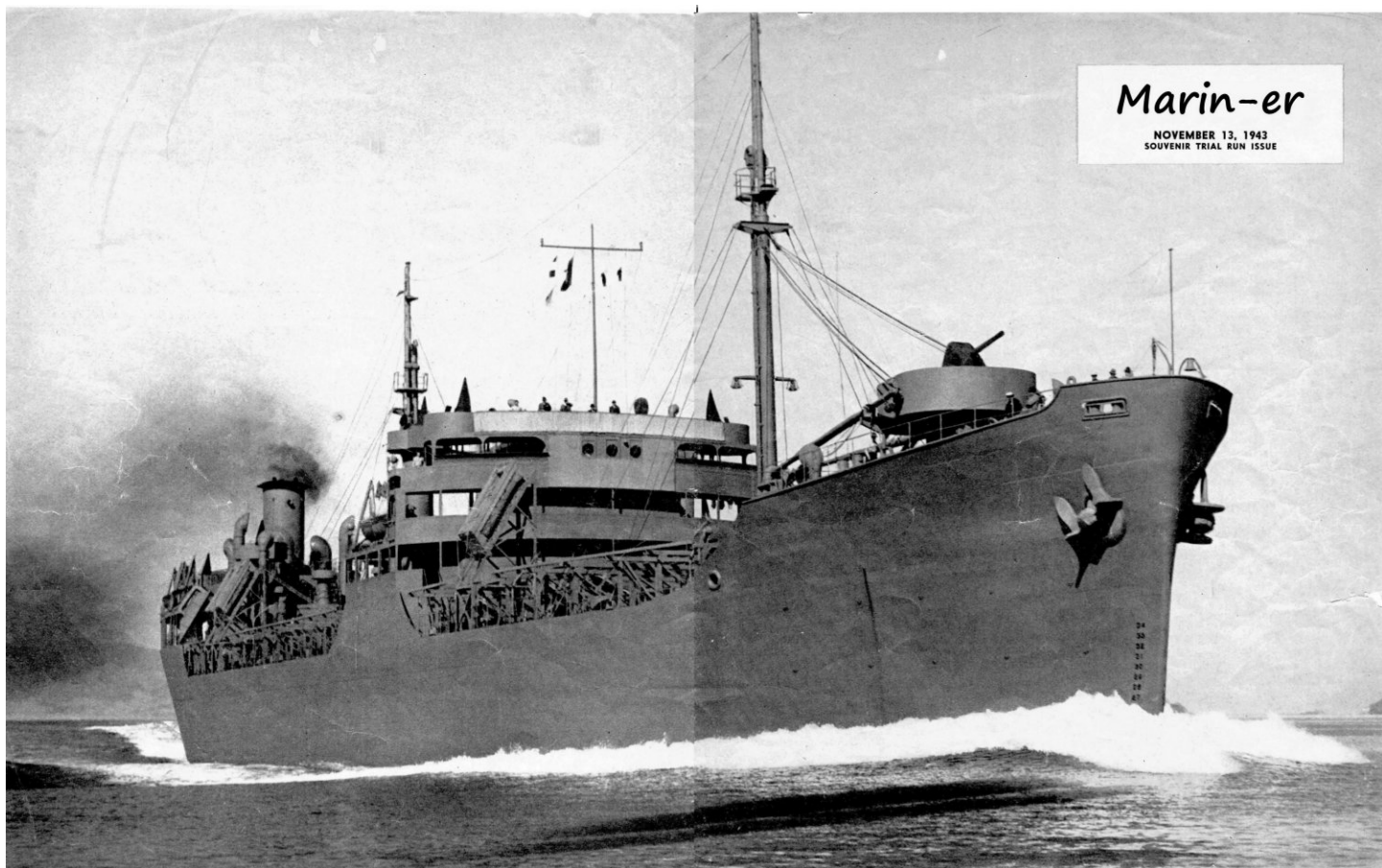
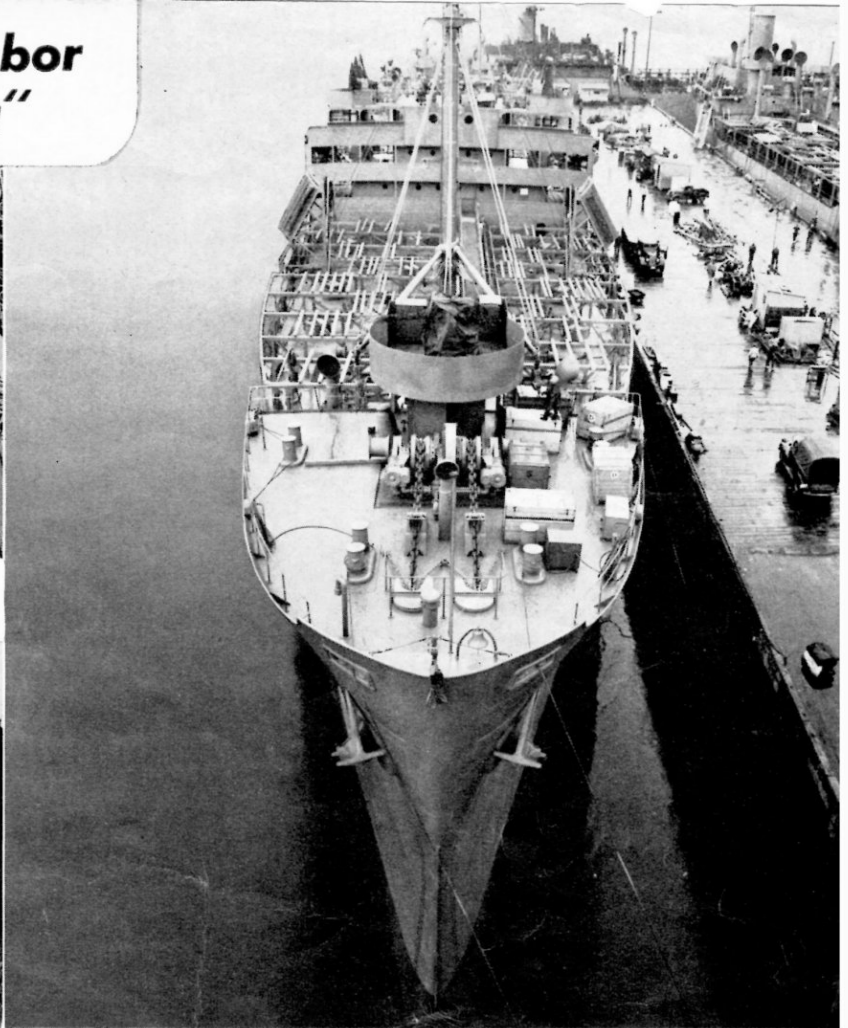
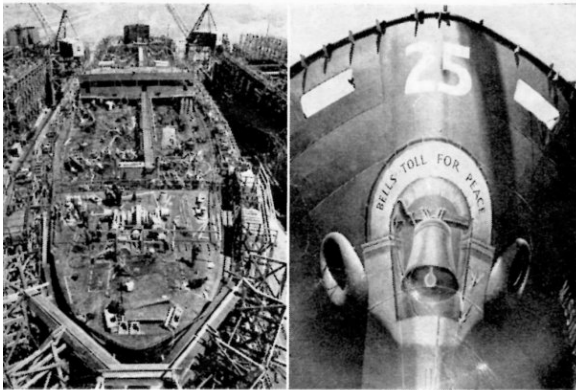
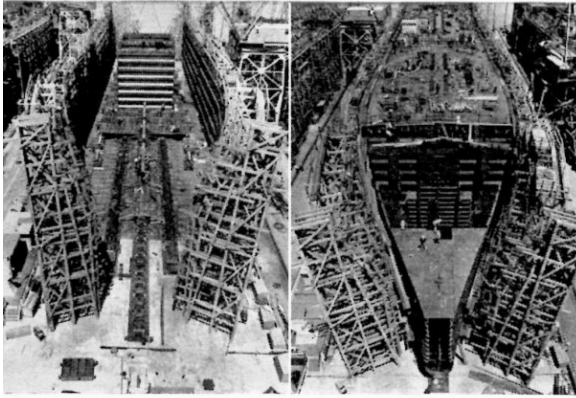


