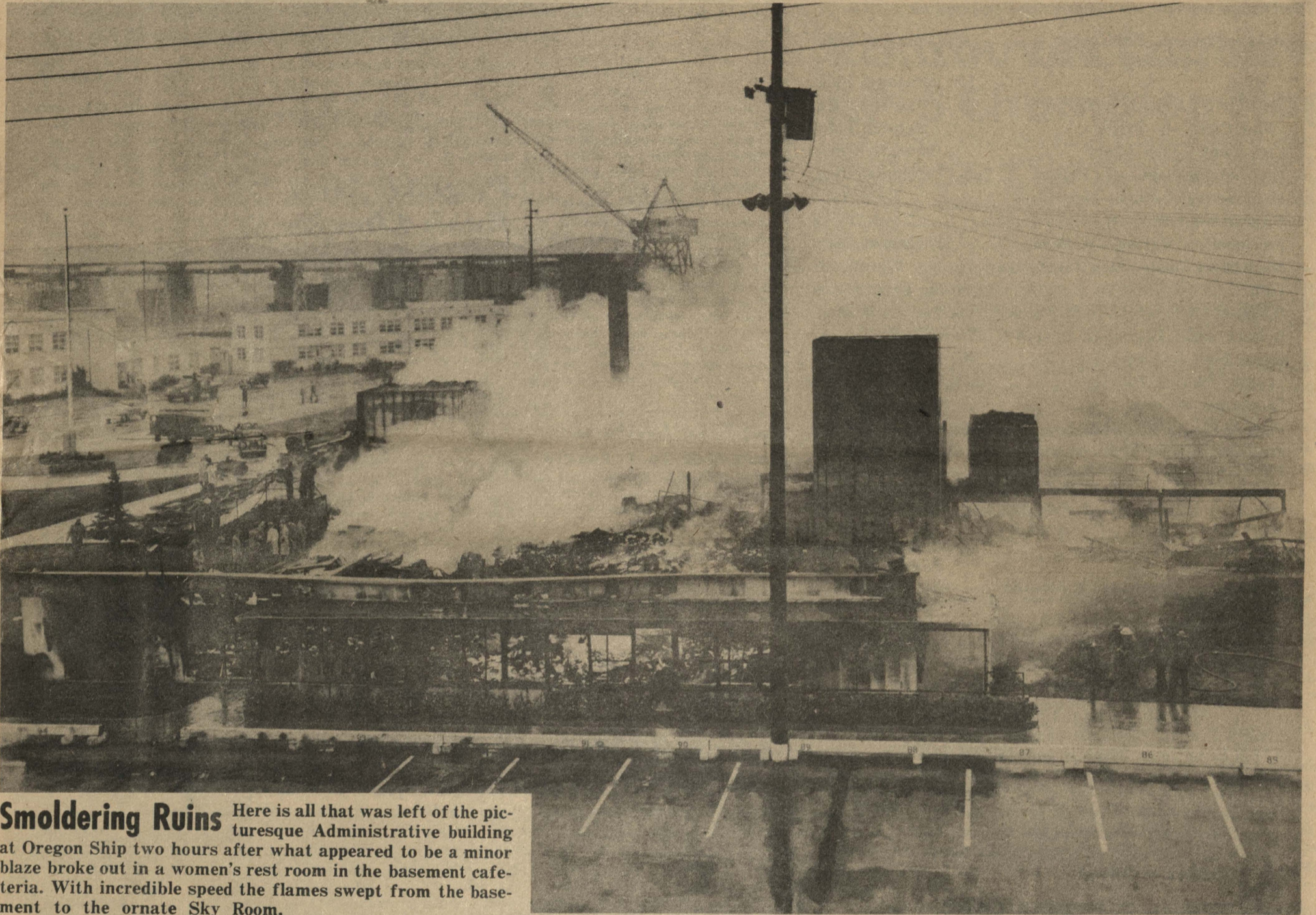


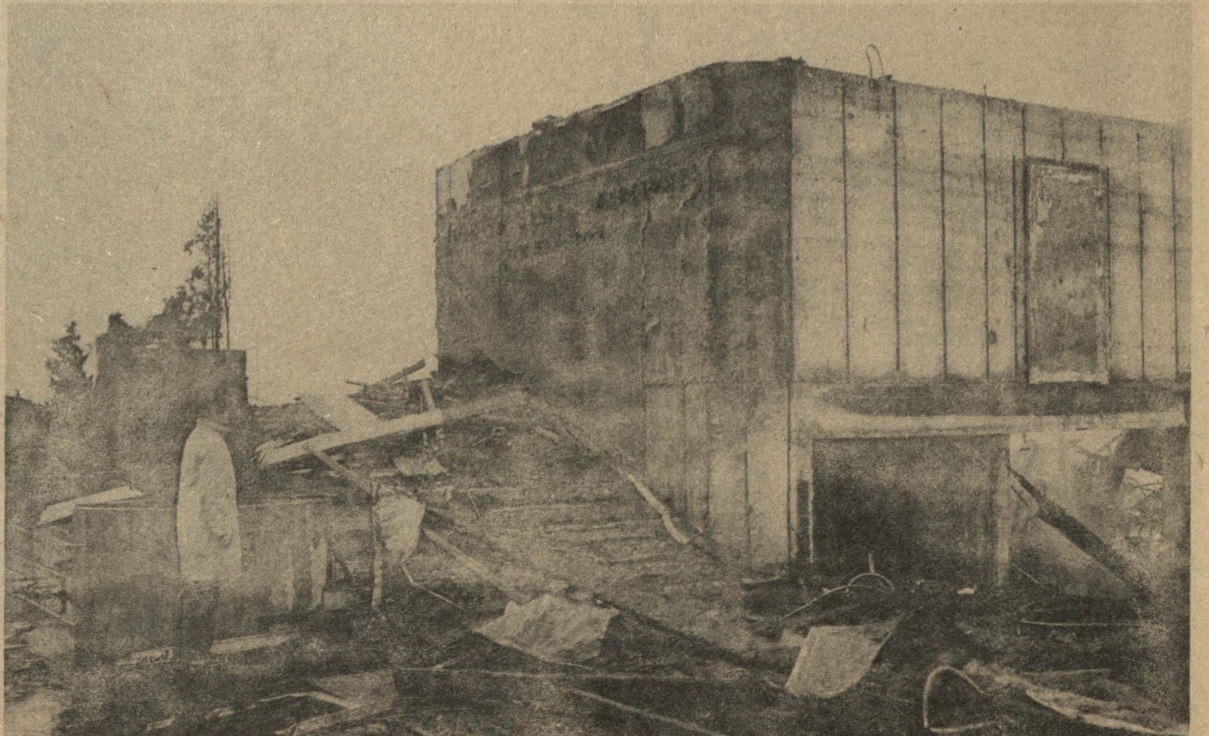
'AD' BUILDING TO BE REBUILT SAYS USMC

Story, Page 2



Smoldering Ruins Here is all that was left of the picturesque Administrative building at Oregon Ship two hours after what appeared to be a minor blaze broke out in a women's rest room in the basement cafeteria. With incredible speed the flames swept from the basement to the ornate Sky Room.

Before and After Pictured on the left and, again, below is the main entrance to Oregon Ship's Administrative building before and after it was swept by a \$600,000 fire last Monday morning. Despite the combined efforts of yard fire fighters, nine Portland engine companies and a Coast Guard fireboat, the building was destroyed in less than two hours. (Oregon Ship photo)



900 IN MAKE-SHIFT OFFICE SPACE

Work Continues on Borrowed Machines; Offices Double Up

Though its nerve center lay a mass of smoldering ruins, Oregon Ship suffered no paralysis from the furious Monday morning blaze. Over 900 Administration building workers who gazed sadly at the ashes of their former home Monday morning were busy this week adjusting themselves to new quarters. On borrowed typewriters and IBM machines set up everywhere from the gymnasium to the warehouse, they valiantly managed to keep up with the millions of bookkeeping and service details that hold a great shipyard together.

Until the new Administration building is completed, departments will operate in the following locations:

Accounting—A. MacGregor.....	105 Personnel Bldg.
General Accounting—E. Lents.....	Barracks Infirmary 105 Personnel Bldg.
Administration—Al Bauer.....	103-4 Personnel Bldg.
Chief Clerk—H. Steele.....	111 Service Bldg.
Cost Dept.—Jack Lacey.....	Barracks Clinic
Engineering Dept.—V. Palmer.....	203-4 Personnel Bldg.
Engineering Design—Roy Cook.....	Mold Loft
Engineering, Hull—R. Nyborg.....	Yard Office
Engineering, Marine—R. Boyd.....	101 Service Bldg.
Expediting Dept.—Don Jaxtheimer.....	Warehouse
IBM.....	Barracks Gymnasium
Insurance & Safety—Todd Woodell.....	102 Personnel Bldg.
Invoice Audit Dept.—G. Chapin.....	Barracks Infirmary
Legal Dept.—G. Birnie.....	202 Personnel Bldg.
Master File—D. Parcher.....	Induction Auditorium
Messenger Service.....	103 Service Bldg.
Payroll Dept.—R. Kendler.....	Barracks Gymnasium
Progress Dept.—R. Stice.....	205 Service Bldg.
Public Relations—Hal Babbitt.....	Bosn's Whistle
Purchasing Dept.—F. D. McClintock.....	210 Personnel Bldg.
Purchase Order Sect.—J. Casada.....	Induction Auditorium
Reproduction Dept.—F. Alexander.....	Mold Loft
Stationery Dept.....	103 Service Bldg.
Switchboard.....	Personnel Bldg.
Timekeeping Dept.—C. R. Stanley.....	Check Station 10 Barracks Gym
Record Control.....	202 Service Bldg.
U.S.M.C., Audit Sect.—C. L. Minihan.....	Barracks Clinic
U.S.M.C., Plant Eng'r—J. D. Shirley.....	Personnel Bldg., 2d F.
Vessel's Delivery—D. Haines.....	Outfitting Bldg., Rm. 6

OTHER YARDS LEND FACILITIES

Eight Oregon Ship IBM employes began work at Vancouver IBM department Monday morning on the graveyard shift. These crews will use these offices until equipment is set up in their own yard. One-third of the Vancouver IBM equipment was rushed to Oregon Ship on graveyard shift Monday night. Other IBM machines were rushed in from Swan Island, Richmond yards, Lockheed Aircraft in Burbank, Calif., and the Joshua Henty Iron Works.

