



TRANSPORT KEEL LAID ON BB-3 BIRTHDAY

Story, Page 4



Takes The Cake One year ago Wednesday, the U.S.S. Casablanca was launched by Mrs. Eleanor Roosevelt. To commemorate the event, in addition to laying of the keel of the first troop transport, a huge birthday cake was presented to Mike Miller, assistant general manager. Presenting the cake are the "Blue Jeans" (Jean Perry, Jean Wollam and Jean Park).



Shipyard Easter Bonnet A masterpiece of modern art in hat designing, with a tin hat as a foundation and shipyard gadgets for decoration, is being tried on by Sharon Cudahy, field clerk at Main electric, by "saleslady" Doris Campbell, Outfitting dock secretary. This surrealistic creation was designed by the Bosn's Whistle fashion editor, Martha Pedersen. (Vancouver photo)



Blood Donors These sheetmetal workers on graveyard heard that the Clark County blood donations were falling short of quota, so banded together and gave their blood. Much credit for the undertaking goes to Earl Kolb, leadman. In the picture are (standing) E. Kolb, leadman, A. Parker, R. Joseph, L. Pruner, B. Best, R. Norquist, J. Fisher, O. McGregor, H. Gaddis, P. Amick, C. Waggoner, W. Hudson, R. Palmquist, D. Rice, R. Carney, foreman; A. Hope, C. Brown, L. Carning, M. Smothers, T. McCleod, W. Howze, S. Balinsky, P. Taylor, F. Tastovorsnik, V. Lewis, A. Wyckoff, J. Fain, and P. Enis. (Kneeling) G. Brewster, gallon club member; B. Holloway, supervisor, J. Schwartz, gallon club member. (Vancouver photo)

Blood Bank Donation Requires Only 45 Minutes

Kaiser shipyard workers are making large contributions to Red Cross blood banks—particularly since the Red Cross is providing free transportation.

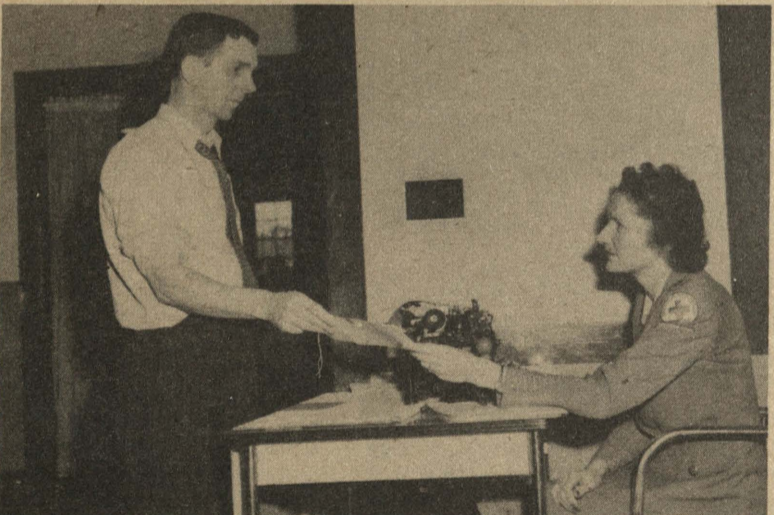
Ken Moyer, head of the Bond department at Oregon Ship, says 300 O.S.C. workers have been taken to the Portland bank by the Red Cross. Bus service is provided on Tuesday and Thursday evenings for the day shift and on Monday, Wednesday and Friday mornings for the graveyard shift. Arrangements may be made by calling Moyer at Ext. 327 in the yard.



9:10 a.m. Donors are met by receptionists at the Vancouver Blood bank who check names with appointment list. They remove all coats and sweaters and roll up sleeves. Vancouver workers shown are, left to right; Earl Kolb, W. Hudson, J. Fisher, Lucille Bussiere, Opal Banks, Frank Tastovorsnik, R. Carney and B. Best.



9:20 a.m. Medical history is taken at the next station. Donors disclose recent health condition, past physical fitness and data on communicable diseases. Here the blood count also is taken and a check of temperature started.



9:32 a.m. At the desk of the Medical Secretary the large card of Donor Ivan Edwards, Marine Engineer trial run, is taken by Mrs. Arthur L. Rogers. She divides the card and assigns the laboratory number which will accompany the blood.



9:45 a.m. The blood donor now is placed on a rest cot for ten minutes before going into the canteen. Frank Tastovorsnik reads a magazine while taking it easy. Extreme care is taken to see that the contributor rests sufficient time before leaving bank.

Swan Island workers may make arrangements for free transportation by calling the Red Cross at AT 8561.

Vancouver off shift workers are taken to the Vancouver bank in groups of eight or more. Trips are arranged by telephoning Vancouver 608, and are made between 8 a. m. and 1 p. m. on Wednesdays only.

Below is a pictorial story of a graveyard crew on a visit to the Vancouver bank.



9:15 a.m. Blood contributors next report to registrars and give names, occupations, residence, ages and other pertinent information. Pictured with staff assistants at the plasma bank are Carney, Best and Tastovorsnik.



9:30 a.m. Blood pressure is obtained by nurses in preparation for donating plasma. At the same time the pulse is counted and the temperature recorded. Left to right are Tastovorsnik, Mrs. Anthony Cusic, nurse; Mrs. Thornton Ladd, nurse, and Carney.



9:35 a.m. The donor now is placed on the bleeding cot where the donation actually is made. Mrs. M. Hall, Red Cross nurse, and Mrs. A. K. Carlisle, nurse's aide, chat with W. Hudson as the blood, vitally needed for wounded fighting men, is taken. This requires about 10 minutes.



9:55 a.m. The group gets together for doughnuts and coffee in the canteen before being taken back to their jobs. All donors are instructed to drink plenty of liquids for two or three days. The blood contribution requires only about 45 minutes. (Vancouver photos.)

CHILD CENTERS TO CARE FOR OLDER CHILDREN

Six and seven-year-old children of Portland Kaiser workers will be accepted by the Oregon Ship and Swan Island Child Service centers during summer vacation months. J. L. Hymes Jr., director of the two centers, announced this week.

Charge for enrollment of these children will be the same as for others, Hymes said. A separate play group, to be supervised by expert teachers, will be set up for them.

Employees wishing to enter such youngsters are asked to make application now to the centers.

"Enrollment in the centers is growing so fast that capacity may be reached some time during the summer," Hymes warned.

Telephone number of the Oregon Ship center is UNIVERSITY 3667 and for Swan Island's is WEBSTER 3251.

Newswoman Tells Of Jap Prison Life



GWEN DEW

Gwen Dew, internationally famous war correspondent, who started out with a typewriter and \$50 to see the world and wound up in a Jap prison camp with 3500 other American, British and Dutch citizens after the fall of Hong Kong, addressed workers at Oregon Ship, Vancouver and Swan Island yard shows this week.

Miss Dew described the horrors of Jap prisons and atrocities which she witnessed during her months of incarceration.

"It is hard for you folks here at home who have never heard the drone of enemy planes to realize what terrible things are happening in other parts of the world," she declared. "So much depends on you. These ships you are building are so important. Supplies must be gotten to all fronts rapidly if we are to achieve victory."

Miss Dew urged shipyard workers to put every cent they can spare into war bonds. She is appearing in Portland with the Four Freedoms War Bond show.

HOME SERVICE MENU

(SWAN ISLAND)—Orders for Home Service food must be placed two days in advance at the Child Service center. Here is the menu for the week starting April 10:

Monday, April 10—Italian spaghetti, rhubarb, upside-down cake, 50 cents; grapefruit and orange salad, 15 cents.

Tuesday, April 11—Meat loaf and brown gravy, orange rolls, 50 cents; mixed vegetable salad, 15 cents.

Wednesday, April 12—Swiss steak and vegetable gravy, clover leaf rolls, 50 cents; potato salad, 15 cents.

Thursday, April 13—Barbecued spareribs, cinnamon rolls, 50 cents; apple salad, 15 cents.

Friday, April 14—Home baked beans, Boston brown bread, pineapple feather cake, 50 cents; cabbage salad, 15 cents.

Saturday, April 15—Roast loin of pork and gravy, kolaches (fruit-filled sweet bun), 50 cents; spring vegetable salad, 15 cents.

NEW BUS SERVICE SET

(VANCOUVER)—A new shipyard bus service will be inaugurated soon from Salem, Oregon, direct to Vancouver, Swan and Oregon Ship, it was announced this week by the Hamman Stage lines, following approval Monday, March 27, by the Oregon Public Utilities commission.

