

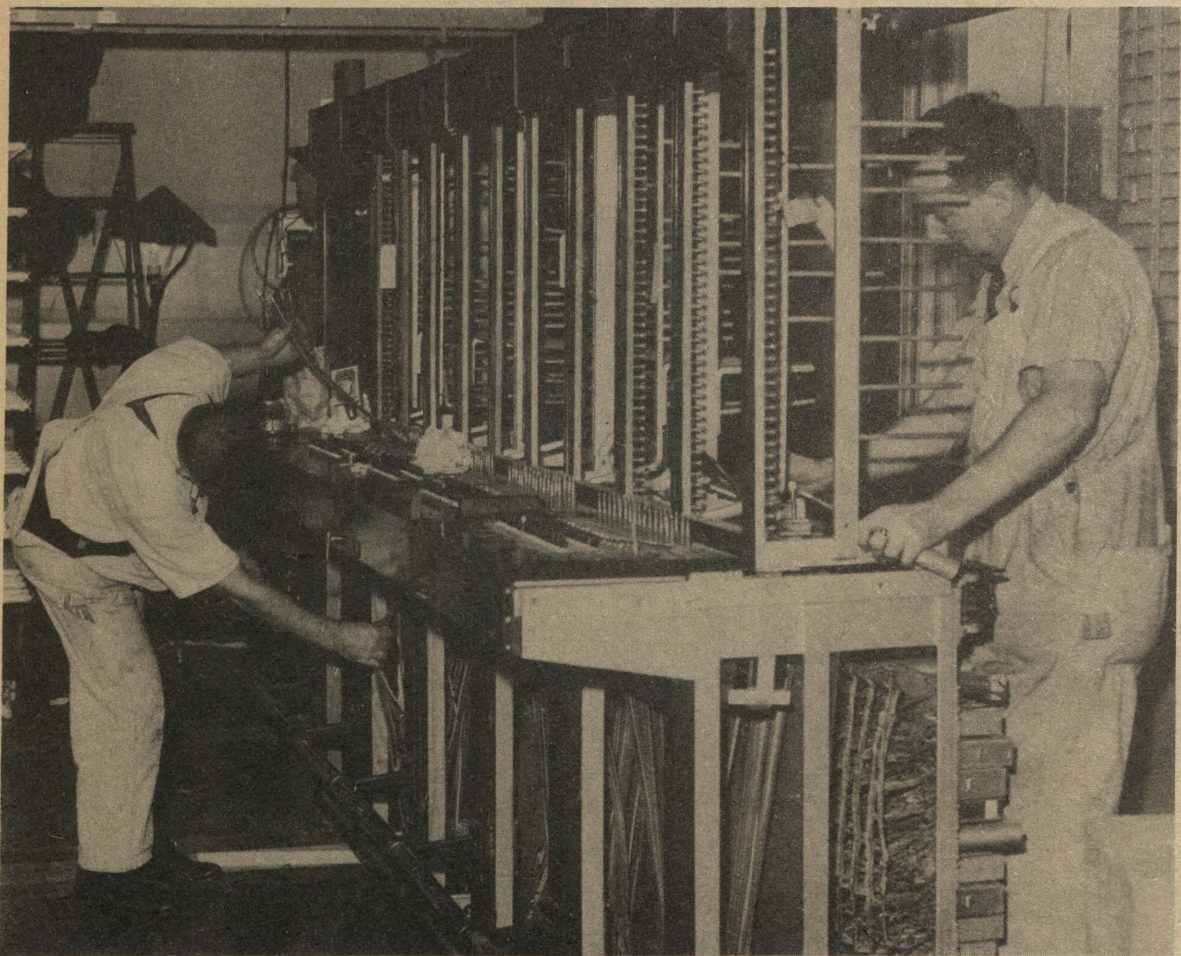
'30? Sure,
We Can Do 'Er!

10 SHIPS NOV. GOAL

Story, Page 4



Busy OSC Dock Here is a striking view of Oregon Ship's Outfitting dock looking towards the river through a tunnel of gantry crane legs. Berthed on the right are some of the 10 AP-5's scheduled for November delivery. The dock is the "hot spot" in the month's ambitious Attack-Transport undertaking.



Restore Phone Service Had Oregon Ship's vast telephone network been out of order long, Attack Transport production would have been hard hit. So phone crews "poured it on" and had the wires humming within a few hours after the fire. Working on the new switchboard hook-up are two brothers, Jonathan Steele, left, and Louis Steele. (Oregon Ship photo)



Flying Messengers With telephones disrupted and every messenger claiming to be "worn off to the knees," Gene Darr Currie, First Aid nurse, this week opened her school for message-toting seagulls. Mrs. Currie is shown above as she launches Henry on a test flight. Circling for a landing is Iodine, in training for the Outfitting dock and Plate shop runs. Clever fellows, these artists!

New Supply Problem Increases Ship Need

How long is it going to take to whip the Japs? On his recent visit to San Francisco, Rear Adm. Mark A. Mitscher made a point which sobered many Americans



So limited is the deck space on board a troop transport that only a portion of the troop complement can be allowed on deck at a time, yet within limited space everything possible is done to provide recreation and comfort for troops in transit and the ship's company. There is a library, soda fountain, movies, music and deck games. (Official U. S. Navy photo)

who were still celebrating the victory over the Jap fleet and MacArthur's landing on Leyte. Mitscher, who commanded U. S. carrier task forces in the battle of the Philippine sea, declared that although the American victory had shortened the way to Tokyo, it had lengthened the course which U. S. supplies and reinforcements must travel to reach the van of the battle.

Here's What Landing Takes

Did you ever wonder just how many supplies are needed to land an amphibious force of, say 250,000 men, on a South Pacific beachhead and maintain it there for 30 days? Navy and army officials have computed a list of materials, based on past experiences of American forces which must accompany an invasion of this scale.

MATERIAL	NO. OF TONS
Weapons, Ammunition.....	233,000
Combat vehicles.....	333,000
General purpose vehicles.....	530,000
Signal Equipment.....	51,000
Petroleum, oil and lubricants.....	120,000
Quartermaster supplies.....	101,000
Engineers.....	280,000
Chemical warfare.....	27,000
Medical corps.....	103,000
Air corps.....	50,000
TOTAL	1,889,000

And such landing would require, in shipping:
Five thousand separate beachings by assorted landing craft, many of which would come from Attack Transport-types of vessels.
Thirty-five Victory or Liberty ships.
Fifteen tankers, of the type built at Swan Island.
And there would still be the dozens of other bases established in the South Pacific to supply.
Quite a job!

MAY SLOW DOWN
The admiral contends that the Pacific war will slow down until we can provide the shipping to reach a new theatre hundreds of miles from our present bases.

"Americans have no idea of the effort consumed in getting food, ammunition and supplies to the islands of the Pacific," Mitscher is quoted as saying. "It means a lot more shipping than is available now. We'll just have to cut a couple of extra holes in our belt."

In an exhaustive appraisal of the Far Eastern military situation, the Office of War Information reproduces figures illustrating the problems of Pacific shipping.

DISTANCES LISTED
Here are the distances from our major Pacific centers to Manila, the present goal of MacArthur's farthest flung offensive:

Leyte and Davao islands, about 600 miles; Guam 1500; Tinian and Saipan 1300; Morotai 1000.

Few people are aware of the time it takes for ships to move from port to port in the South Pacific. In normal times a supply ship of average speed takes five months for a round-trip to China, Burma and Indian ports. And during war-time extra time is consumed in convoy travel or maneuvering to avoid submarines.

The OWI survey does not overestimate the Japanese. It reports the belief of U. S. chiefs of staff that the Japs are on the run.

But the information it presents brings home the magnitude of the job ahead in the Pacific. It demonstrates conclusively that of all the production efforts of the home front, none is more vital than ship-building of the type being done in Portland area shipyards.



Picnic Launching Here are the nine girls who were selected as beauty contests winners at the Kaiser-sponsored state picnics last summer, as they appeared Sunday at the launching of the U.S.S. Kershaw, OSC's twenty-sixth Attack Transport. Helen Molloy (center with champagne) was sponsor. The other girls attended her (left to right) Dorothy Glover, Melvann Gray, Aileen Stahl, Rita Rothenfluch, flower girl; Coral Steele, Marjorie Bacon, Vivian Brandon, and Marjorie Howarth.

Beauty Prize Winner Christens 26th AP-5

(OREGON SHIP)—Helen Molloy, who won the title of Miss Missouri at a beauty contest held last summer in conjunction with a Kaiser-sponsored state picnic in Pier Park, was sponsor of the U.S.S. Kershaw, Oregon Ship's 26th Attack Transport, when it was launched last Sunday. Miss Molloy was attended by eight other picnic beauty contest winners, including Melvann Gray, Miss Montana; Dorothy Glover, Miss South Dakota; Aileen Stahl, Miss Ohio; Coral Steele, Miss Wisconsin; Marjorie Bacon, Miss Nebraska; Vivian Brandon, Miss Kansas, and Marjorie Howarth, Miss Illinois.

