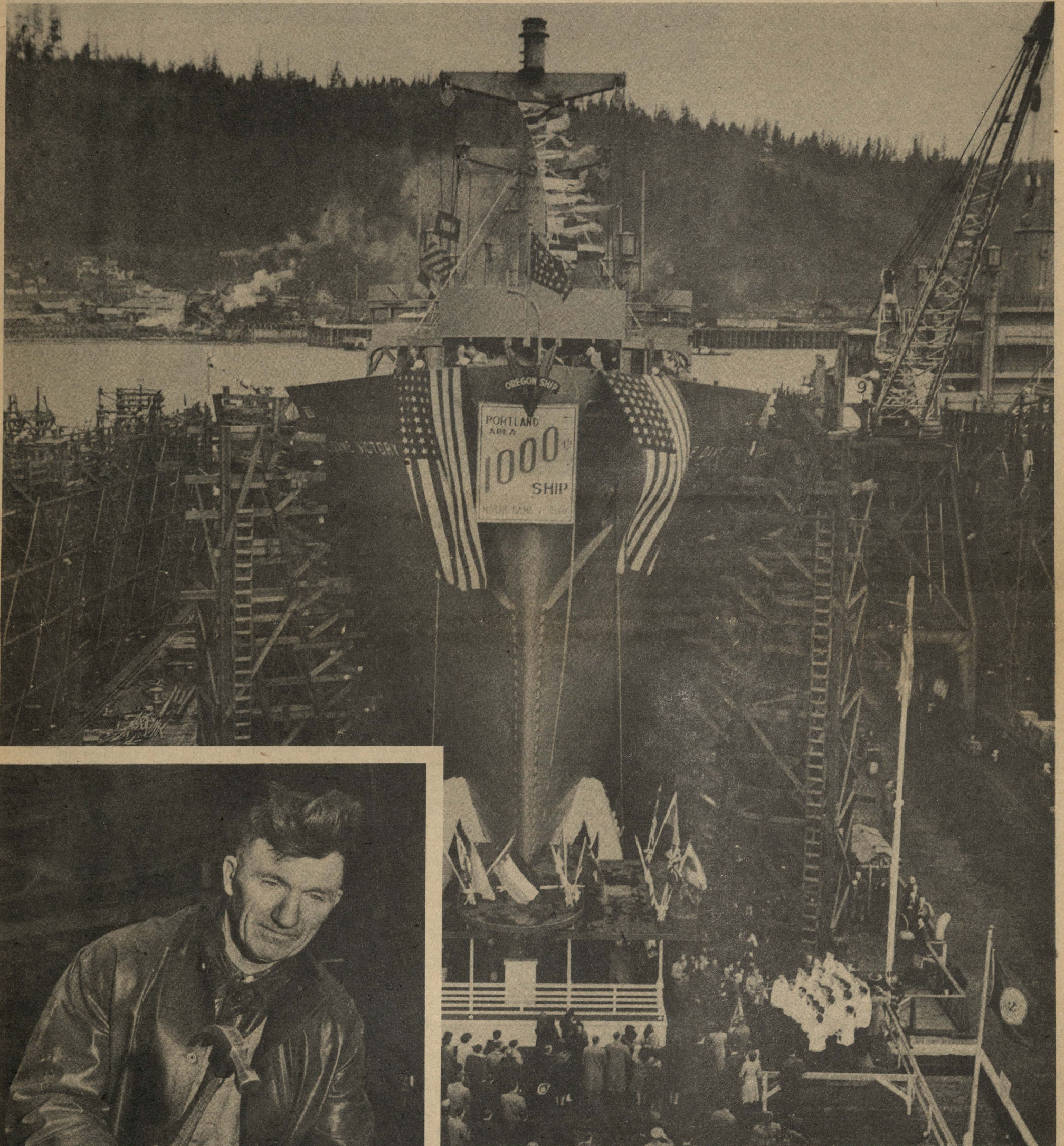


OSC's 413th SHIP No. 1000

—Story, Page 8



A Thousand Ships Portland last week became "the city that launched a thousand ships." Thousandth vessel was the Oregon Ship-built S. S. Notre Dame Victory that slid down the ways into the same Willamette river that had, up to that moment, floated 999 sea-going hulls launched from yards in the community. With the passing of the 1,000th launching, Portland forges into the foreground as one of the outstanding wartime ship construction centers of the nation.

No Shamrocks The Irish aren't pinning up many shamrocks this year on St. Patrick's day, according to Edward D. Aleshire, red-haired Irish shipwright. Chief reason, Aleshire says, is that all good Irishmen are too busy building war materials for the men overseas. At left, with hammer and nails he proves his point by adding another board to the skidways in preparation for another ship's keel after the launching of the S. S. Notre Dame Victory last Friday. (Oregon Ship photo)

Kaiser Seeking Jobs; Workers To Be Kept Informed Of Status

Confusion was spread through the Portland-Vancouver area last week when conflicting news releases concerning the three Kaiser shipyards appeared from eastern sources. The local press immediately published accurate accounts of the present production and employment picture. Two weeks previously Bosn's Whistle printed comprehensive statements from yard managers concerning the status of each yard in regards to production and employment. Those statements, according to Yard Managers Bauer, Miller and Nieman, still portray conditions.

Edgar F. Kaiser, general manager of the three yards has amplified the statements with the following release:

"The editors of the Bosn's Whistle have asked for a statement that outlines the future work load at Swan Island, Oregonship and Vancouver. During my four weeks in Washington, D. C., we have concluded negotiations changing our existing contracts for ship construction from cost plus fixed fee and price minus contracts to fixed price and selective price contracts. Oregonship and Swan Island are now on selective price and fixed price contracts respectively. These contracts guarantee the construction price to the government. Under these contracts the yards can make a loss or a profit (the profit, if any, is limited by recapture; and loss, if any, must be absorbed by the contractor).

POSSIBLE CUTBACK

"The work load of our existing contracts is as follows: Swan Island 38 tankers remain to be delivered, the last of which is scheduled for delivery November 29, 1945. Oregonship 57 AP-3 victory cargo and 12 AP-5 Attack Transports, making a total of 69 ships, the last of which is scheduled for delivery December 31, 1945. Vancouver 25 C-4 troop transports and 8 CVE escort carriers, the last of which is scheduled for delivery September 20, 1946.

"Rumors have been circulating concerning possible cutbacks on these programs. The only cutback I know of directly or indirectly under consideration at this time is the possibility of a cutback at Swan Island. This cutback involves not more than four to eight tankers, which if the maximum were cut off would mean that Swan Island's last ship would be delivered October 4, 1945.

"When and as reduction in labor force is warranted, we believe that the policy followed by Lee Stoll, state director of the War Manpower commission, is sound. Namely, representatives of the WMC are sent to the yards for the purpose of directing those laid off to essential war or civilian jobs. We will continue to the best of our ability to give our own workers, WMC, the labor unions and WPB information with respect to our program as soon as we are apprised of it ourselves.

READY FOR CHALLENGE

"We have heard stories concerning what happened in shipyards and other war plants in World War I when cutbacks were ordered or when there were rumors concerning the fact that there would be cutbacks. It is said that workers stalled on the jobs to prolong jobs. Such a practice, if followed in this area, would be one sure way to prevent future work and future contracts being placed in this area. There is no question concerning either the cost production record or efficiency record of these three Portland-Vancouver shipyards. Workers, unions and management can be proud of them.

"We are on a fixed price basis now and we are looking forward to the competitive market unless shipping requirements change and an all-out production program becomes necessary again. There are additional ships to be built. Of this I feel certain from talking with the Commission and various ship operators. Numerous special types are needed. Most of these will be offered for competitive bids. We are on our mettle—if we are to have more work here, we must earn it by our ability to produce it cheaper than our competitors. We have confidence that workers and management in this area are ready for the challenge. The future is ours to make what we will of it. The jobs are here if we make them."

Musical Family Aids Red Cross War Fund

(OREGON SHIP) — One of the outstanding programs presented in front of the main yard gate last week during the Red Cross War Fund drive was that staged by the locally renowned "Tracey Family," a group of four stringed instrument musicians. Tracey Huntsacker, head of the family, is a graveyard Assembly shipfitter.

782 Give Blood in Year's First 10 Weeks

(SWAN ISLAND) — Red Cross blood plasma center reports 782 Swan Islanders have donated blood during the first 10 weeks of 1945. The plasma headquarters is now issuing an appeal for whole blood of type "O." This is flown to the Pacific front immediately, arriving there in 48 hours time from donation.

Worker Recalls Flag-Raising in Manila in 1898



ADOLPH WOELM

(SWAN ISLAND)—When General MacArthur raised the American flag over Manila, Adolph Woelm, Swan Island employe, recalled the raising of the first American flag to the top of the Manila flag-pole in 1898 when Admiral Dewey shelled the Spaniards at that spot in the Spanish-American war. Woelm was standing at attention with the 2nd Oregon U. S. volunteer regiment at the event. He saw 15-months service as a bugler with the regiment.

"I was given my choice of being a private in the rear ranks or a bugler," said the jovial Woelm who works in pipe yard storage on day shift, "so I took up bugling, although I had never blown one in my life. I darn near drove my companions nuts on the way over practicing on that thing. I guess I became o.k. at it 'cause they always came on the run when I blew 'mess call' which was also my favorite."



Here are two of Shelton's Angel fish curiously inspecting the photographer from their tank, that is filled with Green plants, pebbles and snails to simulate their native pond conditions. Note the stream of air bubbles rising in the center.

EVERY DAY IS FRIDAY Fish Hobby Pays Off

(OREGON, SHIP)—When it comes to fish, the world is divided into two "schools" of thought—those who like their fish with tartar sauce and those who like their fish swimming in an aquarium, according to E. L. Shelton, OSC shipwright. Shelton, who raises exotic small fish in numerous aquaria at his home at 1907 N.E. Wasco street, for many years thought of fish only in terms of a tender fillet for dinner, but discovered the art of raising tiny swimmers while recuperating from an accident.

"I bought a little tank, a few fish that looked pretty and started fooling with them to pass the time," Shelton said. "But one thing led to another. For example, once I had five fish in a tank out of which six months ago I took out 200 young ones with 300 still to go."

