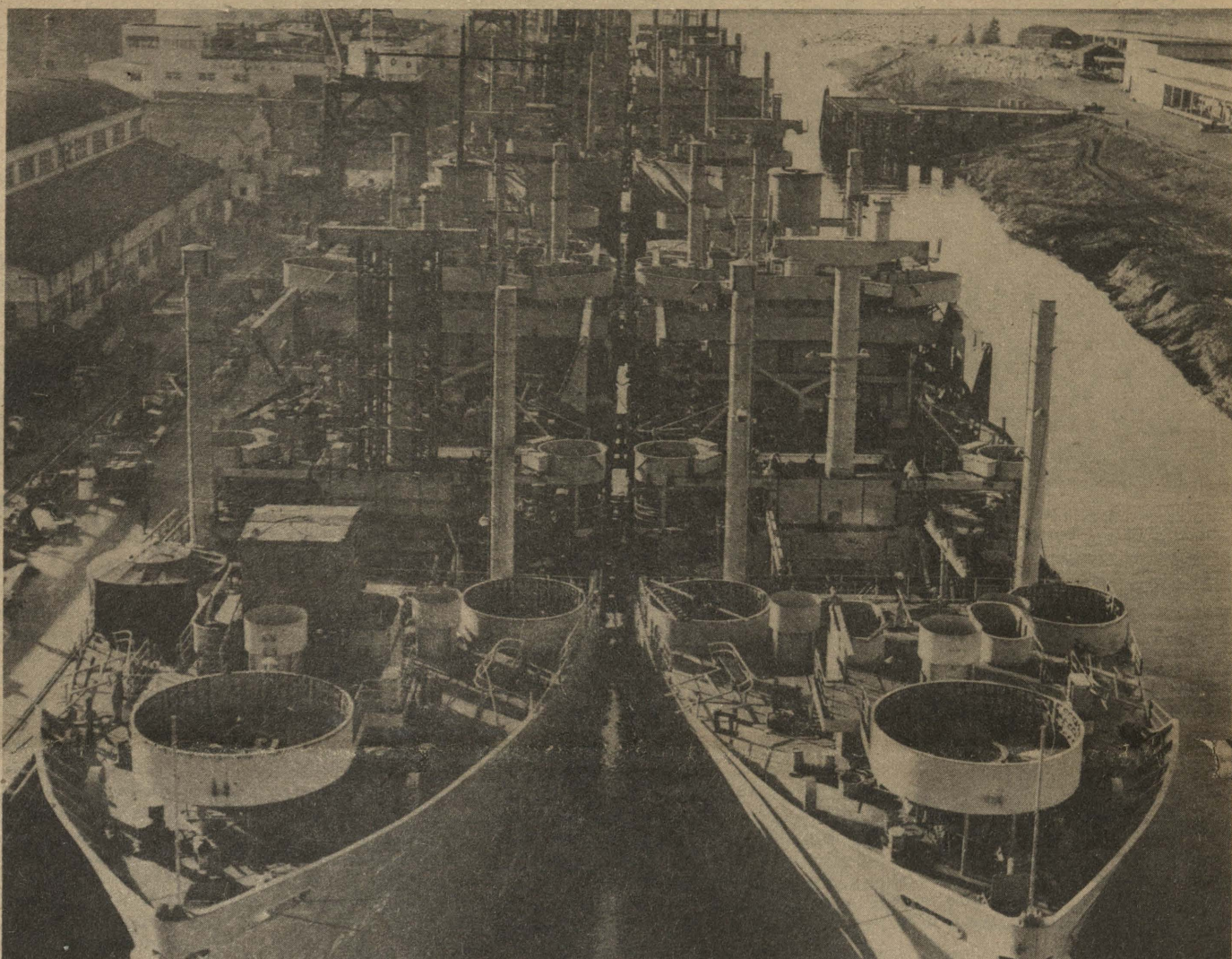


# 66 BOND PRIZES SPUR 6TH WAR LOAN DRIVE

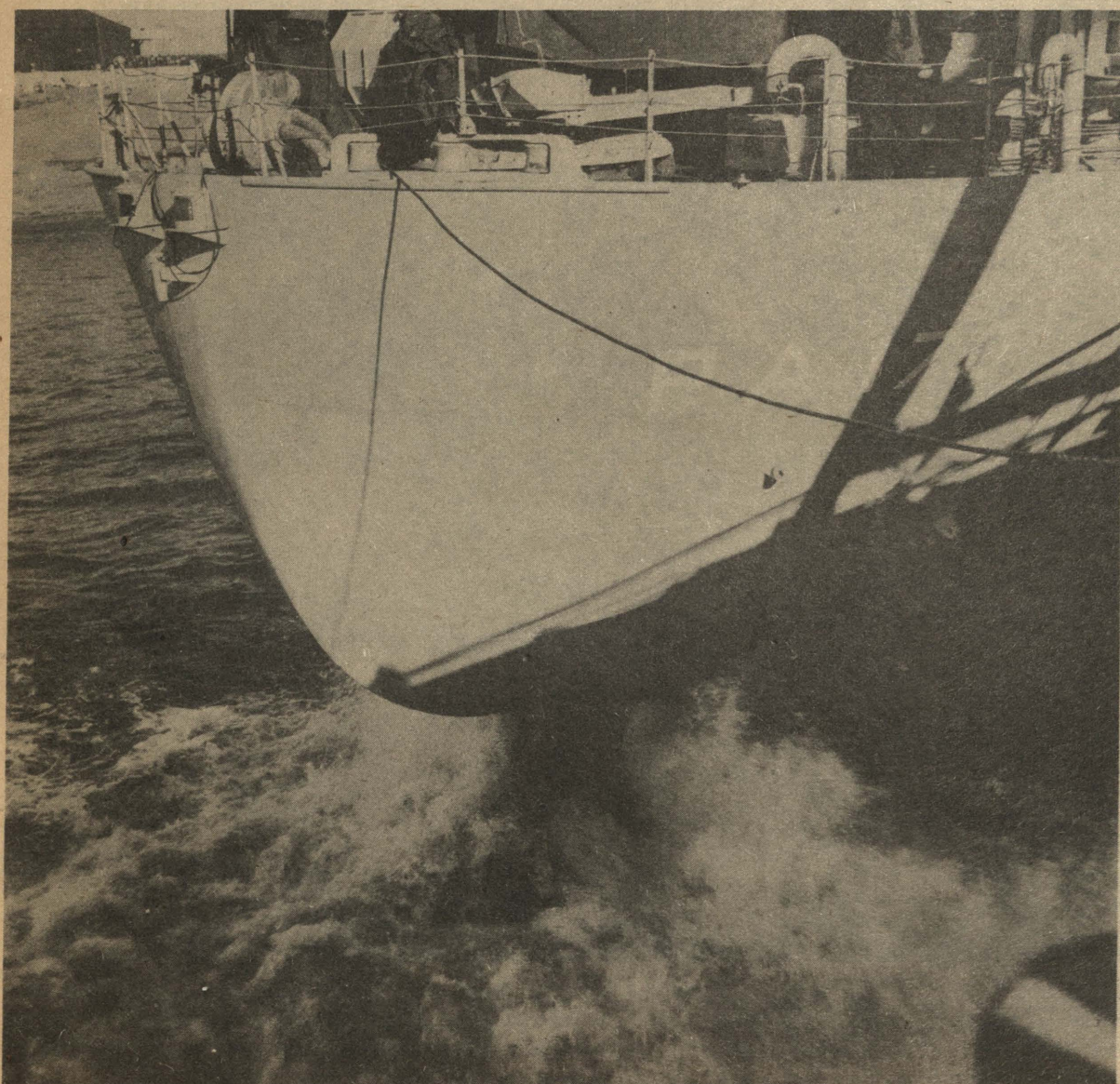
—Story, Page 4



**New Bond Cards** Virginia McKiernan, of the OSC Bond department is shown with a shipment of new bond deduction cards which have been distributed at Oregon Ship for the Sixth War Loan drive. The original payroll deduction cards were destroyed in the Administration building fire. (Oregon Ship photo)



**Rows of Ships** Here in close-berthed ranks are anchored seven OSC-built Attack Transports, the visible result to Oregon Ship workers of their seven-day week work program. One of these vessels is slated for delivery every third day during the "Ten in November" campaign.



**Happy Group** Well deserved recognition of the efforts of Buckler-Chapman company, ship joiners at OSC, in speeding the Attack Transport program was given November 16 when Mrs. Leonard G. Buckler, wife of the assistant general manager of the firm, served as sponsor at the launching of the U.S.S. Kingsbury. Pictured with Mrs. Buckler are (left to right) Albert Bauer, OSC assistant general manager; George H. Buckler and Leonard G. Buckler.

**Flying Spray** Powerful propeller blades of the U.S.S. Gosper, fifth of the ten Attack Transports promised during November, churned the peaceful waters of the Outfitting basin during dock trial last week. The halfway mark for the month was reached at 1 p. m., November 13, when the Gosper was delivered to the Maritime commission.



# USS Gambier Bay Lost; 2d Vancouver Carrier Sunk In War On Japs

(VANCOUVER)—A second of Vancouver's fifty beloved Baby Flat Tops, the U.S.S. Gambier Bay, has made the supreme sacrifice, along with an undisclosed



A Jap bomber is pictured above, caught in a screen of fire in attempting to attack a U. S. aircraft carrier. Such a hail of bullets doubtless met the Japanese fliers who attacked the U.S.S. Gambier Bay, and sunk the Vancouver-built baby carrier in the recent battle of the Philippines. Those planes got through to deal the death blow, but the one shown above did not. The plane is a black dot among the white above the heads of the U. S. navy men on the carrier deck. (Navy Photo)

number of her gallant crew, in the historic battle of the Philippines. A large number of the Vancouver carriers spearheaded the invasion and naval battle that saw the Jap fleet routed, and established U.S. supremacy in that area at a crucial point of the war in the Pacific.

Previous to the navy announcement of the loss of the Gambier Bay, Admiral Marc A. Mitscher had wired the Vancouver yard to the effect that the escort carriers under his command had "contributed largely to the success of the navy in the recent battle of the Philippines."

