

Published for the
27,500 Employees of
Oregon Shipyard

BOSN'S WHISTLE

**OREGON
SHIPYARD**

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 8 Pages



Local Ships For Jap Conflict; Nazi Defeat To Mean More Work

End of the war in Europe this fall would mean only "more work for the West Coast shipbuilding industry," Admiral Howard L. Vickery, vice-chairman of the U. S. Maritime commission, said in a press conference with *Bosn's Whistle* editors last week. Vickery made the statement in reply to a question asking if cessation of hostilities with Germany would not cause drastic curtailment of ship contracts.

"The ships you are building here now are for the war in the Pacific," Vickery declared. "Should the European conflict end this year, America would need more of these ships, and need them faster than the present schedule allows, because our command would want to lose no time cleaning up the Japanese."

USABLE AFTER WAR

He also emphasized that the vessels being erected in the three yards are adaptable for post-war use. The AP-5's can be converted into Victory cargo ships and the tankers will be a useful adjunct to the nation's peacetime merchant fleet, he declared.

The AP-3 Victory ships to be built by Oregon Ship on completion of the troopship program will contain metal joiner work and other features which characterize the first class cargo vessel, Vickery said.

"These Victory ships," he asserted, "have proved by their performance that they are the kind needed to meet the rigorous demands of postwar commerce. America will require a very large number of them for peacetime shipping."

Asked about post-war possibilities for the three Kaiser yards in the Portland-Vancouver area, Vickery said that was a matter which the management and workers of the yards would decide "by the record they make."

NOT TO END WITH WAR

"Shipbuilding is not going to end with the war," Vickery said. "A vast amount of speedy merchant tonnage will be needed. The yards which can build, repair and convert ships most cheaply will get the work."

Of all the areas in the United States engaged in merchant shipbuilding, Vickery stated, "the Portland-Vancouver locality has done the outstanding job."

"The commission's yards here," he said, "have built ships faster and more economically than anywhere in the world."

Liberty ship construction is rapidly being brought to a close, Vickery added.

"As I promised last year," he said, "the faster yards were taken off the Liberty program first and switched to streamlined ships suitable for post-war use. The slower yards were retained to complete the Liberty contracts."

The admiral's statement recalled the fact that Oregon Ship was the first plant to begin work on the Victory craft, that Vancouver was diverted from Liberty construction when need developed for "baby" aircraft carriers, and that Swan Island was recently assigned 38 additional tankers on the strength of its record as America's champion tanker shipyard.

AP-5 NEED URGENT

Discussing the urgent need for completion by January 1, 1945, of the Attack Transport ships being built on the West coast, Vickery said he was planning to stage a production contest among Oregon Ship, Vancouver, Richmond No. 2 and Calship, the four yards engaged in AP-5 construction. He will announce details later, he said. The four yards, he declared, are "about on an equal footing."

During his three-day visit here, Vickery made a complete tour of the Kaiser yards. He expressed satisfaction with work progress in each. In the company of Carl Flesher, Pacific coast regional director of the commission, Vickery left for California last Saturday.

Vanport Will Open "Sea Breeze" Club

(VANPORT)—Grand opening of the "Sea Breeze" will be held Saturday night at Community building No. 1 in Vanport. The dance will be in the form of a war bond rally. It will run from 9 p. m. to midnight and admission will be 60 cents a person. Five dances during the evening will be sold for war stamps. The Sea Breeze club will continue as a regular Saturday night feature. Money accumulated from these dances will go toward financing a regular Friday night dance along similar lines for teenagers only.

Vanport Set For 'Fourth' Celebration

(VANPORT)—Vanport will observe the Fourth of July with an elaborate program to include parades, races, a ball game, carnival, band concert and dance. The parade will be at 10:30 a. m. and will include children in costume with decorated bicycles, wagons and pets. The dance, from 9 p. m. to midnight, is to be in Community building No. 1.

Painters should avoid touching the hands to the face or lips while at work. They should not chew such things as tobacco or gum while at work.

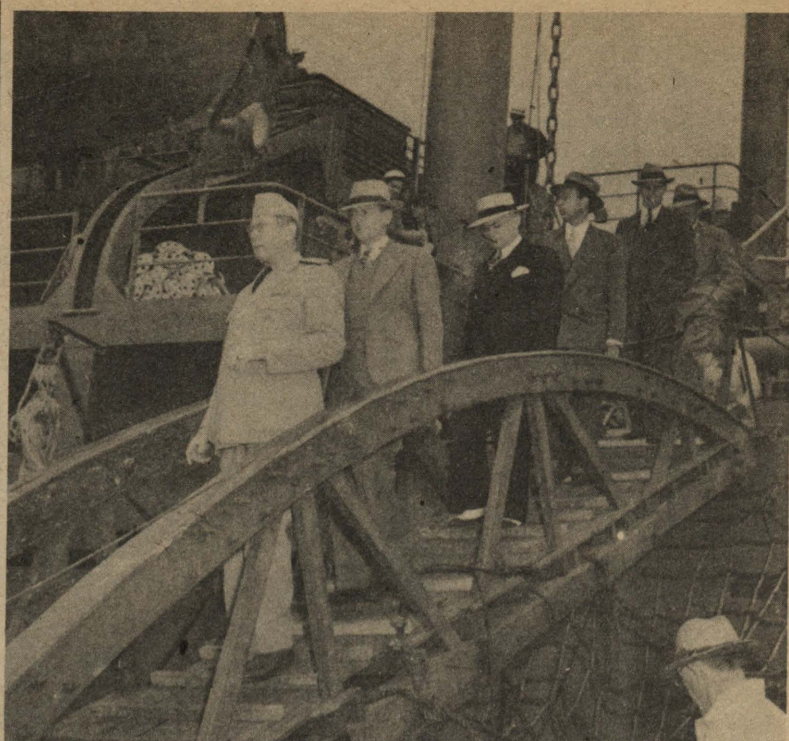


RIDES TANKER

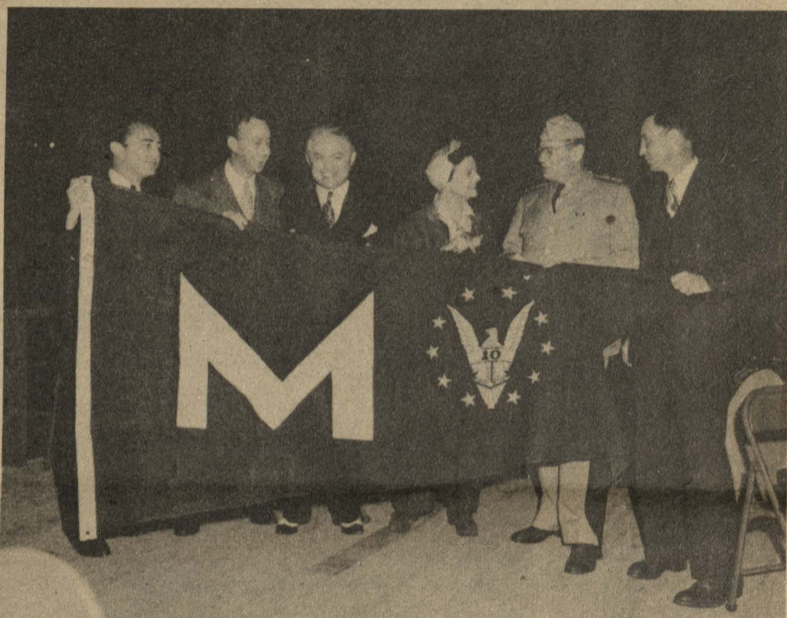
Admiral Vickery and J. F. Bruns principal hull inspector at Swan Island, just before leaving the S. S. Nickajack Trail, by coast guard boat when Admiral Vickery and his party made the trial run on the Swan Island tanker Thursday, June 22.—(Swan Island photo)

Work Day As Usual July 4

Tuesday, July 4, will be a work day in the Portland-Vancouver area Kaiser shipyards, with time-and-a-half premium pay going to employees covered by the master union agreement. This announcement was made last week by C. W. Ellason, regional industrial relations director of the U. S. Maritime commission.



Vickery Sees Victory Admiral Howard L. Vickery, vice-chairman of the U. S. Maritime commission, began an extensive tour of the Oregon yard last week by inspecting the S.S. Aberdeen Victory, OSC's 26th Victory ship, a few hours before its delivery. Following the admiral down the gangplank are Al Bauer, OSC assistant general manager, Carl Flesher, regional director for the USMC, Edgar F. Kaiser, general manager of Kaiser yards in the area, Ed Mortensen, USMC principal hull inspector at Oregon Ship, and Russ Hoffman, OSC general superintendent. (Oregon Ship photo)



Vancouver Gets Pennant Vancouver workers viewed the new Merit Eagle Pennant for the first time last week when Admiral Howard L. Vickery presented it during a swing shift program. Holding the flag are Mike Miller, assistant general manager; Edgar Kaiser, general manager; Carl Flesher, regional director for the USMC; Mrs. Helen Larkin, welder in Bay 4 of the Plate shop who received the flag for the workers; Admiral Vickery and John Hallett, yard superintendent. (Vancouver photo)



Vancouver LST Vancouver-built LST 466 is shown here in action on the north shore of Dutch New Guinea. Coast Guardsman B. W. Long, coxswain, directs the incoming LST to its beaching position with semaphore signals. The LST shown was christened by Mrs. Sam Cutler, wife of the office engineer at Vancouver. (Official U. S. Coast Guard photos)



Picnic Planners First plans for the Texas-New Mexico state picnics were drawn last week by the above committee. Following this meeting Chairman C. P. Ivey, center at table, selected other ex-Texans and New Mexicans to assist him. At the table are Helen Macdonald, Portland Park board; George Luoma; Ivey; Mae Feist and Roger Smith. Standing are Jack Weber, Jack Dailey, Lyle Downing, Del Von Zeuthen, Reinhart Knudsen and Bob McCoy.