'Fire Won't Slow AP-5 Drive'-Bauer

(OREGON SHIP) — OSC Plant Manager Al Bauer declared this week that "workers and supervision in the yard are more determined than ever to meet Oregon Ship's Attack Transport schedule" and predicted that the burning of the Administration building will not slow down construction progress.

"The fire has acted as a challenge to every person in the organization," Bauer said. "It has stirred the fighting spirit of our people on the production line. They are confidently attacking the new obstacles and are certain they are going to win."

The Oregon Ship chief said that many yard groups will be working under great handicaps because of the loss of valuable plans and the temporary crippling of administrative and engineering departments which have supplemented ship construction activities. He does not believe, however, that the AP-5 program will lag.

SHIP PLANS ON HAND

Bauer announced that C. W. Clemmensen, Portland representative of the George G. Sharpe naval architectural firm, has complete sets of Attack Transport and Victory ship designs in his office.

Although important materials, purchase orders and requisitions were lost in the blaze, Bauer reported that copies of many are in the offices of downtown record warehouses.

Art Show Invitation Extended to Workers

Kaiser workers have been extended an invitation to view the current art show of the United Seamen's Service and Merchant Marine which will be displayed at the Portland Art Museum, SW Jefferson and Park, until November 26.

Approximately 28,000 people in Los Angeles visited the show when it appeared there recently.

New 'Ad' Building Promised by USMC At Earliest Date

Oregon Ship will get a new Administration building just as soon as it can be built, the Maritime commission announced this week. Carl Flesher, regional director for the commission, rushed to Portland as soon as he heard about the fire and immediately went into consultation with Kaiser officials to take up the rebuilding question. It was decided to rebuild at once.

(OREGON SHIP)—A spectacular 45-minute blaze early Monday morning razed Oregon Ship's Administration building and left it a smoldering heap of ashes. The fire which started inconspicuously in a women's restroom in the basement cafeteria, burnt as rapidly as a box-wood bonfire and wrecked physical damages totaling \$600,000. Valuable records, machinery and other property were also destroyed. All that stood after the fire were reinforced concrete foundations, steps and vaults.

The disaster left more than 900

OSC employes without a permanent place to work. And it set Oregon Ship officials to improvising means of performing important administrative tasks.

The fire was reported at 5:20 a.m. to the OSC fire department by Ella Osman, graveyard shift cafeteria manager, who relayed the alarm to Mrs. Margaret Loney, switchboard operator. Mrs. Loney called the OSC fire department and also summoned Portland city equipment.

FIREMEN HELPLESS

Although the firemen—first the Oregon Ship force and then the city crews—rushed to the scene, the blaze was out of control when they arrived. Several firemen entered the two-story structure to attack the blaze, but were compelled to beat a retreat in the face of frightening explosions and dense waves of smoke. The firefighters had to be content with spraying the flames from the outside and preventing spread of the blaze to the thousands of parked cars in the adjoining area.

Despite this, some cars were reported destroyed and several damaged.

Payroll Men Rush Checks

(OREGON SHIP) — From hastily improvised Payroll department offices in the OSC dormitories, Paymaster Roy Kendler announced at Bosn's Whistle press time that "there is a good chance paychecks will be distributed on time Friday."

He added, however, that the checks may be 24 hours late.

"We are doing all in our power to get them out on schedule," Kendler said, "but we are working under great difficulties."

Last week's time records were not in the Administration building at the time of the fire. So all that remains to be done is to run checks through I.B.M. machinery, some of which was installed 24 hours after the disaster. Part of this work is being done in the other two yards.

Phone Crews Battle To Restore Service

(OREGON SHIP)—The instant that telephone wires and underground cables burned through at its main switchboard nerve center last Monday morning, Oregon Ship was isolated from the outside and all inter-office communication stopped. The story of the rebuilding of the yard's communications, told

by Dean Kendall, telephone company service engineer for Oregon Ship, dramatizes the speed with which departments united to reestablish near-normal work program.

The automatic dial switching equipment and switchboards as well as 225 telephone instruments, valued at approximately \$80,000, were completely destroyed, Kendall said.

Emergency Lines Installed

However, while the ruined building was still flaming, three lines were run to the Personnel building. By noon a temporary board with five trunk lines and 12 local lines, were hooked up with administrative offices.

Work was started immediately in the Personnel building auditorium on main switchboard offices and a large temporary switchboard, released by Camp Abbott, was brought in from Seattle Monday evening.

Service Below Normal

Kendall pointed out that although 200 telephones were expected to be in operation by the end of the week, the yard's normal usage is 800 instruments. He stressed the need for brief calls made only when necessary both because of instrument shortage and because all calls will go through operators.

"The Telephone company expects that it will be 60 days before normal service is restored," he added.



MRS. MARGARET LONEY

Mrs. Loney remained at the switchboard on the first floor of the building warning office employes to clear the building and calling fire stations until an explosion catapulted her off her stool. She staggered through a window connecting her office with the reception room and made her way to the main entrance door, through which a fireman carried her to safety.

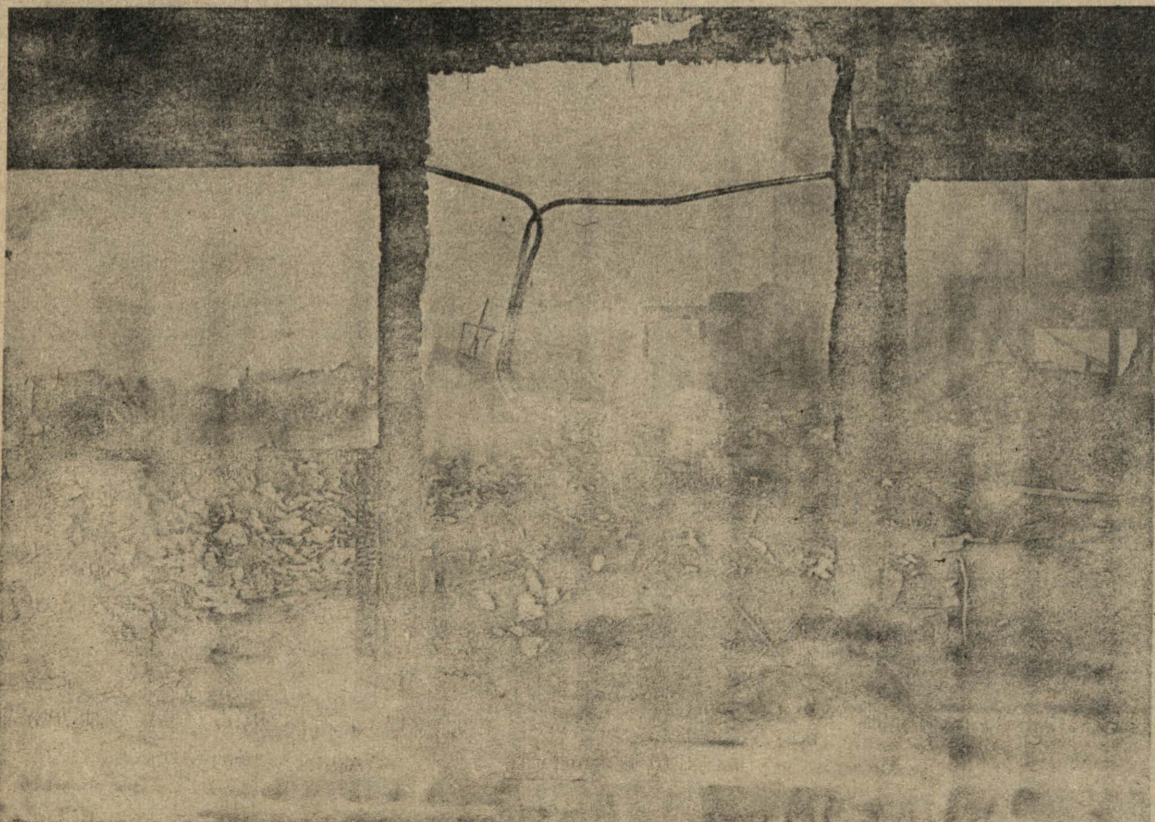
Mrs. Loney was treated for first degree burns at the First Aid station and was sent home. She also suffered a slight leg injury.

Nine city engine companies and one harbor fire patrol boat and a Coast Guard craft joined the OSC firefighters in the futile attempt to extinguish the blaze.

OUT OF CONTROL

Apparently the fire was started in the cafeteria enclosure. When the door was opened employes quickly found that the fire had begun an upward course through the two top levels of the building.

Besides Mrs. Loney three firemen sustained burns. One was J. A. Smith of the OSC fire department. Three other yard employes—L. Anderson and two persons whose names were not announced—were also treated by First Aid for injuries.



