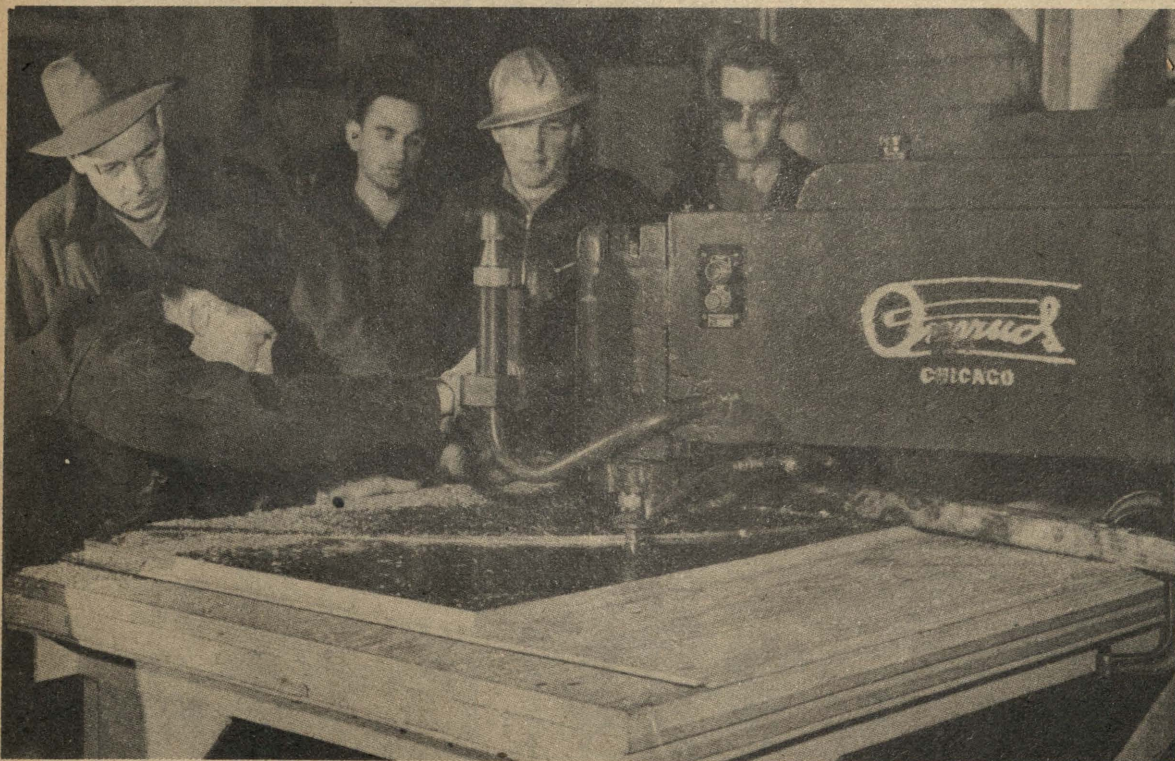


# OSC ON SELECTIVE PRICE CONTRACTS

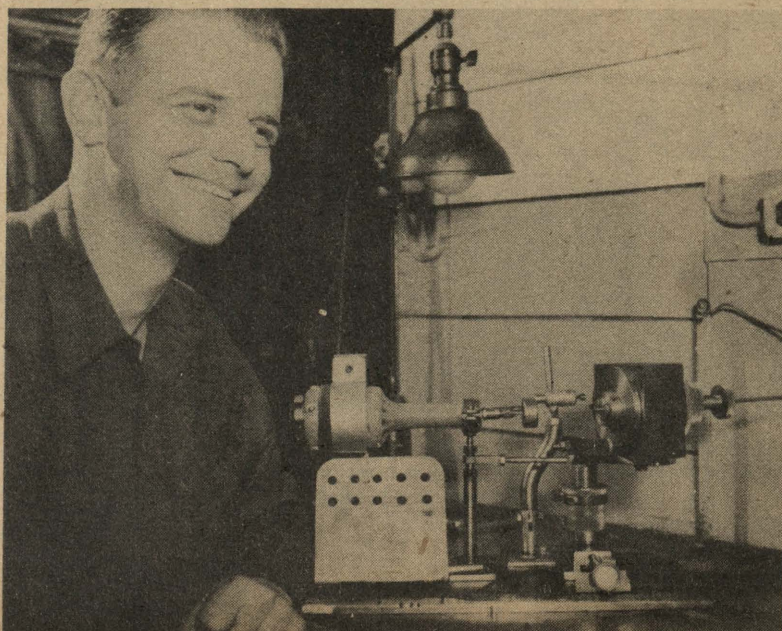
Story, Page 3



**"Rosie" Comes to OSC** Not one but five "Rosie the Riveters" put in their appearance at Oregon Ship last week as the first of a group of sprightly misses who will sew up pontons with their small but powerful riveting guns. The five girls who pioneer the ponton aluminum riveting at OSC, are, left to right, Lois Unshler, Mary Muskpof, Francis Farrell, Irene Sailer and Catherine Peters.



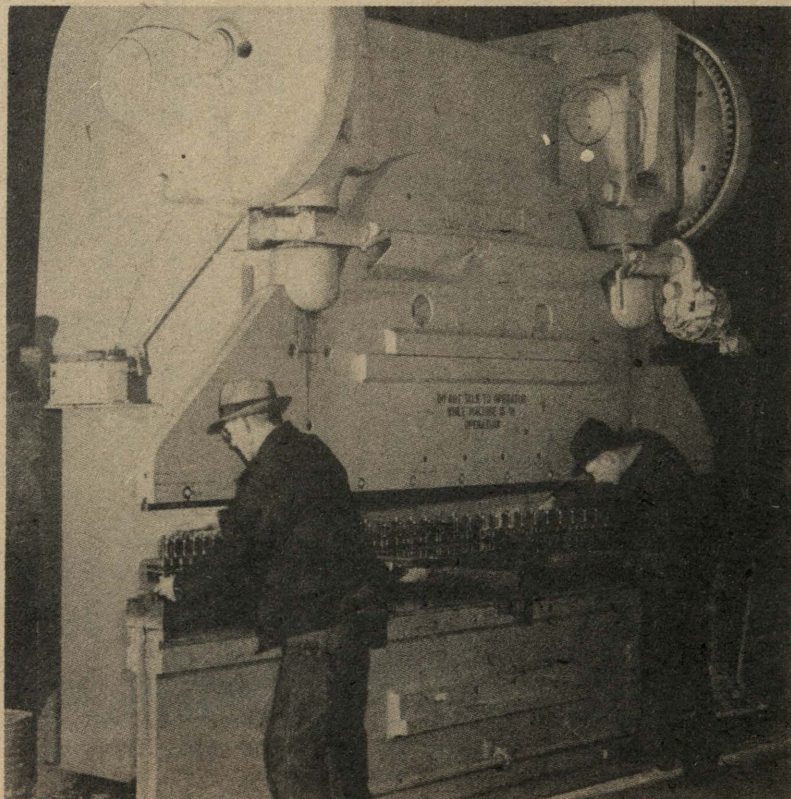
**Machinery for Pontons** New to steel shipbuilders is some of the machinery installed in the Oregon Ship Plate shop for fabrication of 4000 aluminum half pontons for the army. Above, is the router machine as it received its first trial last week. Easy to operate, the machine cuts through a stack of aluminum plates as it follows template lines. In the picture, Plate shop superintendent handles the router while Assistant Superintendent Bob Porter looks on. To the right is the gang punch press for punching holes in aluminum. Evan Hartzell, left, and D. B. Edwards are inserting removable punches to conform to template measurements.—Story, page 5.



**Wins Top Prize** E. G. Westerdahl, burner foreman, displays the burning tip drill grinder which won him top award of a \$100 war bond in the March suggestion contest.—Story, page 8.



**Patience Pays** Washed and ready for supper, the swing shift group of two and three-year-olds shown above, are spending quiet minutes with bright picture books. While their parents work through the evening hours, the swing children are given all the painstaking care accorded day shift youngsters.—Story, page 8.





# Hi, There Bill . . . What's Cookin'? Kitchen King Tells All

(OREGON SHIP) — How a man can keep house and cook for himself when his wife is away visiting, without digestive collapse, was told this week by Bill Christensen, OSC expediter. Christensen claims he has a fool-proof technique, and has never had to reach for the soda bicarbonate for anything but sweetening the tomato soup. "Only a crazy man would eat for long in restaurants," he



Bill Christensen stirs up his favorite "bachelor" meal, a skillet full of his own special goulash, on a Sunday afternoon when he has to cook for himself.

asserted. "Good food is one of the main pleasures a guy has, but when the wife's gone visiting, most men give up after leafing through the cook book, and visit the nearest hamburger joint. Not I."

## CANNED FOOD IMPROVED

No man should try to cook like his wife, he declared. A working man hasn't the time or the patience. So the first thing any man left to fend for himself should get is a good stout can-opener. "But," he hastened to add, "eating out of cans can be very good or very bad. Like most modern inventions, canned food has to be treated right."

As an example, Christensen cited canned beans. The brown-molasses variety, when heated straight from the can, he said, would gum up the inside of a furnace—to say nothing of a man's stomach. His secret is the addition of a dab of mustard, a big spoonful of vinegar, a swig of catsup and a sliced onion. Plenty of smoked sausages should be cooked right in with the heating beans, he added.

With his bean supper Christensen advocates "one of those little cellophane sacks of chopped vegetables," doused in a pungent dressing which he makes as follows: one jigger salad oil, one jigger vinegar, one chopped clove of garlic, pinch of sugar and a sprinkle of salt and pepper. Canned fruit finishes off the meal, he said.

## QUICK RECIPES HELP

But not all of Christensen's cooking is done with the help of the can-opening "bachelor's friend." He has a score of quick-cooking recipes, mostly based on two principal items: boiled potatoes and macaroni.

His macaroni dishes are an "all-in-one pan" concoction, the envy of his friends, he claimed. Boiled and carefully drained macaroni is left in the colander while he stirs up a sauce fit for Henri of the Waldorf.

"It goes something like this," he described. "Put a little fat in the skillet. Add a chopped onion, half a chopped green pepper, a handful of raw hamburger, and stir around until the meat fries into small pieces. Then add a small spoonful of flour and keep stirring. Salt, pepper, a dash of Worcestershire sauce, a little catsup or tomato sauce and one dried chili pepper crumbled go in next. The macaroni is tossed in last and supper's ready."