'Gophers' Hold Picnic; Bemidji Girl Queen

Minnesota had its day last Sunday at Pier park when 5,000 Kaiser shipyard workers, their families and friends staged a Minnesota state picnic. Every county in the Gopher state was represented. A dozen registrars were kept busy listing picnickers and were instrumental in bringing together scores

of persons who were old friends back home in Minnesota but hadn't met since they joined the vast army of war workers in the Portland-Vancouver area.

Bernice Lund of Bemidji won the title of "Miss Minnesota" in a beauty contest which was the feature of the entertainment program.

Mary Jenner of Willmar, Minn., placed second in the contest. She is a sister of Jim Jaffney, who was an Oregon Ship welder before he joined the navy.

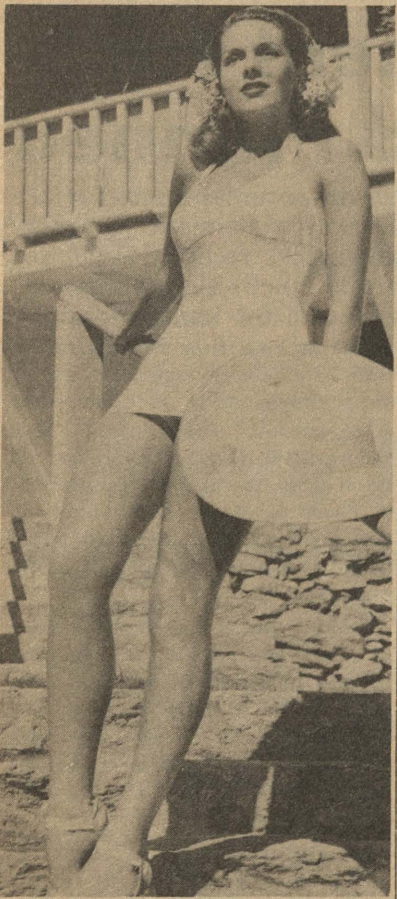
The picnic program was arranged by a committee of former Minnesotans headed by Ozzie Mikkelson, marine superintendent at the Vancouver yard. Other members of the committee were R. L. Gagne, co-chairman; O. E. Erickson, B. A. Madson, G. L. Avenson, H. A. Eads, Sid Tuve, D. W. King, N. W. Cart-

wright, H. S. Norgard and Max Hook.

The Minnesota committee was assisted by the Kaiser picnic management committee which includes Roger Smith, chairman; Del Von Zeuthen, Jack Weber, Mae Feist, Jack Dailey, Dr. Milton C. Lockwood, George Luoma, Lyle Downing, Bob McCoy and Paige Kutchenthal. Mrs. Helen Macdonald of the Portland Park bureau and her staff supervised recreational activities in the park.

Mikkelson issued a statement following the celebration expressing appreciation to the following donors of prizes: Northwestern Electric company, Meier & Frank company, Clara Low Wave Shoppe and Olds Wortman & King. Free coffee was furnished by Jack Luihn, operator of Kaiser shipyard cafeterias and dormitory restaurants.

INTERVIEWER



How would you like to be interviewed by Jinx Falkenberg? Six or seven Portland shipyard workers will have this opportunity when the Vox Pop radio program is broadcast from the Portland Civic Auditorium Monday, July 3. Miss Falkenberg will replace Parks Johnson, regular interviewer, who is on a vacation. Workers who will appear on the program are being selected this week. The broadcast over the entire CBS network will be from 5:00 to 5:30 p. m.

Vanport Citizens Move to Improve Social Conditions

(VANPORT)—The aims of the recently-formed Vanport Civic association as outlined in a proposed constitution, were listed at a meeting of the group Sunday, June 25. Charles R. Stover Jr. is chairman of the organization committee.

They are:

1. Formation of neighborhood groups to sample the views of the people of Vanport.
2. To promote better social and economic conditions in the city.
2. To lay the groundwork for the people to have a voice in the city government.
4. To promote better understanding of both the people's side of problems and the side of the interests serving the city.

One of the organization's first acts was to appoint a committee to check prices in the Vanport stores against OPA ceilings following complaints made to the association.

The association has Vanport divided into 16 districts with a leader in each. Districts hold individual meetings. Next meeting will be Sunday July 9 at 7 p. m. in the card room of recreation building No. 1, corner of Force and Broad-aces.

Marine League Forms

A Portland branch of the Marine Corps league, with a women's auxiliary, has been organized, with Ash Houston as commandant. Eligible for membership in the league are former marines. Wives, mothers and sisters of former active marines may join the auxiliary.

Texas, New Mexico Picnic Set Big Round-Up Sunday

From El Paso to Port Arthur, from the Panhandle to Brownsville, the 'Eyes of Texas' will be focused on Pier Park Sunday where 3000 ex-Longhorns now employed in Kaiser shipyards here are "a-fixin'" to throw a whingeroo of a picnic. The Lone Star stater will be joined in their celebration by approximately 350 of their neighbors from New Mexico. Representatives from the two states

have settled down to lay plans for an event that will make "Remember Pier Park" ring louder than "Remember the Alamo."

"The question is," drawled one Texan, "whether Portlanders will be able to remember Pier Park after we get through celebrating."

Head wrangler for the big round-up is Charles P. Ivey, assistant welding superintendent on the graveyard shift at Swan Island. Ivey hails from Abilene where he operated a welding supply business before the war started. When shipbuilding multiplied demands for welders Ivey left his business to run a training school in Abilene. After 15 months teaching welders the ropes and turning them over to Kaiser recruiters Ivey finally signed up himself. He now lives at Columbia Villa with his wife and two children. The supply business, by the way, is still operating as the C. P. Ivey company and Ivey will be "goin' back to Texas" to take over again when the Nazis and Japs are lassoed and corralled.

One of the biggest problems at any state picnic is that of recognition. This is usually done by counties. Montana, for instance, has 56 counties and Minnesota, 87. Registration officials gasped in dis-

STATE PICNIC CALENDAR

TEXAS-NEW MEXICO—July 2.

NORTH DAKOTA-SOUTH DAKOTA—July 9.

IOWA-KANSAS—July 16.

NEBRASKA-MISSOURI — July 23.

IDAHO—July 30.

ILLINOIS, OHIO, PENNSYLVANIA, MICHIGAN and WISCONSIN—August 6.

COLORADO, ARIZONA, WYOMING, and OKLAHOMA—August 13.

CALIFORNIA, UTAH and NEVADA—August 20.

NORTHEASTERN STATES — August 27.

Former residents of all states are asked to take part in arranging the picnics.

may however, when Ivey explained that Texas has 254 counties which would naturally complicate things a bit. Mrs. Era Browning, Swan Island Plate shop dispatcher, will be registration chairman.

Texas has always been proud of

its beautiful women so the Lone Star beauty contest promises to be quite an event. E. J. Grant of the Vancouver Boiler Erection department is chairman in charge of this contest. The winner will enter a contest including representatives picked from all other states later on and no Texan is in the slightest doubt as to how this event will come out.

E. W. Clemmer, welder leadman at Swan Island, will arrange for all sports events for both children and adults. A dance will be held during the afternoon with Bob Bateman's orchestra supplying the latest in rhythm.

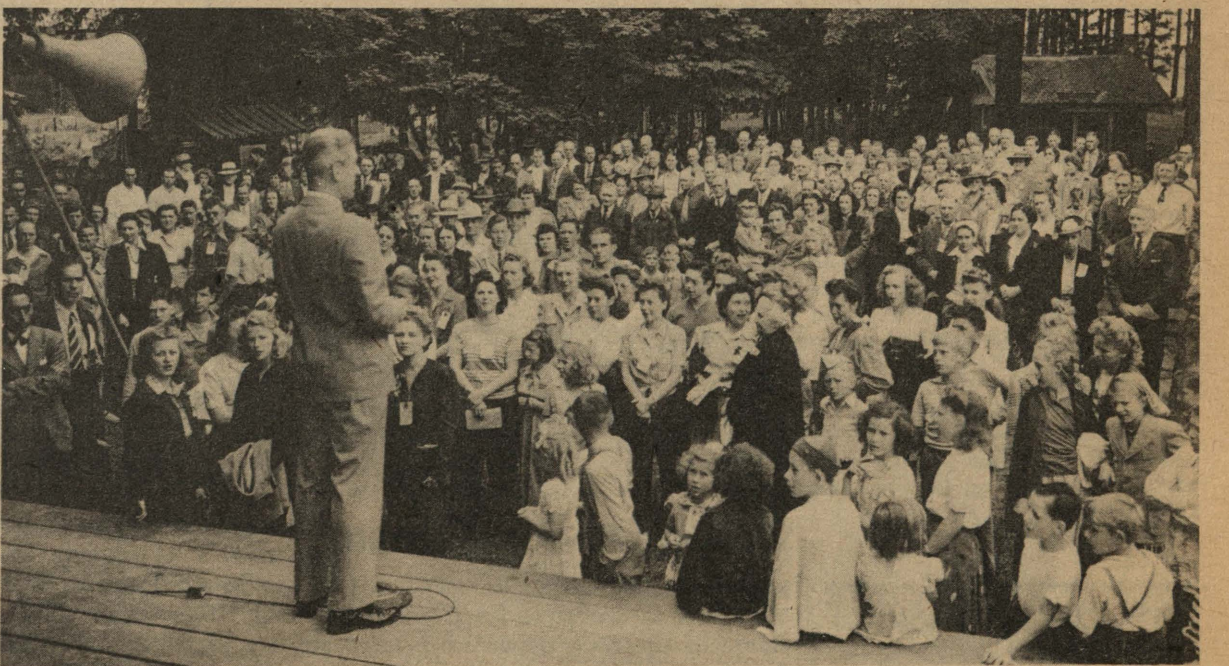
The picnic will start officially with religious services at 11:45 a. m.

