

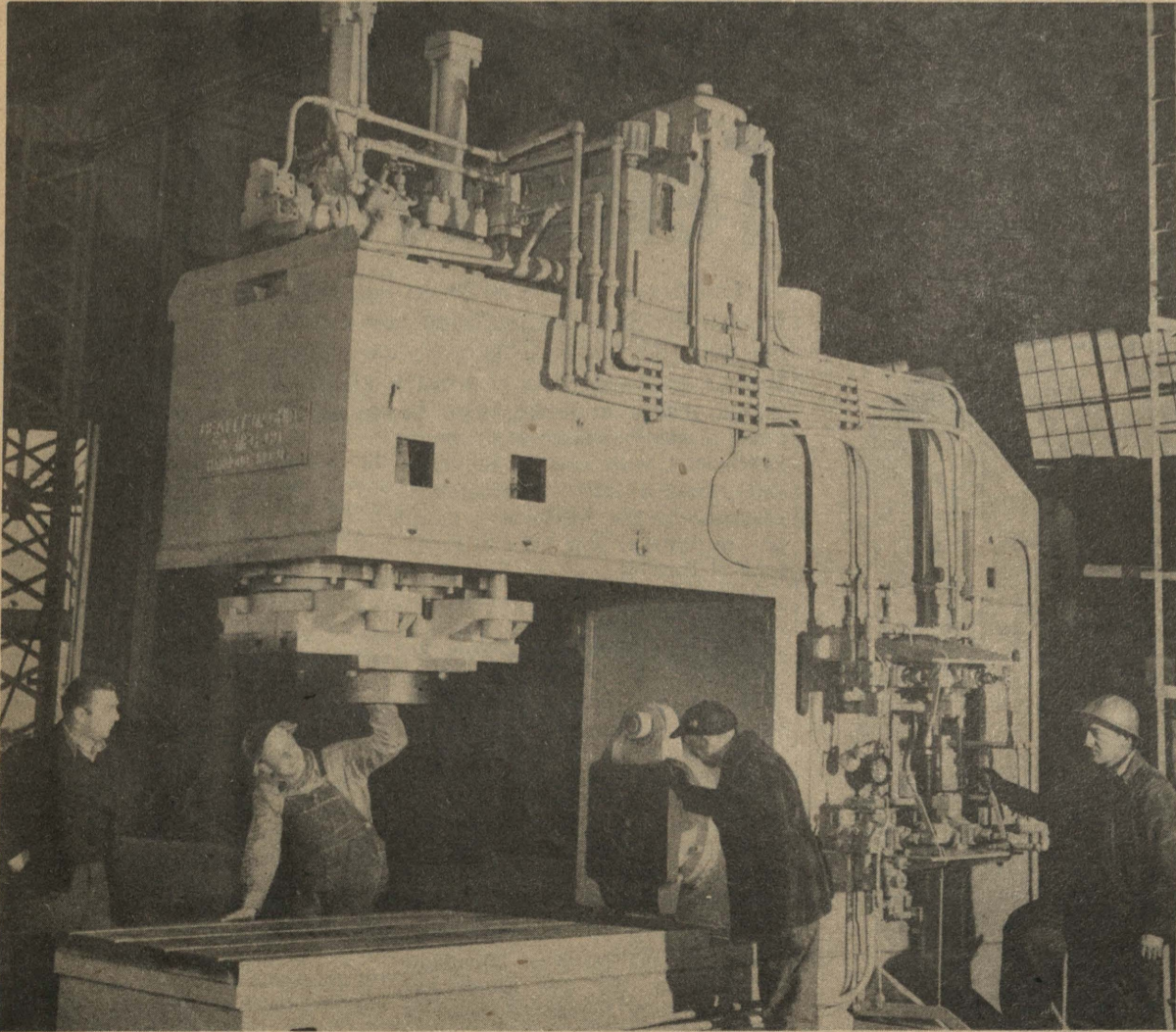


OUTFITTING TIE-UP CLEARED

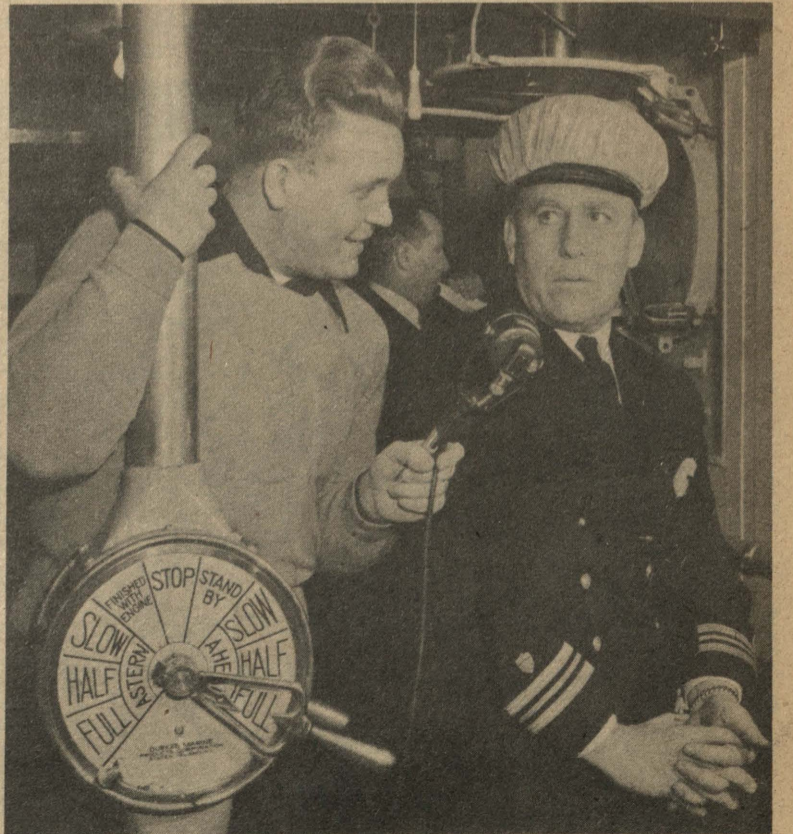
—Story, Page 4



OSC Gull Haven Oregon Ship, America's champion yard, now claims a new distinction—it has the most popular sea gull sanctuary on the Pacific Coast. The above photograph showing hundreds of gulls soaring over the OSC Warehouse was snapped by Ray Atkeson, of Photo-Art Commercial Studio. In the background can be seen Victory Ships in the Outfitting Basin. Leftovers from thousands of workers lunches seem to be OSC's chief attraction for the gulls.



Ponton Press Experimental work got underway this week in the OSC Plate shop on construction of \$12,000,000 worth of aluminum half pontons for the United States Army. Pictured above is a 35-ton press to be used in shaping the 4000 half pontons which will play a vital part in future invasions of enemy territory by American troops. Shown inspecting the press are (left to right) Leo Redding, Plate shop foreman; Leadman Bud King and Machinists J. J. Snyder and D. N. Crosby. (Oregon Ship photo)



River Veteran As the OSC-built S. S. Bozeman Victory steamed down the Columbia, Lieut. Comm. William Horats, recounted his experiences as a river pilot to Jack Volheye of Station KXL, during the first transcribed radio program ever produced during a Victory ship trial run. The S. S. Bozeman Victory has been delivered to the Alaska Steamship company.—Story, page 3.

New Carriers Extend Work At Vancouver

(VANCOUVER)—Promise of full employment through June, 1946 loomed for Vancouver workers this week with announcement of a new carrier contract. The navy has awarded the Vancouver yard an \$88,000,000 contract to build eight aircraft carriers of the "Cimarron" type according to official word received at the yard. Edgar Kaiser, general manager of the yard, and Mike Miller, assistant general manager, are now in Washington, D. C. concluding arrangements.

The new carriers will be far larger than the famed BB3s and are estimated to take three times as many man hours as the "baby flat tops."

Vancouver earned its reputation as a carrier-building yard during 1943-44 when it built 50 of the BB3s in record time. The carriers subsequently won fame for their gallant battle with part of the Jap fleet off Leyte during the early days of the invasion of that island. So far four of the original "jeep" carriers have been reported lost.

U. S. Naval Fleet Now Totals 61,045 Vessels

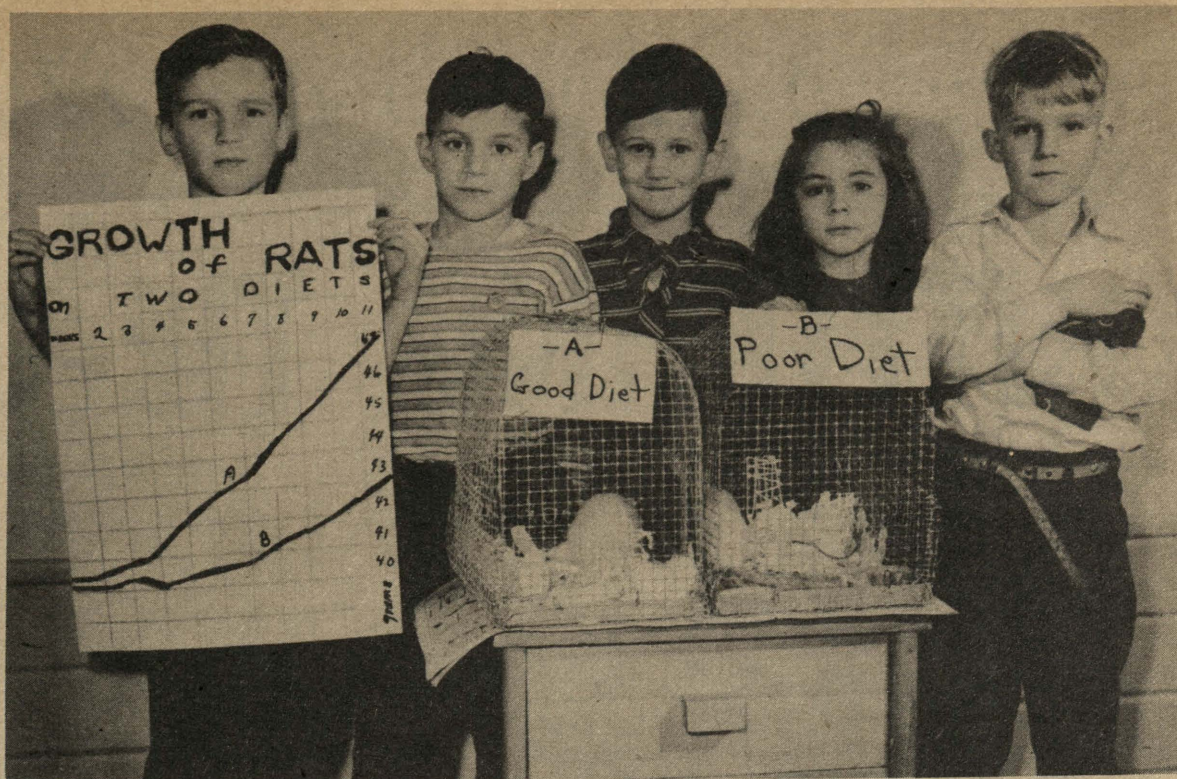
As of January 1, 1945, the United States Navy will have 61,045 vessels on hand with which to meet and defeat the enemy. The great majority of these vessels—more than 54,000 of them—are landing craft and assault ships, vessels designed to land American troops on enemy beaches, deeper and deeper into enemy territory. These figures were released recently by the Thirteenth Naval district in an annual report.