# Marin-er

NOVEMBER 13, 1943  
SOUVENIR TRIAL RUN ISSUE



# Management and Labor Built the "Purisima"



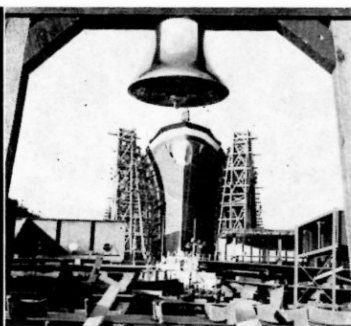
The hull was complete and many outfitting operations were under way by the seventy-first day.

First Mission tanker, the bow of the "S. S. Mission Purisima" told a story of Bells of Peace.

Trim and shipshape, the "Purisima" lay alongside the outfitting dock just before start of bay trials. Outside she was a sleek, smooth-lined vessel; inside she was a fully-equipped city with all refinements of a modern vessel. She was a ship that every man and woman in the yard could well be proud of.



Lovely sponsor was Mrs. John Collins, wife of stegerigger representative on Labor-Management Committee. The launching was dedicated to this committee and its outstanding work at Marinship.



Within a few minutes after launching, the "Purisima" (Hull 25) was warped into outfitting dock and work continued without letup to bring her to a high standard of completion.



Two days after launching, the "Purisima" lay alongside Hull 20 as hundreds of workers worked on her.

# Straight from the Shoulder

By **BILL WASTE**, General Manager

## MERIT PLAN NOW EFFECTIVE THROUGHOUT YARD; SHOWDOWN COMING ON SHIFT OVERLAP PLAN SOON



Marinship is definitely committed to the Merit Principle in the advancement of workers to positions of supervisory responsibilities. The promotion plan recently announced and put into operation is the product of much thought and planning by management of the company. Principal features are:

1—A standing committee consisting of Superintendent and supervisory assistants will review, qualify and select workers to be upgraded to supervisory positions within that unit, on a merit basis.

2—Each worker who believes he is qualified for supervisory responsibility can submit his qualifications to the upgrading committee for consideration.

3—Qualified leaderman and foreman who have been reduced in rank because of unavoidable organization adjustments will be reinstated to their former status at first opportunity.

The operation of the plan will be monitored by the Personnel Office. The operating principles of this program provide fair and equitable consideration for all employees in opportunities for promotion as they arise.

### TEN-MINUTE OVERLAP PLAN

It has always been our policy to give it to you "Straight from the Shoulder," the good with the not-so-good—so here goes.

When we first introduced the ten-minute overlap plan over a month ago, its purposes were carefully explained, as well as the fact that its success or failure rests wholly with you. You were told that this plan is based on "value received." You have calculated your extra pay, and find it amounts to at least \$100.00 per year—all at the expense of only ten minutes per day.

So that you will know exactly how matters stand, and how you can help yourself to provide for the things that need curing, I can say that the plan can stand a lot more support from everyone

who comes within its scope than it is now getting. Right now the Maritime Commission is reviewing results to date, and in conjunction with us will decide whether the benefits of the plan justify its continuation.

