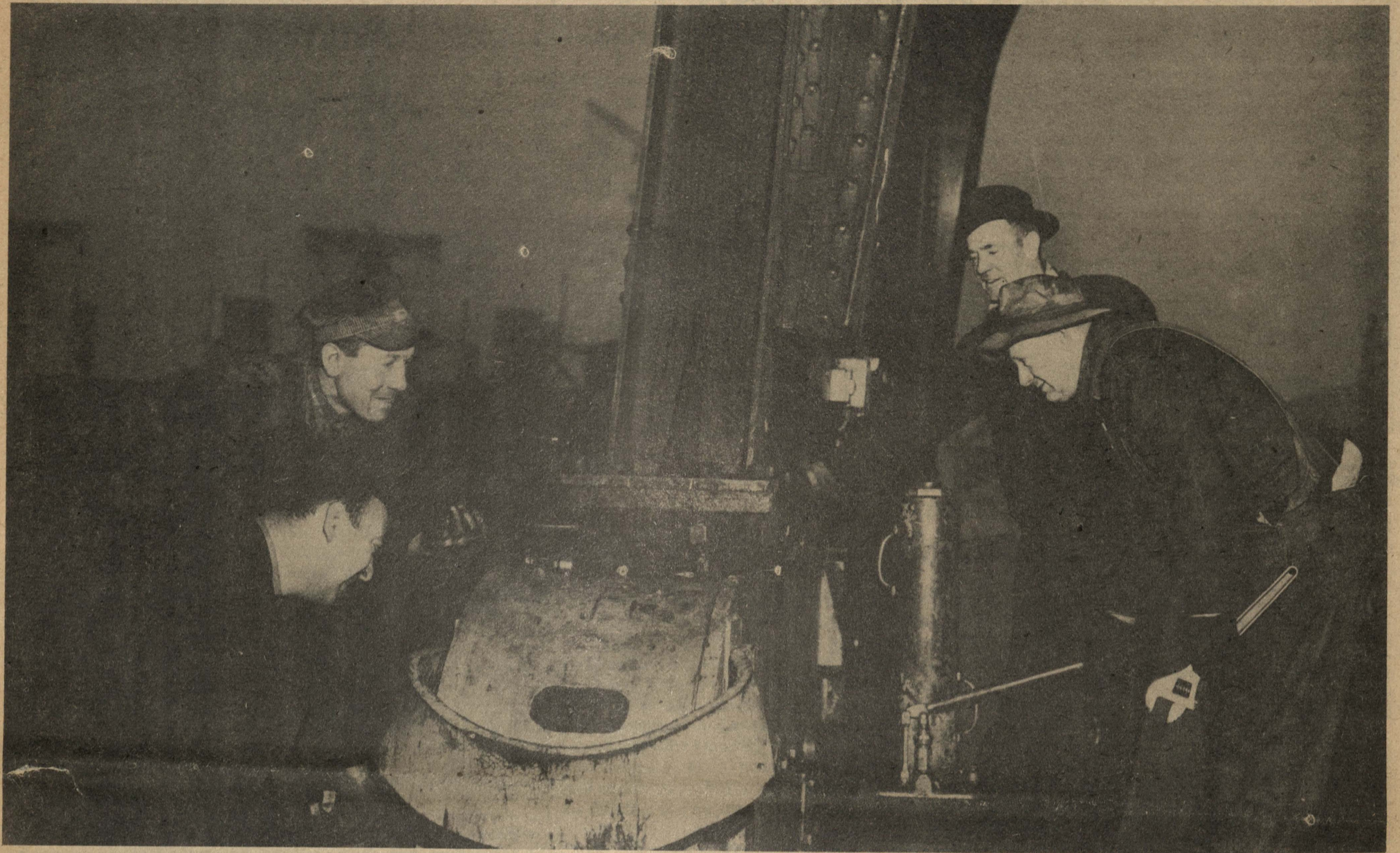




# FIRST NEW AP-3 DELIVERED

—Story, Page 4



**'Jacking Up' A Whirley** Four machinists are shown above "jacking up" the corner of a whirley to change a travel-truck. Tools used are similar to those needed for changing tires on an automobile—blocks, jack and wrenches. All tools are giant versions of the equipment kept by automobile owners. The machinists are, left to right: Mike Mesik, Joe Lidauer, L. D. "Pop" Sherrell and Leadman Wayne Moore. (Oregon Ship photo)—Story, Page 8.



**Picks Her Rope** Rose Johnson, left, a former dressmaker, selects rope used in tailoring heavy machinery covers for an AP-3. With her is Valene Anderson, Norwegian-born sailmaker, who says the rope and canvas make her feel "right at home." (Oregon Ship photo)—Story, Page 8.



**Mighty Hunter** Sgt. Ray Bossler of the OSC Guard department, who was known throughout Montana as a grizzly bear hunter, consented to pose with the above specimen of Kodiak bear. The giant Kodiak was sent to Oregon Ship by the citizens of Kodiak, Alaska, and will be "mascot" on the S.S. Kodiak Victory launched here December 19.—Story, Page 5.



# New Withholding Sums Based On Proper Tax Scale

Workers were puzzled and confused last Friday when they received their checks and found them made out for different amounts than they expected. They had heard a lot about the new withholding tax system, but few realized how they would be affected by it. For instance, the \$62.40 mechanic with a wife and one child discovered that only \$7.00 had been deducted, whereas before \$7.80 was the amount withheld.

The explanation for the change in his check, and in all others, is that the government has put into effect withholding sums for each dollar bracket. For example, in 1943, everybody in the \$50-\$60, \$60-70, \$70-\$80 and other similar wage brackets paid taxes on the middle \$5 figure. The \$63 worker and the \$68 worker each paid withholding tax on \$65. This meant that at the end of the year, the \$62 person would probably have something coming back from the government, and the \$68 person would owe Uncle Sam money.

## ACCURATE BASIS USED

The system which went into effect last week is designed to put pay-as-you-go on a truly accurate basis, so that when income tax time comes, the taxpayer won't owe anything or won't have anything coming.

Another thing, incidentally, which might have accounted for smaller checks is that the government started taking social security taxes out again. Some workers who had passed the \$3000 mark before the end of the year didn't have any social security deductions from their checks for awhile.

Those in the higher income brackets probably noticed that their withholding figure took a rather sharp jump. This is because the new scale was set up on a graduated basis. The old amounts were figured on a minimum basis, and at the end of the year, higher income earners usually found that their withholding payments hadn't taken care of all their tax.

## SYSTEM MORE LIBERAL

Under the new system, Treasury department officials estimate that the withholding amount will fully pay the taxes on income of married persons up to \$5500, with \$500 for each additional dependent, and on a single person's earnings up to \$5000. They emphasize that nobody pays any more in the long run than under the old set-up. The payment is merely made fully in withholding taxes, with no supplementary payment at the end of the year.

The new system is generally more liberal to the taxpayer than the old. It established a new scale of exemption deductions which amount to less taxes for the person with a large family and a bit more for single persons or childless couples.

The new scale allows \$500 personal exemption and \$500 for each dependent. Formerly \$500 was given for a single person, \$1200 for a couple and only \$350 for each additional dependent.

The taxpayer is now allowed to claim persons of 18 as dependents if they do not make \$500 a year or

## Many Workers Must File On Tax Jan. 15

Many of the 90,000 employees of the three Kaiser Portland area shipyards will be required to file declarations of estimated 1944 income on or before January 15. A final return may be made instead of the declaration, if the taxpayer desires, provided that Form No. 1040 is used. The W-2 form is not usable at this time. The declaration or the final tax form, whichever used, must be accompanied by payment of the amount owed above what was paid through withholding taxes during 1944, or a penalty will be charged.

Those who must file are:

Single persons or those with no dependents who made \$2700 or more.

Married persons with an income, combined of both spouses or the total of one, amounting to \$3500 or more. Most persons who had incomes of more than \$100 not subject to withholding tax must also file.

There have been some major changes made in the income tax law, and these will undoubtedly puzzle many workers when they make out their forms, either for January 15 or March 15.

The earned income deduction which previously has been made from the taxpayers' net income before computing the tax has been abolished. This will mean slightly higher taxes for everybody.

No Victory tax will be computed this time. The taxpayer must add a straight three per cent of his gross income minus his personal exemption of \$500, to his surtax. This will give him his total tax for 1944.

Internal revenue officials strongly urge shipyard workers with the average type of return to use the table provided when computing their tax. They say that if the table is followed carefully, there's nothing so complicated about making the 1944 return. And they add that the table is so computed that the wage earner saves by using it, rather than doing his own figuring when the choice of either is offered on the form.

The government will mail forms to persons who filed preliminary declarations of their estimated 1944 incomes last year. Those who didn't will have to get their own from the internal revenue collector's office in downtown Portland or Vancouver.

more. But any dependents listed must be close relatives.

Responsibility for keeping the employer informed is that of the worker. If there is an increase or decrease in the number of dependents in the family, the taxpayer is asked to notify the Payroll department.

It may all be a bit confusing now, but when income tax time rolls around in 1945, workers will find that the new system has made the filing of their returns an easier, and less costly matter.

## Painter In Hospital

(SWAN ISLAND)—Mrs. Kenneth Bell, day shift painter on Outfitting dock, is a patient at Vanport hospital. She became ill on New Year's day.

## Tax By Pay Brackets Listed

The table below covers the most common shipyard weekly wage brackets, with withholding amounts listed opposite the pay. The figures at the top of the columns indicate the number of dependents, exclusive of the personal exemption allowed for the worker.

Weekly Wage	Single	1	2	3	4	5
\$40	\$ 6.20	\$ 4.20	\$ 2.30	\$ .80	\$ .80	\$ .80
\$41	6.40	4.50	2.50	.80	.80	.80
\$42	6.60	4.70	2.70	.90	.90	.90
\$43	6.80	4.90	2.90	1.00	.90	.90
\$44	7.00	5.10	3.20	1.20	.90	.90
\$45	7.20	5.30	3.40	1.40	.90	.90
\$46	7.40	5.50	3.60	1.60	1.00	1.00
\$47	7.60	5.70	3.80	1.90	1.00	1.00
\$48	7.80	5.90	4.00	2.10	1.00	1.00
\$49	8.00	6.10	4.20	2.30	1.00	1.00
\$50	8.20	6.30	4.40	2.50	1.10	1.10
\$51	8.40	6.50	4.60	2.70	1.10	1.10
\$52	8.70	6.70	4.80	2.90	1.10	1.10
\$53	8.90	6.90	5.00	3.10	1.20	1.20
\$54	9.10	7.10	5.20	3.30	1.40	1.20
\$55	9.30	7.40	5.40	3.50	1.60	1.20
\$56	9.50	7.60	5.60	3.70	1.80	1.20
\$57	9.80	7.80	5.80	3.90	2.00	1.30
\$58	10.00	8.00	6.10	4.10	2.20	1.30
\$59	10.20	8.20	6.30	4.30	2.40	1.30
\$60	10.60	8.50	6.60	4.60	2.70	1.40
\$62	11.00	8.90	7.00	5.10	3.10	1.40
\$64	11.50	9.30	7.40	5.50	3.60	1.60
\$66	11.90	9.80	7.80	5.90	4.00	2.00
\$68	12.40	10.20	8.20	6.30	4.40	2.50
\$70	12.80	10.70	8.60	6.70	4.80	2.90
\$72	13.30	11.10	9.10	7.10	5.20	3.30
\$74	13.70	11.60	9.50	7.50	5.60	3.70
\$76	14.20	12.00	9.90	8.00	6.00	4.10
\$78	14.60	12.50	10.40	8.40	6.40	4.50
\$80	15.10	12.90	10.80	8.80	6.90	4.90
\$82	15.50	13.40	11.30	9.20	7.30	5.40

## U.S.M.C. Renews Swan Lease for Seven Years

The Maritime Commission has extended its lease on Swan Island for another seven years, it was announced officially this week by the commission's legal department in a letter to the management of the Swan Island shipyard. The yard has now become the world's champion tanker-building yard and will soon undertake a heavy ship repair program.