Through East Windows With smoke and steam from embers drifting toward the river, clearest view of gutted Oregon Ship Ad building could be had through what remained of window frames on East side. Record Control and Time department were once housed here.

Sober '44 Armistice Day Not Like 1918's

The only thing which will distinguish Armistice day from others in Portland area yards this year is that employes will work just a bit harder and faster to meet vital military production schedules. There is nothing to celebrate. On the German Siegfried line and in Italy, Nazi resistance continues unbroken. And in the Far East the major battles against the Japanese are yet to be fought. But

it was different on November 16, 1918, when news of the German surrender swept America. Portland shipyard workers laid down tools and organized jubilant celebrations. Accounts of these are in a yellowed copy of "Over the Top," official organ of G. M. Standifer Construction company employes.

OPERATED BIGGEST YARDS

The Standifer concern, in North Portland and Vancouver, operated Portland's biggest shipbuilding enterprise in the last war.

"Not a wheel turned in any of the plants," "Over the Top" related. "Not a man was on the job. With absolute spontaneity the men who for the last 18 months have bent their every effort to bridge the sea with ships laid down their tools and spent the day in voicing their relief from the strain of war."

From Standifer's wooden shipyard in Vancouver paraded workers to the steel shipyard, joined forces with those employes, hired a band and promenaded, shouting and singing. In the North Portland plant a similar demonstration took place. Overall-clad employes marched into down-town Portland.

There will be another Armistice day when the Germans surrender this time. But nobody expects, and few want, such a celebration. The Japanese front will remain to be conquered and Portland-Vancouver production sights are aimed there. Labor, management, the Army and Navy are cooperating to insure a sober "stay-on-the-job" observation of V-E day.

While World War I shipbuilders celebrated 26 years ago, they pushed aside the disturbing question—"What's going to become of my job?" Before long that question became an immediate one.

SOME WORK SUSPENDED

In its November 30, 1918, edition, "Over the Top" announced suspension of work on wooden ships not already begun. Two weeks later news of outright cancellation came.

At that the Standifer yards were not affected too drastically. They had started work on all but six wooden vessels under contract. The first of 16 cargo ships, weigh-

ing approximately 9500 tons each, was launched before the end of 1918. The steel shipyard was completed and went into production.

On November 30, 1918, "Over the Top" said:

"There is not at present any ground for anticipating a large reduction of force. To the contrary, the Standifer organization today needs 2000 men at its

Steel plant and in the highly improbable case of any large curtailment of force in the other yards would open Steel yard employment to them."

Certainly, shipbuilding at the Standifer yards had passed its peak, but it continued for a long period at a moderate pace. Many Kaiser workers of today were employed in the old Standifer plants.



Phones Important Try to run a shipyard without telephone service. When the main switchboard was destroyed in the Administration building fire at Oregon Ship Monday morning all phone lines were shut down. First phone to be restored is shown in front of the remains of the building where Bill Johnson, C. D. Rolph, superintendent of maintenance for Pacific Telephone and Telegraph company, and J. F. Buckley, engineer, are working. This phone was ready for service at 7:45 a. m.



Officially Office-less Five employes of the Oregon Ship Bond department arrived Monday morning with no place to work, their office consumed in the Administration building fire. Girls are, from left to right: Eleanor White, Virginia McKiernan, Leone Kehoe, Aleen Hanegan and Melba Meiers.



Ladle Out Coffee Mrs. Ralph Smith, wife of Oregon Ship fireman, Sgt. Ray W. Taylor, Guard department, Valerie Strahl of Hull Engineering and J. S. Gordon, Marine Engineering, serve coffee and rolls to Oregon Ship firemen and guards who had been on duty since outbreak of fire.

Vancouver Captures AP-5 Champion Flag

(VANCOUVER)—The Kaiser Vancouver yard is the new owner of the AP-5 Champ Flag. Announcement of the award was made this week by Mike Miller, Vancouver plant manager, Miller released a telegram sent to him by Rear-Adm. Emery S. Land, chairman of the U. S. Maritime commission, which said:

"By delivering nine AP-5's from its 12 ways during October, thereby attaining a productivity of 0.75 ships per way per month, the Vancouver yard has taken the leading place among the various yards constructing such vessels.

"Accordingly, the Vancouver yard is hereby authorized to fly the Maritime commission's AP-5 Champ Flag during November.

"The splendid performance of the men and women at the Vancouver yard should be an inspiration to the workers and management in the AP-5 program. My heartiest congratulations."

OREGON SHIP PRAISED

To OSC Plant Manager Al Bauer came another Land telegram, lauding Oregon Ship workers for their October achievements.

"Despite the fact that OSC was nosed out by Vancouver, it delivered eight AP-5's from its 11 ways, corresponding to a productivity rate of 0.73, which is an outstanding accomplishment," Land wired.

"The workers and management of Oregon Ship are to be commended for their continued fine performance."

Each yard had completed 15 AP-5's at the end of October, easily outstripping two rival California yards which are engaged in construction of the same type of vessel. To date OSC has launched 25 of its 30 contracted Attack Transports and Vancouver has sent 23 of its scheduled 31 down the ways.

The race between the two yards will continue in November, with Oregon Ship determined to re-take the champ pennant despite a fire which destroyed its Administration building Monday.

On the other hand Vancouver officials believe the yard will be able to maintain its October pace and outdistance their "friendly rivals" across the river the rest of the way.



"Cigarettes, liquor or pay day?"

OSC Pins Big Hope On Outfitting Speed

(OREGON SHIP) — Challenged by Vancouver's 11 and a half day lead during October for average outfitting time per vessel, Oregon Ship workers prepared to tighten production channels all along the line this week for the big push of the AP-5 schedule — nine in the month of November. Only five Attack Transports remained on the ways and eight were in the outfitting basin as the Bosn's Whistle went to press.

Conceding an extra ship delivered from Vancouver's 12 ways last month, OSC departments sprinted into November's program faced with a tied schedule, nine ships to be delivered from each yard by December 1. If OSC's projected deliveries are successfully completed during November, the AP-5 Champ Flag, copped by Vancouver, will return to Oregon Ship, since the honor is awarded on the record of highest productivity per way.

"Sure we'll make it—we always have met our schedules. We think we're the best shipbuilders in the country and now's a pretty good time to prove it," was the general opinion of workers on the Outfitting dock, one of the yard's hottest production spots.

OSC TOPS SPEED

In at least partial support of such confident opinions were figures released by Bob Stice, Progress department head. The official score sheet showed Oregon Ship leading the national field by more than 18 days in AP-5 production for average time spent from keel-laying to delivery.

With fewer ways than any other West Coast yard building AP-5's, OSC workers turned out completed Attack Transports in an average of only 113.8 days per ship. Nearest contender for production speed was the Vancouver yard with an average of 132.4 days, the report stated.

During October, ships spent only 56.3 days, less than two months, on the ways at Oregon as compared with 73.8 at Calship, 82 days for Vancouver and 86.6 at the Richmond No. 2 yard. Key to Vancouver's one-ship lead in the pennant race at the end of October was shown in the 26-day average for vessel-outfitting rolled up by the Washington yard.

Ships spent 37.6 days in Oregon's outfitting basin, the report stated, while Richmond No. 2 lagged with an average 60.7 days and Calship showed a 73.8 day period of outfitting.

Torpedoes Destroy OSC'S 5th Liberty

(OREGON SHIP)—Loss of an Oregon Ship Liberty vessel, the S. S. John Barry, by torpedoing in the Arabian sea a few weeks ago, is announced by the War Shipping administration.

Lacking three months of seeing three years' service, in submarine-infested waters, the S. S. John Barry was struck by two torpedoes. A sister Liberty rescued 35 survivors, the remainder with the exception of two missing seamen being picked up by a Dutch tanker.

The John Barry, fifth Liberty ship launched at OSC, was 220 days in construction from keel-laying to delivery. Mrs. J. A. McEachern was the launching sponsor.

Bond For Grandson

(OREGON SHIP)—Harry and Mable Gregory, shell jig welders, last week bought a \$100 bond for their four-months-old grandson "who has never seen his father," the welding office disclosed. Lee Gregory, son of the Gregorys, is with the armed forces in the South Pacific area, and Larry Lee, the youthful grandson, lives in Bellingham, Wash., with his mother.

OSC, Swan Bowlers in Challenge Duel Sunday

Swan Island and Oregon Ship bowling teams will clash in a challenge match at the Hi-Way Alleys Sunday, November 12, at 8 p. m.

Day Off Job Brings Regrets To Veteran

(OREGON SHIP)—When he took a day off to supervise the burial of a sister, 86-year-old Paul Poirier recently broke a perfect attendance record that began at Oregon Ship on July 1, 1942. Poirier worked three years in the last war at the Northwest Steel company yard without losing a half hour, and had aimed at a perfect presentee record for two wars.

A year ago his family and friends arranged a big celebration to commemorate his golden wedding anniversary and urged him to lay off.

"I turned them down," he said. "I told them there would be plenty of time to celebrate after work."

Poirier as a youth began a career as a machinist and blacksmith in his home town of Laurel, Mass. In 1880 he came to Portland and opened a blacksmith shop at Main and Front street. He played the role of the "Village Smithy" through Portland's swaddling days.

