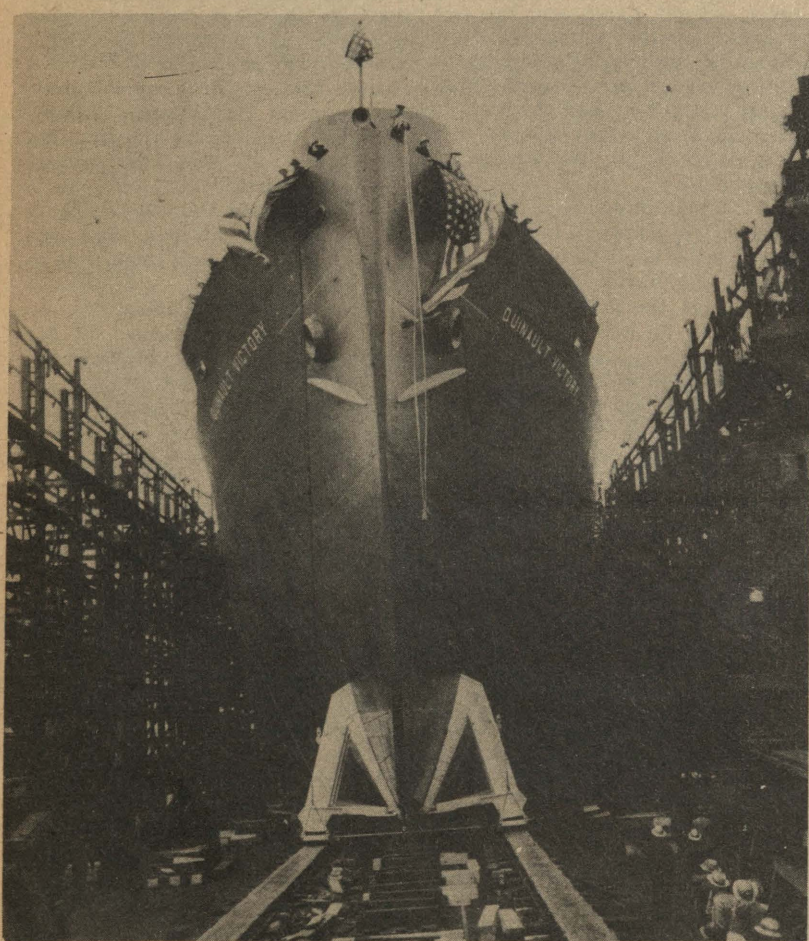
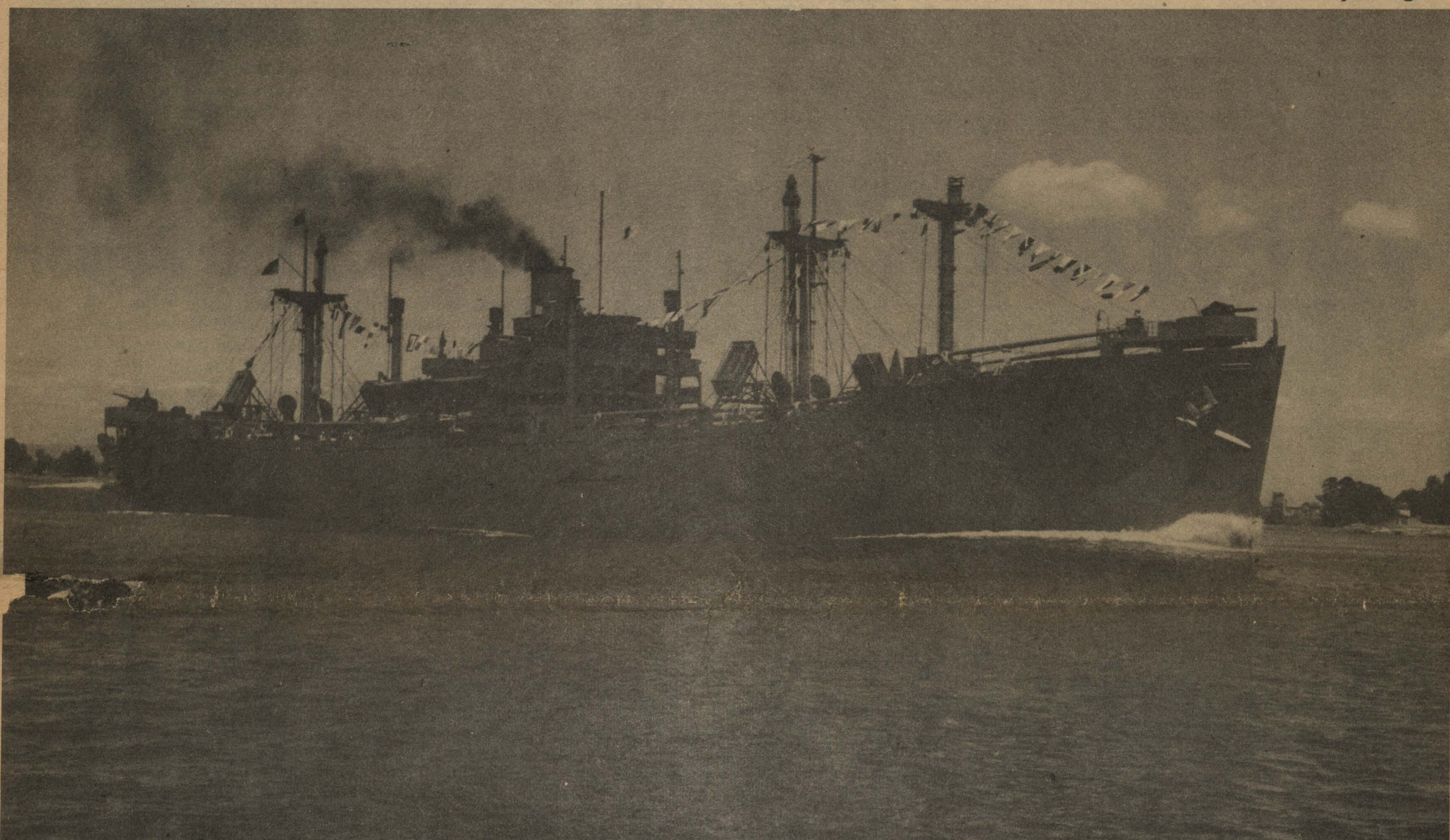


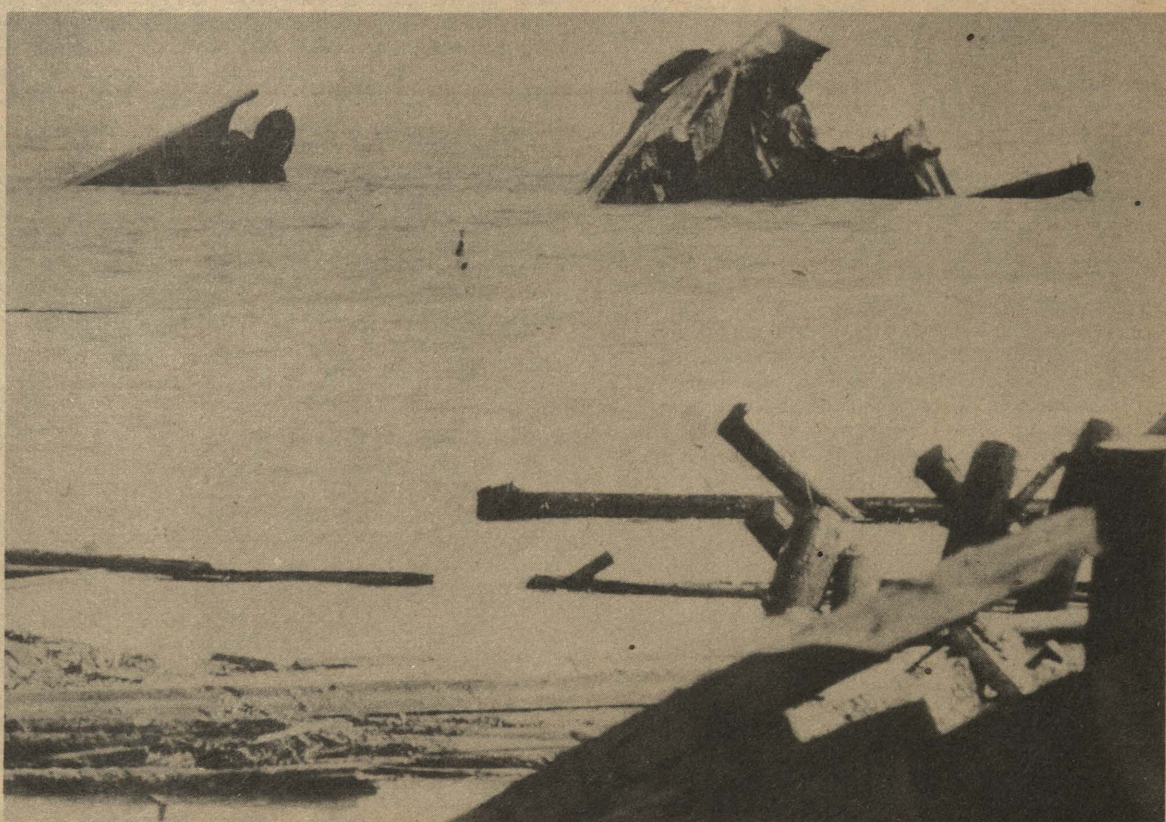
BLAST DEMOLISHES QUINAULT VICTORY

Story, Page 8



Ill-Fated Victory The S. S. Quinault Victory, Oregon Ship's 31st AP-5 cargo vessel, is shown here as it was being launched from Way 3 June 17. It was blasted to bits Monday night in an ammunition dump explosion at Port Chicago, Cal. (Oregon Ship photo). Story on page 8.

Goodbye for Now The S.S. Skagway Victory, last of 32 ships constructed on Oregon Ship's initial AP-3 cargo contract, steams up the Willamette river, pennants flying, on its trial run. The Victorys have already proved by their performances that they are up to peacetime shipping standards. After OSC builds 30 Attack Transport ships, it will resume work on the Victory vessels, 63 more of which are to be built by the yard.



After Explosion There was little left to be seen of the Quinault Victory after it exploded in Suisun Bay, Port Chicago, California, Monday night. The vessel was one of two munitions ships that blew up with a terrific explosion heard for more than 50 miles. The other vessel was a Liberty but not one of Oregon Ship's.

