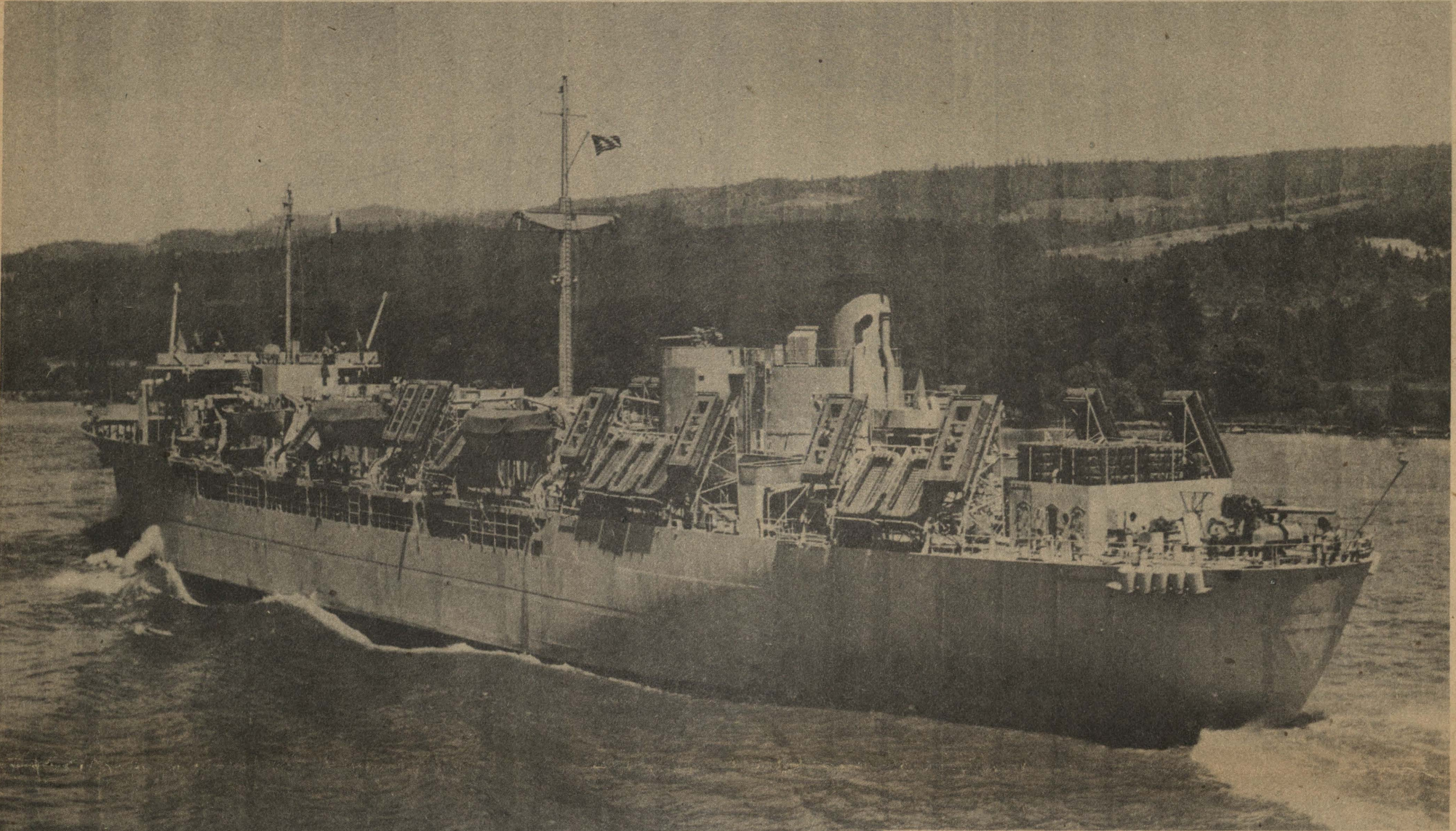


# C-4 PROGRAM LAGS!

Story, Page 4



**Navy Needs More** This picture of Vancouver's first C-4 troopship, S. S. Marine Tiger, was taken during her trial run on the Columbia. The vital ships that are counted on by the navy to move troops from Europe to the Pacific are behind schedule, Manager Mike Miller announced this week. At the present lagging rate of production, only two would be delivered during August, but Miller hopes sustained effort will see a delivery schedule of three achieved. (See chart below).

## ***Ships Urgently Needed*** By These Dates . . . . . Are Behind Schedule

“EVERY SHIP IN THE PROGRAM TODAY IS VITALLY NEEDED. IF WE DIDN'T NEED THEM—AND QUICKLY—WE WOULDN'T BE BUILDING THEM. WE COULD USE EVERY ONE OF THESE C-4 TROOPSHIPS RIGHT NOW IF WE HAD THEM, AND WE NEED THEM ALL AS FAST AS WE CAN GET THEM. . .”

—Vice Admiral Howard L. Vickery, May 25.

“TODAY THE FIGHTING MEN'S CLAIM ON US IS GREATER THAN EVER. THEY NOW HAVE THE RIGHT TO ALL THE SUPPORT WE CAN GIVE . . . MILLIONS MUST BE TRANSPORTED FROM THE WESTERN FRONT. A VAST NEW ARMY OF MEN AND EQUIPMENT WILL MOVE TOWARD THE PACIFIC . . . THE GREATEST TRIBUTE WE CAN PAY TO ALL WHO HAVE WON OUR FIGHT WILL BE OUR WILLINGNESS TO STAY ON THE JOB.”

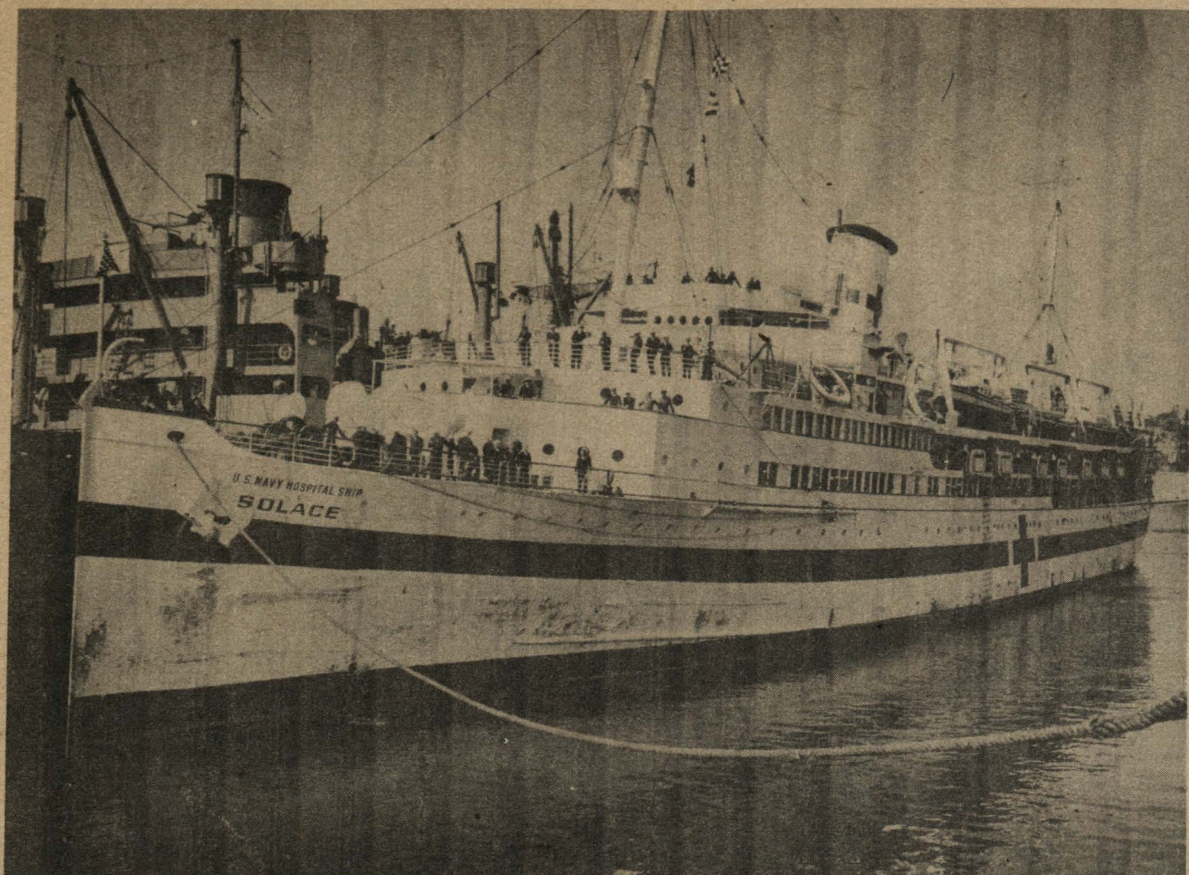
—Henry J. Kaiser, V-E day message.

“THE ASSIGNMENT OF A NUMBER ONE PRIORITY . . . FOR THIS YARD IS PROOF OF THE URGENT NEED FOR THESE SHIPS—BOTH C-4s AND CVEs.”

—Mike Miller, June 29.

Hull No.	Name	Contract Schedule	Actual Delivery	Days Behind
501	S.S. Marine Tiger	May 31	June 15	15
502	S.S. Marine Shark	June 12	July 7	25
503	S.S. Marine Cardinal	June 24	July 27	33
504	S.S. Marine Falcon	July 5	?	?
505	S.S. Marine Flasher	July 17	?	?
506	S.S. Marine Jumper	July 29	?	?
507	S.S. Marine Serpent	Aug. 9	?	?
508	S.S. Ernie Pyle	Aug. 21	?	?
509	S.S. Marine Carp	Aug. 29	?	?