## GRAVY MAKES MEAL

For the potatoes, Christensen said, he makes the hamburger, onions and pepper into a gravy and pours over the spuds on his plate.

"To canned corn," the epicurean Christensen said, "add a few pieces of green pepper." To canned beets, the answer he finds is a jigger of vinegar, a pinch or two of sugar and a little butter. But carrots, he maintained, must be bought raw, sliced and boiled. Then he adds butter, a sprinkle of brown sugar and a few "squeezes" of orange juice.

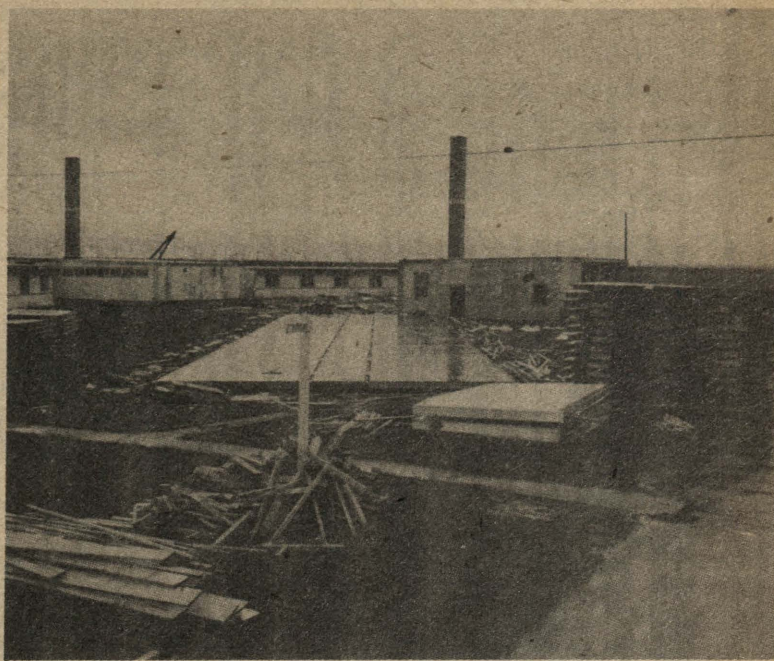
"Sure, it's a little trouble," he commented, "but I really like to eat good food, not bologna and dry bread."

Keeping the house up is a chore of another hue, he said. For that noxious job he claimed only one rule of thumb—to avoid a possible explosion at "the way this place looks" when his wife returned.

"If I put things out of sight," he said, "they don't show at first, and when she finds the dirt under the corner of the carpet the next day, she's glad enough to be home so that she doesn't say much."

## Cargo Mark Set in '44

Vessels of the United Nations loaded nearly 78,000,000 long tons of cargo out of American ports in 1944, an increase of 27 per cent over the 1943 record.



**Columbia House Goes** Fast disappearing from the landscape north of the Vancouver yard are most of the dormitory units of Columbia House, being dismantled for shipment to Seattle, Tacoma, Bremerton and Renton, Washington. The units being moved will accommodate 1416 single workers. The dorms have been empty since April, 1944, following the peak employment at the yard. Picture above shows all that is left of Unit 600 after contractors were through, while in the picture below, concrete foundations of a unit facing Grand avenue near the Columbia theatre are being torn away by a big shovel.



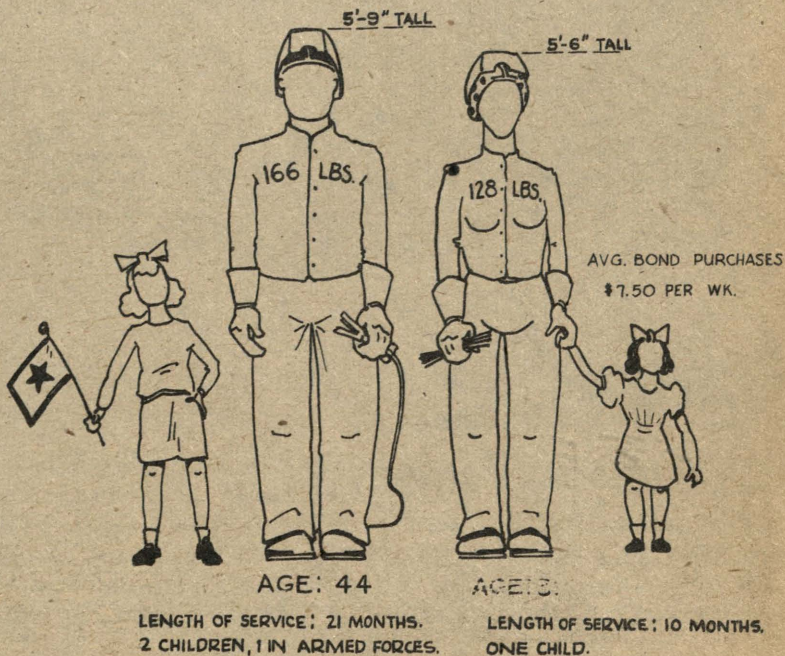
## 'TYPICAL' HUNT FAILS Everyone's Different

(SWAN ISLAND) — Typical worker? Well, there just "ain't no such animal". During the past eight weeks personnel records at Swan Island have been checked to establish specific characteristics typical to the majority of workers. Each week a series of six pictures has been run, adding one more qualification to the list of those required of the typical worker. The yard has been combed from end to end and no one has been found who measures up to all the specifications. We've met some who come close, but on this a miss is as good as a mile.

The typical man worker at Swan Island weighs 166 pounds, is 5 feet 9 inches tall, 44 years old, married, has 2 children, one in the armed forces, is a journeyman welder with 21 months service in the yard, is a native Oregonian and invests \$7.50 in war bonds each week.

The typical woman worker is also a journeyman welder, weighs 128 pounds, is 5 feet 6 inches tall, 31 years old, married with one child, has been at Swan Island for 10 months, is a Native Oregonian and invests \$7.50 per week in war bonds.

Maybe the welders have been too bashful to come out from under their hoods and make known their qualifications in this regard. In lieu of the "real McCoy's" who have been too illusive, the artist presents "Mr. and Mrs. Typical" in graphic form.



With a mixer to do the beating, cake-baking is just a breeze, maintains Christensen, the epicurean expediter.

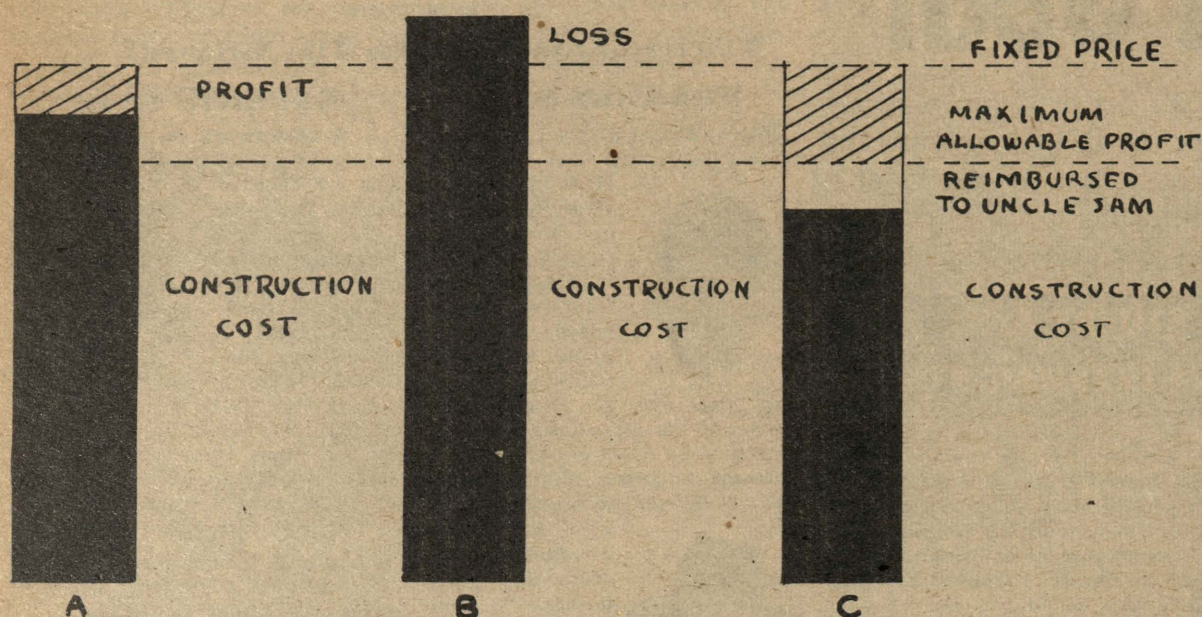


But when the wife's away, it's the sink full of dirty dishes that really gives a man a headache. . .



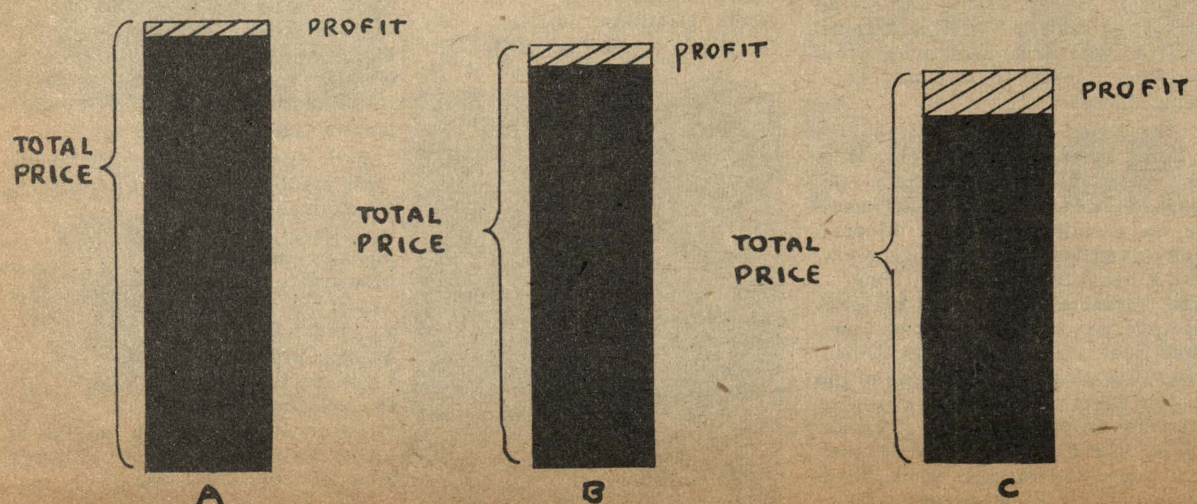
# Shipbuilding Contracts on New Basis

## FIXED PRICE SYSTEM



Under this system a yard will bid in competition with other yards at a fixed price. If it figures right the yard will make a reasonable profit as shown in A. But if construction costs run over the fixed price, the yard must absorb the loss as shown in B. If high efficiency results in extraordinary profits only a certain maximum is allowed however, and the balance must be returned to Uncle Sam as in C.

