

Record Breakers



OREGON SHIPBUILDING CORPORATION

THE members of the Oregon Ship family who were present at the launching of the *Star of Oregon* on May 19, 1941, will agree that no one could have foretold the astonishing events of the years which lay ahead. No one knew how long the war would last or whether the Oregon Shipbuilding Corporation would survive in a venture which was built primarily on faith.

On that fateful day four years ago, there was scarcely a corporal's guard in the whole organization who could qualify as experts or even as specialists in shipbuilding. Today we look back over those years to the many world's records broken for speed, manhours, and costs. Best of all, 432 ships have been built and delivered for war service; more than 100 a year with an average of better than two for each of 208 weeks.

It is no exaggeration to say that the performance of this company has astonished the world.

When this job is done and history writes the story, the commentators will ask how such a record could have been established.

Honor does not always go where it is due. The success of Oregon Ship is a compound of many forces. There was confidence and support all along the line. Our government believed in us. Its agency, the Maritime Commission, stood by us when the going was tough. Management carried its responsibility, the full burden of which may never be known. But the real job was yours: the daily grind, the routine tasks, the monotony of repeated operations, the seven-day week, the night shifts, the fatigue of mind and body that inevitably follows high-speed production sustained over long periods of time.

Perhaps there is no one word to explain the achievement, but more than any other the word "loyalty" stands out in bold relief. Perhaps it was loyalty to your sons and brothers on the battlefronts; perhaps it was loyalty to your country; perhaps it was loyalty to the family that looked to you for support; perhaps it was all of these. It helped you to give a little more than you had; it sustained your will to produce more in less time; to find new ways and methods of speeding every process, to improve your skills and techniques until the whole organization seemed to move as one man.

Today total peace seems nearer; it may be in sight. Yet once again we dare not speculate as to the day or hour of victory. Every one of us would like some assurance about the future. The longing for security is a primitive desire. This much is certain: every one of us is stronger for having done his job well. We have acquired new skills, new confidence in our ability, new willingness to venture. We know we can meet emergencies; that we can stand pressures; and that we can carry on against any and all obstacles.

We also know that our fleet, the great fleet which came from these ways, has, for the most part, survived the fortunes of war and is today supporting the armies and navies of the Allies throughout the world.

There is a satisfaction which transcends both honors and credit. It is the knowledge of a job well done. It is a reward that no one bestows and no one can take away. It is the portion of all who have brought Oregon Ship to this fourth anniversary of magnificent achievement.

Henry J. Davis

Mary Smith
Barbara Clewark



UNITED STATES MARITIME
COMMISSION

OREGON

Herman Long

HISTORY

IF IT can be said that shipbuilding is glamorous, much of the credit for glamorizing it must go to the Oregon Shipbuilding Corporation. In the hectic four years it has been in existence Oregon Ship has broken more records and attracted more attention than any other shipyard any place else in the world. The yard reached its high point of international publicity when its 18-day ship, the *Joseph Toul*, provoked the late Mussolini into saying, "It can't be done."

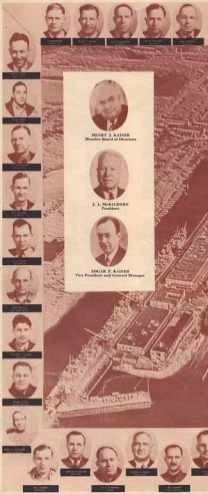
It was in 1940 that the United States decided the time had come to rebuild the nation's merchant fleet. The Maritime Commission and shipbuilders outlined a program. Old shipyards were to be expanded and new ones built. In February, 1941, the Maritime Commission authorized construction of the Oregon Shipbuilding Corporation, an H-way shipyard on a 28-acre site along the east bank of the Willamette River in the northwestern suburbs of Portland. Work proceeded swiftly and by May 19 of the same year the yard was ready for laying of the first keel. This was the *Star of Oregon* named after the first vessel ever to be built in the Oregon country which was launched exactly 100 years to the day before.

By July, 1941, 2,500 men were on the yard's payroll and practically all of the shipbuilding facilities were completed. The big moment came on September 27, 1941, when the *Star of Oregon* was launched. It was delivered into service on December 31, 1941, one of the first two Liberties to be built in this war.

Following the Japanese attack on Pearl Harbor, shipbuilding contracts and employment soared to undreamed of heights. Oversight salesmen, farmers, clerks and housewives had to become skilled shipbuilders. By assembly line methods and mass production they performed shipbuilding achievements that astounded the world. Merchant ships were produced at 20 times the prewar rate and today the United States possesses a larger merchant marine than the combined prewar fleets of the five leading maritime nations.

At the completion of its present Victory program the men and women of the Oregon Shipbuilding Corporation will have built approximately five million dead-weight tons of merchant and military type ships, an amount equal to almost half of the nation's total prewar tonnage. Making up this tonnage are 350 Liberty ships, 30 Attack Transports and the present program of 120 Victory ships, many of which have already been commissioned into service.

In addition to the great volume of tonnage produced, Oregon Ship workers have won every existing Maritime shipbuilding production award and have consistently led the entire nation in speed and man-hour efficiency.





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ADMINISTRATION

NERVE center of Oregon Ship is the Administration building. Never was this more completely realized than on the morning of November 7, 1944, when a spectacular 45-minute blaze burned it completely to the ground and the yard had to limp along as best it could on temporary facilities set up in the Gymnasium, Mold Loft, Warehouse, Personnel building and other locations all over the yard.

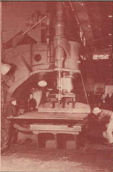
Because of its importance, work was immediately started on its reconstruction even before the ashes were cold. Within 18 weeks the new structure was completed exactly as it was before and I.R.M., Time and Paymaster departments were back humming on their old schedules. By the end of January all departments, totaling approximately 900 employees, were "back home." A glance at the list of departments in the building will give some indication as to why it is really the "nerve center":

- | | |
|----------------------|---------------------|
| Accounting | Maritime Commission |
| General Accounting | Master File |
| Administration | Payroll |
| Engineering | Progress |
| Expediting | Public Relations |
| I.R.M. | Purchasing |
| Insurance and Safety | Reproduction |
| Invoice Audit | Timekeeping |
| Legal | Record Control |
| | Vessels Delivery |





★ This is the raw material from which Oregon's huge fleet of ships is fabricated. Thousands of tons of steel are stacked in the Steel Storage yard before being sent on their way through the Plate Shop and Assembly. The yard unloads and checks approximately 600 cars of steel a month. An all-time record for a three-shift day was set on March 1 when the yard unloaded and checked 101 cars. The amount of steel in storage fluctuates from 50,000 to 115,000 tons at any given time.



SHIPS BY MASS PRODUCTION

★ Here in the clanging noisy Plate Shop and Assembly buildings is the real heart of Oregon Ship. Into the Plate Shop go the huge flat sheets of steel to be cut to their proper shapes, to be bent and punched and drilled. From the Plate Shop the prepared steel sheets move into the Assembly building where they are fitted into sections that will make up the completed vessel on the ways. This is the secret of the yard's high speed production. By spacing the work far back from the Ways themselves so that the ship can go together quickly in huge prefabricated sections, actual work on the Ways can be speeded and simplified.

Though Plate Shop and Assembly produce the big steel sections, it takes many other departments to complete the finished vessel. Templates for the Plate Shop are made in the Mold Loft. The Pipe Shop, Machine Shop, Carpenter Shop and Sheet Metal Department all contribute their share to the complicated mechanism that is a modern-day ship.



LIBERTY SHIP

THE 10,439-ton Liberty ship made Oregon Shipbuilding Corporation famous and saved Allied supply lines in the early stages of the war. Though a slow, eleven-knot "ugly duckling," it could be built fast and has been called the greatest emergency bulk cargo carrier ever devised. The Liberty is 441 feet, 6 inches long and has a beam of 57 feet. It can carry 9,146 tons of cargo and its steam reciprocating engines develop 2,500 horsepower that push it through the water at approximately eleven knots an hour.

