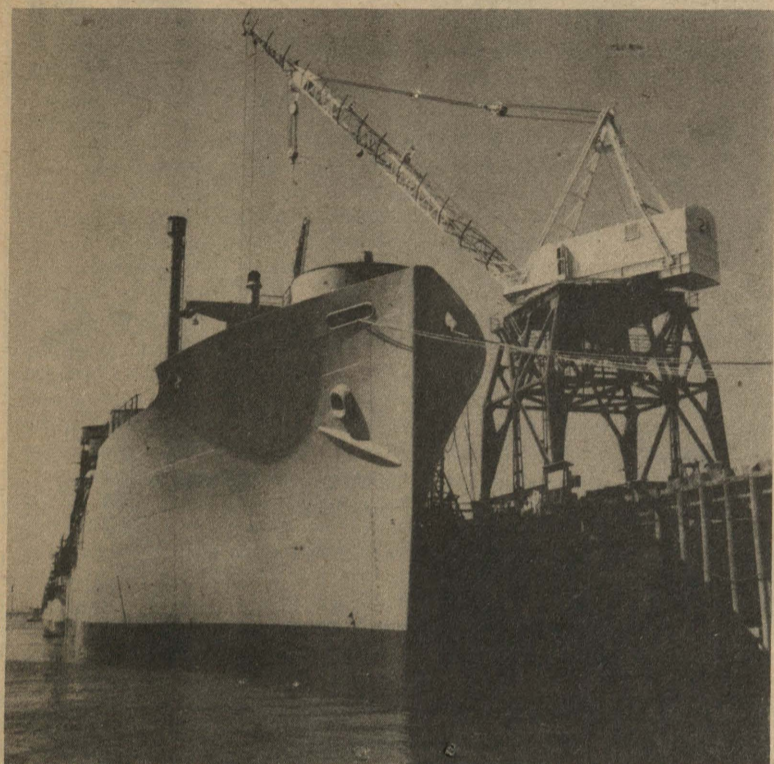


YARD FACING STIFF AP-5 WORK GOAL



Nearly Ready Vancouver's first Attack Transport, the U.S.S. Oconto, stands at Berth 6 nearing completion for a tentative delivery on August 25. (See story on Page 4)

Land Urges Speed; First AP-5 Delivery Set For August 24

— Story, Page 4

Johnston and Gates Due Here Saturday

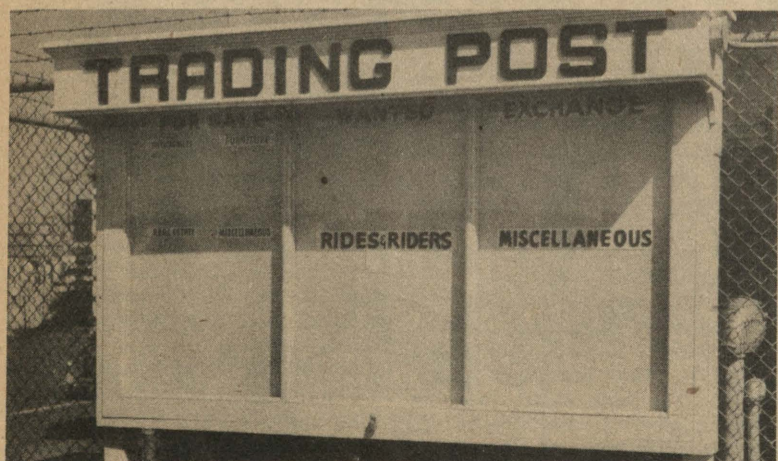
— Story, Page 8

Details Announced On New Health Plan

— Story, Page 5



Notables at Launching Vancouver's sixth launching saw the Personnel department honored, with Mrs. Carl Kilgore as sponsor. Attending were other notables, including Governor Arthur B. Langlie of Washington and Congressman Fred Norman of the local district. From left to right: Mayor John Hogg of Vancouver, Mrs. Kilgore, Governor Langlie and Congressman Norman.



Trading Post A new service for shipyard workers was arranged this week by the Suggestions Office with the erection of a "Trading Post" bulletin board at the southwest corner of the Machine shop. (Story on Page 5)



They Approve Details The new complete coverage plan for hospital and medical care of all workers and their immediate families was approved this week by members of the Metal Trades council, which requested the more complete coverage. The committee for labor (above) includes C. L. Smith, labor-safety coordinator for Vancouver, H. R. Smith of the Painters union, A. C. (Slim) Hogan, chief labor coordinator for the three yards, John Gillard of the steamfitters union and Homer Parrish of the Boilermakers union.

OSC Wins Delivery Race With 1st AP-5

(OREGON SHIP)—Delivered Sunday at noon to the navy, the U. S. S. LaPorte became the first Attack Transport ship to go into the service of American fighting forces. The delivery took place exactly 90 days after the laying of the vessel's keel on May 15 and 43 days after its launching on June 30. Following a trial run Thursday, August 10, which naval officials aboard pronounced "completely successful," Al Bauer, assistant general manager of OSC, declared that the LaPorte was "the answer of more than 28,000 Oregon Ship employes to Allied high command's demand for rapid construction of the assault ships."

"When our military chiefs said they needed the Attack Transports quickly, Oregon Ship took them at their word," Bauer said. "We are going all-out on this program. The LaPorte is only the beginning."

VICKERY CONGRATULATES Mr. Al Bauer,

"With the delivery of the LaPorte, Oregon still maintains its record of always leading the parade. More power to you."

Admiral H. L. Vickery, Vice-chairman, U.S.M.C.

Bauer said every worker in the organization "has a right to take deep pride from the fact that Oregon Ship, although it embarked on the AP-5 program after other yards, was the first to deliver a ship."

"This is only one more in a long line of 'firsts' for Oregon Ship. The yard led the nation in both the Liberty and Victory ship programs. Both workers and management are confident that we will maintain the early leadership we have gained in AP-5 construction and thus pace other yards in an all-out drive to deliver the Attack Transports on time."

PERFORMS WELL

Russ Hoffman, general superintendent, who also made the trial trip, said the vessel performed "smoothly all the way" and declared that naval officials with whom he conferred were "highly pleased" with the yard's product.

After the LaPorte trial run the navy observation trial board, Astoria branch of the West Coast Board of Inspection and Survey, submitted a dispatch to the chief of naval operations as follows:

"The trial was most satisfactory and the Oregon Shipbuilding Corporation is to be congratulated for the workmanship, completeness and cleanliness of the vessel."

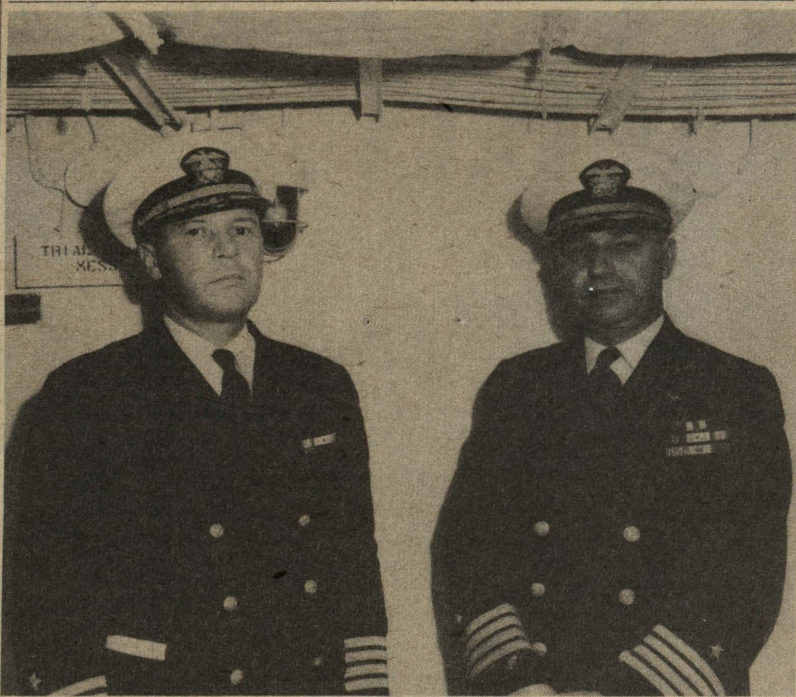
Throughout the trip, which lasted nearly 10 hours, the rapid speed propulsion unit functioned smoothly, driving the ship at high speed. All tests were passed, and by the time the vessel was ready to leave the OSC dock Sunday at noon, outfitting crews had disposed of all necessary adjustments and unfinished work.

Aboard were numerous high ranking navy officers, including Comdr. M. C. Thompson, who will be master of the ship; Capt. Arthur R. Ponto, veteran of South Pacific battles and now naval commissioning officer at Astoria; Capt. Arthur Bradley, head of the naval trial board, and other board members; Capt. Leland D. Whitgrove, supervisor of naval shipbuilding for the area; and Lieut. C. S. Harper Jr., navy representative at Oregon Ship.

RICHMOND SECOND

Henry L. Kaiser's Richmond No. 2 yard, located on San Francisco bay, apparently had won the honor of delivering the second Attack Transport, according to unofficial reports from there early this week. If the reported Richmond delivery date is correct, the bay yard completed its first vessel 125 days after the laying of its keel April 11, 35 days more than Oregon Ship.

The California Shipbuilding corporation of Wilmington, Cal. and Kaiser Co., Inc., Vancouver, were driving this week to prepare their first AP-5's for trials. Calship laid its first keel March 28 and launched it June 13. Vancouver dropped keel April 4 and launched June 20.



Navy Chiefs Take Trip Two of the high-ranking naval officials who were aboard the U.S.S. LaPorte on its trial run last week were Capt. Leland D. Whitgrove, supervisor of naval shipbuilding in the Portland-Vancouver area, and Capt. Arthur R. Ponto, naval commissioning officer at Astoria, Ore. (Oregon Ship photo)

SWAN SALVAGE WORKER FATHER OF 28 CHILDREN

(SWAN ISLAND)—When it comes to claims of large families, none at Swan Island can top that of Willie Higgins, grave-yard shift worker in the Salvage department, who is the father of 28 children, 25 of whom are living.



Among the 28 have been five sets of twins. The youngest is three months old, the eldest, Willie, Jr., 25, is in the army along with five of his brothers.

Higgins was married at 16 to a girl of 14. He is now 54. Thirteen of the children were by his first wife, and two by his second.

His third wife gave birth to 13 children.

Higgins comes from Arkansas where most of his children are now. Nine years ago at Christmas all were together for the holidays.

Names of the Higgins children are: Willie Jr., David, Eddy Lee, James, Jessie, Robert Hoover, Albert, Goldie, Louisa, Anna Bell, Evelyn, Arthur Lee, Henry, Rose Lee, Ambrose, Sally, Fannie, Mary, Willie II, Ida, Emma, Mollie, Evelina, Susie and Doc.

Aids Child Care

(VANPORT) — Registration of high school age girls for part time care of Vanport children is now being carried on by the Vanport Public Welfare office.



"I'm glad you told me how dangerous it is to walk to work alone."

