additional outfitting necessary: cargo gear, masts, funnels, derricks, etc. (Let's not forget the lifeboats! . . .)

SPLASH! She has left the launchways, entered her element, and appears to float at light draught successfully.

We hope you, her owners, will accept her!

FULL SPEED AHEAD!!!



Here's the cover of the first edition of the Bosn's Whistle, distributed almost four years ago to the day to 2500 Oregon Ship workers. Since then, millions of copies of the Whistle, both in newspaper and magazine form, have been distributed to workers of the three Kaiser yards.

## Today's Edition Marks 4th Bosn's Whistle Birthday

The Bosn's Whistle is having its fourth birthday with this issue. It was on July 18, 1941, that the first Whistle made its appearance at the infant Oregon Ship plant. Only 2500 copies were printed, but that's all that were needed to go around. Swan Island was an airport, and the site of the present Vancouver yard was marshy lowland covered with shrubby vegetation. The initial edition

was a 12-page magazine, seven by 10 inches in size and printed black on white. It was edited by "Chick" Johnson, now a top Personnel official at Swan Island for the three Kaiser yards. On the cover was an announcement of the magazine's launching, with a picture of a ship bearing the name, "Bosn's Whistle," going down the ways.

The inside pages were devoted to a history of yard progress to date, highlighted with the keel-laying of the Star of Oregon, pep talk editorials and safety warnings.

Most workers are familiar with the transition of the Bosn's Whistle into a full-size, color magazine, then to the present eight page newspaper, one edition of which is printed for each of the three yards. The circulation jumped from 2500 to a peak of 90,000 throughout 1944. More than 80,000 are printed now.

Fast vessels built by the Maritime commission and converted to hospital ships have around a dozen completely equipped wards, diet pantry, recreation room, library, sun decks and other facilities of a first-class hospital.

The Liberty ship Robert E. Peary, built in a West Coast shipyard in the world's record time of one week flat, is now in her third year of war service.



Oregon Ship workers thought their yard had gone quite a ways in the first six months of its existence, and the first edition of the Bosn's Whistle, issued as a small magazine on July 18, 1941, printed a page of pictures to illustrate progress made. The photographs show the Star of Oregon keel-laying, double bottom fabrication, hull construction on ways, the yard's original site, and piling.

## Bond Buyers Wait McGuire House Draw

Monday, July 23, between noon and 1:30 at the downtown Victory center, someone from the Portland-Vancouver area Kaiser shipyards will be the lucky winner of the Frank L. McGuire war bond house. Shortly thereafter the winner's name will be broadcast over the public address system and he'll have 14 days in which to claim his house.

The drawing will be conducted by U. S. District Attorney Carl C. Donagh. There will be 10 tickets drawn, and the 10th ticket drawn is the lucky one. If the ticket holder doesn't present the matching stub within 14 days, the holder of the 9th stub will have seven days to make his claim and so on, in order, until the house is claimed.

The winner may be given war bonds with a maturity value of \$6,666 instead of the house, if McGuire wishes to make that substitution.

Ticket stubs may be deposited at the Bond office in each yard up until 24 hours before time for the drawing.

## 693 Ships Delivered In First Half of Year

With delivery of 107 ships of 1,010,519 deadweight tons in June, the merchant ship construction for the first half of 1945 stands at 693 ships weighing 6,959,254 tons, a report from the U. S. Maritime commission reveals. West coast yards built 46 vessels totalling 466,453 deadweight tons, which was 46.2 per cent of the tonnage built. Of the 107 ships built during June, 14 were refrigerated cargo, 27 coastal cargo and 14 standard tankers.

