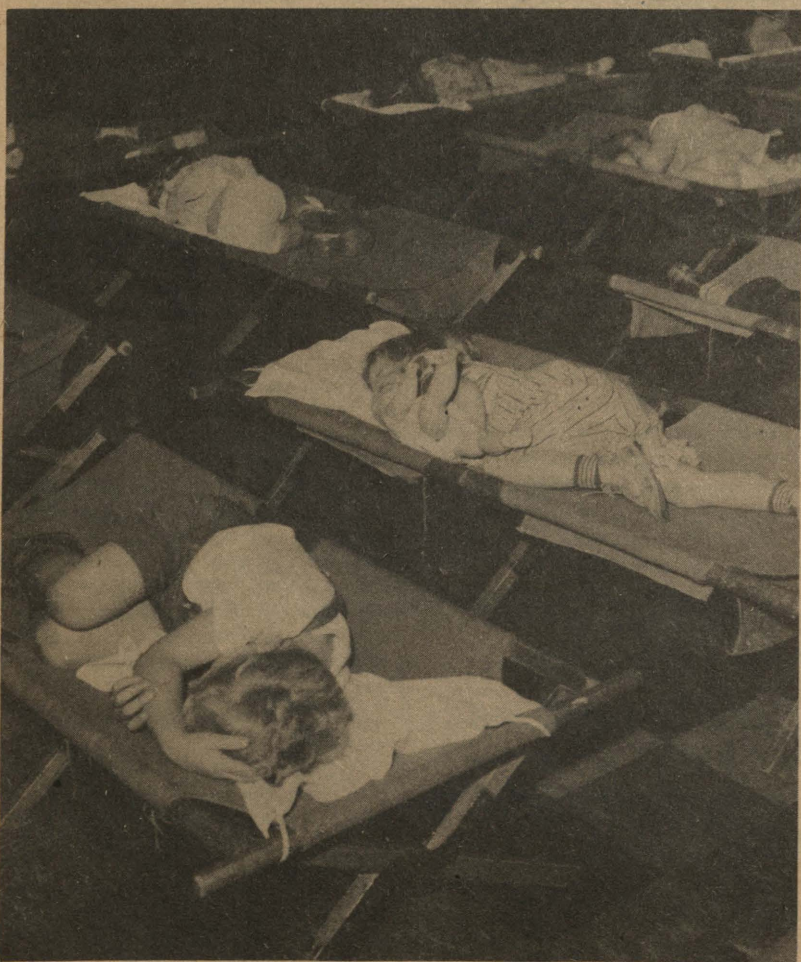
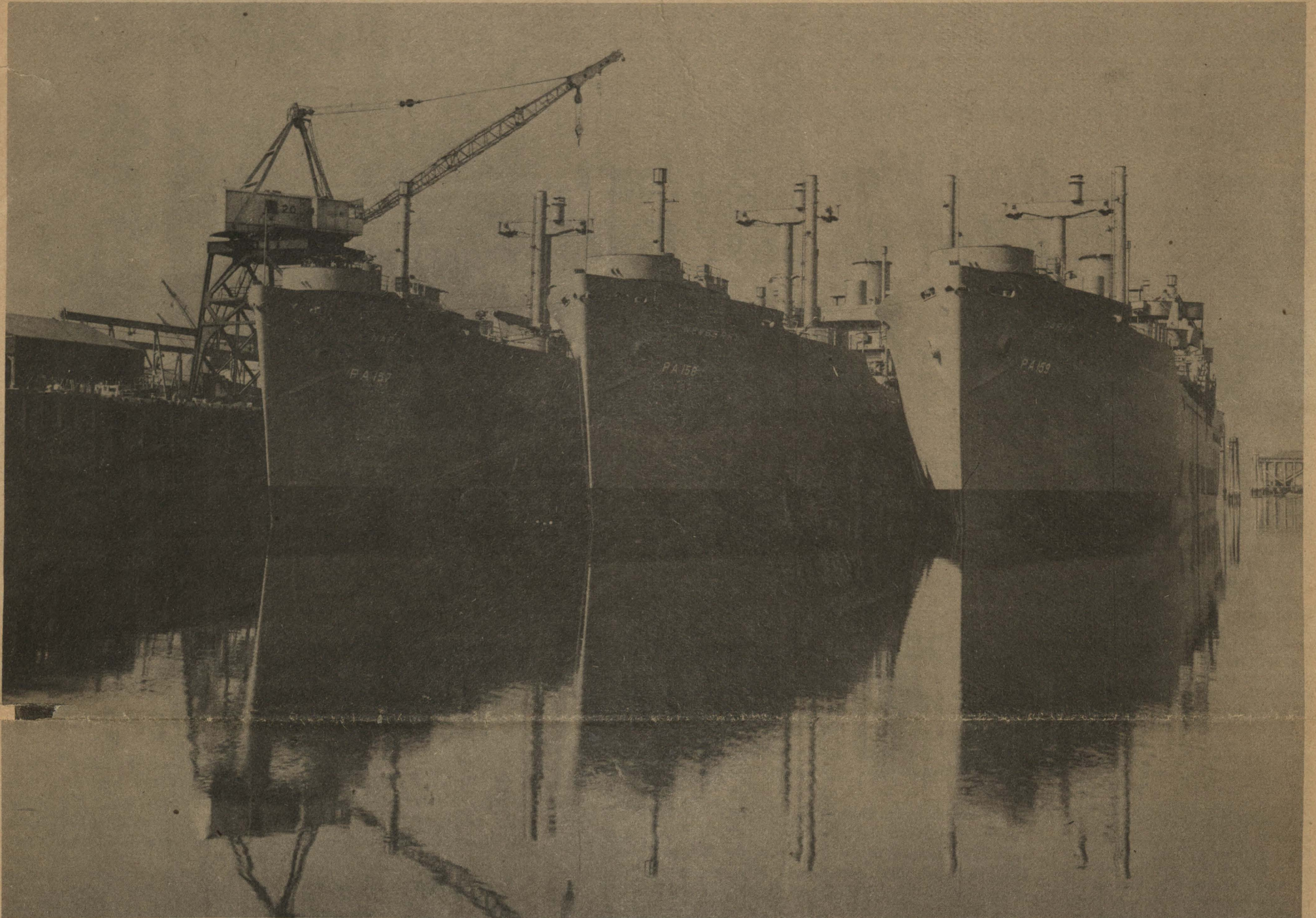


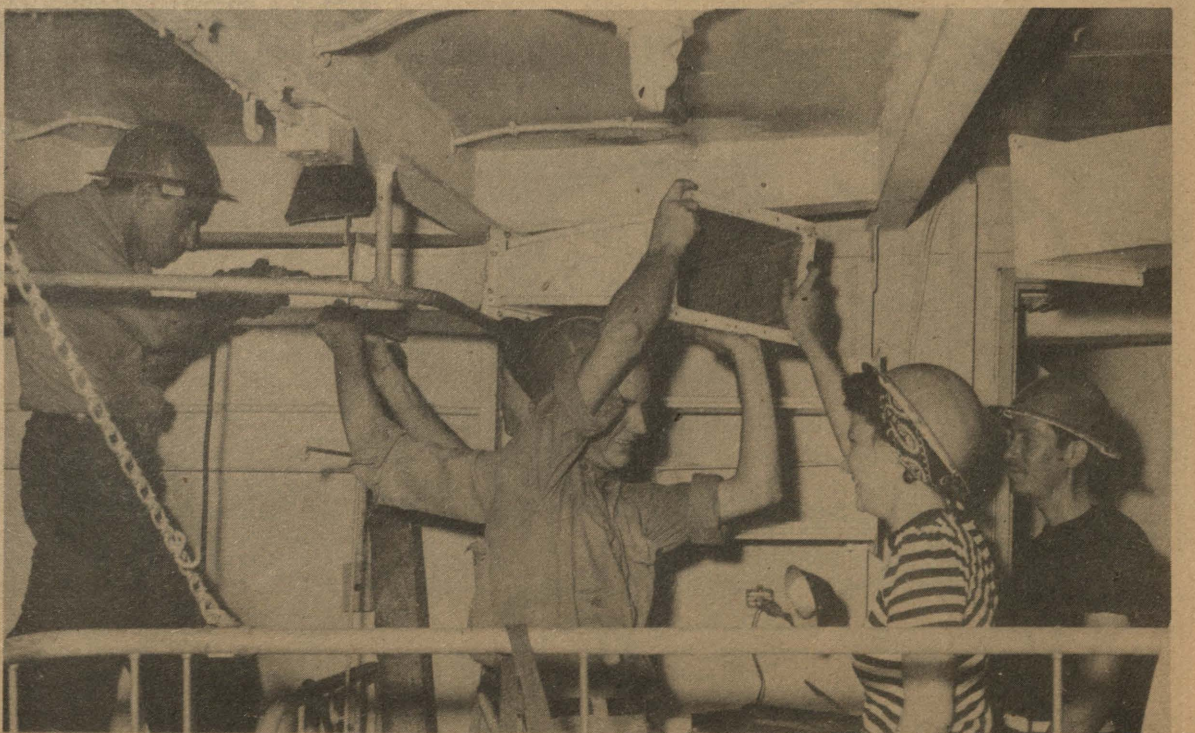
# YARD DELIVERS 4TH AP-5

Story, Page 5



**Quiet Please** Children of working parents afternoon nap at Volunteers of America day nursery supported by the United War Chest. Nursery cares for children of any mother who works or is too ill to care for them herself. Charges are graduated according to parents' income. Many service wives use service.