Henry Kaiser Thanksgiving Message Told

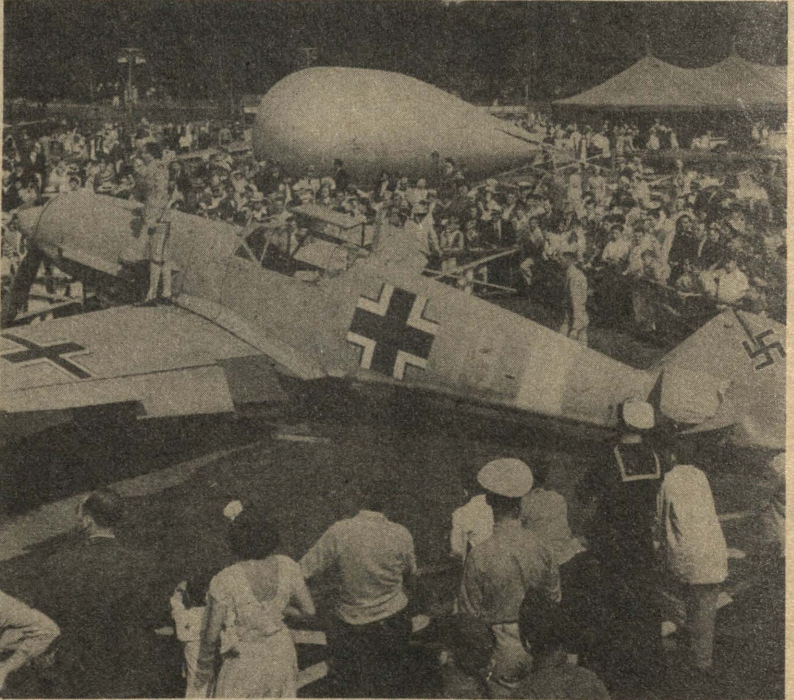
In a Thanksgiving day message to employees of his three Portland area shipyards Henry J. Kaiser, chief of all Kaiser enterprises in the United States, suggested that workers and management show "gratitude for the sacrifices which are being made for us" by filling "every moment of our day with renewed effort."

Text of the message, received by Hal Babbitt, public relations director, follows:
"There will be many sorrowing American homes on Thanksgiving day this year. How deep should be our gratitude for the sacrifices which are being made for us. The least we can do in return is to fill every moment of our day with devoted effort. I join with you in renewing our pledge to serve until this task is finished."

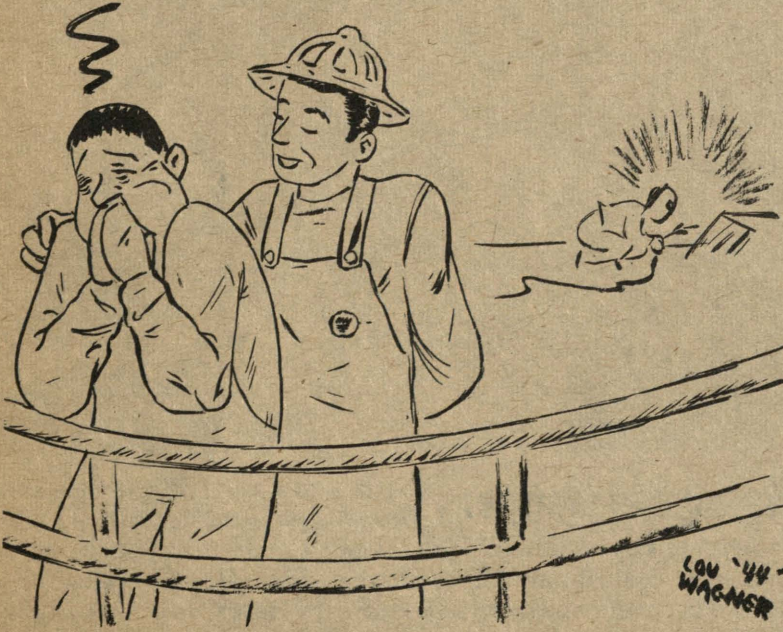
Captain Austin Utley, Guard chief at Swan Island, delivered the launching address and Roger Smith of OSC, Guard chief, was master of ceremonies. The Rev. Ross Knott, pastor of the Pioneer Methodist church of St. Johns, pronounced the invocation.

Special guests at the launching luncheon held at the Swan Island Sky Room were Miss Dorothea Lensch, Mrs. Helen Macdonald and C. P. Keyser of the Portland Park Bureau.

Oregon Ship's twenty-seventh Attack Transport, the U.S.S. Kingsbury, will be launched Thursday with Leonard G. Buckler, assistant general manager of Buckler-Chapman company, OSC sub-contractor, as principal speaker. Albert Bauer, assistant general manager of Oregon Ship, will be master of ceremonies. Mrs. Leonard G. Buckler will be sponsor.



To Show Enemy Planes One of the features of the "Shot From the Sky" exhibit, to be shown at the Portland Armory November 18-19, is this Nazi Messerschmitt bomber, which was captured intact in Italy. In the background is a captured barrage balloon. Members of the WAC will explain the displays, which include parts of enemy equipment shot down in every theatre of war.



"Ever work on a ship before, Bud?"



Challenged by Doubting Bill Driscoll, OSC burner foreman, Mrs. Mildred Tri, OSC welder previews her preparations for Thanksgiving dinner with vegetables and turkey borrowed in the dormitory kitchens, checks the time and prepares to take notes on her methods for cooking the traditionally festive meal though working seven days a week.

3 DAYS OF LOOKING But They'll Eat Turkey

How a woman working seven days a week can still prepare an old-fashioned Thanksgiving dinner with roast turkey and its fragrant trimmings was explained this week by Mrs. Mildred Tri, Oregon Ship welder. Mrs. Tri, whose farm-style cooking has for years gratified the appetites of five children and a husband, believes in loading her Thanksgiving table with every traditional delicacy.

"And I'm not going to change this year," she said. "Tradition about home and family gatherings are important in war-time. On Thanksgiving evening dinner will be on the table at 8 o'clock, with every dish on our usual menu included. And I'm not going to lay off a day to do it."

When the Tri family sits down to dinner next Thursday night, a large roast turkey with dressing will hold the spotlight. Around it will be grouped dishes of potatoes, both sweet and mashed, cranberries, cauliflower, celery, olives and pickles, mashed turnips and two pies—hot mince and pumpkin with whipped cream.

TIME-SAVERS EXPLAINED

Mrs. Tri and her husband Frank, an OSC welder, reach their two-acre place in Huber at 6:30. Hearing that she expects to prepare such a dinner in an hour and a half was too much for Bill Driscoll, OSC burner foreman and amateur cook. For the doubting Driscoll and for all shipyard women working seven days a week, Mrs. Tri explains her time-defying system.

"I'll begin on Monday evening with the marketing," she said. "On

Tuesday after the family's regular supper, I'll clean the turkey, prepare the dressing and stuff the trussed bird. Then I'll mix crust for two pies and place that in the refrigerator alongside old Gobbler."

"You can't roast a big turkey—the kind we like—in an hour," she continued, "so on Wednesday I start the roasting. During the hour and a half I leave the bird in the oven, I also bake the pumpkin pie. I fix the cranberry sauce and prepare all the vegetables except the potatoes. Vegetables keep crisp rolled in a clean damp dish-towel."

LAST NIGHT BUSY

On the final evening, Mrs. Tri said, she will cook the vegetables, mash the potatoes, fix gravy and finish roasting the turkey. She also bakes the mince pie with the turkey on the last night because "we like our mince pie good and warm."

Even a new bride could follow such a foolproof schedule, Mrs. Tri declared. "Best part of the three-evening cooking spree," she added, "is that after the family has smelled dinner cooking for three nights they are ravenous when it's finally time to eat."

Absent from the Tri household's Thanksgiving table this year will be two sons in the navy, one of whom is in the Philippines.

IBM Meets the Test; Pay Only 3 Days Late

(OREGON SHIP) — Pay checks were distributed here Monday, only three days late. Since the previous payday, the Administration building had burned, the I.B.M. equipment had been destroyed, and thousands of processed payroll records had become ashes. The weekly time clock admittance card system and an almost miraculous organization of a new I.B.M. department made the payday

possible. Although practically every payroll record and all equipment were destroyed on Monday, a new I.B.M. department was taking form on Tuesday, and on Wednesday was going full speed ahead.

Before fire equipment had left the smoldering ashes, Administrative Assistant Glenn Rogers, who has charge of the I.B.M. systems for the three Kaiser yards here, was organizing an emergency setup. With Neil Cartwright, Oregon Ship's I.B.M. Supervisor, Rogers built a hard hitting emergency squad. John Carter, branch manager for I.B.M. corporation, joined them and the full resources of the business machine corporation were brought into action. From the U. S. Maritime Commission, T. A. Hellenthal, assistant regional construction accountant, and C. L. Minahan, resident auditor, joined the group with their staff members. Plans were made and put into action within a few hours, using the weekly clock card and other records maintained in the area check stations to provide the basic information required in the reconstruction of the payroll.

SAVE RECORDS

Through the quick thinking of Richard Field and Larue Todd, I.B.M. graveyard supervisors, some of the employee earnings and tax collection records for the year were salvaged during the fire. The Time department under C. R. Stanley and Paymaster Roy Kendlers' employees carried a large part of the load in preparing the coming payroll for which so little data was saved.

Through the combined efforts of the Commission, I. B. M. Corporation and the Kaiser organization, priorities were hastily cleared, distant companies contacted, air and fast motor transportation obtained, and emergency business equipment began to speed toward the scene of the fire.