Good as the purposes are on paper, they're not worth a whoop if the expense of \$4,700 per day, \$122,000 per month, and \$1,466,000 per year of Uncle Sam's money is not justified.

I quote from a letter from J. S. Wilson, Assistant Director of the United States Maritime Commission Regional Office at Oakland:

"The Office has before it the question of whether or not to give final approval for an indefinite period to the ten-minute production overlap plan now in effect at your yard. We recognize the constructive intent of your proposal and believe that it is entitled to trial for a sufficient period to develop clearly its advantages and disadvantages.

"A representative of this office has visited your plant and made a study of the

operation of this plan. There are a number of plus factors in evidence which seem to justify the additional expense incurred. However, these plus factors will probably gradually diminish until they will no longer justify the ten minutes overtime at time and a half rates.

"The recommendation is made that definite approval be given for continuation of the program until November 27. By that time it should be possible to justify either approval of the plan for an indefinite period, or its definite disapproval as of that date."

There it is. How can you help? Merely do your individual part and the plan is a success. If not—back to the old way.

**FOR MORE FACTS ON SHIFT OVERLAP SEE PAGE 3 OF "THE STINGER."**

### THOUGHT FOR SUPERVISORS

The output of industrial war plants on the Pacific Coast is threatened by a critical shortage of labor. The bay area is particularly critical. At Marinship we have reached the stage where it is practically impossible to obtain workers to replace those who leave. It is therefore necessary that we take immediate steps to adjust, conserve and retain every worker possible.

It is the responsibility of supervisory heads to make every attempt to retain and adjust the workers within their division. If, for any reason, an employee ceases to be a desirable or effective member of an organizational unit at Marinship he shall be referred to the Personnel Office, where adequate machinery has been established to handle such cases.

In these times, machines and materials are not enough for maximum production. We need the individual skills and the maximum cooperation of every man and woman to turn out the goods our armed forces and civilian workers must have.

### THE MARIN-ER

Vol. 2, No. 9 November 13, 1943

Published every other Saturday in the interests of ships and men and women of Marinship, by the Employee Relations Division of Marinship Corporation, Sausalito, Calif., builders of tankers for the U. S. Maritime Commission. Deadline for copy every Friday.

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### SEAGOING MEN

(Far left) Key men on the maiden trip were K. K. Bechtel, Marinship President; Capt. V. P. Marshall; Capt. W. J. Fowler; and Ray L. Hamilton, Production Manager. (Left) Snapped by the camera at an informal moment was Ken Bechtel, standing alongside the pilot and a seaman. (Right) Lieutenant Mel Yenter of the U. S. Navy, famous radio man, gave the ship his approval.



These are the faces of men who have watched the ship grow, and then have experienced the thrill of feeling her prove her mettle beneath their feet. (Left to

right) Fred W. Boole, F. Somers Peterson, F. W. Alkire, J. W. Stafford, K. K. Bechtel, Richard J. Grundy, Ray L. Hamilton, G. Van Ankin, Capt. V. P.

Marshall, W. B. Fawke, Capt. W. J. Fowler, Rene DeYaranne, Gordon DeLisle, Russ E. Griffin, and P. J. Merrill . . . the end of a very successful trial trip!



# Hail, Hail, the Gang's All Here!



WHEN THIS PICTURE was taken the entire family of E. S. Cooper, exclusive of "Ma," were working at Marinship. In fact a granddaughter and grandson, Mr. and Mrs. J. B. Miller, welders on day, "missed" the picture or otherwise, we think Marinship can lay claim to having one of the largest families in the United States on our payroll. Some of the children of Mr. and Mrs. Cooper have since quit but at the last count the majority were still working. In the group, standing, left to right, S. B. Cooper, son, crane operator on graveyard; D. H. Moran, son-in-law, welder on graveyard; Paul Cooper, son, crane operator on graveyard; Elmo Cooper,

son, was on days in pipe shop, but now in Texas working on ranch; D. C. Hughes, Jr., grandson, was sheetmetal helper on day shift, now in Petaluma High School; K. W. Cooper, son, mechanic on swing. Sitting, left to right, Mrs. S. B. Cooper, daughter-in-law, welder on graveyard; Mrs. F. P. Moran, daughter, welder on graveyard; Mrs. E. S. Cooper, mother; Mr. E. S. Cooper, father, oiler on maintenance on swing; Mrs. R. M. Hughes, daughter, sheetmetal trainee on swing; Mrs. L. D. Cooper, daughter-in-law, painter on swing.

## Sheetmetal Shop Leadermen "Explode" Absenteeism Myth

**Gang of Leaderman Call Bluff of Every Other Department in Yard By Slashing Absenteeism to 3.3%**

The bunch over at the Sheetmetal Shop are proving that it CAN BE DONE—

They've called the bluff of every other department in the yard, to prove that ABSENTEEISM CAN BE CUT TO THE BONE.

In just five weeks the absenteeism percentage on the day shift at the Sheetmetal Shop has been cut from a high of 11.2% to a low of 3.3%.

The whole idea started with Ned Hawkins, personnel clerk and expeditor. He made a chart of absenteeism for the week ending October 9, showing the absenteeism in every leaderman's crew. His figures showed that absenteeism in the Sheetmetal Shop was nearly twice as bad as throughout the yard as a whole.

The campaign got its real kickoff when the idea was adopted 100% by friendly and capable Sam Knoles, Sheetmetal Supt. Sam sent out the figures to every leaderman, with a few pungent remarks suggesting that they try to get their gang to REPORT FOR WORK.

