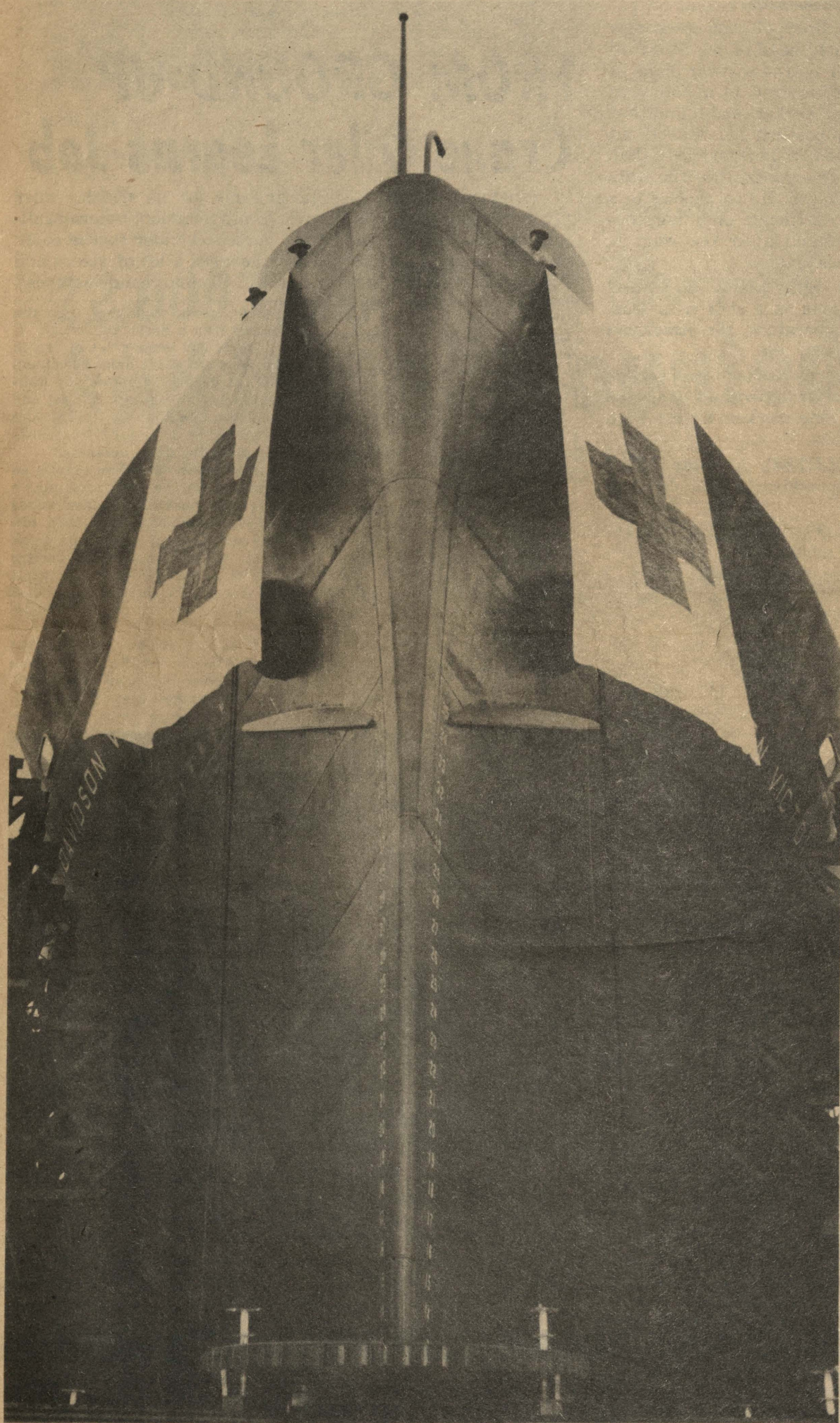




# \$100,000 YARD GOAL IN RED CROSS DRIVE

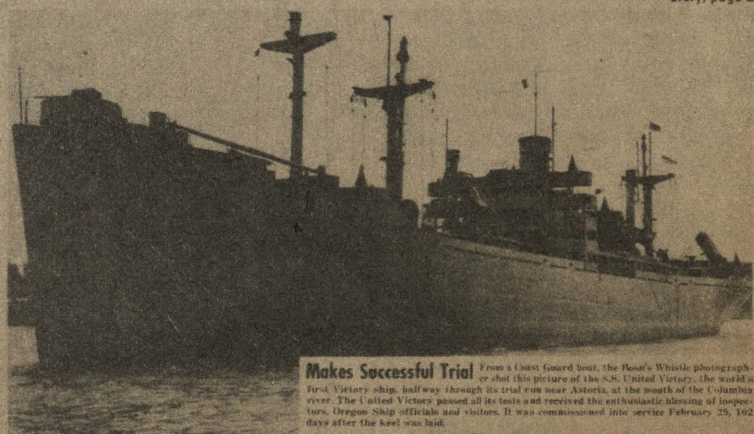
Story, Page 5



**Causes of Mercy** Symbols of the Red Cross emblem of health to those in distress around the world are the banners shown above draped on the bow of the S.S. Davidson Victory launched last Tuesday from Oregon Ship's Way 1. The ceremony honored the yard's Red Cross blood donor gallon club members.

## FIRST VICTORY SHIP HAILED AS SUCCESS

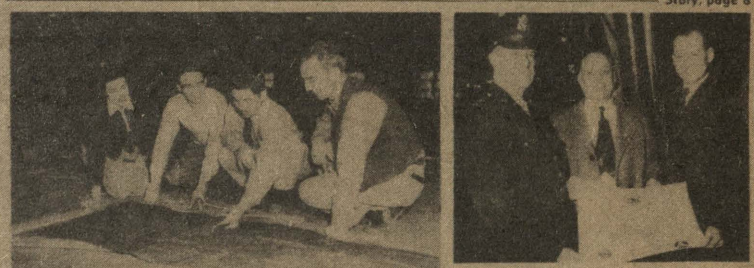
Story, page 2



**Makes Successful Trial** From a Coast Guard boat, the Bosn's Whistle photographer shot this picture of the S.S. United Victory, the world's first Victory ship, halfway through its trial run near Astoria, at the mouth of the Columbia river. The United Victory passed all its tests and received the enthusiastic blessing of inspectors. Oregon Ship officials and visitors. It was commissioned into service February 25, 1942, days after the keel was laid.

## WAR BOND WINNERS NAMED

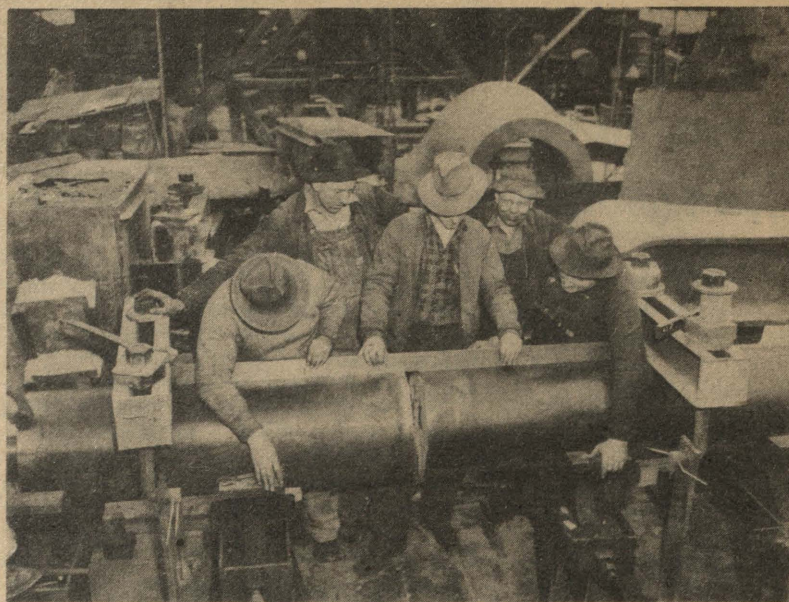
Story, page 8



**Work On New Ships** Making templates for the first cabin frameworks of the new troop transport vessels are (left to right): Mrs. Virginia Miller, leftman's helper; M. A. "Doc" McLean, leadman leftman; Walt Torres, superintendent of the Mold Loft; and Walt Edwards, leadman leftman. First plates for the new ships are expected to be cut in mid-March.