In 1944, according to the report, 39,971 new vessels were built. Of these, 420 were combatant ships, 640 were patrol and mine craft, 630 were auxiliary, 37,724 were landing craft, and 557 were district craft. They aggregated 5,557,490 tons, and brought the navy's present fleet tonnage to 11,707,000 tons. They brought the total number of combatant ships to 1,167, more than three times the number on hand when war started three years ago. The production picture has been a tremendous and costly program. Since January 1, 1942, \$66,682,000,000 has been paid out by the navy for the materials of war, including the expense of training and outfitting the men and women who man the navy. Congress has appropriat-

ed \$105,647,000,000 for naval war needs since July 1, 1940. In addition to the \$66,682,000,000 already spent, present commitments total \$26,675,000,000. The remaining \$12,290,000,000 is for naval needs already anticipated—projects which have been approved so that the navy can carry out proposed operations.

By types of combatant ships the building record is as follows:

	'41	'42	'43	'44
Battleships	2	4	2	2
Aircraft Carriers..	1	1	15	8
Aircraft Carriers,				
Escort	2	13	50	37
Battle Cruisers....	0	0	0	2
Heavy Cruisers	0	0	4	2
Light Cruisers	1	8	7	11
Destroyers	16	81	128	84
Destroyer Escorts	0	0	306	197
Submarines	11	34	56	77
	33	141	568	420



Rats "Bunny" and "Angus" are proving it pays to eat your spinach. Children pictured are, left to right, Larry Hagen, Wayne King, Jimmy Clark, Beverly Renegar and Clinton Chapman who, with the assistance of their Child Service Center teacher, Ann Levine, are conducting a nutrition experiment.

It Pays To Eat Your Spinach Rat Study Gives Proof

(SWAN ISLAND)—Under the direction of their teacher, Ann Levine, five children at the Child Service center are conducting an experiment in nutrition, to learn the value of proper diet. Two white rats were obtained from Oregon State college for the experiment. Each has its own "apartment" and the children see that the rats are kept neat and cozy. One rat has been named Bunny

and the other is called Angus. Bunny is being fed the same diet as the children. In fact, her breakfast, lunch and dinner are taken right from the trays as they leave the kitchen so it is obvious to the children just what types of food are causing Bunny to thrive. She gets an ample ration of milk, green vegetables, whole grain cereals, meat, butter and cod liver oil, and consequently is a very healthy looking little rat.

Angus is given meat, potatoes, un buttered bread, extra desserts and water. He gets no milk, green vegetables or cod liver oil. After

one week on this diet Angus already is looking slightly peaked. The experiment will continue for three or four weeks, at which time Angus will be given his vitamins and brought up to par again, ready for another experiment.

The chart pictured indicates the result of a similar experiment conducted at Oregon State college. Two rats, with a difference in weight of less than one gram, were fed separate diets and at the end of 11 weeks, the rat that had been fed the proper diet outweighed the other by five grams, which in rat-weight is a considerable amount.

IRISH CLAIM CREDIT FOR 'FIRSTS' IN WAR

(OREGON SHIP)—"When it comes to close-in fighting and the going is tougher than a G. I. boot-sole, who's out in front where the battle is hottest?" asks Mina Stowell, OSC laborer and true daughter of Erin. "Why, it's the Irish every time." To prove her contention she quotes the following facts taken from an army newspaper:

The first American soldier to kill a Jap was Mike Murphy.

The first American soldier to capture a German spy was Harry O'Toole.

The first navy pilot to down five Jap Zeros was Edward O'Hare.

The first admiral to be killed was Edward Gallagher.

The first American soldier to get the Victory cross was John Callahan.

Red Cross Tells Needs

On March 1 the Red Cross will begin its annual drive for funds. Special organizations and offices to handle the drive are being set up in all three Kaiser shipyards in this area. The Red Cross is carrying on a battle against suffering all over the world, wherever it might be. In fire and famine, in tornado and flood, it must be ready with emergency relief, with shelter and food and clothing, with rehabilitation programs for the destitute — those left destitute by war as well as by natural disaster.

To fight the battle of injury and disease, the Red Cross has expanded to a mammoth degree its home nursing, nurse recruitment, first aid, nutrition, and disaster services.

To help save the lives of wounded, it developed its Blood Donor Service into one of the largest medical undertakings in history, requiring approximately 100,000 volunteer donors each week and a total of more than 5,000,000 pints of blood in 1944.

RELIEVE LONELINESS

To fight the battle of loneliness and anxiety, the Red Cross has stationed many thousands men and women with fighting forces at home and overseas. When necessary, field directors establish their contact with home. Red Cross club workers provide them with entertainment and relaxation when they are on leave. When they are in

the hospital, Red Cross workers provide services suited to the needs of the sick and wounded.

American Red Cross clubmobile girls in the four corners of the world lead rugged lives. Theirs is the job of bringing refreshment and cheer to returning missions, isolated combat units, troops in transit on the ocean and the beaches.

They slug through Italian mud, carrying their coffee and doughnuts in weapons carriers, within the roar of the guns, often on narrow roads under enemy fire. They bounce along jungle trails of New Guinea bearing ten-gallon cans of fruit juice in Jeepmobiles for ack-ack gunners, pilots and ground crews at outlying landing strips. On the continent, they've jolted into the first German towns captured by the Yanks, following up the troops.

More men have been captured in this war than ever in history. Getting relief to them is a mammoth job, jointly shared by governments, individual agencies, and the Red Cross.



"What ... Charles Boyer? Heavens! And me with no makeup on!"

Oregon Draft Chief Says Key Workers' Status Is Undecided

SALEM — Oregon State Selective Service Director Elmer Wooton said this week that he didn't know whether the armed services will be taking more key men from shipyards and other war industries. Wooton announced that he is waiting for new national regulations governing key workers in the various age groups. Although he has received advance notice from Washington, he said it contains no more information than has been carried in daily newspaper stories.

According to Wooton, employers will probably appeal the cases of men re-classified in the past few weeks. The new regulation will probably have a direct effect on whether these workers will actually be taken.

The draft chief revealed that about one-third of the state's ship-

yard employes are registered in other states, but he explained that the same rules will prevail throughout the country. In some states more may have to be called to meet quotas, but Wooton believes that the number called by Oregon boards will be about the same as in other states.

Wooton added that he has no way of estimating any exact figure on the number of war workers to be inducted.



Gloria Palladini, left, and Manager Lloyd Howard, are the Travel Priorities department in Swan Island's Administration building. They issue approximately 90 priority passes a month to necessary Maritime travelers. (Swan Island photo.)

Swan Office Governs Priorities For Trips

(SWAN ISLAND)—Traveling these days is more than just stepping up to the ticket window and asking for reservations to Van Buren, Arkansas or Podunk Center. Priorities are necessary and they're as hard to get as bananas and cigarettes. In charge of travel priorities for the Maritime

commission in the Portland area is Lloyd Howard, whose office is in the Administration building at Swan Island. His office issues plane priorities to anyone connected with or traveling in the interest of the Maritime commission or any of its sub-contractors or vendors. It is the office for Swan Island, Oregon Ship, Vancouver, Albina, War Shipping administration, Gunderson Bros., Bartells, Hauserman, Electric Steel, Poole, McGonigle and Jennings, Buckler-Chapman or any yard holding USMC contracts.

CARGO ALSO AFFECTED

Not only passenger priorities are affected, but also cargo needed for immediate installation to speed production. A good example of this was demonstrated recently when, due to the rapid production of AP-5s at Oregon Ship, the vendors weren't able to make parts fast enough to meet OSC's production schedule, so 19,000 pounds of cargo were delivered to Portland by air in one day from New York and Chicago through this office and the Army Air Transport Command.

"Around the holidays we were really busy here," said Howard. "It seemed that everyone had to accomplish a war mission at that time, and asked for a priority. However, very few were granted."

Train reservations are still heavy and chances of travelling by plane past Salt Lake City are practically nil without a priority.

POLICIES LAID DOWN

Basic policies of priorities are: That they will be granted only when the movement of traffic is

necessary to the prosecution of the war, and when the mission of the passenger or the need for the cargo is of such urgency that transportation by air is necessary. Priorities for air transportation are granted for the purpose of accomplishing, within established time limits a mission essential to the war effort.

Priorities are divided into four different classes for passenger travel by plane. A class "one" priority is rarely granted. It usually is given to a person whose information is vitally important to the war effort. Ferry command pilots receive class "two" priorities as their work is vital during war time. Holders of class "three" priorities must have very urgent war information. Their priority entitles them to board a certain plane and they are flown through to their destination without danger of being "bumped." Class "four" priorities include passengers or cargo, the transportation of which is of sufficient importance to the war effort to justify transportation by air but not as urgent as those in classifications one, two and three.

Both Howard and his secretary, Gloria Palladini, came here in September, 1943 after serving with United Air Lines. Howard was assistant district superintendent of reservations for eight years in Chicago, Cleveland and Portland. Miss Palladini was with the company for six months in the reservation sales department. An accomplished harpist, Miss Palladini is well known at Swan Island. She has played at several yard Victory center shows.