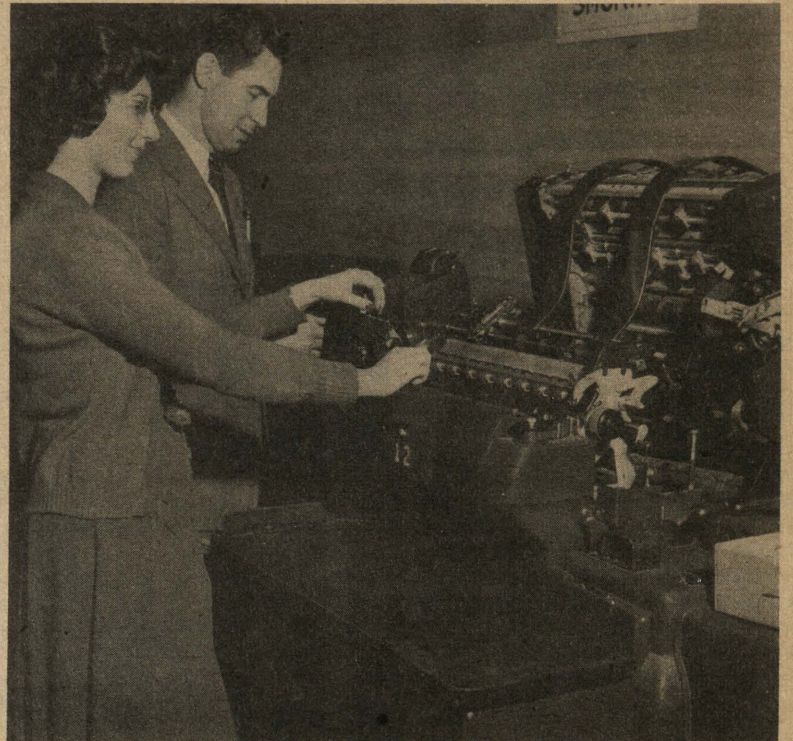
Roaring through Sacramento valley at top speed, a truck piled high with precious I. B. M. equipment came through from the Kaiser Richmond yards in 18 driving hours with a motorcycle escort all the way. Equipment was also rushed from the Vancouver yard, Swan Island and Lockheed aircraft. Plugboards, wires and miscellaneous accessories were air expressed from the east. The gymnasium at Oregon Ship became a beehive of activity. Electricians, carpenters, and telephone people changed the sports emporium to a workable office overnight.

TIME CLOCKS HELP

"The weekly time clock admittance card system saved the day as far as paychecks are concerned," Rogers smiled wearily Saturday morning after an almost sleepless week. "The weekly cards in the field were not destroyed, of course. They enabled us to present substantial satisfactory evidence of attendance and time worked."

"I cannot speak too highly of the splendid cooperation we received from the Maritime Commission, the I. B. M. Corporation, the other yards, airlines, trucking facilities, other agencies, and other OSC departments that enabled us to do the job."

Commenting on the achievement, J. F. Reis, administrative manager for Kaiser yards in this area, said: "It is one of the finest examples of cooperation and emergency organization I have ever seen. The management wishes to express its appreciation of the hard work given by many employees from the I. B. M., Time, Paymaster, Electrical, Carpenter and other departments as well as to U. S. Maritime Commission, I. B. M. corporation, and telephone company employees."



Neil Cartwright, left, Oregon Ship I.B.M. supervisor, and Marietta Bunzel, one of his employees, put a preliminary test on one of the 44 pieces of I.B.M. equipment loaned to OSC by Vancouver. It was the cooperation of the two other Kaiser Yards that enabled Oregon Ship employees to get their checks only three days behind schedule.

Rushes IBM Equipment 700 Miles in 18 Hours

A modern Paul Revere who covered 700 miles from Richmond, Calif., to Oregon Ship in 18 hours in a 15-ton truck carrying desperately needed IBM equipment was lauded this week by OSC officials.

He is Marion Mekkers, driver for Mitchell Brothers Trucking company. A few hours after fire swept the OSC Administration building, Mekkers rolled out of Kaiser's Richmond No. 2 yard with a police escort.

"It was a tough grind," Mekkers declared as he climbed down from the wheel of his truck in front of the OSC gymnasium where the IBM department now is quartered.

"I had the time of my life, though," he added. "With the police always in front of me to clear the traffic, I kept her wide open most of the time. That was one time when I didn't have to worry about speed cops."

"Wheeling a big truck up and down the coast on routine runs can



MARION MEKKERS

get pretty monotonous, but there wasn't a dull moment on this trip. That run will go down in trucking history as a record breaker and I am glad I was able to get those machines up here in time to do some good."

Bauer Expresses Thanks for Help After Fire Hits

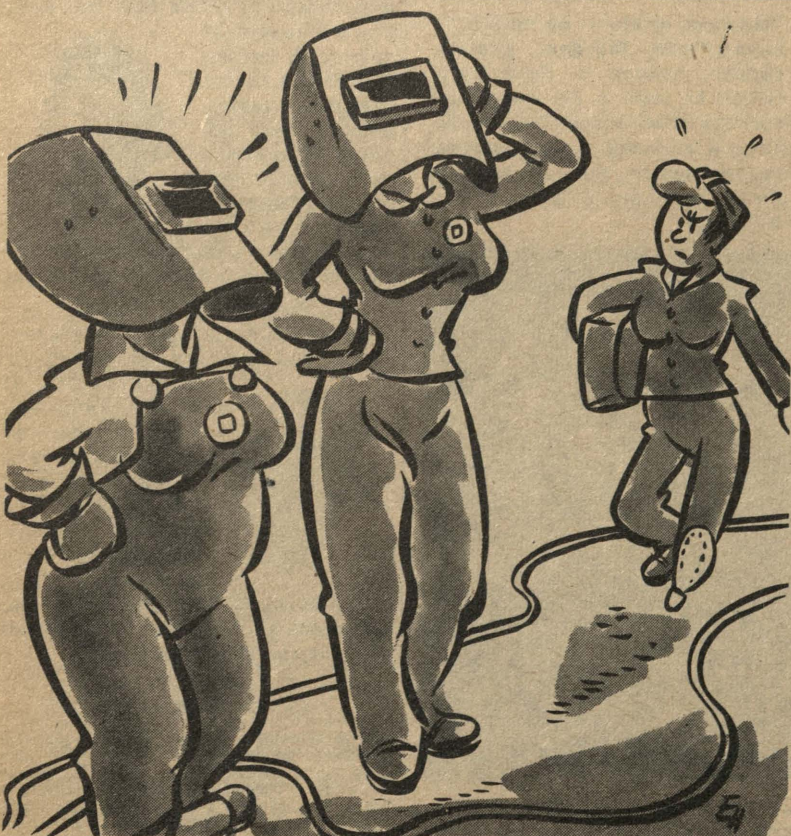
(OREGON SHIP)—Office and field personnel in all three Kaiser yards was lauded this week by Albert Bauer, assistant general manager at OSC, for the invaluable aid given Oregon Ship after the disastrous Administration building fire. Bauer stated: "Oregonship is known far and wide as 'a yard of

champs.' The spirit of friendly cooperation and sincerity of purpose which has justified this champ title was forcibly demonstrated during last week's disastrous Administration building fire. The spontaneous assistance given voluntarily both by office and field personnel is deeply appreciated by all concerned with yard management."

"We wish it were possible to personally thank all employees for their loyal support and for the cheerfulness in which everyone has accepted the many personal inconven-

iences which have resulted from the fire. We are also grateful for the help given us by our sister yards of Vancouver and Swan Island as well as the local service departments who have worked around the clock to provide facilities necessary to carry on our administrative functions."

"In spite of the handicaps which will exist for the next two months we are confident that nothing will stand in the way of our main task—the delivering of ships on schedule."



"Here comes that awful Mrs. Twaddles—let's look snooty!"

New Goal at OSC: 10 During November

(OREGON SHIP)—Like the doughty Superman, Oregon Ship this week added to its already difficult Attack Transport production schedule with the announcement that ten AP-5's—not nine as was announced last week—will be delivered during November. "A lot of people thought our former schedule was licked when the Administration building burned," declared F. A. "Al" Abraham, marine-outfitting superintendent. "But we've decided to show how much we can do when we really roll up our sleeves and go to it, in spite of difficulties."

Enormity of the task mapped out is shown in previous delivery schedules which allowed ships an ever-dwindling number of days in the Outfitting dock. The shortest time to date being 28 days. The tenth ship delivered in November will be allowed only 18 days for complete outfitting, a slash of 10 days from an already tight work program, Abraham said.

TOUGH JOB FORESEEN

Admitting that there will be difficulties, he added: "We were on schedule for the first time and with a halfway decent break in weather and materials we'll make it."

After receiving the nod on the ten-ship schedule, Mel Hord, electrical superintendent, conferred with his three Outfitting dock foremen, Harvey Bell, Paul Stern and Dan Ditzler.

"We're all set with material," the foremen announced. "We don't know exactly how we'll do it in manhours, but, if that's the schedule, we'll make it."

Admittedly pulling themselves up by their boot straps, other crafts began to spot-check with each other along the dock to prevent confusion and pile-up of jobs in any bottle-neck area.

Fred Teuscher, Buckler-Chapman company superintendent declared: "Our installation crews will keep pace with the other crafts. It's a tough slate, but we've never broken down yet."

STRIVE FOR PENNANT

Helping to speed the accelerated program were also a number of shipfitters and welders borrowed from ways crews.

Marked enthusiasm could be seen along the outfitting dock as workers received the announcement. Said Charlie Bedell, welder leadman, "By golly, we'll get the pennant back from Vancouver with this schedule if we have to burn every rod in the yard." Les Cartwright, assistant welding superintendent and three-shift welder coordinator added, "We've made up our minds—we're going to make it."

Oregon Ship Workers Sing With Apollo Club

(OREGON SHIP)—Four Oregon Ship workers will sing with the Apollo club choral society when it presents its fall concert Friday, December 8, at 8:30 p. m. They are, Russ Watson, maintenance electrician; Bob Dawson, Pipe department; Walt Ihl, material expeditor; Spike Hansen, accounting auditor.

