

OSC MAINTAINS AP-5 LEAD

Story, Page 4

AP-5 **FOUR YARD SCORE BOARD** **AP-5**

FOUR YARD SCORE BOARD		DATE
AP-5 PROGRAM		DELIVERED
SHIPYARD	TO BUILD	
1 OREGON SHIP.	30	4
2 VANCOUVER	31	3
3 RICHMOND No 2	22	1
4 CAL. SHIP.	30	1

Five Steps to Tokyo OSC workers got a big thrill this week when the Four-Yard Scoreboard, a stone's throw from the main gate, showed that Oregon Ship had delivered its fifth AP-5. As usual, OSC is leading the four Pacific coast shipyards now producing these vessels. Helen Manske, tool checker on Way 6, is shown putting AP-5 No. 5 on the Tokyo main line. The four Attack Transport yards are Oregon Ship, Vancouver, Richmond No. 2 and Calship.



Dough for USO The three OSC production laborers pictured above, signing pledge cards for the Portland War Chest Drive, specified that their donations be turned over to the USO. They all have received letters from men in the service who have had a "grand time" many times as guests of the United Service Organizations. Pictured (left to right) Lillie Turn, Pearl Newman and Betty Meyers. (Oregon Ship photo)



A Tight Spot The proverbial camel going through the eye of a needle wouldn't have much more difficulty than Art Lachapelle (center) had getting out of a fire box at Oregon Ship's Boiler Erection shop. Lachapelle, who tips the scales at 260 pounds, became firmly wedged in an oil burner hole. It took the combined efforts of Jack Weinholt (left) and E. R. Spencer to free him. (Oregon Ship photo)

Workers Rally To War Chest Plea

Story, Page 4

National Victory Fleet Day Slated

Record Shipbuilding Years Enhance Hope For U.S. Sea Power

On Wednesday, September 27, shipbuilders and ship operators all over the United States will pause to observe National Victory Fleet day. On this day, three years ago, the Star of Oregon, one of the nation's first two Liberty ships, was launched and our wartime merchant marine production

program was on its way. In those three years the United States became the greatest sea power in the world. Between January 1, 1941, and August 1, 1944, there were constructed in this country 3,632 vessels, dry-cargo, tankers, and miscellaneous coasters, barges and tugs aggregating 37,231,000 tons dead weight. Of this total approximately 80 per cent was of the dry cargo type and about 17 per cent were tankers.

Construction speed accelerated rapidly. Tonnage built in 1943 was more than double that of 1942 and another 18,500,000 deadweight tons is estimated to be added by the end of 1944.

In 1943 the total of ocean-borne dry-cargo shipments of all kinds from the United States to various ports throughout the world amounted to 46,869,000 long tons of cargo. That was 42 per cent more than was shipped in 1942.

WHAT ABOUT FUTURE

Looking over this stupendous record, ship builders and operators scratch their heads and ask, "What about the future? What can America's merchant marine look forward to when there are no longer great war needs to be filled?"

Best answer so far to this question was given by Vice Admiral E. S. Land, chairman of the Maritime Commission and War Shipping administrator, in an article entitled "Shipping's New Day" published in the September 2 issue of Foreign Commerce Weekly. Following are a few excerpts from this article:

Our soundest position must be,

in my opinion, the policy fixed in the Merchant Marine Act. It is flexible as to the size of the fleet. It provides that this fleet shall be operated by private management where possible, but by Government should private capital be unable to carry on.

FEDERAL AID

And that brings up the subject of aid to shipping. We, as a nation, have had some bitter experiences with this problem. We have had some costly ones, and the pages of our maritime history are not entirely free of some regrettable chapters. However, we have come to a new day with a new fleet and a new policy upon which to operate it.

It appears most desirable that we should build our own ships in our own yards. But, in doing so, we incur somewhat higher costs because of the difference in prices and wages in the United States and abroad. This means a higher initial investment for an American shipowner than for his foreign competitors.

HIGHER WAGES

The Merchant Marine Act of 1936 seeks to overcome this handicap and place the American operator on a parity with his principal competitor. This is accomplished by having the Government build the ship at going shipyard prices and sell it to the American operator for a price comparable to what he would have to pay were it built abroad. The Government pays nothing to the operator. It pays



Prewar Portland War industries and Lend Lease shipments have stepped up the pace of cargo shipping, adding almost every known commodity and industrial product to the lumber and agricultural products that constituted most of Portland's prewar cargoes. To make our Merchant Marine pay, says Admiral Land, will require more cargoes, more ships and efficient loading and operation.

American prices and American wages to the yard where the ship is built. This means that a very large part of the difference between foreign and domestic costs goes into pay envelopes in the shipyards and to workers and business establishments in other parts of the country. It is not a subsidy paid to a shipowner on his cost of construction. It is a means of getting him onto an equivalent investment basis with his foreign competitor—which appears to me fair to all hands concerned.

The same principle applies under the Act of Operating Costs. Our higher standard of living means, naturally, higher wages and other costs aboard ship. So the Act seeks to put American operators on a parity with foreign competitors on the essential trade routes. The Government underwrites the difference between American and foreign operating costs, a very large part of which difference also goes into pay envelopes of labor.

GREATER POSTWAR VALUE

In considering the postwar problems of the merchant fleets of the world, we should recognize that an American merchant ship is 20 per cent more valuable the day after

Armistice. Just as soon as the reason for carrying them is removed, guns will go, degaussing, plastic armor, magazines, and all other national defense features will be removed; the ship promptly becomes 20 per cent more efficient and therefore 20 per cent more valuable as a unit. This situation does not follow with any other war products, as many of those will have only scrap value when peace comes. The merchant marine therefore becomes the "ace in the hole" whenever and wherever postwar planning is considered.

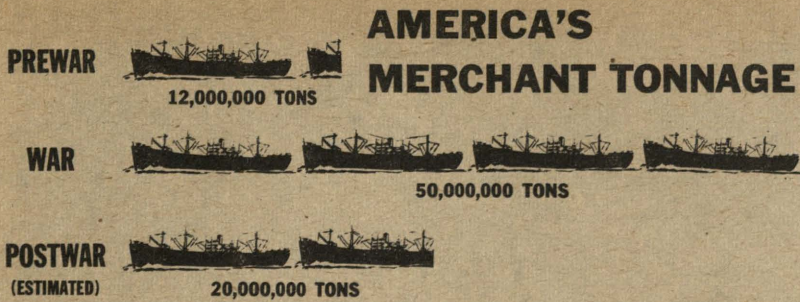
No one who gives the subject real consideration has any thought that every ship we have in operation when the war is over is to be permanently retained in active service. If we should set our sights with that objective in view we would have to plan for commercial warfare with the other United Nations which would be most bitter and most expensive to the taxpayer.

By setting our goal at between 15,000,000 and 20,000,000 deadweight tons, we will be keeping within a reasonable limit, and in doing so we will make use of a fleet

of modern efficient vessels.

"It is important that the American public be made aware of the national economic benefit derived from the maintenance and use of an adequate merchant marine. Twice in a quarter of a century we have been faced with the necessity of building a large fleet of vessels, on a wartime basis, to serve as an auxiliary of the navy. In peacetime, if the ships travel full to cubic capacity and down to the plimsoll marks, they can and will earn sufficient to repay the government for the accounts advanced to the owners to cover the difference in operating costs.

This country in normal times has produced 10 per cent more than is required for its own needs. If this surplus can be disposed of in the foreign market, it will not hang over the domestic market as a threat to lower prices with a corresponding reduction in wages and living standards, but will set up abroad a credit which we can use in purchasing such products as we may need or desire which will serve to keep our living standards on a high level.



Postwar Estimates Because many types of ships such as the Liberty will probably be uneconomical in the faster postwar competition, Admiral Land expects America's Merchant tonnage to drop from the wartime 50,000,000 tons to a more reasonable 20,000,000 tons. Wartime sinkings have also reduced the 50,000,000 figure substantially.



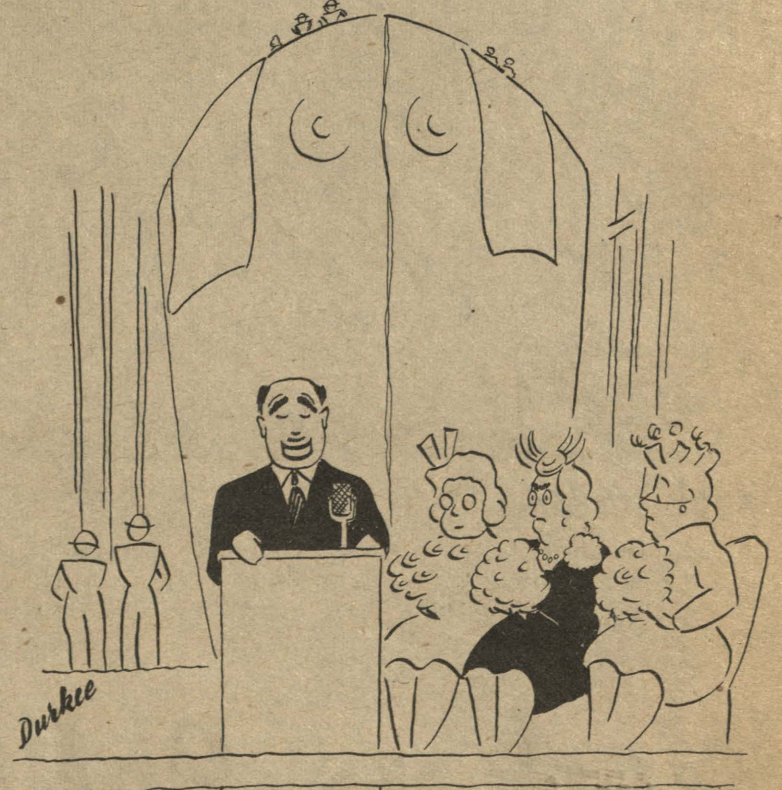
New Cargoes Steel, light metals, building materials will add to the tonnage of postwar cargoes leaving Northwest ports. Admiral Land estimates postwar tonnage will exceed prewar figures by 25 to 50 per cent.