Admiral Tells Worker Needs

Vice Admiral E. S. Land, chairman of the U. S. Maritime commission and the War Shipping administration, this week urged "every man and woman who is able to work in a shipyard and not at present employed in essential war work" to report immediately to the U. S. Employment service "for enrollment in this most essential work." Land made his plea in connection with a commission effort to enlist the services of 50,000 additional workers for its shipyards.

The 50,000 are needed, Land said, to meet "the ship construction requirements of the joint chiefs of staff for European and Far Eastern operations."

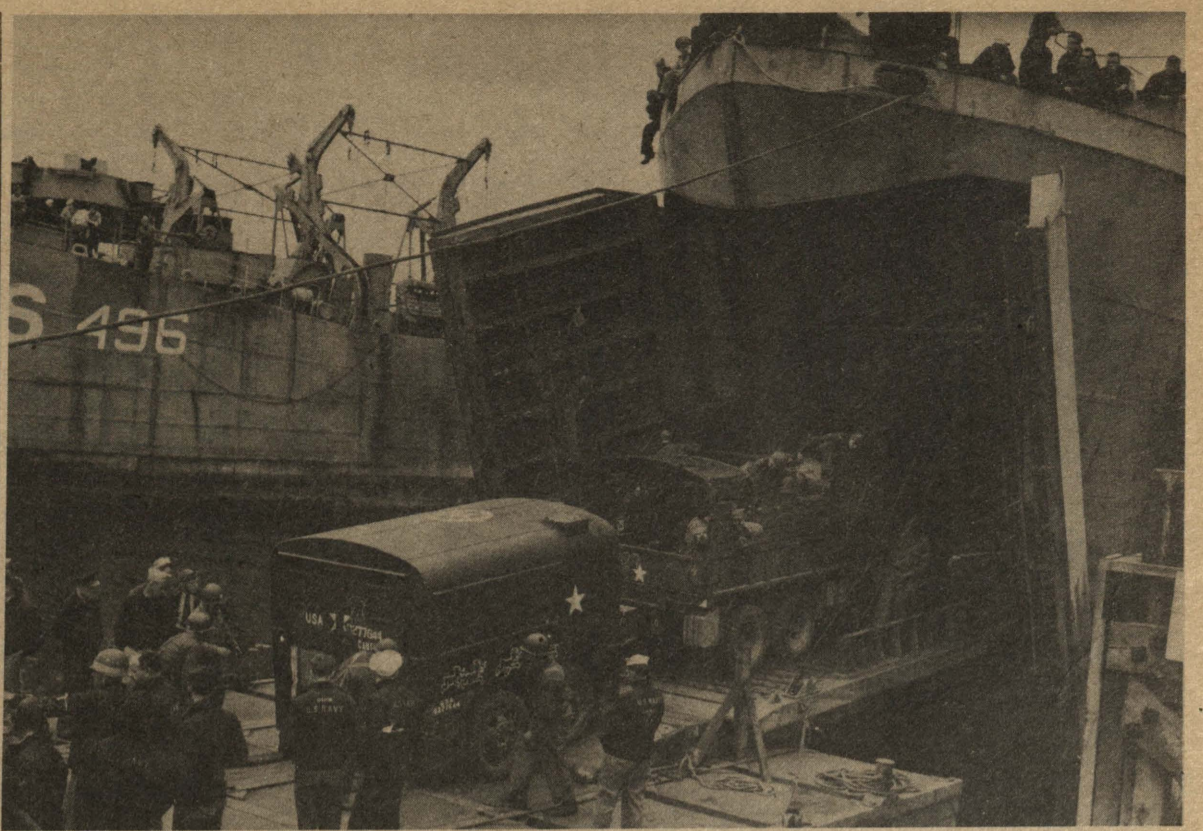
ADDITIONAL WORK COMING

"To meet these requirements our shipyards must produce within the next 12 months at least every ship at present scheduled for delivery by July 1, 1945," Land declared. "This cannot be accomplished unless the shipyards are fully man-

ned. We must replace the workers who have left the yards for other jobs, and we must maintain output at the maximum.

"Additional work loads are to be placed upon the major yards within a few weeks, and there must be no delay in getting this work under way and completed.

"The War Manpower commission is cooperating with the Maritime commission in striving to obtain the needed men, so that when our military operations are stepped up, the necessary ships will be available to land needed supplies in order to carry on our further operations against the Japanese."



Food for Fray Towed by a heavy truck a giant army field kitchen rolls up to the open bow of an LST during loading operations. Seabees watch with professional interest as army men handle the motorized kitchens. (Official U. S. Navy photo)

THE HEAT'S ON!



It is hot weather time again, and First Aid stations in the Kaiser yards are well-instructed on procedures for handling the victims of sunstroke, heat exhaustion and heat cramps.

"It happens every summer," says Dr. Carl P. Waggoner of the Vancouver first aid station, "and it will probably happen again this year. It is, to a great extent, unnecessary if the employees will observe a few simple rules. Heat affects the human machine in several different manners, and in the Kaiser yards we are interested in prevention wherever possible."

Persons suffering from general diseases, alcohol addicts, very old, very young and stout people are more seriously affected by too much heat. These people particularly should think about preventive measure when the thermometer begins to rise.

SALT TABLETS

Best preventive measure is the intelligent use of salt tablets, placed in containers in various parts of the yards. The tablets will replace salt lost from the body in perspiration. The hotter the day or the heavier the work, the more the worker perspires and the more salt is lost from his



body. Should this loss be greater than the amount of salt consumed, the worker will notice muscle cramps, fatigue and dizziness. This trouble can be avoided by taking salt tablets, but watch out! One or two tablets in an empty stomach form a strong brine solution often irritating enough to cause vomiting. To avoid trouble the tablets should be taken with meals, one with each meal for light work, two with each meal if perspiration is moderate, and three per meal if perspiration is heavy.

WATCH YOUR DIET

Ice cold water inside an overheated workman is like a bee sting on a Boy Scout, something always moves. The most frequent result is the familiar summertime bowel upset frequently accompanied by vomiting. The answer to this problem is to drink smaller amounts of water, which is not ice cold, several times a day.

Heavy meals, rich in sugar, such as pie, cake and candy, give energy but also generate much body heat. This added to the summer sun contrib-



utes much to discomfort. Especially important is the proper refrigeration of food which goes into the lunch box. Leftovers, custard pie, and the like, may spoil between one evening and the next noon if not kept in the ice box.

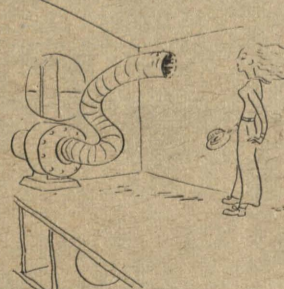


KEEP COVERED UP

Everyone is glad to see sunshine, but don't try to take it all in at once. Every summer many workers suffer from serious sunburn. It should be remembered that the welder's arc gives off large amounts of ultra-violet rays which can cause painful sunburn to the careless welder, or anyone else working close by, who rolls up his pants legs or turns down his collar or in any way exposes skin surface to the excess of artificial sunshine. Deep, slow-healing burns have been caused by such practices. Welders' leathers are worn for protection from hot metal slag and, even though hot and uncomfortable, they should not be discarded. Old-time construction men know that wearing a cotton or wool shirt in the hot sun works like a canvas bag water cooler in keeping the body temperature down, thereby preventing heat exhaustion. Your hat or helmet protects you from the hot summer sun. Wear it at all times.

GOOD VENTILATION

Shipyards blowers are provided to maintain pure, fresh air in tight spots in ships where smoke and fumes might otherwise be dangerous to workers who must work in these areas. They must not be used as electric fans solely to keep workers cool. A stream of cold air blowing on a welder may feel great but it is not performing its appointed life-saving task of removing foul air.



YOU STILL HAVE TO REST

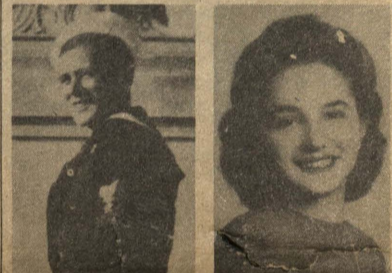
Everyone steps up his activity in good weather off the job as well as on it. Do not become so enthused you forget to sleep. The tired worker has more accidents and lower resistance to illness. Should you feel ill during extreme heat, sit down and rest awhile. If you desire advice on hot



weather problems, make free use of your shipyard first aid station.

Kaiser Ships Active In New Guinea Region

A letter packed with interesting observations of life in New Guinea, high praise for the three Kaiser shipyards in the Portland-Vancouver area, and word pictures of the work being done in the Pacific by Swan, Oregon Ship and Vancouver built ships, reached the desk of the Bosn's Whistle at Vancouver this week. The letter, dated July 1, was from Dean H. Huntamer, SF 2/c, former Vancouver employe. His wife, Evelyn, is a swing shift employe in Electric Maintenance at Assembly. She began work November 17, 1942, and Huntamer first came to work September 9, 1942. He left to join the service May 14, 1943.



MR. AND MRS. HUNTAMER

His letter follows, in part:

"Editor of Bosn's Whistle, Vancouver, Wash.

"Dear Sir:

"One of your papers sent by my wife is very interesting to the boys out here. I was glad to hear how the yard is producing. Particularly interesting was the article about the fast hull of the LST. I have seen several of your ships, and they look just as trim as when I worked on them in the Vancouver yard.

OREGON VESSELS SEEN

"I have seen the George S. Vancouver several times and crossed its decks getting ashore at New Guinea. We arrived at our present location aboard an Oregon Ship Liberty freighter, and found the going smoother than aboard the U.S.S. West Point, on which we shipped across.

"... Those 50 carriers certainly are coming in handy in maintaining control of the air. I have yet to see a Jap plane here. I saw one of Swan's ships, the Oregon Trail, and she carried airplanes as well as oil.

"... Bobbie Magilton of Yonkers, N. Y., expressed doubt when he saw the picture of the Oregon Atlas bending pipe by hand—in the Bosn's Whistle of early June. He wants to know what size of pipe that was!

"... I note that the Victory ship transports are destined to land us in Japan—and am looking forward to a return trip home aboard one of them.