In the first week of the contest  
(Continued on Page 2)

### DRAFT ELIGIBLES!

New amendments to Selective Service Regulations, effective November 1, will cause local boards throughout the nation to send Orders to Report for induction to all registrants who are delinquent by reason of failure to advise their local boards regarding change of address and changes of status, if any.

If Marinship employees will contact our yard Selective Service Board, Fred Richards, in charge, will attend to all details.

Remember you draft eligibles, notify the Marinship Selective Service Office of any change of address or change of status.

# The Stinger

Section of the *Mariner*

Vol. 2—No. 10 MARINSHIP - SAUSALITO, CALIF. NOVEMBER 13, 1943

At Gates 1 and 3

## Four Shelter Shacks Being Built For Workers Who Use The Busses

The nicest news Marinship workers have received, particularly those who use the Greyhound Busses, is the fact that within a short time they'll have shelter houses at gates one and three.

Sam Lester, Transportation and Rationing chief, in announcing the good news, claims they will be built as quickly as possible and that present plans are to have a ticket office at one of the shelter houses at gate three.

Four shelter houses in all are planned immediately. Two of these will be erected at gate one, to take care of the north and south traffic and the same will be built at gate three.

Work started last Wednesday and we hope that the carpenters will finish their job before the rains set in.

## Marinship Workmanship in Building "Sun Yat Sen" Earns Laudatory Citation

The greatest compliment ever paid to workers of any shipyard is contained in a message received today from Admiral Emory S. Land, Chairman of the U. S. Maritime Commission.

Admiral Land has just forwarded Marinship Workers a personal message received by him from the Master of the Liberty Cargo Ship, SUN YAT SEN, built in this yard. The message of the Master speaks volumes and the acquiescence of

Admiral Land in the personal message is truly heartening. Read it, gang—you dood it.

"Your Liberty Ship, S. S. SUN YAT SEN, launched at Marinship, Sausalito, California, on March 26, 1943, has been cited for outstanding performance on her vital war job. Her Master—veteran of 45 years at sea—makes this statement:

"17,000 miles even without a trial trip this ship has never

stopped one minute, no engine trouble whatsoever, never has had a hot bearing. I think it's wonderful.

"She makes better speed than specifications call for and does this consistently. Her maneuverability is excellent as she handles like a small sailboat. Cargo gear is fine. We have never had any delay in operating the winches.

"Navigation equipment is perfect. Welding is absolutely beyond any criticism. The workmanship of

the S. S. SUN YAT SEN is fine and the men who are responsible for it are to be commended highly."

"The Maritime Commission joins with the Master in congratulating all who had a part in building this splendid vessel. We are counting on each man and woman on your team to maintain the high standard you have set. The toughest job is still ahead." (signed) E. F. LAND,

U. S. Maritime Commission, Washington, D. C.

# Production Race Between Marinship and Richmond Ends in 'Dead Heat'

## Sheetmetal Leadermen Calls Bluff Of All Other Departments in Yard

(Continued from Page 1)

only one leaderman's crew had a perfect attendance. Five weeks later SEVEN crews were present 100% all week! Here's how the percentage improved on the day shift:

Week ending Oct. 9.....	Absent 11.2%
Week ending Oct. 16.....	5.8%
Week ending Oct. 23.....	5.9%
Week ending Oct. 30.....	4.3%
Week ending Nov. 6.....	3.3%

You can't get results like that except that for the fact that every member of every crew is taking a personal interest—and Supt. Sam and his leadermen are giving the matter their enthusiastic support.

Figures for every crew for the week ending Oct. 6 are:

Leaderman	% Absent
Speetzen	perfect
Segezman	perfect
Asplund	perfect
Burke	perfect
Hill	perfect
Tabor	perfect
Wagner	perfect
Doyle	1.66
Madison	1.66
Thomas	1.85
Maycock	2.11
Foelsing	3.18
Lounsbury	3.52
Frazier	3.66
Leeper	3.69
Fay	3.70
Wolfe	4.16
McCool	4.76
Pearson	4.85
Sanderson	5.84
Gardemeyer	8.01
Deal	9.73
Yee	13.88

### SWING SHIFT

Leaderman	% Absent
Mountain	perfect
Quamby	perfect
Jarosh	1.45
Peterson	2.50
Murphy	4.75
Jensen	5.96
Anderson	10.87

In the Sheetmetal Shop there are 213 sheetmetal workers and 60 welders. If they can do it—ANY DEPARTMENT IN THE YARD CAN DO IT!

## Work Splurge in Final Week Catches Us and Result Is Now a Tie

The Race of the Century ended in—a dead heat!



Ed Lynch

Nose and nose they came into the stretch for a photo finish that even the camera couldn't decide. Marinship and Richmond No. 3 ended in a perfect tie as a result of the production race which has been under way for eleven weeks ending October 30. When the dust had settled and the statisticians had put their slide rules away, here was the story:

Marinship's average was .404. Richmond's average was .404.

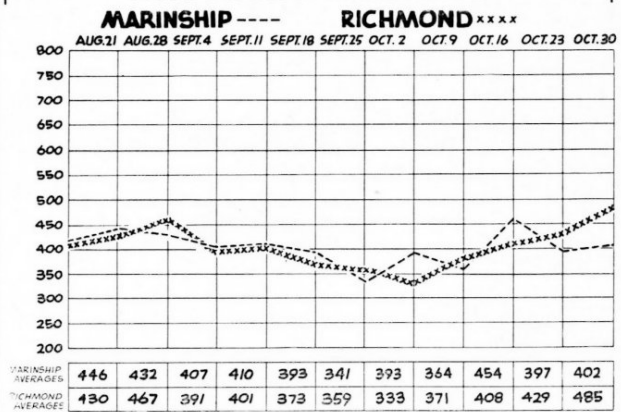
The race was uncertain right up to the very end. Marinship led most of the way, but the Richmond crowd made the finest figure of the entire contest in the last week in order to throw the race into a tie.