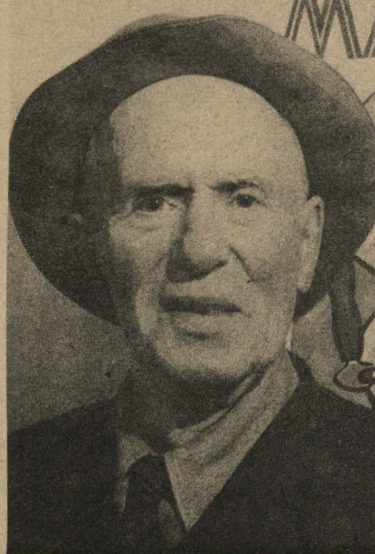
ERAS CONTRASTED

Comparing World War I shipyards to Oregon Ship, Poirier said "the two are as different as night and day."

"To the casual observer the contrast in noises would be the most striking," declared Poirier. "With all the riveting and caulking the first world war yards were about three times as noisy. Then you had no Whirley cranes or any of the mass production implements we have now."

Between the two wars Poirier classed himself as "retired," although he handled a few odd jobs as they came up. When the nation had its back to the wall during the first few months of World War II, he decided it was time to unpack his overalls and tools and get back onto the production line.

"I know I'm no youngster," he as-



Paul Poirier

serted, "but as long as I can do the job they give me here, I'm going to stay with it. I'll bet you I'll be here for the duration."

His son-in-law is Jammy Garrison, Outfitting dock marine supervisor. A granddaughter is employed in the Marine Machinist time office.

CARD OF THANKS

The family of Mrs. Hazel Brown, scaler, wish to thank all Oregon Ship workers who contributed to a contribution for her recently.—The Brown family.

I wish to thank my fellow workers for their kindness and sympathy during my recent bereavement.—E. J. Roos, Main pipe shop.

'SANTA' STEVENS



(OREGON SHIP)—Edward Stevens, pipefitter lead man, demonstrates with paper and carton on a corner of the Pipe shop bench how he acquired a crick in his neck over the wrapping of 37 Christmas packages for soldiers overseas.

"That was some job," Stevens said, "but I didn't argue when my wife and daughter got the idea to send as many packages as we could to service men overseas who might not get any Christmas this year."

Toughest article to find for inclusion, Stevens said, was—logically—cigarettes. Other gifts in the surprise boxes were all home-made edibles. Several large boxes filled with individually wrapped items were sent to chaplains for distribution to soldiers "without any folks at home."

Rod-Shack Attendant Vital Link In Chain

(OREGON SHIP)—A vital link in the endless chain of welding rods delivered to welders "sewing up"



ships on the ways—and easy to look at as well—is Mary Hayward, blonde rod-shack attendant. In her tiny rod house on the top deck of the growing hull, Miss Hayward orders rods from the

Mary Hayward warehouse at beginning of her shift and dispenses any needed size in any needed quantity throughout the day. Her stock lists four sizes of rod, from quarter-inch to five thirty-seconds of an inch.

LOST AND FOUND

LOST: An identification bracelet, valuable to the owner for sentimental reasons, was lost last week either in the yard or on the U.S.S. Effingham. The finder is asked to return it in at the guard office. Bracelet is engraved Ensign Anthony C. Cuciti. The guard office will forward the bracelet to Ensign Cuciti who leaves in the near future for overseas duty.

INQUIRING REPORTER

QUESTION:

"How do you get your husband or wife to do what you want them to?"

E. L. DuFour, Plate shop expediter: "Why—I buy her things, mostly. But I don't do like some husbands and just buy a present when I want her to do something special or when I figure on putting her in a good mood. I conduct a long-term campaign—buy her things right along and keep her happy all the time. Works much better."



Ruby Guengerich, welder: "Before I left my husband in the East I tried darn' near everything. One of the best ways I found for a long time was to make him some fudge. He really liked fudge. But after a while he got wise to that, and figured that everything I did was just to get something out of him. I don't know if there is any sure-fire method."



Eben Parker, truck driver: "With us it's not a question of getting the other person to do something. We have a real partnership and understanding. Each of us has our share of making our marriage a success and we hold up our own end of it. Perhaps our secret is that we never try to put anything over on the other person. I only wish I'd met my wife five years sooner than I did."



Erlene Moen, expediter: "Oh, I just smile pretty as I can and say, 'Come on, honey, do it my way once.' We have loads of fun together and I think when two people enjoy being together and trust each other that one sort of wants to do what the other person would like. I think it's a question of getting along together all the time."



C. W. Condra, labor leadman: "My wife is a good woman. She tries to please me and I try to please her, so that I don't have to worry much about getting her to do what I want her to. Sometimes, though, she'll get a contrary streak, and then I might just as well give up any notion of an idea of my own."



Margaret Jones, Plate shop worker: "I think the best way is to be reasonable. Of course, I'm not married, and it's like asking an old maid how to raise children—I have lots of theories. But I do have a boy friend and when we want to do opposite things we just sit down and figure out a compromise. I don't see why two married people couldn't be reasonable with each other."



Herbert Phillips, fireman: "My wife and I have been married 12 years, never had an argument except in fun. I think the reason is that neither of us is jealous of the other one and we have our own jobs to do in keeping up our home. She takes care of the children and all the inside work and I take care of the outside and earning a living."



AP-5 Davit Test The huge davits which will launch Attack Transport landing craft for the drives toward Jap beaches are tested with two steel-encased concrete slabs, each weighing 13 tons. They are first tested with one slab, then the other is added for overload trial. Three riggers, whose department handles the tests, shown are, on blocks, Johnny Creegan, left, and B. A. Peterson; on ground, V. F. Ramsay, leadman. Installation of davits and other hoisting machinery is done by marine machinists, supervised by Jim Garrison, marine supervisor. (Oregon Ship photo)

Lumber Yard Speeds Every Ship 'Unsung' In Vital Role

(OREGON SHIP) — In the shadow of Way 11 where workers are speeding construction of the U.S.S. Kelso, an Attack Transport which soon will join America's Pacific armada, is the OSC lumber yard which has played a vital role in yard operations but has received little or no publicity. The lumber yard is part of the Yard Stores department and is under the supervision of Vic Wisner. This department comprises the lumber yard, oil dock and the paint warehouse.

"We are on the very last page in the yard telephone directory," Wisner declared. "Maybe that's one of the reasons why we don't get much attention. The only time there is any excitement around the lumber yard is when a ship is launched on Way 11. We have a grandstand seat for that."

ALL LUMBER HANDLED

"The lumber yard handles all lumber and lumber products, including millwork and wall coverings, for all uses in the entire yard. Lumber used in the construction of all scaffolding on ships and in maintenance of present buildings and new construction comes from our yard."

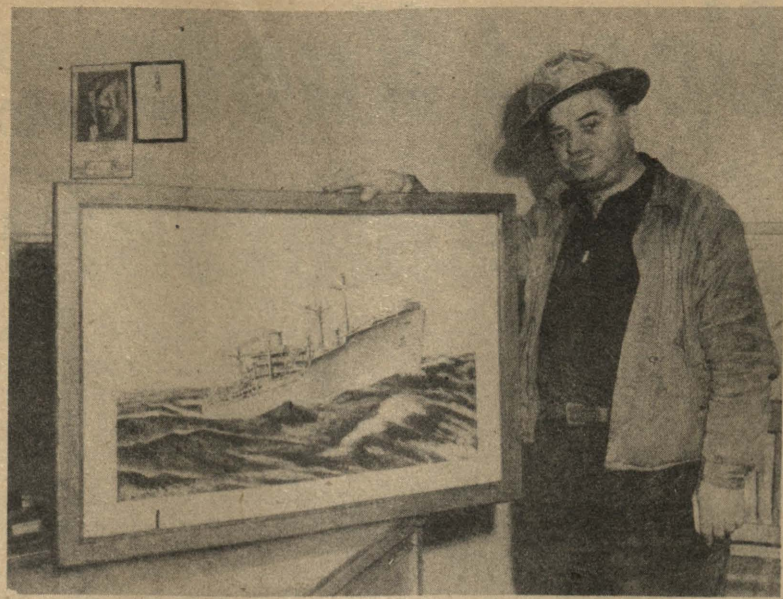
"Approximately 1,500,000 feet of new lumber is handled each month in addition to salvage operations. Lumber taken from ships when they are completed is returned to our yard for cleaning and sorting. This reclaimed lumber comprises nearly 2,000,000 feet a month."

Wisner's department also handles from 55,000 to 75,000 gallons of paint twice each month. Ninety per cent of this paint goes on ships.

Wisner is proud of the attendance record of his department which is far above the general yard average.



Lumber Experts Vic Wisner pictured with Dorothy Hilder (left) and Edythe Chamberlain, handles all the lumber and paint used at OSC. He is shown checking orders for lumber from various departments throughout the yard. (Oregon Ship photo)



Know-How Counts Shipfitter William S. Davies presented this watercolor of a Victory ship, to G. G. "Scotty" Wright, Erection superintendent. Both learned shipbuilding in Scotland. Davies' marine paintings hang in Liverpool, Buenos Aires and Portland galleries. He also served as steward and assistant surgeon on the White Star line for years. (Oregon Ship photo)

The WORKER SPEAKS

Early Quitters Again

Sir: In last week's Bosn's Whistle, an early quitting rap went unanswered. Shame on you, Mr. Everson, for bringing the question up. Don't you know that everyone likes to be a champion of some sort?

How do you expect these people to keep up their reputation of being five or six days behind schedule if they have to stay on the job until the whistle blows. What gets me is, why don't they demand shelter around the checking booths with seats and good looking blondes serving coffee while waiting for the whistle to blow? Why be pikers? Why not travel first class?

