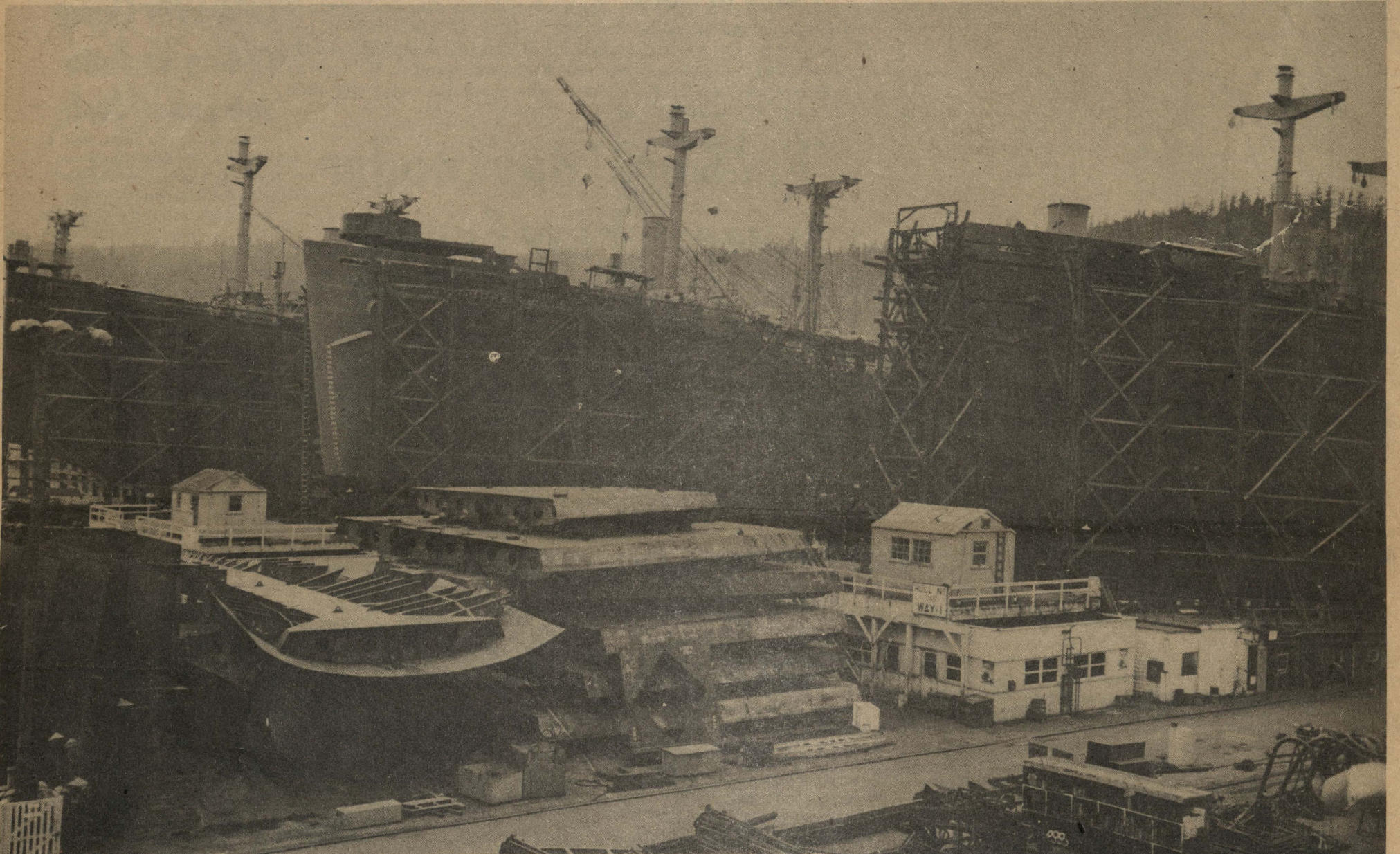


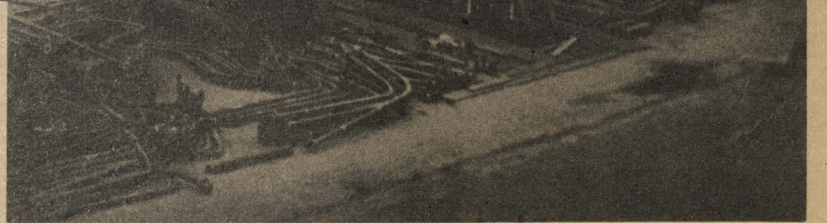


MARITIME DAY WILL START AP-5 PROGRAM

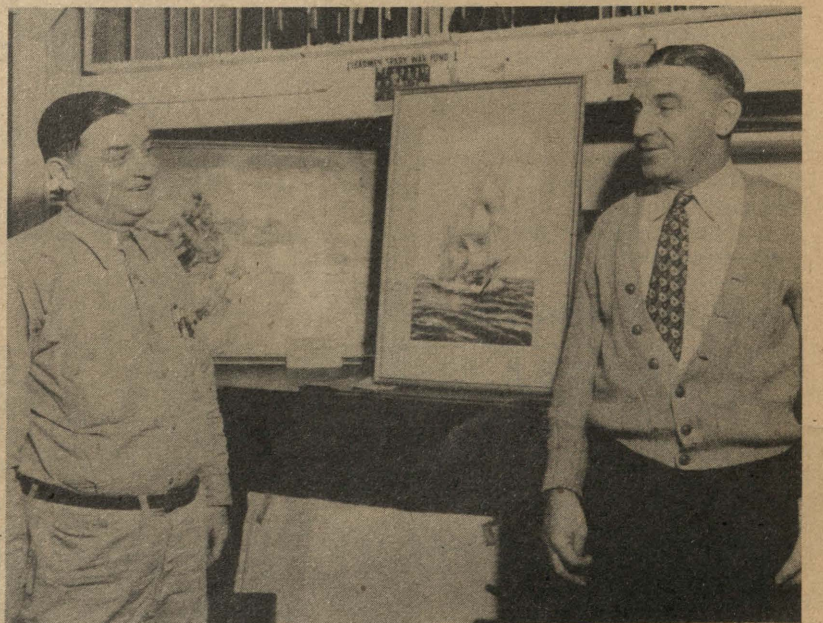
Story, Page 5



First of the Transports The pile of inner bottoms shown above stacked in front of Way No. 1 are "all set to go" in building the first of OSC's new series of Attack Transports. Keel plates for the first AP-5 will be laid on the way skids immediately after the launching of the S. S. Seton Hall Victory, Tuesday, following an extensive Maritime day program. Material shown above will follow a sequence familiar to all Oregon Ship workers who worked on the yard's "30 Attack Transport" program, completed last December.—Story Page 4. (Oregon Ship photo)



"Star" Workers For more than four years the men shown above have worked on vessels built at Oregon Ship. They are a few of the workers still at OSC who can say, "I worked on the Star of Oregon, first Liberty ship to leave the yard." Keel for the "Star" was laid May 19, 1941. Those shown above are, left to right, front, Wallace Bull, Assembly; Adam J. Heisler, chipper leadman; Joseph Peabody, electrical leadman; J. E. Mitchell, shipwright; Byron Sherrill, sheet metal leadman; Leo Redding, Plate shop foreman; back row, Richard Schulzke, Mold loft leadman; Dan Blasdell, labor foreman; Bert Collins, shipwright foreman; H. Meredith, painter; Walter Zahler, shipwright; Calvin Malcom, rigging foreman; G. M. Mason, shipfitter foreman; N. K. Clifford, welder leadman.

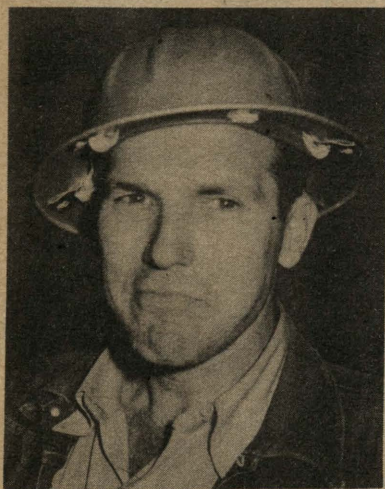


Art Prize The painting shown above is one of the many prizes being offered by departments for bond purchases. The painting of a full-rigged ship was given to G. G. "Scotty" Wright, Erection superintendent, right, by the artist, William Davies, shipfitter leadman, for a bond prize. Davies' other painting in the background drew crowds in the yard when placed in an office on Way 6 last week before being sent to an Eastern art gallery for exhibition.

Arnold Training Center Closed On Truman's Order

(SWAN ISLAND)—Stopped before it really got started in the Vocational Training buildings at Swan Island, the Arnold Training center was closed Saturday in the nationwide move initiated by President Harry Truman to close war production training schools. Although all three Kaiser yards are now in

WORKER KNOWS VALUE OF TB TESTS



ERNEST COLLIER

(SWAN ISLAND)—Just one example of the benefits derived from periodic X-ray examination is the experience of Ernest Collier, Marine machinist, who was one of the thousands of workers at Swan Island who was X-rayed for tuberculosis last fall.

When first examined, X-rays indicated a "suspicious" case, which means a cloudy spot on the lungs. Another X-ray was taken and about three weeks later laboratory tests proved conclusively the presence of infection. Collier then entered the sanitarium at Milwaukee, spent several months there and returned home in January to spend another two months in bed.

Fortunately, his case was discovered early enough to make treatment effective. Tests now indicate "negative" and Collier is back on the job.

"I consider myself lucky," he said, "I saw some cases that had not been discovered in their early stages. Those would take years or perhaps never be cured. Everyone should be examined periodically."

The tuberculosis survey station is located at 830 S. W. 10th avenue and X-rays are free.

Absenteeism No Problem At This Yard

There's a shipyard up on Puget Sound where there is no absenteeism or early quitting and where they don't pay the \$1.20 an hour scale. For wages ranging from between six and 15 cents an hour, the workers have completed three army service tugs and have just launched a 65-foot craft for operation between Alcatraz island and San Francisco.

The yard is located at the McNeil Island Federal penitentiary, near Tacoma. And needless to say, a lot of the workers there would like to get a clearance.

need of manpower, their efforts are directed toward rehiring former employees who have been trained the Kaiser way for work in the area shipyards. Figures show that of all new hires signing on at the yards, up to 75 per cent have worked for Kaiser before at either Swan Island, Oregon Ship or Vancouver.

