



FUTURE MAPPED

Contract on Fixed Price Basis

Miller Says Postwar Operation Depends on Present Efficiency

MEN AND WOMEN OF VANCOUVER:

These words are for all of you who want a straight-forward answer to some of the confusion again apparent in the yard. Whatever confusion exists is born of war conditions and change in contract arrangements, but mostly of misinformation given by persons not in possession of the facts. Let me be specific.

The C-4s and the carriers to follow are URGENTLY NEEDED.

The C-4s are needed just as quickly as we can deliver them to help carry the tremendous load of troops from the European to the Pacific fronts, and to bring back the men and women in Europe who have done their part and can now be sent home. The carriers are needed to speed the final blows against Japan.

Admiral Vickery says the C-4s are needed. Admiral Cochrane says the carriers are needed. Both speak with the full authority of the Joint Chiefs of Staff who are fully responsible for planning the war and who know what their requirements will be.

Effective June 1, a new type of contract went into effect on the C-4s. The new contract is the most competitive type of contract in the shipbuilding industry. If we build these ships for less than the contract price, we make a profit. If they cost us more than the contract price, we lose money. If we make a profit the Kaiser company can continue in some type of business and provide jobs in the future either here or elsewhere.

The change in the type of contract has made certain changes in clerical and administrative procedure necessary. This will result in some reductions and readjustments in certain classifications.

Nevertheless, we are short of manpower if we are to deliver these ships on schedule. This is not as confusing as it sounds. No reductions in personnel have been made or will be made which will impair the efficiency of our operations or delay by one day the delivery of a ship. All speed, consistent with good workmanship, is still the most essential factor in our operation. We need chiefly craftsmen, such as welders, shipfitters, sheetmetal workers, machinists, pipefitters, etc., on the ways and dock.

Too many employes have left the yard for peacetime occupations. Since V-E day the number leaving each week is greater. With the closing of school the pace has again increased. We cannot maintain the schedule the Army and Navy ask if this tendency is not reversed.

Present contract obligations will keep all the yard busy until early in 1946, and a large part of the yard will be busy until fall of 1946. V-E day has not changed this picture. In any event, Admiral Vickery, while here, stated plainly that should any major cut-backs take place there would be advance notice so that large layoffs would not be necessary without warning.

These are the essential facts at the Vancouver yard today. Might I suggest that each and every employe give them sober consideration. As with all large organizations, mistakes have been made from time to time. Human frailties are naturally apparent. And like each of you, the company has from time to time had to make



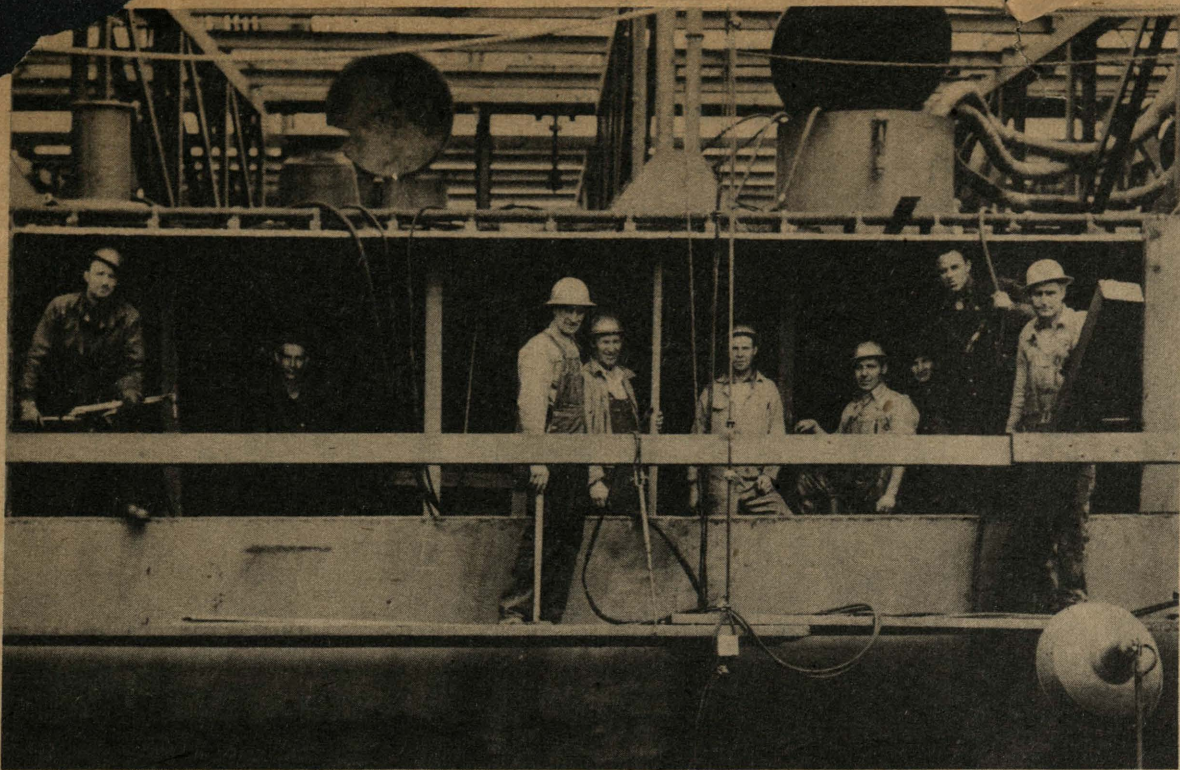
MIKE MILLER, Vancouver Manager

readjustments because of the changing tides of war. I know that the excellent records established at this yard in the past have not gone unnoticed. This is the principal reason that we have a heavier work load today than most of the shipyards in the country. I know that at times like this, when the ships we are building are desperately needed, they expect Vancouver to deliver on schedule. For my part, new contracts or not, I want to see these ships delivered ahead of schedule as we have done in the past. I believe every man and woman in this yard feels the same way. I say this knowing full well that many of you are deeply concerned about post-war security. I say it knowing full well that many of you have come a long way to work here and have personal problems that make staying here difficult.

But I also know the overwhelming majority will see this through. I know it because you have consistently done so through many difficult circumstances in the past.

I know Vancouver will continue to be proud of its war record!

MIKE MILLER.



One of the plates that was damaged when the Bladensburg collided with a troop transport is being replaced here by repair workmen. Those in picture are Alvin Johnson, Thor Hansen, R. W. Thomas, Nate Thompson, Leslie Westling, Dick Thomas, Guy Roley, Fred Schmauder and Jim Walker.

First Swan Ship in for Repairs Tanker Skipper Proud

(SWAN ISLAND) — The first Swan-built ship to return for repairs, the tanker S S Bladensburg, came "home" last week to the Outfitting dock after 13 successful voyages in which she traveled approximately 250,000 miles and delivered 63 million gallons of petroleum to the front lines in the South Pacific. The vessel, 26th ship built at Swan Island, was slightly damaged in a collision with a



CAPTAIN HIRSCH

Nobel Prize Winner Pays Yanks Visit

(OREGON SHIP) — Dr. Joseph Erlanger, winner of the Nobel prize in physiology and medicine for 1944, and his wife were visitors at Oregon Ship, May 29, and attended the launching of the S. S. Oglethorpe Victory. Dr. Erlanger is professor of human physiology in the school of medicine at Washington university in St. Louis.

The doctor also visited the Vancouver yard and the Permanente Foundation hospital. He is giving a series of lectures to the Portland Academy of Medicine on the nervous system and blood pressure.

troop transport during blackout in the Pacific. Traveling at a 45-degree angle toward the Bladensburg, the troop ship struck her forward with such force that the collision swung both ships' sterns together. Radio silence was maintained after the crash, but signals were used to learn whether either vessel needed assistance. The tanker was in ballast at the time, so no fuel was lost.

"I always had been suspicious of welded ships," said Capt. Lawrence Hirsch, skipper of the Bladensburg, "but after being hit with the force that we were hit, to me it was almost unbelievable that we had suffered so little damage. We've taken some long journeys from the Caribbean to the South Pacific. It's 10,000 miles. The Bladensburg handled remarkably well. Without the tankers that you people at Swan Island have produced, the war in the Pacific never could have been fought and won to the present extent."

DRYDOCKED ONLY ONCE

The Bladensburg was launched from Way 2, Aug. 20, 1943, just two months after keel-laying, with Mrs. Oscar S. Cox as sponsor. During 20 months of service, the Bladensburg has been in drydock only once.

Captain Hirsch's experiences on the Bladensburg are not his first on a Swan Island-built tanker. He was skipper on the S.S. Elks Basin, Hull 61, which Mrs. Mark Clark sponsored. This ship was traveling at 18 knots when a Jap sub was sighted. "We gave her everything she had and got her up to 105 r.p.m.s and pulled away from the sub," said Hirsch. "She ran just as well then as she did at 90 r.p.m.s. I was really proud of that ship."