## SELECTIVE PRICE SYSTEM



Here the yard has the opportunity to select from a graduated list of prices, such as A, B or C above, the lowest price at which it thinks it can construct the vessel. If construction costs exceed the selected price, the shipbuilder suffers the loss. As will be noted, the amount of allowable profit goes up as the total price of the vessel goes down. This is to encourage builders to try to build ships at the lowest possible cost and save taxpayers the most money. This system is preferred on new types of ships where costs are difficult to determine in advance. In building a number of vessels the builder may find his costs higher than he expected on the first hull and select a different price to adjust properly on succeeding vessels.

## 'Fixed Price' Deals Save Taxpayer Cash; Builder Takes Risks

Last week, Edgar F. Kaiser, general manager of the three Kaiser Portland area shipyards, announced that negotiations have been completed with the United States Maritime commission changing existing contracts for ship construction at the Swan Island and Oregon shipyards. The yards formerly worked under contracts which provided for reimbursement of the contractor's construction costs and the payment of a determinable fee for the construction of ships. The new type contracts went into effect March 1.

Swan Island's new contract is known as a "fixed price" contract and under its terms Kaiser Company, Inc., agrees to construct tankers for a price named in the contract. Profit to the company must be derived from the difference between actual construction costs and the fixed price agreed upon, but cannot exceed a profit limitation stipulated in the contract. If the company fails to construct ships at a cost below the fixed price, the company will receive only the fixed price and must absorb the monetary loss. If profits should exceed the maximum limitations, the excess profits are subject to "recapture" and must be returned to the government.

### SELECTION PERMITTED

At Oregonship, the new contract is identified as a "selective price" contract that allows the shipyard to select a price for each ship to be constructed, prior to the keel laying of the vessel. A table of prices, from which the selection is made, is listed in the contract with the allowable maximum profit specified for each price. Maximum profit limitations increase proportionately with each lower price selected. In reality, the system enables the government to encourage shipbuilders to lower the cost of ships to the government by allowing a larger margin of profit to shipbuilders who can lower the

overall costs to taxpayers. If construction costs exceed the contract price, the company will suffer the loss.

The new contracts place Oregon Shipbuilding Corporation and Kaiser Company, Inc., Portland shipyards on an operating basis comparable to private, competitively operated shipyards.

When asked how government-owned yards can compete with privately owned shipyards in contract bidding, Kaiser explained that where facilities are government owned, as at the three Kaiser yards here, the Maritime commission determines what use of yard facilities is worth and adds the sums to the bid price submitted.

## Kaiser Loses Out In Tanker Bidding

United Concrete Pipe corporation, Los Angeles, whose minimum limit bid was \$588,929.60 each for four vessels, was first successful bidder for construction of a series of 24 coastal type, 230-foot tankers, according to announcement last Saturday by the Maritime commission.

Swan Island had entered a check bid along with Permanente Metals corporation, Richmond, Cal., whose four-vessel bid amounted to \$1,019,840 per ship. A minimum limit of four vessels and maximum limit of 12 per individual bidding builder had been set.

## Tire Lack Increases; Extra Caution Urged

With thousands of rubber tires being destroyed or ruined daily in battle areas, a growing critical shortage of tires for civilian drivers was predicted this week by the Offices of Price Administration and Defense Transportation, in a special campaign to impress private car drivers with the necessity for repairing and recapping tires as soon as needed.

"Tire quotas for private car drivers received drastic cuts," declared Howard Young, Oregon Ship Housing and Transportation head, "and we may see many cars forced off the road due to tire neglect."

The nation-wide drive to conserve existing tires began last Monday as a "Check Your Tires Week," and more than 20,000 dealers throughout the country are cooperating through the National Association of Independent Tire Dealers in an attempt to prevent thousands

of automobiles from being forced off the road.

### SOLDIERS DO PART

Supporting the campaign, Lt. Gen. Brehon Somervell, declared, "Our soldiers on the German frontier know that the road to Berlin must be traveled on rubber tires. Each soldier is doing his part in the greatest tire conservation campaign in history. Soldiers are recapping tires by the thousands, salvaging precious miles. If we at home are half as realistic as our fighting men, we will go a long way

toward solving this most vexing problem. I urge all workers in war plants to watch tire pressures on their cars, to repair and recap before it is too late."

## IN-PLANT FEEDING AWAITS FINAL OKAY

Although \$1,100,000 has been allocated by the Maritime commission for in-plant feeding units, the facilities construction has not been approved by the War Production Board, it was pointed out last week in reference to a Bosn's Whistle news release stating that the board had approved the expenditure.

Technically, the project has been recommended by the Area Production Urgency committee, on which sits a representative of the local WPB. It also has been recommended by certain WPB officials in Washington, D. C., but before commitments or construction of facilities may begin, official approval must be granted by the Facilities Review committee of the War Production board.

## Turk Navy Officers Learn U. S. Methods

(SWAN ISLAND)—Sent to the United States by the Turkish government, two naval lieutenants of Turkey, Kadir Sakman and Ertugrul Dagdevirenoglu, will spend the next 10 months at Swan Island studying American shipbuilding methods by working in various departments throughout the yard.

Twenty-year veterans of the Turkish navy, Sakman and Dagdevirenoglu, along with eight other lieutenants from that country, completed a course for American naval officers at the Massachusetts Institute of Technology in Boston. Due to the war, they completed the course in two years which included summer school. Their eight comrades were sent to other shipyards in the United States.

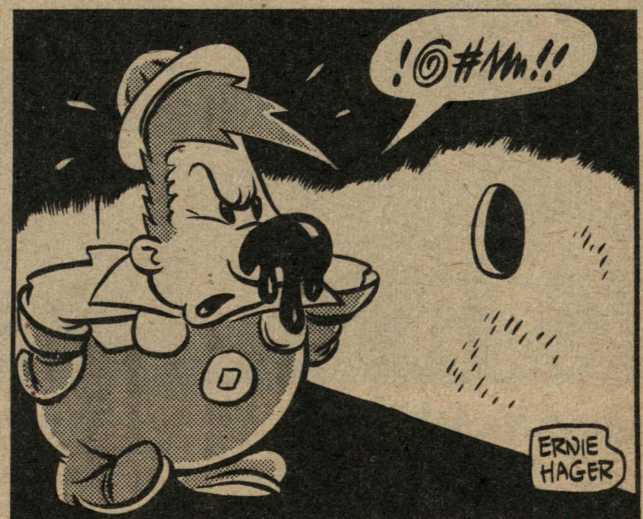
Sakman and Dagdevirenoglu hail from Istanbul, and are the only

two of the 10 who were assigned to a shipyard on the Pacific coast. "We've visited a lot of shipyards throughout the states," said Dag-



devirenoglu, "and Swan Island has impressed both of us as being the cleanest yard we have seen."

## Stubby Bilgebottom





# Oregon Ship Exceeds Red Cross Fund Goal

(OREGON SHIP) — With pledges totaling \$109,216, Oregon Ship workers gave \$9,216 more than the quota asked from the yard for the Red Cross war fund during the two-week campaign that closed March 17, according to early tabulations at the drive's close. Leading the 14 large departments in the yard were the Assembly workers who dipped into their billfolds for nearly \$3,000 more than the quota set for them.

The yard's 10 small departments were headed by Mold loft employees who pledged 197 per cent of their quota and were the only single group to achieve a 100 per cent participation on any shift. Every swing Mold loft worker pledged a contribution to the war fund.

Largest total contribution came from the welders, who volunteered payroll deductions of \$14,538. Assembly workers were second in total pledges with a \$10,458 deduction from paychecks in that department.

**AVERAGE PLEDGE \$4.54**  
Average pledge per worker on the entire Oregon Ship employe roster was \$4.54. Graveyard led with an average of \$4.70, and both swing

and day showed \$4.35, the campaign report stated.

"Most outstanding factor of the entire drive," declared Jim Emmett, OSC's Red Cross war fund chairman, "was the spontaneous response given to the request for help. Without fanfare or 'selling' of the campaign, workers gave freely to help the Red Cross in its tremendous wartime job."

Unusually high participation was shown in the 84.6 per cent of all workers listed as taking part in the campaign. Graveyard also led the three shifts in participation with more than 85 per cent. Day and swing shifts showed more than 82 per cent of all workers as having circled a donation figure on their pledge cards.

## STUBBY AND HIS FRIENDS



(OREGON SHIP)—A description of a talented young worker without the sense to use his ability was overheard last week—"He's got the makin's but nothing to roll it in." . . . Nora Broyles and John Cheney, Hull materials, celebrate their birthdays on March 20. . . and Sarell Israel, Bond department, was 23 years old last week to the tune of a new wrist watch and a big cake with candles.

Bob Bateman, assistant Bond director and leader of a swing band that has played for many an OSC function, is waiting his call to be fitted for khaki. . . Thelma Wright, also of the Bond department, was married Sunday to a young navy man on leave.

The Guard office finds itself becoming aesthetic, with Lieut. Mike Smullen painting pictures as a hobby. . . Mae Feist, Guard department, is on vacation. . . Betty Lincoln, graveyard Personnel head, is showing a beautiful engagement ring. . . and Lorraine Olson, ways material storage was married to Peter Lund, electrical maintenance, on Valentine's Day. . . while Tom Leon of the Boiler Erection toolroom announces that he was recently wed. . . speaking of Boiler Erection, C. W. Pullen, graveyard boilermaker, thinks Portland should take more pride in its shipyards and adopt the slogan "City of a Thousand Ships."

Among former OSC workers now in service, Ralph Gaither, one-time messenger, was home recently on six-day leave from boot camp and now is seaman 2/c. . . Ralph Ryan and C. E. Foss also have returned to naval duty after recent furloughs. . . Donald Burke, former freight traffic clerk, was recently graduated from officer candidate school in the army transportation corps. His father, E. G. Burke, is an OSC electrical expediter, and his brother, Norman, is in the lifeboat department. . . from the woman's side of wartime living speaks Mollie Mohr, swing welder, in the poems, "My Son Walt" and "My Kids."