## SHIP WELL REMEMBERED

The Gambier Bay was well remembered at the yard, and the announcement of her sinking left a feeling of personal loss for thousands of Vancouver workers. She was Vancouver's famous 19th carrier, the ship that the yard delivered to the navy on December 28, 1943, to carry it one beyond the goal of "18 or more by '44". At the time of her launching, on November 22, 1943, the yard set out to deliver the ship to the navy as a Christmas gift, in spite of the fact that schedules indicated tough roll-

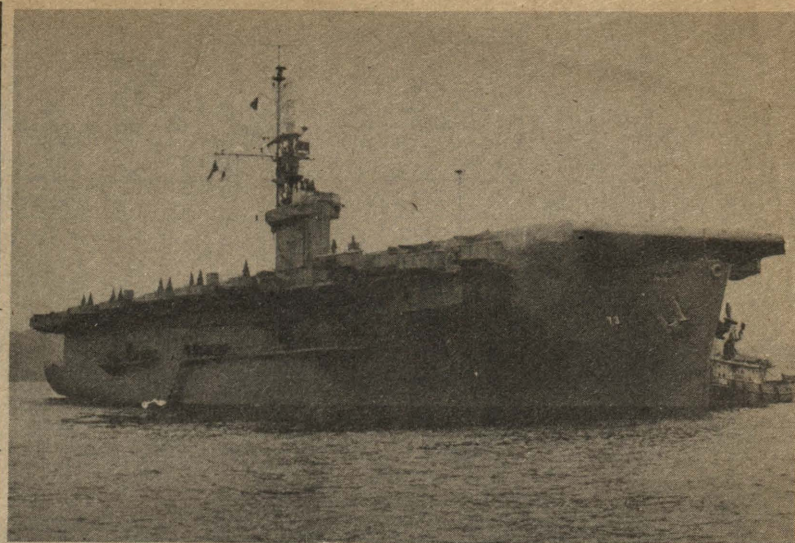
ing to make the goal of 18 ships. Missing by three days the optimistic Christmas goal, the Gambier Bay became the 19th delivered before the first of the year to establish a shipbuilding record that has attracted world-wide attention.

The launching of the Gambier Bay, in the midst of the "18 or more" drive, was a notable event. Captain Leland D. Whitgrove spoke at the ceremony, paying high praise to the workers for being 12 days ahead of schedule on the program. Another speaker was the former navy liaison officer for this yard, Commander H. C. Zitzewitz. His wife was sponsor, and her party included Mrs. Russell L. Root, matron of honor, and Miss Juanita Mitchell, flower girl, who was an office clerk at the Navy office. Mike Miller, assistant general manager, was out of town, but he wired congratulations to the yard on the rapid schedule represented by the

Gambier Bay's early launching.

The ship was hardly towed from the ways to the Outfitting docks when the cry went up throughout the yard to speed up production and deliver it as a Christmas gift to the navy. A Christmas tree was placed on the berth between the gangways to the ship. The yard followed its progress with growing interest until the time of its delivery on December 28.

The only other Vancouver Escort Carrier that has been sunk was the Liscome Bay. She was Vancouver's second carrier and was sunk by a Jap submarine in the Gilbert Islands on November 24, 1943. Delivered on August 7, 1943, its life was considerably shorter than the Gambier Bay.



**Christmas Gift Sunk** Vancouver's prized "Christmas Gift to the Navy," the U.S.S. Gambier Bay, delivered last December, has been reported sunk in the battle of the Philippines by the U.S. Navy. This picture was taken at the start of its trial run last December 27.

## Navy's Chief of Ships Tells Use of AP-5

Rear-Adm. E. L. Cochrane, chief of the navy's bureau of ships, says that "today our biggest shipbuilding job is the program of assault shipping." He describes the Attack Transport as a ship which "carries . . . a combat team, a complete unit of marines and army troops fully equipped for battle."

"It is designed to provide living accommodations for the troops," Cochrane explains, "and at the same time it is equipped with the landing crafts and tank lighters needed to carry the troops and tanks to the beachhead."

"The assault ships operate as part of the task force of which they are the heart, since the successful landing of the troops and weapons and supplies which they carry constitutes the whole point of the amphibious operation."

"For their protection, task groups of fighting ships . . . go up to the area of attack. The latter stand offshore while the big guns of the warships soften up the enemy with a powerful naval bombardment."

"Then, after the initial waves of attacking troops have landed in smaller landing craft, the Attack Transports and attack cargo ships move in toward the beach to facilitate disembarking more men, supplies and equipment."

Cochrane says the meeting of the AP-5 production schedules "is the key to the early success of the war in the Pacific."

## Kaiser Lauds Post-War Job Goal Of FDR

Henry J. Kaiser announced last week that he had conferred with President Roosevelt on the chief executive's goal of 60,000,000 peacetime jobs and said that the war workers can "now take assurance from this program of postwar job opportunity."

"It is gratifying to see that definite action is being taken to encourage private enterprise with means and incentive for providing these jobs," Kaiser declared.

Kaiser made the statements as part of an appeal to the president to stop the exodus of workers from his Richmond, Calif., shipyards and from other war plants. He said that in the last 90 days employment at Richmond had dropped from 93,000 to 67,000 workers.

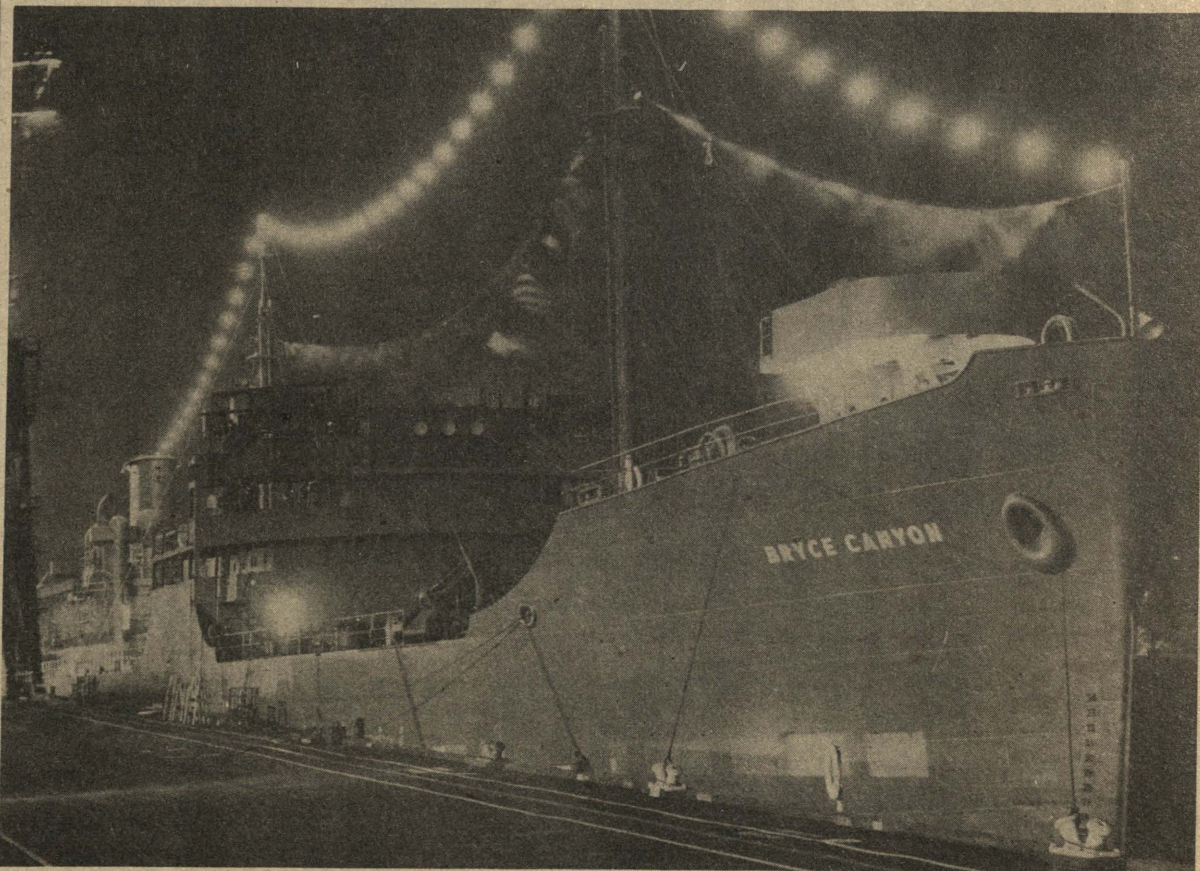
In the Portland-Vancouver area, however, the trend was in the opposite direction. That shipyard employees have responded to "stay on the job" appeals is revealed in figures made public by State Manpower Director L. C. Stoll. The statistics show that there are 5,000

more workers in the yards now than there were in August.

Most of these new employees are in the Oregon Ship and Vancouver yards, where the vital Attack Transport vessels are under construction.



"No that's not a part of the ship—that's my brassiere hook!"



**First of Contract** The S.S. Bryce Canyon, Hull 110, takes its place on Swan Island's Outfitting dock, the first ship of the present contract for 38 tankers. Picture was taken following swing shift launching on first anniversary of Swan's Child Service Center. Mrs. Lee Bean, director of the center, sponsored the vessel.





"Two straws, please!"

## City Provides Many Free Indoor Centers

Cooler weather means little more than change of "props" and setting for the sports events and recreational activities under direction of the Portland Bureau of Parks and Public Recreation. Records kept by Miss Dorothea Lensch, director of the recreational division of the park bureau, show that

## Many Women Plan To Stay In Industry

(OREGON SHIP) — More than 45 of every 100 women working in the shipyards today want to continue in the same or a related line of work after the war. Those figures were disclosed in a recent survey taken by the Oregon Ship women's counselling department.

The majority of women interviewed were electricians and welders, the report stated. Of a total of 872 woman shipbuilders queried on three shifts, 385 answered "Yes," 463 replied "No" and 24 were undecided.

These answers were given in spite of the fact that Oregon Ship women have been working seven days a week since August 27, and indicate that nearly half of the women working now have no desire to go back to a "stay-at-home" life, Jane Martin, women's assistant personnel manager, said.

Some of the comments received by interviewers were, "No, I want to find a good man and keep house."

"Yes. Although I have two children, I like industrial work." "No, I only wanted to do my part in the war effort," and "Yes, indeed. Welding is one of the most fascinating jobs I have ever done. I was an office worker previously and I certainly would prefer welding in the future."

there were more than 2,800,000 participants and spectators at the combined activities and events of the summertime program directed by the bureau. About 8,839 persons daily participated in sports events and recreational activities on the calendar during October. That record shows there is much wholesome fun going on in Portland along with the hard work being done in this war-industries-busy area.