Swan Island, comprising approximately 244 acres was originally leased to the Maritime commission in March, 1942 for a period of from three to 10 years to be used as a shipyard site. It was previously the Portland airport. The commission paid \$248,000 as consideration for the lease plus a nominal rental of \$10 a year for its duration. The \$248,000 payment practically offset the unamortized book value of the facilities then existing on the island pertaining to airport purposes.

Swan Island became an airport in 1928. While lacking in ideal dimensions, being narrow relative to its length, it served the city until construction of the present larger airport on the Columbia was under-

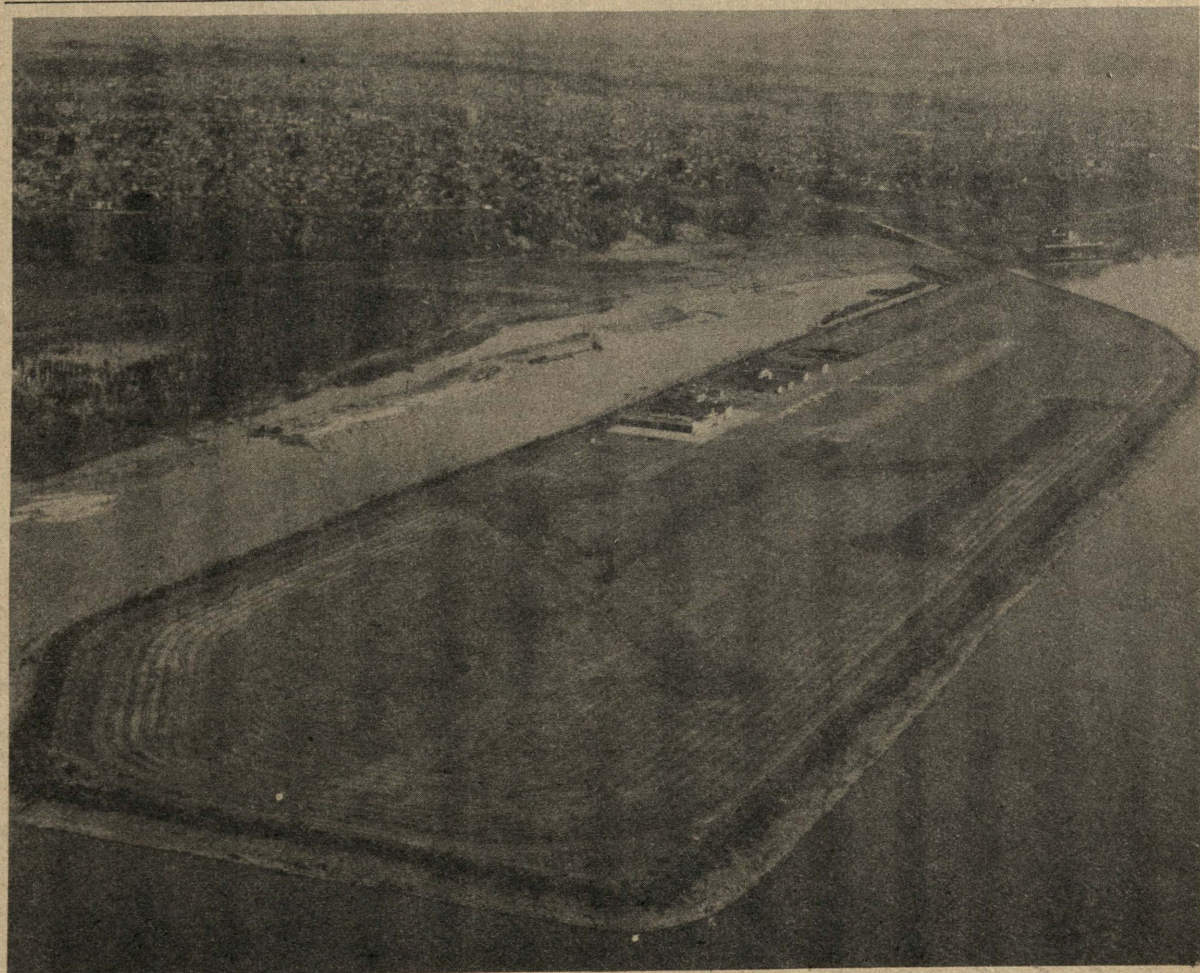
taken in 1936. The island ceased to be an airline terminal when the new airport was certificated for permanent operation in October, 1940. The operation of aviation schools and private airplanes, other than scheduled air transport lines, was ended by army orders February 7, 1942. Consequently local operators at the island were completely out of active business at the time the commission made the lease.

The lease not only disposed of unusable airport facilities but relieved the Port of an operating deficit. The 1935-36 Port of Portland report showed an annual operating deficit of \$7000.

The island was particularly appropriate as a shipyard because the land was of suitable level grade and ready for immediate construction.

## Merchant Marine Losses Listed

According to the Maritime commission, this country's merchant marine lost a total of 5,898 men up to Jan. 1, 1945. These include 725 dead, 4,592 missing, 581 prisoners.



**Remember?** It wasn't so long ago that Swan Island, world's champion tanker building shipyard, was Portland's Municipal Airport. The island is still owned by the Port of Portland and was leased to the Maritime commission. As an airport it had many weaknesses. It wasn't large enough to handle big airliners. It was surrounded by hills and was frequently obscured by fog.





# Yes, Sir! Her Dog Can Talk WORKER EXPLAINS FEAT

(SWAN ISLAND)—Although Mrs. Hilda Lenhart is doing her part in the war effort at the Swan Island cafeteria, her chosen profession at one time was that of dog trainer. She is reported to be the only person in the world who has accomplished the remarkable feat of teaching a dog to talk.



**Dog Trainer** Hilda Lenhart, former dog trainer, keeps in practice with a host of sandwich puppies at the Swan Island cafeteria. Her talking dog, Brownie, remained East when she came to Portland.

Mrs. Lenhart, whose talking dog, Brownie, astonished scientists a few years ago when a movie and sound track of his voice was recorded for the American Weekly magazine, started training her dog after the crazy puppy age.

One morning after two years of teaching, Brownie came to the breakfast table and repeated over and over, "I'm hungry, I'm hungry, I'm hungry." The rest of his spoken repertoire consisted of phrases such as "Hello," "How are you?" "I love you, "Aunt May-ree," and "I want my ma-ma."

Brownie is a sick dog now. He is 12 years old and suffering from dropsy. Mrs. Lenhart left him back east when she came to work at Swan Island. "I would rather have him back there alive, than take a chance on his dying during the long trip out here," she said.

## Welder Has Goal 'Back To Kitchen'



CHIN W. SUEY

(OREGON SHIP)—Chin W. Suey, former Portland restaurant operator, was more interested in chop suey and chow mein than he was in war until the Japs attacked Pearl Harbor.

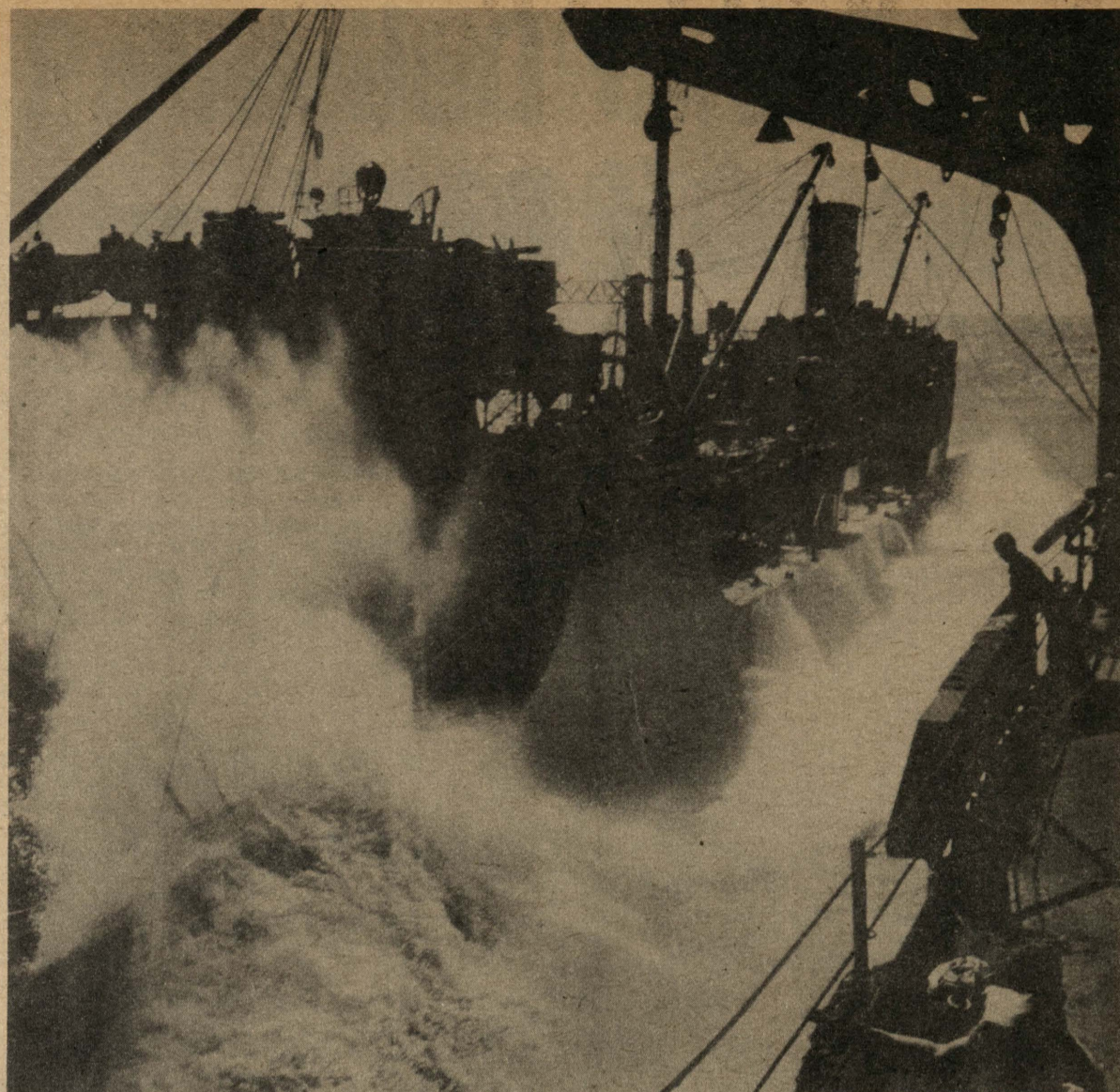
Now as a welder in the OSC Plate shop, he believes he is doing double patriotic duty—serving his native land, China, and his adopted home, America.