Liberty ships have carried cargoes to every port on the globe. They made up the huge convoys to Britain and Russia that meant so much when those nations were facing the crucial test. They have been battered and torpedoed and their wrecked hulls have been repaired and reused or even converted into a temporary warehouse on lonely South Pacific islands.

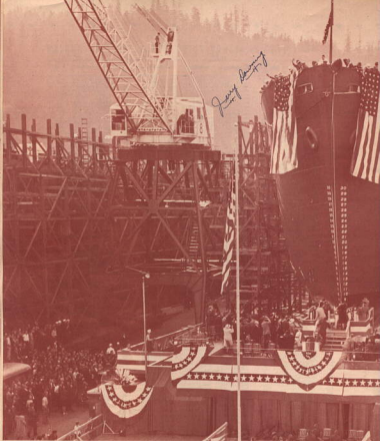
Altogether, in two and a half years, Oregon Ship built and delivered 322 of these sturdy craft during these critical months when the Allies needed every possible ounce of shipping.

RECORD OF SHIP CONSTRUCTION PROGRESS

U. S. C. HULL No.	NAME OF SHIP	KEEL LAD	LAUNCHED	DELIVERED	TOTAL CONSTRUCTION DAYS	SPONSOR
171	STAR OF OREGON	May 16, 1941	Sept. 27, 1941	Dec. 31, 1941	226	MRS. CHARLES BRADGUE
172	SEAWINGS LEWD	May 19, 1941	Oct. 18, 1941	Jan. 27, 1942	233	MRS. GARY RILEY
172	WILLIAM CLARE	May 20, 1941	Oct. 26, 1941	Feb. 3, 1942	248	MRS. CHARLES SMER
173	ROBERT GRAY	May 21, 1941	Nov. 16, 1941	Feb. 15, 1942	236	MRS. HARRY A. KELLY, JR.
174	JOHN BARRY	May 21, 1941	Nov. 12, 1941	Feb. 15, 1942	222	MRS. A. M. BUECHNER
174	THOMAS JEFFERSON	July 19, 1941	Dec. 7, 1941	Feb. 24, 1942	220	MRS. H. J. KAISER
174	JOHN MCCOY	July 18, 1941	Dec. 14, 1941	Feb. 28, 1942	225	MRS. L. J. KAISER
175	FRANK LINCOLN	July 18, 1941	Dec. 18, 1941	Mar. 1, 1942	177	MRS. L. KAISER
180	ALEXANDER RAMBLON	Sept. 20, 1941	Dec. 28, 1941	Mar. 10, 1942	171	MRS. S. BOON EDEL
178	ROBERT WATSON	Sept. 18, 1941	Jan. 21, 1942	Mar. 13, 1942	163	MRS. ALBERT E. EARLE
178	STEPHEN A. DOUGLAS	Sept. 18, 1941	Jan. 21, 1942	Mar. 20, 1942	162	MRS. J. A. BRIDGEMAN
182	THOMAS MADDOX/DUKE	Oct. 21, 1941	Jan. 28, 1942	Mar. 24, 1942	154	MRS. O. A. WELCH
182	JOHN STAY	Sept. 28, 1941	Jan. 28, 1942	Mar. 24, 1942	176	MRS. HARRY WATSON
182	WILLIAM DANIS	Oct. 24, 1941	Feb. 7, 1942	Apr. 5, 1942	127	MRS. EDWARD STEVENS
184	FRANK SCHULTZ	Nov. 19, 1941	Feb. 13, 1942	Apr. 6, 1942	126	MRS. CHARLES SMER
183	GEORGE OYASER	Nov. 24, 1941	Feb. 19, 1942	Apr. 8, 1942	123	MRS. JOHN GAUGH
184	JAMES WILSON	Dec. 9, 1941	Feb. 25, 1942	Apr. 11, 1942	122	MRS. S. BRIDGEMAN
127	JOHN HART	Dec. 14, 1941	Feb. 25, 1942	Apr. 15, 1942	120	MRS. S. BRIDGEMAN
188	HENRY W. HUGHES/LEWIS	Dec. 22, 1941	Mar. 5, 1942	Apr. 18, 1942	117	MRS. L. S. WOODS
189	JOHN BRIDGEMAN	Dec. 28, 1941	Mar. 11, 1942	Apr. 21, 1942	113	MRS. E. V. WELCH/SONN
190	FISHER AMES	Jan. 12, 1942	Mar. 17, 1942	Apr. 24, 1942	101	MRS. E. L. BARRY
191	ROBERT C. HADLEY	Jan. 22, 1942	Mar. 25, 1942	Apr. 27, 1942	95	MRS. W. WATSON
192	EDGAR ALLEN FEE	Jan. 29, 1942	Mar. 25, 1942	Apr. 28, 1942	89	MRS. W. W. SMITH
193	HARRIETTE SAWYHORN	Feb. 3, 1942	Mar. 31, 1942	May 2, 1942	84	MRS. WALTER KAUFM
194	JOHN G. SWEETSER	Feb. 6, 1942	Apr. 5, 1942	May 6, 1942	82	MRS. C. H. BRADGUE
195	WILLIAM C. BEYAFF	Feb. 14, 1942	Apr. 7, 1942	May 7, 1942	80	MRS. H. H. HARRAGE
196	JAMES BURGESS LOWELL	Feb. 19, 1942	Apr. 12, 1942	May 9, 1942	79	MRS. AL. ABRAMAN
197	HENRY W. WICKERS	Feb. 23, 1942	Apr. 16, 1942	May 12, 1942	81	MRS. J. O. WATSON
198	SALVIN W. DUNBAR	Feb. 24, 1942	Apr. 19, 1942	May 13, 1942	76	MRS. L. O. WATSON
199	JAMES W. BELY	Mar. 3, 1942	Apr. 23, 1942	May 17, 1942	75	MRS. GORD WOODCOCK
200	JAMIES WOODCOCK	Mar. 17, 1942	Apr. 27, 1942	May 22, 1942	72	MRS. OLYMPIA WOODCOCK
201	JOHN RYER	Mar. 18, 1942	Apr. 30, 1942	May 22, 1942	63	MRS. GORD WOODCOCK
202	CHARLES J. WILKINS	Mar. 23, 1942	May 5, 1942	May 23, 1942	60	MRS. WALTER WOODCOCK
203	OSWALD W. HOLLAND	Mar. 24, 1942	May 5, 1942	May 23, 1942	54	MRS. SCOTTY WOODCOCK
221	WALT WHELAN	Mar. 31, 1942	May 11, 1942	May 26, 1942	59	MRS. SCHUCHER KAUFM
223	WALTER TRAVIS	Apr. 2, 1942	May 14, 1942	May 27, 1942	56	MRS. PATRICIA SMER
224	WASHINGTON BRING	Apr. 7, 1942	May 19, 1942	May 31, 1942	56	MRS. O. WILKINS
225	JAMES A. COOPER	Apr. 12, 1942	May 22, 1942	June 8, 1942	67	MRS. F. M. AUSTIN
226	THOMAS BRADY AUSTIN	Apr. 14, 1942	May 22, 1942	June 8, 1942	60	MRS. HARRY COOPER
227	RAY BARTY	Apr. 19, 1942	May 27, 1942	June 12, 1942	24	MRS. A. O. EARLE
233	ANNIE RUTH/BRONSON	Apr. 23, 1942	May 31, 1942	June 16, 1942	54	MRS. HARRY KAUFM JR.
248	JOHN HARRISON	Apr. 24, 1942	May 31, 1942	June 17, 1942	54	MRS. OSCAR WOODCOCK
249	BURK FAIR	Apr. 30, 1942	June 7, 1942	June 18, 1942	15	MRS. JOHN HALEY
243	CORNELIUS O'BRIEN	May 3, 1942	June 7, 1942	June 26, 1942	54	MRS. RITZEL HOFFMAN
244	GEORGE W. BRADGUE	May 30, 1942	June 14, 1942	June 26, 1942	28	MRS. PRINCE OF BRIDGEMAN
245	JARTHNEF F. DEARD	May 31, 1942	June 22, 1942	July 4, 1942	36	MRS. ROY E. COOK
247	JACOB US	May 16, 1942	June 27, 1942	July 8, 1942	24	MRS. F. M. HARRIS
247	HAROLD WHELAN	May 30, 1942	June 14, 1942	July 16, 1942	48	MRS. S. BRADGUE
248	JOHN ANDERSON	May 22, 1942	July 4, 1942	July 17, 1942	30	MRS. W. A. BOWEN
249	WALT WHELAN	May 22, 1942	July 4, 1942	July 20, 1942	39	MRS. D. J. HARRISON
249	WALT WHELAN	May 22, 1942	July 4, 1942	July 20, 1942	39	MRS. W. E. BAY
250	WALT WHELAN	May 22, 1942	July 4, 1942	July 20, 1942	39	MRS. HARRY TAYLOR
251	JOSEPH LAW	May 31, 1942	July 14, 1942	July 27, 1942	57	MRS. W. W. WOOD
252	HARVEY W. SCOTT	June 6, 1942	July 19, 1942	July 30, 1942	56	MRS. J. BRADGUE
253	JAMES W. WILKINS	June 8, 1942	July 21, 1942	Aug. 1, 1942	33	MRS. I. BRADGUE
254	JOHN C. ANDERSON	June 18, 1942	July 26, 1942	Aug. 2, 1942	30	MRS. I. BRADGUE
254	JOHN C. ANDERSON	June 20, 1942	July 27, 1942	Aug. 11, 1942	32	MRS. WILSON HARRIS
254	WILSON HARRIS	June 22, 1942	July 29, 1942	Aug. 12, 1942	33	MRS. O. S. BRADGUE
257	SARAH S. LYONS/BRANT	July 17, 1942	Aug. 5, 1942	Aug. 17, 1942	31	MRS. STUART SMER
258	BILLIE WATSON	July 17, 1942	Aug. 5, 1942	Aug. 17, 1942	31	MRS. FRANK D. COOKS
259	HENRY LAW	July 6, 1942	Aug. 11, 1942	Aug. 23, 1942	50	MRS. BRADGUE BRADGUE
260	GEO. CHAMBERLAIN	July 7, 1942	Aug. 14, 1942	Aug. 26, 1942	50	MRS. M. LYONS/SONN
261	JONATHAN BRIDGEMAN	July 11, 1942	Aug. 17, 1942	Aug. 29, 1942	49	MRS. JOHN TACKER



