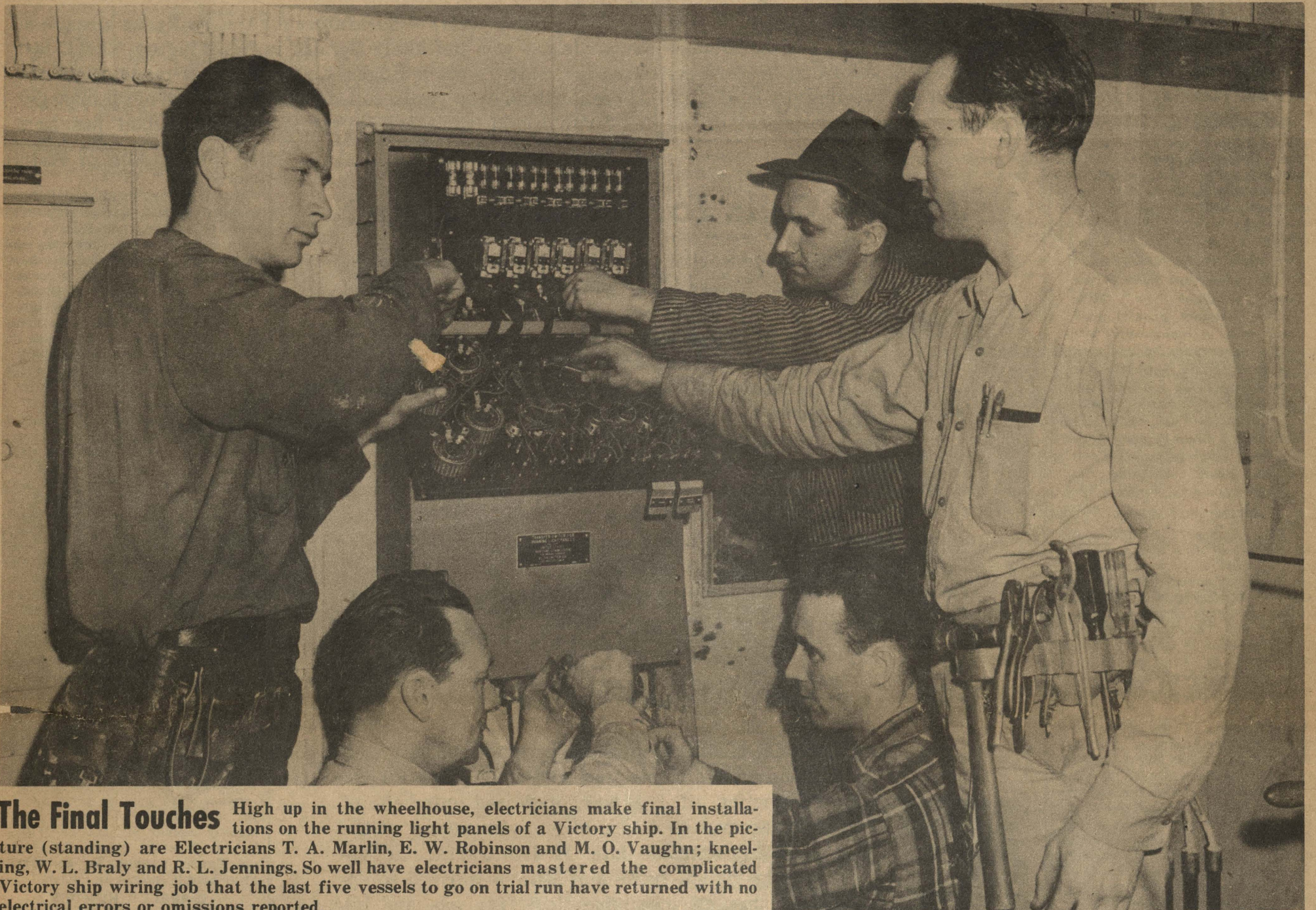


ELECTRICIANS SET NEW MARK

Story, Page 5



The Final Touches High up in the wheelhouse, electricians make final installations on the running light panels of a Victory ship. In the picture (standing) are Electricians T. A. Marlin, E. W. Robinson and M. O. Vaughn; kneeling, W. L. Braly and R. L. Jennings. So well have electricians mastered the complicated Victory ship wiring job that the last five vessels to go on trial run have returned with no electrical errors or omissions reported.



Chippers' Choice Welders on the ways who recently copped considerable newspaper space when they nominated half a dozen of their "glamor boys" for the queenly crown of "Rosaria" inspired the chippers in the yard to go in for a little regal stuff themselves. Pictured above is Dorothy Ingham, a Rose Festival princess in 1943, crowning the choice of the chippers, H. M. (Boogie Woogie) Phillips for "Queen of the May." Bill Heilig, assistant welding superintendent, announces that coronation of the welding contest queen will be held soon.

While Bellows Roar Oscar Joln, below, is a veteran blacksmith who has turned his talents to the war effort but wishes he was back shoeing horses. He is a swing shifter at the Oregon Ship blacksmith shop. Joln would like to go back to the "horse and buggy days." (Story, Page 8)



YARDS GET NEW CONTRACTS

Vancouver Will Build Troopships

Swan Awarded 38 More Tankers

(VANCOUVER)—Twenty huge transports, known as the C-4 type, will be built by Vancouver workers in place of the 60 small coastal cargo ships previously announced, according to word received Tuesday from Edgar F. Kaiser in Washington, D. C. The sudden change of contracts assures fulltime employment in the

yard "well into the latter part of 1945," Kaiser emphasized. Its importance to the war effort was stressed, as was the need for workers to stay on the job to "fulfill our obligations to our government on schedule."

MANPOWER NEEDED

"The important need in the whole program now," Mike Miller, assistant general manager said, is manpower. "We will need every man and woman we have in the yard plus as many more as we can find. The tremendous importance of these transports to the war effort will place a direct responsibility on every employe to exert full effort toward achieving the schedule asked by the Navy."

PLENTY OF WORK

The C-4 transport is better adapted to the facilities and manpower of the Vancouver yard than the small coastal cargo ships, Assistant General Manager Mike Miller pointed out on receipt of the news from Washington. The present distribution of manpower in crafts can be maintained in the approximate ratio. Electrical work will be about the same, and welding distribution will be similar.

A comparison of size between the new ship, the carriers and the AP-5's was given by Yard Superintendent John Hallett when he pointed out that the carriers use approximately 5000 tons of steel, the AP-5's now under construction more than 4000 tons, while the new C-4 transport will use 7000 tons to each hull. The C-4 transports will use over 200 miles of welding per hull, Hallett estimated.

The new contract will follow immediately after the present contract calling for 27 transports of the AP-5 classification. Nearing completion is the contract for 50 escort carriers that has placed the Vancouver yard in the lead nationally. Only two other yards in the nation have been awarded contracts on the C-4 transports. Vancouver's new contract is the largest ever awarded on this vital new ship.

KAISER'S STATEMENT

Edgar F. Kaiser, general manager, wired the following message to the men and women of the Vancouver yard:

"The awarding of the contract for the 20 C-4 troopships to the Vancouver shipyard is a compliment and a challenge to the men and women of the yard. You are to be complimented that your government represented by the U. S. M. C. has the confidence in your ability to produce, based on your past achievements in the construction of fighting ships. You are aware of the part being played by the LST's and the escort carriers in this war. As you complete the carrier program and enter the AP-5 transport program you are again supplying another link in the plan of army and navy strategy.

With the keel laying of the first of the C-4 troopships sometime the first part of September of this year the Vancouver yard faces the toughest shipbuilding schedule ever attempted. We have promised Admiral Vickery that the Vancouver yard will deliver the last of the

(SWAN ISLAND) — The future for the next year or more at Swan Island was definitely decided in Washington, D. C., last Tuesday, May 2, when Edgar Kaiser, general manager of the three Portland area yards, called A. R. Nieman, general manager of Swan Island, to inform him that a contract had just been

signed for Swan Island employes to build 38 additional T2-SE-A1 tankers.

Admiral H. L. Vickery, vice chairman of the U.S. Maritime Commission, in a special message to Nieman, pointed out that the army and navy have called for increased numbers of tankers and are counting on Swan Island to deliver a large portion of the needed ships.

Meeting the urgent request for ships, Swan Island will increase its production schedule immediately.

Tankers are now in fourth place on the Maritime urgency list.

WORK INTO 1945

"The announcement by the Maritime commission of a contract for Swan Island to construct an additional thirty-eight T2 tankers will carry us well into the middle of next year, as the delivery date set for the last of these vessels in June, 1945," said Nieman.