The Apollo club, a Portland singing organization for the past 53 years, will feature Marie Rogndahl, soprano, during the concert to be held in the Masonic Temple Shrine auditorium.

Letter of Old Sale Rings Personal Note

(OREGON SHIP)—"Every body on the frontier knew Ben Miller's guns," said Emma Wheeler, OSC production laborer, after reading the "Old Sale" letter in last week's Bosn's Whistle. The Rev. Mr. Miller, she disclosed, was her grandfather. "He preached on Sundays and made guns the rest of the week," Mrs. Wheeler said. "In those days prayer and a good rifle sure went together."

Although the sale was held in Kentucky, her grandfather's gun shop was in Warsaw, Missouri, where she was born and raised. Mrs. Wheeler has been at Oregon Ship more than 18 months.

Shipfitter Lays Plans On Farm, War Bonds

(OREGON SHIP)—"A lot of people talk about breadlines after the war," says H. F. Wattles, Assembly shipfitter, "and I don't believe a word of it. But if times do get a little tough there will be no breadlines for me. I'll have strawberries and cream."



Wattles is an auto-mechanic by trade but believes in a good backlog of security. His small farm south of Gresham, Oregon, already is planted in strawberries "just in case." A backlog of bonds will take care of the rest, Wattles says.

1st Bond Buyer Gives New Authorization

(OREGON SHIP)—First bond buyer on November 1, and first OSC worker to fill out a new authorization card when



his old card burned in the Administration building fire, is Lee Worley, shipwright department foreman. Worley, with a \$37.50 bond deduction every week, hastened to fill out the new card required by the Bond department by every employee before bonds can again be deducted from an employee's paycheck on the payroll savings plan.

Burned-Out Departments Reorganized 'On Double'

(OREGON SHIP)—Dramatic and human incidents that highlighted Administration office re-organization were coming to light this week as department and personnel were discovered in out-of-the-way corners making shift with borrowed or ill-assorted equipment.

Packing cases served for seats and Laura Adams, office clerk, even contemplated moving her work into a tent erected over telephone company material. L. R. Owre, Stationery department head, faced a land-office business equipped with less than 25 per cent of his normally stocked items. "At that, we are lucky," he said. "We might not have had this supply overflow stocked in the Service building." He said he was considering the issue of ration stamps and priority ratings.

Important help was given to department heads from a labor pool set up by Harry Steele, Administration chief clerk. Collecting more than 100 "homeless" girls, Steele offered qualified office help who were soon dubbed "Steele's orphans."



Betty Eivers, public relations secretary, assumes classic pose for taking dictation in marked contrast to her unorthodox seat. Chairs were at a premium in crowded office. (Oregon Ship photos.)

ENGINEERS CROWDED

Title of "most crowded department" was awarded the marine engineers whose main office had occupied a large space on the second floor of the destroyed building. The entire staff of more than 50 workers moved into the small Service building office where about 5 draftsmen previously worked.

"We're so crowded," said Marine Engineer R. C. Young, "that we expect any minute to be writing on each other's shirt cuffs instead of the drafting boards."

Department most bereft of furniture appeared to be that of the photographers who were allotted an eight-foot length of hall as their new bailiwick. Without chairs,



Sam Platt, left, and Velma Lawrence, stationery clerks try to answer rush demands for their limited reserve stock. "Good thing none of us are wide in the beam," commented young Platt as messengers scurried through two-foot aisles.



A few of the more than 100 girls, known as "Harry Steele's Orphans," collected for a labor pool, are shown above ready for their roles as circulating secretaries to aid administrative reorganization. Steele, center, is surrounded by a bevy of his lively helpers.

HE'S 'FIGURE' EXPERT



(OREGON SHIP)—Ralph Miller, senior supervising clerk in the OSC Accounting department, heaved a big sigh of relief last Wednesday when one of the vaults in the Administration building ruins was opened and his records were intact.

Miller came to Oregon Ship in March, 1943 from Swan Island, where he worked in the Progress department. Prior to that he was attached to the Klamath Falls office of the U. S. Employment Service.

After he was graduated from the University of Oregon, he spent one year in postgraduate work at New York University.

INQUIRING REPORTER

Winning his fourth term will give Roosevelt 16 years in the White House. This fact prompts the Inquiring Reporter to ask:

QUESTION:

"How long do you think one man should be President?"

W. G. Clark, paint foreman: "As long as a man is able to do the job, let him have it. say I. I don't believe there is any danger of a man's becoming dictator in this country. We have too many wide-awake people to watch the President's work. If he got out of line the people would refuse to vote for him again."



John Meskel, labor supervisor: "No matter how long a man is in office, if the people want him there, we have democracy. The election proved the people wanted Roosevelt again, and so I don't see any threat of foreign 'isms' in his re-election. The majority rule is what we've always worked on and the President the people want is O. K. with me."



Virginia Kluess, expeditor: "I wasn't old enough to vote this time, but like most young people I've thought a lot about who should be President and the arguments over the Fourth term. I feel this way about Roosevelt—if this term turns out all right, I'd vote for him again. Why not?"



S. J. Rhodes, Assembly welder: "I think we should have changed Presidents back in 1940. Two terms is plenty for any man to rule a country as big as this one. Of course we couldn't change when we got into a war, but I'm afraid that too many terms of rule by one party will make this a one-party country."



C. A. Dienslake, labor foreman. Assembly: "I disagree with that view. The American people are too smart to let one man get away with too much. We've uncovered swindles in the past and we always will. Our bicameral legislature keeps a tight check on the President, I've always found. We're Yankees, and that means we're too shrewd to be hoodwinked for long."



Marguerite Roberts, maintenance electrician: "I think that the prestige Roosevelt carried in foreign countries and his present foreign policies were too valuable to throw overboard in this election. The question about his fourth term wasn't important beside that. But we should be careful about becoming a one-party nation."



Don Spaulding, Assembly rigger: "I say that one term is enough for any President. If a man knows he is going in for one term only he isn't going to have to worry about his political angles—he can settle down to being a real statesman. We need statesmen, not political wingers for personal glory in the White House."



CARD OF THANKS

Joe Mlekush, welder leadman in the Fabrication shop at OSC, thanks Oregon Ship workers for their kindness after his stepson, Gordon R. (Sammy) Sampson, former OSC expeditor on the Outfitting dock, was accidentally killed at Camp Wolters, Texas. Sampson, who left OSC to join the army, was the victim of an accidental shooting at the Texas army post.

NOV. 17, 1944



Needle In Haystack Everett Browning (left), executive secretary to Al Bauer, OSC assistant general manager, and Dr. Forrest E. Rieke, yard medical director, are shown performing the tedious task of reclaiming personal belongings from the ruins of Oregon Ship Administration building destroyed by fire last week. Browning found a charred Bosn's Whistle file and Dr. Rieke located a note book he used in medical school.

Fire Spares Bonds, Most Drive Records

(OREGON SHIP)—Worried Oregon Ship workers were assured this week by bond department officials that virtually all bonds and previous records are intact. The only serious bond department loss in the Administration building fire, declared Ken Moyer, department head, was the total destruction of all authorization cards which each employe filled out at the beginning of his payroll bond deductions. "With the help of every worker, we will be able to pick up where we left off in a very few days," said Moyer. "New IBM authorization cards will be distributed Friday, November 17, to all employes. These smaller and more convenient cards will show the worker's regular weekly payroll bond deduction as it stood before the fire. As soon as these cards have been filled out completely and returned, bond records will exist exactly as they were on the morning of the fire, and Oregon Ship's bond drive will be able to roll again."

Moyer stressed that payroll-deduction bonds cannot be issued without the employe's authorization card. Each card must be filled out with the name of owner, co-owner or beneficiary and all other pertinent information. Meanwhile, two yard cash sales booths opened for business on Monday, November 13, with adequate facilities established to cash bond-purchasing employes' checks.

Cash sales booths will attempt to give 24-hour service, officials said, and will be open on all shifts. Cash booth No. 2 will be located on Way 5. Series E bonds from \$25 to \$1000 will be available and any cash sales will be credited to the purchaser's department, Moyer said.

66 BONDS AWARDED

Sixty-six \$50 war bonds—with a total maturity value of \$3,300—will be awarded to the lucky Oregon Ship bond buyers who have purchased one or more \$50 bonds during the 6th War Loan drive, officials announced. In addition, Portland's 11 large war industries again will participate in a drawing for an automobile. The car, a 1942 five-passenger Plymouth, has been donated to the War Finance division of the U. S. treasury by the Oregon Machinists' council. The Dodge sedan awarded at the close of the 5th War Loan drive last summer was won by an OSC welder leadman, W. L. Spence.

The new Plymouth will be given in the same manner, officials said. With each cash purchase of a \$50 bond a ticket will be given to the buyer to be deposited in the barrel at the bond booth. "Buyers of \$25 bonds will receive a coupon, two of which may be exchanged for one ticket. Payroll deduction purchasers will receive their tickets with their bonds through the mail."