Hamman will make nine round trips daily to accommodate workers on all three shifts, it was stated. The special permit for the service will expire six months after the war.

Liberty Ship Hearing Testimony Favorable

By Louise Aaron
Marine Editor, The Oregon Journal

The Oregon Shipbuilding corporation, which has strung up a series of all-time world production records while building Liberty ships, came out on top during the recent Truman War Investigation committee hearing in Seattle. Although the committee has not made known its findings, certain important facts were brought to light during the proceedings. Most important findings, and they reflect favorably and directly on Oregonship, were:

That after four of six major changes were made in design, Oregonship built 97 Libertys at the highest production speed ever attained, and only one very minor "crack" has been reported. All ships have had the test of months at sea, many of them in cold waters.

That improper loading of the ill-fated John P. Gaines caused the ship to "break her back" with loss of 10 lives in Alaskan waters, according to testimony of Edgar F. Kaiser, general manager of the three Portland-Vancouver yards. Kaiser said he was informed that the fore and aft of the Gaines carried sea water, the No. 3 hatch was empty except for a few drums, some of which carried sea water.

That 80 per cent of serious or potentially serious trouble which developed in Oregon Ship's Libertys occurred in cold waters.

SHIP OPERATORS TESTIFY

Most important of all, perhaps, was the testimony of officials of lines operating the Oregonship-built Libertys, some of which have been converted into troopships.

Testifying were: F. J. McDowell, general manager for James Griffiths & Sons, who said his company is operating 11 Liberty ships; William Semar, general manager for the Northland Transportation company; R. B. Butterworth, assistant general manager of the American Mail line, which was operating 37 Libertys January 1; E. M. Murphy, superintendent of Alaska Steamship company, operating 30 Liberty ships; John H. Hering, Alaska Transportation company, operating 14 Libertys. Not one was dissatisfied with performance.

McDowell said: "We feel that they are very good ships. We have had no major difficulty in any regard." He added that "excessive use in convoy very definitely puts extra strain on a vessel." Libertys are used in convoy. He added: "I think the Liberty ships have stood up as well as the other ships we operate. One of our Liberty ships, the William Cullen Bryant, (whose skipper was a spectator at the hearing) was torpedoed through the No. 1 hold in the Caribbean. We drew the conclusion that if she had been a riveted ship, she would have gone down." Questioned by Senator Harley M. Kilgore, he repeated the opinion that the welded ship stood the torpedoing better than a riveted one would have.

Butterworth said: "Libertys are easy to operate, seaworthy, sturdy and dependable."

Murphy emphatically declared: "You'll never stop cracks." Concerning the Libertys his line operates he said: "Some of them have sustained minor cracks, but it was never considered important." He added that his firm has a "very high regard for Libertys, one of the outstanding contributions to the war effort."

Hering said more weight is needed in the ship for transport than cargo service, especially in the No. 3 hold. He approved artificial ballast.

BREAKS CLASSIFIED

Kaiser went to the hearing armed with pertinent data compiled by the American Bureau of Shipping which classified structural failures in three groups—most serious, potentially serious and minor:

Group I. Casualties which result in either the actual loss of the vessel or which have progressed to such an extent in the strength deck or shell to make a definitely unsafe condition.

Group II. Casualties which occur in the strength deck or shell or in members attached directly thereto such as in the bilge keels or bulwarks and which in their present state are not serious in extent but which, experience has shown, could easily progress to such an extent as to result in a Group I casualty.

Group III. Casualties which occur in relatively unimportant parts of the hull structure from a longitudinal strength standpoint and which, due to their nature, would not be expected to progress into the main strength or shell.

This is how Oregonship stood in the grouping:

Of the 322 Libertys built here (which were considered in the report), only 59 were considered to have developed structural faults. That represented only 18.3 per cent of the total for the yard. Fourteen of the 59 were judged to have shown most serious faults and 70 per cent of those pined cold waters. All 14 went down the ways before the yard had reached its peak of efficiency and before the fourth major design change had been made.

Kaiser told the committee the bureau's report shows that one other type ship, among the five listed, has had more major casualties (Group I), than Libertys. Eleven others, of 15 types studied, have had more of the less serious (Group II) deficiencies, and 10 others of 17 types mentioned, have suffered more minor (Group III) mishaps.

Charges of a lack of welding sequences, of abnormally high steel plate waves, of ignoring faults noted by inspectors, of "muzzling" by superiors and "inflated egotism" on the part of Kaiser officials, which came out in testimony of two witnesses, were not substantiated by other witnesses.

WELDING SEQUENCE APPROVED

Charles R. Hudson, senior survey official of the American Bureau of Shipping at Oregonship, approved the yard's welding sequence. E. A. Mortensen, principal maritime hull inspector at the Oregon yard, denied charges relative to locked-up stresses and keel plate waves which reached a 32-inch proportion.

Kaiser, testifying the second day, said that it was cheaper to convert the Libertys in another yard than under the mass production system at Oregonship. Because of early planning, he said, Oregonship will be able to go right into production of 36 troopships, with conversion on the ways, after its 32 Victory cargo vessels are out. This conversion on the ways will be less expensive than the procedure for Liberty ships, he added.

The two-day hearing, with all evidence in, gave Liberty ships, including those built here, a good record in service during this war, a record which improved steadily as structural improvements were made.



"... and some revisions are made to suit local conditions."

Jewish War Workers To Meet Sunday

(SWAN ISLAND)—Employees of the three Kaiser yards, who have formed the Jewish Warworkers association, plan their first Passover Sedar for Sunday, April 9, at 3 p. m., at the Jewish Center, S. W. 13th avenue and Jefferson streets. Open house will be held at the same time.

Invitations are being extended to about 100 service men, and an effort is being made to include any service men who were formerly employed in the Kaiser yards. Swan Islanders interested in attending are asked to get in touch with Ben Welgus, electrician leadman, graveyard shift, Marine Electric shop, or Virginia Tweed, librarian, Vanport schools.

FOREMEN PLEASE NOTE: REPLACEMENT COMING

A shipfitter presented himself at the superintendent's office.

"I'd like to get a transfer," he said.

"Where to?" asked the super. "My wife says I've got to transfer to a foreman, where I can make more money so she can quit her job. She's getting tired of working."

Fire Loss Beats Subs

(SWAN ISLAND)—Captain R. F. Balke reports that there was greater loss of war materials resulting from fires in war plants last year than from ships sunk by enemy submarines.



EDGAR F. KAISER
General Manager, Kaiser yards



F. J. McDOWELL
General Manager, James Griffiths & Sons

Strained Backs Can Be Avoided Watch How You Lift

Warning against improper methods of lifting, said to be responsible for many painful and disabling lower back strains, was voiced this week by safety officials and orthopedic specialists at Kaiser shipyards. These officials pointed out that a back once sprained is likely to be strained again and be bothersome for years. Many workers, they said, unnecessarily injure themselves through failure to observe common sense lifting rules.

Speaking candidly on the subject, Dr. F. J. Roemer of the Northern Permanente hospital staff said, "Members of our staff see from 1000 to 1200 patients monthly with painful lower backs partially due to heavy shipyard work and partially due to the manner in which work is performed.

"Only a very small percentage of cases are the result of a blow, fall, accident or kidney trouble," he said.

Stressing susceptibility to back strain, Dr. Roemer explained that

there are 22 joints in the lower back held together by numerous muscles and ligaments made of tiny fibers like hemp rope. "When overstrained," he said, "some of the fibers tear and result in a painful and stiff lower back. Some believe the common variety of lower back strain to be dislocation but X-rays tend to disprove this theory.

"When muscles or ligaments are strained and torn there is a reflex stiffening of surrounding muscles to keep injured parts still. This stiffening is accompanied by muscle contraction which causes a curvature or "list" of the spine to one side. It is the "list" which leads

patients to believe vertebra out of joint.

"Most back sprains get well in a few days with no other care than bed rest," he added. "Other treatment consists of strapping, traction, stiff belts and a springless bed. Heat and various drugs are administered to reduce pain and muscle spasm and hasten healing.

"As time goes on," Dr. Roemer concluded, "there will probably be fewer back sprains treated at Permanente because shipyard workers are gradually learning, through painful experience, not to jerk heavy weights with their back muscles."



Right and Wrong Warehouse Leadman E. E. Kyernvik, above left, shows how to lift most of a heavy load with strong leg muscles, avoiding sudden jerks and subsequent painful back injuries. At right, Kyernvik and Warehouseman H. E. Brooks demonstrate the wrong way to lift heavy objects. The men are doing most of the lifting with their back muscles, inviting serious strain. (Oregon Ship photo.)