"Front page pictures showing elderly men and women employed at the yards make me think of the grand job they are doing. My wife is working there as an electrician and last January she even stuck on the job with a cast on her leg because of a bad sprain. Sort of made me feel ashamed of some of my mates who always use the sick-bay here to gold-brick.

POTENTIALITIES REVIEWED

"Most people cuss New Guinea, for its lack of cities, beer halls and women, but I do not find it bad. I expect much development here after the war. The army engineers and Seabees have built a network of roads and the scene is much the same as Washington and Oregon. Malaria has been bad, but the situ-

ation is improving. Trees in this area include bamboo, mahogany, teak, and one type of rubber tree. The vines aren't exaggerated in Tarzan movies. I have seen one of an inch in diameter restrain a bulldozer.

"New Guinea has some of the best harbors in the world. Chief danger to us in our last location was falling coconuts....

"Greatest recreation here is wading about the coral reefs, gathering sea shells. One called the tiger eye was very profitable to me, as I cleared \$250 in three weeks, making bracelets from them. In addition I had the pleasure of swimming and seeing all the marine life among the coral.

"To wind this up: the workers are doing a swell job, and one which is as tough and important as ours here....

"I remain, an ex-employe,
"Dean H. Huntamer, SF 2/c
102nd N. C. B., Co. D-6
C/o Fleet Postoffice
San Francisco, Calif."

Protection of Woods Urged to Win War, Make Peace Pleasant

The Keep Oregon and Keep Washington Green associations this week issued a powerful appeal for prevention of forest fires, and consequent conservation of one of the nation's chief resources—both for war industries and postwar construction.

The associations emphasize that wood is considered a top critical material, and that the Northwest, where most of the remaining forests are located, produced more than one-third of 60 billion board feet output during the period 1941-43.

Conservation importance is heightened by statistics showing the need for wood packing, ship and boat construction, gunstocks and other war materials—as well as in the postwar requirements for houses, industrial construction and farms.

Show-Me State Sets Picnic With Huskers

Thirty-five hundred former residents of Iowa and Kansas and their families and friends had a rip-roaring time Sunday at an Iowa-Kansas picnic staged by Portland-Vancouver area Kaiser shipyard workers in Pier park, Portland. They gave Nebraska and Missouri Kaiser worker something to shoot at Sunday, July 23, when former residents of those two states will hold a picnic in the same park on the outskirts of St. Johns.

Two beauty queens were selected at the Iowa-Kansas picnic and will compete for the honor of sponsoring a ship launching at Oregon Ship at the end of the picnic season.

Donna Collette Blair of Sloan, Iowa, won the title of "Miss Iowa."

The title of "Miss Kansas" went to Vivian Brandon, formerly of Yates Center, Kan., who now is employed as a swing shift timechecker at Oregon Ship.

HOG CALL CHAMP PICKED

No Iowa-Kansas picnic would be complete without a hog-calling contest. Picnickers from both states agreed that the judges were right when they picked O. W. Stewart who came here from Wayne county, Kansas, to work in the Vancouver yard, as the two-state champion at this art.

The program opened with religious services conducted by the Rev. Leslie Dunton, Episcopal minister of Vanport.

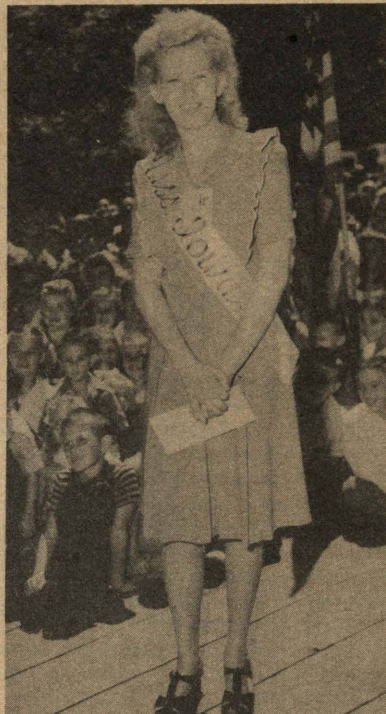
Then after a "get-acquainted session," during which Iowans and Kansans met friends from "back home," the beauty contest and a variety show were staged. The picnic program closed with a free

dance. Music was furnished by Bob Bateman and his orchestra.

MISSOURI-NEBRASKA

Arrangements for the Missouri-Nebraska picnic next Sunday are in charge of the following committee; G. M. Taylor, general chairman, who is a burner supervisor at Swan Island; G. C. Berg, riveter superintendent, Swan Island, co-chairman; J. Kamphaus, burner foreman, Swan Island, registration chairman; O. Lundberg, burner leadman, Swan Island, decoration chairman; Ben Harris, burner leadman, Swan Island, prize chairman; H. C. Jenkins, boat supervisor, Swan Island, publicity chairman.

Bert Jacobberger, chipper foreman, Swan Island, program chairman; W. W. Welch, boat supervisor, Swan Island, beauty contest chairman; Ace Waldron, paint superintendent, Vancouver, sports chairman; Leo Jacobberger, chipper leadman, Swan Island, entertainment chairman; Lew Shacht, safety man, Swan Island, first aid chairman; Arlene Hylden, Personnel department, Swan Island, religious service chairman, and Bill Owens, burner supervisor, Oregon Ship, dance chairman.



Miss Iowa Former residents of that thriving state "where the tall corn grows" and now residents of the Portland-Vancouver area, picked Donna Collette Blair, who came here from Sloan, Iowa, as "Miss Iowa" at the Iowa-Kansas Kaiser shipyards picnic Sunday.



Kansas Beauty Winners Vivian Brandon, (right) OSC swing shift timechecker, won the title of "Miss Kansas" Sunday at an Iowa-Kansas State picnic held by Kaiser shipyard workers from the two states in Pier park, Portland. Betty Honn, daughter of D. R. Honn, Oregon Ship painter, is shown holding a mirror, which she received as runner-up in the beauty contest. Miss Brandon hails from Yates, Kan., and Miss Honn is a former resident of Shawnee, Kan.



Happy Picnickers Here's part of the crowd of 3500 Iowa-Kansas picnickers who swarmed into Pier park, Portland, Sunday to attend an outing for Portland-Vancouver area Kaiser shipyard workers. They are watching a variety show which was one of the features of the picnic. Next Sunday Kaiser workers from Missouri and Nebraska will picnic in the same park.

CALLING ALL HOGS



Although no "porkers" responded, O. W. Stewart, above, formerly of Wayne county, Iowa, got enough applause when he cut loose in Stentorian tones to win him the title of champion "hog caller" at the Iowa-Kansas picnic. "It's the first time I have called pigs in 40 years and they didn't appear," Stewart declared.

More Prospects Sought For Nursing Classes

(VANPORT)—Upon registration of six or seven more applicants, a new home nursing class will be started at Vanport. The classes are particularly valuable to young women with small children.

Points covered in home nursing courses include: How to make a bed with a patient in it, give bed baths, move helpless patients, take temperature, pulse and respiration, give simple medical treatment, how to care for communicable diseases, and how to care for small babies. There also is instruction on prenatal care.

Swim Sessions Set

(VANPORT)—A swimming program at Pier park, started Thursday, July 13, is continuing five days weekly, Monday through Friday, for Vanport children. Buses leave Community Center No. 1 at 1:30 p. m. and Center No. 2 15 minutes later, and return at 6:15. Each child must provide his own suit, cap and towel. Each must have a signed consent slip from his parents. Slips are available at any community building. Only charge for the sports is 20 cents bus fare.



Iowa Beauties The girls shown above were contestants in the "Miss Iowa" contest held during the picnic in Pier park. They are (left to right) Norma Leathers, Virgie Baker, Mildred McGowen, Norma Larson, Kathleen Olson, Jeanette Olson, Earlene Finn, Esther Finn, Donna Collette Blair (Miss Iowa), Gean Reynolds and Marion Hook.



Kansas Beauties An even dozen girls from Kansas entered the "Miss Kansas" beauty contest held last Sunday at the Iowa-Kansas State picnic. The "Sunflower State" girls are (left to right) Betty Honn, Wanda Clark, Dorine Gieber, Marjorie McBee, Virginia Van Laeys, Virginia Pearson, Helen Crisp, Pauline Joy, Marjorie Wilson, Nellie Alexander, Vivian Brandon (Miss Kansas) and Jean Ruhnke.

Need 5000 Workers To Meet AP5 Schedule

GENERAL MARTIN'S DAUGHTER SPONSOR

(OREGON SHIP) — With Mrs. Schuyler N. Pyne, wife of a naval commander and daughter of General Charles Martin, former governor of Oregon, as sponsor, Oregon Ship's fifth Attack Transport vessel, the U.S.S. Lycoming, will be launched during the day shift lunch period Tuesday, July 25.

Commander Pyne will deliver the principal address. It will be the fourth AP-5 to slide the ways this month.

(OREGON SHIP) — Five thousand additional workers are needed by Oregon Ship to meet contract demands of the Attack Transport ship program now in progress, Russ Hoffman, general superintendent, announced this week. Hoffman estimated that 33,000 employees, the ceiling number placed on the yard by the War Manpower commission, are required to complete the 30 AP-5 vessels for which the navy has asked by the end of 1944. OSC's present payroll is approximately 28,000.

"Despite the delay in materials deliveries for the new ship, which has hampered outfitting progress, every department is now hard-pressed to keep up with their work," Hoffman said. "The Sheet Metal crews need help most badly, but the manpower shortage is general and not confined to specific departments."

"It is acutely necessary that every worker now employed here stay on the job. Oregon Ship has never failed to meet its commitments, and the AP-5 is so closely linked to the military schedule of our armed forces that we cannot afford to fall down now."

During the height of the Liberty ship program, when Oregon Ship first stepped out in front of all American shipyards, more than 33,000 were employed here. The total shrank to below 27,500 in the midst of Victory construction as rumors of curtailed shipbuilding operations became widespread.

Gaining impetus from assertions by Admirals E. S. Land and H. L. Vickery of the Maritime commission that the workload on American yards is to be increased, employment has shown a slight gain at OSC but has not reached the point desired by government heads and yard officials.