"The award of a fourth vessel contract is a direct compliment to the production performance and workmanship of our 25,000 employees. This new tanker contract calls for tanker deliveries at the rate of six per month for the next four months and then seven per month for the balance of this year. It will be necessary for each worker in each department to do his utmost in helping his department to meet the challenge of this rapid delivery schedule.

"Further, we have strong indications that additional repair and conversion work may be given us. To the workers of Swan Island, I personally convey my thanks. Within the near future we should regain our Tanker Champ Flag and thereafter hold it against all comers."

DISPELLS RUMORS

Announcement of the new contract cleared up speculation about the type of ship Swan Island might build following completion of the current contract, and definitely dispelled the rumor that island employes would build coastal cargo ships. The new commitment was made after several weeks of negotiation in Washington and testifies to the reputation that Swan Island has earned for building tankers.

The first keel for the 38 will be laid in September. No major structural changes are anticipated for the new ships.

The contract is the third awarded to the yard for construction of tankers and makes a total of 141 ships assigned to Swan Island yards. A fourth contract for conversion of six tankers to fleet oilers is nearing completion at the outfitting dock. Additional conversion and repair contracts are being sought by yard management.

Invasion Bulletin

The public address system at the Kaiser yards were ready this week for the Allied invasion of Europe, with a special three-minute news announcement billed direct from London. Arrangements were worked out to put the bulletin on the air to the yard immediately upon release.

Following four major structural changes in design. He added that only one minor structural defect had been found since the changes were made.

Captain A. W. Westerholm of Seattle, master of the Straub, had sailed previously on a number of Libertys. It was his first trip on the vessel.

Kaiser Calls for Greater Effort

In a statement to the workers of the three Kaiser yards in the Portland area, Edgar Kaiser telegraphed: "The joint chiefs of staff and others responsible for the overall planning of global war strategy are depending on us to carry out our part in winning a war that is far from being won. That troopship construction will carry on well into the latter part of 1945 is concrete evidence that the needs for the materials of war will exist at that time dispelling the complacent rumor that the war is about over and our war jobs are not vital, from the viewpoint of continued shipyard employment. This new program will require the wholehearted effort of every one of us for at least another year and one-half. Let's stay on the job and fulfill our obligations to our government on schedule."



EDGAR KAISER

More Tankers Needed, Says Vickery

"Recently the joint chiefs of staff of the army and navy advised the commission that in connection with their plans for the prosecution of the war, increased numbers of tankers must be delivered into war service at the earliest practicable date. Modern warfare as typified by planes, tanks and other motorized equipment, has an insatiable thirst for gas and oil. Based upon the record of production heretofore made by the workers of Swan Island, the United States Maritime commission is entrusting the building of 38 new tankers to your yard, and we are counting on you to help make good our commitment to the armed forces." — H. L. Vickery, Vice Chairman, United States Maritime Commission.



ADMIRAL VICKERY

Blast Causes Sinking, Not Structural Fault

Opponents of Kaiser Liberty ships were quick to join in the chorus of criticism when it was announced over two weeks ago that the John Straub had broken its back in Alaskan waters with a loss of between 55 and 65 men. But a week later, 15 survivors told the real story—that the Straub was destroyed by a violent explosion.

C-4's by October, 1945, and he in turn has made this commitment to the joint chiefs of staff. Due to the complexity of design, size and tonnage this means in and programming, that we have terms of manhours, materials our biggest job ahead of us—a job that will require the maximum of effort and skill of every man and woman in the shipyard. The importance of this type and other types of troopships from the standpoint of their place in present and future war operations cannot be over-emphasized.

The War Shipping administration quoted the survivors as saying that faulty construction was not a factor in the sinking. Actually, the men told navy interviewers, the sea was smooth and the night clear. The Straub was carrying a highly inflammable cargo of high octane gasoline and oil, and was bound for the Alaskan theater of war. Survivors said first the explosion was followed by others which were accompanied by brilliant flashes of flame and clouds of smoke.

SUNK APRIL 19

An official investigation had not determined whether the blasts

were from the inside or outside of the Liberty.

First word of the sinking came on April 23 from Superintendent E. M. Murphy of the Alaskan Steamship company which operated the Straub. He was advised by the WSA that the vessel broke in two on April 19 near Sanak island just south of the western tip of the Alaska peninsula. A small army vessel rescued two merchant seamen and 13 members of the navy gun crew, and took them to a hospital at Cold Bay, Alaska.

Little hope is held that any of the missing men may have survived. All lifeboats and rafts, except one, have been accounted for, and coast guardsmen who boarded the Straub's after section, which remained afloat for 14 hours after the explosion, found no one aboard. The forward portion of the ship went down immediately.

ON THIRD VOYAGE

The Straub, on its third voyage when destroyed, was launched at Oregon Shipbuilding corporation November 27, 1943—the 301st Liberty built by the yard. Assistant Manager Al Bauer said it was one of the 97 built after last June fol-

Fire Hazards Greater in Summer Workers' Care Urged

The danger of fire in the shipyard is ever-present. But with the approach of summer when the rains cease and the sun dries lumber and turns waste material into tinder, hazards increase sharply. Fire chiefs at Kaiser's three shipyards warn that special precautions should be taken at this time of year and point out that a major blaze could result in a delay in production and a huge loss in materials and lives.

Records for the past month disclose that the carelessness of welders and burners is responsible for a majority of fires in the three yards. Vancouver lists a total of 47 fires, and 19 of these were in connection with welding, while nine involved work of burners. At Oregon Ship there were 20 fires in April, with 11 caused by welders' sparks and heat, and three from burners' sparks and heat. Of the 12 fires at Swan Island, half were caused by burners sparks and heat, but only one was attributed to welding heat which set rags afire.

Careless Smokers Responsible

Careless smokers, held responsible for five fires, were next on the list at Vancouver, while at Swan Island, smokers set two blazes. One smokers' fire was listed at Oregon Ship. Other causes at the three yards were overheated stoves, light extensions and short circuits.

Although the loss in the 77 fires was not large, fire chiefs declare the threat to war production was immense. They credit the low fire-loss record to cooperation of workers with the fire department. Cleanup crews come in for a major share of the praise at Swan Island and Oregon Ship.

Fire Captain Fred Day at OSC said the major fire hazard at the yard is the carelessness of welders and burners. And the greatest loss in April—although only 52 dollars—resulted when a blaze started in a pile of leads and hose from a burner's heat.

At Vancouver, Fire Chief R. Melloy warned welders and burners to be particularly careful, but urged all workers to take precautions. Fire Captain R. F. Balke of Swan Island called attention to the fire prevention program which is broadcast over the public address system once each week.

Firemen at the three yards list these as particularly dangerous hazards:

1. Oil, paint and gasoline rags left where sparks or cigarettes might come into contact with them. These should be placed in proper containers.
2. Paints and inflammable oils left uncovered, and improper ventilation in close quarters when these are in use, to prevent combustion.
3. Leaky hose connection on oxygen and acetylene tanks. These should be disconnected at the gauge from the tank or manifold, and all faulty hoses and torches should be sent to the shop for repairs.
4. Disobedience of no smoking signs.

Planning Vacation? Here's Regulations

Balmy spring breezes enjoyed by the area during the past several days have prompted hundreds of "how about my vacation" queries, personnel chiefs at Oregon Ship, Vancouver and Swan Island reported this week. In explaining vacation regulations, the personnel officers declared that the majority of employees are covered by the master union-management agreement which went into effect in April, 1941, and has been amended several times since. The master agreement specifies that an employee under its jurisdiction is to receive a vacation with 40 hours pay each year.

PAYROLL YEAR DEFINED

In most cases the payroll year for the employee begins on his hiring date and ends 12 months after. He may ask for the vacation any time after he has worked 1,200 hours of his payroll year. Overtime hours cannot be counted in computing time.

Thus, a person who started work in a yard on December 1, 1943, will be eligible for a vacation a few days before June 1, provided he lost no time. If the employee elects, he may be allowed to accept cash in lieu of the vacation and continue to work.

Application for vacation time or cash is made to the department head, who forwards the request to

the Personnel office. He arranges vacation schedules to conform with production plans, and it is advised that he be notified of contemplated vacations in advance. Occasionally when a department is in the midst of a trying production period, the superintendent will request that employees defer their vacations until a later date.

OFFICE WORKERS' RULES

Clerks, timecheckers and office employees are covered by a different vacation arrangement. A worker in this category receives a vacation day for each 200 hours worked but must be on the job for 1,200 hours after the start of his payroll year before he may apply. If he loses no time he may earn 12 vacation days per year.