YEAR OF RECORDS MARKED

Yard Recalls First Carrier Launching

(VANCOUVER)—Wednesday was an historic day in the Vancouver yard. One year previously, April 5, 1943, Mrs. Eleanor Roosevelt stepped up to the bow of the U.S.S. Casablanca at 12:27 noon and smashed a bottle of champagne on Vancouver's first escort carrier. Last Wednesday, April 5, 1944, the N.S.S. Makin Island, the yard's 39th carrier, slid from Way 9 and the keel was laid for the first troop transport, the AP-5, of which 27 will be built by the yard.

Thus, on the Ways where steel becomes hulls, an important turning point was reached on the first anniversary of the launching of the first carrier. Emphasis of management and employes was switching from carrier to transport.

CARRIERS MAKE HISTORY

The Vancouver carrier program, in the year of its prime, has made shipbuilding history in the Portland-Vancouver area where wartime shipbuilding is a major industry. Mass production of Liberty ships at Oregon had attracted nation-wide attention, but Vancouver's progress on the much more complicated escort carrier dumfounded the skeptics and elated even the optimists. Launchings and deliveries had reached the 5-day schedule prior to April 5, and the "18 Or More by '44" drive in late 1943 surprised the navy and the U. S. Maritime commission by successfully overshooting the mark by more than one carrier.

Birthday Cake For Mike

To commemorate the day, in addition to the launching ceremony, a surprise "birthday cake" was presented to Mike Miller, assistant general manager. The huge cake was wheeled in by the "Blue Jeans" trio. Mounted on the cake was a picture of an escort carrier, with a photo-caricature of Miller pulling the ship down the river by a string.

MAKIN ISLAND LAUNCHED

Sponsor of the U.S.S. Makin Island, launched at the noon program, was Mrs. Bromfield B. Nichol of Seattle, Wash. Matron of honor was Mrs. Robert G. Lockhart, from Astoria. Captain Nichol praised Vancouver's shipbuilding records. Flower girl was Ingvey Wangsness of the Administration offices. (Vancouver photo)

Farewell Party Held

(VANCOUVER)—Lena Allen, personnel building file clerk, was honored by office friends recently at a farewell luncheon party at the Evergreen hotel. She resigned her position here to work in the Vancouver office of the Boilermakers union.

Record Crowd Saw Casablanca Ceremony

The launching ceremony one year ago of the U.S.S. Alazon Bay (since changed to U.S.S. Casablanca) featuring Mrs. Franklin D. Roosevelt, attracted the largest crowd in the history of the northwest and a traffic jam described by correspondents as the worst in the annals of automotive history.



An estimated 75,000 persons jammed the shipyard to hear Mrs. Roosevelt and see Vancouver's first carrier slide into the Columbia river. Meantime thousands of automobiles were estimated to be tied up in a traffic jam that backed up in all directions from the yard for distances as much as five miles.

Shipbuilder Henry Kaiser said: "You who have labored on this hull have the gratitude, not only of America, but of all mankind in the hope of liberty."

Son of Worker Commands Bomber

(VANCOUVER)—Mrs. Elsie Mayer, Blue Print deliveryman working out of Truck Dispatch for two years, has been notified that her son, Lieutenant Terence Girvan of the air corps has been given command of his bomber plane in Italy. The boys christened their ship "Winged Fury." Lieutenant Girvan has been in Italy about three months.



Mrs. Mayer christened their ship "Winged Fury." Lieutenant Girvan has been in Italy about three months.



Laid First Transport Keel Meet the men who have laid every keel from the George Vancouver to the Munda, Hull 350. As quickly as the thirty-ninth carrier, the Makin Island, was well out of the way, these men started work on the keel for the first troop transport, Hull 401. The George Vancouver required four hours for the laying but each keel has taken less time until at present these crews are laying them all in 45 minutes. From left to right (first row) J. Van Laechen, T. Cole, E. Van Laecken, F. Schmidt, B. Siewert, J. Lanehard, J. Siewert, (second row) R. Staley (crouched), A. Lockett, J. Larson, L. Kincaid, L.L. Cash, O. Gibbons—foreman (crouched), (third row) F. Wallace, S. Males, J. Wallace, C. Olson, J. Schenegge, R. Minor. (Vancouver photo)

Launching Honors Veteran Worker



(VANCOUVER)—Ingvey Wangsness was flower girl at the anniversary launching of the U.S.S. Makin Island, Wednesday, April 5. She was one of the yard's first employes.

Miss Wangsness is secretary to Rex Hamby, office manager, and worked in the same capacity at Oregon Ship for eight months before coming to Vancouver on January 26, 1942.

Born in Norway, she came to Portland to live when she was three years old.

Transport Keel Laid With No Interruption

(VANCOUVER)—"Despite the fact that my crews are busy with the carriers, they made the switch from the flat tops to transports without any lost time or motion," says Kenneth Hunfer, superintendent of shipwrights, speaking about the April 5, 1944 keel-laying of Hull 401, the first transport.

"A great deal of care, thought and preparation went into the business of change-over," he added. "It was necessary to make adjustments in quite a few places. These changes in a great part were made before the Makin Island was launched."

The three shipwright crews remodeled and made over the escort scaffolding and reset keel blocks to coincide with requirements of the transports which are quite a bit different from the carriers.

The Master Fitters and the Erection department swung into the spirit of the affair and made short work of the keel laying itself.

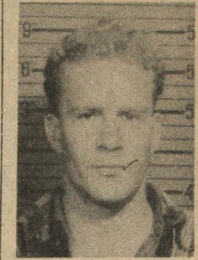
Assembly and Plate shop had well over a thousand tons of steel waiting and ready for the installation when the carrier hit the waters of the Columbia.

Ex-Shipfitter Enters Army Air Force School

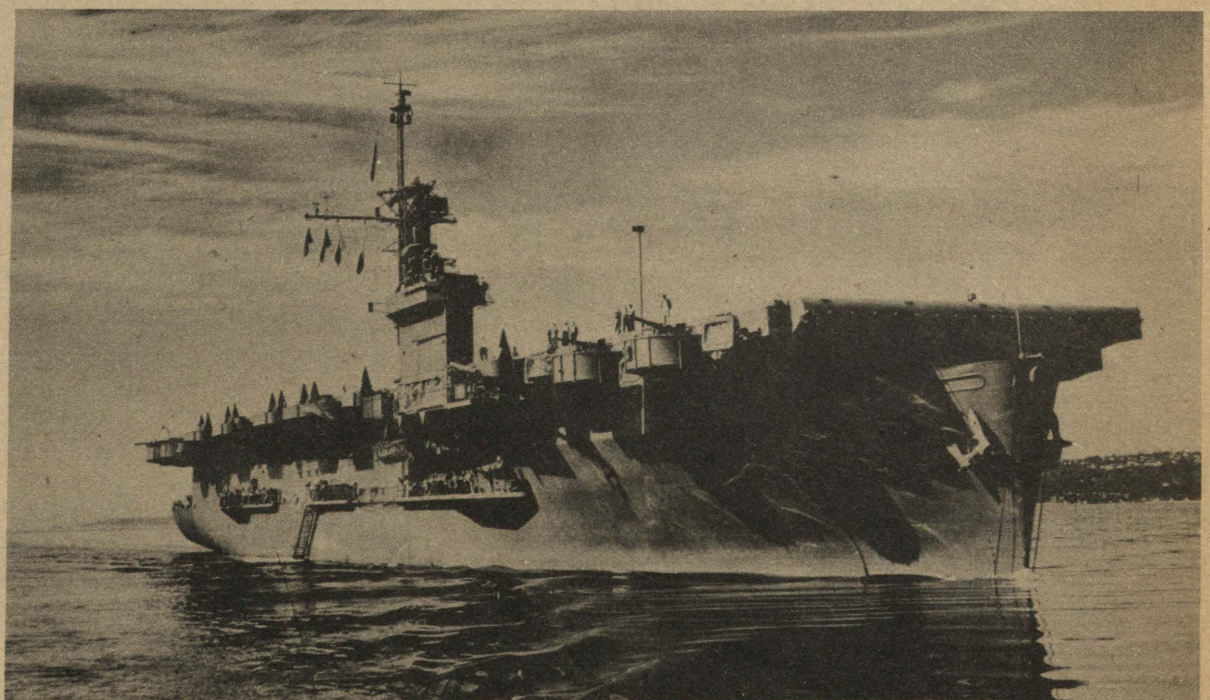
(VANCOUVER)—Robert Canterbury, formerly employed in the Shipfitting department on the Ways, has entered the army air forces training command school at Yale university as an aviation cadet in armament.