## Machinist Survived Buchenwald Horrors

(SWAN ISLAND)—There's a marine machinist on the ways at Swan Island who always seems to be working a bit harder than the next person. He is Jack Wolfson, an employee who has yet to receive one of the biggest thrills of his life—that of becoming an American citizen. Born in Lwowek, Poznan, which is now in the hands of Russia, Wolfson, his son Frank, a former machinist at Swan Island, a nephew and two cousins, were prisoners in the notorious concentration camp at Buchenwald for eight weeks. Both cousins died.

There were no beds or blankets, no food for more than 72 hours—later they received three-quarters of a pound of bread daily—and the temperature at times was six degrees below zero. A heavy overcoat kept Wolfson alive. In his barracks which were 300 feet by 225 feet, 12 to 15 persons died daily.

### ARRESTED IN BRESLAU

Wolfson was arrested in Breslau, Germany, in November, 1938, with all other Polish-Jews in the territory because a 15-year-old Polish boy had killed a Nazi official.

Wolfson attributes his release from the prison camp to his wife, Irene, who now is teaching high school in Georgia. "She'd go to Gestapo headquarters every week," said Jack, "and ask for our son Frank's release because he had obtained a passport to the United States before we were arrested."

Gestapo heads finally released Frank and gave his father a temporary release which meant that he had to report daily for "roll call."

"After the atrocities I had witnessed while in camp, I decided



JACK WOLFSON

not to return to headquarters and made my way to Belgium and France. I then headed for Havana, Cuba, on a French ship where I waited for two years before I could leave for the United States," related Wolfson.

"It's a good thing I wasn't caught," he continued, "I've seen people tortured and killed for smoking just one cigarette. We were supposed to turn our tobacco over to the Germans."

Wolfson has two sons, four nephews and two sons-in-law in the service. Frank is with the 9th Army in Germany as an interpreter. The other son, Werner, has been in the British Army since 1939.

Wolfson works on the ways at Swan Island under Machinist Foreman George Krentz.



**"Solace" Handles Wounded** U. S. Marine Corps casualties are brought alongside the U. S. S. Solace in a "duck" during the Iwo Jima operation. The Solace and U. S. S. Samaritan were the only two hospital ships at Iwo Jima. The picture was taken by Solace crew members and turned over to Bosn's Whistle with the permission of the navy.

### "Solace" Awaits Repair

The U. S. navy hospital ship Solace, in action since before Pearl Harbor, comes into the dock at the Kaiser Co. Terminal Repair division after 19 months at sea. Scheduled repairs will take better than a month.

# 2 Mercy Ships Handled Wounded Thousands

Fighting with scalpels instead of guns, with whole blood instead of bombs, and waging war on gangrene, shock and time, naval hospital ships go right up to the beachheads in the major amphibious attacks of the Pacific war. This was revealed for the first time in Portland last week when the two naval hospital ships U. S. S. Solace and U. S. S. Samaritan came to Portland from Okinawa for general repairs after participation in the bloody invasions of Saipan, Peleliu, Iwo Jima and Okinawa. Their hundreds of wounded were transferred at San Francisco, but the ship's company, officers and enlisted men were all aboard when the vessels arrived at the Kaiser company repair terminal, formerly Poole, McGonigle and Jennings. Neither ship suffered battle damage.

The Solace was at Pearl Harbor during the Jap sneak attack. From 1941 to the present time the Solace has logged 170,000 miles, and has treated and evacuated more new battle casualties than any other hospital ship with a remarkably low mortality rate. Since the day of its conversion and commission the ship has admitted and treated 25,000 patients of which approximately 17,000 were battle casualties.

For the length of time it has been in service, the Samaritan has an equally impressive record with three trips into Saipan, one to Peleliu, three to Iwo Jima and five to Okinawa.

### CARRIES 17 OFFICERS

The Solace has beds and bunks for 467 men, but it cared for as many as 677 on one of its trips back from the shore of Iwo Jima. The

Solace carries 17 medical officers, three dental officers, 13 nurses and close to 150 medical corpsmen as well as the line officers and enlisted men who operate the ship under Comdr. E. B. Peterson.

Formerly a passenger liner on the Caribbean run, the ship is 410 feet long with 6209 gross tonnage, twin screw turbine propulsion, a cruising range of 7000 miles and a speed of 18 knots.

In 1940 the ship was converted. At Pearl Harbor the Solace was cited for a splendid job in handling a large number of casualties. For a long time it was the only hospital ship in the Pacific war theater. Arriving in the South Pacific area in March 1942, the ship treated casualties of the battle of the Coral Sea and of the Solomons, including Guadalcanal.

### WAS AT TARAWA

Later, the Solace handled 238 casualties from five transports engaged in the historic Tarawa battle. It evacuated 364 casualties from Roi-Namur (Kwajalein) and another 432 from Eniwetok, where it became the first hospital ship to evacuate fresh battle casualties directly from a beachhead.

In June and July, 1944, the Solace evacuated 1335 casualties from Sai-

pan to base hospitals in the Solomons.

The ship evacuated 1067 casualties from the battle at Guam in July and August to base hospitals at Kwajalein and Pearl Harbor. In September of last year the Solace stood by for the fight at Auguar and Peleliu and took out 1055 patients.

### THEN IWO JIMA

The Solace saw no more battles again until Iwo Jima, climaxed by the raising of the American flag on Mt. Surabachi, an event witnessed by the ship's personnel while the vessel was anchored close offshore. The Solace arrived on the Iwo Jima beachhead on D day plus 4, and handled a total of 1965 patients in three evacuations to base hospitals on Guam and Saipan in a period of 20 days.

On the trips out from the beachhead the five operating tables were busy for 40 out of 48 hours. A record 417 patients were embarked in one day despite the heaviest sea and swell conditions the ship has ever experienced. While no suicide planes attacked the ship, mortar shells were falling all around as casualties were brought out in "ducks."

The Solace and the Samaritan were the only two hospital ships at Iwo. So desperate were the doctors for speed that one load of patients was disembarked and the ship was on its way back to Iwo Jima in the incredibly short time of two hours and 15 minutes.

Incidentally, Capt. W. W. Hall, the Solace's senior medical officer, is the doctor largely responsible for the tetanus immunization program now carried out by the navy and all of the American armed forces.

### OKINAWA TOUGHEST

The Solace's last operation at Okinawa this past April was the most extensive and most dangerous of its long campaign. The ship was the target of Jap bombers, but fortunately was missed and no damage or casualties resulted. The hospital ships usually retired from the transport area at night, but after the kamikaze attack on the U.S.S. Comfort, the Solace remained at anchor off the beachhead at night and witnessed several Jap aerial



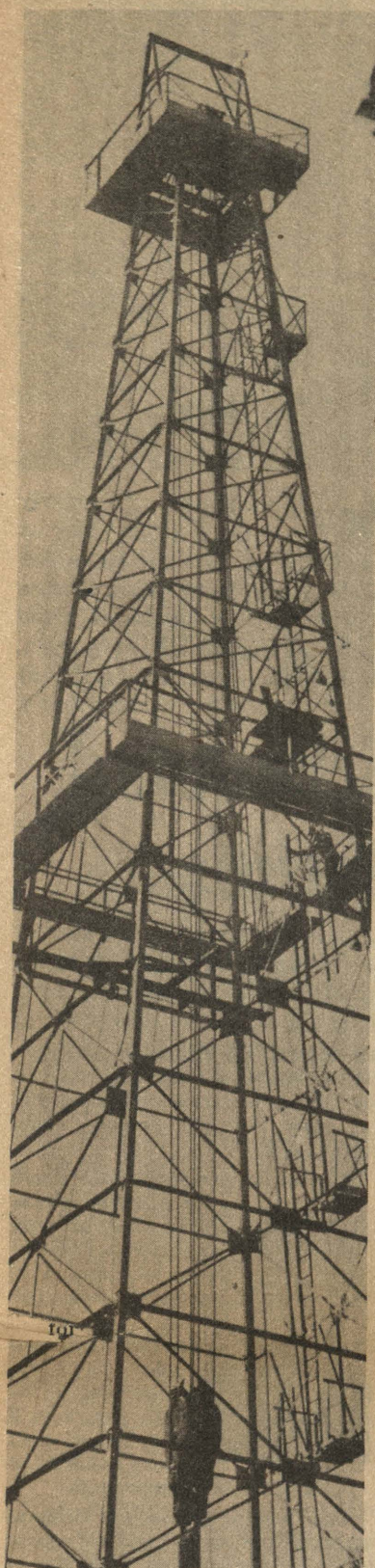
### Welcome

Red Cross workers toss daily newspapers to enlisted men aboard the U. S. navy hospital ship Samaritan as she is tied up to the dock at the Kaiser Co. Terminal Repair Division. This is the former naval transport Chaumont.



# GUSHER!

**Oil Company Geologists Drill Test Well in Oregon as Possible Prelude To Developments in the Northwest**



Numerous shipyard workers who have oil field experience have marked views on possibilities of finding oil in this region. For example, E. C. Skinner, Oregon Ship pipefitter who worked 33 years in oil says: "There should be as good a possibility for oil here as in California. Possibilities must be good, or they wouldn't be drilling."

wealth aren't stored under forest clad mountains and fertile farmlands of western Oregon and Washington.

