



OSC TOPS BOND GOAL; AIMS AT NEW MARK

Story, Page 4



Popeye and OSC Pals

It was circus day for 103 Oregon Ship Child Service Center children last Saturday and the kiddies met "Popeye the Sailor" and scores of other fairyland and comic strip celebrities under the Clyde Beatty-Russell Brothers big top. Shown above are some of the service center boys and girls being entertained in their reserved seat section by "Popeye" who took time out from his circus routine to visit them. (Oregon Ship photo). (Story on page 4).



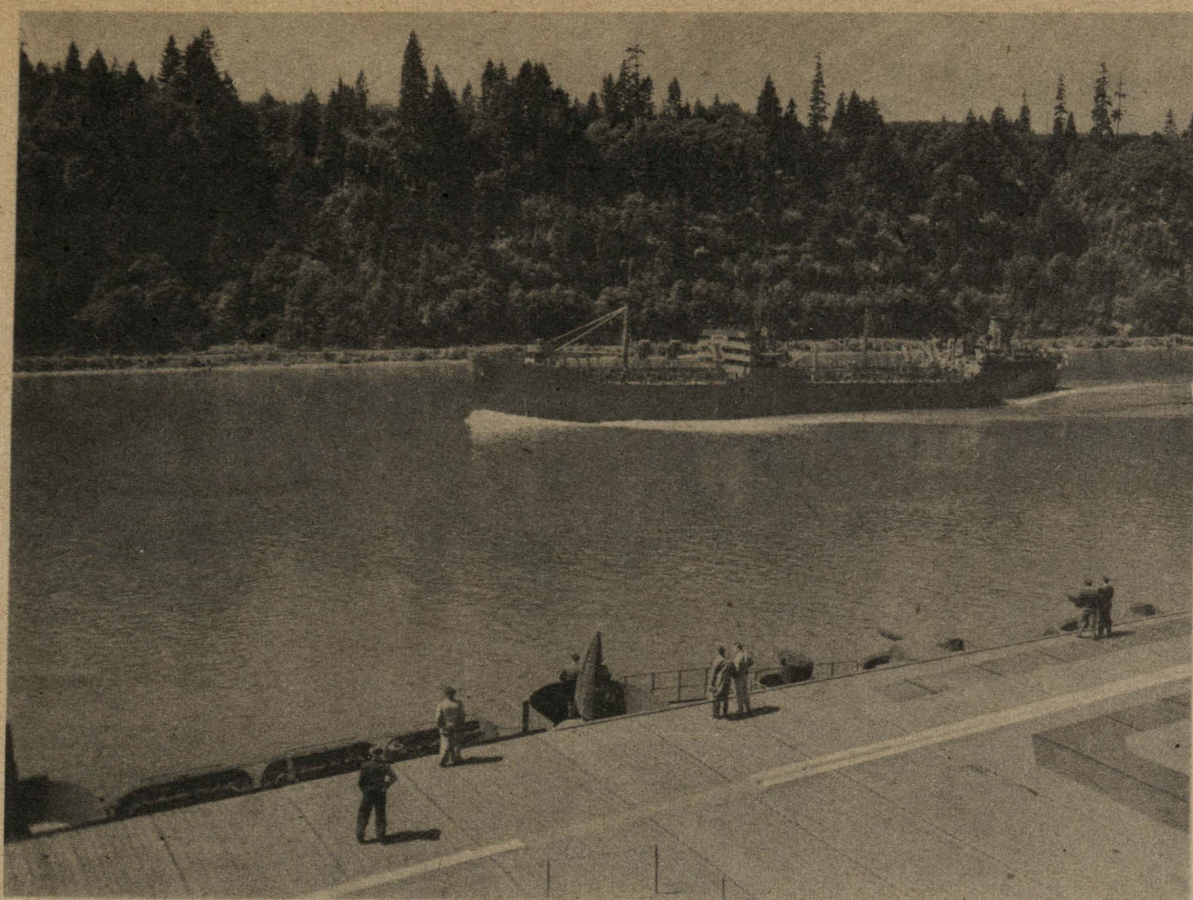
Workers Get Bonds COD

News that Oregon Ship had gone over its \$3,250,000 quota in the Fifth War Loan drive hasn't checked the crowds of bond-buyers at cash sales booths in the yard. A typical noon-day gathering of employees is shown above at the Multnomah stadium ticket wagon, loaned to OSC for the bond "clean-up" drive now in progress. Feature of the clean-up campaign is the direct presentation of bonds for cash—no waiting for bonds to come through the mail. (Oregon Ship photo)



Good Ship Skookum

Standing by the pilot house of the stout OSC tow boat Skookum are Skipper Vic Hansen (left) and Richard Hendrickson, the sole crew member. This boat is used to clear away launching paraphernalia and floating debris from the Willamette river and for other water jobs in connection with shipbuilding. (Oregon Ship photo.) See story on page 4.



Carrier Meets Tanker Last of the 50 Vancouver escort carriers passes one of Swan Island's tankers on the trial run down the Columbia river last Friday. One hundred employees were aboard the carrier. They represented half the winners in the Fifth War loan drive at the Vancouver yard. The other winners made the trip on the U.S.S. Roi, 49th of the carriers, on Wednesday, July 5.

Vancouver Workers Ride Last Carrier

ASTORIA—Vancouver's 50th and last escort carrier the U.S.S. Munda was commissioned to the navy Saturday in the most colorful commissioning services in the history of this Naval base. The commissioning came exactly one year to the day from the commissioning of the U.S.S. Casablanca, first of the Vancouver-built carriers. The ceremonies also marked the change of command at

the Astoria Naval base from Captain J. D. Barner, who has officiated at all carrier commissions, to Captain A. R. Ponto, who will assume command for the AP-5 Attack Transport program of Vancouver and Oregon Ship. Captain Barner leaves soon to assume command of the huge carrier U.S.S. Shangri-La.

The commissioning ceremonies on the flight deck of the last carrier followed one of the most memorable trial run trips in the history of the record-shattering ship-building program. One hundred Vancouver employees were aboard, the second group of winners in the recent Fifth War Loan campaign at the yard.

NOTABLES ABOARD

Also on board were Mr. and Mrs. Edgar Kaiser, Mike Miller, assistant general manager at Vancouver; John Hallett, yard superintendent at Vancouver; Dr. Sidney R. Garfield of Richmond, California, medical director for the Permanente foundations; George Sharpe of New York City, designer of the escort carriers and other notables. It was Kaiser's first commissioning.

Kaiser company employees in Astoria, through their representative Fred Mackle, jr., presented the official colors to Captain L. A. Pope and his crew on the Munda.

Captain Barner, in his farewell address to the Naval base, praised the Kaiser organization for one of the outstanding production performances of the war in building 50 escort carriers in one year. "Never in the history of the world has there been such a program," he said. "It is a remarkable job."

In a press interview during the trip, Barner outlined the importance of the escort carriers to the war in the South and Central Pacific. "The big operations in this area would not have been accomplished without the escort carriers," he said. He pointed out that they kept the big carriers supplied with aircraft through a constant shuttle service; that they can do things and go places where bigger carriers can't go. All Captain Barner's

Ensign Presented



Fred Mackle, jr., administrative assistant in charge of Kaiser company personnel at Astoria, shakes hands with Captain L. A. Pope, who assumed command of the U.S.S. Munda, last of the carriers. Mackle presented the captain and crew with its colors.

previous war experience has been with carriers.

AP-5's IMPORTANT

Captain Ponto, on the other hand, has had experience with the attack transport type of vessel, and for that reason was named to the Astoria post.

"Every unit is important," Ponto said during an interview, "but the Attack Transports are the ships that make possible the actual hoisting of the American flag on these Jap-held islands. You can bomb and shell these islands from carriers and other naval ships, but it takes the Attack Transports to land the troops that actually hoist the flag."

Captain Pope, who assumes command of the Munda, has had a wide range of naval experience, including three years in naval photog-

tography, which remains his chief avocation.

He was in Wisconsin and was assigned to Wake Island at the time of the Pearl Harbor attack. By the time he reached the Hawaiian Islands, however, Wake had fallen to the Japanese and he was diverted to Johnson island. Pope pointed out that all commanding officers of aircraft carriers are aviators themselves.

Add Riders, Add Car Fuel

A warning that "irregular hours is no qualification for supplemental gasoline rations" if the applicant is not carrying riders, was issued here this week by Kaiser yard transportation officials.