To an observer whose acquaintance with fish has stopped at "baked Alaska," the live specimens swimming in tanks full of green plants are incredibly beautiful. Angel fish drift through green fronds of underwater plants trailing silver streamers; White Cloud Mountain fish flick red tails at the ends of their inch-long black bodies; glass fish expose their inner workings through transparent bodies; zebra fish with black stripes on their translucent sides dash in quick circles.

Mating habits of the different varieties are full of interest, Shelton said, with the Gourammies high on the list of fantasy. They catch a bubble of air, build bubble nests and put an egg in each bubble after it is laid. Their microscopic offspring hang suspended in mid-bubble until big enough to swim away.

Female zebra fish chase the male fish ardently when mating, while the sedate Angel fish are faithful to their companions like old wedded couples, Shelton related.

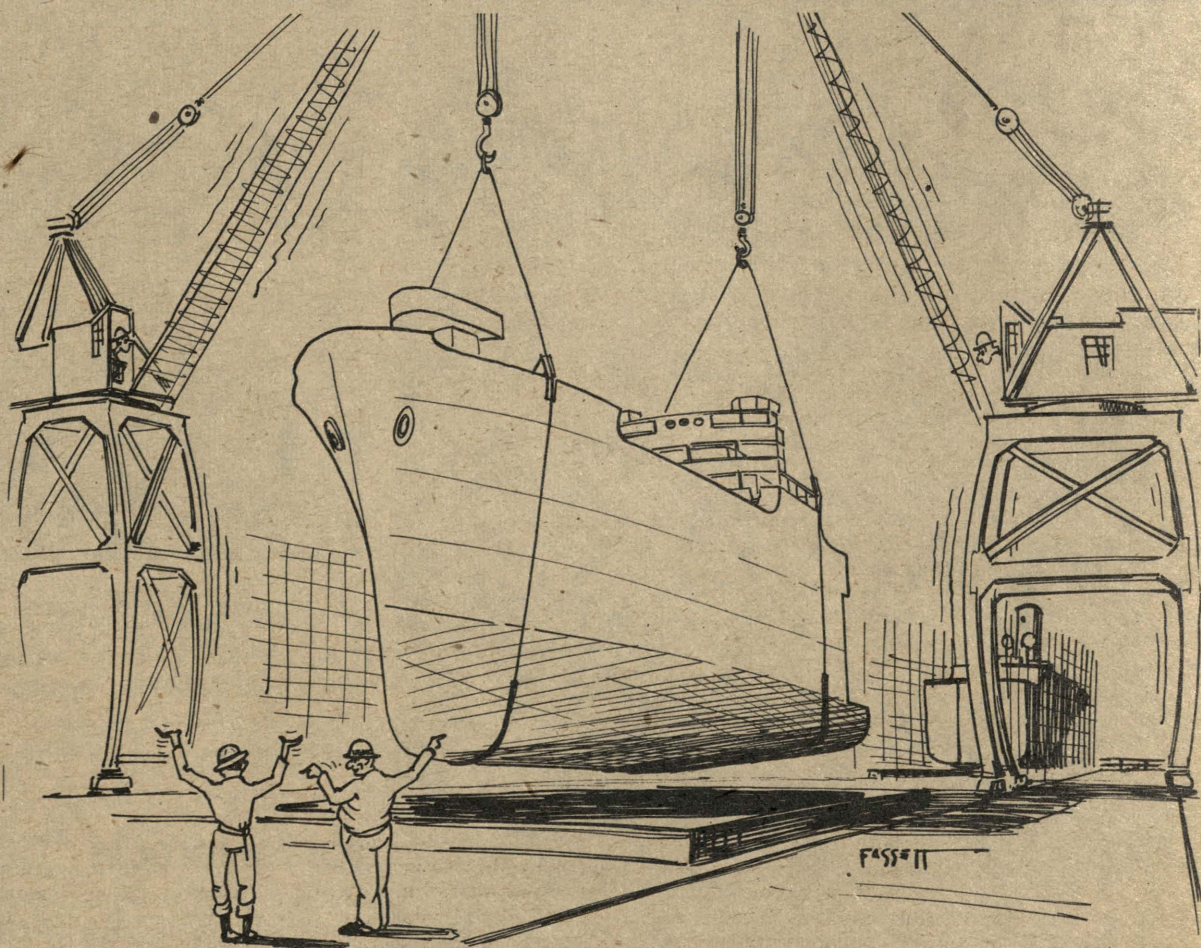
Shelton keeps most of his fish in



tanks placed in a small greenhouse attached to his home. Here temperature is maintained at even warmth for the exotic tropical varieties, and here Shelton raises microscopic live food for the baby swimmers. To keep a balance of air in crowded tanks he keeps constant streams of air from a small compressor running through the water.

But raising fish has other advantages than being a cure for shattered nerves, Shelton declared. Last Christmas he sold 2,600 fish for live presents, says he can average \$100 a month or more from sales.

"Best of all," he declared, "a hobby like this brings the world to your door. Most people who start raising tropical fish become enthusiastic collectors and are always visiting each other to inspect new varieties and swap yarns about 'the fish that got away' — to the other collector."



"I know about prefabricated sections, but isn't this overdoing it a bit?"

In-Plant Feeding Planned For Yards

\$1,100,000 Is Approved For Meal Service

Proposed in-plant feeding units for the three Portland-Vancouver area Kaiser shipyards, sought for a long time by the Portland Metal Trade council, may be installed soon. The U. S. Maritime commission has allocated \$1,100,000 for units, construction of which has been approved by the War Production board. Much of the planning for the new service has already been done by the War Food administration.

Commenting on the plans, Business Representative John Gillard of Steamfitters' local 235, who is chairman of the Metal Trades council's In-plant Feeding and Health Committee, declared this week:

"Management kept stalling because they feared that work in the yards might decline, but we think that industry will stay after the war and we think that one way to keep men on the job is to create such benefits for them."

Vancouver's facilities will cost \$415,137, Oregon Ship's \$359,432 and Swan Island's \$325,431.

PREPARE AT VANCOUVER

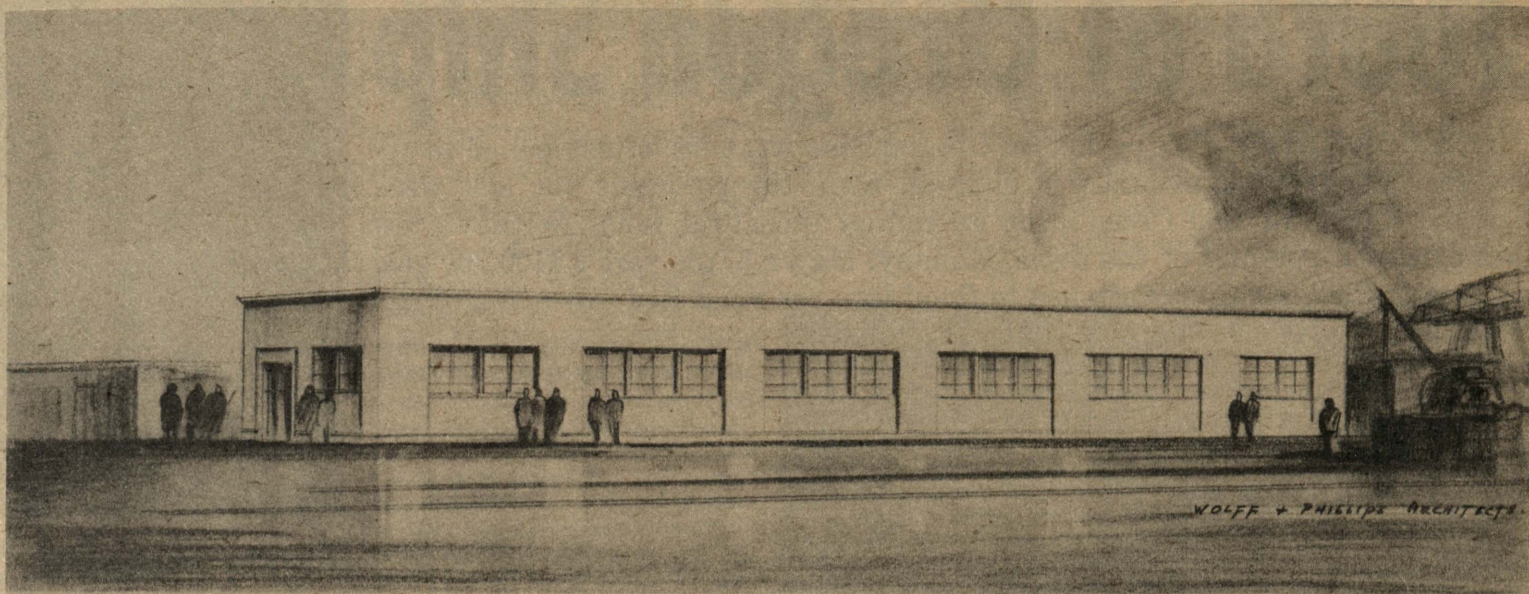
The plan is to prepare the food for all three years at the Columbia house kitchen in Vancouver. It will be transported to the plants in specially insulated containers before the lunch hours.

Enclosed feeding units, with capacities ranging from 200 to 600 persons, will be erected at strategic locations throughout the yards. Nine units are planned for Vancouver, eight for Oregon Ship and six for Swan Island.

Reimers and Jolivette, Portland general contractors, have been named low bidders on the Vancouver buildings. The firm estimates that the five two-story buildings to be erected on the Vancouver Outfitting dock will cost \$84,715 and that the four one-story units to be located at other points will require \$8538 each. Oregon Ship and Swan Island bids have not been announced.

Present plans call for the serving of set price standard meals at lunch periods only.

Meal service within a Portland Kaiser yard has been tried only once before—at Oregon Ship in December, 1941, and January, 1942. At that time, four cafeterias were operated. They proved so inadequate that they were abandoned.