Employees on the exempt, or weekly salary, basis receive a day for each month worked. Their payroll year is also determined by hiring date of employment and six months of employment must be recorded before a vacation claim may be made.



Fires like these in Kaiser shipyards are expensive, not only in materials, but in man-hours lost in vital production. But worst of all is the potential threat of huge destruction which might result from blazes started by sparks from the tools or cigarettes of careless workers. Fire chiefs warn that the approaching dry summer season brings additional hazards.



Well I'll be

THE KAISER YARDS USED 1,035,259 GALLONS OF PAINT IN 1943!! -- ENOUGH TO GIVE A SINGLE COAT OF PAINT TO 25,881.5 FOUR ROOM HOUSES.

IN MAKING A RECENT RECORD, VANCOUVER ELECTRICIANS PULLED OVER 36 MILES OF CABLE IN 24 HRS.

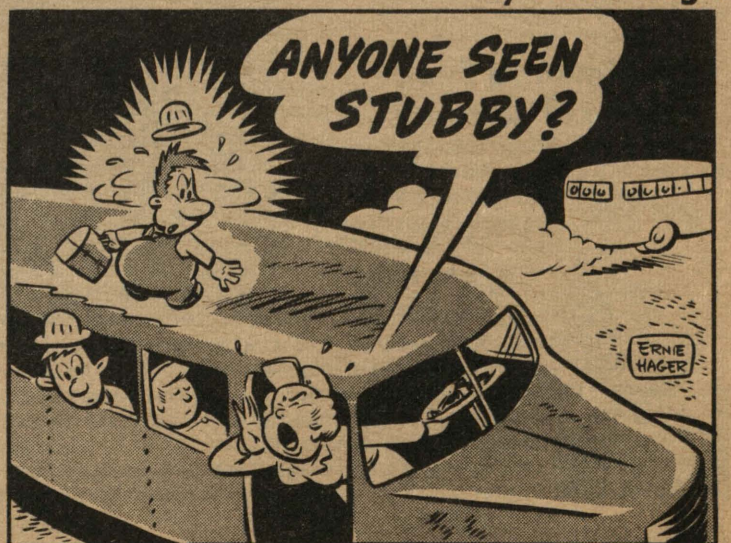
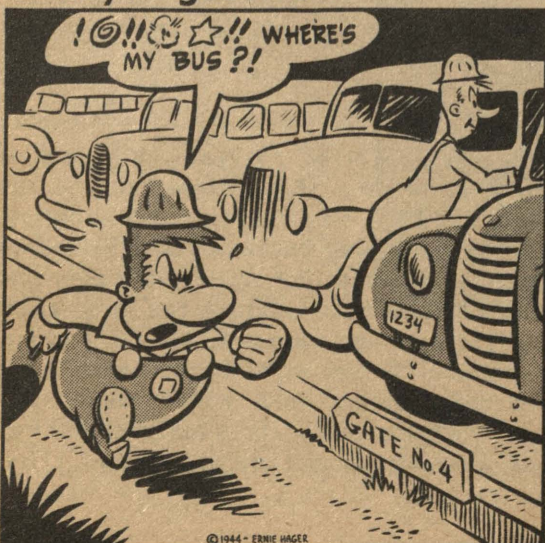
OREGON SHIP MAKES 53,000 PHONE CALLS A DAY-- THE EQUIVALENT OF A CITY THE SIZE OF SALEM, OREGON.

TO MAKE A SWAN ISLAND TANKER GO TWICE ITS PRESENT TOP SPEED WOULD REQUIRE 8 TIMES ITS PRESENT POWER.

SEND YOUR SHIPYARD ODDITIES TO "WELL, I'LL BE" IN CARE OF THIS PAPER. WE WILL PAY \$1.00 FOR ANY WHICH ARE USED.

Stubby Bilgebottom

By Ernie Hager





Safety classes like this for leadmen and foremen are held daily on every ship. On the table, in the foreground, are three battered tin hats which prevented fractures for their wearers' skulls, a safety shoe which saved a broken foot and a variety of "McGee" tools which cause accidents. In the picture are (standing) H. E. Ahlen, OSC safety engineer, and Noble Dutton, instructor. At the table are D. H. Wright, welder; A. Ashford, burner; and L. H. Stobbe, welder. Second row, A. H. Quine, A. W. Crighton and C. Purcella, burners; and D. Bahr, shipfitter. Third row, B. Morrow, William Goble and W. H. Bosch, welders; and Adolph Havilla, chipper. Back, row, N. Mustinger and Victor Brening, shipfitters.

Every Worker a Safety Inspector 7 Prizes Up for Hints

(OREGON SHIP)—To develop 30,000 safety inspectors from the yard's 30,000 worker's is one of the major objectives of the Oregon Ship safety suggestions contest, started May 1 and ending May 10, Frank Johnson, Kaiser yards' safety engineer, declared this week. Prize money of \$250 will be distributed among the seven workers submitting the best safety suggestions, with the top award set at \$75.

"We have around 30 safety inspectors on all three shifts," Johnson said. "It would be impossible for these 30 men to correct all hazardous conditions caused by 30,000. To make Oregon Ship a really safe yard, every man and woman worker must assume the responsibility of looking for safety hazards, and correcting these hazards, whether caused by themselves or fellow workers."

"Of course, hazards will develop that the individual cannot correct. These should be reported to the Safety department."

H. E. Ahlen, OSC safety engineer, said that although the yard had compiled an excellent safety record in 1943 in comparison to other industrial plants, more than 50,000 man days were lost through accidents.

LOST TWO LIBERTYS

"A loss of two Liberty ships because of on-the-job accidents is a conservative estimate," Ahlen said, "but the most regrettable factor is that the greater part of this loss could have been avoided. Just how much the production of each individual is affected by accidents can best be judged by the individual himself. On the same premise, the reduction of industrial accidents by each individual is within his control."

At Whistle press time, no figures on the number of entries in the contest were available, but Ahlen said interest among workers was high. He reminded that there were no limitations on the number of suggestions and that additional entry blanks are obtainable at check stations.

Yard superintendents, who are acting as a review board for the contest, began examining suggestions late this week.

Leadman to Seek Office of Coroner

J. E. "Jack" Allen, timechecker leadman on graveyard shift, announces his candidacy for Republican nomination for coroner of Multnomah county. Allen has been employed at OSC since August 13, 1942, and is a member of the American Legion. (Oregon Ship Photo)



Personnel Department Will Be "Your Friend"

(OREGON SHIP)—When a fellow needs a friend, he can usually find him in Oregon Ship's Personnel department. Under the joint supervision of R. A. Hadley and James P. Cooke, the Personnel department is primarily for the purpose of aiding shipyard employees. "The Personnel department is

responsible for numerous activities, such as vacations, deferments, clearance offices, women's counseling service, and veterans' rehabilitation program," Hadley explained. "There is also a trained interviewer present to serve those 'new hires' coming directly to the Personnel counter. The File department also is a busy one. Here, a permanent record of every employee—past or present—may be found and it is a pivotal point in the function of the department as well as in its location in the center space within the counter."

"The downtown hiring hall, at S. W. Fourth and Main streets, is the starting point for all craft 'new hires,' but after they become an integral part of this organization there may be questions arise from time to time and it is the function of some part of the Personnel department at OSC to answer these questions. The Vacation department is responsible for checking records and computing vacation allowances for all those who are entitled thereto. Vacation matters are interpreted here for employees."

"Deferments are most important now, not only to the individual employee, but to the department heads whose job it is to keep their departments properly manned. Special representatives, both in the Personnel and the Clearance office, handle duplicate draft registration certificates, draft classification cards, acknowledgments of selective service forms, induction trans-

fers to Portland, and selective service registrations.

"The Clearance office is composed of a group of male counselors especially trained to interview all employees terminating their services at OSC before these employees receive their final paycheck. The Clearance office also handles all transfers where a change in unions is involved."

HELPS SOLVE PROBLEMS

"The Women's Counseling service assists in solving 'on the job' problems of the worker which would compel the employee to absent herself from work. These counselors also take part in the Induction Training program, instructing the women about clothing, conduct, personal hygiene, and ascertain whether or not the new employees have children who might be better cared for in the Child Service center."

"The Veterans Rehabilitation program is under the auspices of the Personnel department. Through this medium, veterans of World War II are interviewed and properly placed in the yard where the work will be most suitable to their abilities."

"All 're-hires' are made in the Personnel building, after the employees have secured proper clearance from their unions."

"The Personnel department is also responsible for such services as working permits for minors, and, through a specially trained representative, offers all possible assistance to those employees who are ill, or hospitalized, or in other unfortunate circumstances."

"The people in the Personnel department are always most happy to have their fellow employees in the organization call on them so that they can render them every assistance possible."