His training at Yale will prepare him as a technical officer in charge

R. Canterbury of a crew of enlisted men specialists. Canterbury was employed in the yard for a year as shipfitter leadman before entering the service.



Kaiser Veterans These girls have worked for the Kaiser Company, Vancouver since the yard was started in January, 1942. In honor of their long service, they were guests at the anniversary launching Wednesday and attended the birthday banquet in the executive dining room. First row, left to right: Edna Fritts, Dorothy Burgrabe, Shannon Walker, Ingvey Wangsness, Opal Peters, Verna Edwards, Clarice Stephens, Ruby Clements and Elma Simmons; (second row) Carol Brooks, Edith Gates, Irene Haefel, Blanche Anderson, Pearl Hook, Marie Gomulkiewitz, Myrtle Witham, Marjorie Graham and Roberta Graham. Absent at the time the picture was taken was Margaret Pfander. (Vancouver photo.)



No More Pictures To the "World's Champion Aircraft Carrier Builders," in honor of the success of the "18 Or More By '44" production drive of late 1943, went colored pictures like the above of the U.S.S. Casablanca, first carrier launched April 5, 1943. Demands for the pictures were so great that two re-orders had to be placed. After 43,500 pictures had been distributed among 35,000 employes, the Yard Activities office was compelled by lack of further funds to throw up their hands with a polite "No More Pictures." (Vancouver photo)

Veteran Lauds Patton, Tells of Experiences

(VANCOUVER)—It is necessary, at times, for a commanding officer to take immediate disciplinary action with a man who cracks under the stress of battle, says Walter Tinkham, day rigger on the Ways Bull gang, who served over three years under Lt. General George S. Patton, Jr., in the first armored division as headquarters dispatch rider.

"Everyone is under a hell of a strain. The noise, the groans of the wounded, the fires and everything just about drive you off your bat. Often-times, the lives of thousands of men depend on the actions of one or two. If these men crack, why shouldn't they be handled the same as any of us would handle a drunken man whom we wanted to sober up in a hurry?"

"I was injured in the bombing of Belfast and let me tell you these bombings are not any swank party. Our ship put into Belfast after trying to land in England twice and being driven off by the incessant bombings of the Luftwaffe.



"We were quartered in Castle Down Patrick about 20 miles out of Belfast when the bombing took place. We could see the flickering lights of the bombers and the fingers of the searchlights crossing and recrossing in the night sky. It was quiet and peaceful and then all hell let loose. Fires appeared and debris filled the sky. Many ships in the harbor were sunk, mostly English. Whole blocks were torn up and piled in heaps. Everything burnable was on fire. The whole thing only lasted a very short time but brother—we all lived a hundred years in those few minutes.

"I was on my way into Belfast with dispatches when I ran into the rear of a tank which was stalled by motor trouble. I came to in the hospital with a broken jaw, broken hands and other injuries.

"I would like to go back but that is an impossibility because of my physical condition. Maybe I can do my part just as well here. I'm sure going to try."

Tinkham, who is from Ohio, spent four months in a Massachusetts hospital and three months in Barnes hospital before coming to Vancouver.

VOTE CENTERS NAMED

(VANCOUVER)—Two more community locations for voters to register for the Washington July primaries were announced this week by Milt Bona of the Vancouver Junior Chamber of Commerce and the Vancouver Housing authority.

They are deputy sheriff's office, Ogdan Meadows community building, and Mrs. A. L. Bennett, 3112 West 21st avenue, Fruit Valley.

Ten other community registration centers were announced last week in McLoughlin Heights. Red arrows direct prospective voters to houses where registrars live, Bona said.



Freedom To Vote These newcomers to Vancouver shipyards, who heard the Victory Center program Saturday, April 1, sponsored by the Vancouver Junior Chamber of Commerce, and directed by yard program director, Bob McCoy, are registering to vote in the July primaries and the November Presidential election. (Vancouver photo)

VANCOUVER Shipyard Siftings

Charlie Gateman, graveyard sheetmetal worker, overjoyed at receiving a letter from his son, Charles, Jr., stating he is alive and well in Germany, where he is a prisoner of war . . . Lornea Boyer, swing welder in Assembly, joins Waves . . . Eleanor Stoudt, guest of honor at a birthday party in Electric Maintenance department March 31.

L. W. Hammon, swing Plate shop expeditor, commenting on mileage of plates burned in that department . . . Mrs. Marie Yung, wife of Plate shop foreman "Whitey" Yung, making a slow but sure recovery from a recent serious illness . . . Jean Kniss, day field clerk, now at Main Electric in a transfer from Marine Electric . . . Rudy Johnson, swing Assembly supervisor, telling a "cat fish" story . . . Edward E. Halloway and Hannan Boyd, graveyard marine machinists on Outfitting dock, leaving yard to join the Navy . . .

La Verne Kaaen, graveyard material expeditor leadman in Plate shop, getting ready to change shipyard clothes for khaki . . . Edna Patterson, Main Electric field clerk, receiving a diamond ring from Neil McKay, Pipe shop welder . . . Edith Schilts, swing welder in Assembly, breaking perfect sixteen months attendance record because of bout with the flu . . . Joe Blair, electrician, leaving Outfitting dock for the army . . . Ed Sauve's crew of graveyard sheetmetal expeditors, forming a bowling team . . . Esther ("Peggy") Henderson, timechecker, honored at farewell party by her co-workers of Personnel and Administration building.

Mrs. Johnson Observes Birthday At Work

(VANCOUVER)—Mrs. Rose Johnson, Bay 2, Assembly, just celebrated her 52d birthday by being busy at work on swing shift as a welder. It was her second birthday celebrated in war work at Vancouver, and since she hired in to the yard on Oct. 28, 1942, she has missed only two days, due to illness, in June, 1943. Born in the British West Indies, Mrs. Johnson came to America when she was 18. In 1906 she lived through a major volcanic eruption and the "ashes that fell like snow" was an outstanding memory of her childhood.

Before becoming a welder, Mrs. Johnson was a dressmaker in New York City and Iowa. Two sons, J. I. Johnson and F. R. Johnson, work at Vancouver as marine machinist and technical engineer respectively. A daughter-in-law, Mrs. J. I. Johnson, is employed at General Stores.



DIAPERS NUCLEUS OF NEW LATE ALIBI

(VANCOUVER)—Jim Baxter, Gabriel Construction company foreman in charge of yard boiler erection, has been listening to excuses for being late for thirty years. What with jobs all over the United States, South America and Europe, he thought he had heard them all.

Last week he ran onto a new one: "I had to stamp out the baby's diapers before coming to work," said a late worker.

VICTORY GARDEN SPACE STILL OPEN IN HOME UNITS

(VANCOUVER)—Community garden space has been secured for tenants of Bagley Downs and Burton Homes housing projects, and is available by making application to the offices of each project, Lester Anderson of the Vancouver housing authority, announced this week.

Meanwhile, tenants are signing for community garden space on McLoughlin Heights, where Anderson said 60 or 70 plots are still available.

Two plots are located at Bagley Downs, one on either side of the highway, and a large space is available for victory gardeners at Burton Homes. Arrangements are also being made for a community garden at Fruit Valley Homes, especially for the row house tenants who do not have sufficient space around their dwellings for a garden.

A fee of \$2 is required for plowing and discing.

Victory garden pamphlets published by the U. S. Department of Agriculture are being distributed to tenants at the maintenance office on McLoughlin Heights and at all housing projects offices throughout the area.

Tenants living in the individual demountable and permanent units are not permitted to plant gardens between the house and street. That area, according to "ground rules," will be planted in grass under government contract.

Persons in doubt concerning the proper location of their gardens should consult Anderson or Otto Behrens at the maintenance building, McLoughlin Heights.

No Swooners For Shipyard Crooner

(VANCOUVER)—No one swooned Tuesday, March 28, when C. W. Green, electrical engineer sang, "Sunday, Monday or Always," on the Vancouver yard lunch program, but some "Oh's" and "Ah's" from the girls of the Main electric and Personnel building were reported.

C. Green Oddly enough, Green was an All-American football player in 1939 and played end with a Chicago professional football team. An alumnus of the University of Mississippi, where he appeared with the college band as a vocalist, Green sang in college plays and composed several songs.

While playing football, he received a leg injury which resulted in two operations. He then came to Vancouver to help build ships.

Pottery Ware Given

(VANCOUVER)—In a farewell gesture, Adjustment and Timekeeping departments gave the Misses Vera Jaster and Annie Laurie Franciscan pottery ware to complete their sets. Both girls, with Kaiser company for 19 months, are going to work with the superintendent of Vancouver schools.