Here's how one of the hot lunch rooms proposed for the three Kaiser yards will look according to the architects. At Vancouver four of this type will be erected. Each will take care of 300 workers. Lunches will

be cooked in central kitchens and brought in to the rooms to be served cafeteria style. Similar buildings will be erected at the other Kaiser yards according to the plan.

RICHMOND YARDS TO FINISH WORK FIRST

Kaiser shipyards in the Richmond area will complete new construction contracts earlier than those in the Portland-Vancouver area, according to a statement made by Henry J. Kaiser in New York last week. Kaiser said new construction will be completed in the four Richmond yards by August, September and October. Richmond yard No. 3 is being converted into a permanent repair yard.

Swan and Oregon Ship, on the other hand, will continue to the end of 1945 and Vancouver to September, 1946 under present contracts.

ST. PATRICK'S DANCE SLATED FOR VANPORT

(OREGON SHIP)—A St. Patrick's day dance for "all Irishmen and their friends" among the Administration workers and chief clerks in the three Portland area yards will be held tomorrow night, March 17, in the Pomeian room of the Congress hotel. Dancing will be from 8 p. m. to 12 midnight and refreshments will be free, it is announced.

Red Cross "capture packages," given to new prisoners, contain pajamas, underwear and personal comfort items. Prisoners usually are captured with just the clothes they wear.

Moving Drydock Big Task; Two Bridges Are Problem

(VANCOUVER) — The brunt of the problem of moving the drydock from Vancouver to Swan Island March 26 falls directly on the shoulders of F. R. Gillard, Port captain for the three yards. It is his task to see that the dock is moved the 13 miles from Vancouver to Swan Island without mishap. "This assignment sounds simple on the face of it," remarked Captain Gillard, "but believe me it's

going to take a lot of planning and just plain luck to maneuver that hulk of steel through the Interstate and railroad bridges just below the Vancouver yard and Swan Island. "The carriers used to give us concern in regard to clearance, but at least we could depend on a little assistance from their engines. The dock, on the other hand, is just an inert mass of steel and we are going to have to depend on the tow boats to take it through the bridges. If there is much wind on the twenty-sixth, we'll not move her at all."

It is planned to launch the end sections for the first drydock on March 23, the same day that the first C-4 will hit the water of the Columbia. Three days following the launching the entire dock will be moved to Swan Island which is to be its permanent berth.

Captain Gillard says that he has not found definitely whether or not the dock will be taken over as a unit or whether two or three trips will be made. It will take from four to five hours to make the 13 mile trip to Swan. A public address system will be installed on the dock to facilitate the issuing of orders to the three stern wheelers and the two small boats which Gillard plans on using for the job.



CAPT. F. R. GILLARD

Softball Benefit Dance Attracts Record Crowd

(OREGON SHIP) — One of the largest crowds ever to attend a shipyard dance was reported to have gathered last Sunday night at Tiny Dumont's Park for the annual Welders and Burners Softball Benefit dance. Over 1,200 tickets were sold and every purchaser was at the

Shipbuilders Pick Wood As Secretary

The appointment of Timothy Wood Jr. as secretary of the Portland Council of Shipbuilders, was announced recently by the board of directors. Wood,



who has been area industrial relations representative for the U. S. Maritime commission with offices at Swan Island, assumed his new office yesterday. He has been

Tim Wood associated with shipbuilding for three years, having served formerly as personnel manager of Willamette Iron & Steel corporation and Gunderson Bros. Engineering corporation.

dance, according to Al Cole, general chairman. The event was the first of numerous departmental dances scheduled for the coming season on the OSC recreation program. The next dance will be held March 28 at The Sunken Ballroom, sponsored by Marine Engineers.

Jap Torpedo Wrecks OSC Liberty Vessel

(OREGON SHIP)—The story of the last valiant hours of another OSC-built Liberty ship, the S.S. Robert J. Walker, was revealed this week by the War Shipping administration. The vessel was steaming along the coast of Australia when a Japanese torpedo smashed into her, shearing off the propeller and destroying the steering engines.

Almost two hours later, another torpedo was spotted racing toward the helpless vessel. The Walker's guns, handled by the navy armed guard, destroyed this torpedo at 100 yards. The hold of the Liberty ship was rapidly filling with water from holes in the vessel's stern when a third torpedo was seen approaching a mile away. This one escaped gunfire and its explosion wrecked one of the ship's lifeboats.

At the order to abandon ship the crew escaped in the remaining lifeboats and rafts with the exception of one crewman killed and one missing. An Australian destroyer picked up survivors.

The vessel was OSC's 130th Liberty Ship. It was launched February 2, 1943, from Way 1, and delivered February 12. Mrs. Sidney Tuve, wife of a former Pipe shop foreman, sponsored the ship.

Kaiser Portland Steel Office Open

District offices for the Kaiser company's iron and steel division have been opened at 817 Corbett building in Portland.

District manager is Fred Lord, former manager of purchases for Kaiser Portland area shipyards. Cecil Rogers, who has served as accountant and administrative assistant at Oregon Ship and Vancouver, is district order supervisor. A former Oregon Ship employe, Hazel Clark, is secretary.

Food boxes packed by Red Cross volunteers for our prisoners in Europe contain 11 pounds of vitamin-rich foods lacking in prison diet.

Management Course Open For Workers

(OREGON SHIP)—A comprehensive course for shipyard employes in Factory Management opened Tuesday, March 13, at Benson high school, Room 1. The class will meet each Tuesday from 7 p. m. to 9 p. m., for 12 weeks under the instructorship of Eugene Caldwell, vice-president and general manager of the Hyster company of Portland.

Conducted under the auspices of the Oregon State college, the course will cover such topics as wage payment plans, production control, employe selection, cost systems and managerial policies. Qualifications for enrolling in the course are either high school graduation or the request of the employer.

COMBAT SWIMMING

To date, the Red Cross has trained over 17,000 armed forces instructors in combat swimming, so they can teach the men of their units how to swim with full combat equipment, how to swim through burning surface oil, how to keep afloat for long periods.

Skipper Relates Saga Of 'Star' Destruction

(OREGON SHIP)—In comparison with other ship-sinking experiences related by men cast adrift in open boats, the crew of the "Star of Oregon" had an easy time after the vessel was torpedoed and shelled in the South Atlantic on her maiden voyage, according to the ship's captain, E. P. Thomas, who visited Oregon Ship last week.

"However, no ship sinking is ever a light experience," he declared. "Although we were treated



E. P. Thomas in one of the ship's holds was no lulling touch to a man's nervous system, Capt. Thomas said, in spite of the non-explosive cargo of ore carried by the "Star."

with consideration by the enemy submarine captain, it wasn't easy to row away into the dark, watching our ship go up in flames." And the shock of being awakened by the explosion of a torpedo

"The torpedo struck us at 2:30 a. m., on August 29, 1942," he related. "We abandoned ship shortly after and stood off while the enemy submarine shelled 'the Star,' setting her on fire. Then we formed a line with our four lifeboats and headed for Trinidad."

They were rescued by a navy patrol boat after 22 hours in the open boat, he said.

Captain Thomas, while visiting Oregon Ship, went on the trial run of the S. S. Terre Haute Victory, commented highly on the well-built construction and speed of the vessel. He has been in the merchant marine service for nearly 20 years.

Red Cross Drive Tops Quota at Oregon Ship

(OREGON SHIP)—The pockets of Oregon Ship workers, often opened to appeals for help from individuals in distress, were turned inside out last week when the American Red Cross made its annual appeal for funds. Within a few hours after the opening of the drive, Monday, March 5, the yard's \$100,000 goal was passed. Pledge cards continued to flood into the yard Red Cross War Fund headquarters through the week and by Friday, March 9, OSC workers had subscribed a total of \$101,741.50, with several departments' subscriptions still not totally reported, according to Jim Emmett, War Fund drive chairman.

Among the first of the large departments to out-reach quotas was the Assembly which passed 100 per cent at the end of Monday's three shifts and reached a subscription total of \$10,369.50, or 131.26 per cent of the department's goal, by the end of the week.

Mold Loft, traditional yard leader in fund-raising campaigns, pledged 197 per cent of its quota to lead all departments. Though the welders had underwritten the largest

sum, \$14,204.50, for the War fund, their department was still, at week's end, 8 per cent under quota.

"One of the outstanding characteristics of Oregon Ship workers has always been the ungrudging response to an appeal for help from any source," Emmett declared. "And this instant response for the Red Cross is another example of the OSC worker's generosity and sympathy for those in distress."

GRAVE SHIFT LEADS

Figures showed that by Friday, March 9, after five days of the War Fund drive, the yard had topped its goal with 101.74 per cent of quota. The graveyard shift was the outstanding group with 82 per cent of the shift's workers participating. Among swing shifters,

79.39 per cent had signed pledge cards, while day shift trailed with 77.81 per cent.

Averages showed that graveyard workers had given \$4.70, swing shift, \$4.36, and day shift \$4.32 per individual. Although Friday's figures found only 79.47 per cent of the yard as a whole contributing to the War Fund, many more pledges were expected before the campaign closed on March 16.

Noon today, March 16, is the final deadline for all pledge cards to be turned in, Emmett said.



Mighty Missouri Proud of their combined heft—they tip the scales at about 548 pounds—Harry "Tiny" Ehrhart, burner, right, and Nell Anderson, welder, explain that "this is the way we grow in Missouri." They attribute their powerful build to "good food, good climate and good nature."

'Dinkey' Locomotives Do First-Class Wartime Job

(OREGON SHIP)—With their hands on the throttle but proceeding at considerably less than the "90 miles an hour" of Casey Jones fame, Oregon Ship's "dinkey" operators engineer their pocket-sized engines over the yard's 11 miles of tracks with as much aplomb as if they were piloting the latest streamliner. The minute locomotives, generally traveling at not more than 12 miles

per hour, haul three or four flatcars at a trip, distributing material through the yard after it is delivered by freight trains at the yard gate. "Material allocation orders are posted at the yard entrance," explained C. C. Denny, yardmaster, "and the dinkeys pick up their cars, take them to the storage yard, the warehouse or the ways for unloading."