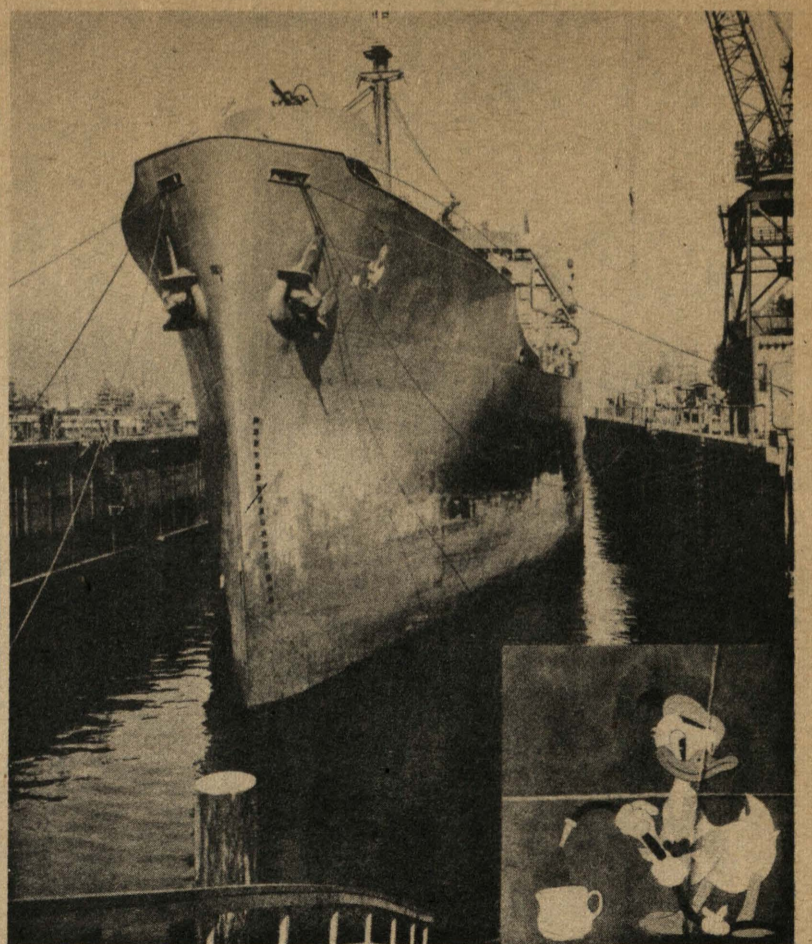
Others included 34 Victories, seven Libertys, four Liberty colliers, 10 C-type cargo, two

refrigerated cargo, 27 coastal cargo and 14 standard tankers.

The month marked the close of the standard Liberty ship program.



**The Old Freezo** On the Swan Island drydock, Farnam Johnson and Charles Crugaugh pack a hearing with dry ice to shrink it and allow the bearing to be pulled. Three feet long, the propeller shaft bearing has a taper of one-eighth inch. (Swan Island photo)



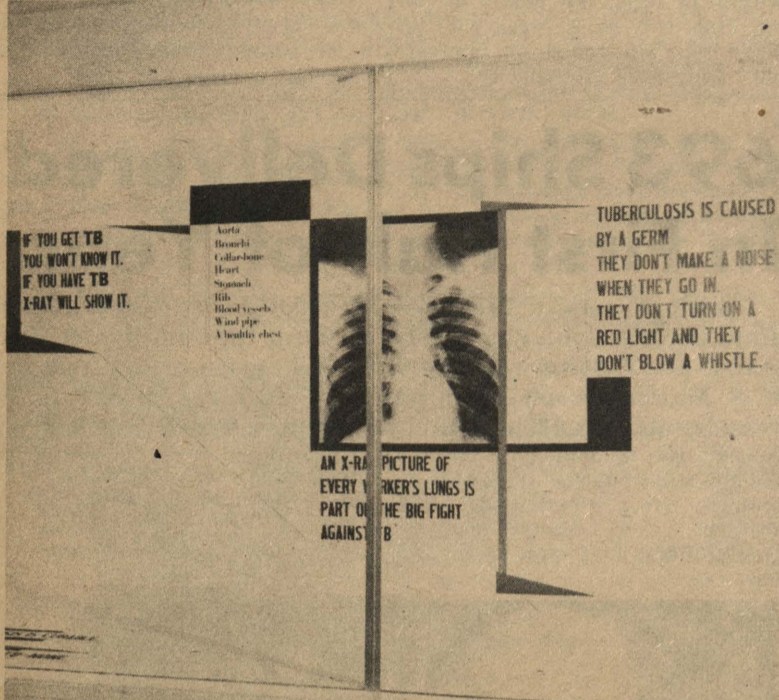
**Carlsbad and Mascot** Swan Island's Hull 121, the S.S. Carlsbad, was drydocked recently, the first Swan built tanker to enter the drydock. The Carlsbad is said to be one of a very few Swan ships that has been devoted entirely to carrying high octane gasoline. Inset in corner is mascot Donald Duck, painted on bow, shown dripping gasoline into a china vessel. (Swan Island photo)