At Marinship the contest was established by the Workers' Volunteer Committee, led by Frank Carlson, Chairman. The idea was supported by Ed Lynch and his Labor-Management Committee. Scree keeper was Bill Ayers and his figuring pals in Special Studies office.

The batting average was determined for the two yards each week on the basis of a complicated formula which compared the number of ships built with the work done during a ten-week period before the contest started. Out of the eleven weeks Marinship led six times to Richmond's five.

Week ending	Marinship No. 3	Richmond
Aug. 21	.446	.430
Aug. 28	.432	.467
Sept. 4	.407	.391
Sept. 11	.410	.401
Sept. 18	.393	.373
Sept. 25	.341	.359
Oct. 2	.393	.333
Oct. 9	.364	.371
Oct. 16	.454	.408
Oct. 23	.397	.429
Oct. 30	.402	.485

## MARINSHIP vs. RICHMOND PRODUCTION STANDINGS



## HERE ARE NATIONAL STANDINGS OF ALL PRODUCTION IDEAS IN U. S. A.

Company	Union	Cit.	Ctf.	H.M.	Tl.
Marinship Corp. Sausalito, Calif.	Metal Trades, AFL	0	19	64	83
Packard Motor Car Co. Detroit, Michigan	Auto Workers, CIO	0	36	43	79
RCA Victor Division Radio Corporation of America, Harrison, New Jersey	Employees, Ind	0	13	42	55
Permanente Metals Corporation Richmond Shipyard No. 1, Richmond, Calif.	Metal Trades, AFL	0	12	42	54
American Type Founders, Inc. Cowdrey Machine Division, Fitchburg, Massachusetts		0	7	25	32
Curtis-Wright Corporation Airplane Division, St. Louis, Missouri	IAM-AFL	0	8	23	31
Bethlehem-Fairfield Shipyard, Baltimore, Maryland	Shipbuilders, CIO	0	3	20	23
International Harvester Co. Milwaukee Works, Milwaukee, Wisconsin	Federal Labor Union, AFL	0	7	15	22
General Motors Corp. Yellow Tr. & Coach Mfg. Co., Pontiac, Michigan	Auto Workers, CIO	0	7	13	20
Int'l Business Machines Corp., Endicott, New York	Patternmakers, AFL	0	6	14	20
Goodyear Tire & Rubber Co., Akron, Ohio	Rubber Workers, CIO	1	5	14	20
Bethlehem Steel Co., San Francisco, Calif.	Metal Trades, AFL	1	7	11	19
Caterpillar Tractor Co., Peoria, Illinois	Patternmakers, AFL, United Farm Equipment Workers, CIO	0	1	17	18
RCA Victor Division Radio Corporation of America, Camden, New Jersey	Electrical & Radio Workers, CIO	1	7	9	17
Moore Dry Dock Co., Oakland, Calif.	AFL and CIO Craft Unions	0	1	16	17
Northrop Aircraft, Inc., Hawthorne, Calif.		1	5	9	15

## A PRACTICAL DEMONSTRATION OF GOOD NEIGHBOR POLICY AT MARINSHIP

Women workers from the Central American Republic of El Salvador at Marinship were treated to a very pleasant surprise recently when Dagoberto G. Gavidia, Consul General of El Salvador; Miguel A. Serrano, Vice-Consul and J. Francisco Aguilar, Chairman of Foreign Relations of the Salvadoran Senate reviewed countrymen at work building tankers for Uncle Sam. The distinguished visitors were agreeably surprised to learn that Latin Americans have adapted themselves to heavy production work. To aid them in their work Marinship has added a Spanish-speaking interpreter and personnel consultant to the

staff. Our training school has started free courses in English, and Spanish speaking supervisors have been found to serve as craft instructors, all of which is our way of showing how welcome they are to our Yard. Credit for starting the Salvadoran migration to Marinship goes to American-educated Carlos Fernandez, flanger, who last week married one of the most attractive of the new arrivals, Mirtala Santos, sister of El Salvador's Director of Internal Revenue, Dr. Carlos Alberto Santos. The Fernandez-Santos wedding was a social highlight for the entire Salvadoran colony

at Marinship. In the photos, left to right, J. Francisco Aguilar, Chairman of Foreign Relations Committee of the Salvadoran Senate, and Worker Genevieve Retana are discussing a chore; in the group picture, center, Miguel Serrano, Consul Gavidia and Francisco Aguilar line up with pals from San Salvador who are Bertha Fernandez, Margarita Hurtado and Benigna Carrilla while on the right the three statesmen are shown with other countrymen including, left to right, Benigna Carrilla, Bertha Fernandez and Margarita Hurtado.



## Overlap Shift Rules Repeated for Benefit of Marinship Workers

### 1. Oncoming Shift Punches Clock Approximately 4:23

Oncoming Leadman reports to work in sufficient time to contact the Leadman on the previous shift so as to determine where to place his men during the coming shift. The oncoming craftsmen will report in sufficient time to contact their leadmen at the start of shift.

### 2. Leadman Contacts Workmen 4:25

After checking through the area house, oncoming Leadman and craftsmen in their crews will meet at a designated place close to the job site.

### 3. Leadman Assigns Men 4:27

Leadman will designate certain of his workmen to relieve workmen of the previous shift at their location of work. Oncoming workmen relieving previous shift workmen must go on the job site between 4:25 and 4:30, not before.

### 4. Unplaced Workers Secure Tools 4:29

If the Leadman has more men than the number to be relieved, he will instruct the unplaced workmen to obtain tools at the tool rooms and then assign them to their location of work. Unplaced workmen will deposit their tool cards at the tool rooms in exchange for their tools.