Taking Family Home

(VANCOUVER)—Fred S. Williams, swing painter on the Outfitting docks, has left the yard after being employed here since January, 1943, to take his family back to Indiana before enlisting in the marines.

The WORKER SPEAKS



Sunday Ship Visiting

Sir: There is a certain satisfaction in seeing the finished product of our combined efforts. We on the ways see only the rough shell of the ship. But it would be a real pleasure to inspect one of the almost completed carriers. This could be done at a very minor expense which would be more than offset by improved morale. Why not hold an open house for employees and their families on Sundays? A charge of 50 cents or \$1 could be made and only a limited number of tickets issued each Sunday to prevent crowds from becoming too large. Departments could be given such visits as a reward for outstanding work. Ticket sale money could be used to buy a present for the ship. This program would stop "visits" to ships during working hours.—Howard J. Fortner, pipefitter.

Ed: According to Sid Taylor this suggestion has merit. However, he believes many people would abuse gasoline ration privileges by driving cars to the yard on Sundays, and much pleasure driving is done now. Any plan which would further such abuse should not be encouraged.

Misinterpreted

The item appearing in last week's "Worker Speaks" column over the name of S. R. Comstock was wrongly interpreted by fellow workers to have been written by Leadman F. R. Comstock of the Marine pipe department on the ways.

Pipeman Comstock asks that it be clearly stated he was not the author of the letter that appeared.

Work Fine, If . . .

Sir: The truck dispatchers handle a tremendous volume of business and since they assign the trucks to their respective jobs they must practically be master-minds. When a person asks him over the phone if a certain piece of equipment is available, he must go out on the warehouse platform and find out for himself. This requires a great deal of time.

A light, easily made rack, however, could be provided in front of the dispatcher with buttons on

small hooks, and numbered on both sides. When the truck driver picks up his orders he can also take his button off the hook and take it along. This tells the dispatcher that this truck is now available. As soon as the driver completes the job, he returns his orders and puts his button back on the hook. Thus the dispatcher is instantly able to tell at a glance if he can fill an order.—C. L. Riley, material leadman.

Ed: Bill Teal of Truck Dispatcher comments: "I have discussed this with the dispatchers and we are all of the same opinion—the thought is excellent and would work if all drivers put their numbers on the board when checking in and out. Many individuals, however, are involved. I am afraid it would not work because we have some people in the yard who even forget to pick up and deposit their work badges."

Your Son in Service

Sir: The Junior Chamber of Commerce of Vancouver, in cooperation with the Chamber of Commerce's Veteran Re-Employment committee, is compiling a list of Clark county servicemen and their mailing address in order to plan for jobs for these men when they return to civilian life. The large circulation of the Bosn's Whistle could be of great service in this endeavor if they will publish the enclosed coupon for the benefit of shipyard workers whose sons are in the armed services.—Al Carpenter, chairman.

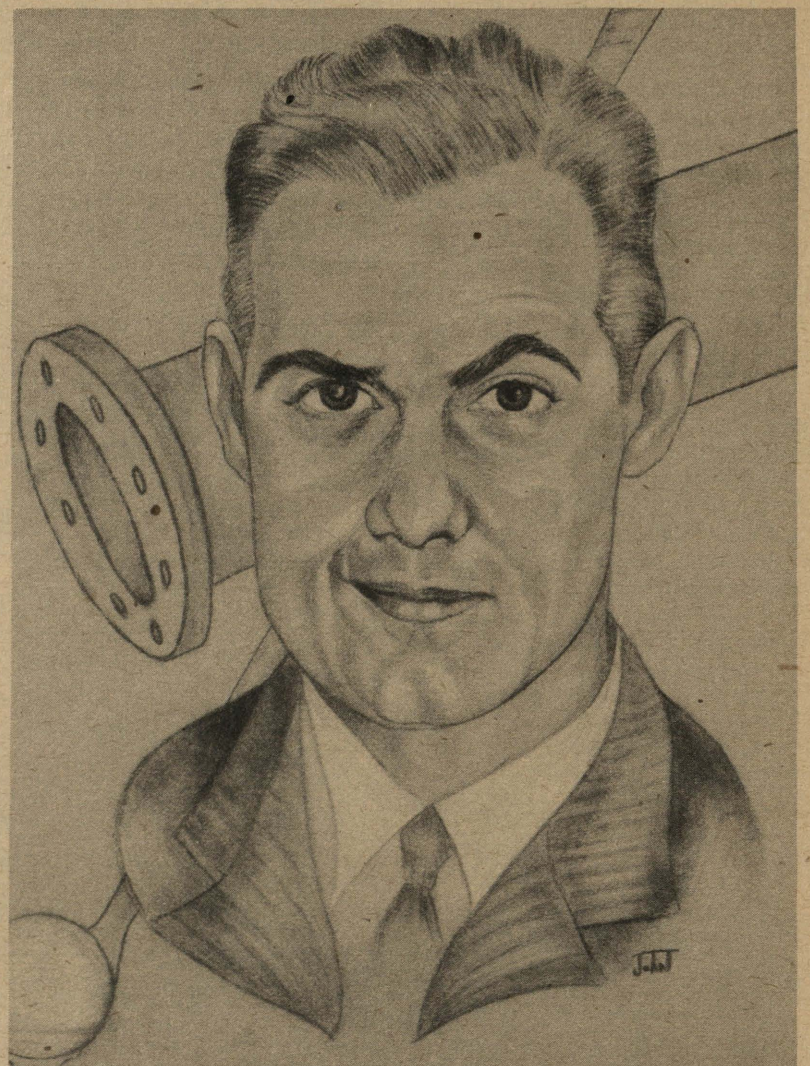
Ed: The coupon is printed below. We urge our readers to fill in and mail the enclosed coupon listing Clark county residents in the service.

Name and Rating

Service Address

Home Address

Please clip and mail to: Office Civilian Defense. Attention: Chamber of Commerce, Veterans' Re-Employment Committee, City Hall, Vancouver, Wash.



Pipe Is His Job Steve Girard, superintendent of the Pipe shop, arrived at Vancouver before the shop was built. Pipe is his job, first and foremost. After that, if he has time, he goes in for golfing. Girard won the Pipe department trophy for 1942. He started work at Vancouver in February, 1942, after a month at Oregon Ship as a fill-in between Grand Coulee dam and the position here. He went immediately from the University of Washington to his first job with Kaiser at Coulee. (Vancouver drawing)



Dagwood Clowns Swan Islanders clamor for autographs of Arthur "Dagwood" Lake and K. T. Stevens, movie stars, at Victory center show staged Thursday noon, March 30, for the day shift. The stars visited Swan Island while in Portland for Four Freedoms war bond appearances. (Swan Island photo.)

Sports Briefs

By TOM LOUITT

One day last spring in the Swan Island gym we noticed a young Indian welterweight in the boxing ring. He was taking on all available opposition. Tireless in his efforts, he also impressed us with his eagerness to learn.

On this day, a few hours before, Lou Nova, then an outstanding heavyweight contender, had performed with sparring mates before a capacity crowd. Eddie Weller, the ambitious Indian lad, expressed a wish that he had arrived earlier to spar with the burly Nova.

A few weeks later, he had his first fight, boxing a draw with a better-known boxer and making quite a hit, at a small professional show in Vancouver. This showing earned him the next show's main event bout which he won. Joe Waterman, local matchmaker, was impressed with Eddie's ability and began to use him on his Portland fight programs. He has made sensational progress, and now, by scoring a technical knockout victory last Friday over Bobby Brock, he has established himself as a future main-eventer.

During all this period he has put in a full shift as a welder each day at Swan Island.

Nice going, Eddie, you're on your way to bigger and better fights. Good luck.

SOFTBALLERS WORK OUT

The Oregon Ship Softball league teams will practice at Pier park until Oregon Ship's athletic field is completed. Efforts will be made to have the new field ready for the season's opener May 1.

At Swan Island players are working out each day on the athletic field. A 10-team day shift league is being organized, and the swing shift circuit will have at least six entries. The Barracks' athletic department is attempting to organize negro softball and baseball teams.

A live-wire group at Vancouver has organized to seek better playing facilities for softball. We wish them luck in worthwhile endeavor.

WOMEN CAN USE GYM

Women workers of Oregon Ship and Swan Island are encouraged to organize volleyball and softball teams. They will receive the full cooperation of their recreation departments. Those interested should contact their recreation department for information and suggestions.

TUESDAY "FIGHT NIGHT"

Three interesting amateur boxing shows have been held at the Swan Island gym, with each succeeding card drawing larger crowds. If you enjoy watching eager youngsters with lots of that old aggressiveness, don't miss the next Tuesday night show.