Mrs. F. J. Lundberg, center, sponsored the U.S.S. Lowndes Tuesday in the first swing shift launching at Oregon Ship in almost a year. Attending her were Mrs. L. L. Bennington, left, and Mrs. D. C. Walter, right. In the back row are their husbands, L. L. Bennington, day shipwright; F. J. Lundberg, day production worker; D. C. Walter, swing shipwright. Audrey Clark was flower girl.

4TH OSC ATTACK TRANSPORT GETS SWING LAUNCHING

(OREGON SHIP) — Swing shifters saw their first launching in nearly a year Tuesday evening, when the U.S.S. Lowndes, Oregon Ship's fourth Attack Transport vessel, slid into the water from Way 9 at 9:45 p.m. A huge crowd gathered for the occasion heard Lieutenant-Col. David H. Backus, ace of World War I and public relations and intelligence officer with Gen. Jimmy Doolittle's famous 12th Air Force in this war, describe American combat aerial experiences in Africa and Europe.

Launching honors went to the Shipwright department, one of the yard's heaviest bond-buying groups in the current Fifth War Loan drive, with Mrs. F. J. Lundberg, wife of a day shift production laborer, christening the Lowndes.

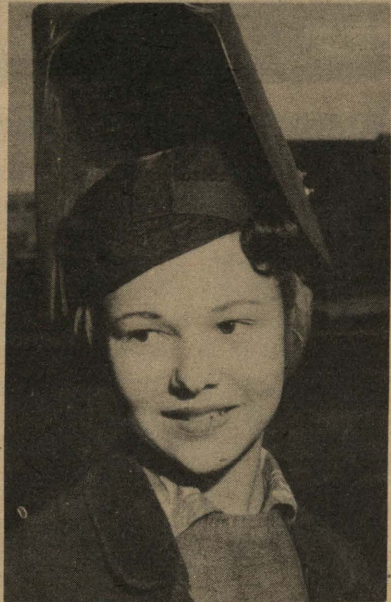
Mrs. D. C. Walter, wife of a swing shift shipwright, and Mrs. L. L. Bennington, wife of a day shift shipwright, attended Mrs. Lundberg. Flower girl was Audrey Clark, Mrs. Lundberg's niece.

The Rev. E. C. Salter of the Ardenwald Community church, delivered the invocation.

Real Presentee Record

(OREGON SHIP) — Among OSC workers with outstanding presentee records is Otto J. Bobzien, swing warehouseman, who came to Oregon Ship on January 2, 1942. He has not lost an hour's working time.

Exotic Rod Expert



(OREGON SHIP) — Pausing in the midst of his expediting duties to handle a Bos'n's Whistle glamour scout assignment, Bob Delker, Brickmason's material clerk, discovered Lillian Kertzman, welder in Bay 2 of the Assembly, and returned with her photograph. "She's got everything," boasts Delker.

Hull Control Blasts Their War Bond Quota

(OREGON SHIP) — The 38 members of Ted Dunkin's Hull control department have nearly doubled their quota in the Fifth War Loan drive, Dunkin reported this week. Their record has reached the 174 per cent mark.

Liberty Ship Gets Recommendations

(OREGON SHIP) — According to reports from Ladson S. Holcombe, chief mate, and William R. Kearney, second engineer, the S.S. Jason Lee, Liberty ship launched at OSC on June 27, 1942, has completed its second voyage with more than 60,000 miles covered to date and has "come through in good shape."

"We had some mighty tough weather," Holcombe said, "but the welding didn't crack at all."

"The Jason Lee handles like a yacht and answers to the helm beautifully. Navigation equipment is very good. She is a fine cargo carrier and is sturdily built. Workmanship throughout is excellent. Please express my appreciation to the people who are doing this marvelous job of ship construction."

Piping, he said, "has all been very secure, with not even the slightest sign of a leak, and an excellent job was done on the boilers, which are easy steaming and economical."

"The officers and crew consider the Jason Lee a fine ship and have had a feeling of security aboard her, no matter what part of the world she has been in," Kearney concluded. "Everybody on board has nothing but the best to say about this vessel."

(The Jason Lee was christened by Mrs. Walter E. Harris, wife of a Negro janitor in the yard.)

Wedding Planned

(OREGON SHIP) — A surprise breakfast announcing her coming wedding was given July 16 for Francis "Jo" Lake badge control, by her mother at their Silverton home. Miss Lake will be married July 23 to Roy Miller, OSC sheet metal worker, and will continue working without pause for a honeymoon.

Expert Navy Staff Gets Duty at OSC

(OREGON SHIP) — For the purpose of facilitating the construction of Attack Transports, the U. S. navy has assigned a group of naval ship construction technicians, headed by Lieut. C. S. Harper, Jr., to Oregon Ship. Lieut. Harper and his staff have established headquarters in the recently remodeled General Stores annex building just inside the OSC main gate.

"Our purpose," Harper explained, "is to act in liaison capacity between the navy, maritime commission and the Oregon Shipbuilding corporation."

"Technical problems arising during the construction of the AP-5s will be cleared through this office. Our other duties will be to expedite delivery of Navy-furnished material and offer technical assistance on installation of radio and certain other equipment. We also will supervise the preparation and installation of ordinance on the Attack Transports."

Other members of the navy staff are: Lieut. E. A. Skibinski and Lieut. F. S. Price, material officers; K. W. Jackson, material inspector; Lieut. W. D. Leshner and Chief Warrant Officer H. S. Fillebrown, ordinance officers; F. King, ordinance technician; Lieutenant R. F. Hart, supply officers, and H. Sinclair, classified material technician.

A special guard force of enlisted men also is stationed in the yard.



A corps of navy ship construction technicians has moved into Oregon Ship to facilitate construction of Attack Transports. The navy staff is under the direction of Lieut. C. S. Harper. They are: front row, left to right, Lieut. E. A. Skibinski, Lieut. R. F. Hart, M. W. Johnston, Chief Warrant Officer H. S. Fillebrown, Lieut. F. S. Rice, C. A. Ryan, H. A. Davenport and M. R. Snider; back row, I. Lukens, E. L. Centonh, A. E. Eby, H. Sinclair, Fred King, K. W. Jackson, N. M. Sprague and Ruth Evans. Lieut. Harper is pictured in the center. (Oregon Ship photo)



Jack Hill, veteran Oregon Ship trial run steward, is pictured in a messroom of the S. S. Skagway Victory, as it steamed down the Columbia river. Hill sailed the seven seas on luxury liners but says he has gotten more pleasure on 362 Victory and Liberty trial runs than he ever had before.

Boom Predicted In Ocean Travel

(OREGON SHIP) — Famous globe trotters such as Marco Polo, Sir Francis Drake and Eleanor Roosevelt have nothing on Jack Hill, OSC trial trip steward, who went to sea for the first time in 1906 and has spent most of the time since on the seven seas and the navigable lakes and rivers of America.

Hill became master of cuisine on the first OSC Liberty ship to go on a trial run. He has gone down the river on 362 Victory and Liberty ships and is looking forward to the first Attack Transport trial run.

In the years he spent in the dining salons of luxury liners, Hill says he found nothing more interesting than the OSC trial trips.

"Believe me," he declared, "after the war ocean travel is really going to have its golden age."

As he talked, Hill was looking through a porthole of the S. S. Skagway Victory at the passing Washington shoreline as the vessel steamed down the Columbia near Prescott, Wash.

"Take these boats for instance," Hill continued. "They are equal to the most palatial ships of 35 years ago."

"And take it from me, the crew on one of these ships is quartered better than the first class passengers were on many liners I've sailed on. In those days, the waiters and stewards slept wherever they could find an empty bunk or a pile of canvas."

"On one of these Victory ships, members of the crew have comfortable bunks, shower baths and other accommodations which were unheard of when I first went to sea. And after the war I predict that anyone with a few extra dollars will be able to travel throughout the world for just about the same price as it costs him to stay at home now."

Falling Building Kills T. J. Malloy

(OREGON SHIP) — Thomas J. Malloy, an employe of LeBeck & Sons, subcontractors working on the enlargement of the Outfitting dock's west end, was killed instantly last week when a building he was helping move toppled and pinned him to dock foundation beams. Malloy was operating a jack when the structure suddenly tilted and fell on him, according to accident reports.

Skagway Victory Skipper Praises OSC Yard, Work

(OREGON SHIP)—Capt. Robert H. Perry thinks the S.S. Skagway Victory, last of 32 vessels on Oregon Ship's first Victory ship contract, was well worth coming all the way across the United States to take. Captain Perry, who was sent from New York by the Alcoa Steamship company to assume command of the Skagway, pronounced the ship "perfect" after an eight-hour trial trip on the Willamette and Columbia rivers last week.

"These Victory ships have the speed, the fuel capacity and the cargo space needed for long offshore hauls," he said. "They're what we need now and what we

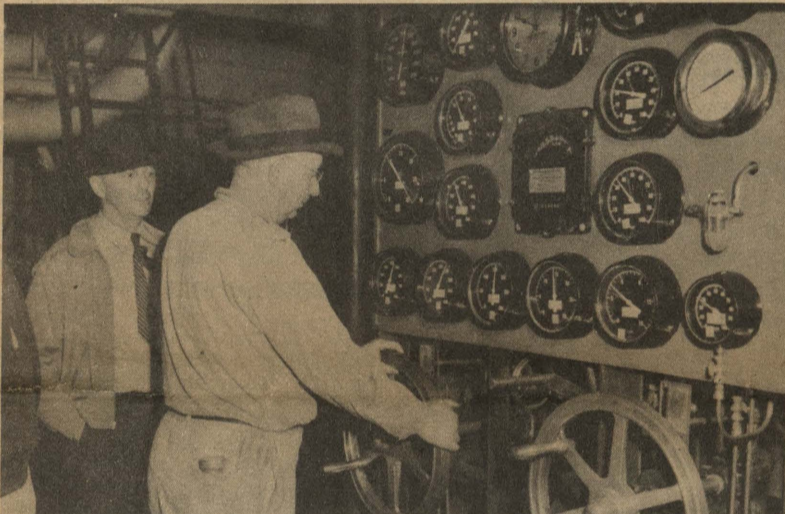
will need even more for post-war commerce."

The captain was deeply impressed with what he called "the efficiency and neatness" at Oregon Ship.