Following is a list of indoor play centers whose facilities, as part of the park program, are open without charge to the public:

Arleta, 4525 S. E. 63rd and Foster road.

Centenary-Wilbur, 215 S. E. 9th avenue.

Civic Recreation Center, 1139 S. W. 13th avenue.

Columbia Park, N. E. Lombard and Russett.

Friendly House, 2617 N. W. Savier.

Laurelhurst, S. E. 39th avenue and Stark.

Lents, S. E. 96th avenue and Foster road.

Manley Center, 2828 S. W. Front.

Montavilla, N. E. 82nd and Glisan.

Neighborhood House, 3030 S. W. Second avenue.

Peninsula, Portland blvd. and N. Albina avenue.

Sellwood, 1436 S. E. Spokane avenue.

In districts where buildings are lacking, a supplementary recreational program is carried on in the schools. Such programs are available at these schools: Beaumont, Chapman, Couch, Eliot, Gregory Heights, Joseph Lane, Portsmouth, Shattuck, Rose City and Peninsula grade schools, and Commerce, Roosevelt and Jefferson high schools. Indoor pools are open to the public at Buckman school and the Civic Recreation center.

## Ridgefield Area Farmers Assist In Building Ships

When James Carty, swashbuckling Irish adventurer, founded the town of Ridgefield, Wash., in 1840, it is highly improbable that he even dreamed that community would become the home of "gentlemen farmers" who today are working in Kaiser shipyards and raising pure-bred Guernsey cattle and mink whose pelts are turned into \$5000 coats for Hollywood movie stars.



**Recalls Indian War** Mrs. N. C. Hall, resident of Ridgefield for 62 years, is shown with a history of the town which she compiled. Mrs. Hall remembers when hostile Indians menaced the settlers and covered wagon trains passed her home almost every day.



### Linotype Lesson

When the war is over, Bobbie Ham (left) clerk in Vancouver general stores, is going to go back to Ridgefield and become a printer on the Ridgefield Reflector. She is shown above taking a linotype lesson from Mrs. Sue F. Hicks, wife of the publisher of the Ridgefield weekly newspaper.



### Prize Guernsey

George Stolt, material supervisor for the Marine Machinists at Vancouver, is pictured above with a prize-winning Guernsey heifer which he raised on his farm near Ridgefield. He has 30 head of registered cattle. This Guernsey is valued at \$2000.



### Ready For Winter

When snow begins to fall in Ridgefield and cold winds sweep across its verdant farmlands, Ed Jurczewsky and Harold L. Hoff, will have nothing to worry about. They are shown above cutting fire wood with a power saw. Jurczewsky works in the Salvage yard at Vancouver and Hoff is a rigger leadman at Vancouver.



### Swing Shifters

Here's a group of Ridgefield residents who work on swing shift in the Kaiser shipyard at Vancouver. They all have jobs at home and do a day's work before they start for the shipyard.

## Slackers In Britain Draw Prison, Fines

"A sentence of 28 days' imprisonment was passed today on Joseph Connor who pleaded guilty to three



summons for absenting himself from work. Prosecuting, Mr. M. P. Pugh said Connor was 31 years old, single and a laborer."

"A bus conductor, Anna Farren, aged 24, who was fined. Anastasia Kervick, a worker, who was said to have lost 135 hours through absenteeism and lateness in three months also was fined."

Outfitting dock electrician's helper, from her sister in England.

"It's no joke to be an absentee in England," Mrs. Johnson said. "The few slackers are treated exactly as if they were criminals, with prison sentences and fines. I thought the people at OSC would like to read a sidelight on their working allies overseas."

### OUR DOC SAYS . . .

When he's hurt a man's best friend is the First Aid Nurse. Don't delay First Aid Treatment of any injury. Infection almost never arises when injury is cleaned up and bandaged right away. Besides, there is less arguing over insurance if you have a record of your injury at First Aid.





# Bond-Buyers To Get Chance On New Auto

(OREGON SHIP)—Spurring Oregon Ship bond-buyers to greater activity this week is the realization that sixty-six \$50 bonds and a 1942 Plymouth sedan are among the awards being offered bond purchasers during the Sixth War Loan drive. The automobile was to be placed on display at the bond booth this week. Portland's 11 major war industries will participate in the drawing for the five-

passenger sedan. All those who had made cash purchases before Wednesday, November 22, were urged by bond officials to stop at the special ticket window at the booth for their tickets. These are to be deposited in the barrel for the drawings which will decide the winners, officials said.

First pledge cards for special 6th War Loan deductions will be issued tomorrow, November 25, department heads announced.

Each buyer of a \$50 bond will receive a ticket, whether the purchase is cash or by payroll deduction. All those receiving their bonds by mail will receive their tickets at the same time, Ken Moyer, department head, said.

"Departments have only five weeks left to make their quotas," he pointed out, "and it is going to take some hard work to put Oregon Ship over its \$3,350,000 quota."

Topping all departments in early returns of authorization cards and cash sales was the Mold loft, which achieved 80 per cent of its quota two days after authorization cards were issued. The Mold Loft had passed its quota with a 104 per cent at the time of the Administration building fire and employees declared they would be "right on top of the quota" within a few days.

## WORKERS REINSTATE BONDS WITH CARDS

(OREGON SHIP)—A veritable flood of authorization cards poured into the Bond department this week as OSC purchasers sought to make up time lost in the Sixth War Loan drive by reinstating their bonds.

Because of considerable misunderstanding about the purpose of authorization cards, officials re-stated this week that the cards are intended only for the reinstatement of bond buyers to their status before the fire which destroyed the original cards.

## Painter's Son Earns Praise From General

(OREGON SHIP)—Alfred Arsenneau, OSC graveyard painter, received a personal letter this week from Lt. Gen. George C. Kenney praising his son, Staff Sgt. Clarence F. Arsenneau, for heroism in the South Pacific.

"Your son took part in sustained operation flight missions during which hostile contact was probable and expected," General Kenney stated. "These flights included dropping supplies and transporting troops over territory that was continually patrolled by enemy fighter aircraft. Often landings were made on fields which were only a few miles from Japanese bases. These operations aided considerably in the recent success in this theatre."

"I would like to tell you how genuinely proud I am to have men such as your son in my command."

Sgt. Arsenneau was awarded the Air Medal by General Kenney.

## Navy Cites Supply Problem

The navy estimates that between five and 10 tons of equipment and supplies must be landed for every marine or soldier who hits the beach.

## Response Prompt In 6th War Loan Drive

(OREGON SHIP)—Scarcely two days after authorization cards had been issued, tabulation of response showed the following percentages for departments. The third column figures are totals of cash sales and authorization cards returned since the Administration building fire. Departments listed in the lower ranks had not yet been heard from when figures were tabulated but heavy returns were expected.

Rank	Department	Goal	Percent
1	Mold Loft	\$ 9,100	80.76
2	Guards	15,350	68.66
3	Boiler Erection	20,975	49.70
4	Union Melt	30,950	47.79
5	Machinery & Equipment	158,925	43.46
6	Plate Shop	241,575	41.46
7	Hull Materials	46,700	38.08
8	Misc. Yard	39,975	36.42
9	Shipwrights	145,925	36.02
10	Labor	116,150	34.23
11	Erection	213,125	28.78
12	Pipe	291,650	28.54
13	Warehouse	116,475	26.74
14	Assembly	258,725	24.63
15	Welding	459,450	24.37
16	Rigging	93,800	23.46
17	Riveting	97,650	16.45
18	Marine	141,950	16.11
19	Janitors	31,425	15.49
20	Paint	215,800	14.77
21	Administration	117,925	13.68
22	Electric	387,050	8.52
23	Sheet Metal	99,350	7.53
Total Yard		\$3,350,000	25.16

## Texan Big Enough To Do Good War Job

(OREGON SHIP)—A tiny Texan—four feet 10 inches tall—Mrs. Lena Boyd, Oregon Ship sweeper, is seven times as tall as a grandmother. With a hard hat over her blue head-shawl she wields a broom that is nearly as tall as she is, keeping work areas free of rubbish.

Mrs. Lena Boyd "Two of my boys are in the navy and one in the coast guard," Mrs. Boyd said. "I don't know anything about ship-building but I sure know how to sweep, so that's what I'll do to help until the boys come back."

Her husband, Bert Boyd is an Oregon Ship machinist. Both came to the yard a year ago from San Angelo, Texas.

## TWO OF A KIND



(OREGON SHIP)—The two girls shown above are both named Mary Harris. Both are from Texas, both are electrician's helpers working graveyard on the same AP-5 in the Outfitting dock. And both are 20 years old. They were discovered by a counselor making a survey on postwar women's work.



**Blood Bankers** Nine shipwrights working on Way 2, unable to visit the blood donor center after working hours, "checked out" at 4 p. m., November 14, to add their pints of blood to Oregon Ship workers' plasma contributions. The donors, shown above are, left to right, front row, R. L. Olson, Tex Norman, Ralph Hand, C. A. Christianson; O. J. Buchanan, Ruby Buchanan, J. I. Spolander, F. H. Whiteaker, Jack Woods, Fay Chavez, driver, Harry Monroe.



Unfastening a sling from mast scaffolding after the wooden section was removed from an AP-5 is George Leet, rigger on crane No. 16. The structure is lifted direct from ship to truck and hauled at once to another vessel. (Oregon Ship photo)

## Riggers, Cranes Pace Outfitting

(OREGON SHIP)—As necessary as hands to a paper-hanger are the riggers and their cranes on the Outfitting dock to the completion and delivery of Attack Transports, according to W. A. "Bill" Griffiths, day foreman. "We're two down and three to go," he said as the last skiffs were lifted from the

decks of the U. S. S. Gosper, and the vessel, the 20th Attack Transport, was made ready for delivery. "To get out the last item of those babies we're going to have to reach that much farther and step that much higher."

Riggers are the first to work on a newly launched vessel. Cables are attached to the vessel as it noses into the basin and Gantry cranes tow it into position. Riggers tie the ship up and remove the sliding ways, a part of the launching paraphernalia. Greatest part of the riggers' work is lifting installation material and all large equipment on board ship.

Installing and testing the 13 booms that will unload the ship's cargo at the fighting front is the job of the Rigging department. So also is the installation and removal of all mast scaffolding. Riggers install the massive anchor chains in chain-lockers. A rigging crew is sent on all trial runs and deliveries.