R. A. Hadley



J. P. Cooke

The WORKER SPEAKS



Wants OSC Orchestra

Sir: Why not organize a real orchestra in the yard? Not a hill-billy band, but one of which we could all be proud. The Willamette yard has its "Hard-Hatters" and Albina has its "Hellcats" and both of these bands are excellent. At Oregon Ship we have only the Singing Sentinels. They are very good but would be better with an orchestra for accompaniment.

With summer coming along the downtown Victory center programs will begin again, and Oregon Ship should be represented there with an orchestra. Surely there are enough musicians among those employed here to form one.—J. D. Ray, Guard.

Ed.—Del von Zeuthen, yard program director, says: "Oregon Ship yard shows are produced with as little loss of man-hours as possible. An orchestra of such quality would have to be a subsidized band, with regular rehearsal hours, and this type of organization has been frowned upon by the U. S. maritime commission, under which the yard operates. The Willamette and Albina orchestras are subsidized groups coming under Navy contracts. We promise to continue giving the best possible entertainment available."

Suggests \$100 Bonds

Instead of issuing only \$50 war bonds through the yard, I believe it should be arranged to withdraw \$18.75 weekly from some checks as payment on \$100 bonds. Many couples or members of the same family working here could easily afford to pay this amount toward \$100 bonds.

Right now we have a \$37.50 deduction, but there is too much difference between \$18.75 and \$37.50. Also, a \$100 bond is nicer to look at. My wife and I can afford \$18.75 but not \$37.50 and we would prefer the \$100 bond. Please give this matter careful consideration.—T. J. Powers, sheet metal worker, swing shift.

Ed.—Ken Moyer, OSC war bond director, says: "Both Vancouver and Swan Island yards tried this plan, but because they were handling so many accounts, there was resulting confusion which delayed the delivery of these bonds to the purchasers. In order to maintain a prompt delivery schedule, it

was deemed advisable to confine sales to bonds of \$50 denominations only, except during special drives when various denominations were sold. As regards the spread between the \$18.75 and \$37.50 deduction, it is possible for an employee to carry more than one deduction plan. You are referred to the back of the present payroll allotment pledge card, available at the bond booth and in department offices."

Suggests Painted Hats

Sir: I suggest that all leadmen have "L" painted on their hard hats and that workers have crew numbers on their hats. As an expeditor I know this would help a lot in locating persons with whom many of us must do business. If a worker's crew number was changed, as so often happens, the paint could be removed and the number changed.—V. Dean, swing electrical expeditor.

Ed.—"At the present time practically all leadmen and foremen have their hats marked so they can be distinguished," comments H. E. Ahlen, OSC safety engineer. "If the turnover of people is as great as the suggestion indicates, considerable time would be required to repaint the hats. Therefore, I do not feel this would be practical for all crews, many of which do not actually require identification."

MANUAL COMPILED

(OREGON SHIP)—A comprehensive manual covering the activities of women counselors has been compiled at Oregon Ship under the supervision of Jane Martin, assistant personnel manager. Mrs. Martin said it is the first manual which produced for the guidance of counselors in dealing with the problems of women shipyard workers.

CARD OF THANKS

We wish to thank Oregon Ship employees for the wonderful contribution and gorgeous floral piece. Your kindness and sympathy was a very consoling comfort to me and my two children and we appreciate it more than we know how to express it.—Mrs. Ed. J. Christensen and family.

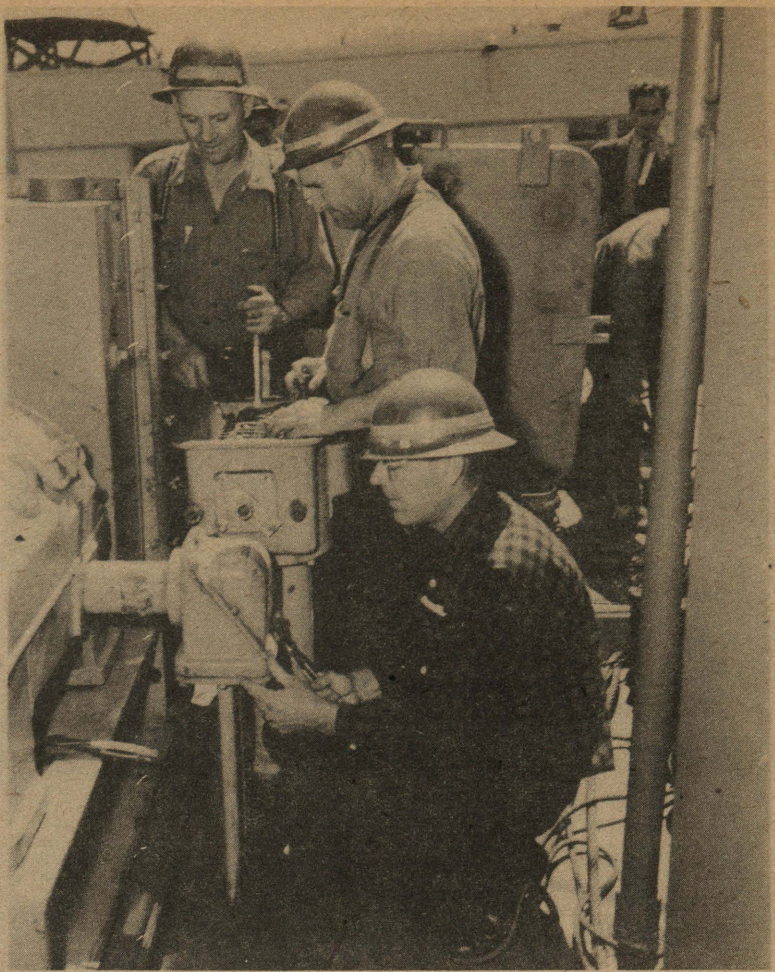
Lorraine Brock of New Assembly Tool room, and her father, Robert E. Lee, wish to express appreciation for the kindness extended to them when Mrs. Brock's daughter died.



Youngest Super Walt Torres, 27-year-old head of Oregon Ship's Mold Loft, is the youngest superintendent at OSC. Of direct Spanish ancestry, he was reared amidst the shipping bustle of San Francisco docks. He entered the ship construction eight years ago, and came to OSC in June, 1941, to help organize the Mold Loft. He now has a crew of 114 men and women to lay out and cut templates for ship sections. Torres says the loftsmen's job is the only shipyard construction work which makes callouses on the back of a worker's hands. He is married and has a boy of 14 months old. Fishing and golf are his hobbies. (Oregon Ship photo)



Here are some of the supervisors, foremen and leadmen who spark the work of the Electrical department on day shift. Front row, from left, O. F. Culbertson, lighting foreman; Carl Rohde, cable foreman; T. C. John, test foreman; Paul Stern, assistant supervisor, tests; J. E. Shelton, assistant cable supervisor; L. E. Christianson, layout foreman; and J. B. Monear, assistant day supervisor. Back row, K. Redfern, radio foreman; Don Ditzler, intercommunications supervisor; E. L. McCleary, power foreman; Len Weisenborn, assistant power supervisor; Harvey Bell, assistant lighting supervisor; C. Erickson, assistant layout supervisor; and "Chuck" Kramer, supervisor (all shifts). (Oregon Ship photo)



Wiring on the new electric winches for Victory ships is an important outfitting task for the Electrical department. Working on a winch are, from left, electricians Claude Lowe, Walter Cavaness and Johnny Jones. (Oregon Ship photo)

Electricians' Records Help Speed Victorys

(OREGON SHIP)—There are innumerable dramatic stories involved in the spurt which has, in two months, more than doubled Oregon Ship's production of Victory ships, but the one written by the Electrical department probably exceeds them all. The electricians have established a perfect record on the last five ships, which have returned from river trial runs with no electrical omissions or errors

discovered by inspectors. What's more, the department is now ahead of schedule, and many of the jobs formerly performed on the dock are being completed on the ways.

Seven weeks ago, Oregon shipyards were clogged with hulls which couldn't be launched because the Outfitting dock already was full of ships. The impasse was created by failure of outfitting crews to keep pace with hull pre-fabrication and erection.

Yark Superintendent Russ Hoffman surveyed the problem with the aid of Electrical Superintendent



Mel Hord Hord's department was undermanned for its new tasks.

With manpower in any appreciable quantity scarce, Hoffman and yard executives carried the electrical problem to the Metal Trades council. In what Hoffman describes as "one of the finest gestures of co-

operation ever displayed between unions and management" the council agreed to allow workers from other crafts to switch temporarily to electrical jobs.