First Broadcast of Trial Run Made on Victory Ship

For the first time in the history of wartime shipbuilding a radio broadcast was made last Saturday of a trial trip of a Victory Ship when Portland station KXL recorded the run to Longview, Wash., of Oregon Ship's S. S. Bozeman Victory. Announcer Jack Volheye of KXL, assisted by Paige Kutchenal, OSC radio technician, made a transcription of the trial run which was broadcast in

Portland last Sunday. The broadcast will be repeated on a network of stations in Helena, Bozeman and Butte, Montana.

The S.S. Bozeman Victory, named for Bozeman, Mont., was launched last December 9 with Mrs. Emil Dahl, a Gold Star mother of Bozeman, as sponsor. After the trial run had been completed and the vessel had been accepted by the United States Maritime Commission, the S.S. Bozeman Victory was turned over to the Alaska Steamship company. Capt. Hugh M. Campbell, a veteran skipper, was placed in command.

97-MILE TRIP

The S. S. Bozeman Victory put out from the OSC Outfitting Dock at 9:15 a. m. Saturday for its trial run under the command of Capt. Frank Gillard, port captain for the three Kaiser yards in the Portland-Vancouver area. Lieut. Comm. William Horats of the U. S. Coast Guard, as pilot on the 97-mile round trip to Longview.

Shortly after the vessel left the Outfitting dock, power readings were taken by the U. S. Maritime Commission trial board.

After the S.S. Bozeman Victory had steamed into the Columbia river, the vessel was put through a steering gear test, astern steering gear test and anchor windlass test.

Representing the Maritime commission aboard the S.S. Bozeman Victory were E. A. Mortenson, principal hull inspector; T. K. Mills, and V. R. Torgerson, hull inspectors; M. A. Biegel, machinery inspector; P. E. Cook and F. O. Bither, electrical inspectors.

Coast guard officers aboard were Lieut. L. A. Organ and Ensigns C. D. Spangle and S. E. Wilson.

The OSC trial crew included Art Swanson, chief officer; F. H. Addington and W. C. Marshall, deck officers; V. D. Wheeler, assistant bosn's; and Seamen L. Otto, George Coello, Werner Kauffeldt and E. Luther.

CAPTAIN LIKES SHIP

Before assuming command of the S.S. Bozeman Victory, Captain Campbell declared:

"This vessel is one of which Bozeman, Montana, the city for which it is named, and Oregon Shipbuilding Corporation can well be proud. I am happy to be the master of such a fine vessel. I made the trial run, merely as an observer, and as far as I could determine, the S.S. Bozeman Victory performed perfectly. I would not hesitate to sail her any place in the world."

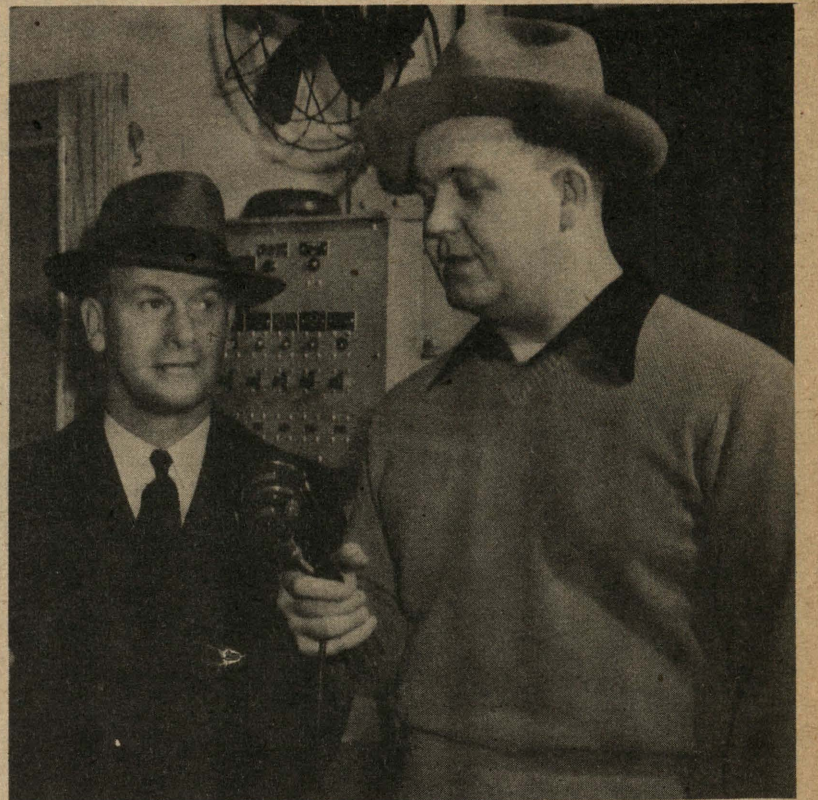
While the trial run was in progress, Announcer Volheye moved about the ship with a portable microphone and recorded the highlights of the voyage.

Although its destination is a secret, the S.S. Bozeman Victory soon will be carrying supplies to America's fighting men.

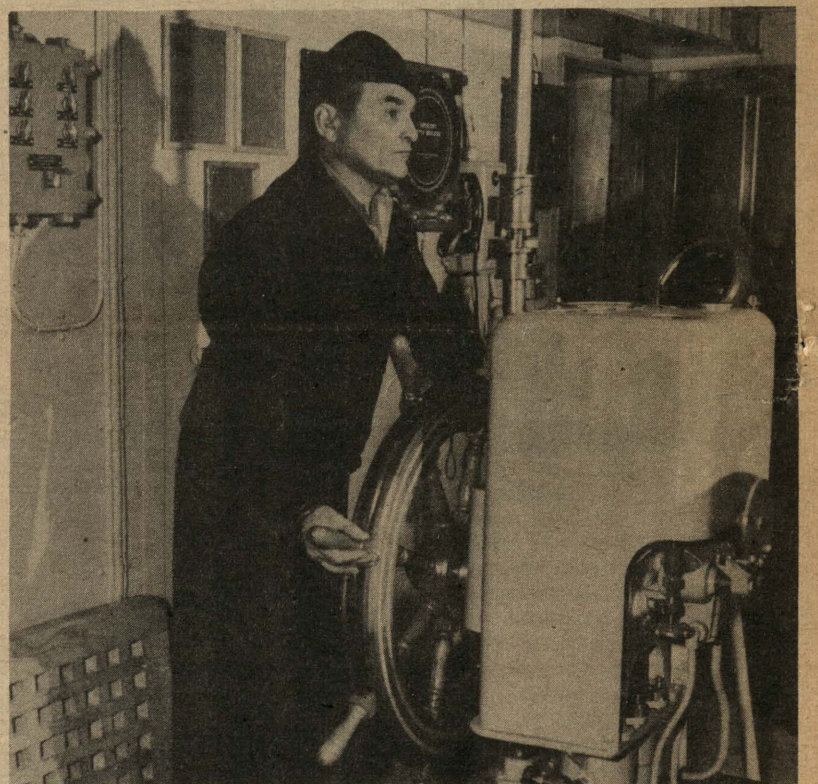
Drawing Technique Course Gets Start

Classes in production illustration, offered under the direction of the Oregon State college school of engineering are being held every Monday, Wednesday and Friday from 5 to 8 p. m. for a seven weeks' period, the U. S. Office of Education announces.

The courses, dealing with the special technique of perspective drawing used in ship building, and application of these techniques in making accurate pictorial drawings to supplement regular engineering drawings, will be held in Room 212, Yard Training building, Kaiser Company, Inc., Vancouver. Classes, which began last Monday, are being instructed by Robert Scheetz and Wilbert Severin, Vancouver yard production illustrators.



Captain Hugh M. Campbell is pictured being interviewed by Jack Volheye of Station KXL during the first radio broadcast ever transcribed aboard a Victory Ship during a trial run. The vessel was the OSC-built S. S. Bozeman Victory.



After spending most of his life sailing the seven seas, George Coello spent the past three years aboard Oregon Ship Libertys, Victories and Attack Transports. He has served on over 300 OSC ships. He is pictured above at the wheel of the S. S. Bozeman Victory during its trial run last Saturday.



Paige Kutchenal, OSC radio technician, is shown transcribing the first radio broadcast ever made of a Victory Ship trial run aboard the S. S. Bozeman Victory. The vessel, which was delivered last Saturday, was named in honor of Bozeman, Mont.

Triple Delivery Ends Dock Tie-Up Problem

(OREGON SHIP)—After the "most hectic two weeks the Outfitting dock has ever seen," a fortnight that was climaxed with the delivery of three vessels in one week-end, outfitting schedules this week have simmered down, according to F. A. "Al" Abraham, Outfitting superintendent. The trio of deliveries that finally cleared the Outfitting basin to something approaching normal vessel storage



Under heavy winter skies two Victory ships ride quietly at their dolphin moorage waiting to be moved into the Outfitting basin for final installations. The unusual picture of river and ships shown above was taken late one dark afternoon last week by Frank Morgan, Bosn's Whistle photographer and captures an air of quiet seldom found around a shipyard.

were deliveries of the S. S. Kelso Victory last Friday, the Bozeman Victory on Saturday and the St. Cloud Victory on Monday, February 19. Last of the three deliveries could have been made Sunday, Abraham said, but the Sunday holiday necessitated the hold-over.

"Trouble!" Abraham exclaimed. "We've really learned the meaning of the word. Delays in schedule began when we received orders to rebalance ship gears by taking out metal instead of adding balancing metal."

The order necessitated stripping machinery from ships already outfitted and delayed several vessels ready for gear installation, he declared.

WEATHER HITS TIMING

Severe weather in Eastern industrial sections also played a vital role in delivery of material, Abraham added. Electrical supplies, pipe fixtures and boiler fittings were not delivered to installation crews until the last minute.

Greatest difficulty was encountered in outfitting the Bozeman Victory, originally slated for delivery on February 5. Final tests on the ship's equipment showed the in-board generator rotor to be out of balance, Abraham said.

"We scouted around for another," he related, "and contacted another shipyard for the part including generator carbon rings. The rings came all right—but with an armature, not a generator."

The mistake was discovered when delivered to Oregon Ship. A generator rotor was sent quickly to match the rings, the replacing part being transported by air express.

CHAMPIONSHIP PROVED

"But in spite of all the difficulties," Abraham said, "we've proved again that Oregon Ship workers are champion ship builders. Outfitting dock crews and supervision determined to clear the basin to normal working conditions, and that was accomplished during the past week-end."