Among the boxers showing loads of class on these shows are Jim Gordon, Henry Walker, Jerry Baity, Leo Sieglock and Kelly Jackson of Swan Island; Hugh and Jess Skinner, Walter Nelson, Marvin Bailey and Danny Ryrie of Oregon Ship; and Louis Wellman, Tommy Ernest, Pete Long, Dick James, Gil Kelsey and Jim Proctor of Vancouver.

Among the boxing fans we've seen at the shows are Todd Woodell, Hal Babbitt, Jim Emmett, Carvel Nelson, Russ Hysell, Jim Howells, Orrin Weldy, and Chuck Morrison.

OSC Drafts Bauer On Volleyball Team

(OREGON SHIP)—Oregon Ship Administration building executives have "drafted" Al Bauer, assistant general manager, for their coming "rubber" volleyball game with Swan Island heads. Bauer's services were commandeered when it was learned that the islanders had recruited General Manager Edgar Kaiser for their team.

The aggregations have broken even in two games.

The OSC executives dropped four close matches to the topnotch Multnomah Athletic club team last week. Their lineup consisted of Roy Kendler, Todd Woodell, Vince Palmer, Hank Nelson, Everett Browning, Bob Stice, Clarence Codding and Bob Nyborg.

GOLFERS SLATE POSITION PLAY

(VANCOUVER)—Divot diggers will determine their position on department teams through an 18-hole medal match starting Sunday and ending April 16, the Vancouver golf activities committee announced this week.

The committee suggests each department use one course so all players will face the same hazards. Players should turn in score cards to their department golf representative who will send them to the activities group.

Plans are now being made for several spring and summer tournaments, the announcement of which will be carried in future stories. Interested golfers should see their department representative or Ken Hood at the Personnel building.

Big Time Footballer On Swan Layout Work



EB SCHULTZ

(SWAN ISLAND)—Should you happen to see Eb Schultz in a kneeling crouch while doing a layout on a steel plate in the Swan Island Assembly bays, the thought might occur that his 260 pounds on an athletic six feet and four inch frame would be dynamite on any football gridiron. And right you would be, for Eb has been a pillar of power at guard in national pro football for the past four seasons, three of them with the Pittsburgh Steelers.

Pacific Coast football fans will remember Schultz' three years with Oregon State in '37, '38 and '39. He climaxed his outstanding collegiate grid career in 1939 when he earned a guard berth on one of the nation's famous All-American elevens. That distinction landed him his try in the professional game with the Philadelphia Eagles along with such stars as Davy O'Brien.

Although Schultz wasn't fortunate enough to share in any championship glories in the big time, his Steelers finished second in the National league in 1942 and also won the ground-gaining title from the Chicago Bears after the Bears held that superiority for six successive years.

Eb attended grade and high school at Oregon City before entering Oregon State, and was also prominent in track (discus) and boxing. He started his ship building at the Oregon yard, but has been a layerout in assembly at Swan Island for more than a year. He resides in Oregon City with his wife and three children. As for football in '44—mention it and watch Eb's enthusiasm. He's "sold" on the pro game, but admits there are many "ifs" connected with any plans for the future.

Win Skating Honors

(SWAN ISLAND)—Two members of the family of Mrs. Annie Newell, electrician trainee at Swan Island, swing shift, have won rollerskating honors. A daughter, Shirley Newell, 17, and a son-in-law, Will Whitcomb, employed at Oregon Ship, are members of the team which won state championship for novices at a recent meet. Together they won four trophies. They will compete for national honors this spring.

Filmland Visitor In Real Life Drama

(OREGON SHIP)—When Eva Himmelbright, day shift material expediter, went to Hollywood on vacation three weeks ago, she hoped to get a glimpse of her favorite movie actor, make-believe gangster Humphrey Bogart. But she became a central figure in one of the cinema colony's most sensational murder-kidnap cases. Just two hours and 15 minutes after Mrs. Himmelbright arrived by train, and was riding in an automobile with Mrs. Rose L. Eve of Hollywood, a gunman leaped into their car and ordered them to "step on the gas."

A short time before he had fatally wounded a policeman. When she returned to Oregon Ship last week, Mrs. Himmelbright described her adventure March 10.



Mrs. Himmelbright

LOOKED FOR MOVIE CAMERA

"We had just reached the busiest intersection in Hollywood, that's Hollywood and Vine," she said, "when this man leaped into the car. He was brandishing a revolver. I began looking for the movie camera when he told Mrs. Eve to drive to downtown Los Angeles.

"He changed his mind and forced us to drive him around Hollywood for an hour, and then ordered us to park the car at Franklin and New Hampshire streets. He made us walk with him to Hollywood boulevard where the three of us got on a street car.

"He sure was a cheap skate because he made us pay the fare. After we had gone several blocks on the trolley, he told us to get off. We walked a few blocks and then he ordered us to get on another street car by ourselves and go back to where we had left the automobile. That's the last we saw of him."

ATTENTION DANCERS

Here's news for shipyard dance enthusiasts.

A "Spring Festival" featuring carnival attractions, dancing and refreshments is scheduled Friday night, April 14, at Broadway and Force avenue, Vanport, under sponsorship of St. Catherine of Siena Mission. Admission of 25c for adults and 10 cents for children under 12, including tax, will be charged.

Swing shift dances, starting at 2 a. m., are now being staged each Tuesday at Vanport's No. 1 recreational hall and every Saturday at No. 2 hall. Myrtle "Mickey" Weston's orchestra furnished the music.

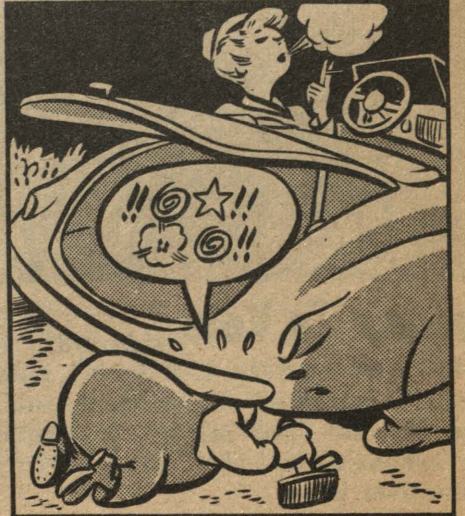
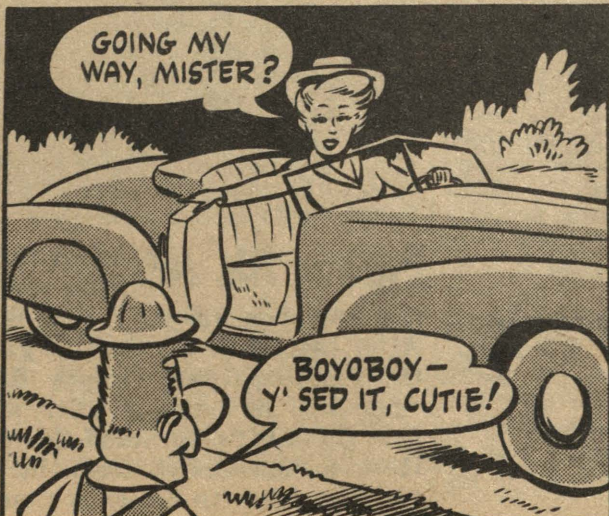
OSC Swing to be Given 'Big Time' Mat Match

(OREGON SHIP)—Oregon Ship's swing shift wrestling fans will be treated to a first class match Tuesday night, April 11, when George Wilson grapples with Billy Hansen in the Mold Loft ring.

Wilson, former All-American football halfback at the University of Washington, has met and defeated some of the best in the game, while Hansen is one of the big names in the wrestling world.

Both are appearing on Portland cards being sponsored by the Western Athletic club.

Stubby Bilgebottom



By Ernie Hager



Outfitted First Liberty These 48 Buckler-Chapman ship joiners have been outfitting ships at O.S.C. ever since the "Star of Oregon," first of the yard's famous series of Libertys, was built. Many of these men, who have worked not only on all of the 322 Libertys built at Oregon Ship, but the eight built at Vancouver and outfitted at Oregon, claim membership in the "330 Club." They are now outfitting Victories.

Veteran Outfitters In 330 Club Bucklers Keep Pace

The black and white tin-hats worn by 2,000 employes of Buckler company and Buckler-Chapman, ship joiners, are a familiar sight at Vancouver, Oregon and Swan Island shipyards. As outfitters of aircraft carriers, under prime contract with the Maritime commission, Buckler company employs nearly 1400 workers at Vancouver and 200 on the fleet oiler conversion job at Swan Island. Buckler-

Chapman, the sister firm, operates under prime contract with the Maritime commission at Oregon Ship, where 400 joiners outfit Victory ships.

