

THE  
*Mariner*

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



# Marinshippers Accept Waste's Challenge; Oilhunt On In Earnest!

## Last Tanker Will Have Legal Name on Finding Oil in Marin County

There's OIL in them thar hills, there's GOT to be!

With this their battle-cry, hundreds of Marinship people were last week figuratively combing Marin County in hopes of striking oil.

Taking General Manager Bill Waste at his word, and determined not to let him down, amateur geologists of every description were ranging the countryside in search of the illusive liquid.

For, as you know, Bill Waste has thrown down the gauntlet. In the last issue of "The Marin-er" he explained that Marinship management wish to pay their respects to Marin County by naming the last ship of the present tanker construction contracts after the shipyard's home county. "We've stuck our neck out in a big way," he said. "As far as I can learn, no oil has ever been found in Marin. If we can't strike oil, we can't name our ship MARIN HILLS."

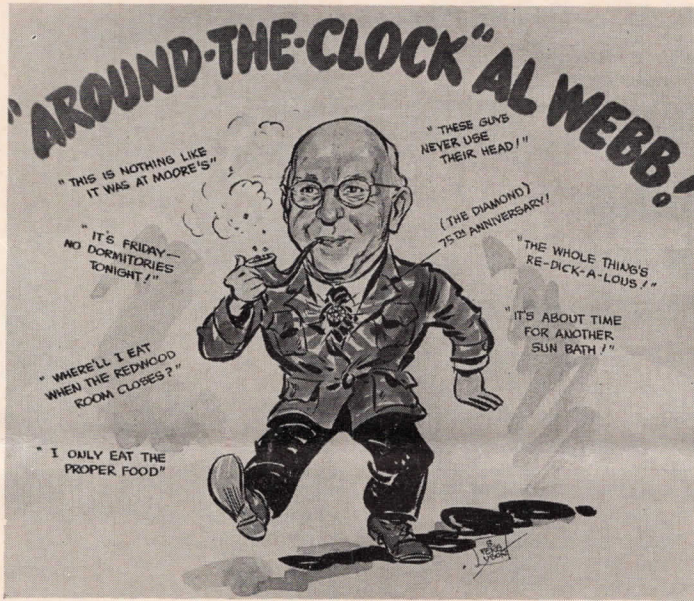
So there was the gauntlet—the challenge! Did the Marinship boys and girls let it lay? They did NOT. They got busy and started digging.

Last week, Carl Wallen and Hap Bruner of the Photo Lab found an old divining rod and put it to work. Now they claim to have found oil RIGHT HERE ON MARINSHIP PROPERTY! They took a photograph of the well, just for the record, and will produce it as evidence as soon as the negative can be developed.

Complaints have come from some Marin districts that self-styled oil prospectors from Marinship are digging up people's lawns, back yards and basements, muttering as they work: "It's gotta have a name! It's gotta have a name!" Whether or not the efforts of these eager-drillers will be rewarded remains to be seen.

One hopeful indication that oil actually exists in Marin County comes from Howard Allen, Marinship planning engineer. He reports that geologists from a well-known oil company at one time investigated the existence of oil on the old Bear Valley Ranch near Tomales Bay. According to Allen, the geologists decided definitely that oil was there. It was visible in the shale, and oil

## EVERYBODY KNOWS HIM AS—



One of these days, when the big scrap is completely over and you get to reminiscing, his name can't miss coming up—

For more than three years he's been a tradition at Marinship—

Excepting for the swing shift he really had no business being on the reservation, known as the shipyard property—

But there isn't any day shifter who doesn't recognize him strutting the ways, docks, warehouse, steel yard and mold loft—

The graveyard gang know him as the last guy to leave the plantation, often sticking around until the wee hours of dawn—

There could be only one guy who could answer that description. And his name is Al Webb, Yard Superintendent on Swing.

For a youngster who has just rounded out his 75th year on this globe he's a remarkable combination of brain and brawn with a flare

for never starting anything he can't finish.

Strictly a shipbuilder, he has two trademarks, to-wit:

Patience and Impatience.

If you're on the level and in there pitching and playing for the good of the team, he has the patience of Job.

That, without attempting to offer any flattery, tells the straight-away story of Al Webb, super on Swing.

Management and top executives who have been close to him since Marinship started recently gathered together at the home of Ray Hamilton, Production Manager, and cheered the buckwheat for admitting he was 75 years of age, when he could easily pass for a gent hitting around the half century mark.

Above is the souvenir cartoon which carried the names of those who attended the 75th Birthday party which now is a framed photo in Al Webb's home and heart.

slicks could be seen in the tidal pools along the shore at low tide. Allen understands that it was the belief of the oil men that there IS oil under the old Bear Valley Ranch, but that this information should be thoroughly checked.

Thus, Bill Waste's dream that the

S.S. MARIN HILLS can be legally named, showed signs of coming true.

Agents from "The Marin-er" office are keeping a close check on all phases of the oilhunt, and will report at intervals on its progress.

Oil right, Mr. Waste, how are we doin'?

## Marinship Idea-Men Seize Second Place In National Program

Eight more national awards for Marinship—"America's No. One Idea Shipyard"—were announced today by Ray L. Hamilton, Production Manager at the shipyard of Marinship Corporation in Sausalito. The awards are made by the Washington office of the War Production Drive, national labor-management war production agency.

This makes a total of 175 national awards to Marinship workers for their original time- and labor-saving production ideas. It is a greater number of national awards than given to any other shipyard and is second highest among more than 5,000 war plants taking part in the War Production Drive program.

Winners of Honorable Mention certificates are: Joe Gardameyer, 508 Scott Street, San Francisco; Fred C. Mauroni, House 473, Marin City; Edwin J. Farrell, 878 35th Avenue, San Francisco; Bee Conard, 19 Liberty Street, San Anselmo; James M. Maxey, 154 Elm Avenue, Mill Valley; Homer C. Hartline, Apt. 206, A-26, Marin City; Albert E. Townsend, Marin City Dormitories, Sausalito, and Lonnie L. Rogers, 166 Schwerin Street, San Francisco.

Each of these Marinship employees had previously been a winner in the monthly suggestion contest maintained by the Marinship Labor-Management Committee of the War Production Drive under Ed Lynch.

## A Raise For The A's

The value of A-coupons will be raised from four to six gallons on June 22nd, according to a recent OPA announcement.

## The Long Green

Roses are red and violets blue,  
—Get out of the red with a bond or two;  
You'll never be blue when you're in the black,  
So buy more bonds till you own a stack.

—Berton Braley

## WAR BONDS REWARD FIVE MARINSHIP WORKERS FOR TIME-SAVING IDEAS

Shown below are five of the ten Marinship War Bond winners for April, together with their time- and labor-saving ideas. From left to right they are: E. Don Hanscome, Strapmaker, Marine Electrical

Shop—"Centering Device for Layout"; H. C. Hartline, Marine Electrician, "Beveler and Threading Die"; K. B. Robinson, Machinist Foreman, Machinery Storage, "Carriage Frame for Reamer"; R. W. Holmquist,

Maintenance Electrical Foreman, and A. B. Joseph, Maintenance Electrical Leadman, "Reflector Chandelier"; and R. E. Foote, Machine Rigger, "Beam Truck for Installing Machinery."