About 350 employees responded to Hoffman's call to assist in Victory ship wiring operations. Additional hundreds of new workers were hired and trained for electrical work to bring the department's total employees to 2,530, compared with the 1,600 working on Liberties.

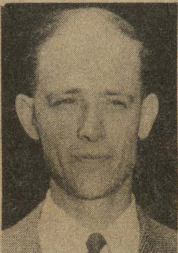
The new employees were placed in crews with experienced electricians. More supervision was needed, and the most competent journeymen were promoted to leadmen, many leadmen became foremen and foremen were raised to supervisors. Work schedules were carefully planned and coordinated.

Although personnel increased electrical man-hours per hull began to drop steadily.

Man-Hours Reduced

Comparative figures demonstrate how completely the electricians have solved their problem. On Hull No. 1001, the first Victory ship, electrical man-hours for marine work totaled 69,000. On Hull No. 1009, last hull on which statistics are available, only 29,606 man-hours were required for the same work.

When Hull No. 1007 returned from a trial run, it was the first time in the history of the three local



D. Deckebach

Kaiser yards that a perfect electrical mark had been made on one of the first hulls of a new design. The string has been run to five and Hord's aides hope to keep it unbroken for the rest of the AP-3 (Victory cargo) program.

Hord credits Ernie Hartwell, maritime commission electrical inspector, and his staff with an assist in compiling the perfect records. Hartwell instructed his inspectors to place red tags on all imperfect installations and on work not performed. Electrical crews comb each ship before trials and make corrections or catch omissions noted by the tags.

Praise Cooperation

As proud as they are of their crews' accomplishments, Hord and his assistants declare it was the co-operation received from yard supervision, workers and labor organizations which made possible the electrical records.

"We were up against a tough problem," Hord said, "and we had to get everybody's help to lick it.

Not once, when we asked for assistance, were we turned down. The entire organization is entitled to share the credit for what has been done."

Hoffman cited the manner in which the electrical difficulties were conquered as "Another example of how Oregon Ship solves its production problems with realistic, intelligent cooperation."

He said that the attack transport ships, on which OSC will begin construction soon, call for nearly three times as much wiring as do the Victory cargo ships, but expressed belief that the Electrical department has the nucleus of an organization capable of handling the increased work. He predicted, however, that more workers will be required.

Leadship of Hord's department is young and vigorous. Hord, himself, is only 34. Don C. Deckebach, assistant superintendent, is 35, and Charles "Chuck" Kramer, supervisor of all shifts, is 24. Dave White, electrical engineer for the department, is only 22.

Cupid Responsible For 1st. Time Off



ELMER G. LOWE

(OREGON SHIP)—It was nothing less than marriage that prompted Elmer G. Lowe, 69-year-old Buckler-Chapman insulation worker, to seek his first time off since he started work at Oregon Ship in July, 1942. Lowe reluctantly checked out early last Friday, explaining that he was going to city hall for a license to marry Minnie Baldwin, former OSC employee.

The marriage, which took place the following day, culminated a 10-month romance which began in the yard. Lowe, whose son is in the marine corps, has purchased a home at St. Johns where the couple will reside.



Efficiency of graveyard shift crews has been a big factor in records set by the Electrical department. Some of the graveyard workers and supervision gathered for this picture. Front row, left to right: G. D. Schultz and J. C. York, journeymen; F. R. Henkle, supervisor; H. J. White and F. S. Reed, electrical leadmen; J. T. Murphy, foreman; R. O. Graber, E. H. Smith and Bill House, electrical leadmen; and C. G. Jepson, welder leadman. Back row: Floyd Shroy, journeyman; C. D. Lansing, foreman; Marvin McCollum, L. C. Hughey, L. A. Lewis, Art Rillance, R. W. Lewis, E. E. Griffin and J. C. Dimm, leadmen; Harold Sims, journeyman; J. M. Chambers and F. J. Somer, leadmen. (Oregon Ship photo)



Some of the key men in the Electrical department's swing shift organization are pictured here. In front, left to right, are Alfred Schultz, Lester Haffey, Hugh Fowler, C. L. Reed, W. G. Foland, Andy Niemi, R. W. Ingram, Bert Troyer and D. Lansing, leadmen; A. H. McCullough, layout foreman; Bill Summers, L. L. Stoker, C. E. Hermanson and C. W. Erickson, leadmen. Back row, Glen Gray, W. C. Leeper and L. D. Slade, leadmen; Bud Stanton and Ray Chaney, foremen; M. Feigum, C. A. Blake and L. Jones, leadmen; H. S. Hicks, foreman; D. E. Turner, Joe Ford, R. L. Quinn and L. F. Dean, leadmen; R. Wolverton, foreman; V. Chambers, supervisor; D. Harris and J. J. Knox, leadmen. (Oregon Ship photo)

Big New Warehouse Solves Space 'Bug' For Several Units

When Oregon Ship's gigantic new warehouse was opened, the housing problem for a large number of departments was solved.

The old general stores building now is occupied by the Electric department, Dock Pipe shop, Tool room, a repair shop and a pipe-fitting storage. Part of the second floor has been turned over to the A. J. Bartells Asbestos company and Buckler-Chapman company. The building is 108 by 350 feet.

Another structure which acquired new tenants as a result of the new warehouse opening is the old Fitting stores building. The east end of the second floor was converted into offices for the Pipe shop and Buckler-Chapman company. The balance of the second floor houses several small repair shops. The Pipe shop is housed on the first floor. The building measures 100 by 271 feet.

When the electricians moved to their new quarters from the Outfitting Office building basement, that space was allotted to the Paint department, which has installed its main offices and shop there.

Clerk Marries Guardsman

(OREGON SHIP)—At a quiet informal ceremony, Marjorie Englert, price clerk in Material Control, was married Monday, April 24, to Robert Ellis, Coast Guard pharmacist's mate. Mrs. Ellis will continue working in the Material Control department.



Hit The Dirt Both feet off the ground, a Shipbuilder softballer prepares to slide back to first base after being caught on the base-path during the Shipbuilder-Graveyard Terror game which opened the Swan Island league season Monday. The throw (note ball) was wide; the runner was safe. (Swan Island photo)

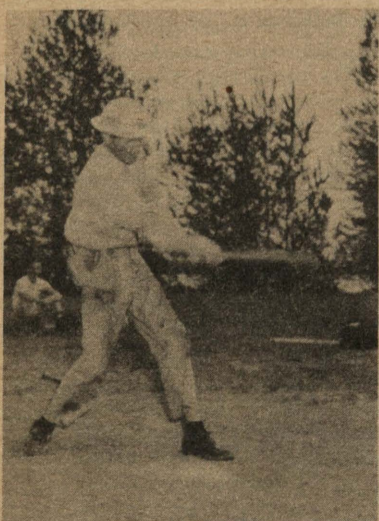


PITCHER



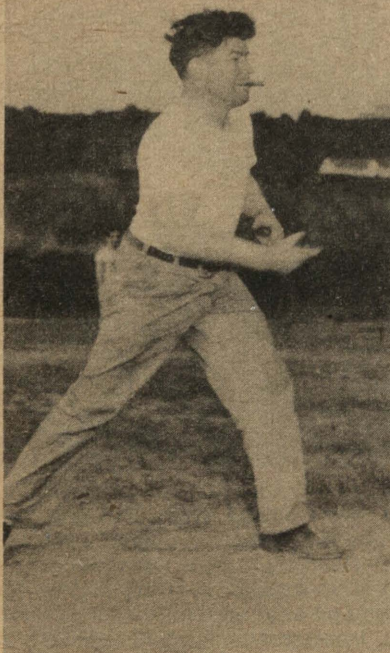
A. R. "Bob" Nieman, Swan Island general manager, tossed the first pitch in the opening game. Elmer Hann, general superintendent, was Nieman's battery mate; J. F. Bruns, principal hull inspector, the batter. (Swan Island photos)

Batter Up J. F. Bruns, principal hull inspector, takes a stance (?) for a fast pitch as Elmer Hann, general superintendent, waits behind the bat in the opening game ceremonies of the Swan Island Softball association circuit. Bruns hit the second pitch, was thrown out at first base.



Strike Two

Lamb of the Shipfitters makes a try for one of Claude Brown's fast ones in the game between the Shipfitters and Bartells last Friday night on Hudson House field. Brown (inset), pitcher for Bartells in the go with the O.D. team, was snapped just as he let go one. Bartells won by a score of 19-2. (Vancouver photo)



OSC Plans Softball League For Women

(OREGON SHIP)—Plans for a women's softball league are under way at OSC, according to Jane Martin, women's assistant Personnel manager. Play will probably not await completion of the athletic field in the dormitories area.