The Outfitting dock day crew includes 20 men "working the rigs" under Foreman J. C. Werner, and about 25 bull-riggers. Foremen on the other shifts are George Sicard, swing, and Jack Horn, graveyard.

## Perfect Presentee Record Explained

(OREGON SHIP) — Jack Maier, shipfitter foreman, has never missed an hour of any work day since he began as a shipfitter's helper on the Star of Oregon.

"I owe that record to my wife," Maier said. "She takes care of all our shopping, business transactions and banking. Without her help I would have had to lay off occasionally."

Maier has taken no vacation since his first day in the yard, attributes his stamina to his former job, collecting milk on contract.

"Cows don't take holidays," he said, "and I got used to working seven days a week right through the year."

He also teaches a blue-print reading class three nights a week.

## Ex-Worker Gets Medal

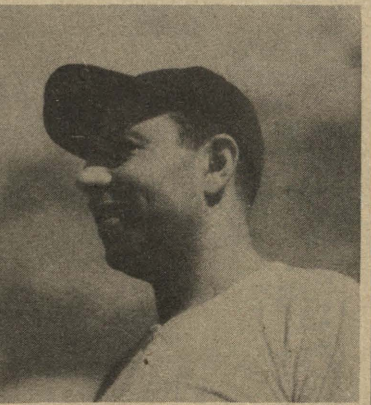
(OREGON SHIP)—A former OSC rigger and welder, 2nd Lieut. William V. Laws, was recently awarded the Air Medal for "meritorious achievement," it is announced by the commanding general, 1st Bombardment division.

Lieut. Laws, pilot of a B-17 Flying Fortress, is a member of a pioneer heavy bombardment group in the European theatre, stationed in England. He recently took part in the group's 240th aerial assault.

## Musicians Sought to Form OSC Orchestra

(OREGON SHIP)—Two Oregon Ship workers who are amateur musicians, Paul Baker and G. T. McKinley, announce that they would like to meet other amateur musicians interested in organizing a small orchestra. Anyone who plays reeds, drums, brass or piano is urged to contact them through the Bosn's Whistle office.

## SWEATS 'EM IN



(OREGON SHIP)—Cpl. Herbert Tedesco, former Oregon Ship worker, is shown above at a 12th army air force base on Corsica as he "sweats" the planes in after a successful mission over German targets in Northern Italy. Corporal Tedesco has been overseas with his group for the past two years, according to an army release.



## INQUIRING REPORTER

QUESTION:

"What is your favorite recreation while you are working on the seven-day week?"

Frank Farrell, rigger, Outfitting dock: "Did you say recreation? My wife and I are both working on this program and we haven't gone anywhere since the seven-day week began. How could we? Time we get home, cook supper, wash the dishes and I get some kindling chopped, it's high time to go to bed. But we don't care. We're proud of the ships we're building."

Jean Morrison, Sheet metal welder: "I think a little fun helps the work schedule along. I like to go dancing or roller-skating in the evening, and once in a while I get a chance to go horseback riding before it gets too dark. I think it helps the work along to balance work and play. Keeps you from getting irritable."

Grover Schwartz, Sheet metal leadman: "Right now I'm doing a lot of the housework, because my wife isn't very well. We have two children, and by the time I have looked after them, helped with supper, washed dishes and maybe done a washing I'm ready for bed. But with two cute kids you don't need to go out for your fun."

Margie Stump, Outfitting dock burner: "Dancing and bowling are 'right down my alley.' I don't see how people can work day in, day out, without getting out and having themselves a good time once in a while. I don't mind the seven-day week at all, but I couldn't work steady without having some fun in the evening."

J. R. VanBlaricom, cleanup leadman: "I have a mighty nice home and I look forward to getting home to supper every night. I haven't any desire to go anywhere once I get my feet in slippers and get comfortable. Besides, a man my age needs a good bit of sleep if he's going to keep working right along steady."

Donald Gredd, welder: "We play some cards, visit friends, and live pretty quiet on the whole. After a day out here, just being quiet and talking a while with people we know is plenty of recreation for me. Recreation I figure is doing what you want to, and I'd rather sit around than spend the night dancing."

Louis Cogar, maintenance electrician: "I live at Estacada and I have a 12-hour day. All the recreation I want on top of that is a little reading and listening to the radio. When it was lighter in the evening I got in a little fishing, but now I'm satisfied to hear my favorite programs and go to bed early."

## Vanport Holds Knitting Classes

(VANPORT)—Knitting and crocheting classes are being held in Vanport Community center No. 1. Children are instructed during the day, and on Monday, Thursday and Friday evenings classes are conducted for adults. Ruth Giffin, former instructor at a large Seattle department store, is in charge.

## OSC's Last AP-5 Slated For Launching

(OREGON SHIP)—Oregon Ship's last Attack Transport, the U. S. S. Lavaca, will be launched November 27, with Mrs. C. S. Harper, wife of the official representative of the U. S. Navy at OSC, serving as sponsor.

Another important launching was held Thanksgiving day when the U. S. S. Lauderdale went down the ways. Mrs. John H. Blockey, wife of the assistant superintendent of OSC Plate shop, was sponsor.

The U. S. S. Lander, OSC's 28th Attack Transport, was launched last Sunday. Mrs. Harry C. McVean, wife of the United States Maritime commission controller, was sponsor.

## MAKES BOND PLEA



(OREGON SHIP)—"There's no need for me to tell you about buying bonds after I've seen the way you can build ships and work seven days a week," Bud Billings, (above) declared at a recent yard bond program. Billings, now on limited naval duty, was engineer on a landing craft that carried marines to the terrible beaches of Tarawa. "If you can sacrifice your day of rest for us, there's no doubt in my mind that you won't think twice before loaning all the money you can through bonds," he said.

## STUBBY AND HIS FRIENDS



(OREGON SHIP)—A one-woman whispering campaign conducted by a sweet-voiced old lady, as yet unidentified, was disclosed this week. She goes from hull to hull murmuring, "Better get out of the shipyards and find a post-war job ---". Those on the bus discussing her activities wonder why she doesn't cut holes in the ships and be done with it. . . . but speaking of pleasanter things and nicer people, Captain Fred Fisher, former Oregon Ship welder, writes from France of the hysterically happy reception given his company by liberated Frenchmen. . . . news notes from Nurse Gene Darr Currie's "School for Message-toting Seagulls" reveal that her star pupil became too enthusiastic over the white-capped head of Nurse Helen Berg. . . . Peerfect target. . . and George Eggiman, equipment maintenance superintendent, says he started to build a nest for Mrs. Currie's pupils by his office, but the Safety department didn't like to have the gulls wheeling over First Aid's ambulance entrance. . . . Gene Palmer, loyal Democrat, was called away from a conference of Assembly hands when his small son swallowed a Dewey campaign button. He reported the next day that "everything came out all right" . . . and Chet Millington, chipper leadman, also a Dewey man, was consoled with funeral wreaths after the election. . . . baby girls were born during the past week to the wives of Jack Lezie, boat supervisor, and George Sabah, specialty shipfitter. . . . two girls were added to the ranks of pipe-smokers, Rose Frederick, Way 1 welder, and Myrtle Knipe, Outfitting dock burner. . . . Charlie Ross, scaler leadman, seen sailing bread at the seagulls from the Outfitting dock. . . . Bill Steed's gang reports a wow of a party on November 10. . . . Jerry Alford, Sub-assembly leadman, received induction papers November 18. . . . Dick Hanley, former OSC worker on

# Unionmelt Ideas Win Big Bond In November

(OREGON SHIP) — A group of six improvements on unionmelt machines won for Ray Steiner, superintendent, first place and a \$100 bond in the Labor-Management committee's suggestion contest for November. Second honors were captured jointly by three machinist foremen, who divided the \$75 bond prizes among them. They are Marcus McLain, Bruno Postatny and Thomas Wight,

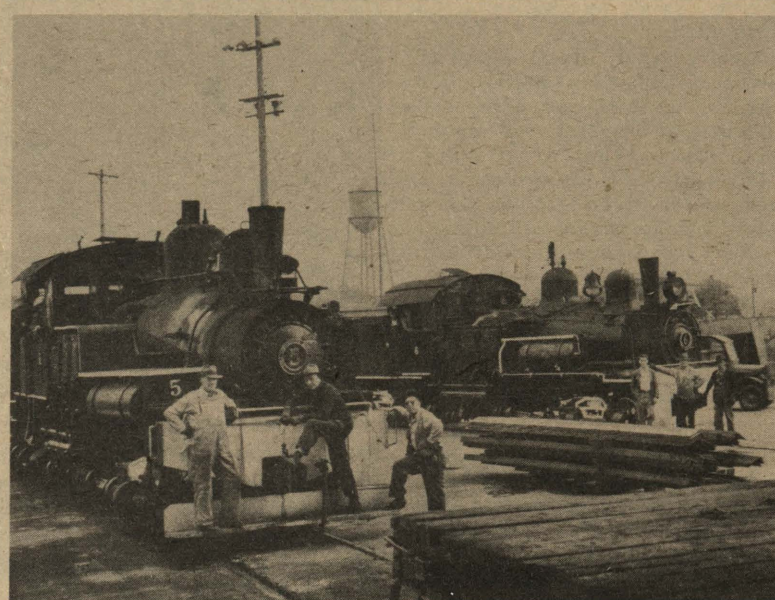
inventors of a device for speeding up the drilling of bolt holes on gun mount base plates.

Fifty-dollar bonds went to Clifford Brown, sheet metal worker, for his invention of a sheet metal clamp and to Frank Woolfenden, shipfitter leadman, for his device, a gunwale bar fairing jig.

Laverne R. Bartlett received a \$25 bond for his suggestion, a jig attached to a vise for holding copper cable while the serving is being applied.

## IDEAS IN USE

Steiner's unionmelt machine improvements are now in operation on the 13 machines used in the yard, and are being incorporated in the new machines at the factory. They are: an electric motor control, contact jaw improvements, rod feed improvements, flux feed



In classic railroad pose, crews on OSC's Shay locomotives are shown with their sturdy engines. They are: on No. 5, left to right, Ray Hundley, fireman; Fred Bell, engineer; J. Bachelder and Fred Palmquist, brakemen; C. C. Denney, yardmaster; on No. 6, Don J. Wilsey, fireman; George Williams, engineer; Henry Smart, H. A. Knox and H. A. Spain, brakemen. (Oregon Ship photo)

## Little Locomotives Gluttons For Work

(OREGON SHIP)—Oregon Ship's twin iron horses may be elderly but they are far from being turned out to pasture, according to George Eggiman, stationary engineer superintendent. The two switch engines are side-g geared Shays, the plain or draft horse variety of locomotive. "Workers are often

amused at their churning side gears," Eggiman said, "but those little fellows are powerful. Each can pull 10 loaded cars with loads running from 50,000 to 80,000 lbs. on each car. Of course, they're no demons for speed—you can't run them over 25 miles an hour—but that just helps keep the engineers within the speed limit."