Training will continue in the yards on the job, as has been the practice since the yards opened.

DIRECTORS ADVISED

Directors of vocational training at Swan Island and Oregon Ship received the following letter from Fred Stirman, director of war production training:

"President Harry Truman has recommended that all vocational training for war production workers cease and Congress has concurred with his recommendation.

"Late yesterday I was notified by the United States Office of Education, through the state division of vocational education, to liquidate the Portland war production training program. All unpaid supplementary training in this area will terminate as of midnight, Saturday, May 12. All paid supplementary and pre-employment training will close at midnight, Friday, May 25.

"It is planned to have all war production training equipment removed from Maritime commission property by midnight, June 15."

Vancouver was similarly notified. It is considered probable that training schools conducted by the unions will continue to operate "refresher" courses as they have done in the past.

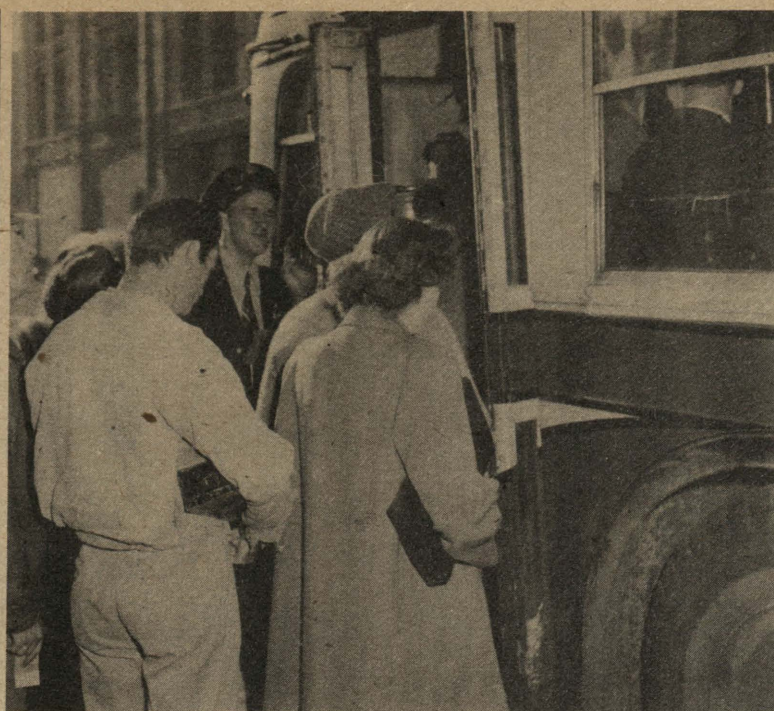
Classes Offered In Lip-Reading

(OREGON SHIP)—A summer course in lip-reading will be offered by the Portland Society for the Hard of Hearing, a member agency of the Community Chest. Free classes will be given at the society headquarters, 39 Selling-Hirsch building, beginning June 1.

Classes are scheduled as follows: Beginners, Mondays, 7 to 8 p. m. and Fridays, 2 to 3 p. m.; intermediates, Mondays, 12:30 to 1:30 p. m.; advanced, Mondays, 8 to 9 p. m. and Fridays, 3 to 4 p. m.

"Lip-reading is the art of understanding thought by watching the movements of another person's lips and facial muscles," the Society said. "No matter how slight or severe the hearing loss, a person can profit by lip-reading. Workers sometimes acquire a hearing defect from working under conditions of constant noise, but through these classes he can train his eyes to supply what his ears can no longer do for him."

Thirty thousand men experienced in sailing oceangoing ships returned to sea in 1944, recruited by the recruitment and manning organization of the War Shipping administration.



'Plenty of Room' At least that's what bus loader Bill Jensen is telling a skeptical group of Swan Island workers who are waiting to cram into a bus bound for the yard. Jensen's job of keeping everybody nearly satisfied isn't an easy one, but he doesn't mind it. He says he knows plenty of other fellows who are a lot worse off than he is. (Swan Island photo)

'Valorous' Bus Loader Squeeze Play Expert

(SWAN ISLAND)—Here he is—perhaps the most hated and deeply-appreciated man in Portland, depending upon whether you're on the inside or the outside of the bus he's loading. Bill Jensen, "loader" for the Portland Traction company at one of the busiest corners in town—N. W. Broadway and Glisan streets—well might be in line for some sort of medal for valorous service, if such medals were awarded to "soldiers out of uniform."

Well-known to many workers at Swan Island, Oregon Ship and war plants in the Northwest section of town, Jensen, with his "Okay now—there's plenty of room in the back, folks... crowd in a little—come on now, just one more!" greets all situations, and there are plenty of them, with a firm hand and a keen sense of humor.

SQUEEZE PLAY

The "public" can be exasperating even under the most favorable circumstances, but coping with literally hundreds of just-out-of-bed workers rushing for the last bus takes the poise of a diplomat and the temperament of a clown. A less adjustable man might go berserk at the thought of it—but not Jensen.

For instance, a Swan Island bus pulls to a stop at the red light. Since the passengers already are jammed flush to the door, the driver leaves the door shut so as not to lose any who might pop out. Jensen notes the anxious expressions on the faces of those who are to be left behind, asks the driver to open the door, and begins his "step-back-please" routine. In a few moments the last passenger is squeezed in. He cranes his neck to offer an appreciative nod to Jensen, who smiles back at him in satisfaction.

LIKES HIS JOB

"Sure, I like my job!" said Bill Jensen. "Sometimes the weather is pretty rugged and once in awhile people sort of get under my skin—but on the whole I like everybody. I don't blame them for squawkin' when they have to pack in there

PORTLAND AMONG 11 CITIES STILL TAKING PLASMA

(OREGON SHIP)—With the closing of 19 blood donor centers to release critically needed doctors and nurses, Portland becomes one of only 11 cities in the nation left to supply Army and Navy needs for blood plasma, it was announced this week by the Portland Red Cross headquarters.

"It will be vital to the lives of fighting men that Portlanders assume the added responsibility," the announcement stated, urging all industrial workers to a rededication of their blood contributions "until the war is finally won."

For the week ending May 5, Oregon Ship workers donated 187 pints, Swan Island 42 pints, and Vancouver Ship 165 pints.

OPA Will Clamp Ceiling on Auto Job Labor Costs

The OPA has announced that it will set specific limits on labor charges auto shops may include in computing repair costs for 56 common passenger cars. A month's notice has been given the shops, and specific orders will be issued to local OPA boards soon.

Under a regulation to become effective June 14, time limits will be set on repair jobs ranging from a minor brake adjustment to crank shaft and bearing installations. The limits will be based on times established by car manufacturers as adequate.

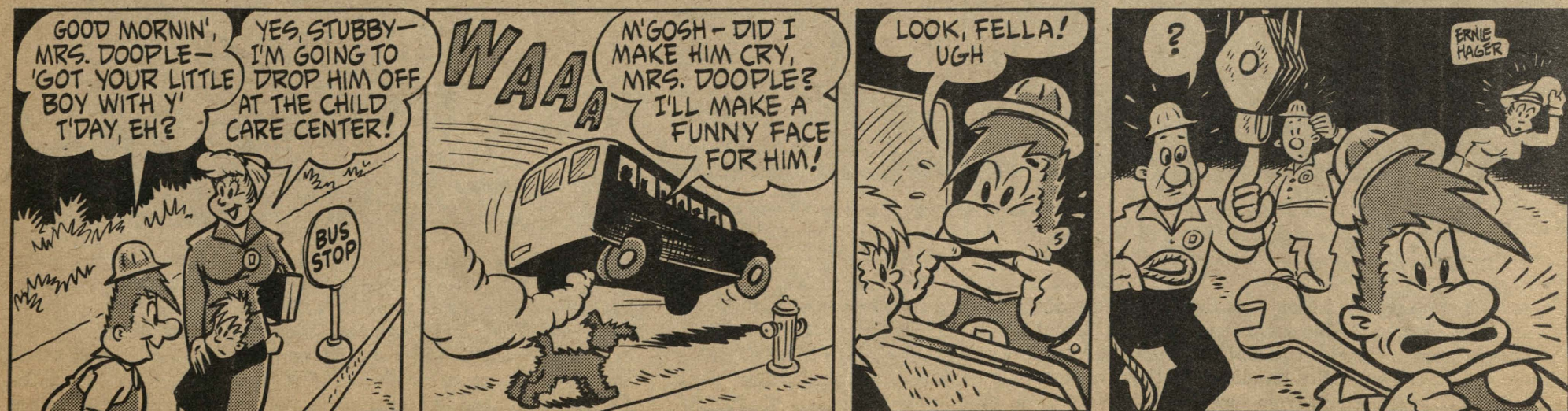
According to Hosea R. Evans, district OPA prices executive, the action is being taken to eliminate a practice by some repair shops of charging car owners for more hours of labor than were actually required for a job. All shops will be required to post the new time schedules.



Washday The crew of one of the repair ships at Swan Island's dock took advantage of the splendid sunshine last week to wash and dry its signal flags. Here are a number of them run up to dry. (Swan Island photo)

Stubby Bilgebottom

By Ernie Hager





Reading signatures of men whose names are making newspaper headlines—all written on Lieut. Paddy Mozier's "short-snorter bill"—are, left to right, Kay Ferris, U. S. Maritime office; Cherrie Dowell, chauffette; Lieutenant Mozier, and Chauffettes Virginia Johnson and Connie Schacher. The "bill" is made up of pieces of currency from every country the lieutenant has visited.

Short-Snorter Expert; Big 3 Sign for Him

(OREGON SHIP)—One of the most colorful characters ever to come through Oregon Ship's gates, Lieut. Paddy Mozier, merchant marine, added a leaf to his book of adventures recently when he came to the yard to prepare to ship out on an OSC-built Victory. First indication OSC workers had that a world-traveler, renowned for his escapades, was in the yard came when the stocky, blue-eyed lieutenant pulled the longest known "short-snorter bill" out of his pocket and asked for a few signatures.

Bystanders read with amazement the names of Franklin D. Roosevelt, Stalin, Chiang Kai-shek, Churchill, Anthony Eden and General DeGaulle.

"A 1000-mile flight over water qualifies anyone for membership in the 'short-snorter club,'" Lieutenant Mozier said. "Every time a member goes into a new country he adds a piece of that country's paper currency to his 'bill.'" Mozier's "bill" represents 36 United Nations countries.