Guard William F. Spencer flexes nimble blade from among his collection, gathered during many years in the sport of gallants. He deplores the fact that in fencing only the rules—and none of the dangers—remain.

Labor Supports Building Project

Important units of A. F. of L. membership in Oregon have endorsed the state building fund proposal, which will come before the voters on June 22, according to H. J. Detloff, secretary of Machinists union No. 63. He said the measure has the backing of the Oregon State Federation of Labor, Steamfitters No. 235, Electrical Workers No. 48, Boilermakers No. 72 and the AFL Postwar Planning committee, as well as his own local.

In stressing the vital interest to labor, Detloff pointed out that the measure would authorize use of excess income tax funds now accumulated in the state treasury, utilizing them for construction and repair of badly needed state buildings.

"It is in the interest of labor to vote for the state building fund measure," he said. "The buildings

are badly needed and their construction will be of interest to the building trades, who are looking to post-war employment."

He noted that construction provided in the measure includes work at the state hospital for the insane, Oregon state college, University of Oregon medical school at Portland and the state penitentiary.

Polls will be open from 8 a. m. to 8 p. m., with voting to be conducted at the regular polling places.

Guard Names Fencing As Finest of Sports

(OREGON SHIP)—With flashing steel blade held in his right hand, knees bent, left hand raised behind him, William F. Spencer, an OSC guard, last week demonstrated at his home the finesse of his favorite sport—fencing and swordsmanship. "No sport in the world has a higher code of honor or more elaborate rules," Spencer said as he showed the thrust and parry used by nobility in the days of the "Three Musketeers" to settle their disputes of honor.

As a matter of fact, Spencer declared, it was while reading that book and others of the same period that he decided to take up the hobby. After seven years of study with the best teachers he could

find, Spencer continued with the light-footed sport until he had met and mastered some of the top-flight fencers and swordsmen of the 20th century.

GRACE DEVELOPED

"Fencing is a great sport," the quiet, elderly guard said. "It's the best of all for developing grace of movement, quickness of the eye and coordination." A good woman fencer can dance with the lightness of thistledown, he added.

Though duelling with rapiers now is outmoded, even as recently as the turn of the century the sport often had deadly intent, he recalls. In his early 20's, Spencer joined the famed Battery A, U. S. cavalry, and there learned to use a sabre.

"We weren't playing, either," he declared. "We were as much in earnest in those sabre matches as today's young soldiers are in learning bayonet drill."

"But there wasn't much sport to that kind of fighting," he added. "It was all hacking and slashing."

And, he said, he much preferred the more delicate but equally deadly rapiers and foils.

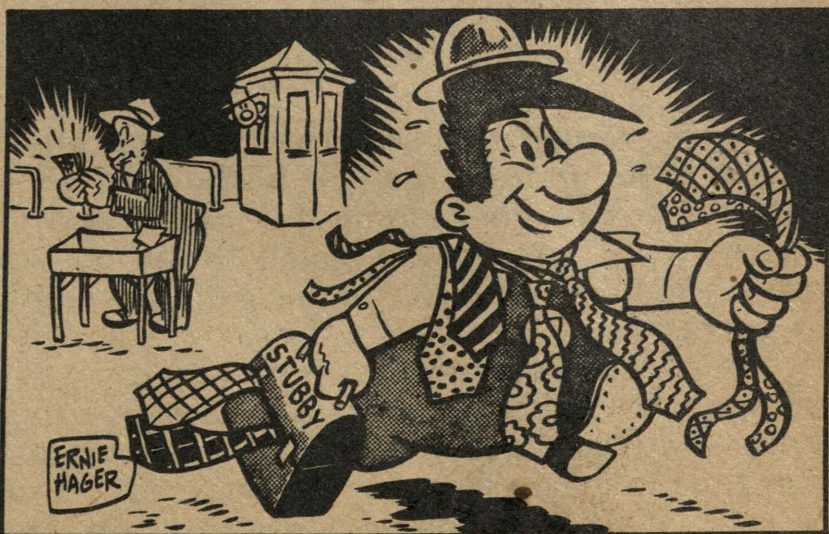
"Fencing nowadays is all done with buttons or guards on the ends of the blades and there is no danger to the fencer," he added. "Fencers maintain the code of honor but that's about the only vestige left of the days when a man's life could depend on his agility and skill with the blade."

Sixteen Confirmed At Church Rites

(VANPORT)—Sixteen boys and girls were confirmed during church services of the National Lutheran council May 20 at Community building No. 2, the Rev. S. C. Siefkes, pastor, announces.

In the class were Jeanine Greenman, Helen Grotjohn, DuWayne Haugen, Richard Jackson, Joanne Leiseth, Ardean Nordgren, Marcia Peterson, Elaine and Lowell Ramsdell, Jack Sackman, Eugene Seland, Herbert Siefkes, Lynn Skjei, Dolores Skovgaard, Vernis Thorstad and Annabelle Young.

Stubby Bilgebottom



By Ernie Hager

HIS BOTTLE WENT FARTHER THAN MOST OF OURS DO

(SWAN ISLAND)—H. A. Wildermuth, Electrical department, is pondering the answer to a mystery launched four years ago. While on a hunting trip at Brookings, S. D. on Sept. 20, 1941, he wrote his name, address and the date on a piece of paper, sealed it inside a bottle and dropped it into the Sioux river. Many have obeyed the impulse to see how far a bottle would travel before crashing against a rock or becoming lost as debris on shore. Wildermuth's bottle took quite a trip.

On May 22, 1945, a fisherman at Altoona, Wash., retrieved a bobbing bottle from the Columbia river. When he opened it and found the identifying paper he couldn't believe his eyes. The Sioux river is a tributary of the Missouri river, waters which finally enter the Gulf of Mexico. To have reached the Columbia, the bottle must have gone through the Panama canal or around the horn.

Ribbons Approved For Merchant Fleet

President Truman has authorized the wearing of the Navy's Philippine Defense ribbon and the Liberation ribbon by officers and seamen on ships of the merchant marine participating in those operations, the War Shipping administration has been advised.

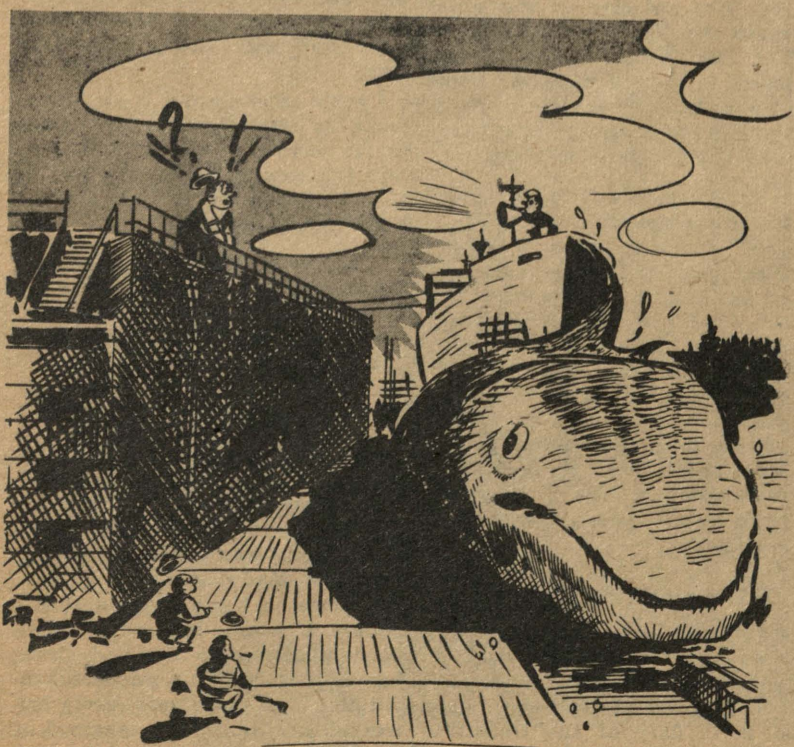
Hundreds of Libertys, Victories, tankers and other merchant vessels have transported troops and supplies in the operations that have regained the Philippines. Many have been subjected to enemy attack and some have been sunk or put out of action with serious casualties among civilian crews.

Chamber Offers Books To Advise Farmers

For all war workers who plan to take up farming after the war and desire information concerning farm opportunities in Oregon, the Portland Chamber of Commerce announces that a booklet "Farming in Oregon" has been prepared. Intent of the publication is to give a true picture of agricultural possibilities in the state, according to Wade Newbegin, chairman, agricultural committee. The booklets are available at the Chamber of Commerce offices.

Volunteers Sought

(VANPORT)—Women over 18 are needed as volunteers to take a training course during June to prepare as supervisors for the Girl Scouts' Camp day, which opens at East Vanport June 26. Three supervisors are sought for every eight girls at camp. Applications are being received by Helen Deppe, director of the East Vanport Community building.



"Troubled with barnacles, I think. He came in with us from Okinawa."