Just think of all the headaches this would cause if someone found out that it was impossible for the ambulance to leave the first aid station on an emergency call due to the mob standing around before the whistle? Or it might not be right up to first class safety rules to completely surround the oxygen trailers. I wonder if the cure to all this would be to have the guards keep them moving right on through and make them punch out as soon as they get to the check station whether the whistle has blown or not? —A. W. George, mold loft.

Old Sale Interesting

Sir: Several workers in the yard have asked me if the Bosn's Whistle would publish a copy of an old public sale which I have copied from an eastern paper. It is entitled "The Echo of the Auctioneer." The old headline said, "Public Sale: Ander-

son, Kentucky," and the notice is as follows:

"Having sold my farm, am leaving for Oregon Territory by ox team, and will offer on March 1st, 1849, all my personal property, to-wit: All ox teams except Buck and Ben and Lou and Jerry. Two milk cows, one gray mare and one colt, one pair of oxen and yoke, one baby yoke, 2 ox carts, iron plow with wooden mole board, 800 feet of popular weather boards, 1,500 10-foot rails, 160 gallon soap kettle, 85 sugar troughs made of white ash timber, 10 gallons of maple syrup, 3 spinning wheels, 30 pounds of mutton tallow, 1 large loom, made by Jerry Wilson, 300 hoop pofes, 100 split hoops, 100 empty barrels, 30 gallon barrel of Johnson-Miller whiskey, 7 years old, 20 gallons of apple brandy, one 40 gallon copper still, some oak and tan leather, one dozen reel hooks, 3 handle hooks, 2 scythes and cradles, one dozen wooden pitchforks, One half interest in tan yard, one 32 calibre rifle made by Ben Miller, 50 gallons of soft soap, 40 gallons of sorghum molasses, ham, bacon and lard, 6 head of fox hounds, all soft mouths except one.

"At the same time I will sell my six negro slaves, 2 men 35 years old. Two boys, two mulatto wenches, 30 and 40 years. Will sell all together as we will not separate them. Terms of sale, cash in hand or note to draw 4 per cent interest with Bob McCornel as security.

"My home is two miles south of Versailles, Ky., on the McCoons Ferry Pike. Sale will begin at 8 A. M. Plenty of eats and drinks. Signed J. S. Moss."—H. A. May.

13 Libertys Altered, Now Transport Mules

(OREGON SHIP)—The curious fate of 13 Liberty ships was disclosed last week when the War Shipping Administration announced allocation of the vessels with four other cargo ships for conversion to mule carriers. Comparatively slight structural changes were necessary in the hulls familiar to all

different parts of the country, since Missouri mules are usually larger than the Texas breed, officials said.

Need for the mule carriers arose when the long-eared animals were found to be more useful than mechanized equipment during wet, muddy weather in various war theatres, WSA officials disclosed.

Septuagenarians Fete Important Dates

(OREGON SHIP)—Three elderly "musketeers" claiming to feel like "young sprigs of fifty" celebrated golden wedding anniversaries and birthdays recently without marring their Oregon Ship work attendance records.

They are George Eickschen, 75, and W. H. Hooper, 72, painters, and John M. Easenblatter, welder helper, Outfitting dock. Hooper and Eickschen marked birthday anniversaries in October with a birthday party at lunch hour. Hooper, laying plans for his golden wedding celebration in March, tells of "not missing a minute's time" since he came to Oregon Ship 23 months ago.

Easenblatter, announcing his golden wedding anniversary last week, heads a family of five children, 16 grandchildren and eight great grandchildren with three grandsons in the service. "Ship building is easy after raising a family of that size," he commented as he checked names of W. H. Hooper his descendants on his fingers.

SPRIGHTLY DRIVER



Virginia Johnson last week returned to Oregon Ship after a two year's absence to become a U. S. Maritime Commission driver. She was previously employed in the yard as a clerk in the Costs department. Mrs. Johnson's husband, Lieutenant Glenn Johnson, is with the army air force in England. (Oregon Ship photo)

Long Joe Sparks Hopes To See Texas Again

(OREGON SHIP)—An Irishman from eastern Texas with a Swedish accent is Joe Sparks, known along the ways as "Gun'le-bar Joe, the Iron Man." Long and thin as the steel bars he works with, Sparks, a leadman, directs installation of the thick steel strip that is fastened to the main deck and shell amidships.

"However you spell it—gunnel, gun'le or gunwale," Sparks said, "it's a bar riveted along the deck edge to reduce rigidity between the top deck and shell and prevent cracking of steel plates."

Sparks, who is anxious to see his home state again, said: "I always figured on going back, but when I had the money I didn't dare give up my job, or the kids were in school. And when I didn't have a job and the kids were home—I didn't have the money. I sure hope to see Texas again, though, when the war's over."



Expert Wood Workers A vital role in the Oregon Ship AP-5 drive is played by Foreman Bert Collins and his crew pictured at work in the Oregon Ship Carpenter shop. The shop produces hundreds of items, including rigging lumber, bins, racks, plugs and office equipment. Collins is shown in the foreground working with a T-square. (Oregon Shop photo)

Upset Knots Pin Leadership

(SWAN ISLAND)—Big news of Swan Island's 16-team bowling league was the two-out-of-three beating the previously league leading Painters-Dock took from red hot Main Machine Shop, which threw the league lead into a tie between Painters and the big handicap Sheet Metal team. Scores as a

whole were much better than the previous week. Toby Mendelson, Main Machine Shop, rolled four strikes in his second game for a 214 single, and five in a row in the third game for a 198 single, which added to a first game score of 183 pins, set a new series record of 595.

Grubb, Painters-Dock star, had high single game of the week with

a 219. He also rolled a 547 series.

Main Machine Shop set a new team series record of 2896 pins. They also rolled the only team single game over 1,000 pins, topping a "grand" by seven. Standings:

SWAN ISLAND LEAGUE

	W.	L.	Pct.
Painter, Dock	18	6	.750
Sheet Metal	18	6	.750
Pipefitters	16	8	.666
Trial Creek	15	9	.625
Main Machine Shop	15	9	.625
Welders, Dock	14	10	.583
Chippers, Dock	13	11	.542
Painters, Yard	13	11	.542
Clerical	12	12	.500
Electricians	11	13	.458
Machinists, Dock	10	14	.417
Plate Shop	9	15	.371
Outfitting	9	15	.371
Welders, General	8	16	.333
Welders, Ways	7	17	.292
Shipfitters	4	20	.166

The Gremlins, top team of the Swan Island Women's league a week ago, dropped all three games to the Toilers to drop to second place, one game behind the Gay Divorcees five, who won two games from Bachelor Girls to move into first place. Cellar dwelling Welder-Wildcats dropped all three games to the Scorpionettes and now are a full six games back of the league leaders.

Lois Nelson, Gay Divorcees, had high single game of the week with a 163. Goenour, Scorpionettes, won high series honors, toppling 451 pins. Standings:

SWAN WOMEN'S LEAGUE

	W.	L.	Pct.
Gay Divorcees	7	2	.777
Gremlins	6	3	.666
Bachelor Girls	5	4	.555
Toilers	4	5	.444
Scorpionettes	4	5	.444
Welder, Wildcats	1	8	.111

Both Erection teams, the Scorpions and Sharps, won two out of three games at the Boilermaker alleys last week to stay tied at the top of Swan's tanker league. Only five games separate the top and bottom teams.

Individual honors were shared by Ralph Gholson of the Chippers with a 562 series, and Lamb, Shark star, who topped 206 pins. Erection-Sharks won team honors with a 934 single and 2482 series. Standings:

TANKER LEAGUE

	W.	L.	Pct.
Erection, Scorpion	16	11	.592
Erection, Sharks	16	11	.592
Engineers	14	13	.519
Chippers	13	14	.481
Burners	11	16	.407
Tank Test	11	16	.407

moved the Specialists from the cellar to fourth place, leaving the Painters and Layouts in the basement.

High single game honors went to Brenna of Way 8 team with a net 225 plus an 18 handicap. Standings:

A much better brand of bowling has developed this year, indicated by a 30-man average without handicap of 153.5, ranging from 190 to 134, compared with an average of 141 at the same time last season with a range from 181 to 113. Presently, 22 individuals have an average of 150 or better, whereas a year ago only nine were in that bracket.

Records Topped In Vanship League

(VANCOUVER)—A number of season records fell by the wayside at a hot bowling session Tuesday, October 31, at the Boilermaker Alleys in Portland.

VANSHIP LEAGUE

	W.	L.
Way 8	18	3
Supers	12	9
Way 9	11	10
Specialists	8	13
Painters	7	14
Layouts	7	14

The Specialists, captained by Johnny Hanford, were on the beam and registered the season's high for team single game with a 980 and also for the three-game total with 2874. This latter score was 97 pins over the previous high. Ed Minogge slid into the records with his total of 645 for three games, which to date is topped only by Lyle Duncan's 647.

The result of the above scores



Second-place Pipefitters All alone in second place in Swan's 16-team bowling league after eight weeks of play, these five Pipefitters have been close to the top all season. They are, front row, left to right: Jack Workman and Paul Muller; back row, Eddie Becker, Charlie Geenen and Bill Burback. (Swan Island photo)



Top Average Harold Patchin, Oregon Ship Gadget shop kegger, shows the tight balanced swing he uses to hit the king pin—often enough to roll a 172 average as top man in the Oregon Ship league. (Oregon Ship photo)

Pro Pugilist Drives Swan Island Truck

(SWAN ISLAND)—Swan Island added another professional boxer to a growing list recently when Russell E. Metcalf started driving a truck for Transportation department on graveyard shift. Metcalf is better known in the squared ring as Bryce Allen, and got off on the wrong foot in his initial appearance at the Auditorium when Sailor Jack Huber TKO'd him in the seventh.