PRODUCTION FLASHES

(VANCOUVER) — A general gain of 3.7 per cent in the amount of outfitting done on all the AP-5's from Hull 404 through Hull 413 was recorded this by the Vancouver Progress department. The yard's fourth AP-5 has been delivered and the fifth is due soon.

(SWAN ISLAND)—Swan Island's Plate shop broke all existing tonnage records Thursday, September 14, by fabricating 1,759.50 tons of steel. This exceeded by more than 150 tons the previous 1,602.86 figure of September 6. Average day runs 1,058 tons.

(OREGON SHIP)—Tentative keel-laying date for the first of 63 Victory cargo ships to be constructed at Oregon Ship has been set at October 20, Russ Hoffman, general superintendent, announced. The vessels will follow on the heels of the 30 Attack Transports being built under OSC's current contract.



"Our sponsor was the daughter of a farmer out in Iowa and her husband was formerly a traveling salesman, and ladies and gentlemen, that reminds me of a very funny story . . ."

Ship Worker Vote Registry Encouraged

Full opportunity for all shipyard workers to register and become eligible to vote in the November 7 presidential election was assured this week with the opening of the county courthouse registration offices between 8 a. m. and 8 p. m. The courthouse, with offices on the first floor, is located at 5th and Salmon in downtown Portland.

Inability to secure clerical help makes it impossible for the county to bring registration booths to the yards, James Gleason, registrar of voters, declared. He said, however, that a mobile registration booth, in a trailer, was being taken into Portland community centers to make enrollment easier for citizens.

Gleason announced the following schedule, covering the next nine days, for the mobile booth:

Friday and Saturday, September 22-23: S.E. 82nd and Foster, by Fred Meier store.

Monday, September 25: S.E. Milwaukie and Bybee.

Tuesday, September 26: N.E. 42nd and Fremont.

Wednesday and Thursday, September 27-28: St. Johns, near bank.

Friday and Saturday, September 29-30: Union and Killingsworth.

The booth will be open at these locations between 10 a.m. and 8 p.m., Gleason said.

The registrar also pointed out that a Vanport registration office, which was created recently, is open during the same hours. It is located at 2509 Victory avenue, in Apt. 2966.

CLARIFIES QUALIFICATIONS

Gleason clarified voting qualifications after commenting that many new residents have not attempted to register because of misunderstandings.

"Many people believe we have a poll tax in Oregon," Gleason said, "but it does not cost a penny to register or vote. All that is necessary is that a person has lived in Oregon six months and that he is a citizen.

"Registering is simple and takes only a few minutes. The county is anxious to have the largest possible percentage of its population registered to vote and urges shipyard workers to avail themselves of the broadened registration facilities."

Foreign Language Classes Scheduled

Workers who yearn for the ability to converse in foreign tongues are presented with the opportunity of a lifetime in the evening classes offered by the Portland Extension center.

The classes, first of which is set for Monday, September 25, will be held Monday to Thursday evenings, inclusive, in Lincoln high school, with Friday night and Saturday morning sessions in the Portland central library.

The program includes courses in Chinese, Spanish, French, Russian, Portuguese and German, as well as art, bacteriology, business administration, Asiatic geography, home furnishing, journalism, written English, literature, landscape architecture, mathematics, music, nursery school training, physical education, physics, psychology, public speaking, sociology and zoology.

Catalogues detailing the work are now available on request at the center's office, 814 Oregon building.

Pedestrian Underpass Approved for Vanport

(VANPORT) — The Portland housing authority has approved the construction of a pedestrian underpass to connect Vanport and East Vanport. It will be built in the present underpass for vehicles. In addition, the housing authority said a lighted footpath will be built from the center of East Vanport to the underpass.

Small Towns Help Build Ships Silverton 'All Out'

Forty-seven miles from the teeming Portland-Vancouver area shipyards in a region of evergreen hills, verdant farms, crystal-clear streams and sparkling waterfalls is the thriving community of Silverton which since 1861 has played an important part in America's wars. And today Silverton, birthplace of the famous poet, Edwin Markham, Playwright Margaret Mayo and Cartoonist Ho-

mer Davenport, is following the traditions of its founders and going "all out" both on the homefront and battlefields throughout the world to bring speedy victory in the present global conflict.

With scores of Silverton men and women in active service in virtually every theatre of war, the folks at

home are doing more than their share to speed ships and materials to the fighting fronts.

A typical example of "all out" effort is C. A. Kellner, swing pipefitter at OSC, whose closed his shoe repair shop to answer President Roosevelt's plea for more shipyard

workers. Kellner was one of the organizers of the Silverton National Guard company now in the South Pacific.

"I got as far as Fort Lewis with them," he said, "but they mustered me out on account of my age; I'm 55."

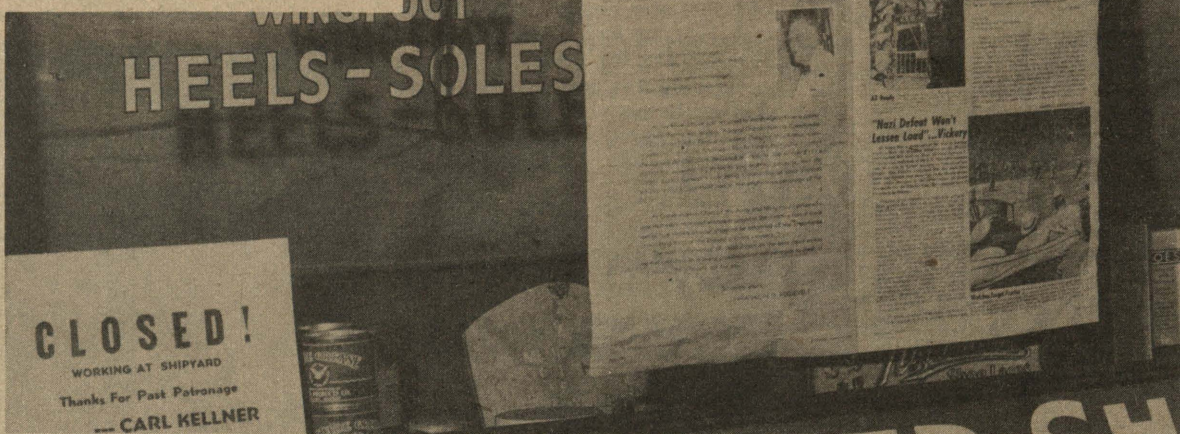
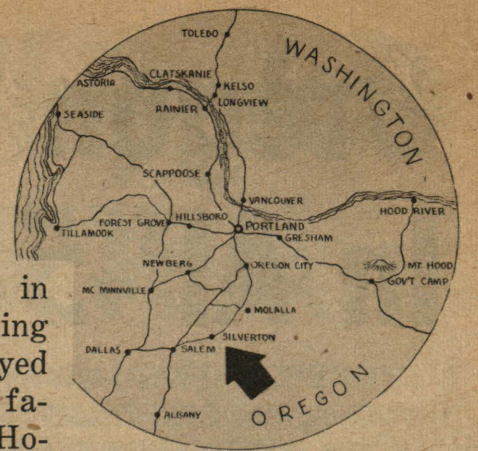
Another Silverton war worker is Francis T. Burns, swing shift layout man on the ways at Oregon Ship. A Bosn's Whistle photographer who visited Silverton last week found Burns doing a little "recruiting" over a glass of beer in a local tavern.

"I'll match our town against any its size in the Northwest for doing its share in the war," Burns declared. "It's pretty tough driving almost 100 miles a day to and from work but we don't mind that. It's a lot tougher for the Silverton boys who are overseas."

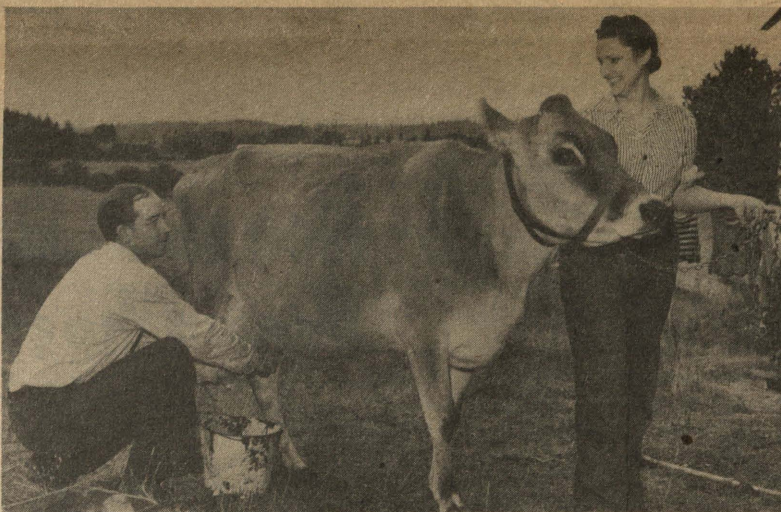
Aside from tourists who came to the Silverton area to view the spectacular Silver Creek Falls, the town didn't attract national attention until 1926 when a collie dog brought it into the limelight.

Silverton Bobbie, the collie which was the favorite of all the kids around the town, was taken by his master to Indiana. He jumped out of an automobile near Indianapolis and found his way back to Silverton.

"That goes to show what a swell town this is," Earl McKillop, graveyard burner at Swan Island, declared. "Believe me that dog had good sense."



Double Duty C. A. Kellner, Silverton cobbler, closed his shop to become a pipefitter on swing at Oregon Ship. He still repairs work shoes during his spare time for shipyard employes but says he will not open his shop to the public again until the war is won.