**Pointed at Japs** Resting in Oregon Ship's Outfitting dock last week these three Attack Transport vessels presented a placid appearance against the background of a sultry azure sky, the shadow of their sleek prows rippling calm basin waters. They may look like Dr. Jekylls now, but against the Japs they'll unleash all the ferocity of a Mr. Hyde when they roll up near Jap beaches and discharge their cargoes of heavily armed American assault troops. The ships are, from left, the U.S.S. Napa, the U.S.S. Newberry and the U.S.S. Darke, seventh, eighth and ninth AP-5's launched by the yard. (Oregon Ship photo)



**They Give 'Em the Air** Five swing shift sheet metal workers pictured above have one of the most important jobs at Oregon Ship. They are shown installing ventilators on an Attack Transport which soon will be engaged in the war against the Japs. They are (left to right), P. D. Jiron, W. E. Maxwell, Ernest Adams, Margaret Derzab and Jose Apodca. (Oregon Ship photo)



# 2 National Officials Assure Shipbuilding After German Defeat

What effect will Germany's defeat have upon ship construction? Kaiser workers trying to estimate the duration of their future employment as shipbuilders had plenty of material to figure with this week. Two of the nation's top war production planners, James F. Byrnes, war mobilization director, and J. A. Krug, acting director of the War Production Board, each issued statements on the extent of reconversion should Germany suddenly fold up.

The most important statement, so far as shipbuilders are concerned, came from Byrnes who indicated Saturday in a report to President Roosevelt that shipyards employment will continue at a high level after victory in Europe.

## BIG JOB AHEAD

"The Maritime commission, like the navy, has a tremendous job to perform in the war of the Pacific and the surrender of Germany will not lessen the necessity for the construction of certain types of ships," he said.

Krug's statement, made after a special meeting of the War Production board, set forth two specific purposes in reconversion plans that would follow Germany's defeat:

First, assurance of full military production until Japan is defeated. Second, to free civilian enterprise to the utmost.

## ONE PREFERENCE RATING

Under the plan announced by Krug there will be only one preference rating, in addition to the present emergency triple A rating, and this will be reserved exclusively for military programs during the war against Japan.

The two statements left little doubt concerning the duration activities in the three yards here. The navy had long ago announced that tankers from Swan Island and Attack Transports from Oregon Ship and Vancouver were its greatest needs in the Pacific war. So great is their urgency that two of the yards are working on a steady seven-day week to speed up production. Hitler has long passed into history so far as the Kaiser yards are concerned. It is now evident that Hirohito is definitely the man of the immediate hour.

## New Red Cross Office

(VANPORT CITY)—A Red Cross office has been opened in Vanport City to facilitate assistance to servicemen and their families. The office is at 3306 Broadacre.

## Nazi War End Won't Affect Us, Says Kaiser

Kaiser shipyards in the Portland-Vancouver area will keep turning out ships at top speed when the war in Europe ends, General Manager Edgar F. Kaiser reiterated last week.

In a statement denying rumors that the yards would be out of work soon after Hitler's collapse, Kaiser pointed out that Oregon Ship, Swan Island and Vancouver are producing ships for the Pacific war and have contracts extending well in 1945. Said Kaiser:

"There have been rumors to the effect that with the end of the war with Germany, the work load at Oregon Shipbuilding corporation, Kaiser Company, Inc., Swan Island and Vancouver yards will materially decrease. These rumors are not correct. The end of the war with Germany will not, in any way, affect the work load at any of the three yards.

## BUILD FOR PACIFIC

"We are building for the Pacific war theater. Adm. Land and Adm. Vickery have advised us that there will be no change in the contracts nor will there be any change in the demand for the ships that are to be constructed under those contracts. Vancouver yard is contracted for work through October of 1945. The Swan Island yard is contracted for work through June, 1945. Oregon Shipbuilding corporation is also contracted through June of 1945.

"In addition to this work now under contract for 1945, there remains to be constructed refrigerated cargo vessels and vessels for coastwise trade. We confidently expect that all three yards will have contracts for vessel construction in addition to those set forth above for 1945."

## Softball Dance Set

(OREGON SHIP)—A dance will be held by the Assembly softball team, Saturday, September 16, at 9:30 p. m. in the Norse Hall, 111 N. E. 11th street. Music will be furnished by Mickey Weston's orchestra.

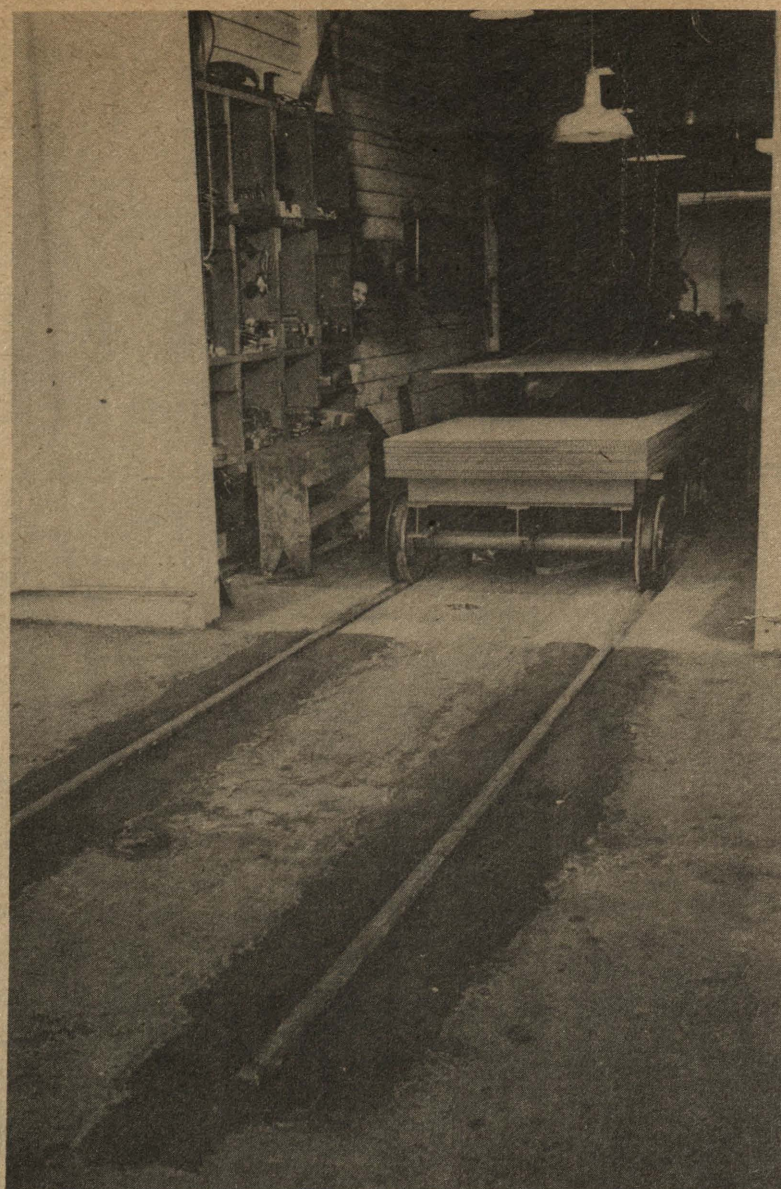
## PRODUCTION FLASHES

(OREGON SHIP)—Oregon Ship workers are staying on the job more than ever before since the President issued his appeal for more AP-5s. From an average of 7.74 during the first 23 days of August absenteeism dropped to 5.77 for the remainder of the month. On Labor Day the absentee rate was only 3.6.

(SWAN ISLAND)—Outfitting machinists at Swan Island set a new record for aligning and setting turbo generators and propulsion machinery. The "new record" is 1245.9 man hours for the job.

(SWAN ISLAND)—Swan's Assembly department set an all-time week's high of 6,094.79 tons of assembled steel and 213,777 feet of manual welding last week. A new daily record was set on September 7 of 1,339.94 tons of assembled steel and 38,612 feet of manual welding completed.

(VANCOUVER)—Biggest improvement in meeting the schedule of 14 Attack Transports by November 1 went to the Electrical department this week. While still lagging "in the red," the Electrical department came through with a 10 percent increase in their schedule on the "hot berth" on Hull 404 over Hull 403 one week before delivery.



**Short Railroad** This 24-foot track and its seven-foot flat car was devised by Foreman Bert Croft, swing shift, at the Gadget shop on Swan Island's Outfitting dock. By its use, 61 floor plates weighing 10 tons can be brought into the shop at once. Previously each 8 by 4 plate was maneuvered into the shop by crane, frequently damaging the building en route.

## Fund Honoring Polio Victim Aids Others

Jimmy Lou Butler, 11-year-old daughter of James Butler, OSC Rigging superintendent, some weeks ago died of infantile paralysis but, due to the generosity of Oregon Ship workers, she may be indirectly responsible for saving other children from a similar fate. On September 5, Hal Babbitt, Kaiser

yards' public relations director, sent a check for \$1,237.76 donated by Oregon Ship workers to the Shrine Hospital for Crippled Children and \$636.88 to Doernbecher hospital as a memorial fund in memory of Jimmy Lou Butler.