**O.S.C. Receives Award** Gen. U. S. Grant III, great-grandson of the Civil War hero, renders the National Security Award to Oregon Ship, making that yard the first Pacific Coast war plant to win the honor. Accepting are Walter Long, plant production chief and Al Baker, associated general manager. Presentation was made at the launching of the S.S. Netherlands Victory March 8.

**One Year Ago** Just a year ago the Bosn's Whistle became a three-yard weekly newspaper. The big news at that time at Oregon Ship was the successful trial run of the yard's first Victory ship, the beginnings of the AP-5s and the Fourth War Loan.—See story, Page 2.



**Tired Steel** An unusual example of "metal fatigue" is shown above in a broken steel roller from the Assembly. About 500 pounds of thermite are required to make the mending weld. Tackling the delicate job are, left to right, T. E. Allred, O. H. Ruen, foreman; Ralph Berry, leadman; John Weisz and A. Johnston.

# Bauer Clarifies OSC Labor Policy

Story, Page 4



# 'Whistle' Reviews Year As Newspaper

A new experiment in publishing will be reviewed this month with the first birthday anniversary of the Bosn's Whistle as a three-yard weekly newspaper. In March, 1944, the new editorial plan was put into effect. The objectives were to depart from the stereotyped form of "house journal" and present shipbuilding activities in a modern newspaper style and format, with a departure from the "informal" type of news presentation to straight "news reporting" and a generous amount of space devoted to pictures. From a viewpoint of operation, the newspaper is generally believed to be a success. It has been discussed in many national publications and undoubtedly has been instrumental in setting the style and format for a number of other employe publications. The mechanics of publishing three newspapers on an "off-set" press in rapid-fire, 36-hours from layout to delivery of 90,000 copies, has aroused interest among publishers over the country.

Now, at conclusion of its first year as a newspaper, the Bosn's Whistle is throwing itself "wide open" to criticism from all employes of the three Kaiser yards in this area. The type of publication, the editorial policies, the frequency of publication, are largely dependent upon the desires of the employes who read it.

When plans for continued publication were discussed at conclusion of its first year, it was summed up in one sentence: "Find out what the readers want—and give it to them."

That is what Bosn's Whistle editors want to know and do.

## GARBER'S SONGBIRD



Debby Claire, lovely songstress featured with Jan Garber's orchestra, will be on hand at McLoughlin Heights Wednesday, March 7, in a nation-wide tribute to Vancouver's shipyard workers on Blue Network's "Victory Parade of Spotlight Bands" program.

## Garber To Give 'Spotlight Band' Program March 7

(VANCOUVER)—Vancouver will be in the nation's spotlight March 7 when Jan Garber and his orchestra are presented in the weekly Spotlight band program on a coast-to-coast radio hookup from McLoughlin Heights community center, it was learned recently by Walter Pollock of the housing authority project services department.

The program was secured for the housing project through the efforts of housing, shipyard, union officials and other civic leaders, Pollock said.

The radio program will be broadcast over a 193-station Blue network hookup from 6:30 to 7 p.m. It will be preceded and followed by a show for the audience in the big community center, and from 8 to 11 p.m. the orchestra will play for a dance to which the public is invited, Pollock said.

Housing officials believe this is the first time a big-name band has broadcast from a war housing project.

## ONE YEAR AGO . . .

A year ago March 10 the Bosn's Whistle emerged as a three-yard tabloid weekly newspaper. It had previously been a small 16-page magazine published twice a month exactly alike for all three yards. Here are a few of the big news events that made up the first issue:

**DR. BUSH SURVEY.** Biggest story of that week was the report of Dr. Chilton S. Bush, head of the Stanford University School of Journalism, on the postwar plans of Kaiser workers. Dr. Bush and his crew of questioners talked to 86 per cent of all Kaiser workers and found that the greatest number: 1. Had no postwar jobs staked out here or elsewhere; 2. Have lived in Portland less than three years; 3. Will buy homes or acreage after the war; 4. Own furniture here or at home; 5. Do not belong to a church or a lodge; 6. Have no criticism of living conditions; 7. Would stay in Portland after the war; 8. and had never heard of the Moses plan.

**FIRST VICTORY.** At Oregon Ship the S. S. United Victory surpassed all expectations on a stiff river trial run and was delivered to its operators, the American President Lines.

**RED CROSS DRIVE.** First returns on Red Cross pledge cards found that Vancouver and Swan workers averaged \$3.50 per person while Oregon Ship workers hit the high mark of \$4.55 each.

**TANKER CONTRACT COMPLETED.** At Swan Island the last tanker, S.S. The Dalles, under the islands' first contract, was launched.

**SWAN FIRE.** Swan had its biggest fire to date with the blaze in the Personnel building attic.

**WAR BOND AUCTION.** All yards were in the midst of the Fourth War Loan drive with Swan Island holding a "manpower auction" when leading executives were "bought" by various departments to work at any job the department wished.

**TRAIN QUIT.** Suffering from lack of patronage, the U.S.M.C. train from Portland to Vancouver finally gave up and made its last run. Designed to carry over 3000 passengers daily it rarely averaged over 300. It was packed off to California.

**SMALL CARGO SHIPS.** Vancouver announced a contract to build small coastal cargo ships. Because of the pressure for other types of vessels this contract was later cancelled.

## 'Providential' Farmer Reaps What God Sows

(VANCOUVER) — "I'm a 'providential' farmer of Guadalajara, Jalisco, Mexico," answered Louie Simms—day material expediter on the Ways—when asked what he did before he came to the yard. "Do you mean 'provincial' farmer?" queried the reporter. "No, I mean 'providential'. I reap what God Almighty sows—mainly bananas and pineapples. It costs a lot of money to cultivate land and what's the use of doing it when the stuff grows wild and all you have to do is gather it? The money I earn here has a lot more value in Mexico and my farm gets along without me just as well as it does when I'm there. I have a faithful group of reliable workers."

Simms, who resembles Buffalo



LOUIE SIMMS

Bill, has been a farmer in Old Mexico for 19 years and has worked in the yard over two and a half years. He intends to stay on the job as long as he is needed and hopes that he can find employment with the Kaiser company on a South American job after the war.



"I haven't been quite myself lately."

## FROM GROUND-UP Crane Oiler Learns Job

(OREGON SHIP) — Starting his job as whirley oiler "from the ground up" is Patrick James Shannon, veteran railroad worker and one-time trick horseback rider in the early days of moving pictures. "I've bulldogged a lot of steers and I've been bucked off a lot of horses," Shannon said last week

when he first surveyed Oregon Ship from an oiler's post atop a whirley boom, "but in all my rodeo experience I never was bucked this high."

Until he finds his "crane-legs," Shannon is oiling whirley and cher-

rypicker parts no higher from the ground than a horse can buck.