New fields have been found in a baker's dozen less likely places and the possibilities are good for Oregon's Coast range and the Willamette Valley. The U.S. Geological Survey has always classified the region west of the Cascades as "possible." While the millions of semi-arid acres in central and eastern Oregon are listed "unfavorable," only a few patches of the state are rated "impossible." The ratio is about the same for Washington, with best prospects for oil centered in the Puget Sound area. Standard Oil of California is now preparing to drill in that state.

#### OTHERS HAVE LEASES

The towering derrick of the Texas company at Clatskanie is but one of several, maybe a dozen, scheduled to rise into Oregon skies in months just ahead. The Richfield Oil company has leased large tracts south of Portland and in Clackamas and Washington counties. Seismograph crews are now trudging over Willamette valley cut-over lands, sinking shallow holes and detonating explosives to record earth-borne vibrations for geological data. When the experts map the tracts and examine the records they have a fairly accurate pattern of the underground sand, rock and earth structure.

The derrick and tool rig is the proving stage of many months of preliminary studies. When the drill goes down, soft mud is pumped into the well and sucked out again, bearing parts of the underground formation. Experienced oilmen know almost what to expect as they sift

the mud and chart the progress of drilling at 1000 feet, 5000 feet and on down. It's all part of geophysics and geology when prospecting for new oil fields. It costs a lot of money, requires months of preparation and exhaustive field work but oilmen have slashed the odds of striking oil from six chances in 100 to fifty-five by making scientific knowledge do the work.

#### EX-OIL WORKERS BUILD SHIPS

Scores of former oil field workers are now building ships on Kaiser ways at Vancouver, Swan Island and Oregon Ship. This "wildcatting" is old stuff to them, for they've worn tin hats before in the great oil producing states of Kansas, Oklahoma, Texas and elsewhere.

Talk of oil is their favorite subject. Anyone of them can tell you an oil strike in Oregon will set off a boom as spectacular as a boom-field "gusher." In jobs, big payrolls and



Tom Stevens, Oregon Ship pipefitter who worked from 1916 to 1927 in western and southwest fields: "From the formation viewpoint I believe there's little prospect for oil here. They may find gas but not commercial oil."

new wealth for the region and its people there is no yardstick to measure what can happen. For example, Texas once rated cattle and cotton as top producers of wealth for the Lone Star state. Discovery of the East Texas oil field changed that almost overnight.

#### MEANS MORE JOBS

An oil derrick—rig to an oilman—is only a small corner of the job picture in that industry. Every rig has a crew while drilling is underway. The crew includes riggers, tool dressers and helpers, mechanics, pipemen or pipe-packers, drillers for each shift and occasionally an engineer. When wells are "blown in" they require a "shot man" to handle explosives. But before the rig crew can begin work, the derrick and equipment—tools, pipe, cable, pumps and the like—must be hauled to the well site and the derrick erected.

If oil is discovered, new rigs follow by the scores, often hundreds, while exploration is feverishly developed. Once the oil begins rising to the surface, it must be stored in huge tanks via pipelines. That means truckers, laborers to handle pipe and iron sheet, welders and riveters and engineers. More work, more jobs. Once the crude oil is stored there are two alternate ways of handling the next step—getting it to the customers. The oil may be transported to refining centers for cracking into lubricating oil, gasoline and by-products. Or new refineries may be built near the fields. Either way, more jobs—new jobs—are created by the hundreds. And the pay is good.

Sounds good. It is, when and if they strike oil. But meanwhile the best thing for Tom, Dick and Harry to do is wait while geologists and oilmen laboring at the several test wells do the work and worrying



**Drilling** The disc-like installation on the rig floor is a rotary table, which imparts the rotary motion to the drill pipe and the bit through the hexagonal kelly that extends from the rotary table to the top of the picture. The workman is a pipe-racker.

about what comes up after the drill goes down.

#### "WILDCATTERS" DID WORK

Any oilman who remembers the oil field frenzy of the mid-1920's in the South and Southwest will admit it was a crazy business—was, that is, until science rubbed out the guess-work. Old timers recall how most of the new exploration was done by "wildcatters," men who knew the drilling game—nothing else. They'd work in the fields, learn tricks of the trade and eventually gather together a rig of tools and go off to some new area where their "hunches" told them there was oil. In a few months, sometimes

their shirts in the hope of getting rich quick.

Officers of the big companies now in the Oregon country are anxious about this phase too. They are in Oregon to explore and, they hope, to develop a new oil field. Quite naturally they are working for their companies. Many months before the first rig appeared at Clatskanie most of the acreage in the area was leased by their agents. It wouldn't be good business to leave small pockets of land unleased in the midst of their drilling.

When an oil derrick appears, they warn, there are always men eager to take advantage of opportunities and promote cash away from an honest working man. Doctors, lawyers and candlestick makers have also lost their bankrolls while suffering a peculiar malady that accompanies "oil fever."

#### BE WARY OF SCHEMES

The advice to Portland-Vancouver shipyard workers now watching closely the new wildcat well is to be wary of schemes to make a "million in oil." Don't buy a tract of logged over land useless for anything just on the chance that it may sprout an oil field. The owner may not have sub-surface rights to his acreage. That's one of a hundred fleecing games that have been worked to the grief of buyers. Stock companies are another. Check with bankers and reputable realtors. Investigate before investing.

There may not be oil under Oregon and Washington. Nobody knows yet.



Bill Britton, Swan Island dock welder foreman, after 14 years in Montana oil fields: "I believe the only place they'll find oil around these parts is in the service stations. I'd sure like to see some company strike oil, though."

weeks, they were either flat broke or fabulously rich. Most of them went broke, but enough became rich beyond dreams to lure others to try again and again.

When oil became big business, the guess-work and gambling on new fields had to go—and science moved in. Very few new fields have been developed by small independent "wildcatters" of the type that veterans remember.

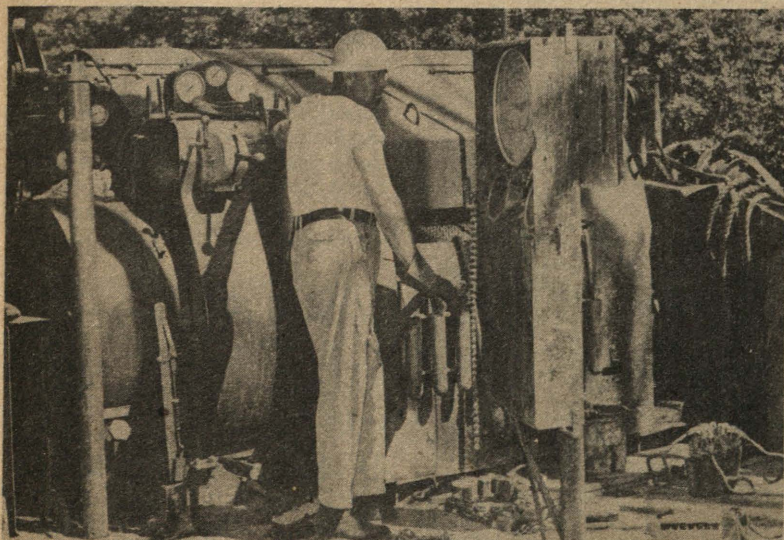
When a company begins surveying a new region before exploring its sub-surface, the rumors begin to fly faster than shop-talk gossip. Too frequently they lead to speculation and get-rich-quick schemes.

#### "SUCKERS" FLEECE

The oil business of early years was plagued by the "promoter." Some were legitimate, of course, and sincere. But hundreds were merely fleecing the "suckers" and thousands of unwary trusting men and women lost their savings and



W. P. Hudman, Swan Pipe shop employe who worked nine years in fields in Oklahoma, Kansas and Texas: "I believe there's a good chance of striking oil in these parts. Shipyard machinists are gaining valuable experience toward oil-field work because of the importance of Diesel power."



**At Controls** The driller, who directs the crew's operations, stands at the draw-works controls, with which he operates the rotary table and the hoist for lifting and lowering tools.



# Output of Troopships Lags as Many Leave

(VANCOUVER) — C-4 troopship deliveries are seriously behind schedule as a result of a loss of approximately 10,000 production workers since January 1, Mike Miller, Vancouver general manager disclosed this week. Contract schedule called for delivery of six of the vital ships by August 1, but delivery of the Marine Cardinal this week meant only three have been turned over to the War Shipping administration by that date. "At the present rate of production we will have only five deliveries by September 1 instead of the required nine, although we are going to make every effort to deliver three in August instead of two," Miller said. "For the first time in the history of this yard we are behind schedule instead of being ahead of schedule. Every worker in the yard must face this fact and help change that condition."

Miller reminded employees that they have always been proud of the records established at the yard and that the yard has had high praise from many sources on the workers' achievements. He said it was only right that, with the yard behind schedule, the fact be admitted publicly.

Workers leaving the yard numbered 3144 in May, 3908 in June and 2979 the first three weeks of July. There were 34,090 employees on the payroll January 1, 1945, and

counted on being ready for service August 1. This will result in slowing down the transporting of men from the European to the Pacific fronts, with probable delay in ending the war," he concluded.

## We Did It Before; Let's Do It Again

(VANCOUVER) — The yard that built 50 baby flat tops (BB-3s) and delivered them all in exactly one year was announced this week to be "seriously behind schedule" on vitally needed C-4 troopships, and, as a consequence, was holding up needed CVE escort carriers for the Navy.