Almost continual tests were made on the three vessels as crews went from one vessel to another trying out generators, steering engines, boat davits, winches and countless other parts of equipment.

"Asbestos workers, pipefitters, electricians—all were hopping like cats on a hot stove to achieve the deliveries," he said.

At Bosn's Whistle press time, eight ships were in the basin and two moored to the dolphins, as compared with 13 vessels on February 15. The S. S. Rock Springs Victory was scheduled for delivery on Thursday, February 22, to be followed by the Ames Victory on Saturday, February 24.

"For a while, yard shipbuilding performance was somewhat out of balance," Abraham said. "But we are not expecting any more trouble. The kinks are pretty well ironed out, thanks to the cooperation of trial trip crews and every worker on the Outfitting dock."

OSC Musicians Play For Barnes Patients

(OREGON SHIP)—An hour-long musical program for the entertainment of patients at Barnes Hospital, Vancouver, Wash., given last Wednesday night, featured Bob Bateman and his Oregon Shipmates orchestra, soloists, and the Singing Sentinels quartet.

Popular blues and boogie-woogie were furnished by Tiny Watson and Louis Neuberger. Edouard Hurlmann, violinist and Herman Klick, tenor, contributed several classical numbers.

CUPID SCORES

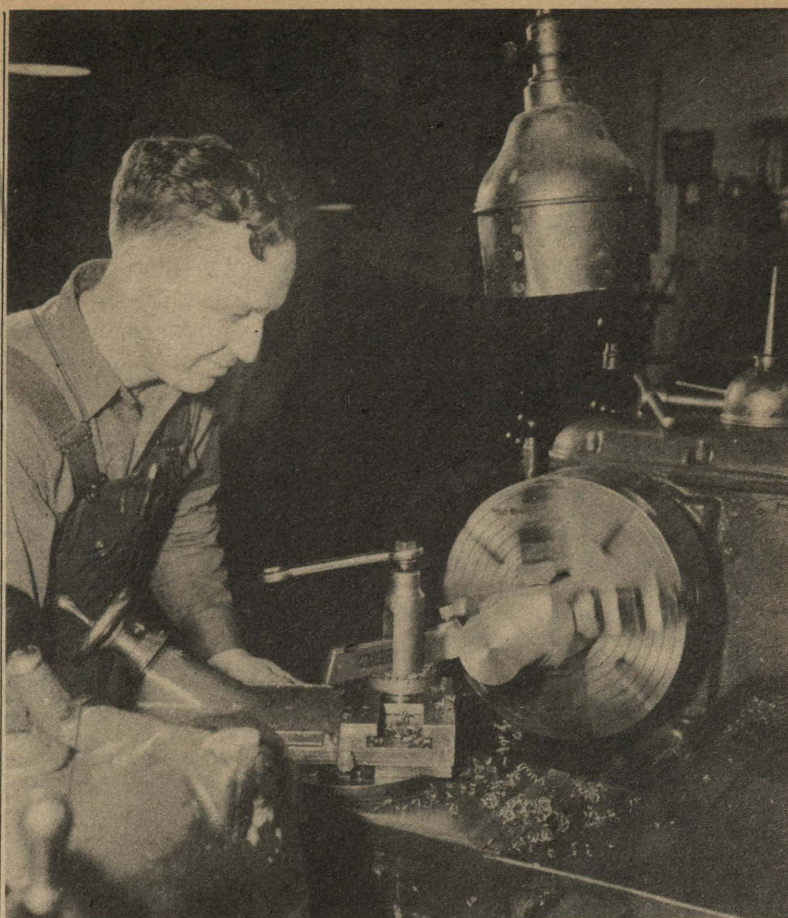


(OREGON SHIP)—When Vernon Waggoner walked into the Materials Expediting office last November after receiving his medical discharge from the navy, cupid tossed an arrow in the direction of lovely Nola Lincoln, who was sitting behind her typewriter. Cupid worked fast. The couple, shown above, will be married February 25 in Vancouver. They will make their home in Washington.

Son of Blood Donor Earns Decorations

(OREGON SHIP)—Bernie Francis, seven times a blood donor, declares he has "a pretty good idea of what the Red Cross drive is all about." He recently received word that his son, S/Sgt. Dale Francis, ball turret gunner with the Eighth Air Force Bomber command, has been awarded the Air medal and two Oak Leaf clusters for meritorious achievement, in two of the most furious fighter-bomber battles over Germany.

Young Francis, a former Oregon Ship worker, helped defend his bomber against the attack of more than 100 Nazi interceptors. Bernie Francis, a swing shipfitter, has two other sons in the service.



J. A. Detillion, tool and die maker, watches with a trained eye the blade that is cutting into a block of tool steel at the rate of two-tenths of an inch. Held in the whirling lathe, the tough steel is destined to be the core of a riveting hammer.



Surrounded by dies and tools made in his department, Bruce Wallace, tool and die layout man, ponders sketches for new designs of material needed by workers throughout the yard.



When the power machines have finished with a die part, Walt Huff, one of OSC's four tool and die makers, takes over with his manual skill, files the tough tool steel down to less than hair-breadth precision.

Great Skill Required For Tool, Die Making

(OREGON SHIP)—Tailoring tools to order for jobs so specialized that neither tools nor processes have been given names for identification is only part of the job of the four Oregon Ship skilled workers classified as tool and die makers. "All we need is a model or a drawing," declared Bruce Wallace, layout man for the day shift crew of three that includes J. A. Detillion and Walt Huff. "We can make any tool or die to any tolerance specified for the job."

WELL, RATHER!



(OREGON SHIP)—Here are the lovely eyes that scan every suggestion turned in by Oregon Ship workers. The beautiful dark orbs belong to Shirley Pue, clerk of the Suggestion department and were discovered without much difficulty for this week's glamour note by A. H. Schmidt, department head.

Ex-Worker Decorated

(OREGON SHIP)—A former Oregon Ship worker, John P. Kuntz, sergeant in the eighth air force bomber command now stationed in England, was one of a group of Texans to receive the Air Medal for meritorious achievement, according to a recent army release. Sgt. Kuntz, a native of Amarillo, left OSC in 1943 to join the air forces.

Main call on their skill with lathes and power machines is for wrenches of various odd shapes. Detillion said. Nearly all tools and dies they make are cut from one of the hardest metals used industrially—tool steel.

"It's making the dies that calls for the greatest precision," Huff said. "Two thousandths of an inch is quite a distance to us, and frequently the two parts of a punch and die must have no tolerance at all. With no tolerance, one part must be driven into the other part by force."

Many of the dies the crew makes are used to stamp out small pieces of sheetmetal that become a permanent part of a vessel. In making both dies and tools, Wallace said, the four men are able to use any of the complicated lathes, milling machines, band saws, shapers and furnaces in the Machine shop.

Only swing shift member of the crew is D. G. Gary.

BOSN'S WHISTLE

Published for the 32,000 employees of the Oregon Shipbuilding Corporation.
Editor LYLE DOWNING
Associate Editor ELSIE STOVER
Secretary KAY SCARBROUGH
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—With the announcement of the opening of this year's Red Cross war fund campaign, stories begin to come into the office of workers who know at first-hand the value of the world-famous crimson cross on a white background. Douglas Wiseman, shipfitter foreman on Outfitting dock, once at Oregon Ship with his three brothers, now is the only member of his family working in the yard. The other three of the quartet, Kenneth, a former burner; Robert, also a former burner, and Richard, former welder helper, are now scattered in various branches of the fighting forces . . . V. Porter, swing layoutman in the Electric shop, tells of his son's receiving the Silver Star in Italy . . . Richard Wilenberg, marine electrician for the past seven months, has joined the marines . . . Lloyd Kennedy, welder and crane operator at OSC until December, 1943, has been decorated with an oak leaf cluster to his Air Medal for valor while on daylight bombing raids over Germany . . . John LaPoint, Surplus Material department, is convalescing in the hospital from the flu . . . Fisk Flynn, who received a large contribution from workers in his department last week during a severe illness, is reported "much better" . . . First Aid station reports two new doctors added to the staff, Dr. J. A. Conroy and Dr. J. R. Morino . . . John Fattu, Bosn's Whistle and yard photographer, is vacationing over his birthday week in Spokane . . . and two other birthdays announced are those of Paula Schmidt, material expediting helper, on the 3rd, and of C. R. Stanley, Time department head, on February 26 . . . Betty Koerner, Stationery department, saw her son recently while he was home on leave from his post as quartermaster on a battleship . . . the loss of a jar of cookies left in the general stores lunch room has the day and night shifts writing poetry to each other in a mildly accusing form.

Tire Remover Earns Top Suggestion Nod

(OREGON SHIP) — Five Oregon Ship workers this week were richer by \$325 for their labor-saving suggestions chosen by the Labor-Management committee for top awards in the February suggestions contest. Jay P. Greene, machinist foreman, was awarded a \$100 bond for an automatic tire remover, according to A. H. Schmidt, Suggestions department head. Fred Hager, pipefitter, and Francis Mitchell, shipwright, each won a \$75 bond with their devices.

A \$50 bond was awarded to William Floyd, electrician, for suggesting an improved pipe reamer. George Lambert, machinist, took a \$25 bond with his suggestion of a chock clamp.

Green's automatic tire remover is a machine designed for removing heavy truck tires from rims which have become rusted by exposure to weather. The machine made of odd parts found in the yard, consists of a steel frame, similar to a punch press, and has a height of seven feet. Attached to



Jay Greene an overhanging arm is an adjustable head to which is attached eight adjustable fingers. These steel fingers fit into the line, where tire meets rim, and push the tire from the rim without injuring the tire.

The machine replaces the former method whereby wooden wedges were driven by hand under the flange of the wheel rim.

Hager's device is a pipe chuck adapter, described to the committee in highly technical terms. Its purpose is to hold a lap joint flange in a pipe cutting machine in order to cut or bevel the lap joint flanges. The adapter is a length of pipe with a thread on one end and a sleeve on the other. By using the adapter, as the sleeve is tightened on the pipe, it tightens the flange to the sleeve at the same time.

A diagonal brace improvement to hold the launching ways from buckling was Mitchell's suggestion. These braces are iron bars two inches in diameter and 25 feet, seven inches long, with a turnbuckle at one end. The iron bars replace the heavy timbers formerly used in conjunction with truss rods.