## Inquiring Reporter

This week the Bosh's Whistle inquiring reporter stepped outside his usual domain to supplement workers' viewpoints with those of some of the outstanding business and political leaders of this area. Here's how their opinions compare.

### QUESTION

What is your greatest criticism of the Northwest?

#### WORKERS SAY:

**Jimmy Brawdy, welder:** "I haven't many criticisms. I want to stay in Portland after the war if—and it's a big if—the city wakes up in time to start following the proposed postwar plans they were talking about some time ago. I'm beginning to wonder if the city fathers haven't gone to sleep on it, though."

**George Johansen, shipfitter foreman:** "I've been here quite a while and I'm not a newcomer, but I still can't see why nothing is done by civic or state leaders to build up this part of the country with businesses and industry. It's a great place to live, but the community leaders are 50 years behind the times."

**Adele McMillan, welder:** "The street lights are awful in this city. I wonder if the way they light the streets is any indication of the way the rest of the city business is done—but strictly horse-and-buggy. I'm afraid to be out in the evening because I have to walk home along such dark streets."

**Mary Robinson, welder:** "The people are simply not friendly. I honestly believe they will be glad to see all of us leave, and they've made us want to. This has been a great opportunity for Portland to grow into a large well-run city, but the 'natives' are running us out with their attitude."

**Juanita Moillanen, burner:** "The transportation and the discourteous people are my two major complaints. Western hospitality, nothing! All you need in Portland to be treated like scum is to have a slightly different accent. I don't know why it is, but I do know the city fathers set the pace in any town."

**Fred Sodaro, welder:** "Most folks who have lived here a long time take a 'to heck with you' attitude towards the newcomers. No city was ever built up, and no community was ever worth living in that did that. They can't wait until we're gone, and it's a shame. Portland has a lot of natural advantages."

**Harold Kempe, welder supervisor:** "I haven't a single complaint. I love the Northwest—the mountains particularly. I came here nine years ago from St. Louis, Missouri, and so I'm not a newcomer, but I wouldn't go back there for anything. The mountains and forests beat anything back east."

**Peggy Loret, welder:** "The transportation gets me down. I live 10 miles away but have to leave home at 7:15 to get to work for the day shift. We used to have three maritime buses, always loaded, that took us to work in good time. But they took those off and now we have to jam in city buses."

#### EXPERTS SAY:

**E. B. MacNaughton, president of the First National Bank:** "One common criticism of the Oregon temperament is that it has been too self-satisfied and complacent and willing to just plug along. It is frank to say there is some basis for the criticism. Another handicap has been that Oregon for a long time had rail transportation only along the western edge and along the north, with the central part without service."

**Thomas C. Young, president, Columbia Empire Industries:** "The only critical thing about this area is shipbuilding, and that's not a criticism. It merely points to a problem as to how we are going to absorb so many people when shipbuilding folds up. The big question mark is—what can be done by the present employers of these 90,000 workers to provide postwar jobs for them?"

**Earl Riley, mayor of Portland:** "Our greatest need in this area is for more and more investment in new business and new industry to make use of our abundant resources. The greatest weakness I can point to is the reluctance of large blocks of eastern capital to invest their money in the development of the Northwest."

**Fred Sinclair, mayor of Vancouver:** "I can't find justification for any criticism of the Northwest. We have timber, power, all kinds of fruit and farming. We have the second largest river in the country. We have transcontinental railroads, and of course, Vancouver is the gateway to the great state of Washington. No, I can't find anything about the Northwest to criticize."

**Gust Anderson, secretary Portland Labor Council:** "I think our main weakness is pretty obvious. With the great influx of new people we will have more men than jobs around here when the war ends. And what's more, we haven't got the industry to absorb them all. We have got to find employment for those people who are able to work."

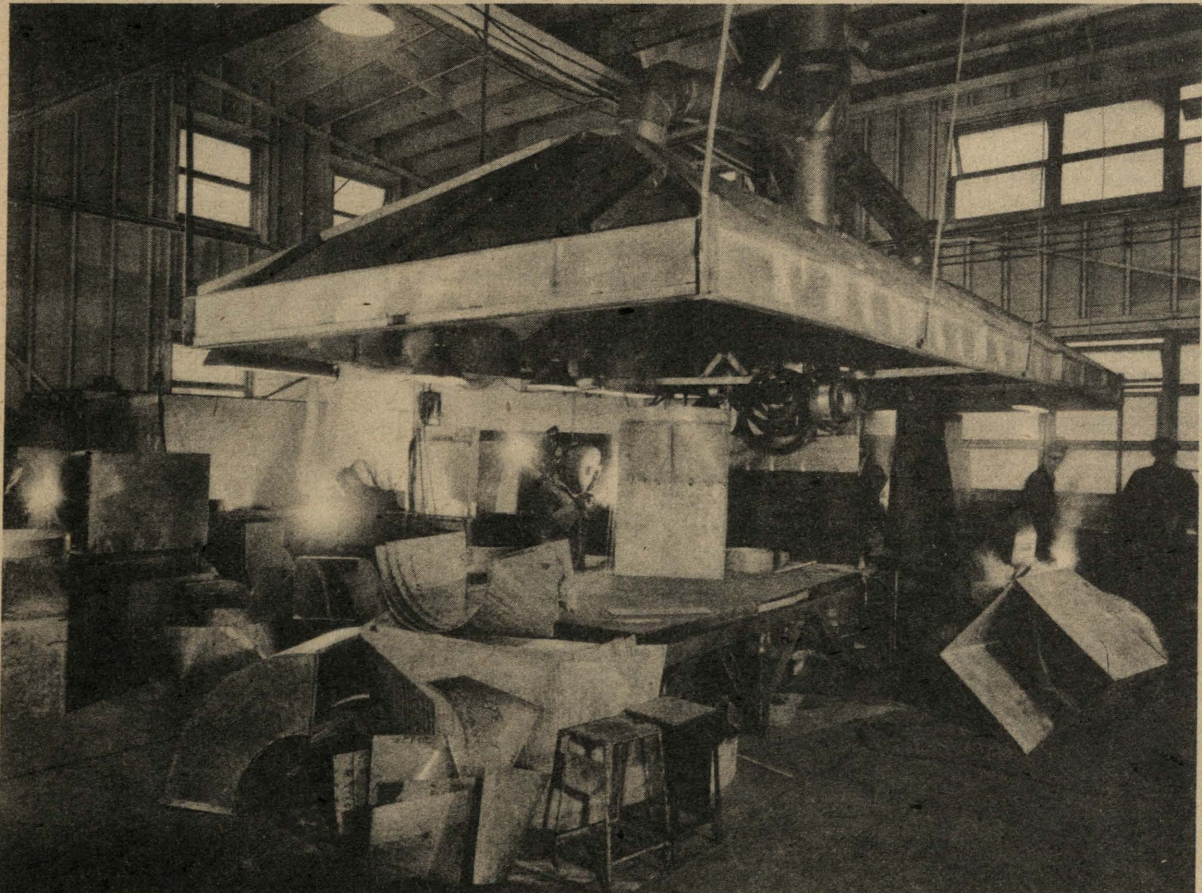
**Frank McCaslin, president, Portland Chamber of Commerce:** "Our real problem is to provide payrolls to the thousands of workers who are now building ships and other war materials and for the soldiers who will be coming home when the war is over. It is the expansion of industrial payrolls that concerns the Chamber of Commerce most this year."

**Aaron Frank, president, Meier & Frank:** "I think one of the greatest criticisms is our lack of appreciation of the possibilities of the area. We have the finest country anywhere, the finest water, the greatest rivers, tremendous water power, fine climate, beautiful mountains—and, we don't appreciate it because it's right at our front door. We must learn to appreciate the region's possibilities and then make the most of them."

## Red Cross Total Figures Listed

(OREGON SHIP)—Final departmental figures for pledge contributions made in the 1945 Red Cross War Fund drive are:

1. Mold Loft	\$ 150	\$ 295.50	197.00
2. Administration	3,750	6,261.50	166.97
1. Misc. Yard	1,275	2,030.00	159.22
4. Hull Material	1,450	1,935.00	133.45
5. Assembly	7,900	10,458.00	132.38
6. Labor	3,550	4,456.00	125.52
7. Janitors	1,025	1,273.00	124.20
8. Guards	500	604.00	120.80
9. Boiler Erection	775	906.50	116.96
10. Paint	5,600	6,441.50	115.03
11. Electric	8,050	9,020.50	112.06
12. Shipwright	4,300	4,726.00	109.91
13. Union Melt	1,075	1,176.00	109.40
14. Pipe	8,150	8,544.50	104.84
15. Erection	7,075	7,390.50	104.46
16. Marine	4,375	4,513.50	103.16
17. Warehouse	3,825	3,939.50	102.99
18. Rigging	2,975	3,040.50	102.20
19. Sheet Metal	1,850	1,839.00	99.41
20. Plate Shop	7,325	7,025.00	95.90
21. Machinery & Equipment	4,975	4,704.50	94.56
22. Riveting	3,700	3,490.00	94.32
23. Welding	15,450	14,538.00	94.10
24. Vocational	900	526.50	58.50
Miscellaneous		81.00	
TOTALS	\$100,000	\$109,216.00	109.21%



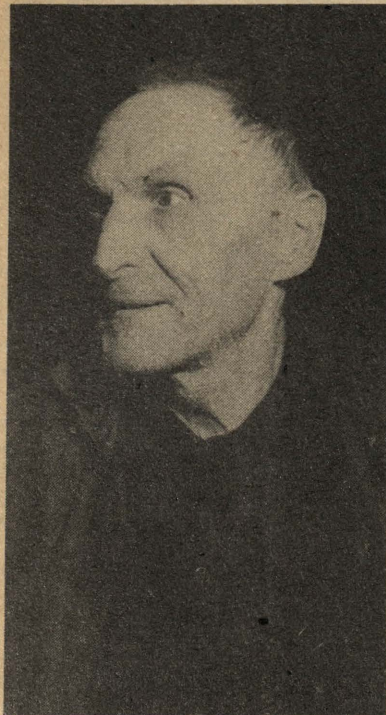
**Sheet Metal Sparks** Here is an outstanding view of welders in the Sheet Metal shop throwing showers of sparks while "sewing up" sections of ventilator systems to be installed in Victory ships. The large hood over the work table is a safety device for catching and sucking out fumes that result from welding galvanized metal.