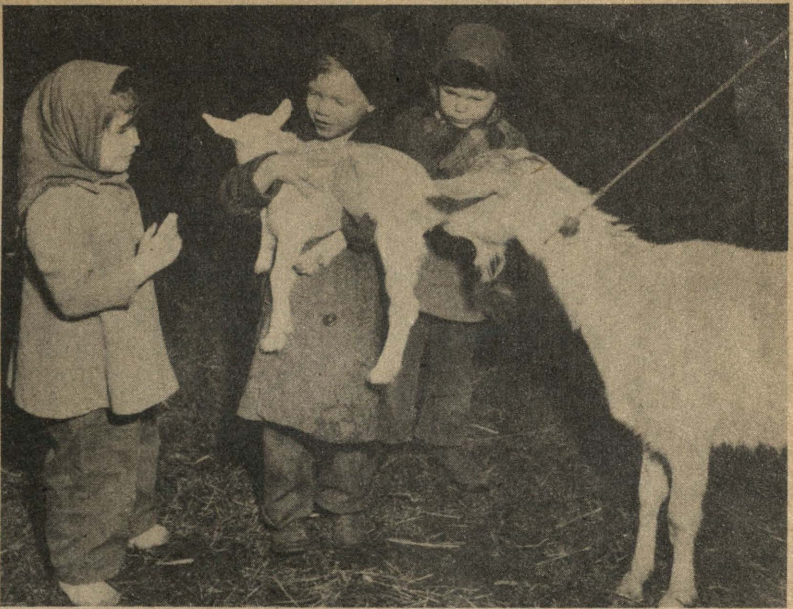
"Movie lots were a lot of fun in the good old silent days," Shannon said. "I doubled for Douglas Fairbanks, Sr., for William S. Hart and Tom Mix. Falling off horses and stagecoaches or leaping from cliffs was all in the day's business."

Among scars Shannon carries as mementos of the rough-and-tumble days are numerous broken bones and scars about the face. Most serious accident was a multiple break in his left arm, but he emphasizes that it was no minor injury when he snapped his wrist and thumb during filming of a Shirley Temple picture.

"I was an Indian chief in that one," Shannon recalled. "An Irishman, playing an Indian in a Canadian picture taken in the U.S.A."



P. J. SHANNON



**Four Kids** A "blessed event" anxiously awaited by the six and seven-year-old group at the Oregon Ship Child Service Center was the birth of the young kid shown above in the arms of Merle Scott. The group has been studying the care and feeding of young goats, but Phyllis Ball, left, and Burton Walker are somewhat dubious about putting their studies in effect. (Oregon Ship photo)

## 3-YARD SCOREBOARD

	OREGON			VANCOUVER				SWAN ISLAND	
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	C-4 TRANSPORTS	TANKERS
KEELS LAID	322	69	30	10	30	50	31	12	129
LAUNCHED	322	58	30	10	30	50	31	0	121
DELIVERED	322+8 VAN	48	30	2	30	50	31+4 CONV.	0	118+6 FLEET OILERS



# War Fund Drive Gets Under Way Monday

(OREGON SHIP) — The Red Cross war fund drive gets under way at Oregon Ship on Monday, March 5, when pledge cards will be distributed to all workers. To aid in answering the greatest world-wide plea for help ever confronted by the Red Cross, OSC workers have taken the goal of a total contribution of \$100,000. After reviewing plans for the campaign, Albert Bauer, yard general manager, expressed hearty endorsement of the fund-raising program, emphasizing the opportunity given by the drive for each Oregon Ship worker to take an added part in the war effort.

Russ Hoffman, general superintendent, declared: "In the face of mounting needs for Red Cross help on battle-fronts, in prison camps and in devastated countries, it is certain that Oregon Ship will top its quota."

"Certainly the daily news reports are convincing evidence of the worth of this organization through blood plasma banks, war prisoner aid, Red Cross home service and Red Cross canteens throughout the world," declared the joint labor-

management committee of the three Portland-area Kaiser yards in endorsing the war fund campaign.

## METAL TRADES URGES AID

The Metal Trades council, in a letter to T. E. Roach, chairman of the War Industries group, added its endorsement, stating: "This is to inform you that all the unions affiliated with the Metal Trades council have voted unanimously to again support the Red Cross drive."

At Oregon Ship, pledge cards will be given on Monday to leadmen for their crew members. Cards this year will have spaces allowing for single deductions of \$3, \$5, \$7, \$10 or \$15. Workers may also choose two deductions of any of the amounts, to be taken from two consecutive paychecks. Deduction dates will be from weekly earnings

ending March 10, March 17, and March 24.

In past Red Cross drives, records show OSC employees donated generously to exceed quotas set for the yard. In 1943, the yard subscribed \$75,578, and in 1944 it increased the amount to \$87,824.

## Ship Launching Honors Members Of Gallon Club

(OREGON SHIP)—Draped with giant Red Cross flags, the S. S. Davidson Victory slid down the ways last Tuesday at the climax of a launching ceremony that honored Oregon Ship members of the Gallon club blood donors.

Mrs. Al Jensen, wife of the supervisor of launching crews, christened the ship, attended by Mrs. Harold Bailey, Mrs. Herbert Suter, and Mrs. Augusta Craw. Bailey and Suter are swing shift truck drivers. Mrs. Craw is the mother-in-law of George Springer, swing shipfitter.

Speakers at the ceremony were E. Palmer Hoyt, chairman of the 1945 Red Cross War Fund campaign; R. D. Adams, day shift electrical worker and a 14-times blood donor, and Dr. Chandler Beall, an alumnus of Davidson university now with the faculty of the University of Oregon.

Special music was furnished for the program by the Army Air Force Transportation Corps band.



**Writing in Steel** An exacting job but not much harder than writing with a fountain pen is performed by Lorraine Huppenbauer, electrician, who inscribes metal name plates used with electrical fixtures in outfitting vessels. With her right hand she follows outlines of master letters, adjusting her machine to any size letter desired, while a steel point etches the lettering shown at left.

## 22,000 Types Of Yard Material And It's All Counted

(OREGON SHIP) — The gigantic task of counting 22,000 types of material used in building ships, with certain items such as bolts and nuts running into as many as 20,000 pieces, was the task completed this week by warehouse inventory workers. "Part of the inventory was routine," Ken Weaver, supervisor of material accounting, explained, "but we've also added new inventories—that

of counting and making a perpetual inventory of all stock kept in shops and tool rooms throughout the yard." To complete the tremendous task, about 200 warehouse workers worked overtime Sunday, February 25, and about 67 workers put in a Sunday's work on February 18, Weaver said. Directly in charge of the material counting was E. H. Wright, supervisor of inventory crews.

By a system of ingenious simplicity, a day by day record of supplies in the yard will continue to be maintained, Wright declared. Stock record cards for each type of material are kept by the supply location. When any material is removed for use on ships, the number of items taken will be written on the card, whether the item be plates of steel or a handful of cotter pins.

By gathering all the cards together, the yard's total supply hand can be checked at Wright pointed out.



## Ex-Machinist's Aide Dies in Leyte Fight

(OREGON SHIP)—O.S.C. workers this week heard with regret of the death of Pvt. Howard Keeling, former Oregon Ship machinist's helper, who was serving with the United States army during the invasion of Leyte.

The War department reported that Keeling was killed in action. He entered the service in September, 1943. After leaving the States in March, 1944, he was first stationed in Honolulu. He took part in the invasion of Guam and went from there to Leyte.

## Former Shipyard Worker Killed

22222	JOHN SHIPBUILDER
NAME	NAME
DATE	DATE
I GIVE MY EMPLOYER	



# Prosperity Too Great; Metalmen Fall Back to 2nd

(SWAN ISLAND)—Painters-Dock regained first place in Swan Island's 16-team bowling league last week at the Hi-Way alleys by clipping second-place Sheet Metal two of three games. Both teams were tied for the league lead the previous week. Pipefitters dropped two of three games to Welders-Ways. Welders-Dock gained a third place tie with Pipefitters by virtue of white-washing sixth-place Main Machine shop. Plate Shop kept title hopes alive by taking all three from the last-place Machine-Dock five.

SWAN 16-TEAM LEAGUE			
	W.	L.	Pct.
Painters-Dock	43	23	.651
Sheet Metal	42	24	.636
Pipefitters	40	26	.606
Welders-Dock	40	26	.606
Plate Shop	39	27	.591
Main Machine Shop	35	31	.530
Chippers-Dock	35	31	.530
Electricians	35	31	.530
Clerical	34	32	.515
Painters-Yard	33	33	.500
Trial Crew	30	36	.454
Outfitting	28	38	.424
Welders-General	28	38	.424
Welders-Ways	25	41	.379
Shipfitters	22	44	.333
Machinists-Dock	19	47	.288

but Clerical was kept out of the first division when it lost two to the upcoming Shipfitters. Welders-General won all three from Trial Crew, Outfitting won two from Chippers-Dock, and Painters-Yard also took two from Electricians.