A dance to raise funds for the Assembly girls' softball team will be held at the Norse hall, May 13, beginning at 9:30 p. m. Myrtle "Mickey" Weston and her orchestra will play.

Ruscigno, Softball Hurler, Gets No-No

(OREGON SHIP)—Pitching for OSC's independent Welders-Burners team, Guy Ruscigno, one of Portland's outstanding softball tossers, hurled a no-hit, no-run game April 27, defeating Bill Steed's Shipfitters team of the OSC softball league, 7-0. He fanned 17.

The welding club pounded Ralph Sittel, Steed tosser, for 11 hits, including a triple by "Andy" Anderson.

Ten Seeks Games

(SWAN ISLAND)—G. R. Williams, manager, looks forward to a good season for his Swan Island chippers softball team. The chippers are a group of men at the Swan Island Barracks. Williams is bidding for games to fill out his schedule.

Terrors Win Softball Loop Opener, 24 to 4

(SWAN ISLAND)—Base hits rained all over the Swan Island Barracks' diamond Monday, May 1, as the Graveyard Terrors walloped the Shipbuilders, 24 to 4, in the opening game of the Swan Island Softball association's season. The Terrors, composed of burners on graveyard, battered Pepper and Brauchmiller for 19 hits while Acardo was holding the losers to four. Spotty fielding marred the game, 11 errors being chalked up, seven by the Shipbuilders.

HEIGHTS ATHLETIC CLUB SETS MAY 11 RING, MAT SMOKER

(VANCOUVER)—Another boxing and wrestling card, sponsored by the McLoughlin Heights Boys Athletic club, will be held in the Heights community center May 11. Ivan Jones, athletic director, announced.

The smoker will be a follow-up of the successful amateur bouts held last month and witnessed by more than 1200 spectators.

Several unusual events are slated, including two free-for-all wrestling matches for "paper weights"—boys 8 to 10 years of age. Another attraction will be six-year-old Johnny Beck, whose years are the only tender thing about him. Johnny already has the technique of an adult, and is one of the best physical specimens in the six-year-old class in the housing project, Jones avers.

Yard Or Baseball Diamond, Beavers Know Way Around

Several members of the Portland Lucky Beavers baseball team can find their way through a shipyard nearly as well as around a ball diamond.

Jack Wilson, pitcher, formerly was employed at Oregon Ship, and Pitcher-Outfielder Frank Shone at Commercial Iron Works. Pitchers Roy Helser and George Windsor just have completed a hitch at Albina Engine and Machine.

Spencer Harris, outfielder, and Bob Heddington, third baseman, worked the winter at Lake Washington Shipyards, near Seattle, and Clarence Federmeier, pitcher, was a shipfitter foreman at the Everett, Wash., yard before joining the Beavers. Ed Van Leiden, another hurler, came to the team from a Kaiser Richmond shipyard.

CLEARING WATER AIDS FISHERMEN

(OREGON SHIP)—Clearing streams have brought a change in luck to Oregon Ship fishermen, according to reports of limit trout catches made recently.

Thirty-four cut-throat trout running from 12 to 18 inches, were hooked in the Alsea by "Al" Youngblood, electrician foreman; Walt Wellard, electrician leadman, and Buster Varbel, pipefitter leadman. After the day's casting, the three fishermen joined their wives for an old-fashioned fish-fry. The fish were so large, Youngblood said, that a number of them could not be eaten and they were relegated to a frozen food locker.

Leon Stevenson, welding foreman, found luck equally good on the Deschutes, where he and V. F. Raade, shipfitter leadman, and their wives, caught 15 rainbow and Dolly Varden trout. One was more than 18 inches, Stevenson said.

OSC Softball League Starts Second Week

(OREGON SHIP)—Second week of play in OSC's softball league season will begin with a pair of games Monday night, Marine Engineers playing "Whitey" Thesman's Shipfitters and the Specialty tangling with Superstructure.

Tuesday night, Assembly plays the Plate shop and Steed's Shipfitters clash with Materials. Thesman's club plays Specialty Wednesday, and Marine Engineers meets Materials Thursday. Friday, Steed's ten opposes Assembly and Plate shop mixes with Superstructure.

A. R. "Bob" Nieman, general manager of Swan Island, hurled the first ball in the initial ceremonies, with Elmer Hann, general superintendent, catching, and J. F. Bruns, principal hull inspector, in the batter's box. Bruns missed his first swing, then hit the second pitch to the third baseman.

The two teams then took over and the final score read:

	R.	H.	E.
Terrors	24	19	4
Shipbuilders	4	4	7

Arcardo and Samuels; Pepper, Brauchmiller and Day, James.

Following is the schedule for week of May 8-12:

May 8—Terrors vs. Crane Operators, Field No. 1; Painters vs. Shipbuilders, Field No. 2.

May 9—Hull Outfitting vs. Chippers, Field No. 1; Marine Pipe vs. Erection, Field No. 2.

May 11—Fabrication vs. Shipbuilders, Field No. 1; Welders vs. Crane Operators, Field No. 2.

May 12—Chippers vs. Terrors, Field No. 1; Painters vs. Hull Outfitting, Field No. 2.

Marine Pipe, 1943 association champions, has only two veterans back this year—Gruner and Sax.

WALDRON NAMED SPORTS 'CZAR' AT VANCOUVER YARD

(VANCOUVER)—The Yard Activities office, in a sudden move this week, appointed T. A. ("Ace") Waldron, Paint

superintendent, coordinator and arbiter of all sports.

The new "czar" will have final say in any athletic disputes, and will work in conjunction with Bob

T. A. Waldron McCoy, Yard Program director, and George Conner of the Bosn's Whistle, Sibyl Howell, also of the Bosn's Whistle, will be secretary.

Waldron was chosen for the job because of his reputation for fair dealing in all matters, the Yard Activity office announced. He has a wide interest in all sports and takes part in many of them. (Vancouver photo.)

LITTON CAPTURES GOLF MEDAL PLAY

Bobby Litton, Vancouver yard employe, was two under par with a low gross 35 for nine holes to take medalist honors in the War Industries' Golf league sweepstakes at the Glendover Golf club April 26. Litton was competing in the low-handicap American league.

George Rongerude, Oregon Ship; Joe F. Bihle, Swan Island, and Elwin E. Bowyer and Bob Girtle, Vancouver, shot 37's to win places among the league's lowest scorers. Bihle, Bowyer and Girtle, with four-stroke handicaps, had the lowest net scores for the day, 33's.

Other Kaiser workers with low tallies in the American league were Robert Grooms, Donald C. MacPike, Don Peterson, Don Schmeer, Lester Slade and John J. White, of Oregon Ship; F. A. Frisch, Pete Kikes, Robert Noble, Frank Pappin, R. B. Phillips and E. F. Remlinger, Swan Island, and Gail Bowyer, Ed Engelstad, Kenneth Evans and Edward Vanderberg, Vancouver.

In the National league competition, George Urness of Oregon Ship, with a 38, tied for low gross honors. Urness also had the longest drive for the day. Leo Ariss, Swan Island, topped the Federal league with a low gross of 42.



Whether payday lines like this one will become breadlines for many at war's end depends on jobs. Portland planners vision first four measures on May 19 ballots as a "down payment" on peacetime employment.

Postwar Jobs at Stake On May 19 Ballots

Shipyard workers who are eligible to vote in Portland primaries on May 19 may have the unique opportunity of providing themselves with jobs after the war if four of the Portland improvement measures are passed. Part of a far reaching plan which aims at making Portland a better place in which to work and live; these four measures have as an immediate objective the employment of large numbers of returning servicemen and war workers.

The four projects, including road and bridge building, sewage disposal, harbor and dock work and public school improvements, account for approximately \$24,000,000 out of a total of \$75,000,000 proposed in the original "Moses plan" for Portland improvement. Not all of the plan, however, will require tax or bond levies, since many suggested projects would use state and city funds already available, and some would be supplemented by federal grants.

ROADS AND BRIDGES

Measure 400, providing for a \$4,000,000 bond issue to modernize roads and bridges, is sponsored by Multnomah county.

According to County Commissioner Frank Shull, 479 miles of county roads should be improved, reconstructed and resurfaced. The bond issue will supply funds for the work when jobs are needed. In addition, certain roads will be rebuilt.

"Traffic will speed up again after the war," says Shull. "We plan to eliminate sharp turns, substituting curves providing for greater safety."

Cost of the project to the individual taxpayer can be figured this way: Based on assessed valuation per thousand, cost during the first five years will be 16c per thousand for interest, \$1 per thousand for amortization. The entire bond issue will be amortized in 15 years at a total cost of \$630,000 in interest, according to County Commissioner Tom West.