D. L. C. HULL No.	NAME OF SHIP	BEST LAD	LAUNCHED	DELIVERED	TOTAL CONSTRUCTION DATES	SPONSOR
563	W. H. SWANBO	July 15, 1942	Aug. 20, 1942	Aug. 30, 1942	48	MRS. EDITH JAMISON
563	GUSCOB WELLS	July 19, 1942	Aug. 23, 1942	Sept. 7, 1942	30	MRS. MARGO MILLER
564	EDWARD B. STANTON	July 27, 1942	Aug. 18, 1942	Sept. 9, 1942	30	MRS. Wm. D. SMITH
564	CLEVELAND ASSE	July 24, 1942	Aug. 15, 1942	Sept. 22, 1942	30	MRS. BARBARA OSBORN
564	ANDREW CHAMBERS	July 27, 1942	Aug. 18, 1942	Sept. 12, 1942	30	MRS. WENE LONG
567	FERRIS S. DUFORT	Aug. 1, 1942	Aug. 27, 1942	Sept. 1, 1942	31	MRS. S. J. MUIR
568	JAMES DUFFORD	Aug. 7, 1942	Sept. 7, 1942	Sept. 18, 1942	44	MRS. JOHANN EBY
568	DAISY M. WICKHAM	Aug. 7, 1942	Sept. 8, 1942	Sept. 21, 1942	49	MRS. A. W. RICHARDS
570	Wm. S. BISSLERMAN	Aug. 11, 1942	Sept. 11, 1942	Sept. 21, 1942	43	MRS. J. W. BROWN
571	HENRY WILLARD	Aug. 16, 1942	Sept. 14, 1942	Sept. 24, 1942	42	MRS. MARY FERRENCOUGH
572	LESLIE SEABURY	Aug. 17, 1942	Sept. 17, 1942	Sept. 30, 1942	44	MRS. JAMES BUTLER
573	ALBERT ROSSINI	Aug. 25, 1942	Sept. 26, 1942	Oct. 3, 1942	49	MRS. E. BROOKS
574	HENRY GEORGE	Aug. 25, 1942	Sept. 24, 1942	Oct. 2, 1942	49	MRS. MARY ANDERSON
575	EDWARD GIBBERT	Aug. 26, 1942	Sept. 26, 1942	Oct. 8, 1942	49	MRS. FANNIE MOYI
576	JAMES W. WOODFIN	Aug. 30, 1942	Sept. 30, 1942	Oct. 15, 1942	49	MRS. DOUGLAS FORTNER
577	SAUNDERS S. CLARK	Sept. 3, 1942	Oct. 2, 1942	Oct. 15, 1942	49	MRS. E. L. LOVELL
578	UPHORN OSBORN	Sept. 6, 1942	Oct. 3, 1942	Oct. 16, 1942	47	MRS. J. GREENWOOD
579	HENRY SHARROCK	Sept. 7, 1942	Oct. 8, 1942	Oct. 18, 1942	49	MRS. Wm. H. WOOD
580	JAMES S. THOMPSON	Sept. 15, 1942	Oct. 11, 1942	Oct. 21, 1942	40	MRS. FRED WHITE
581	JOSEPH M. TAYLOR	Sept. 15, 1942	Oct. 11, 1942	Sept. 26, 1942	73	MRS. JOHN ROYSTER
582	EMERSON MICHIE	Sept. 15, 1942	Oct. 18, 1942	Oct. 24, 1942	39	MRS. J. H. WILSON
583	ALEXANDER D. BELL	Sept. 17, 1942	Oct. 18, 1942	Oct. 27, 1942	49	MRS. LOMA NEWELL
584	THOMAS A. EDSON	Sept. 20, 1942	Oct. 20, 1942	Oct. 29, 1942	39	MRS. Wm. A. GARDNER
585	SAMUEL COIT	Sept. 23, 1942	Oct. 16, 1942	Nov. 2, 1942	49	MRS. Wm. ANDERSON
586	JOHN WHEAT	Sept. 23, 1942	Oct. 22, 1942	Oct. 31, 1942	34	MRS. N. BARBERUD
587	FRANKS GUDENRATH	Sept. 24, 1942	Oct. 23, 1942	Nov. 2, 1942	49	MRS. JOHN ANDERSON
588	ALBERT S. SHRYVE	Sept. 26, 1942	Oct. 27, 1942	Nov. 7, 1942	33	MRS. ELMER COFFMAN
589	JOHN F. HOLLAND	Oct. 3, 1942	Oct. 25, 1942	Nov. 10, 1942	39	MRS. LEE VOORHIS
590	L. H. BARCOCK	Oct. 3, 1942	Nov. 1, 1942	Nov. 12, 1942	33	MRS. EAT WALKER
591	CHARLES S. CORNELL	Oct. 3, 1942	Nov. 4, 1942	Nov. 15, 1942	33	MRS. ROBERT SMITH
592	JAMES S. SAID	Oct. 3, 1942	Nov. 9, 1942	Nov. 19, 1942	38	MRS. F. D. ANDERSON
592	SAMUEL HARRIS	Oct. 14, 1942	Nov. 11, 1942	Nov. 17, 1942	36	MRS. HENRY T. SHERMAN
594	JOSEPH GALE	Oct. 14, 1942	Nov. 11, 1942	Nov. 21, 1942	36	MRS. H. E. PETERSON
594	LEWIS L. GAZDEN	Oct. 16, 1942	Nov. 16, 1942	Nov. 24, 1942	37	MRS. ELEANOR BURCE
594	JOSEPH A. BARR	Oct. 16, 1942	Nov. 16, 1942	Nov. 24, 1942	37	MRS. BOY Wm. BROWN
597	WALTER J. TUDEN	Oct. 23, 1942	Nov. 16, 1942	Nov. 24, 1942	36	MRS. OTIS F. BUCKNER
598	AMBER DOUBLEDAY	Oct. 25, 1942	Nov. 16, 1942	Nov. 30, 1942	36	MRS. HENRIETTA LIGAN
599	G. W. GOTTFRID	Oct. 25, 1942	Nov. 16, 1942	Nov. 30, 1942	37	MRS. A. LANGRISHAW
600	Wm. S. SHERRARD	Oct. 26, 1942	Nov. 22, 1942	Dec. 3, 1942	37	MRS. BERT A. O'BRIEN
601	FRANK S. HILLIGRO	Nov. 1, 1942	Nov. 26, 1942	Dec. 9, 1942	39	MRS. ALICE WELCH
602	CAR MOORE	Nov. 4, 1942	Nov. 30, 1942	Dec. 6, 1942	33	MRS. FRANK S. GILLARD
603	HENRY BARBARA	Nov. 7, 1942	Dec. 3, 1942	Dec. 11, 1942	34	MRS. CHRISTIE L. OWENS
604	JOHN S. COPLEY	Nov. 8, 1942	Dec. 3, 1942	Dec. 13, 1942	34	MRS. JAMES COFFEY
605	FRANK WELSH HAZZ	Nov. 14, 1942	Dec. 3, 1942	Dec. 13, 1942	34	MRS. JOSEPH CARROLL, JR.
606	EDWIN BOOTH	Nov. 14, 1942	Dec. 3, 1942	Dec. 17, 1942	33	MRS. JAMES A. PARKER
607	JOSEPH ANDERSON	Nov. 16, 1942	Dec. 11, 1942	Dec. 19, 1942	33	MRS. EDWIN J. CAL
608	RICHARD R. ANDREWS	Nov. 16, 1942	Dec. 12, 1942	Dec. 21, 1942	33	MRS. WENDEL ANDRICH
609	JOHN BURR	Nov. 20, 1942	Dec. 12, 1942	Dec. 23, 1942	33	MRS. BEVERLY BARNETT
610	PAUL BRIDGES	Nov. 22, 1942	Dec. 17, 1942	Dec. 25, 1942	33	MRS. LUCILLE HARRIS
611	LELA WALKER	Nov. 22, 1942	Dec. 19, 1942	Dec. 30, 1942	33	MRS. ANTHONY ROBERTS
612	SARAH WEAVER	Nov. 28, 1942	Dec. 21, 1942	Dec. 29, 1942	31	MRS. FREDERICK WARD
613	CHIEF WALKER	Nov. 30, 1942	Dec. 21, 1942	Dec. 31, 1942	31	MRS. LOUI WILSON-BARNETT
614	Wm. E. SCHER	Dec. 1, 1942	Dec. 27, 1942	Jan. 5, 1943	33	MRS. LOUI AMY
615	EMMETT S. GARRISON	Dec. 1, 1942	Dec. 28, 1942	Jan. 5, 1943	33	MRS. WALTER GUNNE
616	JOHN W. WARD	Dec. 1, 1942	Jan. 24, 1943	Jan. 25, 1943	31	MRS. A. SCHMIDT
617	JOHN W. WARD	Dec. 9, 1942	Jan. 2, 1943	Jan. 9, 1943	31	MRS. GALE S. FARRIS
618	STEPHEN S. BARR	Dec. 11, 1942	Jan. 2, 1943	Jan. 10, 1943	31	MRS. WALTER CORNELL
619	EMERSON B. BARKLEY	Dec. 13, 1942	Jan. 7, 1943	Jan. 15, 1943	31	MRS. Wm. E. THOMPSON
620	ALEXANDER J. DILLALE	Dec. 15, 1942	Jan. 9, 1943	Jan. 16, 1943	32	MRS. FRED J. WRIGHT
621	RICHARD BUSH	Dec. 17, 1942	Jan. 18, 1943	Jan. 22, 1943	32	MRS. LOUI GUNNE, JR.
622	LESLIE S. BROWN	Dec. 18, 1942	Jan. 18, 1943	Jan. 22, 1943	32	MRS. MARY WALSH
623	GEO. W. CAMPBELL	Dec. 21, 1942	Jan. 18, 1943	Jan. 24, 1943	33	MRS. MARY FRANK