Frank Schmidling, Welders-Ways captain, had one of his "hot" evenings to capture individual scoring honors, posting 201—189—228, a 618 series, just five pins under the league record held by Joe Hallerman of Painters-Dock. Single games over 200 were rolled by C. Brumback, Trial Crew, 201; L. Porter, Welders-general, 226; Jack Workman, Pipefitters, 226; Pepper, 203 and Eason, 200, both of Welders-Ways, and Regula, Outfitting, 204.

Over 530 series were scored by A. C. Blangy, Painters-Dock, 555; Brumback, Trial Crew, 568; Porter, Welders-General, 548; H. Cypcar, Welders-General, 531; Jack Workman, Pipefitters, 553, and Regula, Outfitting, 545.

## Welders Flatten Gun Shop To Take Runner-Up Alone

OREGON SHIP BOWLING LEAGUE			
	W.	L.	Pct.
Pre-erection	55	17	.764
Welders	46	26	.639
Chippers No. 1	45	27	.625
Gun Shop	40	32	.556
Sub-assembly	38	34	.528
Shipfitters	36	36	.500
Chippers No. 2	18	54	.250
Gadget Shop	13	59	.182

(OREGON SHIP)—Hot news of the evening's play at the Hiway Alleys February 21 was the breaking of the tie for second place as Welders outstripped Chippers No. 1 for the long-contested spot.

Welders took two games from Gun Shop to crack the tie, while

**FRED, WE'RE SORRY**  
Profuse apologies are offered to OSC's Chippers No. 1 bowlers and to Fred Schoenbeck especially for transferring Schoenbeck last week to the Pre-erection team both in the story of his famed 300 games and in the OSC league story. The unintentional switch was received with sportsmanlike good humor by all concerned.

Chippers No. 1 dropped two games to Chippers No. 2. Sub-assembly copped two from Shipfitters to pull nearer Gun Shop in fourth spot.

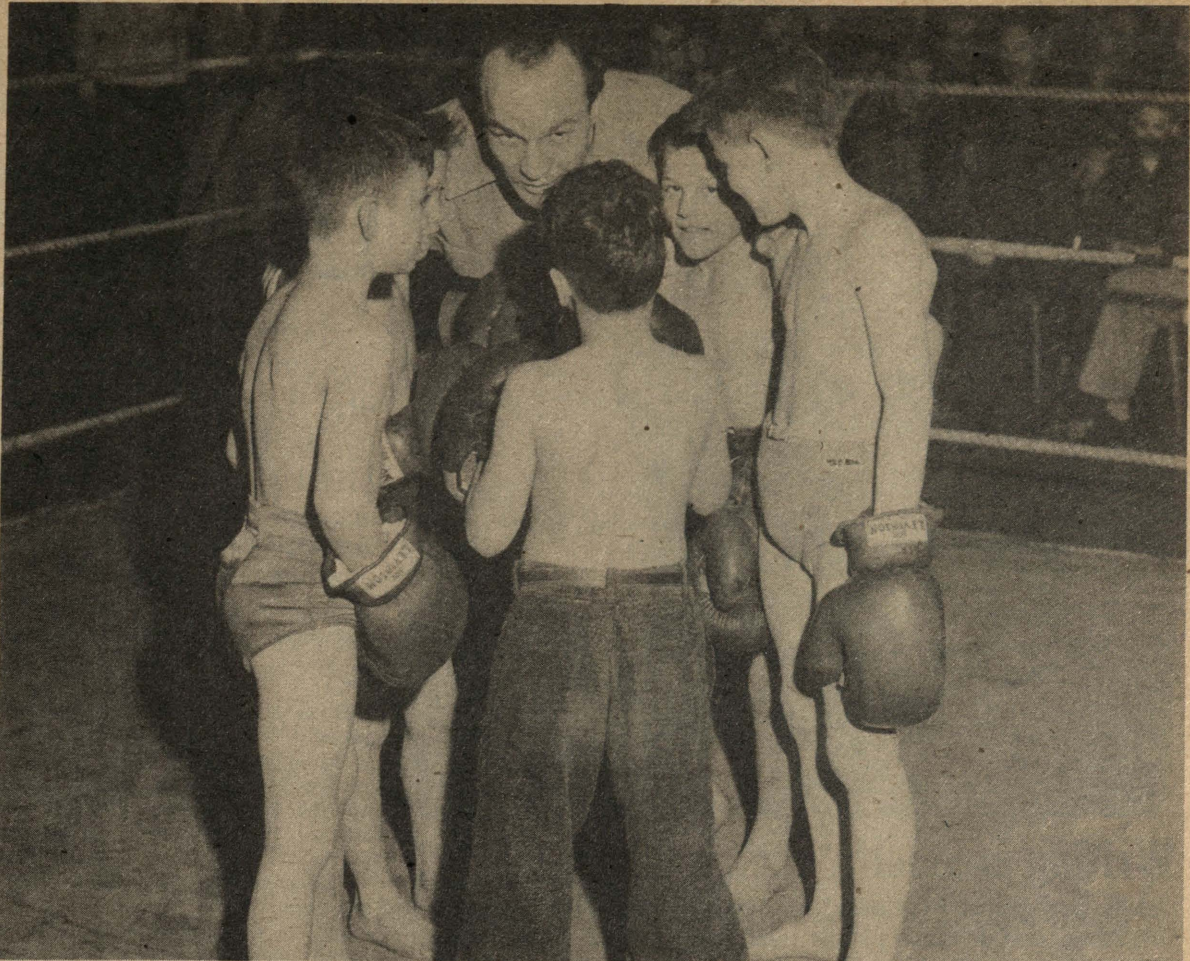
Adding to their laurels for the night's play, Welders rolled 2861 to the second place for high team

## WATERMAN HANDS BOUQUET TO MITT WELDERS AT OSC

(OREGON SHIP) — Ten three-round bouts in the squared ring at Oregon Ship dormitory gymnasium rounded out a good card at the weekly boxing meet February 20.

Among the spectators were two top names in Portland's boxing world — Joe Waterman, National Boxing club promoter, and Jack Capri, manager of Heavyweight Joe Kahut.

After the light heavyweight match in which Max Jasper, 165 pounds, decision to Louie Wellman, Capri declared, "I'd like with Jasper in good boy." er Well- picked



**Come Out Fighting** All set for the gong are these doughty fighters getting instructions from Ivan Jones. The youngsters' team battle on the boxing card every Tuesday night is one of the major amusement attractions at the Oregon Ship dormitories. Cards currently are drawing large numbers of devotees of the squared ring.

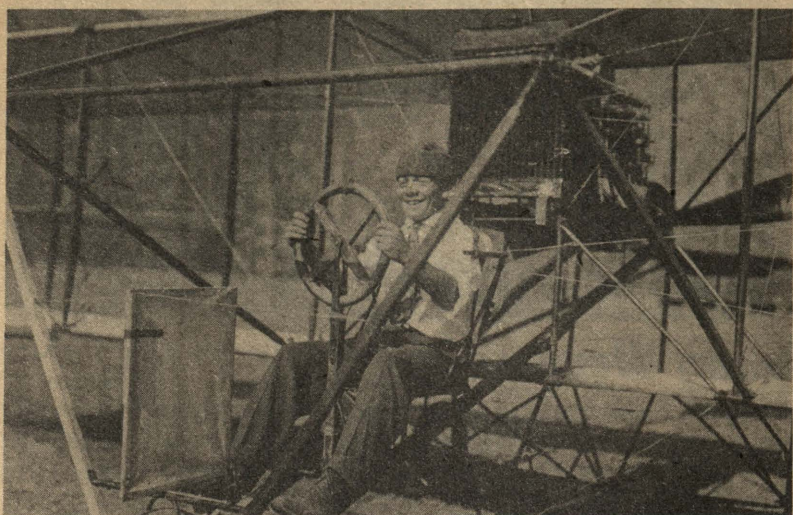


In last place in Swan Island's departmental basketball league is this quintet representing left, front row, Ken James and Kent Winkle- Wiegman, Bob Willis and Bob Wiegman.