Before the war, George H. Buckler, president of Buckler company and partner with Roland E. Chapman, of Buckler-Chapman company, was a building contractor in Portland. From small beginnings, the firms of Buckler company and Buckler-Chapman have grown in size and outfitting skill, apace with the shipyards which World War II has brought to the Portland area.

OUTFIT CARRIERS

Before Buckler company workers started outfitting aircraft carriers at Vancouver in February, 1943, they outfitted 30 LST's built there. At Vancouver they do all sheet metal work on the bulkheads, assembly and installation of the flight deck, all bulkhead insulation, and the assembly and installation of lockers, berths, shelving and furniture.

To date, 33 carriers have been outfitted, out of the total of 50 called for in the contract. This Buckler operation is carried on under supervision of Al Gambell, superintendent.

WORK ON OILERS

Last fall, Buckler company started outfitting Marinship-built fleet oilers at Swan Island. Bucklerites do all sheet-metal work excepting the ventilation systems. They install all expanded metal bulkheads, crew berthing, cabin furnishings and boiler casing lining, insulate bulkheads and refrigerated spaces with fiberglass, put in rat-proofing and construct the cargo deck. Heading up this Swan Island outfitting job is Buckler company Superintendent Jeff Furnish.

400 AT O.S.C.

Oregon Ship is an old "stamping ground" to most of the 400 Buckler-Chapman ship joiners. A number have been outfitting cargo ships there since the yard's beginning. In February completion of Hull No. 330 at O. S. C. was occasion for special observance to 56 of these Buckler-Chapman veterans, who had helped outfit the entire series of Liberty ships delivered from the world-famous yard. These "330-Clubbers" helped finish the S.S. Peter Moran, last of the Libertys, and the S.S. United Victory, first of the Victories, within the 28-day span of the month.

Victory ship outfitting features the installation of refrigeration insulation, general hull insulation, installation of hold ceilings and wooden gun foundations, cabin panelling, cabin furniture, cargo bats and the completion of all finished woodwork.

The present contract of Buckler-Chapman company at Oregon Ship calls for outfitting 32 Victories. Outfitting of the new troop ships will

commence sometime in May and will involve substantial departures from the present outfitting set-up, notably the application of approximately four times as much insulation as is required for the Victories. Thirty-six troop ships will be built and outfitted at Oregon Ship. When these are delivered, Buckler-Chapman joiners will outfit a second series of 37 Victories.

JOINER PLANT

In connection with its ship-joining activities at Oregon Ship, Buckler-Chapman operates a Joiner plant at 200 N. Columbia boulevard. Here about 250 men, most of them skilled carpenters, manufacture and as-

semble wooden cargo ship joinery. Items manufactured include insulated refrigerator doors for both Victories and carriers, cabin furniture, wood gratings, laminated gun foundations, instrument bases and accommodation ladders. Douglas fir flight decking for carriers is also processed here.

Five large Buckler company warehouses feed thousands of ship joining items into the yards daily. In one of the largest of these, located on Macadam street, the base coat painting for every aircraft carrier bulkhead piece which passes through the warehouse is done. This eliminates one re-handling bottleneck at the shipyard.

Storage Room



O. B. "Bill" Dillinham, O.S.C. Buckler-Chapman joiner, puts in a section of shelving in a dry storage space, for canned goods storage.

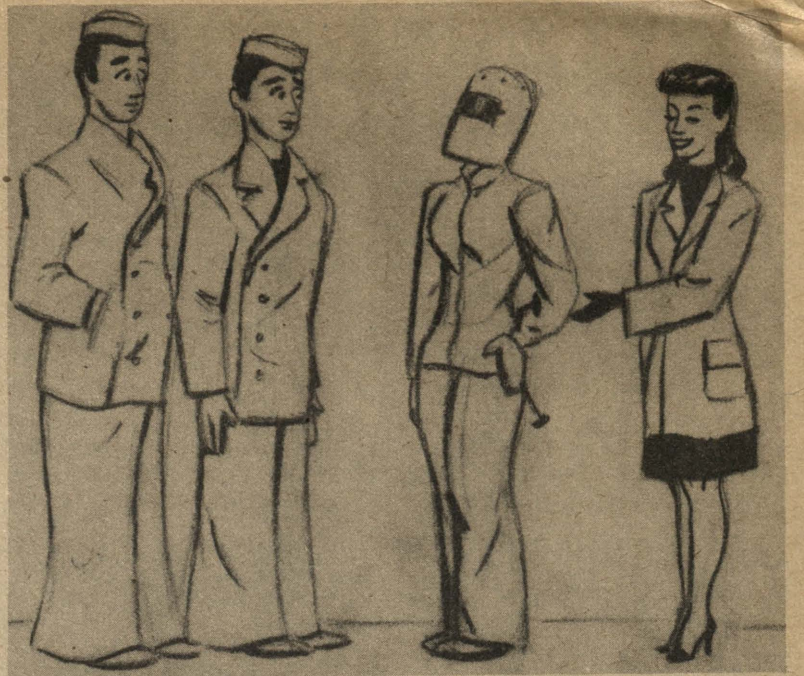
Inside Job



John A. Bennett, painter at the Buckler-Chapman Joiner plant, applies a coat of "Victory ship grey" to a wooden instrument base. Besides instrument bases of assorted sizes, the plant turns out hardwood bases for laundry room and galley equipment for BB3's, and telegraph, drill press and steering stand bases for both BB3's and Victory ships.



Work With Metal Two Vancouver Bucklerites hang one of the 185 metal door frames which go aboard an aircraft carrier. Buckler outfitters at Vancouver deal exclusively with metal, those at Oregon Ship handle wood joinery.



"... and this is Miss O'Shea, your blind date."

Maritime Inspector Identifies 'J. B. King'

(SWAN ISLAND)—The name J. B. King can be seen on almost anything in the Kaiser shipyards, but nobody seems to know who the fellow was. Now Herbert E. Walworth, maritime inspector, swing shift, has come up with the answer. He says it all goes back to the San Francisco World's fair of 1915 and World War I.

Walworth was a visitor at the fair and recalls the crowds that gathered around the booth of a popular penman—J. B. King.

King attracted his audience by writing calling cards in script, copying his customers' handwriting. His specialty, however, was in writing a name, particularly his own, without lifting his pen from the paper. He wrote the "K" last.

According to Walworth, this method of writing the name "J. B. King" spread around the country. When it reached shipyards and defense plants, the obvious surfaces to try it on were the steel plates and bulkheads. Like other fads of World War I, it has been revived.

YARDS PROVIDE REGISTRATION

Facilities for registration of voters at Oregon Ship and Swan Island were confirmed this week by James Gleason, Multnomah County registrar of voters, who urged workers to take advantage of the service.

FOR OREGON WORKERS

You may sign up Friday and Saturday, April 14-15, at a special registration booth in front of the yard gate. The booth will be open from 8 a. m. to 9:30 a. m. and from 4 p. m. to 6 p. m.

FOR SWAN ISLAND

Registrants have been assigned to stations in the pay booths at Mock's Bottom Wednesday and Thursday, April 12 and 13, from 6 to 7:30 a. m. and from 2:30 to 4 p. m. This takes care of the three shifts either coming or going to work.

TAX DEADLINE NEARS

Filing of the Oregon state income tax return and payment of at least a portion of the tax owed, must be made before April 15, state treasury officials reminded this week.

Seventy-five per cent of the normal tax is being forgiven on the 1943 return, they said. They cautioned that Washington residents receiving wages from an Oregon firm and Oregon residents earning incomes from a Washington business, are required to file an Oregon state return.

Progress-I.B.M. Clash To Decide Leadership

(OREGON SHIP)—The Progress department and the I. B. M. volleyball teams will clash Monday night at the Oregon Ship gymnasium in a game to decide the leadership of the OSC league.

The Office Engineers are in third place, followed by Paymaster-Accounting, Hull Drafting, Timekeeping, Transportation and Cost.

SHIPYARD ARTISTS MAY EXHIBIT WORK

Artists in the three yards will soon have an opportunity to show their wares in the third all-Oregon exhibition to be held at the Portland Art Museum, May 26 to July 2. Entries must be submitted between May 10 and May 14.

According to Robert Davis, director of the Museum, a special shipyard gallery will be inaugurated if the number of drawings and paintings submitted by shipbuilders warrants it.

Entrants may submit three works in any one medium or five in different media. Art work must be priced and offered for sale.