Improvement on reaming pipe for electric conduit won Floyd his \$50 bond prize. By the new method, pipe is held stationary while being reamed at high speed, thus overcoming rough edges and metal pulling.

Lambert's William Floyd chock clamp is designed to hold generator blocks in a rigid position while they are being filed to proper thickness.

Certificates of merit were awarded to the following:

William Roberts, riveting device; Bernard Atwood, burning support; Melvin Snyder, carborundum saw; J. F. Smith, die improvement; William Moore, safety bracket; M. S. Button, section turning device; H. A. Dorbalt, power cable bender; A. E. Jones, asbestos plane; R. J. Bunker, trailer hitch improvement; F. B. Price, staging hangers; V. F. Thompson, shear gauge attachment.

War Production Board awards were given to H. S. Edson, hand drill improvement; C. P. Mazlcieri, install light in roadway; Ross A. Huckins, install drinking fountain; M. W. Hoover, casualty notices to employees; T. H. Osborn, cable coiling device; G. M. Setness, improved adjustable bracket; V. K. Gibbens, cigar stand rail; R. A. Mathews, repair pavement; G. S. Dittmer, platform improvement; E. F. Dee, safety device; R. C. Bradshaw, reset vertical angle stiffener; Eileen Ottinger, transportation improvement; E. D. Vandervort, improvement in rest rooms; and M. Houser, improved lunch room facilities.



Spaggett' It feels like spaghetti or macaroni—handles like the freshly boiled version, and "makes me hungry enough to bring a meat ball and a bottle of sauce," declares pretty June Kent, electrician, shown above, who takes care of the soft plastic tubing. Small pieces, printed with numbers and tied in bundles, are destined for the ends of cables aboard ship where each tubelet will identify a wire for proper hookup by Outfitting electricians.

Island Guerilla Chieftain Talks

(OREGON SHIP)—A man who spent two and a half years—from the fall of Corregidor to the return of General MacArthur, in guerilla warfare on Leyte Island, spoke to dayshift OSC workers last Saturday. The man was Lieut. Iloff Richardson, chief of staff of the Philippine guerilla army when MacArthur's men "came back" to the islands.

Lieut. Richardson spoke with deep sincerity of the value of each

day's work spent by OSC workers in building ships. He also recounted some of the climactic moments of the many months he spent in organizing resistance against the Japanese.

As a naval officer, he helped General MacArthur and family to leave Corregidor. After the loss of his PT boat under Jap airplane attack, he and a few other naval men made a 1500-mile voyage in open native dug-out to Leyte where they were determined to organize resistance against the invaders.

JAP RANKS REDUCED

By joining bands of natives into small and efficient, if highly unconventional armies, Lieut. Richardson and his men were able to keep up a continual harassment on Jap soldiers, decimating by American frontier tactics the numbers of the Japanese.

"The Japs were big and tough and smart," he declared. "Just to stay alive was difficult without making our continual attacks on their patrols."

Another high moment before the final day when Lieut. Richardson saw the American bombers winging overhead, was when he successfully completed a powerful radio station with the aid of a small, weatherbeaten radio handbook out of radio sets stolen from the Japs.

With this sending and receiving station, Lieut. Richardson was able to give accurate information about enemy movements to the returning American forces.

"We still have no room for complacency," he declared. "It has taken us three years to get back to just about where we started. And don't let anybody forget it—the farther we roll them back the tougher the fighting gets. They're going to fight to the last man, right into the gates of Tokyo."



Eatery Opens Long awaited re-opening of the cafeteria in the new Administration building was heralded last week by office workers and yard workers alike. No longer will forgotten lunches bring a sense of near-starvation by shift end and hot meals are again available in the convenient location. Crowds who thronged the spotless cafeteria to try the menu, proclaimed the food "the best ever." Shown above is the cafeteria staff ready to serve customers.

Golden Wedding Date Brings Recollections

(OREGON SHIP)—"I smiled at her—she smiled at me. And I said, 'Madame, will you marry me?'" Such was his courtship more than half a century ago, said Louie Yakel last week on his 50th wedding anniversary, "Do you know what she said?" the OSC Gadget shop worker asked. "She said, 'I've been waiting for you to ask me.' And I had just met her! Oh, I had a way with the girls in those days."

The marriage was solemnized two years later, Yakel said, in the town of Darutina, Bessarabia, with the tall bridegroom wearing his uniform as captain in the Russian Imperial army.

"Have you ever been in Odessa?" Yakel asked. "That beautiful city with the lovely girls. No city in the world is as beautiful as Odessa on the Black sea."

RECALLS JAPANESE SOLDIERS Shortly after their marriage, war was declared between Russia and Japan and Yakel has vivid recollections of the Japanese soldier.

"Never underestimate those Japs," he declared. "One time on a hill in Mongolia a small Russian regiment was entrenched facing 75,000 Japs. The Russians fired steadily from an impregnable position. In three hours, they killed 65,000 Japanese soldiers and still those Japs came on. The Russians lost the battle because they ran out of ammunition. There were more Japs than bullets."

Having raised eight children, the Yakels now live quietly in Portland, waiting to celebrate their diamond wedding anniversary.

the ways, who came to OSC December 14, 1942.

Of the two women, Alice Chen, Main Electric shop electrician, says she hasn't missed a day in the past two years. Lorraine Huppenbauer, who operates the engraving machine in the Electric shop, will have rolled up a 27-month record on March 4.

5 MORE NAMES ADDED TO RISING PRESENTEE LIST



Bill Spencer William Moore



Alice Chen L. Huppenbauer

(OREGON SHIP)—The roster of those who have worked at Oregon Ship without missing work-time continued to lengthen this week. Five new names were added to the list, including those of two women.

Elmer Persons, driller, after working three years, February 7, without time loss, declared, "I have a son in the marines who has been overseas 28 months. I'm staying on the job too."

Bill Spencer, guard, has been a presentee since August, 1942. His record is nearly matched by William Moore, swing shift chipper on

the ways, who came to OSC December 14, 1942.

Of the two women, Alice Chen, Main Electric shop electrician, says she hasn't missed a day in the past two years. Lorraine Huppenbauer, who operates the engraving machine in the Electric shop, will have rolled up a 27-month record on March 4.

Income Tax Blues

Sir: I suppose I should be flattered that Charles Ross, in the Worker Speaks column last week sent in "The Income Tax Blues". At any rate he thought it worth reprinting. The bone in my throat is that he offered it as his own brain child. If you are curious about unveiling, look in the January 26 issue of "The Shipbuilder". You will find it there in my column, Oreship Oracle.—Julia Osborn, Administration worker.

Ed: To the author we can



only say we're sorry, and add that it's hard to check on contributions for authentic authorship.

Army Engineers???

Sir: About those pictures with the articles on pontons for the army. Do sailors do the leg work for the army now or have the army engineers new uniforms?—George Neely.

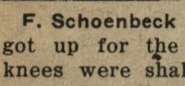
Ed: A slap on the wrist to our artist who thought Seabees would make use of the pontons.

Schoenbeck, of Pre-Erection 5, Posts Elite 300

(OREGON SHIP)—Vaulting into the select ranks of bowlers' Hall of Fame as a "300" man last week was Fred Schoenbeck, member of Oregon Ship's Pre-Erection team. Schoenbeck struck off his 12 straight games Thursday evening, February 15, at the Peninsula Alleys in St. Johns, while

rolling a non-legal game. Only a few spectators were on hand to witness the performance, which averages show occurs only once in every 500,000 games.

"I wasn't scared — didn't think much about pulling a '300' until I started on the eighth frame," Schoenbeck declared. "When I got up for the tenth frame, my knees were shaking, and the ball



F. Schoenbeck

cut into the pocket mighty thin. I thought I hadn't made it."

A single pin weavered for a moment, then fell, making the tenth successive strike. The last two "were easy," Schoenbeck said. The thin strike in the tenth was the only one of the twelve that was right on the nose.

The spectacular game came at the end of several weeks of hard luck for Schoenbeck. "If that doesn't kill the jinx for me, I don't know what will," he said, pointing to the score sheet now posted on the wall at the alley where he rolled the perfect game.

SCORPION QUINT GAINS FULL GAME ON GLOBETROTTERS

SWAN BASKETBALL LEAGUE			
	W.	L.	Pct.
Scorpions	6	1	.857
Globetrotters	5	2	.714
Pipe Shop	1	5	.167
Crane Operators	1	5	.167

(SWAN ISLAND) — Winning a nip-and-tuck battle from the Globetrotters last Friday at Swan gym, Scorpions went a full game ahead in Swan Island's departmental basketball league race. The Globetrotters found an eight-point deficit at half-time too difficult to overcome and dropped the decision, 36 to 30. Jack Workman led the winners' attack with 11 points.

Monday, the Globetrotters, led by Quintell Cooper's 23-point scoring spree, trounced the Crane Operators, 44-30. The losers ran up a 14 to 4 lead, but were unable to retain it. Cady scored 11 points for the losers.

Crane Operators won their first game of the season Wednesday, avenging an earlier defeat at the hands of the Pipe Shop, by winning easily, 45 to 32. Newell scored 19 points for the winners. Bob Willis accounted for 17 of the loser's points.

Past the half-way spot in the departmental basketball league race, Cooper leads all scorers with 78 points in seven games. The ten leading scorers:

	GP	FG	FT	TP
Cooper, Globetrotters	7	38	2	78
Gabert, Globetrotters	6	34	8	76
Turnbull, Globetrotters	7	29	6	64
Willis, Pipe Shop	4	23	12	58
Disney, Scorpions	6	24	6	54
Moore, Scorpions	3	26	1	53
Newell, Crane Oper's	6	22	4	48
Keller, Pipe Shop	5	21	0	42
Ray, Scorpions	7	18	5	41
Gordon, Globetrotters	7	14	10	38

Runner-Up Race Torrid at OSC

(OREGON SHIP)—While Sub-assembly jumped Shipfitters to fifth place, Welders again went into a tie with Chippers No. 1 in three fast games at the Hi-way Alleys, February 14. With only five nights left in league play tension among the maple-busters tightened to the snapping point. Taking three

Sheet Metal Five Captures Two, Ties Painters-Dockmen

SWAN 16-TEAM LEAGUE			
	W.	L.	Pct.
Painters-Dock	41	22	.651
Sheet Metal	41	22	.651
Pipefitters	39	24	.619
Welders-Dock	37	26	.587
Plate Shop	36	27	.572
Main Machine Shop	35	28	.555
Chippers-Dock	34	29	.539
Electricians	34	29	.539
Clerical	33	30	.524
Painters-Yard	31	32	.492
Trial Crew	30	33	.476
Outfitting	26	37	.413
Welders-General	25	38	.397
Welders-Ways	23	40	.365
Shipfitters	20	43	.317
Machinist-Dock	19	44	.301

(SWAN ISLAND) — Sheet Metal went into a first-place tie with Painters-Dock and Shipfitters jumped out of the cellar for the first time this season as Swan Island's 16-team bowling league finished its 21st week of play last week at the Hi-way alleys. Sheet Metal's two-game win from Clerical brought them back to the top of the standings after hovering between second and third place for two months.