TRIPS ARE ROUTINE

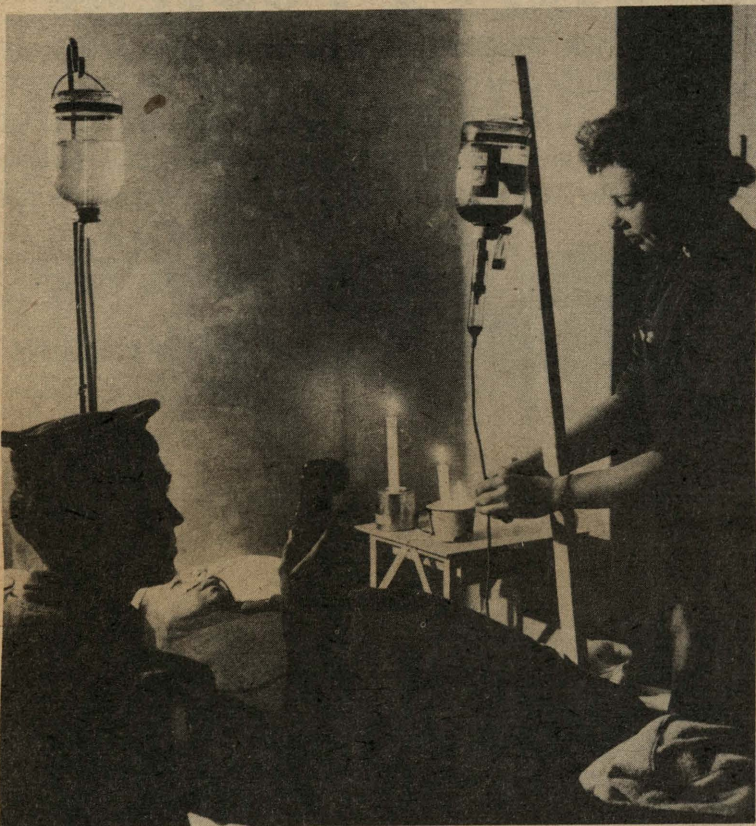
Most trips, just as on a regular railroad run, are routine, Denny said, but occasionally a "hot" car is hurried to a location near the hulls when material has been delayed.

The engines are electrically operated by power from 150 horsepower diesel engines that turn generators located under the engine hoods.

"People are always looking for wartime products to use after the war," Denny said, "and I've heard some say that a superstructure wouldn't make a bad apartment house, but no one has ever yearned for a dinkey. They run fine, but I guess it would be a nuisance to have to lay tracks everywhere a person wanted to go."



In true railroad style, Fred T. Ball, dinkey operator, sits in his cab with one arm on the window sill, the other hand on the throttle, watching the tracks ahead. By his left knee are the brake levers and the small brass lever that sets the bell on the cab to sounding its warning to workers.



Transfusion by Candlelight By candlelight and flashlight, an army nurse transfuses whole blood into the veins of a fighting man. Whole blood is being flown daily from the Portland blood donor center to the Pacific theatre.

SMOKY DEAL REVEALED Firm And Fully Packed

(OREGON SHIP)—Cedar shavings may be fine for keeping fleas out of a dog's kennel but they make mighty poor smoking as a substitute for cigarettes. So say the victims of a pre-April Fool hoax that began in the Ways Shipwright office last week, when Ray Hausmann, shipwright superintendent, brought in two empty cigarette cartons. One thing led to another, or so say the shipwrights who started the endless chain of pranks that followed.

"We wouldn't have thought up the gag," Hausmann said, "if workers hadn't almost swamped us trying to buy those two empty cartons."

Cedar blocks gave the cartons the required "full" weight, and with a straight face, Hausmann sold the two boxes at the standard market rate for a carton of cigarettes to the first victim. He in turn, hooked on his own anxiety, sold the cartons to another shipwright.

At Bosn's Whistle presstime, the "cigarettes" were still changing hands while the laughs continued to grow along the ways.

CARD OF THANKS

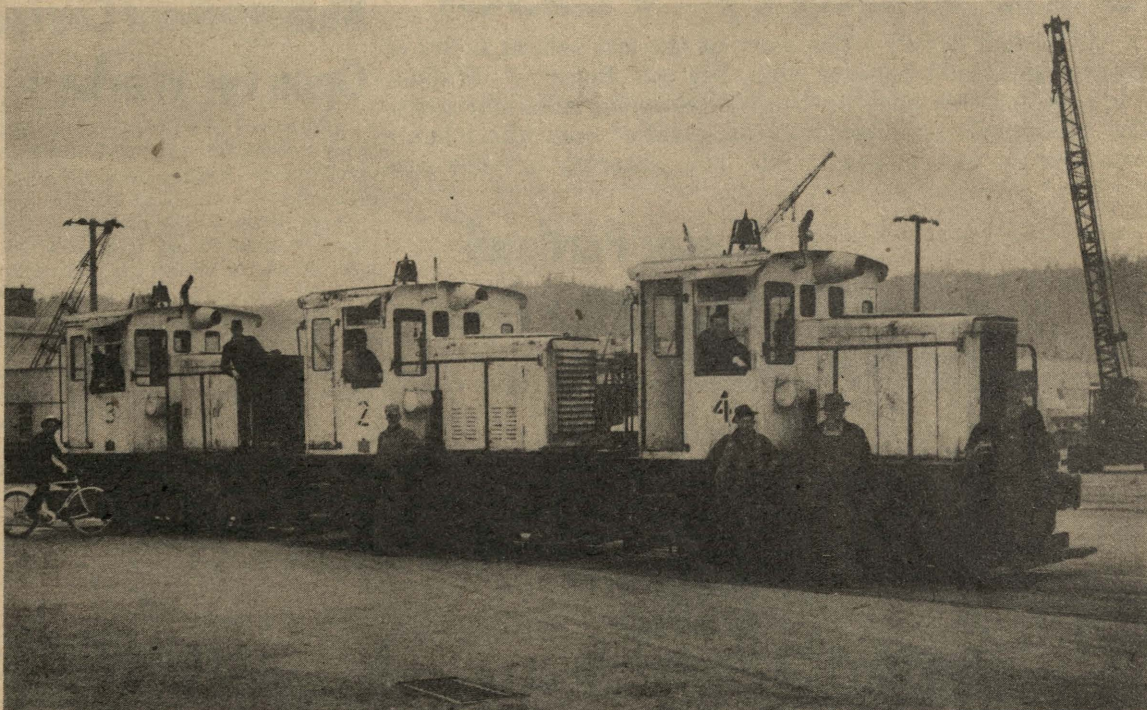
To friends of Oregon Shipbuilding Corporation: Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.—Leah Beck

Sons Get Home; Family Reunited

(OREGON SHIP)—An unexpected family reunion was held recently by Mr. and Mrs. Robert E. Lee, both OSC workers, when their two sons, Eugene and Robert M., both came home from opposite sides of the globe on furloughs.

Eugene Lee, watertender 1/c, was on leave from 19 months' duty in the South Pacific and T/Sgt. Robert M. Lee was home for the first time in 3½ years as a veteran of the Eighth AAF. Both sons are former OSC workers. Eugene married Ruth Atkins, Oregon Ship Ways burner, March 6.

Lee is a graveyard tool checker leadman on the ways and Mrs. Lee is a graveyard Plate shop duplicator.



Here are the three Oregon Ship 'dinkeys' with their crews. Men who handle the small electric engines are, left to right, Chuck Newkirk, leadman; F. T. Ball, operator; F. Palmquist, brakeman; C. O. Hanson, operator; G. L. Williams, brakeman; Dick Wyckoff, operator; C. C. Denny, yardmaster; H. A. Knox, brakeman; Harold Spain, brakeman.

The WORKER SPEAKS



More Busses—Less Food

Dear Sir: According to a recent newspaper announcement an in-yard restaurant service for the three Kaiser shipyards of this area is being contemplated at a cost to the government of \$1,100,000. This is not a small sum and at this stage of the game seems like an unwise expenditure. With the short period allocated for lunch it is doubtful if there would be sufficient time to make much use of the proposed restaurants. Further, since we have done without such service for so long most of us have, no doubt, got used to bringing our own lunches and do not mind too much to have things continue as they are.

If, however, the government feels in a generous mood I would like to suggest that a small fraction of the proposed sum be used to better purpose in improving the present inadequate bus situation. As the number of riders have decreased during recent months, with curtailment of employment, riding conditions on the regular shipyard busses have become worse rather than better. This indicates that the number of busses taken off has been out of proportion to the decrease in riders. On some busses, especially in the afternoon, it is not a question of getting a seat but of being able to squeeze on the bus at all. A few extra busses would make a considerable difference in the comfort and safety of the passengers.—W. E. Burt, electrician.

Fears Eliminated

Sir: The article by Mr. Bauer in a recent issue of the yard paper

was very timely and should set at rest the so-called fear in the minds of employees.

My observation in over-hearing detrimental conversation is that it comes only from dissatisfied employees who are in the class who think the job here is in a "soldier" (peace time) class.

The record of the yard is attained from the ones with stability and responsibility and surely a continuance of such loyalty will keep the good work a-going.—E. J. Pelaske, swing pipe fitter.

Notice Brings Thanks

(The following excerpts are from a letter received by Mrs. L. C. Jones, electrician, from the daughter of J. A. Scoonover, former shop electrician. The letter was from the family home in Indiana. The account of Scoonover's accidental death was carried in the February 16 issue of the *Bosn's Whistle*.)

Dear Mrs. Jones: We hated so to see our father go so far away, but he had a good time out West last year and he did enjoy seeing different parts of the country. He seemed to be enjoying his work at the shipyard so much as his health apparently was as good as usual.

We got a letter this morning from the personnel welfare manager of Oregon Ship and enclosed was a copy of the *Bosn's Whistle* that contained the article of our father's death. We appreciate this so much. Those things mean so much to us when we are so far away. Please express our thanks to all his friends.—Mrs. R. W. DeCamp and Mrs. H. A. McIlvaine.