Tomorrow, What? Vancouver Has Its Answer

A FRESH, slack water harbor, which could store 400 or more Liberty or C-type ships, provide 17 miles of dockage, 3000 acres of industrial sites above high water, 1200 acres for an airport and a turning basin of 2800 acres, dredged to a depth of 35 feet. This is the major post-war project now being planned for the city of Vancouver by a citizens' committee representing civic organizations, labor and farm groups.

Vancouver, a sleepy little city of 18,788 before the war and now a booming city of 90,000, has been thinking about the postwar era for a long time. It has the "Little Moses plan" being developed by Joshua Vogel, city planner from Seattle, and the "Vancouver plan" for disposition of



L. Henderson the war-time housing. Both have attracted nation-wide attention. But Vancouver leaders realized that most important is the need for creating real jobs beyond any public works that might be secured. The answer, they realized, was to attract new industry.

HENDERSON HIRED

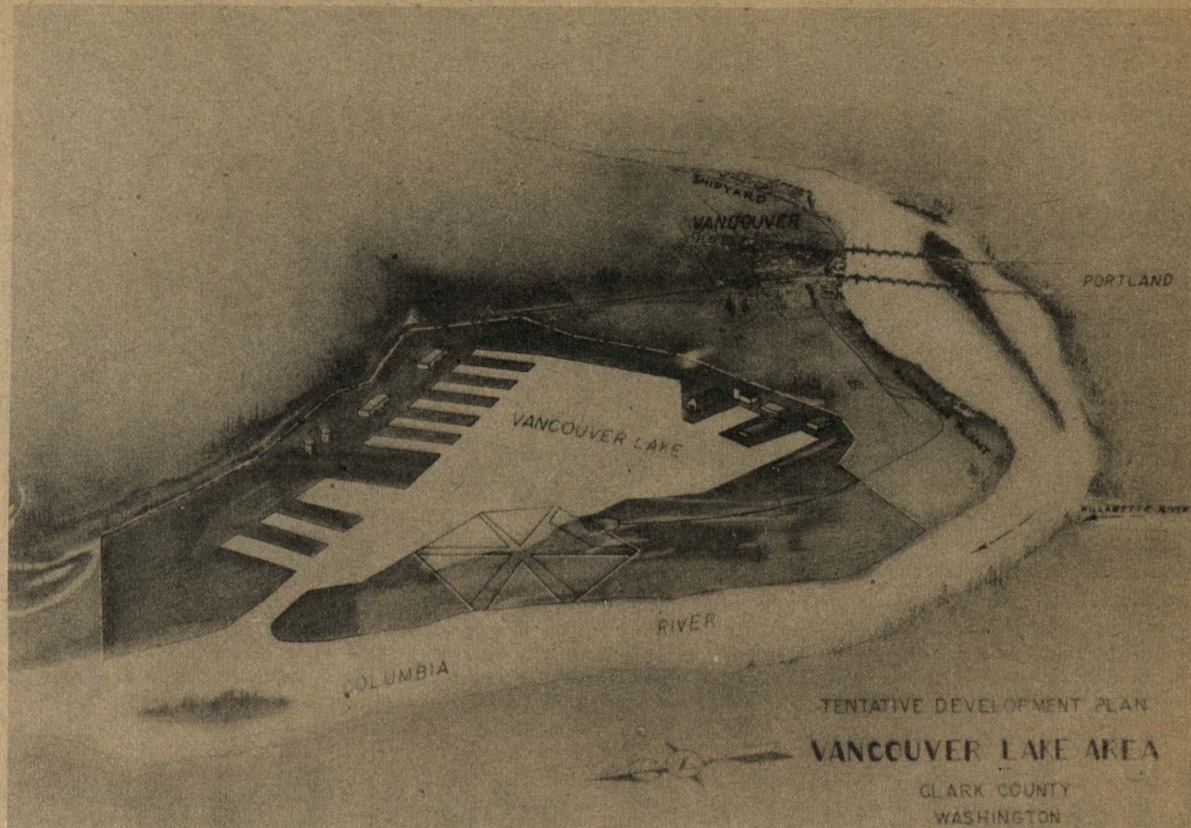
With this as a goal, the industrial committee of the Vancouver Chamber of Commerce hired Lowell Henderson, former city engineer, as consultant. He found that industry is seeking sites in the northwest, all right, but industrialists wanted to know where the sites are to be found.

Vancouver decided it could supply the answer. A citizens committee of more than 50 members, including representatives of the Chamber of Commerce, Junior Chamber of Commerce, Central Labor council, the Grange, and practically all other civic groups was organized. Then a concrete and far-reaching plan was developed, chiefly by Henderson, which would provide not only industrial sites, but would include a storage basin for maritime commission ships. It is known as the Vancouver Lake Port project.

The project is outlined in a brochure prepared for Governor Mon C. Wallgren of Washington which he took back to the nation's capital recently to present to Senators Hugh Mitchell and Warren G. Magnuson, Congressman Charles Savage, and to President Truman.

PROVIDES FOR HARBOR

It is proposed to acquire, dredge and develop the Vancouver Lake area northwest of the city of Vancouver as a still water harbor, ship storage basin and an industrial port under Vancouver Port Authority



Vancouver's Postwar Proposal

A Citizens' committee composed of representatives from civic organizations is now actively working to carry out this project for ship storage and industrial development. The tentative, long-range plan shown here brings out these salient points: a potential dockage of 17 miles, storage for 400 or more Liberty or C-type vessels, 3000 acres of industrial sites above highwater, 1200 acres for a possible airport site, and a turning basin of 2800 acres dredged to a 35-foot depth. (Vancouver photo).

management. The proposal provides a potential dockage of 17 miles, 3000 acres of industrial property above high water and an additional 1200 acres that could be used as industrial property, an airport to handle both sea and land planes, or any other use that may be more desirable. It would provide ship storage space for approximately 400 or more Liberty, Victory or C-type ships in fresh-slack water.

The site has railroad facilities of the Astoria, Portland and Seattle railroad and a common carrier line serving four major railroads. It is at its nearest point, only four miles from the center of Vancouver and 11 miles from downtown Portland. The total area involved, including port basin, is approximately 7000 acres. This is a greater area by more than 2500 acres than the entire city of Vancouver, including the Vancouver Barracks.

The lake is owned by the state of Washington, and the tidelands by the Vancouver Port Authority. Additional land necessary for the proposed plan is presently a low-land area used only for grazing and a few small dairy farms.

IMMEDIATE POSSIBILITIES

Fortune Magazine (November, 1944) outlined the plans of the United States Maritime commission for storage of surplus ship tonnage. It said: "The Maritime commission estimates that Liberties can be maintained—by periodically turning over their engines, chipping and scaling their hulls, and towing them into drydock to be cleaned and painted—at an average cost of \$4000 a year."

Such ship repair and maintenance facilities could be located in the harbor immediately. This would produce annual work within the harbor in the amount of approximately \$1,600,000. Industrial sites should be provided, with modern dockage, for industries presently seeking sites in this area.

Representatives of many large firms have been looking over the Pacific northwest for plant sites. The proposed plan would meet the requirements of all these industries. Sites with adequate facilities are scarce at the present time.

VICKERY OUTLINES NEED

In regard to the immediate objective—storage of surplus ships after the war—Vice-Adm. Howard L. Vickery, vice-chairman of the Maritime commission, outlined the desired requirements of that agency in seeking sites during his recent visit to this area. He listed four main requirements, and indicated he did not expect to find all four in

any one place. "But," he added, "the sites we select will be as near to these requirements as we can find."

Vancouver Lake appears to be pretty close to what Vickery wants. He said the storage basins should be in fresh-slack water. Vancouver lake meets that requirement.

He said the sites should allow room for approximately 500 ships in one place, and be fairly well secluded so that the ships could be well guarded and policed. Vancouver Lake provides space for 400 or more ships, is away from main highways and traffic and would allow excellent "fencing in" of the ships, as the project is tentatively outlined.

He said the site should be in a climate that is not subject to freezing temperatures. Vancouver Lake, while not meeting this requirement 100 per cent, is in a temperate zone where there is little freezing weather.

Finally, Vickery said that the site should be easily accessible to ship repair facilities. Vancouver Lake is located at the junction of the Willamette and Columbia rivers where a trip to present repair facilities at Swan Island or the port of Portland are handy. In addition, the site provides excellent potentialities of locating ship repair docks right in the lake area itself.