Home Work Wilbert Peron and his wife, Cecile, Oregon Ship employes, do a big day's work at their little farm on the outskirts of Silverton before they leave for OSC. Peron is a painter and his wife is a welder.



Relaxation Earl McKillop, Swan Island burner, caught in a local billiard parlor after work said, "As long as Silverton is on the map no Jap or Nazi will put this country behind the eight-ball."



Ship Talk Francis T. Burns, swing shift layout man at OSC, (extreme right) tells some of his Silverton cronies about Attack Transports. Shown with him are (left to right) Jim Sorensen, Elmer Gehring and Neal Moon, all residents of Silverton.



Silverton's Pride

Historic Silver Creek Falls, tourist Mecca in the evergreen hills above Silverton, is a favorite picnic spot.

Oregon Holds Lead In AP-5 Production

(OREGON SHIP)—With the delivery Wednesday to the navy of the U. S. S. Lycoming, its fifth Attack Transport ship, OSC completed one-sixth of its AP-5 contract and maintained its leadership over three other Pacific coast shipyards engaged in the same type of construction. The Lycoming delivery was the third of the month and left the yard two short of its goal for September—five ships.

The week-end will see the launching of the yard's 14th vessel, its fourth of the month. On the same day the U. S. S. Mellette, sixth AP-5, will leave the Outfitting basin on its trial run.

The sister Kaiser yard at Vancouver continued to be the main threat to continued Oregon Ship supremacy. Vancouver has delivered four Attack Transports, all in September.

OBSTACLES OVERCOME

Lagging behind in the AP-5 race are the two California competitors, Calship and Richmond. According to the only reports available at press time each yard has yet to complete a second ship.

Materials shortages and outfitting problems apparently are still the major obstacles in the path of OSC's "30 by December 30" program, although yard officials reported improvement in both situations.

Despite the seven-day week absenteeism continues at a low rate. Percentage of payroll not reporting last Sunday was only slightly higher than on the two previous Sundays. When planning the gigantic production effort General Manager Edgar F. Kaiser and his staff pointed out that only with maximum possible attendance could the goal be reached.

War Chest Aid Urged At Launching

(OREGON SHIP)—The United War Chest drive, which got under way in the yard this week, occupied the spotlight Thursday, September 14, at the launching of the U.S.S. Drew, Oregon Ship's 12th Attack Transport vessel.

Thomas Roach, chairman of the chest's War Industries committee, made the principal address, urging OSC workers to contribute to the vital war charities supported by the chest.

Mrs. Gerald DeGarmo, wife of a Kaiser legal representative, christened the Drew. Her matrons of honor were Mrs. Thomas E. Meade and Mrs. J. Richard Devers, and Miss Linda Woodell acted as flower girl.

Chaplain Hale B. Eubanks of the Vancouver Barracks pronounced the invocation.

The WORKER SPEAKS

Check Stubs Should Stay

Sir: In the September 8 issue of the Bosn's Whistle I note the suggestion that check stubs be discontinued. I have to disagree with the advocate, as it is a very useful record in making the annual income tax report.

Insofar as family trouble is concerned, the check stubs could be no grounds for this. Too many men want to make themselves believe that their wives are not partners, but just someone to hang around and it's "wait on me, please, and do as I say, but don't tell me what to do."

If our partners are only housewives, they are taking care of their half of the job and are just as entitled to know where the earnings go as the man is. I am a married man of 30 years standing, and no check stub or secret spending has ever caused me any trouble. Instead I have found records to be most useful. If a man is so unfair or ungrateful as to not want his wife to know about his earnings, let this man destroy his check stubs and go on to a disrupted home.—J. F. Cannon.

Enjoys Graveyard Shows

Sir: The graveyard shows are really very much worthwhile and I'm sure everyone enjoys them. It's just what we need to pep us up.

Please give our thanks to Bill Green and to the entertainers who have so generously donated their talents and time. They are doing a grand job and deserve more praise than has heretofore been awarded them.—R. W. Davis, Hull Materials.

Wants Religious Services

Sir: Please give us more religious program on Sundays. We who love to worship on the Sabbath enjoy them, and it seems to justify our purpose in building ships for our Lord and country.—Sylvia Adams, day shift welder.

Political Talk

Sir: We would like to call your attention to the fact that the KGW radio news service constitutes a daily Republican election propaganda broadcast to the workers of Kaiser shipyards. For the last four weeks the announcer reports about Dewey in highly favorable statements, while in second place he gives unimportant items about Democrats, harmfully played up.

As much as we war workers appreciate the fine lunch hour program in cooperation with the KGW news service, we absolutely protest that your radio system in a government-owned plant is being used to influence workers. As far as we are informed, no political propaganda should be carried on within your premises. Favoring one side over the other, as is evident in these broadcasts, is not conducive to the spirit of unity we all have to display to carry out our AP-5 production program and thereby help win the war and the peace.

We therefore urge you, Mr. Edgar Kaiser, to use your good offices in bringing about a fair deal to all concerned.—A group of day and swing workers.

MIDWAY ISLAND'S CHARM EXTOLLED BY HULL 'SUPER'

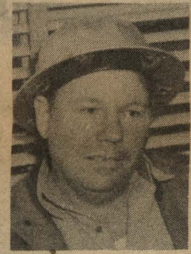
(OREGON SHIP)—"I want to go back to Midway," said Hull Supervisor Owen J. Daly when queried by the Bosn's Whistle on his postwar plans.

"It's a lonely little island stuck out there in the Pacific, but I liked the place and enjoyed every minute of the year and a half I spent there." Daly went to Midway Island in 1940 as excavation superintendent on a military construction project, and after completing the job he left a few days before Pearl Harbor.

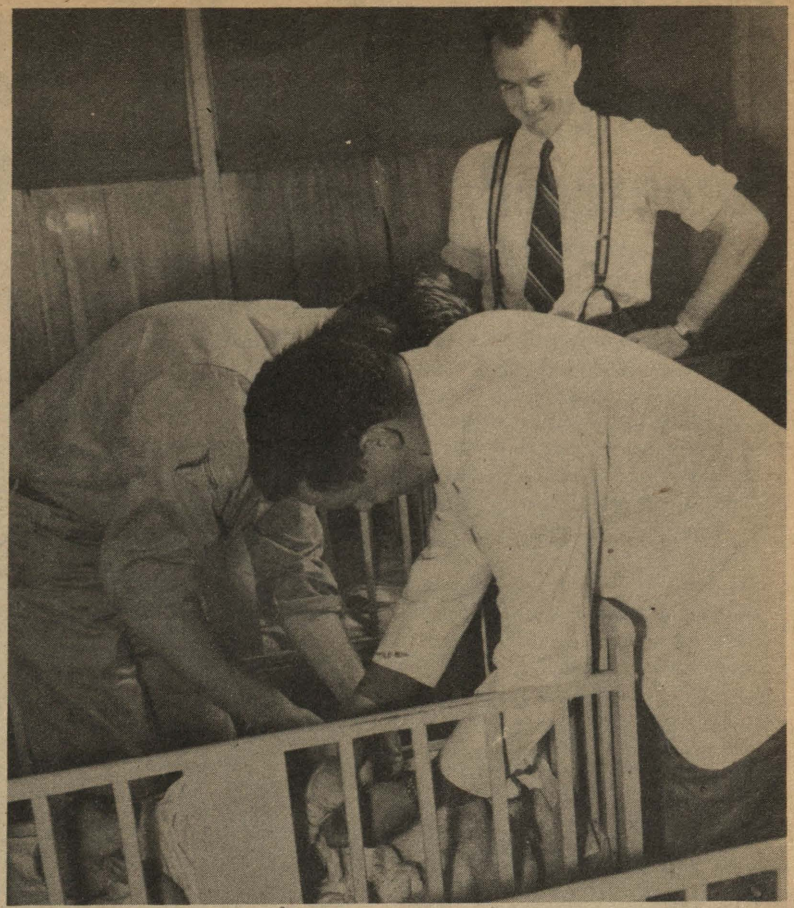
"People talk about finding a South Sea island when the war is over," Daly said. "Well, Midway is he island for me."

He described the climate as "perfect" and contradicted many who have called Midway "godforsaken" by terming it the "prettiest spot in the world."

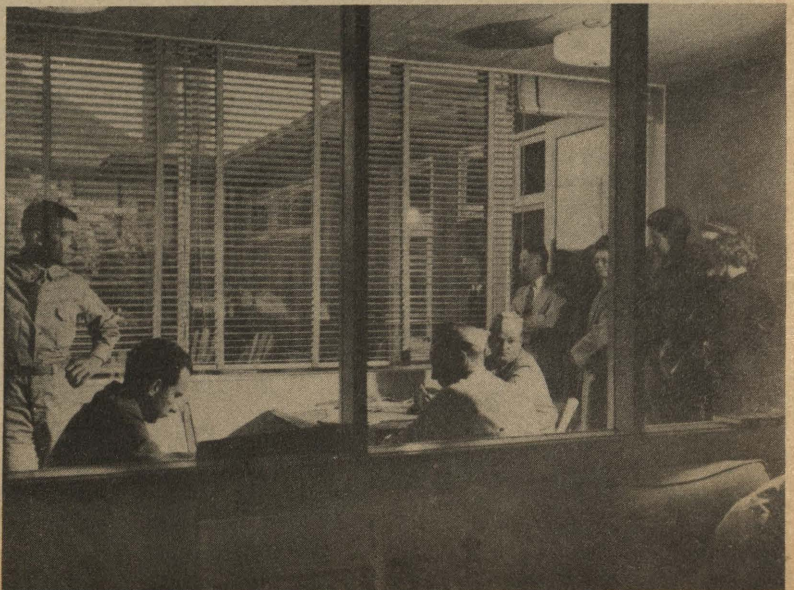
A biography of Daly appears in an old copy of the "Gooney Gazette," published on Midway, October 5, 1941. Listed as part of Daly's 20-year experience in construction are seven dams on which he has worked.