PRE-ERECTION FIVE ROLLS MERRILY ON

OSC BOWLING LEAGUE

Team	W.	L.	Pct.
Pre-Erection	20	4	.833
Chippers No. 1	16	8	.667
Welders	15	9	.625
Gun Shop	14	10	.583
Shipfitters	12	12	.500
Sub-assembly	11	13	.458
Gadget Shop	6	18	.250
Chippers No. 2	2	22	.083

(OREGON SHIP)—"Can't anybody stop those Pre-erection guys?" was the moan at the Hi-way alleys Wednesday night, November 1, when the ace kegger fivesome swept Shipfitters down the alleys with three straight wins. Elected to try to stop Pre-erection's landslide in next week's play is Chippers No. 2, now holding cellar spot in the league, with small prospect of preventing another Pre-erection walk-away.

Patchin, Gadget shop's new ace, still holds the high individual average spotlight with a 172. Sabah, Pre-erection, shortened his second place margin in the evening's play by moving up to 168. Close pacing is given by Heilman, Shipfitters, 163; Mapletorpe, Sub-assembly, 163; Donaldson, Sub-assembly, 158; Friesheim, Chippers No. 1, 158; Schoenbeck, Chippers No. 1, 156.

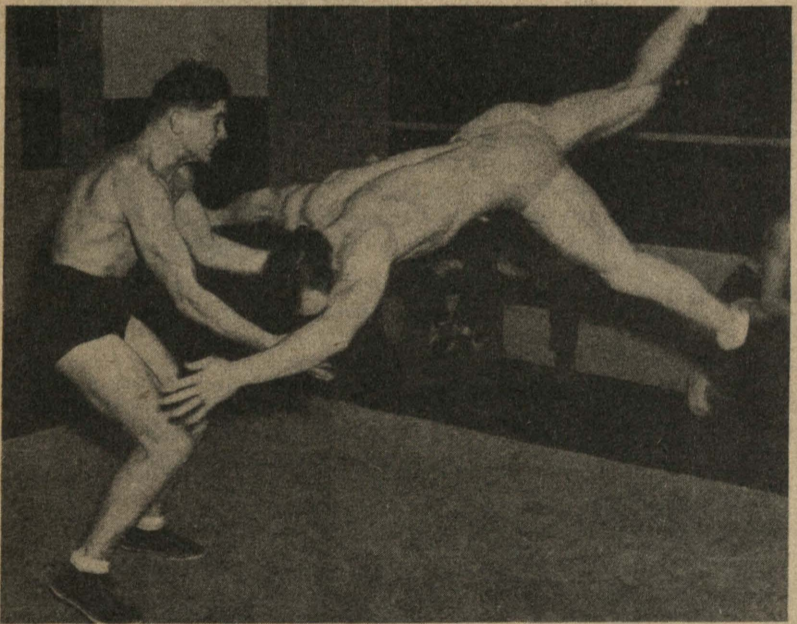
As final scores were tallied, the sheets showed Pre-erection chalking up a new record with a 1035 for high game, trailed by Welders, 955, and Chippers No. 1, 931. High team for series were Pre-erection, 2742; Welders, 2691; Chippers No. 1, 2620.

Heilman's high tally of 254 for highest game went unchallenged, while Patchin took one pin over Sutton's 226 to cop second place with a 227. Scores:

Pre-erection, 843, 880, 884—2607; Shipfitter, 783, 821, 753—2307; Chippers No. 1, 653, 704, 702—2059; Gadget Shop, 672, 586, 619—1876; Welders, 768, 885, 883—2486; Sub-Assembly, 754, 931, 842—2527; Gun Shop, 818, 808, 877—2503; Chippers No. 2, 731, 782, 776—2289.

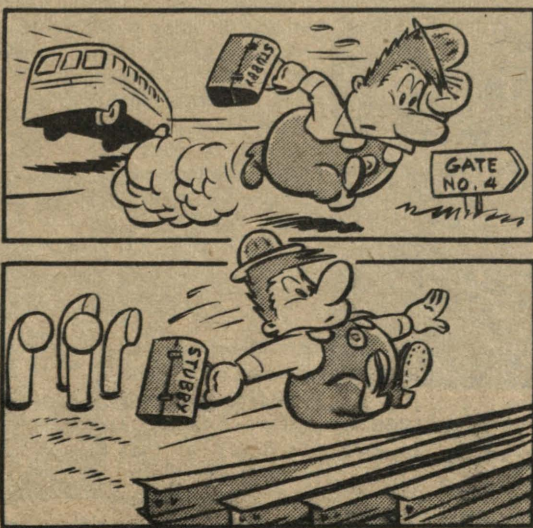


Firsters All Leading their nearest contender for top place by a four-game margin are these members of the ace Pre-erection team, shown at the close of play Wednesday, November 1, when they chalked up three straight wins for a score to date of 20 wins, four losses. They are George Sabah, Carl Stover, Dorr Bennett, Bob Little. Not in the picture is team member Ole Kaupilla. (Oregon Ship photo)



Oof! A flying tackle is demonstrated to Buzz Teters by instructor Ivan Jones at the Thursday night wrestling class at McLoughlin Heights Recreation center. (Vancouver photo)

Stubby Bilgebottom



By Ernie Hager

Eye-Witness Tells Of Monday's Blaze



BOB JONES

(OREGON SHIP)—One of the first eye witnesses of the Monday morning fire in the Administration building was Bob Jones, former graveyard welder leadman who recently assumed duties with the Public Relations department. Here is his story:

With two other men, I was sitting in a booth at the Administration building cafeteria at 5:10 o'clock Monday morning. A sprinkling of graveyard workers were eating breakfast. Everything appeared normal.

Then a waitress opened the door to the women's dressing room.

Smoke poured out and enveloped us. We grabbed hand fire extinguishers and tackled the blaze. However, it soon became evident that the fire was creeping up through the walls beyond the reach of small equipment.

A cafeteria employe called the yard Fire department. When trucks arrived, I went into the upper part of the building. Smoke was seeping through cracks in the walls, and I was convinced that the building was doomed.

I rushed to the telephone switchboard. Mrs. Margaret Loney was on duty. I advised her to clear the building. At once she opened her switchboard and rang all offices. That was 5:20 a. m.

Then I proceeded to the Bond department. I told girls there to gather their belongings and get as far as possible from the building.

After a check through the building for employes, I was unable to reach the second-floor office where my briefcase was located.

When city equipment arrived at 5:30 I was going to urge Mrs. Loney to leave her switchboard, where she continued calling offices, when I saw her coming toward the main entrance.

OUR DOC SAYS . . .



Eat A Better Breakfast —Do A Better Job.

Your bodily warmth and muscular strength are maintained by the food you eat. In winter time you need more coal in the furnace—more energy-producing foods of all sorts. The shipyard is not the place to reduce in the rainy season. Eat at least three meals a day. Don't come to work on a piece of toast and a cup of coffee—eat workers' meals and fill that lunch bucket. Eat sweets, bread, grains, potatoes, red meats (the OPA permitting) and carrots, butter, cheese, tomatoes, citrus fruits, milk and eggs, and vegetables to keep up your vitamin supply. Avoid digestive upsets by regular habits and drink one or two quarts of water daily to aid good bowel action.

Swan Island Offers Gym to OSC Workers

(SWAN ISLAND)—Oregon Ship employes have been offered use of Swan Island's gymnasium facilities by Tom Louttit, athletic activities' director for the two yards. The OSC gym has been commandeered by administrative departments left officeless by the fire which destroyed the Administration building Monday.



Home of the Salmon Home of the Royal Chinook, classed by epicures as the highest quality salmon and by sportsmen as the largest fighting fish caught in fresh water, the Columbia River is the greatest single center of commercial fishing in the region.

MINING and FISHING

By ROBERT ORMOND CASE

(No. 9 of a series on "Know Your Northwest")

MINING and commercial fishing are two specialized industries which have contributed steadily and substantially to the economic life of the Pacific Northwest for almost a century.

Mining has had its ups and downs, beginning with the discovery of placer gold in the "roaring Fifties" when an army of prospectors from the California diggings worked northward through the then wilds of Oregon, Washington and British Columbia, sampling each promising creek and gulch in passing. Though scattered discoveries produced millions annually during this colorful epoch, it was a passing phase of little significance compared to later and more stable development.

Oregon today ranks second in the nation in quicksilver production, and one of the large copper mines of the west is located in Washington, north of Lake Chelan. Both states have enormous deposits of coal suitable for coking and other industrial uses. Coos County, Oregon, alone has an estimated billion tons. Chromite occurs in both states in important amounts. Large magnesite deposits in Stevens County, Wash., have been the source of high-grade refractories for many years.

Smelting facilities have long been available in the area. The Tacoma Smelter on Puget Sound, well-known throughout the mining world, in normal times treats copper ore originating in the Orient as well as in Alaska and the Northwest.

In general it may be said that while mining has thus far been overshadowed by such giant natural resources as timber, agriculture and hydro-electric power, Northwest mines today produce practically all of the commercial minerals in individual operations ranging from a few tons to 8,000 tons of output daily.

Perhaps the most promising post-war development lies in the aluminum field: War plants adjacent to Bonneville power today use close to 90 percent of the installed power of the great Columbia River dams, and nearby deposits of high-grade alumina clay offer the perfect combination—power and raw materials—for an enormous peace-time industry.