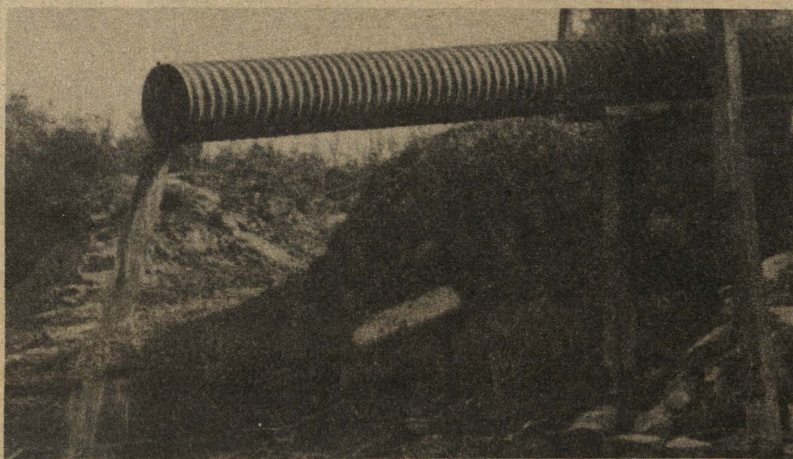
"We don't want WPA again," Shull adds. "The county proposes to do what private industry would do under similar conditions. The work needs to be done now, but if we hold off until after the war, we'll get this work done efficiently by men who need employment."

SEWAGE DISPOSAL

Measure 500, providing for an adequate sewage disposal system, is sponsored by the city of Portland and involves the possible expenditure of \$12,000,000, to be raised by bonds. City Commissioner Dorothy McCullough Lee says this is one of the first postwar construction jobs which should be undertaken.

Mrs. Lee says: "During recent weeks, the city council has engaged services of two local engineering firms to complete blueprints and specifications for intercepting sewers, pumping stations, pipe lines, and treatment needed to carry out plant recommendations of those authorities. Details are now going forward rapidly, but the money to finance the project must be available when bids are called for actual construction."

In addition to being a work-provider, the sewage project will clean up the sewage pollution of the Will-



Proposed sewage disposal system would clean up Willamette River by eliminating outlets such as the one shown here, one of 46 in the Portland area.

amette river and make it possible for Portland to comply with state sanitary laws. The present state of contamination of the river harms fish-life and consequently has hampered the commercial fishing industry in Oregon.

How much will this 12 million dollar bond issue cost the taxpayer? According to Commissioner Lee, the bond issue would cost \$1.55 per thousand dollars of assessed valuation. This means that a property owner with an annual tax of \$50 a year would pay \$1.78 of that amount to reduce the sewage disposal bond issue.

Provision is made in the measure to accept grants or donations from the federal government when they are available. So far, congress has not announced what assistance the federal government will give, but it is logical to assume that projects which concern navigable rivers and are closely related to health and sanitation will receive first consideration.

HARBOR IMPROVEMENTS

Measure 502, also sponsored by the city, provides for repair work and modernization of Portland's harbor and port. This three million dollar bond issue will make possible necessary expansion of Portland's greatest commercial assets—her public docks and harbor facilities. In peacetime, over 80% of Northwest export trade went through Columbia river ports. That figure will go up after the war, but present facilities are inadequate to handle increased business, according to C. E. Bailey, executive secretary of the commission of public docks.

Bailey pointed out that while wartime shipping figures cannot be quoted, an idea of Oregon's participation in foreign trade can be obtained from the fact that Portland has shipped more lend-lease supplies to Russia than any other port on the west coast.

Other Pacific Coast ports are

now planning and making provision for extensive and costly new harbor improvements. Portland cannot hope to hold her own in foreign trade, and meet the anticipated increase unless sufficient modern facilities are provided to meet the serious competition of other coast ports.

SCHOOL IMPROVEMENT

Measure 600, sponsored by School District No. 1, is a special five million dollar tax levy to provide one million dollars annually for five years to construct and modernize school facilities.

School board officials point out that the district has operated on a restricted budget for 12 years, with maintenance and equipment-replacement schedules far below standards.

A recent survey shows that building needs include replacement of six elementary and two secondary buildings, and additions to seven elementary buildings and six high schools.

Officials add that science laboratory, home economics and industrial arts equipment is inadequate, and facilities are needed to carry on proper instruction in music, art, physical education, handicapped children's program, and kindergarten training.

EMPLOYMENT POSSIBILITIES

While it is impossible to state the employment possibilities with absolute accuracy, it is estimated that the four measures will provide the equivalent of approximately 250,000 man-weeks of employment. In other words, if the four projects were all done simultaneously and completed within one year, approximately 4,000 people would find employment. Obviously this figure would vary under actual conditions. It is well to remember, however, that the four measures would provide jobs for additional thousands of people in transportation, retail and service occupation, in addition to the actual workers on the various projects.

Victory Plots Help Feed Allied Nations

Victory gardening is in full swing for workers of the three Kaiser shipyards. Government experts have appealed to home gardeners to produce more than ever before so that sufficient food will be available for people of Allied countries, including those who are freed from Nazi tyranny as the fight for freedom progresses. A goal of 22 million gardens has been set in the nation. And there is no finer gardening spot in the country than the Portland area where the rich soil produces big yields and the weather permits almost any type of crop. Here are victory gardeners at work.



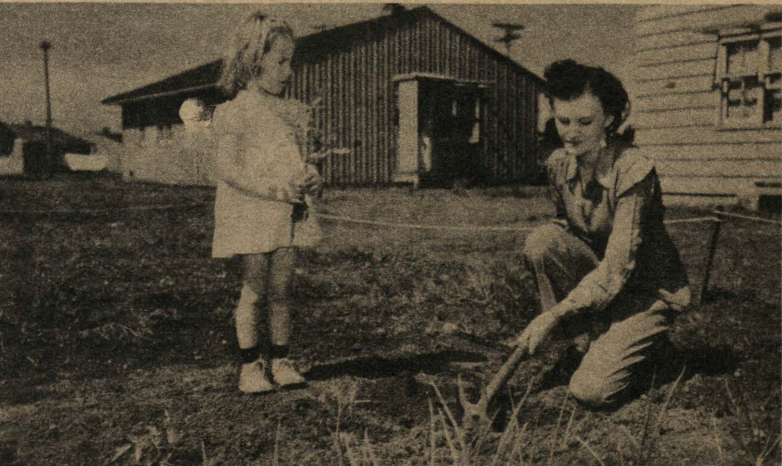
Smallest Garden Verna Mae Nelson, day shift time checker, has the smallest Victory plot at Oregon Ship. She is an expert on onions, produced in a box attached to the side of an Assembly time shack. Miss Nelson labors long and hard over her garden.



Diversified Plot W. F. Quillan, Swan Island day shift pipe fitter on the Fleet Oilers, and his daughter, Marilyn, left, are preparing his parking strip garden in front of his defense home for planting. Quillan expects greater production this year than last as a result of experience gained. Right is C. G. Jacobson, Oregon Ship day shift pipefitter on the Outfitting dock, who devotes his entire garden on Columbia Blvd. to potatoes. He hopes to double the 500 pounds produced last year.



Prize Winner The Bill Paddocks are all working on their garden at McLoughlin Heights, which they hope will be another prize winner. Last year this plot took the community's top award. Here they are planting celery, while son Dennis watches. Paddock works in the Plate shop on swing shift at Vancouver.



Puzzling Work Patsy Smith isn't sure she's clear on the gardening technique, but she holds a tomato plant for her mother, Mrs. C. O. Smith, above, who seems confident enough. Patsy's father is a safety investigator at the Vancouver yard.

INQUIRING REPORTER

QUESTION:

Do you believe you can obtain a steady job after the war?

Violet Wayne, material expeditor assistant: "I've got a steady job all lined up — taking care of my home. My husband doesn't want me to work after the war, and I believe there will be thousands of other married women who will be more than willing to go home and become full-fledged housewives again. When the boys come back from the war, I'm sure there will be enough jobs for them."

Frank Alexander, Reproduction department supervisor: "I believe that proper plans are now in the making which will insure America against another depression. Such projects as the Moses plan will provide jobs for thousands of persons and the jobs won't be raking leaves. I don't believe anyone will be forced to remain idle after the war. There is a big job ahead rebuilding the countries that have been devastated by war."

A. T. Dillon, marine supervisor: "I have been in this kind of work all my life and I don't have any fear of not being able to work after the war. I'll say one thing, though, if Hitler and Tojo have their way we'll all be working after the war — about 16 hours a day. I heartily agree with our leaders who are advocating a long-range post war employment plan. Now is the time to get ready for the peace era."