### 5. Workman reports on Job Site 4:30

Craftsmen going off shift will discuss the job with the oncoming workmen so that the fullest co-operation can be secured and a minimum of duplication and lost time will result.

### 6. Workmen Exchange Tools on the Job 4:35

The outgoing workmen will pass his tools to the oncoming workmen right on the job site. The oncoming workmen will give his tool card to the outgoing workmen as a receipt for the tools that are turned over to him. Workmen who do not possess tool cards and use small hand tools must receive their tools at the tool rooms and return them at the end of the shift to the same tool room.

### 7. Workman Picks Up Own Tool Card 4:38

On his way to the area house, the outgoing workmen shall take the oncoming workman's tool card to the tool room and receive his own tool card back in exchange. The craftsman who has not been relieved takes his tools to the tool room and receives his card in exchange. It is important for oncoming workmen to ask the outgoing workmen at which tool room his card is deposited so that he will know to which tool room to go to re-claim his card at the end of the shift.

### 8. End of Work Day 4:40

Leadman and craftsmen going off shift will proceed to their area house, punch out and pre-

# Christening of S. S. Mission San Miguel



It was a great day for the Scotch when the S.S. Mission San Miguel (Hull 30) went down Way 3 on October 31. Top billing went to Jack Hardie, Master Shipwright, and Superintendent of Ship Construction. Picture at upper left shows Mrs. Hardie breaking the champagne bottle across the bow, while Lieutenant Leonard R. H. Hardie, Jack's son, and his wife stand by. Picture at upper right shows the family group: Lieutenant Hardie and his wife, who was Matron of Honor; and Mrs. John W. Hardie, Sponsor,

and Jack himself. As a special treat Jack McIvor, who learned to be a shipwright in the same Scottish shipyard as Jack, arranged for the Caledonian Pipers to play in the yard after the launching. Left to right, they are: Acting Pipe Major John Biggar, Piper William Scymmer, Piper J. K. MacKenzie, Jack Hardie, Leading Drummer J. Wicklow, Piper Hugh M. Cullen (Secretary of the Caledonian Club), and Piper John Lane.

## Overlap Plan Showdown Set by USMC for Nov. 27

Showdown on the Shift Overlap Plan will take place during the next two weeks!

If there is not a decided improvement in employee cooperation, by staying honestly on the job until 4:40 p. m., 12:40 a. m. and 8:10 a. m., the entire program will probably be junked after November 27.

Final decision will be made by the Maritime Commission, in consultation with Marinship management. We don't have to tell you that junking this plan will mean a loss to you of about A HUNDRED DOLLARS A YEAR.

If you're smart, you'll cooperate 100 per cent with the shift-overlap plan from now on.

pare to return home by their usual mode of transportation which will be held for ten minutes to meet the new schedule. Under no condition shall Leadmen return time cards to workmen until approximately 4:35. Workmen should under no condition report at their area houses to check out before 4:40. This ruling will be enforced.

## Marinship Bass Derby Off Tomorrow at 8:30; Weigh-in Set for 2:30

Tomorrow is the day for all Ye Fishermen to throw your lines in for that big Bass Derby sponsored by the Marinship Recreation Association.

This Derby, first of its kind at Marinship, will start at 8:30 from McNear's Beach, and will end at 2:30 P.M. SHARP. No fish will be weighed in after 2:30 P.M.

You may form your own party and boat by calling Lou Samish, Chairman of the Derby, on the Swing Shift, at the Mold Loft, Ext. 73.

Every contestant must present a Recreation Association Card (\$1), Fishing License, and your Marinship Badge or Coast Guard Pass.

Prizes will consist of the following:

- 1st Prize—\$100 War Bond for largest bass.
- 2nd Prize—\$50 War Bond for second largest bass.
- 3rd Prize—\$25 War Bond for the third largest bass.
- 4th Prize—\$25 War Bond for the fourth largest bass.
- 5th Prize—\$25 War Bond for the fifth largest bass.

A number of merchandise prizes will be awarded for honorable mention.

## Paunchy Tony Chavez Is Now "Safety First Kid"

Can you imagine a guy like Tony Chavez, winning ANY kind of a prize?

Truth is stranger than fiction. The paunchy little plumbing super and his gang took top honors at a safety award program held in the yard October 28.

Baron Snider, Safety Super, said that the plumbing gang of 52 men had worked for three months without a single lost-time accident. Honored with safety badges were Tony Chavez, supt.; J. Ramatici, foreman; J. A. Brun, F. Ford, H. Riboni (swing) and J. Kerns (graveyard), leadermen.

## Eat at Gene's

We understand the swing shift gang is always on the lookout for spots that serve food in the wee small hours . . . one of the newest is Gene's, in the International Settlement in San Francisco, where fine food is served until dawn.





# "Do It Easier and Do It Better" is Marinship Training School Theme Song

## Jit, Jmt and Jrt Classes Ready You for Day of Best Trained—Best Job

Have you read your November Readers' Digest? There is a sweet story on JMT, one of the Training Within Industry courses being given here in the yard by our own instructors specially trained by the War Manpower Commission.

Marinship, stepping along with the leaders in industry, has been training groups in the three J's—Job Instruction, Job Methods, Job Relations—for over a year now and the results according to Management have been very gratifying. Checking over the awards referred to in the last issue of "The Marin-er," several of the men who received national recognition have taken or are now enrolled in some of the TWI groups where they are receiving that special training which helps them think about their jobs by following a well-organized plan.

This article in the Digest points out several ways in which JMT helps you to plan your work; makes your job easier and safer and do it better. Sounds fishy, doesn't it? But it works!