The gasoline shortage on the Pacific coast is becoming so critical, they explained, that if the driver works a little overtime the passengers will have to wait, or vice-versa.

"The transportation departments are ready and willing to do all in their power to assist commuters to and from work," an official said, "but do not blame us for the consequences if this warning is not taken seriously. All gasoline applications are subject to careful scrutiny, and claims and assertions will be checked."

"If you want gasoline you must have riders."

Lip Reading Offered For Swing Shifters

A course in lip reading, an invaluable aid for those with deafened ears, will be offered free of charge to all adults with defective hearing who register at the Portland Society for the Hard of Hearing, 918 S. W. Washington street.

The course, starting August 7, consists of classes on Mondays and Wednesdays from 1:30 to 3:30 p. m. each week.

Registrations should be made before August 7.

R. EIRING 'HOMESICK' Describes Pacific War

A promotion which came May 1 to Ensign Robert G. Eiring, U.S.N.R., elevating him to the grade of lieutenant (j.g.) evidently was well-earned, judging from a recent letter from him received by Bob Nieman, assistant general manager at Swan Island shipyard. Lieut. Eiring wrote of his thrilling experiences in two Pacific invasions, both coming within two months.

Prior to entering the service, Lieutenant Eiring worked for the Kaiser organization at Coulee dam, and was office engineer at Oregon Ship, Kaiser Company, Inc., Vancouver yard, and was contract engineer at Swan Island. Mrs. Eiring, the former Lillian Borsting, resides at 616 N. E. Fargo street, while her husband is overseas.

Excerpts of his letter to Nieman follow:

"Your letter came to our old base while we were doing a 'job' in Dutch New Guinea and took a month to reach us.

"After a bit of delay in South New Guinea we were ordered north and were on the first ship to enter Dutch New Guinea. We came in convoy out of a black and squally sea to pick up the coast and a Jap light on shore.

BOMBARDMENT TERRIFIC

"We hit the coast at sunrise . . . and our fleet opened up with the most terrific bombardment I ever hope to witness . . . Every now and then a Jap gasoline dump would go hundreds of feet in the air . . . As H-hour approached, the assault started and it looked like hundreds of prehistoric armored monsters churning forward. We came in under the fire of the heavy guns. The shells overhead sounded like trams.

"After the first day we had a chance to look around and found hundreds of Jap supply dumps, each containing about a hundred tons. Dumps of shoes, shirts, socks, rice, millet, rice beer, sake, medical supplies, Alaskan King salmon (believe it or not), caps, crab meat, office supplies, airplane engines, trucks, etc., are just a few of the items.

"Many sampan-like Jap invasion barges lay drifting about or sunken and burned out. We towed one to shore with our dinghy and filled it with 50 cases of beer, several of sake, Jap whiskey, clothes and cases of the most wonderful crab meat you ever tasted. Aboard ship it looked like the flagship of Jean LaFitte.

"We did several days' work around the bay and then settled down to wait transportation to our base. But we were to be sadly mistaken — we were to go on the next job.



LIEUTENANT EIRING

"Arriving off the island precisely as in the first invasion, the naval gunfire seemed even more intense and terrifying . . . After landing two miles away from our designated spot, we hastily corrected the error and established a beachhead under high chalk cliffs a quarter of a mile from the beach. The cliffs were full of caves, which in turn were full of snipers. We had a hot time until our heavy artillery got ashore and blasted into the mouths of the caves. What Japs weren't killed by steel were killed by the concussion.

"We couldn't take the caves for two days, and by that time the stench of rotting Japs was so bad one could hardly stand it on the beach. The army tried to dynamite the openings shut, but only succeeded in making them larger.

"We found giant naval guns all over the beach—knocked out by direct bomb hits.

"The first afternoon the Jap bombers hit! Five of them came over the chalk cliffs and before they could drop any bombs ran into a solid wall of our ack-ack. Four of the five bombers went down in flames while the G.I.'s on the beach cheered themselves hoarse like football fans.

DANGER LIES CLOSE

"For 10 days we went through a nightmare of bombing—and our ship was lying just offshore, loaded with 40 tons of TNT . . . I would guess that better than half the Jap planes were shot down.

"Will close now with the fond hope that in a year I'll again become your understudy. It would be too good to be true. Yours, "BOB."



Circus At Swan Island In what is reported to be the first performance of a circus in a shipyard, several acts from the Clyde Beatty-Russell Bros. show appeared at Swan Island Friday, July 7, at Victory center during the day shift lunch time. In picture are Martha and Jack Joyce with "Lucy," one of their elephants. During the act their young son, Johnny, perched on a high chair, yelled, "That's my mommy!" (Swan Island photo)

Iowa-Kansas Picnic Sunday

Approximately 11,000 former Dakotans swarmed into Pier park, on the outskirts of St. Johns, last Sunday for the North and South Dakota state picnic staged by Kaiser shipyard workers in the Portland-Vancouver area. But this crowd record is expected to be shattered next Sunday when former residents of two other "picnic-minded" states, Iowa and Kansas, stage their outing in the same park.

Two beauty queens were selected Sunday. Dorothy Glover won the title of "Miss South Dakota" and Alyce Herouf was named "Miss North Dakota."

CARPENTER'S DAUGHTER

Miss Glover, former resident of Lead, S. D., is the daughter of George W. Glover, Swan Island carpenter.

Miss Herouf, who came to Portland from Dickinson, N. D., is the daughter of Peter Herouf, a guard at Swan Island.

Judges of the contest were Art Clancy, St. Johns merchant, and two service men, Harold Laitala and Donald Harper.

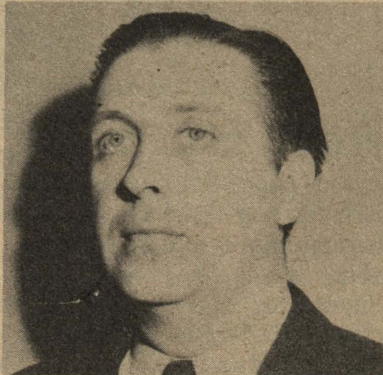
Another feature of the picnic was a big variety show staged by Bob McCoy, Vancouver yard program director.

Throughout the day a continuous sports program was held and the park swimming pool attracted hundreds of picnickers.

The North and South Dakota picnic was arranged by a committee composed of the following former Dakotans: E. B. Stiles, general chairman; Norbert Rich, co-chairman; Hazel Moe, registration chairman; Fred Pade, decoration chairman; Esther Tibke, prize chairman; Arlene Hylden, publicity chairman; Evelyn Hollingsworth, program chairman; Ray Hylden, beauty contest chairman, and Mildred Harris, entertainment chairman. This committee was assisted by the permanent state picnic committee which is headed by Roger Smith.

IOWA-KANSAS

Plans for the Iowa-Kansas picnic are being formulated by the following Kaiser employees from the two states: B. R. Rogers, Vancouver, general chairman; Jerry Hartung, Vancouver, co-chairman; L. L. O'Connor, OSC, decoration chair-



B. R. ROGERS
Iowa-Kansas State Chairman

man; Bob Bateman, OSC, prize chairman; Louis Lee, Vancouver, publicity chairman; Bill Maskel, OSC, program chairman; Frank Cour, OSC, first aid chairman; R. N. Lewis, Vancouver, entertainment chairman; H. W. Hockett, OSC, church service chairman, and Lorraine Johns, Swan Island, dance committee chairman.

LIBERTY SHIPS FORM 1st INVASION CONVOY

(OREGON SHIP)—The first supply convoy operating between the Normandy coast and England was composed entirely of Liberty ships, Admiral E. S. Land, head of the War Shipping administration, said in a telegram this week.

"Hundreds of American Liberty ships form the backbone of the supply lines to the beach heads," Land said. "Every U. S. shipyard was represented in unending procession."

"Our fighters can't have too much at the beachheads. Let's keep giving them all we've got."

TB Center Opens

The new City-County Tuberculosis Survey Center will officially open on July 17 with "open house" from 2 to 5 p. m. at 830 S. W. Tenth avenue, across the street from the Central Library. Kaiser workers have been invited to view the center and particularly its 35mm photo-fluorographic X-ray machine.



Picnic Glamor Girls

Shown above are the girls who competed for the title of "Miss South Dakota" at the North and South Dakota picnic held last Sunday in Pier park by Kaiser shipyard workers in the Portland-Vancouver area. They are: Front row (left to right) Nancy Ferguson, Witonka; Dorothy Bullock, Aberdeen; Donna Skatland, New Rockford; Elaine Robb, Belle Forche; Mary Spears, Pierre; Violet Olson, Gregory, and Adeline O'Leary, Aberdeen; back row, from left, Helen Clinton, Mowbridge; Jeanine Kline, Lead; Dorothy Voker, Mowbridge; Dorothy Glover (Miss South Dakota) Lead; Eloise Bos, Pierre; Dorothy Alldrit, Witonka, and Kathleen Ferguson, also of Witonka.