Painters-dock, after losing all three games to 14th-place Welders-Ways two weeks ago, dropped two of three to 15th-place Shipfitters. Pipefitters gained two full games on the league leaders with a triple win over Chippers-Dock. Other clean sweeps were scored by Outfitting over Welders-Ways in a battle for 12th place; Welders-Dock over Machinists-Dock and Welders-General over Painters-Yard.

Electricians jumped into a seventh-place tie with Chippers-Dock by clipping Trial Crew two of three.

Plate Shop took high team singles honors with 1011 pins. Outfitting had high team series with 2867. P. Thompson, Painters-Dock, and D. Regula, Outfitting, tied for high single game with 213. Other scores over 200 were: A. Dudley, Electricians, 201; T. Mendelson, Machine Shop, 211, and C. Murray, Plate Shop, 203. H. Cypcar of Welders-General rolled a 548 series to top that department. Other series over the 530 mark were thrown by H. Merrill, Outfitting, and C. Murray, Plate Shop. Each had a 534.

WOMEN'S LEAGUE			
	W.	L.	Pct.
Toilers	13	5	.723
Bachelor Girls	12	6	.667
Welder Wildcats	12	6	.667
Gremlins	10	8	.556
Scorpionettes	5	13	.278
Sparkies	2	16	.111

First-half champion Toilers regained their favorite role, that of being in first place, in Swan Island women's bowling league last week at the Oregon alleys, winning three games by forfeit from last-place Sparkies.

Welder-Wildcats continued their winning ways to keep within one game of the league lead with a triple win over the Gremlins that knocked the latter from a tie for first to fourth place. Bachelor Girls

games from Chippers No. 2. Pre-erection gained a nine-game lead to make fairly sure of winding up in first place. Sub-assembly took its higher spot by picking three games from Gadget Shop. Third quintet to pull three straight wins out of the

OREGON SHIP BOWLING LEAGUE

	W.	L.	Pct.
Pre-erection	53	16	.768
Chippers No. 1	44	25	.638
Welders	44	25	.638
Gun Shop	39	30	.565
Sub-assembly	36	33	.522
Shipfitters	35	34	.507
Chippers No. 2	18	53	.252
Gadget Shop	12	57	.174

fire was Gun Shop, rolling against Shipfitters.

The gunsmiths, though still in fourth spot, gained one game on the Welders and Chippers.

Only maple-buster to roll into the 200 club for the evening's play was Patchin, Chippers No. 1, with 217 in the second game. High individual averages follow: Sabah, Pre-Erection, 169; Heilman, Shipfitters, 165; Fresheim, Chippers No. 1, 164; Patchin, Chippers No. 1, 161; Schoenbeck, Pre-Erection, 161; Stover, Pre-Fabrication, 157; Donaldson, Sub-Assembly, 155. Wednesday's scores:

Pre-erection, 933, 887, 909—2729; Chippers No. 2, 846, 782, 834—2452; Gun Shop, 806, 875, 881—2562; Shipfitters, 795, 795, 775—2365; Chippers No. 1, 784, 940, 799—2523; Welders, 794, 876, 881—2551; Gadget Shop, 845, 890, 877—2556; Sub-assembly, 851, 927, 828—2706.

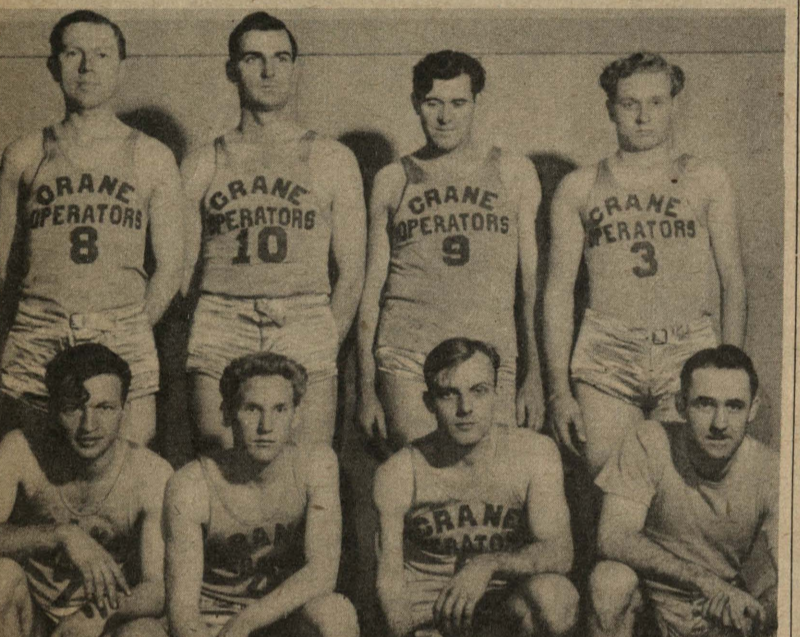
GLOBETROTTER ACE



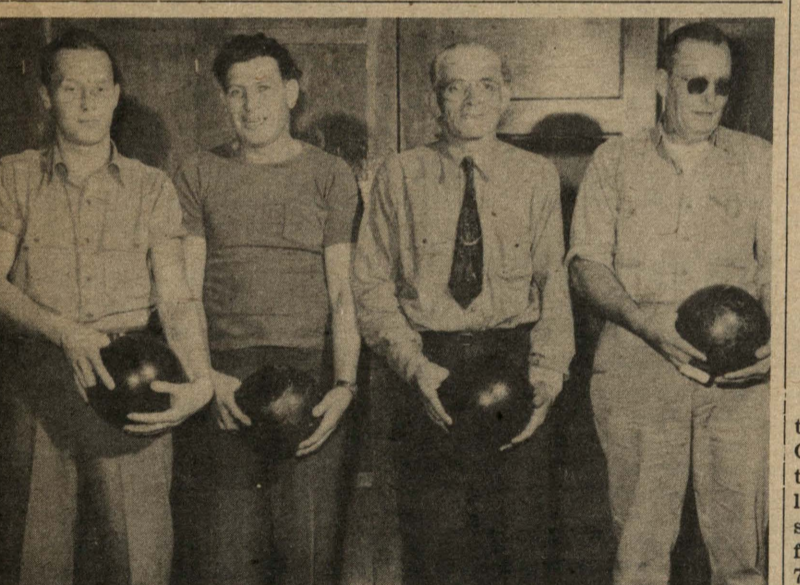
QUINTELL COOPER

(SWAN ISLAND)—Although his team is in second place, Quintell Cooper of Swan Island's Globetrotter departmental basketball five leads the league pointmakers. In seven games, Cooper has tallied 38 field goals and two free throws for 78 points—two more than his teammate, Gabert, and 14 more than his third-place rival, and also a teammate, Turnbull.

Bob Willis of the Pipe Shop has the best average among the high scorers, having tallied 58 points in only four games, or better than 14 per fray.

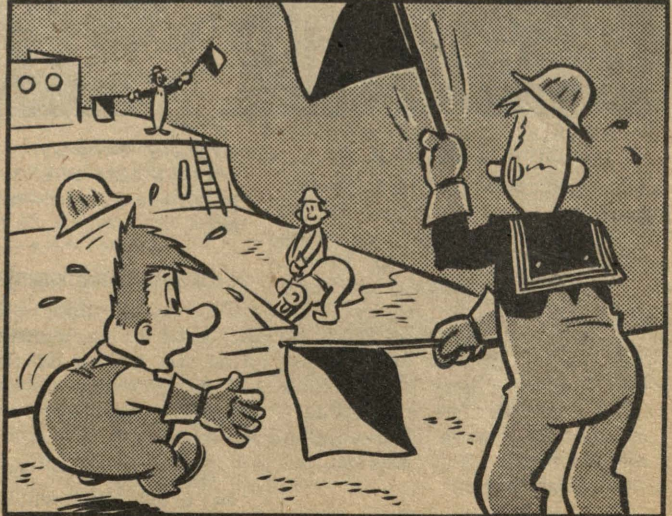
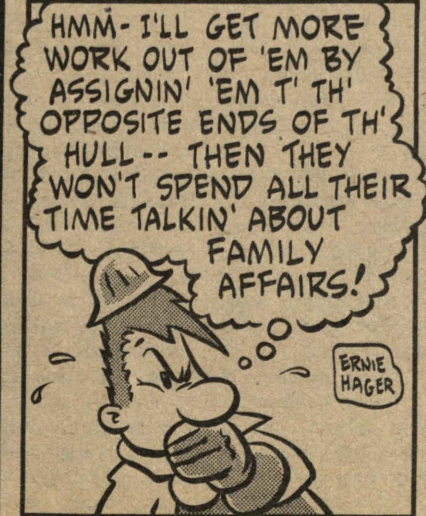


Win First Winning their first game of the season from the Pipe shop at Swan Island's gymnasium last week, 45-32, this Crane Operator team no longer is alone in the cellar of the yards departmental basketball league. From left, front row, Newell, Walker, Demmell and Adams; back row, Morton, McCoy, Webb and Stewart. (Swan Island photo)



Finally Out No longer in last place is this Shipfitters' team, after winning two of three games from Painters-Dock last week in Swan Island's 16-team bowling league. They were sole occupants of the cellar for 20 weeks. From left, L. Cook, R. Hoover, O. I. Stewart and Captain Ralph Snow. (Swan Island photo)

Stubby Bilgebottom



By Ernie Hager

ENGINES

They All Turn the Propellor But the Four Types Installed Here by Kaiser Workers Have Different Ways of Going About it

SINCE the first Liberty ship was constructed at Oregon Ship the three Kaiser yards in this area have had the opportunity to install four different types of engines in the various classes of ships that were subsequently built. Many workers have asked, "How do these different motors work and what are the advantages of each?"