In a letter to officials of the two hospitals, Babbitt stated:

"Some weeks ago, the 11-year-old daughter of the superintendent of the Rigging department of Oregon Ship passed away suddenly after being stricken with poliomyelitis. A spontaneous expression of sympathy from fellow shipyard workers resulted in the donation of a substantial sum of money to be given jointly to the Shrine Hospital for Crippled Children and Doernbecher hospital as a memorial fund in memory of Jimmy Lou Butler, daughter of Mr. and Mrs. James Butler."

Mayor Earl Riley and Harvey Wells, on behalf of the board of governors of the Shrine hospital, declared that the contribution from OSC workers "will be allocated to the great work of restoring helpless little children to their inherent birthright of health and normal activity."

The hospital officials' statement concluded:

"Words cannot express adequately our appreciation for this splendid assistance and we feel sure that Mr. and Mrs. Butler will be greatly pleased to know of this donation, made in memory of their little daughter, Jimmy Lou, for such a purpose."

## Dance September 23

(VANPORT CITY)—The Srega Neet dance will be held in community building No. 2 Saturday night, September 23. Mickey McCaffery's orchestra will provide music.



"Been carryin' it around all week... she's all wrapped up in one of those romantic 'soap' serials!"





**For Tin Hats** A tin hat is no Easter bonnet but is preferred to a split skull. Vada Malnar, on the Oregon Ship Outfitting dock solves the problem with upswept curls and a snood.



**Glamour** Untroubled by sun, breeze or machinery, office workers have all the advantage in hair styles and make the most of it. Paula Schmidt, Oregon Ship First Aid clerk, shoots the works with her classic sculptured waves.

## Worker Coiffures Safe But Stylish

A woman's crowning glory is her hair. How to display it properly and yet keep it out of gears and machinery is a problem that faces every woman who comes to work in the shipyards. Forced into unflattering overalls and heavy work clothes Kaiser women use ingenious means to give some rein to individual expression in hair-styling. That they have been successful is shown by the following candid shots taken in the three yards. Shipyard hair styles fall into several popular classifications, bandannas, pigtails, buns, and snoods as suits the lady's fancy. Their common purpose is to keep hair safely protected from weather and entangling machinery.



**Ribbons And Pigtails** Pat Matzke and her cousin Clair Useldinger, swing shift clerks in the Swan Island General Stores Receiving department, exhibit two of the most popular ways to keep hair where it can be seen to advantage but still under control. A restraining ribbon guards Miss Matzke's blonde tresses while closely-tied pigtails do the same for Miss Useldinger. Some jobs permit more lenient display than others.



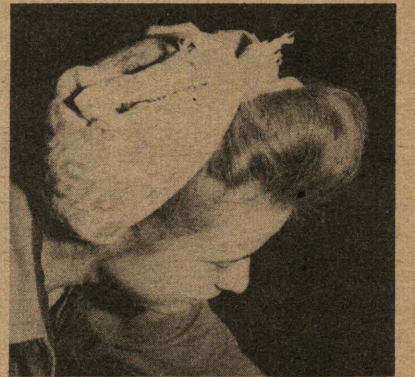
**Pigtails** Pigtails moved out of the school girl and into the adult class when women entered war work. There are hundreds of varieties. Charlotte Preble, Vancouver field clerk shows off a neat "single-tail" style with a big bow.



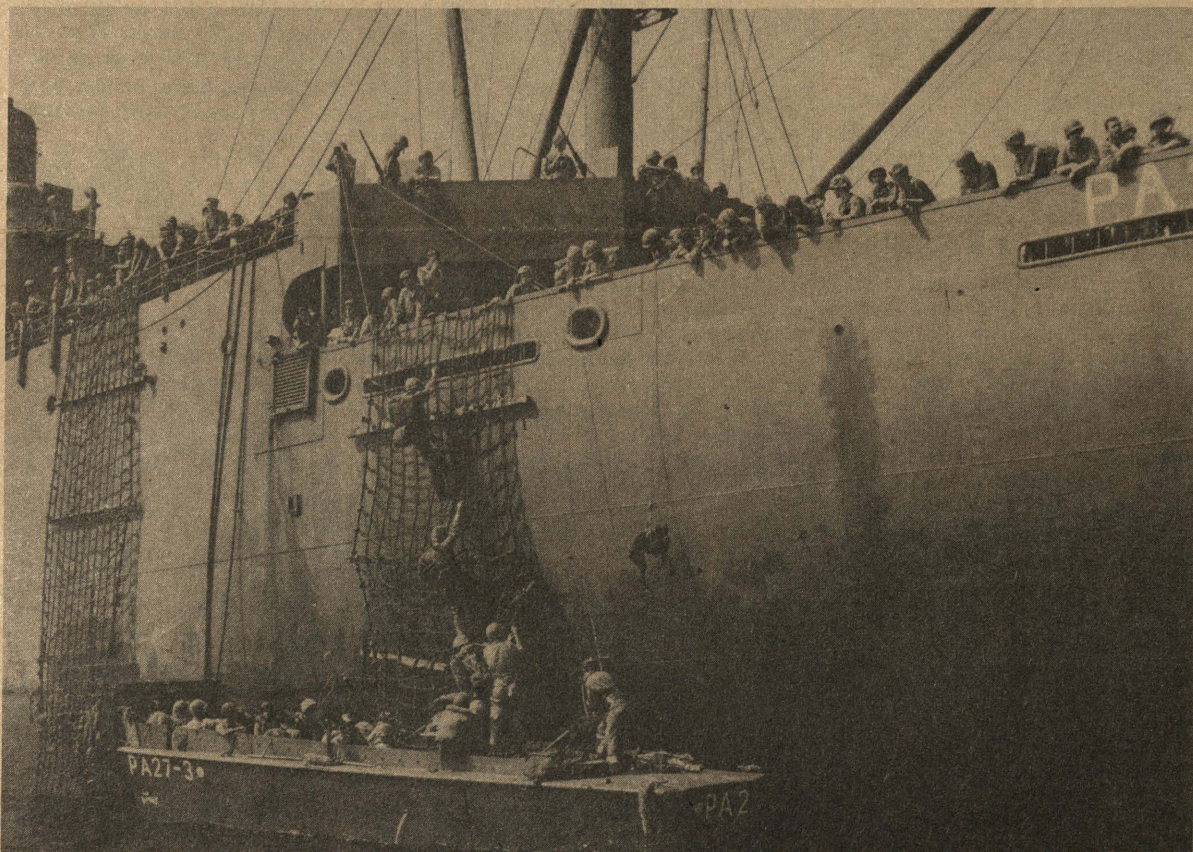
**Snoods** A snood serves the same purpose as the bandanna but without hiding as much of the coiffure. Marguerite Rowe, Oregon Ship electrical expediter, adjusts it to her own fancy instead of following the more routine low-on-the-neck arrangement.



**Buns** The bun, like the pigtail, is an attempt to compress as much hair as possible into a small bundle to keep it out of trouble. There are various sophisticated versions to the bun such as the doughnut type modeled here by Florence Rose, electrician in the Vancouver Main Electric tool room.



**Bandannas** Probably the most popular of all hair-dos is the bandanna style shown here by Lethia Bozarth, Vancouver burner's helper. All loose ends are safely packed away and kept out of trouble.



**Attack** This U. S. Navy photo shows American troops filing down a landing net from an army transport into speedy assault boats for the trip to shore in the U. S. attack on Jap-held Bougainville last November. A "dog of war" goes over the side in a special sling.

## Shipping Future Causes Concern

(OREGON SHIP)—"What will happen to the merchant marine after the war?" is the question posed by Joe Roberts, tall, white-haired "major domo" of the Administration building sky room, in a recent interview. Remembering his own life at sea, and with two sons studying merchant marine navigation, Roberts feels he has "ample cause for worry."

"Living conditions now are good. The men could hardly ask for better. My concern and the concern of every sailor is foreign competition," Roberts explained. "Our wages always have been best in the world, which is one of the reasons we haven't been able to compete with other countries in the past."

Roberts believes the solution to the problem is government subsidies to shipping companies, enabling them to pay the American standard of wages and still compete with foreign lines in cargo rates.

He sailed as cabin boy "around the Horn" and spent 16 years on sailing vessels and steamships. He says he saw "many a time when cargo was consigned to ships from other countries while American boys were idle or forced to take such cargo as fertilizer which other lines refused to handle."

## Vanport Buildings Used By Schools

(VANPORT CITY)—Vanport's community building No. 1 is being turned over to school authorities for use in connection with the physical education program between 8 a. m. and 5 p. m. Officials announce that special arrangements must be made for use of the building at Force and Broadacre for other purposes during the day.

However, programs for adults and children will be conducted at the building during the evening hours.

Community building No. 6 at Cottonwood and Lake also is to be utilized in the school program. It will be open from 5:45 a. m. to 5:30 p. m. to care for children of working parents under the extended service plan, without charge.

## Army Nurse's Letter Describes New Guinea

(OREGON SHIP)—Life in New Guinea as seen by an army nurse is graphically described in a letter received by the daughter of C. H. Carlson, OSC shipwright leadman from 2nd Lieut. Evelyn Erickson, former Portland. Meat may not be rationed in New Guinea, but "our freedom seems to be," she writes. "We can't leave our quarters without an armed officer, so there are no strolls through the jungle—too dangerous."