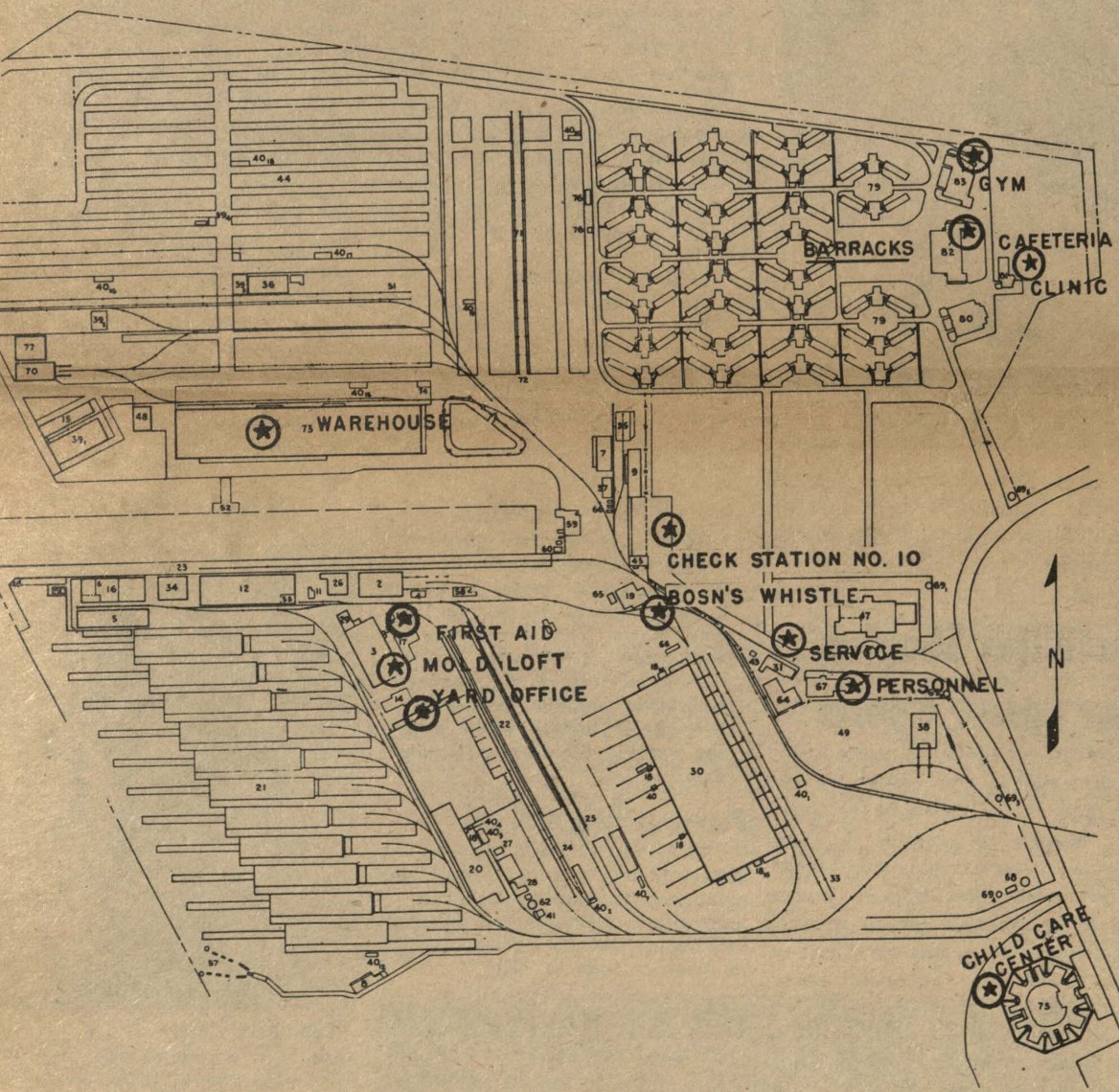
5 WEEKS FOR PAYROLL WORK

"It is anticipated," Moyer said, "that the first payroll deduction that can be made after employes have returned their new IBM authorization cards will be from the payroll of the week ending November 26."

"This will leave us only five weeks in the 6th War Loan Drive for payroll deductions," he said, "and we're going to have to work hard to meet our quota of \$3,350,000." Statements of co-operation from many departments gave officials confidence that OSC workers would respond better than ever."

Four Victory ship launchings will be sponsored by the departments which exceed their quotas by the greatest amount, officials added.

New Arrangement of Offices



(OREGON SHIP)—Administration building offices were settled in new quarters at week's end, with all administrative departments reporting a gradual "back to normal" tempo. Stars on the map shown above indicate the location of office staffs during reconstruction of the "Ad" building. Heaviest concentration is in the Personnel building where 11 office staffs have doubled up with regular Personnel departments. Seven new offices are quartered in the Service building and six in the Barracks gymnasium.

- Below are Departments and Location:
- Accounting, A. McGregor—Barracks Clinic.
 - Administration, A. Bauer—103-104 Personnel Bldg.
 - Cafeteria, J. H. Luihn—Barracks Cafeteria.
 - Chief Clerks, H. Steele—111 Service Bldg.
 - C M P Priorities—Warehouse, Receiving.
 - Cost, J. Lacey—Barracks Gym, Child Serv. Center.
 - Engineering Departments—
 - Office Eng., V. Palmer—203-204 Personnel.
 - Eng. Design, R. Cook, 207 First Aid Bldg.
 - Hull Eng., R. Nyborg—Yard Office.
 - Marine Eng., R. Boyd—101 Service Bldg.
 - Expediting Dept, Don Jaxheimer—209 Service Bldg.
 - C Reynolds—15, 16, 17, 18 Warehouse.
 - Housing, R. Collett—Personnel Bldg.
 - I. B. M., N. Cartwright—Barracks Gym.
 - Insur. & Safety, Todd Woodell—102 Personnel Bldg.
 - Invoice Audit, G. Chapin—Barracks Clinic.
 - Labor Distribution—Barracks Gym.
 - Legal Dept., G. Birnie—202 Personnel Bldg.
 - Master File—112 Personnel Bldg.
 - Med. Director, Dr. F. E. Rieke—First Aid Bldg.
 - Messenger Service—103 Service Bldg.
 - Payroll Dept., R. Kendler—Barracks Gym.
 - Progress Dept., R. P. Stice, 205, 219 Service Bldg.
 - Public Relations, H. Babbitt—Bosn's Whistle Office.
 - Purchasing, F. D. McClintock—210 Personnel.
 - J. Casada—Personnel Bldg., Auditorium.
 - Record Control—202 Service Bldg.
 - Reproduction Dept., F. Alexander—Mold Loft.
 - Stationery Dept., L. R. Owre—103 Service Bldg.
 - Switchboard—Personnel Bldg, Auditorium.
 - Timekeep., C. R. Stanley—Bks. Gym, Check Sta. 10.
 - USMC, Audit Sec., C. L. Minahan, Barracks Clinic.
 - Engineering, J. D. Shirley—201 Personnel Bldg.
 - Transportation—116 Personnel Bldg.
 - Vessels Delivery, D. Haines—6 Outfitting Bldg.
 - War Bond Accounting, P. Bliss—Barracks Gym.

Loss of 200 Fags Rough At Any Time

(OREGON SHIP)—Claiming that he "begrudged no man his cigarette," Bill Ireland, swing chipper, said he thought the fellow who borrowed a whole carton of top-grade cigarettes from his hip pocket was "carrying a good thing a little too far."

Ireland, a pipe-smoker, was bringing the carton to a friend when he paused to watch a group in the locker room. A few moments later his hip was lighter by some 200 smokes. "The fellow that borrowed 'em can't return 'em—a used cigarette is as much good as a used match—but I thought if he brought back the 200 butts I could fill my pipe a couple of times," Ireland commented.

40 Per Cent Increase For War Chest Noted

(OREGON SHIP)—United War Chest donors at OSC this year topped the yard's 1943 record by 40 per cent with contributions aggregating \$71,016.08, a chest statement issued this week disclosed. Ralph J. Reed, secretary of the United War Chest, in a letter to Albert Bauer, assistant general manager of OSC, stated:

"I want to thank you, those who had direct charge of the campaign in your organization, and every one of your employes who accepted a part in this great undertaking. By your work and gifts you will be parties to literally millions of acts of helpfulness and goodwill through each month of the coming year."

GO TO PROPER AGENCIES

"You may assure all of the members of your organization that their donations will go to the agencies they have indicated, and I am sure each of the organizations will sincerely appreciate the interest and support as recorded by your employes when making their contributions."

"The fact that more than 50 per cent of the money contributed was designated to one or more of the agencies listed was a bit unusual. I was not surprised to discover that each member agency in the Portland Community Chest and each of the foreign relief agencies listed came in for a share of the donations."

The donations of OSC workers who requested their contributions be turned over to specific agencies were disbursed as follows:

Local community chest agencies	\$10,449.85
War prisoners' aid	8,268.50
U. S. O.	8,164.99

George A. White Service	
Men's Center	4,246.25
Foreign relief appeals	2,620.75
United Seamen's Service	1,829.00
Port of Embarkation Men	615.00
Officers' club	182.00

Paid With 'Chicks' On County Paper

(OREGON SHIP)—"I took payment for my first subscriptions in a gunny sack-full of squash, four chickens and a turkey," says R. C. Young, marine engineer and former editor of a Gold Beach weekly newspaper. "I was happy to trade news for grub," Young said, "although we often had trouble with live groceries."