SHIPYARD QUIZ

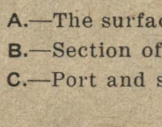
Here are ten more or less common shipyard terms. One out of three is the correct answer and a score of eight out of ten is plenty good. The answers are below and if they're not upside down, the printer made a mistake:

1. UMBRELLA



- A.—A canvas awning covering the ship's bridge.
- B.—The galley smoke pipe hood.
- C.—Weapon used in prewar diplomacy.

2. CHEEK



- A.—The surface of a pipe or duct.
- B.—Section of shell plate aft of bow.
- C.—Port and starboard sections of a mug.

3. CHOKERS



- A.—A game played with two checker boards.
- B.—A knot used by cargo handlers.
- C.—Wire ropes with splice at each end.

4. DAY SHAPES

- A.—Objects used for signaling from mast top.
- B.—Day shift lady welders.
- C.—Strange shapes seen the morning after.

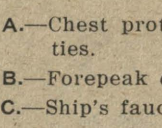


5. ACES



- A.—Seldom beat a straight flush.
- B.—Devices for securing anchor chain.
- C.—A fast rivetter.

6. BIBBS



- A.—Chest protector worn by yard show celebrities.
- B.—Forepeak of a "Baby Flattop."
- C.—Ship's faucets.

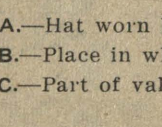


7. BAT RIVET



- A.—Rivet used by night shift.
- B.—Rivet with head shaped like a cone.
- C.—A rivet that flies like a bird.

8. BONNET



- A.—Hat worn by deep sea divers.
- B.—Place in which superintendents keep bees.
- C.—Part of valve cover where handle projects.

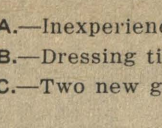


9. BOBBING TOOL



- A.—A blunt caulking tool.
- B.—Shears for trimming frayed rope.
- C.—Tonsorial implement for hirsute hacking.

10. DUB OR DAP



- A.—Inexperienced shipfitter (male or female)
- B.—Dressing timber with an adz.
- C.—Two new government bureaus.



ANSWERS

- 1-B; 2-A; 3-C; 4-A; 5-B;
- 6-C; 7-B; 8-C; 9-A; 10-B;

LIBERTY SHIPS LOVELY French Trench Tough

(OREGON SHIP)—Across the world from the South Pacific battle zone "in a slit trench somewhere in France" is Herb Lawrence, former swing shift mold loft foreman who left OSC 18 months ago to join the armed forces. In a recent letter to Oregon Ship workers, Lawrence writes, "Right now I'm in my hole waiting for Jerry to start his nightly barrage of artillery fire. We're holed in between two fires as it were. Our heavies sound like the Chicago Zephyr pulling out of a tunnel and the Jerry shells whistle coming back. Each one seems to have a private name on it for each one of us but so far I'm OK. We feel up here that there's really no use trying to dodge the one with your own initials on it but the one marked 'for whom it may concern' is the one we're hiding from."

FALSE BRAVERY SCARCE

"That's the one that gets the careless guys and the ones who think they're too brave. It's really needless to say there are no more careless or too-brave soldiers left. We've all learned and fast. "I haven't shaved in about 18 days and now am getting to look pretty tough. I have to look tough because I don't feel very tough whenever the hole starts jumping from the fire of the heavies. It helps to keep the old chin up I guess. Anyway I'm afraid to look into a mirror for fear of what I'll see now, so I wash whenever I can and let it go at that. I haven't had a bath for so long that now I'm not sure I'll ever get clean again. For over a week I haven't

even had my shoes off and each night yet I'm not able to take my clothes off.

"When we pulled into the bay in preparation for landing, the harbor was already filled with ships of all sizes and descriptions but by far the most numerous were our own Liberty ships, and did they look good and bring the old lump up into the throat. What I mean they really looked lovely. Out of all the ships of the world there they were—queens of the cargo vessels (and me on a dirty old Limey coal tramp).

FIREWORKS, FANCY

"We lay two nights in the harbor while the navy pounded the shore and our advance infantry drove the krauts back to make room for us. Each night was the grandest Fourth of July display I believe anyone has ever seen. If it weren't for the fact that it was so deadly it would have been exciting enough, but as it was it was really chilling in its deadly might.

"I hope our kitchen catches up with us soon. We haven't seen or heard from cooks since a week before we left England. Even a piece of bread would taste like cake. Goodbye now. Hope I write from Paris next time."

Paper Collection Set To Aid War

An area-wide paper salvage drive, embracing Portland and Vancouver, is on schedule, with collection dates set for August 19 and 26 in Portland. All funds derived from sale of salvaged paper will go to the Shrine Hospital for Crippled Children, according to Eugene Bowman, drive chairman. In addition, salvage officials call attention to a shortage in collections lately, as judged by previously established quota.

"We, the people, have sold the armed forces short to the tune of 400,000 tons of waste paper," said Roderick Finney, executive secretary of the Oregon state salvage committee. He pointed out the great need for paper in packaging materials for shipment overseas.

"I do not believe that the ordinary person realizes the vital need for waste paper," Finney continued. "Paper might be termed the life-line of our fighting men. It is used in every conceivable way—here at home as well as abroad.

"The WPB Salvage division set 8,000,000 tons as goal for 1944. According to figures released for the first five months of 1944, we have fallen short 400,000 tons, a little more than two-thirds of a month's quota. To make up the deficiency and maintain the regular monthly quota is a difficult task."

Eugene Bowman, drive secretary, added another angle. "There are mills in this and surrounding areas which will be forced to shut down temporarily if the flow of salvage paper is not maintained.

"Moreover, this is our opportunity to help some crippled boy or girl to have proper care and housing—which means the chance to be a useful citizen."

Shrine Hospitals for Crippled Children are operated for all impoverished children. Everything is free of charge, and no questions are asked as to race, creed or color.

COUNTIES COOPERATE

In Portland the West Side pickup will be made August 19 and the East Side pickup August 26. Paper is to be taken to the northeast corner of the intersection nearest each home early Saturday morning, August 19 or 26, and piled at the curb—or taken to the nearest company-owned service station or city fire station. Anyone with a large amount of paper may call ATwater 9651 and a truck will be sent for the pickup.

In Vancouver or vicinity residents should take their paper to the salvage depot at 709 Washington or call Vancouver 3640 for a pickup. The Clark county salvage committee, headed by J. A. Cooper, is cooperating with the Multnomah county effort.

Regulations for preparation and types of paper are the same in both Oregon and Washington.

Worthless books may be contributed if covers are torn off. Covers cannot be used, and manpower is not available to tear them off at mills.

A list of salvageable paper in homes includes newspapers, magazines, books, cardboard boxes and containers—all segregated and tied securely into bundles 12 to 18 inches high for easy handling. For sanitary reasons, lack of baling facilities and manpower, waste basket paper from residences is not wanted.

Business district salvage should

include all kinds of clean waste paper that can be bound in bundles or packed in cardboard containers, with the exception of carbon paper, wax paper or building paper. In addition to newspapers, magazines and cartons, the list includes obsolete records, files, catalogues and other miscellaneous articles made of paper.

Welder-Mother Writes Son Poem

A Vancouver welder and mother sent the following poem to the Bost's Whistle with this comment: "My son, James, now serving with Uncle Sam's navy thought some of the other boys whose mothers also are working might get a kick out of a letter-poem I wrote him. I'm sending it to you in the hope that you may find some place in your paper for it. If it will give any of our boys a moment's amusement and pleasure I will be repaid amply for the trouble of sending it to you." The note was unsigned.



Mom-Behind the Hood

Dearest Son,

I'd like to see you at this moment I'd like to hear your merry shout. Though I know you must be puzzled Wondering what it's all about; But if you'd lift that little window I mean—if you only could, You'd be surprised, my son, to find—

Your Mom—Behind the Hood.

You have often heard the lauding Of the man behind the plow Who's behind the fighter with the gun

And, he deserves it I'll allow; But some one else is helping I'll have it understood, And in her own way fighting, Namely: Mom—Behind the Hood.

There's no time for idle fingers There's so much work to do. And you may rest assured That we'll see you carry through Oh, my work it's not fancy But YOU know I never would Fold my hands and yell I'm quitting

'Cause I'm Your Mom—behind the Hood.

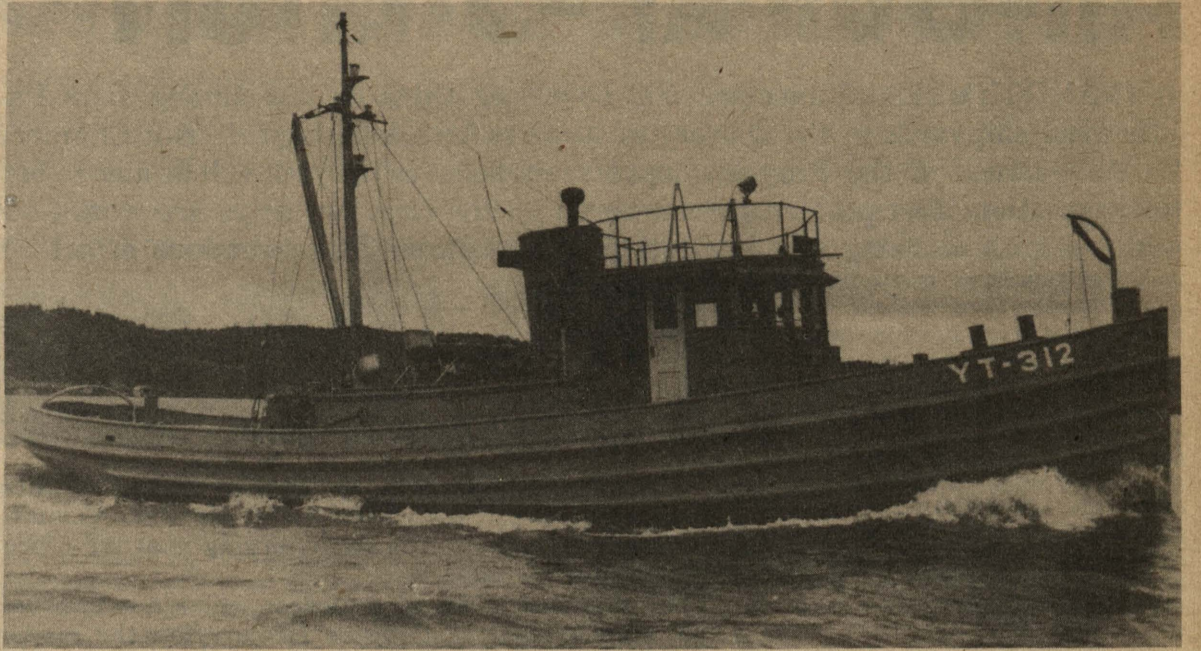
How I'd like to be there with you But it can not be I know, So I'll do my best right here Dear. And may God bless you as you go; Just remember this, My Laddie Be you fairing ill or good— That in thoughts I'm right beside you

Love, Your Mom—Behind the Hood.

ASTORIA MARINE CONSTRUCTION COMPANY

Shipbuilding in the Portland Area No. 4 of a Series

(This is the fourth of a series on types of ships and shipyard work being carried on in the Portland area. While the Astoria Marine Construction Company is 100 miles away, the work being done there makes it important to construction in this area.)