Men who operate the engines are all former railroad men, Eggiman said. Foreman George Hockett came to Oregon Ship from a roundhouse in Crescent, Iowa.

The locomotives are cleaned every week, and as they switch material to various points in the yard they gleam with immaculate grooming. Engine No. 6 was brought to OSC from logging operations in the Klamath Falls area, and No. 5 came from a jetty construction job at Aberdeen, Washington. Both were built in Lima, Ohio.

## Jones And His Posters Brighten Up The Yard

(OREGON SHIP) — Clarence "Cookie" Jones, Oregon Ship's diminutive poster-man, believes he has "the most cheerful job in the yard." At 150 poster stations throughout the yard he tacks placards splashed with color. He believes his work "goes a long way toward brighten-

ing up drab days for the workers." Jones, known to hundreds of OSC workers as "Cookie," says he got the name when he came to the yard, February 5, 1942. He first worked as a swing janitor, where the telephone operators discovered he had a weakness for home-made cookies.

During his life, Jones says, he has been "head of an insurance agency, foreman of an orange grove, and editor of a shopping news weekly." His son, Clarence Jr., is a former Oregon Ship timechecker.



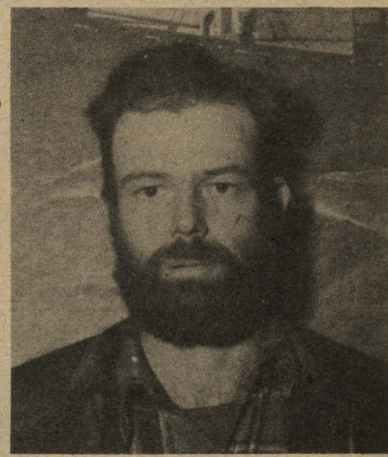
RAY STEINER

improvement, re-design of air valve to prevent frequent breakage and a friction brake to facilitate operation on uneven surfaces.

The portable gun mount drill press invented jointly by McLain, Postatny and Wight, speeds up drilling and does away with the need for an individual setting for every hole that is drilled and reamed. Brown's sheet metal clamp provides a mechanical means of holding sheet metal in position for tack welding, eliminating the need for holding the sheet metal by hand.

Woolfenden's contribution of a gunwale fairing jig consists of a method to raise the gunwale bar and deck to the required level by use of a bolt and nut instead of the former bracket and wedge method, a much slower operation.

## BEARD TO FLOURISH THROUGHOUT WINTER



(OREGON SHIP)—M. A. Dennis, member of the Whiskerino club and an Oregon Ship graveyard truck driver, announces that his beard is "going to keep my face warm until spring." The hirsute growth has covered his chin since shortly after October 4, when he joined the club.

"If I shave now I'll probably catch a cold," Dennis said, adding that he figures on buying a war bond with money saved on razor blades. A truck driver for many years, Dennis claims that he once drove from Portland to Los Angeles in 28 hours.

## HAILED AS HERO



(OREGON SHIP) — Pvt. Arthur DeVault, U. S. infantry boat operator and brother of Herman DeVault, surveyor for the American Bureau of Shipping at OSC, has been awarded the Congressional Medal of Honor. He rescued 100 men after their ship had been torpedoed in the South Pacific. DeVault is shown with a huge fish he caught while aboard Zane Grey's yacht "Marlin" which he was operating at the time of the rescue.

Cliff Davis' crew, writes from the navy to say hello. . . . the week's poets include Evangeline Lewis, welder, writing "Drafty Old Bus"; Eileen O'Hinger, welder, "I Want to Bring 'Em Home"; Jean Boomhower, swing welder, bringing in "Getting to Work on Time" . . . Victor Falsetto, former OSC rigger, sends in a verse from New Guinea, "So You're Tired of Working, Mister."



Clarence Jones ing up drab days for the workers." Jones, known to hundreds of OSC workers as "Cookie," says he got the name when he came to the yard, February 5, 1942. He first worked as a swing janitor, where the telephone operators discovered he had a weakness for home-made cookies.

During his life, Jones says, he has been "head of an insurance agency, foreman of an orange grove, and editor of a shopping news weekly." His son, Clarence Jr., is a former Oregon Ship timechecker.



# Ring King Wants Clout At Hitler

From the Irish stronghold of Butte's Dublin Gulch, where fisticuffs always have spoken louder than words, has come Montana's No. 1 fighting man to serve in the Oregon Ship contingent of America's homefront army. He is Dixie La Hood, OSC Plate shop rigger, known in sports circles as the



DIXIE LA HOOD

"uncrowned" featherweight champion of the world." La Hood was king of the bantams and featherweights from 1921 to 1933.

For years, Dixie's lethal punch bowled over every contender in sight. He quickly scaled the ladder of fistic fame after winning the bantamweight championship of the Pacific Coast by knocking out Eddie Neil.

Two years ago, Dixie and his wife received nation-wide publicity when they put on their own scrap drive in Butte. They gathered tons of scrap paper in the Copper City.

Dixie attributes his success in the ring to the early training he received on the streets of Butte.

"Believe me, the kids in Butte were plenty tough in those days," he declared. "Any guy that couldn't handle his dukes was out of luck. But my fighting days are over. Still, I'd like to get just one good sock each at Hitler and Tojo."

## PIN UPSET HEARD 'ROUND OSC LOOP

OREGON SHIP LEAGUE			
Team	W.	L.	Pct.
Pre-erection	26	4	.867
Chippers No. 1	20	10	.667
Gun Shop	18	12	.600
Welders	18	12	.600
Sub-assembly	17	13	.567
Shipfitters	15	15	.500
Gadget Shop	6	24	.200
Chippers No. 2	3	27	.100

(OREGON SHIP)—Upset sent the Hi-Way alleys crackling November 15 when Chippers No. 2 posted a nine-pin win over their big brothers, Chippers No. 1, in the first game of their series, but No. 1 promptly cleaned up the next two games.

Chippers No. 2, cellar habitues, tossed the rival Chippers by smashing into three strikes in the last frame.

Ole Kauppila, Pre-erection, hung up a 202 to take the evening's singles game, meanwhile pulling Pre-erection through its second game with Gadget Shop. Trailing

## CALL FOR HOOPERS!

(SWAN ISLAND)—Tom Louttit, director of athletics for Oregon Ship and Swan Island, has issued a call to all departments in both yards to organize basketball teams for the new season. It is Louttit's intent to have teams from both yards in the same league. All games will be played at Swan Island.

Boxing cards are also being planned for the winter program. Anyone from either shipyard interested in boxing or basketball is urged to contact Louttit, Gene Murphy, Tom Obrien, Ed Fitzpatrick or Fitz Kramer at the Swan gym, Webster 2201, Ext. 48.

him by one pin was George Sabah with a 201. Sabah also holds high individual average with a 167. Scores:

Pre-erection 884, 912, 904—2700; Gadget Shop, 804, 812, 866—2482. Shipfitters, 641, 671, 622—1934. Sub-assembly, 589, 606, 591—1786. Welders, 890, 766, 832—2488; Gun Shop, 769, 838, 799—2406. Chippers No. 1, 839, 823, 947—2488; Chippers No. 2, 848, 765, 793—2406.



**Still Climbing** Winning 11 of their last 12 games, this Chippers-Dock bowling team of Swan Island's 16-team league has risen from ninth place to fourth, only three games back of league-leading Sheet Metal. Front row: M. Fader and G. Berg; back row: R. Gholson, W. Castile and J. Lassell. (Swan Island photo)

## Tinsmiths Go Ahead

### SWAN ISLAND STANDINGS

	W.	L.	Pct.
Sheet Metal	22	8	.733
Painters-Dock	21	9	.700
Pipefitters	10	10	.666
Chippers-Dock	19	11	.633
Main Machine Shop	17	13	.566
Trial Crew	16	14	.533
Welders-Dock	16	14	.533
Painters-Yard	16	14	.533
Plate Shop	14	16	.466
Clerical	14	16	.466
Electricians	14	16	.466
Outfitting	14	16	.466
Welders-General	11	19	.366
Welders-Ways	10	20	.333
Machinists-Dock	10	20	.333
Shipfitters	6	24	.200

(SWAN ISLAND)—Up at the top all season, Painters-Dock finally dropped out of top spot in Swan Island's 16-team bowling league when third place Pipefitters won two of three games. The defeat, plus Sheet Metals' three straight wins from Main Machine shop, puts the tinsmiths in first place. Chip-

pers-Dock made a three-ply killing against Welders-Ways to jump to fourth position ahead of Machine Shop, only three games back of the league leader.

Only three 200-plus games were rolled at the Hi-Way alleys. W. Grubb, Painters-Dock, had a high single game of 237, followed by Outfitting's H. Merrill, 221. S. Vogt, Clerical, with scores of 171, 203, 168—1542, won high series honors. Other top series were Grubb's 533 and Merrill's 531. Electricians, tied for ninth place, won team honors, rolling a 1018 single and 2837 series.

### TANKER LEAGUE

	W.	L.	Pct.
Erection-Scorpions	20	13	.606
Erection-Sharks	19	14	.576
Chippers	16	17	.485
Engineers	16	17	.485
Tank Test	15	18	.455
Burners	13	20	.394

Dropping two of three games, Erection-Scorpions still managed to hold their one-game lead over Erection-Sharks as the second-place quintet also dropped two games. Only seven games now separate the last-place Burners and the Scorpions. J. Owens, Chippers star, led individual keggers with a 235 single and 561 series. Burners won team honors, a 892 single and 2536 series.

### SWAN WOMEN'S LEAGUE

	W.	L.	Pct.
Gay Divorcees	11	4	.733
Gremlins	11	4	.733
Toilers	8	7	.533
Bachelor Girls	5	10	.333
Scorpionettes	5	10	.333
Welder-Wildcats	5	10	.333

After last week's play in which Gay Divorcees and Gremlins took all three games from the Bachelor girls and Scorpionettes, Swan Island's women league leadership still is knotted. The Toilers' two-out-of-three victory from Welder-Wildcats left three teams tied for last place.