"Speaking of Oregon rain, you should see the 'mist' we have here. Just 24 inches in 30 hours recently. What a place! The jungle is alive with lizards, large snakes and small kangaroos. Two pythons have been killed near here that were 13 and 15 feet long. The boys are now skinning them for steaks."

"The natives are very small, five feet tall or less, and wear loin

clothes. What looks to be intricate tattooing proves to be scars from skin infections on closer inspection. Women love to bleach their hair, which turns from bushy black to fiery red, and they will give almost anything for a bottle of peroxide."

Speaking of sports she writes, "Football is one of their favorite games. They keep no score and have no goals, but just keep kicking the ball around with their bare feet, yelling with excitement. Disagreements often lead to village feuds."



How to Win Friends . . . AND . . . Influence People!



# Appeal By F.R. Cuts Absence, Speeds Job

(OREGON SHIP) — Absenteeism is scraping a new low and the payroll is increasing by more than 100 workers daily at Oregon Ship as the yard rises to President Roosevelt's appeal for speedier construction of Attack Transport ships. Statistics prepared by Bob Stice, OSC Progress Engineer, reveal that on September 6 there were 30,596 employes on the yard roster, as compared with 27,703 for the same date in August.

Absenteeism for the period between August 24, the day after the President's message was made public, and September 6 slumped to an average of only 5.77 per cent. The percentages include two Sundays, when the averages were 8.4 and 8.2. On Labor day the absentee rate was only 3.6.

For the first 23 days of August the average was 7.74 and in the preceding months even higher. The daily "quit" total is down to an average of approximately 40.

The expanded payroll was achieved despite a heavy loss of youthful employes who left the yard to return to schools after Labor day. An effort will be made to increase the employment total to 33,000, set by Russ Hoffman, general superintendent, as the number required for the gigantic AP-5 task.

A majority of the new workers have been enrolled in outfitting crafts such as sheet metal, electrical and plumbing.

## STUBBY AND HIS FRIENDS

(OREGON SHIP) — A frank admission comes in a letter from James H. Wryn, former graveyard welder now overseas, writing to Charlie Thomas, welder. He says, "I'd sure give anything to be back at OSC. Things would be different. I sure wasted a lot of time, but I realize now what that wasted time means, and what a big job you and the rest are doing" . . . Edna Harvey, cheerful little truck driver, gives a lift to a tired worker hiking across the yard . . . Harry Pudge, Specialty crew leadman, proudly displays an "insert plate in the port side aft end" of his britches . . . J. D. King, ways electrician, brings a clipping from a Yuba City, Calif., paper showing pictures of his three handsome sons in the service . . . two are in the navy and one in the army air corps . . . Harry Harrison, operator on the engine base grinder, was visited September 8 by Jimmy Hester, former machinist helper, who tells of coming back from the European front on a Liberty, bunked in Hold 2 . . . Mary Dietz, shipfitter helper, seen packing a slab of steel down Crane-way 2 . . . Vic Wisner, lumber yard supervisor, received his bicycle back this week, the two-wheeler having been missing for weeks . . . Louise Nikolai, expeditor, expedited a trip for herself to Spokane for two days to see her husband . . . one more good thump on the mat by a couple of beefy wrestlers and the Mold loft stage would have collapsed like a tent, carpenters say, which accounts for building of the new stage or "Victory Center." Eva Boney, welder's helper, missed only four days when she fell and broke her wrist, though her arm was in a cast for four weeks. With one son a Jap prisoner and the other in the army, Mrs. Boney says she couldn't stay home when she had "work to do on these AP-5's" . . . Lowell Gault, former welder, tells of being chief steward on a Liberty . . . Dick Powell, expeditor, played the part of a pirate in the production "New Moon" at the auditorium recently . . . new main electric shop supervisor is Jimmy Ware . . . leaving to join the WAVES on October 1 is Elaine Wallace, OSC welder for two years . . . a swarm of bees on Crane-way 2 caused considerable hum in the already humming activity Sunday . . . pleasantly surprised on his birthday with a new davenport and chair given him by his wife was Larry Hanley, winch installation worker.



Pat O'Reilly shows how a simple device, a rack for wash basins, has streamlined his crew's outfitting time on each Attack Transport.

## Basin Rack Cuts Outfitting Time

(OREGON SHIP) — "This contraption will pare quite a few hours from our original outfitting schedule," claimed Pat O'Reilly, trim crew leadman, as he demonstrated the rack for handling Attack Transport washbasins, a device he produced and put into operation.

"Like all other crews," O'Reilly said, "we've been trying to find ways to cut down on the time it takes to do our job. We trim and install 187 washbasins on each vessel. This rack which holds 36 basins, can be picked up by the whirley right at the shop and placed close to the site of installation." O'Reilly pointed out that formerly basins were carried by hand from the shop to the ship's hold and loaded loosely in a skiff. The method was costly in manhours and resulted in frequent breakages, he said. According to Tony Robinson, Pipe

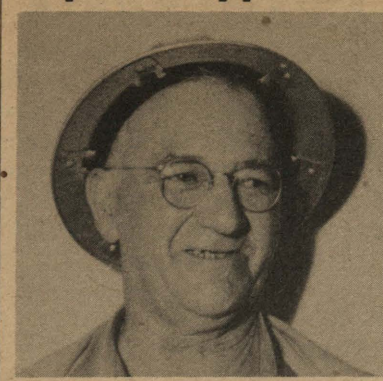
superintendent, the discarded operation took the six-man crew assigned to the task about 25 per cent longer than the new system.

The rack was first used on the afternoon of Labor Day. A "darn appropriate way to celebrate," O'Reilly commented.

## She's Pepper's Scribe

(OREGON SHIP) — Josephine Eichorn, former Personnel department employee whose mother is a burner in Swan Island's Plate shop, recently became secretary to Senator Claude Pepper, Democrat, of Florida, who is now in the Pacific Northwest for a series of political talks. Miss Eichorn remained in Washington, D. C., to handle the senator's affairs there while he is on tour.

## Kinfolk At War Inspire Chipper



WILLIAM J. MUIR

(OREGON SHIP) — "If I were to wear a star for every son and close relative in the service, my coat lapel would look like the star-spangled banner," was the way William J. Muir recently described his roster of kinfolk in the armed forces.

The list includes four sons, a son-in-law, a grandson and 23 nephews, he said. The sons and son-in-law are overseas. One nephew is a prisoner in the Philippines, one has been invalided home, one is reported missing, three have been killed in action and the other 17 nephews are in active combat.

Muir, chipper in the mast yard, has been at OSC since March, 1942, and has missed only two days, those as the result of an injury. "With relatives like that," he said, "I can't shame them by missing a day's work."

## OSC-BUILT LIBERTY SHIP HITS MINE, MAKES YANK PORT

(OREGON SHIP) — How the OSC-built Liberty Ship, Alexander Graham Bell, hit a mine near Naples while en route to an American port was revealed last week by the War Shipping administration in Washington.

The vessel was launched at Oregon Ship on October 18, 1942. Mrs. Cora Lee Newell, chief operator in the OSC telephone exchange, acted as sponsor. I. D. Winslow, district manager of the Pacific Telephone and Telegraph company, was the principal speaker.

The WSA report stated that the Alexander Graham Bell was badly damaged by the mine blast but succeeded in reaching an American port. The vessel was in the service of the Weyerhaeuser Steamship company.

## INQUIRING REPORTER

### QUESTION:

"What effect has the seven-day work week had on your life?"

O. W. Boring, day machinist: "I may not be quite so young as I was once, but I don't find that it has made any difference to me, either in my health or in my outside life. I've worked every day so far and plan to keep

right on. Matter of fact, I used to work so hard around the house on Sundays that working at the yard isn't costing me any extra effort."

Cass Woods, day Cable shop: "Only thing that bothered me when we started was that I might have to quit playing golf. I used to play every Sunday almost all day, but I've found that I can get in all the golf

I want in the evenings. As for bothering my family to have me gone all the time, I live alone and so the schedule hasn't affected me one way or the other."

Gladys Kinns, day burner: "Two months ago such a schedule would have cost me my garden, but the growing season is over now and the work I used to do Sundays is no longer necessary. All that's left is to harvest the crops, and that I can easily do in the evenings after work. The new schedule doesn't bother me a bit."

A. E. Davey, maintenance electrician: "Frankly, I used to spend Sundays around the parks admiring the pretty girls. When this came along, I figured on my evenings. But then I went and signed up for an evening electrical course and I haven't a minute left. That's ok though. Look at the money I save!"

George Conklin, truck driver: "I've always spent a good part of every Sunday in church. I like to go to church, but right now I'm satisfied to help build these transports, even on Sunday. I figure if we don't get the ships out and win this war we might not have any churches to go to. I'm glad to work through this shipbuilding program."

James O'Connell, graveyard sheet metal worker: "Working seven days a week just keeps me from being lonesome. Back home in San Antonio I used to take my wife to church and Sunday was the best day of the week. But she's in Texas, and while I'm working up here I'd rather work Sundays than sit around the barracks, where I live."

B. L. Roberts, swing welder: "Working on Sundays saves me money that I used to spend fooling around up town. Of course it's hard on the nerves — I think it is for everyone, but I get around the nerve fatigue by working out in the gym and keeping as healthy as possible. All in all, I don't mind the heavy schedule."