IN FRENCH FOREIGN LEGION

Though now in the uniform of the Merchant Marine, Lieutenant Mozier has served in the U. S. army, navy and marine corps. He said his military life began at 14, when he ran away from home to join the French Foreign Legion. Every statement he made about his fantastic and adventurous life Lieutenant Mozier supported with some documentary evidence, including scrap books of clippings from the days when he was welterweight champion of the U. S. navy.

Lieutenant Mozier stated that he is planning to write a book—or several books—about his life in the armed forces and in the far corners of the world.

"I certainly am going to give one chapter to Oregon Ship and the other yards building the nation's supply ships," he said. "I've seen what they can do under fire in the Pacific, and I believe our merchant fleet is the greatest the world has ever seen, in every respect."

German Uniform Wearer Startles Oregon Workers



M. B. PETERSON

(OREGON SHIP)—A number of machine shop workers were first startled, then amused, last week when they opened the door of the toolroom office to see what looked like a well-dressed young Nazi officer standing guard under the sign of the swastika.

The motionless figure, who looked as if he had been transplanted from a war office in Berlin before V-E day, was M. B. Peterson, maintenance machinist, dressed in a uniform sent to C. N. Johnson, machinist, by his son, Armel Johnson, a former OSC machine shop worker.

"It gives me the creeps!" was the statement of a girl bystander. "If we hadn't won the European war, that uniform might be on a real Nazi, maybe standing in front of our Administration building!"

Worker's Soldier-Son Tells Of People in Philippines

(VANCOUVER) — What an ordinary soldier sees and how he feels is brought out graphically in a letter sent by Cpl. Verald Rosander, son of Ben Rosander, swing shipfitter on Way 7. While written from his station in the Philippines, the letter does not deal with matters of war, but rather with the customs and modes of life of the people. "The women are petite and very pretty,"

the letter points out. "All of them are clothed in colorful dresses which are immaculately clean. They wear no stockings and their foot gear consists of wooden clogs. The men, also of small stature, dress in nondescript clothing and practically all of them go barefoot and in general do not present as good an appearance as the women. I found great difficulty in determining their ages because of size and because of their rapid maturity in the tropics. You can't tell if they're 15 or 35 years of age. You very rarely find one who is over five feet tall and weighs more than 100 pounds. The women have a fine graceful walk, from carrying everything balanced on their heads. Their posture is excellent, but how they keep those slippers on their feet is a mystery. The upper part of the slipper consists of only a small strap across the toes while the sole may be leather or, more often, wood.

"The Filipinos here live in ramshackle thatched huts. I don't know how many people or families in a hut, but I am told the interiors are a direct contrast to the exterior—spotless. Some of the boys who have been to Mexico say the huts and towns are typical of those here."

Rosander's bivouac area turned out to be a warehouse practically untouched by gunfire. His outfit was lucky enough to find a fresh water trailer right on the spot. The first thing they noticed was the size and number of flies—two or three times the size of those at home. The letter continues:

"After we left our area, the traffic, both vehicular and pedestrian, increased to a marked degree. Rolling over unused car tracks and swerving to avoid holes were jeeps, weapons carriers, command cars, trucks, ox drawn carts and also what is the equivalent of a taxi—two-wheeled, one-horse shays. However, what made us stare in amazement were the number of the latest models of automobiles—La Salles, Buicks, Lincoln Zephyrs, Packards, and others—all expensive makes driven by civilians.

CHILDREN HAPPY

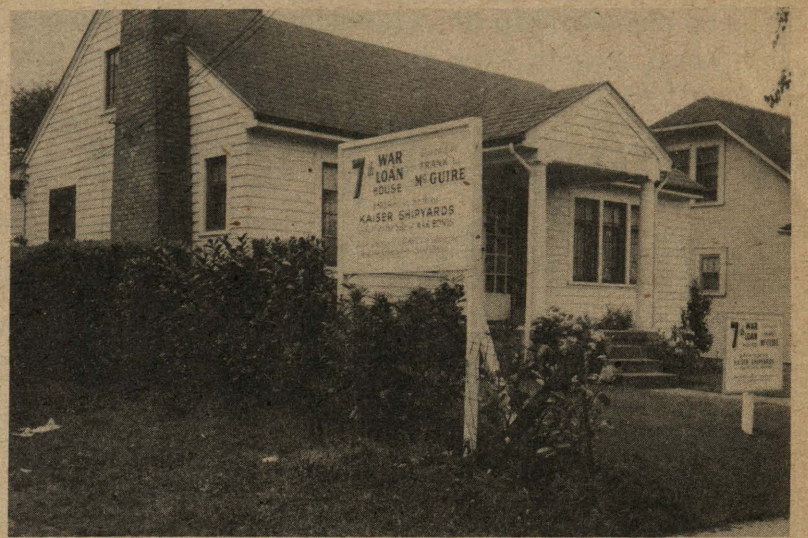
"I have a word to say about the one-horse shay. It's a two-wheeled buggy pulled by a stunted horse. Some might call the horse a Shetland pony and be about right, but these ponies are built more on the order of a six or eight-months-old colt, not fat and chubby like a Shetland. . . . I don't know how in something or other those small ponies can pull the load. The carriages are all of silver and chromium mounted. The harness on the pony is a mass of silver studs.

"Where you see one child you see a dozen. Right now, there must be about 50 of them on the street below me. Funny thing, too, I have yet to hear one cry. They are happy and carefree and whoop and holler continuously. They range in age from 2 to 14 and are all one big happy gang. I have never seen them quarrel or even come near it. They won't take anything unless they ask you first, no matter if it's only an old bottle you threw away—honest as the day is long. I guess they really enjoy being free from oppression. They all are singing now. A regular carnival all wrapped up in one little group."

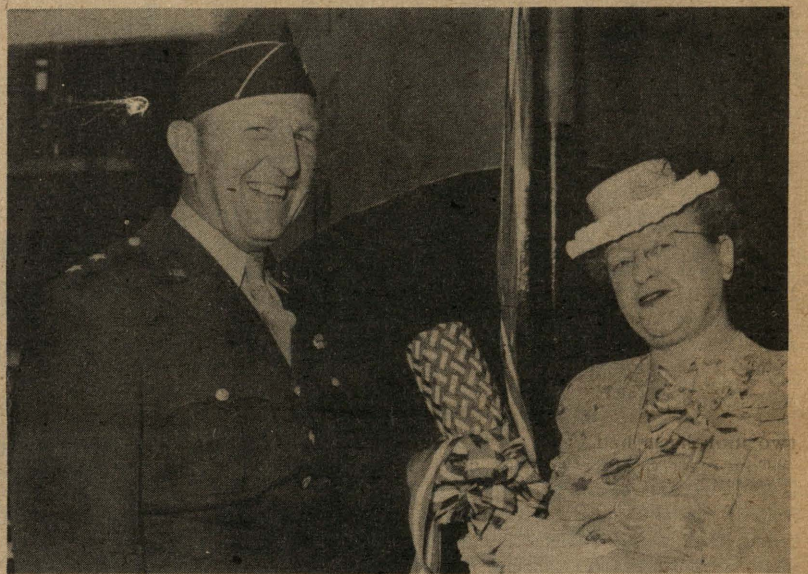
BACK TO NAVY

(SWAN ISLAND)—Clifford Goodspeed, electrical supervisor, has returned to the navy and at the present time is stationed at San Diego, Calif. Goodspeed came to Swan Island from Oregon Ship when the yard started. He worked as a Marine Electric supervisor in charge of installation and held this job on fleet oiler conversion work handled by the yard.

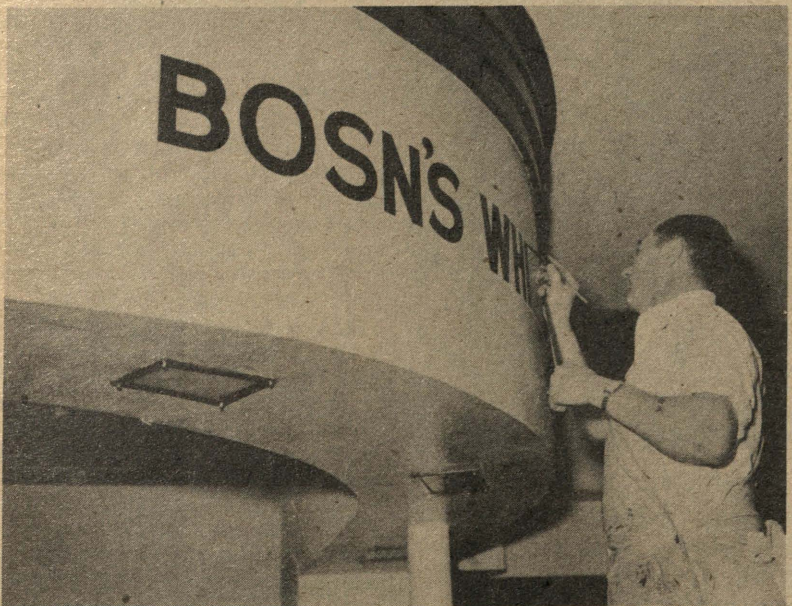
His father, Fred Goodspeed, radio and IC electrician, is on a 30-day leave of absence, spending most of his time at Longview, Wash.