Commercial fishing has been an expanding industry in the Northwest for almost a century. Major streams entering the Pacific, and coastal waters yield a vast annual catch of salmon, halibut, tuna and lesser varieties which add to the food resources of the nation. There are said to be more varieties of marine life in Puget Sound than in any waters bordering the continent.

The Columbia River Packers Association operates 200 miles up the river and also maintains receiving stations at eight points along the Oregon coast as far south as Marshfield. A fleet of 1200 gillnet fishing boats are serviced at these stations, including 700 on the Columbia itself. An average of 750,000 cases are packed at Astoria each year, representing a value of \$4,750,000, of which more than \$2,000,000 is paid out in wages.

To maintain the annual salmon runs the state of Oregon maintains numerous salmon hatcheries, including the world's largest, and a long list of regulations govern all phases of the industry. Fish ladders have been built at river impediments to assist the salmon to the spawning grounds. Every effort is made to safeguard and supplement the strange natural cycle which brings the silver horde unerringly back to its home waters from the oceans of the world.

Great fishing fleets operate out of Puget Sound and other Washington points. Every major bay and estuary along the entire coast, in fact, has its quota of workers whose livelihood comes from the sea. Puget Sound ports are also the main outfitting and debarkation points for an army of fishermen who work each season in the vast Alaskan fisheries.

VITAMINS FROM SHARKS

The spectacular rise of albacore tuna fishing off the Columbia and points south furnished new proof of the old saying that the sea is the eternal frontier. This is also true of the sudden discovery that shark liver is a far more concentrated source of vitamins than the century-old cod-liver oil. Once considered a major nuisance by gillnet fishermen, whose gear was damaged each

time one of the sea marauders was snared, certain species of shark are now pursued more eagerly than the best Royal Chinook.

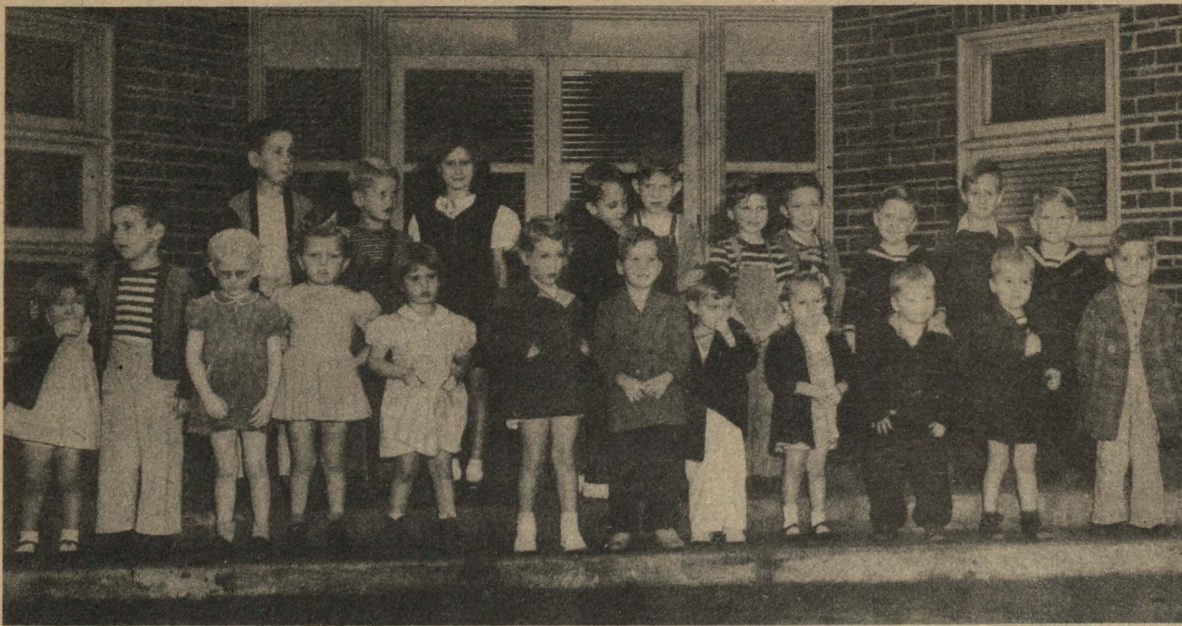
When fishermen began to bring in random catches of tuna to Columbia River canneries it was at first supposed that a migratory run had been encountered, but it was soon concluded that the tuna had been there all the while. The first pack on the Columbia, in 1937, totaled 85,000 cases, valued at close to a half million dollars. Since then the catch has increased steadily. It now employs 800 to 1000 people—a higher labor ratio than is necessary in the packing of other species.

Albacore caught off the Columbia is classed as the world's finest quality tuna. Since it is also one of the gamest fish which can be taken with light tackle, the discovery of the tuna run was a bonanza for sportsmen. That such a source of premier food and game fish could remain undiscovered for three-fourths of a century—within waters covered regularly by one of the world's major fishing fleets—is unique in the history of one of mankind's most ancient pursuits.

(Next week: Conclusion of series—"Pleasant Living.")



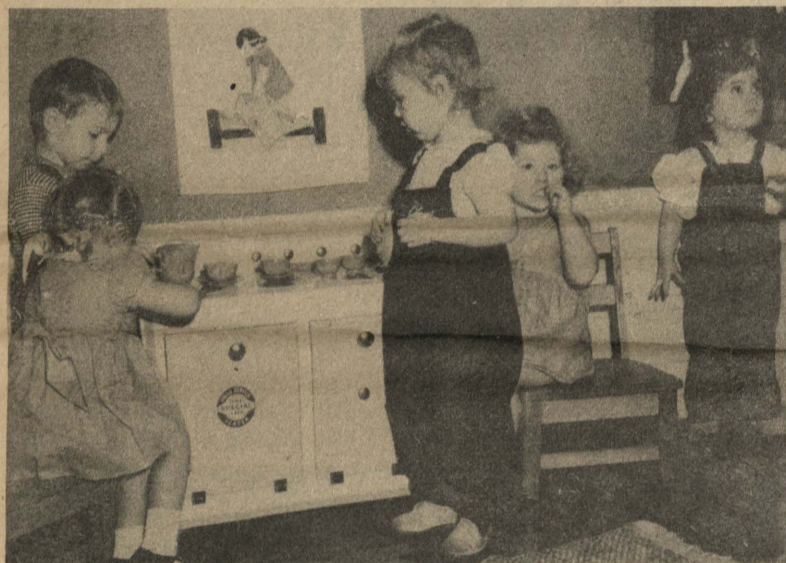
Big Business An average of 750,000 cases of salmon are packed at Astoria each year representing a value of \$4,750,000 of which more than \$2,000,000 is paid out in wages.



Toddlers seniors of the Child Service center "Old Guard" line up in traditional class group style as the Center passed its first anniversary. The children shown above registered on the center's opening day, November 8, 1943, are still enrolled. They are, left to right, front row, Evelyn Fowler, Robert Fowler, Donna Lee Hale, Pamela Anglin, Ronnog Chartrand, Janice Smith, Merle Scott, John Brendal, Sally Brotherton, David Shattuck, Leonard Mills, Robert Pettingell; second row, Wayne Fowler, Kenton Chartrand, Charlene Chartrand, Harley Brendal, Barry Kolek, Joyce Marshall, Blaine Webster, Teddy Condon, Duane Schnee, and Charles Condon. Ones not included in the picture are Christine Ball, Phyllis Ball, Marshall Secrest, Allen Reber, Susan Reber, Judith Scott, Francis Taylor, Margaret Palmer, Gwenell Foster, Robert Rieck, and Carl Olson.

Service Center Celebrates First Year Of Child Care

(OREGON SHIP)—Rounding out a full year of play supervision and cod liver oil dosage for children of Oregon Ship workers, the Child Service center marked its first anniversary on November 8 with one of the busiest days of its existence. Teachers on the original staff gathered Wednesday at 6 p. m. for a celebration dinner with parents and their children still at the center who had enrolled on the first day of the center's operation, while around them hummed the normal swing shift activities of the center's 24-hour schedule.



"What's cookin'?" asks Sharon Burke, center, of Gene Dalaska, left, and Sally Brotherton. Children throughout the Child Service center spent a normally busy day of play and rest on the center's birthday. Other youngsters playing with the Oregon Ship-made toys are Kathleen Bates, far right and Alice Jane Reynolds, seated at right.

"The part played by the center through the past year in the lives of hundreds of parents is best told by the comment of an Oregon Ship mother," said James L. Hymes, child service director. "She said her husband was in the service and that this was the first time she had ever been away from home in the Middle West. Then she said, 'I keep telling the folks back home to quit worrying about me. The center takes care of my child, cooks my dinner, and even gets me a ride to work.'"

During the past year, Hymes said, the center has grown from a day and swing shift roster of 67 children to a round-the-clock schedule of 342 youngsters. Under the supervision of Norah Clancy, trained teachers have watched over and directed the rest, play, diet and health inspections of 1463 children since the center's opening day, he said.