## BOSN'S WHISTLE

Published weekly for the 30,500 employes of the Oregon Shipbuilding Corporation.  
Editor . . . . . JIM COUR  
Associate Editor . . . . . LYLE DOWNING  
Secretary . . . . . ELSIE POWELL  
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard tension 501.



**Glamour Express** Proof of the pudding is the collection of choice plums shown above from the Welding department. Oldtime OSC male welders claim that Oregon Ship now has more beauty per crew than any yard on the coast and selected the following girls during one lunch hour to prove it. The lovely lassies are, left to right: Front row, Maxine Anderson, Charlene Stratton, Loretta Peterson, Junette Heckard, Kay Spani, H. G. Chastain, "Zipper" Button, "Tex" Montgomery, Gloria Mitchel, Vicky Wheelock, Mary Jackson, Lucy Wood, Pauline Peterson, Dorothy Morgan and Peggie Simpson; middle row: Carol Hansen, Pauline Redmond, Elenor Grenfell and Hazel Simms; back row: "Honey" Moitke, "Peaches" McAtee, Lucille Campbell, Sybil Harshaw, Marjorie Stump, Marjie Ross, Doris Estes, Pat McGuire and Florence Ostgard. By the truck is Viola Thiesen.



# Naps Lead 'Recreation' Field Music, Games Next

(OREGON SHIP) — Sleep, games, music and more sleep lead the field with Oregon Ship workers as lunch-hour methods are being discovered by scores of employes for cheating nerve fatigue resulting from the present "give it all you've got" work schedule. Upholding checkers as his favorite nerve tonic is E. F. McCollom, maintenance electrician, who recommends the black and white discs

for calming "any and all jitters a fellow might get. from working without a day off." McCollom and several of his cronies stage a "battle of the squares" daily on Way 2. find themselves untroubled with ruffled dispositions.

"We relax by stretching out while we eat and snoozing afterwards," says Eleanor Richardson, welder. She contends between yawns there is "nothing like a nap after lunch to pick you up and keep you going seven days a week." Sleep is one of the most popular "activities" for the 15 minute interval between the end of lunch and the 1:30 whistle, if the number of slumbering workers seen through the yard at 1:15 is any criterion.

No sign of strain could be detected on the face of J. L. Leach, caught as he was dozing off in the shade of a boiler casing. "Take it easy, don't worry, just work along steady and grab 40 winks at noon," is his recipe for keeping a good disposition when working a day off.

Music has few proponents, most instruments being too large to carry in a hip pocket, but Perry Needham and Virgil Tomlin, electricians, entertain the men in the Way 5 Machinist's shop with duets on the "sweet potato," hill-billy version of the flute. Machinists claim they don't know whether it's the laughs or the music, but say that Needham and Tomlin are "nerve tonic enough for a year."

## WELDING 'SUPER' HAS NO REGRETS ON PAST TRAVELS



BILL HEILIG

(OREGON SHIP) — The theory that "rolling stones gather no moss" has been disproved by Bill Heilig, Oregon Ship's new Welding superintendent.

Ever since he was a strapping youth, Heilig has been traveling. His longest stop has been at OSC where he has worked three and a half years. He started here as a welder on the ways, rose to assistant Welding superintendent two years ago and last week was named head of the department, succeeding Les Voshell, who left Oregon Ship to assume a new position at one of the Kaiser shipyards in Richmond, Calif.

"Yes, I've bounced around quite a lot but I don't regret it," Heilig declared. "I've followed construction most of my life. I worked on Boulder dam and in dozens of oil fields."

Heilig said he always considered welding strictly a man's job until the present war.

"Now I've got to take my hat off to the ladies," he declared. "Here at Oregon Ship they are more than holding their own in the Welding department. They are doing a wonderful job and we couldn't get along without them."

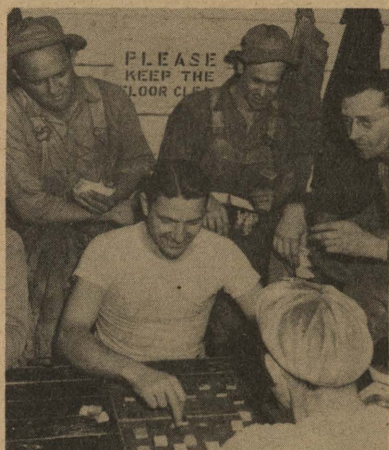
Heilig, who is a native of Ogden, Utah, resides in Portland with his wife and two children.



"Pipin' on the sweet pertater" is fun for Perry Needham and Virgil Tomlin, shown above being watched with amusement by, left to right, Machinists Don Megargel, Bob Clapp and Fritz Sassa.



Ready for a nap the instant they are finished with their lunches are, left to right, Welders F. L. Leach, J. L. Leach and Eleanor Richardson. The 1:30 whistle will find them refreshed and ready for an afternoon's welding on an AP-5, they maintain.



E. F. MacCollom stages a close match with W. R. Munsey, electrician, with plenty of kibitzers to cheer and heckle the contenders. Watching are, left to right, Peter Oregard, J. H. Lightfoot, Jim Butler and Art Holden, Buckler-Chapman employes.

## AP-5 Priority Orders Issued

(OREGON SHIP)—Attack Transports under construction at OSC and three other Pacific coast shipyards were given the highest obtainable materials priority, under provisions of an official directive issued last week by the chief of naval operations. The directive, which went to all yards and contractors supplying naval materials,

### Libertys Aplenty Helped Invasion, Says Ex-Employee

(OREGON SHIP)—"The good old Libertys were stretched out as far as the eye could see," writes Hugh MacKay, former OSC pipe expeditor, from a French battlefield.

"One point of common interest to us and all of the gang there is the sight that I saw the other day," he said. "What a thrill it was to see so many of them together at one time."

"They were a fleet in themselves. It's sure a good feeling to a fellow to come in contact with something like that, especially after having had a part in getting the big devils ready for their mission. You can take it from me they're worth every ounce of energy that has gone into them. To see it first hand is to know."

MacKay came to OSC when the

places the needs of the AP-5 yards above even those of plants engaged in battle damage repairs.

The order has the direct and practical effect of enabling the expediting offices of the four yards to secure from any factory in the country through the navy and the U. S. Maritime commission, any article required to meet production schedules.

Commenting on the development, Al Bauer, assistant general manager of Oregon Ship, declared that "this directive provides further evidence that the president and our chiefs of staff regard the Attack Transports as the most important weapons under production today."

"It underscores the urgent need for accelerating our production pace," Bauer said, "and at the same time will assist us in the expediting of vital materials from subcontracting firms."

yard was started, and joined the army in May, 1943. He is related by marriage to Al Fraser, principal Maritime commission machinery inspector.

## Delivery of 5th AP-5 Due Early At 'Champ' Yard

(OREGON SHIP) — Oregon Ship's famed production machinery went into high gear this week as the yard delivered its second and launched its third Attack Transport of the month. Turned over to the navy Tuesday the U.S.S. Lowndes was the fourth AP-5 produced at OSC. Slated for delivery soon is the yard's fifth combat vessel, the U.S.S. Lycoming.

With completion of the Lowndes, Oregon Ship maintained its leadership over three other Pacific Coast yards engaged in the construction of the same type of ship. Vancouver delivered its third vessel this week, but the Richmond and Calship yards in California were unable to report additional deliveries. Each has completed one.

OSC's accelerated pace was at-

tributed partially to the performance of numerous outfitting tasks on the ways, before launchings. This has resulted in some easing of the pressure on dock crews.

Outfitting activity has been just as intensive, however, with eight vessels berthed in the basin. To meet the revised September schedule, which calls for five deliveries, three more ships are to be completed.

## AP-5 Construction Dramatized on Map

(OREGON SHIP)—OSC workers soon will be able to tell at a glance the position held by Oregon Ship in the four-yard AP-5 production race, according to public relations officials. To keep employes posted on the yard's standing in the "league" pennant race, a large map has been painted on the bulletin board above the bond booth inside the yard entrance.

On the map, officials said, each yard will be assigned a "sea lane" from its location on the West Coast to Tokyo. Lanes will be divided according to the number of Attack Transports to be built in the yards. For each vessel commissioned a miniature ship will be mounted on the map for the yard making the delivery.

The yard's standing will be told by the distance from the last ship mounted to the goal on the coast of Japan.

### CARD OF THANKS

To the workers at Oregon Ship who knew Betty Collier, your kind expression of sympathy is deeply appreciated and gratefully acknowledged.—The Collier family.

## FIRE PROTECTION SERVICE DOUBLED

(OREGON SHIP)—Delivery last week of a 500-gallon fire truck and the addition of five men to the OSC fire company has doubled the yard's protection against fire loss, it is announced by Chief Fred Day.

"When we had only one truck, we sometimes had trouble with second calls coming in while the truck was answering the first call," Chief Day said. He added that the new quarters for the department, facing the ways, gave trucks a better access to the most frequent calls.



Above is the Boiler Erection party which officiated Friday, September 8, at the launching of the U.S.S. Dickens. From left, John M. Benlein; Mrs. Benlein, attendant; F. A. Abraham, master of ceremonies; Ella Marie Owens, sponsor; Gwendolyn Meyer, flower girl; Peter Hilbert; Mrs. Walter McLaren, attendant; McLaren; Mrs. Harold Bruce; Rev. Bernard Montgomery, and Bruce.