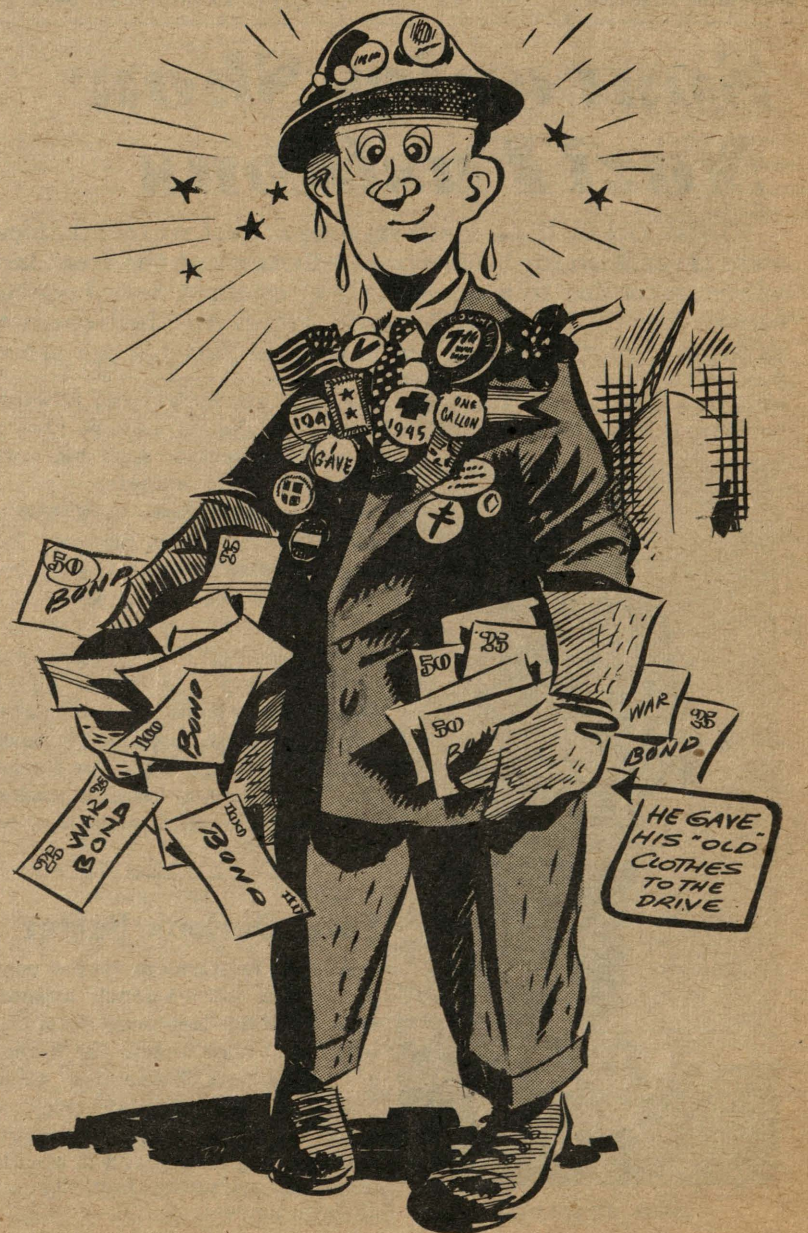
Signs Point It Out Signs erected at 7525 North Mississippi, Portland, show the location of the 7th War Loan house donated to workers in the three Kaiser yards to further the sale of bonds. Drive by and see the house. It will be open for inspection at a date to be announced later.



He Got Goering Maj. Gen. John E. Dahlquist, to whom Hermann Goering, Nazi No. 2, surrendered, was guest of honor at Swan Island, June 10, 1944, when his wife sponsored the S.S. Trailblazer, named for the 70th division combat corps. (Swan Island photo)



He Paints, Too Bob Noble, one of Swan Island's better golfers, does a good job of "decorating" the Bosn's Whistle office in the lobby of the Old Ad building. Noble, carrying a two-stroke handicap in the War Industries Golf league, has averaged 39 from scratch in six meets.



Electricians Win Bond Sale Race Launch Clark Victory

(OREGON SHIP)—Electricians from every part of the yard gathered around the launching platform last Tuesday to watch members of their department sponsor the S. S. Clark Victory, as representatives of the first large department to earn sponsorship of a launching through bond sales. Members of the launching party, chosen by a drawing of names, were Jean Mosier, 20-year-old swing

'I Bought My Quota' Buttons Appear at OSC

(OREGON SHIP)—Small red-white-and-blue lapel buttons that read "I bought my quota—7th War Loan" are beginning to appear on the work jackets of OSC workers. These buttons are given out by departmental chief clerks to each employee who has purchased or subscribed his individual quota during the 7th War Loan drive. "The buttons are a badge of honor," declared Ken Moyer, Bond department head, "but they also are more than that. In the future, special programs and entertainment are being planned and the only admission ticket

will be that little quota button."

Moyer urged workers to make sure of their own quota figures from crew leadmen, and then to obtain one of the buttons as soon as the quota has been purchased.

Cards Help Workers Hitch-Hike to Job

(OREGON SHIP)—Along the streets of Portland last week, hundreds of Oregon Ship workers, dressed in overalls, tin hats and carrying lunch buckets, walked to their usual bus stop with small yellow cards clipped to their jackets. As a result, numbers of these workers found themselves riding to work in private cars. The yellow identification cards, carrying a picture of Stubby Bilgebottum thumbing his way to work, were issued May 9 and 10 to all workers to help them in getting a lift to the job.

"Many OSC drivers have room in their cars for additional riders," declared Wayne Taylor, Transportation department head. "Drivers generally are willing to pick up a fellow worker on the way to the yard if they can recognize an Oregon Ship employee. These yellow cards were designed to help those now riding buses not only get a lift, but to establish a permanent ride in some private car."

If enough workers can make such arrangements, he pointed out, the bus transportation problem will be alleviated greatly.



Marvin Chambers, pipe welding instructor, graveyard, models the new yellow cards issued to help bus-riding workers get rides in private cars.

Souvenirs Show Nazi Fashions

(OREGON SHIP)—Platform soles at least six inches thick were the fashion for boots worn by Germans at the front last winter, according to a sample pair of captured overshoes received recently by Jack Edwards, graveyard shell erection expeditor, from his son-in-law in General Patton's 3rd army. The outfit he received had been used by a German sentry and also included a metal helmet, canteen,



JACK EDWARDS

gas mask and metal case. Edwards tried on the straw-rope boots, found they went on over his work shoes with room to spare.

"The sentry must have had a small head, but awful big feet," Edwards declared. "I can't keep the shoes on but the helmet would fit a small child."

In describing the captured material, Edwards' son-in-law stated that the straw boots were worn over army shoes by sentries to keep their feet from freezing. The clumsy boot is 16 inches long, 11 inches high, and the sides are about an inch thick.

Farm Outlook Better

Outlook for farmers in the post-war period will be much brighter than after the last war, according to a recent release from the Bureau of Agricultural Economics. Chief reason for the optimistic view is found in progress made in teaching better farm practices and in greatly improved marketing facilities for all farm produce.

electrician, who sponsored the ship; Mrs. Maurice McFarland, wife of a swing leadman, and Mrs. Algia Carson, day marine electrician, matrons of honor; Mrs. Edith Elliot, Electrical Material department, flower girl.

Mel Hord, electrical superintendent, was master of ceremony, and the principal address was given by Don Deckebach, assistant superintendent.

For several days last week, the race between shipwrights and electricians to be the first large department to pass its quota and win the launching was close enough to promise a photo finish, but Friday shortly before the 9 a. m. whistle, electricians crowded into their main office buying enough bonds to put the department into the lead.

PURCHASES SWELL

Within a few hours, more than \$9600 worth of bonds were purchased, Sybil Nelson, chief clerk, reported.

Both the first small department and the second large department to win sponsorship of a launching will be determined by bond sales figures for June 10, according to Ken Moyer, Bond department head. According to latest report, Moyer said, the small departments racing for the honor are the Mold loft workers and the Guard force.

During the bond campaign, three small departments and nine large departments will be honored at ship launchings for their work in the drive, Moyer said.

Model 'Preview' Planes of Future

(OREGON SHIP)—A display of model airplanes such as will be used after the war for rapid travel was placed last week in the display booth now stationed back of the Bond booth.

Highlight of the display is a model of the giant stratosphere plane, the Boeing Constellation. The "real article" recently made a transcontinental flight in less than 12 hours. The model plane displayed was placed in the yard by Northwest Airlines.



Tuskegee Launching "On this day of victory we recall the fundamental principles of all people, the rights of every man—," declared Father Thomas Tobin, pastor of All Saints church, one of the principal speakers at the launching of the S. S. Tuskegee Victory May 8. Other members of the launching program that honored the Negro race are shown above. Left to right: Rev. L. O. Stone, Dr. DeNorval Unthank, Miss Bennie Gragg, Al Bauer, OSC general manager; Miss Charlotte Moton, Dr. Robert N. Joyner, Miss Darnice Crockett, Father Tobin.

Book Tells All Here is the cover of the 32-page book of pictures about Oregon Ship that will be distributed to all Oregon Ship workers. The cover, in four colors, encloses a booklet designed for a permanent memento to each worker of the years spent in building ships to supply the nation's front lines of defense.

OSC Workers To Get Book As Souvenir

(OREGON SHIP)—A pictorial souvenir book of Oregon Ship will be given to every yard worker on the fourth anniversary of the keel-laying for the yard's first vessel, the Star of Oregon.

The commemorative book tells in 32 pages of pictures highlights of OSC's early days, its shipbuilding records and the story of vessel construction. A four-color cover completes the book that workers can file away among their souvenirs of the days when "we were helping to build the biggest merchant fleet in the world."

Control of United Nations ocean shipping after VE-day will remain with the United Maritime authority, composed of representatives of the United States, United Kingdom, Belgium, Greece, Norway, Canada, The Netherlands and Poland. Its authority extends to six months after the fall of Japan.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—From the ways comes a plaintive request by Tex Hansen, welder, to find the names of a young couple, working swing shift, who were married recently. The bride is a burner, the groom a rigger, and Hansen says his crew would like to send them a wedding present. His only identification is that everyone knew her as 'Potsie.' Can anyone help Hansen's crew to locate the newlyweds?

Up in Housing and Transportation last week, the office force brought Howard Young, department head leaving the yard, a cake the size of a small carpet, and reported that the confection was as good as it was big. . . 16 girls from the warehouse, sparked by Kay Scarbrough, secretary, and her sister Willadene, warehouse worker, helped sort old clothes on the evening of May 9 . . .

Isabelle McRae, head chaufferette, called after the last issue of the Whistle 'hit the street' to say that Capt. Art Knatland, shown receiving the honor plaque for the S. S. Samuel Parker on page 2, is her husband's buddy and that she knows him well. . .

Lee Sheller Jr., machinist leadman on the steering engine crew, told this week of the passing of his father on V-E day during the afternoon. Sheller Sr. was a day shift machinist at OSC. Another son is with the navy. . .

Judd Wilson, swing welder on the fantail, called in to find out "why people celebrate May day." Research for Wilson's question shows that the first May day was about the year 173 B. C. when someone decided to take a day off and go fishing to celebrate spring, and was smart enough to make it official. In recent years, some European countries have celebrated Labor day on the first of May. . .

M. Sorensen, dock painter, recently bought \$2000 worth of bonds. He works for Leadman Red MacKeftad . . . and someone called to announce that J. B. King is back in the yard, writing his name on bulkheads again. . . Charlie Ross, Negro scaler, brings in another ballad he has written, this time about Hitler calling the devil on the telephone.