# Guard Made 1st Flight Over Northwest In 1911

(OREGON SHIP)—While the Wright brothers were making their epochal experiments with a makeshift flying ma-



Back in 1911 when the horse and buggy era was about to bow out, Sgt. C. Walter Beck of the OSC guard force, was considered a daredevil of the deepest dye and was looked upon by most people with awe. He is pictured above in the first airplane to fly over Montana, Idaho and Washington. Beck built the plane himself. It was a biplane with a 32-foot wing spread and weighed only 1,250 pounds. It could travel 65 miles per hour.

chine, Sgt. C. Walter Beck of the OSC Guard force, was completing preparations to blaze the first aerial trail in the Northwest. In 1911, Beck made the first plane flight over Montana, Washington and Idaho in a homemade pusher biplane at the then phenomenal speed of 65 miles an hour.

In later years he carried the first passengers by plane between San Diego and Los Angeles. At that time he was operating a Curtiss training plane that he purchased after World War I from the army.

## NO LANDING FIELDS

"We never had any idea back in those days that planes would be flying across the country at 450 miles an hour," Beck declared. "When I started out in the business there were less than 10 persons flying throughout the United States. On the first time up I was only 14 minutes in the air. Then I made my first long flight at an elevation of

1500 feet from Bonner, Mont., to Missoula, through Hell Gate Canyon."

Beck said that there was no such thing as a landing field in 1911.

"We took off from race tracks, fairgrounds and pastures and landed in the same places," he continued. "At that time we would just circle whatever field we took off from and then land."

"But it sure thrilled the spectators. People by the thousands would come to see one of these brief flights. Flying became a craze and fares as high as \$800 were paid for a four-minute ride."

During the last war, Beck was a civilian instructor at Fort Wright in Spokane and at North Island, San Diego.

# Dos, Don'ts Of Treating Vets Listed

A campaign to teach civilians how to treat disabled war veterans has been opened. It is approved by army and navy doctors and is supported by labor groups, civic associations and others.

The program was launched by the American Theater Wing to tell shipyard workers and the public in general the do and don'ts of dealing with returned servicemen. It is designed to keep from breaking down the veteran's self-reliance, so carefully built up before he was discharged from the hospital.

Here is the list for all who may come in contact with disabled veterans to follow:

1. Be normal, meet him normally, and treat him normally.
2. Forget the wounds; remember the man.
3. Forget the word cripple, both as a term and as a condition.
4. Don't be over-solicitous, but, equally, don't be controlled to the point of seeming indifference.
5. Acknowledge his injury or disfigurement; admit that it's tough, then go on from there, admiring his handling of the situation.
6. Be prepared to see and accept without undue comment prosthetic hands and legs, and learn to use the word prosthetic instead of artificial.
7. Never say, "It could have been worse."
8. Avoid questions about injuries or decorations. Remember, every medal or purple heart cost a bitter price. Don't bring back painful memories.
9. When he talks about his experiences, listen with interest, but don't ask for more details than he wants to give.
10. If he is an amputee, or has an injured limb, or has been blinded, don't rush to do things for him. He wants to be, and has been trained to be self-reliant. Let him get or do things for you.
11. Remember that his adjust-



Queenie, Oregon Ship's faithful mascot for more than a year and a half, is little more than a walking cafeteria to her third set of pups born in the yard. Queenie posed graciously for the above portrait but her fat offspring insisted on grabbing a between-meal snack.

## 'Queenie' Does It Again MASCOT HAS NEW FAMILY

(OREGON SHIP)—Queenie has done it again! The little black dog that stopped at the Guard office many months ago, and stayed to become the well-loved mascot of the entire yard, has presented the yard with her third litter of pups. The arrival of Queenie's current family was awaited with more

anxiety by her scores of friends than would have surrounded the coming heir to a royal throne. But when the little dog's big moment came she withdrew from the public eye and defeated frantic efforts to locate her for several days.

One sunny afternoon last week she re-appeared, proud and non-chalant, but refusing to divulge the hidden spot where she had housed her progeny. Summoning Sherlock Holmes' skill, guards finally tracked the reticent Queenie to her maternal hideout under the Naval Ordnance building.

## Worker, Wife Make Efficient Team





# Bauer Says Stabilized Labor Force Near; Big Job Still Facing Yard

(OREGON SHIP) — This week, Albert Bauer, Oregon Ship general manager, in a statement to Oregon Ship employees, clarified the yard's labor policy and the current employment situation. The following is the text of that statement: "During the past few weeks there has been much national as well as local discussion and controversy regarding manpower engaged in turning out war contracts. This controversy has produced a feeling of unrest and job insecurity seriously damaging the production of war materials.

"Let's get the record straight here at Oregonship . . .  
"As you all know, at the conclusion of the seven-day-week and the urgent Attack Transport program for 30 ships completed in mid-December, this yard took up where it left off with the contracts for 120 Victory ships, 32 ships of that contract having been delivered prior to the Attack Transport program in 1944. Due to the complexity of outfitting and the increased number of skills and manhours required for outfitting the Attack Transports, it was necessary to build up certain dock forces to meet the delivery dates promised the U.S. navy.

## BALANCE FORCE

"In changing the construction program back to the Victory ships, it was again necessary to adjust and balance the yard forces, particularly on the Outfitting dock. In the balancing and adjusting of crafts the yard forces were reduced from 31,105 on December 31, 1944, to 30,022 as of February 18, 1945. This reduction was accomplished by three methods—the cessation of recruiting, the limiting of hiring and the laying off of certain workers whose work records indicated chronic absenteeism, job-loading and other related infractions. The records show that during the six and one-half week period from December 31, 1944, 14 per cent of the total yard terminations (layoffs and quits) were actual discharges.

"All of us well remember the extreme pressure and the demand for speed which attended the Attack Transport program, holding top priority over all other shipbuilding, including battle repair. This yard was selected to do that job because of its past record for speed of performance. The United States Maritime commission's present program of cargo vessels is not being constructed under the urgent pressure of the past.

"Present contracts, which are a part of the commission's planning for an 'up-to-the-minute,' competitive type of merchant vessel, are to be built with an especial emphasis on economy and the best possible craftsmanship. This results in lower costs to our government, directly affecting the future of this shipyard and every one of us employed here. This economy can only be effected by keeping on the payrolls those employees who are willing to carry their part of the responsibility.

## NEAR STABILIZATION

"We are approaching the stabilizing point in employment at Oregon Ship. In order to perform our remaining contracts we will maintain a balanced employment level of some . . . maintaining this efficient . . .

## Liberty Ship Takes Direct Hit, Stays Up

(OREGON SHIP)—At a small dock "somewhere in the south Pacific" a Liberty ship lay with her aft hatch open, being unloaded by dock battalions.

Suddenly, out of the sun, a Japanese dive bomber headed for the open hatch in a suicide dive. Bomber, pilot, and a full rack of bombs were swallowed by the hold.

After the terrific explosion, inspection showed a hole in the side of the vessel, but the propeller shaft wasn't even bent. The staunch vessel, with only stern decks awash, proceeded to a drydock under her own steam and was soon ready to sail again.

Such is the account of one Liberty ship as reported in a Honolulu newspaper recently.

## Pontons Big Part Of Army Contract

(OREGON SHIP)—Colonel Ralph A. Tudor, Portland district army engineer, has announced that the Oregon Shipbuilding corporation war industries in the . . . been given con- . . . 000,000 worth . . . d forces. . . contracts . . . of . . .



**Enemy Weapons** Hundreds of Oregon Ship workers last week stopped by a display of captured Japanese weapons in front of the main gate to see the actual material being used by the enemy. Shown above are four of the service men, in charge of the display, recently returned from overseas duty, standing in front of part of the display. They are, left to right, Pvt. George Masterson, Pfc. Jay C. Evitt, Sgt. Harris Moore, Phm 2/c A. P. Baker.