"I'm going to stay on the job here at OSC until the last ship is built," he declared. "I don't know whether it was Confucius who said: 'Shoemaker stick to your last,' but I believe that it true. So when the war is over I'm going back to the restaurant business."

Chin was born in Canton, China, and came to Portland with his parents when he was 12 years old.

## Worker Injured In Fall

(SWAN ISLAND)—According to Paint Supervisor Al Ashmead, one of his men, Lew Carder, is resting well at Emanuel hospital, where he was taken after a fall in the shaft alley, of one of the hulls. Carder suffered a fractured leg and pelvis.



**Oil 'Transfusion'** A tremendous cascade of sea water foams over an oiler as it draws alongside a warship to transfer more "lifeblood" during a battle mission in the Pacific. (Official U. S. Navy photograph)

# TANKERS BEAT JAPS Refueling Top Weapon

Swan Island's tankers rarely capture headlines but without them the vast mechanized Pacific war would soon bog down. This week the Bos'n's Whistle reprints one of the best stories to appear so far on the work of these tankers. The story is by William McGaffin of the Chicago Daily News Foreign Service.

(WITH ADM. HALSEY'S 3D FLEET, OFF THE PHILIPPINES, Dec. 30.)—It was a top secret for a long time, our secret weapon against the Japs. It was the answer to our Pacific fleet's virtual non-stop hammering of the enemy. But the Japs themselves know about it now. They learned about it to

the fleet. He has watched from the throbbing decks of tanks and from hangar decks of carriers.

He has stood amidst lashed-down planes and marveled at the way slender youngsters in blue dungarees manipulate that black python that looks more than a match for a stout machine, let alone human flesh, though actually the hose has been lightened to make handling swift and easy.

One day a refueling was accomplished in seas running 15 feet. It would have been impossible to get old-fashioned heavy hose across in such a sea. But the light, modern type was docile. The tanker's decks were awash; the sailors were scampering about in their bare feet. A great wave splashed over the tanker, sweeping one of the crew against the bulkhead and breaking his leg.

This is the way our secret weapon is applied.

Your correspondent has watched dozens of refuelings since joining

ected and the tanker pulls alongside. A light line is shot across, then a messenger, and finally, a rope to which is tied the python-like hose. A destroyer comes along on the other side. Hoses are sent across to her, then telephone lines to the hose station, while other wires connect the bridge with hers.

The ships continue moving at a fast clip through the sea, in the direction of the enemy.

"We're ready," comes the word over the telephone. "Start your pumps." "The pumps are started," goes back the answer.

**SUPPLIES ALSO LOADED**

While the refueling's in process, whips are shot across from the tanker and canvas bags are sent over containing everything from fresh fruit to movies and passengers.

You went aboard the tanker at a South Pacific port to catch the fleet. Now you are swinging aboard one of the carriers in a boatswain's chair. Mobile filling stations, long-distance water taxis, these tankers are all things to all persons.

The entire fleet is thus refueled. Hoses are pulled back and the armada streaks off at full speed.

**On Critical List**

On the navy's critical list for 1945 at the present time are: carriers and cruisers, some of which have been delayed by labor shortage as much as seven to nine months; rockets; high capacity ammunition and 40mm. guns, for which requirements are steadily increasing; maintenance and repair parts for the fleet, airplanes and advance bases; aircraft, especially certain new types; dry cells, radar, wire and wire rope.

**SPEED MAINTAINED**

A big Essex class carrier is sel-

## Victor Mature To Appear Here

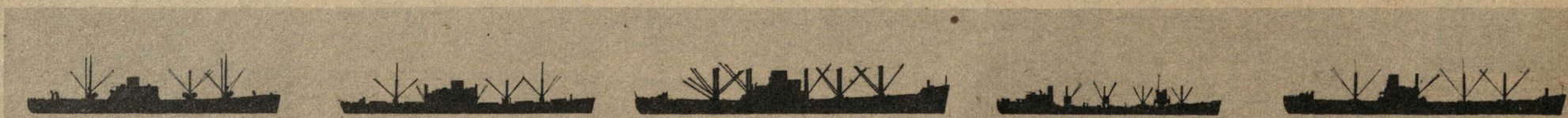


This week's pin-up boy is Victor Mature, Hollywood actor, now chief boatswain's mate in the Coast Guard, Mature, who recently returned from 14 months' active combat duty heads the "Tars and Spars" musical revue.

Units from the show will be featured in noon lunch-hour programs at Oregon Ship Tuesday, January 16, Swan Island, on Wednesday and Vancouver on Thursday. The entire Coast Guard musical revue will appear on the stage of the Paramount theater from January 15 through January 21.

# KNOW YOUR MERCHANT FLEET

(No. 3 of a series describing 30 different types of merchant ships.)



**C1-A (Cargo)**—Used for general cargo purposes. Length (over-all), 412'3". Beam 60'. Draft (loaded), 23'6". Cruising radius, 18,900 (turbine) or 29,300 miles (Diesel). Net tonnage, 2,859 (turbine) or 2,876 (Diesel). Dead-weight tonnage, 7,416. Shaft horsepower, 4,000. Propulsion, turbine or Diesel.

**C1-B (Cargo)**—Designed for general cargo uses. Length (over-all), 417'9". Beam, 60'. Draft (loaded), 27'6". Cruising radius, 18,600 miles (turbine) or 24,400 miles (Diesel). Net tonnage, 3,931 (turbine) or 3,979 (Diesel). Dead-weight tonnage, 8,909 to 9,398. Shaft horsepower, 4,000.

**C3-S-BH1**—Designed for general cargo uses. Length (over-all), 492'. Beam, 69'6". Draft (loaded), 29'6". Cruising radius, 12,550 miles. Estimated net tonnage, 5,700. Estimated dead-weight tonnage, 12,929. Shaft horsepower, 8,500. Propulsion, turbine.

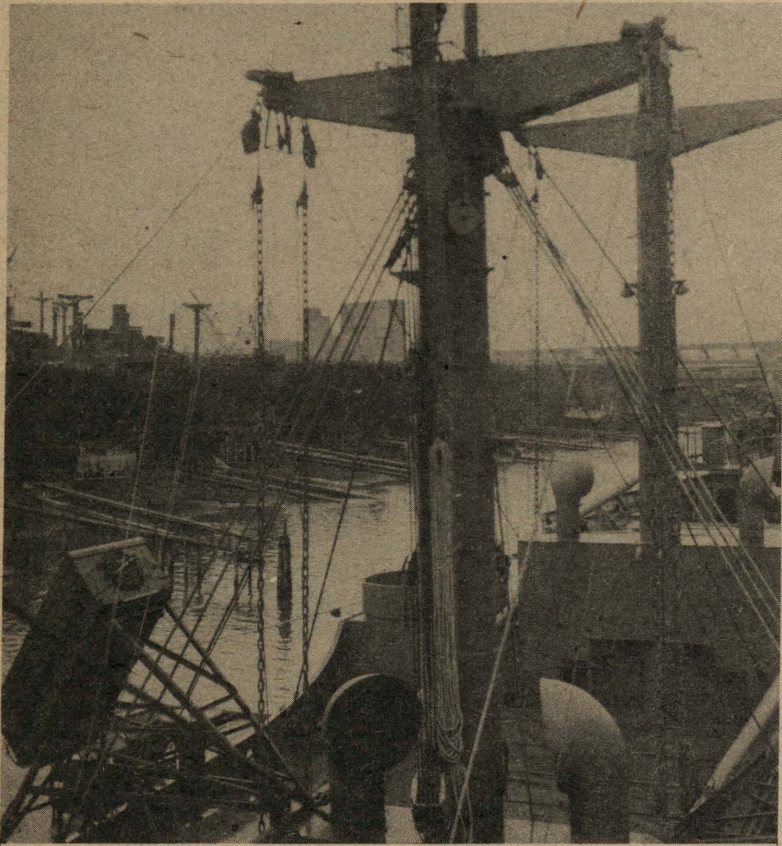
**C1-S-D1 (concrete hull)**—Self-propelled concrete barge designed for cargo purposes. Length (over-all), 366'4". Beam, 54'. Draft (loaded), 27'3". Cruising radius, 3,500 miles.\* Net tonnage, 3,405. Dead-weight tonnage, 5,310. Indicated horsepower, 1,300. Propulsion, reciprocating steam.

**C2 or C2-S-B1**—Designed for general cargo purposes. Length, 459'2½". Beam, 63'. Draft (loaded), 25'9". Cruising radius, 16,200 miles. Net tonnage, 3,733. Dead-weight tonnage, (C-2) 8,514, (C2-S-B1) 8,981. Shaft horsepower, 6,000. Propulsion, turbine.



# First AP-3 Delivery Starts Off Big Year

(OREGON SHIP)—With delivery of the S. S. Longview Victory, Friday, January 5, OSC workers chalked up their first vessel in the tremendous fleet of 88 AP-3s scheduled for the yard's 1945 scoreboard. At Bosn's Whistle press time, the second ship, the S. S. Lewiston Victory, was slated for delivery, Wednesday, January 10. Yard-wide impetus in construction was felt as Oregon Ship



Looking through the rigging of the S. S. Longview Victory, first of the 1945 Victory ship construction program, other ships can be seen on the ways in the background growing into full-fledged vessels soon to become part of America's Victory fleet. The Longview was berthed on the wing-dock in preparation for delivery to the U. S. Maritime commission.

workers found their past efforts in setting nation-wide shipbuilding records recognized by U. S. Maritime officials both in congratulatory messages on past performance and in allocation of the additional Victory shipbuilding contract.

Oregon Ship, in being awarded the contract for 270,000 additional deadweight tons of shipping, was third in the nation's roster of shipyards awarded contracts for the latter part of the 1945 U. S. Maritime construction program, trailing two other yards by only a narrow margin. "Allocations went to the yards that have shown they can do the job," declared Admiral E. S. Land, chairman of the U. S. Maritime commission.

## OSC Record Gets Praise

(OREGON SHIP)—The following congratulatory message to Oregon Ship workers on their contribution towards victory was received this week by Al Bauer, assistant general manager, from Vice Admiral E. S. Land.

"Based upon productivity per way during December or the portion thereof required to complete AP-5 construction, OSC retains leading place among the yards engaged in AP-5 combat-loaded transport program and hereby is awarded permanent possession of the Maritime commission AP-5 Champ flag. The performance of your yard in this program has been truly remarkable. Of the contribution toward victory of which each employe and official of Oregon Ship may also be proud. My sincere congratulations."