Owen Daly



Albertina Kerr Nursery Not all United War Chest money goes to needs of service people. Truck is used on the home front. Here at the Albertina Kerr nursery, senior students in pediatrics from University of Oregon medical school give Tom Haggerty a lesson in dressing a baby. Practically all of the 57 children in the home are thereby court commitment.



Between Trains At the USO Center and Red Cross Canteen near Union station, service men can rest, sleep, take a shower (5000 did last month), get a bite to eat or, as these boys are doing, write a letter home. Photographer Grant Ridley made this shot from inside lounge looking through writing room to patio.

Heavier Sign-Up For War Chest Expected

(OREGON SHIP)—As the drive for United War Chest funds ended its first week and headed into its second and last, officials in charge of the campaign reported enthusiastic response and predicted an even heavier sign-up on the second pledge cards to be issued Monday. Jim Emmett, administrative assistant, attributed much of the popularity of the chest to the provision that workers may designate the agency to which they wish their donation to go.



Bud Smith, shipfitter leader on the ways at OSC, is "all out" for the USO. When he signed up for the War Chest he said: "I want my money to go to the USO—they give the service men a good time. If I was 'one of the boys,' and I wish I was, I'd sure appreciate the brand of hospitality that the USO puts out. After the war, I'll kick in for any worthwhile organization, but right now I say, make the boys happy while they are home." (Oregon Ship photo)

"Most people have a soft spot in their hearts for some particular cause," declared Emmett, "and they take pride and pleasure in helping it along. Of course all of the 58 agencies affiliated with the chest are worthy of support, but each person seems to have his or her 'baby'."

The second card will be handed to employees Monday by leadmen and should be returned as quickly as possible, Emmett said.

"Oregon Ship has never failed to rise to an occasion of this kind," Emmett said. "If everyone who missed contributing on the first issue responds Monday, the yard will again show the community and the armed forces that it is first not only in production but in financial aid to the war effort and to the unfortunate on the home front."

Butte Postmaster Here (OREGON SHIP) — Frank Monaghan, U. S. postmaster for Butte, Mont., was a visitor Tuesday at the launching of the U.S.S. Eastland. He renewed acquaintance with many former Butte citizens now employed in the yard.

Where Does The Money Go?

Many workers have asked about the UNITED WAR CHEST. "Who gets the money? How can we give to the institutions we feel to be most deserving?"

Here is a list of the organizations and funds which depend in a very considerable part on the War Chest for financial support.

This list is printed on the back of the worker's pledge card so that he can indicate the exact amounts of money he wishes to give to the particular agencies he deems most deserving.

FOR OUR ARMED FORCES

U. S. O.
White Service Men's Center
War Prisoner's Aid
United Seamen's Service
Port of Embarkation Men
Officer's Service Club

FOR OUR ALLIES—WAR RELIEF

Refugee European Children
United China Relief
French Relief Fund
Russian War Relief
Polish War Relief
Greek War Relief
Norwegian Relief
British War Relief
Belgian War Relief
Philippine War Relief
Holland War Relief
Italian War Relief

Czechoslovak Relief
Yugoslav Relief Fund
Denmark War Relief
Lithuania War Relief
Luxembourg War Relief

FOR OUR HOME FRONT

Salvation Army
Volunteers of America
Boys' and Girls Aid
Boy Scouts
Girl Scouts
Camp Fire Girls
Baby Home—Waverly
Women's Protective Division
Women's Convalescent Home
Children's Farm Home
Traveler's Aid Society
Juvenile Hospital
Oregon Prison Association
Oregon Mental Hygiene Society

Catholic Charities
Federated Jewish Society
Y M C A
Y W C A

St. Agnes Baby Home
St. Marys Boys' Home
Albertina Kerr Nursery
Americanization Council
Blessed Martin Day Nursery
Christie Home
Council of Social Agencies
Fruit & Flower Day Nursery
Hard of Hearing Society
Manley Community Center
Legal Aid Society
Linnton Community Center
Louise Home
Pisgah Home Colony
St. Rose Industrial School
U of Q Out-Patient Clinic
Visiting Nurse Association

INQUIRING REPORTER

QUESTION

"Do you think the training you are getting now will be of any use to you after the war?"

Leonard Johnson, tank test foreman: "Since I expect to stay in ship building work, I think the experience I'm getting now will be of the greatest benefit to me. But if I shouldn't be able to get a shipyard job, the work I'm doing could be carried over to machine shop or railroad shop work wherever tanks or boilers are used."



Hazel Petterson, expeditor: "My job is loading skiffs. I never worked outside my home before and I never expect to again. I love home-making and I expect to let some younger person fill my place in the industrial world. But I'm getting one experience that will be of benefit to me—I know how a person feels when they get home after a hard day, and I'll have more understanding for those who work."



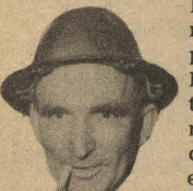
Earl Barton, painter leadman: "Painting steel is so different from house painting that I don't expect any carry-over experience, but the training I've had at OSC in handling a crew of men will be invaluable to me later. When this is over I hope to have my own crew of painters, and I'll be much better equipped to manage a crew."



Anne Boyce, welder: "I can't see where there will be any work experience in welding that will be of much benefit to women after the war. I think the women who have welded should settle down with their families and let the men coming back from service do the welding that may be necessary. Of course, we've all learned better how to get along with people."



C. Zaiger, oiler: "Sure—this experience has done me a lot of good. I used to oil farm machinery on my place in Iowa, but I never knew all the tricks of correct oiling and care of machinery. When the war is over, I'll be better off for having learned how to oil and care for equipment."



C. L. Oviatt, electrician: "Training in resourcefulness is the main experience I will have to show for my work out here. I have an unusual job—furnishing emergency supplies to the electricians on the ways. Sometimes the material they need is not available and I have to devise substitutes. It has kept me on my toes."



Howard Bobbitt, burner: "I'm saving up money to go to college when this is over, and I'm getting a good experience in the practical side of making a living. I don't expect to use the training I've had in burning, but I'll sure know more about team work and getting along with a group when I leave OSC."



CARD OF THANKS

To all my friends at the shipyard, including Cliff and the riders, I want to express my appreciation for their sympathy and kindness.—Mrs. Edwin E. Wickdahl.

Yanks 'Slanguage' Puzzles Refugee



Johanna Lowry

(OREGON SHIP) — "If I could only learn better your slang language," demure Johanna Lowry commented with exasperation in a recent interview as she told of her struggles to master American customs and speech. Mrs. Lowry, now a strap-maker in the Electric shop, left Austria with her husband and daughter in July, 1941, when they escaped from the invading Nazis.

"It's so wonderful over here, I don't want to ever go back," she said. "When we were in New York, we read about the 10-day ship launched at Oregon Ship and decided that such a yard would be a fine place to work."

Her husband, Paul Lowry, is an OSC engineering draftsman. They are expecting a visit in October from their daughter, Rita, former OSC messenger and now a cadet nurse in New York City.

Big Victory Ship Job Follows AP-5 Task

(OREGON SHIP)—Although most of the yard's energies are occupied by the Attack Transport program, preparations are being made to swing into the production of 63 Victory cargo ships as quickly as the vital combat craft are delivered to the navy. Tentative date for the keel-laying of the initial Victory has been set for October 20, Russ Hoffman, general superintendent, declared

this week. Hoffman's announcement put to flight rumors that the huge cargo ship contract was to be cancelled after completion of the attack vessels. The Victories have proved through extensive service over Pacific supply routes that they are the answer to the nation's commercial shipping need, and Maritime commission officials are apparently determined to have a fleet of them ready for postwar use.

'Victory Fleet' Day Fete Slated For Oregon Ship

(OREGON SHIP)—With a special program which will open the yard's new Victory center near the Mold loft, Oregon Ship will celebrate National Victory Fleet day, September 27, during the noon lunch period. The occasion, which will be observed in marine circles throughout America, is of special concern to Oregon Ship—it marks the third anniversary of the launching of the Star of Oregon, America's first Liberty ship.

Highlight of the program will be the presentation to the yard of the "AP-5 Champ Flag." The flag was

won by OSC for its Attack Transport production record during the month of August.

Victory Fleet day is only three years old but since the outbreak of the war it has commanded significance as a milestone in recording miracles achieved by the nation. September 27 was chosen because it was on this date in 1941 that the S.S. Patrick Henry and the Star of Oregon, first Liberty ships built in Maritime commission yards, were launched.

Since that day millions of tons of shipping have been constructed in these yards for the war effort. Oregon Ship has earned the right to take pride in its record for the three year period. Off its 11 ways have been launched 369 vessels—322 Libertys, 32 Victories and 15 Attack Transports.

The yard has delivered 358 ships, including 330 Libertys (eight from Vancouver outfitted at OSC), 32 Victories and six AP-5's. Its productivity per way has surpassed by a wide margin that of any other American shipyard and it has won every existing shipbuilding award.

Turner Recuperating

(OREGON SHIP)—Frank Turner, maintenance machinist leadman, is slowly recuperating from a serious illness which has kept him from the job for more than two weeks.

Fall Hop Set

(OREGON SHIP) — An Oregon Ship "Fall Hop" will be held in the Norse hall, N. E. 11th and Couch, on Friday night, September 29. Dancing begins at 9 p. m., with Bob Bate-man and his Oregon Shipmates providing the music.