Complete instructions and entry blanks may be secured at the Bosn's Whistle office in your yard.

LIMITED BUS PROBLEM SOLVED BY REGULARS

It's something like being in both the wrong church and the wrong pew when a worker boards a "limited" bus leaving the yard, not knowing that its first regular stop may be far beyond where he wants off.

For the benefit of such "sleepers" who slip past the driver, Killingsworth regulars have worked out their own strategy.

Just before a bus is ready to start, a conspirator in a rear seat hails one near the front. "Hey, Shorty! Where does this bus make its first stop?"

The reply comes shouted back, "Twenty-fourth and Killingsworth, of course."

The man in back then asks, "No one can get off until we reach 24th and Killingsworth?"

The answer to this is, "Absolutely not!"

Generally the by-play results in a bolt to the door by some passengers. Other riders gratefully sink into the vacated seats.

ESTIMATED TAX FILING ONLY 8 DAYS AWAY

Only eight days remain in which to fill out and file the 1944 estimated income tax return, the department of internal revenue warned shipyard workers this-week. Deadline is April 15.

Single persons expecting to make at least \$2,700 and married persons who anticipate a \$3,500 income are required to file the return.

CHAMPIONS ALL



(VANCOUVER)—The ten top welding crews from the ways, rated on the basis of the number of feet welded every day for the month of March, were named this week by E. Lorenz' Progress department. Leadmen and crew members entered the voluntary competition in an effort to improve technique and methods of welding. The plan incorporates a breakdown of difficult and less difficult welds plus excellence of completed work. Congratulating the winning crews, Superintendent of Welding, C. B. Hunt added: "A good welder knows how to 'pour it on.' A welding technician who cannot produce, will not launch many ships." Hunt and his assistant superintendents, C. Field, Clarence Hauge and Jack Burer, set up the standards for gauging the output of the various crews.

Pictured above, right, is the Award of Achievement which will be presented by the company to each individual on the winning crews, shown in pictures to the left and below.



THE WINNERS — Graveyard won first place honors under Leadman R. Rolow; (front row) R. Shafer, Rolow, B. Gwinn, C. Graves, (second row) C. Moore, E. Hart, F. McMacken, H. Schmidt.



ADAIR'S GRAVEYARD CREW—L. to R. (front row) L. Adair, J. Mertz, M. Walker, (rear row) W. Van Winkle, L. Loon, B. Egeler, A. Vincent, C. Hedgpeth.



CLUFF'S SWING CREW—(front row) J. Cluff, J. Finley, G. Cagle, (rear row) J. Garza, C. Fannin, V. Peterson, H. Bunney.



C. SMITH'S SWING CREW—(front row) C. Smith, G. Davis, E. Skeeters, (rear row) E. Dingman, M. Burnett, V. Leonard, V. Smith.



DAY'S SWING CREW—(front row) R. O. Day, E. Smith, L. Larson, (rear row) K. Cockran, K. Thoreson, M. Owens, (absent) K. Sythe, W. Gearheart.



FURLATTE'S DAY CREW—(front row) F. Hamburger, E. Millis, Dorothy Kudlacek, (rear row) R. Furlatte, H. Hampson, W. Daily, (absent) Irene Church, Paul Theel, Emma Finn.



GRANT'S SWING CREW—(front row) R. Grant, A. Hust, J. Greene, (rear row) E. Roberson, W. Hinz, J. Lenz.



CUNNINGHAM'S DAY CREW — (front row) J. Smallwood, J. Miller, N. Tucker, (rear row) C. Cunningham, C. Engberg, W. Gaddis, (absent) W. Dee, R. Burch.



SABOLICH SWING CREW—(front row) J. Sabolich, A. Dykstra, C. Mabry, (rear row) H. Walker, E. Dunmirc, H. Sisson, (absent) L. Wilson.



DOTY'S GRAVEYARD CREW — (front row) J. Doty, E. Judd, (rear row) A. Johnson, B. Cublic, L. Fowble, W. Anstine.



All-State Crew These six graveyard women welders shown with their leadman, call themselves the U. S. crew, because each woman comes from a different state in the union. They have worked together on the ways for six months. They are, left to right, A. A. Ingstad, leadman, Minnesota; V. E. Smith, Arkansas; G. C. Schole, Nebraska; L. F. Roland, Texas; L. M. Brown, Montana; A. L. Doner, South Dakota, and H. F. Swett, Washington. Absent from the picture is L. Snyder, Oregon. (Vancouver photo.)

Community Center Set For Mid-April Opening

(VANCOUVER) — Completion of the Burton Homes community center is scheduled for mid-April, the Vancouver housing authority announced today. Fred Bowman of the project services staff will be in charge.

An assembly, project management offices, auditorium with well equipped stage, spacious lobby, a kitchen for use of the tenants, and four clubrooms, three of which may be combined forming a larger meeting room, are features of the new center.

Enlists in Marines

(VANCOUVER) — Leona Kenewell, former Marine electrician, enlisted in the marine corps women's reserve March 25 and has been placed on inactive status while awaiting orders to report for basic training at Camp Lejeune, N. C. Private Kenewell has two brothers, Frederick and Edwar, serving with the navy.

INQUIRING REPORTER

QUESTION!

What do you think of the programs broadcast over the yard P. A. System?

A. C. Northup, graveyard rigger in Assembly, "I think the music could have a little more life to it. The music they play would put you to sleep. It would be a good idea to have a 5-minute spot news-broadcast. Piano recitals aren't particularly interesting at 4:30 in the morning. There's a time and place for everything."



L. M. (Micky) DeMott, swing welder on Way 3, "Sometimes they have good music, sometimes they don't. They should get people who can sing or else tone them down. I like the request idea because it gives the workers a personal interest in the programs. Some people like one thing, some like another. The news idea is not so hot—too much talking to hear properly."



K. C. Joseph, graveyard welder trainee, "I like the program. The music is swell. I like to know what's happening while I'm working and I also like a little music for relaxation. They could have a little more swing music, but I don't mean cut the news off—have both of them."



Lucille Colson, day shift tool-checker on Berth 3, was somewhat averse to speak her mind, but after she started she had ideas. "I think the music in the morning is really swell. It makes one feel like working—especially march music. News is okay but you don't hear it. I never listen anyway. You always hear that on the radio and read it in the papers."



Jack Allison, day maintenance machinist on the Whirleys, "I like it when I hear it. However, that isn't often. We work at noon and it doesn't give us much time for that sort of thing. The reception up around the main electric is poor. I like the music in the mornings, especially marches."



Joyce Barnes, day shift electrician journeyman on the Outfitting dock, "Well, I like it as a rule. I like music. I think it would be a swell idea to have more request programs because then people listen better. They play my favorite piece quite often, 'I'll Never Smile Again.' I just sit and drool... I can't even eat while it's on."



W. E. Smock, swing pipefitter at Deck Erection, (the swing program was just starting when this interview took place) "It's mighty nice. It puts more spirit in the people... it does me anyhow. I prefer something good and peppy. The news cast at lunch time is interesting. I always get out where I can hear it."



Wanda Johnson, day shift tool-checker on Outfitting dock, "I think the programs are swell. I prefer popular music to the other kind. Most of the time you can't hear the news. There's too much talking. You know you can talk and still hear music but that isn't true with the news. I believe we should have more request programs."



CLASSIFIED

HELP WANTED

(VANCOUVER)—Top tenor wanted for the Vanyard Quartet. Should be able to read music. See Bob McCoy, yard program director, first floor, Personnel building. Phone Ext. 644 or 656.

BIRTHS

PERMANENTE HOSPITAL

Mr. and Mrs. Rynold Franklin, Burton Homes, a girl, weighing 7 lbs., March 19. Franklin is a machinist welder swing shift.

Mr. and Mrs. Dolos V. Schneider, McLoughlin Heights, a girl weighing 6 lbs., 11 ozs., March 20. Schneider is a swing shift welder.

Mr. and Mrs. John Januschettis, Burton Homes, a son, weighing 8 lbs., 5 1/2 ozs., March 23. Januschettis is an electrician leadman on swing shift.

Mr. and Mrs. Fred Kammerdiener, McLoughlin Heights, a girl weighing 6 lbs., 10 ozs., March 20. Kammerdiener is a swing shift boiler maker welder.

Mr. and Mrs. Dale Ringer, McLoughlin Heights, a girl weighing 8 lbs., 15 ozs., March 21. Ringer is a rigger leadman on day shift.

Mr. and Mrs. Marvin Williams, Bagley Downs, a girl weighing 8 lbs., 1/2 oz., March 22. Williams is a marine machinist swing shift.