Comparative figures for the four yards building AP-5s, released by the Progress department, show that OSC workers led the field by building their last four Attack Transports in an average of 59.3 days. Nearest competitor was Vancouver with 61.8 days for December AP-5 construction. Richmond yards tallied 94.8 days per ship in the month and Calship showed 122.6 days per AP-5.

Tremendous size of the Victory fleet to be built at OSC is shown in AP-3 statistics compiled by the Progress department. Placed stem to stern, the 88 vessels in the two contracts would extend for seven and three-fifths miles.

Each vessel, carrying supplies to the fighting front, will have a dry-cargo capacity of 453,210 cubic feet, in the ship's spacious holds.

Scope of the task ahead for Oregon Ship workers is revealed in construction figures that show each Victory ship requiring 314,379 feet of manual and machine weld or almost exactly 10,723 miles for the 88 vessels.

Pipe-fitters will install 43,200 linear feet of all sizes of piping on each ship; electricians will pull 57,100 feet of electric cable per ship; riveters will heat and install 5,624 rivets per vessel or 495,012 rivets in the total fleet of vessels. Other Victory ship statistics show that painters must cover 371,586 square feet of surface on each vessel and 4,237 tons of steel will be handled by Fabrication, Sub-assembly, Assembly and Erection departments in the building of each of the vessels scheduled as a link in supply channels of the nation's armed forces.

### CARD OF THANKS

I want to thank Edmond Klinsporn and all other workers at Oregon Ship who answered my appeal for blood donation for my mother, Catherine Picardo, January 6. Mr. Klinsporn was the donor who gave the desperately needed blood transfusion. She was greatly helped and I am deeply grateful.—Mrs. Mike Giannetti, wife of an OSC shipfitter.

### CARD OF THANKS

We wish to express our sincere thanks to friends and fellow-workers for the sympathy and help extended to us in our recent bereavement.—Mr. and Mrs. Harry Ward.



William Liston, Shipwright department production laborer, whose picture adorned the New Year's edition of the Bosn's Whistle, is pictured above with Shipwright Superintendent Ray Hausmann.

## MR. X 'UN-COVERED' Old Timer Fights Japs

(OREGON SHIP)—Meet William Liston, OSC's No. 1 "cover man" whose striking photograph appeared in the New Year's issue of the Bosn's Whistle. Since his picture appeared on the cover of the Whistle, hundreds of "who is that man" inquiries have been made. He was picked at random by Cliff

Schultz, Photo-Art Studio photographer from a crowd watching a yard show.

Liston, 73, is a production laborer in the Shipwright's department. After an active life which started on a farm in Colorado, Liston retired several years ago. With the outbreak of the war, he migrated to Oregon and two years ago started to work at OSC.

### JAPS CHANGED MIND

"I figured my work was done until those dirty Japs attacked Pearl Harbor," he declared. "My father was in the 'Pike's Peak or Bust' gold rush to Colorado in 1859 and I 'busted' right out here to the coast when the war broke out to see what I could do to help out.

"I sure like it here at Oregon Ship. When I first came into the yard I had two friends here. Now I have hundreds."

Liston has one son, Robert Liston, who is overseas in the army and another son who is farming in Oklahoma.

"I guess I'll have enough money when the war is over to buy Bob a farm, too," he declared. "In the meantime, I'm going to stay here at Oregon Ship and help finish the job."

## HUBBY GETS STAR



(OREGON SHIP) — Word that her husband has received the Silver Star for "courage, determined leadership and profound devotion to duty" was received recently by Nancy Conn, painter. She discussed the event with sober pride as she continued her paint work.

"He's been in the army more than two years and overseas for quite a while, but I'd know that description," Mrs. Conn said. "It sounds just like him, especially that determined leadership."

Mrs. Conn has been in the Oregon Ship Paint department for two years, hasn't missed a day for the last nine months.

## New Traffic Light In Use

(OREGON SHIP)—An appeal to all Oregon Ship motorists and bus drivers to observe the newly-installed traffic light on Lombard Street near the Portsmouth school was made today by Ben Heinz, secretary to the director of the Portland Traffic Commission. The red signal is operated manually by a schoolboy patrol only when school children are crossing the street, Heinz said, and cooperation of drivers, particularly the morning on-coming shift, is requested for the safety of school children who must cross the busy thoroughfare.

## SHE 'RATES'



(OREGON SHIP)—This eyeful of pulchritude was "discovered" by Ralph Miller, Bosn's Whistle glamor scout. She is Virginia Englert, secretary in the Rate Control department at OSC.

## 2 Chipper Leadmen Top Presentee Roll

(OREGON SHIP)—Two chipper leadmen who stood in the OSC hiring line together on September 23, 1941, and received badge numbers of 10,517 and 10,518, head this week's presentee honor roll. The men are Paul Willoughby and E. W. Cobb, both chipper leadmen on the ways, graveyard shift.

"You'll have to give our wives most of the credit for our work records," Cobb said. "They get us up and ready for work in plenty of time to get on the job."

Neither man has missed a minute's work time since the first day, giving each a presentee record of more than three years and three months.

Elmer E. Awrey, 69-year-old sheet metal worker, reports that he has not missed a working day for the past 23 months. Awrey attributes part of his work-presentee habit to his evening hobby of making gadgets in his own workshop which says "affords plenty of relaxation and amusement."

A marine machinist with 20 months of steady work behind him is Frank S. Unzicker. In addition to working regular shifts, he claims 16 Sundays, two vacation periods and two letter days off when he worked. Unzicker's wife, Rachel, Plate shop tool checker, also has worked at OSC for nearly two years.



P. Willoughby E. W. Cobb

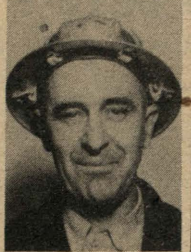
## 'Don't Fence Me In,' Cries Plate Shop Aide

(OREGON SHIP) — From thoroughbred horse breeder to boiler-maker's helper was the path followed by Ray Osgood, 73, who now is employed in the OSC Plate shop.



"It was pretty hard for me to get used to working around a big plant like this after spending most of my life in the open country," Osgood explained. "I came west from Duluth when the war broke out and went to work here at Oregon Ship."

"Before that I had a pretty care-free life. I had some fine horses that I used to show around the state and county fairs throughout the Middle West. I love horses and as soon as the war ends, I'm going to find myself a place in the country where I can raise thoroughbreds."



F. S. Unzicker Rachel, Plate shop tool checker, also has worked at OSC for nearly two years.



## INQUIRING REPORTER

### QUESTION:

"What do you forecast for the coming year?"

C. Coy, rigger leadman: "I've been hoping so long for the war to end, and so often I've said that victory was just around the corner, that I can't bring myself to prophesy any such wonderful happening for 1945. All I can say is that I hope—and I'm going to stay on the job wherever I'm needed until it's done."



H. E. Thomas, rigger: "Well, I say that the future looks pretty bright. The end of 1944 was bad, with those setbacks in Europe and everyone was pretty discouraged. But now the tide has turned, and it seems to me that people everywhere are looking up. I think the war will end and we will see prosperity on the coast."



Mack Herrington, tool room worker: "I'm positive the war will be over in 1945. It doesn't seem possible that this terrible cost in lives and material can continue another full year. Our victories are hopeful for peace and I'm convinced the toll of suffering will be at least partially over before we see another New Year's eve."



M. B. Rhodes, Sheetmetal shop: "For me this next year is going to look better financially. I have a good job and I believe I'll be able to get ahead. But if war's end tomorrow would cause me to be out of work the rest of the year, I wouldn't care—just anything can happen to me so long as the war ends soon."



Florence Linney, Sheetmetal screen worker: "I'm making some rash statements, I suppose, to say that I'm seeing in 1945 the end of the war—my two brothers home again—and my family back in Idaho on a ranch. But those are the things that I believe will happen to us this coming year. It does no harm to hope, anyway."



Mary McSperritt, Sheetmetal shop: "About next fall, I can see that I'm going to go back to being a homemaker full time. My children will be going to school then and I'll be staying home to take care of them. Besides that, I really believe that the war with Germany will be over and perhaps my three brothers will be home again."



Jim Mellinger, chief clerk: "Socially and economically, I think the outlook for this country is pretty bad. The war outlook is good, and for that everyone is grateful. But I think there is more unrest in this country than we've ever seen, with greater financial insecurity. I see a year of unrest, possibly calming down at the end of the year."



### CARD OF THANKS

I wish to express my sincere thanks and appreciation to the workers of Oregon Ship who were so kind to me at the time of the loss of my husband, Cliff Surret, former sheet metal worker—Mrs. Clifford Surret.

## Oregon War Bond Buyers Attention!

(OREGON SHIP)—O. S. C. employees are requested to check the serial number of all war bonds received from Oregon Shipbuilding corporation, since December 10, 1944. The holders of bonds bearing any of the following serial numbers should bring them to one of these offices:

War Bond Booth.  
War Bond Sales Office, 209 First Aid Building.  
War Bond Accounting Department, Barracks Gymnasium.  
These bonds have been improperly issued and must be submitted to the War Bond Department for correction before they are valid.

### \$25 DENOMINATION

Q522553816E	Q522553821E
Q522553817E	Q522553822E
Q522553818E	Q522553823E
Q522553819E	Q522553824E
Q522553820E	Q522553825E

### \$50 DENOMINATION

L114650160E	L114650166E
L114650161E	L114650167E
L114650162E	L114650168E
L114650163E	L114650169E
L114650164E	L114650170E
L114650165E	

### \$100 DENOMINATION

C91552908E	C91552963E
C91552909E	C91552966E
C91552910E	C91552967E
C91552911E	C91552984E
C91552912E	C91552985E
C91552920E	C91552986E
C91552921E	C91552987E
C91552922E	C91552988E
C91552923E	C91552989E
C91552924E	

### \$500 DENOMINATION

D11492154E	D11492161E
D11492155E	D11492240E
D11492156E	D11492241E
D11492157E	D11492242E
D11492158E	D11492243E
D11492160E	D11492244E