Water Was Fine

Probably it wasn't like the "ole swimmin' holes" in their home states but anyhow these former Dakota youngsters pictured above had a swell time last Sunday in Pier park pool. The park was the scene of the North and South Dakota state picnic staged by Kaiser shipyard workers in this area.

Shipyard Workers On Guard Duty

Hundreds of Portland shipyard workers are proving to be capable and efficient members of the Veterans' Guard and Patrol, Portland's auxiliary police organization.

Due to military and naval as well as civil requirements, there is need for additional men in the guard and patrol, according to auxiliary officials. This service, which is purely voluntary, requires at least one night each week in patrol or traffic duty. Those volunteering are given a short course in police work and then are commissioned as special police officers.

Shipyard workers, over 21 years, are invited to contact Veterans' Guard and Patrol headquarters, 4th floor, Sherlock building, S. W. Third and Oak streets, or call AT 6509 for further information.

Vancouver Tossers Join Morning League

(SWAN ISLAND)—With the addition of a swing shift softball team from Vancouver shipyard, Swan Island's morning players now have six teams in their league.



Dakota Queens

Bill Bowes, Portland city commissioner, with two armsful of pulchritude. The girls are Dorothy Glover (left) who won the title of "Miss South Dakota," and Alyce Herouf, named "Miss North Dakota." They were picked as the prettiest former residents of the two states who attended a Kaiser shipyard workers picnic last Sunday in Pier park.



Did you happen to see a little bottle of "Night of Moonbeams and Ecstasy?"

OSC Beats War Bond Goal; Drive Continues

(OREGON SHIP)—OSC workers have driven over the top in the Fifth War Loan drive and are pushing toward a heavy oversubscription of their quota in an effort to overtake their friendly enemy, Swan Island, and to help Multnomah county make its goal in Series "E" bond sales. On the basis of last Saturday night's figures, Oregon Ship had accounted for \$3,280,796.75, or 100.95 percent of its \$3,250,000 quota. Department heads were reluctant to close the drive when they learned that Swan Island, with 4,000 fewer employees, had sold more bonds than OSC. The campaign will be continued for several more days, with bonds being sold for cash directly across yard sales booths. Stamp books will be accepted as payment for bonds, drive officials said.

10 GROUPS BELOW QUOTA

All but 10 of the 24 yard departments have exceeded their quotas, but among the 10 are such large divisions as Pipe, Welding, Paint, Erection, Riveting, and Rigging. Superintendents, supervisors and foremen of these departments are cooperating in the bond "clean-up" drive in a determined effort to meet their goals.

Bond officials reminded workers that ticket stubs for the August drawing for prizes should be deposited immediately in the boxes at bond booths. A chance has been issued for every \$37.50 bond purchased. More than 50 bond prizes, as well as a new Dodge sedan, will be given to the lucky workers whose stubs are drawn.

Frank Cour's oiler Erection crew and Jerry Filion's Machinery and Equipment department emerged this week with troopship launching honors. The Electrical department, headed by Mel Hord, and Hull Materials, were winning groups last week. Ships to be sponsored by the departments will be named later.

GUARDS HOLD BIG LEAD

Chief Roger Smith's Guard force continued to set the pace for all departments. The guards, with 185.73 percent of their quota subscribed, are followed by Mold Loft, with 130.82; Hull Materials, with 125.84; Boiler Erection, with 122.41, and Assembly, with 120.62.

Other departments and their percentages are: Shipwrights, 116.9; Sheet Metal, 114.71; Electrical, 109.32; Machinery and Equipment, 107.99; Administration building, 106.56; Marine, 105.16; miscellaneous yard, 103.93; Plate shop, 103.58; Labor, 100.18; Pipe, 98.03; Warehouse, 94.94; Union Melt, 89.53; Paint, 89.51; Erection, 88.64; Welding, 88.; Riveting, 86.52; Rigging, 85.67; Buildin Maintenance, 76.77; and Vocational Training, 32.77.

SHIPRIGHTS TO LAUNCH VESSEL

(OREGON SHIP)—Plans for the Shipwright department, one of the yard's highest ranking groups in the Fifth War Loan drive, to launch the U. S. S. Lycoming July 25 were altered last week, the shipwrights being chosen to officiate at the launching of the U. S. S. Lowndes, OSC's fourth Attack Transport ship, July 18.

Mrs. F. J. Lundberg, wife of a day shift production laborer, will christen the Lowndes. She will be attended by Mrs. D. C. Walter, wife of a swing shift shipwright, and Mrs. L. L. Benington.

Buys Bonds to Aid 4 Fighting Grandsons

(OREGON SHIP)—William Gieselmann, graveyard welder helper, claims he has "a special interest in the current bond sales campaign, with four grandsons in the service, one each in the navy, the merchant marine, the air corps and the army." Gieselmann has purchased a total of \$2250 worth of bonds to date. He also has a granddaughter, Marie Bosler, who began work at OSC July 10.



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Calls His Hand Graveyard timecheckers didn't take seriously Florence Rogers' timidly-given promise to match Time Supervisor Durward Cowam's purchase of a \$1500 bond. But they agreed she was not talking idly when she walked in the other morning and laid her check on the line. She is shown on left with Marian Komp, clerk, who made the sale, and Cowam. (Oregon Ship photo)

Veteran River Worker Pilots Tug 'Skookum'

(OREGON SHIP)—When the "Skookum," sturdy OSC tugboat, churns along the river-front from Ways to Outfitting dock, the "skipper" at the wheel is a man who has worked the river in high water and low for the past 15 years. Vic Hansen, who maintains he knows the rivers from Salem to Astoria, has piloted the "Skookum" since the first day of its operation at Oregon Ship. Working with him in towing the sliding ways and clearing floating debris is Richard Hendrickson, rigger. They also assist in launching operations.

The "Skookum," with an overall length of 47.3 feet and a 12.8 foot beam, draws 5.9 feet of water. It carries two 600-gallon fuel tanks, making possible a cruising range of 1800 miles, or from Astoria to the Mexican coast.

Powered by a 65-horsepower diesel engine, the "Skookum" has a "deceptive amount of power in towing operations for its size," according to Hansen. Below decks forward are living accommodations, and the aft half of the boat is taken up with the engine and fuel tanks.

War Bond Gathering Held By Shipwrights

(OREGON SHIP)—A "garden party" held by the Shipwright department at the home of Ray Hausmann, superintendent, on July 4, resulted in the sale of \$10,275 in bonds, according to Byron Worrall, chief clerk of the department. Admission to the "lawn fete" was the purchase of one or more bonds.

Among those making heavy bond purchases were E. J. Clark, investing \$375; John A. Engstrom, \$450; H. H. Wilkerson, \$1875; and Ira Morris, \$750. About 150 persons attended the function, Worrall said.

BOSN'S WHISTLE

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(OREGON SHIP)—Larry Hanley, OSC deck winch installation crew member for two and a half years, is a youthful-appearing Irishman who heads a family of 11 children, the oldest, a daughter, 20, and the youngest four months.

Hanley, whose six-room house now shelters 13 persons of all sizes, says, "It is as easy to raise a big family as a small one. My wife and I think big families are wonderful, and not as expensive as some might think. Our grocery bill is only \$35 to \$40 a week."

Married in 1922, Hanley is a chef in peacetime, and plans to stay in Portland after the war. His two oldest sons, aged 19 and 18, are in the navy.

OSC Shipfitter Adds Another \$1000 Bond

(OREGON SHIP)—When William F. Nolan, day Shell Erection shipfitter, bought a \$1000 bond for the Fifth War Loan drive, he raised his total bond purchases to \$10,300.