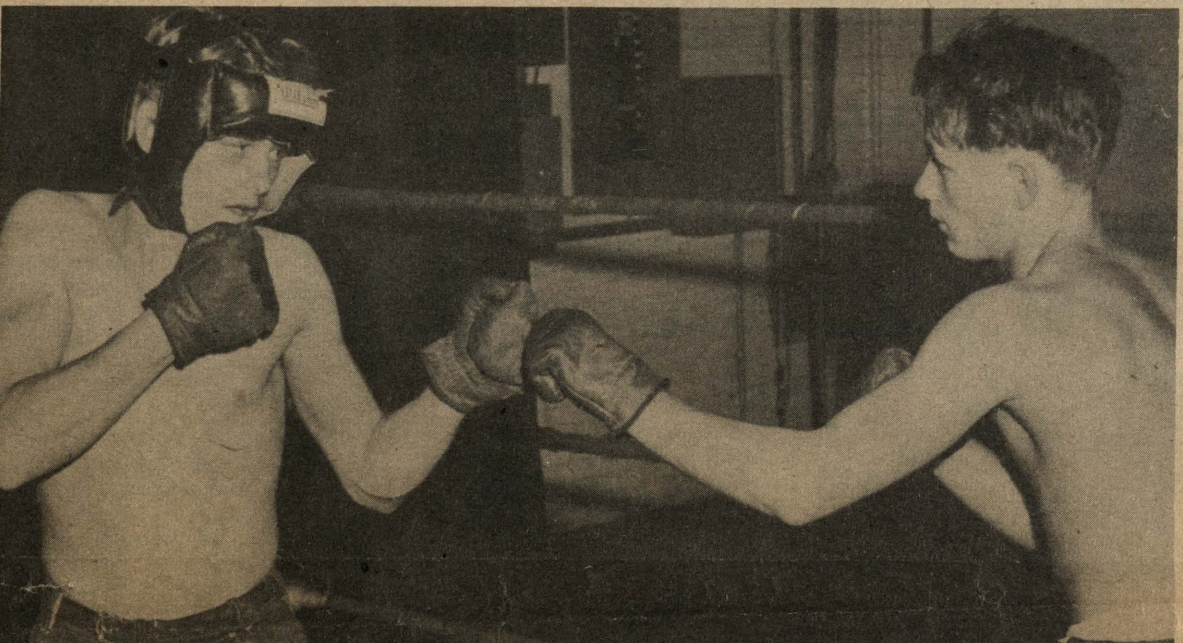


His first "payments" escaped in the print shop creating havoc among type cases. News was brisk, however, as Curry county, with a population of 3,500 had a high murder average.

Last year Young drove 25,000 miles to and from Oregon Ship.



Four of a Kind Out for blood are Chippers No. 1, stalled in second place in Oregon Ship's bowling league with a five-game margin to go before catching Pre-erection. Keglars shown above are, left to right, Miniutti, Schoenbeck, Patchin (league top man) and Carroll. Not present was Friesheim.



Slinging the Leather Squaring off for a crack at each other, Pete Long and Wayne Witchman prepare to wage in at the Thursday night boxing class at McLoughlin Heights Recreational center. Classes are held from 7 to 10 p. m. under expert supervision and experienced instructors. (Vancouver photo)



Bachelor Girls Tied for fourth place after four weeks of bowling at the Hawthorne alleys are these five Bachelor Girls. They are: Captain Florence Stevenson, Connie Herron, Libby Arndt, Veva Gay and Florence Twyman. (Swan Island photo)

Facilities Shaping For Lesser Sports

(OREGON SHIP) — Oregon Ship sports addicts who prefer the cue or table tennis paddle to the rigors of bowling are invited to form teams for regular play and tournament matches. Facilities are expected to be available for all workers desiring to join teams playing table tennis, billiards, checkers, chess, basketball and volleyball.

A bid for amateur theatricals is also listed, and any talent or aspiring actor is urged to enroll in a "Theatricals for Fun" group. All persons desiring to take part in any activity listed are invited to leave their names at the Bosn's Whistle office. Time and place as well as directors will be named later.

Painters-Dock 5 Takes Over Swan Big-16 Leadership

SWAN BOWLING LEAGUE			
	W.	L.	Pct.
Painters, Dock	20	7	.741
Sheet Metal	19	8	.704
Pipefitters	18	9	.666
Main Machine Shop	17	10	.629
Chippers, Dock	16	11	.592
Trial Crew	15	12	.555
Welders, Dock	15	12	.555
Painters, Yard	14	13	.518
Clerical	12	15	.444
Electricians	12	15	.444
Plate Shop	12	15	.444
Outfitting	11	16	.407
Machinists, Dock	10	17	.371
Welders, General	10	17	.371
Welders, Ways	10	17	.371
Shipfitters	5	22	.185

(SWAN ISLAND) — Painters-Dock of Swan's 16-team bowling league took the measure of Painters-Yard in last week's play at the Hi-way alleys to break away from a tie with Sheet Metal for the league lead. Sheet Metal lost two games to third-place Pipefitters. Three teams went home with goose eggs as the Chippers, Welders-Ways and Plate Shop blanked opponents.

Welders-Ways tied for 13th place, took team honors for the week with a 977 single game and 2766 series.

Lee Gorman, Main Machine Shop veteran, led individual bowlers with a new single game record of 245 pins. His 569 series was high for the week, but does not top Toby Mendelson's record of 595.

Other top scores included Danny Walters, Plate shop, 212 single, J. Owens, Chipper star, 203 single, and Frank Schmidling, Welders-Ways, 201 single and 565 series.

SWAN TANKER LEAGUE			
	W.	L.	Pct.
Erection, Scorpions	19	11	.633
Erection, Sharks	18	12	.600
Engineers	15	15	.500
Chippers	14	16	.467
Tank Test	13	17	.433
Burners	11	19	.367

Winning all three games from the last place Burners while Erection-Sharks were dropping one game, Erection-Scorpions went to the top in Swan Island's Tanker league by a one game margin last week. Erection-Sharks took team honors with an 836 single and 2398 series. Clark of the Chipper five rolled high single game, 211. Freerksen, Scorpion star, kept hitting the king-pin for a 547 series.

Gay Divorcees, Swan Island's women bowling league leader a week ago, lost two of three games

SPLIT JINX HITS TOP AVERAGE MEN IN OSC LEAGUE

ORE. SHIP BOWLING LEAGUE			
Team	W.	L.	Pct.
Pre-erection	23	4	.852
Chippers No. 1	18	9	.667
Gun Shop	17	10	.630
Welders	16	11	.593
Shipfitters	15	12	.556
Sub-assembly	14	13	.519
Gadget Shop	6	21	.222
Chippers No. 2	2	25	.074

(OREGON SHIP) — As pins rolled and crashed to wind up the 27th game of play Wednesday night, November 8, a check of season's scores show the eight teams have toppled a forest of about 108,106 pins with Pre-erection heading the list at 18,259.

King kegler for the night and only man to top 200 was Stover, Pre-erection, with a 203. Haunted by 7-10 splits were the league's top average holders—Patchin, Sabah and Heilman with none of the three topping Patchin's 166.

Welders dropped two games to Chippers No. 1, losing third place to Gun Shop, which picked up three games from the Shipfitters, still in fifth place. As Pre-erection garnered a five-game lead in the series, Gun Shop rolled a hot 977 to take second place in high team game. Other records went unchallenged. Scores:

Gun Shop, 850, 869, 939—2658; Shipfitters, 722, 714, 763—2199.
Sub-assembly, 645, 664, 625—1934; Gadget Shop, 530, 557, 528—1615.
Chippers No. 1, 913, 880, 833—2626; Welders, 879, 850, 860—2589.
Pre-erection, 853, 807, 860—2520; Chippers No. 2, 743, 727, 759—2229.

to the Gremlins last week at the Hawthorne bowling alleys to knot the league lead between the two teams. Trollers took two games from Scorpionettes to take undisputed possession of second place, while

SWAN WOMEN'S LEAGUE			
	W.	L.	Pct.
Gremlins	8	4	.666
Gay Divorcees	8	4	.666
Trollers	6	6	.500
Bachelor Girls	5	7	.417
Scorpionettes	5	7	.417
Welder Wildcats	4	8	.333

the last-place Welder-Wildcats swept all three from the Bachelor girls to climb within hailing distance of top place.

Thelma Cone, Welder-Wildcats, won individual honors with a 157 single and 437 series.

HERE IT COMES!

(OREGON SHIP) — Oregon Ship's top keglers will battle Swan Island's bowling aces Sunday at 9 p. m. on the Hi-way Alleys. Top five pinsters and second fives will topple the wood for yard honors. Vancouver league announces that its star bowlers will meet the winning teams at a future date.

Perfect Mark Set

(SWAN ISLAND) — Otto Chesler, graveyard electrician foreman, has completed 29 months at Swan Island without a blemish on a perfect attendance record. Chesler started at Swan in June of 1942.

ELECTION HALTS PINMEN

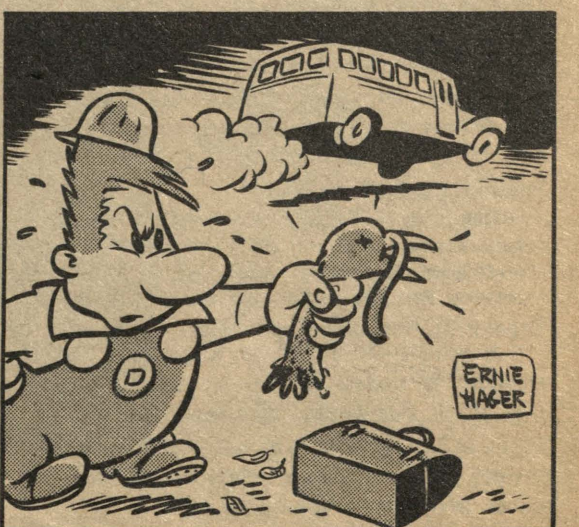
(VANCOUVER) — Due to the election, the Vanship Bowling league did not meet last Tuesday, Joe Vidoni, secretary, announced. Play was resumed this week. The Bartell's Bowling league has suspended play pending conclusion of the ten-hour day.

