

THE
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Marinship's V-J 33 "Rocket Ship" — See Pages 2-3

Marinship To Do Repairs!

The Stinger

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USMC Places Marinship In New Classification: "Tanker Repair Specialists"

Deeply aware of the new and grave responsibilities suddenly placed upon them by their government, Marinship men and women last week took a firmer grip on their jobs and prepared for the fresh task ahead, namely: SHIP REPAIR.

With the end of new ship construction throughout the nation ever drawing nearer, and the ship repair picture getting each day more critical, Marinship's participation now in vital repair work will place her among the most aggressive in the war effort.

Assignment of ship repair work to Marinship, to supplement the tanker construction program, was announced June 1st, by Carl W. Fleisher, Regional Director of Ship Construction for the United States Maritime Commission, and confirmed the following day by Admiral Vickery.

Speaking on behalf of Admiral Vickery, Vice Chairman of the Maritime Commission, Fleisher stated that the ship repair work would start as soon as Marinship's management could make the arrangements.

"With the war against Japan becoming more and more a full-scale naval war, the importance of ship repair grows critical," Fleisher told a group of one hundred production supervisors. "The U. S. Navy and Maritime Commission have expressed the need for greater help in this phase of the war, and Marinship's selection to assist in the work is a result.

"Your facilities at Marinship are quite adequate for repair work," Fleisher said. "We expect that, with your fine knowledge of tanker construction, you will specialize in tanker repair."

Replying to Fleisher's announcement, K. K. Bechtel, President of Marinship Corporation, stated that Marinship would be glad to undertake the job.

"It has been a Marinship policy from the beginning to do anything needed of us by our nation," Bechtel declared. "In 1942 we were told that a new shipyard was needed, so we built Marinship. In 1943 we were told that tankers were needed, so we delivered our first tankers. Now if repairs are needed, we are ready.

"I have confidence that the production men of Marinship who have

done so well on tankers will do a first-class job on repairs."

Fleisher explained why Marinship had not received repair work previously. He recalled that Admiral Vickery had mentioned Marinship for repair work two years ago, but that the Joint Chiefs of Staff had asked for greatly expanded tanker tonnage. As a result Marinship was retained on an expanded scale in tanker production.

Now, Fleisher explained, the demand for new tankers is decreasing and Marinship can start her repair work.

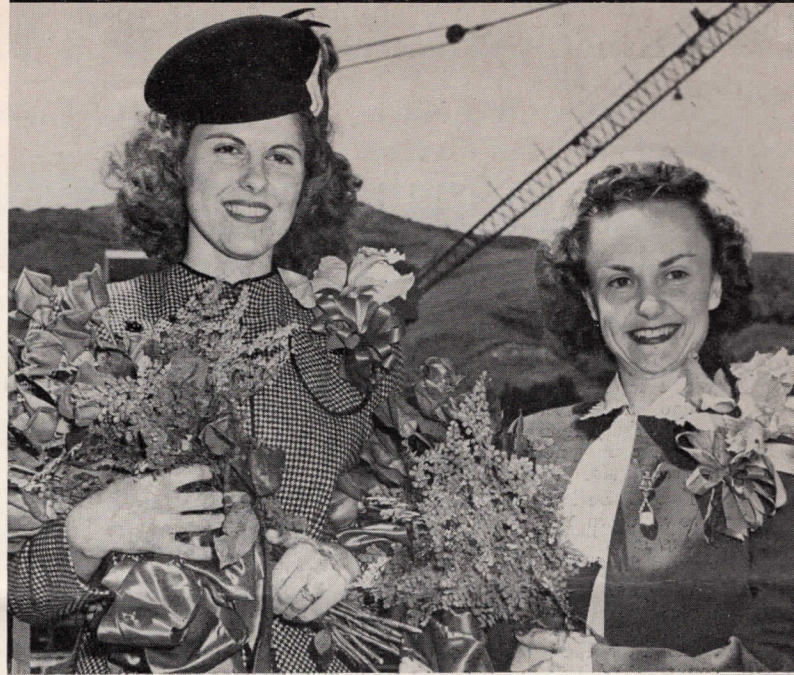
In undertaking ship repair work, Marinship will be receiving its second "promotion." Built in 1942 for construction of Liberty cargo ships, the first promotion came within a few months, when Admiral Vickery announced that Marinship would build a more powerful tanker than then being built on a production basis anywhere else in the nation. The acceptance of the present "promotion" to repair work places a new responsibility on each man and woman at Marinship, and is a step which vitally affects the future of the Yard.

"Photographer Bites Rattlesnake"

Such will be the actual headline about Bob Trusler, late of the Photo Lab, if what he writes in a recent letter comes true. Now taking an active part in the U. S. Army Infantry Replacement activities at Camp Wolters, Texas, Bob writes: "Down here there are a lot of rattlesnakes but they don't worry us one bit. We are all getting so tough that if we ever see a rattlesnake, we'll bite the critter first!" Trusler, who had three thorough years of pre-induction "combat photography" at Marinship before entering the Army, is just the type of guy who would bite that snake, too. (Except that he would first "mug" it, finger-print it, hire it and then chase it down into the double bottoms of Hull 991)

Bob Trusler is missed by the entire gang at Marinship, and they wish him well in his new undertaking.

Launching of S. S. Coyote Hill



BOULDER DAM REUNION AT CEREMONIES

Thursday, May 24, marked the launching of Marinship's eighty-fifth vessel, the tanker COYOTE HILLS. It also marked the reunion of a group of men who, ten years ago, were completing the great Boulder Dam. Shown above, left to right, are Mrs. John E. Sheehan, Matron of Honor at the launching, and Mrs. William R. Ayers, the charming Sponsor. Mrs. Ayers is the wife of Marinship's Administrative Engineer, William "Bill" Ayers. The group who formed the happy "Boulder Dam Reunion" are shown below. They are, from left to right, K. K. Bechtel, President of Marinship Corporation; Stephen D. Bechtel, President of W. A. Bechtel Co.; "Gus" Ayers, Chief Engineer in construction of Boulder Dam; "Gus" Ayers, Jr.; Mrs. William R. Ayers; Jim Ayers; Robert L. Bridges, Attorney and Director of Marinship; Russell Fox, Marinship; William R. Ayers; and William E. Waste, Vice President and General Manager, Marinship. Bill Waste, who was master of ceremonies at the launching, remarked that the Sponsor, Mrs. Ayers, was a mere 89-pound wisp of a high school girl when Bill Ayres first met her in 1931 when Boulder Dam was being started.

About That Vacation

Vacation policy at Marinship this year will remain the same as in the past. In other words, employees will be released for vacation only when taking a vacation will not unbalance the crafts in the yard. Those not taking vacations will receive pay instead.

You remember that a yardwide ballot was conducted in April. There was a very small vote, indicating that there was little interest in the suggestion of a simultaneous July 1 to 7 vacation. As a result this idea has been discarded.

As a result, vacations or pay will be allocated according to a schedule conforming to the appropriate regulations or labor agreement.

Hunter Goes Fishing

Sunday, May 20th, was a big day for Bill Hunter of Progress, in the Mold Loft. At Tobin, on the Feather River, Bill and a partner landed nineteen trout. Among them was a beautiful 20-incher which garnered Hunter the \$10 prize for the season! Congratulations, Bill!

Leaving Marinship on Monday, May 28, after three years of faithful service, Wilma Rupnow sends, via "The Stinger," a "goodbye" and a "cheerio" to all her friends. Lately employed in Lubrication, Wilma formerly was with Plant Protection and, for two years, with the Operating Engineers. She leaves Marinship for work at Hamilton Field.