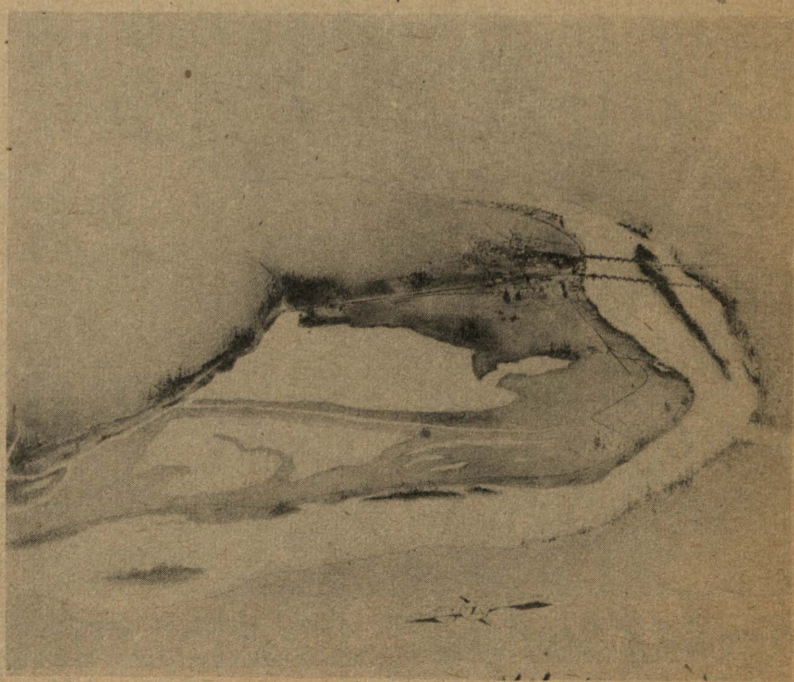
NEW PAYROLL

Even with ship storage alone, Portland and Vancouver would gain

a payroll that would aid in taking up post-war employment slack. The dredging, estimated at roughly \$7,000,000 to \$11,000,000, depending upon the depth the lake is dredged, would provide many jobs during the construction period. In addition, as Vickery pointed out, the storing of 500 ships is, in effect, the storing of half a billion dollars worth of physical assets. Property of such value would require not only necessary maintenance costs, but should be well guarded.

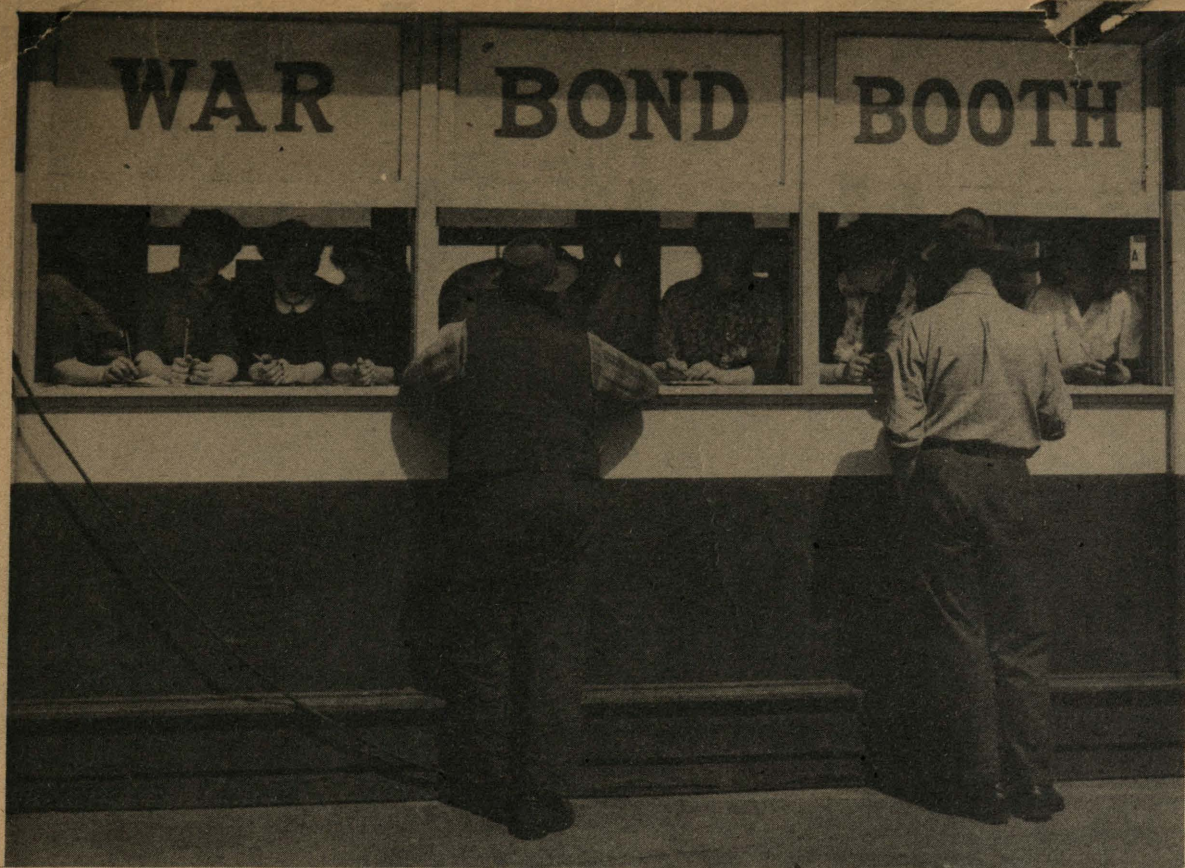
The purpose of ship storage plans was made clear by Vickery during his visit here. "This country," he said, "will probably never again be allowed the opportunity to build ships on the scale we have built them during this war without the hazard of air raids. Any future war will likely see this nation subjected to the type of raids that England suffered in this war, and England as a result, has been unable to build ships on anywhere near the scale we have. To have surplus ship tonnage 'laid up' and in good condition is one of the best types of insurance we can buy in case of war."

In scope and concept, the over-all proposal has possibilities unequalled on the Pacific coast. If oriental trade and industrialization of the northwest materializes, it can assume leadership in that progress. It can become the leading air-rail-water terminal on the Pacific coast.



As It Is Now

This is an artist's drawing from maps of the areas to be developed as a proposed Vancouver Lake Port. The project would combine Vancouver (upper) and Shillapo lakes into one unit. In years past, the territory has been a favorite spot for fishermen and hunters. (Vancouver photo)



Fourteen girls are still on hand today and tomorrow (Friday and Saturday, June 8-9) to cash paychecks and sell war bonds to yard employes. Goal this week-end is to secure the \$125,000 extra pay resulting from the time-and-one-half day on Memorial day. Girls in the picture, left to right: Jerry Oveson, Peggy McCamey, Heramay Finch, Carole Fauble, Ann Morris, Anna Lou Nelson, Myra Deihl, Jo Durgelah, Nellie Aldrich, Mary Dokos, Jeri Green. Buying bonds are swing shifters Sam Koski, Assembly, and W. J. Barch, Yard Maintenance.

Holiday's Extra Pay Should Go in Bonds

(VANCOUVER) — The extra Memorial day pay to Vancouver's employes amounting to \$125,000 is being eyed today and tomorrow by salesmen at the special War Bond booth as an added impetus to the Mighty 7th drive, according to Tony Greer, war bond chairman. The extra money is the result of a "time-and-one-half day" paid for working on the Memorial day national holiday. "It has



Wee Bit o' Scotland For a brief period of time, during lunch period on June 1, a bit of old Scotland visited the yard in the persons of Stuart MacAlpine, Charles M. Robertson, Harry Fenley and Helen Mills. MacAlpine is a draftsman in the Naval Architect's division. He, Robertson, and Fenley played the "pipes" while Miss Mills, Portland dancing instructor, did the sword dance.

been suggested that there is no better way to pay tribute to our war dead than to invest this extra pay, on all paychecks today, in war bonds," says Greer. "It can provide the final push in the Mighty 7th to knock cash sales 'over the top.' The girls at the special bond booth will cash paychecks gladly. By adding a bit to the extra amount on today's check, employes can buy an additional bond."

Meanwhile, with cash sale booths in the yard closing Saturday, the totals in the Mighty 7th at Vancouver yard passed all previous high marks. An estimated total for cash and payroll deductions for the week ending June 3 neared the \$4 million mark. Sales will be counted throughout the balance of this month in the final totals, Greer points out. Weekly payroll deduction totals are higher than at any time in the history of the yard, with special deductions still coming out of checks in addition to regular payroll deductions.

At press time, a request was received from the United States Treasury department that cash sale booths in the Mighty 7th remain open throughout Saturday. "Vancouver will follow this suggestion," said Greer. Employes desiring to buy bonds for cash after that date can do so at the Bond department through June 23 and have them count in the Mighty 7th totals, he added.

PRIZES IN BALANCE

As the drive went into its last month, 17 prizes still were at stake. No report on totals for the sponsorship contests were available as yet, and drawings for the \$3000 in bond prizes and a \$5000 house will not be held until sometime in July.

Details of the two bond-buyer launchings will be announced later. One will be won by day shift employes and one by swing and graveyard shifts.

CARD OF THANKS

We wish to thank the Guard department, Outfitting dock laborers, Building Service union, Sheet Metal department and all who so kindly remembered us with flowers on the loss of our son, Bob.—Mr. and Mrs. Robert Dullin, Guard and Administration Building Matron.