# Free X-Ray Service Aids Lung TB Fight

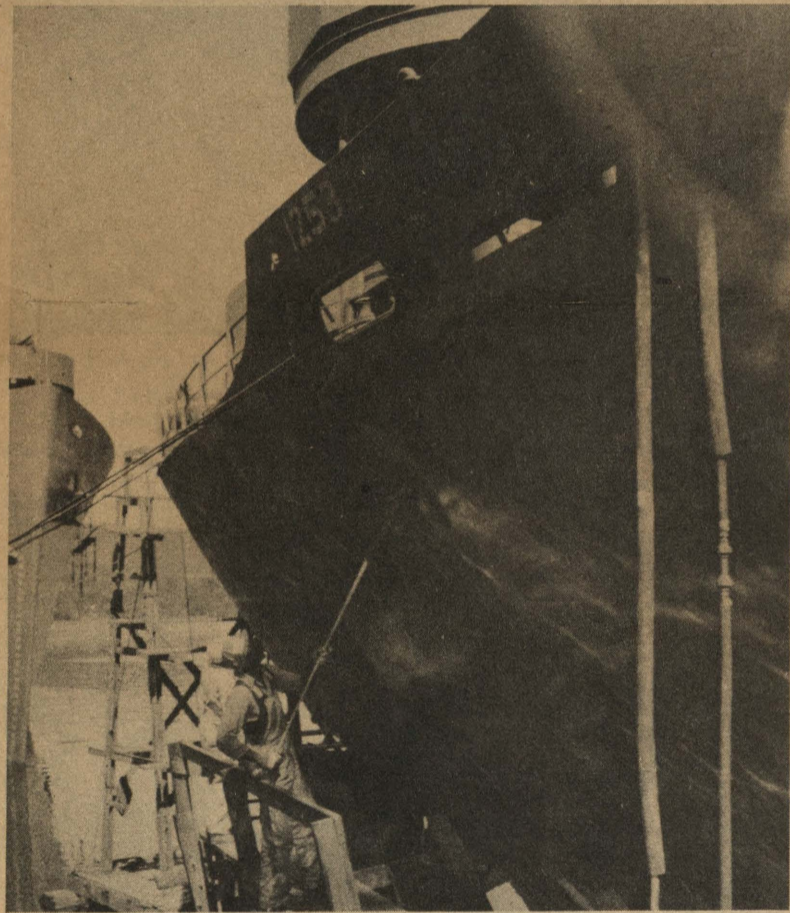
(OREGON SHIP)—A series of x-ray displays at the main gate, the past two weeks, has had Oregon Ship workers conscious of the need for yearly chest x-rays. Forrest E. Rieke, M. D., medical director, OSC and KCIP, urges all employees to take advantage of the free service now available. Information concerning where to get a chest x-ray at no expense will be given at the First Aid office in the yard.

"Recent displays are a part of the effort to maintain employee health on the principle that pay and

production stop when sickness begins. Workers are urged to obtain a yearly chest x-ray. Periodic x-ray offers the only real protection against lung TB," Rieke stated.



The old adage that "pictures don't lie" is well-supported by this display advocating x-ray photographs to stem the advance of tuberculosis. Periodic x-ray examination offers only real protection against the plague.



**War Paint** Getting her final coat of paint before leaving the OSC Outfitting dock is the S.S. Drew Victory. Painting the huge stern requires a long reach and the painters cover it with the aid of elongated brushes.

## Post-War Plans Ready: He's Going to Loaf

(OREGON SHIP)—The problem of post-war plans may have some Oregon Ship workers pondering their futures, but not C. C. Brown, OSC tool room department leadman. This 73-year-old employe looks forward to retirement. After 30 years in Portland, in which he has worked at selling and engineering, Brown is going to make good previous promises to himself to "take it easy" and vows OSC time clocks are last ones he'll punch.



C. C. Brown

## Housepainter Began Career in Norway

(OREGON SHIP)—Little wonder that Harold Saltveit, OSC painter, handles the paint brush with nonchalance. For 32 years, Saltveit has been applying the paint to houses. He came to Oregon Ship over three years ago. It was in 1913, when he was still in his native Norway, that the long-time painter made his start and he's been at the trade ever since.

Saltveit claims he'd be lost without the brush in hand, so it'll be back to house painting after the war.



Harold Saltveit

## Bond Drawing Scheduled For Saturday

(OREGON SHIP)—Drawing for Oregon Ship's 7th war loan bond prizes will be held at the Mold Loft stage during lunch hour tomorrow. All tickets must be in by tomorrow morning.

One \$1,000 bond, one \$500, three \$100, six \$50 and twenty \$25 bonds will be given away.

## Friday 13th Accident Brings Delay

(OREGON SHIP)—Friday the 13th at Oregon Ship produced an accident to bear out the convictions of the superstitious, and production was seriously hampered. The boom of a "cherry picker" crane struck a power line above the roadway between the parking area and the barracks, blowing out a transformer and halting work in the yard for about an hour.

No one was injured, and power crews quickly restored service to the yard. However, the Administration, Personnel and Service buildings were without power for three hours while workmen completed repairs. Office operations were crippled for the entire day, and service in the cafeteria was seriously disrupted.