BOSN'S WHISTLE

Published for the employees of the Oregon Shipbuilding Corporation of Portland, Oregon.

Editor ELSIE STOVER

Secretary KAY SCARBROUGH

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

INQUIRING REPORTER

QUESTION:

"How long do you think it will take us to finish the war in the Pacific with the Japs?"

R. N. Hymer, painter: "The Japs ought to be through by the first of the year, I think. We're going pretty well now out there in the Pacific, and with all those troops released from Europe, we'll go places fast. I believe we've already won one victory over them—they are afraid of our combined strength."

Harry Ogan, electrician: "It's going to take us a long time yet to lick the Japs. I believe we've learned from past experience that they just don't give up. We'll have to go in to the last inch of land and fight to the last of their soldiers. I have two sons over there, and it's plenty tough."

Grace Anderson, maintenance: "It is going to take us at least six months, I figure. If Russia gets in at their back door, maybe only four months. Russia has tremendous reserve power, and how the Russians can fight. I have a brother over there, and I sure hope it's over soon."

Herb Adams, timechecker: "I guess Russia will get into it with us. But even with our two forces, and the other allies, I think it'll take two years to root them out in Japan and China. We all thought it would be over in Europe much quicker than it was so I'd hate to bet on its being a short war over in the Pacific."

David Lloyd Sharp, pipefitter: "Definitely within a year. The Japs are already licked. We are splitting them up now, and the Pacific war has passed the peak stage of difficulty. The Japs are sure going to see a lot of fireworks soon. I expect Russia will come in and be a lot of help but we don't have to have her."

Joe Oliveira, Buckler Chapman helper: "I lived in Hawaii from 1904 to 1918 and I've been all over the world. I've gotten to know all different kinds of people, and I say it'll be at least 18 months—maybe much longer. They have been planning this war since 1902 and they are well prepared for a long fight."

Marjorie Steinbaugh, timechecker: "Russia certainly ought to help us and maybe we'll finish the job in six months. I think a lot depends on how we back the men up at home. On top of our home efforts, we have all those troops from the European area to pour on them. I don't think it'll be long."

15,000 Vets Aided

A total of 15,000 veterans of the present war are receiving education under the G. I. bill of rights, according to the latest report of the Administrator of Veterans' Affairs. About 80 per cent of the returning veterans seeking further education under the bill are enrolled in colleges.

There are more than 4,000 merchant vessels under control of the War Shipping administration for duration of the war.

Film Stars Plug War Bond Sales



GEORGE MURPHY

(OREGON SHIP)—George Murphy, famed motion picture dancer, appeared with Clare Trevor, actress, at a lunch hour yard show last week. Rain that had drenched the yard through the morning slackened at 1 p. m. long enough to permit several thousand workers to gather around the Mold loft stage.

Though many laughs at Murphy's dry humor rocked the audience, the main theme of the show was serious. Both Murphy and Miss Trevor spoke of the increasing need for bond purchases and urged workers to remember the need to continue the war to final victory on all fronts.

HONOR ROLL



Here are four more OSC workers to report for the present honor roll of the Bosn's Whistle, for having worked without time loss, (above) B. O. Lyski, Pre-erection, four years on May 8; George Steiger, flat car repairman, 22 months; (below) H. D. Wadsworth, swing burner, 28 months; Charles F. Carver, Plate shop shipfitter, 27 months.

Jack-of-All-Trades Experience Aids Aus

(OREGON SHIP)—There's no satisfaction to a man like being a jack-of-all-trades, according to E. K. Aus, OSC machinist helper. At 72, Aus says he has had experience at almost anything that might turn up. He insists that there is nothing like variety to keep life interesting.

E. K. Aus Aus started his varied career by running a steam engine in the Dakotas. Later he moved to Idaho, where he ran a farm. When he came to Portland, the tall soft-voiced westerner tried his hand at carpentering.

Building ships is one of the few jobs Aus says he has "repeated on." During the last war, he worked in a Portland shipyard.

Expenditures of the Maritime commission since 1936 for ships and shipbuilding facilities will reach about 18 billion dollars by July 1, 1945.

The Merchant Marine Cadet Corps academy at Kings Point, Long Island, N. Y., is on the former estate of the late Walter Chrysler, automobile tycoon.

Keel Laying to Mark Maritime Day at OSC

(OREGON SHIP) — America's fifth National Maritime day, Tuesday, May 22, will be observed by Oregon Ship with the passing of another epic production milestone. The yard will begin the sixth chapter in its five-year shipbuilding history when it lays the keel for the U.S.S. Bronx, first of 12 Attack Transports it will build for the navy under a new contract. The keel will be set down fol-

OREGON SHIP—1941 and 1945

	May 22, 1941 First Maritime Day.	May 22, 1945 Fifth Maritime Day.
Payroll	1,725	28,500
Acreage	183	330
Keels Laid	1	443
Ships Launched	0	432
Ships Delivered	0	424



Crack Crew This live-wire layup crew of riveters reports an outstanding performance during three and a half years at Oregon Ship. All are regular blood donors, all are steady bond buyers and the crew members recently made cash purchases totalling \$1650. They are, left to right, Ray Farmer, foreman; Carl Marquard, Abner Greer, Jr., Martin O'Halloran, Charles Ono and John C. Connors, leadman.

HER STATE'S SMALL Massachusetts Lauded

(OREGON SHIP).—Everyone is singing about poor little Rhode Island, "the smallest of the 48", but Massachusetts isn't much more than a township or two bigger in spite of its long-handled name, according to Mrs. Barbara Mikishka, who left there about four months ago. "They call it the land of the

bean and the cod, and it sure is," she said. "But Massachusetts is a lot more than the home of baked beans and codfish dinners."

She looked out the window of her office across the clamor of the shipyard with a nostalgic smile.

"It's so far from here and so different that it's hard to believe the two states are in the same country," she said. "We're all Americans of course, but everything seems so much older back there—the houses and the trees, and landmarks."

HOUSES, STREETS OLD

Mrs. Mikishka said it was not uncommon for people to be living in houses built in the eighteenth century, and that many of the streets in the small villages were laid out before the Revolutionary war.

"That's where the first shot was fired in that war," she pointed out, "and where Paul Revere made his famous ride. Just about the whole of early American history is tied up in the landmarks you see around through Boston and Springfield."

But she would have no one think that Massachusetts for all its small size and wealth of history, is a backward state.

GREAT FISH PORT

"Boston is the greatest fishing port in the country," she claimed, "and the state has some of the big-

gest and best universities to be found anywhere, like Harvard and the Massachusetts Institute of Technology."

The best part of her home state, she claims, isn't to be found around the great industrial centers, the woolen mills and the shoe factories,



MRS. B. MIKISHKA

but in the summer resort areas at Cape Cod and in the green wooded Berkshire hills.

"Sometimes I get very homesick," she added. "Oregon is such a big state, with so much space between places, I can't get used to it."

lowing Maritime day ceremonies and the launching of OSC's 432nd ship, the S.S. Seton Hall. The Maritime day program will be a joint celebration of yard workers and all shipping organizations operating in the area. Mrs. Ross McIntyre, the wife of a vice-president of the American Mail line, will christen the Seton Hall, with Mrs. E. C. Connor and Mrs. Leo Korth as her attendants.

Principal speakers will be Al Fraser, U. S. M. C. head machinery inspector at OSC, and Herbert West, mayor of Walla Walla, Wash., and executive secretary of the Inland Waterways Association. Bringing color to the ceremony will be the 468th Army Service Force band of Vancouver and a color guard from the U. S. Maritime Service.

MANY GROUPS TO ASSIST

Participating in the occasion will be private steamship lines, the U. S. Maritime commission, the War Shipping administration, the Port of Portland, the United Seamen's Service, the Propeller club, Inland Waterways, Dock commission, U. S. Customs, the Bureau of Foreign and Domestic Service, and the U. S. Maritime Service.

Talks will deal with the joint achievements of Oregon Ship and other U. S. shipyards and the nation's shipping organization since the first Maritime day.

One of the largest crowds ever to attend an OSC launching is expected.

With the laying of the Bronx keel, the yard will have virtually completed five separate ship series. On the first, second and third Maritime days, OSC was building Liberty ships, 322 of which finally were launched. Last year, on the fourth observance, the first Victory contract for 32 vessels was nearly completed, and the initial keels for 30 Attack Transports had been laid.

So it's been this order of construction for OSC—Libertys, Victories, AP-5s, Victories, now AP-5s again, with army pontons thrown in.

Despite the versatility, Oregon Ship's ship production per way is far heavier than any yard in the nation. And only one other—that with three more ways—has turned out more ships than OSC's 424 delivery.

Of significance in the beginning of new Attack Transport program is the fact that it will switch nearly all of the yard's facilities to direct military production. The AP-5s are designed for assault operations in the Pacific, where the first 30 have already proved their deadliness against the Japanese. And with the war in Europe over, pontons being constructed also will be assigned to anti-Nipponese offensives.

Launching Honors Photography Firm

(OREGON SHIP)—A firm which has compiled a complete photographic history of the Oregon Shipbuilding corporation was honored last Friday at the launching of the S. S. Union Victory, named for a college in Schenectady, N. Y. The vessel was christened by Mrs. Claude F. Palmer, wife of the owner of Photo-Art Commercial Studios.

Mrs. Palmer's attendants were Mary and Maud Matterly and Elizabeth Jean Palmer. Carol Bauer, daughter of Oregon Ship's assistant general manager, was flower girl. Dr. Paul Wright of the Portland First Presbyterian church pronounced the invocation.



Beaver Nine Honors Yard For '7' Aid

(OREGON SHIP) — It will be Oregon Ship night at the Lucky Beaver baseball stadium, Thursday, May 24, when the yard is honored by the Portland club for its part in the 7th War Loan drive.

Workers who pay cash for a bond of \$50, or higher, May 21, 22 or 23 will receive chances on two season passes and 100 free admissions to the game. A season pass also will go with the largest cash purchase. Winners will be selected by a drawing during the day shift lunch period on May 23.

Besides the regular Coast league contest between Portland and San Francisco on OSC night, there'll be a preliminary game between the Oregon Ship team of the City league and Virginia Dare.

Swan Golfers Pace Leagues

Eighteen Kaiser employees—six more than the previous week—shared in prizes during the seventh week of play in the War Industries Golf sweepstakes over the Rose City course. Swan Island placed eight players in the "money", Oregon Ship six, and Vancouver four. Ossie Enebo, Swan Island machinist leadman, cut two strokes off par to lead individual scoring of the four divisions, with a 34.