Wiring Experts Here are six members of a specialized swing shift electrical crew, the only one of its kind at Oregon Ship, that performs an intricate job of installing lighting panels on Victory ships. Their work will become more complicated on the new combat troop transport ships when they reach the Outfitting dock, according to Supervisor Harry Bell. Pictured above are seated (left to right), Elsie Black, Ethel Erickson, Alice Kellogg and Nellie Marple. Standing, Orville Slevia (left) leadman, and Bud Stanton, foreman, (Oregon Ship photo)



The funny man with the umbrella pictured above was the "king of clowns" as far as 103 Oregon Ship Child Service Center boys and girls were concerned when he gave them special entertainment at the Clyde Beatty-Russell Brothers' circus last Saturday. The kiddies had a grand time as the guests of the Vox Pop radio show at the circus matinee. (Oregon Ship photo)



When that fairy story heroine, Alice, stepped through the magic looking glass into Wonderland, she couldn't have been more thrilled than the 103 OSC Child Service Center boys and girls when they entered the midway last Saturday at the Clyde Beatty-Russell Brothers' circus. They are pictured above strung out along the midway as they headed for the "big top." (Oregon Ship photo)

OSC Boys, Girls Circus Guests

(OREGON SHIP)—The fabulous land of make-believe became very real last Saturday for 103 youngsters from the OSC Child Service center who were guests at a matinee of the Clyde Beatty-Cole Brothers Circus. Aside from the Arabian Nights pageant unfolded before them under the big top, the

Pop radio show. When Vox Pop presented a show at the Portland Civic Auditorium in which OSC workers participated, Clyde Beatty, the famous wild animal trainer, extended a personal invitation to Jimmy Green of the center, who appeared on the program to bring all his friends to the circus.

CARD OF THANKS

We wish to thank our many friends and shipyard workers for the donations we received during our little son Tommy's illness. Tommy is now recovering.—Mr. and Mrs. Abe Shirley.

OSC Leads West Coast Yards on AP-5 Work

(OREGON SHIP)—In the big race among four Pacific coast shipyards for Attack Transport ship construction honors, Oregon Ship is whittling away at the advantages in manpower, materials priorities and earlier beginnings enjoyed by its three rivals as it runs up a substantial lead in total tonnage erected. On the basis of comparative figures released for the first 11 hulls being built in each

The WORKER SPEAKS

Likes State Picnics

Sir: With my family I have attended all of the state picnics held by the Kaiser company to date, and I think those who planned and organized them are entitled to a vote of thanks from out-of-state workers.

It has meant a lot to many of us who came here with no friends and no way to find people from our home towns and states. The programs have been good, park facilities excellent and the atmosphere the friendliest.

At first I heard a lot of people say that the picnics were doomed to failure, because, they said, shipyard workers couldn't gather without there being a brawl. I believe the outcome of the picnics has established our people in the community as a respectable, constructive addition.

I only hope that some type of social activity as pleasant as the picnics will be organized for the fall and winter season.—J. O. C.

Raps Bus System

Sir: Recently the Bosn's Whistle Inquiring reporter asked "What Do You Think of the Transportation System?" If the question had been asked of workers who have to take a bus at traffic signals on some of the runs, their answers would not have been so mild.

My complaint is that buses with empty seats will pass up workers standing at intersections where there are traffic lights. In so doing they can go through all the lights without stopping and reach the yard early enough to enjoy a cup of coffee at the cafeteria, while we stand and hope for anything that will take us to work, jammed full or fuller.

I have copies of correspondence between the shipyard and the P. E. P. company. I know of complaints made to the dispatcher at the parking lot and to the main P. E. P. dispatcher. All promised

to check up and correct the condition. Still we watch the buses go by.

Why not have a man at the cafeteria checking at the first unloading stop to see if drivers have a load or if they have passed up employees and have come out empty? Why not see that the drivers stay by their buses while parked and waiting for the next shift so when they pass us up we can look up their number and ask them why they left us standing?

What sort of shipbuilding business would this be if we employees could stop over our work and go out to the cafeteria while on the payroll?—A. W. George.

Makes Homes For Them

Sir: On the bus enroute to work this morning everyone about me seemed to be in good health and happy. As I passed all my fellow workers they had a smile and a cheery "hello" that made me happy, also. But when I reached the yard I saw one of my friends on crutches, with one leg missing.

Then a thought struck me: Will my boy come home from overseas like that? Well, fellow worker, you too may have a son or daughter overseas somewhere who may come home maimed for life. It is the time now to prepare a home for them by buying bonds and more bonds until it hurts. That will be helping them all.—Selit Holts.

Will Vacate Office

(OREGON SHIP) — Lieutenant-Commanders E. G. Oliotti and George Dobbins, who have handled machinery, boiler and pipe inspection for the U. S. Coast Guard here almost uninterruptedly since the early days of Liberty ship construction, are vacating their office in the yard until resumption of Victory cargo construction.

Their inspection duties will fall to the American Bureau of Shipping and the U. S. Maritime commission on the Attack Transport ships.

yard, construction with 41,516 tons erected, followed by Vancouver with 33,123, Calship with 31,030, and Richmond No. 2 with 24,634.

First lap of the production marathon, which will last until the first part of 1945, had already been won by Oregon Ship. The Portland yard launched its first AP5, the heaviest of any which had yet slid down the ways, only 46 days after its keel-laying, in comparison to 64 days for Richmond, 76 days for Vancouver and 77 days for Calship.

OSC HAS FEWER WORKERS

According to reports from the south, however, Calship has a slight tonnage lead over OSC for the first three ships launched by both yards, and the Richmond aggregation has the largest percentage of outfitting work completed on the first hull.

It is on the outfitting dock where Oregon Ship will have to fight to maintain gains made by speedier hull erection. Oregon has less than 28,000 employees, Vancouver 33,000 and Calship 34,000. A substantial portion of this manpower difference is in outfitting personnel.

OSC officials would make no comment on the progress of the competition, apparently preferring just to "grind away" and let the results speak for themselves. They expressed deep satisfaction, however, with the efforts of workers to date.

VICKERY ANNOUNCES RACE

The race was declared "on" by Admiral Howard L. Vickery, vice-chairman of the U. S. Maritime commission, when he visited Portland and Vancouver two weeks ago. Vickery, emphasizing the urgency of finishing the Attack Transport program for the navy by the end of the year, said he would announce standards of the competition later.

It's a contest all hands have entered with zest. For regardless of which yard emerges on top, the United Nations will be the winner, the Japs the loser.

Marine Veteran Says Liberties Gave Japs Trouble

(OREGON SHIP) — "Liberty ships made the difference between going after the Japs or waiting for them to come and get us," according to Steve Vapnar, former marine and now a swing shift Assembly burner.

Vapnar joined the marines 15 days after war broke out in Europe and was later attached to the renowned Carlson's Raiders, a surprise attack unit, spending 11 months as a flame-thrower on Guadalcanal. He was one of 20 survivors in one detachment of 200 marines striving to gain a beachhead during the three-day battle of Tarawa.

"It is wonderful to be home again," Vapnar declared, "and I am glad to be part of Oregon Ship. People here should know how much the men in the Pacific are depending on them." Vapnar received a medical discharge May 13, following repeated attacks of malarial fever.

Stays On Job

(OREGON SHIP) — Arnold Lerdall, quiet-spoken Ways' electrician, has tallied a work record of two years and six months without missing a moment's work time. Lerdall came to Oregon Ship on January 4, 1942.



Members of the field progress crew are, left to right, Bert Delaney, leadman, Faye Scott, Barbara Rouse, Ray Gander. All are listed as engineer's aides. (Oregon Ship photo)

Every Item Checked By Progress Team

(OREGON SHIP) — "We watch 'em grow!" is the slogan of Bert Delaney, leadman of the five-member field progress team, as he describes the system under which his crew keeps a running check on the construction progress of every ship. Two of the crew members are women. Beginning on each hull

STUBBY AND HIS FRIENDS

(OREGON SHIP) — Jessie Colburn, Stationary department, was surprised with a luncheon in the Duplicating department on her 18th birthday . . . Melvin Lindsay, electrician helper, used to play a trumpet in the marine band . . . The marriage of two truck drivers, Gladys Congdon and Jess Strickland, was solemnized on June 24, and the couple will live in Hillsboro . . . two OSC girls joining the WAVES recently were Florence Baseflug, toolchecker, and Maria Carter, secretary. Miss Carter has already gone to Hunter College for boot training. Miss Baseflug, who left July 9, was presented with a \$25 bond as a farewell gift by fellow workers . . . Materials department Superintendent Jerry Coombes left OSC for a three weeks vacation in Texas . . . and Henry Miller, Pipe department chief clerk, spent his in Yachats, Oregon . . . Bill Griffiths, rigger foreman, newly transferred to the Engine room crew from Assembly, was down with the flu for two days . . . Charles Needham, electrician, sketches three minute portraits of workers between repair jobs on the "pig banks" . . . W. R. Mitchell, rigger on Way 5, married on June 19 and honeymooned the rest of the week . . . add to stories of heroines of the home front, Gussie Berger, scaler at OSC . . . with four children aged five, eight, ten and 12, she managed to buy \$375 in bonds in this bond drive . . . speaking of bonds, Willard Wellard brought a fruit jar full of pennies, nickels and dimes to the bond booth to buy a \$50 bond . . . and Edward Samsow, swing shift burner and his wife Mabel, day shift burner, both in Assembly, bought five \$100 bonds and one \$50 bond recently . . .