## REMEMBERS YARD AS HORSE PASTURE

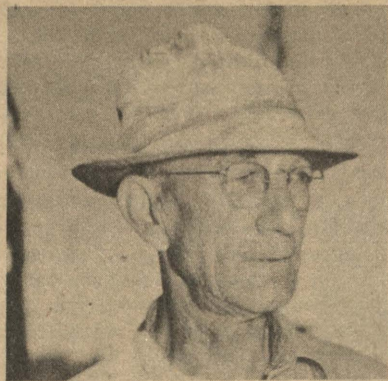


JOHN KENNEDY

(OREGON SHIP)—Fifty-six years ago when John Kennedy, OSC outfitting storage expediter, was turning out horses to graze on the swampy pastures of what is now the site of Oregon Ship, the 66-year-old worker never dreamed he'd return to help turn out ships.

Kennedy is no novice to shipbuilding. During the last war he was employed at Columbia, Northwest, and Vancouver, local shipyards of that era. Most of his life has been spent on a 160-acre ranch between Albany and Corvallis.

## Burner Rates High On Attendance



EARL SIPPLE

(OREGON SHIP)—Although Earl Sipple has not lost one working day at Oregon Ship since before the Jap attack on Pearl Harbor, his career as a wartime shipbuilder goes back farther than that—to World War I.

During that earlier struggle, Sipple, a burner, spent three years as burner foreman at the Columbia yard. After the war, he bought a shop of his own and worked at varied welding and burning jobs in the northwest.



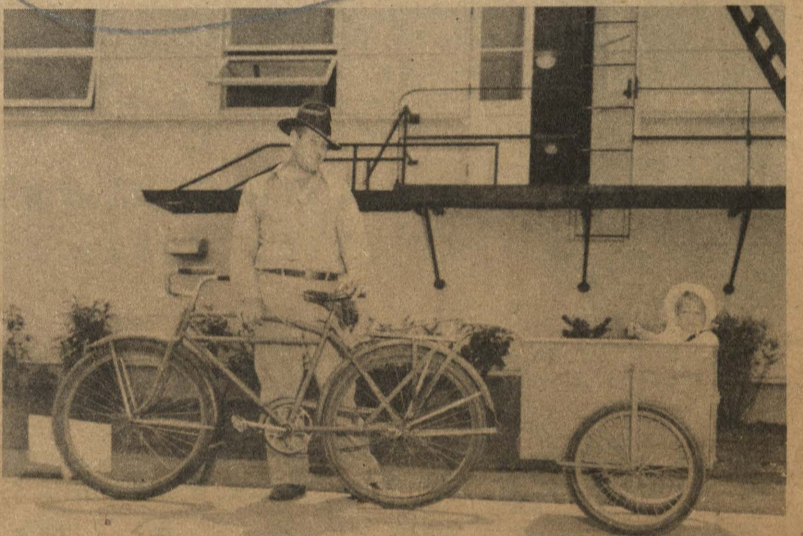
C. W. Blackburn, OSC pipefitter, demonstrates wood-carving skill in the presence of his subjects.

## HE CUTS HIS FRIENDS Wood Carver Is Artist

(OREGON SHIP)—The tale of Gepetto, the story-book wood carver, and his little subject, Pinocchio, is the background for the unique hobby of C. W. Blackburn, OSC pipefitter. Blackburn's replica of the Pinocchio figure looks as if it had just stepped out of its original creator's work-shop.

Using co-workers as models, Blackburn has turned out scores of miniature wood-carved profiles that friends say are real likenesses. He does all his work with a common jack-knife.

In three and one-half years at OSC, Blackburn's hobby has grown into mass production because of increased demand by fellow workers for his product.



When daddy goes a-riding, baby goes, too, in this family. M. C. Smith, OSC swing shift painter, devised this 35-pound bike trailer to handle a 400 pound load, but two-year-old Charlotte Louise does not tax its capacity.

## Smith Shuns A-Card Trouble BUT WHAT ABOUT TIRES?

(OREGON SHIP)—Transportation officials who make a study of alleviating existing shortages might take note of M. C. Smith, OSC swing shift painter. Smith claims to have the solution in his bicycle-trailer combination, which ably transports him and his two-year-old daughter, Charlotte Louise. "Wherever daddy goes so does little Charlotte," declared Smith, who for years has been a confirmed bike-rider. His wife approves of the arrangement for daughter's travel and has equipped herself with a bicycle and cart also.

Smith's bicycle trailer is made of plywood, weighing about 35 pounds and is capable of hauling 400 pounds. He's worked on various models of this type since 1936. After the war, the Smiths plan to peddle to California.

## Silk in Salvos

Every time an American warship fires its big guns, a lot of fine silk goes up in smoke. The powder behind every hard-hitting projectile is encased in a silken bag. Much of the silk was once Japanese silk. The navy had large stocks warehoused at the start of the war.

## BOSN'S WHISTLE

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## WEARS BLUES



CLARA P. DAVIS

Another former Oregon Ship employe in WAVE uniform is Clara P. Davis. Miss Davis worked as a welder in the Gadget bay before enlisting. Her father, Warren Davis, is a chipper at OSC and sister, Eamagene, a riveter here.