3-Year Club's Dance, Launching Plans Set

(VANCOUVER)—Plans are near completion for the Three-Year club swing launching and dance Tuesday, June 12, it was announced this week by Louis Lee, yard photographer and president pro-tem. The launching will see Mrs. W. J. Rohe, wife of the Timekeeping department coordinator, as sponsor. Rohe's name was drawn first from the list of 708 members in a special yard program, Friday, May 25.

Other members of the launching party in the order of their drawing, will be: Matrons—Mrs. Frances Parker, wife of C. D. Parker—day marine machinist on Way 7.

Mrs. Earl Smith, wife of Earl Smith—swing supervisor in Tool Clearance.

Mrs. N. G. Graham, day matron in Administration building.

The flower girl, Helen Shores—swing clerk in the Rigging department, was chosen by E. R. Baker, swing "cherry picker" foreman.

Father James F. Fogarty will deliver the invocation.

DANCE TO FOLLOW

The swing shift launching will be followed by the dance at Columbia House recreation center. Arrangements are planned to accommodate 500 to 700 couples. Ice cream, cake and soft drinks will be served during intermission, and the sponsor

will be presented the traditional gift from the company. Entrance to the dance will be by identification cards obtained by showing 3-Year club membership cards at the war bond booths prior to close of shift Saturday.



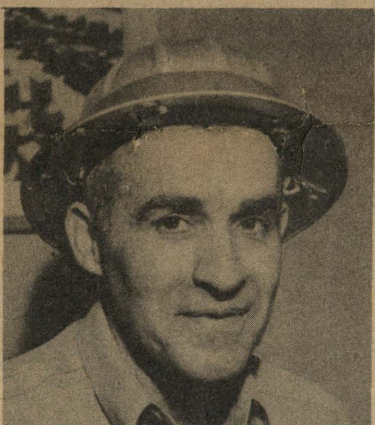
EARL SMITH



MRS. N. G. GRAHAM



W. J. ROHE



E. F. BAKER



C. D. PARKER

The WORKER SPEAKS

North Gate Slighted

Sir: Why not give us who enter through the North Gate a break? When there is something for the workers to see, such as the plane that was at the West Gate recently, why not bring it around to our side also?—Y. T. Moyers, badge 25672.

Ed: Occasionally something like the plane, "Queen of Ra-baul" that appeared at the West gate last week for inspection by the workers, is scheduled here for so short a time that only the best arrangements under the circumstances can be made. In such case the West gate is more desirable than the North gate. More people pass through the West gate, for one thing, and more space for such displays is available.

Wrong Shift, Group

Sir: In the Issue of May 25 you had an article in regard to two bond buyers from our department, Mr. A. N. Barrows of Carpenter shop and B. C. Bare of the Outfitting dock.

It was nice to see in print the names of these two large buyers and I would thank you for the favor of giving us this publicity. But you gave credit for the above to Group

3 on day shift. These two persons have been working swing for me so long that not even a child could connect them with Group 3 on Day shift!

I would appreciate it if you would make the correction and give credit to the correct group. It might not be a bad idea to publish the fact in the Whistle after that is done.—Shipwright Department.

Ed: Only the "Whistle" was in error. The Bond department has these buyers credited to the proper shift and group—Swing in Group 4.

Changed His Mind

Sir: I've been getting the Bosn's Whistle and you can't imagine how much it means to me. So they are starting a 7th War Loan drive. Well, when I was home that always made me mad but now I wish I was home so I could buy a few. I believe I would buy a lot more bonds and give to the Red Cross because it surely is a wonderful institution. The Red Cross surely has treated us well and I'm ashamed of myself for the way I used to cuss about it. I think it is all right now because I know how much it helps out. It surely does all it can.—T/5 Floyd P. Lauer, c/o Postmaster, San Francisco.

INQUIRING REPORTER

QUESTION:

"How long do you think the war with Japan will last?"

E. W. Norman, leadman at General Stores: "I've just been discharged from the army and I rather hesitate to speak my piece. But this I do know. A lot of people are kidding themselves when they think this scrap with the Japs isn't going to be harder than the European war. The problems of warfare are increased a thousand-fold by the switch from Europe to the Pacific. My guess is a year at least."

F. R. Gandy, janitor, Outfitting Office building: "I think there is a possibility that it will last for two years more. There are many reasons in support of this idea. The territory involved is many times larger than all of Europe. We are fighting not the Japs alone but a religion as well. Finally, the Japs have been in Manchuria a long time."

Louis Koepke, marine machinist on the Outfitting dock: "It will take another year at least. It'll take that long to get them out of China. That is going to be a bigger job than Japan itself. Many people do not agree with me but that's the way I see it. They are a tenacious lot."

Paul Thornberry, shipfitter on the Outfitting dock: "I really don't know. I lost two bets as to when the war in Germany would end. My guess would be before the end of the year. Our planes can do a lot of bombing in that time. Look what they did to Germany."

John Matilla, pipefitter on the Outfitting dock: "I can't say definitely — maybe six or eight months longer. I think by the time England gets her forces there and we place additional men and material in the Pacific theatres we'll be able to finish them off without too much bother. I have a son over there and the quicker the better for me."

W. M. Hamlin, electrician leadman on the Outfitting dock: "Possibly a year. I personally hope it's over in two months or less. According to what I hear, we've taken in a lot of territory but face a long hard battle which will, in all probability, tax our stamina and resources quite heavily."

S. H. Jones, sweeper on the Outfitting dock: "I don't really know. I think that's a hard question for anyone to answer with any authority. However, my guess would be six more months at least. I think it's going to be a lot harder than a lot of us realize. All of us are inclined to be too hopeful about these things."

Gertrude Johnson, sweeper on the Outfitting dock: "I have a son over there in that war. I hope it ends very quickly. My guess would be that it will be over by the first of the year. Now we'll have more troops and planes to bring into action over there and we'll make short end of it."

Guard Marksmen Defeat Patrol In Pistol Match

(VANCOUVER)—The Guard department pistol team chalked up its second win over the Washington state patrol last week when it scored 1427 to the patrol's 1415.

Patrolman Robert Ranney was high score man of the meet with 380 out of a possible 400. Course of fire consisted of 20 shots slow fire, 20 shots timed fire at 25 yards.

The state patrol demands revenge and a return match will be held at 3 p.m., Wednesday, June 13. The Camp Perry course will be fired in this match.

It is hoped to expand the matches in the near future to include the city police and the Clark county sheriff's force.

The Guard team includes Lieut. William Ahsehn, Sgt. Earl Stratton, Sgt. John Perrine and Sgt. Peter Strobl. The state patrol was represented by Sgt. Harry Williams, Sgt. Howard Hurd, Patrolman Stacy Reeves and Patrolman Ranney.

3-Year Club Awaits Dance

(VANCOUVER) — Saturday, June 9, is the last day for 3-Year club members to pick up reservation tickets for the swing shift launching dance scheduled June 12 at 9:15 p.m., according to Louis Lee, president pro-tem. All 708 members of the club have received their membership cards through their departments, Lee added.

Special reservations for the dance can be picked up by showing membership cards at the window at South End of the Personnel building or at the special War bond booth near the main first aid station. It is anticipated that at least 500 couples will attend the big dance.

Guard Knew His Bees-ness

(VANCOUVER) — A swing shift guard decided he would abide by the old axiom, "Discretion is the better part of valor." When Ernie Spokeley, catskinner for Yard Maintenance, left the north gate on his way home he carried under his arm a big box. The guard inquired as to its contents and wanted to inspect it, in keeping with instructions.

"Bees in here," said Spokeley. "I got a swarm of 'em just east of Way 13 today."

"Pass, bees," said the guard without further investigation. He decided he'd take a piece of honey-bread at some later date as proof of Spokeley's statement regarding the content of the box.



Pretty Aides to New Quota

H. J. Oeser, Erection department chief clerk, has appointed these comely girls who work in the deck shacks with the specialty crews, as official blood donor recruiters in order to help the yard reach the 4800 quota necessary to win the six-yard donor plaque for the first quarter. The Erection department is largest in the yard. From left to right, standing:

Warren Jones (Supervisor), Ruby Neiberger (Spec. 5), Bessie Davis (Way 8), Helen Gilpatrick (Spec. 6), Dorothy Johnson (Spec. 11), Dorothy McAndrews (Way 1), Clevia Hull (Dry Dock), June McCommas (Way 5), Dorothy Abrams (Way 3), Alpha Kennedy (Way 10), Harold Oeser (Chief Clerk), Kneeling, Ella Boyd (Way 7), Jean Ingersoll (Way 7), Sylvia Modrall (Spec. 8), Betty Baker (Way 4), Luella Bainter (Relief), Alice Heintz (Way 9), Norene Brown (Way 11), Elsie Dickerson (Way 12), Betty White (Relief). (Absent) Artyce Smith (Way 2), R. Olson (Spec. 2), Ann Martin (Spec. 11), Evelyn Spence (Floor Plate Layout).