The current lag in production, caused chiefly by loss of manpower, was the first time in the history of the yard that such a condition prevailed. On all previous contracts—which included Liberty ships, LSTs, Baby Flat Tops, and AP-5 Attack Transports—original schedules were improved and all ships delivered ahead of schedule. Here is a brief review of previous Vancouver ship construction records:

Name of Ship	Keel Laid	Delivered	Days Under Construction
			
SS Juan deFuca (Liberty)	11-15-42	1-10-43	57
			
LST 475	11-14-42	3-17-43	127



**Pinch Hitting for Thelma** Lola Stanley, formerly swing supervisor of women in Assembly, is taking the place of Thelma Brantner Cranes, who is honeymooning at Lake Arrowhead. Mrs. Cranes expects to be gone for at least 30 days. Her husband, Fred Cranes, was associated with the yard during the BB-3 contract. She was married in Los Angeles on July 21. (Vancouver photo)

## New Setup Scheduled For CVE Materials

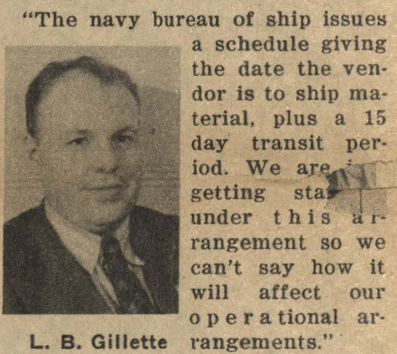
(VANCOUVER)—Procuring and expediting materials for the CVE contract will be a setup similar to the LST contract, when the yard first started, according to Leland Gillette, chief expeditor. "On all of our contracts, with the exception of the LST contract, the company has expedited all of its own materials," Gillette remarked, "but under this new carrier contract with the navy we will operate under their setup."

## Lost and Found Articles Pile Up

(VANCOUVER) — The Guard department lost and found division again has issued an SOS for relief from the stacks of miscellaneous articles which have been accumulating over a four or five months' period.

They say they will have a special this week, at the Main Guard station outside the gate, on false teeth, eyeglasses, sunglasses and many other articles lost by absent-minded employees and visitors.

If anyone has lost an item or two it might be a good idea, according to the Guards, to drop into their main office before or after shift and look over the collection.



L. B. Gillette

Each vendor is given a shipping schedule and should not ship prior to nor later than that schedule. As a result, there will not, in all probability, be any large stockpiles within the yard. A large number of vendors have indicated they will be behind schedule due to battle damage and other repair programs. Thus, a great deal of expediting will be necessary.

## Pipefitter Killed In Hatch Plunge

(VANCOUVER) — Robert Berry, day pipefitter on Berth 5 of the Outfitting dock, was killed when he fell through an open hatch at approximately 2 p. m. last Friday.

Berry was rushed to Northern Permanente with head injuries and died at 5 p. m.

He is survived by his wife, Ruby, and son, Robert, who live in Bagley Downs. The family's home originally was in Birmingham, Ala.

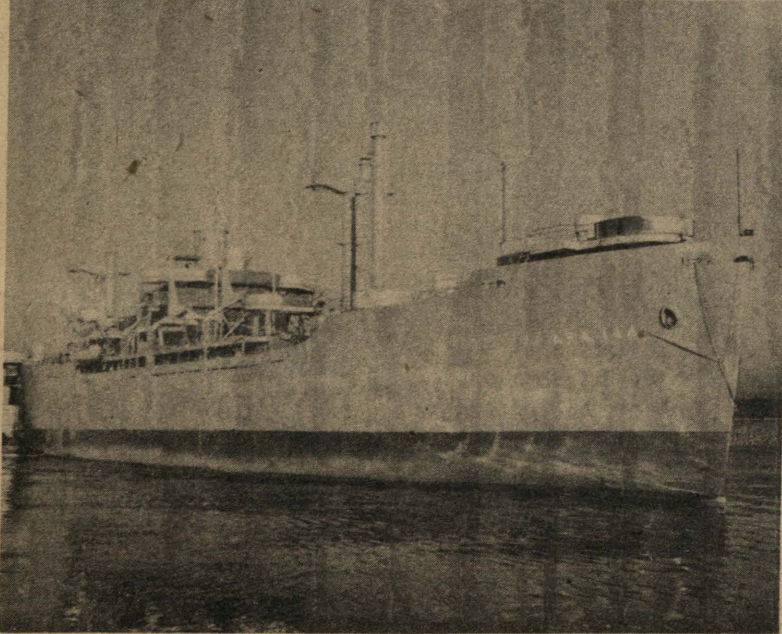
## 'Cots Next on List For Canning Group

(VANCOUVER) — Tree-ripened apricots will be the canning feature during the first three weeks of August, according to Maud Withers, assistant personnel manager, who handles details on this evening activity for shipworkers. Friday and Saturday will see the first ones ready, she reports, and arrangements may be made for evening sessions the week of August 6 by phoning Miss Withers at 751, local 4.

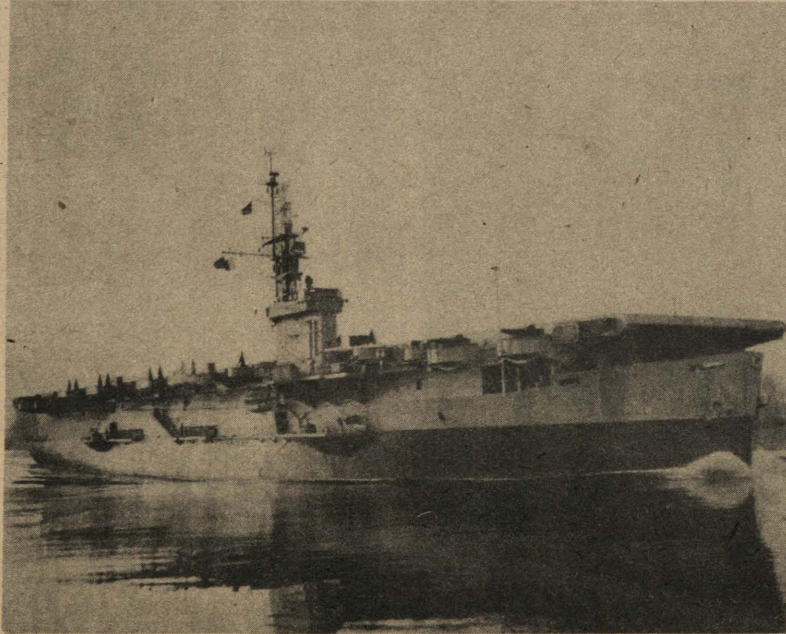
Through Miss Withers' office, arrangements are made for the fruit and canning may be done in a few hours' time at the local custom cannery by these special arrangements.

**Undergoes Operation**

(VANCOUVER) — Edythe Sharinhousen, supervisor of the Housing department, was taken to Northern Permanente hospital for an emergency appendectomy last week.



USS Bergen (AP-5) 10-25-44 12-22-44 58



USS Munda (BB-3) 3-29-44 7-7-44 101



## INQUIRING REPORTER

QUESTION:

"What do you think of the outcome of the British elections?"

B. F. Morris, Progress department supervisor: "I don't think it will make a great deal of difference. I think things will continue just about as they are now. It seems to me that the whole matter of Mr. Churchill's defeat

is entirely a British concern. My morning newspaper has an editorial along this line that I agreed with 100 per cent."

E. C. Davis, USMC: "Quite frankly, I think I was foolish not to play my hunch and bet some money on it with a guy who cleaned me for \$25 as the result of our elections. I don't think it was a particularly good move right now when you stop to consider the status of the world."

Jeanne Lea, secretary to J. J. Stanton of Gibbs and Cox Co.: "It made me very unhappy. I think Churchill was a very fine man, a great leader and should have been able to finish the job he started. Of course, I'm not English, but I still think it was too bad to change leaders at this time."

Walter C. Thompson, Marine material technician: "It was just what I expected. When the war was over in Germany, Churchill was done. I think it was a good thing for England. The 'why' of that thought is difficult to answer without going into a lot of details. However, I do think it definitely a step forward."

A. Roberts, electrician on the Outfitting dock: "I think Churchill was a good man, I think he did a good job as far as I know. None of us really know how things are over there. We have no way of knowing. This change may be for the better and again it may be for the worse. I don't know."

John Bloom, chipper on the Outfitting dock: "I pay very little attention to anything like that. What they do in a foreign country doesn't interest me. It's too far away to get upset about it. We have enough to do to keep up with what happens right here. If we do that, we'll be okeh."

Pin Mills, foreman at General Stores: "It turned out altogether differently than I thought it would. I thought he had done a very good job. I also thought he had done a great deal for England. However the voters over there were apparently ready for a change and they certainly made it."

Archie Farris, paint foreman on the Outfitting dock: "I really don't know anything about it. However, it's my personal opinion that he should have stayed in office until the conference was finished. We've followed England's way of thinking for a long time so I imagine the results will have some effect over here."

## Legal Department Head Enters Law Firm Downtown

(VANCOUVER) — Thomas Meade, legal department head for three and a half years, announced this week that effective August 1 he will open private practice in Vancouver but will continue to handle legal work for the company on a retainer basis. Meade joined the company



Thomas Meade in his present capacity after nine years of private practice in Seattle. He also will continue to represent Northern Permanente foundation, which he has done since its inception.

A graduate of Notre Dame and University of Washington's law school, Meade believes that the entire southwest section of the state has great potentialities in the pastwar world, and that Vancouver will be the center of the development. In Vancouver he will be associated with D. Elwood Caples and Bernard Newby and will maintain an office in the Arts building at 12th and Main, where he will conduct a general practice. He expects to spend part time in his present office in Administration building.

### MILLER PRAISES

In announcing the change, Mike Miller, assistant general manager, praised Meade's knowledge and experience. He said: "Because of Mr. Meade's familiarity with, and participation in legal and related matters for this shipyard and other of our operations over a period of more than three years, we will continue to employ his services as an attorney."