The "Fourth" was celebrated by stationery and duplicating departments with a picnic in the office . . . May Hulse, badge control, is back at work . . . Bonnie Smith, marine maintenance, married LeRoy Sitton, former OSC machinist, July 3. Sitton has been in the army for two years, and now is on convalescent leave . . . a daughter was born June 25 to Kay Mickel, . . . Theodore Dixon, negro, left his window-washing post at OSC July 11 to join the merchant marine . . . likenesses, Warren Hull, Vox Pop emcee, and Paul Burge, OSC bricklayer . . . few launchings or yard shows have taken place here during the past two years without the presence of Time-checker Agnes Oxley . . . wanted, talent for graveyard shift shows . . . call Hal Chase, Ext. 1323.

as the tank tops are erected, members of Delaney's crew note installation of equipment ranging from boilers and the gigantic reduction gears to the last knife and fork in the ship's galley.

"We must know every item of the hundreds used in equipping each ship for delivery," Delaney said, "as well as the relation each item has to the completed vessel."

"We understand that Oregon Ship is tops in the nation in man-hour time for ship construction and as we watch each vessel grow from day to day, we feel proud at being part of such an organization," he added.

Pair Added to OSC Counselor Staff

(OREGON SHIP) — A recent addition to the Oregon Ship staff of women's counselors is Mrs. Beatrice Bennett, former Red Cross worker. Mrs. Bennett returned to her native Portland in April after her husband left for overseas duty and assumed her present post on June 20. Mrs. Bennett declared after three days spent in various Oregon Ship departments. "The morale and spirit of the people at Oregon Ship is wonderful. They're doing a vital and dramatic job in the war, and they seem to realize it more than workers in other places. It is a pleasure to be connected with such an organization."

A new swing shift counselor is Mrs. Corinne Hough, former counseling and classification expert with the U. S. Army Engineers. Mrs. Hough, who came to OSC June 26, assisted in classification of Japanese internees at Tule Lake settlement. She has worked with industrial personnel since 1935.

Mrs. Hough was hiring officer for the Alaska highway project for more than a year. Mrs. Hough's work took her by transport plane from Anchorage to Fairbanks and to many small outposts. Mrs. Hough began her counseling as head of the men's division of an employment agency in San Francisco. When war closed her office, she joined the staff of the U. S. Army engineers.



Star In Graveyard Shows Here's proof that, all the stars on the graveyard shift aren't in the sky. These entertainers are providing third shift workers with lively lunch period shows at the Mold loft stage on the Thursday work day (Friday morning). From left, Charley Kallani, Hawaiian entertainer and ways' welder; Fred Hildebrand, baritone and combination welder; Louise Brown, soprano, and Eileen Hanks, violinist, both of the Electric shop; Master of Ceremonies Eddie Helser, warehouse supervisor; Accompanist Betty Bower, Electric shop; Guitarist Jack Munoz, electrician, and Pianist Curtis Farrell, warehouse. (Oregon Ship photo)



Hey, Look at That Foot! Herbert Brauckmiller, first sacker for the Shipbuilder ten of the Swan Island day shift league, took his foot off the bag in his eagerness to grab the ball, and as result Ed Pixler of Erection was safe in a recent clash of the two teams. The ump, right on the play, was unidentified. (Swan Island photo)



Day Shift Tossers Swan Island's Erection team holds third place in the day shift softball association. Left to right (kneeling) A. Chaplin, H. Erickson, J. Polinsky, Ed Pixler; (standing) M. Fowler, W. Rummel, E. Geist, K. James, W. Burbach, J. Smith and B. Hempe. Seated in front is Mac Fowler, Jr., mascot. (Swan Island photo)

Steed's Squad Bars Assembly OSC Title

OREGON SHIP SOFTBALL LEAGUE
(Second Half Standings)

	W	L	Pct.
Assembly	5	1	.833
Specialty	5	2	.714
Thesman	5	2	.714
Steed	4	2	.667
Plate Shop	4	3	.571
Materials	3	4	.428
Engineers	1	6	.143
Superstructure	0	7	.000

(OREGON SHIP)—An undisputed championship for Assembly, first-half winner, or a four-way tie necessitating a second half play-off, hinged on the result of a game this week between Bill Steed's Shipfitters and Assembly.

With all other teams having completed their schedules, Assembly stood atop the loop last week-end, having five victories and one defeat. Specialty and "Whitey" Thesman's Shipfitters were deadlocked for second place, with five wins and two losses, followed by Steed, four and two.

Should Assembly beat Steed, it would be the champion for both halves of play, thus eliminating a final play-off. If Steed cops, the second half would be thrown into a four-ring tie, and a deciding game between Assembly, first half winner, and the second half victor might be required.

In the only game last week, Specialty lost its chance to become

second-half champ when it dropped a 5-2 verdict to Assembly. Tony Candello went the distance for Assembly, permitting only five hits.

Steed forfeited a scheduled game to the Plate shop when not enough of its players showed for the contest. Score:

	R	H	E
Assembly	5	6	1
Specialty	2	5	2

Candello and Redd; Rady, Bristow and Woodard.

Ruscigno 'Holidays' By Barnstorming, Hurling No-Hitter

(OREGON SHIP)—Guy Ruscigno, pitcher-manager of the Oregon Ship welders' and burners' 99 Tavern softball team and welding supervisor on the ways, "vacationed" last week with Fee's Music Makers of the City softball league on a barnstorming tour of Salt Lake City.

A no-hit, no-run game Ruscigno pitched against a top-ranking Salt Lake team made Ruscigno the sports celebrity of the week in the Mormon capital, his picture gaining prominence on the sports pages of newspapers there.

HAWKINS RETAINS OREGON ARCHERY TITLE 5TH YEAR



De WITT P. HAWKINS

(VANCOUVER) — For the fifth consecutive year, De Witt P. Hawkins, day foreman in the Carpenter shop, won the grand championship of the Oregon State Archers' association in competition at Sherwood field, near Washington park in Portland, Sunday, July 1.

In final events of the state meet last Sunday, Hawkins was runner-up to Forrest Lemly of Cottage Grove in the flight event.

Hawkins has been interested in the longbow since 1931, devoting much of his spare time to perfecting his ability to "core" the bullseye. He has bagged jackrabbits with bow and arrow.

Hawkins, employed in the Vancouver yard since April, 1942, was president of the archers' association last year.

OSC League Champs To Get Silver Trophy

(OREGON SHIP) — A silver trophy cup has been made available by the management of OSC to the winners of softball league championships, it was announced this week.

First name to be engraved on the cup will be that of the Plate shop, 1943 title winner. Possession of the trophy until next year will go to this year's crown-holder.

At the termination of the league the trophy will go to the team which has won the most championships. In the event of a tie a drawing will be held to decide the permanent cup-holder.

Girls' Softball Hours Moved

(VANCOUVER)—Changes in time for starting softball games in the women's league and a switch in fields were the outstanding elements in the softball picture at the Vancouver yard this week. Time for beginning play was changed to 7:30 p. m., with the forfeit time being 7:45. The Washington school field was substituted in place of the high school.

League standings and games played follow:

FABRICATION TEN CLINGS TO LEAD

SWAN ISLAND DAY SHIFT

	W	L	Pct.
Fabrication	5	0	1.000
Pipefitters	4	1	.800
Erection	2	3	.400
Crane Operators	1	4	.200
Shipbuilders	0	4	.000

(SWAN ISLAND)—Fabrication, behind the steady pitching of Joe Gette, still leads second-half of play in the Swan Island day shift softball league.

Only four games were played the past week. Fabrication won two games, defeating the Crane Operators, 9 to 2, and Erection, 4-3.

The first-half champion Pipefitters remained close on the heels of Fabrication with a single win during the week. The Pipe men collected 12 hits off Jack Cady to defeat the Crane Operators, 6 to 2.

Off-beaten Shipbuilders played their best game of the season, only to lose to Erection, 4 to 3. Scores:

	R	H	E
Fabrication	4	7	1
Erection	3	5	0

Gette and Foster; Geist and Chaplin, Moore.