Unusual Hobby Henry Sukau, sailmaker on days in the Sail Loft, displays two of his many prize possessions which are the result of his unusual hobby—embroidery. Sakau also is an expert crocheter. The two pieces he displays here represent hundreds of hours' work. A map of the United States and all the official birds of the various states, and another piece displaying all official state flowers, are shown. He has been employed in the yard since June, 1942.

LOST

Lost — Two valuable rings — one white gold set with diamond and one yellow gold set with her stone — in the downstairs women's restroom at General Stores on May 30. Liberal reward for return or information leading to their return. Ruby Valetel, day clerk in Shipping department.

Wisco Leading Donors; Vancouver Runs 2nd

(VANCOUVER) — A tabulation of the six-yard blood-donor competition for May—the first month of the first quarter of the contest—shows Wisco leading and Vancouver in second place, according to Dale R. Cowan, chairman of the Procurement committee for the local Red Cross. Wisco beat Vancouver for first place by having a per capita donation of one person in each 122. Vancouver had one donor in each 133 working in the yard.

The Vancouver campaign slogan is to be, "One out of each 100," local yard chairmen have decided. That will mean an increase of 792 donations a month over the amount set for May, or a total of approximately 4800 donations in the two months left in the first quarter.

Quotas Static

Despite a decrease in overall national quotas brought about by the shift of the war from the Atlantic to the Pacific, West Coast quotas

remain the same and because of the shift, are more important than ever before, according to Cowan.

The prize in the six-way donation contest is a bronze plaque of the flag raising on Iwo Jima, which will be given every three months to the yard with the highest per capita blood donation. At the end of the contest, the yard having won the greatest number of times, will keep it permanently.

"I know Vancouver can get that plaque and keep it," Bob McCoy, yard chairman, stated. "We have done wonderfully well since we really got organized but we're going to do even better in the future."

Yard Offers Course In Welder Training

(VANCOUVER) — Training for boilermaker, pipe, electrician and sheet metal welders is still being offered, Carl Lodell, Training superintendent, announced this week. Boilermaker welders are still trained at the Welding school and the other three classifications receive their training at Deck Erection

as in the past. The present staff of instructors is virtually the same as it was under War Production Training, the only difference being that they are employed by Kaiser company instead of the federal government. The Kaiser company has leased the equipment from War Production Training.

C. A. Pittman heads the instruction at Deck Erection and Don Wunn is in charge of the Boilermaker welding school.

At present, there are 20 welders and 50 burners training at the school.



Thousands Inspect Thousands of workers clambered over, about, under and into the Queen Rabaul, a Grumman Avenger torpedo bomber, during the two days she was here for inspection. The Queen was flown here from Seattle after achieving the greatest number of combat hours of any airplane in the navy. The Queen's battle action was in the South Pacific. (Vancouver photo).



Carl Lodell

You CAN do something about the Weather!

The Good Old Summertime's Swell, All Right, But Beware of Hazards of Sun and Outing to Your Health



And Don't Forget That Beautiful Foliage May Turn Out to Be Poison

THE tall man from Texas looked across the river at the misty green hills with anything but admiration. With a drawl most pleasing to the ear he plaintively observed, "Look, mister, I ain't been warm since I got here two years ago, don't it ever heat up in these parts?" A pained expression crossed

the face of the native webfoot and he patiently started through it all again. "Now look, you gotta be patient. We're going to have summer pretty soon. It never has missed altogether. Of course it may rain till July and be a little uncertain after that, but—"

Tex interrupted him, "Uncertain, huh? That's a good word for it. This weather's uncertain as a war worker's future."

"All right, it's uncertain, but when that sun's out, boy, what weather."

That argument has been going on for years out here and no agreement seems close. But argument aside, we do agree with the old-timer; summer is our favorite season too. There's a lift in just getting out in the sun; in changing from heavy duds; and in picnics, garden work, fishing, fresh air, and what little vacation and short trips war work and the OPA will permit. But it isn't all beer and skittles. As you well know, summertime has its difficulties for the unwary (or foolhardy) so let's review them and then if you want to break all the rules, we can at least say, "I told you so."

Poison Oak, Poison Ivy

Call it what you will, it's still poison. Every summer and fall newcomers to the Northwest, and lots of oldtimers too, yield to the temptation to bring a bit of nature indoors. They pick an armful of gorgeous, shiny green or scarlet and gold leaves from certain roadside shrubs growing over local fields and hills, and happily cart them home.

The next day they waken with swollen face, burning and itching skin and a blistering rash, and learn to their sorrow that the gorgeous foliage was poison oak.

This shrub has an oily sap which is irritating to the skin of the large majority of people. Contrary to rumor, the poison doesn't blow about in the wind. The oily sap may be spread in various ways—a person may touch the broken leaves, break off the plant, rub sap off the fur of a pet dog, and the like. The sap may cause skin trouble months later when rubbed from an old fishing

jacket, boots, a hand axe, or garden tools.

Sensitivity Repeats

Poison oak sap stirs up skin "sensitivity" in most folks. Once sensitivity develops, contact with very small amounts of sap causes a fresh outbreak of itching and skin rash. Preventive shots have not been very successful. Protection is only partial, a long series of painful shots is necessary running through the whole spring and we don't urge them.

Your best protection from poison oak is to know its appearance, stay out of it if you can, and follow the rules if you have been into it. Don't be careless about cleaning off the sap just because it never bothered you before; "sensitivity" can develop anytime during your lifetime.

If you know you're "sensitive" and have been around poison oak, do this the same day:

1. Make provision for thorough cleaning of any garments that may contain the oily sap.

2. Take a careful shower bath, using lots of thick, soapy lather. Wash the whole body several times. The oily material washes away; you won't have to scrub hard.

If the rash develops it will clear up within a few days. Keep the skin clean, cover blisters with clean, dry dressings (no ointment) and use calamine lotion or baking soda paste to relieve itching. For severe rash see your doctor or go to First Aid for help.

Stay out of the stuff if you can. **Keep Your Shirt On!**

Sunshine is a great tonic, good for both body and soul. But take it easy! Sunburn seems funny, on the other fellow, but a burn is a burn, and too much sun can put you in the hospital. You're born with a skin that will either tan or it won't and years of trying won't change the situation. If you do tan, start out slowly. Half an hour front and back is a maximum the first time out. Don't be fooled by warm,

misty days when the sun is hardly visible in a shiny haze; the ultraviolet gets through and can burn severely, especially at the beach.

Take good care of a severe sunburn. Keep the skin clean, dress all blisters carefully and don't hesitate to use First Aid for this painful ailment.

Take Off Winter Woolens

As the oil companies say, it's time for a change. It isn't just a notion that light colors are cooler than dark. Science advises that light colors reflect the sun's rays. Keep your skin covered. Clothing shuts out sun, assists evaporation of skin moisture and produces positive cooling. Believe it or not, rolling up the sleeves and pant-legs gives only a false sense of coolness. Light-weight clothing is cooler than a swimming suit, you know. And while we're on the subject, remember to keep your head covered on the very hot days. The Safety department reminds that loose shirt tails and sleeves are dangerous on the job—stay tucked in, for safety's sake.

Not "Spring Fever"

Although true heat collapse is infrequent in this region, hot spells make some people ill. "Heat sickness" may feature weakness, dizziness, headache, loss of appetite and some trouble with vision. If the heat "gets you" head for shade and cool off. If that doesn't solve it report to First Aid.

In the Northwest heat more commonly is manifest as fatigue caused by too great loss of salt in heavy perspiration. The body needs a certain minimum of salt for the system to work right. When too little is replaced each day in hot weather undue tiring is noticed. Add extra salt to your food when the "heat's on" and take salt tablets with your meals. They may upset the stomach if taken between meals. If you perspire heavily take two or four salt tablets with each meal and put

down about 12 glasses of liquid each day.

Your Summer Appetite

Food is the fuel that provides work energy and body heat. In summer less heat is needed so fruits, fresh vegetables, cheese, milk, buttermilk, and eggs can be substituted for energy-rich pastries, potatoes, fried foods and heavy gravy. Fat meats, such as pork, should be broiled. Too much raw fruit may upset the bowel causing diarrhea; if looseness occurs, raw fruits may be dropped from the diet and added gradually a few days later.

For what it is worth — alcoholic drinks don't really cool you off. Alcohol is an excellent body fuel, and like sugar, burns rapidly to produce extra body warmth. The various sweetened "cola" drinks afford less cooling than an equal volume of water.

Get Eight Hours Sleep

During "dog days" there is a temptation to skimp on sleep. Evenings are long, there is more to do and rest is curtailed. For a few very hot days sleep may not come easily. Get your rest anyway. Spend eight hours in bed and don't overtax your energies. Loss of sleep and insufficient rest show up in accidents on the job and lowered resistance to illness.

In summer, especially, a daily soap bath in warm water is restful and contributes to skin health by removing the day's collection of extra salt, oil and dust.