Roma Ralston and Ann Steiner of the Gremlins and Mary Shepic of Gay Divorcees tied for high game, each with a 142. Mildred Workman, Gay Divorcees, had high series, 399.

## 30 CAGE SQUADS BEING ORGANIZED AT VANCOUVER

(VANCOUVER)—Thirty basketball teams are being organized—and at least two more desired—for men, women and teen-ages under the auspices of the Greater Vancouver Recreation Association, it was announced this week by Ralph Fisher. League play will begin the week of December 18, continuing weekly through March 15. Persons interested in joining any of the teams should contact Rufe Fox at the McLoughlin Heights recreation center, Fisher said.

There will be 16 teams for men, eight teams for teen-ages, and at least six for women. In the latter division, it is hoped that eight teams will be possible before start of the schedule, Fisher said. There will be both "A" and "B" leagues, giving persons desiring to play an opportunity on a team where their ability is best fitted.

Teams will be organized in various parts of the city. McLoughlin Heights, Bagley Downs, Ogden Meadows, Burton Homes and Hudson House. All leagues will have a 14-game schedule.

In addition to the regular leagues, there will be an All-Star team organized for Vancouver that will play nearby college and independent clubs, Fisher said. Many former basketball stars from throughout the nation will be active on this team. Some played last year on the Shipbuilders team. Other players may join this team before league play begins.

"There still is time," Fisher said, "for any organization or group in the community or shipyard to form a team."

## VANCOUVER'S PIN LEADER BUMPED

(VANCOUVER)—The league-leading No. 4 bowling team from Way 8, which before November 14 had only lost three games out of 21, met an inspired Specialty group that took two games. It is rumored Hanford's Specialists used different battle tactics with success.

Johnny Horn's Painters lost two games to Waddington's Layout and are in the cellar. Marv Cherf's Supers wrenched two games from Townley's aggregation.

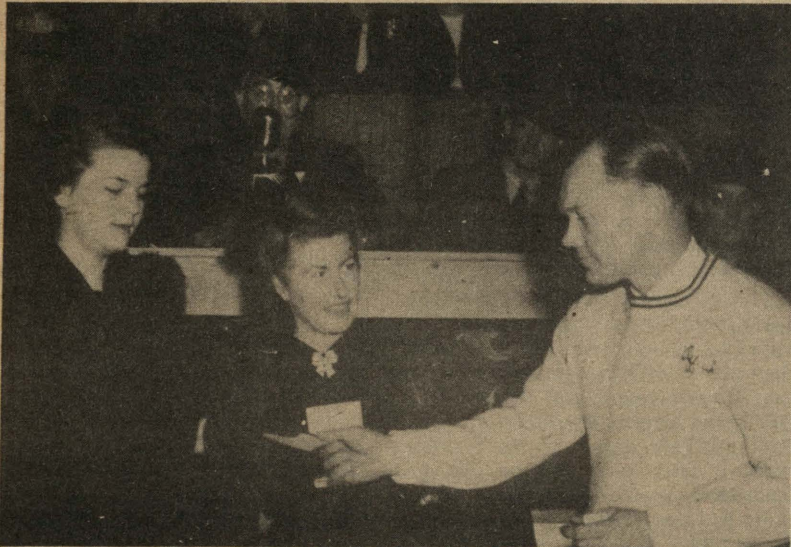
Team standings as of Nov. 14 follow:

No.	Captain	W.	L.
4	L. Duncan	19	5
5	M. Cherf	14	10
3	R. Townley	12	12
1	J. Hanford	10	14
6	Waddington	9	15
2	J. Horn	8	16

Bill Brenna took singles series honors with 554, while John Mitchell scored high single game, 221.

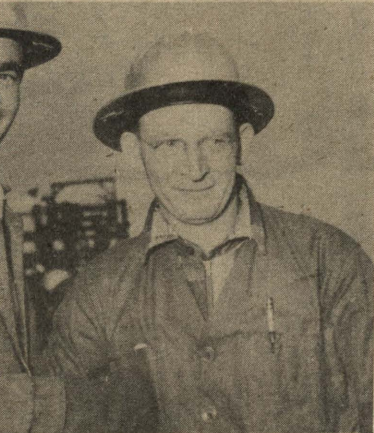
## 'TROTTERS DOUSED

(SWAN ISLAND)—Swan Island's Globetrotters suffered their first defeat of the season when the Portland Firemen hoop quintet turned on the heat in the second half to take a 51 to 31 verdict at the Swan gym, November 13. Score at halftime was 14-all. Fireman Beeson led scorers with 14 counters. Jack Cady led the losers with nine. Both teams will play in the city league this year.



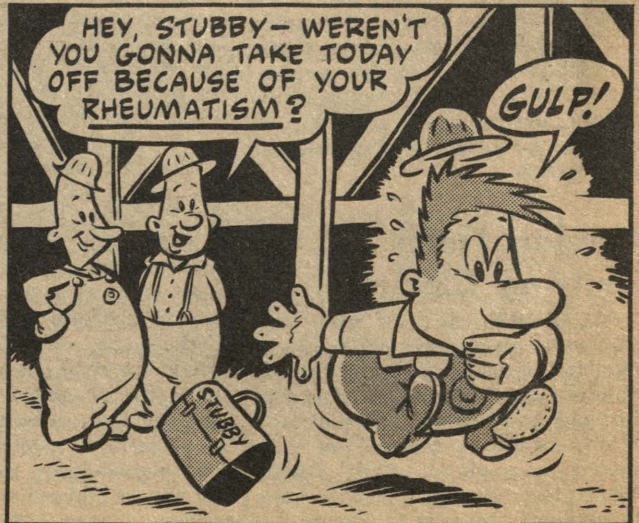
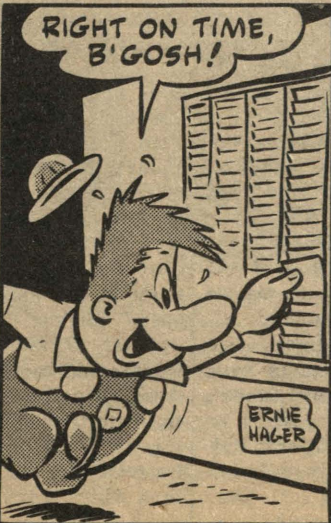
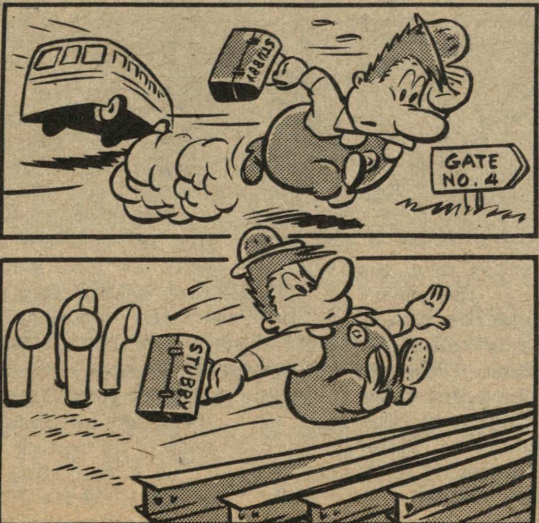
**Prize Winners** Sibyl Howell, Vancouver Bosn's Whistle secretary, and Mrs. Jean Severin, War Bond department, tied in a name contest sponsored by the Vancouver Sun. They suggested the name "Vanguards" for the Vancouver Ice Hockey team affiliated with the coast league. Presenting the winners with \$10 each in defense stamps is Vic Ripley, veteran northwest hockey player.

## HE SET 'EM AFIRE



(OREGON SHIP)—Plenty warm in his second game with Pre-Erection against Gadget shop November 15 was Bob Little, after excitement over passing out cigars during the first game had cooled. Little, a shipfitter foreman by day and ardent kegger in the evening, just had received word of the birth of his first grandson. He smacked five strikes and four spares to hang up a 188.

## Stubby Bilgebottom



By Ernie Hager



# Cargo Ships Haul 500,000 Tons To 'Mac'

American merchant ships, many of them Kaiser-built Liberty and Victory ships, delivered 500,000 tons of vital invasion supplies to Leyte Island in the three weeks following General Douglas MacArthur's return to the Philippines.

This was announced this week by the War Shipping Administration.

## MANY CARRIED SOLDIERS

Lieutenant John Macauley of the U. S. Maritime Service, in a radio report to the WSA, stated that every merchantman in the invasion was loaded to capacity. Many of them carried soldiers, although originally not designated for that task. Many of these troops were combat personnel who now are battling the Japs on Leyte.

"Constant harassing attacks by Jap diver bombers continued from the day of the first landing but did not prevent supplies being landed," Lieutenant Macauley continued.

"The merchant ships fought back and quite a number of enemy planes now are at the bottom of Leyte Harbor as a result. Major credit for this goes to the brother of the Merchant Marine, the Navy armed guard, but merchant seamen have acted as loaders and in some cases have fired the guns.

## SHIPS DAMAGED

"Some of our ships suffered what at first appeared to be severe damage from bombs or falling enemy planes.

"According to latest reports, however, these vessels have been made serviceable again because officers and seamen brought threatening fires under control and patched up their ships so they could continue delivering the goods to the doughboys.

"Although it is not considered part of their job, the crews of these Liberty, Victory and C-type ships and small merchant vessels have discharged the cargoes carried. In some cases these men worked around the clock to do the job and because of this, turnaround time of the ships has averaged slightly more than 48 hours."

# Mechanics Course Open To Workers

A practical course in engineering mechanics for shipyard workers was opened November 13 under the direction of the Oregon State College Engineering school at Benson High school.

Classes will be conducted by Mark Nelson, U. S. Army engineer. Previous training required is one year of college mathematics or approval by the employee's supervisor.

Also announced is the opening of a course in advanced production illustration at Benson High school, under supervision of William McDonough, Oregon Ship production illustrator. For further information call Benson High school.



# Pipefitting

**There are no "plumbers" on ships, they're all pipefitters. After the war, however, many will want to be plumbers and here's a glimpse at some of the opportunities in this field.**

**PIPEFITTERS** will find just about all the work they can handle in the post-war period right here in the Pacific Northwest, unless every sign, prediction and prophecy falls absolutely flat. Jobs will be plentiful for all-around workmen, those who can interpret blueprints into completed pipe installations. Unlike some shipyard crafts, pipefitting aboard ships qualifies men for industrial, residential, and new construction installations when ships are no longer being constructed.