YT Among many types of ships and tugs built by Amcco are these YT type navy tugs. The YT is a 65-foot, twin-engine, single screw tug. Many vessels of this type are now in service in the South Pacific war theaters.

THIRTY-nine wooden fighting ships, built or being built; more than 500 vital repair jobs for the fishing, towing, navy and coast guard fleets; construction of two Astoria-type deep sea drag seine boats, and additional work on completed Kaiser flat-tops is the nutshell wartime history of the Astoria Marine Construction company, a firm of 600 employes, mostly permanent residents of Astoria, Oregon.

Builders since 1925 of all types of commercial and pleasure craft, "Amcco" was founded by Joseph M. Dyer, now president of the firm. In 1941, this shipyard on the Lewis and Clark river, near Astoria, received a contract from the navy for the building of four 135-foot, wooden hull minesweepers or YMS boats.

Since that time three successive contracts for YMSs have been let to Amcco. Interspersed with these was the building of four YTs, 65-foot, twin engine, single screw tugs. They are all seeing service in the South Pacific.

After the finish of the second YMS contract the yard turned to the building of two wooden PCSs. The hulls on these are similar to those of the minesweepers.

The army also called on Amcco to complete 15 MTLs—46-foot tugs—in six months.

In mid-summer of 1943 the firm opened a second operation, where, during pre-com-



PCS Builders of the first wooden submarine patrol craft in the nation, Astoria Marine Construction company has completed two of these 136 foot vessels. The PCS is built along the same general hull lines as the YMS type minesweeper.

missioning detail, each Kaiser flat-top is boarded by Astoria Marine workers operating under navy "work orders." These comprise changes and additions dictated by "battle conditions."

Alongside YMS ships now on the ways are two drag fish boats. These are 70-foot, deep sea boats built to meet the demand of the growing off-shore fishing industry now after shark, halibut, tuna and salmon.

The most recent award of additional construction is that of two refrigerated cargo vessels for the navy, designed similar to the large tuna clippers built in California before the war.

'Every Ship In The World In Channel,' Says Ship Captain

"Every ship in the world seems to be there and even so I am telling myself that I never realized how many ships there are in this world," is the description given by a veteran American merchant marine skipper of the ship tonnage taking part in the Normandy invasion.

The letter, made public by the War Shipping Administration, was written by Capt. Heinrich H.

Kronke, of Salt Lake City, master of the SS Cyrus H. McCormick, on return of his ship to England after participation in the early landings.

"There can be no doubt that the English Channel today is the busiest thoroughfare in the world," Kronke writes. "Craft of every description are traversing it day and night and often there does not seem to be room enough to squeeze another ship through.

"There have been wide, brightly lit avenues across from the very first day on. Even a landlubber would find his way across. He could not miss. Docks, and breakwaters are being built, and rumor has it that the first American bar has opened up nine miles inland."

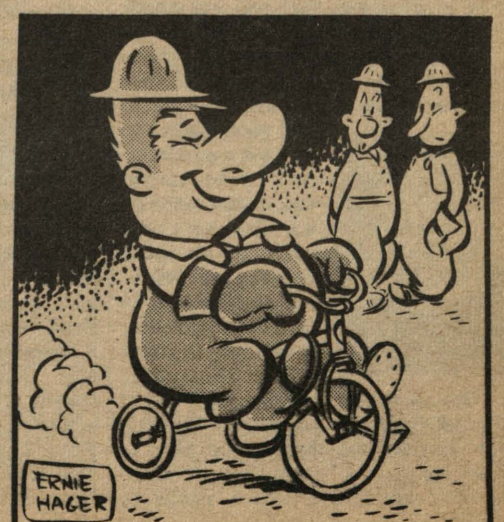
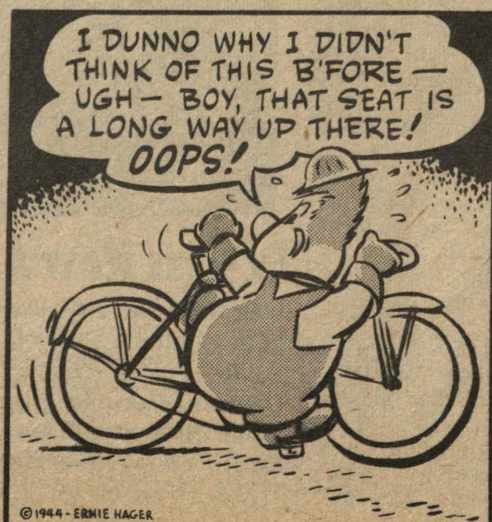
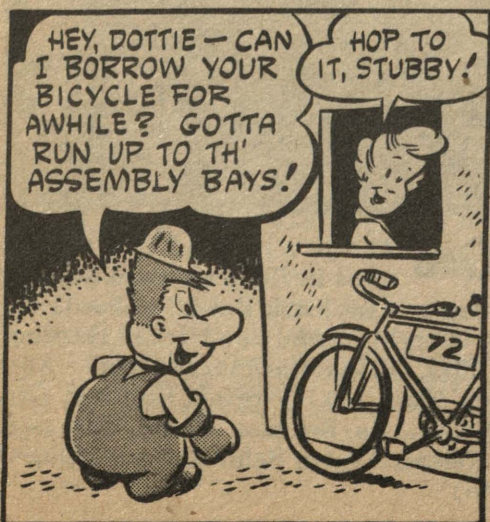
SHIPYARDS PILE-UP TONNAGE RECORDS

Tribute to the amazing production records of American shipbuilders was reflected this week in figures released by the U. S. Maritime commission and the War Shipping administration.

Sailing under the W.S.A. flag today are 3400 merchant ships, most of which have been constructed since Pearl Harbor. Deadweight tonnage built since January 1, 1942, totals 37,230,000.

The statistics show that 62,000,000 long tons of cargo were shipped in merchant bottoms in 1943.

Stubby Bilgebottom



By Ernie Hager

Admiral Land Urges All-Out AP-5 Effort

(VANCOUVER)—Vancouver will be either third or last among four Pacific coast shipyards in the delivery of its first Attack Transport. But Engineer W. A. Shattuck of the Progress department believes the yard will be able to better its position after problems encountered on the first few ships are ironed out and a smooth working schedule gets into operation. The strenuous effort required of Vancouver to meet the Attack Transport program was emphasized this week by a telegram from Admiral E. S. Land, chairman of the United States Maritime commission, to Edgar F. Kaiser. Land declared there is nothing more important in shipbuilding today than the combat loaded transports and cargo ships, which will play an important part in forthcoming military operations. The Admiral urged management and labor to work harder than ever before to deliver the ships on time.

OREGON, RICHMOND DELIVER

Oregon ship delivered its first AP-5 Sunday, August 13, followed by an initial delivery by Richmond No. 2 this week. The other coast yard building AP-5s is California Shipbuilding corporation.

Park Savage, Outfitting dock superintendent, announced that Vancouver's first delivery is tentatively scheduled for August 25.

Meanwhile, John Hallett, general superintendent frankly admitted that the production task scheduled will be difficult.

"Vancouver," he said, "has turned out one of the most diversified shipbuilding programs of any production yard in the nation. We started as a yard destined to build Libertys, changed to LSTs, back to Libertys, and then went into Escort Carrier production. Each changeover presented problems. We have faced them again in the changeover from Carriers to Attack Transports.

"We have no doubt that we are well on the way to solving all these changeover problems and that the Attack Transports will soon begin rolling from the dock on a schedule as good or better than the Carriers. But the goal set by the Maritime commission is unquestionably a tough one," he said.

WORST OF TRANSITION OVER

Superintendents throughout the yard generally agreed with Hallett. However, they expressed the opinion that the worst of the transition stage is passed and that

'Give Us AP-5s On Time'... Land

(VANCOUVER)—Here is the telegram sent by Admiral E. S. Land, chairman of the United States Maritime Commission, to Edgar F. Kaiser, August 10, urging that AP-5 production schedules be met:

"Your shipyard is one of a number which has been selected by the maritime commission for carrying the combat loaded transport and cargo ships program. Certainly there is nothing more important in shipbuilding today than these vessels, nor do I believe that there is any more important item being produced for the war effort.

"Each of these vessels is scheduled to play an important part in the forthcoming military operations, and the planned time table on the future prosecution of the war is dependent upon them.

"Accordingly, on behalf of your government, I urge you, every member of your staff, and every worker in your yard to stay on the job, work harder than ever before, leave no stone unturned to insure that each of these vessels is delivered on time."

following the delivery of the first AP-5, other vessels will be turned out much more rapidly.

Earlier, Admiral Land notified yard officials that War Production Board's Production Executive committee had promised to issue top priorities and directives to insure a supply of materials necessary to complete the ships before the deadline.

The four Pacific Coast yards began building the transports at about the same time. Up until Monday of this week, Vancouver had launched six ships, Oregon Ship seven, Calship five and Richmond four. Vancouver's seventh is slated to go down the ways Saturday, August 19, and Richmond and Calship each were to launch one this week.

TONNAGE COMPARISON

Overall tonnage figures at the four yards give a more general comparison. On a basis of total tons erected, Oregon Ship had

produced on its 11 ways the equivalent of 14.41 ships, while Vancouver, on its 12 ways, had turned out the equivalent of 12.97 ships. On 12 ways Richmond had erected 11.38 ships and Calship, on 14 ways, had 12.51 vessels. These figures put Vancouver in second place ahead of Calship by a slight margin.

In total tons fabricated, however, Vancouver dropped into third behind OSC and Calship. The local yard had fabricated a tonnage equivalent of 19.39 ships, compared with 21.50 at Oregon Ship, 20.64 at Calship and 18.16 at Richmond. Assembly and Plate shop were placed on 10-hour shifts at Vancouver in a move designed to overcome this lag in fabrication.

PRODUCTION IMPROVED

Shattuck declared that comparative figures on Hulls 401 and 406 illustrate production improvement being made here. Hull 401 was only 75 per cent structurally completed at launching while 406 was 93 per cent complete. Outfitting also was improved. The first was only 18 per cent outfitted compared with 30 per cent on the sixth.

Here are the departmental percentage figures as of August 12 on the outfitting report showing completion of Hull 401:

Outfitting 89, Marine Machinists 85, Sheet Metal 87, Marine Pipe 80, Electricians 82, Bartell Lagging 24, Buckler 58 and Paint 72.

EX-I. B. M. LEADER FINDS NAVY FINE, FREE OF WORRIES

(VANCOUVER)—Robert Colbert, former head of the I.B.M. department who recently finished "boot camp" at Farragut, visited the yard last week en route to California where he will assume payroll duties aboard one of the navy's ships.

"There's nothing like the navy," he reported. "It will prove one of the grandest experiences of my life. We are provided with everything and unless we get in battle where our lives are in danger, we haven't a care in the world. Food, lodging, transportation, money — everything!"

Colbert said that after years of office work, his first month at boot camp proved he had muscles he never knew about before. "Guess I was a little bit soft when I went in," he told Personnel building friends, "but I sure am not now."