TEXAS-NEW MEXICO PICNIC SCHEDULE.

- 11:00 a.m. CHURCH SERVICES
- 11:30 a.m. REGISTRATION AND GET ACQUAINTED
- 12:00 a.m. TALENT SHOW AND BEAUTY CONTEST
- 1:00 p.m. LUNCH (FREE COFFEE)
- 2:00 p.m. to 4:00 p.m. SPORTS
- 3:00 p.m. to 6:00 p.m. DANCING WITH BOB BATEMAN'S ORCH.



Sweet Sixteen Pictured above are the sixteen girls who competed for the title of "Miss Minnesota" at the Minnesota State picnic staged by Kaiser shipyard workers in the Portland-Vancouver area last Sunday in Pier Park. Seventh from the right is Bernice Lund who won the title and fifth from the left is Mary Jenner who placed second in the contest. Miss Lund hails from Bemidji, Minn., and Miss Jenner is a native of Willmar, Minn. Five thousand former residents of Minnesota attended the picnic. (Oregon Ship photo)



No Dull Moments From 11 a. m. to 6 p. m. Pier park, Portland, was the scene of a continuous round of entertainment when Vancouver-Portland area Kaiser shipyard workers staged a Minnesota State picnic last Sunday. Part of the crowd of 5000 persons who attended the outing is pictured above as Bob McCoy, yard program director at Vancouver, opened the variety show. Next week former residents of Texas will stage a state picnic in the same park.

INQUIRING REPORTER

QUESTION:

"What do you think of the launching programs?"

Elizabeth Likims, production laborer: "As a general rule I like them very much. But I don't like the programs when they are funny or very short because launching a ship is a serious and wonderful thing.

We who work on them and watch them slide into the river feel very deeply about a ship's launching and we like the programs to be serious, too."

Floyd McCollom, electrician: "Yes, I like the programs when some of the yard workers take part. But I don't see why we should have speakers from outside the yard all the time when we ourselves build the ships, outfit them, and some of us go to sea on them. A good inspiring speech is fine, but sometimes you feel as if the speaker wasn't very interested in the ship or the launching."

G. E. Schomus, material expeditor: "A good launching program helps morale without a doubt. But I have often wondered why so many outsiders have the honor of launching a ship when their only qualification is that of a famous name. I'd suggest a weekly drawing of badge numbers to let workers conduct the launching."

Ray Wehlitz, machinist rigging foreman: "Although I watch most launchings from the deck of the Skookum, I have enjoyed the programs I've listened to when the speeches had some pep to them. Workers enjoy launching ships, and I think they ought to get the chance more often."

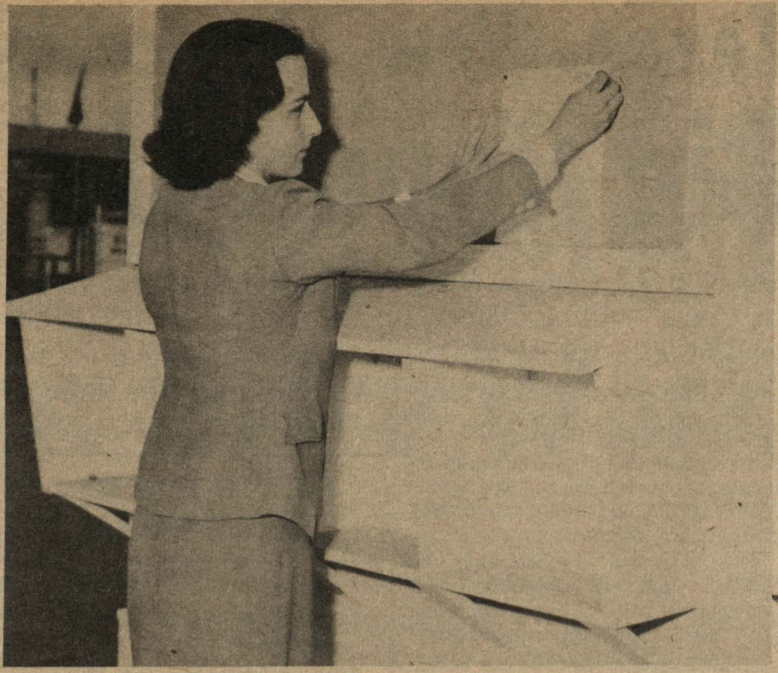
C. V. Evans, scaler foreman: "The boys and gals in the yard do the dirty work, so I say let them do the launching. There are all sorts of ways sponsors could be picked, such as oldest worker, by drawings and so on. But why should we have outsiders launch our ships?"

John Karlson, yard bos'n: "I like the programs fine, especially when we have good speeches about the work we are doing and how it helps in the war. Some of those speakers are good to listen to. It's all right to have workers launch the boat but maybe we in the yard couldn't make such good speeches."

Earnest Steward, rigger leadman, storage yard: "Yes, I like the programs. It is a good idea to dramatize the moment of launching because it makes everybody feel good, but what I have wondered is—why not have more night launchings for the other crews to enjoy? It seems to me that the swing and graveyard ought to see one occasionally."

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 Editor.....JIM COUR
 Managing Editor CARVEL NELSON
 Associate Editor.....LYLE DOWNING
 Secretary.....ELSIE POWELL
 Offices: 209 Administration Bldg.
 Telephone: Yard Extension 764.



Elsie Powell, Bosn's Whistle secretary, posts the first classified notice on the bulletin board of the new display booth in front of the main yard gate. Free classified service to workers is one of the many features offered by the booth, completed recently at a cost of \$1100. (Oregon Ship photo)

Bulletin Board, Display Booth Benefits Workers

(OREGON SHIP)—Built at a cost of \$1100, the employees' bulletin board and display booth in front of the main entrance gate is designed to provide an advertising medium for yard activities and workers' classified notices, according to Hal Babbitt, director of public relations. Babbitt said the booth was constructed in response to hundreds of requests for a display center.

Within a few days, he explained, the bulletin board will be divided into sections, including "for sale," "trades," "wanted" and "miscellaneous." Classified ad forms are being printed and will be available at the booth. Employees may fill these out and drop them into a box which will be provided. Notices will be typed and posted on the board by the Bosn's Whistle.

"At the present time," Babbitt said, "employees are posting notices in yard-rest rooms. Not only is this an unsatisfactory way of publicizing information, but it has resulted in the loss of manhours due to workers' congregating to read the notices. With a bulletin board at the disposal of all employees, this condition will be eliminated."

Babbitt said the window would be used to promote such activities as safety, labor-management suggestions, war bonds and Red Cross drives.

Former OSC Worker Home on Naval Leave

(OREGON SHIP)—Robert M. Cour, former Oregon Ship welder-burner and son of Boiler Erection Superintendent Frank Cour, visited friends in the yard Saturday. He was on leave from the naval engineering school at the University of Washington.

Cour came to OSC in November, 1941, from the Seattle Star, where he was a sports writer. After working in the yard for several months, he became a representative of the Puget Sound Machinery depot, boiler firm, serving that company at OSC and Richmond. He entered the navy in October, 1942.

Engineer's Choice

(OREGON SHIP)—Carl (Smokey) Stoves, engineer on the Oregon Ship ways, picked Gladys Barrett, OSC Messenger department clerk, as the glamour girl of the week. Miss Barrett directs the yard messenger force that makes hundreds of deliveries of packages and messages daily throughout the yard.

COMING EVENTS

Today, 1 p. m. U.S.S. Laporte, OSC's first attack transport launching.
 Saturday, graveyard shift lunch period yard show, Mold Loft stage.
 Monday, 12 noon to 1:30 p. m., war bond show, Administration building cafeteria.
 Tuesday, 1 p. m., Eddie Cantor and troupe in program to follow launching of U.S.S. Latimer, OSC's second attack transport. Commander Melvin H. McCoy, hero of the Bataan death march, will speak. Mrs. McCoy will act as sponsor.