So says Johnny Gillard, business representative and secretary-treasurer of Steamfitters Union No. 235, of the United Association under A. F. of L. And Gillard's statements are widely supported by builders, industrialists, and others who are looking ahead to the days when shipyards begin to curtail activities.

There's a total of 5,479 pipefit-

ters employed in the three Portland-Vancouver Kaiser yards here. Of these, 140 are women. This total comprises close to half the membership of the local Union.

## NO PLUMBERS

There are no "plumbers" working on ships, they're all pipefitters, and this is their work:

They fabricate, lay out, and install all steam piping, which includes hooking up steam pipe from boilers to engines, pumps, electric generators, and deck winches. Pipefitters also install all heating pipe, bilge and ballast lines, all fresh water and salt water lines, all the fire lines, all of the refrigeration piping, carbon dioxide lines for fire protection, all oil lines, piping for lubrication of machinery, every gauge and control line, and all the sanitation piping on the ship.

This work includes installation of much copper piping as well as galvanized and black pipe; it takes in considerable sheet metal work; and covers silver brazing of copper pipe and every conceivable type of pipe welding.

"If a man understands piping plans and can read blue-prints on a ship, he can do anything in any building job with added experience and training," says Gillard. "Ship work gives a man a working knowledge of how every kind of piping is installed, and there are some rare contrasts.

"First, there's low-pressure and high pressure steam, low pressure being about 15 pounds per square inch, normally used in heating buildings. Low pressure on a ship, however, is 150 to 200 pounds per square inch, more than ten times building pressure. Then there's real high pressure on ships, the superheated stuff that drives turbines.

"Besides knowing that, there's the cooling systems and refrigeration, just opposite to the heating. It takes practically the same piping, but more copper pipe and silver brazing must be used.

## MANY SPECIALISTS

"Pipefitters are just like other crafts that expanded rapidly to build ships. We have developed specialized workers. Some men know all about pipe bending, can operate bending machines to the queen's taste, and form anything, but they know little or nothing about installing. Others become experts on threading pipe, and that is the extent of their knowledge.

"Many of these people will need to learn all other angles. They can learn by working, of course, and by taking supplementary training through War Production Training facilities available to them."

Three examining boards pass on a man's capabilities as a pipefitter, according to Gillard. One board checks a man's ability for marine pipefitting. Another board examines him for work in building installations, and a third board checks his qualifications to handle refrigeration.

Once a man has passed any or all these boards, where will jobs come from in the Pacific Northwest?

## POSTWAR JOBS

**SHIP REPAIR** will be one big source of employment, according to Gillard. Maritime Commission and Naval spokesmen in Washington state that when war emphasis swings into the Pacific theater, there will be much ship repair work along the entire coast, with a good share of it coming to Portland yards.

**REHABILITATION OF THE TIMBER INDUSTRY** will provide many jobs for pipe-fitters. Austin Flaegel, president of Willamette Iron and Steel Corporation, says that logging equipment of the future will use much more hydraulic equip-

ment than it has in the past, and hydraulic equipment needs pipefitting.

**AIR CONDITIONING**, which was just getting nicely started prior to Pearl Harbor, is expected to make huge strides when the war ends. Large scale refrigeration is an integral part of air conditioning, and here again, there will be a demand for pipefitters.

"Most new business buildings, and especially those used for stores and restaurants will unquestionably be air-conditioned," says F. H. Stephens, branch manager for the York Company.

"Not only will new buildings be air conditioned, but many older buildings will install air-conditioning as part of their long deferred renovation when manpower is again available. This will include restaurants, department, and food stores first. They were making active inquiries when the war stopped all air conditioning for the duration. Besides that, there was an expanding demand for air conditioned homes, and it will be a large and lucrative field when materials and manpower are again available."

**RESIDENTIAL CONSTRUCTION**, which has been already reported in Bosn's Whistle as an anticipated 30,000 homes in the ten-year period following cessation of hostilities, will provide much work for pipefitters in the installation of oil-burning and gas-fired furnaces.

## MANY OTHER FIELDS

One of the biggest fields for pipefitters will be in the construction and installation of frozen food lockers. Both Gillard and Stephens are in accord and enthusiastic about this outlook. Both say, in substantially the same words, that the public is what advertising men call "good-locker conscious," and acutely so. Fortunate families who have food lockers are the envy of the families who do not, so that the demand for such lockers, plus quick freeze establishments to prepare products for them is sure to be large.

Two big oil pipelines, one from oil fields of Montana, Wyoming, and Oklahoma to Pacific Northwest tidewater, and another from California up the coast were under consideration before the war. Gillard says these projects will be revived, and will need many pipefitters. These pipelines will be necessary notwithstanding the tanker fleet Swan Island is turning out, because the ships will be kept busy for years to come hauling petroleum products to the farflung naval bases, commercial harbors, and airports certain to be established on a global basis by the United States and her allies when peace comes.

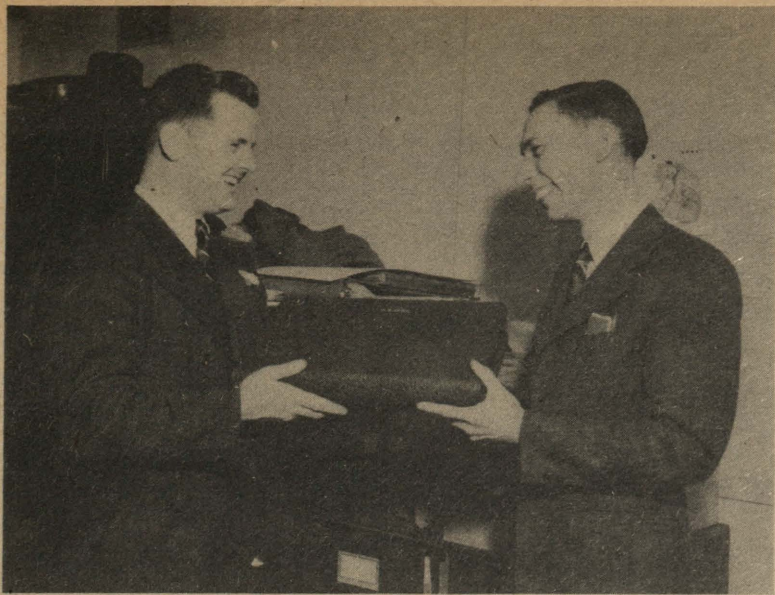
Finally, new industrial plants, including one or two chemical outfits, and at least one big plant for making alcohol from forest waste, are only awaiting the war's end, and release of materials and manpower, to build plants in this area.

Altogether, all-around pipefitters will have a bright future, but it will require competent men.



"This is the third time. She either is wooing me, or she's just in a hurry."





**'Goodbye Bob'** —Employees of the OSC Progress department last week regretfully said good-bye to Bob Stice, Progress engineer, who resigned to take a similar position with the Permanente Metals Corporation in California. Stice (left) is shown receiving a farewell gift from his successor, Bob Waddell, who is making the presentation on behalf of the Progress department workers.

## The WORKER SPEAKS

### Want Salesmen

Sir: I would suggest that salesmen selling drawing supplies and tools, be allowed to come into the yard to sell materials to those who work inside the gates. Such an accommodation would be advisable because it would result in fewer absentees. It is impossible, under present working conditions, for those inside the gates to shop for drawing tools without losing working time.—Petition signed by 30 OSC employees.

Ed.: Albert Bauer, assistant general manager says in reply: "This practice could not be sanctioned for the following reasons: 1. If you opened the doors to one salesman with wares of this nature, you would have to open the doors for all. This would create a great deal of confusion and annoyance to those not interested. 2. It would interrupt the routine of work. 3. Salesmen would overrun the yard, interfering with operations, and causing a safety problem. 4. The U.S.M.C. has a policy of restricting passes to those persons only who are directly engaged in services in connection with the construction of ships."

### "Come-Back" Praised

Sir: You know, I think someone should be complimented at this time. I think a lot of people should be complimented. First, our executive force, then our time office, our personnel. Our —yes "our"— fire, which destroyed our Ad building last week was no trifling matter. Hundreds of workers toiled on while they knew our records, checks, etc., were being destroyed, but was there a complaint? None. People went on, finishing up the "30 Sure, We Can Do'er," with more vim and vigor than ever. And there was no letting up, every one from executive to the riggers toiled more diligently.

We knew our checks would be delayed, it didn't matter, and it didn't hold up the executive and office force. They knew men had to be paid and they paid them, just a little late, but everybody is happy.

Everybody except me. I miss my coffee and doughnuts at 1 a. m.—Just an old broken-down rigger, Way 11.—Roy Maxey.

### Protests Badge Rule

Sir: I would suggest that some method be adopted whereby an employee can get his check even if he has forgotten his badge.

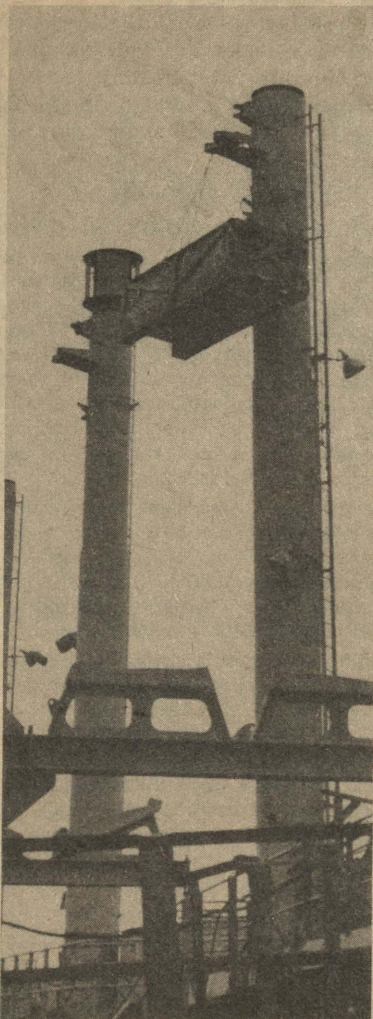
After a shipyard worker has worked to make the money, has his taxes and social security deducted, bought his war bonds, contributed to the War Chest and a number of other drives of different natures, given his blood, received insufficient gasoline, and worked seven days a week, he is justified in cursing when he is refused the remainder of his wages.

Small things such as these do not make a happy or contented worker. More, better and faster work is put out by a workman who

is not a nervous wreck because he is angry about such foolish things as not getting his check when it is due and when he needs it.—Jacob W. Story, shipfitter.