About Swimming

First look out for shallow water. There isn't a quicker way to break your neck than to dive onto submerged rocks or a shallow bottom. Diving is safest at a regular spot designated for the purpose. Wade into strange waters first and know where the bottom is.

Swimming and diving are forbidden if you have a cold or sinus flare-up. The sudden pressure changes and cold water spread the infection to the deepest sinuses and the ears.

Be certain that the swimming place is far enough from human habitation to assure water free of sewage contamination. Typhoid and other serious infections follow the swallowing of such germs containing water. The Willamette near Portland and other streams within five miles below major towns are not safe for swimming. The safest and cleanest place to swim is a regular pool, frequently inspected and maintained in a sanitary condition.

It is medically sound to refrain from plunging in for an hour after eating. After a meal the body requires extra blood flow to digest the food and cannot spare blood required to supply energy for the muscular activity of swimming. Wait an hour, "rest and digest," and you'll have energy and swim in safety.

There is no great danger for a young person to plunge in for a swim while warmed up from exercise. Don't stay in long enough to become chilled. Middle aged or older persons should avoid the shock to the heart of a plunge into an ice cold stream, but swimming in moderation is an excellent form of exercise for any age group.

Insect Bites

Most insect bites cause itching but are not dangerously poisonous. A few people are "allergic" to certain insects and may get a terrific jolt from a simple sting or bite. If such an injury causes widespread itching or distress, don't hesitate to seek medical attention. Call on First Aid, your doctor, or go to a nearby hospital where a house doctor can assist you.

And now that we've told you all about it, excuse us, while we go pick some poison oak, fill up on hot dogs and mustard and dive into a shallow stream. Oh, yes!

Resumes Leadership

(VANPORT) — Dorothy Clifford, formerly employed in recreation activities at several community centers, has resumed leadership of Community building No. 4.

Fixed Price Contract Leaning Made Clear

(VANCOUVER)—On June 1, the yard went on the fixed price contract basis for C-4s and the Bosn's Whistle checked with S. W. Taylor, executive engineer, for an explanation of what the change meant. "The fixed price contract is very simple," Taylor explained. "We bid a definite sum for the construction of each vessel. If we build it for that money we make a fixed profit. If we don't, we lose whatever it costs.

"However, we can't make more than a definite amount of profit no matter how cheaply we construct the vessel. Any money saved be-

RIGGER REALLY BIG BOND BUYER; BOND BUYS BOND

(VANCOUVER) — It has been slightly confusing to Bond department girls selling Mighty 7th war bonds when Bond buys a bond. It has happened just often enough now that they are getting used to the idea. For V. G. Bond, Chipper, has been a consistent purchaser during the drive, both cash and payroll.

Other sales highlights in the Mighty 7th include the morning visits of J. G. Erion, rigger, who almost daily adds five \$50 bonds to his collection. No one in Bond department is getting tired of writing his name on bonds, because they all help the Mighty 7th go over the top, but everyone in the department knows his name by heart. There have been few days since the cash sale opened that Erion has not purchased his five bonds.

One hundred dollar bonds are a daily diet for two other yard employes. William Elsinga, Shipfitter, and J. G. Gustafson, Chipper, put \$75 on the line each morning, according to Bond department files. Another frequent name on the daily list is M. L. Rentfrow of Assembly.

"These are among the best known names in the Bond department," said Gladys Fendell, chief clerk, as she added up last week's totals.

BIRTHS

Mr. and Mrs. W. E. Ragsdale, McLoughlin Heights, a boy weighing 7 lbs. 14 ozs., May 18. Ragsdale is a welding supervisor.

Mr. and Mrs. L. C. Marsh, McLoughlin Heights, a girl weighing 7 lbs., May 18. Marsh is a welder on day shift.

Mr. and Mrs. John Girtler, Milwaukie, Oregon, a girl weighing 7 lbs. 2 1/2 ozs., May 18. Girtler is an electrician foreman.

Mr. and Mrs. Albert Church, McLoughlin Heights, a girl weighing 7 lbs. 14 ozs., May 18. Church is a boilermaker helper on day shift.

Mr. and Mrs. Joseph Neilson, La-Center, a girl weighing 4 lbs. 13 1/2 ozs., May 19. Neilson is a burner.

Mr. and Mrs. M. H. Larson, McLoughlin Heights, a girl weighing 6 lbs. 8 ozs., May 19. Larson is a shipfitter leadman.

Mr. and Mrs. Homer Rice, McLoughlin Heights, a boy weighing 8 lbs. 11 ozs., May 19. Rice is a marine machinist.

Mr. and Mrs. William Egan, McLoughlin Heights, a boy weighing 8 lbs. 6 ozs., May 22. Egan is a welder.

Mr. and Mrs. Clayton Magruder, McLoughlin Heights, a boy weighing 7 lbs. 12 ozs., May 23. Magruder is an electrician.

Mr. and Mrs. Lloyd Estes, Portland, a girl weighing 7 lbs. 12 ozs., May 23. Mrs. Estes is a senior clerk.

Mr. and Mrs. Sam Hennington, Vancouver, a boy weighing 7 lbs. 1 1/2 ozs., May 24. Hennington is a shipfitter.

Mr. and Mrs. Charles Payne, Ogden Meadows, a girl weighing 7 lbs. 9 ozs., May 24. Payne is a marine machinist on graveyard shift.

Mr. and Mrs. W. J. Clark, Fruit Valley, a boy weighing 7 lbs. 13 1/2 ozs., May 25. Clark is a painter on the day shift.

Mr. and Mrs. George Bleth, Ogden Meadows, a girl weighing 7 lbs. 3 ozs., May 25. Bleth is an electrician on the day shift.

Mr. and Mrs. J. H. Williams, Burton Homes, a boy weighing 8 lbs. 1 oz., May 27.

Mr. and Mrs. David Ingram, Vancouver, a girl weighing 7 lbs. 6 ozs., May 29.

Mr. and Mrs. F. W. Park, Portland, a girl weighing 7 lbs. 8 ozs., May 29.

Mr. and Mrs. J. R. Briner, Yacolt, a boy weighing 7 lbs. 1 oz., May 29. Mrs. Briner was a toolchecker.

Mr. and Mrs. Oliver Hundley, McLoughlin Heights, a boy weighing 6 lbs. 12 ozs., May 30. Hundley is a welder.

Mr. and Mrs. Robert Mitchell, Portland, a girl weighing 6 lbs. 8 ozs., May 30. Mitchell is a shipwright on the graveyard shift.

Mr. and Mrs. Eldon Drew, McLoughlin Heights, a girl weighing 6 lbs. 12 ozs., May 30. Drew is a hyster driver.

Mr. and Mrs. H. A. Stevens, Bagley Downs, a boy weighing 7 lbs. 3 ozs., May 30.

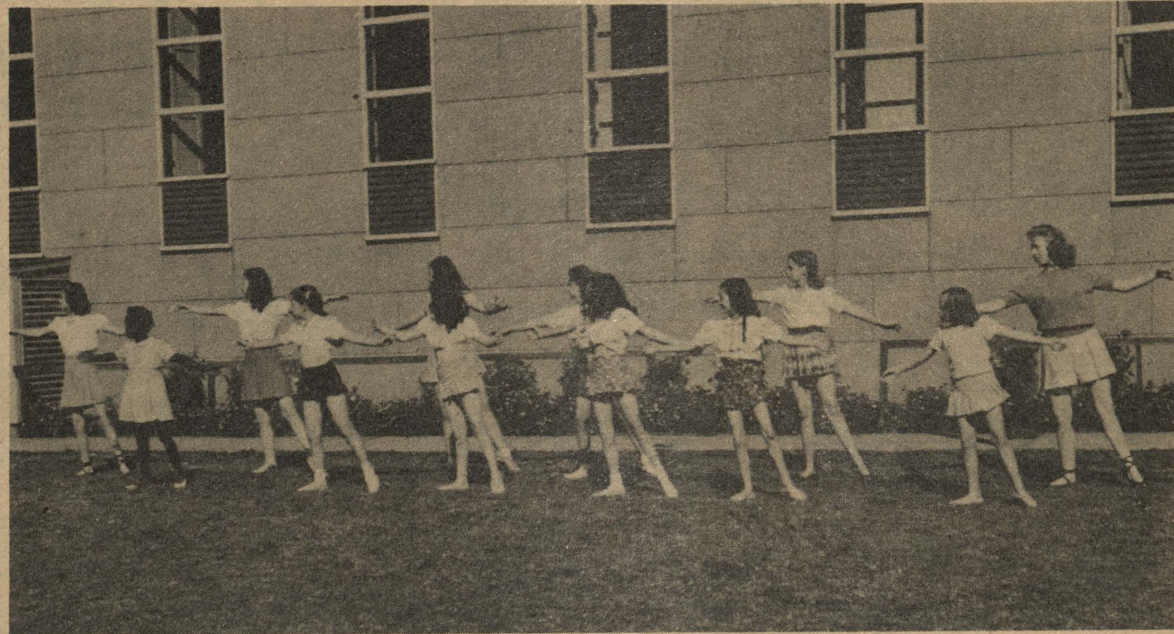
Ex-Welder Served On 'Guadalcanal'

(VANCOUVER)—William E. Taylor, Jr., storekeeper 2/c aboard Vancouver's USS Guadalcanal and a member of its crew since the commissioning at Astoria, currently is home on leave visiting his family, says his father, W. E. Taylor, marine machinist on day shift.