Notables Gather For Launching; Jaycees Honored

(VANCOUVER) — Three nationally prominent young men, all from the state of Washington, will participate in the launching tomorrow (Saturday, August 19) of the U.S.S. Sanborn on Way 3. They are Eric Johnston, president of the United States Chamber of Commerce; Mearns Gates, president of the United States Junior Chamber of Commerce, and Edgar Kaiser, general manager of the three Portland area Kaiser yards. Johnston is from Spokane, Gates from Pomeroy and Kaiser from Vancouver.



DEJECTED?--NOPE

(VANCOUVER) — Glenn Berger, day guard in the Administration building, looks dejected as he is assigned to walking the railroad track packing full artillery—but, chances are, he is dreaming, instead. He just had vacation and was married to Olga J. Tieg, Cost department employe. To top that luck off, fellow guards presented the couple with several beautiful gifts at lunch hour.

The launching honors the Washington State Junior Chamber of Commerce which currently is holding its state board of directors meeting at Vancouver. The Vancouver Jaycees, under the direction of President Frank Stewart, business manager of Permanente hospital, is acting as host. Ken Billington, assistant personnel director, is in charge of the state board meeting arrangements committee.

Mrs. Eric Johnston will be sponsor, and Mrs. Mearns Gates will be matron of honor. Johnston recently returned from a trip to Russia where he talked to Josef Stalin. Following the launching a banquet is planned at Columbia House where the 150 Jaycee guests from Oregon and Washington and 100 Vancouver members will meet the distinguished speakers. A dance will follow Saturday night at the Hotel Multnomah in Portland, under sponsorship of the Portland Jaycees.

Whole Family Back Of Nation's Effort



Mrs. A. S. Scott

(VANCOUVER)—Mrs. A. J. Scott, day welder at Assembly, could spread a picnic lunch on a double-bottom section any day at lunchtime and hold a family reunion.

Her daughter, Beva Mae Werre, is a day shift burner at Assembly. Her son-in-law, Lester Werre is a day union melt operator in Assembly. A brother, Ben Jacobson, is swing shift guard. Another brother, Bill Jacobson, is a day shipwright on the ways. Her sister-in-law, Mrs. B. J. Jacobson, is a day clerk on the ways. Her nephew, Ralph Jacobson, is a graveyard shipwright leadman on the ways. Another nephew, Jim Sevic, is a day shift crane operator at Plate shop. A niece, Opal Kindred, is a day clerk on Way 6.

Those relatives not working in the shipyard during the war are serving in the armed forces. A brother, Gus Jacobson, is with the Seabees in Hawaii, and 12 nephews are in either the army or the navy.

PREMIUMS LISTED FOR VICTORY FAIR

(VANCOUVER) — Premium lists for the second annual Clark County Victory Fair are available at all Vancouver housing project community centers, at the city hall and court house and at the offices of local newspapers, Milt Bona, secretary of the fair board, announced this week.

The fair, which will be held August 31 and September 1 in the McLoughlin Heights community center, is open to all residents of the county who wish to exhibit fruits, vegetables, cattle, flowers, canning, baking, needlework, and artcrafts. There is no entry fee, and no admission charge. The fair is financed by contributions from business interests, labor unions and individuals.

Last year's fair, reported to be the first ever held at a public housing project, attracted over 600 entries and 4,000 spectators. The premium list this year has been more than doubled, and the fair board expects at least 1,500 entries.

New divisions include a dairy show, which will be held in a large tent outside the community building, and a complete juvenile section, with cash prizes for exhibits.

Langlie Asks Workers To Remain After War

(VANCOUVER)—An invitation to workers in the Vancouver yard from other parts of the nation to remain after the war to help in the building of a great Northwest was extended by Governor Arthur B. Langlie of Washington, last Thursday noon, August 10, at the launching of the U.S.S.

Rutland. "We want all good citizens to stay here," the governor said, "and we want them to become acquainted and to know that we have the resources to meet the problems in the postwar years. With our faith and with the resources that we have on the Pacific coast, we know that we are going to produce goods and services when this war is over and that we are going to keep our people employed."

Langlie praised the sacrifices made by the thousands of Kaiser workers who came here to help in the war effort. In a press conference previous to the launching he said that the state is planning for the period of adjustment to follow the war and has a fund ready for public works that will total \$55 millions by March 31, 1945. He emphasized that every city in the state has organized a post-victory committee which seeks to

plan jobs for the men and women here. Trade with Russia, China, Alaska and South America were viewed by Langlie as the mainstay for postwar development in the Northwest.

KILGORE SPEAKS

Honored at the launching was Carl Kilgore, Personnel department manager, who praised the community and labor groups for their cooperation in seeking solutions to all problems that have arisen in connection with crowded living conditions.

The governor was introduced to the assembled guests by Mayor John Hogg of Vancouver. Mike Miller officiated as master of ceremonies. Sponsor of the Rutland was Mrs. Carl Kilgore, with Mrs. Fred Humphreys and Mrs. E. M. Argersinger as matrons of honor. Mrs. Mabel Thorne served as flower girl. Included in the governor's party were Congressman Fred Norman and Austin McCoy. The Rev. Charles Stanley Mook delivered the benediction.



Gov. Langlie



Ex-Boss Now A Gob The girls of the I.B.M. department in the Personnel building welcomed their former department head, Robert Colbert, now in navy blues. From left to right: (front row) Joyce Harding, Agnes Pettit, Orevia Dilley, Hilma Gardner, Colbert, Alice Deatsch, Dorothy Sliver; (back row) Virginia Sterling, Gertrude Stewart, Cleo Nelson, Jo Eckman, Jewel Sorenson, Lettie Young, Harriet Nelson, Evelyn Schmitke and Mildred Ward. (Vancouver photo)

80-Cents-Week-Plan Gives More Benefits

(VANCOUVER)—Complete approval and details on the new prepaid medical plan for workers and their families were released today by Earl N. Anderson, president of the Metal Trades council. Anderson also announced that a booklet on the plan is being prepared and will be given to every worker just as soon as it is printed. The booklet will answer all pertinent questions concerning the plans,

their operation and facts about the cost.

An agreement was reached by the Metal Trades council committee, Northern Permanente and the Clark County Medical society regarding the cost this week. The complete coverage plan for the worker will cost 80 cents a week in contrast to the 60 cents now charged. The increased benefits under the new plan, however, will more than offset the increase in price, it is believed by union members who have long sought the more comprehensive plan. The new health plan will cost 80 cents a week for all members of the family over 16 years and 50 cents a week for each child up to three in number. All other children will be covered without additional charge. When a child reaches 16, he is considered an adult under the plan. The family, under the contract with Northern Permanente, is composed of the husband, wife and their children.

EXCEPTIONS LISTED

Under the new plan as announced, all illness other than tuberculosis and mental diseases are covered, providing the worker and his family have been signed on either the new or old plan for at least 90 days. The only charges made in addition to the weekly deduction is \$10 for a tonsil or adenoid operation on a child under 16 and \$50 for an obstetrical case. The charge for the tonsil and adenoid operation was made in order to guard against the wholesale removal of tonsils and adenoids where it is not warranted. The \$50 obstetrical charge includes pre-natal and post-natal care by an obstetrician specialist, as well as hospitalization.

FEW EXCLUSIONS

Under the new plan as announced: (1) The member must be on either the new or old plan for at least 90 days before he is eligible to have previous acute illnesses or injuries treated; (2) All acute illnesses or injuries incurred after starting to work are treated immediately; (3) The only exceptions to the above treatment are tuberculosis and mental diseases and "on the job" injuries, which are already handled by the Workmen's Compensation act.

The health plan for the family, which has been worked out with the Clark County Medical association, will be of the open panel type. This allows the family members—other than the worker—to call any doctor who is a member of the Clark County society as well as Permanente staff members.

NOTICE OF CONTRACT CANCELLATION

(VANCOUVER)—Because of the new and extended medical and hospital coverage plan which will be placed in effect for the benefit of Vancouver yard employes and their families on and after September 18, 1944, notice is hereby given to each and every employe and members of his family now participating in the benefits under the Non-industrial contract dated August 15, 1942 and the Hospital Service Agreement dated August 8, 1943, said contracts being between Northern Permanente Foundation and Kaiser Company, Inc., that each of said contracts shall terminate on September 18, 1944.

Northern Permanente Foundation,
Kaiser Company, Inc.

The WORKER SPEAKS

Agrees With Captain

Sir: Capt. McLeod expresses the feelings of the armed forces to a man, according to my opinion. I recently had a letter from my son, Lieut. J. W. Couch, U.S.N., in which he said: "I've just heard about the strikes back home. It doesn't make us men in the service very cheerful."

The least we can do back home is "keep the home fires burning" and that doesn't mean in the old fireplace at home either! My sons, too, will need a ship on which to come home and perhaps yours will. Don't try to beat the boys to the job they'll need when they get home. "Them's my sentiments.—M. R. Couch, machine shop tool-checker.

Good Service!

Sir: I am a patient at the Permanente hospital. A few weeks ago the Bosn's Whistle had an item about the grand nurses here and the patients sure did agree with it 100 per cent. The doctors and office girls should have been included. If I were to tell you about the people on the staff who are so nice and considerate of us it would fill your paper. If we want books or magazines, Vivian Kingsley or Clark Vane come in and we have our choice. They also listen to us and take care of our personal problems. The whole staff tries to make our stay here very pleasant.—Mary Carroll.

Luxurious Eating

Sir: We saw your full page article of "Hunches for Hot Weather Lunches." We thought it very interesting, although you left out a

very important group. You will find them outside the General Stores on the southwest corner. These boys have their noon day luncheon in cool, soft, luxurious manner. They eat their seven basic foods every day. We hope you'll come down to visit them at their luncheon location. Remember, southwest corner of General Stores.

Here's a cool thought for hot weather lunches!—The Receiving department by Bob Boden.

Ed: For further details consult picture on Page 8.

Thanks, Charlie

Sir: Your paper is getting better each week—Charlie Davis, Boiler Erection building.

Ed: Thanks for the orchid and also for the cartoon suggestion which we will pass along to Sol Levine.

Calling All Hog Callers

Sir: I note that at all the state picnics at Pier park they have had hog calling contests and a state hog caller champion has been proclaimed. Why not have a hog calling contest on the noon program in the yard? The Salvage department will challenge all other departments and state champions for the grand championship or sweepstakes.—Ben Ulmen, Salvage.

Ed: Let the hog callers make themselves known by phoning or writing the Bosn's Whistle immediately. Bob McCoy, yard program director, agrees to arrange a contest if enough names are forthcoming. All entries should be in before next Friday, August 25.

KCIV Trading Post Cooperation Sought

(VANCOUVER)—The KCIV Trading Post—located at the southwest corner of the Machine shop—was opened by the Suggestions Clearance office this week for the convenience of employes with goods to sell, buy or trade. Business has been brisk and more is expected when people become familiar with the free service offered, according to E. A. Jensen who heads the Suggestion department.