Graveyard Blood Donors Led by Material Expeditor Jack Foster, who saw the miracle of plasma in action many times during his service as an army staff sergeant in the South Pacific, 187 graveyard shift workers from the ways visited the Portland blood bank after their shift Wednesday morning, June 21. Some of the record-breaking turn-out are pictured here. Kneeling, in front, are:

Bob Fox, welder leadman, whose all-woman crew turned out 100 per cent, John Jensen, J. Arilla, Eunice Bennett, Ann Hilleson, Virginia Prock, Mary Hash, Naomi Hash, Lola Heacock, Ruth Lindow, Nellie Wigton, Mary Marley, Rose Fish and Ada Alderman. Standing, Rondo Prock, H. J. Dognon, J. Carter, John Long, Pete Plant, Pete Burness, F. H. Baylis, Carl Kraknow, Lenna Ryll, "Mac" McCrae, Jack Downing, Willis Slobach, Art Staggs, Roy Kirschner, I. D. Broad, Cliff Dowling, Vera Coleman, E. O. Erickson, John Long, Cora Delameter, Juanita Moore, Harry Anderson, Erma Mauck, Frankie Staggs, E. Johnson, Ardith Hames, George Delameter, Marge Rabarchek, Frank Lawton, Iris Foster, May Johnson, Nellie Clapper, Val Miller, John Lochocki and Jack Foster. (Oregon Ship photo)

Truman Group Praises OSC

(OREGON SHIP)—The Senate Truman committee report on merchant shipbuilding of Oregon Ship and other Portland area Kaiser yards, praised Oregon Ship for progressively lowering construction costs. The report, made public last week, revealed that the Oregon yard had reduced costs from \$2,231,309, excluding fees, for its first Victory ship to \$1,216,300 for its 21st.

Further Call Cut Asked

(OREGON SHIP)—The recent educational campaign to relieve the strain on the yard's overworked telephone system produced gratifying results, but did not succeed in reducing calls to a point where the system can adequately meet work demands on it, C. A. Leeb, telephone company engineer, said this week.

The company is unable to extend additional facilities to OSC and the problem can be solved only by cutting down non-business phone calls and eliminating unnecessary conversation, he declared.

"This rapid increase in efficiency is very commendable, and the committee hopes that Oregon will achieve an efficient record in the Victory ship program comparable to that established in building Liberty ships," the report said.

Libertys Commended
 Other West coast yards were commended for Liberty construction records.

The committee's investigation was highlighted by the heavily publicized charges of Rep. Warren G. Magnuson, Seattle, that a large number of OSC-built Liberty ships were cracking up because of poor construction. That the committee discounted the charges is shown by its characterization of the Liberty as "the truck horse of the sea."



Here is the committee which is arranging for weekly graveyard shift shows. Front row, from left, Johnny Fisher, Marine electricians; Chairman Frank Bishop, electrical maintenance; Mary "Taffy" Romine, test crew, and Al Turner, electric shop. Back row, Jimmy Pritchard, marine pipe control; Sid Bloom, radio control; E. V. Sage-Taylor, erection, and Hal Chase, public relations. Missing was Eddie Helsler, warehouse, an active committee member. (Oregon Ship photo)

Entertainment For Graveyard Planned

(OREGON SHIP) A new deal in entertainment for the graveyard shift workers at OSC was announced yesterday by Frank Bishop, electrical maintenance, recently appointed chairman of a committee to promote lunchtime programs on the third shift. First show is scheduled for tomorrow night.

"For a long time the graveyard shift has been a step-child as far as participation in yard activities is concerned," Bishop said. "Day and swing shift get all the gravy, so we decided to do something about it. There is plenty of talent available right here in the yard and I think we should be able to build some good shows."

Serving on the committee with Bishop are representatives from various departments, and plans are being made to have at least one show a week. Whenever celebrities are in the Portland area, efforts will be made to have them appear on the shows.

All graveyard shift workers are invited to take part in these programs. Those who can sing, dance, or play an instrument are asked to call Ext. 1323, or drop into one of the yard counsellor offices.

Machinist Now Marine

(OREGON SHIP)—Norman E. Alvey, marine machinist's helper, left Oregon Ship June 21 for San Diego boot camp immediately following his enlistment in the marine corps.



War Bond Goal Near; Shipwrights on Top

(OREGON SHIP)—Oregon Ship's chances to go over the top by a generous margin in the Fifth War Loan drive appeared excellent this week with the compilation of figures showing that it has subscribed \$2,711,818, or 83.44 per cent, of its \$3,250,000 quota. The totals were for the week ending June 24. Winner of last week's competition to launch an attack transport ship was the Shipwright

department, headed by Superintendent Ray Hausmann. The shipwrights, who have been flirting with the bond leadership since the start of the campaign, had raised 98.48 per cent of their allotment at the end of the week.

Three departments which already have won launchings by topping previous weeks' contests—the guards, the Mold Loft and Assembly—led the percentage lists. Guards recorded 124.7, the loft 109.04 and assembly 100.46.

Hull Material closely trailed the shipwrights, ending in fifth place with 97.15, followed by the electricians with 89.4 and the Marine department with 89.19.

Other departments are listed below in the order they finished:

Machinery and Equipment, Boiler Erection, Labor, Plate shop, Pipe, Administration building, yard miscellaneous, Union Melt, Warehouse, Paint, Rigging, Riveting, Erection, Welding, Building Maintenance and Vocation Training.

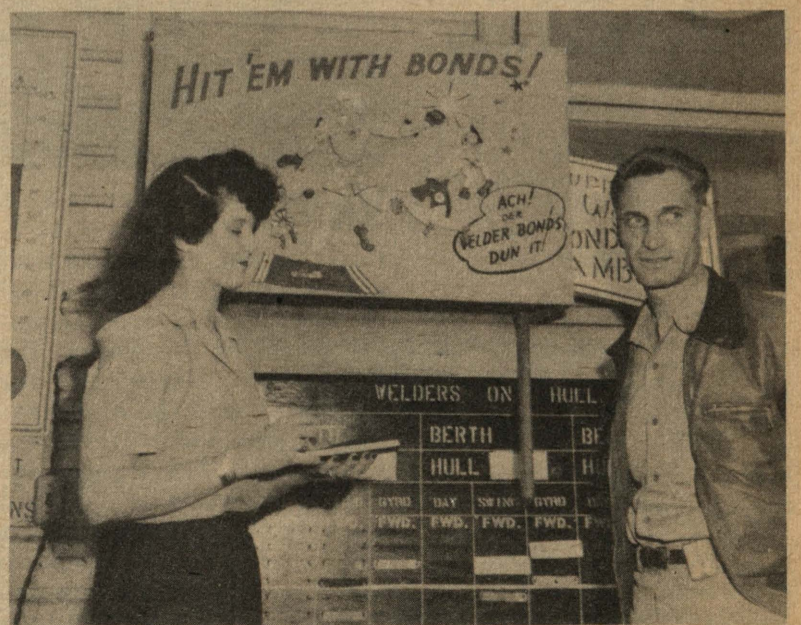
With more than two weeks to go before the end of the drive, departments are redoubling efforts to exceed their quotas and to win ship launchings. A Dodge sedan and \$2500 in prizes to be awarded to bond-buyers, enlivens competition among workers.



Marks Or Bonds "Which kind of bond would you rather have?" is the question projected by the Hull Materials department, boosting bond sales by the display of German war bonds. Shown holding the worthless 100,000-mark and 1000-mark bonds issued in World War I, is Peggy Smith, field clerk. The chart shows how Hull Materials is approaching its quota in purchases of the substantial kind issued by Uncle Sam. (Oregon Ship photo)



Wins Nickel Bet Tickled with the five-cent bet he won from a fellow-worker by purchasing \$2000 in bonds is Louis Gorat, shipwright, above left, with his wife Nettie, electrician. Gorat shot down 14 German planes as gunner in World War I. He says: "Buying bonds is the way I'm bringing down enemy planes this time." Selling the bonds are Caye Naze, shipwright clerk, and Superintendent Ray Hausmann. (Oregon Ship photo)



Double Knockout On a mechanical board invented by Les Cartwright, welding supervisor (shown right), Uncle Sam kayoes Tojo and Hitler with muscled arms labeled "production" and "bonds" as Sybil Harshaw, pretty welder helper, sells bonds to noon-hour crowds gathered to watch the board. (Oregon Ship photo)

EDDIE CANTOR TO BE HERE JULY 4

(OREGON SHIP) — Banjo-eyed Eddie Cantor, who for 30 years has kept America laughing, will headline a Fourth of July OSC yard show in conjunction with the launching of the second attack transport, the U. S. S. Latimer.

Commander Melvin H. McCoy, hero of the Bataan death march and for many months a Jap prisoner, will be the principal speaker at the launching. Mrs. McCoy will act as sponsor.

Cantor is bringing several members of the radio troupe from Hollywood for the launching. The program will start at 1 p. m. with Edgar Kaiser, general manager of Oregon Ship, acting as master of ceremonies.

The comedian will stage his show after the U.S.S. Latimer goes down the ways.

Foreman Proud of Bond Buying Crew

(OREGON SHIP) — "Tommy" Thompson, day shift foreman on the second floor of the Electrical building, is proud of the record his crew of 71 workers is making in the Fifth War Loan drive. Thompson's group purchased a total of \$10,000 in bonds.