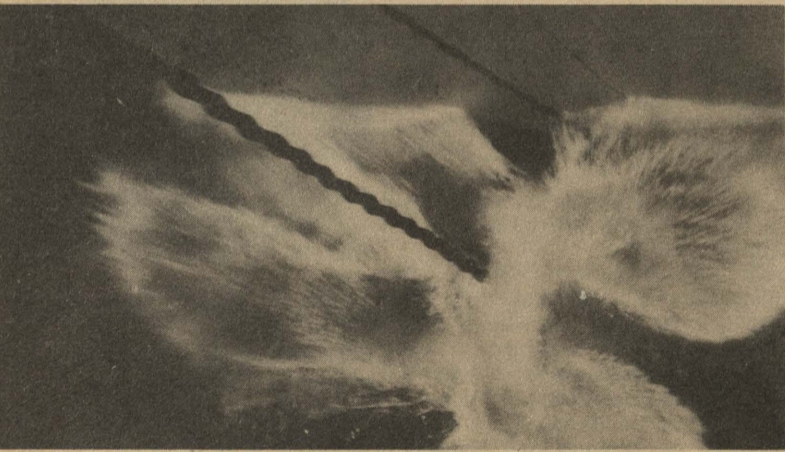
"Most of my contacts with shipyards have been on the Atlantic coast," he declared. "I didn't see one back there that even approached your yard."



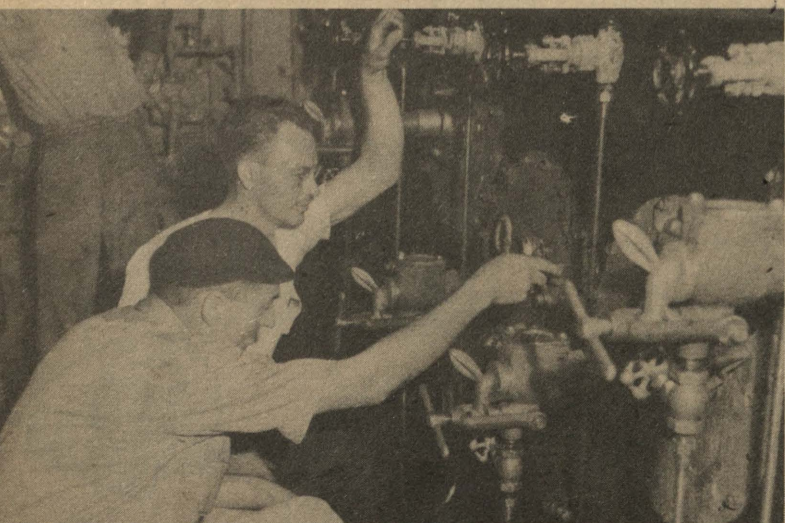
High up in the wheelhouse, Captain Robert H. Perry, center, veteran ship's master, watched the sleek bow of the S. S. Skagway Victory as it knifed through the waters of the Columbia river on its trial run last week. After the ship was commissioned, Perry took command of its operator, the Alcoa Steamship company. With him are Capt. W. F. Horats, river pilot, and Capt. E. Peters, assistant port captain for Oregon Ship. (Oregon Ship photo)



Lorentz Anderson, right, assistant Marine superintendent, handles the engine room controls on the trial trip of the S. S. Skagway Victory, while Frank Cour, OSC's Boiler Erection superintendent, looks on. Anderson has served as chief engineer for the yard on all Victory and most of the Liberty ship performance runs and dock trials. His engine room experience includes years at sea and in shipbuilding plants. (Oregon Ship photo).



Fred Hillman, Bosh's Whistle photographer, clicked his camera a split second after the port anchor of the S. S. Skagway Victory hit the water. The spectacular photograph was taken during the ship's anchor test. (Oregon Ship photo).



Trial run tests keep engine room firemen on the alert throughout the trips. In the picture R. F. Johnings, left, and I. C. Graham adjust the oil burners on the S. S. Skagway Victory's boilers. (Oregon Ship photo).

Marine Crew Stages Bond Buying Spree

(OREGON SHIP)—It took Graveyard Supervisor Joe Smith's crew of 173 marine machinists to make war bond news here last week.

The standing of Al Abraham's Marine department in the current yard war bond buying race was boosted to the top through the investment of \$8,851.50 in cash by Smith's crew when they purchased bonds ranging in denomination from \$25 to \$1000 during shifts of July 7 and 8.

OSC Welder Recalls Historic Wild West

(OREGON SHIP)—Lost gold and savage encounters with Indians are among the memories of 73-year-old Charles Peterson.



Chas. Peterson ago from his 980-acre ranch in Montana.

"A Westerner is never afraid to start over," Peterson said, explaining that the lack of ranch help drove him to seek new horizons. His son, Peter Peterson, is an OSC welder foreman.

Two Peter Redings Boost Work, Bonds



P. J. REDING AND SON

(OREGON SHIP)—Peter J. Reding, Assembly shipfitter leadman, graveyard shift, chalked up a perfect three-year attendance record, June 16, and has averaged a 30 per cent bond deduction during that time. His son, Peter M. Reding, OSC swing shift pipefitter for the past two years, has averaged a 70 per cent bond deduction.

Robinson Began Pipe Work at 14

(OREGON SHIP)—Retrieving the traditionally forgotten tools for a local plumber as a 14-year-old apprentice, started Pipe Superintendent A. "Tony" Robinson on his steam-fitting career. "Joining and fitting pipe was so interesting to watch, that I decided to learn the trade, and I have been working with

pipe ever since," he declared. After a short time spent in the silver mines of Bingham Canyon, Utah, Robinson went to the Boulder Dam project as pipefitter in 1931. Five years later he became pipe supervisor at Coulee Dam and in 1940 took over the handling of pipe for the U. S. government in the Coulee power house. He came to Oregon Ship in December, 1941 to direct the fast-growing pipe department.

"The department, comprised of about 2250 men, installs about 14 miles of pipe and 3000 valves in every troop transport," Robinson stated. "Each ship requires approximately 50 pipe systems—the veins of the ship, which carry energy in the form of steam, oil and fresh and salt water for all ship operations," he added.

A tall, soft-spoken westerner whose grandparents were among the earliest settlers of the Utah



The Oregon Ship Bosh's Whistle staff goes into a huddle at its new offices in the yard. From left, staff members are Lyle Downing, associate editor; Jim Cour, editor; and Elsie Powell, secretary.

WHISTLE SHIFT NOTED Paper Moves 'Inside'

(OREGON SHIP)—Bosh's Whistle offices have been established in the recently remodeled General Stores annex building, a few feet inside of the main gate, for the convenience of yard workers. Old headquarters of the paper, in the Administration building, have been abandoned. New yard telephone extension is 501. Employees were invited by Jim Cour, editor, to leave news items at the office or to telephone them to the staff.

Oregon Ship Hires Women War Vets

(OREGON SHIP)—Two women veterans of this war, the first to be employed at Oregon Ship, were



among recent yard new-hires. They are Marjorie Roseann, First Aid nurse, and Lillian Wilson, electrician's helper.

Miss Roseann spent 13 months at a station hospital on the North African front where, she states, "we treated patients from the Tunisian, Sicilian and Italian campaigns." She returned to the United States in January, 1944, and received her discharge in March.

"The work was very interesting," she declared, but she refused to discuss the effects of modern war on patients. Miss Roseann trained at Samaritan hospital in Nampa, Idaho, and was commissioned a second lieutenant in the army nurse corps, July, 1942. She spent six months in Fort Riley, Kansas.

Miss Wilson, who spent four and a half months in the WAC's as an office clerk, received a medical discharge recently.



Miss Wilson

Miss Powell, a former reporter for the Rochester Evening News, has been with Oregon Ship since September, 1942. She was a maintenance electrician on the ways before joining the Whistle staff in March of this year.

Cour, a former Seattle editor and publicity man, came to OSC on October 31, 1941. He was a marine boilermaker leadman on the ways, working on every ship built by the yard until assuming editorship of the Oregon Ship edition of the Whistle in February, 1944.

Cour emphasized that continued improvement of the paper was dependant on the supply of news from volunteer correspondents in all departments.

"Oregon Ship, with its more than 28,000 workers scattered over a vast area on three shifts, is a news beat too big to be effectively covered by our small staff," he said. "We need the help of all employees in order to publish a paper which truly reflects the work of the yard and the lives of its people."

"When the Whistle was quartered in the Administration building, it was inaccessible to thousands of workers. Now that we are inside the yard gates, we are looking forward to establishing scores of new personal contacts with OSC employees."

Chillicothe Couple Take Wedding Vows

(OREGON SHIP)—Twenty-five Oregon Ship workers all from Chillicothe, Texas, celebrated the marriage of two of their number Monday, May 17, at a ceremony in Columbia Villa, attended by more than 30 Chillicotheans now living in Portland.

Among the guests at the ceremony from Oregon Ship were Mr. and Mrs. H. V. Collier, swing and day welders; Mr. and Mrs. D. D. Jones, swing welders; Mr. and Mrs. J. E. Chandler, swing and day welders; Mr. and Mrs. W. T. Davis, swing welders; Mr. and Mrs. Fulton Davis, swing welders; Mr. and Mrs. John Kennedy, swing shipfitter and welder; Mr. and Mrs. Chester Kennedy, shipfitter and machinist; Mr. and Mrs. Brady Armsted, welders; Thomas Randle, shipfitter helper on swing; Cleston Kennedy, swing pipefitter helper; Hommer Kennedy, swing garage maintenance; Clinton Davis swing welder; Pat Davis, swing welder; Bessie White, day shift welder, and Mr. and Mrs. L. J. Byars, swing welders and parents of the groom.



country, Robinson says he "hunts and fishes when he has the chance." He is married and has one child.

Swan Fabrication Near Second Half Flag

(SWAN ISLAND)—Fabrication virtually assured itself the second-half day shift softball championship by defeating the Shipbuilders, 4-1, in a league game last week, while the second-place Pipefitters were losing a close one to Erection, 3-2. Fabrication needs only one win of two games left to win the pannant. Four games were played during the week. Pipefitters scored four runs on three hits

and ten Shipbuilder errors to defeat the cellar-dwellers. The losers collected six hits off Jack Workman. Danny Walters, Fabrication third baseman, was lost for the rest of the season when he wrenched his knee.