	R	H	E
Crane Operators	2	5	1
Pipefitters	6	12	4
Cady and Miller; Workman and Burquam.			
Fabrication	9	12	2
Crane Operators	2	4	0

Gette and Adams; Schwab and Pepper.

	R	H	E
Erection	4	13	1
Shipbuilders	3	5	0

Geist and Chaplin; T. Brauchmiller and Ashmead.

WOMEN'S SOFTBALL LEAGUE

	W	L	Pct.
Assembly (day)	4	0	1.000
Assembly (swing)	3	0	1.000
Main Electric	4	1	.800
Messengers	2	1	.667
Buckler Pin Welders	2	1	.667
Buckler Warehouse	1	3	.250
Buckler Tapers	1	4	.200
Yard Office	0	3	.000

July 2—Buckler Tapers, 4, Assembly (swing), 19.
July 6—Main Electric won on a forfeit from Yard Office; Assembly, 20, Pin Welders, 6; Buckler Warehouse, 2, Messengers, 19.

Next week's schedule:
July 16—Assembly (swing) vs. Messengers at Shumway field, 2 p. m.
July 18—Messengers vs. Pin Welders at Shumway; Buckler Tapers vs. Yard Office at Washington.
July 20—Yard Office vs. Messengers at Washington; Assembly vs. Buckler Warehouse at Shumway.

THIS'S MOIDER; TOP TENS IN SAME LOOP!

Rivalry between two of the leading teams in Kaiser yard softball circles will be projected into second-half play of the Federal league, a top-ranking Portland loop.

Swan Islanders, representing Swan Island Materials department, left first-half Federal circuit play deadlocked by dumping the Blue Bell squad, 7 to 4, at Buckman field July 6. The contest left both teams with eight wins and one loss. A playoff was scheduled Tuesday, July 11, at Peninsula park.

Oregon Ship's strong day shift welders and burners' ten, playing in the livery of the 99 Tavern, has entered the same league for the second half.

Tavern Beats OSC Stars

(OREGON SHIP)—The day shift welders' and burners' 99 Tavern team carried too many big guns for an aggregation of Oregon Ship league all-stars, defeating them Monday night, 8-3, in a game at Columbia field. It was the eighth game without a loss, that the tavern ten has scored against an OSC league club.

Guy Ruscigno, pitcher-manager of the welders, struck out 10 batters and scattered seven hits in hurling the victory. Longest blow off him was a double by Rogers of Steed's Shipfitters, who caught for the all-stars.

Fielding and base-running features of the contest were provided by George Sabah, one-armed star of the Specialty team. Sabah made several spectacular catches in center field and scored the first run of the game by stealing his way around the bases.

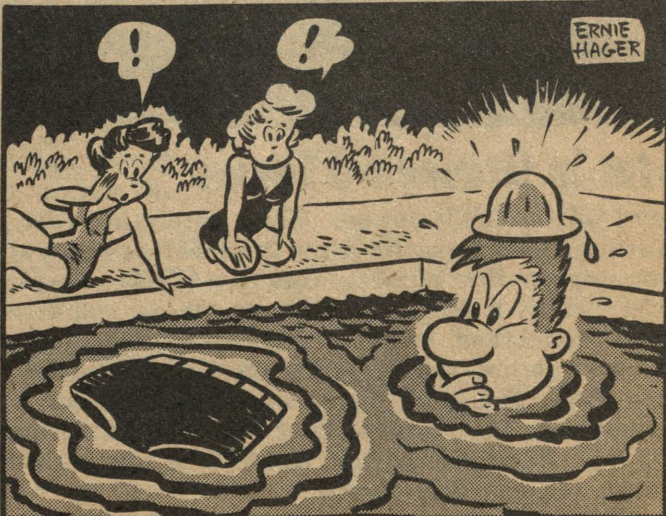
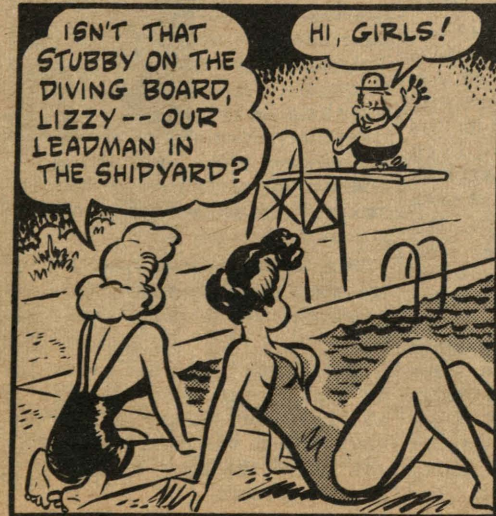
Irwin, tavern middle gardener, also sparked in the field.

The short score:

	R	H	E
99 Tavern	8	11	2
OSC All-Stars	3	7	3

Ruscigno and Johnson; Kletzel and Rogers.

Stubby Bilgebottom



By Ernie Hager

Industries Plan for More Postwar Jobs

Postwar Employment To Be 44.4 Per Cent Above Prewar, According to Local C. E. D. Survey

THE way end lunchroom discussion had finally got around again to the subject of what is going to happen after the war. "Sure," said the machinist from Chicago, "You've got a lot of stuff out here in the Northwest. You've got electricity and trees and some aluminum and land and a lot of other stuff. But that don't mean nuthin'—it don't mean a darn thing until somebody starts making things out of it. Before your gonna have jobs you've gotta have factories. That's the thing that's important. How many private industries are gonna start up after the war? That's what I wanta know before I decide to stay here or not."

The machinist was expressing the thoughts of many another war worker who has tried to figure out his own individual postwar plan. A recent issue of the Bosh's Whistle summarized briefly the mighty resources for jobs and prosperity that exist in the Pacific Northwest, the nation's last undeveloped frontier. Resources in themselves, however, do not make for jobs any more than a berry patch automatically makes a pie. They have to be developed by industrial leaders and managers.

SURVEY POSSIBILITIES

In this regard Kaiser workers may look with considerable encouragement upon the Portland-Vancouver area. For almost a year without much fanfare or publicity local business leaders have been quietly working on the job of trying to estimate postwar possibilities for employment in private industries. After interviewing over 824 firms in 13 different classifications of business, these men now estimate that the Portland area can provide 44.4 per cent more jobs after the war than it did before. This survey took into consideration only active businesses now in existence. It did not include any of the branches of construction or home-building or any contemplated new industry not already operating in the area.

The predicted employment need, though a good-sized drop from present figures, is nevertheless highly optimistic. In addition, workers may take considerable assurance from the fact that local business men are actually working

on the problem. They do not want the community to be caught with a huge amount of unemployment any more than the workers themselves.

Biggest "needler" of business men in all this postwar planning is a private non-profit organization which calls itself the Committee for Economic Development. This organization is headed nationally by Paul G. Hoffman, chairman of the Studebaker corporation.

In each city there is a community committee with a chairman and a number of specialized committees working under his direction. The C.E.D. is supported entirely by private contributions of which the greatest portion goes for research, field development and literature.

56 MILLION JOBS NEEDED

The reason for the committee's existence is very simple. It recognizes the tremendous challenge faced by private business in providing postwar jobs. It realizes that if private business doesn't do the job somebody else will.

"It is estimated that fully 56 million people will need jobs at fair wages after the war is won, says the C.E.D. That is 10 million more jobs than were provided by industry in 1940, our last big peacetime year.

"The most which commerce and industry can do to assure returning soldiers and workers now in war industries that peacetime jobs will be available is the least which must be done if private enterprise and labor are to enjoy a free society.

"Failure will leave us with the choice of only two alternatives, mass unemployment or mass government employment. The Committee believes that the existence of the free enterprise system and of democracy itself, depends largely upon our ability to avoid these two dangers after the war."

SIX-POINT PLAN

It's one thing to recognize a problem, but another to do something about it. Here, however, the C.E.D. has a very definite plan which is basically nothing more than arousing private enterprise and industry to start now to lay plans for substantial expansion in the postwar era. It outlines six steps for industry to follow:

1. Define and place responsibility for postwar planning.

2. Plan product program. This includes analyzing prewar products and studying new products.
3. Plan marketing and sales programs.
4. Determine manufacturing facilities required.
5. Estimate employment re-fine jobs, plan employee training.
6. Estimate the operating funds needed and plan their sources.

In Portland the C.E.D. is headed by T. E. Roach of the Northwestern Electric company aided by an executive committee made up of many of the ablest business men in the city.