# BOND PERCENTAGE UP OSC Among Leaders

(OREGON SHIP)—Bond purchases by payroll deduction this week topped an average of 11 per cent per worker, the highest mark reached since the Administration building fire, according to figures released today by the department. "This high purchase percentage places Oregon Ship back among the

## HIGH CLIMBER



HENRY JURENS

(OREGON SHIP)—Electrical work at OSC seems rather tame to Henry Jurens, 65, who for 20 years was a telephone lineman and strung wires over hundreds of miles of trackless mountains and deserts.

"We often had to chop our way through dense undergrowth and forded streams with our equipment," he said. "We camped out and had a lot of fun when we were off work. It was a healthy life. The linemen in those days were a lusty crew and on payday they'd head for the nearest town and paint it red."

Jurens says he is proud to have a part in the building of ships which will carry supplies to our fighting forces.

"It's the best thing that ever happened to me," he declared. "When a fellow gets around my age he gets notions that he ought to slow down and take it easy. But I'm staying right on the job until the war is over."

## Recent Launchings Honor Two Schools

(OREGON SHIP)—Mrs. Robert M. Porter, wife of OSC's assistant Plate shop superintendent, was sponsor of the S. S. Wellesley Victory last Friday, when the vessel named for Wellesley college was launched.

Mrs. Porter's attendants were Mrs. John LeFors and Mrs. George Philbrook, and the flower girl was Patricia Porter.

At the launching of the S. S. Creighton Victory, Wednesday, March 21, a brief address by Dr. James B. Foley, alumnus of Creighton university, highlighted the ceremony. Mrs. Fred L. Peterson sponsored the vessel, attended by Mrs. E. S. Sawyer and Barbara Scott. The Creighton Victory was OSC's 64th Victory ship and the 416th vessel launched from the yard's ways.

## Former OSC Worker Gets Army Promotion

(OREGON SHIP)—B. R. Jackola, a former Oregon Ship employe, has been assigned to the oldest heavy bombardment group in the Mediterranean theater and has been promoted to sergeant's rank.

## Final Dance Saturday

(OREGON SHIP)—The last of their dances for the season will be held by the Outfitting dock burners on March 24, from 9 p. m. to 12 midnight at the Norse Hall, S. E. 11th and Couch. Proceeds from ticket sales will be given to the Shrine Hospital for Crippled Children.

leading war bond buyers of the nation," declared Ken Moyer, department head. "We feel that the voluntary increase in purchase by workers is directly due to foresight on the part of purchasers who want to insure their postwar plans by making as large a saving as possible before the time comes to put the plans into effect."

Reports for the past several weeks have shown that both payroll deductions and number of workers participating in the payroll savings plan are steadily increasing, although the number of workers purchasing bonds by deduction from paychecks is still a little less than 75 per cent.

During past years, OSC workers have averaged 80 to 90 per cent of the employe roster in payroll deductions.

All regular bond purchases will count towards the yard's quota in the coming 7th War Loan drive, scheduled for April, May and June, Moyer said.

## ATTENTION, PLEASE



BETTY JANE MILLER

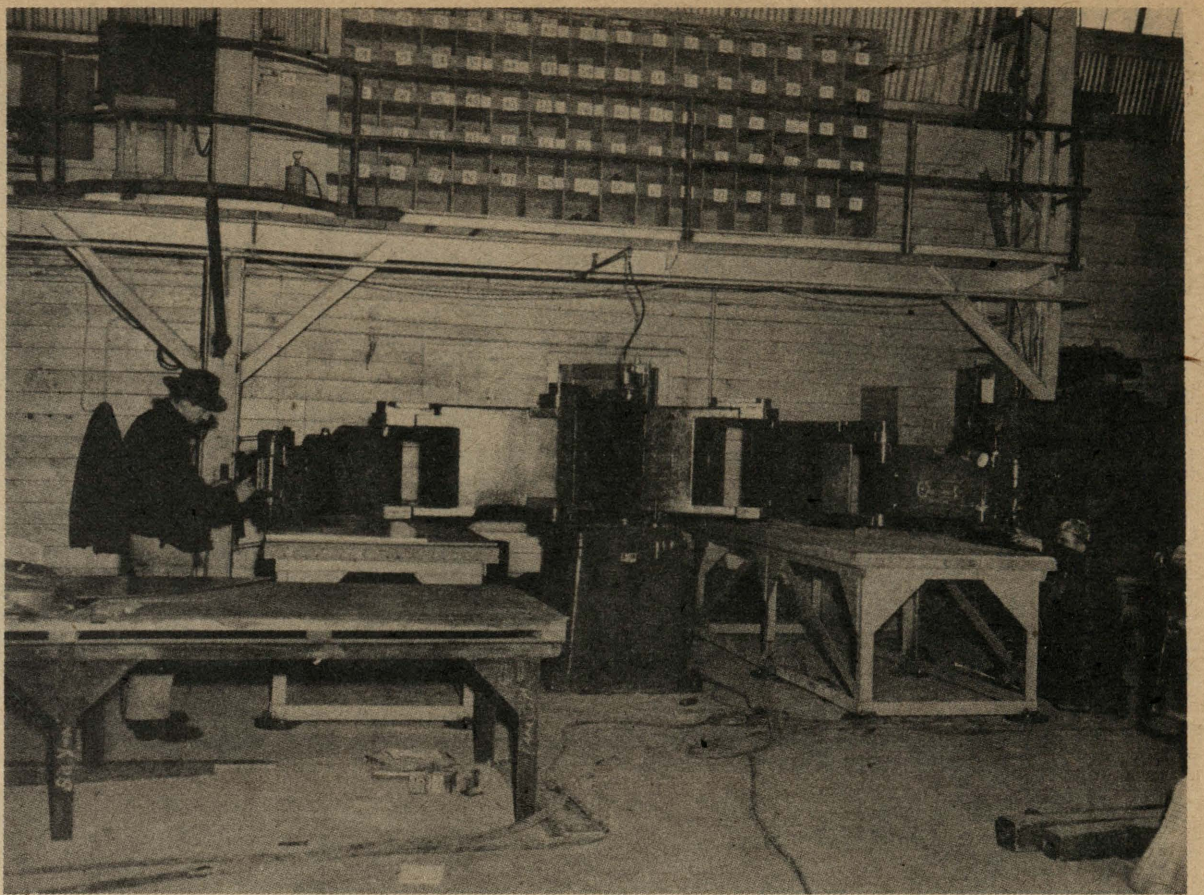
(OREGON SHIP)—Lovely Betty Jane Miller, clerk in Rate Control, perches on a desk and crosses her knees at the photographer's behest as this week's glamor find. But there were too many candidates for "the scout who found her" to name one, so she stands on her own attractive merits as this week's pin-up nominee.

## Engineers' Team to Hold Dance Mar. 28

(OREGON SHIP)—A gala event and "something to remember" is the way the Engineers' softball team bills its dance, to be held March 28, in the Sunken Ballroom, Masonic Temple. Wes Lang's orchestra will be featured. Further information may be had by calling I. E. Erickson or J. A. Taber, Room 222 Administration building, Ext. 288 or 289.



**OSC Old-Timers** Here are six more whose names are this week added to the roster of those who have worked at Oregon Ship for lengthy periods without missing work time. They are, left to right, A. L. Gaustad, day shipfitter, 34 months; Harmon Troub, day marine machinist, 3 years; Bernie Francis, swing shipwright, two years; V. Q. Potter, swing Electric shop, two years; John Stinett, boilermaker, 41 months; R. E. LeHuquet, shipfitter foreman, 47 months.



With its arms widespread over work benches, the recently installed router shown above is set for its ambidextrous job of cutting plates with one arm while the other drills holes through aluminum sheets. W. M. Klinefelter, duplicator leadman, inspects the router arm, while H. C. Luthke, machinist, adjusts the work bench to proper height under the drill arm.

# Giant Machines Tailor Aluminum Ponton Plates Cut

(OREGON SHIP)—Two giant machines of a kind never before handled by OSC shipbuilders were installed last week in Bay "O" of the Plate shop. Set solidly on concrete bases, twin router machines, operating on the principle of huge jig-saws, were added to the already impressive array of machinery being used in ponton construction. A router machine consists of a central base with

two massive hinged arms. At the tip of each arm, like a clenched fist, is the motor-head, and like single fingers are the router attached to the right arm and the drill attached to the left arm.

The arms are manipulated by two operators, one on each side of the widespread machine, who stand by work benches adjusted to hold aluminum plates under the router and drill heads. The router, a sharp cutting device, shears plates along template lines and the drill fashions rivet holes along curved patterns not suitable for the gang punch press.

## SEVERAL NEW MACHINES

Also included in the Plate shop's installations of new machinery are a 200-ton press for fashioning bent shapes, do-all saws, a shear, rollers, frame-bending presses, oven and a gang punch press.

The gang punch, fitted with removable individual punches, has the job of punching straight lines of holes in plates for the rivets that will sew the pontoons together. Individual punches may be removed or inserted to conform to template patterns, and when all punches are in place, the machine is capable of fashioning about 170 holes at one time.

"These machines we now have in the Plate shop for ponton construction are almost 'collector's items,'" said "Hank" Hockett, Plate shop superintendent. "They have been hard to get, but final installations now are being made and construction work on the pontoons will soon hit a regular stride of maximum output."



Emile Stacey, pressman, takes a small aluminum ponton part from its heating oven before bending the part on a press. Aluminum is heated to the required temperature by use of infra-red light bulbs that furnish the necessary moderate heat.



## Likes Music Trend

Sir: I would like to give a little of my opinion about what was said about popular songs in your February 16 issue. Just to have a place to start—Lawrence Tibbett singing "Accentuate the Positive" was mentioned.

Tonight is the first night I have listened to the Hit Parade in a long time. It is not the first time I've heard that song but I can truly say that it is the first time I've enjoyed it. The sole reason was because of the way it was sung and by whom it was sung.

As to "those silly songs," they all have meaning and sense if you only take the time to try to straighten them out in real meaning. . . . Other countries, if I am not mistaken, have also taken up these "silly" songs to relieve war tension. It was proven by authorities that it does relieve tension and war nerves.

Those songs of olden days are all right, too, and I've heard a lot of them myself lately, but they all seem to be connected sentimentally in one way or another which is not the best for right now. There is too much work to be taken seriously. — Jimmy Lamb, former Plate shop boilermaker.