### \$1000 DENOMINATION

M8800225E	M8801935E
M8800226E	M8801942E
M8800227E	M8801943E

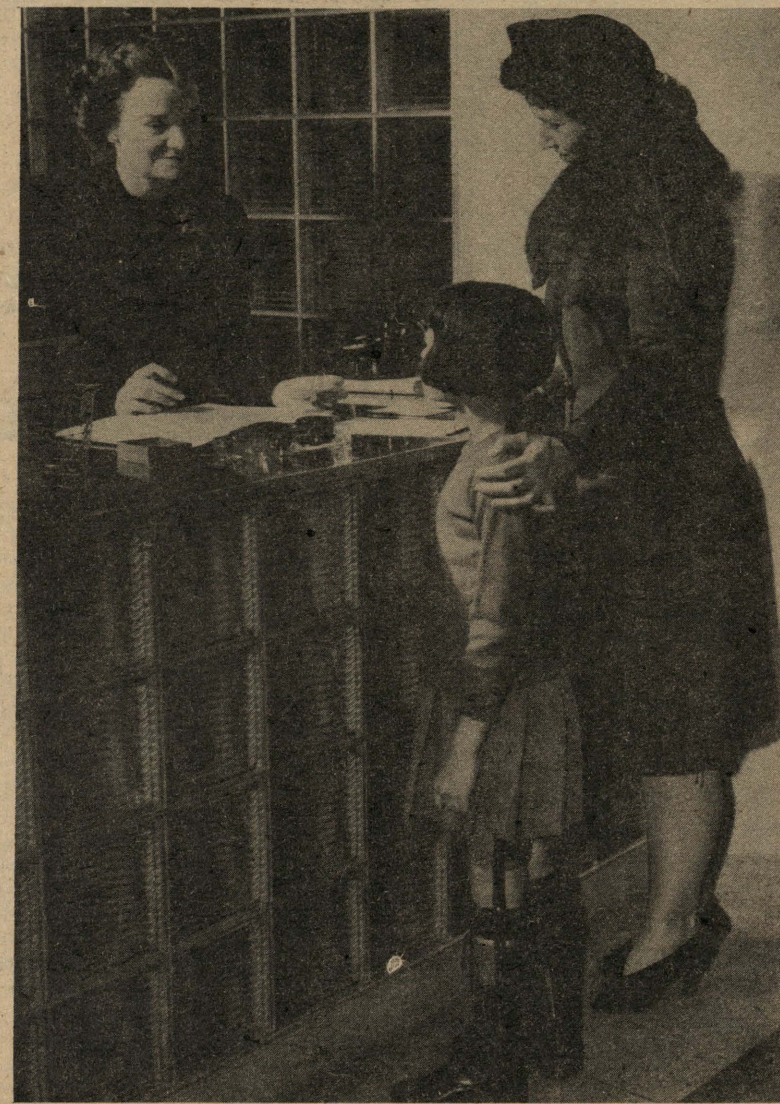
## Aids Airborne Forces

(OREGON SHIP)—Another Oregon Ship welder who has turned his craft training to use in the armed forces is Jack McFall, recently promoted to grade of sergeant, according to the 1st Allied airborne army headquarters overseas.

Sgt. McFall is assigned to the service wing that serviced planes and gliders for the airborne army's surprise invasion of Holland, the dispatch stated.

# Paralysis Fund Drive Opens At OSC Monday

(OREGON SHIP)—So that the lame may walk again and the healthy be protected from the dread disease, infantile paralysis, Oregon Ship will join next Monday with the rest of the nation to support the twelfth annual fund-raising campaign. James Emmett and Ken Moyer, who are directing the OSC drive for funds to combat infantile paralysis, declared that they are confident the campaign in the yard can be successfully concluded by January 20.



"Last year OSC workers quickly raised approximately \$5000," Moyer declared. "We are certain that we'll exceed this amount in a one week campaign."

### THREE SHOWS PLANNED

Glass containers will be placed in all OSC departments. A rack containing 48 glass jars representing the states of the union will also be placed at the main gate. Donors are urged to place their contributions in their state jar.

Three big yard shows, one for each shift, will be held during the drive, Moyer announced.

"Every parent is confronted with the ominous question: 'Who's child will be next?'" Emmett declared. "Infantile paralysis strikes suddenly and no one is immune to it. Infantile paralysis picks its victims at random from the wealthy home, the tenement—from farms, war production centers and children of our fighting men.

Officials of the foundation pointed out that the treatment of infantile paralysis is exceedingly expensive and often takes many years to complete.

A typical example of how the foundation helps stricken children and relieves parents of an overwhelming financial burden was revealed this week at Oregon Ship.

Mrs. Eula Mae Simons, a day shift welder, whose daughter, Carolyn Ann, 5, contracted infantile paralysis when she was 13 months old in Texas, and was left helpless, is now able to walk with braces. She is awaiting admittance to Shriners Hospital for another operation which is expected to result in full recovery.

"I don't know what we would have done if it hadn't been for the aid we received through the infantile paralysis foundation," Mrs. Simons declared. "My little girl is now able to walk and I am sure someday, due to the foundation, she will be fully recovered."

**Beating Dread Disease** Here's Carolyn Ann Simons, infantile paralysis victim, being registered for admittance at Shrine hospital. She is shown with her mother, Mrs. Eula Mae Simons, Oregon Ship day shift welder, and Mrs. Robert Koch, volunteer hospital worker. The child was stricken when she was 13 months old, and due to aid received through the "March of Dimes," she has recovered partially. Another operation is to be performed on her leg. (Oregon Ship photo)



**Farewell Party** Here are seventeen Assembly welders who decided to give each other a send-off with a potluck dinner. The crew is one of several being broken up as their Assembly and Plate shop work areas are being cleared in readiness for ponton construction work. They have worked together for nearly two years, and will be assigned to other locations.

They are, left to right: Nell Anderson, G. W. Wires, instructor leadman, George Kuvallis, foreman, L. A. Fox, leadman, Minnie Daniel, Rose Harrel, Aloha Ladd, Marge Campbell, Clara Salzman, "Tex" Hanson, Donna Lou Larson, Hazel Wolsleben, Louise Kilton, Ethel Piper, Sally Johnson, Mary Wojcik, Anna Gates.

## 'BIG BOY' PROBLEM Mascot Bear Too Big

(OREGON SHIP)—OSC's famous Kodiak bear, Big Boy, may turn out to be a "white elephant." The huge carnivorous beast which tipped the scales at 1800 pounds after he was bagged by two hunters on Kodiak island, was sent to Oregon Ship to be placed aboard the S.S. Kodiak Victory. However, the animal is so large that about the only place he'll fit on the ship is in one of the cargo holds. In the meantime, Big Boy is on exhibition in the display booth near the main gate.

### ANECDOTES OCCASIONED

Since Big Boy made his appearance at OSC, scores of hunters have bobbed up to recount their experiences. Although they all admit Big Boy is about as large a bear as they have ever seen, they still claim that the Rocky Mountain grizzly is just as dangerous an adversary.

Topping the bear stories now going the rounds is the one told by Chief Roger Smith of the Guard force who killed a black bear with a revolver in a residential section of Helena, Mont., while he was police chief of that city.

Lieut. Mike Smullen of the Guards declared that he went to Kodiak island intending to hunt the world's largest bear, but when he saw the tracks of one of the beasts he changed his plans.

Big Boy's trip to Portland was inspired by the desire of the people

of the Alaskan island to present an appropriate gift to the Kodiak Victory.

The bear was killed in a thicket near Uganik in the northeastern section of Kodiak island by two big game hunters, H. C. Christopherson and W. A. Cannon. It was taken to Seattle and the front feet, head and shoulders were mounted by a taxidermist.

Hal Babbitt, director of public relations at OSC, who assumed custody of Big Boy pending the arrival of the captain of the ship, anxiously is awaiting the appearance of the skipper to decide what disposition will be made of the animal.

It has been suggested that Big Boy be used as a figurehead on the Kodiak Victory because his ferocious appearance undoubtedly would frighten the daylights out of the Nazis and Japs.

### CARD OF THANKS

It is so difficult to express in writing our appreciation for the wonderful Christmas gift of money to which all of you contributed. Thank you one and all.—Mr. and Mrs. Paul Laahso.





**Tenth Place** With 22 wins and 23 losses in Swan Island's 16-team league, these six bowlers from Clerical, after a two-week vacation from the alleys, hope to stage a second-half spurt to gain the first division. Left to right, front row, J. Vogt, D. Smythe and W. Olson; back, F. Stady, R. Hale and A. Foster.



**Top Bowler** One of the best bowlers in either of Swan Island's two leagues is Frank Schmidling. He has a 165 average at the Hi-Way alleys rolling for Weldersways in the 16-team league and a 178 average at the Boilermaker alleys, where he rolls for the league leading Erection-Scorpion team of the Tanker league.

## VANCOUVER MAPLE LOOP LEAD TIED

(VANCOUVER) — A wild-shooting Townley Way 9 team continued its panzer drive through the Van Ship Bowling league by winning three games last week from the Supervisors No. 5 team. It was the first play since the Christmas holiday. The Townleyites have now run their consecutive wins to 16 games and lost only one of the last 19.

As a result of play last week, Team No. 3 has gone into a tie for top spot with Lyle Duncan's Way 8 team. Duncan's team was taken twice by the lowly Hanford Specialists, who rolled a 560 score. Horn's No. 2 downed Waddington's High Handicappers two games. Standing:

Team	W.	L.	Pct.
No. 4 Duncan	29	13	.690
No. 3 Townley	29	13	.690
No. 5 Cherf	18	24	.428
No. 6 Waddington	18	24	.428
No. 2 Horn	17	25	.404
No. 1 Hanford	15	27	.357

## Wire Rope Scarce

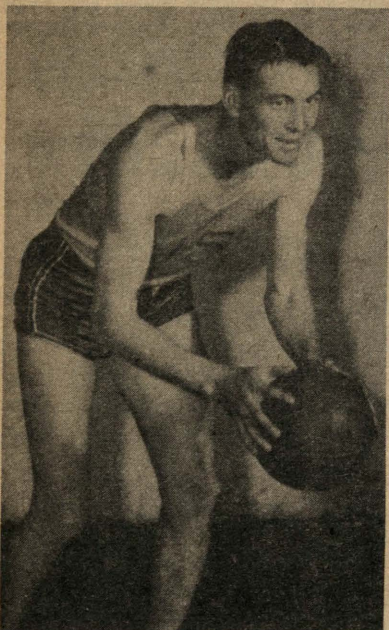
Approximately 25 million feet of wire rope needed in the first three months of 1945 will not be available until June or later, unless more workers are obtained for the producing plants the Navy reported this week.

## Osterhouse Big Gun In Jaycee Hoop Five

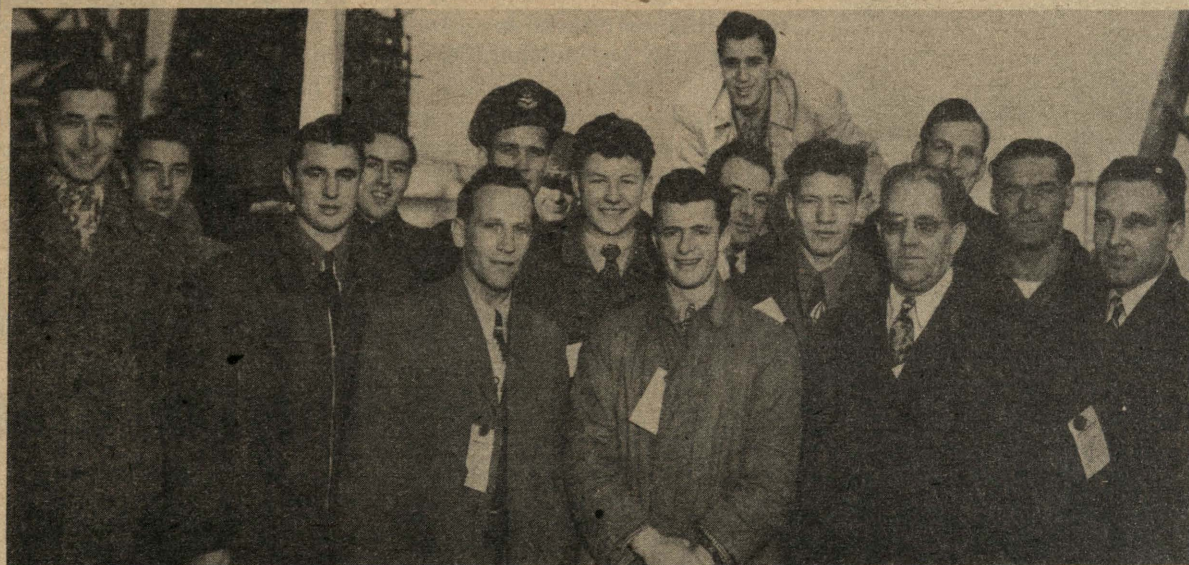
(VANCOUVER)—A return engagement Saturday night at Vancouver high school with the Portland Police is slated for the Vancouver Jaycee basketball aggregation in an attempt to equalize the 44-40 defeat suffered January 4. Previous to that game the Jaycees had been undefeated. Wednesday night, January 10, the Jaycees met the Oregon Medical college five, but results were not available at press time.