## Ex-Worker Decorated For Dangerous Drive

(OREGON SHIP)—A truck-driving marathon at top speed under constant attack by dive-bombers recently won Cpl. A. H. Tedesco, former Oregon Ship worker now with the 12th Army Air Force, the Bronze Star award. Corporal Tedesco, whose picture appeared in the November 24 issue of the

## HERE'S AN EYEFUL



Bosn's Whistle, showing him at his plane dispatching post, volunteered to drive a truck into forward areas to evacuate an advanced airfield being taken by the Germans during the Kasserine Pass campaign.

The army release tells how Tedesco, "under hazardous driving conditions in complete blackout, drove the entire night and until 4 p. m. the next day.

"After a night's rest he was told to load his truck and assemble with the convoy for immediate departure," the release stated. The convoy was twice attacked by Stuka dive-bombers.

After successfully evacuating his equipment, the corporal kept his truck and material safe until the airfield had been recaptured by American forces, returned the equipment and completed the gruelling drive back to his home base.

## Guy Ludwick, Guard, Succumbs to Illness

(OREGON SHIP)—Guy Ludwick, a guard whose post was at the main gate for approximately two years, died last week after a three-weeks illness. The tall, smiling guard handled hundreds of "early-out" slips during his two years at the gate, directed scores of visitors to their destination.

His wife, Anna Ludwick, has been shift clerk since May, 1944.



# MANUFACTURING

## ... Job Hope of the West

IN almost the same breath the Northwest is being pointed out as a "problem area" and a "land of opportunity." To many a newcomer shipyard worker, pondering his future, this is all very confusing. Exactly a year ago Dr. Chilton Bush, head of the Stanford University School of Journalism, completed his survey of the postwar plans of Kaiser workers and found that for the most part, these workers would decide where to go after the war largely in terms of job opportunities. If they stay out west it will be because they believe that in the long run the opportunities for jobs are better here. If they decide that chances for jobs are better elsewhere they will leave.

Jobs come from payrolls and payrolls come from industries. The trouble with the Northwest is that it has what economists call an "immature economy." They explain that a "mature" economy is one that is more self-contained. It is one that performs every task needed to bring the finished product to the ultimate consumer. Besides mining the ore it extracts the metal, rolls the plate, fabricates and assembles the machines and gadgets that it uses.

### NATURAL RESOURCE EMPHASIZED

In the Northwest, the major emphasis has always been on two great natural resource industries, forest products and agricultural products. As can be seen in the chart these two industries provided the great bulk of payrolls in the area during the so-called "normal" years preceding the war.

The "all other industries" classification didn't provide as much employment in 1937 as any single one of the three Kaiser shipyards does today. Obviously the Northwest must become "more mature" before it can hope to provide large numbers of jobs. This then, becomes at once both the problem and the opportunity.

"All right," says the shipyard worker, "if this area must go into more manufacturing, what can it manufacture?"

This problem was recently attacked by the Market Study committee of the Pacific Advertising Association which arrived at the general conclusion that the West is importing a lot of products from other areas that it could just as well be producing itself. These include such things as radios, stoves, refrigerators, farm implements, chemical products and builders hardware. The accompanying diagram shows western uses of these products compared to production.

### ELECTRICAL APPLIANCES

Manufacture of electrical appliances has long been hailed as a "natural" for the Pacific Northwest which has the highest per capita use of electricity and the lowest electric rates in the nation. The Bonneville Power Administration says in its report "Pacific Northwest Opportunities":

"On the basis of the present number of consumers in the region, a 15 per cent increase in the number of electrical refrigerators is a modest estimate for 1960, representing some 150,000 additional units. A doubling in the present number of electrical ranges would be an additional 300,000 units.

"New population would be electrically minded and would certainly demand completely electrified homes which would represent, on the basis of 75 per cent over-all saturation, another 200,000 refrigerators, 200,000 ranges and 200,000 hot water heaters.

"To be added to these estimates are demands for many other types of residential ap-

pliances such as washing machines, irons and ironers, toasters, percolators and waffle irons, vacuum cleaners, hot plates, radio receivers, mixers and a multitude of other devices.

"Assuming a spread of these purchases, an estimate for the region of over \$11,000,000 a year of sales (without taking into account normal replacements) does not seem out of reason."

Electrification of farms opens further opportunities. According to the Rural Electrification Administration the fully electrified farm would use much of the following equipment: lighting system, water supply system, portable motors for wood sawing, silo filling, hay hoisting, ensilage cutter, feed grinding and electric fences.

It also would have electric brooders, incubators, ultra-violet lamps for chicks, refrigerated lockers, milking machines, refuse hoists, electric fly control screens, ventilating fans, bottle washers, sterilizers, milk coolers, and separators. These are only a few of the types of electric equipment that will undoubtedly come into use in this area and that can just as well be manufactured here.

### ELECTRIC HEATERS

Electric house-heating also promises to open a field for manufacturers after the war. The Bonneville report states:

"It is quite probable with removal of certain material restrictions by war agencies, at least 5000 new electric heating installations in the Pacific Northwest can be anticipated for the next one or two years. As to future possibilities by 1960 there might be in the Pacific Northwest 180,000 electric house heating installations. The ultimate markets, of course, may be much greater than indicated but as yet cannot be assumed as certain of development."

Already several industrial plants in this area are making definite plans to manufacture electric furnaces after the war.

### FURNITURE

Among miscellaneous industries furniture manufacture has always been important in the northwest. After the war it may become even more so. Frank K. Runyan, president of the Western Furniture Exchange and Merchandise Mart, states:




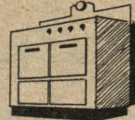

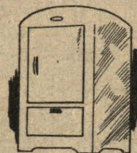

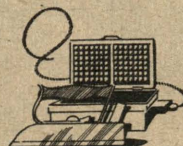






"The increasing number of plants in the west designed to produce veneers, springs, felted materials, precision parts will all tend to stimulate the development of factories making finished products. It is certain that we can look forward to seeing more branches of eastern plants and many entirely new plants set up to assemble mechanical appliances, most of which have heretofore been made in their entirety in the East. I think, too, that we can look forward to seeing a better quality of furniture made in the West than has been produced here in the past."

A sensational development brought about during the war by which softwoods may be impregnated with plastic to become harder than most hardwoods, may entirely revolutionize furniture making to the advantage of "softwood" west.

There are thousands of other items that the West could produce that it is not now doing. Recently the Los Angeles Downtown Business Men's Association conducted a survey among its own members and found:

Only 15 per cent of the toys sold in Los Angeles are made there; 25 per cent of the glassware; five per

## Out of U.S. Manufactured Goods -- in 1939 the 11 Western States --

	PRODUCED		PURCHASED
RADIOS	 1.5%	 13.5%	
STOVES (Ranges and Heaters)	 8.2%	 15 %	
REFRIGERATORS	 2.6%	 15 %	
ALL ELECTRICAL PRODUCTS	 2%	 10.8%	
FARM TOOLS, MACHINERY	 1.3%	 14.5%	
BUILDERS HARDWARE	 2.6%	 14.4%	
CHEMICAL PRODUCTS	 5.5%	 10 %	