Worker Harks Back To Famed Ancestor

(VANCOUVER)—Mrs. Dorothy Baiers, descendant of Lt. Col. Artemus Ward of Revolutionary War fame, carries on the family tradition of service to the country by working as day electrician on the Outfitting dock.

Mrs. Baiers likes to feel that her famed ancestor, who was second in command to General George Washington, would be proud of the fact that she traveled more than 1000 miles from her home to do her bit.

Her husband, Ralph Baiers, with the signal corps in India, is looking forward to the day when he can make the acquaintance of their six-month-old daughter. He left the United States a month before the baby was born.

Mrs. Baiers, an employe here for 22 months, likes her work but is

The procedure is simple: Using a suggestion form, available at any suggestion box, write down your particular need.

Include your full name, home address, badge number, shift and telephone number—if any.

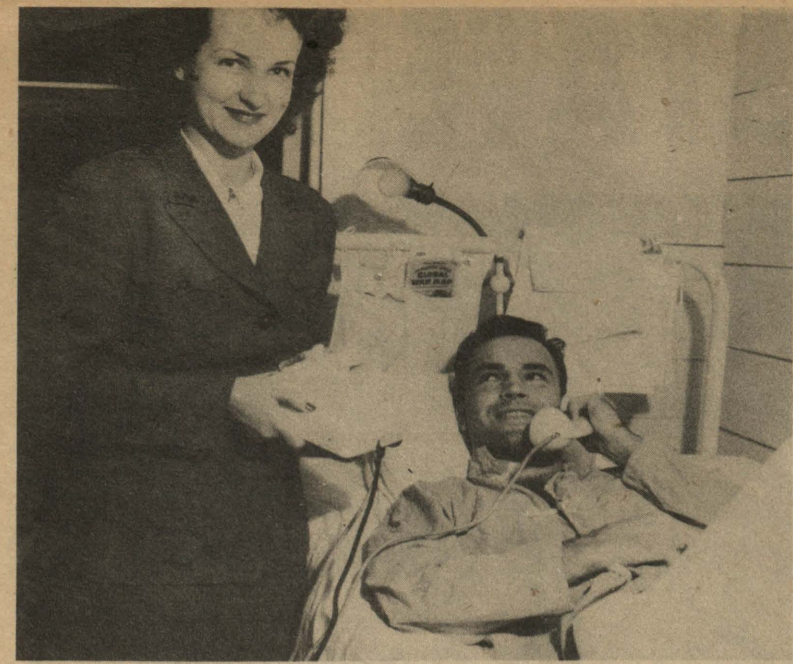
Drop the form in a suggestion box and your ad will be posted at the Trading Post.

"Ads will be posted for one week," explained Jensen. "After seven days appearance, they will be removed unless the Suggestion office receives a request to continue the ad. If you make your sale or secure what you want before the seven days are up, we would appreciate a call from you in order to remove your ad from the board. The extension number is 664."

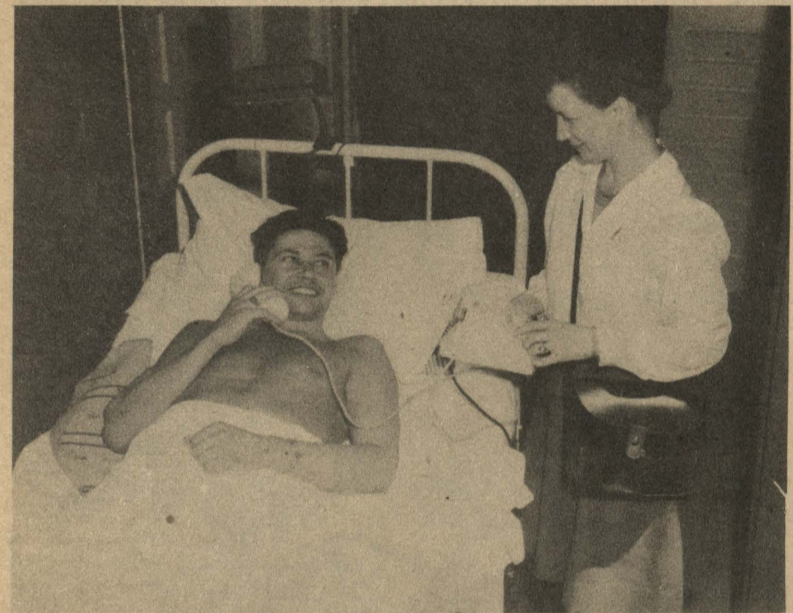
anxious to return to the family homesteads near Mound City, Kan., when the war is over. She also anticipates pleasure in resumption of Ward descendant picnics, which are an annual event in various Iowa towns. The Kansas homesteads have been in the family since 1810.



Dorothy Baiers



S/Sgt. Robert K. Cundell is shown calling his brother in Great Falls, Mont., whom he hasn't seen in three years. He served with the infantry during the amphibious landings in Sicily. On August 10, 1943, he received five wounds, including two broken legs, shrapnel in his neck, a broken arm and osteomyelitis infections. He is being treated with penicillin and is recovering. Shown with Cundell is Miss Jayne Pace, Red Cross hospital worker.



"It has been four years since I've seen my girl friend, and boy, am I going to make use of this phone call!" said Cpl. Robert Wick as he got Washington, D. C., on the wire. Wick served with the infantry for two years in the Aleutians, but was not injured until he returned to the states and was involved in an automobile accident near Ashland, Ore. With him is Mrs. Beatrice Chevron, who placed the call for him.



These two men flipped a coin to see who would place a call first. They are Pvt. James D. Allen (left) and Pvt. William Sherman. Allen talked to his mother, who lives in Laurel, Miss., and Sherman talked to his mother in Conneaut, O. Both boys are scheduled for overseas service when they leave the hospital. (Vancouver photos)

'PHONE FUND RAISED Vets Enjoy 'Visiting'

(VANCOUVER)—Shipyard workers of Vancouver again proved their intense loyalty to the men who do the fighting by their response to the "telephone calls home for veterans" project at Barnes General hospital, sponsored by the Vancouver Junior Chamber of Commerce. The Jaycees started the project with one phone call a week and asked for financial help when funds became slim. Slightly over \$400 was collected as a result of newspaper appeals in Vancouver and Portland and local workers have given \$315 of this amount. Biggest single contribution was \$250 from the Plate shop. Latest contribution of \$15, came from the Valve Repair and Salvage crew in Zone A, General Stores.

Veterans are chosen for the calls by Red Cross workers. The calls now go out daily instead of weekly, according to Al Carpenter, chairman of the Jaycee G. I. Joe committee. One boy remarked after his call home: "After saying 'Hello, how are you?' to everyone in the family, I didn't get to say much else, but it was worth a million dollars just to get to hear everyone's voice after two years away from home."

Pictures below show four of the 70 who made calls with funds donated by the Plate shop.

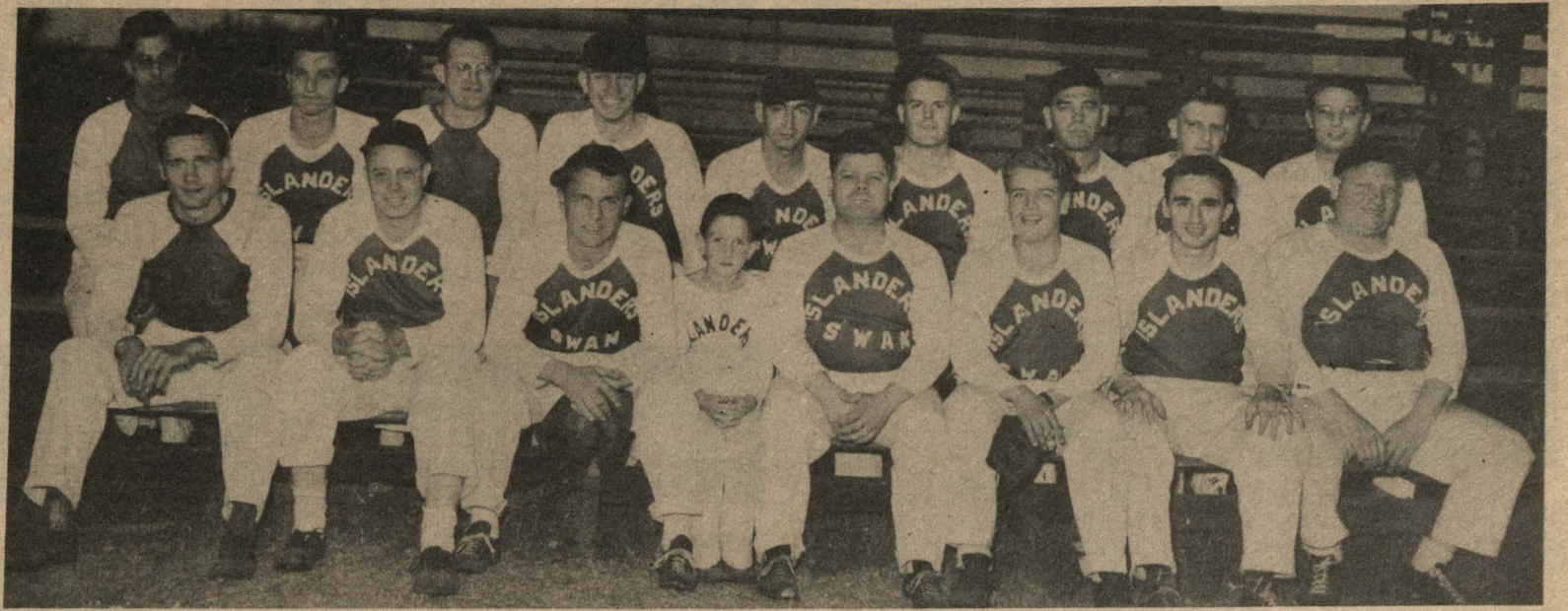
SWAN TEN WINS STATE TITLE

(SWAN ISLAND) — Swan Island General Stores softball team is in Seattle today as Oregon's top representative in the Amateur Softball association of America's Pacific Northwest regional playoff.

The Islanders won this honor by defeating the Colored Merchants Sunday in the final game of the Oregon State invitational tournament at Buckman field with a 3 to 0 shutout.

Don Younger served a four-hitter, scattering the blows, to clinch the big first place trophy. The Islanders ran across two unearned runs in the third inning off four errors. In the fifth Len Chevron beat out an infield single, was forced at second by Pete Petersen, who subsequently stole second. Then DeAngelo, hitting star of the Islanders, came through with a single, scoring Petersen.

| | | | | | | | | |
|-----------|---|---|---|---|---|---|---|----|
| Islanders | 0 | 0 | 2 | 0 | 1 | 0 | 0 | —3 |
| Merchants | 0 | 0 | 0 | 0 | 0 | 0 | 0 | —0 |



State Champs Swan Island's General Stores softball team, took the championship of the Oregon State invitational softball tourney Sunday at Buckman field with a 3 to 0 shutout over the Colored Merchants. In 18 games played this season the Islanders have won 16. They are, front row, left to right: Len Chevron, Manager Len Smith, Pete Petersen, Bat boy Doug Petersen, Everett Sutter, Bob Sutter, Auggie DeAngelo and Pete Zerr; back: Nick Calley, Neal Bryant, Don Younger, Bob Bacon, Lloyd Quinn, Bob Morris, B. Moffenbier, Don Polivka and Doc Mumford.