Routine legal matters, not requiring urgent action, will be handled through the former resident attorney's office by his secretary, Mrs. Edith Berge.

### CARD OF THANKS

I wish to thank the Teamsters union, my many friends and well wishers for their cards and flowers during my five weeks' stay at Northern Permanente hospital as the result of being burned in an accident at General Stores.—D. I. Lowery, day gas truck driver.

## Renewal of Hospital Contract Petitioned

(VANCOUVER)—Petitions will be circulated next week throughout the yard seeking renewal of the contract that names Northern Permanente Foundation hospital as the agent to provide medical care for industrial (on-the-job) injuries. A three-year contract approved by the workers in 1942 expires September 1, according to officials. A majority of the workers must sign the petition to meet requirements of the State Department of Labor and Industries.

"This should not be confused with the Family Health plan. It concerns only industrial injuries covered by the state. It does not affect in any way the

# Lucky Fourteen Count Blessings In War Bond Drawing

(VANCOUVER) — Fourteen yard workers this week were counting their blessings in having won bonds in the drawings held July 23. Prizes ranged from a \$50 bond to the \$5500 house won by Earl Peterson, swing shipfitter, in the three-yard drawing held in Portland. Peterson announced this week that the place was up for sale, because of the inability of his son Larry, 2, to live

in this region. He had an attack of pneumonia last spring and was seriously ill long afterward. During his convalescence doctors advised sending him to a drier climate and he is living in Silver Creek, Neb. The Petersons are going to use proceeds from the sale of the house to buy war bonds until the war ends. Then they plan on buying a home some place where their son can live.

Dolores Haynes, swing senior clerk in Kardex in Marine pipe division at General Stores, topped the 10 winners in the payroll deduction division by winning the \$1000 bond.

The \$500 bond went to C. H. Golden, swing shipwright engineer, who has worked in the yard for two years and hails from Chicago. Golden has been a carpenter for 40 years and this is the first time, he

says, that he has ever won anything. He has a son and a son-in-law in the armed forces. His son, Dan, was overseas in Belgium and Germany for 19 months. He is expected home soon. The son-in-law, First Lieutenant Robert F. Glynn, came home recently to make the acquaintance of his 14-month-old son, whom he had never seen.

D. M. Judd, day burner in Salvage, received the \$250 bond. Judd came from South Dakota, where he was a member of the State Highway commission. However, he plans to stay in the Northwest. He has two sons and a daughter in the armed forces. One son is in the 89th Field artillery, the others in the air force stationed in Phoenix, Ariz., and his daughter has just completed cadet nurse training.

Thomas Edwards, grave shipfit-



LARRY PETERSON

ter on the ways, came to work in the yard in April of 1943 immediately following his discharge from the army. His home is in Dayton, Ohio, and his family is still there. If there is work here after the war ends, he plans on remaining and sending for his family. He was a \$100 bond winner.

E. V. Shaff, who was also a \$100 bond winner, was terminated the day of the drawings and was not available for an interview.

M. G. Kafer, day duplicator in Bay 5 of the Plate shop and another \$100 bond winner, is a native of Washington. He has been a carpenter and farmer.

### TAUGHT IN WYOMING

Mrs. B. S. Hogg, day shipwright helper on the Outfitting dock, was a school teacher in Wyoming but has been working in the yard for two years. She has a son, Rolland, who is a radioman on duty in the South Pacific. He has been in the navy for three years. Her husband, who works in the yard as a marine machinist, is receiving hospital treatment. Mrs. Hogg won a \$100 bond.

Another \$100 bond winner, Mrs. Alberta Williams—day tank cleaner from Gary, Ind.—is working here while her husband is overseas with the army. He is to join her here, and if he likes this region they will stay. "We'll do just whatever he wants," she remarked.

J. E. Mead, day chipper supervisor on the dock and a discharged veteran, won a \$100 bond. He is a former resident of California who has lived in Oregon for nearly four years but is undecided whether he'll stay.

### BROTHER EX-OSC MAN

Willard King, grave welder on the ways and seventh \$100 bond winner, is a native of Enid, Okla., but is going to stay here after the war. He has a brother with the army in New Guinea who was an Oregon Ship worker.

Three other prizes were awarded cash purchasers of bonds.

M. Anderson, grave pipefitter in Marine Pipe, walked off with the \$300 bond in this division. Anderson has worked in the yard for three years. He has been a resident of Vancouver for 24 years and plans to stay here. He has two sons in the navy, one serving in the Pacific and the other in the States.

Mrs. D. M. Linn, swing clerk in Accounting, won the \$100 bond. She is a native of Kansas but lived and worked in Idaho before coming to the yard 20 months ago. She has two brothers in the service. One is in the navy in the South Pacific and two are in the army—one in France and one on Luzon.

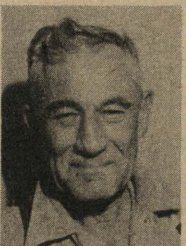
T. C. Irwin, who won the \$50 bond, is in the Middle West recruiting workers for the yard.

## BOSN'S WHISTLE

Published weekly for the employees of the Kaiser Company, Inc., Vancouver, Washington.  
Editor .....DAVE DEIHL  
Associate Editor, GEORGE CONNER  
Office Clerk .....DOROTHY GREEN  
Office: Machine Shop west annex.  
Telephone: Yard Extension 777.



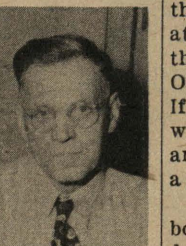
J. E. Meade



M. G. Kafer



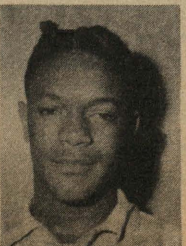
D. M. Linn



M. Anderson



C. H. Golden



Willard King



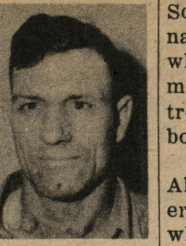
Alberta Williams



B. S. Hogg



Thomas Edwards



D. M. Judd

## COMING EVENTS

**Friday, August 3**—Ogden Meadows, adult dancing, 9:00-12:00 p.m.; Burton Homes, adult dancing, 9-12 p.m.; McLoughlin Heights, 'teen-age dance, 8-11 p.m.; Mill Plain, movies, 7:15 p.m.; Fourth Plain Village, 'teen-age dance, 8-11 p.m.; Hudson House, dancing, Cliff Curry and his band, 9-12 p.m.

**Saturday, August 4**—McLoughlin Heights, swing shift dance, 2 a.m. to 4:30 a.m.; 7-11:45 p.m.; Harney Hill dancing class, 7-9 p.m.; Mill Plain, old time dance, 8:45-11:45 p.m.; Burton Homes, movies, 8 p.m.

**Sunday, August 5**—Protestant church and interdenominational services and Sunday school at all centers Sunday morning; Mill Plain, church services at 9:45 and 11 a.m.; evening services also at Bagley Downs, Burton Homes, Hudson House and Mill Plain. Catholic mass Sunday morning at McLoughlin Heights; Mormon services Sunday morning and evening at Harney Hill; McLoughlin Heights, movies, 2 p.m. continuously, and baseball, 1 p.m.; Teen-Canteen club, motion pictures, for members only, 7:30 p.m., 4204 Mill Plain Road; Hudson House theatre, movies, 2 p.m. continuously.

**Monday, August 6**—Ogden Meadows, badminton, 7-9 p.m.; Bagley Downs community dance, 8:30-11:30 p.m.; Harney Hill, movies, 7:30 p.m.; McLoughlin Heights, women's night, 7-10 p.m.; Hudson House, Umpires association, 7:30 p.m.; Hudson House theatre, movies, 7 p.m. continuously.

**Tuesday, August 7**—Ogden Meadows, sewing, 9 a.m.-5 p.m.; Fourth Plain Village, movies, 7:30 p.m.; Harney Hill, women's health and corrective class, 7:30 p.m.; and Teen-Age club, recreation and dancing, 7:30 to 10 p.m.; McLoughlin Heights, men's night, boxing, wrestling, weight lifting, 7-10 p.m.; Hudson House recreation hall, free movies, 8 p.m.

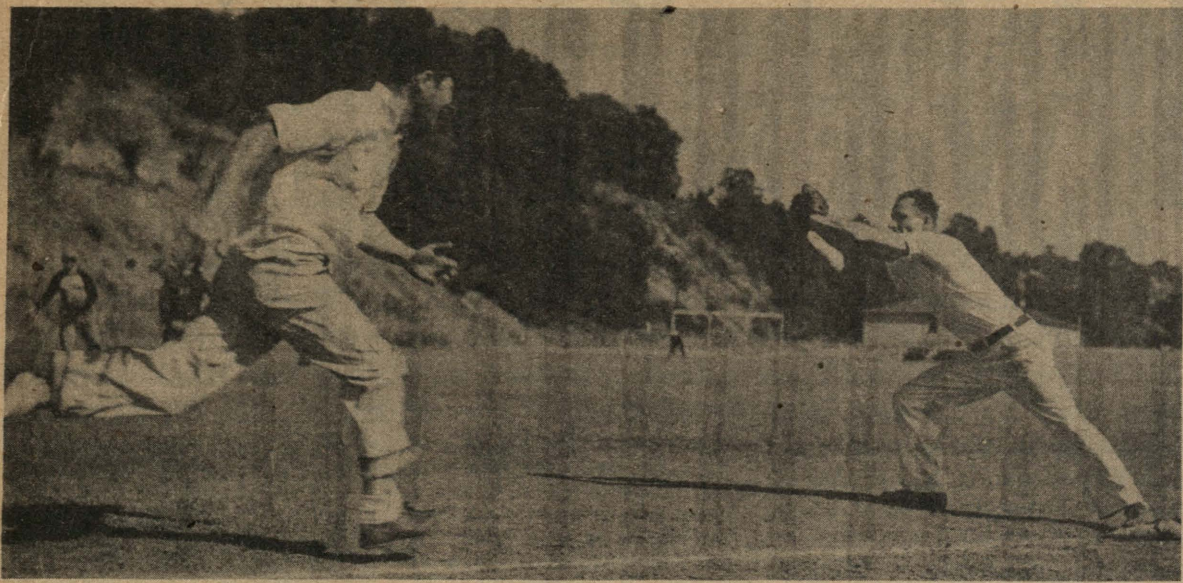
**Wednesday, August 8**—Ogden Meadows, Red Cross sewing, 9 a.m.-5 p.m.; Harney Hill, game night, adults, 7-11 p.m.; MacArthur school, badminton club, 7:30 p.m.; McLoughlin Heights, men and women, mixed athletic events, 7-10 p.m.; and 'teen-age game room, 7:30-9:30 p.m.; Mill Plain, 'teen-age dance, 7-10 p.m.; Bagley Downs, community singing, 9 p.m. to midnight.