## BOILER ERECTION HONORED AS 11th AP-5 HITS WATER

(OREGON SHIP)—With Boiler Erection occupying the honored position as reward for its excellent showing in the recent Fifth War Loan drive, Oregon Ship sent its 11th Attack Transport vessel down the ways Friday, September 8, while a crowd of approximately 5,000 workers looked on. Mrs. Ellen Marie Owens, daughter of Peter Hilbert, veteran swing shift boiler-maker, was the sponsor.

F. A. "Al" Abraham, Marine-Outfitting superintendent, told employes, "We are in the lead in this Attack Transport race and it will take only a little more effort on the part of all to keep us there."

To meet the "20 by December 30" schedule set for the yard, however,

will require a quickened production pace, he said.

Mrs. Owens was attended by Mrs. Walter McLaren, wife of a swing shift boiler-maker, and Mrs. John M. Benlein, wife of a day shift boiler welder. Gwendolyn Meyer, niece of Harold Bruce, boiler-maker leadman, was flower girl.

Ken Moyer of the Bond department was principal speaker. The Rev. Bernard Montgomery, pastor of the Central Presbyterian church, delivered the invocation.

OSC's 12th AP-5, the U.S.S. Drew, was scheduled for launching Thursday, September 14.

### CARD OF THANKS

I wish to extend my deepest appreciation for the financial contributions and expressions of sympathy from my graveyard shift friends on the ways. They have done much to put me back on the road to recovery from my injury.—Celia Hanna.

I want to thank the welders and burners and all other OSC employes who were so kind to me during my recent bereavement and who contributed so generously to the gift I received. We thank you from the bottom of our hearts.—Charles Edwards.





**OSC All-Stars** This is Oregon Ship's women softball all-star squad which won two of three games from the Swan Island all-star entry to capture the championship of the two yards. Back row (left to right), Bob Jones, Jerry Bureker, Ruby Thompson, Cecelia "Toots" Burg, Helen Strand, Rose Grace, Leona Cunningham, Eileen Buck, Kathryn Lukesh, Lila Lee and George Watkins; front row, Verna Klein, Audrey McClellan, Dorothy Clayton, Kit Hildebrand, Margie Stump, Rose Sager, Hazel Desvaux, Ella Spidal and Louise Tuttle. (Oregon Ship photo)



**Nothing Ventured, Etc.** "Swede" Roucliffe, Oregon Ship, who plays softball barefooted, beats the throw back to first base after trying to make a steal to second. Nela Selzler, Swan Island first-sacker, reaches for the ball. (Swan Island photo)

**Horseshoe Expert**



S. E. Hyre, OSC pipefitter, demonstrates the technique that won him all-Canadian horseshoe pitching honors and a galaxy of trophies and certificates. He practices every day by Way 5, takes on all comers, and at 74 insists the game keeps him in trim. (Oregon Ship photo)

**Yard Sports at Off Season Dip**

The off-season slack hit the shipyard sports field last week, with a gap extending between virtual wind-up of the softball season and start of fall and winter sports. Heading up diamond sport activities was the Oregon Ship girl all-stars' second and deciding victory over the Swan Island feminine All-Stars at Columbia Park, September 8. The OSC tossers took the third game of the two-for-three series, 5 to 4, after losing the first

fray, 7 to 4, and coming back to annex the second, 9 to 3. Night softball championship of the three Kaiser yards went to Oregon Ship's Demons, who clouted out a 12-5 win over their Night Hawk rivals. Vancouver got plans underway for a season of touch football, and sent out a call for persons interested in bowling, basketball and boxing, details of which appear elsewhere on this page. Swan Island also got the court game "bug", and girls on all shifts were invited to turn in their names so that hoop teams and leagues could be organized speedily.

**Vancouver Plans Touch Grid Play Starting Sept. 18**

(VANCOUVER)—A program of touch football, to be played at the high school under the lights, is planned beginning Monday, September 18, according to Ralph Fisher, who will direct the activity for the Vancouver Recreation Association. Deadline for entering the play will be Saturday, September 16, Fisher said. Any person interested can contact Fisher at Vancouver 3210, Extension 11.

**STEWART INVITES RING CANDIDATES**

(VANCOUVER) — Kermit Stewart at the Chippers' office on the dock has requested that anyone interested in boxing contact him through the Bosn's Whistle office. Stewart can place boxers in boxing shows in the Northwest, and he also has access to the U. S. O. at 7th and Broadway in Vancouver for training quarters. "Moose" Kennedy, of Oregon Ship, Oregon state heavy-weight champion; Norman Finch and Vern Hoffman are under Stewart's direction.

**Vaudeville Monday**

(VANPORT CITY)—The Vanport Vaudeville, an amateur production, will be presented Monday night, September 18. Acts are being auditioned at community buildings.

**OREGON SHIP GIRL ALL-STAR TOSSERS WIN SWAN SERIES**

(SWAN ISLAND) — Oregon Ship's girl All-Star softball team won its best two-of-three series from the Swan Island All-Stars by eking out a 5 to 4 victory at Columbia Park September 8. Swan Island won the first game of the series, 7 to 4. Oregon Ship unleashed a heavy hitting attack to cop the second game, 9 to 3, and even the battle. "Pete" Smith, star Island short-stop, who has been the hitting star of her team, slamming out a homer in nearly every game, watched the championship game from the bench due to a wrist injury.

**OSC Demons Stow Night Ball Bunting**

Oregon Ship's Demons copped the night softball championship of the three Kaiser yards last week by blasting out a 12-5 victory over the OSC Night Hawks at the Swan Island field. The two teams were finalists in a tourney including teams from Swan and Vancouver. Score:

	R	H	E
OSC Demons	12	13	3
OSC Night Hawks	5	11	2

Nolder and Morgan; Leabe and Tyrell.

**Sundlie First Hoop Candidate at Swan**

(SWAN ISLAND)—First basketball enthusiast to sign up for the coming season in Swan Island's women's league was Eleanor ("Lucky") Sundlie, graveyard welder in Assembly, Bay No. 9. Girls on all shifts are asked to turn in their names to their counselor, Benny Wallace, Assembly graveyard rigger, is lining up teams and schedules for a league.

**WHERE'S THE HEAD?**



(VANCOUVER) — The slightly quizzical expression on the face of T. A. "Ace" Waldron is brought about by the fact that the 32-pound salmon he caught at Astoria arrived by express minus the head, and the fellows on the Outfitting dock wouldn't believe he caught it. Waldron came back from Astoria on the bus and the fish followed by express. In order to get it into the box, the Astoria packer took the head off. The salmon was caught at the mouth of the Columbia.

**HELLCATS CAPTURE VANCOUVER YARD GIRLS' SOFTBALL**

(VANCOUVER) — Messenger Hellcats, behind the five-hit hurling of Potter, trounced Assembly Day, 12 to 2, on the Hudson House field Friday evening, September 11, to win the championship of the yard women's softball play.

The victory gave the Hellcats the best two-of-three games in the series, they having won the first contest, 6 to 3, and played Assembly to a deadlock in the second tilt. The largest crowd of the season saw the final fray, which was umpired by Frank Zgonc, Shumway Junior high instructor, and E. J. (Jiggs) Jenkins, Vancouver policeman, appointed by A. C. ('Ace') Waldron, sports 'czar.'

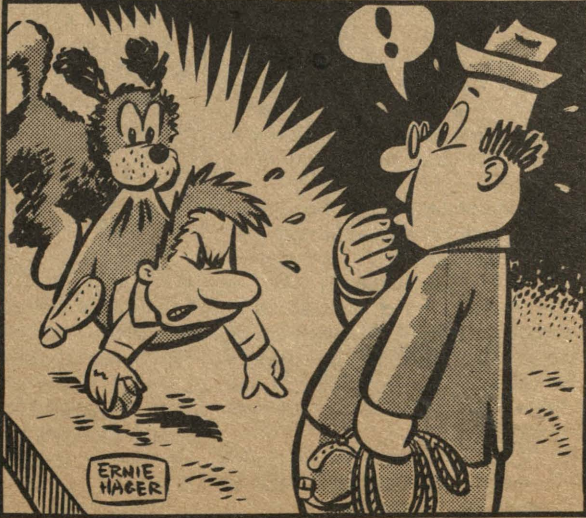
Marjorie Zimmerman manages the Messenger Hellcat ten and C. P. DiShaw of the USMC is coach. Score:

	R	H	E
Messengers	12	14	0
Assembly Day	2	5	2
Potter and Quinlon; Harvey, Anderson and Felty.			

**Barnyard Golfer, 74 Still Top Ringerman**

(OREGON SHIP)—"You can have your polo and golf—give me a good old-fashioned game of horseshoes any day," says S. E. Hyre, an OSC pipefitter for two years. "There's a game to keep a man in trim. I'm 74 years old, but I feel like I could lick my weight in wildcats any time." Hyre, former all-American horseshoe pitching champion, keeps his arm in shape with a 20-minute game every noon at the water's edge by Way 5. He plays with "anyone I can challenge to a match." Still able to pitch a ringer with the accuracy of some of the more youthful experts, Hyre has lost little of the form which won him a shelf of trophies and scores of certificates. Among the prizes he treasures most are the ones won three years running as champion of Manitoba.

**Stubby Bilgebottom**



By Ernie Hager



## Shipbuilding -- 1918 --

Following are excerpts from shipyard newspapers of World War I.