Such large companies as General Electric, General Motors, Westinghouse, Packard Corporation and Baldwin Locomotive Works wouldn't have been using it for years if the plan didn't have lots of merit. It's a national program that is becoming a more important part of industry all the time.

And to think Marinship is making it possible to get this special training at no cost to you and on company time too!

You will find a program such as 3 J's of great usefulness not only in the yard today, but after the war when you re-enter the business world . . . when competition will be keener and the BEST TRAINED man will get the BEST JOB.

## Rifle and Pistol Club Of Marinship Forming Unique Training School

Away back in July a group of Marinship small bore shooters ventured to organize a Rifle Club. Now, after nearly four months, the Marinship Rifle and Pistol Club has a charter with the National Rifle Association, and is forming a training school for pre-Army level instruction.

A suitable outdoor range has been made available through the kindness of Captains Fletcher and Dooze at San Quentin.

The first official shoot, an intramural match, was held November 9th, at the range of Post 429 at Lowell High School. Later it is planned that the M. R. & P. clubbers will have their own indoor range.

Ray Gilburton, president, or Wes. Webb, secretary, can be contacted for membership, which includes subscription to the National Rifleman, a publication of the N.R.A.

## SEND YOUR FRIENDS A POST CARD FROM MARINSHIP



The War Fathers' Club of Marinship, just after celebrating a tremendous undertaking by entertaining the Convalescent Servicemen at the Scottish Rite Auditorium last Armistice Day are now intent on equipping the Sea Scouts of Marin City, so they've begun the sale of postcards of familiar scenes at Marinship. These postcards sell at one dollar a dozen and

may be had by calling at the office of the *Marin-er* at lunch time or the change of shifts. They will not be sold during working hours and no phone orders will be taken. When you write your friends use one of Marinship's typical scenes and ask your friends to come here and do his bit for the success of the United Nations.

## Clock Committee Is Deluged With Requests Plan Huddle This Week

At this time more than 1,000 applications have been made for the 500 alarm clocks allocated to Marinship.

On Monday, November 8, the applications were turned over to the Marinship Plant Transportation Committee for review and approval. This committee is composed of the following Yard members, Robert McCabe, Hull Engineer; Martin Grabe, Maintenance Carpenters; Robert McLennan, Shipfitter; Robert Miller, Shipfitter.

C. R. Hamilton, of the Employee Relations Divisions, acts as chairman of this committee.

Provision has been made for an allocation of the alarm clocks, first as to shift, and then as to craft, in accordance with a percentage of the total number of employees in such shift and craft.

Successful applicant will be notified at his Area House to call the Main Tool Room to purchase his clock.

## Marinship Masonic Club Puts on Swell at Palace

Don Maxson, the president of the Marinship Masonic Club, urges all members of the Masonic Fraternity associated with Marinship to attend the organizational banquet.

This banquet is to be held at the Concert Room of the Palace Hotel, November 17, 1943, at 7:00 P.M. Dinner, entertainment and numerous other features are scheduled for the enjoyment of the members.

Tickets may be purchased from E. Johansen, Ray Brown, Lee Thrower, Sam Lester, W. Beaumont, R. Hoffman, Capt. H. H. Spomer, Paul Becker, Phil Erbes, W. Remensperger, E. Casassa, Geo. Dorris, Fred Boole, E. Pinataro, J. McIvor, Dial Miles, D. Achenbach, A. G. McReynolds, D. G. Maxson.

## Dineen Helps Build S.S. Purisima and Now He Ships as Crew Member

When they shuffle the cards around after the war, Jack Dineen of Marinship can take a bow. He will be able to say that he was the first member of the yard who helped build and outfit the first tanker to be built and outfitted, and to have sailed on it as well.



Jack Dineen

Jack joins the crew of the S. S. *Mission Purisima* as pumpman in the engine room. He joins two pals in the same engine room, P. Robertson, chief engineer, and Mac McPherson, first assistant.

Dineen formerly was a member of the Marinship Inspection office and served two hitches in the Navy as well. He is 40 years of age and has a wife and daughter living in Pasadena, Calif.

## Victory Shift Employment Attracting Patriotic Men

Although it has just gotten under way, the Victory Shift at Marinship is doing quite all right. Many big names from San Francisco are on our payroll. A lot of patriotic women applied but so far the management has decided only to use the victory shift for men.

## Janitors Are 100%

Hats off to the Marinship janitors. They signed up 100 per cent for the War Chest drive recently. They are a hard-working bunch who are willing to share their dough with the less fortunate.

## Marin City Shops Give Unusual Service and Cash Checks As Well

The Mercantile Building in Marin City, adjoining the Food Market Building formally opened October 23rd, with the following departments.

- Full Drug and prescription store.
- Department Store, men's, women's and children's goods.
- Beauty Salon.
- Barber Shop.
- Shoe Repair Shop.
- Laundry Agency.
- Beverage and Soft drink shop.
- Candy store.

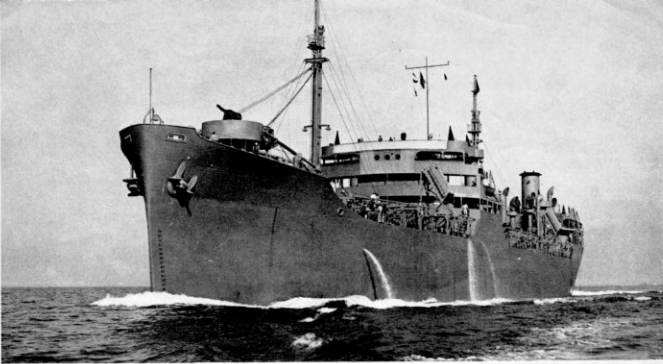
In addition to above departments, on December 1st a department carrying adults' and children's shoes and booth for cashing payroll checks will be opened.