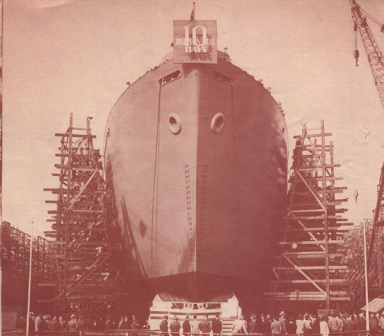


STAR OF OREGON

On September 27, 1941, the Oregon Shipbuilding Corporation launched its first ship, the *Star of Oregon*, which was 226 days from keel-laying to delivery. On August 30, 1942, just 11 months and two days after launching, the "Star" was torpedoed and sunk off the coast of Trinidad.



In that brief 11 months, however, the vessel traveled thousands of miles for the United Nations. On its last voyage it had carried a cargo of lumber from Portland to Eritrea on the Red Sea in Western Africa and was homeward bound to the east coast when sunk. The "Star" was named after the first vessel ever built in the Northwest launched at the present Swan Island site just 100 years before.



10-DAY SHIP



Bill Ehat

HIGH point in the list of Oregon Ship's early achievements came on September 23, 1942, when the yard launched the *Joseph N. Teal* just 10 days 11 hours and 53 minutes after its keel had been laid, setting a new world's record. The ship, furthermore, was launched 27 per cent complete compared to an average of 79 per cent normal completion. This made possible a faster outfitting time so that the vessel could be delivered 3 days 12½ hours after launching to make a total keel-to-delivery time of 13 days 23½ hours, less than one-half the best former delivery record of 29 days held by the *Richmond No. 2* yard in California.

In addition to a construction record, the "*Teal*" established three new performance records: First, she set a speed record for Liberty ships over a measured mile. In her "crash test" she was brought from full speed ahead to a dead stop faster than any Oregon-

built ship had done before. She established a new high rating for all-around engine performance.

Launching of the *Joseph N. Teal*, furthermore, saw the yard honored with a visit from the late President Roosevelt who watched the vessel slide down the ways. He told Oregon Ship workers:

"You are doing a wonderful piece of work for your country and for civilization. With the help of God we are going to see this thing through to the end."

In September, 1943, Oregon Ship set a goal of 22 Liberty ships for the month but it set a pace so furious that the end of the month saw 26 instead of 22 Liberties launched and 24 ships delivered.

Oregon Ship launched its 200th vessel on November 26, 1943. It was the *S.S. Louis L. Dyer*. On the same day the yard was presented the Gold Wrench award, highest Maritime honor, and the "30 Day Club" award.



VICTORY CARGO SHIPS

WIDELY hailed as America's main hope in post-war foreign trade rivalry is the fast, efficient Victory ship upon which Oregon Ship's efforts are now concentrated. Though of approximately the same tonnage (10,674 dead-weight) as the Liberty, the Victory is 14 feet, 3 inches longer. Its overall length is 435 feet, 3 inches and it has a beam of 62 feet compared to the Liberty's 57. Both vessels can carry approximately the same size cargo, 9,165 tons.

The big difference shows up in design and power. The Victory is a trim, slim-powred vessel compared to the stubby-nosed Liberty. It is powered with a high speed, double reduction geared steam turbine engine generating upwards of 4,000 horsepower compared to the Liberty's ponderous steam reciprocating motor that had to stretch to make 2,500 horsepower. All these factors give the Victory a speed of from 15 to 17 knots, while the Liberty was held pretty closely to 11 knots.

The keel for the first of this new type vessel, the United Victory was laid at Oregon Ship November 19, 1943, and the vessel was launched on January 12, 1944. Delivery was made on February 29, which made a total of 103 days from keel-laying to delivery on the first vessel. This compared to the 226 days required for delivery of the first Liberty.

When present contracts are completed, the yard will have built 120 Victory ships. Of these, 32 were delivered in 1944 and the balance will be completed during the present year.