**Thursday, August 9**—Ogden Meadows, sewing machines available 9 a.m.-5 p.m.; Bagley Downs, movies, 8:30-10:30 p.m.; Harney Hill, women's health and corrective class, 7:30 p.m.; and recreation club, members only, 'teen-age, 7-9 p.m.; Mill Plain, Red Cross sewing group, 10 a.m.-3 p.m.



**Autograph Seekers** Sally Rand was besieged by Vancouver workers in quest of her autograph after the program at Victory Center last Friday during lunch period. Miss Rand is appearing in Portland nightly. One of the largest crowds to turn out for a yard program helped to make Miss Rand's appearance successful.





**No Hit Here** Bill Burback, Erection infielder, was an easy out in this bit of action from last week's Erection-Plate Shop game at Swan Island. Joe Gette, Plate Shop first baseman, takes throw from pitcher as Burback sacrificed runner to second. Plate Shop won, 1 to 0.



**Almost Unbeatable** With 11 wins against only one setback, Ed Geist, Erection Scorpion pitcher, has the best record among hurlers in the Swan softball league. Geist has allowed only 26 runs and 52 hits in 12 games. Three of the victories were shutouts. He threw one one-hitter, three two-hitters, two three-hitters and two four-hitters for his best mound performances of the year.

**VANCOUVER GOLFERS PACE WAR FIELD**

Paced by Vancouver with eight winners, Kaiser Company golfers finished well in the 16th War Industries Golf sweepstakes last week over the Colwood layout as 15 linksmen placed in various events. Swan Island placed four men and Oregon Ship trailed with three.

In the top AA (no handicap) league, Vancouver's Bobby Litton finished in a tie for low gross honors with a 35. Budd Jensen, Oregon Ship, took long drive.

The American league found Bill Spencer, Vancouver, turning in the best score of the day with a 33. Long drive honors were shared by Swan Island's hard hitting Ossie Enebo. The putting contest was won by E. R. Martin, Oregon Ship, who needed only 10 strokes for nine holes.

Two Vancouverites, K. V. Thore-

son and Ralph Moole, won low net with 31's in the National league. A three-way tie resulted in the putting contest with two Kaiser employees among the winners. Leslie Keiser, Swan Island, and F. O. Ohman, Vancouver, needed 13 putts for nine holes.

Kaiser men dominated the Federal league. Robert Houch, Vancouver, won low gross with a 42. Fred Pederson, Vancouver, swept low net with a 43-11-32. Blind bogey went to Clyde Johnson, Swan Island, Ralph Bond, Vancouver, tied for long drive, as did H. D. Seeman, Swan Island, in pin approach. C. P. Overstreet, Oregon Ship, won the putting contest with 13 putts.

Walter Nagel, park bureau golf director, announced that scores in the 54-hole derby are close and urged players to turn in their tallies.

**2 Tens Knotted in No. 1 Vanship Loop; Testers No. 2 High**

(VANCOUVER)—The second week of play in the second half of Vancouver Shipyard softball play found the Marine Pipe and Riggers teams tied for first place in the Washington division and the Testers occupying top spot in the Columbia division.

The four top teams have each suffered one defeat and three of them have an average of .750.

The aggregations are beginning to settle down into their predicted spheres and there is not much danger of upsets unless player losses should deplete some of the top teams. Standings:

WASHINGTON DIVISION			
	W.	L.	Pct.
Marine Pipe	3	1	.750
Riggers	3	1	.750
Pipe Shop	2	2	.500
Kiloswatts	2	2	.500
Outfitters	1	3	.250
Assembly	1	3	.250

COLUMBIA DIVISION			
	W.	L.	Pct.
Testers	3	1	.750
Marine Machinist	2	1	.667
Marine Engineers	2	1	.667
Plate Shop	1	2	.334
Machine Shop	0	3	.000

WASHINGTON DIVISION			
	R.	H.	E.
Pipe Shop	0	6	0
Outfitters	6	6	2
Townley and Baugh; Ratter and Fryer.			
Marine Pipe	4	3	2
Electricians	3	7	4
Rawlins and Cameron; Green and Simbeni.			
Assembly	8	11	2
Riggers	11	9	6
Hamilton and Gildhorn; Kinton and Pate.			
Electricians	10	10	2
Outfitters	2	4	4
Osborn and Simbeni; Sayler and Ratter, Fryer.			
Pipe Shop	8	13	0
Assembly	0	2	5
Townley and Baugh; Wannamaker, Gildhorn and Cunningham.			
Riggers	11	10	7
Marine Pipe	2	4	5
Kinton and Pate; Griffie, Rice and Bradberry.			

COLUMBIA DIVISION			
	R.	H.	E.
Testers	2	4	2
Plate Shop	3	5	0
Griffie and Moe; Rader and Schwindt.			
Marine Machinist	11	10	0
Machine Shop	2	8	6
Chubbuck and Smith; Kinton, Ramfort and Gann.			
Testers	12	10	1
Marine Machinist	6	10	8
Griffie and Moe; Park, Chubbuck and Smith.			
Machine Shop	3	8	7
Marine Engineers	19	15	3
Ramfort and Gann; Ramey and Riley.			

**OSC Grave 10's Finish Slate**

(OREGON SHIP)—Despite two losses in the final week, the Erection team finished atop the Oregon Ship Graveyard softball league with 16 wins and only the aforementioned two losses in the three rounds of play. One of Erection's defeats last week was a 2-1 decision to Welders & Burners, who won

**Plate Shop Nips Erection, 1-0, to Tie for 2d Spot**

SWAN ISLAND LEAGUE			
	W.	L.	Pct.
Erection	4	1	.800
Assembly	3	2	.600
Plate Shop	3	2	.600
Crane Operators	2	3	.400
Pipe	0	4	.000

(SWAN ISLAND)—Handing the first-half champion Erection Scorpions their first defeat of the season, Plate Shop went into a tie for second place with Assembly—only one game back of the league leaders—in Swan Island's softball league last week.

In second place the previous week, Crane Operators dropped two games by the same score, 12 to 7, to Plate Shop and Assembly, to fall to fourth place.

Plate Shop's 1 to 0 win over Erection was the best played game of the year. Going into the ninth inning, the game was scoreless. Erection filled the bases with one out, but was unable to push across a tally. Plate Shop scored the only run of the game in its half of the ninth as Ken James drew life on Bill Burback's infield error, advanced to second on a passed ball and to third of Muller's error at shortstop. With two outs, James scored on another passed ball.

In a game marred by arguments, Glen Larson and Johnny Jordan combined to strike out 14 Crane Operators as Assembly won, 12 to 7. Larson and Kent Winklepleck homered for the winners. Scores:

	R.	H.	E.
Assembly	12	13	1
Crane Operators	7	8	4
Larson, Jordan and Tracwell; LaFord, Lahey and Lahey, Fisher.			
Erection	0	7	2
Plate Shop	1	2	0
Geist, Skinner and Adams; Laddrout and McCord.			
Plate Shop	12	13	2
Crane Operators	7	10	2
R. Laddrout and V. Laddrout; LaFord and Lahey.			

**SWAN PISTOL 4 NARROWLY WINS**

(SWAN ISLAND) — Swan Island's crack pistol squad downed Vancouver in a close match on the latter's pistol range July 26, 1056 to 1044. Both teams, made up of members of the Guard department, were under their usual shooting skill. Score:

SWAN ISLAND				
	Slow	Timed	Rapid	Total
	Fire	Fire	Fire	
Betts	90	83	83	256
Carlson	88	91	83	256
Morgan	92	91	91	274
Swadberg	93	90	81	264
Totals	363	355	338	1056

VANCOUVER				
	Slow	Timed	Rapid	Total
	Fire	Fire	Fire	
Perrine	87	88	81	256
Ahslen	75	83	82	240
Ranney	95	98	83	276
Strobl	96	93	83	272
Totals	353	362	329	1044

two and lost two in the final week to take second-place honors in final standings. Riggers took two of three tilts to finish in third spot, two games ahead of Shell Erection.