# First Divisionists at OSC



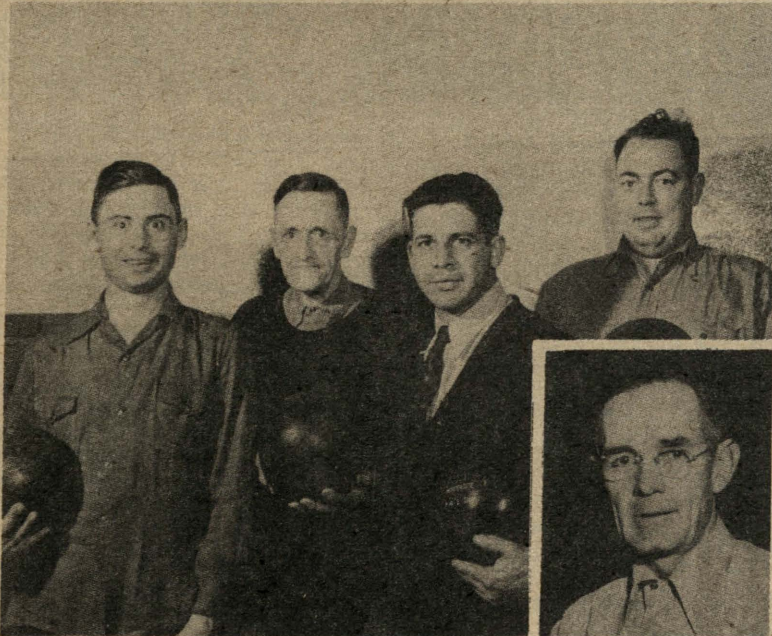
This is the quintet which came through with some tough bowling to ride into second place. They are the Welders, with a 2892 high team series to their credit. Brockel, center, holds a 583 in high individual series. The others are, left to right, Kinser, Veelman, Van Donsel and Turner.



Chippers No. 1 are third in league standing and hold two other honors—second place in high team series with a 2882, and second spot in high team game, 1016. Left to right, Miniutti, Friehseim, Jenkins, Patchin and Schoenbeck.



Champions of the Oregon Ship bowling league for the year are these Pre-erection maple-busters. With one more evening of play left in the season, they had won 59 games, lost 22, and chalked up a high team game score of 1035. Left to right, Bennett, Sabah, Stover, Little and Kaupilla.



Gun Shop pulled up from the bottom rungs of the league ladder into fourth place toward the end of the season by winning several fast-paced games. Left to right, Illingsworth, Raymond, Mowlds and Pomeroy. Inset is McKillip, not present when the team picture was taken.

## Pre-Erection Sure Of OSC Bowling Title; Welders 2nd

### OREGON SHIP LEAGUE

	W.	L.	Pct.
Pre-erection	59	22	.728
Welders	54	27	.667
Chippers No. 1	50	31	.617
Gun Shop	46	35	.568
Sub-assembly	42	39	.519
Shipfitters	40	41	.494
Chippers No. 2	23	58	.284
Gadget Shop	13	68	.161

(OREGON SHIP)—By taking two games Wednesday night, March 14, Pre-erection clinched the championship of Oregon Ship's 1944-1945 bowling season. One game was all the league leaders needed to secure their position as headpin of the team setup.

With only one more night of maple-scattering listed, Welders, who had given Pre-erection a close run in recent weeks, was certain of second place. Chippers No. 1 stood assured of third-prize money.

Gun Shop also was secure, holding fourth place, and the only possible change would be the Sub-assembly Shipfitter race, with Shipfitters trailing by two games. Firmly in the cellar by ten games is Gadget Shop.

A spectacular run of strikes broke the recent run of tough luck for Stover, Pre-erection, when he smashed a double turkey to score 234 in the last game. Only other man to top the 200 bogey was Turner, Welders, who marked 201.

Excitement was loudest and hottest around the alleys where Shipfitters and Chippers No. 2 were battling at hair-thin margins. Chippers took all three games, but with only a 13-pin margin in the first game, 10 pins in the second and 16 pins in the third. Scores:

Shipfitters	809	854	820—2483;
Chippers No. 2	822	864	836—2522;
Chippers No. 1	798	858	893—2549;
Sub-assembly	794	862	834—2490;
Welders	876	881	891—2648;
Gadget Shop	737	801	758—2346;
Pre-erection	906	861	938—2705;
Gun Shop	859	908	813—2580.

## TOWNLEY PINMEN LENGTHEN LEAD

(VANCOUVER)—Townleyites of Way 9 ran their lead over team No. 4 of Way 8 to six games as the season approached the last eight nights of play.

With four of the five members of the team bowling over 500, Way 9 took the Supers for three games, sinking them to bottom position. Handicapped by illness and other factors, the Supers have slipped from third place in mid-season to their present spot.

The Specialists, aided by new blood, set out to go places and defeated Way 8, captained by Lyle Duncan, two games of three despite the fine scoring of Oscar Brennd, who led his team with a scratch 578, followed by Duncan's 549. John Horn's Painters made themselves secure in fourth position by whitewashing Waddington's Layouts.

League oddities: The Specialists, in bottom place most of the season, have the lowest handicap of all teams, a bare 97 for 5 men; Way 8, at the top of the league during the first half of the season, has the two highest-average and two lowest-average bowlers in the league; with one night excepted, No. 3 team has played throughout the season without substitution. Team standings:

	W.	L.	Pct.
Townleyites	49	23	.680
Duncanites	43	29	.598
Layouts	34	38	.472
Painters	32	40	.444
Specialists	30	42	.416
Supers	28	44	.390

### SOFTBALL MEETINGS

(OREGON SHIP)—Workers who wish to play softball during the coming season are invited to attend meetings on the work day of Monday, March 26, in the OSC First Aid building. Plans for organized softball leagues will be discussed. The meetings will be held during the lunch periods on day and swing shifts, and Tuesday lunch for graveyard.

**Threat** Most feared member of Trial Crew's bowling team in Swan Island's 16-team league is Wayne Thompson, who holds a 157 average.

## PAINTERS-DOCK 5 RECAPTURES LEAD IN SWAN'S LEAGUE

### SWAN 16-TEAM LEAGUE

	W.	L.	Pct.
Painters-Dock	49	26	.653
Sheet Metal	48	27	.640
Pipefitters	45	30	.600
Welders-Dock	44	31	.587
Plate Shop	42	33	.560
Chippers-Dock	41	34	.547
Main Machine Shop	40	35	.533
Clerical	38	37	.507
Trial Crew	38	37	.507
Painters-Yard	37	38	.493
Electricians	37	28	.493
Outfitting	35	40	.467
Welders-General	32	43	.427
Shipfitters	27	48	.360
Welders-Ways	26	49	.347
Machinists-Dock	21	54	.280

(SWAN ISLAND)—Three weeks ago, Sheet Metal keglers held the lead in Swan Island's 16-team bowling league; two weeks ago they were tied with Painters-Dock. After last week's play, which saw the Painters taking a two of three decision from the Pipefitters while the Sheet Metalmen were losing two to Main Machine Shop, standings show the Painters-Dock in top position again by a one-game margin.

Welders-Dock retained fourth place and gained a full game on the Pipefitters with a two-game win from Electricians. Plate Shop won two from Welders-General and a triple win over Welders-Ways put the Chippers in undisputed possession of sixth place.

Trial Crew jumped to a tie for eighth with Clerical by winning all three from the latter. Shipfitters' two-game win over Painters-Yard moved the former to 14th. Outfitting scored another three-ply win—their 15th win in their last 18 games—over last-place Machinist-Dock.

Two Welders-General bowlers won individual honors. L. Larson had high single game with 204, while H. Cypcar topped 554 pins for high series. Close behind Cypcar were W. Thompson, Trial Crew, 553, and Jack Workman, Pipefitters, 546. Workman had a 201 single game as did R. Hopkins, Painters-Yard captain. Team honors went to Painters-Yard with a 1025 single game and Trial Crew with a 2743 series.

### TANKER LEAGUE

	W.	L.	Pct.
Burners	19	11	.633
Erection-Sharks	18	12	.600
Erection-Scorpion	14	16	.467
Engineers	14	16	.467
Tank Test	14	16	.467
Chippers	11	19	.367

Burners kept their one-game lead atop Swan Island's Tanker bowling league despite their second consecutive series loss. The last-place Chippers did it to them this time, hanging up a two-for-three win. Second-place "Sharks" lost their chance for top spot when they dropped two to Tank Test despite some outstanding scores turned in by Lamb and Freerksen. Erection-Scorpions moved from fifth place to a three-way tie for third by scoring the only three-ply win, over Engineers.

A 1026 game gave the Chippers high singles while Erection-Sharks' 2849 series was tops in that department. Lamb, Sharks, turned in high individual game, 224, while teammate Freerksen rolled 590 for high series, including 201 and 209 single games. Lamb posted a 587 series. Other top scores were rolled by Oberst, Tank Test, 221 and 556; Workman, Scorpions, 210 and 552; Owens, Chippers, 552; Fraser, Scorpions, 548 and Durdal, Sharks, 202. Wigersma, Engineers, rolled three games of 155.



## Scorpions Finish Atop Casaba Loop

### FINAL STANDINGS SWAN DEPARTMENTAL BASKETBALL

	W.	L.	Pct.
Scorpions	10	2	.833
Globetrotters	8	4	.666
Crane Operators	4	8	.333
Pipe Shop	1	11	.083

(SWAN ISLAND)—Swan Island's departmental basketball league came to an official close at the gymnasium last week when the second-place Globetrotters failed to put in an appearance for their scheduled game with the Crane Operators, thereby giving the Scorpions the championship by a full two games.

Quintel Cooper, Globetrotter, won individual scoring honors for the season with 98 points in nine games on 47 field goals and four free throws. Teammate Harold Gabert counted 89 in eight games. Three other Globetrotters finished among the first ten in the scoring column.

Best per-game average was turned in by Leonard Moore, Scorpion captain, who finished in third place with 89 points scored in five games which gave him a 17-point plus average. Bob Willis, Pipe Shop, led in points scored from the foul-line with 12 to his credit.

"Bad-boy" of the league was Scorpion Hal Eason with 17 personal fouls against him.

### VOLLEYBALL POPULAR

(OREGON SHIP)—Increasing crowds at the volleyball games played four nights a week at the OSC barracks gymnasium show that with the approaching close of bowling season the net game is due for considerable attention.