RECORD OF SHIP CONSTRUCTION PROGRESS

O. S. C. BLDG. No.	NAME OF SHIP	KEEL LAD	LAUNCHED	DELIVERED	TOTAL CONTRIBUTION DAYS	SPONSOR
1001	UNITED VICTORY	Nov. 19, 1943	Jan. 12, 1944	Feb. 29, 1944	103	MRS. DOMENICA A. BICK
1002	CERCHI/STANIA VICTORY	Nov. 23, 1943	Jan. 20, 1944	Apr. 11, 1944	107	MRS. BARBARA VICKIEP
1003	POLAND VICTORY	Nov. 30, 1943	Jan. 27, 1944	Mar. 10, 1944	110	MRS. LEWIS CASTLE
1004	BETHAN VICTORY	Dec. 1, 1943	Feb. 4, 1944	Mar. 23, 1944	104	MRS. JAMES L. WYBES
1005	NORWAY VICTORY	Dec. 17, 1943	Feb. 12, 1944	Mar. 21, 1944	105	MRS. FRANKIE S. JOHNSON
1006	LYONS/ROSE VICTORY	Dec. 24, 1943	Feb. 20, 1944	Apr. 2, 1944	101	MRS. LUCIENNE S. JOHNSON
1007	NETHERLANDS VICTORY	Jan. 1, 1944	Mar. 4, 1944	Apr. 10, 1944	100	MRS. WILLIAM L. BERGMANN
1008	BELGIUM VICTORY	Jan. 8, 1944	Mar. 12, 1944	Apr. 14, 1944	99	MRS. A. L. BOYD
1009	CANADA VICTORY	Jan. 22, 1944	Mar. 26, 1944	Apr. 10, 1944	88	MRS. PETER WEDDE
1010	SEA VICTORY	Jan. 25, 1944	Mar. 29, 1944	Apr. 23, 1944	89	MRS. CAROLINE SHOWN
1011	EL SAVADOR VICTORY	Jan. 28, 1944	Apr. 1, 1944	Apr. 27, 1944	90	MRS. P. L. JACOBSON
1012	DOMINICAN VICTORY	Jan. 31, 1944	Apr. 4, 1944	May 9, 1944	91	MRS. E. C. MARANO
1013	SOUTH AMERICA VICTORY	Feb. 2, 1944	Apr. 11, 1944	May 4, 1944	92	MRS. ARTHUR JACOBSON
1014	YUGOSLAVIA VICTORY	Feb. 3, 1944	Apr. 14, 1944	May 7, 1944	92	MRS. C. C. SWANSON
1015	FRANCE VICTORY	Feb. 6, 1944	Apr. 20, 1944	May 14, 1944	88	MRS. A. HEVON CHASE
1016	IRANIC VICTORY	Feb. 12, 1944	Apr. 23, 1944	May 18, 1944	87	MRS. EDNA JONES
1017	SCOTLAND VICTORY	Feb. 28, 1944	Apr. 28, 1944	May 10, 1944	81	MRS. VERA A. NELSON
1018	CLAREMONT VICTORY	Mar. 5, 1944	May 2, 1944	May 23, 1944	78	MRS. HOWARD W. O'NEILL
1019	ORANGIUM VICTORY	Mar. 15, 1944	May 3, 1944	May 23, 1944	71	MRS. ALMA MAE BRAMSON
1020	IRELAND VICTORY	Mar. 20, 1944	May 8, 1944	May 28, 1944	70	MRS. SYLVIA JONES
1021	TURKEY VICTORY	Mar. 24, 1944	May 12, 1944	May 25, 1944	67	MRS. D. SINGACSEEN
1022	HAWAII VICTORY	Apr. 1, 1944	May 14, 1944	June 7, 1944	67	MRS. ROBERT A. HADLEY
1023	INDONESIA VICTORY	Apr. 6, 1944	May 19, 1944	June 10, 1944	65	MRS. GEORGE E. WYBES
1024	AMERICAN VICTORY	Apr. 13, 1944	May 26, 1944	June 10, 1944	65	MRS. GEORGE C. CARTER
1025	NEW ZEALAND VICTORY	Apr. 20, 1944	May 30, 1944	June 22, 1944	64	MRS. AL W. WOODRIF
1026	AMERICAN VICTORY	Apr. 27, 1944	June 5, 1944	June 16, 1944	63	MRS. B. BUCKLEWORTH BEE
1027	SCOT VICTORY	Apr. 30, 1944	June 10, 1944	June 22, 1944	61	MRS. ALBERT E. DAY
1028	FRANCE VICTORY	May 4, 1944	June 14, 1944	June 27, 1944	61	MRS. JO. MARY BUSH
1029	AMERICAN VICTORY	May 7, 1944	June 18, 1944	July 7, 1944	63	MRS. BETHEL G. LARSEN
1030	ALGER VICTORY	May 11, 1944	June 18, 1944	June 30, 1944	59	MRS. CARROLL HUGHSON
1031	SURINAM VICTORY	May 14, 1944	June 21, 1944	July 11, 1944	63	MRS. EDITH M. HOBBS
1032	BRITAIN VICTORY	May 18, 1944	June 21, 1944	July 14, 1944	62	MRS. EDITH CHRISTINE ANDRMAN
1033	LONGVIEW VICTORY	Oct. 10, 1944	Nov. 20, 1944	Jan. 1, 1945	77	MRS. ALICE PRATT
1034	LEWISTON VICTORY	Oct. 13, 1944	Dec. 2, 1944	Jan. 26, 1945	68	MRS. ALICE PRATT