Thompson said three women employes, Inez Woods, Vona Shannon and Sylvia Mattson, had each bought a \$1000 bond.

The 460 Electrical building workers on three shifts have subscribed their \$46,000 quota, it was announced.

Thousand-Dollar Bill Causes Flurry At OSC

(OREGON SHIP)—Mildred Cook, graveyard marine electrician, caused a stir in the Electrical department recently when she presented a single one thousand dollar bill in the purchase of bonds in the Fifth War Loan drive.

Miss Cook said the rarely seen "greenback" was given to her by a bank teller when she cashed a personal check.

emblem scarcely could be expected to move thinking people to "even greater" demonstrations of patriotism. But, I understand, the Maritime commission has so directed, for the reason, we are told, that manpower required to raise and lower the flags at the proper time cannot be spared.

There are plenty of clerks, guards, etc., who would be glad to render this service, that no productive manpower might be lost. In fact, a clerk is on duty within a few feet of almost every flag.—N. A. Porter, Ken F. Liebbart, S. L. Allen.

Ed: The Treasury department suggests that on the fighting front the colors are never taken down. Since this is a production front, working on a 24-hour basis, Treasury officials believe it particularly appropriate, during this invasion, to fly the colors continuously when displayed as a decoration and not on the regulation flag-pole.

Suggests Pay Time Change.

Sir: I suggest that pay checks be given out at the end of the shift instead of the beginning. This would reduce the manhours lost by early check-outs.—W. P. Dawson, day electrical leadman.

Ed.—The present pay-off system is working smoothly and a majority of employes appear to be pleased with it.

Wants Blood Donor Drive.

Sir: I suggest that we have another blood donor drive. Several have spoken about it and said they would be glad to go but they just don't take the time. If a time was set lots of us would be there. With this invasion in progress, much plasma will be needed. This should be done in June and July, before the weather gets too hot.—J. B. Stone.

Ed.—Groups or individuals are being urged to make arrangements for transportation to the yard after shift by calling yard extension 327. Since the beginning of the invasion, the weekly number of Oregon Ship workers visiting the plasma bank has increased heavily, but not yet in proportion to the need.

Answers Flag Criticism.

Following is a reprint of a letter which appeared recently in a local newspaper:

Sir: An example of well intentioned but misguided patriotism is exhibited at Oregon Shipyard during the Fifth War Loan drive. To move workers to greater demonstrations of patriotism, American flags are flown at a great many points. However, the flags are nailed in place, and the plan calls for them to be left in place, day and night, good weather and bad, for the duration of the drive.

Such a flagrant disregard of the common courtesies due our national

Electrician Voted 1st Suggestions Award

(OREGON SHIP)—By vote of the Oregon Ship Labor-Management committee, Herbert E. Struck, an electrician in the yard until June 12, 1944, has been awarded first prize in the June suggestions' competition. Struck, who devised a detector for discovering grounds in electrical circuits, wins a \$100 bond. Those receiving certificates of merit and their suggestions were:

Lloyd Jenkins, shipfitter leadman, web frame jig; Curtis P. Hall, shipfitter, gun mount shield jig; Walter Dewing, pipe material leadman, thread renewer; John E. Benwick, pipefitter, pipe cutter and beveling knife; Fred Hager, pipefitter, flange cutter and beveling jig; Thomas J. Stevens, Pipe shop foreman, bent pipe beveling machine.

Hans O. Nielsen and Wilbur W. Dolin, riggers, pelican hook; Joseph Read, salvage foreman, paper baler; Carl W. Gardner, sheet metal worker, gauge improvement; Edwin W. Hartsook, carpenter foreman, portable skill and table saw; James L. McPherson, pipefitter, pipe flange holder; Fred Falk, carpenter, circular glass cutter; Gabriel H. Balik, Machine shop foreman, riddle pintle bushing machine; Lester R. Canady, Machine

shop tool room supervisor, pneumatic cable pincers.

War Production Board certificates of merit went to Mrs. Reine McBeden, matron, numbering rest rooms; G. J. Long, electrician's helper, pack sacks for electrical expeditors; G. L. Brower, electrician, identification tags; William P. Scully, pipefitter, safety suggestion; Jacob Stites, electrician, lattice legs on wire; Robert F. Piercy, pipefitter leadman, steam jet for mixing water and steam.

Joseph A. Bolf, ship joiner, insulators' straight edge; L. H. LeBleu, burner, beveling gauge; Theodore M. Megert, shipfitter, improved welding jig; Fred Sigrist, pipe welder, lead shop nearer work; J. W. Dalton, welder leadman, welding holding jig; Carl Destefano, furnace door improvement; John W. Hill, marine machinist, template for drilling pilot holes; and B. E. Wolfe, shipfitter leadman, plumb board.

Liberty Perfect Says Sea Veteran

(OREGON SHIP)—Captain Stein Hansen, who sailed the seven seas for 30 years, and recently returned from an around-the-world voyage on the S.S. Belva Lockwood, 147th Liberty ship launched at OSC, declared in a statement, the ship "performed perfectly" for the 42,000 miles. I have

been aboard the Belva Lockwood since the day she was commissioned," Captain Hansen stated. "The first voyage took us around the world. Our second voyage was to the United Kingdom and return.

"We have had plenty of heavy weather in our travels and I am pleased to be able to say that the welding held up in fine shape. There is nothing wrong with this baby—she can take it.

HANDLES WELL

"Cargo gear has been worked overtime, yet it is in as good shape as the day the ship came out of the yard. All of it—booms, winches, falls and blocks—is well built and strong. Davits are entirely satisfac-

tory and have given no trouble.

"This is a good handling ship and is very sensitive to the wheel. Even in bad weather she doesn't give too much trouble."

Robert S. Pyatt, first engineer of the Belva Lockwood, reported the engine in the ship did a "marvelous job."

"This is a wonderful ship," he added, "considering the short time it took to turn her out. You people who built her at Oregon Ship have every reason to be proud of your job."

The S. S. Belva Lockwood was launched on March 9, 1943. Mrs. Eugene Meyer, wife of the publisher of the Washington Post, was sponsor.

Fold-Ups Cut Swan League

(SWAN ISLAND)—Second half play in day shift softball opened at Swan Island June 19 with four teams from the first round dropping from the league. They were Hull Outfitting, Graveyard Terrors, Chippers and Painters. The favored Pipefitters and Fabrication outfits each won their first two games.

Fabrication defeated the strong Erection team, 4 to 1, with Joe Gette pitching one-hit ball, then won by forfeit from the Welder-Burner ten.

Pipefitters, first-half champs, won from the Crane Operators, 13 to 2, and just did beat out a rejuvenated Shipbuilders, 5 to 3. Scores:

	R	H	E
Crane Operators	2	4	10
Pipefitters	13	12	3
Cady, Dale and Miller; Workman and Geenen, Adams.			
Erection	1	1	1
Fabrication	4	6	3
Moore and Fader; Gette and Foster.			
Shipbuilders	3	8	2
Pipefitters	5	9	4
T. Brauchmiller and Ashmead; Workman and Adams.			
Erection	5	8	2
Crane Operators	1	7	0
Geist and Fader; Dale and Miller.			

Next week's games:
Monday—Erection vs. Shipbuilders; Crane Operators vs. Fabrication.
Tuesday—Pipefitters vs. Welders.
Thursday—Erection vs. Fabrication; Pipefitters vs. Crane Operators.
Friday—Welders vs. Shipbuilders.

FRISCH CAPTURES DIVOTING HONORS

F. A. Frisch, Swan Island golfer, shared a two-way tie with Vic Ripley of Columbia Aircraft for low gross honors in the War Industries' Golf league's American league sweepstakes last week. Frisch and Ripley scored 36's. Don Schmeer, Oregon Ship, had the longest drive of the day.

Carding a 37, Frank Twiss of the Vancouver yard recorded the low gross score in National league competition. Rudy Rater, Oregon Ship, was the longest driver and Mel Duncan, Vancouver, closest approach.

In a 12-hole putting contest George Rongerude, Oregon Ship, and E. F. Remlinger, Swan, were part of a three-way tie for first place. Rongerude and two Swan Islanders, F. L. Schmidling and Clarence Sturgis, took home \$25 war bonds for their day's efforts.

Swan Island team No. 1, captained by Robert Noble, and Vancouver No. 1, led by Bobby Litton, each had combined gross scores of 469 to tie for second place in American league team play. Noble's Swan team tied for first in net scoring with a 413.

In the National league, Vancouver (John Mitchell captain); Oregon Ship (Woodrow Ball, captain); Swan Island No. 2 (H. J. Harvey, captain) and Swan Island No. 1 (Tommy Thompson, captain) finished in that order in combined gross scoring.