SOURCE: U. S. Census of Manufacturers

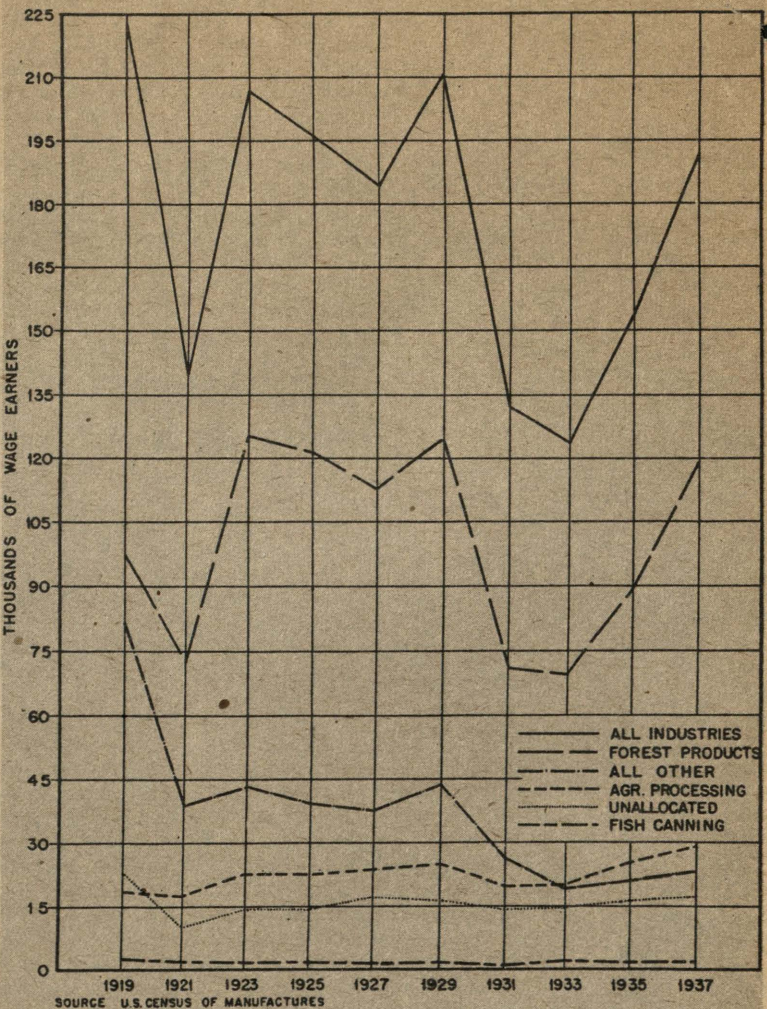
cent of the garden tools and 30 per cent of the gas ranges.

Wool carpets and rugs made in the United States are sold in large quantity in Los Angeles but none is manufactured there. Among other articles needed but not made there were linoleum, kitchen enamel ware, nuts, bolts, chains, gears, etc.

Just because there is an opportunity to manufacture these things in the West is no sign that it will be done automatically. Men are needed who have the ability, financial backing and necessary gambling instinct to start these manufacturing plants. Top-notch products will have to be designed and tested. A great deal of marketing and sales work will have to be done. All of this takes time. There are some who hope, however, that the West will make rapid progress not only in "balancing" out the West's own economy but in actually invading eastern markets. According to L. Edward Scriven, Pacific coast management consultant:

"Western manufacturers have two problems ahead of them which should be commanding their attention. The first is the completion of plans for their own Western business. These plants must include provisions for meeting exceptionally acute competition from long established Eastern concerns. The second is to determine whether or not there is an opportunity for them to turn the tables by carrying their competition into the Middle West and East.

"There is no lack of opportunity for Western manufacturers either on the Coast or in the East. There has been a lack of scientific marketing by some Western manufacturers in the past. The same sort of energy and skill which built Western business to its present status can insure success in the coming competitive battles here and in the East if we get our plans laid now."



**Before Shipbuilding** The above chart shows the average number of wage earners in selected Pacific Northwest industries during the years 1919-1937, between the two wars. The sharp decline from 1919 to 1921 occurred when World War I industries closed down. This was followed by a revival. As can be seen forest products and agricultural processing provided the most jobs.



## INQUIRING REPORTER

QUESTION:

"What has the Red Cross meant in your life, or in the lives of those close to you?"

Blanche Guptil, janitress: "I never could tell all that the Red Cross has done for me. Like so many other mothers in the United States, I heard a short time ago that my son was missing in action. Then I got word through the Red Cross that he was a prisoner. His first card said, 'Thank God for the Red Cross,' and no one will know what it means to me that he is being cared for by them."

S. J. Sweynor, pipe supervisor, "Without the Red Cross we couldn't have contacted my brother-in-law, an aviator, after we heard he was shot down in 1942. They sent us a wire to give them a message for him right away. Since then the Red Cross has supplied him in prison camp with packages, books, cigarettes and many other comforts, helping us to keep in contact with him."

Reta Mae Deats, warehouse worker: "To me the Red Cross has meant a chance to get a basic training in nursing by taking their Nurse's Aide course. I soon will be through the course and afterwards, if I wish, I can go into the armed forces with a rating. Besides, it offers me valuable training."

Vic Wisner, supervisor miscellaneous yard stores: "Just about a year ago my brother was shot down over Austria. He is now in the German prison camp, Stalag, Luft No. 1. In several letters to us he has said, 'Be sure and thank the Red Cross for me for the prisoner-of-war packages that come to me every week without fail.' You can see how the Red Cross has helped us."

Carolyn Middleton, I.B.M. operator: "The Red Cross means everything to me. I contact them daily about my husband, always letting them know where I am in case a message comes. He was a mining engineer in the Philippines, joined the army, and was taken prisoner at Bataan. He wasn't one of the prisoners left at Camp No. 1 when the Raiders released our men. We don't know where he is now, but the Red Cross will find him, I know."

Martin Seifer, electrician, "We had two boys in the service and after awhile we lost one. When we didn't hear from the other boy for four months we were worried to distraction, but the Red Cross contacted our son, found that he was in the invasion forces and not able to write for a while. So they straightened everything out for us."

Ivah Zamow, electrician: "The Red Cross means peace of mind to a lot of people. To us they have been our friends when my daughter received word that her allotment was being cut off due to a contestation entered by another woman. Her husband has been overseas for some time and we can't understand how this confusion could have come about but we know the Red Cross will get everything straightened out for us."

## OSC Launches Ship Honoring Brown University

(OREGON SHIP)—OSC's 409th vessel, S. S. Brown Victory, named in honor of America's seventh oldest college—Brown University—went down the way last Friday under sponsorship of administration employees.

Mrs. Nona Vanderpool of the OSC Housing and Transportation department, was sponsor. She was attended by Miss Tess Stein, Personnel department, and Mrs. Evelyn Monnier of the Accounting department.

Paul Bliss, chief clerk of the Bond Accounting department, speaking in behalf of administrative workers, declared:

"The employees of the Administrative departments are highly appreciative of the recognition granted them today. For us it is the climax of not only our participation during the Sixth War Loan drive, but also the culmination of an effort which has brought us through dismal days of temporary and inadequate working facilities."

Speaking of the Administration building fire which disrupted the Bond department, Bliss thanked OSC workers "for the considerate and understanding attitude which helped speed the restoration of normal operations."

The S. S. Brown Victory was the 57th Victory type vessel launched at Oregon Ship.

## Liberty Captain Back To Command New Victory Ship

(OREGON SHIP) — Capt. Roy Shull, who took the first merchant ship, a Liberty, into the Philippine Islands, returned to Oregon Ship last week to take command of another type of merchant vessel, the S.S. Ames Victory.