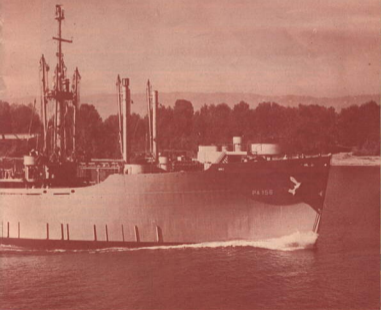


O. S. C. No.	NAME OF SHIP	KEEL LAID	LAUNCHED	DELIVERED	TOTAL CONSTRUCTION DAYS	SPONSOR
1203	MINOT VICTORY	Oct. 17, 1944	Dec. 4, 1944	Feb. 1, 1945	97	MRS. V. B. LANGBERG
1204	MORRIS VICTORY	Oct. 30, 1944	Dec. 6, 1944	Feb. 5, 1945	96	MRS. ELM. M. DALLMAN
1205	MULHANN VICTORY	Nov. 3, 1944	Dec. 9, 1944	Feb. 17, 1945	106	MRS. EVELY DAVIS
1206	MUSKAW VICTORY	Nov. 7, 1944	Dec. 10, 1944	Feb. 5, 1945	94	MRS. JOSEPH W. COONRA
1207	COLEGE BARNES VICTORY	Nov. 11, 1944	Dec. 15, 1944	Jan. 11, 1945	61	MRS. J. D. WOFFORD
1208	COLEGE VICTORY	Nov. 16, 1944	Dec. 19, 1944	Jan. 16, 1945	61	MRS. EVELY LANGBERG
1209	WEEB LAMM VICTORY	Nov. 19, 1944	Dec. 21, 1944	Jan. 23, 1945	64	MRS. HENRY A. WELSON
1210	LEONA VICTORY	Nov. 23, 1944	Dec. 27, 1944	Jan. 25, 1945	63	MRS. R. O. CALHOUN
1211	ELSCO VICTORY	Nov. 27, 1944	Dec. 30, 1944	Feb. 18, 1945	81	MRS. CHARLES COHEN
1212	ST. CLOVE VICTORY	Nov. 30, 1944	Jan. 6, 1945	Feb. 19, 1945	81	MRS. WILLIAM SPENCER
1213	QUEEN BAY VICTORY	Dec. 1, 1944	Jan. 7, 1945	Jan. 20, 1945	58	MRS. BEN WOODS
1214	WIFE SPANGLER VICTORY	Dec. 4, 1944	Jan. 10, 1945	Feb. 21, 1945	80	MRS. THA BOGERS
1215	LA GRANGE VICTORY	Dec. 6, 1944	Jan. 16, 1945	Feb. 26, 1945	84	MRS. JOSE BODENHORN
1216	JARVIS VICTORY	Dec. 9, 1944	Jan. 19, 1945	Mar. 22, 1945	104	MRS. JOHN GOODLAND, JR.
1217	AMBI VICTORY	Dec. 12, 1944	Jan. 20, 1945	Feb. 24, 1945	74	MRS. MARY AMES
1218	ADRIAN VICTORY	Dec. 15, 1944	Jan. 26, 1945	Mar. 1, 1945	76	MRS. ROBERT STONE
1219	JEFFERSON CITY VICTORY	Dec. 19, 1944	Jan. 30, 1945	Mar. 6, 1945	79	MRS. CAROLYN PACT
1220	TERRI BAURE VICTORY	Dec. 22, 1944	Jan. 31, 1945	Mar. 10, 1945	78	MRS. L. F. PETER
1221	TERRI PAUL VICTORY	Dec. 27, 1944	Feb. 5, 1945	Apr. 6, 1945	92	MRS. BETT A. LEWIS
1222	PABLOVIC VICTORY	Dec. 30, 1944	Feb. 8, 1945	Mar. 11, 1945	74	MRS. LAURENCE S. HARRISON
1223	COLLEGE VICTORY	Jan. 5, 1945	Feb. 10, 1945	Mar. 17, 1945	71	MRS. MARY WOFFE
1224	COLLEGE VICTORY	Jan. 6, 1945	Feb. 10, 1945	Mar. 27, 1945	71	MRS. EDNA W. BAIRD
1225	BROWN VICTORY	Jan. 7, 1945	Feb. 13, 1945	Mar. 27, 1945	74	MRS. MARGA HARRISON
1226	DAVIDSON VICTORY	Jan. 10, 1945	Feb. 17, 1945	Mar. 30, 1945	73	MRS. M. JENSEN
1227	NORTHWESTERN VICTORY	Jan. 11, 1945	Mar. 1, 1945	Apr. 1, 1945	75	MRS. E. BOSE RUTCHER
1228	FURMAN VICTORY	Jan. 16, 1945	Mar. 1, 1945	Apr. 16, 1945	61	MRS. CARL C. DONAHUE
1229	WOLFE ISLES VICTORY	Jan. 26, 1945	Mar. 9, 1945	Apr. 6, 1945	70	MRS. EVELY B. BRIFT
1230	WISCONSIN VICTORY	Jan. 30, 1945	Mar. 12, 1945	Apr. 11, 1945	61	MRS. WANDA S. BRICK
1231	WISCONSIN VICTORY	Feb. 2, 1945	Mar. 16, 1945	Apr. 13, 1945	70	MRS. ROBERT M. FORSTER
1232	ORCHARD VICTORY	Feb. 6, 1945	Mar. 21, 1945	Apr. 17, 1945	70	MRS. HESS L. PETERSON
1233	TENNESSEE VICTORY	Feb. 10, 1945	Mar. 25, 1945	Apr. 21, 1945	69	MRS. CHARL. E. BRUNO, JR.
1234	WILHELM VICTORY	Feb. 15, 1945	Mar. 30, 1945	Apr. 25, 1945	69	MRS. C. HENRIE SMITH
1235	WEEB VICTORY	Feb. 20, 1945	Apr. 5, 1945	Apr. 26, 1945	67	MRS. ARTHUR S. SCOTT
1236	SANDRICH VICTORY	Feb. 23, 1945	Apr. 8, 1945	May 4, 1945	67	MRS. KENNETH L. COOPER
1237	CANTAL VICTORY	Feb. 27, 1945	Apr. 10, 1945	May 6, 1945	70	MRS. CHRISTOPHER F. BURMAN
1238	BRICE VICTORY	Mar. 1, 1945	Apr. 15, 1945	May 11, 1945	70	MRS. EDNA S. GARRETT
1239	WHOLESALE VICTORY	Mar. 6, 1945	Apr. 19, 1945	May 17, 1945	70	MRS. THOMAS C. LUND
1240	WESTERN RESERVE VICTORY	Mar. 9, 1945	Apr. 22, 1945	May 18, 1945	70	MRS. ROBERT W. WADSWELL
1241	WISCONSIN VICTORY	Mar. 10, 1945	Apr. 23, 1945	.....	.....	MRS. WENDELL E. ANDERSON
1242	MACALISTER VICTORY	Mar. 16, 1945	Apr. 29, 1945	.....	.....	MRS. LARRY HILGART
1243	COLEGE VICTORY	Mar. 21, 1945	May 3, 1945	.....	.....	MRS. KENNETH E. WINTER
1244	TULLOCH VICTORY	Mar. 27, 1945	May 9, 1945	.....	.....	MRS. CHRISTOPHER BURTON
1245	CLARK VICTORY	Mar. 30, 1945	May 11, 1945	.....	.....	MRS. CLAUDE F. PALMER
1246	UNION VICTORY	Apr. 3, 1945	May 15, 1945	.....	.....	.....
1247	SEWARD VICTORY	Apr. 6, 1945	May 19, 1945	.....	.....	.....
1248	WYOMING VICTORY	Apr. 10, 1945	.....	.....	.....	.....
1249	CHATELAIN VICTORY	Apr. 13, 1945	.....	.....	.....	.....
1250	LONGLEAF VICTORY	Apr. 17, 1945	.....	.....	.....	.....
1251	UNION VICTORY	Apr. 20, 1945	.....	.....	.....	.....
1252	WINDLAND VICTORY	Apr. 24, 1945	.....	.....	.....	.....
1253	ORION VICTORY	Apr. 28, 1945	.....	.....	.....	.....
1254	.....	May 3, 1945	.....	.....	.....	.....
1255	.....	May 6, 1945	.....	.....	.....	.....
1256	.....	May 11, 1945	.....	.....	.....	.....
1257	.....	May 14, 1945	.....	.....	.....	.....
1258	.....	May 18, 1945	.....	.....	.....	.....

Eighteen more APs are scheduled for delivery after May 1945



ATTACK TRANSPORT (VC2-S-AP5) The Attack Transports, or AP-5s, are armed troop transports built on Victory ship hulls. As the war against Japan began to move faster than originally scheduled, they became urgently needed. Contracts were awarded to the four fastest yards in the nation, Oregon,



Vancouver, Calship and Richmond, Oregon Ship, with a contract for 30 ships, delivered the first vessel, took possession of the AP-5 Champ Flag, lost it once to Vancouver, then regained it permanently. The program started with the laying of the keel of the *LaPorte* on May 15 and ended with the delivery of the *Laroca* on December 14, 1944.

THE "CHAMP FLAG" RACE

ALREADY established as the world's fastest cargo shipbuilding yard, Oregon Ship went on to become America's champion builder of Navy Attack Transports during the last months of 1944. It won out over three other of the nation's top-ranking shipyards to gain

permanent possession of the highly coveted "AP-3 Champ Flag."

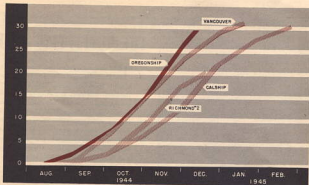
The four yards competing in the race were Vancouver, Calship, Richmond and Oregon Ship. Oregon Ship started on the job later than the other yards but got under way fast. It