### Noon Whistles Are To Be Observed July, 1918

Instructions were issued last week by Superintendent Walter Brown that the workmen are to ring in at noon by the time the first whistle is blown, which is at 12:25. The purpose of the order is to have men at their places of work when the second whistle sounds at 12:30.

This custom had been observed by most of the workmen before, but some of the men had been in the habit of remaining outside the plant until after the second whistle. The number who waited outside was constantly increasing until finally there was a big congestion at the clock office after the prescribed time for the men to be at work. Some did not arrive at their places until long after 12:30.

Those who fail to ring through at noon on time are being docked a half hour. The number who had to pay the half hour penalty were very few. Now practically every man has rung in when the first whistle blows.

### Wedding Note July, 1918

The Accounting department was thrown into a state of violent mental excitement one morning this week upon the appearance of a certain member of its personnel, looking like a man suffering from the combined effects of shell shock and being gassed. Upon the sufferer being subjected to cross-examination it was revealed that the said gentleman had just been married. After offering their condolences, the office resumed its usual placid calm.

### CHILD CARE DEPENDS ON EARLY ENROLLMENT

Notice has been issued by the Portland public schools that the after-school and Saturday care for children at the schools is in a trial stage. If enrollment by September is not large enough to warrant the program, it will be discontinued, authorities stated.

They pointed out that cost for the extra care of children is only 75 cents per week, a nominal fee charged to cover added expense to the school system in salaries, fuel and equipment. Further details may be obtained from yard counselors or school principals.

## Overalled Women News in 1st War Industrial Plant

(SWAN ISLAND) — Today, women in production are told to wear "pants." In fact, most industries won't allow a woman dressed in skirts to come on the job. Not so 25 years ago and J. R. Kelsey, day layer-out in Assembly, brought in a clipping from the Indianapolis News of March 4, 1918, to prove it.

The clipping reads: "Thirty-five girls employed at the Evansville plant of the Hercules Buggy Company will don overalls this week to wear at their work. Many of the girls who took the places of men who now are fighting in France or are at some military cantonment, have found that skirts interfere with their work. A mass meeting of the girls was held Saturday at the factory, and by a unanimous vote it was decided that they should discard skirts for overalls."

"A few girls and women have worn overalls in their homes and gardens, but this will be the first time members of the sex have worn them in an Evansville factory. The overalls to be worn will be uniform in style. They will be made of blue chambray cloth, cut in bloomer style, and gathered at the ankles. With them the girls will wear waists cut in the fashion of a bungalow apron."



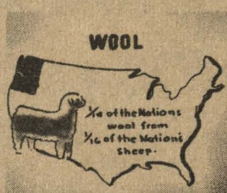
# KNOW YOUR NORTHWEST

By  
ROBERT ORMOND CASE

(This series, by a well-known authority on the Pacific Northwest, is designed to give war industry workers in the Portland area a brief but lucid summary of the advantages enjoyed by permanent residents of Oregon and Washington.)

### 1. PROSPEROUS LIVING

AS good Americans, many transient workers in the Portland area will stay on their particular jobs until the war is over. Nevertheless, as individuals, they have a growing fear of the future. It may be called, oddly enough, a fear of early victory.



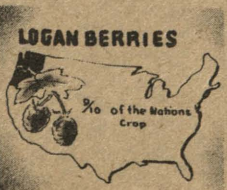
Entirely logical and human questions root in that fear. The worker asks: "What will happen to me and my family when war industries close down? Some say there will be post-war prosperity, but suppose there's a depression? In justice to my family, should I not pull out quietly before the war is over and get ready to ride out the storm in my own home locality?"

The last is the key question. The purpose of this series is to indicate, from the record, the factors which make the Pacific Northwest—Oregon and Washington—a good place in which to live in good times or bad.

Most of all, if economic storms are brewing, it offers that extra and heartening margin of security. Statistics tell the story. To avoid painting too rosy a picture we will not use wartime figures, but data taken from the "normal" years of 1939 and 1940:

In studying these figures let us keep two basic facts in mind. They are fundamental advantages peculiar to the Northwest.

The first is that Oregon and Washington are far from overcrowded. Although the two states increased their population 270 per cent since 1900—as compared to 70 per cent for the rest of



the nation—the area could support five times its present population with ease.

Oregon, for example, ranks 9th among all the states in area but 34th in popula-

tion. Washington is 19th in area and 30th in population. Total for both states (1940) is 2,828,875, or less people than live in the city of Chicago. To put it another way: the two states have 18 per cent of the nation's area but less than three per cent of its population.

In a region of vast potential wealth, this means less competition, more individual opportunity. It is easier to "get a start," easier to "get ahead."

The second basic fact is that the permanent economic security of both Oregon and Washington is guaranteed by two essential items: lumber and agricultural products. There are other important and expanding industries whose future is assured in normal times, but in lumber and agriculture the two states produce a surplus which the rest of the nation must buy "whether school keeps or not."

A certain amount of upkeep and new building must go on during the worst depression. We will supply our share of the lumber, since half the standing timber of the United States is in Oregon and Washington.

People must eat, good times or bad. Oregon and Washington produce surpluses of wheat, beef, pork, lamb, canned vegetables and fruit. These are items which population centers MUST have. Some may be left off the national menu; not all of them. And there's a primitive but immensely satisfying angle to those surpluses: they guarantee that no man, woman or child will ever starve in the Pacific Northwest.

How do these two basic advantages work out in terms of Northwest production?

In 1939—with less than three per cent of the nation's population, remember—Oregon and Washington produced:

Nine-tenths of the nation's loganberries.

Three-fourths of the nation's hops.

One-third of the nation's lumber.

One-fourth of the nation's apples and pears.

One-fifth of the nation's wheat.

One-fifth of the nation's cherries.

One-fourteenth of the nation's wool—from one-sixteenth of the nation's sheep.

There were surpluses in other categories. What does such production mean in terms of individual prosperity?

More people own their own homes in the Northwest than in any other section of the United States. Portland is the nation's No. 1 city in that respect. The average value of farm lands and buildings in Oregon and Washington is far higher than the average for the nation. Per capita incomes and bank balances are higher. The farm uses more than three times the national average. There are more electric kitchen ranges in Portland than in New York City.

And here's a final item on the prosperous note. The Northwest ranks second in the nation in the per capita motor vehicle registrations. In 1939 there were more passenger automobiles in Portland, Oregon, population 305,000, than in all of Soviet Russia.

This is the first of eight articles to be written by Robert Ormond Case on the general subject of "Know Your Northwest." Other subjects in this series will include:

"What Lumber Means to the Northwest."

"Cheap Power."

"Agriculture—Present and Future."

"Dairying in the Pacific Northwest."

"The Willamette Valley."

"Recreation."

"Pleasant Living."



# AP-5's Boost Sheet Metal Work Jobs Taken in Stride

(OREGON SHIP) — The change-over from Victory cargo to Attack Transport ship construction has boosted the workload for nearly all yard departments, but none has been confronted with such a staggering increase as Sheet Metal, headed by Superintendent Verne Nelson. Estimating that the work of his crews has been multiplied by five on the assault vessels, Nelson revealed

this week that the department's personnel had jumped from 250 to 750 since the beginning of the AP-5 program.

"Of the 500 new workers we have added, only a few had any sheet metal experience," Nelson declared. "It was necessary for us to elevate many new foremen and leadmen from the ranks to instruct them, and it is just now that they are developing a good understanding of the work."

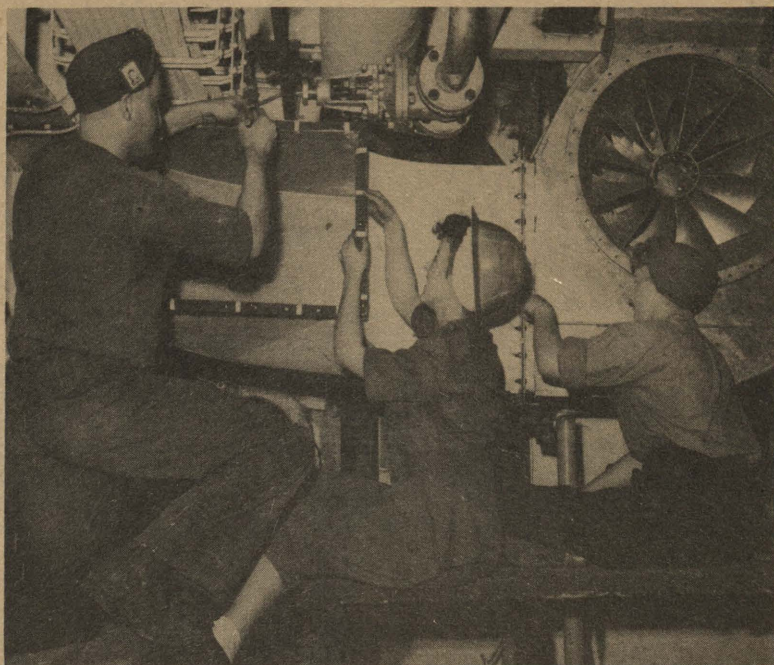
## VENTILATING SYSTEMS

There are 49 separate ventilating systems to be installed on each Attack Transport, while on the Victory there were only nine, Nelson said. The new ship requires three times as many sanitary bulkheads between toilets and showers and twice as many expanded metal bulkheads.

One of the most important new sheet metal assignments is in the galley where food is prepared for the hundreds of troops who will sail with the vessels. Nelson's crews also handle installations in the officers' galley.