Girl Softballers Finally Underway

(VANCOUVER)—After several false starts, the women's softball league got off to a good start last week. Assembly (day) won two games, defeating Buckler Warehouse, 9-7, and Messengers, 7-4, while the Warehouse team came back to trim Buckler Tapers, 12-7. Standings:

	W	L	Pct.
Assembly (day)	2	0	1.000
Assembly (swing)	1	0	1.000
Buckler Pin Welders	1	0	1.000
Buckler Warehouse	1	1	.500
Buckler Tapers	1	1	.500
Main Electric	0	1	.000
Yard Office	0	1	.000
Messengers	0	1	.000

City League Bills Contests At Swan

(SWAN ISLAND)—City League baseball games to be played on the Swan Island diamond bring some of the best talent in Portland here in the near future. The following games are listed:

Thursday, July 6, 6:30 p. m.—McElroy's vs. 99 Tavern. Sunday, July 9, 3 p. m.—99 Tavern vs. Black Sox. Wednesday, July 12, 6:30 p. m.—Reliable Shoe vs. Commercial Iron. Sunday, July 16, 3 p. m.—99 Tavern vs. Reliable Shoe. Wednesday, July 19, 6:30 p. m.—Commercial Iron vs. 99 Tavern.

YARD LOOP MAY SEE TRIPLE TIE FOR 2ND HALF TITLE

(VANCOUVER)—Yard League softball teams head into a possible triple tie for second-half laurels, with four of the five squads now knotted for leadership seeing action against each other in final tilts July 3.

Material Control, Teamsters, Marine Machinists, S. P. & S., and Assembly each have won three games and lost one, and final games pit Teamsters against Assembly at Leverich, Material Control against Marine Machinist at the high school, and S. P. & S. drawing a "soft spot" against last-place Plate Shop at Washington.

Yard league standing and scores follow:

	W	L	Pct.
Material Control	3	1	.750
Teamsters	3	1	.750
Marine Machinists	3	1	.750
S. P. & S.	3	1	.750
Assembly	3	1	.750
Shipwrights	1	3	.250
Machinists No. 2	0	4	.000
Plate Shop	0	0	.000

June 19—Marine Machinists, 1; Teamsters, 0; Assembly, 12; Machinists No. 2, 6; Shipwrights, 15; Plate Shop, 0; S. P. & S., 6; Material Control, 1. June 21—Teamsters, 17; Marine Machinists, 1; Assembly, 2; Machinists No. 2, 1; Shipwrights, 2; Plate Shop, 1; S. P. & S., 4; Material Control, 7.

The Outfitting Dock league lead has narrowed to two teams, Pipefitters, first-half champs, and Electricians, each with three wins and no losses. They tangle July 7. Standings and scores follow:

	W	L	Pct.
Pipefitters	3	0	1.000
Electricians	3	0	1.000
Painters	0	2	.000
Expeditors	0	2	.000
Bartells	0	1	.000
Outfitters	0	1	.000

June 19—Pipefitters, 12; Bartells, 5; June 22—Pipefitters, 14; Painters, 0; June 23—Electricians, 7; Outfitters, 4.

Other games on next week's schedule: July 2—(Girls) Buckler Tapers vs. Assembly swing, High school, 2 p. m.; July 3—Machinists No. 2 vs. Shipwrights, Arndt; July 6—(Girls) Main Electric vs. Yard Office, Shumway; Assembly vs. Pin Welders, High school; Buckler Whse. vs. Messengers, Shumway No. 2; (Men) Outfitters vs. Painters, Columbia House; Expeditors vs. Bartells, Hudson House; July 9—(Girls) Pin Welders vs. Assembly swing, Shumway.



Visitor Lt. Comdr. Jack Dempsey, U.S. Coast Guard, made personal appearances this week at all three Kaiser shipyards. Dempsey compared the war to the fight game: "Never relax for a minute," said the ex-heavyweight champion. "If you do, you're lost." The fighter answered questions of shipyard workers about several of his fights, admitted he got two big breaks—one when he was knocked from the ring and the crowd helped him back in; the other, the "14 count," when he was slow in finding a neutral corner—in his fight with Gene Tunney. (Swan Island photo)



OSC First Half Champs Winner of the first-half title in the Oregon Ship softball league, the Assembly ten is out to eliminate need for a playoff by also copping the second half crown. Assembly tossers pictured here are front row, from left, Bob Maynard, catcher; Tony Candello, Bob Niece and Chuck Duniway, pitchers; Ralph Winchell, manager. Back row, Nick Pavlos, third base; Virgil Fisher, first base; Lloyd Shields, second base; Jim Petroni, Dwain Clark and Rudy Rater, utility players; Lloyd Rank, left field; G. Brick, right field; Russ Volm, roving shortstop; George Kuvallis, shortstop. (Frank Morgan photo)

Specialty Ten Tops Oregon Ship Chase

(OREGON SHIP SOFTBALL STANDINGS)

	W	L	Pct.
Specialty	4	0	1.000
Assembly	3	0	1.000
Steed	3	0	1.000
Thesman	3	2	.600
Materials	2	2	.500
Engineers	1	4	.200
Plate Shop	0	3	.000
*Superstructure	0	4	.000

*Withdrawn from league, forfeiting games on schedule.

(OREGON SHIP)—Continuing its torrid pace, George Sabah's Specialty ten, which finished the first half deep in the second division, maintained its second-half leadership of the Oregon Ship softball league last week by scoring victories over the Marine Engineers and Plate shop.

The specialty team, undefeated in four games, is closely followed by Assembly, first-half winner, and Bill Steed's Shipfitters. Each has won three contests with no losses.

Rady, Specialty hurler, shut out Plate shop, 4-0, and beat Marine Engineers, 15-1.

Other shutouts were hurled by Sittel, Steed pitcher, against Materials and by Kletzel of Thesman against the Plate shop. Scores:

	R	H	E
Thesman	4	6	1
Plate Shop	0	3	2
Kletzel and Nachtsheim; Hobbs and Rinckhoff.			
Assembly	6	9	0
Superstructure	2	5	1
Candello and Maynard; Younce and Sorber.			
Specialty	15	15	0
Engineers	1	4	8
Rady and Woodard; Mason and Taber.			
Steed	5	7	2
Materials	0	4	4
Sittel and Rogers; Bristow, Sandercock and Agnew.			
Specialty	4	5	1
Plate Shop	0	2	3
Rady and Woodard; Hobbs and Rinckhoff.			
Thesman	3	5	2
Materials	1	2	3
Kletzel and Nachtsheim; Sandercock and Agnew.			
Assembly	6	8	1
Engineers	1	3	2
Duniway and Maynard; Mason and Raikko.			

Games scheduled next week:
Monday—Assembly vs. Specialty at Pier park, and Plate Shop vs. Steed, Columbia No. 2; Friday—Assembly vs. Steed, Columbia No. 2. Games start at 6:15 p. m.

SWAN ISLAND DAY SHIFT LEAGUE

	W	L	Pct.
Pipefitters	2	0	1.000
Fabrication	2	0	1.000
Erection	1	1	.500
Welders	0	1	.000
Shipbuilders	0	1	.000
Crane Operators	0	2	.000

OSC STARS-TAVERN FRAY SET JULY 10

(OREGON SHIP)—The big grudge game between the welders-burners' 99 Tavern team and the Oregon Ship league All-Stars has been scheduled for Monday night, July 10, at Columbia No. 2.

The tavern ten, which has walloped six of the OSC league teams, added the Swan Island league all-stars to its list at Columbia park last week, scoring a 6-1 victory. Manager Guy Ruscigno limited the stars to four hits. Score:

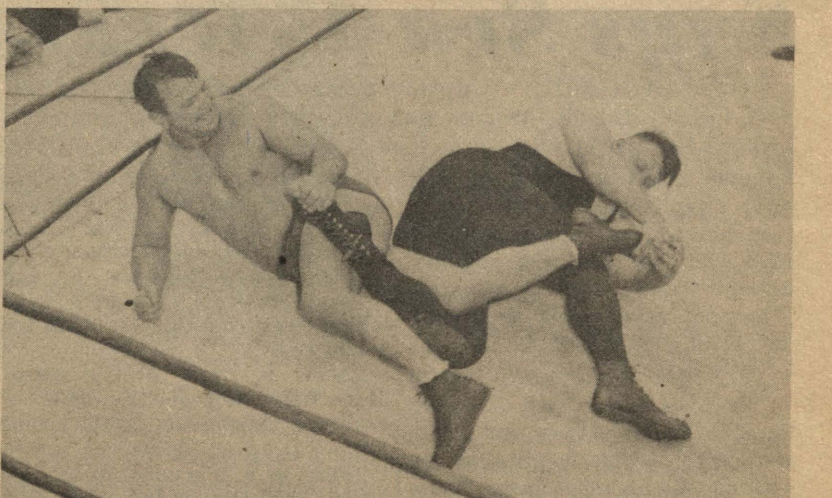
	R	H	E
99 Tavern	6	8	0
Swan All-Stars	1	4	1
Ruscigno and Johnson; Koenig, Gette and Adams.			