Final Delivery Job Requires Speed Sailing Never Delayed

(OREGON SHIP) — It's a familiar sight these days along the Portland waterfront to see a young fellow with a wide-brimmed hat pulled down over his eyes and a pipe clamped between his teeth at a 45-degree angle running along a dock with a bundle of blueprints under his arm and a brief case full of documents in his hand. He is Drew Haines, certification coordinator at Oregon Ship,

whose job it is to deliver final documents to OSC-built vessels before they clear for parts unknown. Often Haines has had to commandeer a coast guard vessel and shinny up a Jacobs ladder while a Victory Ship is underway to deliver the papers to the master.

HAD SOME CLOSE CALLS

"All the papers pertaining to the ship must be on board before sailing," Haines explained. "Sometimes we don't receive the papers until a few minutes before the vessel is ready to put out to sea. Thanks to the cooperation of the OSC Maritime drivers, we've never yet delayed the departure of a ship, but we've had some close calls.

"The delivery of a Victory Ship requires more than blueprints and instruction books. The items we must turn over to the captain include Panama and Suez tonnage certificates, notice of award of official number for the ship by the United States Customs, and drinking water, ratproof construction and deratization exemption certificates from the United States Public Health Service."

Other documents which Haines delivers to the ship include degaussing certificate, fuel oil report, register of cargo gear and completion and delivery certificates from the OSC Vessel's Delivery department.

DELIVERED THREE TIMES

"All of the documents are equally important to the delivery of our ships," he continued. "Not many people realize it, but our ships are delivered three times before they finally go to sea. The first delivery is from the shipyard to the Maritime Commission which turns the vessel over to the War Shipping Administration. Finally the vessel is delivered to a steamship company which acts as an agent for the War Shipping Administration."

Haines says the biggest "headache" in the Vessels Delivery department, at present, is securing replacements of American Bureau of Shipping certificates, blueprints and instruction books lost in the Administration building fire.

CARD OF THANKS

We wish to express our sincere thanks to the swing shift workers of Oregon Ship yard for the lovely floral offerings.—Mrs. Dora Lee and son, Junior.



Here is Drew Haines, OSC Certification Coordinator and two members of his staff—Margaret Roth (left) and Shirley Johnson—who deliver all documents to all Oregon Ship-built Victory ships clearing Portland harbor. Being the athletic type has served Haines in good stead for he often has to shinny up a Jacob's ladder, while a vessel is underway, to deliver the ship's papers. (Oregon Ship photo)



Le Roy White, assistant certification coordinator at OSC, is shown with Clerk Betty Purdy preparing blueprints for delivery to a Victory Ship. They handle tons of blueprints—and they can read them!

Continued Work On Safety Urged

(OREGON SHIP)—Continuance of safety work done by OSC Craft Safety committee was urged by speakers at the annual Craft Safety dinner, held at 3:30 p. m. March 6 in the executives dining room of the Administration building. The committee, composed of members of all crafts throughout the

yard and headed by W. H. Tanner, Safety coordinator, heard speakers praise results of their past year's work in protecting workers from numerous hazards.

It was pointed out that through the constant efforts of Safety committee members, accidents in the yard had been greatly reduced and numerous unsafe working conditions eliminated.

Albert Bauer, OSC general manager, commended cooperation between the Craft Safety Committee and the yard's Safety department. A letter from Russ Hoffman, general superintendent, was read by Dick Carlon of the department, praising the Safety committee for

its work in the yard's safety program. Hoffman was unable to attend the conference.

Other speakers were: Todd Woodell, Insurance and Safety head; H. E. Ahlen, safety engineer; Bert Abts, Safety department; A. C. Hogan, chief labor and safety coordinator and Ed Nelson, labor coordinator.

BOSN'S WHISTLE

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Associate Editor ELSIE STOVER
Secretary KAY SCARBROUGH
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.



Workers from nearly two dozen crafts throughout the yard form the Craft Safety committee shown above at their annual dinner meeting held last week, when safety programs were discussed. Those shown above are, front row, left to right, Buckner Elsey, shipwright; George Zink, scaler; J. Pederson, chipper; Walt Stephenson, machinist foreman; J. W. Dalton, silver brazier leadman; W. H. Tanner, safety coordinator; Jim Doyle, welder; Ed Herold, painter; Harold Stark clean-up foreman; M. F. Zimmerman, E. J. Bartells and Company foreman. Center row, Don Coles, welder foreman; Johnny Walkup, electrician foreman; Art Bashaw, Buckler-Chapman supervisor; Martin J. Smith, chipper; Larry Born, teamster leadman; H. E. Johnson, pipe-welder leadman; H. E. Thompson, shipwright leadman; Fred Zaddach, rod control; R. D. Adams, electrician; J. A. Wigle, Welding department; Joe Morin, welder; G. W. Watson, machinist. Back row, R. A. Pitts, shipfitter; L. E. Gray, painter leadman; V. E. Porco, tank test; C. M. Rosson, rigger; E. R. Stevens, marine pipe; Dallis Crosier, labor foreman; Ed Lufkin, painter leadman; Ed Kvernivk, warehouse leadman; John Marino, shipfitter; Lyle Parsley, brick mason; Herman Lakey, Asbestos Supply company foreman.

PICTURE TAKES RAP AT RUMOR-MONGERS



"Spreading Rumors Will Make Monkeys Out of All of Us"

(OREGON SHIP)—For the past few weeks, members of Field Cost department claim they have noticed a marked increase around the yard of scuttle-butt, lunch room prophecies and calamitous predictions in general with the total number of accurate forecasts somewhere around zero.

Last week, after hearing scores of workers go out on a limb with predictions later proved false, department members put their heads together over a match book cover.

New Shipyard String Orchestra Performs

(OREGON SHIP)—A new string orchestra, composed of shipyard workers in this area, played for its first dance last Friday night at Harmony hall, S. E. 7th and Alder, under the name of "Swingsters."

On the piece of colored pasteboard was a drawing which Don Stewart, department head, took to Emil Johnstun of Hull Engineering. The result was an enlarged sketch of the famous three monkeys that hear no evil, speak no evil and see no evil.

The Field Cost department changed "evil" to "rumors" and posted the drawing in a conspicuous spot with the caption, "Spreading rumors will make monkeys out of all of us."

"Rumors are like bombs, they play hob with a person's nerves," Stewart declared as he tacked the drawing on the wall. "Maybe this will help to stop the bombardment of rumors hereabouts."

DIVOT LOOP 'ON' AGAIN

Shine up that putter, you golfers—the War Industries Golf league sponsored by the Portland park bureau is "on again" this year.

Walter Nagel, director of the league for the park bureau, announced the first competition will be held Wednesday, March 28, over the Broadmoor layout. As conducted last year, there again will be three divisions—American, National and Federal.

Play will be on a handicap basis, with 15 as the maximum. In the American league, maximum handicap is zero to 4; National, 5 to 9, and Federal, 10 to 15, based on nine holes. Play will start at 8 a. m., and after the initial round, competition will move successively each week to Eastmoreland, Colwood and Rose City.

Division champions last year were Art Pierson, Willamette Iron & Steel, American; Floyd Hankins, Willamette, National, and Wayne Dinnell, Swan Island, Federal.

Swan Bowlers Tied Again; OSC Welders Narrow Lead

SCORPIONS 'SALT' SWAN HOOP TITLE

SWAN BASKETBALL LEAGUE			
	W.	L.	Pct.
Scorpions	10	2	.833
Globetrotters	8	3	.727
Crane Operators	4	7	.364
Pipe Shop	1	11	.083

(SWAN ISLAND)—The Scorpions won the 1945 Swan Island departmental basketball league championship last week without even working up a sweat. Two scheduled games, one each with the Pipe Shop and Crane Operators, were forfeited to the champs. Only one game, Crane Operators vs. Globetrotters, remains on the schedule.

Pre-Erection Five Drops 2 Games as Runner-Up Sweeps

OREGON SHIP BOWLING LEAGUE			
	W.	L.	Pct.
Pre-erection	57	21	.731
Welders	51	27	.654
Chippers No. 1	48	30	.615
Gun Shop	45	33	.577
Sub-assembly	42	36	.538
Shipfitters	40	38	.513
Chippers No. 2	19	59	.244
Gadget Shop	13	65	.167

(OREGON SHIP)—Bearing down on their opponents, Chippers No. 2, the hard-rolling Welder quintet captured three games Wednesday, March 7, scattering maples for a high team series of 2892. Turner, with a 221, and Brockel, 203, sparked the upset.

Pre-erection dropped two games of their lead over the second-spot Welders, running into the last stretch of league play with a bare six-game margin. Chippers No. 1, who held a four-game lead over pitted against the ordnance boys pitted against the ordnance boys and dropped two games, making Gun Shop possible contenders for third place.

In spite of general high averages, only other bowler to roll into the unofficial "200" club besides Turner and Brockel was Friesheim, Chippers No. 1, who picked up six strikes to drop an even 200 pins.

Trailing Welders for high team series was Chippers No. 1, 2882, and Shipfitters, with a 2855. Scores:

Chippers No. 1, 847, 845, 913—2605; Gun Shop, 853, 914, 839—2606; Welders, 916, 896, 980—2892; Chippers No. 2, 772, 903, 810—2485; Sub-assembly, 901, 909, 907—2717; Pre-erection, 918, 832, 885—2635; Shipfitter, 842, 905, 820; Gadget Shop, 724, 772, 782—2278.

Painters-Dock Knot Metalmen as Leader

SWAN 16-TEAM BOWLING LEAGUE STANDINGS

	W.	L.	Pct.		W.	L.	Pct.
Sheet Metal	47	25	.653	Painters-Yard	36	36	.500
Painters-Dock	47	25	.653	Electricians	36	36	.500
Pipefitters	44	28	.611	Trial Crew	35	37	.486
Welders-Dock	42	30	.583	Outfitting	32	40	.444
Plate Shop	40	32	.555	Welders-General	31	41	.431
Main Machine Shop	38	34	.528	Welders-Ways	26	46	.361
Clerical	38	34	.528	Shipfitters	25	47	.347
Chippers-Dock	38	34	.528	Machinist-Dock	21	51	.292

(SWAN ISLAND)—Painters-Dock regained a tie with Sheet Metal for first place in Swan Island's 16-team bowling league last week at the Hi-Way alleys by soundly trouncing the Painters-Yard club in all three games while Sheet Metal dropped one game to the third-place Pipefitters. Chippers-

the Chippers took team series laurels with 2904 pins. Top individual scoring was turned in by H. Merrill, Outfitting, with a 208 single, followed closely by J. A. Smith, Trial Crew, 204, and Joe Hallerman, Painters-Dock, 203. John Owens, Chippers, with a 546 series, nosed out Pat Wilson, Sheet Metal, by one pin to take high series honors.