In carrying on their crusade for the jobs the committee members report that local industrial leaders are doing a lot of private planning. Many plants now making parts for ships already have complete plans drawn up for quick conversion to peacetime products.



An engine manufacturer will become a stove maker; a lifeboat builder is looking into the pleasure boat field. Pipe and tank companies are eyeing postwar refrigeration possibilities. Biggest opportunities for expansion seem to be planned in various metal working lines. Everything is very hush-hush. Blueprints are locked up in the heaviest vaults, but the important thing so far as workers are concerned is that they are being made.

"If American business is to do its share in scoring a bull's eye on its target," says the C.E.D., "it will have to raise its sights to much higher levels of production than ever attained before in times of peace. The problem involves not merely a reconversion of industry to peacetime production. That would be relatively easy to accomplish. What is called for is the much more difficult objective of reconversion accompanied by a substantial and rapid expansion."

Wallace, Kaiser Praise Pacific Northwest Area

Kaiser Calls For 'Pioneer Spirit'

Reaffirming his faith in the future of the Pacific coast, Henry J. Kaiser, head of the Kaiser shipbuilding industries, called for a "pioneer spirit" in building a new world on the West coast rim of the Pacific basin in a speech Saturday to California newspaper publishers.

"I am wondering if any of us can really comprehend what is happening on this Pacific slope; what its potentialities really are and what lies ahead in the near future?" he said.

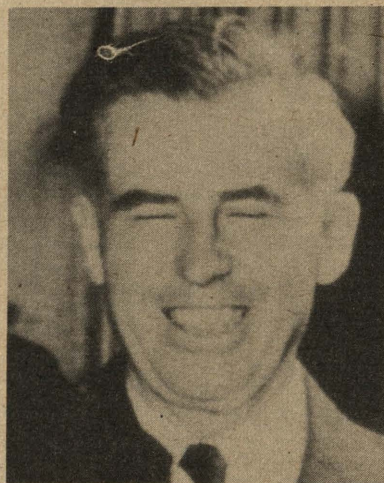
"Today in America we have a productive capacity that has astonished us as it has the rest of the world. We have an army of skilled labor which surpasses any which history records.

"Can we not agree that the development of the Pacific basin calls us to assume many roles which we have not yet dared to try? We must be bankers, brokers, engineers and industrialists. We must venture far and we must be unafraid."

Kaiser urged a strong program for full employment after the war, which would mean "that everyone responsible for his own livelihood and with dependents should have an opportunity to work and some freedom of choice in selecting a job that is interesting, permanent and remunerative."



HENRY J. KAISER



HENRY WALLACE

Wallace Sees New Trade With Asia

Newcomers to war industries in the Northwest lifted their ears Sunday when Vice-President Henry A. Wallace, freshly returned from China and Russia, predicted that the Pacific Northwest would be one of the main areas of development after the war.

"I am convinced," he asserted, "that a main area of development after this war—new enterprise, new investment, new trade, new accomplishments—will be in the new world of the north Pacific and eastern Russia.

"More and more we are perceiving the importance of strengthening our west and especially our northwest," he added. "This expansion must continue to the limit of its agricultural, industrial and commercial possibilities. This includes Alaska, which has not yet begun to measure up to its possibilities.

"Our growth must not be merely in terms of ourselves, but also in terms of Asia. Vigorous two-way trade with Soviet Asia and China will greatly increase the population and prosperity of our Northwest."

The vice-president pointed to the Pacific Northwest and to the Amur river region in Soviet Asia as two regions of great potential development.

KAISER GOLFERS SHARE LOOP TIE

Kaiser shipyard workers occupied three rungs of a six-way tie for low gross honors in the War Industries American league sweepstakes at the Lloyd golf course last week. Deadlocked with three other golfers who carded 30's were George Rongerude and John White, Oregon Ship, and Elwin E. Bowyer, Vancouver.

Tony Accuardi, OSC, had the longest drive of the day.

In the National league, E. B. Lybarger, Swan Island, scored a 31 to share low gross laurels with Carl Flint of Wisco. Lester Slade, Oregon Ship, drove the longest ball in this division, while W. Linde, Vancouver, was part of a three-way putting contest tie.



'Um Yum' Vancouver bond buying winners of trial run trips on the last of the famous carriers found good food aboard, as this picture indicates. They are Lee Willford (left) and George Hudson, chippers.



"...I'd like to see the man in charge of post war planning!"

INQUIRING REPORTER

QUESTION:

"What do you think of the yard shows?"

Paul Dickhoner, labor leadman: "The yard shows are swell! I like the musical programs the best, and the only thing I have against them is that they are not long enough. Sports programs are not so enjoyable to me because I can't get close enough to see much of the boxing or wrestling."

Annie Presley, dock pipe burner: "I look forward to them. The yard shows are a swell way to keep workers feeling good. I like the musical programs best, such as the 'Stars of Tomorrow,' the Buckler program and, of course, the Alec Templeton program. I wish we could have a noon show every day. Music is so much more restful than news."

John Lee Mitch, Fitting stores material supervisor: "How about noon dancing? Why couldn't we have some sort of music every noon by the Mold loft, with a space where we could dance. Those who don't want to dance would have fun watching. I've heard of industrial plants where workers danced during lunch hour. Why can't we give it a try?"

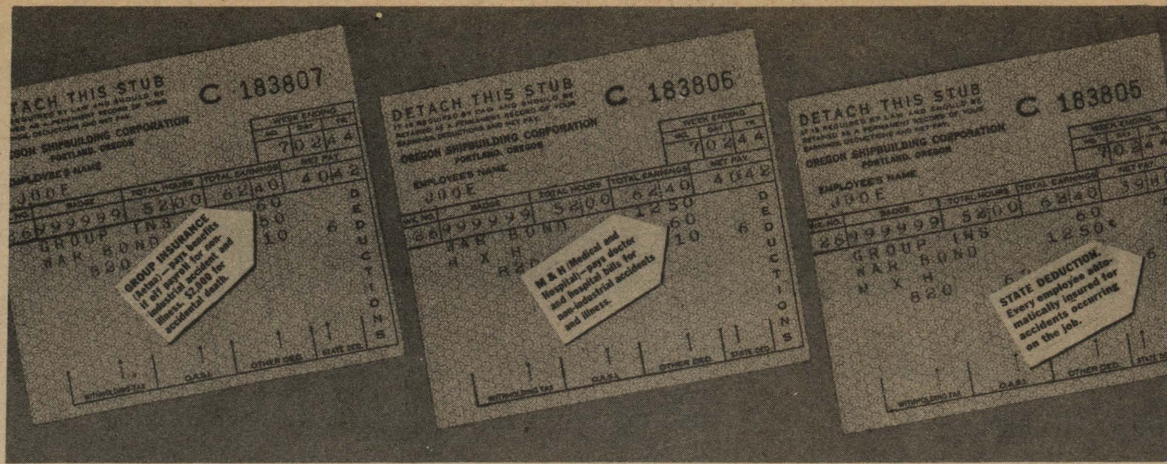
Tony Campain, swing shipfitter: "Yes indeed! The yard shows are wonderful for morale. I wish we could have more movies on the swing lunch hour. Those of the invasion were very good. And why couldn't we have an orchestra occasionally so people could dance during lunch period. There's plenty of room by the Mold loft."

Betty O'Brien, swing reproduction department: "I've never seen one of the yard shows and there are lots of others who can't get to the show. Why couldn't we have shows of our own or loud speakers so that we could enjoy what's going on at least some of the time? Everyone who has seen the yard shows thinks they're grand."

Harry Gardner, swing welder leadman: "I like the boxing matches best, although any program with action is fun to watch. It makes a good break in the working period, and we all enjoy the shows we have. I'd suggest that we have music when there is no special show and that there be a space for people to dance. That would be a lot of fun."

Jimmy Jones, graveyard welder leadman: "The shows we have are good, and I'm glad we have been getting more of them lately. I do wish, though, that some celebrities could get up early enough for our shift. Sport shows are swell, too. I like the boxing and wrestling matches, as most of the men do."

Carl Machill, pipefitter graveyard: "I never go to the usual vaudeville type of show. I would like to see more sports and an occasional newsreel as soon as it gets dark enough. Our shows seem to be a little 'sissy' for a big construction outfit, and I think everyone would like to see shows with more punch."