RECORD OF SHIP CONSTRUCTION PROGRESS

O. S. C. PLAN No.	NAME OF SHIP	KEEL LAID	LAUNCHED	DELIVERED	TOTAL CONSTRUCTION DAYS	SPONSOR
1101	LA FORTE	May 15, 1944	June 30, 1944	Aug. 13, 1944	90	MRS. C. N. MEES
1102	LATIMER	May 19, 1944	July 4, 1944	Aug. 27, 1944	100	MRS. MELVIN H. McCOY
1103	LAURENS	May 23, 1944	July 11, 1944	Sept. 6, 1944	106	MRS. JAMES C. BLACK
1104	LOWNDES	May 26, 1944	July 18, 1944	Sept. 13, 1944	110	MRS. FRED J. LUNDBERG
1105	LYCOMING	May 30, 1944	July 25, 1944	Sept. 20, 1944	113	MRS. SCHUYLER H. FYNE
1106	MELLETTE	June 3, 1944	Aug. 4, 1944	Sept. 26, 1944	115	MRS. CLARISSA BICKFORD
1107	NAPA	June 7, 1944	Aug. 12, 1944	Sept. 30, 1944	115	MRS. CRANSTON WILLIAMS
1108	NEWBERRY	June 10, 1944	Aug. 24, 1944	Oct. 6, 1944	118	MRS. JOSEPH M. McDONALD
1109	DARKE	June 14, 1944	Aug. 29, 1944	Oct. 9, 1944	117	MRS. JOSEPH HANSON
1110	DEUEL	June 17, 1944	Sept. 4, 1944	Oct. 12, 1944	117	MRS. JOHN R. HAMBELRIGHT
1111	DICKENS	June 21, 1944	Sept. 8, 1944	Oct. 17, 1944	118	MRS. ELLEN MARIE OWENS
1112	DREW	June 30, 1944	Sept. 14, 1944	Oct. 21, 1944	113	MRS. GERALD DeGARMO
1113	EASTLAND	July 4, 1944	Sept. 19, 1944	Oct. 25, 1944	113	MRS. ALLEN HUNGER
1114	EDGECOMBE	July 11, 1944	Sept. 24, 1944	Oct. 29, 1944	110	MRS. ESTHER S. WILSON
1115	EFFRINGHAM	July 19, 1944	Sept. 29, 1944	Oct. 31, 1944	104	MRS. JAY C. CASADA
1116	FOND DuLAC	July 25, 1944	Oct. 5, 1944	Nov. 5, 1944	103	MRS. GILES FRENCH
1117	FREESTONE	Aug. 4, 1944	Oct. 9, 1944	Nov. 8, 1944	96	MRS. ARTHUR R. FONTO
1118	GAGE	Aug. 13, 1944	Oct. 14, 1944	Nov. 11, 1944	90	MRS. HENRY L. EDWARDS
1119	GALLATIN	Aug. 24, 1944	Oct. 17, 1944	Nov. 14, 1944	82	MRS. LORAN T. KING
1120	GOSPER	Aug. 29, 1944	Oct. 20, 1944	Nov. 17, 1944	80	MRS. E. P. NELSON
1121	GRANVILLE	Sept. 4, 1944	Oct. 23, 1944	Nov. 20, 1944	77	MRS. LOWELL STOCKMAN
1122	GRIMES	Sept. 8, 1944	Oct. 27, 1944	Nov. 22, 1944	75	MRS. HARRY FIELDING
1123	HYDE	Sept. 14, 1944	Oct. 30, 1944	Nov. 25, 1944	72	MRS. JAMES H. BOND
1124	JERAULD	Sept. 19, 1944	Nov. 3, 1944	Nov. 27, 1944	69	MRS. GLORIA A. DAHLBERG
1125	KARNES	Sept. 24, 1944	Nov. 7, 1944	Nov. 30, 1944	67	MISS NORAH M. CLANCY
1126	KERSHAW	Sept. 29, 1944	Nov. 12, 1944	Nov. 30, 1944	62	MISS HELEN MOLLEY
1127	KINGSBURY	Oct. 3, 1944	Nov. 16, 1944	Dec. 5, 1944	61	MRS. LEONARD G. BUCKLER
1128	LANDER	Oct. 9, 1944	Nov. 19, 1944	Dec. 8, 1944	60	MRS. HARRY C. McVEAN, JR.
1129	LAUDERDALE	Oct. 14, 1944	Nov. 23, 1944	Dec. 11, 1944	58	MRS. JOHN H. BLOCKEY
1130	LAVACA	Oct. 17, 1944	Nov. 27, 1944	Dec. 14, 1944	58	MRS. CHARLES HARPER, JR.

Twelve additional APs are scheduled for production with the first keel to be laid May 22, 1945.



CUMULATIVE DELIVERIES BY MONTHS — ATTACK TRANSPORT PROGRAM

turned out America's first AP-5, the U.S.S. *LaPorte*, on June 30, only 90 days after keel-laying. In August two more Attack Transports were presented to the Navy and these were followed by five in September to win the champ flag for each of these months.

In October, however, Vancouver pulled ahead of Oregon by delivering nine AP-5s to OSC's eight, and the pennant went across the river. In November, a goal of nine ships was set. Then came the Administration building fire, but in-

stead of demoralizing the yard it added to workers' determination and the goal was raised to 10 ships. When the month's end rolled around, however, Oregon had delivered 11 ships and the Champ Flag came back to stay.

The total 30-ship contract was completed on December 14, when the U.S.S. *Laroux* was commissioned at Astoria. The *Laroux* was delivered only 54 days after keel laying. The contract as a whole was completed with an average time of 92.3 days per ship.



THE OUTFITTING DOCK

THE outfitting dock is the "home stretch" of the building of a vessel and every effort is made for a fast finish. Work moves with clock-like precision. The keeping of a split-second time schedule is even more important at this stage of construction than when the ship was still on the ways. There are a multitude of different types of work to be done by different classes of skilled workers. One craft cannot do its work until another is through and if any craft should become delayed, it would disrupt the whole schedule.

When Liberty ships were being outfitted there were five berths on the dock, four alongside and one at the end. When the longer Victreys and AP-5s came in this was cut down to four berths. The ship moves along from berth to berth as work progresses. At the first two berths welding is completed on the superstructure and magazines so that water tests can be made. Gravel ballast is poured into the bilges. Painters begin work on decks, holds and superstructure. Insulation and sheet metal work is done in the engine room. Finishing touches go on at the last two berths.

Another big job is installation of booms for lifting cargo. This work is done by riggers who also attach ropes, cable and tackle blocks. Various tests are also made, such as the generator trials, yard test trials and official dock trials.



MUCH of the credit for record-breaking production at Oregon Ship goes to the many principal contracting and sub-contracting crews in the yard — men and women who worked on the "30 Day" ship, who helped make our "September, 1942" record, and many others possible, and who have been loyal supporters and co-workers throughout our shipbuilding program. So, thanks to those concerns listed below who helped make Oregon Ship the yard of "Firsts."

FRAME CONTRACTORS

BUCKLER-CLAPMAN SHIP JOINERS 300 N. Columbia Blvd., Portland, Oregon	Joiner Work	Liberty AP-3, AP-5
NATIONAL TILE & MARBLE COMPANY 441 Granada Ave., Long Beach 3, California	Deck Covering	Liberty AP-3, AP-5
SEELY-BATTERSBY COMPANY Withold Bldg., 32nd and Arch Sts., Philadelphia, Penna.	Plastic Armor	Liberty

SUB-CONTRACTORS

E. J. PARTIELLS COMPANY 817 N. Tillamook St., Portland, Oregon	Furnish and Install Insulation and Laggings	Liberty AP-3, AP-5
M. E. VAN BEEK CONSTRUCTION COMPANY 2861 N. E. 26th Ave., Portland, Oregon	Roof Ballasting	Liberty
DEVINE & ZIMMERMAN DYING COMPANY 408 N. W. Front Ave., Portland 11, Oregon	Dyeing	Liberty AP-3, AP-5
SHAYER TRANSPORTATION COMPANY 3608 N. W. Front Ave., Portland, Oregon	Towing Services	Liberty AP-3, AP-5
FRANK H. FARNS 212 S. W. Washington St., Portland, Oregon	Compass Adjusting	Liberty AP-3, AP-5
COLUMBIA RIVER PILOTS 517 Oregon Bldg., Portland, Oregon	Pilots	Liberty AP-3, AP-5
ASBESTOS SUPPLY COMPANY 415 S. W. Front Ave., Portland, Oregon	Furnish and Install Insulation and Metal Lining	AP-3
INDUSTRIAL X-RAY ENGINEERS 408 Central Bldg., Portland 3, Oregon	X-Ray Pipe and Flange Welding	AP-3 AP-5
NOBLE W. WHITE 112 Columbia National Dock, Seattle, Washington	Furnish and Install Ballast	AP-5