Low gross honors in the top AA league ended in a six-way tie that included Ray Honsberger, Oregon Ship, and Robert Litton, Vancouver. All had even par 36's.

Low gross in the American league went to Enebo, who also shared long drive honors with teammate Joe Bihl. The latter also tied for pin approach.

An eight-way tie for low gross in the National league with 40's included Al Stark and Harry Weiland, Oregon Ship, and J. M. Kneisler, Swan Island. J. Eldon Lents, Swan Island, shared in a three-way tie for low net with 43-9-34. Swan Island's G. A. Russell hit one of the long drives of the day while K. Evans, Vancouver, tied for pin approach.

Fred Pedersen, Vancouver, and G. R. Smith, Oregon Ship, tied for low net in the Federal league with 33's. O. E. Sellon, Swan Island, and Paul Tucker, Oregon Ship, tied for long drives. Pin approach honors went to Norman Steuart, Oregon Ship, and Dale Goff, Vancouver. Scores of Kaiser employees follow:

AA league: Vancouver, Elwin Bowyer, 38; Robert Litton, 36; George Van Horn, 41; Oregon Ship, Ray Honsberger, 36; Swan Island, Asa Smith, 39.

American league: Swan Island, J. F. Bihl, 39-2-37; Ossie Enebo, 34-2-32; Jack Tomlinson, 38-3-35; Fred Frisch, 42-3-39; Bob Noble, 40-2-38; Vancouver, Roy Swanson, 40-2-38; Edward Vanderberg, 41-2-39; A. A. Walton, 38-4-34; Ran Wilson, 39-4-35.

National league: Oregon Ship, James Didier, 45-7-38; L. R. Inman, 43-5-38; E. D. Logue, 42-5-37; Don Schmeer, 44-5-39; Al Stark, 40-5-35; Harry Weiland, 40-6-34; Vic Wisner, 45-8-37; W. C. Wunderlich, 48-9-39; Swan Island, Leland Ariss, 45-7-38; Larry Campbell, 45-5-40; Bill Gabel, 46-5-41; C. B. Harris, 45-8-37; J. M. Kneisler, 40-7-33; G. A. Russell, 49-8-41; John Turner, 46-7-39; J. Eldon Lents, 43-9-34; Ralph Phillips, 42-5-37; Hal Carey, 44-6-38; W. J. Bonneville, Jr., 49-7-42; Vancouver, Dom Casciato, 44-8-36; Orvel Drury, 47-7-40; Ken Evans, 42-7-35; E. H. Harris, Jr., 45-5-40; Bill Holloway, 43-8-35; Oliver Maston, 43-6-37; O. E. Roecker, 44-6-38; W. T. Southworth, 46-8-38; Charles Swelsberger, 41-7-34; Bud Swetman, 47-8-39; L. E. Mundt, 49-8-41.

Federal league: Swan Island, James Griffith, 48-14-34; Wm. Johnston, 48-10-38; O. E. Sellon, 49-10-39; John A. Stimpson, 50-11-39; Robert Weitzel, 49-10-39; Vancouver, W. F. Ball, 57-13-44; G. D. Brisbin, 51-13-38; Fred Bronn, 51-12-39; J. W. Carey, 52-13-39; D. H. Goff, 50-15-35; C. B. Hopper, 49-14-35; R. McAdams, 48-11-37; John Horn, 52-11-41; George Mielke, 56-10-46; Robert O'Brien, 48-13-35; F. O. Ohman, 47-11-36; Dave Paradis, 50-14-36; C. M. Payne, 56-15-41; W. C. Quoss, 47-12-35; Fred Pedersen, 47-14-33; Ralph Samson, 51-14-37; E. C. Sauve, 58-14-44; Oregon Ship, Clark Bartholomy, 50-10-40; Fred Grundman, 52-15-37; C. L. Holman, 53-12-41; Glen Johnson, 54-13-41; John Krawsky, 51-15-36; Jack Logan, 51-15-36; Winston Massey, 50-11-39; C. P. Overstreet, 47-14-33; A. Petroff, 53-11-42; E. Pillette, 55-11-44; Jack Pritchard, 49-10-39; G. R. Smith, 44-11-33; Norman Steuart, 50-11-39; Paul Tucker, 45-11-34; Jimmie Wright, 46-10-36.

VANSHIP BOWLING 'GUNS' SILENCED; TOWNLEYITES TOPS

VANSHIP BOWLING LEAGUE (Final Standings)

	W.	L.	Pct.
Townleyites	63	33	.656
Duncanites	55	41	.573
Specialists	49	47	.510
Layouts	46	50	.479
Painters	42	54	.437
Supers	33	63	.344

(VANCOUVER)—Specialty maintained late-season momentum and powered into third place by decisively defeating the Layouts three games in the windup of the Vanship Bowling league.

Chris Saylor, Specialty leadoff man, sparked the team the final night by rolling 181-201-180 plus a 10-pin handicap for 592. Charley Pillon, who leaves shortly for the armed service, had a 193-146-194 plus 21 for 596.

The fifth-place Painters got vengeance on the league-leading Townleyites for previous defeats by shelacking them three games that weren't even close. Johnny Horn, Painter captain, had a scratch 538 (with handicap, 583); Waldron, 475 (562); Johnson, 546 (621), and Samsel, 536 (575). It was the worst defeat suffered by the league leaders.

OSC Graveyard Riggers Graveyard riggers have entered a team in the Oregon Ship third shift softball league. Team members are, front row, from left, P. Garvis, R. Buker, L. Bell, R. C. Coffey, captain; C. B. Tadlock, G. E. Thomas, W. Poteet, George White, coach; M. C. Kenna; back row, L. Shields, C. Brandow, H. Youngren, Manager C. Schupbach, E. L. Smith, E. J. Dabes, H. M. Welsh, "Slim" Bohlinger, M. B. Prock, C. Breneman, R. C. Barclay, Guy Watts and H. Danneman. In front is Mary Fleming, scorekeeper.



OSC Graveyard Welders Here's the team Oregon Ship welders have entered in the graveyard shift league. Front row, from left, Gus Wade, Don Williams, Marvin Traver, John Rodriguez, Charles Greer, Roy Steinmetz; back row, George Ortega, Dan Parter, E. J. Panek, George Watkins, Stan Helser, B. N. Young and Carl Shoots, manager.

Vancouver Splits Softball Entries Into Two Leagues

(VANCOUVER) — Vanship's softball team managers ironed out all minor difficulties last Thursday night in a meeting at the McLoughlin Heights Recreation center. Walter Pollock, Vancouver Housing Authority project services director, aided in settling several debatable questions and the problem of dividing the twelve departmental teams into two six-team leagues was agreed upon. The season opens Monday. Pipe shop, Electricians, Outfitters, Marine Machinists, Plate shop, and Marine Engineers make up the Columbia league. In the Washington league are Sheet Metal, Testing, Paint, Assembly, Rigging and Marine Pipe teams.

At the end of the first half of the season, team standings in their respective leagues will determine whether or not they are advanced to a "hot" league, or placed in the "slow" league. For the first two rounds of play (each team plays every other team twice) neither is to be designated as a "hot" league.

A committee of three was empowered to decide all questions, such as protests and eligibility, and act on rules disputes. The committee is composed of Fred Williams, Hudson House athletic director; Rufus Fox, McLoughlin Heights athletic director, and Gene Becker, Yard Activities department. None of the committeemen has an active playing part in the league.

Until such time as it is possible to obtain lights and reflectors for a night field, league games will be played on two fields at the McLoughlin Heights recreation center.



Columbia and Washington softball leagues, made up of departmental teams, were represented by the above team managers and players at their meeting last Thursday. Front row, left to right, Walter Pollock, recreation director; Sam Fievez, Charlie White, Bill Coffey and Dick Paulson; second row, Hank Schwindt, M. E. McCormick, Bob Ratter, J. S. Nelson, L. Werre and Les Fiddaman; back row, Fred Bay, George Cameron, "Ike" Eisiminger, John Bradbury and J. M. Shaw. Fiddaman, Paulson, Werre and Nelson represented absentees Joe Guglielmo, Ed Bruck and Don Ruppe.

Ex-Carlisle Grid Star Still Scores



JOE BERGIE

(VANCOUVER) — Joe Bergie, ventilation worker on the ways, still is carrying the ball for victory.

Bergie, formerly Carlisle Indian fullback and teammate of the famous Jim Thorpe, played both at center and fullback under the guidance of Pop Warner, grid coach at Carlisle, Pittsburgh and later Stanford.

Bergie made the first score against the Army in the 1912 game at West Point. Then at center, he was in the Army backfield so much of the afternoon the cadets listed him as a team member, according to witnesses of the game.

In the picture above, he uses a hard hat to demonstrate how he played center. Bergie has been working in the Vancouver yard for two years.

Rain Ruins Baseball And Golf Play, But Divoteers Get Break

(OREGON SHIP)—Golf and baseball took beatings from the weather man last week, the rain holding up practice sessions for the Oregon Ship team of the City league, and washing out the second yard golf tournament.

Yard divoteers, however, are going ahead with plans to hold their second "exclusive" tourney May 25. In view of the unexpectedly small field in the initial venture, no prizes will be awarded, but all entrants who played in the May 11 event may play again May 25 without paying an additional entry fee.

Softball Leagues Under Full Heads Of Steam at OSC

(OREGON SHIP)—Three Oregon Ship softball leagues were under full heads of steam this week, and while scores had soared somewhat, there were indications closer games would follow when hurlers hit their stride.

In the Graveyard circuit, hitters had field days last week as three of the four scheduled tilts resulted in one-sided victories. The fourth contest was washed out. Scores:

	R.	H.	E.
Welders	14	16	2
Outfitting Dock	2	3	4
Helser, Watkins and Young; Hudson and Blalock.			
Assembly	3	4	6
Erection	23	25	7
Mack and Denny; Jones, Weitzel and Zimmerman.			
Riggers	9	11	3
Outfitting Dock	3	5	1
Jarvis and Coffey; Williams and Blalock.			
North 40 vs Erection, postponed. rain.			

Riggers, with three wins and no losses, and Erection, with two wins and no defeats, are leading the Graveyard league.