ASTORIANS DOWN OSC 99 TAVERN

(OREGON SHIP) — Although Pitcher-Manager Guy Ruscigno permitted only three hits and struck out 13 batters, Oregon Ship's welders-burners' 99 Tavern team went down to a 1-0 defeat at the hands of the Astoria Coast Guard, last year's state champions, in the state softball championship tournament last week.

The tavern club had runners on first and third with one out in the final inning when Pinch-Hitter Reynolds slashed a line drive toward second base. The coast guard second sacker made a sensational catch and doubled the runner off third to scotch the rally and end the game. Score:

| | | | |
|-------------|---|---|---|
| | R | H | E |
| Coast Guard | 1 | 3 | 2 |
| 99 Tavern | 0 | 2 | 0 |

Pilkington and Fox; Ruscigno and Johnson.

Swan Fabricators Bow to Grimshaw

(SWAN ISLAND) — Fabrication day shift players, lost their first game in the State Invitational softball tournament Tuesday night at Buckman Field, to the highly-favored Grimshaw Tire entry, 4 to 2. Grimshaw got an early lead with a run in the first inning. Swan came back however, in the second, to score two runs and hold their one run margin until the fourth, when the Tiremen scored three runs on two walks, two singles and a passed ball.

Fabrication's strength surprised fans, who expected Grimshaw to win easily. On the team were Dale Adams, Ken Foster and Joe Gette, all of Fabrication; Ben Adams, Charlie Geenen, Joe Boyle, Paul Muller, Jack Workman, Jack Koenig and Chuck Nearman, of the champion Pipefitters; Bill Burbach, "Mac" Fowler, and Leonard Moore of Erection; and Jack Candy of the Crane Operators.

| | | | |
|------------------|---|---|---|
| | R | H | E |
| Grimshaw Tires | 4 | 9 | 1 |
| Swan Fabrication | 2 | 5 | 1 |

Hamlin and Minto; Gette and Foster.

STEP UP, BOWLERS!

(SWAN ISLAND) — An early call for Swan Island bowlers has gone out from last year's champions. Outfitting dock welders. Men interested in league bowling for the coming season are asked to contact Al Enos or Paul Kerr at the welding office, Outfitting dock, so the league may make early reservations for alleys. Last year the league bowled on Friday evenings.

Horseshoe Tourney

(VANCOUVER) — An old fashioned horseshoe tournament for adults in the housing projects and the Vancouver area will be staged Sunday, August 20, at 2 p. m. at the McLoughlin Heights community center. In addition to regulation games several special events will be planned. Prizes will be awarded to the best "barnyard golfers."

Vancouver Women Start Second Half

(VANCOUVER) — The Women's Softball league second half play got off to a flying start last week with four games played. The third game brought together the Messenger Hellcats and the day Assembly team in one of the hardest fought softball games ever played to a local audience. The Hellcats made good their boast that they would clean the Assembly on their next meeting and came out on top by a score of 9 to 1.

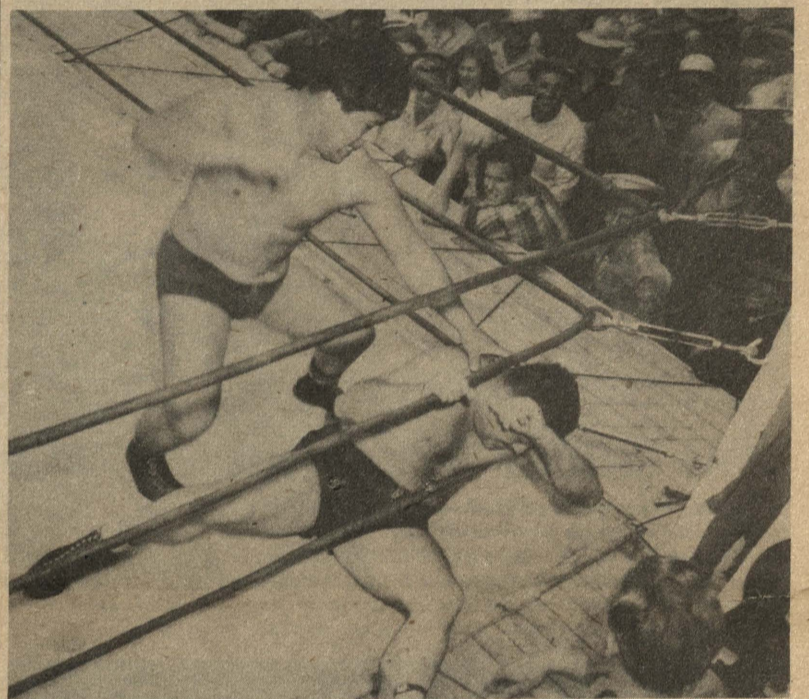
Harvey, Assembly pitcher, gave

the Hellcats 16 hits but was saved by the excellent fielding of the rest of the team. Each team had an error chalked against it.

Other games brought together Assembly day and Buckler Tapers for a score of 25 to 3 in Assembly's favor, Wolverines and Pin Welders for a score of 7 to 0 in favor of the Pin Welders and Buckler Warehouse and Tapers for a score of 12 to 13 with the Tapers coming out on top.

Women's Softball League standings for second half:

| | W | L | Pct. |
|--------------|---|---|-------|
| Messengers | 1 | 0 | 1.000 |
| Pin Welders | 1 | 0 | 1.000 |
| Assembly (s) | 0 | 0 | 1.000 |
| Assembly (d) | 1 | 1 | .500 |
| Tapers | 1 | 1 | .500 |
| Warehouse | 0 | 1 | .000 |
| Wolverines | 0 | 1 | .000 |



Mexican Champ Chico Salzar, holder of 15 belts and now wrestling champion of Mexico, pummels Jack Ross into the ropes in a fast exhibition bout held on the OSC Mold Loft stage, August 8.

SWAN GIRLS TIP OSC DIAMOND 10

(SWAN ISLAND) — Short Stop Pete Smith's home run in the first half of the fourth inning Monday night, scoring one run ahead of her, brought the trailing Swan Island girls' softball ten up to a 3-2 lead over Oregon Ship's feminine diamond contingent, and the Swan team never was headed again—winning the all-star game played on Swan's home grounds by a 7-4 tally.

The winners currently are attempting to line up another game against a strong war industry all-star aggregation.

Starting lineups Monday night:

| Oregon | Pos. | Swan Island |
|-------------------|------|--------------------|
| Kit Hildebrand | C | Louise Baumgartner |
| Cecelia Burg | P | Betty Fuller |
| Jerry Bureker | 1st | Helen James |
| Helen Strand | 2d | Dorothy Ewell |
| Audrey McClelland | 3d | Dee George |
| Lila Lee | ss | Pete Smith |
| Rose Sager | fs | Lucky Sundlie |
| Dorothy Clayton | lf | Anna Potter |
| Ella Spidal | cf | Julia Noe |
| Louise Tuttle | rf | Nela Seizer |

OTHER PLAYERS

OSC—Ruby Thompson, Rose Grace, Leona Cunningham, Eileen Buck, Kathryn Lukesh, Vern Klein, Marge Stump, Hazel Desvaux; Swan Island—Vivian Harris, Maxine Robertson, Norma Smith, Betty Piltz, Margaret Hurlburt, Florence Selby, Virginia Buffington, Ginger Roach, Rose Haffner, Lee Bushman, Mike Darling, Ruby Fillingier, Dottie Hainess, Doris Eller, Helen Hahn.

COACHES

OSC—Bob Jones and George Watkins; Swan Island—Tom Henderson (coach) and Frank Wells (manager).



Hits Two-Bagger Kit Hildebrand, OSC all-stars catcher, smacks out a safe hit for two bases. Behind the plate is Louise Baumgartner, Swan All-Stars' catcher. (Swan Island photo)

Vancouver Golfers Take Top Honors

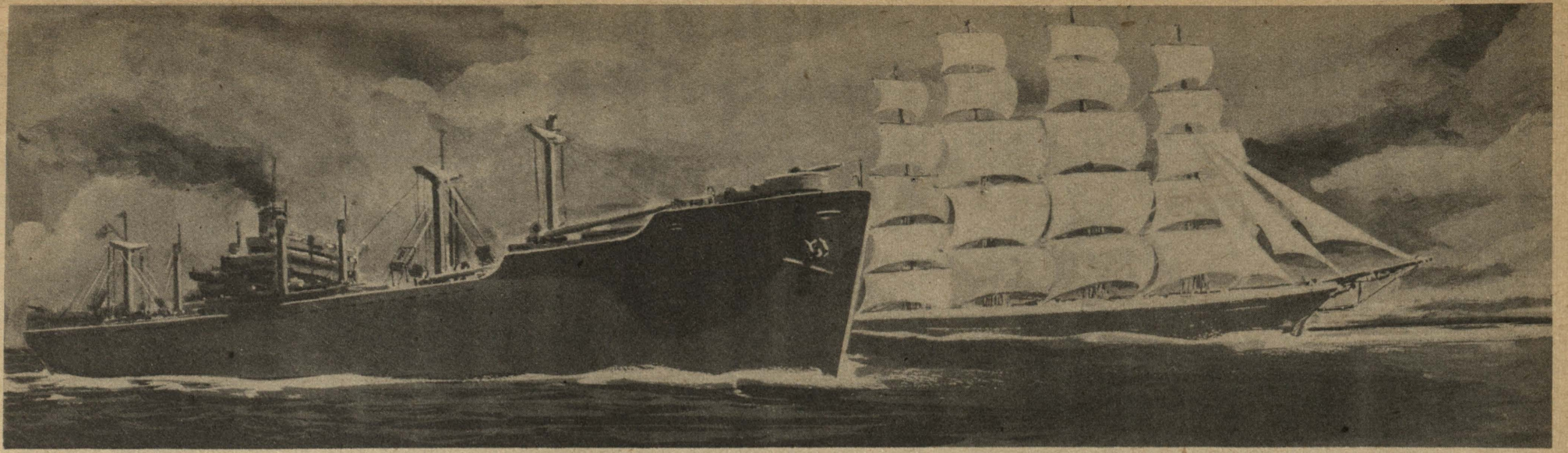
(VANCOUVER) — Although golfers blocked out of top flight positions in American League War Industries' golf play at the Colwood Golf club last week, two Vancouver yard shotmakers walked off with the two high honors in the National league.

Carding a 39, Ran Wilson was low gross scorer, and Joe Guglielmo, with a 29 (41-12), took low net laurels. R. L. Williams and Dave Christopher, also of Vancouver, were division's longest drivers of the day.

Paul Kerr and Howard Berry, both of Swan Island, had 43's to divide low gross honors in the Federal league.