Watch Your Deductions At left, GROUP INSURANCE pays cash benefits for non-industrial accident and illness in addition to a \$2,000 accidental death benefit. M & H (Medical and Hospital), center, pays doctor and hospital bills only for non-industrial accident and illness. Stub at right points out the state deduction which automatically provides insurance for accidents occurring on the job. If all three of these deductions do not appear on your check stub, you aren't fully covered.

Insurance Confusion Expensive to Workers

Widespread confusion about the kinds or group insurance available to Oregon Ship and Swan Island workers is resulting in financial and physical hardship to many, according to Dr. Forrest E. Rieke, medical director for the two yards. Numerous employees who believe they are fully insured against illness discover too late that they lack the coverage they desire, he explained. "Much

of the confusion," Rieke declared, "seems to spring from a misinterpretation of the weekly deductions as recorded on employees' check stubs. With war bonds, withholding tax, social security and insurance coming out of the weekly pay total, it is of course natural that misunderstandings have arisen."

"We want each worker to know what insurance he has and what he hasn't. We want him to understand exactly what each plan covers and what it excludes."

Rieke described sickness insurance as "the worker's umbrella for a rainy day and assurance of a quick and easy return to health should illness or accident overcome him."

He urged "the widest possible membership in cooperative employee plans." There are three of these, he explained, "each offering concrete benefits to workmen."

EXPLAINS STATE INSURANCE

Industrial accident insurance, he pointed out, is compulsory under the Oregon Workmen's Compensation law, with each employee contributing one cent a day (six cents a week) while the employer matches this amount with about four cents a day for each worker. Funds thus collected go to the Industrial Accident commission, which administers benefits to victims of on-the-job accidents or occupational ailments. This insurance does not cover non-industrial illnesses or accidents.



On the other hand, Rieke said, the Medical and Hospital plan is voluntary and to join it the worker must sign an application. An employee does not have this insurance, he cautioned, unless his weekly check stub shows a 60-cent deduction opposite an "M and H" designation.

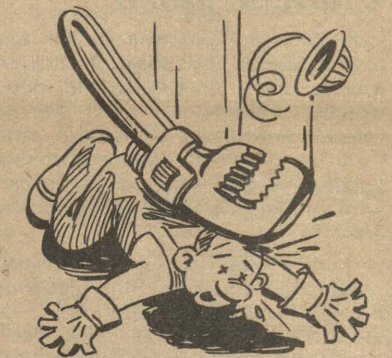
"M & H" EXPLAINED

Rieke gave the following explanation of "M & H" coverage:

Operated by the Oregon Physicians' service, a non-profit branch of the State Medical society, this insurance plan provides payment for hospital and doctor bills contracted for most non-industrial ill-

nesses and accidents, such as pneumonia, influenza, appendicitis and broken bones.

Necessary laboratory services, X-rays, operations and ambulance travel are paid for. As many as four dental extractions for the relief of pain may be obtained. A participant in the plan may go to any approved hospital and select a physician from a large list of Oregon Physicians service doctors, surgeons and specialists.



On any single illness covered by "M and H," doctor bills are paid for one year and hospitalization granted for 111 days.

"M and H" insurance does not provide coverage for diseases or injuries present when the worker joins the plan. This phase of the insurance, not understood by many of its holders, has been a source of confusion and disappointment to some. The plan also excludes chronic disease such as tuberculosis; venereal disease and insanity; child birth and consequences; fitting of glasses; injuries received

LAURENS, THIRD AP-5, LAUNCHED

(OREGON SHIP)—The U. S. S. Laurens, Oregon Ship's third Attack Transport vessel and 357th ship to be launched in the yard, slid into the water from Way 10 Tuesday, christened by Mrs. James Cunard Black, wife of the vice-president of the Republic Steel corporation.

OSC employees were represented at the launching by Mrs. Eva Wheeler, maintenance electrician, who presented flowers to the sponsor and her attendant, Mrs. Walter M. Kane.

Black, who was the main speaker, lauded Oregon Ship workers for their production achievements and discussed the cooperation between the steel and shipbuilding industries which, he said, has contributed heavily to the nation's successful vessels construction program.

Bishop Benjamin Dagwell of the Episcopal Diocese of Oregon pronounced the invocation.

while fighting or drunk; artificial limb appliances, and a few minor items.

In cases of cancer, heart disease, high blood pressure, apoplexy and diseases of the blood vessels, hospital service is limited to 21 days.

"M and H" receipts help to pay for dispensary service at the First Aid stations. The insurance is cancelled when the worker leaves the payroll unless he arranges with the Oregon Physicians Service for its continuation. It pays no compensation for lost wages, a contingency which is met by the Aetna plan.

AETNA PLAN DETAILED

Aetna insurance is also voluntary and the employee must sign an application to be a member of the plan. Operated by the Aetna Insurance company, it partially replaces wages lost because of an off-the-job accident or illness.

A worker making \$1.20 an hour or more pays 60 cents a week, the deduction being recorded on the check stub directly opposite the designation "Group Insurance." Employees receiving less than \$1.20 pay only 40 cents.



For 60-cent payments benefits are \$25 a week, for 40-cent deductions \$15 a week. Accident benefits begin on the day of the accident, and sick benefits on the eighth day of the illness. They run until the employee is physically able to resume work or for a maximum of 13 weeks.

Aetna group insurance pays \$2000 for accidental death and benefits for loss of an arm, leg or eye.

Summarizing, Rieke explained that if a worker has all three plans, his deductions are:

State Industrial Accident (automatic), 6 cents weekly.

"M and H" (voluntary) 60 cents weekly.

Group Insurance (Aetna) 40 or 60 cents weekly.

Total, 1.06 or \$1.26 weekly.

"Your check stub tells the story, so look it over carefully," said Rieke. "If you find you haven't the insurance you think you have, go to the Personnel office or the First Aid station and make immediate application for what you lack."

OSC Finishes First Contract For Victorys

(OREGON SHIP) — A handful of workers stood at the end of Oregon Ship's dock Thursday and waved a wistful good-bye as the S.S. Skagway Victory, last of the 32 vessels on the yard's initial Victory cargo contract, slipped the outfitting pier and steamed placidly toward a downtown loading terminal. Thus, without fanfare and while most employees were too busy with the new Attack Transports to sentimentalize, another chapter in Oregon Ship's unmatched shipbuilding record book was closed.

Although delivery of the Skagway ended the first contract, Oregon Shippers will see a lot more of the streamlined AP3 cargo ships when they complete the 30 Attack Transport vessels they are now building.

Admiral Howard L. Vickery, vice-chairman of the U. S. Maritime commission, says the Victorys have proved themselves to be the kind needed for the keenly competitive postwar era, and has awarded the yard 63 more AP3's.

LED NATION

When Victory cargo construction is resumed here next year, the yard will enter it with a surety that comes from leading the nation in the field. It launched and delivered 32 Victorys in an average time of 82.72 days for each, while Calship, its closest competitor, averaged 113.03 days for each of the 17 it completed during the same period. Calship had launched 27 on July 1.

A comparison of these two leading yards at their Victory production peaks is afforded by records for July, when each commissioned seven ships. OSC's seven were delivered in an average of 63.6 days after keel-laying to 111.5 for Calship.

JUNE BEST MONTH

Best month for Oregon Ship in the Victory program was June, when 10 ships were delivered and nine launched. Speediest construction time for any of the 32 vessels was established on the S.S. Hibbing Victory, 29th ship, which was delivered only 59 days after keel-laying.

On his recent visit Vickery praised OSC for its quick change-over from Liberty to Victory production. Remembering the admiral's promise that the yards which "build 'em fastest and cheapest" will get the postwar ship contracts, workers here have resolved to hold their shipbuilding leadership in the coming construction programs.

To the Victory cargo ships, "I'll Be Seeing You" is the tune OSC workers are humming.

Worker Buys Bonds To Bring Son Home

(OREGON SHIP)—Frank L. McManman, heater on the straightening crew in the Assembly, is a recent purchaser of a \$1000 bond. McManman, who has worked at Oregon Ship since February, 1942, has a son in the South Pacific war area. "It's the least I can do to bring the boy home," he stated as he made the purchase.

Fellow Workers Honor Ferry Pilot Trainee

(OREGON SHIP)—A \$100 bill, a compact and a box of chocolates were given Caye Naze, Shipwright clerk, by the shipwrights and engineers recently as she left OSC on the second lap of her course in training for admission to the women's ferry command.

Miss Naze recently completed 12 weeks of ground school in Portland and will take her flight instruction at Prosser, Wash. On acquiring the necessary number of flying hours, she will be placed on the ferry command waiting list.