The Swing Shift league opened play with Welders & Burners, Sheet Metal Warehouse and Riggers turning in first-round victories. The Riggers-Erection contest was the closest, Tucker hitting a homer with the bases choked to give his team an 8-5 win over Erection. Scores:

	R.	H.	E.
Riggers	8	12	3
Erection	5	9	3
Johnson and Southard; Shaffer and Statum.			
Welders-Burners	7	9	4
Pipefitters	2	7	3
Bonek and Ulrich; Holder and Costl.			
Sheet Metal Whse.	13	11	5
Marine Machinists	5	9	3
Brill and Tunnous; Phelps, Pumphreys and Gribble.			

First-round action in the Day Shift league started Tuesday, but results were incomplete at press time. Following is remainder of the first-half schedule of the Day Shift (all games start at 6 p. m. on the OSC field):

May 22 Warehouse vs. Machinists.
" 23 Assembly vs. Sheet Metal.
" 24 Electric vs. Paint.
" 29 Assembly vs. Machinists.
" 30 Electric vs. Warehouse.
" 31 Paint vs. Sheet Metal.
June 5 Electric vs. Sheet Metal.
" 6 Assembly vs. Warehouse.
" 7 Paint vs. Machinists.
" 12 Assembly vs. Paint.
" 13 Warehouse vs. Sheet Metal.
" 14 Electric vs. Machinists.

Assembly Ten Beats Engineers in Test

(OREGON SHIP)—Assembly last week defeated Marine Engineers, 5-2, in a pre-schedule warm-up for the Portland City Softball league. The teams are the only two from OSC entered in city play. Ketzell, Webb and Bristol hurled for Assembly, opposed by James for the Engineers.



... It's Your Merchant Marine

Portland-Vancouver Area Contributes Large Share to The Production of Ships To Carry Men and Implements of War

BY proclamation of the President, the nation will observe May 22 as National Maritime day in commemoration of the date when the steamship The Savannah set sail from the United States, May 22, 1819, and made the first successful voyage across the Atlantic under steam propulsion. Since that date, the United States has assumed world leadership in shipping and its merchant marine fleet has grown to unprecedented greatness.

The Portland-Vancouver area has

contributed a large share toward the merchant fleet with its shipbuilding production during the last few years. Workers in the area also

have taken a substantial part in the Navy shipbuilding program.

POST-WAR OBJECTIVES

The world conflict steadily approaching an end, the post war use of our great merchant fleet becomes increasingly important.

There is widespread agreement that the post-war world will be united in two objectives: To seek the means of preventing another destructive conflict and to make a united effort to maintain full employment of national talents and resources and a free exchange of goods between nations.

It is already clear that the effect of international commerce upon the destinies of nations uprooted by war will be profound and the manner in which it is handled will go a long way toward maintaining peace.

Leaders of international opinion are eyeing the possible effects that assumption of world leadership by the United States may have on world commerce. By virtue of having built a fleet of about 50 million deadweight tons, U. S. leadership is implicit, and an adequate policy to govern its operation is the subject of growing discussion.

LEADERSHIP CHANGES

England and America have exchanged maritime leadership since 1939, when there was a total of 74 million dwt. tons of shipping in the merchant fleets of 40 nations. Of this the British Empire controlled 25 to 27 millions, and the U. S. was second, with 10 to 11 millions. Between June 1939 and the end of 1944, about 42.5 million dwt. tons were built in the U. S. Added to the 1939 total and discounting losses and transfers, the total active fleet of the country is about 53 million tons. The British had about 20 million dwt. tons at the end of 1943 and the situation is said to have improved since then.

The new position of the U. S. places it in undisputed leadership from the standpoint of size with more tonnage than the rest of the world combined. It is the policy that shall govern the allocation, disposal, and the use of this tonnage that is concerning the Maritime commission, the Congress, the Administra-

tion, and the maritime nations of the world.

Though the Commission in no sense sets the tone of the nation's foreign policy, the ships it will either own and operate or regulate in private industry after the war will to some degree be the implements of that policy.

PLAN FOR FUTURE

In recent months there has been an increasing amount of discussion of international trade and its implications in maintaining world peace and the individual welfare of nations. Some of these opinions are expressed with little regard for the basic national maritime policy expressed in the Merchant Marine Act of 1936.

The Commission is charged by the Act of 1936 to "foster the development and encourage the maintenance of . . . a merchant marine . . . for its national defense and development of its foreign and domestic commerce." The Commission, therefore, feels it is obligated by law not only to plan the future of the merchant fleet but to participate in, develop, and perhaps lead to some extent the discussions and negotiations that bear on maritime policy as it relates to our foreign relations. Consequently it welcomes intelligent discussion.

For those in the shipping world there will be discussion of the return of ship operation and shipbuilding to private industry. To those, in the interior "It's Your Merchant Marine" should mean that no matter how far from the sea they may be or how seemingly remote their interests are from ships or foreign trade, their welfare is touched upon by the activities of a sound merchant marine.

The Commission hopes that in areas far away from shorelines, there can be built, beginning Maritime Day, a solid bank of public opinion that will aid and sustain whatever policy is adopted for peacetime operations.

FUNDAMENTALS LISTED

To those who would understand some of the basic problems that must be resolved, these fundamentals must be understood: We must maintain the security afforded by a strong merchant fleet; we must strengthen our economy by expanded exports and imports; and at the same time the rights of other nations must be recognized by taking no advantage of the special situation of an overwhelmingly large merchant fleet.

In framing the Act of 1936 the amount of our imports and exports that we should carry in our own bottoms was left open to interpretation of the word "substantial." The Commission believes it means about 50 per cent and has set its sights on that goal.

In the years before the war our Merchant Marine in foreign service totaled about 3.3 million deadweight tons and carried about 30 percent of our imports and exports. On that basis, if we were to carry about 50

percent of our trade we would employ at least 5.5 million tons.

The Department of Commerce recently estimated that under favorable conditions U. S. foreign trade might reach in terms of 1942 prices as much as six or seven billion dollars in each direction. This is based on the fact that historically our imports have been closely related to the level of domestic business activity and that if we maintain full employment and production at home we will need more raw materials and other goods than ever before. It is considered by many that an active merchant marine, supported by industry and travels will provide five or six million jobs in operations, shipbuilding, and attendant industries.

TARIFF QUESTION

This brings up another question—tariff barriers. George Messersmith, our Mexican Ambassador, wrote recently in the Foreign Commerce Weekly: "A most serious question facing this country is whether we will let down our traffic and other barriers against the goods which we must import in order to balance our exports. Unless we in cooperation with other nations take vigorous action to reduce the network of trade barriers which have clogged and impeded the flow of international trade in the period between the world wars, we shall again find our fast production backing up on surpluses—actual or potential—creating unemployment, reducing incomes, and forcing down our living standards and those of other countries."

There is little doubt that all nations will attempt to increase their trade with the U. S., the only creditor nation with a national industrial plant geared to tremendous production. The indications are that there will be a tremendous demand for American goods, for machinery and other capital goods until the war torn nations are back on their feet. The Commission is on record against prohibitions and inhibitions in international commerce. The reasonable view is taken that the nations that buy from us can pay for their purchases only by their exports to us, and it will be much less difficult if barriers are lowered.

The United States has no intention of using its fleet to the detriment of any nation's legitimate needs. It has confidence that a way can be found not only to expand our own commerce but that of the world, and that a free exchange of goods will be found beneficial to the economy of every nation.

The major contribution that the Maritime Commission can make to the advancement of the country is to adopt and pursue the policies for equitable participation in world trade in a manner commensurate with the nation's power and responsibility, and in that spirit it hopes that Maritime Day will serve as a real awakener of a fair and competitive maritime spirit.

Vessels Delivered in Portland, Vancouver

Since Dec. 7, 1941

Oregon Shipbuilding Corp. (Includes Libertys and Victorys)	424
Kaiser Vancouver Yard (Libertys, Victorys, Landing Ship Tanks, Aircraft Carriers)	121
Kaiser Swan Island Yard (Tankers, Fleet Oilers)	136
Willamette Iron and Steel (Minesweepers, Landing and Patrol Craft, Covered Lighters, Barracks, Mobile and Support Vessels, Transports, British Escort Carriers)	72
Commercial Iron Works (Minesweepers, Net Tenders, Auxiliary, Patrol and Landing Craft, Gun and Sludge Boats, Aircraft Carrier Escort, Cargo, Transports)	180
Albina Engine and Machine (Patrol, Auxiliary and Landing Craft)	139

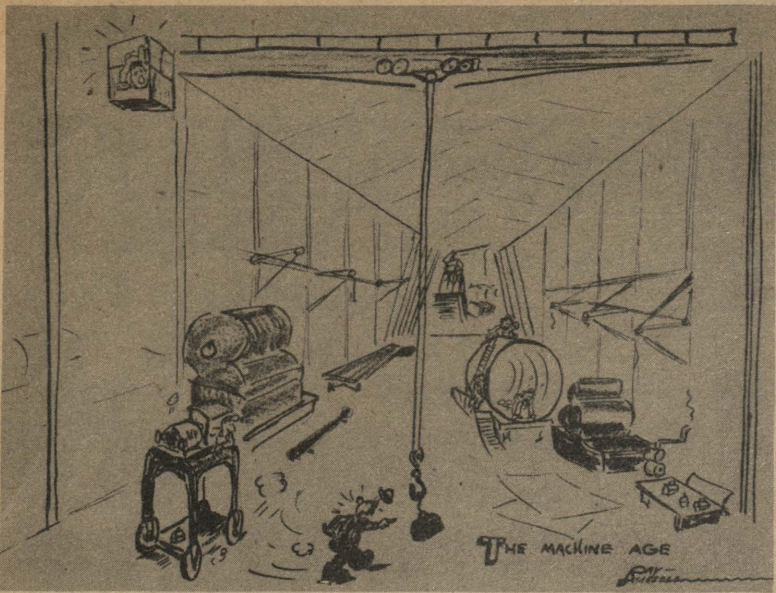
**Full Load Displacement Tonnage—10,500,000 T.
Total Ships Delivered—1072.**



Speed Victory Everything up to locomotives is war cargo to the merchant fleet. Here a big engine is swung easily to the deck of a Victory ship headed from a West Coast port for the accelerated mop-up in the Pacific.



Rugged Life Merchant seamen find that even with the best of ships there come times when the sea plays rough. Here is the deck of a war-bound Liberty ship in mid-Atlantic with scuppers awash from an angry sea, and deck crew struggling to secure lifeboats and other gear. But the war cargoes go through. This area has contributed heavily to ship production.