High score honors for the Jaycee teams remain with Bill Osterhouse, boat supervisor at the Vancouver yard, who scored 14 of the 40 points in the first Police game. Osterhouse has consistently scored from 12 to 24 points for the Vancouver outfit.

Schedules ahead are still indefinite, beyond Saturday's game with the Police, except for the big event January 27, when the Jaycees meet the famed Globe Trotters.



\* BILL OSTERHOUSE



**Hockeymen See Launching** The entire Portland Eagles hockey team, currently tied for leadership in the northern division of the Pacific Coast puck league, was on hand for the launching of the S.S. Kelso Victory at Oregon Ship December 30. Left to right, front row, Phil Dagleish, George Caron, Bobby Morin, Andre Bouvrette, Harry Shipstad, Portland Arena manager, and Eddie Shamlock; back, Johnny Milliard, Joe Conn, Jim Planche (in RCAF cap), Finley Campbell, Coach Jimmy Ward, Ed Vigneau (behind Ward), Jerry Fodey, Art Schumann and Al Galipeau, OSC whirley oiler and league referee. (Oregon Ship photo)

## Toilers Jump Into Leadership at S.I.

Team	W.	L.	Pct.
Toilers	20	10	.666
Gremilns	17	10	.629
Gay Divorcees	15	12	.555
Bachelor Girls	14	16	.466
Scorpionettes	11	19	.366
Welder Wildcats	10	20	.333

(SWAN ISLAND)—After a two-week Christmas layoff, Swan Island women bowlers resumed play at the Hawthorne alleys with the Toilers leading the pack by a game and a half margin over the Gremilns, who have led the league throughout most of the season.

In their last outing, the Toilers whitewashed Welder-Wildcats three straight while the Gremilns were losing three to the Bachelor Girls.

## Departmental Hoop Circuit Under Way

(SWAN ISLAND)—The Swan Island departmental basketball league will open its season today (Friday) at the Swan Island gym, the first game pitting the Scorpions against the Globe Trotters, starting at 4:15 o'clock.

Games will be played Mondays, Wednesdays and Fridays with five teams in the circuit. A sixth is desired, and any squad interested is asked to leave word at the gym. The complete schedule will be announced later. Teams entered are the Scorpions, Globe Trotters, Barracks, Mariners and Pipe Shop.

## TABLE TENNIS HERE

(SWAN ISLAND)—Get out your paddles, fellas, and start warming up for the Swan Island table tennis tournament to be held at the Swan Island gymnasium starting February 5. An entrance fee of 50 cents will be charged to buy gold cups for the winner and runner-up. Any one wishing to enter should sign up either at the Bosn's Whistle office or the gymnasium before February 2.

Players will be divided into two brackets according to the number of entries. A defeat in a two-out-of-three series automatically eliminates the player from the tourney. A tourney for girls will be held if enough interest is shown.

## GADGET SHOP FIVE WHITTLES LEAD OF OSC PRE-ERECTION

Team	W.	L.	Pct.
Pre-erection	40	11	.784
Chippers No. 1	35	16	.686
Welders	32	19	.627
Sub-assembly	29	22	.569
Gun Shop	28	23	.549
Shipfitters	27	24	.529
Chippers No. 2	9	42	.176
Gadget Shop	7	44	.137

(OREGON SHIP)—Putting together score of 169, 212 and 202, Brockel, Welders, posted a 583 during Oregon Ship's league play on the maples January 3. The score put him in second spot for high individual game, trailing Heilman, Shipfitters, who marked up a 640 several weeks ago.

Pre-erection's lead over Chippers No. 1 for top spot dwindled by one game to a scant five-game margin as Pre-erection dropped one game to cellarite Gadget Shop in a tight evening's play.

Although teams held their same positions, margins were pared to one and two games, with promise of an upset in future contention for prize money. Chippers No. 1 showed a closer-knit team play that promises a heated battle for league lead, while Gun Shop, Sub-assembly and Shipfitters stood only one game apart in fourth, fifth and sixth places. Scores:

Sub-assembly, 810, 806, 793 — 2409; Shipfitters, 803, 849, 879—2531. Welders, 949, 886, 983—2818; Gun Shop, 851, 888, 812—2551. Pre-erection, 836, 858, 840—2534; Gadget Shop, 783, 793, 856—3432. Chippers No. 2, 828, 698, 791; Chippers No. 1, 859, 747, 829—2435.

## Rayley Veteran of Many Court Battles



BUS RAYLEY

(OREGON SHIP)—Two or three times a week, Bus Rayley, veteran OSC shipfitter leadman, switches to another "job" that gives him veteran billing—basketeer for a top independent league basketball team.

Rayley is acclaimed by Portland sport fans as one of the main reasons why his team, Fee's Music Makers, has hit the attic in the season's basketball series.

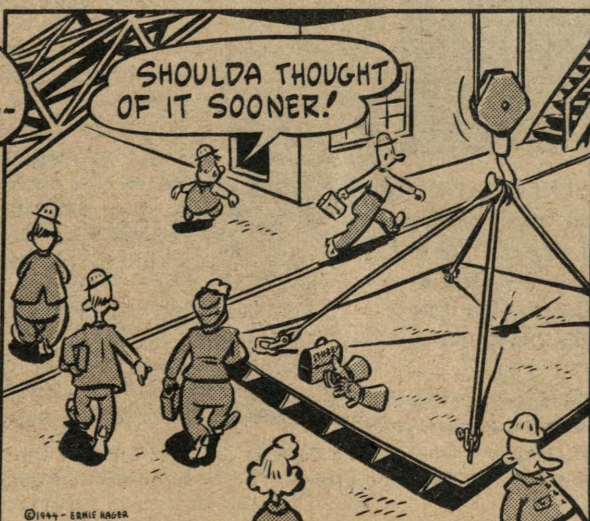
Twelve years of basket-tossing for independent clubs has groomed the slim shipfitter to a hair-fine precision in dropping baskets from every angle on the court. Barnstorming tours through Canada and the national A.A.U. tournament were included in his experience.

## Stubby Bilgebottom

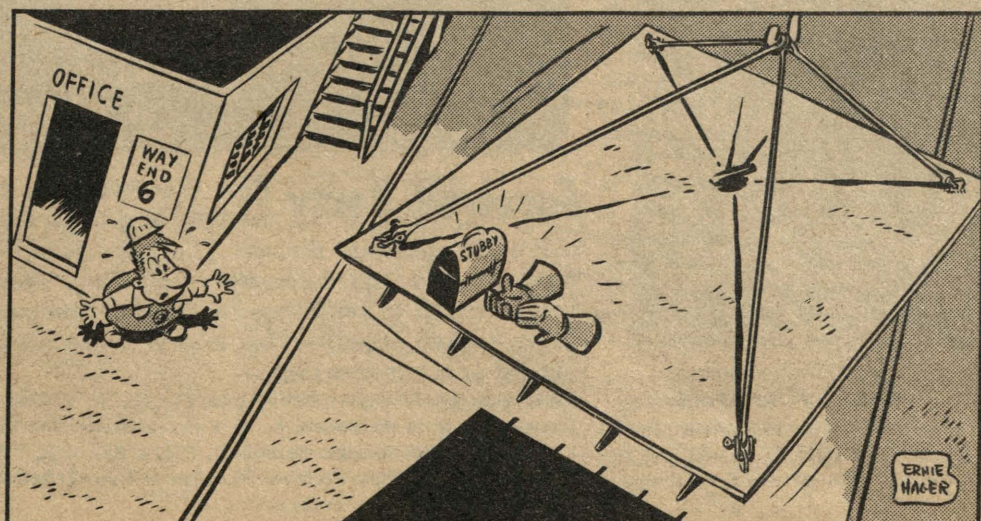
By Ernie Hager



M'GOSH — ALMOST FORGOT — GOTTA TURN IN MY PROGRESS REPORT — AN' TH' NEXT SHIFT IS COMIN' ON ALREADY!



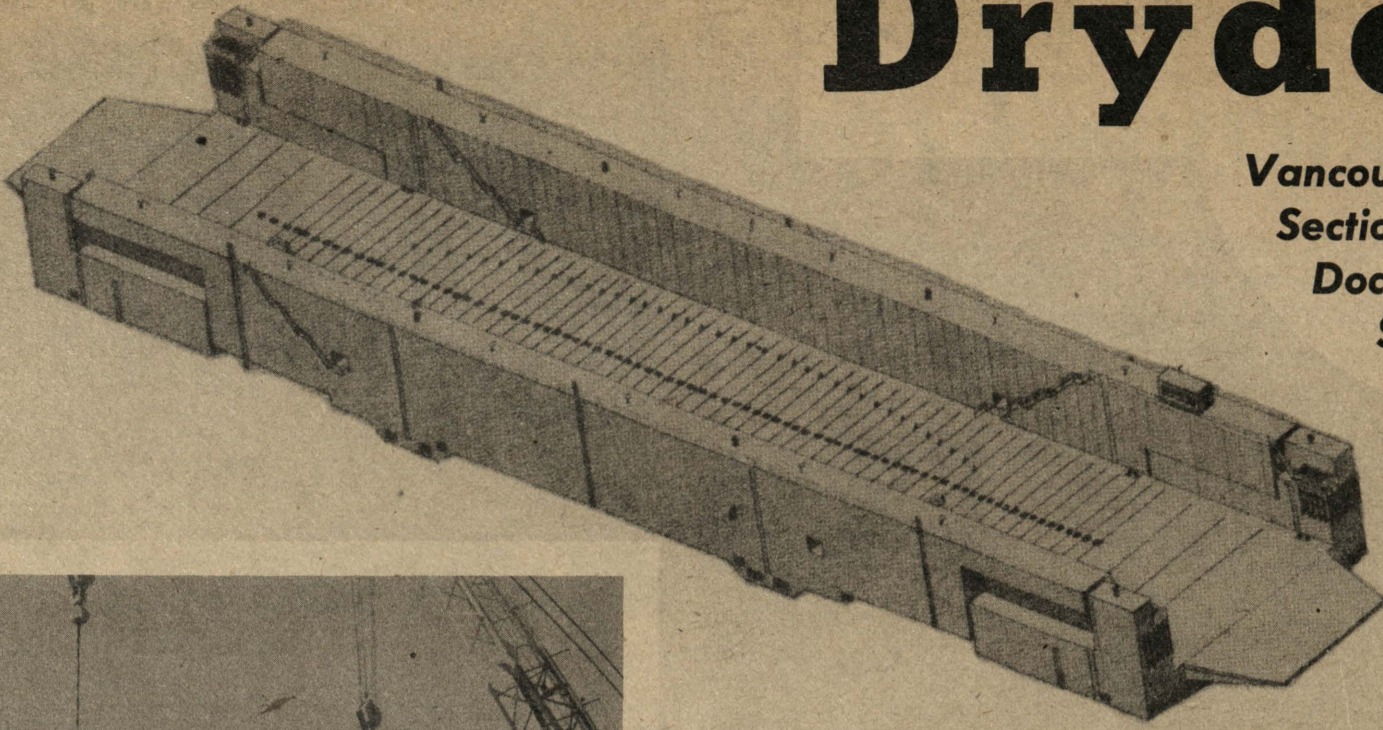
SHOULDA THOUGHT OF IT SOONER!