Win Over OSC Swan Island's All-Star girls team who defeated Oregon Ship's All-Star Monday evening: back row, left to right: Mary Hurlburt, Nela Selzer, Betty Fuller, Ginger Buffington, Pete Smith, Julie Noe, Betty Piltz, Helen James, Lee Bushman, Ginger Roach, Dee George, Florence Selby and Norma. Front row: Manager Frank Wells, Louise Baumgartner, Dorothy Ewell, Margaret Hurlburt, Lucky Sundlie, Henrietta Collins, Doris Eller, Vivian Harris, Anna Potter, Maxine Robertson and Coach Tom Henderson. (Swan Island photo)



Great Grandson of the Yankee Clipper

By MARK HANDLEY

(This article appears in the August, 1944 issue of Coronet and is reprinted here by special permission of Esquire, Inc. publishers.)

For the first time since Clipper days we are to have a ship good enough and numerous enough to go out and do business. Watch her Wake!

If you are a little confused about the difference between the Liberty Ship and the Victory Ship, jot this down on your memo pad: the one to keep your eye on is the Victory Ship. Designed to clinch American dominance of the sea-lanes, she climaxes the whole incredible story of our wartime shipbuilding, and is destined to become the most important commercial vessel in the world.

To the eye, this new ship is neat, clean-lined and businesslike, but nothing startling. The lines that count on a ship are all under water, and that's where she's got them. At war, she can run the pants off a Jap sub without half trying, and carry 10 thousand tons of cargo while doing it. Which means that instead of traveling in convoy she can strike out alone at nearly twice convoy speed—and measurably shorten the war.

In addition, she's one of the few items of our war production that will be immediately and vitally useful after war. Most of our sleek and deadly engines of destruction, and most of our Liberty Ships, will become obsolete junk when the war is over. Not so the Victory Ship. When the war ends, her real job just begins.

TOPS IN DESIGN

But the thing that sets shipping men to serenading her of an evening is that she's a masterpiece of ship design . . . and masterstrokes of ship design can make history.

Every ship ever built has been a compromise between speed, range, operating cost and cargo capacity.

Ships, therefore, have traditionally been custom-built for specific jobs, rather than mass-produced. If you're hauling a fancy cargo, such as millionaires, across the North Atlantic, you can shoot the works on speed. But if you're toting copra from Pacific islands you'd go broke buying fuel, if you shoved her through the water too fast.

During World War I, German subs sent shipping to the bottom so fast that a new factor was added to this multiple compromise—speed of construction. The biggest single unit of the biggest shipbuilding program ever seen was erected at Hog Island, Pennsylvania. Though the Hog Island freighter arrived too late to help with World War I (only four were delivered before the Armistice) she taught us invaluable lessons.

The greater the hurry the greater the compromise with ideal ship design. The efficient hull is full of subtle feminine curves. The fastest hull to build is a rectangular box, but it gives you a ship hard to push through the water, and wasteful of fuel. The Hog Islander was a compromise between the ideal hull and the rectangular box; her machinery could be built quickly. She was not a competitive ship.

But after the war, fast, efficient foreign ships ran off with the busi-

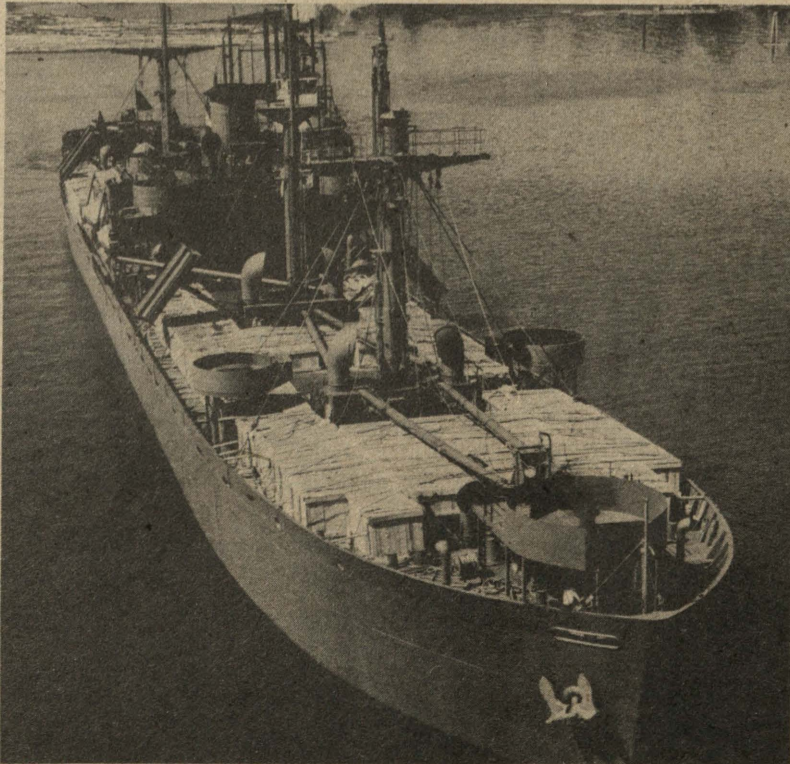
ness, and hundreds of thousands of tons of Hog Island shipping rusted at their wharves.

A small but clamorous group belated every hour on the hour that fast foreign ships, including German and Japanese, were running our pitiable fleet of scows off the seas. The group calling for better ships was not hampered by the fact that F. D. Roosevelt is not a bad sailor himself. In 1938 the Maritime Commission launched its program of 50 commercial ships a year.

With the outbreak of war, however, everything accomplished in the way of shipbuilding proved utterly inadequate. Up to 1943 the Germans had sunk 12 million tons of shipping, almost as much as our entire losses in World War I. The President asked for 24 million tons of shipping in two years, a pace three and a half times as fast as that of 1917.

The prime need now was for speed in construction. We came up with the Liberty Ship, which had exactly that; any other virtues she might possess were windfalls. Her hull had no more subtlety than a half-watermelon. Her old-fashioned reciprocating engines stood three stories high and took up an unconscionable amount of room for the 2500 horsepower they delivered. But parts for such engines could be made quickly in hundreds of non-specialized machine shops.

The Liberty Ship was designed to be built in 210 days. Shipbuilders were soon turning them out in an average of 39 days. Henry Kaiser cut that to two weeks, and once, for a record, built one in three days,



"We came up with the Liberty Ship . . . her hull had no more subtlety than a half watermelon . . . but parts could be made quickly. . ."

23 hours and 40 minutes. By early 1943 we were getting five Liberty Ships a day.

LIBERTY TOO SLOW

But there were murmurs of displeasure in high quarters. As chief murmurer, Rear Admiral Howard L. Vickery of the Maritime Commission pointed out that if we kept it up we'd have the Hog Island story all over again, only worse. The Liberty Ship could make only 11 knots, and it cost too much to run her even at that speed. She'd be helpless against international competition. The thing to do, he said, was to taper off on Liberty Ships and build a ship good enough to take on the field.

He had such a ship in mind. As a matter of fact, he had the blueprints right under his arm. She was to be 455 feet long by 62 feet beam—wider and longer than the Liberty Ship. She had lines and speed. Her geared turbine power plant took up no more room than the Liberty's engines, but delivered 6,000 to 8,500 horsepower. And the Victory Ship was economical to operate; her hull, boiler and turbine design saw to that.

Yes, she'd take longer to build. But not so long as you might think, and she was a long-term investment.

That was July, 1943. It was hot in Washington, and tempers were short. William Francis Gibbs, who had helped design the Liberty Ship, and now was U.S. Shipping Controller, said no, and Donald Nelson backed him up. Gears and turbines for such a power plant, steel for such a hull, copper and tubing for such a boiler, were more urgently needed in other phases of our war production, they said.

At this interesting moment, President Roosevelt issued his famous order suggesting that members of his official family keep their differences at home. For weeks, only muffled thuds and grunts were heard from under the blanket. Then came news. Contracts for 346 Victory Ships had been let.

The first Victory Ship keel was laid on the West Coast late in 1943; the first on the East Coast early



First Victory Ship keel was laid at Oregon Ship in November, 1943. By April, when this picture was taken, OSC led the nation in Victory Ship production.

this year; mass production will have been reached this summer.

We will have other ships, of course. Our C-type ships, whose production was begun in 1938, will hold their own with anything of their tonnage. We will have flashy superliners like the Manhattan, the Washington and the America for the North Atlantic carriage trade. Even a few Liberties will find useful work at not-to-strenuous jobs.

But the ball will be carried by the Victory Ship—and here are some reasons for believing she'll carry it to a touchdown:

VICTORY IS FAST

She's fast. As this is written, her exact speed is censored, but you can make some guesses from her size, horsepower and lines. Guess: she's faster than the C-3, which, with 16 knots, is the fastest of the C ships and they were fast enough to top Japanese competition. If the Victory turns up 18 knots or better, she'll queen it over the working freight ships of the world. She's economical. You can look forward to comfortable and inexpensive vacation cruises on her after the war.

She's versatile. She's a first-class general cargo ship as she stands. Her seamless welded hull makes her easily convertible to a tanker. She can be refitted to accommodate a goodly passenger list.

She "rides well"; she is designed to be a fine sea boat.

If you're inclined to be at all sentimental, perhaps the most appealing thing about her is that she revives a great American tradition of the seas. Though it was so long ago that even the history books have almost forgotten it, our trading ships once led the world.

For two decades the Clippers quened it over the oceans. Then gold was discovered in California, and American shipowners began hauling gold-seekers around Cape Horn at an easy profit. The opening of the transcontinental railroads ended that trade—and ended America's leadership on the seas. From then on, American enterprise concentrated on developing the American West. In 1830, almost 90 per cent of American cargoes were carried in American ships; in the 1900's it sank to less than 10 per cent.

Now, for the first time since Clipper days, we're to have the best ship for the most important jobs.

For those who have not kept up

with the work of the Maritime Commission, several questions may be answered. First, who is going to own and run the Victory Ships?

SUBSIDIES NEEDED

The answer is subsidy. Since 1620 England has directly or indirectly supported her merchant fleet. Other foreign maritime countries have done the same. The United States has awakened to what we must do if we are going to be able to compete for sea traffic. Under the Act of Congress of 1936, the Maritime Commission was authorized to promote and subsidize an American merchant fleet.

The Victory Ships are built on a construction subsidy and will be turned over to private lines far enough below cost to equalize any difference that foreign ships enjoy because of their government subsidies. American shipowners will be on an equality with foreign lines for the first time since the age of steam.

In addition, the American shipowner will have the advantage of ships fast enough to make three trips to a slower ship's two. They also have the most modern cargo handling equipment. In one instance, unloading in a foreign port took six days, a job that formerly had taken 47 days.

You may say that even if we have the ships we can't get American seamen to run them except under non-competitive conditions of high pay, superior food and accommodations.

The answer again is subsidy. The Maritime Commission pays the difference. Sea life is one of the most attractive occupations if the pay and living are right. The Merchant Marine is training officers and crews, many of whom will follow the sea after the peace.

As long as other nations subsidize their merchant fleets we shall have to do the same or not have a merchant fleet. While it is needed the Maritime Commission will be on the job to see that American ships and seamen are not undersold and forced off the seas.

We have the cargoes. We have the finest and best paid crews. We have the finest and fastest ships. And, if men like Admiral Vickery have anything to say about it, we'll have the most of them. The American flag will once more be a familiar peacetime sight in every port in the world.