Good Check Artists Neil Cartwright, newly appointed supervisor of the IBM department at Oregon Ship, in the vernacular of the police, has "hung a lot of paper" but never had a check "bounce." He is shown above with Beth Pittard inspecting a check writing machine which turns out those slips of paper that make Friday such a pleasant day for OSC workers. Before he assumed his present position, made vacant by the resignation of Robert Gagne, Cartwright was assistant supervisor of the IBM department. (Oregon Ship photo)



Old Fashioned Way Despite the development of cranes, booms, "cherry pickers" and other devices for moving heavy loads, the two-wheeled hand truck is still holding its own in the shipbuilding industry. Hundreds of hand trucks are in use at the OSC warehouse. Pictured above are members of a trucking crew which every week carts hundreds of tons of materials used to equip Attack Transports. The truckers are (left to right), J. E. Jackson, P. S. Golden, M. B. Phillips, Ted Andrews, Leonard Mallett and G. E. Alsop. (Oregon Ship photo)

MATERIALS ON HAND

All templates for the Victories are on hand, having been left over from the first AP-3 contract. Keel plates for the initial ship have been completed in the Plate shop and sent to the Assembly, H. W. Hockett, Plate shop superintendent, disclosed.

AP-3 materials from subcontracting plants have already begun to arrive in the yard and orders for all parts have been placed, it was learned.

In an interview granted during his recent visit to Portland, Admiral H. L. Vickery, vice-chairman of the Maritime commission, said that all joiner work for the Victories was to be metal, emphasizing the permanent role to be played by the vessels in postwar shipping.

"We are organizing our schedules so the yard can jump into Victory production from the AP-5 program without interruptions or delays," Hoffman said.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Rain this week brought out new weather-proof garb including Tank Test Foreman Leonard Johnson's new canvas jacket. . . Violet Sivelle, Way 4 Electric shop attendant, has been in the hospital for more than two weeks . . . back from his ranch in eastern Oregon is "Red" McIntyre, crane operator, who left OSC more than a year ago . . . Hazel Caswell, cafeteria worker, was called to Eugene by the serious illness of her daughter who is reported "much better now" . . . with the birth of their new sons on September 10, Jack O'Neill, marine supervisor, and W. R. Campbell, pipefitter leadman, announce that the prospective brides of 1964 "have been given a break" . . . among poetry contributions to the Whistle this week are the verses "Numbah Fo!" written by Bruce Babb, Plate shop engineer, to his wife on their fourth wedding anniversary; a jingle written by R. Buchanan, Ways leadman; and "The Fighting Men of the 41st," sent to Adam Bauder, gadget shop swing worker, by his son in New Guinea . . . Adam Bauder Jr., formerly worked in sub-assembly . . . a vote of thanks from graveyard workers for talent shows being staged at the lunch-hour by Bill Green was sent to the Whistle office via the Suggestion department . . . George Werstein, OSC rigger for 18 months, joined the marines September 11 . . . highlights of the softball game between the men's and women's team of marine engineers included: Gavette sliding to first base, face down and feet first—Margene Thane claiming "that was no strike. My knees are higher than the others" . . . "Cookie" Cook, told to watch Maxine Martin on second base, did so with such wholehearted interest that he had to be sent to outfield . . . general results, the umpire said, seemed to indicate that "men can play better softball but the women can argue louder."



The Victors The Cameraman caught the victorious Messenger Hellcat team as it came off the field after its smashing 12 to 2 defeat of the Assembly day team last week. This win made the Hellcats Vancouver yard women's softball champions. Front row (left to right), Coach C. P. DiShaw, U.S.M.C.; Donna Jennie, right field; Virginia Quinlon, catcher; Marjorie Zimmerman, manager; Jeannie Sampson, second base; Merle ("Pinky") Fitzgerald, pitcher. Second row, Jeannie Knudson, left field; Anna Mae Potter, regular first baseman, who pitched the last game; Jimmie Black, roving short; Lucille Zgonc, shortstop; Faye ("Tookie") LeBouef, center field; Faye Foraker, substitute short; Lorraine LeBouef, third base. (Vancouver photo)

M'KEE CAPTURES TOP NET HONOR IN PORTLAND PLAY



KEN MCKEE

(VANCOUVER) — Ken McKee, day chief clerk at Accounting, stepped out of his role long enough recently to go out and win the Division A men's singles in the city public parks tennis tournament held at Buckman Park in Portland. Although McKee has played in previous tournaments this is the first time he has won top spot. McKee is a native of Washington and has been employed by the company for two years.

KOHLER GIVEN LEAVE TO PLAY ON PRO GRID

Morrie Kohler, OSC Plate shop expediter, is on leave from the yard for the football season to play for the Seattle Bombers, member of the new Pacific coast professional football league. Kohler, who starred for three years as a half-back at Oregon State college, turned in an outstanding performance for the Bombers in their 21-13 victory over the Portland Rockets recently.

SWAN TANKERS BILL PRISON NINE AT SALEM

(SWAN ISLAND) — Swan Island's Tankers, a member of the Multnomah league in city softball, is playing its last game of the season this Sunday against the Oregon state prison in Salem. Al Ashmead, catcher and manager of the Tankers, will take 15 players on the trip.

LINKS TITLE WON BY SWAN GOLFER

(SWAN ISLAND) — Robert Noble, painter in the Poster shop, is the new Oregon Public Links Golf association champion—an honor which neither rain, wind nor opponent could deny him last Sunday on the Eastmoreland spread. Noble also carted off the Joe Mozel trophy with his 74-69—143 card.

Outdistanced five strokes came Ossie Enebo, also of Swan Island, and Charles Stafford, the former posting a 70-78—148 and the latter 77-71—148 for runner-up honors. They will play off their tie this Sunday at City View.

Women Pin-Busters Underway at Swan

(SWAN ISLAND) — Swan Island's women's bowling league started its season at the Hollywood Alleys at 37th and Sandy last Friday night with 20 persons turning out.

More bowlers are urgently needed to form a good league. "Red" Wallace, manager says anyone else interested in bowling should contact her woman counselor in the yard. League night will be every Friday beginning at 7 p. m. All bowlers should be at the alleys ten minutes ahead of time.

Marge Lester led all bowlers last week with a 369 series, while Jerry Workman had high single, 163.

TROPHY PRESENTATION MADE AT LAUNCHING

(VANCOUVER) — The launching of the U. S. S. Logan, the 10th Attack Transport to slide down the ways at Vancouver, gave a prominent place to the co-championship softball teams of the Outfitting Dock and the Teamsters. Lynn Palmer, secretary of the Clark County Labor council, presented the trophy to "Pin" Mills, captain of the Teamsters, and Bill Frahler, manager and captain of the Electricians.

Mrs. Paul Lattner was sponsor. Her matrons of honor were Mrs. Paul J. Lattner and Mrs. Frederick Fluter. The flower girl was 6-year-old Patricia Fluter. Chaplain Hale B. Eubanks delivered the invocation.

The launching honored Paul E. Lattner, Facilities engineer.

Islander 10 Loses Out in Tournament

(SWAN ISLAND) — Swan's Islanders, champions of Oregon State softball for 1944, were eliminated from further competition in the city championship playoff at Buckman Field last week when they lost their second game of the tournament to the Police Department, 6 to 2.

Swan's team lost its first game to Iron Firemen, 2 to 3, in a hotly contested battle. They came back the next night, however, to eliminate the Hysters by the same score. Scores:

	H	R	E
Islanders	2	6	3
Iron Fireman	3	6	2
Younger and DeAngelo; Walker and Benjamin.			
Islanders	3	6	4
Hysters	2	5	2
Younger and DeAngelo; Monismith and Redd.			
Islanders	2	4	4
Police Dept.	6	6	0
Younger and DeAngelo; Wendlick and Berardinelli.			

OSC Bowling Teams 'Sweep'

(OREGON SHIP) — Pre-Erection, Gunshop and Chippers No. 1 jumped into the leadership of the OSC bowling league with victories in the opening round of play Wednesday, September 13, at the Hi-Way Alleys. Each copped three contests. High individual scorers were Heilman, Shipfitters, 183; Dorr, Gadget shop, 171; Shoenbeck, Chippers No. 1, 165; Donaldson, Sub-Assembly, 165; Stover, Pre-Erec-

5 KEGLING TEAMS OPEN SWAN SKED WITH TRIPLE WIN

SWAN ISLAND BOWLING STANDINGS

	Won	Lost	Pct.
Main Machine Shop	3	0	1.000
Painters—dock	3	0	1.000
Clerical	3	0	1.000
Plate Shop	3	0	1.000
Trial Crew	3	0	1.000
Pipefitters	2	1	.667
Sheet Metal	2	1	.667
Machinists—dock	2	1	.667
Electricians	1	2	.334
Welders—dock	1	2	.334
Outfitting	1	2	.334
Painters—yard	0	3	.000
Shipfitters	0	3	.000
Welders—General	0	3	.000
Chippers—dock	0	3	.000
Welders—ways	0	3	.000

Swan's 16-team bowling league got under way at the Hi-way bowling alleys last week with five teams—Main Machine Shop, Painters—Dock, Clerical, Plate Shop and Trial Crew—winding up with three wins apiece.

O. Olson, Main Machine Shop, won high singles for the week with a 215, while Hallerman of a Painters—Dock, took high series with a total of 573 pins. Scores:

Pipefitters	654	755	801	2210
Welders—dock	688	651	692	2031
High single: Muller, Pipe, 178. High series: Muller, 483.				
Outfitting	598	603	655	1856
Sheet Metal	589	614	703	1906
High single: Godfrey, Outfitting, and Wright, Sheet Metal, 155. High series: Welch, Outfitting, 434.				
Main Machine Shop	737	821	841	2399
Welders—ways	631	666	591	1888
High single: Olson, Machine Shop, 215. High series: Morris, Machine Shop, 548.				
Painters—dock	829	787	850	2466
Chipper—dock	632	681	716	2029
High single: Thompson, Painters, 212. High series: Hallerman, Painters, 573.				
Electricians	631	641	722	1994
Machinists—dock	750	693	674	2117
High single: Johnson, Machinists, 191. High series: Morris, Machinists, 461.				
Welders—General	474	527	557	1558
Clerical	648	619	620	1887
High single: Vogt, Clerical, 164. High series: Vogt, Clerical, 436.				
Trial Crew	651	750	643	2074
Painters—Yard	662	654	620	1936
High single: Blanchard, Crew, 171. High series: Arenson, Painters, 452.				
Plate Shop	702	681	631	2014
Shipfitters	410	507	497	1414
High single: Spears, Plate, 160. High series: Waiters, Plate, 425.				