Final standings (before play-off):

	W.	L.	Pct.
Erection	16	2	.888
Welders-Burners	14	4	.777
Riggers	11	7	.611
Shell Erection	9	9	.500
Warehouse	5	13	.277
Assembly	4	14	.222
Outfitting Dock	2	16	.111

Scores:

	R.	H.	E.
Riggers	1	4	3
Welders	3	5	2
Potest and Brandow; Mayer and Wade.			
Welders	1	3	4
Erection	9	12	2
Helser, Jacobi and Greer; Weitzel and Baumgarden.			
Riggers	5	9	2
Erection	4	9	3
Jarvis and Watts; Gunderson and Baumgarden.			
Welders	2	5	4
Riggers	9	17	4
Mayer, Sanburn and Young; Jarvis and Watts.			
Erection	1	5	1
Welders	2	7	2
Weitzel and Baumgarden; Mayer and Young.			

DAY SOFTBALL LEAGUE

	W.	L.	Pct.
Assembly	7	0	1.000
Sheet Metal	5	2	.714
Main Electric	5	2	.714
Marine Electric	2	5	.286
Warehouse	2	5	.286
Paint	0	7	.000

Scores:

	R.	H.	E.
First game:			
Assembly	13	16	1
Paint	2	6	2
Ketzel and Manard; Wright and Kimbriel.			
Second game:			
Assembly	11	14	2
Paint	3	7	5
Webb and Robertson; Wright and Kimbriel.			
First game:			
Warehouse	4	8	2
Sheet Metal	5	9	1
Budnick and Sipe; Penny and Koch.			
Second game:			
Sheet Metal	5	8	1
Warehouse	3	7	2
Penny and Koch; James and Sipe.			
First game:			
Main Electric	4	7	2
Marine Electric	3	8	2
Bergman and Hurza; Rady and Shelton.			
Second game:			
Main Electric	10	14	1
Marine Electric	0	1	3
Cardillo and Hurza; Rady and Shelton.			

**Vancouver All-City Tennis Meet Slated**

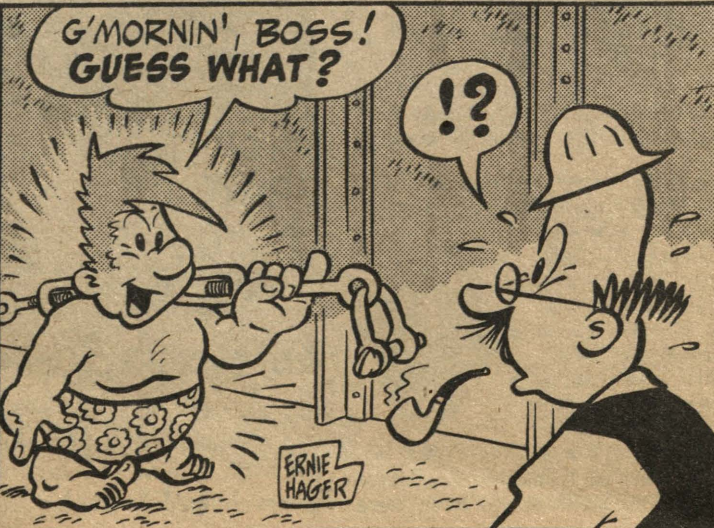
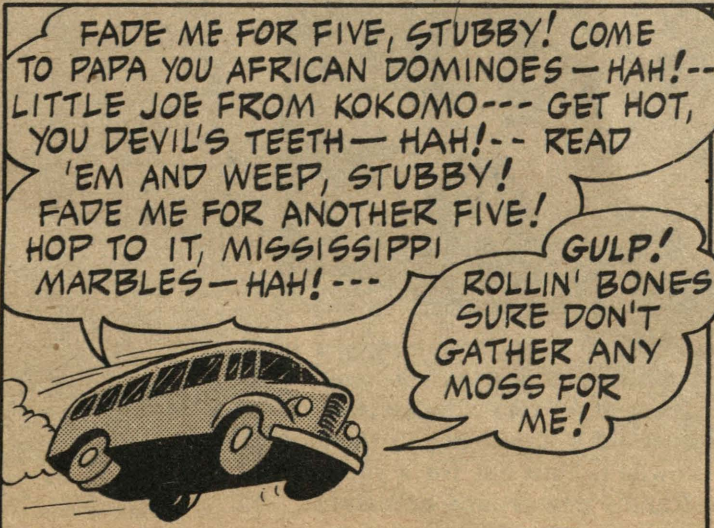
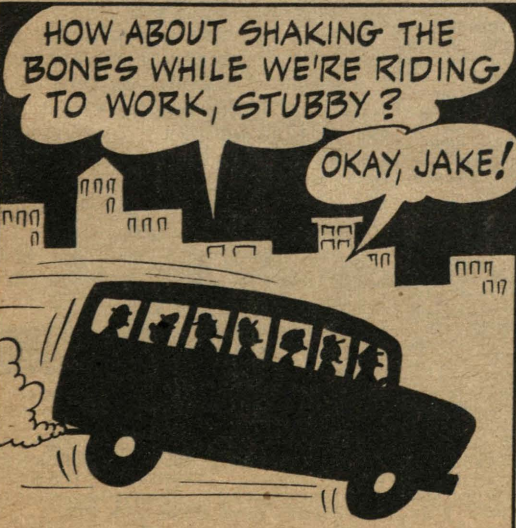
An all-city tennis tournament will be held on Vancouver high school, Leverich park and Shumway junior high school courts August 9, 10 and 11, according to an announcement today by the Vancouver recreation association. The contest is open to all residents of the Vancouver area, and there will be events for men and women as well as players under 17 years of age.

Registration closes August 6, and must be made on official blanks, available at all sporting goods houses and recreation centers and playgrounds.

Divisions include: Men, 18 and over; women, 18 and over; boys, 17 and under; girls, 17 and under; mixed doubles, 18 and over, and mixed doubles, 17 and under.

By Ernie Hager

**Stubby Bilgebottom**







"Egad, I wish those two burners would get hitched up . . . I'm getting tired of filling up their hearts and lettuce with weld."

## Kaiser-Frazer's Car Due for Sale Early In 1946

Henry J. Kaiser and Joseph W. Frazer, Graham-Paige auto magnate, have formed a corporation which plans to have a new lightweight, low-priced automobile on the market early in the coming year. The firm is known as the Kaiser-Frazer company and will merge the facilities of Kaiser's West Coast shipbuilding and steel industry with the experienced Graham-Paige manufacturing and sales organization. Both companies had extensively studied the low-price auto field and discovered each had the same postwar objective.

The new concern will produce two models. A large, low-priced car to be known as the "Kaiser" will be manufactured on the Pacific coast. In the East a larger automobile, which will be called the

"Frazer," will be produced to sell in the middle-price bracket.

Surveys to determine materials and facilities necessary to turn out the "Kaiser" have been completed. Plans call for large-scale fabrication of parts on a coastwise basis.

Kaiser will serve as chairman of the Kaiser-Frazer corporation's board and Frazer as president and general manager.

# Drydock Delivered; San Francisco Bound

(VANCOUVER) — Vancouver's drydock, YFD 70, was delivered and started down the Columbia river enroute to San Francisco on Monday, July 30. The dock, second of these huge structures to be built at the yard, was the focal point of much discussion when various groups in Portland and Vancouver attempted to get the navy to station it at one of the Portland yards, where a basin had been dug for a dock by the navy a few years ago.

The fight was carried by Senators Morse and Cordon of Oregon to Secretary of the Navy Forrestal. However, the navy pointed out that plans for installing it in San Francisco had been made some time ago. The local groups maintained that

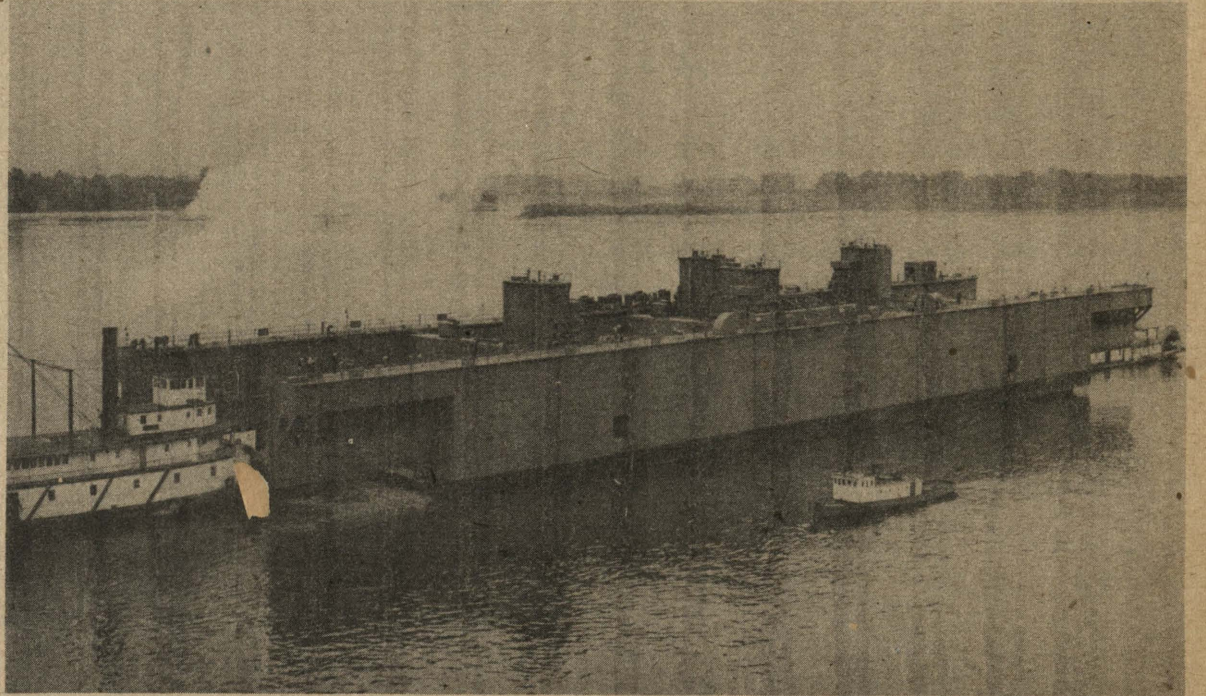
the dock was necessary if the Port of Portland was to continue repairing ships and employing the thousands of people who left their homes and businesses to come to the area to build the ships needed in the war.