The whole idea of a ship's motor is to turn the propellor. But to perform this simple job requires a whole series of power creation and transmission units of a highly involved nature.

The excellent performance of Portland-Vancouver Kaiser-built ships under the stiffest pressures of war is a tribute to the workers who have installed their marine power plants. For the propulsion equipment is the heart of the ship. If it is not installed properly, the vessel cannot fulfill its role.

RECIPROCATING ENGINE

At Oregon Ship and Vancouver, Kaiser marine machinists and engineers first dealt with the old-fashioned reciprocating engines. Everybody knew they were not the best from the standpoint of speed and fuel economy. The maximum speed which the Liberty ship could make with them was 11 knots an hour. The triple expansion equipment was subjected to severe strains as the Libertys struggled to keep pace with faster craft in the submarine-evading convoys of the early months of the war. And for machinery which develops only 2500 horsepower, the Liberty unit takes a lot of oil.

Nevertheless, the Maritime commission was forced to use reciprocating engines on the Libertys because materials and facilities for building them were readily available, while it took more time to get into full production on turbine equipment. Besides that, the triple expansion machinery was easy to assemble in the mass production shipyards.

Old timers at OSC and Vancouver will remember the sprawling Liberty engines. Any one who has ever been in the vicinity of a Liberty engine room while the machinery was operating certainly will not forget the pulsating vibration it creates.

In the 135-ton Liberty engine are three cylinders of different sizes, which explains its description as "triple expansion." The smallest is 24½ inches, the next is 37 and the third is 70 inches. Steam from the boilers goes into each cylinder through eccentric-operated valves and drives pistons up and down. On each piston is a connecting rod which is fastened to the crankshaft below.

The connecting rods turn the crankshaft, on the end of which is the propellor. The Liberty engine moves so slowly that no reduction gears are necessary.

UNAFLOW ENGINE

A modernization of the reciprocating type was the unaflow engine, two of which were used in each of the Vancouver-built escort carriers. Here again, in the case of the carriers, it was conceded that turbines would have been preferable. But they were not available in the short period the Maritime commission had to get the carriers in production, so a substitute had to be found.

The answer turned out to be the unafloes. The only other time they had ever been used on ships was on three Great Lakes twin-screw freight and passenger ferries, which was a strange place to go to find propulsion equipment for a naval vessel. However, they had performed so well there that it was decided to try them on the carriers. And the unafloes worked out pretty well, as testified by the accounts the carriers have given of themselves in South Pacific naval engagements.

The unaflow engine is a 25 by 30 foot unit with five-cylinders which work at equal pressures. Steam, at full boiler pressure, enters each cylinder. After cut-off and expansion have taken place, the steam exhausts directly to the condenser. The cylinders drive pistons which in turn rotate a crankshaft onto which the propellor is connected.

The two unaflow engines have a combined normal rating of 6000 shaft horsepower at 120 revolutions per minute. They are capable of a 7000 horsepower overload rating at 125 r.p.m., although that their performance is said to be better and more economical at the normal speed.

STEAM TURBINE

The unaflow engines, however, are not up to the standards of the steam turbine and turbine electric equipment which the three yards are installing today. Turbine propulsion is the best ever developed and is in use on all of Uncle Sam's top fighting ships.

The turbine's high efficiency is attributable to its simplicity and the directness of its drive. Its principle is that of the windmill. A steam turbine is a series of windmill vanes set in wheels mounted on a shaft in such a way that steam, rather than wind, can be directed to the wheels and turn the shaft.

The vanes are of high grade alloy steel specially developed to withstand the high-pressure, high temperature steam which blows from the boilers at 1200 miles an hour and turns the wheels at 600 miles an hour.

The power of the two turbines—a high pressure and a low pressure—is regulated to the maximum speed of the propellor by two reduction gears. The reduction gears turn a bull gear, to which the propellor shaft is attached.

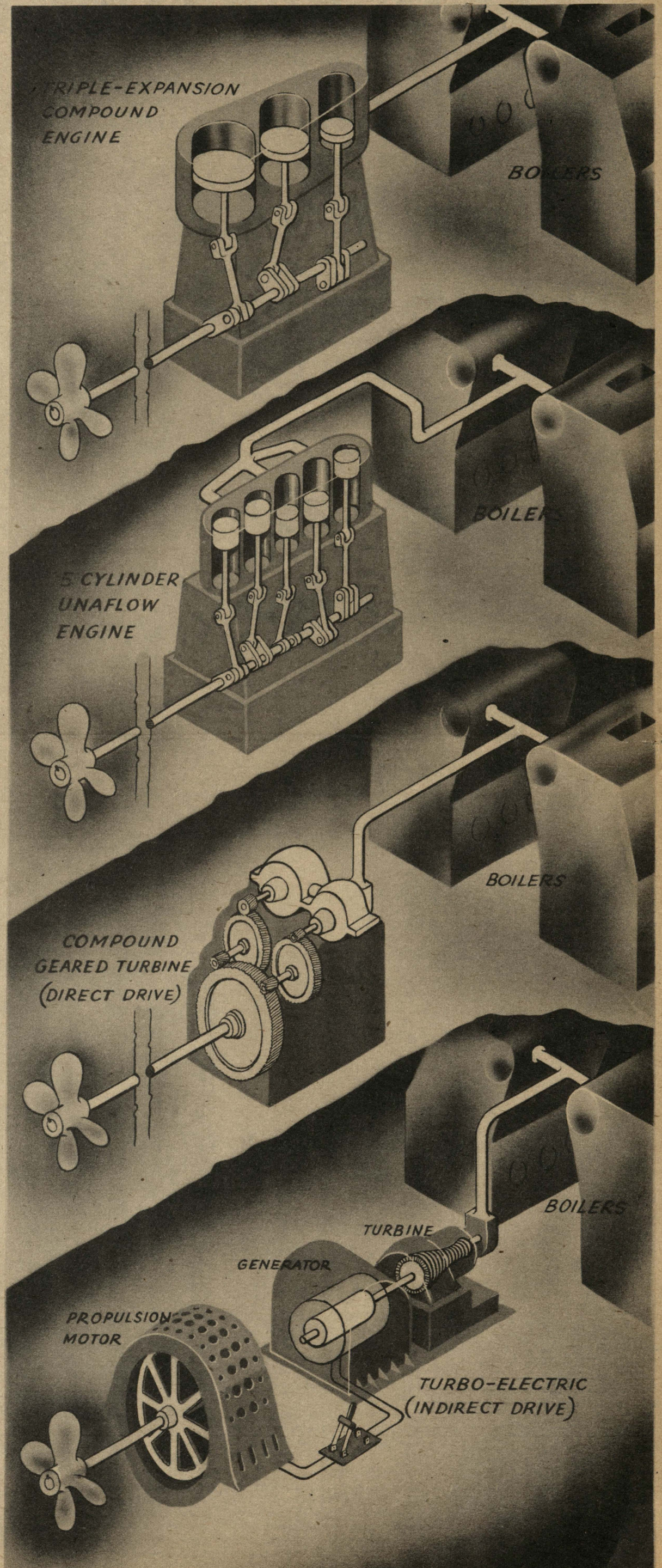
A steam turbine of the type used on Victory ships, Attack Transports and C-4 cargo vessels develops a horsepower of 8500. It is this type of equipment which drives battleships, cruisers, destroyers and most aircraft carriers.

TURBO-ELECTRIC

Another application of the turbine principle is the turbine electric equipment used on the Swan Island tankers. On these ships the power of the turbines is transformed into electricity by a generator which sits directly aft of the turbine units. This generator turns the propellor shaft and supplies the rest of the power for the ship.

The turbo-electric equipment is preferred to the steam turbine unit on vessels which spend long periods on loading and pumping operations. The reason is that the electric motor will supply power for auxiliary tasks with less steam than required by the steam turbine. That is why the tankers have been equipped with turbo-electric machinery. They spend so much time pumping oil that the most economical method of developing standby power is necessary.

The fact that turbine equipment has been allotted for the vessels being built by the three Portland-Vancouver Kaiser yards is proof that the ships are of high quality. If they weren't, they wouldn't be getting turbines, which are difficult to construct and demand the highest grade steel.



INQUIRING REPORTER

QUESTION:

"What is your most frequent topic of conversation now?"

Jack J. Berzogg, painter: "My job—both now and in the future. Everybody I talk to is wondering what the future holds for all of us, what we'll be doing six months from now—or a year from now. Nobody knows, of course, but we use up a lot of words trying to figure it all out."

Jack Nicholas, Assembly supervisor: "Pontons—pontons and more pontons. My wife says I eat and sleep pontons. I know I think about them enough so that I probably talk about those aluminum structures even more than I think I do. They're new to us, and it takes a lot of thought to get production rolling on them."

Charles Judd, stationary engineer: "Postwar plans are my favorite topic right now. I have dreamed so long of what I would like to do when the war is over that I've been talking about it quite a bit. I want to live on the coast and do engineering work, maybe repair fishing boat engines."

Alma C. Tangen, janitress: "I live for my family, so I suppose I talk about them all the time, especially now that we're scattered so. You see, I have two sons in the service, four daughters back home in Minnesota, and three grandchildren there too. One girl is here with us. I keep hoping we'll all be together by Christmas."

C. I. Clinkenbeard, electrician: "Talk? I don't talk. I don't like to talk much. I think a fellow is much better off to keep his mouth shut and listen. But I don't hear much worth listening to nowadays. Mostly opinions on war and taxes and things that people don't know about. My wife doesn't talk much either. We like it quiet."

E. R. Stevens, marine pipe leadman: "I talk about safety all the time. I have the notion that it's important to protect people from the hazards of their jobs. I even talk safety at home—like arguing against piling magazines on stairs and such death traps. Here at work safety precautions are vital to production and health."

Clyde Phillips, electrician: "Seems like I can't get my mind off fishing these days. The season is a long ways off, and I haven't been up to my favorite spot on the Crooked river since war was declared, but I can't help talking fishing. Funny thing, I'm not for fancy tackle like most enthusiasts. I just use worms but how I love to fish!"

Jean Woods, janitress: "I talk about my boys to anybody who'll listen. My three sons have made me very proud to be their mother. One is a chief electrician in the navy, another is an aviation machinist, 2/c, and the third was a fireman. He got his medical discharge already. They are almost my whole life."