Other series scores of 530 or better were registered by L. Larson, Welder-General, 540; Hallerman, 535; Mike Fader, Chippers, 532, and D. Smythe, Clerical, 530.

BOWLING QUINTET WANTS CHALLENGE

(OREGON SHIP)—A challenge to all swing shift bowling enthusiasts in the Portland area Kaiser yards was hurled this week by five OSC maple busters. The quintet anxious to do battle on the hardwood alleys includes J. Krawsky, G. Hastings, L. Brenenstahl, W. Phelps and R. Hurd, all marine machinists.

They announce that arrangements can be made to use the St. Johns alleys on any day but Monday and any time after 11 a.m.

Girl Volleyballers Report for Drills

(OREGON SHIP)—The girls' volleyball league got under way Friday, March 9, with its initial practice session at the OSC gymnasium. Twenty-seven girls were at the turnout.

Men's volleyball practice games continued all week, with postings for next week's play as follows: Monday, Cost vs. Progress; Tuesday, Timekeeping-Bond vs. Hull Engineering; Wednesday, Transportation vs. IBM; Thursday, Payroll-Accounting vs. Office Engineers.

There still is room for late comers to join teams, according to Bob Jones, recreation director. Those interested are asked to call Ext. 704.

BASEBALL'S HERE!

(OREGON SHIP)—All baseball players who have caught the spring-time urge to knock the "apple" around are invited to report to the OSC gymnasium Monday, March 19, at 5:30 p.m. for the purpose of forming teams.

WOMEN'S LEAGUE

	W.	L.	Pct.
Toilers	18	8	.687
Bachelor Girls	17	10	.629
Gremlins	14	13	.518
Scorpionettes	13	14	.482
Welder Wildcats	12	15	.444
Sparkies	6	21	.222

The Toilers forged back into first place in Swan Island's women's bowling league last week at the Oregon alleys with a two of three win from the Bachelor Girls, despite the high team single game and series rolled by the latter club. The Bachelor Girls rolled a 819 single game and 2281 series.

High individual honors were won by V. Baker, Gremlins, with a 171, while C. Olsen, Scorpionettes, with a 507 series, topped that department.

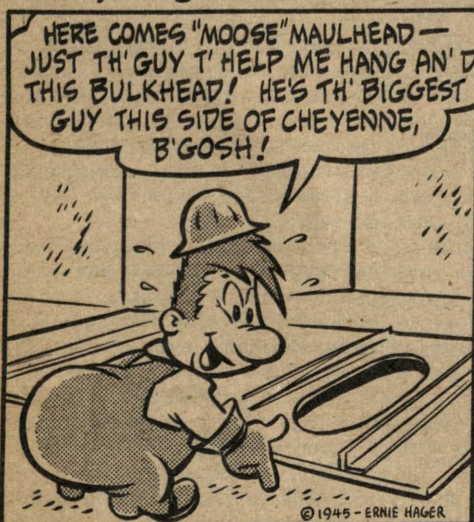


First Division Sole occupants of third place in Swan Island's Tanker bowling league is this Engineer fivesome. From left, C. E. Pratt, Steve Styrewicz, Vic Brown, R. D. Pratt and C. H. Durdel. (Swan Island photo)

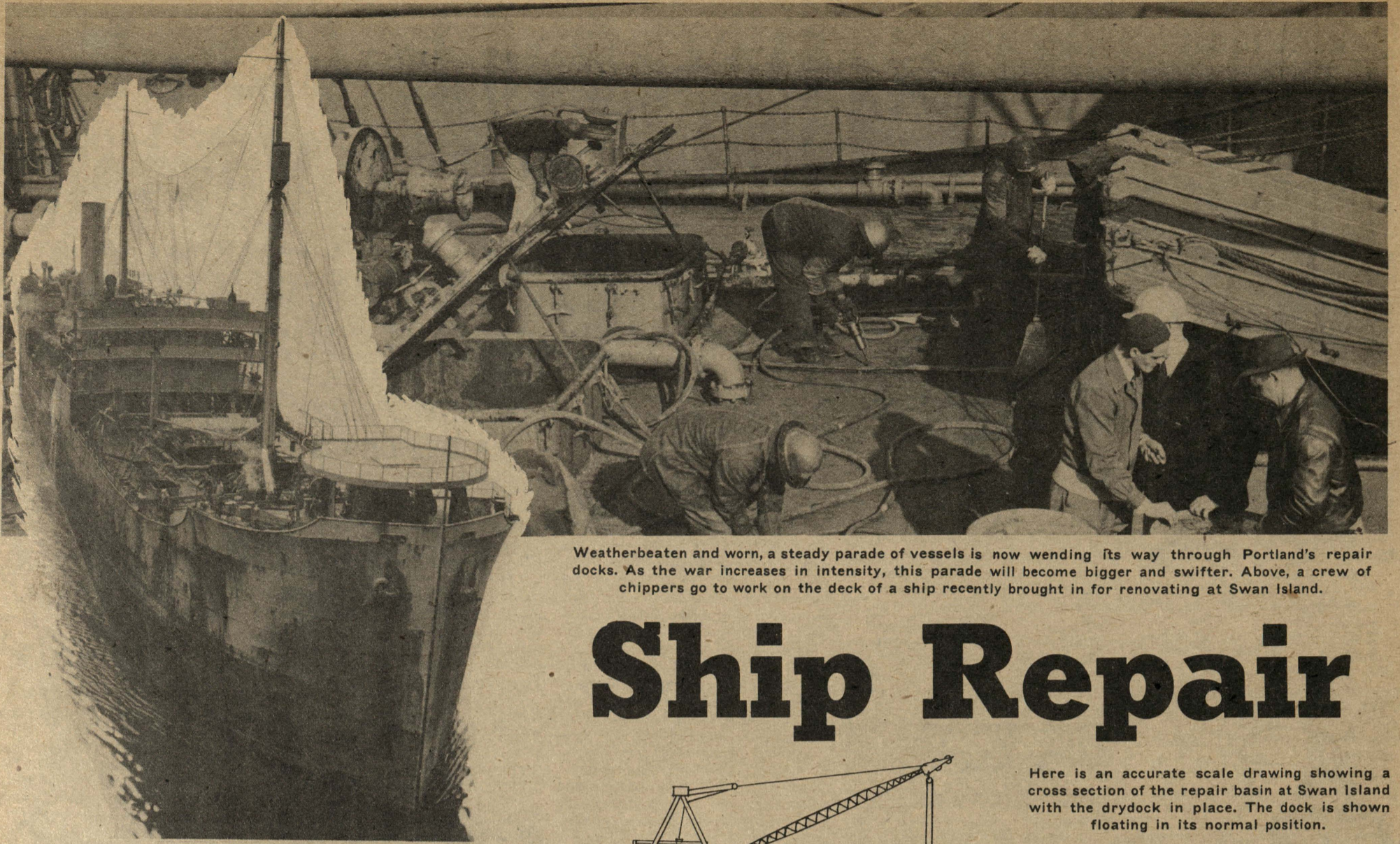


Bag of Birds This bag of 240 pheasants (you can count 'em) represents one day's hunting. But before your trigger finger itches and you exclaim "Where? Where?," we hasten to add that the birds were shot by a party of men in North Dakota. This picture was sent to two ex-Dakota hunters at Oregon Ship—E. C. Samsow, swing Union-melt operator, and Johnnie Johnson, graveyard shipfitter—who claim that "back there pheasants really grow to some size—about three times as big as the skinny ones out here." (The challenge line forms to the right, gentlemen!)

Stubby Bilgebottom



By Ernie Hager



Weatherbeaten and worn, a steady parade of vessels is now wending its way through Portland's repair docks. As the war increases in intensity, this parade will become bigger and swifter. Above, a crew of chippers go to work on the deck of a ship recently brought in for renovating at Swan Island.

Ship Repair

Keeping our newly-built merchant marine in good 'overhaul' may soon pass shipbuilding in importance.

AS shipbuilding tends to level off repair work is moving in with long strides to fill the gap. It bids fair to soon out-rival most other activities in the region. Just how important it eventually becomes depends on many unpredictable factors such as extent of shipping operations, damage suffered and the like. Already priorities for the 400,000 feet of lumber needed to rebuild the port drydock, a temporary set-up to service ships up to and including the Liberty ship class, have been given, according to navy officers. Kaiser workers, however, are more interested in the floating drydock now being completed at Vancouver. This dock soon will be floated to a prepared spot at Swan Island and is expected to be in operation by the early part of April.

For security reasons the veil of censorship will continue to hang heavily over discussion of specific repair jobs, although only part of the work has to do with ships suffering battle damage. Also only a small part of repair work requires the services of a drydock. For some time workers have been well aware of the number of vessels being overhauled alongside various piers in the harbor.

Many people think the repair industry is purely a war enterprise, that the sole job of repair yards is to repair war and battle damage, to convert ships to war uses. The truth is, ship repairing is one of our most vital peacetime industries. In the postwar years it will be the specific industry that will give our enlarged merchant marine what is needed to keep our ships the best and safest in the world.

Outside of economic factors, ships must visit repair yards for periodic surveys or inspections. Inevitable foulings accumulate on a ship's hull, slow down natural speed from one-fourth to one-half knot, cause increased fuel consumption.

In the peacetime ship repair a practice similar to the care you give your car is followed, one which may be demanded by law, insurance or certain official classification agencies.

When your car goes to a garage, it is placed on a hydraulic lift, or run over a pit. When a ship goes into drydock, virtually the same thing is done. The ship is pushed into a drydock or a graving dock, the water is pumped out, the ship is supported on keel, bilge and pillow blocks so that portion formerly invisible below water is visible and accessible.