Next week's schedule (Sept. 25-27):

Monday—Marine Electricians vs. Painters—Dock; Main Machine Shop vs. Welders—General; Chippers Dock vs. Clerical; Welders—ways vs. Machinists—Dock.

Wednesday—Pipefitters vs. Plate Shop; Sheet Metal vs. Trial Crew; Painters—Yard vs. Welders—Dock; Shipfitters vs. Outfitting.

Navy Man Visits

(VANCOUVER) — Jack Peters, having completed his "boot" camp training at Farragut, Idaho, visited the yard recently. Peters was formerly supervisor of Pipe Hangers at Dock Erection and was employed from April 1942 to February 1944.

OSC BOWLING STANDINGS

	Won	Lost	Pct.
Pre-Erection	3	0	1.000
Gun Shop	3	0	1.000
Chippers No. 1	3	0	1.000
Sub-Assembly	2	1	.667
Welders	1	2	.333
Chippers' No. 2	0	3	.000
Gadget Shop	0	3	.000
Shipfitters	0	3	.000

tion, 157; Berg, Chippers No. 1, and Moulds, Gun shop, each 148.

League games are played every Wednesday, beginning at 9 p. m., at the Hi-Way Alleys, Union avenue at Alberta street. Workers wishing to engage in the competition have been invited by league officials to leave their names in yard counselors' offices.

SWAN ALL-STARS WIND UP SEASON WITH ONE DEFEAT

(SWAN ISLAND) — Swan Island's All-Stars completed their short softball season with three wins against one defeat, that being to Grimshaw Tires, 4 to 2, in the state tournament. It was their first game together and preceded victories over the Vancouver All-Stars, 3 to 1, Oregon Ship Welders-Burners, 15 to 4, and Oregon Ship Nighthawks, 12 to 8.

Averages showed Jack Workman was the big gun in the teams' .303 batting average. Workman collected 7 hits in 12 times at bat for a hefty .583 average besides batting in 12 of the 37 runs his team scored in four games.

Averages of the all-stars follow:

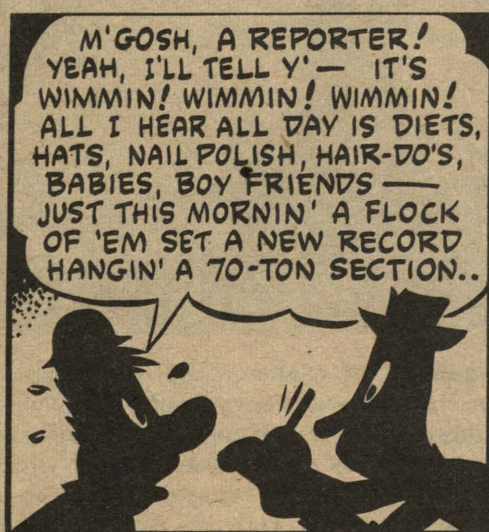
	G	AB	R	H	RBI	AVE.
Workman	4	12	7	7	12	.583
Muller	4	12	5	6	3	.500
Fowler	1	4	0	2	2	.500
Koenig	3	8	2	3	1	.375
Burbach	4	11	3	4	0	.364
Moore	3	9	3	3	4	.333
Ortiz	1	3	0	1	0	.333
Boyle	3	10	2	3	3	.300
Cady	3	7	1	2	0	.286
Gette	4	12	4	3	0	.250
Geenen	4	10	4	2	1	.200
B. Adams	3	7	0	1	3	.143
Langus	2	5	1	0	0	.000
Nearman	4	8	0	0	0	.000
Foster	1	2	0	0	0	.000
D. Adams	1	2	0	0	0	.000
Totals		122	32	37	29	.303

Vancouver Sports Candidates Needed

(VANCOUVER) — Anyone in the Vancouver yard who is interested in playing basketball, touch football, bowling or other sports is urged to register with the Bosn's Whistle office at Ext. 777.

If you have a league or team formed, please register them with the Bosn's Whistle. "Ace" Waldron and the Bosn's Whistle staff will be glad to render any assistance in helping organize the various teams or leagues.

Stubby Bilgebottom



By Ernie Hager

Free Educational Training Offered By State College

(OREGON SHIP)—Free courses in engineering, science and management again will be offered to workers in the Portland area Kaiser yards, it is announced. Classes will be held in the yards under the direction of Oregon State college for convenience of employes if 15 or more registrations are received in a given course in each yard, according to Albert Bauer, Oregon Ship assistant general manager.

Catalogs and application blanks may be obtained from the following offices: Oregon Ship, Jim Emmett, administrative assistant, ext. 1331, and Dick Carlon, ext. 216; Swan Island, Dick Faville, superintendent of training; Vancouver, Carl Lodell, training director.

Specialized courses in engineering, other than those listed in the catalog will also be offered if there is enough demand, the announcement stated. All applicants will be notified personally of the time and place of their classes, and further announcements also will be carried in the Bosh's Whistle.

Recruits Sought For CAP Cadets

New enlistment classes for Civil Air Patrol cadets begin October 2, according to 2nd Lieut. Forrest Berg, CAP recruiting officer.

Boys and girls 15, 16 and 17 are eligible, provided they have the consent of parents. Applications should be made Monday or Thursday nights at Shattuck school. Lieutenant Berg points out that the purpose of the program is to train young people in pre-flight aviation and military subjects. He hopes to enlist 850 cadets this fall, to add to the 250 already in training in the Portland squadron. Classes are held Monday and Thursday night from 7:30 to 9:30.

Lieutenant Colonel Leo G. Devaney is Oregon Wing commander, and Captain Al Vaughan is in command of the Portland squadron.

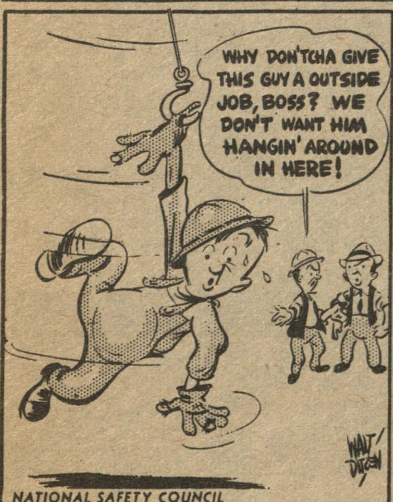
War Dads To Aid Veterans Return To Civilian Life

An organization known as the War Dads of Portland has opened offices in Portland to assist servicemen and women in returning to civilian life.

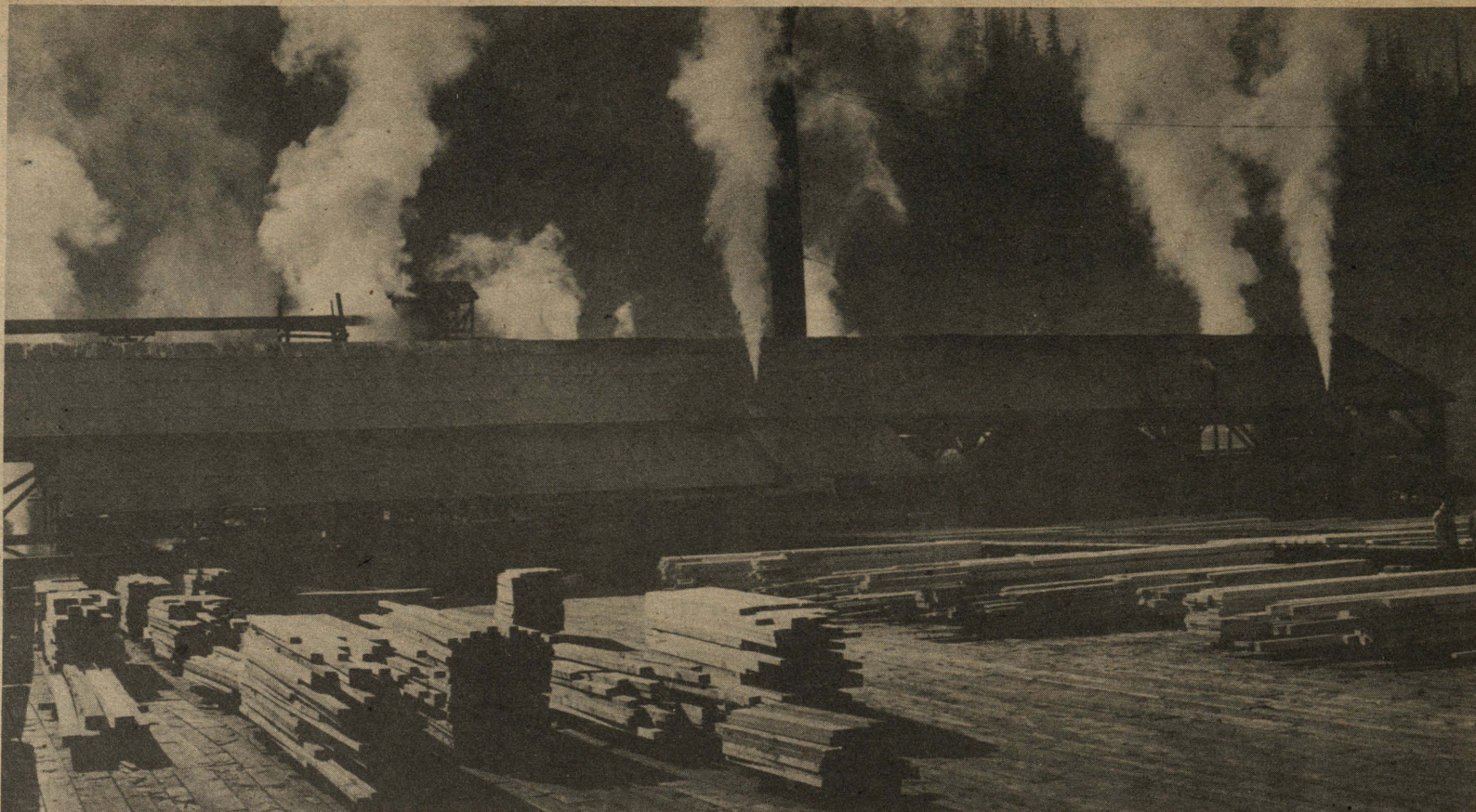
A panel of 60 men, made up of professional and industrial leaders, has been named to direct the program. Offices at 406 Park building, 729 S. W. Alder street, are open daily Monday through Friday, and members of the panel are on hand to counsel the members of the armed services, who are returning now in ever increasing numbers. The panel refers the veterans to other business leaders who may be able to offer employment or to give further advice.