Swing Runners-Up Beaten in the playoff of Swan Island swing shift softball after tying for first-half laurels, was the Assembly ten. Pictured are, kneeling, C. R. Campbell, John Schoenbrun, A. H. Campbell, Bill Mayes and Harold Bauming; standing, V. C. Wilson, Ed Johnson, Sam Cohen, Kenneth Tracewell, Tom Brady, M. V. Vukovich and George Noyer. (Swan Island photo)



Swing Shift Girls Here is the Vancouver swing shift Assembly women's team which is vying with Buckler Pin-welders and Assembly day teams for top spot in the league. All three teams have a 100 percent standing this far. Front row, kneeling, left to right: F. Brownfield, D. Gaba, M. Smith, B. Jones, E. Forney, F. Dlantkenbickler, V. Camper; back row, B. Gaba, O. Evans, K. Hanson, C. Howard, M. Franklin, J. Ghumm and E. Schlect. (Vancouver photo)



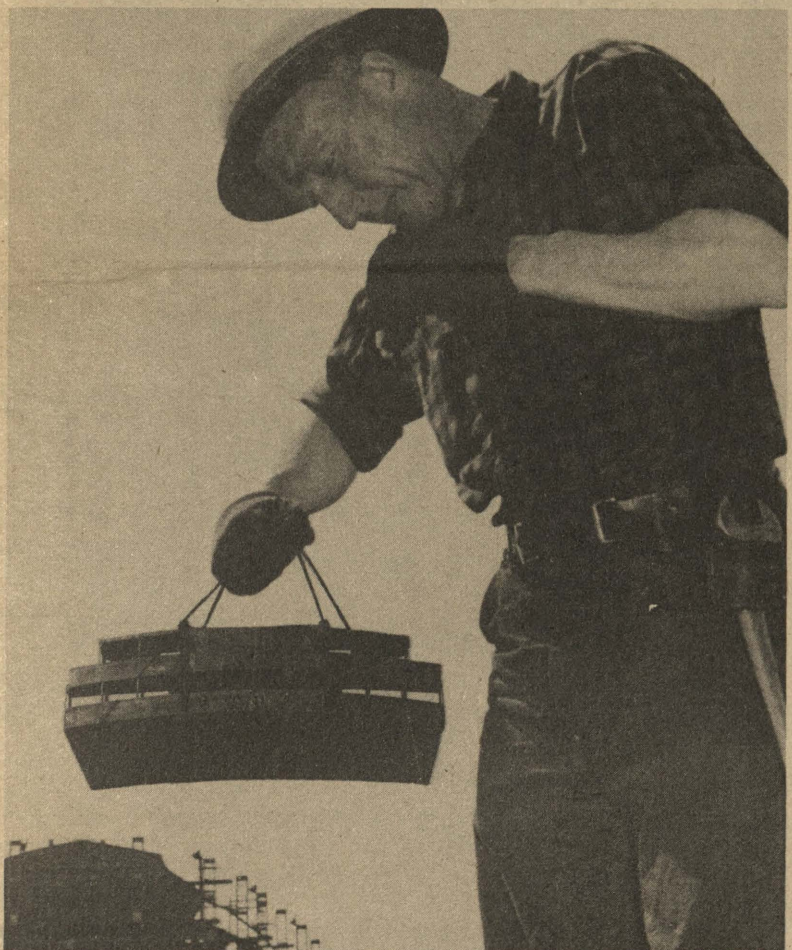
Tough on the Toes Cliff Thiede, (left) Vancouver yard boat supervisor, and Cliff White, Oregon Ship grappler, clashed in an OSC yard mat show last week. The match, in which both appear to be attempting to win with toe holds, ended in a draw. The two wrestlers are being featured on Western Athletic club shows. (Oregon Ship photo)

Swan, Vancouver Reveal Supermen

Whether it's the real McCoy or done by trick photography, Swan Island and Vancouver can produce just as sturdy "strong men" as has Oregon Ship. Recent issues of the Bos'n's Whistle showed examples of physical prowess, such as pipe-bending, which apparently abound at Oregon Ship. This brought an immediate response from the other two yards. As can be seen from the illustrations below, OSC has no monopoly on super-men.



Mighty Molars Here you see A. R. Gulman, day painter at Yard Storage, spurred on to desperate feats of strength by the picture of Oregon Ship's Jerry Zollo. Says Gulman, "I'll take that stiffener he's bending across his fat stomach, pardon me, chest, and bend it either way in my teeth. (Vancouver photo)"



Swan's Paul Bunyan Irked by the photographic feats of strength performed by OSC workers, Swan Island agreed to publish for the first time a picture of their Paul Bunyan, the fellow who in a large way makes it possible for Swan Island to hold the tanker champ flag. Milton Togni, swing rigger, is shown putting a bridge section into place with one hand while eating his lunch with the other. (Swan Island photo)

GUNDERSON BROTHERS

Shipbuilding in the Portland Area No. 3 of a Series

(This is the third of a series on types of ships and kinds of work done in various shipyards and plants in the Portland area. Necessarily, many details are omitted because of navy restrictions.)



Lifeboats Gunderson Brothers lifeboats have seen action on every major battle front and sea lane where ever Kaiser-built Libertys have been sunk or disabled by enemy action. Each boat is completely provisioned with food, water, flares, first aid equipment, storm oil, lanterns, sea anchors and hatchets. In addition, equipment includes a complete book of information for seamen who may be set adrift. Lifeboats are provisioned to provide subsistence for 20 people for a period of thirty days at sea. Approximately half of the 3,100 lifeboats, which are built in two sizes, 22 and 24 feet, are motor-powered. The remainder are equipped with sails. Builders claim that plywood construction minimizes the danger from machine-gunning, as bullet holes can be plugged quickly. Other features of construction make the lifeboat a buoyant life raft capable of supporting 20 men even though every water-tight compartment might be punctured.

GUNDERSON Brothers, prior to the war, were manufacturers of tank trailers and custom steel fabrication. Shortly after Pearl Harbor the company started on U. S. Maritime commission contracts and have produced 3100 fully equipped lifeboats and a total of 400 navy landing craft, principally of the LCM (Landing Craft, Mechanized) type. In addition to these craft and the lifeboats, all of which have been used on Kaiser-built Liberty ships both at Oregon Ship and at Richmond, Gunderson has been a sizeable producer of other ships' parts including water-tight doors, crew's nests, ship's ladders and deck houses for LCI craft.

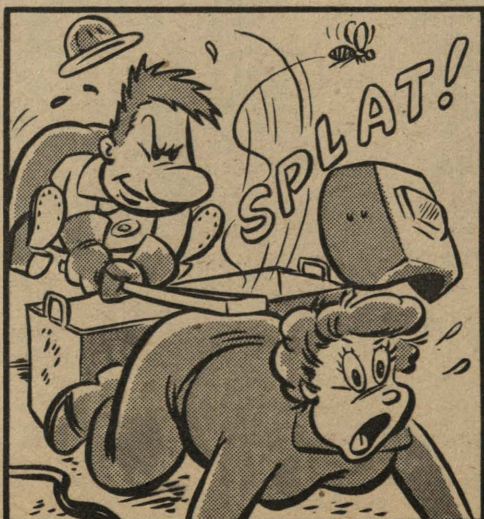
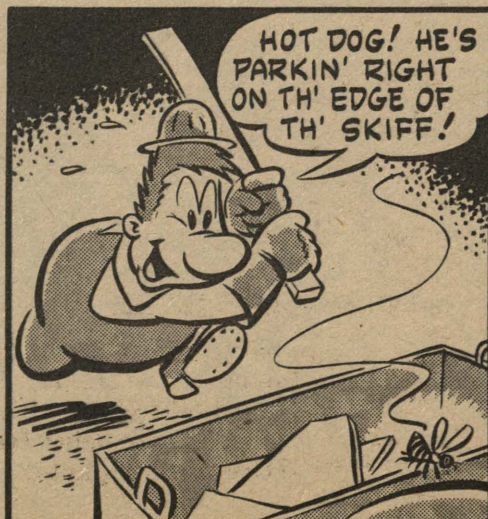
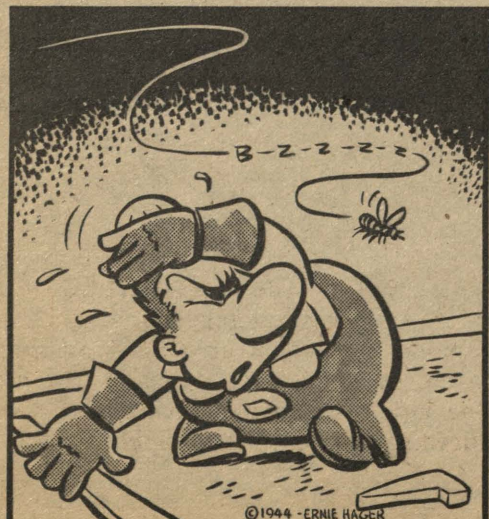
Gunderson Brothers claim to be the only shipyard in the area to hold both the Maritime "M" award and the Army-Navy "E." Present contracts include a new type of aluminum covered plywood "Porpoise" life raft which will be used on many ships to be delivered from this area, together with logging trailers which are needed badly in northwest logging operations.



LCM Gunderson has built 400 of these LCM and similar type landing craft to date. In service on many battle fronts, craft like these are part of the equipment of troop transports and LST type landing vessels, take in the first waves of troops when beach heads are established. The LCM (Landing Craft, Mechanized) carries 50 men and one tank and is driven by diesel power. Recent joint award of the Army-Navy "E" to Gunderson Brothers was in recognition of the delivery of this important craft to our armed forces.

Stubby Bilgebottom

By Ernie Hager



First AP-5 Launching Today

(OREGON SHIP) — Members of the top bond-buying graveyard Assembly crew will officiate today at the launching of OSC's first attack troop transport, one of a fleet which is expected to play a major role in defeating the Japanese in the Pacific. The speakers will be Captain Leland Whitgrove of the United States Navy, and Art Maloney, Assembly supervisor. Edgar F. Kaiser, general manager of Oregon Ship, will act as master of ceremonies.