Play begins at 5:30 o'clock every night from Monday through Thursday. Slated next week are the following games: Monday, Progress vs. I.B.M.; Tuesday, Timekeeping-Bond vs. Payroll Accounting; Wednesday, Cost vs. Hull Engineering; Thursday, Office Engineers vs. Transportation.





# A CHICKEN IN EVERY POT

## You Too, Can Raise Livestock In Your Backyard

**Red points are no problem to workers who raise their own rabbits and chickens**

**W**AR workers desiring to stretch red ration points and make the most of their pay checks are finding that the backyard livestock production line is the answer. The wartime raising of chickens, rabbits or pigeons is more than a selfish gesture. It is a patriotic one.

The more meat produced in backyard hen houses, hutches and lofts the more meat available for civilians facing a real summer shortage because of increased military needs.

The Pacific coast chicken shortage is so acute that only last week WFA informed hospitals they would give them a priority rating for 10 ounces of stewing or roasting chicken a patient a week.

### HOW TO HOUSE

If you live within the Portland city limits you should obtain an application blank from the sanitary division, 304 City Hall, for a permit to raise chickens in your backyard. It requires the signature of two-thirds of the neighbors living within 200 feet of your home.

Locate the poultry house far away from dwellings so the chickens won't become a nuisance. Also locate it on well drained or sloping ground. In planning the poultry house be sure there will be plenty of ventilation afforded. An open front type house with glass windows or cello-glass frames for winter protection should have no ventilation problem.

### HOW BIG?

The number and breed of birds will determine the size of the house. For strictly laying types such as the White and Brown Leghorns, Anconas or Minorcas—three square feet of floor space is sufficient. For the heavier, dual purpose breeds, recommended for the backyard enterprise, four square feet of floor space is needed. Recommended heavy breed varieties are the New Hampshire, Rhode Island Red, Barred Plymouth Rock and the White Rock. Persons interested primarily in a good supply of meat might desire to raise the Black and White varieties of the Jersey Giant or the Brahma.

Both Oregon State and Washington State college extension services have bulletins giving plans for backyard hen houses.

### GETTING STARTED

Here are the ways you can start producing your own fresh eggs and eating chickens:

**Nature's Own Method**—In many cases, the good old setting hen is the most practical, especially if you don't need more than 20 or so chicks. After obtaining a good, broody hen, dust her thoroughly with lice powder or sodium flouride, and then place her in a straw filled

apple box with her 15 or 18 eggs, depending on her size.

**Day Old Chicks**—Most backyard poultry producers will find it most practical to order day-old straight-run chicks. The pullets can be kept for laying while the cockerels will furnish the broilers and fryers.

Before ordering chicks make sure you have proper brooder facilities and equipment such as mash trays for the first two weeks, mash hoppers and drinking vessels. Don't forget to get a supply of litter such as cedar shavings, peat moss or straw. Although peat moss has the highest absorbative power and decomposes rapidly when placed on the soil, shavings are the most economical at the present time.

Here is a summary of the Oregon State college chick feeding schedule:

**Twenty-four to 48 Hours Old**—Feed no grain, but keep starting mash before chicks. One 6-inch-by-4-foot tray for each 100 chicks. Be sure they have clean fresh water at all times. Cover litter under cover with egg flats for the first three days.

**Second and third week feed** scratch from separate hoppers. Change gradually from starting to larger feed hoppers. If weather permits, allow birds to run outdoors, preferably on wire run. Start feeding chick size grit. Give chicks green feed twice daily. Clean out wet litter. Gradually reduce brooder temperature at start of second week.

**Fourth to Eighth Week**—Continue keeping grain and starting mash before birds at all times. Gradually change to coarser scratch. Use 4-inch high, 4-inch wide by 6-foot long mash hoppers with reel on top. Start changing to coarser grit. If possible, separate cockerels and get pullets on roost by the fifth week. Reduce brooder heat. Continue feeding greens.

**Ninth week through laying age**—Continue feeding grain in hopper at all times. Change to hen size scratch and developing mash. If you have the land, place pullets on range. Feed grit and shell in compartment of hopper.

### FEEDING

Hand feed scratch grain morning and night in the litter. Keep mash before the hens or pullets in hoppers at all times. A seven-foot hopper, with a wooden reel to keep birds from scratching out the mash, is recommended for a floor of 25 hens or less. There should be two six-inch compartments in the hopper for oyster shell and grit. This way the birds can eat them at will.

It is important that chickens always have a sufficient supply of water. Most feed or hardware stores carry metal and crock founts. If these are not available an ordinary bucket can be used by building a slat platform one-half the height of

Chinchilla, Flemish Giant and Champagne D'Argent.

There is a big demand for all types of meat rabbits at present, so availability often controls selection of breeding stock.

Since rabbits are always confined, housing and feeding are two of the most important factors leading to success.

It is important that hutches protect rabbits from extreme cold, heat and rain and are so constructed that the animals can be cared for with a minimum amount of trouble. Where space is not a problem, single-tier hutches are most desirable. They have the advantage of being portable and may be moved under trees for shade or near buildings for protection.

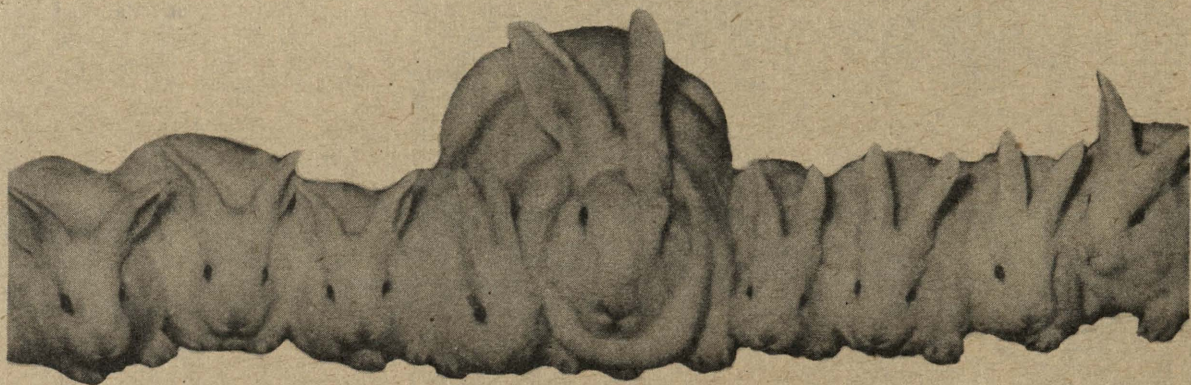
The two compartment hutch re-

to feed small quantities of green feed in addition to the regular ration for a few days before and after the young are born. Do not disturb the doe during kindling, which usually occurs at night.

### FEEDING

Since rabbits readily consume a large variety of plant foods, the type of rations given them in any specific locality depends largely on availability and cost. For city dwellers it is practical to feed complete rations in pellet form according to directions of the manufacturer. A good leafy legume hay should be fed with most of these rations.

Keep an ample supply of fresh clean water in the hutch along with a cake of rock salt. Table scraps other than greasy foods or meat, vegetable trimming and grass clip-



**Red Stamp Savers** Here is a typical New Zealand White doe and her eight bunny litter. They are a month old and in another month will be ready for the frying pan, the storage locker or market.

the container and cutting a whole in it so the bucket can be set in the center.

If you are not able to have someone take care of the flock on a regular schedule it is wise to keep grain before the birds in hoppers. This leaves it up to the birds to make their own selection and reduces the responsibility of the flock owner to a minimum.

### Rabbits

Rabbit raising is a practical backyard enterprise that can furnish pounds of supplementary meat for war workers willing to give them the care and feed required.

A four-hutch rabbitry composed of a buck and three does will produce more than enough meat for the average family since a well cared for doe should produce three or four litters a year. With each litter averaging from six to eight rabbits it is possible to raise from 50 to 100 fryer rabbits in this size setup.

Many of the same fundamentals of good poultry husbandry apply to rabbit raising. Be sure you select a reliable breeder for foundation stock. Because pelts from white rabbits usually rate a slightly higher market price, the White New Zealand is a favorite breed of backyard producers. Other meat and fur rabbits are the New Zealand Red, the

commended by Oregon State college is 4 feet long, 2½ feet wide and 2 feet high. Full details for its construction are contained in Oregon State college experiment station circular No. 155. It has slat floors which are preferred by many over galvanized hardware cloth floors.

### BREEDING FACTS

Rapid maturing breeds of rabbits may be mated when they are 6 or 7 months old, while the larger slow maturing breeds are not usually mated until 8 to 10 months. It is always best to take the doe to the buck's hutch for service. Mating should take place at once and then the doe should be returned to her own hutch. One buck should be kept for every 10 does.

To make sure the doe has conceived, test matings should be made 5 days after the first mating, and occasionally at 18 days. When the doe avoids the buck and refuses to mate, it is a good sign that conception has occurred and the doe can be expected to bear young about 31 days after date of mating.

Place a nest box in the doe's hutch seven days before she is expected to kindle. It should be filled with clean straw which the doe will arrange and cover with fur from her sides. It is good practice

pings may be fed as a supplement to the grain ration.

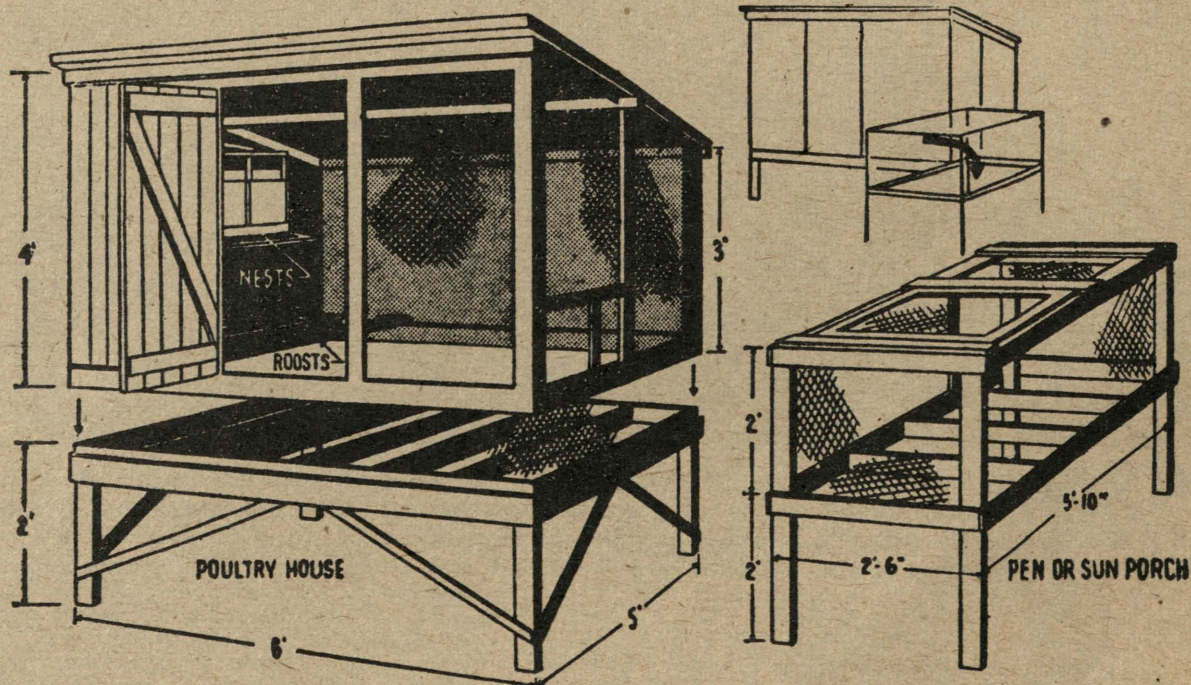
Use of self-feeders which hold several days' or weeks' supply of food are recommended for the raiser who can't keep a regular feeding schedule.