LARGEST IN WORLD

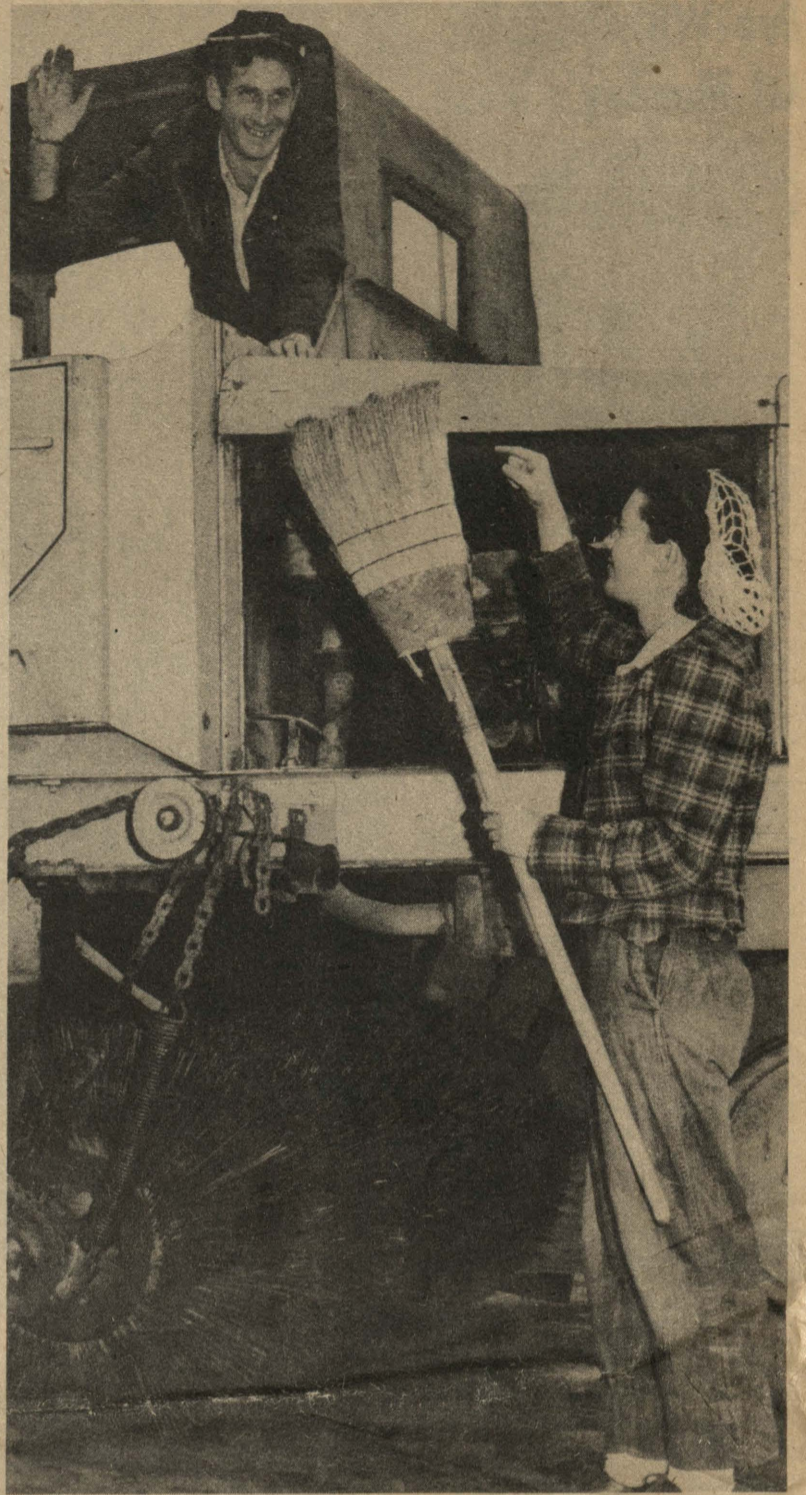
"The Oregon Ship and Swan Island centers, two largest nursery schools in the world, are the only nursery schools located in ship-yards," he pointed out. "The Oregon Ship center alone has released 604,151 man-hours by freeing mothers to work in the yard, proving the center's value to the ship-building program," Hymes stated.

Highlights of the year's growth have included home food service, a Saturday and after-school program, immunization, opening of the graveyard shift, and finally a seven-day work week of the children's parents.

In honor of her work as center supervisor since the opening day a year ago, Miss Clancy was chosen to sponsor the U. S. S. Karnes, Oregon Ship's 25th Attack Transport, at the launching ceremonies last Tuesday. Her attendants were two staff members, Martha Sharp and Ruth Berkman. Judy Scott, one of the first children to be enrolled at the center, was flower girl.

Woodworking Offered

(VANPORT)—First adult woodworking class will be held tonight at Community building No. 2. Classes in the craft are scheduled for each Monday, Tuesday, Thursday and Friday evening, from 6 to 10 p. m., and each Saturday from 8 a. m. to 4 p. m.



George Clausius, leaning from the cab of his rotary sweeper, laughs at Esther Beyer, warehouse worker, who staunchly upholds merits of her broom for making "a clean sweep." (Oregon Ship photo)

Specialized Sweeping Nets 'Clean' Verdict

(OREGON SHIP)—A heated argument that developed recently between sweepers who use the hand or kitchen variety of broom and the driver of one of Oregon Ship's two mechanical sweepers resulted in a deadlock. Bystanders, however, conceded that both sides had their points in upholding their favorite technique for yard cleanliness and sanitation.

"There's nothing like a good broom, pushed by a strong right arm, for getting dirt out of cracks and uneven spots in the paving," claimed Esther Beyer, warehouse worker. "Could be," retorted George Clausius from his seat atop the rotating brush, "but it would take more J. W. Weatherly girls than Ziegfeld had in his Follies to hand-sweep Oregon Ship's paved area."

No need for contention exists, according to Jim Weatherly, transportation supervisor. While hand brooms push into corners, the two revolving sweepers cover OSC's 10 miles of paved area. Progress department figures show that the large sweeper travels 77 miles to sweep the yard from one end to the other.

For complete cleanliness, and to protect tires on scores of vehicles, the department also maintains a magnet which is towed behind a tractor. The magnet is powered by a motor generator, picks up nails and welding rod missed by the broom. It is used frequently around new construction, Weatherly said.

It's anybody's guess what the yard would look like if it were not swept constantly," Weatherly said, "but the two sweepers frequently pick up 1600 to 1700 pounds of rubbish in an eight-hour shift."

A sweeper brush lasts about a week with constant usage, he added. All rubbish collected in the hop-

HE'S CHIEF CLERK

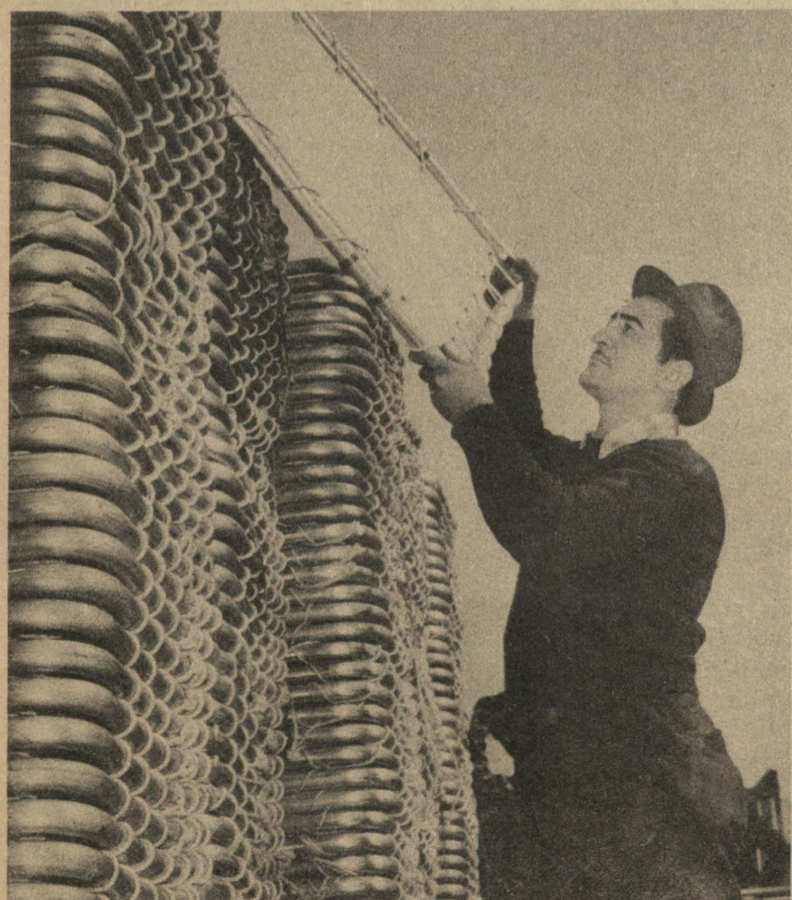


(OREGON SHIP)—Harry Steele, chief clerk of the administrative offices at OSC, handles all details pertaining to the employment status of hundreds of office workers in the yard.

Steele has been at Oregon Ship three years. He is a veteran of World War I. His wife, Minnie, is a clerk in the timekeeping department on graveyard shift. His daughter, Coral Steele, a former OSC employe, won the title of "Miss Wisconsin" in a beauty contest held last summer at a Kaiser-sponsored state picnic in Pier park.

pers is dumped over the river bank, but metal collected by the magnet is salvaged.

Weatherly, transportation department employe since May, 1942, has been a supervisor since May of this year.



It's The Bunk "Silent Pedro" Gomez places one of the hundreds of hammock-like beds installed on each Oregon Ship Attack Transport vessel in a pile for lifting aboard ship. The bunks, with light aluminum frames and canvas "mattresses," are surprisingly comfortable, according to veteran navy men. Gomez, a wrestler who has been appearing on local mat shows, neither speaks nor hears, but fellow workers says he does a whale of a job outfitting AP-5's.