# Drydock

**Vancouver Will Launch Biggest Section of First of Two Repair Docks Monday; Structure to Slide Off Ways Endwise**



just as drydock work was getting started. Because the AP-5's rated the higher priority, drydock construction had to be virtually abandoned. Now, however, construction is going ahead at an accelerated pace.

#### CAN HANDLE BIG SHIPS

The completed docks will be valuable adjuncts to the navy's existing repair facilities. Each of the repair units will be 598 feet in length and 118 feet wide. Each will be able to handle one of the following ship types: An Attack Transport, an escort carrier, a cruiser, a C-4, a Liberty or a Victory. Two destroyers can be accommodated at the same time.

In operation, here's how the dock works: The shell of the floating dock is filled with water to permit the vessel to be towed into it. The center is lifted out of the water by submerging the ends. Then they are moved under the center and pumped out, to serve as pontoons upon which the entire structure may be towed.

Either end can be docked by detaching it and floating it sideways into the end of the remaining part of the dock.

#### 14,000-TON CAPACITY

The dock has a 14,000-ton lifting capacity, with a freeboard of more than 18 inches. (Freeboard is the distance from the water to the working dock.) The structure is laid so that one man, in its control house, can operate all valves, gauges, indicators and other instruments.

An interesting sidelight is the amount and type of paint required for each finished drydock. About 22,000 gallons of a special kind of a coal tar base are sprayed on. This coating has a covering capacity of only 40 square feet to the gallon. No primer coat is needed underneath it.

Another 1,000 gallons of standard navy paint are also used. And between 700 and 800 tons of sand are required for blasting the steel before painting. Because most of the sand from local riverbeds is not sharp enough to cut the scale and rust, most of the sand is imported from Illinois.

Above is a drawing of the completed drydock. Only the center section which is 368 feet long, will be launched Monday. Vancouver will then proceed with construction of the two end sections. Each end section is 79 feet long. The structure has a 118-foot beam and is 90 feet wide inside.

**A** KAISER yard will conclude another page in the shipbuilding history of World War II Monday with the launching of the center section for the first two drydocks being built at the Vancouver plant. The huge steel center piece weighs nearly 4000 tons and required about 420,000 feet of welding footage for its fabrication. Complete with middle, front and rear sections, the drydocks will each total about 5400 tons held together by 632,000 feet of welding. Both figures are considerably larger than those in an escort aircraft carrier.

across the front, or bow end, just as is done with a ship.

The section to be launched represents two-thirds of a drydock structure. Still to be launched before the present yard drydock contract is completed are the two front ends and two rear ends for the repair units and another middle section for the second dock.

#### ASSEMBLY WORK GOES AHEAD

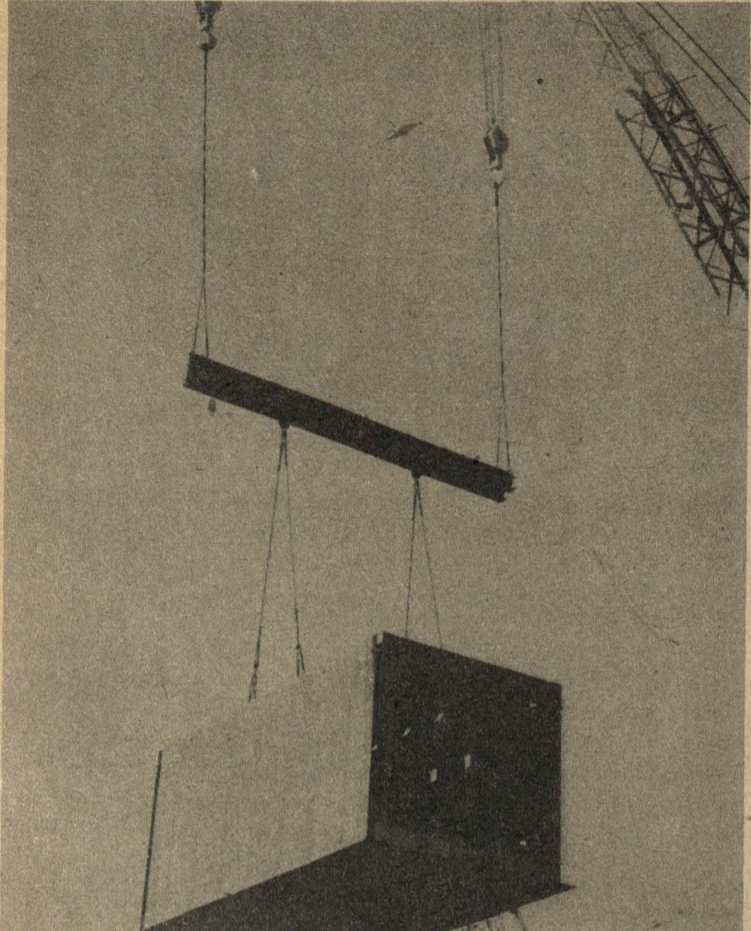
The Assembly, where pre-fabrication for the docks is being done, has completed 65 per cent of the work on the four end structures and 25 per cent of the middle section construction.

From the standpoints of materials used and the complexity of the work, building the drydocks has been an immense job. Veteran Vancouver construction men can testify that it's been no mere sideline for shipbuilding.

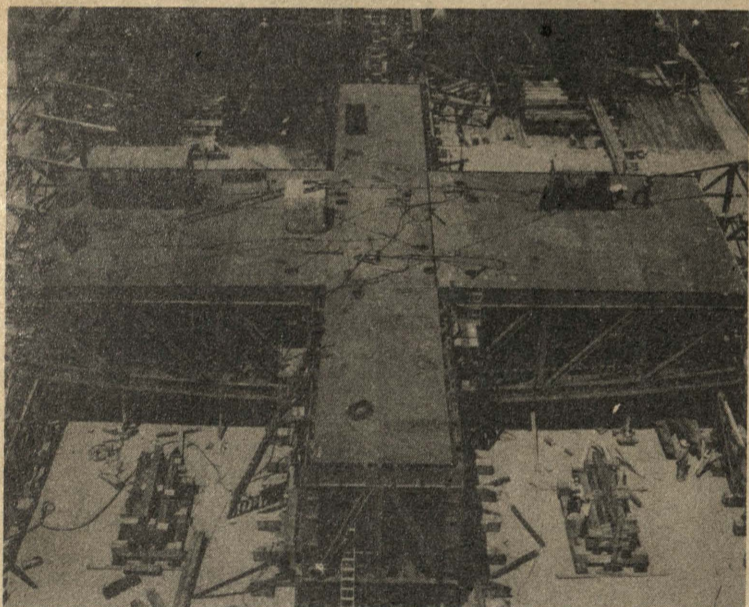
Before the task could be started, a 13th way had to be added for the new construction. The work has been spread over a seven months period. More progress would have been made than is recorded now, had it not been for the intervention of the Attack Transport program

The launching will mark the first time in naval history that a drydock has been launched endwise. The traditional method is to launch it sidewise. Yard and navy officials have planned an impressive ceremony, with Mrs. Clair Edward Michael, wife of a navy machinist's mate who was killed while working on a drydock at Guam early in the war, as sponsor.

Mrs. Michael will christen the structure by breaking a bottle



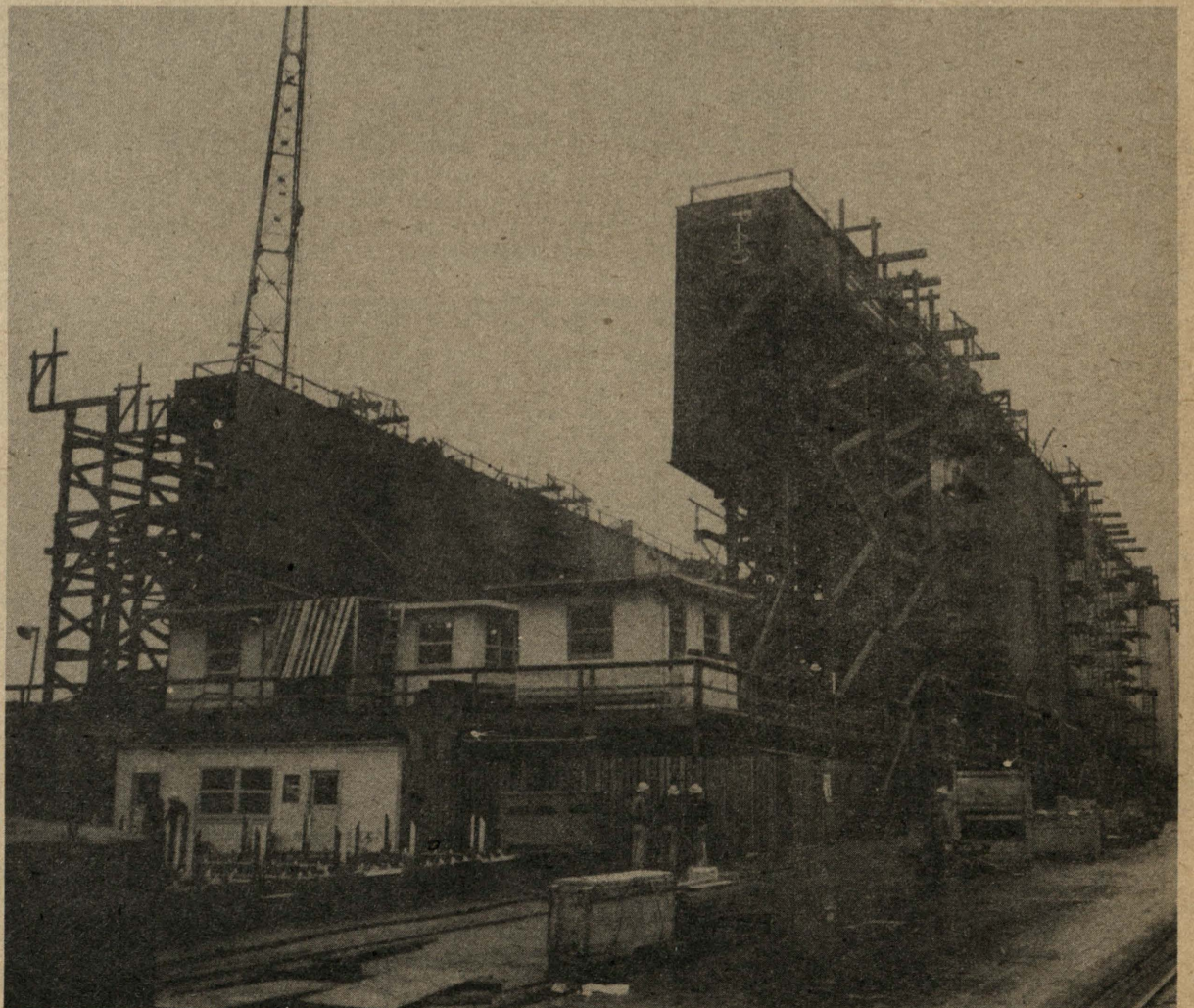
**Keel Laying** Two giant whirley cranes lifted the keel on June 29, 1944 and moved it from the storage area in front of Way 13 to its position on the way, and work on the Drydock was officially underway.