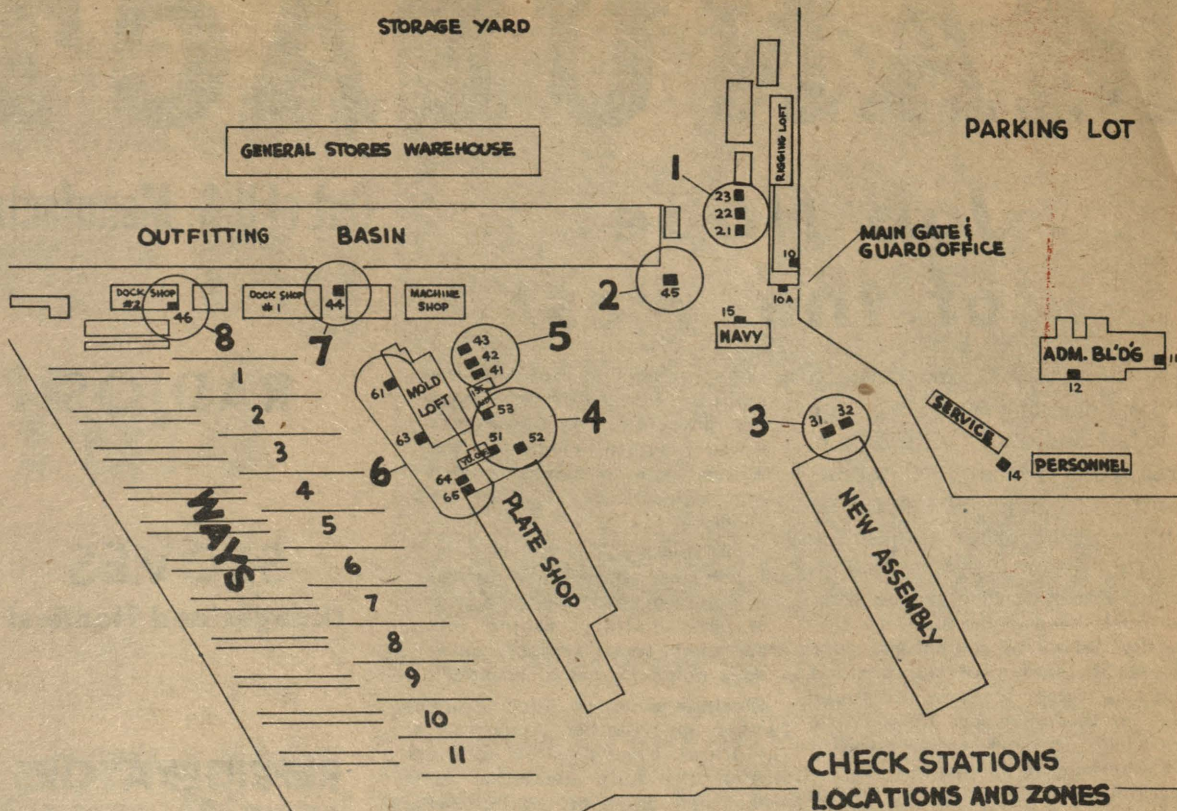
"I'm really looking forward to taking out a Victory ship," Captain Shull declared. "The Liberty was a good ship and no one ever should deride the stubby little vessels that played such a valiant part in stemming the enemy flood for us. But after inspecting the Victory ship I am eager to try out the greater maneuverability and speed of the AP-3."

Captain Shull's part in the invasion of Leyte was played from a ringside seat. "We could see the gun flashes and hear the explosions continually," he declared. "In 16 and a half days we took the brunt of 90 air raids and six shells narrowly missed our ship."

His crew accounted for five Jap planes with anti-aircraft fire, Captain Shull said. Between raids the ship's cargo was discharged into landing craft for troops going ashore.

## STUBBY AND HIS FRIENDS

(OREGON SHIP)—Signs of spring are beginning to sprout here and there around the yard, and welcome they are to many a worker after the cold wet days of winter. Most certain indication seems to be the sudden crop of weddings reported. Anne Thu, graveyard field clerk, was wed recently to a lieutenant in the Chinese Air Corps. Irene Jack, Plate shop clerk, was married to Lynn Fage, recently returned from almost three years in the Alaska service, and the couple are now honeymooning. Matthew Christian, shipfitter on Bill Steed's crew, married Lorraine Metcalf, February 17. K. K. Sargent, rigging supervisor, reports a nine-pound, eleven-ounce addition to the family. Fred Brown, "bull gang" laborer, is displaying a pair of new work boots which he says he got by "going to 14 undertaking parlors and knocking on the back door" serving as one of the links in American supply lines that reach around the world is George Roiger, signal company supply clerk. He worked at OSC before joining the army in 1943. "Now we know what it's all about," declared two swing office girls, Mild-



Here is a chart of the new clock station setup designed to expedite "clocking out" for OSC employees. Although workers must continue to "clock in" through their regular assigned stations, they may check out of the yard at any of the stations within a designated zone. The various "clocking out" zones are shown above.

# Clock-Out System To Speed Departure

(OREGON SHIP) — C. R. Stanley, OSC Time Department chief, announced this week that a new "clock-out" system has been initiated which will speed up departure of workers from the yard. Although employees coming on shift must "clock in" through their regular assigned stations, they will be permitted to "clock out" through any of the stations within a designated zone. The new system will become effective on Monday, March 5. Here is Stanley's statement: Effective Monday, March 5, all check stations within the yard will be classified and designated by Zone Numbers in addition to the individual check station numbers.

## War Veteran Really Knows Red Cross Value

(OREGON SHIP)—"No one who hasn't been overseas can understand what the Red Cross workers mean in the life of a soldier," declared W. C. McKewen recently on his return to Oregon Ship, after nearly two years in the south Pacific fighting area. McKewen, now an Oregon Ship launching crew leader, left the yard early in 1943 to join the army, was given his medical discharge for severe wounds received on Guadalcanal.

## Blood Donors At OSC Take Area Honors

(OREGON SHIP) — Oregon Ship workers topped all firms in this area participating in the Red Cross blood donor honor award program for the nine-week period ending February 10, it was announced this week.

During that time, 1,672, OSC employees donated a pint of blood to the nation's blood bank. Five more volunteers for the period were listed from OSC than from the Vancouver yard, in second place, and 561 more than the firm in third place. During the week of February 10 to February 17, 112 Oregon Ship volunteers visited the Red Cross blood donor center.

red Foglesong and Ivaline Johnson, after visiting the yard February 24, including the Plate shop, Assembly and vessels on their tour. Materials department reports that former Supervisor Gordon Young is now working in Seattle. H. "Ben" Berney, Hangar shop expeditor, brings in a clever parody of a popular song titled "Pitcher Packing Papas" carrying warning to coffee-drinking workers. Clayton Qualls, paint scaler, writes to the office hoping for another AP-5 contract to be built by OSC workers. Guard Lieutenant Walter W. Birch, canary raiser in his spare time, brought some of his pets to the Guard office last week where they demonstrated their voices as if trying out for the Metropolitan opera.

"The Red Cross workers go right up where the fighting is hottest," McKewen said. "I remember a worker who delivered a telegram to a soldier in a foxhole."

The soldier's first contact with the Red Cross begins when he



W. C. MCKEWEN

boards the transport, he said. Workers give every soldier a ditty bag, containing articles experience has found the soldier will need and has most likely forgotten. Such articles are included as small games, a book, shaving articles, needles and thread.

## HAVE EMERGENCY TENTS

"Fifteen minutes after we'd land on a beach head, the Red Cross tent would be there ready to give emergency aid," he said. "And two days later, we could count on almost

Zone 1 will encompass stations 21, 22 and 23.

Zone 2, station 45.

Zone 3, stations 31, 32.

Zone 4, stations 51, 52, 53.

Zone 5, stations 41, 42, 43.

Zone 6, stations 61, 63, 64, 65.

Zone 7, station 44.

Zone 8, station 46.

Employees coming on shift must "clock in" through their regular assigned stations as now in effect. But at the end of their shift, all employees will be permitted to "clock-out" through any one of the stations within the designated zone.

For example, a worker who checks in through his regular station No. 61, may check out through 61, 63, 64, or 65. He is permitted to "clock out" through that station which is most convenient for him, within the designated zone of his regular station.

Early checkouts must "clock out" through their assigned stations, without exception.

Employees who work overtime and leave after the end of their regular shift, must have a check-out permit and "clock out" through Station 10 near the Guard office.

anything we might need, even comic books to relieve the tension."

McKewen said that the smoke of the exploding mine that carried "his number" had hardly cleared away before a Red Cross worker was at his side, with a plasma bottle hung on a nearby branch.

"What they mean to the wounded can't be put into words," he declared. "I didn't believe they were as important as a lot of people made out, and I didn't pay much attention to Red Cross drives before, but believe me, I know now."

McKewen drew on the Red Cross blood bank for a total of four plasma injections and eight whole blood transfusions after he was wounded. He was enthusiastic over the large number of donations made by Oregon Ship workers.