SERVICE CROSS VENDORS

NORTHWEST COPPER & SHEET METAL WORKS 224 S. E. Madison St., Portland, Oregon	Fabrication of Copper Pipe	Liberty
BEALL PIPE & TANK CORP. 1942 N. Columbia Blvd., Portland, Oregon	Fabrication of Pipe Hangers	Liberty AP-3, AP-5
RAY F. BECKER COMPANY 465 North Page St., Portland, Oregon	Fabrication of Dismantling Drums	Liberty
KING BROTHERS, INC. 3200 S. E. 17th Ave., Portland, Oregon	Fabrication of Sea Chest and Injection Tanks	Liberty
CROWN-ZELLERBACH CORP. 1400 Public Service Bldg., Portland 4, Oregon	Machining of Plate Steam Bars	Liberty
NORTHWEST FOUNDRY & FURNACE CO. 1345 S. E. California St., Portland, Oregon	Fabrication of Wireways and Ducting	AP-3 AP-5
H. J. SANDBERG COMPANY 500 N. E. Union Ave., Portland, Oregon	Fabrication of Wireways and Ducting	AP-3 AP-5
PORTLAND SANDBLAST COMPANY 6113 N. W. 36, Helena Road, Portland, Oregon	Sandblasting Tanks, Pipes, etc.	AP-3 AP-5
GALVANIZERS, INC. 1446 N. W. 36th Ave., Portland, Oregon	Galvanizing Miscellaneous Items	AP-3 AP-5
A. G. BUSHNETT & COMPANY 801 S. E. Morrison St., Portland, Oregon	Fabrication of Ventilation Ducts	AP-5
THOMPSON SHEET METAL WORKS 2026 N. Vancouver Ave., Portland, Oregon	Fabrication of Ventilation Ducts	AP-5
M & N SHEET METAL WORKS 1812 Harrison St., Milwaukee, Oregon	Fabrication of Ventilation Ducts	AP-4
ELECTRICAL PRODUCTS CORP. OF OREGON 3610 N. E. Sandy Blvd., Portland, Oregon	Fabrication of Ventilation Ducts	AP-4
KLEINER FURNACE COMPANY 1529 N. E. Sandy Blvd., Portland, Oregon	Fabrication of Ventilation Ducts	AP-4





VANPORT CITY Second largest city in the state of Oregon was built in 110 days along the banks of the Columbia between Portland and Vancouver on what was formerly dreary swampland. Vanport and East Vanport, which was added later, at their peak had 10,414 housing units providing homes for over 60,000 people.



HOMES FOR SHIPBUILDERS

LIKE many another war boom area, Portland was far from prepared for the huge influx of workers who had to be brought in to man the Oregon Shipbuilding Corporation and other shipyards. Thousands of emergency homes had to be built in a hurry. They had to supply a multitude of different needs. There were barracks and dormitories for single men and women. There were the "row-type" houses, such as were built at Yanzport, and there were the single-unit type homes such as at St. Johns Woods. Altogether in the Portland-Vancouver area 31,373 housing units were erected to take care of war workers.

Most satisfactory of the various types are the individual units which were built in two and three bedroom sizes. Many of these units are furnished with a range, ice box, complete dining room set, occasional chairs, beds, mattresses, blankets, chests of drawers and mirrors. Average monthly rental for these furnished units is \$46, while the unfurnished units rent

for about \$42. Average rent per week for single men in the barracks is \$2.00, and \$4.70 in the dormitories.

Along with the homes, complete community services had to be provided, such as stores, schools, recreation halls, post offices, fire stations, etc. In time, despite the hodge-podge of emergency building and the concentration of a large number of strangers from every part of the country in crowded areas, a community spirit even began to develop, social groups formed, and new friendships made.

Guards have a multitude of duties. They must prevent loss of materials, watch for sabotage, be fire guards, safety guards, and maintain peace and orderly conduct throughout the yard.

Carrying 22,000 workers to and from their jobs is an enormous transportation task. To accomplish it at all many new houses, such as those lined up here, had to be bought by the War Relocation Commission.



CHILD SERVICE CENTER

EARLY in the shipbuilding program Kaiser officials realized that it would eventually be necessary to employ large numbers of women in the yard, women who had preschool age children and who would be trying to maintain a home while working. To answer the needs of these working mothers, one of the most modern, scientifically operated child care centers any place in the world was set up at Oregon Ship and Swan Island.

The entire operation is designed from the ground up to fit the needs of youngsters. An exacting daily schedule is followed. When a child enters in the morning he is given a careful inspection by a nurse to prevent spread of colds and disease. A play program that provides as much out of doors time as possible is followed. There are carefully organized rest periods, "juice times" and "sleep times," carefully planned lunches.

The center takes care of children from 18 months to six years. When the service was first started in November, 1943, 67 children were enrolled. By August, 1944, enrollment reached its peak of 480 children (maximum capacity is approximately 450). This levelled off to around 350 children through the end of the year.

The center was set up under the direction of Dr. Lois Meek Stolta, former director of the Child Development Institute of Teachers' College, Columbia University. James L. Hymon, an ex-student of Dr. Stolta, is associate director.

In addition to merely caring for children, the center gradually added other services, such as infirmary care, immunization against disease, and even a home food service for the working parents.



ENTERTAINMENT

OREGON SHIP workers toiled hard to turn out their sensational production records, but they had a lot of fun while doing it. They had gags and jokes to pull on each other to liven up the working day. They had lunctive yard shows featuring both local and top-notch outside talent when available. They had their parties, celebrations and picnics.

One of the biggest social events of all was the series of Kaiser picnics held Sundays during the summer of 1944 in Pier Park. Thousands of newcomers to this area had a chance to meet friends from the old home town, swap yarns and compare notes on their new way of life. States that participated in the picnic program were Montana, Minnesota, Texas, New Mexico, North and South Dakota, Iowa, Kansas, Nebraska, Missouri, Idaho, Illinois, Ohio, Michigan, Pennsylvania and Wisconsin.

The picnics were highlighted by watermelon eating contests, jitterbug contests, state beauty queen contests, dancing on the tennis courts, races for the children, stunts, special numbers and free refreshments.

Well-known celebrities of stage and screen visited the yards at various times. Actress Joan Falkenberg attended the launching of the *LaPorte*, donned a tin hat and talked with workers. Alee Templeton, famous blind pianist, entertained at a War Bond show. Even the *Von Pop* troupe got its crack at the yard when Warren Hall, emcee of the show, had Edgar Kaiser dress up in a woman's slip and change the diapers on a toy doll. The Singing Sentinels, a quartet organized from the Oregon Ship Guard force, always add a colorful note to the launching ceremonies and lunch hour programs.

Building ships at OSC's steady furious rate is pretty much of a grind, yet workers found time to relieve the monotony and add a laugh and plenty of zest to the job.



FIRST AID

★ Be health and accidents are among the biggest saboteurs of shipbuilding. At Oregon Ship valiant First Aid stations wage a continual war against these two enemies. Prompt treatment has helped keep many a worker on the job another day. Health tips on disease prevention also contribute an unmeasurable number of man hours.



WAR BONDS

OREGON SHIP workers are included among the highest-paid war workers in the United States with average weekly pay checks running over \$65. They are also, however, among the top savers in the nation. During 1944, top income year at Oregon Ship, workers at that yard earned \$104,644,676. Out of this they invested \$13,386,773 in war bonds.

Most popular method of bond-buying is by means of payroll deductions. Here workers go the limit. In some cases where both husband and wife are working, one or the other will turn virtually his entire check into bonds. Entertaining and educational programs held in the yard also helped to stimulate sales of bonds.

In addition to heavy deductions, workers have responded enthusiastically every time a special war loan drive was held. They dug down in the old teapot and bought still more bonds. In 1944 cash sales accounted for \$1,817,867 in bond sales at Oregon Ship.

Thousands of Kaiser workers have definite plans as to what they are going to do with their accumulated savings. Many plan to buy farms, even have the locations picked out. Others plan to buy businesses of their own, travel, continue their education, or just have it handy for "come what may."



CUMULATED WAR BONDS ISSUED SEMI-ANNUALLY

RECORD OF EMPLOYMENT

OREGON SHIPBUILDING CORPORATION
PORTLAND, OREGON

NAME John Lyman BADGE No. _____

ADDRESS _____

DEPARTMENT _____ POSITION _____

ACTIVITIES, ADVANCEMENTS, ETC. _____