Ed: C. R. Stanley said in reply: "One's disposition does get a little tired and one is liable to get angry at some of the yard rulings. It has been a hard and fast rule with the Maritime Commission that all employees, regardless of position, must show their identification badge to receive their pay checks. This is done so that all employees having a check will receive same and their check not be given in error to another employee, as names and numbers are most confusing when there are 30,000 employees to be paid in one day."

### "GULLDUGGERY"



(OREGON SHIP)—"I hung it there myself," said Bill Griffiths, Outfitting dock rigger foreman, pointing to the skiff shown above hanging from the top of an AP-5 mast in the Outfitting dock. "I'll be the first to admit it looks a little silly, but that skiff is going to save the Outfitting dock uncounted man-hours." He pointed to a wheeling seagull. "You see those birds? They came back to the yard last week. That skiff is full of gull bait and when we get the doggoned birds trained to roost there, we fellows on the ground can go on with business as usual."

# Loaned Workers Aid OSC In Flag Drive

(OREGON SHIP) — With less than a week remaining in the November Attack Transport schedule, Oregon Ship workers this week entered the toughest part of the month's program determined to "bring home the flag" from Vancouver on December 1. Regular Outfitting dock crews were working hand-in-hand with teams borrowed from the Plate shop and Assembly to maintain the

greatly tightened schedule. By arrangements made through shop stewards, members of one craft have been loaned to another for the emergency period.

From Assembly, 120 welders, burners and shipfitters were loaned to Outfitting dock electricians, after the workers had volunteered to change their work location for approximately two weeks, according to Jack Anderson, Assembly superintendent.

"In addition," he said, "we loaned one welding crew to the ways and 15 men per shift were assigned specific outfitting tasks that include boat storage installation, and outfitting the AP-5's with watertight doors."

The Plate shop loaned 150 men from practically every craft. Hank Hockett, superintendent, said: "The feeling among the men loaned to other crafts has been excellent. Everyone is thinking only of getting the ships built. We'll do everything possible to meet the new schedule."

### NO TRANSFERS INVOLVED

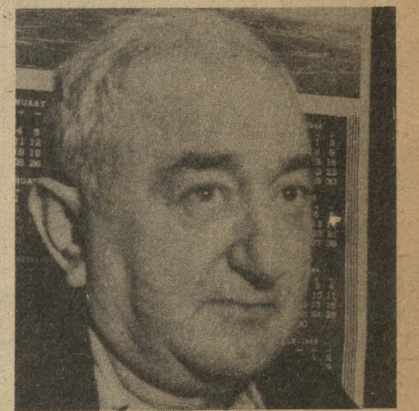
No transfers were involved in the temporary loan, he said. Workers followed their regular check-station routine.

Shipwrights sent 104 of their men to Outfitting dock, to aid insulation workers and electricians doing layout work.

"It is the established policy of the Metal Trades council that locals should cooperate in an emergency," declared E. P. "Whitey" Nelson, Oregon Ship A. F. of L. coordinator. "At a time like this, if one craft has a shortage and another a surplus, men are loaned back and forth."

Oregon Ship first nosed past its Vancouver rival in the month's AP-5 deliveries last Friday with almost a nine-hour margin in delivering the month's fifth Attack Transport. Oregon Ship's U. S. S. Gosper was delivered at 12:15 p.m. November 17, followed by Vancouver's U. S. S. Rockridge at 9 p.m.

### SEA VETERAN



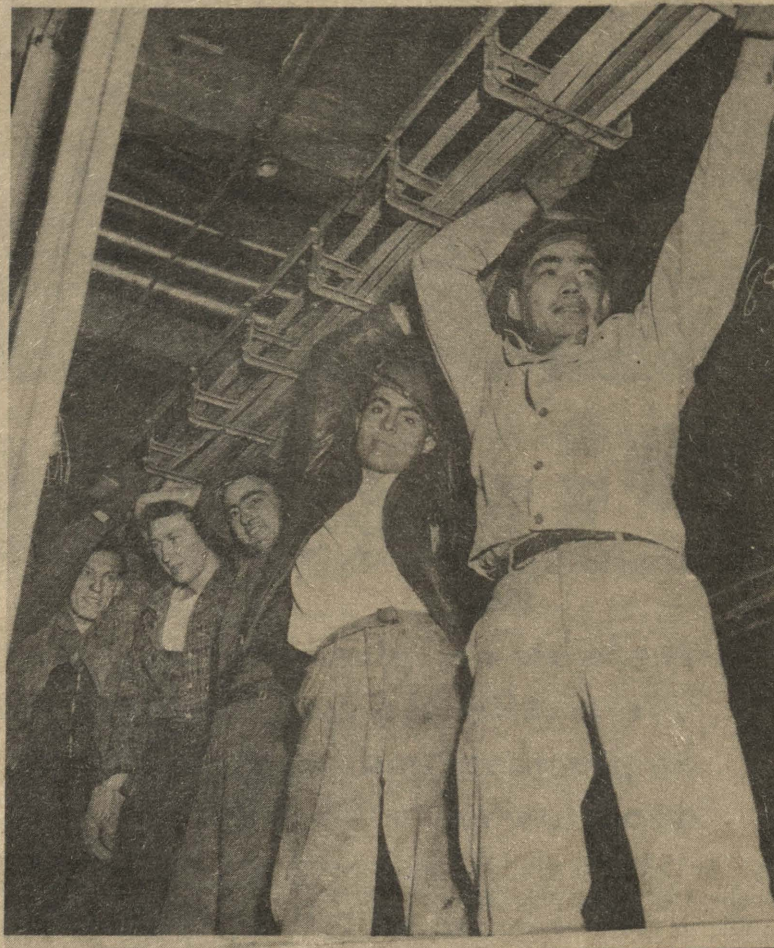
(OREGON SHIP)—When the four-masted barkentine, Galena, was swept ashore in a gale near Clatsop, Oregon, on November 13, 1906, W. C. Marshall, OSC trial run deck officer, was a member of the crew.

"Until the Galena hit the rocks," he declared, "I never had spent more than a month on dry land since I was 15 years old. But Oregon looked pretty good to me and I decided to make it my home."

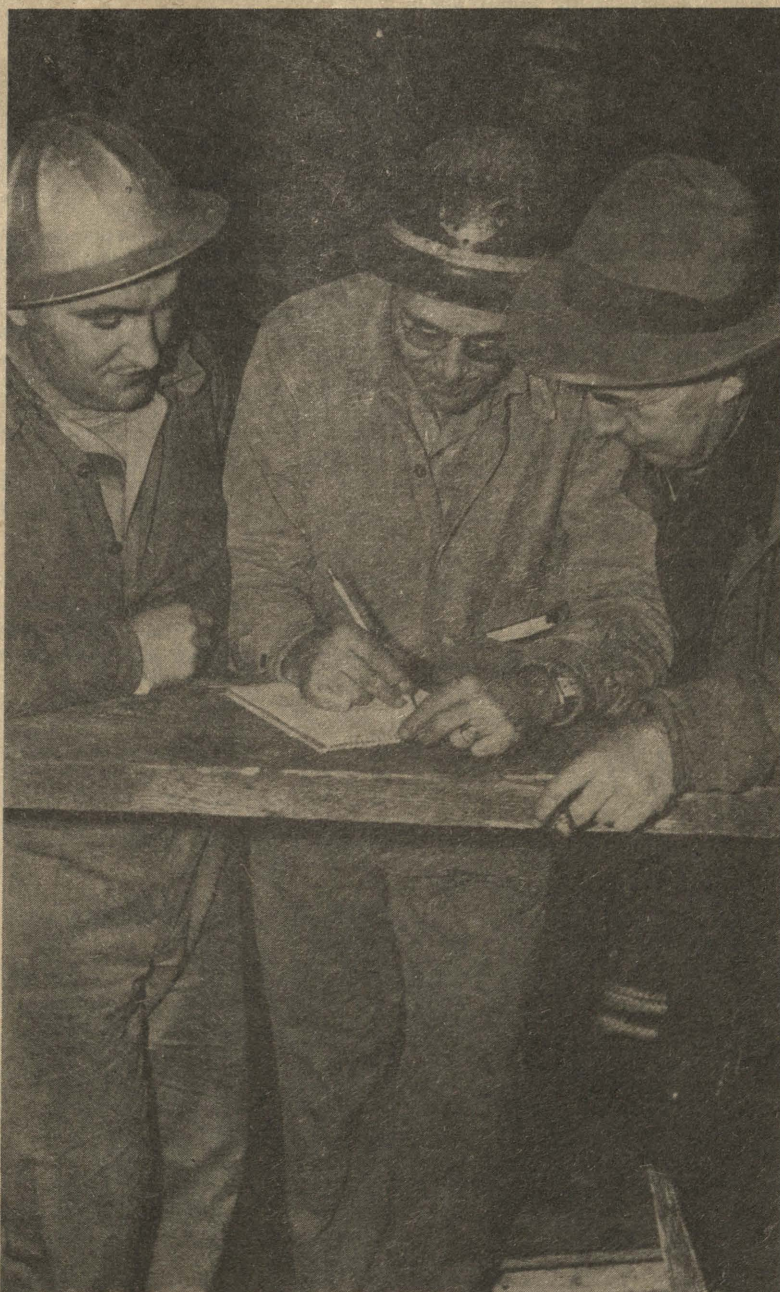
"When the Japs attacked Pearl Harbor, I went to sea again. Two years ago I narrowly escaped going down to Davey Jones' locker when a cargo vessel on which I was sailing was torpedoed in the North Atlantic. All of the members of the crew were rescued."

Marshall says most of the romance of the sea was lost when the sailing ships disappeared.

"I like windjammers, and until I was shipwrecked on the Oregon coast I spent most of my life on them," he said. "However, after the war when Oregon Ship finishes its job I may go back to sea."



Pulling together, literally and figuratively—are the five men shown above pulling cable through an AP-5 on the Outfitting dock. Plate shop workers temporarily loaned to the electricians are, left, J. L. Berry, riggers, and Frank Woodmark, burner. The three Outfitting electricians are, left to right, Ray Connor, Leonard Mazotti and Charles Webb



O. Smith, electrician foreman, center, confers with Sam Poleo, Plate shop leadman, left, and C. E. Berry, electrician leadman. The two leadmen's crews are working together on the Second deck of an Attack Transport as part of the manpower loan made to the Outfitting dock from various yard departments. (Oregon Ship photos)