The operators of the various stores wish to thank the residents of Marin City and adjoining dormitory buildings for the initial patronage given the stores. In some instances delays in obtaining some merchandise occurred, but stocks are daily arriving to replenish the shelves. Also, as the requirements of the community are noted, these will be filled as quickly as goods are arriving at the stores. Full lines of toys and novelties will arrive just prior to Thanksgiving holidays.

The County of Marin Housing Authority are responsible for the completion of the Mercantile area of Marin City.

## War Chest Fund Passes 57% Mark and Still On

Our auditors haven't as yet made a final checkup as yet on the War Chest Drive, but from authoritative sources we learn that about 57 per cent had donated up to last week with all the returns not counted and many folks not yet decided to join the mob.



**WINNING THE BROOMSTICK**

Until a new ship has actually cut through the waters on her first trial trip she cannot be called complete. That is when the strength or weakness of a ship is uncovered—like a soldier going through his first fire. On November 5 and 6 the T-2 tanker S. S. *Mission Parisima* went through its preliminary trial runs on San Francisco Bay. She came through with flying colors. As the first tanker to be fully completed at Marinship, she carried a heavy cargo of hopes and responsibility. When she sailed back, with the traditional broomstick figuratively lashed to her mast—a Marinship epic had been gloriously achieved.

Four views of the "Parisima" are shown on this page. Above, port side; fore; below, starboard, aft. At left is the bow, at right the stern. A handsome ship!

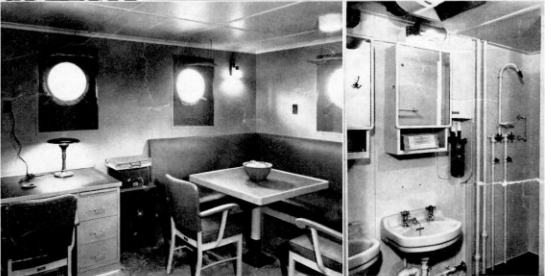


The S. S. *Mission Parisima* (Hull 25) became the first of a great parade of tankers which will sail away from Marinship outfitting docks, ready for action on the high seas. The *Parisima* was the twenty-fifth Marin ship. Before her came fifteen EC-2 Liberty ships and nine tankers. These first nine tankers were delivered to the U. S. Navy partially incomplete, to permit the usual Navy conversion. This, the tenth tanker, was the first of these powerful 10,000 horsepower ships to be completed by the Marinship gang. When she sails through the Golden Gate, many more like her will follow—soon.

(Right) These girls were NOT delivered with the ship. They were waitresses for the trial run, selected from among Marinship's finest. Included are Una Nadeau, Catherine McLean, Jean Johnson, Carol Lovelace, Mary Liz Bull, M. C. Mulligan, Marie Kieth, Rosa Magri, Gertrude Gwenter, Jane Whitmer, Barbara Payne, and Pearl Sanders.



Good food on the trial run proved that the galley was a success. Cooks were Sam Fong, Harry Ng, Ping Dong Tom, Jack Louie.



Fine installations in every part of the new ship were apparent on the trial run. Typical of the high quality, together with practical features, was this portion of the captain's quarters. At this desk the ship's fate will be constantly guided.

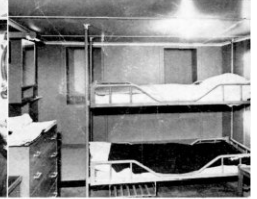
After a hard night in the engine room, or long watch on deck, this shower and neat washbasin will be welcome treats.



Marinship workers built comfort and safety into these bunks for the crew. Beds lie three deep, being ample lockers for clothing and personal effects.



Facilities for the ship's doctor were tried out by Marinship's Dr. G. W. Richmond and Nurse Vera Linney and Juanita Snyder. Claimed them ready for any emergency.

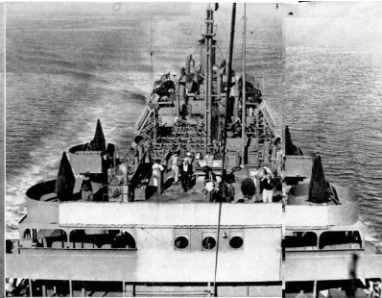


These are officers' quarters aboard the "Parisima." Dresser and cabinets added to comfort. Upon delivery, ship was complete even to bed linen and covers.





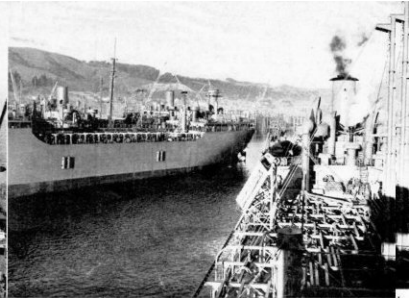
Catherine McLean polishes up the name plate. Only here does the ship's name appear. All other identification had been painted out to assure wartime safety.



This is a view of the ship from the top of mast, looking past the midship deckhouse to the stern and to the water trailing behind.



This picture from the mast shows the forward deckhouse and the ship's bow.



On the morning of November 5 the "S. S. Mission Purisima" first pulled out from dock under her own power. Behind are the shipyard and her dockmates.



Marie Keith waves at the retreating Marinship shore. (Below) Side view of "Purisima" sailing at full [censored] speed—no finer, more seaworthy ship was ever built anywhere.



Serious purpose of the trial runs was to make certain that the ship could stand every sea hazard. This picture



proves the ship can turn quickly. (Right) "Old Glory" at the stern. (Lower right) An unusual picture of the ship's bow cutting the water.