Although three other yards on the Pacific Coast, Calship, Richmond No. 2 and Vancouver already have launched their first troopships, the U.S.S. Laporte will probably go down the ways with greater hull tonnage than any of the other AP-5's which have been launched. It is estimated the Laporte will carry approximately 4500 tons.

The OSC vessel was on the ways less than any of the AP-5's launched at the other yards.

Sponsor of the U.S.S. Laporte will be Mrs. Charles N. Miles, Sr., mother-in-law of Olaf Olson, leadman of the champion Assembly bond-selling crew. She will be attended by her daughter, Mrs. Olaf Olson and Mrs. Earl Walker. Bonnie and Charles Olson, children of Mr. and Mrs. Olson, will present flowers to the sponsor and her attendants.

Father of OSC Man to Be Honored

(OREGON SHIP) — Drew O. Haines, vessel's certification coordinator for Oregon Ship, will fly to New Orleans for the launching of the S. S. Ancil F. Haines at the Delta Ship yards, July 26. Haines' sister will sponsor the vessel.

The ship was named in honor of Haines' father, the late Ancil F. Haines, pioneer Seattle shipping executive who, at the time of his death in 1937, was vice president of the American Mail line.

Haines started his career in Seattle during the period when extensive trade was developed between the United States and the Orient. He was credited with doing much to build up trans-Pacific commerce.



Top-ranking war bond-buyers in the Assembly will officiate today at the launching of the U.S.S. Laporte, first attack transport to go down Oregon Ship's ways. A graveyard shift crew, headed by Leadman Olaf Olson, set the pace for the entire Assembly, and Olson was selected for sponsoring honors. Pictured above are (left to right) Bonnie Olson, flowergirl; Mrs. Olaf Olson, wife of the leadman of the winning crew, attendant; Mrs. Charles N. Miles Sr., mother-in-law of Olson, Charles N. Miles, and standing in front of the group, Charles Olson, son of Mr. and Mrs. Olson, who will help distribute the flowers. (Oregon Ship photo)

Worker Puts 'Last Cent' In War Bonds

(OREGON SHIP)—With the quiet statement that "this is the last cent I had in the bank," Marian Matus, Plate shop welder, bought a bond that brought her total in the current drive to \$1000.

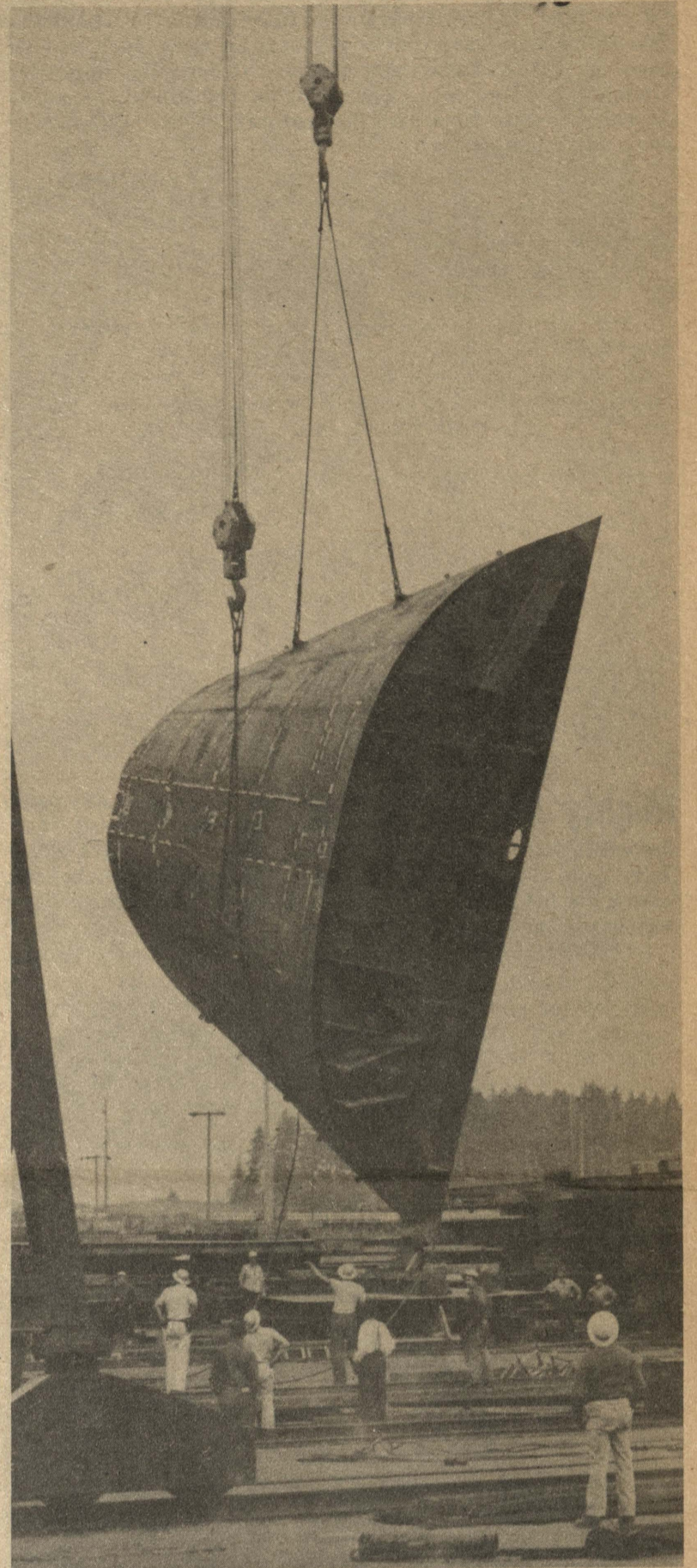
Further inquiry disclosed that on the previous evening Miss Matus had found in her mailbox a letter from her brother in Italy, Private Valentine Matus, and beside it the telegram from the war department that begins "We regret to inform you . . ." Miss Matus said: "I used to buy bonds to bring my brother home, but now the only thing that matters is to whip the men who killed him."

STUBBY AND HIS FRIENDS



Arnold Phillipson, electrical maintenance leadman, has kept secret until now the birth of his new daughter, on June 6 . . . A large church wedding marked the nuptials of Hazel Tonsfeldt and John C. Leland, both marine electricians, graveyard shift, on June 11. The couple spent a week in Spokane before returning to Oregon Ship . . . second and third members of Dick Doebelle's family arrived in rapid succession recently when he became father of twin girls, Bernice Ellen and Suzanne Harriet, born five minutes before and after midnight. Doebelle, welder leadman, is expecting a call to the army . . . the electrical department reported June 20 that it had attained 50 per cent of the total extra bond sales quota in straight cash purchases . . . Leo H. Fleeman, new day shift rigger, comes to OSC from shipyards at Pearl Harbor . . . Ralph Devlin, swing Marine Pipe department, became father of a baby girl recently . . . Fred Detloff left the Marine Pipe department June 22 to join his three brothers in the armed forces . . . also leaving OSC pipe crew to join the marines is Melvin Tanquary . . . Doris Brandt took her cheerful smile from check station 46 to vacation in California last week . . . Theresa Rose Anderson, Outfitting dock production laborer, made her sixth trip to the blood bank recently . . . the 13-month-old daughter of Harry Fowler, shipwright, greets him nightly on his return from work and carries his hat and lunchpail. The Fowlers also have a son, Harry Jr., who was 13 months with the Seabees in Alaska . . . Henry Miller, pipe personnel chief clerk, vacationed at Yachats, "just sitting on a sand-dune." . . . among veterans of this war working at OSC is Lawrence Barrett, Marine Pipe expeditor, who came here with his wife from California after he was medically discharged from the navy. His wife, Aleen, is a welder at Oregon Ship and they have two small children . . . Floyd Rooley, shipfitter, bought one of his bonds with the contents of the old sugar bowl, all dimes and pennies . . . the Plate shop machinists' crew has moved to bigger and handier quarters in the old Paint storage space . . . Ida Ann Holland has returned to the Plate shop after three weeks' visit in the Dakotas . . . "We didn't know you'd been gone," was the teasing announcement handed Roy Pflugrad, supervisor of template storage, when he asked if the department had had to shut down during his week's vacation.

Invest in Bonds
To take a chance may take a life.
A little care makes mishaps rare.



61.3 Tons of Steel Turning over huge inner-bottom sections so they may be welded is all in a day's work for rigging crews on Assembly whirleys. In this picture two whirleys are "flip-flopping" a 61.3-ton forward deep tank section. (Oregon Ship photo)

Welding Stress Relieved

Job of riveting and caulking on the gunwhale bars of Victory and attack transport ships falls to Superintendent Jack McGregor's Riveting department. The bar, actually an angle iron, is riveted to the vessel's shell and to the main deck, and its introduction to the welded ship was designed to relieve welding stresses in the shell. Al Christianson, left, drives one of the 5,624 rivets in OSC's first AP-5, which will be launched June 30, while Frank Porokurat bucks up for him. Earl Burroughs, at right, caulks the seam between the gunwhale bar and the shell. He and other members of McGregor's crew do 600 feet of caulking on each hull. (Oregon Ship photos)