	W	L	Pct.
Fabrication	6	0	1.000
Pipefitters	5	2	.714
Erection	4	3	.571
Crane Operators	1	5	.167
Shipbuilders	0	6	.000

In an errorless ball game, Erection department scored seven runs on eight hits to defeat Crane Operators, 7 to 1. The losers collected nine blows, but were unable to bunch them.

Best game was Erection's 3 to 2 win over Pipefitters. The Pipe ten scored two runs in the second inning, but Erection got one back in the third on Bill Burbach's homer. In the seventh, Workman walked in the tying run.

The deciding tally came in the ninth. With one away and the bases full, Workman threw the ball overhand—a balk—and Ruml was waved across the plate. Scores:

	R	H	E
Pipefitters	4	3	1
Shipbuilders	1	6	10
Workman and Burgquam; Tom Brauchmiller and Ashmead.	7	8	0
Erection	1	9	0
Crane Operators	1	8	0
Geist and Chaplin; Schwab and Miller.	4	6	4
Fabrication	4	6	4
Shipbuilders	1	3	1
Gette and Foster; Brauchmiller and Ashmead.	2	10	4
Pipefitters	2	10	4
Erection	3	4	1
Workman and Burgquam; Geist and Moore.			

Burg Plasters Perfect Defeat On Night Hawks

(OREGON SHIP)—Cecelia "Toots" Burg, maintenance electrician who is one of Portland's outstanding woman softball pitchers, applied her mound magic last week in a game with the Graveyard Night Hawks and unfurled a no-hit, no-run game.

Pitching for the women's Outfitting dock team, Miss Burg led her mates to a 4-0 victory, striking out 13 batters and hitting a home run, double and single. Score:

	R	H	E
Graveyard Night Hawks	0	0	2
Outfitting Dock	4	6	0
Lee and Thompson; Burg and Hildebrand.			

She Will Clear \$500

(OREGON SHIP)—Hattie Silvey, First Aid janitress for 15 months, recently purchased four \$500 bonds, one each for her four children. Mrs. Silvey has one son, an army instructor, stationed in Florida, and two grandsons in the South Pacific.

Swan Day Tossers Wallop Swing Tens

(SWAN ISLAND)—Two Swan Island day shift teams, Fabrication and Erection, scored wins over the Fabrication and Erection teams of the swing shift July 16.

At Overlook park, Joe Gette's day Fabrication outfit scored one run in each of the third, fourth and fifth innings to win a close 3 to 1 victory. On the Swan Island Barracks field day shift Erection had little trouble with the swing shift, knocking out 15 hits to win, 17 to 7. Leonard Moore drove in six of the winner's runs. Scores:

	R	H	E
Day (Fab.)	3	9	1
Swing (Fab.)	1	6	0
Gette and Foster; Fulgham and Smith.	17	15	5
Day (Erection)	7	8	2
Swing (Erection)	7	8	2
Geist, Moore and Chaplin; Hart, Allen, Brown and Anderson.			

Islanders Capture First-Half Pennant

(SWAN ISLAND)—Before a capacity crowd, the Swan Islanders won the first-half championship of the Federal league by nosing out Blue Bell Potato Chip, 1-0.

The Islanders — Superintendent Dudley Jones' pride and joy—won in the last half of the ninth when Petersen singled, moved up on De Angelo's walk and scored on Bryant's high bouncer to shortstop.

Don Fulgham, graveyard warehouseman, pitching for Blue Bell, allowed 4 hits and striking out 13. Don Younger, Islander chucker, allowed six bingles and whiffed 10.

The win places the Islanders in the city championship playoff to be held the first of September. They now are in the National league with teams representing Beall Pipe and Tank, Portland Air Base, 99 Tavern, Blue Bell, Willamette Iron & Steel, and the Colored Merchants.

FEW YARD GOLFERS "SHOW" IN LEAGUE

Kaiser yard golfers failed to exert their usual monopoly on War Industries' American league competition last week at Eastmoreland. Only top spot won by a Kaiser man was the low net medal, copped by Ossie Enebo, Swan Island, with a 38-6-32.

George Rongerude, Oregon Ship, shot a 36 to take second low gross honors.

In the National league Ed Logue, Oregon Ship, took low gross laurels with a 38. W. F. Paddock, Vancouver, had one of the two longest drives.

HELLCATS BATTER SWING TEN, SEEK TOUGHER BATTLE

	W	L	Pct.
Assembly	5	0	1.000
Messengers	5	1	.834
Assembly (swing)	5	1	.834
Main Electric	4	3	.572
Pin Welders	3	2	.600
Buckler Whse.	2	3	.400
Buckler Tapers	2	5	.246

(VANCOUVER)—Interest in women's softball jumped over the past week-end when the Messenger Hellcats trounced the Assembly swing team 27 to 4. Seventeen walks by the Assembly pitcher aided in the topheavy score.

Assembly is clamoring for a return game and a chance to prove they can beat the Hellcats. The Hellcat aggregation, however, wants to meet the Assembly day team, which leads the league with a perfect percentage, to see which is supreme. Both are stronger than they were at the beginning of the season. Scores:

July 9—Pin Welders, 15, Assembly (swing) 22.
July 11—Main Electric, 13, Messengers, 28; Tapers, 5, Pin Welders, 16.
July 13—Main Electric, 2, Assembly, 16; Yard Office, 0, Buckler Whse., 7.
July 16—Assembly (swing) 4, Messengers, 27.

Coming games:

July 21—Assembly vs. Buckler Warehouse at Shumway.
July 25—Buckler Warehouse vs. Pin Welders at Shumway.
July 30—Assembly vs. Assembly (swing) at Shumway.

S. P. & S. Ten Bags Vancouver Yard Last Half Title

(VANCOUVER)—S. P. & S. softballers won the second-half championship of the Vancouver Yard league by edging Marine Machinists, 2 to 1. Prior to their defeat, the Machinists and the railroaders were tied for loop leadership, each with six wins and one defeat.

Richardson hurled for the victors, Jones for the Machinists. Final second-half standings:

	W	L	Pct.
S. P. & S.	7	1	.875
M. Machinists	6	2	.750
Mat. Control	5	2	.715
Teamsters	4	3	.572
Assembly	3	4	.429
Shipwrights	3	4	.429
Plate Shop	1	6	.143
Machinists No. 2	0	7	.000

Dance Boasts Show

(VANPORT)—A floor show of Vanport Varieties will be featured during intermission at the weekly Sea Breeze Club dance in Community building No. 1 Saturday night. Mickey McCaffrey's orchestra will provide music.



Female Diamond Stars Newly organized Outfitting dock women's softball team is challenging other OSC Women's league teams for top honors. Team members shown are, back row, Avis Peterson, Hazel Desvaux, Dorothy Clayton, Alice Krevanko, and Watkins; middle row, Kathryn Lukesh, Peggy Woolery, Louise Keezer, Leona Cunningham, Cecelia Burg and Alfreda Smith; front row, Audrey McClellan, Verna Klein, Rose Groce and Margaret Stump. (Oregon Ship photo)



League Leaders Assembly day shift women's softball team has won every game so far in Vancouver Yard league and is determined to finish the season with a perfect record. They have one more scheduled game before their league play is finished, but may play several challenge contests. Left to right (front row), M. Sabotta, B. Rucker, R. Walker, H. Daines; middle row, I. Thomas, W. Finke, J. Felty, C. Wells, manager, J. Harvey, F. Berry, M. Rucker, F. McDowell and E. Kollander were absent. (Vancouver photo)

OSC SOFTBALLERS KNOTTED 4 WAYS

	W	L	Pct.
Assembly	5	2	.714
Specialty	5	2	.714
Steed	5	2	.714
Thesman	5	2	.714
Plate Shop	4	3	.571
Materials	3	4	.428
Engineers	1	6	.143
Superstructure	0	7	.000

(OREGON SHIP)—Ralph Sittel bested Chuck Duniway in a tight pitching battle last week, Bill Steed's Shipfitters notched a 3-2 victory over Assembly, snarling the second half of Oregon Ship's softball league into a four-team tie. The four clubs are Steed, Assembly, Thesman's Shipfitters and Specialty.

Playoff of the deadlock was in progress this week. The first half of loop play also saw a quartet of teams tied, with Assembly finally emerging victorious in a playoff. Should Manager Ralph Winchell's tossers cop the second half playoff, they will become season champs. If one of the other tens wins, it will clash with Assembly for the pennant. Score:

	R	H	E
Assembly	2	6	1
Steed	3	10	1

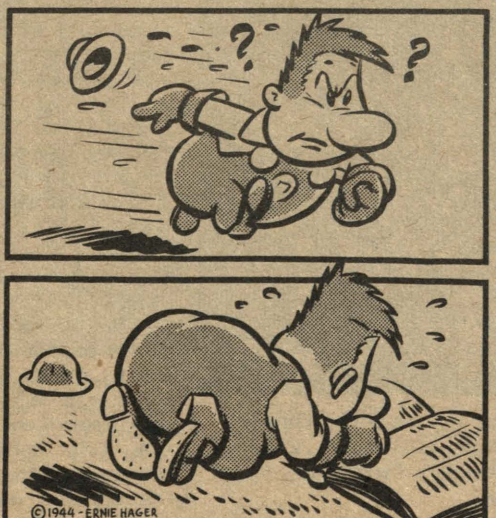
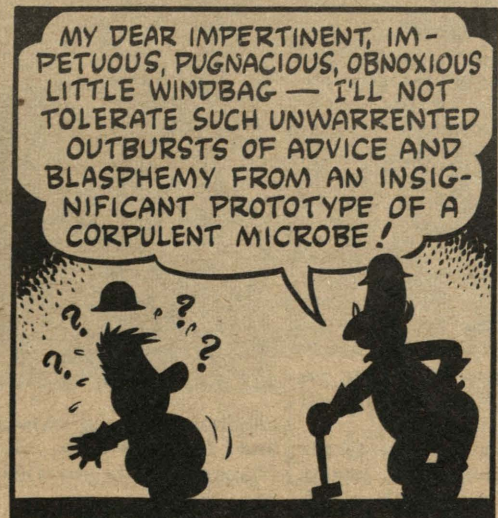
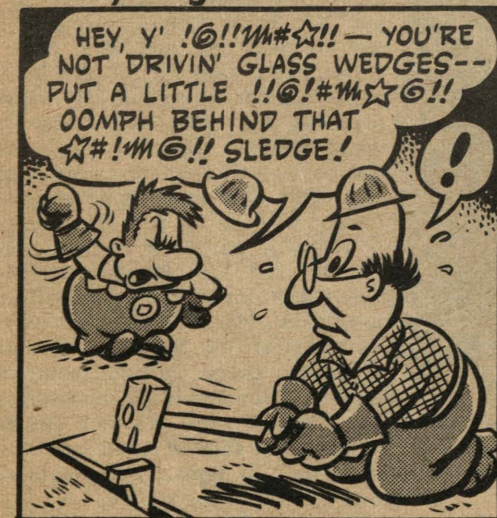
Duniway and Redd; Sittel and Rogers.