HUNT PRIZE



(VANCOUVER) — This is the head of a five-point elk weighing 600 pounds dressed, bagged recently by E. C. ("Cap") Davis, senior inspector on the Outfitting dock, in Pacific county, Washington. Others on the trip were T. A. ("Ace") Waldron and Ted Dewey of the Paint shop, Stan Bergmen and Ed Lewis of the Rigging department.

Stubby Bilgebottom



By Ernie Hager

Recruitment Quota Rises On War Shift

More than 50,000 people from the east have been sent to Swan Island, Oregon Ship and Vancouver shipyards by Kaiser company recruiters, 58 of whom are still in the field working through offices of the United States Employment service.

Considering the much greater number of workers who have come to this area "on their own" because of desire to participate in the record building war effort established by the three yards, it can be seen readily what a favorable impression these yards have made on the nation as a whole.

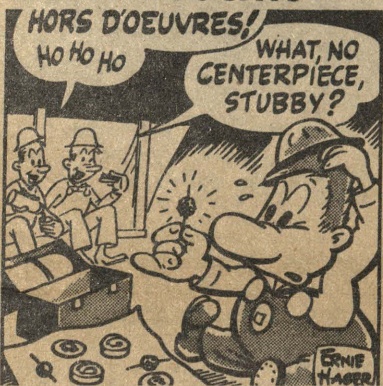
L. P. Randall, personnel manager for the three yards, states that in the month of October alone 5,504 workers were recruited for the West Coast. Of this number 3,132 came to Portland and Vancouver, the other 2,372 going to Richmond.

Both the AP-5's and the tankers are on the "must" program, Randall adds. For that reason Kaiser yards are permitted a No. 1 labor priority by the War Manpower commission.

This commission releases authority for Kaiser recruiters to enter certain regions and states to secure employees.

As emphasis swings to the Pacific theatre of war, more and more demands will be made of West Coast industries, especially the shipyards. Labor needs here are expected to be greater than any other spot in the United States.

OUR DOC SAYS--



"This shouldn't happen to a hound dawg, Mrs. Stubby! Next time put hot soup and real, thick sandwiches in that lunch bucket, Ma'am, and some fruit, too."

"This shipbuilding takes energy, especially in the winter, when extra body warmth has to come out of the lunch box."

"Give him three squares a day, M'am, and make 'em HOT."

OWI PROPHECIES HUGE U. S. FLEET IN POSTWAR ERA

WASHINGTON, D. C.—The United States will emerge from the war with 4600 ships, three times the number that sailed under its flag in 1930. This estimate was made this week by the Office of War Administration, which said that the vessels would carry 50 per cent of the nation's foreign commerce compared to 30 per cent handled before the war.

The OWI survey showed that this country now has two-thirds of the world's total pre-war merchant tonnage and twice as much as that of Great Britain in 1939.

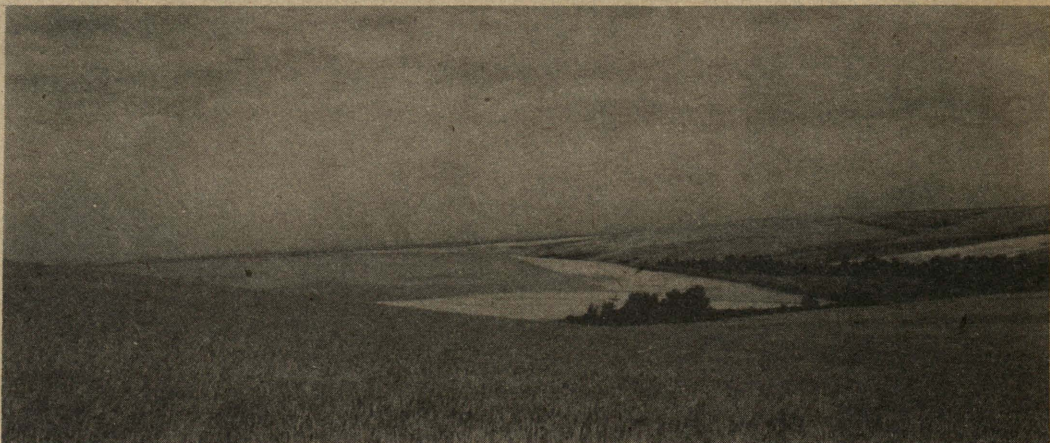
However, the survey summary carried the warning that for six months to three years after Japan's defeat, America's merchant fleet will be occupied with rehabilitation work and the return of troops to their home shores. And the OWI added that shipping needs for the Far Eastern war might be three times those of the European conflict.

Club Offers Bond

(VANCOUVER)—Officials of the Vancouver ice hockey team of the Northwest league announced this week that they are offering a \$25 war bond for a suitable nickname for the sextet.

PLEASANT LIVING

By ROBERT ORMOND CASE
(No. 10 of a series on "Know Your Northwest")



Farming Profitable

There are fewer tenant farmers in the Northwest than in most areas of the world. The average value of farms and buildings is a third higher than the national level.

In this field Oregon and Washington long have led the nation. City dwellers in both states own more homes per capita than in any comparable area of the United States. There are no slums in Northwest cities. On the farm there are fewer tenants, and the average value of farms and buildings is a third higher than the national level. More than half the farms are using electricity—a yardstick of modern convenience—as compared to a national average of less than 20 per cent.

The two states lead the nation in national parks and playground areas and are among the leaders in per capita expenditures for state parks and municipal recreation centers. With an assessed valuation of less than \$3,000,000,000, Oregon and Washington have spent close to \$200,000,000 for a system of interlocking highways that is second to none. As has been mentioned before, Portland has more municipal golf courses and players per capita than any other city of its size, has more electrical kitchen ranges in use than New York City, and prior to the war, had 5,000 more passenger automobiles than all of Soviet Russia.

In addition to the great state institutions of higher learning—the Universities of Oregon and Washington, the state colleges and normal schools—there are numerous sectarian and private schools of high standard located in strategic population centers. More students per capita are enrolled normally in these institutions than elsewhere on the continent. Favorable living conditions and high scholastic standards attract the best type of teachers to Northwest public school systems. In normal times in Portland, for example, an average of more than 200 applications are on file from teachers eager to enter the system.

The use of the term "out west," with

the implication of moving to a primitive and perhaps forbidding environment, is as outmoded as the covered wagon. Modern transportation systems have welded the 48 states into a homogenous social scheme. The same merchandise is on display on Broadway in Portland as on Broadway, New York. The same mercantile companies operate stores in both cities, and the buyer in the Portland branch is as near the head office as the nearest telephone. Swimming-suits manufactured in Portland are luxury items in peace-time New York, London and Paris. Peace-time merchandise from the Orient is first seen by buyers at Northwest ports of entry.

Transcontinental distances are meaningless in terms of ease of travel and communication. Portland is 16 hours by air from New York, in luxurious sky liners. In normal times telephone connections are established to any point in the United States without hanging up the receiver, and to any major European point in a matter of minutes. Stock quotations appear on the boards of local brokerage offices simultaneously with their posting in New York, just as Portland wool and grain prices are flashed eastward each trading day.

Oregon and Washington, in brief, enjoy every "modern" facility as well as the best healthful and cultural aspects of the American way of life, which is another way of saying that permanent residents of the two states have attained the upper level of the world's highest living standard. That statement can well stand as the capsule summary of the advantages listed in these Northwest vignettes—an inadequate condensation of a subject which, like the region itself, is of gigantic dimensions.

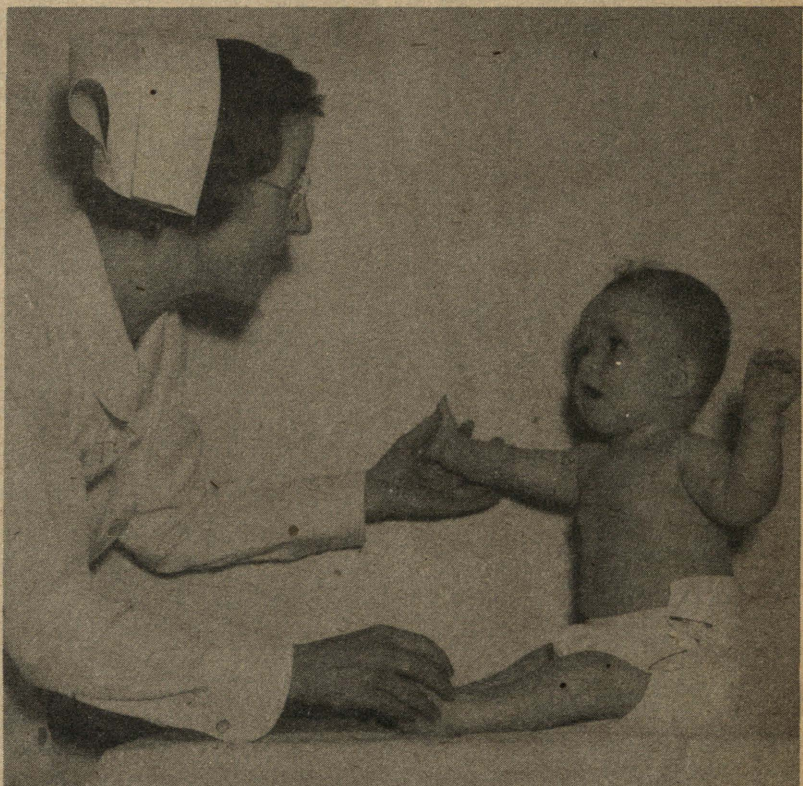
(Concluding article of ten)

—End—



Life's a Pleasure

Oregon and Washington lead the nation in national parks and playground areas. An extensive system of interlocking highways makes outdoor areas rapidly accessible to all.