Although the size of the Sheet Metal shop was enlarged a few months ago, facilities there are inadequate for the fabrication of all 49 of the ventilating systems. The majority of the systems are completed in the shop, Nelson said, and the balance are "farmed out" to other plants.

Nelson said his department was receiving "full cooperation" from other crafts in meeting outfitting schedules. He expressed particular gratification for the increased output of sheet metal night crews,



**Air Conditioners** When America's fighting men head for Japan on Oregon Ship's Attack Transports they will find cooling breezes in the most remote sections of the ships due to work being done by 750 sheet metal workers now employed in the yard. Pictured above are three sheet metal workers installing a ventilating system on an AP-5. They are (left to right), F. W. Beck, Gerrie Merna and Doris Glass. (Oregon Ship photo)

under the direction of Supervisor Ira Mansfield.

"We're beginning to hit our stride now," asserted Nelson. "Although we haven't held up any deliveries yet, our margin has often been too close for comfort. Our

workers are enthusiastic and determined. With the experience they've gained on the first few AP-5's they're equipped to meet the faster schedule on which the yard must get it if it is to turn out '30 by December '30."

## War Prisoners Lack Fags in German Camp

(OREGON SHIP) — A cigarette shortage much worse than that felt by Oregon Ship workers is reported by Cpl. Albert Turner, Jr., a former OSC marine shop electrician. Turner was captured by the Germans on "D-day" and rescued by the Allied forces on August 5.

In the two months of his internment, Turner writes that "The few cigarettes available to us were supplied by the French Red Cross." When he returned to his outfit, however, his buddies celebrated by showering him "with enough candy and cigarettes to last for the duration."

Cpl. Turner has a 19-month-old daughter here that he never has seen. His father, Al Turner, is an OSC graveyard electrician.

## "Thirty, Sure! We Can Do'er!" OREGON SHIP SLOGAN

(OREGON SHIP) — Winner of the \$100 war bond offered as prize for the best slogan symbolizing the yard's Attack Transport construction program is W. G. Clark, Assembly Paint foreman. His prize-taking slogan, announced by Hal Chase, OSC Safety department, for the judging committee is "Thirty? Sure! We can do'er!"

Clark, awakened late Monday night, thought the announcement was "a gag." "I never thought a few words like that would win me \$100," he said. "I didn't believe it." Reassured that he was actually the winner, Clark had no doubt in his mind about what he would do with the money.

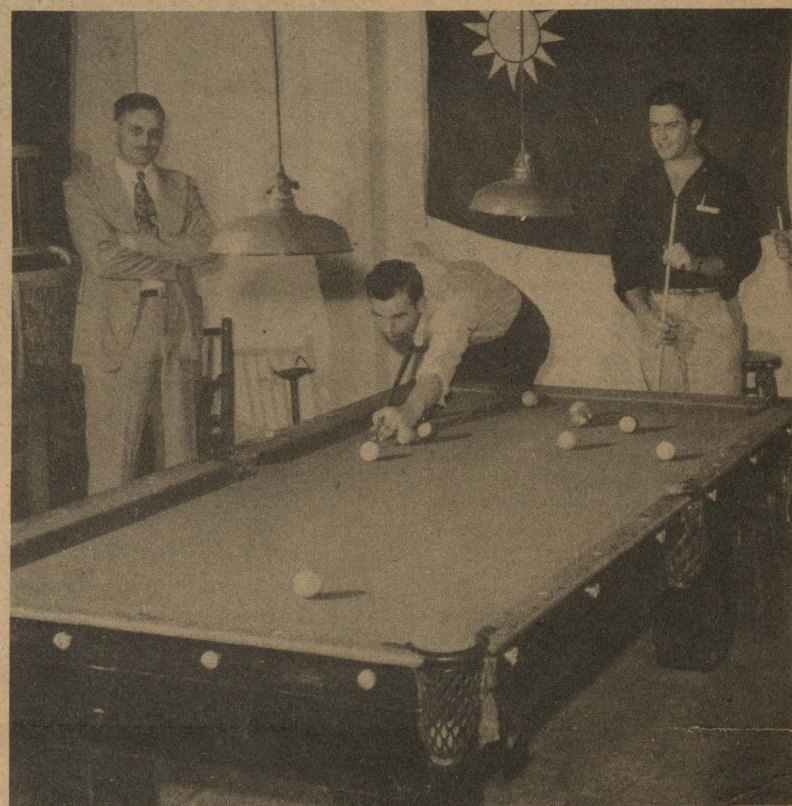
"I'm going to take my son on a trip when he gets home from France," he declared happily. Clark explained that his 26-year-old son, now in the Army signal corps had lived in Forestville all his life. "I want to show the boy some of the rest of this country he's been fighting for," he said.

Clark has been at Oregon Ship since February, 1942. He said, "Oregon Ship has always delivered



W. G. CLARK

every ship it's been asked for, and we will again, for this reason: we lead the county in production, construction, determination and co-operation. We can do'er!"



**Man Our Ships** Merchant seamen find United Seaman's Service another War Chest beneficiary offering everything given men in armed services by other agencies. Three operations are maintained: hotel, office and club. At club, Jones renews acquaintance with Merchant Seaman James E. Lowery (shooting), formerly a day shift burner at Oregon Ship. Frank Halling watches game.

## First-Hand View Points Chest Need

They may not all be from Missouri, but Kaiser employees do like to be shown. With announcement that next Monday, September 18, will open the annual drive for United War Chest funds, six representative workers from Swan Island and Oregon Ship made a tour of a few of the many local agencies affiliated with the War Chest, to see for themselves where their money and your money will go.

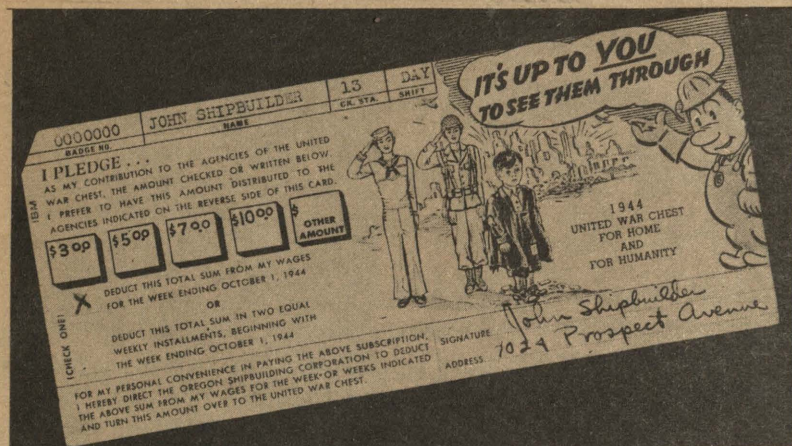
From Oregon Ship there was Mary Haymaker, graveyard supervisor of counsellors; Bob Jones, Ways welding leadman, also on graveyard, and Dick Carlin, executive secretary to the yard superintendent. The trio from Swan Island included Frank Halling, materials supervisor; Tom Haggerty, swing shift Assembly supervisor, and Lela Burrell, graveyard counsellor.

Before starting the round of agencies, the sextet was given facts about the National War Fund which is represented locally by the Portland-Multnomah County United War Chest.

One of the major objectives of the National War Fund is to provide services needed by men in uniform at home and abroad. This year, operations include a total of 3,035 USO service units, with a monthly attendance of over 30,000,000; USO camp shows touring combat areas and playing to 1,600,000 men a month; United Seamen's Service following invasion forces and operating 82 rest camps and clubs throughout the world, and more than 300 tons of recreational and educational supplies shipped to prisoners of war.



**His Wife and Baby** Over 1100 babies and mothers used the baby lounge at Union depot last month. Sponsored by Traveler's Aid, supported by the War Chest, the baby lounge provides travel weary mothers a place to sterilize baby's bottle, heat milk and obtain diaper service. Miss Goddard, standing at rear, Dick Carlin and Mrs. Burrell watch with interest.



**War Chest Pledge** Above is a replica of the front of the United War Chest pledge card which will be distributed Monday, September 18, at Oregon Ship. On the card's back will appear the names of 58 benefiting agencies affiliated with the organization, from which workers may choose those to which they wish their donation to go.

## War Chest 'Kickoff' Set for Kaiser Yards

(OREGON SHIP) — The United War Chest drive for the Portland community will be kicked off this year in Kaiser shipyards. The initial pledge cards are rolling off the presses and will be distributed to Oregon Ship employees Monday, September 18. In a statement explaining the campaign, Edgar F. Kaiser, general manager, declared:

"Right now we are engaged in the most important of our ship production assignments, every effort being directed toward the early completion of our AP-5 contract.

"We all know that, yet we also realize that there are certain community and Christian obligations that must not be neglected. One of these is the annual drive for funds for the United War Chest.

"This fund embodies all our war appeals except the Red Cross and provides essential wartime service to our armed forces, merchant marine, prisoners of war, Allied relief,

and, last but not least, our home front."

War Chest officials emphasized that donors may designate any of the 58 benefiting agencies affiliated with the organization to receive donations. The wishes of the contributor will be honored scrupulously, they said. Names of these agencies, with blank spaces for specified sums, will appear on the back of the pledge card.

A window sticker for home and a lapel button will be given with each pledge. Because the drive is being inaugurated in the yards Kaiser workers will be the first in the community to display War Chest emblems.