OSC Pitching Ace

Guy Ruscigno, welding supervisor on Oregon Ship's ways, manages and pitches for the welders' and burners' 99 Tavern team. The burly mound ace celebrated his club's entry into the National league by hurling a 2-1 victory over the Colored Merchants last week.

Stubby Bilgebottom

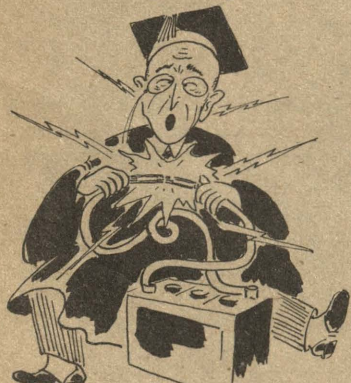


By Ernie Hager

Welding

What are the shipyard welder's chances for postwar employment — as a welder? What additional training will he need to stay with his newly learned profession? Will welding disappear with the end of the war?

Only 67 years ago Professor Eli Thompson of the Franklin Institute in Philadelphia accidentally brought the bare ends of two battery leads together and produced the first electric fusion weld. Today, welding has become a science involving complicated principles of electricity and the study of metals.



The three Kaiser yards in the Portland-Vancouver area employ over 12,000 welders and more than 33,000 have taken welder training courses in the three yards. Despite this large figure, welders are still the most urgently needed workers in shipbuilding.

Many a worker has wondered about the future possibilities of this relatively new craft. Many welders who, a few short months ago, were housewives, salesmen, lawyers and shopkeepers, are interested in the peacetime needs for the training they have received — are wondering about the future value of their newly acquired skill.

Likewise the few men who were welders before the war have eyed their craft with renewed interest and are asking what they will need to learn to keep up with the peacetime profession and are wondering how far the field of welding can be expected to expand.

Welding as a science made very little progress until World War I, when as now, speed became a vital factor in every field of metal fabricating. Since that time welding has taken great strides with the development of new-type rods and generators. But it was not until 1928 that the navy adopted arc-welding as standard practice in marine construction.

It took the present war with its millions of tons of ships and armament to bring the science of welding into its own. Simultaneously in other industries such as aircraft and motor vehicle manufacture, other types of welding were developed and perfected until the field is considered to be almost limitless in its possibilities. It is now possible to weld almost any kind of metal or alloy.

METALLIC ARC WELDING—This is the type of welding done by almost 90 per cent of the shipyard welders. In this process, the arc occurs between the metal to be welded and a metallic rod. Under the intense heat developed by the arc a small part of the work to be welded is brought to the melting point almost instantaneously. The other end of the arc, the tip of the rod, is likewise melted and tiny drops of molten metal form. These drops are then forced across the arc and deposited in the molten seat in the work. The drops are actually forced, not dropped by gravity since this type of welding is used for overhead work.

CARBON ARC WELDING—In carbon arc welding a carbon electrode is used with the arc maintained between the end of the carbon and the metal to be welded. The

heat of the arc brings the metal to the proper temperature. A filler rod may then be melted between the parts to complete the weld.

Carbon arc welding is used extensively in brazing copper tanks and welding stainless steels such as Monel metal. Aluminum and cast iron may also be welded by this process.

Two carbon electrodes are sometimes used with the arc maintained between the two ends. By holding them at varying distances considerable control over the amount of heat is possible.

OXY-ACETYLENE WELDING

One of the oldest and most common forms of welding is that done by an oxygen and acetylene burning torch. By this method the pieces which are to be joined are first preheated with the torch flame then metal is added by melting a filler rod. Because of the flexibility of the equipment and the small investment involved, this method is used extensively, but its high operating cost makes it less efficient on production work.

RESISTANCE WELDING—This type of welding is used extensively in sheet metal and aircraft work. In this method, the resistance of the metal itself to electrical current created the heat necessary to form a weld. A delicate mechanism which times the current, controls the amount of heat. This method has made it practical to weld metals which could not be joined by other methods.

Resistance welding can be done by several methods, such as: Spot, butt and seam. Spot welding is done by overlapping the two pieces of metal and pressing between two copper electrodes. When full pressure is applied current is passed through the metal parts. The heat and pressure complete a spot weld the size of the ends of the electrodes.

The butt weld is made by joining the edges of two pieces of metal. An electrode is attached to each piece and when the current



Forgotten Craft? Experts think not, for two reasons. The first, that building and construction will need many welders after the war. The second, that new metals and alloys will be welded. The shipyard welder who keeps abreast of his newly-learned craft and improves his skill can look forward to a bright future in this trade which is less than 70 years old.

has heated the metal, the pieces are pressed together.

Seam welding is the joining of a lap seam which is formed with one piece of metal extending slightly over the other. The seam welding machine contains wheel-shaped electrodes through which the seam is fed. As the metal passes along, a series of closely spaced spot welds are made giving the effect of a continuous weld. Seam welding is used in making containers such as milk cans and oil drums.

THERMITE WELDING—This type of welding is used mainly for large jobs where heavy sections or castings, such as stern frames, are welded. The parts are prepared and a thermite mold is built around the joint. Thermite powder, a mixture of powdered aluminum and iron oxide, is put into the automatic crucible with the solid metal. Magnesium ribbon is burned and the oxygen in the iron oxide unites with the aluminum giving off an intense heat. This melts the metallic iron and raises its temperature to about 5000 degrees Fahrenheit. The melted iron flows around the section to be welded. After cooling the mold is removed, and the weld is machined.

ATOMIC-HYDROGEN ARC WELDING

Two tungsten rods, as electrodes, are placed in a holder at a given angle so that the ends may be adjusted to a certain gap. The electricity arcs from these two points. Hydrogen is turned on after the arc is struck to protect it from the surrounding atmosphere and increase the heat. The heat is estimated at 7500 degrees Fahrenheit, hottest known outside of the sun. A filler rod of any type is used.

Although the quality of this weld-

ing method is superior to either gas or electric welding, the process is slower and limited to flat work.

WELDING FUTURE BIG—After the war many welding engineers believe that welding will invade fields virtually unheard of before the war. Framework for bridges and similar types will be welded instead of riveted. Even reinforcing irons in dams and concrete work are expected to be welded. This could bring welding into road construction in a big way.

Building construction will also see greater use of welding for steel frames.

Rebuilding of railroad equipment after the war is expected to require considerable welding. Engine frames for locomotives, Pullman cars, locomotives themselves, will all be of welded construction. Welding is even going into such fields as construction of flywheels, pistons and cylinder heads.

Welding will become a more important tool than ever for the handy man, the garage mechanic and repair man. The greatest inducement in this direction has been the steady reduction in the price of welding equipment which has dropped in cost from \$1,750 in 1917 to about \$375 at present. Still more simplified models at even lower prices are predicted after the war.

The very fact that a man or woman has trained as a welder will open new fields outside of the welding profession itself, for trained welders are already becoming well versed in metallurgy and the chemistry of metals, a knowledge that will pay off in better positions in the postwar days when the use of new metals and alloys can be expected to be widespread.

Welding engineers are enthusi-

astic about the future of the craft. They are just as certain however, that before the average shipyard welder can expect to carve himself a real notch in this field, he may have to learn a lot more about his craft.

Although workers are encouraged to become certified as three-position welders, able to work on flat, vertical or overhead surfaces, between 80 and 90 per cent of all shipyard welding is fundamentally arc welding on mild steel. Such a welder would find additional training advisable if he considers other types of welding as a future career.

Another large group in the local shipyards are the certified pipe welders. Because much of their work has to do with pressure lines that greatly concern the safety of a vessel, they are tested and certified by the Coast Guard. Their work requires two to three times as much training as plate welding and their tests are more severe. They must also continue to weld on certified work during every 90-day period in order to retain their standing.

The pre-war welder was a man who could handle either arc or gas welding and do his own burning and chipping. In the shipyards these are all specialized. There is some question after the war whether there will be more or less specialization. However, there is general agreement that the greater the variety of tasks a welder is capable of doing, the greater will be his chances of finding a job and advancing in this field.

TRAINING OPPORTUNITIES PLENTIFUL

Welders who wish to increase their knowledge of welding should consult their various yard training offices on the possibilities of extra courses of various kinds. Vancouver has had a supervisory welding course in operation in their Assembly department. Swan Island is running a special course for journeymen. Oregon Ship is ready to provide additional instruction if enough interest is shown and training schools in all three yards are equipped to train the beginner, manned by qualified instructors.

In addition to these classes the War Production Training School at 515 N. E. 15th street in Portland offers unlimited training in all lines of welding. These courses include plate welding, pipe welding, sheet metal welding and silver soldering. Even the blacksmith's art of forge welding is taught here.

At Benson Polytechnic, the beginner may learn plate welding and the journeyman may brush up on some of the trickier phases of his work. These schools are for men and women alike, and according to Sylvester O'Grady, administrative assistant in charge of War Production Training, almost 80 per cent of present trainees are women.



33,000 Trained To supply the 12,000 welders now employed in the three Kaiser shipyards in Portland and Vancouver, over 33,000 men and women went through welder training schools like this one at Vancouver. High turnover among welders, shifts to other jobs and the draft account for the huge difference between those trained and those remaining.

Blast Sinks OSC Victory

(OREGON SHIP)—The S.S. Quinault Victory, launched by Oregon Ship on June 17 of this year and delivered July 11, was blasted to bits while loading ammunition in an explosion at a naval dump in the harbor of Port Chicago, Cal., Monday night. The Quinault, OSC's 31st Victory ship, blew up seconds after a nearby Liberty ship, the S. S. E. A. Bryan, exploded at 10:19 p. m.

At Bosn's Whistle press time it was learned that as many as 350 crew members, a majority of them navy men, on the two vessels may have lost their lives in the blast. No casualty lists had been released.