**X Marks The Spot** Two center sections and two wing sections have been added to the keel in this picture. At this time, workers could begin to see how the dock would take shape.



**Takes Shape** The ultimate shape and appearance of the dock had ceased to be quite the problem for the worker when this picture was taken.



**Almost Done** Here is a view of the dock taken just a short time ago when there was only one final section to be placed. The missing section goes on the left wall.



# Who Wants Any Elephants Shed? Call On Garage Crew

(OREGON SHIP) — Changing the travel-truck on a whirley is not much different from changing a tire on a car according to the crew of machinists who are frequently called on for the ponderous undertaking. "Or you might say it's like shoeing an elephant," said Leadman Wayne Moore. "The job isn't difficult — just a little heavy." On the other end of the scale of work done by garage

crews are bicycles brought in for repairs. In between the two sizes are the numerous types and sizes of rolling stock used in the yard, nearly all of which is overhauled, repaired and serviced by garage crews. In a class by itself is the "Skookum," yard tugboat, maintenance of which is also the responsibility of garage machinists.

Housed into two buildings, and employing about 200 men, the garage maintains an equipment maintenance service that would be the envy of any city garage according to Grant Green, superintendent. In the south, or preliminary service section, trucks and other equipment get regular tune-up work and minor repairs including tire changes. The building on the north of the roadway is equipped to handle major repairs and construction, Green said. In the garage tool-room are more than 9,000 equipment parts ranging from spark-plugs to whirley travel-trucks.

## SPEED IMPORTANT

"Most of the crews work out in the yard, wherever machinery needs attention," Green declared. "Speed is the essence of our job. Repair work must be thorough, but every effort must be made to get equipment back in operation before some vital part of shipbuilding is halted for lack of rolling stock."

Another important aspect of the garage's job, Green said, is to keep constant check on wear of parts.

"We don't want a huge trailer-truck breaking down while bringing a stern section from the shell erection area to the ways," he said.

Part of the garage's equipment is an automatic device to remove tires from rims. The machine was designed and built by garage mechanics to save time in the routine chore of "changing flats."



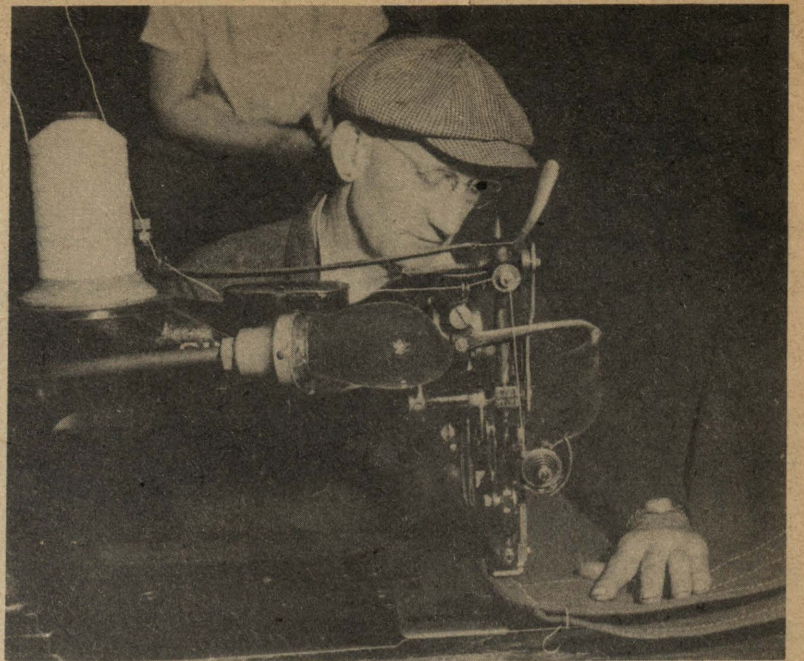
Though chiefly concerned with the yard's trucks, whirleys and electric locomotives, no rolling stock is too small for the garage machinists. Shown repairing a faulty bicycle sprocket is Harold J. Hanson, machinist, who commented: "If messengers used roller skates, we'd fix those, too."



Reassembling a large engine lathe, part of the garage's equipment, are Machinists A. C. McGruder, left, and Frank W. Lee. The lathe, "a beautiful piece of equipment," according to the machinists using it, is used making steel parts for the yard's rolling stock.



**'For The Boys'** Bill Driscoll, burner foreman, is shown above presenting Colonel Charles Berle of Barnes General Hospital, with \$225 for the Barnes Recreation center. The donation was the result of a dance given by the Outfitting dock burners recently. With Driscoll are, left to right, Margaret Driscoll, Hazel Sheasly, Wilma Gold, Kitty LeHeyne, Ruth Antisdell and Marjorie Stump. All are OSC burners.



R. H. Armstrong, sailmaker, stitches canvas for a new weather-screening tarpaulin for workers in the yard.

## Sail Loft Turns To Modern Days

(OREGON SHIP)—It's a far cry from the flying jibsail of a schooner to a whirley operator's seat cushion but Oregon Ship's sail loft is as modern as the vessels built in the yard. A large part of their work is the construction of seat cushions for all the yard's rolling stock, according to Bert Ameele, foreman. The 26 sail loft workers also maintain all tents and tarpaulins in the yard, install glass cloth in ship's boiler rooms, and check and alter all ship canvas for vessels prior to delivery.

### STUBBY AND HIS FRIENDS



(OREGON SHIP) — More howls from the shipyard wolf as rhymed by George Mills, pipefitter, were heard this week—this time with a question mark on the end of the howl: "Our hearts were one with rapture," writes Mills, "as we walked along the ways, but I wonder if I'd know her if I saw her dressed-up days" . . . If the tenor of other lyric contributions is any criterion, cold weather has a spring-like effect on OSC workers. Ecker C. Burns, buffer, sends in a "Shipyard Love Affair" commenting that "Oregon mist could n't stop our sweet bliss" . . . but not so romantic is the humorous ballad about Vancouver City written by Mrs. W. B. Hall, wife of a salvage worker, graveyard, after they arrived from Missouri . . . Sid Tuve, swing shift Gasket shop worker, reports a cheerful vacation in Seattle over Christmas with his brother and sisters . . . a rose that bloomed pink on one side and lavender on the other was brought into the yard last week by "Whistling Pete" Van Audenhagen, Plate shop worker . . .

"A Victory ship may not carry a spread of sail," Ameele said, "but there is an amazing amount of canvas used for other purposes."

Included in the list of a modern ship's canvas are vent and turn-buckle covers, machinery covers, and canvas weather protectors for numerous articles.

After the heavy canvas is cut to measurement, it is stitched together on large sewing machines, equipped with eyelets, rope fastenings and delivered to either the yard or ship location, Ameele said.

John F. Mitchell, sheet metal supervisor, after working on every ship built at OSC, was forced to move to a warmer climate by chronic sinus trouble . . . Chester Dunlap, sheet metal welder leadman, is reported greatly improved after suffering a paralytic stroke. Dunlap is one of OSC's old-timers . . . Donald W. Bradshaw, former OSC worker, is now in The Netherland East Indies as supply corporal and medical technician according to a recent army announcement.

## War's Turn Adds Need For Blood Donations

(OREGON SHIP)—An urgent appeal was made this week to Oregon Ship workers to give their full support to the impending American Red Cross blood donor campaign by Dale R. Cowen, assistant chairman of the procurement division of the Multnomah County blood donor committee. On a visit to

the yard to confer with Bob Bateman, director of the OSC blood donor campaign, Cowen pointed out that, due to the gigantic battles now raging in Europe, the demand for blood plasma has increased 100 fold. "Our quota in Multnomah county is 2500 pints of blood per week," he declared. "There are thousands of persons in this area who never have visited the Blood Donor Center at 1634 S. W. Alder street. A civilian can render no greater service than to provide blood plasma which may save the life of an American fighting man."

### HONOR FLAG AWARDED

As an incentive to OSC departments to support the blood donor campaign, the American Red Cross is offering an Honor Award flag to each department. In order to obtain the flag 75 per cent of the department's eligible personnel must be regular blood donors.

Here are the eligibility rules for blood donors: Age, 18 to 59; weight not less than 110 pounds, good health and no acute condition. No one with a history of heart disease, tuberculosis or diabetes can be a

donor. Appointments to donate blood may be made at the Bond booth or by calling yard extension 327.

Bateman announced that chairmen will be selected in each department to carry on the drive.

"A blood donor chairman should be selected for each shift in each department," Bateman said. "Let's make OSC the first yard in this area to fly the Honor Award flag."

The blood center is open Monday, Tuesday and Thursday from 12 noon to 7:15 p. m.; on Wednesday and Friday from 8 a. m. to 3:45 p. m. and on Saturday from 8 a. m. to 2:45 p. m. Transportation for 10 or more persons will be provided free by the Red Cross from the yard to the blood center.

### BOSN'S WHISTLE

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Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.

## SHIPWRIGHTS LAUNCH VICTORY

(OREGON SHIP) — OSC's 45th Victory ship, S.S. Green Bay Victory, went down the ways last Tuesday under sponsorship of the Shipwright department.

Mrs. Ira Morris, wife of a shipwright on the launching crew, broke the customary bottle of champagne across the bow of the Victory ship. Morris has been at OSC since February, 1941, and has not lost a day. He purchased \$1350 in bonds during the Fifth War Loan and \$950 during the Sixth War Loan drive.

Mrs. Ruth Patchin, wife of Alonzo Patchin, shipwright, and Mrs. Clarence Ethrudge, wife of another shipwright, were attendants.

Flowers were presented to the sponsor and her attendants by Miss June Rose Theirl, clerk in the office of Ray Hausmann, shipwright superintendent.

## HEADS FIRST AID



(OREGON SHIP)—Dr. George E. Waters has been named medical director of the OSC First Aid Station, it was announced this week. He succeeds Dr. Milton C. Lockwood who accepted a navy commission.

Dr. Waters joined the First Aid staff last October. He came here from Blackstone, Va.,