Taylor served aboard the ship at the time of the much publicized capture of the German sub, pictures of which have appeared in the Bosn's Whistle. Taylor was employed as a welder in the yard for a short time before going into the service in 1942. In addition to his father, a sister, Mary Ellen Taylor, is employed here in Personnel files.

beyond the cost of construction plus our allowed profit reverts to the government.

"Edgar F. Kaiser and M. Miller are to meet with navy officials in Washington, D. C. on June 14 to negotiate the contract for the carriers. It is anticipated that a similar type of contract will be the result."



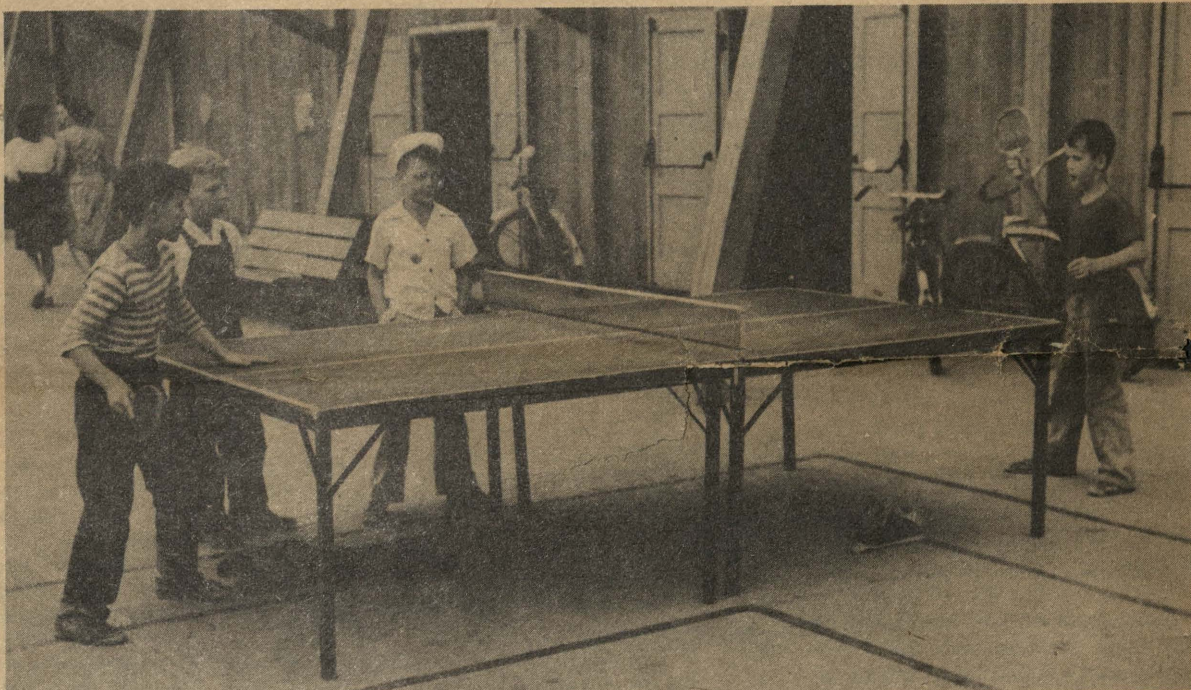
Dancing classes are an integral part of the summer recreation program and classes in all kinds of dancing are available under the direction of Virginia Fox. The picture shows one of last year's classes.

CIVIC THEATRE TRYOUTS SLATED

(VANCOUVER) — Another invitation to Kaiser company workers to try out for parts in a coming production by the Vancouver Civic Theatre has been made by Cecil Matson, director. Next play, to be presented during the summer months, will be a melodrama titled "Only An Orphan Girl."

"This play," Matson says, "calls for a cast of eight and is a 'mellodrama' of the old school resembling last summer's hit 'Love Rides the Rail.' Besides actors we need talent for the olios (between the act numbers)—duets, quartets, song and dance acts, monologues or what have you. Tryouts begin at 7:30 p.m. Monday, June 11, in the Hough auditorium, 19th and Daniels streets, Vancouver."

Shipyards employes have had leading roles in all recent civic theatre productions, Matson noted.



To some people a game of Ping Pong may be a minor thing but to the two little boys shown it seems to be very serious business. The 19 play centers all have facilities for practically every type of game.



Every playground throughout the city and housing projects has facilities for practicing and playing nearly any game known. Vacation time practice has often made the star of today. In this picture, three future "stars" perfect their technique.

RECREATION PLAN SET Centers Open Monday

(VANCOUVER)—The summer recreation program will open Monday in 19 centers throughout Vancouver and the housing projects with an expected all-time-high enrollment, according to Carl Gustafson, secretary of the Greater Vancouver Recreational Association. Nine of the centers are in Vancouver and 10 are in the housing projects.

On May 24, recreation workers visited every classroom in all grade and high schools of Vancouver and the housing areas to explain the summer program. Each student was given a registration blank listing the activities that required signa-

ture of one or both parents or guardians.

Vancouver centers include Esther Short park, Vancouver senior high school, Memorial building — where the swimming pool is located—Harney, Hough, Lincoln and Washington grade schools, Leverich Park, and the teen-agers Trapadero club.

HOUSING PROJECTS LISTED

Housing projects offer activities at the Teen Canteen in McLoughlin Heights, Burton Homes, Fourth Plain Village, Fruit Valley, Harney Hill, Lieser Road, Mill Plain, Bagley Downs and Ogden Meadows centers.

Major activities include arts and crafts, athletics, tournaments ranging from softball and baseball to marbles, ping pong, checkers, dramatics, and music offering choral work and opportunity to appear in recitals.

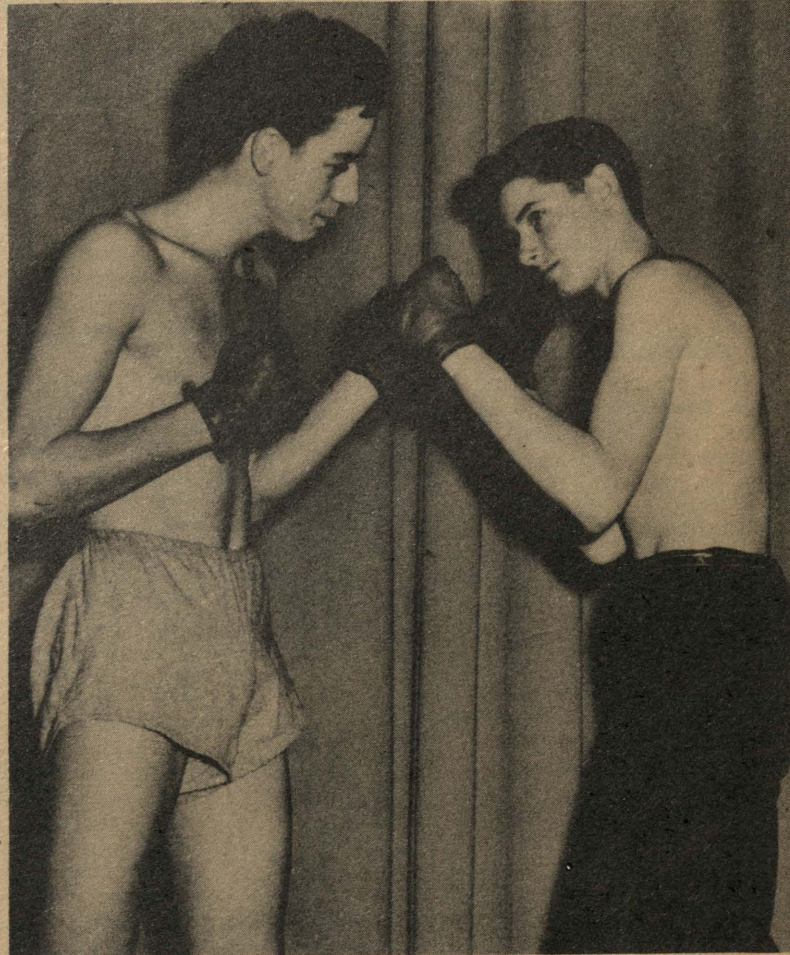
There will be special group events, including daily vacation Bible school, sponsored by the Council of Churches.

Those desiring further information may phone Gustafson at Vancouver 3210, extension 11, or Walter Pollack at 3620, extension 41.

CALENDAR

June 11—Opening registration day of Summer Recreational Program. Swimming program opens.

June 18 to 25—Softball League opens.



For those who want to learn the finer points of boxing or wrestling, classes and instructions are available at most of the play centers.