Periodic surveys are required by all classification societies. The major organization in the field, for example, requires specific surveys

at stated intervals on hull, machinery and equipment—most exacting affairs.

Rust, implacable enemy of steel, when the metal is exposed to air and salt water, is almost unavoidable.

Paint, sprayed while hot, on a cleanly sandblasted hull, alone curbs corrosion. Such a paint was developed by the Navy, a new formula.

When a merchant ship is twelve years old it is necessary to determine accurately whether the hull structure is seriously pitted; it then becomes necessary to bore holes through the hull and measure the thickness with a micrometer. If the pitting is serious, new plates must be installed.

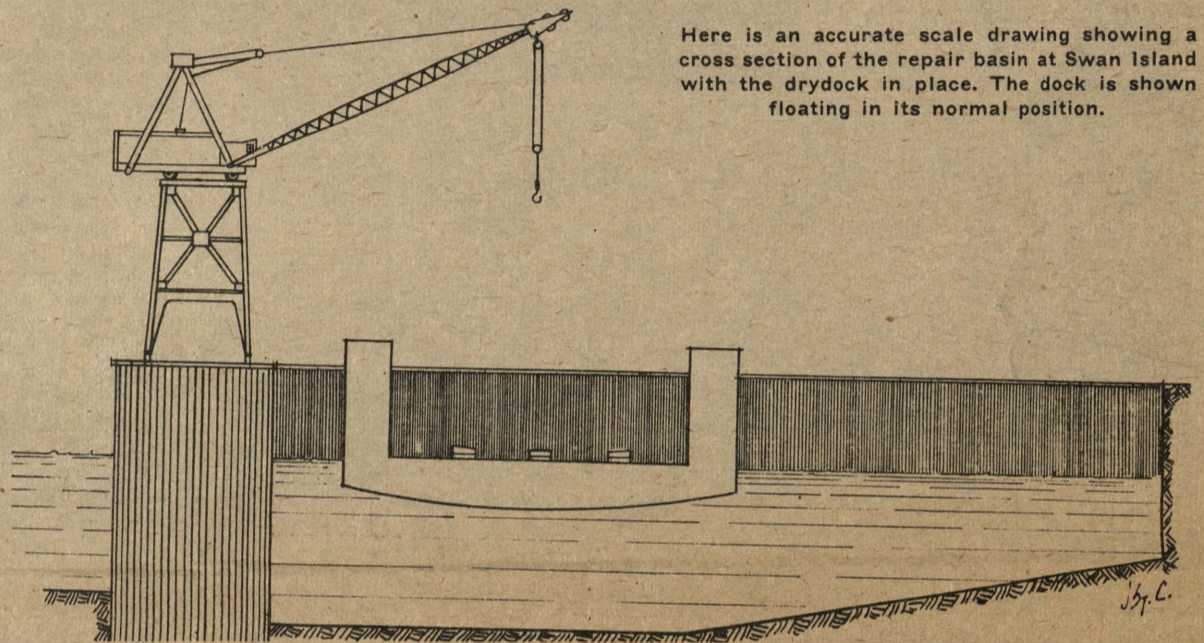
In normal times, ship repairing falls into two categories: Scheduled and unscheduled repairs. Ship owners set up regular schedules for surveys, inspection and repairs, plan on having some of their ships in repair yards at certain intervals.

When a vessel is so scheduled, every department of the ship makes a careful list of what is needed. The ship's officers may decide that a low pressure gland needs repacking; it is leaking a little, but not seriously. An anchor windlass may need repairs—now is the time to have it repaired.

The refrigeration system may need new instruments installed and checked. There may be a short circuit in the galley wiring; the boilers may need new tubes.

During the voyage, a motor-operated winch may have burned out a main bearing. Serious engine trouble may have developed. Plodding through the harbor fog, the ship's bow may have kissed a coal barge—all these and other maritime calamities of a minor or major character constitute what are known as unscheduled repairs. Keeping a gigantic trans-Atlantic liner, a cargo ship or even a lowly tramp steamer in drydock means a heavy cost in the productive earning capacity of that ship.

It is not boasting to say that we have better drydock facilities than any other nation. It is the truth.



Here is an accurate scale drawing showing a cross section of the repair basin at Swan Island with the drydock in place. The dock is shown floating in its normal position.

These facilities represent a heavy investment. Their availability and readiness are proving most useful during the war.

It represents facilities we must have and operate during the post-war years when we will have the world's largest and best merchant marine.

There are three methods of docking a ship: In a floating drydock, in a graving dock or on a marine railway. A floating dock moves only up and down; it can and does float in the water.

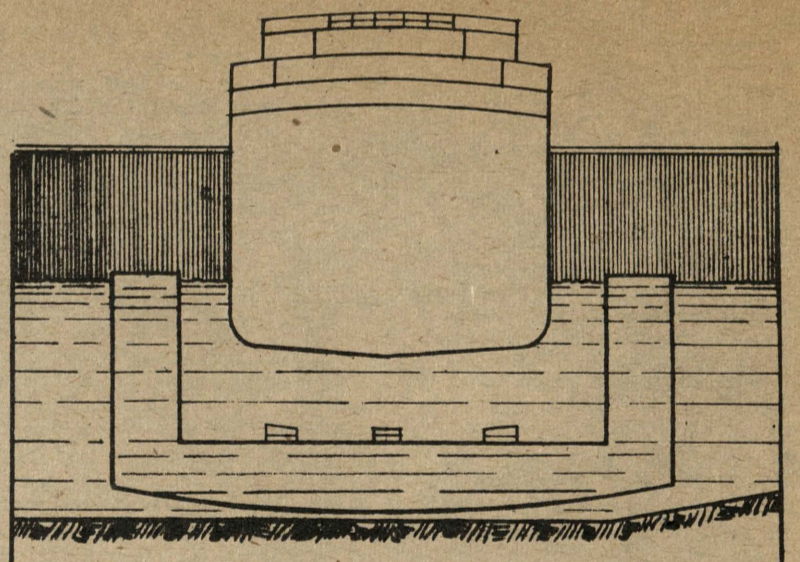
Each type of dock has special advantages, and is constructed, as a rule, to meet a localized terrain or real estate conditions.

A graving dock is stationary. Basically, it is a hole in the ground with a channel leading to deep water. Two sides and one end are made of thick layers of strong concrete, supported on heavy piling. The large end gate operates on the same principle as the gate on a canal lock.

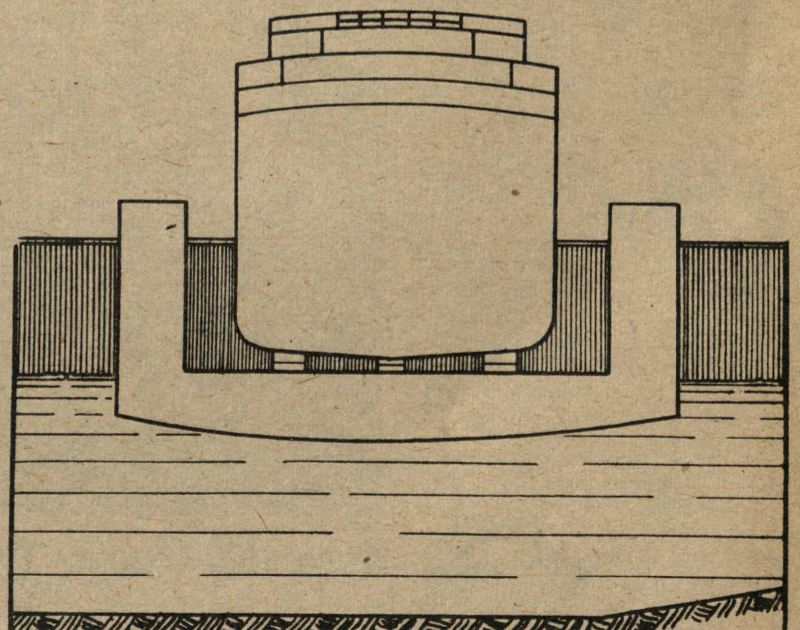
Some repair yards with neither floating nor graving docks are equipped to handle ships up to 3,000 deadweight tons by means of a marine railway. One such marine railway on the west coast is large enough to handle a small destroyer. Yacht repair yards have generally used marine railways. Where land is cheap and ships are small, the marine railway is cheaper to build and operate than a drydock.

Conversion, either in war or peacetime, is another function of the ship repair yard. During the war, thousands of passenger, pleasure and cargo ships have been converted to war purposes. Tankers have become aircraft carriers, luxury liners have become transports, cargo ships have been made into hospital ships.

Some day these converted ships will return from the wars. Some will be retained by the navy and army, some will be worn out. Others will be reconverted by our peacetime ship repair industry.



When a ship is brought in the dock is lowered by allowing it to be filled with water. The vessel is then maneuvered into position over the submerged dock.



The dock is raised by pumping out the water. When the keel block contacts the vessel the side blocks are brought in against the hull by means of chains so that the vessel's weight is evenly distributed when it is raised up out of the water.

INQUIRING REPORTER

QUESTION:

"What do you think of the in-plant feeding project proposed for Oregon Ship?"

Gordon Kumlin, Suggestions department: "I think it's a bad deal."



Two years ago it would have been all right to try the plan out but even then, with so many to feed, I doubt if it would have worked. To put the restaurants in now is a tragic mis-use of funds. After all, we have to pay for it through taxes."

LaVera Speake, welder: "It would have been awful nice to have had a hot lunch last winter during the cold days, but it seems kinda silly to put the restaurants in the yard now. That's a heck of a lot of money to put into a new project when we all know the yard has contracts only to the end of the year."



Jim Inch, painter: "Probably the plan is a good idea—if it'll last. But we had lunch counters in the yard once before and it didn't work. On thinking the whole set-up over, I would say the theory is good, but that it's awfully late in the game to spend such a hunk of money on an experimental project."



Roy Morris, rigger: "I think it'll help the morale of workers, even if it would be for only six months. When I worked in a California yard, I liked the mobile units. It was swell to get a hot lunch every noon. I like the idea—I think it'll be healthy for everybody, and I guess a good thing is always good even if it is late."