Health Is Yardstick

Portland is one of the few cities of the world where water from the domestic system can be fed unsterilized to new-born infants. Portland and Seattle vie for the honor of the nation's lowest infant mortality rate.



Tenders of the "wax pot" are the hard-working oldsters shown above who spread the grease on skids for each ship's launching. They are, front row, left to right, John Hussong, 79; C. C. Busby, 82; Ben Whipple (kneeling), 69; Al Baumgarner, 54; Charles Barkman, 65; Harry Bartsch, leadman; Theodore Tague, 72. Back row, A. J. Bryant, 62; W. M. Bowe, 61; Martin Hanson, 80; John Kukovici, 63; John Gilbert, 62; Henry Jurgen, 65; A. B. Clark, 65; W. E. Moore, "slightly-over-40." Tague, shipwright, Bryant, burner, and Clark, painter, work closely with the "wax pot" crew.

Oldsters Keep Wax a-Boiling WAX SLIPS SHIPS DOWN

(OREGON SHIP)—"I feel older than the oldest man on my crew and that's going some," said youthful Harry Bartsch, leadman of the "wax pot" crew. "Keeping up with their sprightly antics and their fast-moving work keeps me worn to a frazzle." Oldest man on Bartsch's crew is C. C. Busby, 82, with the youngest, Al Bumgarner, listed at a mere 54. Combined ages of the 11-man crew total 725 years, Bartsch said.

The "wax pot" is a large square container in which solid launching wax is melted. In charge of the bubbling cauldron is John Gilbert, 62, who stirs the boiling mass with bank-president dignity. Others of the crew carry hot wax to the prepared skids where it cools and hardens in twin yellow ribbons under the ship's finished hull.

During launching, weight of the ship and friction send a foam of wax along the edge of the skids. Remainder of the wax is pressed into a thin hard sheet that is chipped off before another keel is laid, Bartsch said.

"New hires sometimes ask if ships are launched on bananas," Bartsch said. "If that's true, someone has sure been fooling us."

CARD OF THANKS

(OREGON SHIP)—I wish to thank the day shift double-bottom crew, super structure crew, and shell jigs crews on day and graveyard shifts for the nice collection given to me during my recent illness. I also wish to thank blood donors Suzie, Ann, Frank and Mary Akers.—Valene Barry.

BOSN'S WHISTLE

Published weekly for the 30,500 employees of the Oregon Shipbuilding Corporation.

Associate Editor...LYLE DOWNING
Secretary...ELSIE POWELL

Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard tension 501.

SWEETEST SMILE



(OREGON SHIP)—She has the "sweetest smile to be seen from Way 11 to the storage yard," declared John Pattu, Bosn's Whistle photographer, as he trained his lens on tiny Erna "Blondie" Bauer, selecting her as glamour girl for the week. Mrs. Bauer, wife of Herman Bauer, OSC pipe tester brightens the dark interiors of fresh water tanks on the AP-5's with her 1000-watt smile as she helps clean them out.

CARD OF THANKS

(OREGON SHIP)—I wish to thank all of the grand Oregon Shippers for their very much appreciated gift and donation during my recent illness.—Alvin E. Hartley.

STUBBY AND HIS FRIENDS



(OREGON SHIP) — Administration building workers are still recounting the toll of personal loss when they left everything from glasses to clothing in desks and closets on Saturday night only to return and find the building a smoking ruin on Monday morning. Marje Hibbard, Cost department, left her glasses . . . an elderly maintenance worker saw in the ruins only the twisted wreck of his newly-acquired wheelbarrow "with real rubber tires". . . . Dr. Forest Rieke lost a complete medical library . . . and so the toll ran on . . . but life continued normally in the yard as Edna Ritchie's crew of shipwright helpers celebrated Amy Hallum's birthday with a luncheon to cap a month of birthdays that included Olive Surridge, Mrs. Ritchie, Gladys Jeffries. Other crew members are Emma Dunn, Kay Birkenbine and Lou Cox. . . . Poems brought to the office included "The 6th War Loan" by C. E. Smith, "The Tale of the Elderly Recruit," from the Outfitting dock riveters, "Our Boys Over There" written by the daughter of Howard Martin, Plate shop burner and Arveta Martin, welder . . . The Shipwright department gives honorable mention to Deikko Macki who has bought seven \$100 bonds, 100 \$50 bonds and 5 \$25 bonds in the past 18 months. . . . A gardenia sprouted from the shoulder of Jean Currie's fresh white uniform, at First Aid, given by an admirer who saw her lend a uniform and shoes to a girl who was soaked by sudden rain en route to work. . . . Early note of Christmas comes with a nostalgic yen expressed by electrical maintenance workers who want "Christmas carols sung around the tree" that they light by the main gate each Yuletide. . . . Another verse brought in by Tim Coulsey, graveyard shipwright, about the difficulties of working on the ways.

Teamwork Vital To Shipyard Job

(OREGON SHIP)—A sledge, stinger and folding rule are the working tools of a team that is making industrial history with every working moment, according to Gus Joplin, hull supervisor. He referred to the three-member team of welder, shipfitter and shipwright who, he said, "work together like three fingers on a hand" from starting to quitting whistle.

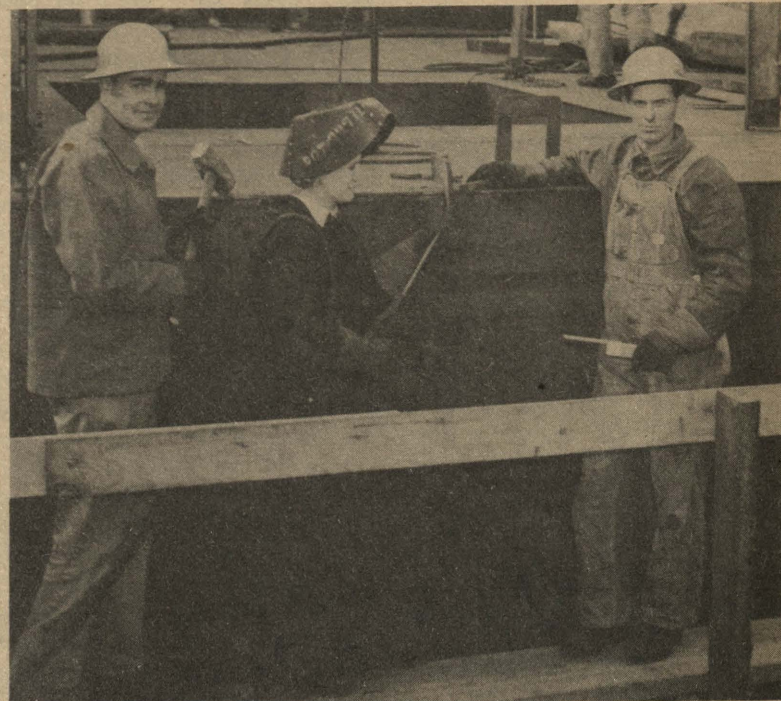
Many of these teams are assembled on one hull, Joplin said, and the precision point at which their work coordinates is the key to Oregon Ship's building program.

Steel and pre-fabricated sections are first checked with master plans in the supervisor's portable, top-side office, Joplin said. After a meeting of foremen representing the three crafts, teams are placed in strategic spots on the growing hull. As deck or shell sections are moved

into position, the team places and tacks the section into place.

"One is no good without the other," Joplin said, "but the significant factor is that the team represents three different crafts and is comprised of both men and women. Without the successful working of these crews, our ship program would be impossible," he added.

The same crews work with the hull supervisors, as each outfit moves from way to way in rotation.



Among the teams that helped sew up the last AP-5 before launching are the two shipfitters and welder shown above with their tools. They are, left to right, Don Ross, shipfitter leadman, Dorothy Lecher, welder, and C. E. Musgrove, shipfitter. (Oregon Ship photo)

SHRINKING REAL ART Crews Know Business

(OREGON SHIP)—Soaked and roasted by turns, members of the specialty shipfitters' shrinker crew claim they know how "a steak feels under the broiler," but that they "don't mind the rain or the torches' heat so long as sea-worthy ships get built." Using a dual torch which blasts warped steel

with 1100 degrees of heat and douses it with icy water, shrinkers often work standing ankle-deep in water under pouring rain. Their work is mainly on the small bulkheads of the superstructure.

"It takes an artistic touch and a thorough knowledge of the internal structure of steel to 'fair up' the plates," said Warren Messick, leadman, "and this is the crew that can do it."

"Bulges and warped spots are no fault of the Pre-fabrication depart-

ments," he explained. "A certain amount of distortion is natural in welding, which must be remedied later."

He described the principle of shrinking briefly. "Steel is made up of crystals that begin to move rapidly at 1100 degree of heat. When the heated area is surrounded by cold steel, these crystals bunch up and sudden cooling by the water causes the plates to contract to less than their former width."



No Indian Camp It looked like Sitting Bull had come back to life and pitched his camp in front of the OSC Personnel building after the "A" building fire. The tents shown above are used to protect telephone company equipment during new switchboard installation. Office-less clerks Beth Bailey, left, and Laura Adams said they were considering setting up new quarters in the tepees. "At least we'd be out of the rain," they commented.



Artists with the flame-and-water torches of the shrinker's crew are the men and women shown above responsible for straightening warped steel. They are, left to right, front row: Leadman Messick, Conrad Litzenberger, Victor Jewell, Ben Salvadore, B. Barrett, Rudolph Colleknon, Tom Low; second row, J. E. Manly, Erma Sparks, Bonnie Van Donsel, Naomi Irwin; back row, Roth Ohler, Bessie Trask, A. J. Shellhart, Vada Bennett.