Happy voyages, Victory Ships!

INQUIRING REPORTER

QUESTION:

Would you like to own a jeep after the war?

C. C. Heinlein, cat operator out of Truck Dispatch: "Yes I would. It would be nice to use in hunting and fishing. Boy, you could go places with it that would be difficult for even a horse to make. It'd also be different to drive than wrestling this monster around (a 100-ton capacity Diesel caterpillar)."



Mike Finnegan, sheetmetal worker in the Main shop, "No, I would not. Why? Well, I'll tell you. I don't drive these modern cars. I don't know how. I wore out one Model T and after that I bought a team. We have good railroads and busses. If I want to go anywhere I ride on one of those. No, I don't want a jeep."



Thelma Timmerman, Chief clerk on Way 6, "I don't know as I'd like to own one, but I'd surely like to drive one. They fascinate me. I don't know why—quite. I guess though it's because I've seen them in the movies, on the streets, and just every place."

Maxine Le Febvre, Toolchecker in Sheetmetal shop, "No, I want to own an aeroplane. I'd prefer the plane because I could go places I've been missing—in a hurry. I don't think those jeeps are very comfortable to ride in. They look as though they'd jar you up pretty badly."



Fred Mays, Sheetmetal department janitor, "Yes. I wouldn't mind owning one. I'd just use it for riding around. I have no particular use for one other than that. I'd want one that had seen real service overseas though. I wouldn't want one that had never left the United States."



B. W. Dial, Material Expediter, "A jeep? Well—yeah, I'd like to own one. I'd use it for a tractor. I'm a farmer and I'm going to have to buy another tractor before long and from what I read concerning government tests they make real good tractors. I think it'd be pretty handy."



William Clow, marine machinist, "Sure I'd like to have one. They're pretty nice and very adaptable to many conditions—especially to ground. There'd be a million and one uses for the thing once you had it. The list of things you could do with it would multiply very rapidly after you started using one."



C. Jackson, rigger at the south east end of Deck Erection, "Would I. Just give me a chance and watch how fast I take them up. Boy I'd use that jeep in every way. I could use it to haul in wood, and a heck of a lot more things. Me for a jeep."



Former Aleutians Diver Likes Vancouver Climate

(VANCOUVER)—Climatic difference between the Aleutians and Vancouver is even more noticeable to a diver than to a land worker, according to Robert Owen, who speaks from experience of a hitch of diving for the army along "the Chain." Currently he is employed by the Leiter-Hockett company of Seattle, on the offshore ways here. Owen was employed by the Kaiser company at Rich-

mond as material expediter and buyer, prior to his induction. He also helped to build the offshore ways in the yard here.

He was discharged from the army in May, 1944, after being a patient in Barnes General hospital since his return to the States. He returned to this country in time to be present at the birth of his son. His family resides in the Kelso-Longview district.

Recalling his assignment to the army transport command as a diver, Owen says:

"We were given a week's special instruction in technique, then sent to the Aleutians to work on ship repair and salvage. Our limit of work was about three hours each day per man. Some days it was so cold that our air lines would freeze, and we would be forced to surface immediately.

"A fellow doesn't appreciate the wonderful climate of this part of the coast until he has gone through some Aleutian weather. The wind blows all the time. There are no trees or brush. Everything is frozen solid except the ocean, and sometimes we wondered why it wasn't.

"Cold weather does strange things to ships, and it was our job to repair the damage. Also, water off the



Johnny Owen helps his brother Bob out of the heavy metal diving helmet for a "smoke period." The diver is working on the offshore ways. Bob Owen is a former Kaiser worker at Richmond and also helped build the offshore ways here when the yard was first started. (Vancouver photo)

islands is shallow and many ships damaged their bottoms in landing troops and supplies.

"Our base was far removed from actual combat, but we were kept aware of the war by passage of

planes overhead and by varied activities around us."

Owen's youngest brother, Johnny, serves as his tender and hopes to become a diver himself as soon as he "learns the ropes."

Parents Build Ships To Bring Sons Home

(VANCOUVER)—Mr. and Mrs. Charles Thompson have a personal interest in the ships they help to build, because they know that ships will be necessary to speed their five sons home from the war. Mrs. Anna Thompson is a day janitor in Sub-Assembly and her husband is a labor leadman for Buckler company on the ways. Another son, Orval, is a burner leadman in Plate shop.

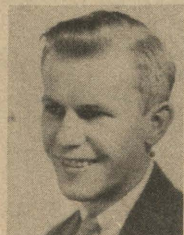
Parents of 10 children, Mr. and Mrs. Thompson came to Vancouver



Mrs. Thompson Lieut. Thompson

from North Dakota. Their interest in war work was spurred recently by the entry of their youngest son, Harold, in the navy.

Lieut. Morris Thompson, holder of an Air medal and one Oak Leaf cluster, is a prisoner of war in Germany. His family thought him



Alvin Thompson C. Thompson Jr.

dead until recently, because crew members with him when his plane was knocked down over Italy did not see him leave the plane.

Sgt. Kenneth Thompson is in New Guinea. Alvin Thompson is an instructor in instrument flying in California. S 1/c Charles Thompson



K. Thompson H. Thompson

Jr. is awaiting assignment to a carrier, and Harold Thompson is getting acquainted with the ways of the navy. He formerly was a burner in the Vancouver yard.

Welders Hear Address On 'Quality Control'

(VANCOUVER)—The Portland section of the American Welders' society met last Wednesday night in its fifth meeting since organization to hear Professor Gilbert S. Schaller discuss "Quality Control as It Applies to Welding." Professor Schaller is from the University of Washington.

Vancouver welders interested in joining the society, which aims at extending the art of welding in the postwar world, should contact the Yard Training building for further information, according to Carl Lodell.

Massoglia Directs 'Field Cost Office'

(VANCOUVER)—A new office, known as "Field Cost Office," has been opened in the Deck Erection building under direction of J. J. Massoglia. It was announced this week by C. J. Hearn, cost engineer. The office in the Personnel building now is known as Labor Distribution Office and is under supervision of M. L. Livermore, it was announced at the same time.

CARD OF THANKS

I wish to express my gratitude to the gang for the many beautiful floral offerings and the kindness shown during my recent illness.—B. "Canary" Shaylor, Painter, Berth 6.

CLASSIFIED

WANTED: Clerk-Typist, Civil Service C.A.F., three rating, age 20-30, for the Maritime Service Inspection office, Yard Office building. Apply Personnel department, Marie Emerson, Employment Interviewer.

WANTED: Qualified stenographer to work at 4400, Columbia House. Also three typists, average speed. At least H. S. education, for Marine Engineering Dept., same address. Apply Personnel Dept., Marie Emerson, Employment Interviewer.

WANTED: Four girls, 20-30. Some office background and preferably knowledge of bookkeeping, to train for Tabulating Machine operators. Opening on swing and graveyard.

WANTED: For downtown Personnel office, 509 Washington St., a good counter girl. Must be good typist. Hours 9:00 a. m. to 5:00 p. m. Apply Marie Emerson, Employment Interviewer, Personnel Dept. Ext. 700.

COMING EVENTS

Aug. 18—Bosn's Whistle of the Air; Teen Age Dance at McLoughlin Heights, 8:30 to 11:00 p. m.; Dance at Ogden Meadows, 9 to 12 p. m.

Aug. 19—Launching; Wrestling match, swing shift at Victory Center; Motion picture dance at McLoughlin Heights, 9 to 12 p. m.

Aug. 20—Day shift, Assembly vs. Swing Assembly at Shumway; McLoughlin Heights adult horseshoe tournament for men and women, singles or doubles at 1 p. m.; Double header baseball at 1:30, McLoughlin Heights; Church services at all community centers.

Aug. 21—Pin Welders v. Tapers at Washington; Motion picture at Harney Hill Center, 8 p. m.

Aug. 22—Yippee Ki Yi Western carnival at Mill Plain Center beginning at 2 p. m. and continuing late into the evening; Body building and weight lifting at McLoughlin Heights, 7-9 p. m.

Aug. 23—Warehouse vs. Wolverines at Washington; Professional wrestling at McLoughlin Heights; Teen Age dress up dance at Mill Plain Center, 8:30.

Aug. 24—Motion picture and show at Bagley Downs, 8 p. m.

Aug. 25—Motion picture and program at Mill Plain Center, 8 p. m.

Aug. 26—Hog calling contest at Victory Center, day shift; Free show for children at McLoughlin Heights at 12:30.

Aug. 20-27—"Hole in one contest," sponsored by Junior Chamber of Commerce at McLoughlin Heights and high school football field in Vancouver every afternoon and evening; individual golf players of a team of 5 members.



Virginia Whiting, secretary in M. Miller's office, spent her vacation in Montana visiting relatives and friends recently. . . Dot Collins of sheetmetal swing crew No. 17, was pleasantly surprised August 9 during lunch on Way 4 with a birthday cake and gift. Present were Hazel Fletcher, Arlene Handyside, Edith Markanen, Chris Collins and Ross Filler.

Ron Faulkner, shipfitter leadman on ways specialty crew, holds a perfect apprentice record since May, 1943. Ron came to work in the yard September, 1942. . . Alice Nelson, field clerk on Erection Way 9, spent last week at the beach.

C. A. Skinner, chief clerk on the Outfitting dock, reports that his son, C. A. Skinner Jr., is now a full lieutenant. Lieutenant Skinner is with the Navy in the South Pacific and is skipper on an ATC-31. Skinner hopes to see his son soon.

Hal Broderson, engineer over electric power was surprised August 8 with a baby shower given by Main Electric. . . Florine Roy, chief clerk at sheetmetal, who has been an employe for almost two years, will begin her long-awaited vacation August 20.

Swing shift sheetmetal employes held a picnic at Lewisville park August 13. A beauty and popularity contest was held along with melon-eating, hog-calling, swimming and softball. . . Elizabeth Ziebarth of Personnel is vacationing at her home in Minneapolis.

Counselor Office Offers Information Via Boxes In Yard

(VANCOUVER)—The Women's Counselor service announces that ten boxes have been placed throughout the yard which will contain information of interest and value to workers in the yard.

Material will include menus, recipes, lunchbox suggestions and pamphlets dealing with virtually all problems of home management and nutrition. Supplementary information may be obtained from Mrs. Marie A. Page, in charge of the Home Management department in the Counselor service. Her office is in the Women's Service building on the Outfitting dock. Her extension number is 710.



Luxurious Eating? All the comforts of the Romans—almost—are found by this group of workers from General Stores and Truck Dispatch atop the pile of rags stored at the southwest corner of General Stores building. The picture was taken as a follow-up to a letter from Bob Boden appearing in the Worker Speaks column. In the picture are George Thrall, Eldon Hunt, Gordon Copple, Wanda Brown, Court Compton, Jack Holt, Herman Peterson, Laurel Baldwin, Edna Olson, Ruth Pickle, Dorothy Schmidt, Dorothy Whitsitt, Bea Hennings, Maye Dvorak, Mary Purves, Bob Boden, Lawrence Cooper, Don Blinco, Shirley Larson and Ernest Flint. (Vancouver photo)