Margaret Harrison, electrical expediter: "I've thought for a long time that it would be great to have hot food at noon, and lots of workers have thought so. But I'll have to wait and see if I can get near one of them at lunch hour before I say the idea will work. There are lots of workers out here."



Eugene Fletcher, machinist: "If that's what the government is going to do, they'll go ahead and do it, no matter what I think. And maybe it is a good idea—it'll help out the fellows who can get to the food in time to eat before the whistle blows at end of lunch hour. But, my gosh that's a lot of money to spend."



Martin Fessler, marine machinist: "Personally, I like a hot meal, even in summer. If I can get to where the chow is being served I'll gladly go for the idea, but I'm dubious about the line-up to wait for lunch."



Still—we ought to be used to standing in line by now, and I might as well add a hot lunch to my list."

George T. Robards, electrical expediter: "Morgenthau must have found he had a surplus in the mint, or a cache hidden out he forgot about. Because that's a lot of money to shoot on a few months' venture. It would have been great two years ago."



OSC Retains High Record In February

(OREGON SHIP)—In spite of the traditionally soggy February weather in the Portland area, Oregon Ship workers continued to hold a high spot as shipbuilders during the four-week period, it was revealed this week by the Progress department's report for the month.

Oregon Ship delivered nine vessels, laid seven keels and launched seven ships, with an average period of 41.6 days spent on the ways by the hulls launched, the report stated. With 11 ways, OSC launched a higher percentage of hulls per way during February than any other yard in a selected group of 10 West Coast shipyards.

The average days spent on the ways also showed a lower figure than any of the yards in the selected group, with the only near competitor Richmond No. 2 yard. At that yard, eight hulls were launched after an average 44.4 days spent on the ways.

Ships built by the 10 yards included Victory's AP-2's, Attack Transports, Tankers, Transport C-4's, and one Diesel freighter built at Richmond No. 4 yard.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—When Myron H. Morrell, Cost department, was inducted into the army recently, his famous red flashlight that always stuck out of his hip pocket as he toured the yard, was not forgotten. The Progress department whipped up a cartoon showing Morrell caught in a gun barrel while exploring its interior. . . . Edwin J. Pelaske, pipefitter, writes to comment on the inquiring reporter's question about favorite topics of conversation. He thinks there was a world of humor in the statement by the man who said neither he nor his wife talked much. . . . Colfax Small, son of Sky Small, swing guard, is now a writer for the Saturday Evening Post. . . . enough birthday cake was passed around the last two weeks to settle even Stubby's sweet-tooth. Ted James of Cardex, was partied on Saturday. . . . Irene West, Shipping department, even had candles on her cake, March 1. . . . Ray Blackorby, steel yard leadman, cut his three-layer March 1. . . . A. R. Bartlett, Hull Materials leadman, was 50 years old on February 28 and told of working on "The Star" . . . Beulah Thygeson, Plate shop field clerk, marked her anniversary March 2. . . . a very fraternal crew in Assembly who call themselves the "Jitter Chippers," bade a solemn and tearful farewell to their leadman, Chet Mullington, when he transferred to another department recently. . . . they also select Chris Magelhi as their man of the week "the rookie who came up from the ranks" . . . from the fighting front comes word of Andy Nichenko, now first lieutenant with the Eighth

OSC Builds 413 of Area's 1,000 Vessels

(OREGON SHIP)—As the Portland area this week begins construction on its second "thousand ships," it is revealed by Progress department figures that OSC employees set a world-wide record in building 413 of the first 1,000 vessels for the area. Statistics show that with the launching of the S. S. Notre Dame Victory last Friday, OSC workers had constructed 41 per cent of all ships produced in the community, giving the yard a record of 37.5 ships per way, a mark unparalleled by any other group of shipyard workers in the world.

Owner's Parents Disprove Soviet Origin Of Mascot

(OREGON SHIP)—The early history of Queenie, the small black dog that has been OSC's mascot for nearly two years, has long been shrouded in mystery and the subject of much controversy.

The generally accepted theory has been that she left a Russian ship, found her way to the yard's Guard office. And this contention was upheld by her seeming preference for the Russian language.

But recently Claud Eaves, Assembly graveyard burner, stopped at the Guard office with his wife, to see Queenie's new family, and to relate his account of the little mongrel's early days.

Queenie, said Eaves, belonged to his son, a former OSC welder. When his son, Leland Eaves, joined the navy, the boy's parents took Queenie home, but she preferred the yard, refusing to leave the spot where her master had worked.

Once more controversy rages—a controversy that won't be settled now until Leland Eaves comes back from the wars to claim his dog.

Air Force, who has navigated his bomber through 240 flying hours to drop 175,000 pounds of high explosives on Nazi objectives. . . . and a former OSC welder, Sgt. Roderick Binger, was awarded the Good Conduct medal. He is a welder with a 15th AAF B-24 group in Italy. . . . Shirley Nielsen, welder, writes to the tune of "The Daring Young Man," a rhyme called "The Shipyard Worker's Lament" . . . additions to their families were reported by Oscar Selmer, expediter leadman, and Dr. George E. Waters of First Aid. . . . Martha Erskine, Bond Sales clerk, is back at work after a month's siege of pneumonia. . . . and Colleen Churchill, Bond department, was given a cake with 19 candles recently on her 19th birthday. . . . among the yard's new faces is that of Harry Parrett, gunner's mate, permanently assigned to shore duty at OSC. . . . Bob Guerrettay, former electrician, was awarded the Purple Heart for wounds received while fighting on the Western front. His sister, Ester Sipe, warehouse senior clerk, and Juanita Coffield, warehouse clerk, both work at OSC.

ST. PATRICK'S DAY DANCE CALL ISSUED

(OREGON SHIP)—A St. Patrick's Day dance and "hard-time" party will be featured tomorrow night, March 17, at Community hall No. 4, Vanport City. Dances are held every Saturday night at the hall from 9 p. m. to 12 midnight.

Last Saturday night's event featured a new orchestra, reported well received, conducted by Leonard Ingedal, Oregon Ship worker, with old-time dancing the highlight of the evening.

Son, 15, Inspires 82-Year-Old Oiler



(OREGON SHIP)—With a 15-year-old son to keep him sparked with young ideas, John White, 82-year-old OSC oiler, declares that his total philosophy can be summed up in one statement: "A man ought to enjoy himself."

And that is what the vivacious little man with the bright-eyed twinkle claims he has been doing since he graduated from the high chair some 80 years ago.

"I mostly went to dances, back in Nebraska and in South Dakota," White said. "I used to dance almost all night and then get up before dawn to do the chores."

But now as his active job takes most of his energy, he said he finds pleasure in going out with friends and in the weekly movie that has become a ritual. Travel is another of his recreations and when the war is over White expects to go to San Diego.

"I don't want no more of those Midwest winters," he declared as he squirted a vigorous shot of oil into the moveable parts of a pneumatic buffer.

Compared to the 226 days' construction time for the yard's first vessel, "The Star of Oregon," the Notre Dame Victory will take approximately 72 days from keel laying to delivery. Although this latter total construction time is not a record in itself, neither did the "Star of Oregon" consume the longest period in the making, for the "Meriweather Lewis," upon delivery, carried the tag "253 days keel laying to launching."

'TEAL' RECORD STANDS

In the long line of ships that have gone seaward from OSC's ways, the proudest launching was that of the "Joseph N. Teal," a Liberty ship launched September 23, 1942, 10 days after keel laying, and delivered in a total elapsed time of 13 days.

Changes in employment lists highlight the vast changes that have affected the yard between the launching of the first and the 413th vessel. When the "Star of Oregon" struck the water September 9, 1941, the yard's payroll force was less than 9,000 persons, of which less than 100 were women. With the launching of the Notre Dame Victory, approximately 28,500 persons were on the payroll, and 26 per cent were women.

MATERIAL OUTLAY HUGE

In producing their share of Portland's 1,000 ships, OSC workmen have fabricated 433,900 tons of steel, assembled 843,600 tons and erected 1,433,700 tons, amounting to 5,107,000 deadweight tons of shipping launched to augment Allied lines of communications to the war fronts, the Progress department report stated.

In that amount of production, it took 111,090,000 lineal feet of weld to "sew up" ship sections into vessels, a length of weld equivalent to a line approximately long enough to reach around the equator.

Launching of the Notre Dame Victory followed the 999th vessel, the "Muir Woods" launched at Swan Island, by only a half hour.

Launching Honors Maritime Staff and Missouri School

(OREGON SHIP)—U. S. Maritime commission employees who have worked at Oregon Ship during 1944 and to the present time were honored Tuesday, March 13, at the launching of the S. S. Westminster Victory. Names for the sponsor and her party were chosen in a departmental drawing.

The master of ceremonies, A. J. Fraser, U. S. M. C. principal machinery inspector, was also the principal speaker. He introduced the sponsor, Mrs. Freeda I. Veck, audit clerk, and her attendants, Mrs. Irwin L. Thompson, wife of an inspector, and Edith Woodman, Plant Engineer secretary. Mrs. Theodore K. Millis, wife of a trial trip inspector, was flower girl.

The college for which the vessel was named is a Presbyterian school in Fulton, Mo., founded in 1853. Its campus is on a 40-acre wooded slope bordering Stinson creek. Enrollment annually is about 300 men, more than one-third of whom work all or part of their way to earn their college training.

Today's launching will honor Wellesley college when the S. S. Wellesley Victory slides down the ways shortly after 1 p. m.



Assembly Charm "Sure, it's an all girl crew," says A. C. Klupenger, welder supervisor, "but they can weld to beat anything." Crews shown above, all from Bay No. 2, Assembly, swing shift, are, left to right, front row, R. H. Wright, instructor; Lucy Barrier, Peggy Althoff, Ester Krueger, Betty Nagel, Ruth Garcia, Alice Garrison; second row, A. Robinson, foreman, J. M. McCash, leadman, Jerry Stanley, Nellie Madland, Mickey McVicar, Wilma Rucker; last row, A. C. Klupenger, Lillian Woolstenhulma, Mae Dreyer, Dorothy Wilcox, Gladys Wiley, Kate Rankin.