Launching Symbolic Of Red Cross Drive

(OREGON SHIP) — Symbolic of the 1945 Red Cross fund-raising campaign, to begin at Oregon Ship, March 5, will be a group of Gallon club members sponsoring the launching of the S. S. Davidson Victory next Tuesday, February 27. Mrs. Al Jensen, wife of the shipwright assistant superintendent in

charge of launching crews, will christen the vessel. She will be attended by the mother of George Springer, Erection swing shipfitter, and two other attendants to be chosen by Herbert Suter and Harold Bailey, swing shift truck drivers. The flower girl will be Bernice Graber, daughter of Ralph Graber, swing electrical leadman.

Members of the party were selected at a recent drawing of names of OSC workers who have given eight or more pints of blood to the Red Cross.

"No more fitting way to begin the yard's annual Red Cross drive could be found than to honor the Gallon Club," declared James Emmett, chairman of the yard's Red Cross war fund drive for 1945. "Many of the club's members have consistently given their blood since the beginning of the war, and they stand in the front ranks of those at Oregon Ship who gave everything possible to aid the sick and wounded."

Departmental representatives in charge of the coming campaign and all other Gallon Club members will be guests of honor at the launching. Launching of the S.S. Brown Victory today will honor Administration workers. Sponsor will be Nona Martinsen, of I. B. M. and she will be attended by Mary Patella, office engineering; Tess Steine, personnel, and Evelyn Monnier, accounting. The flower girl will be Norma Vanderpool of Housing and transportation. Speaker at today's ceremonies will be Ashley Green, officer of the Brown University Club of Portland.

Speaker at today's ceremonies will be Ashley Green, officer of the Brown University Club of Portland.

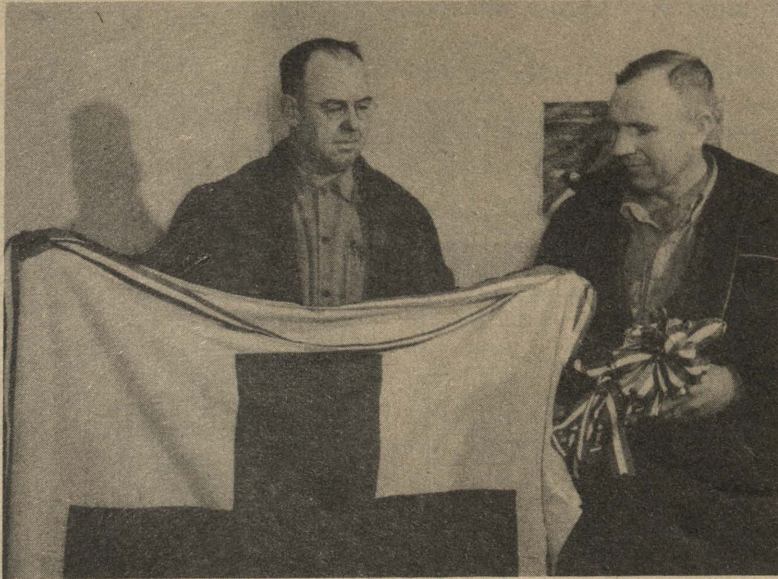
Mrs. Donald Rader, wife of Oregon Ship's assistant welding superintendent was sponsor at the launching of the S.S. Colgate Victory, Tuesday, February 20. Her attendants were Mrs. Albert Taylor and Mrs. Ivan Petrik. The Colgate Victory was named in honor of Colgate university and the program's speaker was Frank O'Hern, representative of the university.

Victory Launching Honors Colgate U.

(OREGON SHIP)—OSC honored Colgate University, Hamilton, N. Y., last Tuesday when the S.S. Colgate Victory was launched with Mrs. Donald W. Rader, wife of the assistant welding superintendent, as sponsor.

Mrs. Rader was attended by Mrs. Albert Taylor and Mrs. Ivan Petrik. Sharon and Mary Zoe Petrik were flower girls.

The principal address was given by Fred G. Leary, a graduate of Colgate. He was introduced by Albert Bauer, OSC general manager, who acted as master of ceremonies. The invocation was pronounced by the Rev. Father Michael Wallace of St. Charles Catholic church.



Al Jensen, shipwright assistant superintendent, holds a launching bottle of champagne, and Ralph Graber, swing electrical leadman, holds the Red Cross flag, symbol of the honor conferred upon a group of Gallon club blood donors who will compose the sponsoring party at the launching of the S. S. Davidson Victory next Tuesday, February 27. (Oregon Ship photo)

409th Launching Carries Mark Of Crew Experience

(OREGON SHIP) — Today for the 409th time, Oregon Ship's launching crew, whose back stage activities seldom receive any of the limelight that attends launching ceremonies, prepared another Oregon Ship-built vessel, the S. S. Brown Victory, for the moment when it will become water-borne. "In all that great number of launchings we never have had a mishap or any difficulty," de-

clared Al Jensen, shipwright supervisor in charge of launching preparations. "We watch all the time, after the launching wax is spread on the ways, to keep the skids perfectly clean and to see that all wedges and bilge cribs are in perfect condition."

WEDGES RAISE HULLS

Beginning at about 9:15 on a launching day, Jensen said, wedges are driven between the sliding ways and the wedge riders under the ship. Wedges raise the hull enough to permit knocking out the bilge cribs,

of which there are five on each side of the vessel. Cribs are removed gradually to permit the vessel's weight to settle evenly.

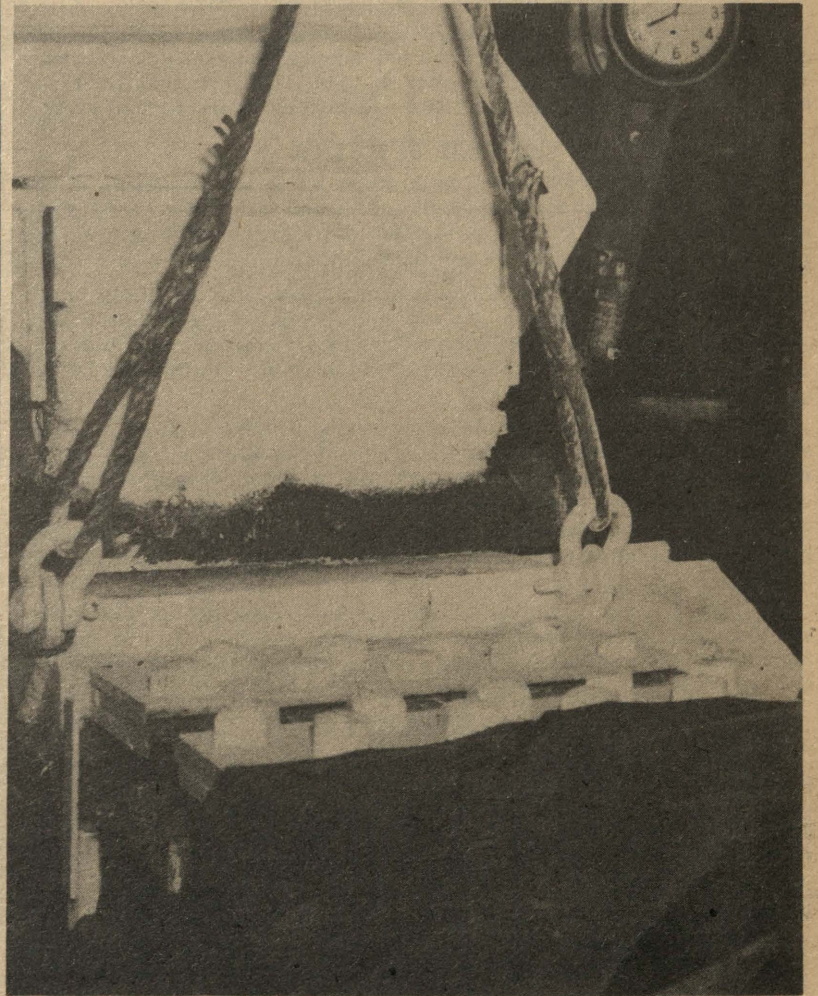
Dog shores, left amidships as a safety precaution, are knocked out some time during the actual launching program, Jensen said.

After the sponsor has taken the microphone to broadcast her christening words within hearing of every worker in the yard, burners climb

astride the groundway attachments that hold the sliding ways to the skids. The narrow plate bolted on one side to the groundway attachment and on the other side to the sliding ways is severed by the burners in about a minute and a half, permitting the vessel to slide down the ways while the launching crews stand on the sidelines watching "another smooth launching" with seasoned experience and satisfaction.



Al Jensen, shipwright supervisor in charge of launching crews, stands by one of the massive hand-operated jacks which are located on each side of the launching fore-poppet in case a ship's hull should require "a little coaxing" to start down the ways. The jacks have been needed only "a couple of times," Jensen said.



Between the freshly painted groundways attachment and the heavy structure of the fore-poppet is a narrow strip of steel seven-eighths inch thick, pierced with six holes. Segments between the holes of the plate shown above will be burned through under the direction of Ray Hausmann, shipwright superintendent, in about a half hour from the time indicated above on the launching clock.

SON'S FIRST MAIL FROM NIP PRISON REACHES MOTHER

(OREGON SHIP)—First word she had from her son since the fall of Bataan was received by Mrs. G. M. Bony, swing welder helper, last week. The message was typed on a printed card under the heading "The Imperial Japanese Army."

The card read: (1). I am interned at Philippine Military Prison camp No. 11. (2). My health is excellent. (Here a multiple choice of words was given and the words good, fair, poor were crossed out.) (3). Message: "Dear folks, received your letters and box of 1943. Was glad to hear from home again. Hope you are all well. Please notify Ona (his friend) I received her card and to keep writing. Are you getting my allotment O.K.? Have hopes of being with you soon. Lots of love, Melvin."

The hopes he expressed will not be fulfilled for a while, Mrs. Bony said. She heard a short time ago from the Red Cross that her son had been transferred to the main island of Japan. He was taken prisoner November 9, 1941.

Mrs. Bony has one other son in the service, with the army air corps.

'Fluke'

A "fluke," in marine parlance, is the palm of an anchor.

CARD OF THANKS

We wish to express our sincere thanks and appreciation to our many friends who were so kind to us during our recent bereavement, and also for the beautiful floral offerings.—Mrs. Ethel Minyard and family.