Aim of the War Dads of Portland is to make use of the nation's resources—men and women as well as materials—for peace as well as for war. The organization is headed by Rex Sanford, of the Sun Life Assurance company.

DON'T BE AN ACCIDENTEE!



KNOW YOUR NORTHWEST...



WHAT LUMBER MEANS TO THE NORTHWEST

By
ROBERT ORMOND CASE

AN analysis of the Northwest lumbering industry is invariably staggering to newcomers. Many oldtime residents of Portland—the world's leading lumber-producing city—are hazy about its true dimensions. Four Portlanders out of five would be stamped by such questions as "What is the Northwest's annual lumber cut? What is it worth? How many men are employed? How much timber is there left?"

In one way or another, these questions affect the daily lives of every man, woman and child in Oregon and Washington. Millions become puny. Billions are commonplace. Occasionally, though with respect, it is necessary to stand in the august presence of trillions.

To answer the last question first, about half the nation's remaining timber is in the Northwest, mostly in Oregon and Washington. There are some 800 billion board feet of it. The nation's total stand is approximately 1.7 trillion feet.

In the average year of 1940, the nation cut approximately 28 billion board feet of lumber. Oregon and Washington produced a little more than one-third of it, a combined cut of 9.7 billion board feet.

That is a great deal of lumber. It is enough to build a sidewalk eight feet wide from the earth to the moon. It would cover 218,000 acres with one-inch flooring. To put it comparatively, Kansas and Nebraska are also classed as "lumber-producing" states. In 1940, Oregon and Washington mills duplicated the combined annual output of Kansas and Nebraska every two working hours.

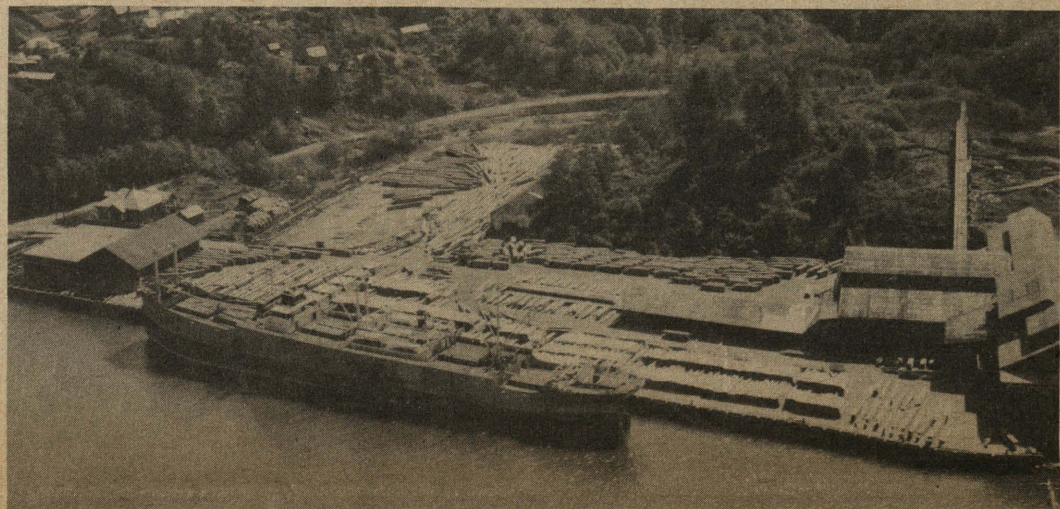
What do these billions mean in capital, equipment and payrolls?

To cut 9.7 billion board feet required 1,100 sawmills ranging in size from small portable outfits to the world's largest—the giants in the "million a day" class. For each sawmill there must be a logging camp of equal capacity.

To operate these mills and camps required 77,600 men. They were paid approximately \$120,000,000 in wages. Back of each employe was an average of \$6,000 in equipment and timber, or a total investment of close to a half billion dollars.

But the raw lumber is only the beginning. The 9.7 billion feet had to be transported to market, remanufactured and sold at retail. These operations yielded another \$180,000,000 in wages and salaries.

Mill and camp equipment has to be replaced. It is special equipment, since Northwest timber, acre for acre, is the largest and heaviest on earth. A single



Douglas Fir may measure eight feet at the stump and tower 300 feet in the air. A single square mile may yield 100,000,000 board feet. Huge foundries and factories in Portland, Tacoma and Seattle are devoted exclusively to the manufacture of equipment.

Somewhere between the standing tree and the ultimate consumer, the industry utilizes all laboring crafts and all classes of white-collar workers. The labor of 8 men is required for a year to produce one million board feet of lumber. But 45 individuals are supported by each million feet, according to the West Coast Lumbermen's Association. This means that the economic security of 426,000 people in Oregon and Washington rests on lumber production.

It is an ever-expanding industry in peace time—not through an increased cut but because of ever-increasing new uses for lumber products. An example is Douglas Fir plywood, whose output has increased 600 per cent since 1925. Another example is the utilization of wood waste, which is now being converted directly into wood alcohol and other by-products. Experts agree that this latter field alone will bring in a whole new constellation of industries in the post-war era.

How long will the Northwest timber supply last? At our present average annual cut, if nothing is done about reforestation—perhaps a century. This takes natural new growth into account. Douglas Fir reproduces itself faster than any other species—600 to 1,000 board feet per acre per year.

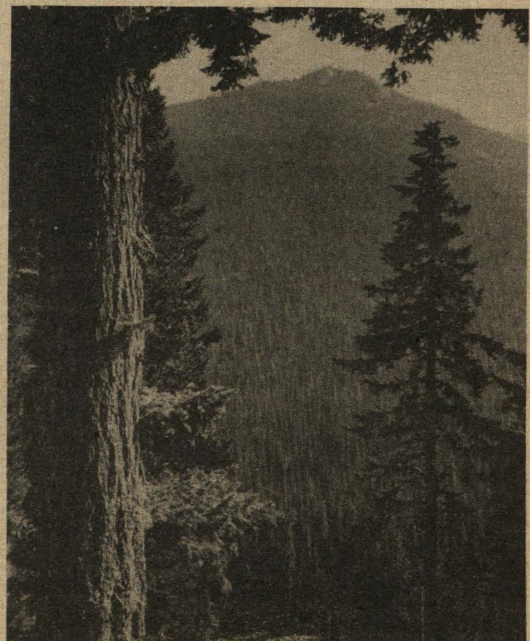
But a great deal is being done about reforestation. Just before the war large operators made a startling discovery. It existed on paper, at first; then it was proved in the woods. It was that proper logging methods, plus protection of growing trees, produces new timber

cheaper than old timber can be purchased on the open market. In other words, it paid to grow timber.

That discovery marked an about-face in thought. Many seasoned "bulls of the woods" had formerly looked upon reforestation as an academic theory belonging to the forest service laboratories. Today, logged-off lands are at a premium. Some 3,500,000 acres in Oregon and Washington—close to half the logged-off area—are included in privately owned "tree farms" dedicated to a perpetual yield, and more acreage is being added each season.

We are still cutting timber faster than it grows, but the gap is narrowing. Once the balance is achieved—and the goal is in sight—the bugaboo of "our vanishing forests" will be laid to rest. The balance should be achieved when we have 12,000,000 acres in tree farms. From that time on we can maintain our present average annual cut forever.

(Next week: Cheap Power)



Gun Mount Surfacer Earns 1st Prize Nod

(OREGON SHIP)—Byron Mark "Snoose" Johnson, marine machinist supervisor whose inventions have won him nationwide fame in mechanical circles, scored again this week. With a gun mount surfacing machine which makes possible perfect alignment of gun mount bases for radio control, Johnson took first prize, a \$100 war bond, in the Labor-Management committee's September suggestions competition.

Other winners announced by Adolph Schmidt, suggestions supervisor, were:

Walter H. Stephenson, machinist foreman, and Charles N. Johnson, machinist leadman, who shared second prize (each

receives a \$50 war bond).

Joseph J. Read, Salvage shop foreman, third prize, \$75 war bond.

E. Lee Maxon, electrician, fourth prize, \$25 bond.

Melvin B. Peterson, machinist, fifth prize, \$25 bond.

Johnson's new invention is a portable planing machine with a cutting knife that rotates around a vertical post supported at the top by a frame, and secured to the deck of the ship at the bottom. The alignments it makes are in the thousandths of an inch. The device was produced specially for the Attack Transport ships.