Up-to-Date Here is a sample of the humorous side of shipbuilding portrayed by Ray Russell, U.S.M.C. electrical inspector, in a book of cartoons he has recently published. Russell states that he has found much that is humorous and 'just plain human' since he first came to Oregon Ship, and has tried to catch the spirit of the lighter side of the job in his cartoons.

Inspector Tells Yards' Story in Cartoon Series

(OREGON SHIP)—Putting his finger on the heart-beats of the three Kaiser yards in the Portland area, Ray Russell, U. S. Maritime commission senior electrical inspector, has sketched a bookful of cartoons that portray workers caught in moments of intensely human behavior.

The large book of sketches Russell has compiled catches the side-lights of workers' antics both on the job and during moments of relaxation. It is entitled "Pulse of the Yards."

Russell first took up sketching as a hobby 10 years ago while managing a local power company. He used his drawing in connection with the company's merchandising activities. Later, he says, he went to night art school and in 1939 illustrated for the power company's sales activities.

Russell's transfer to the Maritime commission at Oregon Ship came in February, 1944, and then, he says, he began sketching in earnest.

"There's enough humorous and anecdotal material in a shipyard to last a man a lifetime," he said. "In these sketches I've tried only to catch a few of the highlights of the human side of building ships in wartime."

Russell's book of sketches soon will be on sale in the OSC cafeteria, he announced.

NAZI OFFICER HAD BIG HEAD

(OREGON SHIP)—A German officer's hat almost big enough to cover two normal heads—size 9 by American hat standards—was brought to the yard last week by F. O. Rundquist, time checker supervisor.

The out-size Nazi war bonnet was sent to Rundquist by his son, a top sergeant in the army engineers. Young Rundquist wrote to his father a graphic description of American taking over German towns. "He said they found cellars in the big wealthy houses stocked with every kind of food, wine and expensive liquor," the elderly supervisor said. "The houses of the rich looked comfortable and often luxurious. Owners of the homes were given an hour to leave, and frequently wept with distress."

Rundquist said his son wrote that American soldiers are disgusted at the attitude of the German aristocrats and at a loss for the reason such luxury-loving people would start a war that would end in their own destruction.

The speed and efficiency of the Maritime commission's C-type cargo vessels is exemplified by the performance of the SS Challenge, a C-2 type, which left New York for the Orient 30 days after the Crown City, an older ship. The ships followed the same itinerary and arrived back in New York on the same day.

The Maritime commission in 1937 embarked on a ten-year program to build 500 cargo ships. The cargo ships built between that time and March 1, 1945 include more than 2,500 Liberty ships, about 450 C-type cargo vessels, 550 oceangoing tankers, 175 Victory ships and a variety of military, coastal and smaller craft.

Organization Feat Marks AP-5 Work

(OREGON SHIP)—When ways construction begins next Tuesday on the first of the 12 Attack Transports scheduled for delivery this year, laying of the keel plates will mark a climax in the yard's greatest organizational feat to date—that of keying to a three-way construction program. Unlike the previous Attack Transport construction, when the ways and Outfitting dock switched en-

tirely to AP-5s until the entire 30 vessel contract had been built, during this program both AP-3s and AP-5s will be built simultaneously. Construction time on the ways for the first AP-5 is set for 45 days, according to G. G. "Scotty" Wright, Erection superintendent. The second AP-5 will be built on Way 10. Tentative date for its keel-laying is June 2. Sandwiched between the two vessels will be an AP-3 to be built on Way 11.

During the remainder of 1945, both types of vessels will be alternated on the ways and in delivery, Wright stated.

Main organization problem during the past weeks has fallen in the hands of the Hull Materials department. Material for the three types of construction—Victory, Attack Transport and ponton—has been arriving at the yard in a steady flow. Each piece of material had to be allocated, stored, and then moved to its point of use without confusion.

NO EASY JOB

Organizing personnel to handle the material and depots for material deposit has been no easy job, according to Jerry Coombes, Hull Materials superintendent. He added that most of the kinks have been ironed out and that workers on the three-way construction setup will be supplied with material as fast as possible.

Main problems for construction organization have hit the Assembly and Plate shop departments, where all three types of work are being carried on at the same time. Superintendents from both areas, however, reported this week that the biggest of the problems have been settled and that work on ship and ponton schedules is progressing on schedule.

NAMES CHOSEN

Early this week it was announced that names for the 12 Attack Transports have been selected. Vessels will be named for counties from ten states across the nation. First of the ships will be named for a county in New York, the U.S.S. Bronx. Other names chosen are: Bexar (Tex.); Dane (Wisc.); Glynn (Ga.); Harnett (N. Car.); Hempstead (Ark.); Iredell (N. Car.); Luzerne (Penna.); Madera (Calif.); Maricopa (Ariz.); McClennan (Tex.); Machlenburg (N. Car. and Va.)

'Boss for Day' Makes Boss Work



FRANK ALEXANDER

(OREGON SHIP)—Frank Alexander, reproduction department supervisor, last week took a turn at running the blueprint machine in his department, while Mary Patella, young department worker, was given a day to run the department. Reason for the switch was the arrangement whereby for her \$1300 bond purchases Miss Patella was made "boss for a day." She set Alexander to operating one of the department's reproduction machines.

Driller Finds Ship's 'Steering' Different

(OREGON SHIP)—Bradford Fowles, an Oregon Ship driller, has a 1936 pickup which he drives to work daily, and believes he handles with as much skill as "most car drivers," but Fowles, who works around the wheelhouse of vessels in the Outfitting basin, has always had a "hankering to know how to steer a ship." Fowles said he thinks it must be quite a bit different from driving a car—and both Columbia river pilots and ocean helmsmen agree with him. It is.

In the first place, pilots say, a helmsman is "stuck" with the speed given him. He steers, nothing more. There's no clutch, no brake, no gear shift.

MARGIN OF ERROR

If the helmsman is piloting a vessel on the high seas, he has considerable room for error. The wake of a vessel, plainly visible at times, is a frequent indication of a good man at the wheel, they claim. A green hand leaves a wake crooked as a snake track. But when he has caught the knack of keeping a ship on its course, he simply follows the mate's navigation orders. The only similarity steering the vessel has to his pickup truck that Fowles would find on the high seas is that the heavier a vessel is loaded, the harder work it is.

In a car, the driver generally is "master" of the manipulations. But aboard ship, the helmsman is directed by the mate who plots a course. He gives orders to the man at the wheel by points on the compass which are numbered from one to 360 degrees. Heading due west, towards the Pacific fighting area, the course might be in the neighborhood of 270.

Famed is the double-talk cherished by men on the bridge. But Fowles would find this repetition of orders has a purpose and must be rigorously observed.

COURSE REPEATED

The relieving helmsman asks the man at the wheel, "What is the course?" When he hears the answer he immediately repeats it, "Two

seven zero." The relieved helmsman, in turn, says, before leaving the bridge, "steering two seven zero." The mate then repeats the identical statement.

This repetition insures mutual understanding.

In a heavy sea, no mate should complain to his helmsman on a variation of four points. But Fowles



BRADFORD FOWLES

learns from pilots that that is harder to do than driving within two inches variation in a high wind.

Piloting a ship down a river channel is something pilots feel Fowles should never attempt with only car-driving experience. However, they give one guiding point—in the river, a ship is not steered by compass, but by points on the river's bank.

After a few pointers, Fowles returned to his drilling, more than half convinced that he'll stick to driving his pickup—at least until he has more time.

Blast Fails to Halt First OSC Victory

(OREGON SHIP)—A violent under-water explosion that "practically lifted the ship out of the water" and heavy shell-fire that pierced her plates failed to stop the SS United Victory last autumn, it was announced this week by the War Shipping administration in connection with approaching Maritime day, May 22. The United Victory, launched by Oregon Ship on January 12, 1944, and delivered on February 29 of that year, is the first Victory ship ever built. The speedy cargo-carrier is now on her fifth voyage.

Enemy action that gave the ship her first taste of battle took place off Peleliu. The master's report reads: "At about 0320, vessel was violently shaken, practically lifted out of water, by an underwater explosion. Spray was observed about 150 yards off No. 2 hatch on starboard side. At 0450, vessel was strafed along port side by strange looking

craft with machine gun fire."

SHELLS PIERCE HULL

"A number of shells pierced the hull and midship house. Shortly after sunrise two torpedoes were observed on the beach directly abreast of vessel. No one was injured."

All of the United Victory's voyages have been in the Pacific, the release stated, and among her ports of call have been Pearl Harbor, Noumea, Grays Harbor, Guadalcanal, Tulagi, Leyte and Ulithi.

Colorful ceremonies attended the launching of the vessel, including a parade of workers from many of the United Nations, dressed in the costumes of their countries.

Launching To Mark Star of Oregon's 4th Anniversary

(OREGON SHIP)—The fourth anniversary of the Star of Oregon's keel laying will be observed tomorrow with the launching of the S.S. Skidmore Victory, named for a college in Sarasota Springs, N. Y. Construction of the Star of Oregon, first Liberty ship ever delivered, was laid on May 19, 1941.

Tomorrow's launching also will honor the Bricklayers, Masons and Plasterers' international union. International President Harry C. Bates, a member of the American Federation of Labor's executive council and one of the nation's best known labor leaders, will be the featured speaker, and Mrs. Bates will christen the Skidmore.

She will be attended by Mrs. George Nolan, wife of a Chicago union official, and by Mrs. Gilbert Perry, wife of the president of the Portland bricklayers' local. Delivering the invocation will be the Rev. Father Thomas Tobin.

An alumnus of Skidmore, Mrs. J. Elton Lodewick, will speak on behalf of the New York college. Master of ceremonies will be J. O. Murray, director of industrial relations

Finds Ideal Spot After Years of Travel

(OREGON SHIP)—If he didn't think the United States was the best country in the world and the



northwest the best part of the country, he wouldn't be here, says Steve Gardner, Gasket shop worker.

The gray-haired, 64-year-old worker says he has had a chance to find out what the rest of the world is like—he was born in Hungary, traveled half around the globe to find his ideal spot. The home of his dreams is on a farm near Milwaukie, where he plans to retire when the war and the need for his gasket work is over.

for the three Portland-Vancouver area Kaiser yards.

Participating in the launching will be Oregon Ship brickmasons who do refractory and insulation work for Victory and Attack Transport boilers. Superintendent of the brickmasons is Ed Roden.