## Kaiser Organizes Engineering Firm

A group of some of America's most prominent engineers who have been associated with Henry J. Kaiser for many years have organized as a permanent group to be known as Kaiser Engineers, with headquarters in Oakland.

In announcing the formation of the association, Kaiser, who was named president, said the members will adhere to the Kaiser policy to undertake engineering work in any part of the world.

Among the 200 members of Kaiser Engineers are many men who were employed on such projects as Boulder, Grand Coulee and Bonneville dams; Delaware Aqueduct; Kaiser steel plant at Fontana, Calif., the world's largest cement plant owned by the Permanente Metals Corporation and the Kaiser shipyards in Oregon and California.



Here is a 10-hen capacity house, and wire-run, as designed by the University of California extension service for the backyard poultry raiser.





**Dance Anniversary** Just one year after the first weekly dance held for OSC workers in the barracks gymnasium, Bob Bateman's orchestra marked its anniversary performance March 18, with an attendance exactly that of its first appearance—733 pleasure-bent workers, some of whom are shown above. Weekly Sunday night frolics will continue, Bateman said, augmented by the Saturday night dances that began recently.



**'Heave Ho' Boys** No Trojan horse would have been needed to get into Troy if the OSC shipwrights pictured above had been around in those ancient days. Their job is ramming wedges under Victory Ships on the ways at Oregon Ship. They handle their "battering rams" with the ease of billiard cues. Snapped during a rest period, are (left to right) front, H. A. Wilkes, F. A. Davis, Gerald Cole, F. Sharp; back, R. V. Lovell (left) and Joe Safranek.

## Swing Shift Children Get Personalized Center Care

(OREGON SHIP) — Children on the Child Service Center swing shift — 5 p. m. to 2 a. m. — do not lead as unnatural a life as many people believe, according to Muriel Paul, swing shift supervisor. "We are often asked how little children react to the idea of being awakened in the middle of every night, to be taken home," Miss Paul said. "Most of them take to it like ducks to water."

All the needs of childhood—play, sleep, fresh air and outdoor exercise—are given as careful consideration as among children of day shift parents, she declared. When the child of a swing shift worker is brought to the Center he immediately is taken outdoors for a play period lasting until supper time at 7 p. m.

### 'HOME' CARE GIVEN

"The going-to-bed time is made as much like that at home as possible," Miss Paul said. "Each child is tucked in with affectionate care, and if some little fellow is particularly lonely, he first is shown the lights in the yard 'where Mother works'."

All the children are awakened at 1:30 a. m. and care is taken by the

teachers to make the event an interesting time.

"Parents working swing shift feel there is a definite advantage to their shift for the children," Miss Paul declared. "Their children are not away from them for such long waking hours as the day children. Whereas day shift parents put their youngsters to bed soon after supper, swing parents have most of the day to be with their children."



**No Spinach** Sand and spinach are traditional partners but no spinach is connected with the "sand" lot crew, working in the steel and parts storage area east of the Assembly building. They are, left to right, kneeling, H. W. Teich, expeditor; P. G. Bastiras, expeditor; W. W. Osfield, expeditor; Lanetta John, checker; R. K. Yaun, expeditor; S. M. Pakulak, checker; H. S. Wiles, expeditor; Jim Harris, rigger; E. Weiss, expeditor; J. G. Morton, rigger; G. Olson, operator; F. J. Eich, expeditor, holding Sandra, the sand lot mascot. Standing, center row, E. F. Johnson, expeditor assistant; R. D. Holmes, tractor driver; A. S. Jackson, expeditor; Jean Mebus, expeditor; Jack Mebus, leadman; Gladys Wheeler, expeditor; P. E. Winter, expeditor. Back row, L. W. Veit, expeditor; Mark Diller, expeditor; Ray Traugbber, expeditor leadman; M. C. Davis, expeditor; B. F. Faust, expeditor; Grant M. Zeller, expeditor; Bill Agnew, expeditor leadman; Henry Gehring, expeditor.

# Drill Grinder Leads Suggestions Entries

(OREGON SHIP) — A small high-speed motor that turns at 20,000 revolutions per minute is the power plant of a machine that has won Edward G. Westerdahl, burner foreman, the \$100 war bond first prize in the March Suggestions contest. Westerdahl, whose name was among the winners announced this week by the Labor-Management committee, is a second time winner of the top award

## Victory Gardeners Allowed Gasoline

For those would-be Victory gardeners whose lack of space at home has forced them to seek a plot of ground some distance from home, the Oregon Ship and Swan Island Transportation departments have announced that gasoline will be made available for trips to and from the garden location.

A maximum of 20 gallons of gasoline will be issued for the six months period beginning March 26, the announcement stated. Employees having "B" or "C" rations issued by the Transportation department may obtain proper forms and information at the yard Transportation office. Employees holding "A" ration books only must apply at their local ration boards for the extra gasoline.

### CARD OF THANKS

To the Management of Oregon Shipbuilding Corporation: Your kindness and sympathy are more deeply appreciated than any word of thanks can ever express.—Mrs. Marie Marchmann, Arnold and Gaylord.

## BOSN'S WHISTLE

Published for the 28,500 employees of the Oregon Shipbuilding Corporation. Editor ..... LYLE DOWNING Associate Editor ..... ELSIE STOVER Secretary ..... KAY SCARBROUGH Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.

in four months. Also taking a \$100



E. H. LaVigne

war bond for his suggestion is Edward H. LaVigne, maintenance machinist leadman, who devised a paper shredder for the purpose of salvaging, while destroying, old blueprints.

Harold Jensen, electrician, was awarded a \$50 war bond for his device to keep rain and sleet off hot electric light bulbs in the whirley boom safety lights. Another \$50 war bond was given jointly to Artem Gauthier and George Davenport, machinists, who invented

a means for braking the Little Giant power hammer. A fore poppet wedge block won \$25 for Francis E. Mitchell, shipwright.

Westerdahl's device, a burning tip drill grinder, is a machine to grind all sizes of small wire gauge and burning tip drills, giving them the proper tip angle and clearance. Formerly, all small drills were ground by hand and the resultant uneven work was unsatisfactory. By this new machine, exact and proper adjustment is possible with wastage of tips from improper grinding reduced from 15 per day to two or three per week.

La Vigne's paper shredder now satisfactorily handles a job for which many solutions have been tried. At first, old blueprints were burned. Later an old hay chopper was used, but was unsatisfactory and a paper shredder was borrowed periodically from another yard. Approximately 15 tons of shredded paper is salvaged each month by use of the new machine.



Francis Mitchell

The red signal lights on whirleys formerly were mounted on upright rigid supports, but the light standard devised by Jensen now insulates the bulbs against shock, vibration and wind which broke the filaments. It also protects the bulb from weather exposure.

The only method for stopping the hammer head to allow work to be removed from the bed of the Little Giant power hammer, previous to the device suggested by Gauthier and Davenport, was to allow the hammer to slow down and keep starting it until such a time as the hammer stopped in the right position. The new brake, which works automatically, stops the hammer head at the top of its highest stroke.

The fore poppet wedge block designed by Mitchell holds the fore poppet off the ground while cedar crushing blocks are installed. Formerly, after a ship was launched and the fore poppet removed in the Outfitting basin, shipwrights had to use hydraulic jacks to raise the

structure for installing fresh blocks. By use of these wedge blocks the laborious jacking-up process has been eliminated.



John Van Winkle

like his namesake, Rip Van Winkle, who spent 20 years in the arms of Morpheus, according to Sleepy Hollow legend, John Van Winkle, OSC production laborer leadman, is planning to do some plain and fancy sleeping after the war.

"I don't think John Van Winkle I'll be able to beat the record of 'Rip,'" he declared as he watched a group of his workers tidying up the Outfitting Dock, "but I'm sure going to catch up on my sleep."

"About the time the war broke out, I was figuring on retiring. My home then was in Grand Island, Neb. But when the call came for war workers I hit out for Portland. I've been working at Oregon Ship for three years. I like it fine but I've bought a home here and as soon as the war ends I'm going in for the rest cure."

## HE TAUGHT SCHOOL



CURTIS CHRISTY

(OREGON SHIP)—From a little red school house on the wind-swept prairies of South Dakota to the OSC ways was the path which Curtis Christy, electrician and expeditor followed.

Back in the storied horse and buggy days, Christy was a country schoolmaster. He taught all eight grades in a small frame building when the wind howled throughout the winter months, and it was sometimes necessary for the children to dig their way through huge snow banks to leave the school.

"Many a famous man of today got his first knowledge of the 'three R's' in a little red schoolhouse such as I presided over," Christy declared. "The kids those days got their education the hard way. They didn't drive to school in comfortable buses or their own automobiles. The boys and girls I taught thought they were extremely lucky if they had a spavined horse to ride to school. Lots of kids walked as much as five miles."

Christy migrated to South Dakota from Terre Haute, Ind.

"I like it here in Oregon," he said. "But as soon as the war is over, I am going back to Indiana."

## Van Winkle, Like Rip, Plans Long Sleep

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structure for installing fresh blocks. By use of these wedge blocks the laborious jacking-up process has been eliminated.