Robert Crane, Assembly whirley operator: "I'm thinking more now about winning the war than what I'm going to do after it's over. A lot of the boys are getting panicky about what's going to happen when Hitler and Tojo cash in their checks. When those guys are settled with there is bound to be lots of work repairing all the damage they have done. Everybody is going to need automobiles and lots of other things and all the factories will be humming for years."



Members of the Administration building employees' party which launched the S.S. Rockland Victory last Saturday are pictured after the ceremonies. From left, Mrs. Alta Ridderbush, Accounting department, attendant; the Rev. Lansing Kempton, who delivered the invocation; Mrs. P. Marinenko, Invoice Audit department, matron of honor; Mrs. Edna Jones, Cost department, sponsor; Mrs. Al Luedeman, Invoice Audit, attendant; Mrs. Kay Seidl, Progress department, matron of honor; Mary Ruth Clary, Cost Material department, attendant; Kathryn Winwood, messenger, flower girl; Jack Lacey, Cost department head, main speaker; and Joy Bryant, Stationery department. (Oregon Ship photo)

2 Launchings Honor Department Staffs

(OREGON SHIP)—Employees of the Administration building and the Sheet Metal department were honored at launchings of Oregon Ship's 17th and 18th Victory ships Saturday, April 29, and Tuesday, May 2. As a result of a war bond competition between administration departments, Mrs. Mrs. Edna Jones, Cost department, was chosen as sponsor of the S.S. Rockland Victory, which slid down the ways Saturday. Matrons of honor were Mrs. Kay Seidl, Progress department, and P. Marinenko, Invoice Audit. Miss Kathryn Winwood, messenger, was flower girl. Mrs. Al Luedeman, Invoice Audit; Mrs. Alta Ridderbush, Accounting; Joy Bryant, Stationery, and Mary Ruth Clary, attendant, the sponsor.

Harry Steele, Administration building chief clerk, who acted as master of ceremonies, introduced Edwin Cox, representing the Maine city for which the ship was named. Jack Lacey, Cost department head, was principal speaker and praised Administration building workers for the successful outcome of the competition.

The S.S. Claremont Victory, launched Tuesday, was christened by Mrs. Verne A. Nelson, wife of the plant's Sheet Metal department superintendent. Nelson, whose group recently won a yard bond contest, delivered the principal address.

Mrs. Nelson's matrons of honor were Mrs. Dorothy Goid and Mrs. Phyllis Nelson. Julia Ann Mellinger, daughter of the department's chief clerk, was flower girl. F. A. ("Al") Abraham, marine-outfitting superintendent, officiated.

STUBBY AND HIS FRIENDS



An odd coincidence that ended in a San Francisco hospital climaxed an otherwise happy week-end for Katherine Doak, Badge Control, when she paid a last pre-embarkation visit to her husband, a corporal in the army engineers. By her husband's request Katherine had arranged to meet the woman's son, a doctor practicing in the city. When the young man called at the hotel, Katherine was found to be seriously ill. The doctor turned his visit into a professional call, diagnosed her illness as scarlet fever and put Katherine in a hospital. She won't be back at OSC for three weeks...

Jim Emmett, administrative assistant, announced birth of his second daughter on April 24... Husband of June Burch, machinist on Way 9, is third mate on a Liberty ship in the South Pacific... Dorothy Jacobson, warehouse clerk, celebrated a birthday on April 29... and Paul Elia, also in the warehouse, had a toe broken when a pile of boards tumbled... Tommy Patterson, pipefitter foreman, is back at work after an operation, as is Irene Denzer, Outfitting dock Electric shop... Ruth Niles, Hull Materials chief clerk, is mascot of the department softball team and sports a new blue and white uniform... Lucille Hannula, Hull Materials, was married to Robert Olmsted, first lieutenant in the army engineers, April 23...

The appetite of a 500-pound sow was too much for Don McNeill, swing shift electrician... Don butchered and dressed the over-hungry porker at his farm recently, loading his car with the meat for the return trip to Portland. Starting for work Monday, he found the load had helped flatten two tires on his car... S. W. "Lindy" Lindekugel, for two years foreman on bottom sections, graveyard, writes from an overseas naval base that he enjoys reading the Bosh's Whistle sent him by Charley Jennings, union melt, and says there are three or four other former OSC boys in his outfit who also read the paper... Burners on the ways gave Al Hern a watch as farewell present, April 29, on his leaving to join the marines... Norman Hill and Mae Pierce, Paymasters' office, announced their engagement April 22... Robert Burkhardt, former OSC worker, is now in naval training at Farragut, Idaho... Stubby's recipe for breakfast ham-and-eggs on a fishing trip as invented by Buster Varbel, shipfitter leadman, recently—take ham from ham sandwiches and fry together with hard-boiled eggs sliced. Toast the sandwich bread, and breakfast is ready.

'RATHER SHOE HORSES' Smithy Liked Old Days

(OREGON SHIP)—The spreading chestnut tree isn't here, but the village blacksmith is doing business at Oregon Ship. He's Oscar Joln, swing shifter, who made footgear for thousands of horses in the "good old days" and is now using his skill with hammer and bellows in the building of Victory ships. Thirty-five years ago he could have qualified for the role of Long-fellow's immortal blacksmith.

"I wish we were back in the horse and buggy days now," Joln said. "I'd rather ride behind a spanking team of horses than in the best automobile or airplane that was ever built. But you can't turn back the hands of time so all we can do is stay right in pitching until we've put Hitler and the Japs out of business. Maybe then we'll have a better world, and I can have my old blacksmith shop back."

CHECK AND BADGE NUMBERS THE SAME

(OREGON SHIP)—Estimated odds of ten-million-to-one against getting identical numbers on a pay check and badge should be lowered by at least one-third, believes Theodore Salvo, swing shift pipefitter. Salvo is the second OSC worker to report the unique coincidence. He found an old check stub carrying the numbers stamped on his badge—58758.



Come And Get 'Em This is the plea of the Oregon Ship guards who are holding scores of wallets, glasses and keys lost in the yard during the past few weeks. Sgt. Ben Adlard and Mae Feist are pictured above displaying some of the lost articles. They ask persons who have lost anything in the yard to come to the guard office at the main gate and look at the collection. (Oregon Ship photo)



George Tilling, Paint Facilities foreman, and his crew of nine day shift painters keep Oregon Ship facilities neat and shiny. Tilling, left, looks on as his painters put the finishing touches on boxes being used in the OSC safety suggestions contest, which began Monday. Painters, from left, are S. Tang, Dolph Taylor, "Andy" Anderson and T. J. Zimmerman. (Oregon Ship photo)

Let George Do It--- And Tilling Does It

(OREGON SHIP)—When a paint job is needed at Oregon Ship, it's always "Let George do it." This old saying generally denotes buck-passing, but in this case it's a tribute to the reliability of George Tilling, Paint Facilities' foreman. With a crew of nine day shift painters, Tilling does all yard painting except that on ship construction.

His men handle building maintenance and yard equipment painting, as well as furniture, signs, boxes, numbering, stenciling and all varieties of facilities work.

Tilling admits that his small shop, situated in the Sail loft building, is often "swamped" with jobs and that he is forced to call on Kenneth E. "Cap" Cail, superintendent of the ships' painters, for assistance. Yard veterans, however, insist that Tilling and his crew are to be credited with the bright,

gleaming appearance of OSC buildings and equipment.

Tilling learned the painting trade in England, and there's still a trace of the "Cockney" in his accent. He came to America as a youth and pursued the specialty painting business, until he became an instructor of apprentices in Portland more than 20 years ago. Some of Portland's most highly skilled paint craftsmen served their "time" under Tilling. He was the second painter to be employed at OSC and has missed only two days' work since coming here in July, 1941.



Donors Mark Year Anniversary of their first group blood donation was observed April 29 by "Gabe" Balik's graveyard machine shop crew when 17 of the members, organized by C. E. Chretien, steward, visited the blood bank. Many of the group were making their sixth trip. Left to right, the donors are, front row: E. Rice, C. Glass, C. E. Chretien, Harry Cohen, John Tomkins, B. W. Fredregill, Don Hendrickson, Russ Wheeler, Gene King; back row, Henry Myers, Wm. Stevens, Cliff Palmer, foreman; J. J. Struck; Gabe Balik, foreman; Mrs. Ed Pace, Mrs. H. McEvers, Mrs. L. Kerley. With the Red Cross making a concerted drive to increase blood donations, shipyard crews are being urged to arrange visits to the plasma bank by calling Yard Ext. 327. (Oregon Ship photo)