The explosion leveled Port Chicago, a town of 1500 people, and destroyed two small Coast Guard vessels in the harbor. Casualty estimates for the area ran as high as 650, with hundreds of injured persons jamming hospitals in nearby cities.

WERE SERVING NAVY

Force of the blast was felt 50 miles away.

Both the Quinault and the Bryan were operating as ammunition ships under command of the navy. The Quinault was commissioned from Oregon Ship to the United States Lines, personnel of which continued to serve on the vessel with navy direction.

Master of the Quinault was Capt. R. J. Sullivan. Albert Scott was chief officer. Robert Kein second officer, and Dave Parsons third officer. Chief engineer was J. A. Williams, first assistant engineer Earl L. Mallery.

Mallery was also first assistant on the S.S. Britain Victory, fourth Victory built by OSC, returning here after making the maiden voyage on her to join the Quinault's crew.

PURSER ON OSC LIBERTY

John G. Bell, chief purser on the Quinault, served in the same capacity on the S.S. Nathaniel Hawthorne, one of OSC's first Liberty ships, which was torpedoed and sunk in the North Atlantic. He was rescued after drifting for several days on a life raft.

Mrs. Carroll McQueen, swing shift field clerk in the Mold loft, sponsored the Quinault. Matrons of honor at the launching were Mrs. E. E. Eaton, graveyard loftsmen's helper, and Mrs. W. Sovey, wife of a day shift loftsmen. Ruth Burgwald, daughter of a day shift loftsmen, was flower girl.

The launching honored the Mold loft department, which topped all yard divisions in the first week of the Fifth War Loan drive. Main speaker was Walt Torres, loft superintendent.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Speed of production in spite of the heat was this week's topic of conversation from Salvage to the wing dock . . . but Weikko Hill, Pipe ship welder, tells of a hotter sun in Los Angeles where he has been vacationing . . . Herman Klick, singing sentinel, announces the birth of a daughter. July 11 . . . congratulations to Marian Yat, glamorous Welding office queen, on her recent boost to chief clerk of the department . . . seen in the yard last Monday were Mary Brugman, former Assembly chief clerk, and Pattie Lynch, ex-facilities clerk, on a visit after finishing WAVE "boot" training . . . visiting relatives and vacationing in Washington is Helga Bossler, day shift counselor . . . a surprise lunch was given recently for Isabelle Henney and Ida Ann Holland, field clerks. Miss Henney birth-dayed and Miss Holland was feted for her marriage July 12 to Harold Kelly, field office clerk . . . Bruce Babb, layerout man, visited his brother, a blimp pilot, on Puget Sound recently . . . Ben Tusman, swing shift planograph operator, completed his third year at OSC without a tardy mark against his record. July 6 . . .

INQUIRING REPORTER QUESTION

"Why did you re-hire at Oregon Ship?"

William Duncan, Plate shop burner: "I came back here after being off for two months with arthritis because it's the best place I know to do my part toward winning the war. My two sons used to work here and now are in the army. I want to take their place here as much as I can and help them finish the war."



Robert Truitt, crane operator. Plate shop: "I have two reasons for re-hiring at OSC. First, because I don't want to add to the manpower shortage in shipbuilding and second, because I am saving up money to buy a farm. I worked here two and a half years before I had to lay off and I've been glad to get back with my old gang."



Fred Duncan, rigger, Plate shop: "I was one of the Kaiser recruits and came from Alabama. After eight months I thought I was fed up with Oregon so I left and toured through the south looking for a place that suited me better. But I came back because wages here are better than anywhere and because I found that Oregon Ship people are better to work with."

Fred Hutchison, Assembly fitter: "I laid off to visit my mother, but I re-hired here because I like to work here. The money is good, of course, but after I had looked around I couldn't see that work any place else would be any better. I like the people here and I think this will be a good place to be after the war."

Doris Jobb, welder, Assembly: "I didn't particularly want to come back. I don't like the shipyards with all the noise and dirt, and I hope that I can stay home soon. There's plenty for me to do at home with all my household work. Personally, I'll be glad when I can leave the shipyards for good and stay at home."

Ruth Lang, welder, Assembly: "I'm back at work after having had my tonsils out, and might be glad to be here. I like to weld as much as anything I've ever done, and have been out here since November, 1942 I re-hired at Oregon Ship because I think it's a swell place to be, and I like the Plate shop best of all."

BOSN'S WHISTLE

Published weekly for the 28,500 employes of the Oregon Shipbuilding Corporation.
Editor.....JIM COUR
Associate Editor.....LYLE DOWNING
Secretary.....ELSIE POWELL
Offices: New Naval Ordnance building, inside yard gate. Telephone Yard Extension 501.

OSC Clerk Receives Sicilian Six-Guns



(OREGON SHIP) — Guns that once spewed "hot lead" in Sicilian tribal wars were received recently by Dorothy Parcher, master files chief clerk, shown above with two of the primitive shootin' irons. The weapons were included in a package of battle field souvenirs sent by her husband, Capt. Russel Parcher, medical corps, now with the invasion forces in France.

OSC Man Saw Duty In Five Campaigns

(OREGON SHIP)—Five army campaigns have highlighted 33 years of military service for L. W. Gray, retired major and now electrician's helper at Oregon Ship. Gray joined the army in 1898 during the Spanish-American war and retired in 1922 after seeing active combat in the Philippine insurrection, the Boxer rebellion, the Mexican expedition, and World War I.

Gray, now gathering material for a book about home-front activities during this war, declares, "Oregon Ship is remarkable for its efficiency and excellent worker morale, and it compares favorably with a number of other war industries I have seen."

He became an OSC employe June 27 and is a dormitory resident.

Ex OSC Pipefitter Gets Raise in Rank

(OREGON SHIP)—Bernard Haffey, former OSC pipefitter, has made five rating advances in his less than two years in the navy, according to word received recently. Haffey joined the navy in October, 1942, as seaman. He is now stationed in the south Pacific area as boatswain, 2/c. His father, Lester Haffey, is a graveyard leadman electrician, and an uncle, Edward Haffey, is a swing shift rigger.

Oregon Ship's Lead Increases

(OREGON SHIP)—Comparative tonnage figures released July 10 show that Oregon Ship is increasing its lead in the Attack Transport construction race in which it is engaged with the Vancouver, Calship and Richmond No. 2 yards. On the first 12 vessels under construction in each of the four

plants, OSC has placed 44,823 tons of hull steel, Vancouver 35,995, Calship 33,357 and Richmond 29,350.

Welding Dare Boosts Bonds

(OREGON SHIP)—"If the superintendent will get in there and weld that spot I'll buy fourteen \$50 bonds!" exclaimed W. C. Kulbe, welder, after hoisting himself from the double bottoms on Way 10 where he had been wedged for some time after attempting a spot weld.

Les Voshell, Welding superintendent, and his assistant Bill Heilig, caught the challenge, called for rod and stingers and soon were wriggling into the almost inaccessible spot. The incident became a field day for bond salesmen, as every spectator was charged a bond to follow on the heels of Voshell and Heilig.

Making good his decree, Kulbe checked out and withdrew savings to buy the bonds, while the two superintendents announced that "for a certain number of bonds" they would weld any spot on the ship.

Oregon Ship has also passed both Calship and Richmond in total tons for the first hull, although both of the latter yards are further ahead on installation of accessories not included in the hull tonnage count, according to reports.

Russ Hoffman, general superintendent, told the Bosn's Whitele this week that "it is too early yet to set anything but an approximate delivery date for Oregon's first AP-5."

"Sometime in mid-August" was the most exact delivery prediction Hoffman would make, explaining that shortage of certain vital materials was continuing to impede outfitting progress.

Less than 200 tons of hull steel for the U. S. S. LaPort, OSC's first AP-5, remains to be installed, and the ship in appearance is close to completion. It is in the interior that most of the missing parts are lacking.



Keep Bonds Rolling Delivery of war bonds to thousands of Oregon Ship workers is the job of Paul Bliss and his staff pictured above. They must also keep bond accounts, and make arrangements for payroll deductions. The bond "expeditors" shown with Bliss are (left to right) Melba Meiers, Edythe Garrison, Myrtle Graff, Rosemary Lapham, Florence Zollner, Virginia McKiernan, Leona Kehoe, Eleanor White, Aleen Hanegan, Pat Jereb and Kathleen Lauc. (Oregon Ship photo)

Oregon Ship Soars Past Quota 5th Loan Push Urged

(OREGON SHIP)—Bond sales for the Fifth War Loan drive at Oregon Ship hit the figure of \$3,528,829.50 Monday as the campaign went into its closing days. This brought the yard 8.58 per cent above its \$3,250,000 quota. Ken Moyer, OSC Bond department head, urged those who wish to buy bonds with cash to make purchases at yard sales booths soon, so that OSC may surpass its goal by the greatest possible margin.

Moyer congratulated OSC workers for their "enthusiastic response to the war loan drive."

"At the start it looked as if the Treasury department had given us a mighty big chunk to digest," he said, "but the zeal displayed by everyone in the early days of the drive made it obvious that Oregon Ship would, as usual, do more than its part in the most gigantic war-financing efforts ever undertaken by our nation."

GUARDS IN FORE

It appeared that the Guard force, headed by Chief Roger Smith, would lead all departments in the

campaign. The guards, with 204.45 per cent of their quota subscribed, had a commanding advantage over other groups in standings announced Monday.

They were followed by the Mold loft, with 133.48, the Shipwrights, with 130.13, Hull Materials, with 129.75, Boiler Erection, with 129.09, and Assembly, with 127.96.

Harry Dyhrman's Labor department, which occupied seventh place with a percentage of 122.68, won troopship launching honors for the week. The ship the labor crews will sponsor and the launching party

for it will be announced later, Dyhrman said.

Other departments and their percentages, in the order they now stand, are:

Sheet Metal, 120.80; Electrical, 118.57; Administration building, 118.07; miscellaneous yard, 116.47; Marine, 114.88; Machinery and Equipment, 113.38; Plate shop, 109.66; Pipe shop, 105.71; Warehouse, 100.66; Erection 96.22; Rigging, 94.33; Paint, 93.76; Union Melt, 93.21; Welding, 92.57; Riveting, 89.78; Building Maintenance, 85.54, and Vocational, 33.94.