FOAM GLASS CUTTER

Stephenson and Charles N. Johnson contributed a foam glass cutter, a portable table fitted with an air ram, an adjustable vertical wire cutting blade and a horizontal and vertical corner cutting blade.

The device increases the speed and accuracy of refrigeration room installations on the AP-5s. It effects an estimated saving of 1600 man-hours a month.

Read discovered a method of reclaiming paint thinner. Through it, 300 gallons of paint are salvaged, saving \$1200 a month. His invention is a filtration system consisting of a series of three filter tanks, a processing tank and a spill tank.

A Bryant composition socket fitted with cotter keys to hold it securely in a reflector won fourth prize for Maxon. The system is used on 200-watt floodlights in the yard, and besides saving 200 man-hours a month it makes possible quick replacement of damaged lights.

Peterson captured a prize with a serving spool, a device to facilitate the installation of marlin in cables. It conserves 200 man-hours a month.

CERTIFICATE OF MERIT

Certificates of merit were awarded to the following employees, for devices listed with their names:

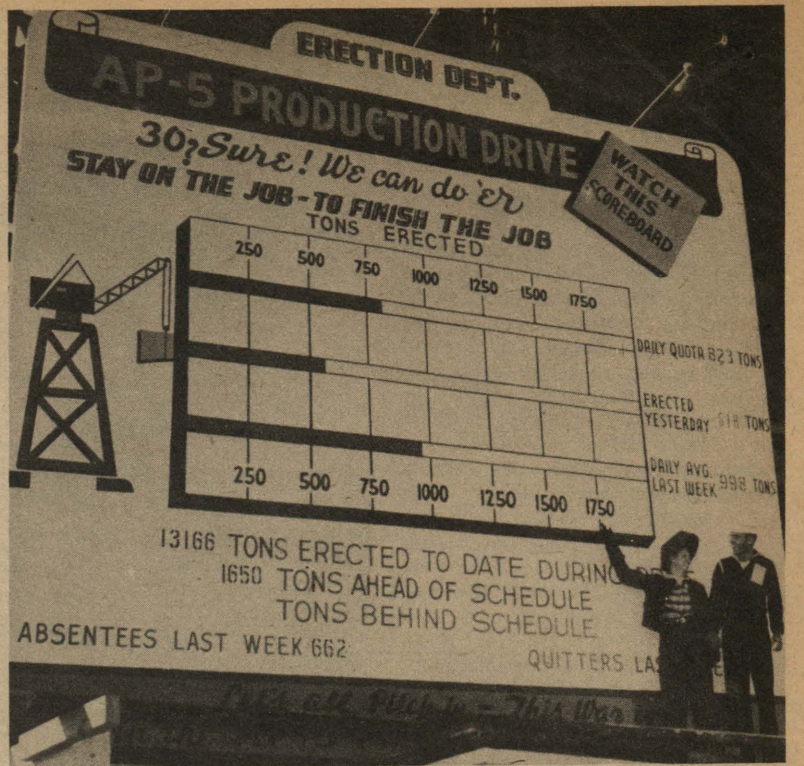
Les Taylor, rigger leadman, stinger replacement disc; William Hesch, marine machinist, clamp jig; Joseph Vanoudenhagen, angle-smith, flat bar bending jig; Merle E. Sims, machinist, chock clamp.

Laverne R. Bartlett, electrician, cable clamp device; Herb Miller, welding foreman, burning tip improvement; Thomas G. Elliott, joiner, improved foam glass layout; Kay Farris, office clerk, war progress map.

War Production board certificates went to the following:

Giles M. Brown, marine machinist, chock improvement; J. W. Leitzel, burning machine attachment; Elmer P. Pearson, welder leadman, safety suggestion; Carl H. Sisson, shipwright foreman, burner guide.

E. E. Ohl, welder, stud welding improvement; S. R. Bennett electrician, wing nut wrench; George E. Tribett, labor leadman, scrap iron salvage.



Mabel Hornecker, welder, above, standing at the base of the huge Erection department progress board, shows bluejacket Chuck Ware, former OSC pipefitter, how his former fellow workers are fighting on the home front to turn out the Attack Transports needed for the Pacific offensive against the Japs. Ware left Oregon Ship three months ago to join the navy. (Oregon Ship photo)

New Scoreboards Tell AP-5 Story

(OREGON SHIP)—"How're we doing on the Attack Transport schedule?" is the question being asked by hundreds of OSC employes anxious to see if the production drive slogan "30? Sure! We can do'er!" is being fulfilled. The answer may now be seen at a glance, according to Quantity Production and Progress department heads who have been instrumental in erecting gigantic scoreboards at strategic points in the yard.

Welders will find their schedule on Way 5, the Erection department on Way 6, and Plate shop and Assembly workers can observe their standing on the board in front of their buildings.

Three more boards have been placed on the Outfitting dock to show members of 19 crafts working

there the progress of the work on each ship in the basin, according to Bob Stice, Progress Engineers. Figures are changed daily, he said.

Illustrating operation of the boards, Stice cited figures posted Monday, September 18, which showed that although Welding and Plate shop departments were temporarily behind on their schedules, Sunday's production was above the daily quota as crews whittled away at the deficit.

BEARDS VISIBLE NOW Presenteeism Boosted

(OREGON SHIP)—Looking like a crew that had been marooned on a desert island, members of the Whiskerino club posed for their picture after the evidence of their club membership had grown "long enough to show in a photograph." Club members, all swing workers, have agreed not to be absent from work or to shave from September 5 until October 28, and a member may trim "only 50 per cent of his beard," according to President Oliver Traver. Dues of \$1 and fines are contributed to the Red Cross, Traver said.

Fines and penalties are levied by a kangaroo court, which meets during swing lunch hour. Five judges sit in solemn conclave and mete out punishments limited only by the imagination of the judicial board, Traver said.

Outstanding among recent "law-breakers" were Lloyd Sanford, chip-

per leadman, who was required to wear a woman's dress to work for the crime of having shaved, and D. M. Booras, shipfitter, compelled to collect all members' signatures on a hard boiled egg because he trimmed more than 50 per cent of his beard.

LAUNCHING GIVES HONOR TO LABOR FOR BOND EFFORT

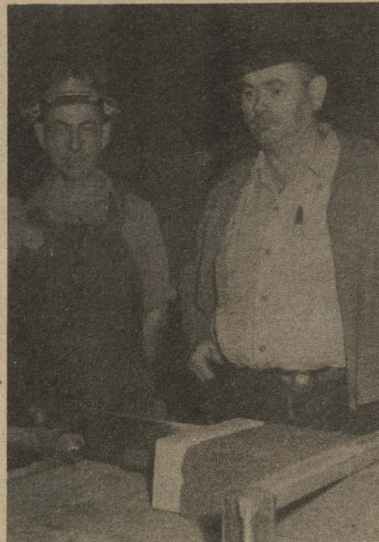
(OREGON SHIP)—The Labor department, which finished sixth among yard groups in the recent Fifth War Loan drive, was honored Tuesday at the launching of the U.S.S. Eastland, Oregon Ship's 13th Attack Transport vessel.

Sponsor was Mrs. Alvin Hunger, wife of an employe of the department. She was attended by Mrs. Clifford Smith and Miss Maxine Wilnerd. Flower girl was Linda Dyhrman, daughter of Harry Dyhrman, Labor superintendent.

Ken Moyer of the Bond department was master of ceremonies. Delivering the invocation was the Rev. John M. Paxton, Moreland Presbyterian church.

BOSN'S WHISTLE

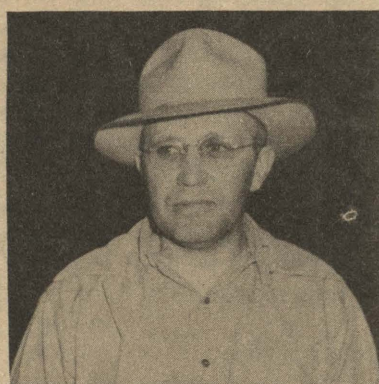
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C. N. JOHNSON (Left)
W. H. STEPHENSON



M. B. PETERSON



J. J. READ



B. M. JOHNSON



E. L. MAXON

7-DAY WEEK ADDS TO READY-COOKED FOOD POPULARITY

(OREGON SHIP) — That many women workers at OSC have found smart ways of lessening their home jobs during the period of seven-day operation is indicated by the jump in sales in home service food in the past month. Lorissa Sheldon, food manager at the Oregon Ship Child Service center, reports that many women workers, in addition to mothers at the center, are using the service for the first time.

Some have placed standing orders for every day of the entire period of seven-day operation. Sales for home service food on Sundays have increased in particular, however. Women working in the yard have evidently decided to let the center do their cooking for them so they can put in the extra day building ships.

"All women have to do," declared Miss Sheldon, "is to place their order at the center or to telephone University 3667 by noon of the day before they want home service food."

"Once the food is picked up at the center, the motto is: 'just re-heat and eat.' Women workers trying home service food for the first time report it saves them time on shopping, planning meals, and they have less cooking pans to wash when the meal is over."



Members of the Whiskerino Club shown above are, (left to right) front row: W. H. Wachner, C. T. Albert, L. F. Deulen, Cecil L. King, William Nelson, Lloyd Sanford, D. M. Booras, J. M. McCash, Chris W. Nelson; second row: Dale Colclasure, J. E. Parsons, George Freeman, Don Beckel, A. R. Miles, Andy Anderson, Oliver Traver, president, Smokey Wright, Clarence Smith; back row, F. J. Coe, Frank Burtis, A. S. Oro, Ervin Braaf, treasurer, Ed Taylor, Roy Tichenor, Lee Brooks, Dick Ravenhorst, Heavy Spitten, Roy Millett, secretary, Paul P. Gross. (Oregon Ship photo)