The navy has no other drydock

construction in mind at this time.

The dock was taken by tug boat as far as Astoria where navy ships took over for the trip down the coast to the Golden Gate city.

The first drydock built at Vancouver, YFD 69, is now stationed at Swan Island.



"California Here I Come" Vancouver's much debated second drydock, YFD 70, is shown just a few minutes after she was pulled away from the Outfitting dock, July 30, on the first leg of her journey to San Francisco. Tugs took the dock to Astoria where naval vessels took over for the coastwise trip. (Vancouver photo)

## Vancouver Navy Berth Likelihood Increases

(VANCOUVER)—The possible choice of Vancouver lake as the mooring site for the 512 ships originally scheduled for Seattle is gaining headway as the attention of various governmental agencies is focused on the project, according to the Vancouver Citizens' committee which has spearheaded the

movement. Rep. Charles R. Savage met with the committee last week to discuss ways and means of procedure. Last Saturday he, Howard J. Burnham and W. R. Smith were present during the House rivers and harbors committee hearings in Portland and made a formal presentation of the brochure on the project to the committee members. As a result, Savage and the citizens' committee are to submit more comprehensive information to the river and harbors group for inclusion in their formal report to congress. The rivers and harbors committee were flown over the 7000-acre site on their way up-river to Spokane, Lewiston, Idaho and other Columbia basin cities.

Monday, Savage and Dave Deihl, citizens' committee chairman, were flown over Vancouver and Shillapo lakes where the harbor, airport and industrial area is to be created. Tuesday, Capt. I. L. Lind, Navy

Bureau of Ships, Washington, D. C.; Lt. Clayton O. Crane, Navy Bureau of Yards and Docks, Washington, D. C.; Comdr. Laurence Bennett, thirteenth naval district planning officer and Lt. Comdr. D. G. Follet, Bureau of Yards and Docks, were visitors in Vancouver. They met with representatives of all organizations participating in the Citizens' committee and went thoroughly into all phases of the proposition from the standpoint of possible utilization for the navy's purpose.

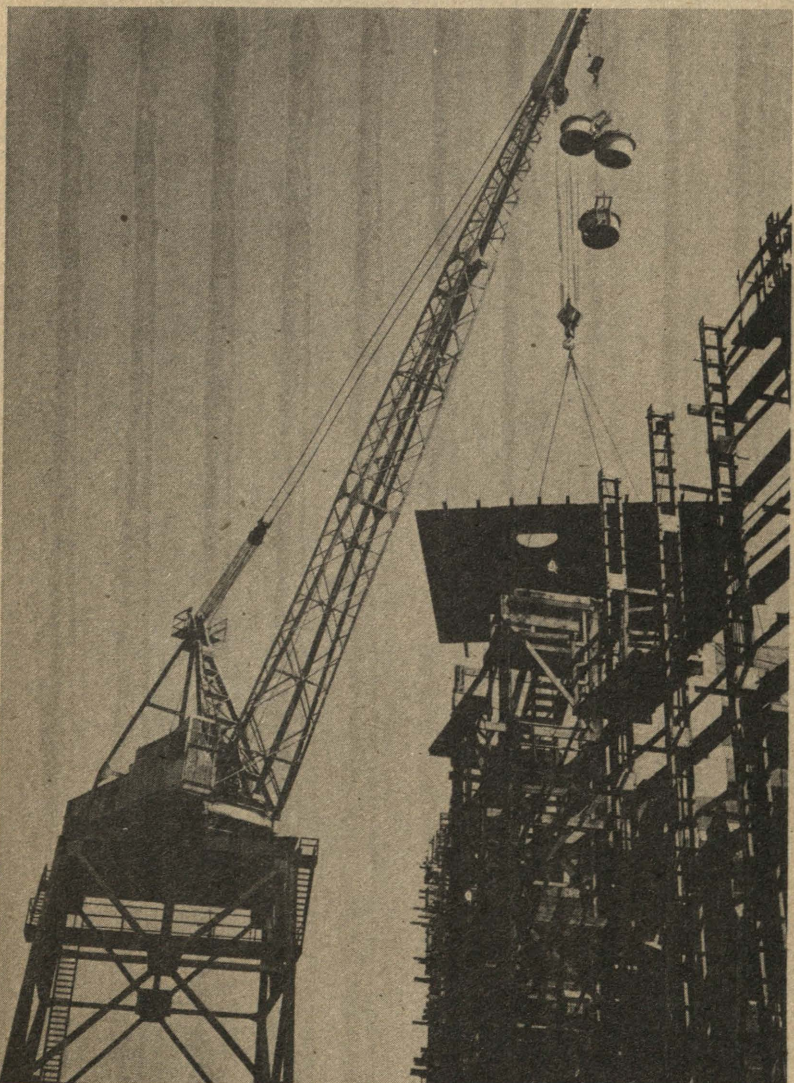
## Marine Engines Priced at \$575

Now on sale by the U. S. Maritime commission for civilian purchase are 150 used six-cylinder Continental marine gasoline engines, recently declared surplus by the navy and reported to have cost the government \$1515 each. Sales price is \$575 each.

Maritime officials assert that these engines are in good used condition and have many hours of excellent service remaining for use in pleasure craft, or for the operation of small power plants. No priority certificate is required to purchase them.

## Children's Play School

(VANPORT)—A play school has opened at Community Building No. 2, from 10 a.m. until noon. Children from 3 to 5 participate in group games, story telling and crafts. Outdoor activities are supervised by Ada Anderson and Patricia Ball.



**Double Lift** Using both hooks, this Swan Island whirley makes a lift of deck section on one hook with tank tops on the other hook. A tank top covers the hole seen in the deck section.

## Kaiser Ship Repair Gets New Frontage

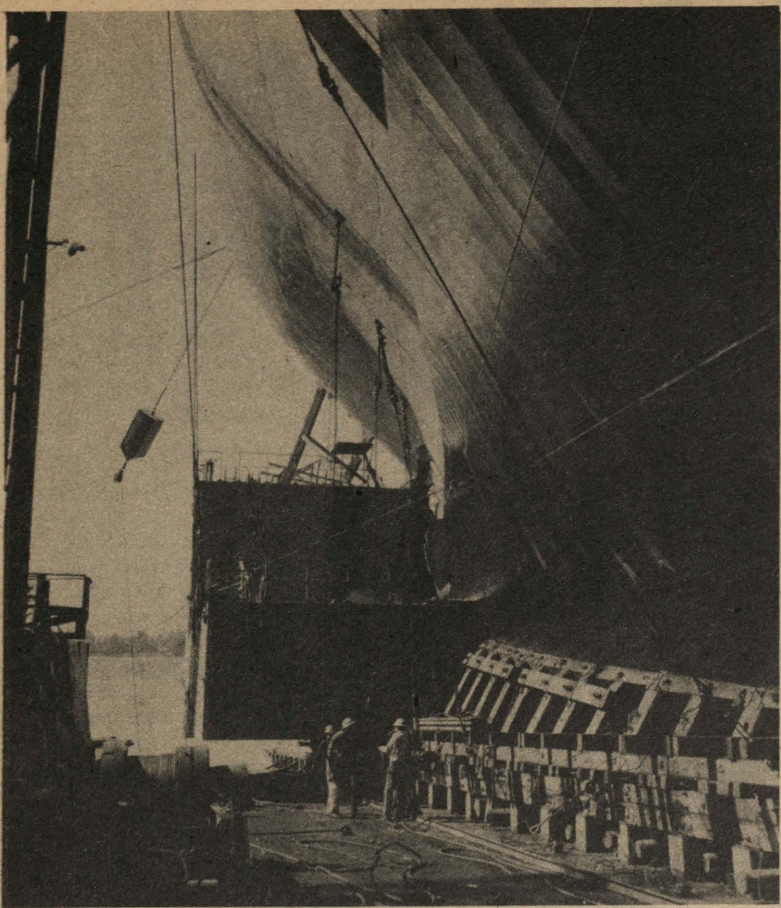
The Kaiser Co., Inc., terminal repair division took possession August 1 of 200 feet of river frontage leased from the Portland Dock commission. This will give the Kaiser ship repair operation, recently purchased from Poole, McGonigle & Jennings, about 1000 feet of river frontage and two slips, each capable of berthing two large ships.

The dock commission recently purchased the property from the Eastern & Western Lumber Co.



**Mastodon** Like the skeletal ribs of some prehistoric mastodon being unearthed in the desert are the timbers of this section of the sliding ways. (Swan Island photo)





# Work Begins On Moving Of Housing

(VANCOUVER) — Work was under way this week on dismantling 30 row type units on McLoughlin Heights for use in Seattle.

The 30 houses are on the south side of the hill and overlook the Columbia river. They were selected for deprogramming because of septic tank trouble. Another 108 similarly situated may be moved later. These units were not connected to the sewer at the time they were built because of their location, but the soil structure has rendered the septic tanks unsatisfactory.

Work has started on dismantling 738 units at Burton Homes. These will be shipped to the following communities and rebuilt for war workers: Tacoma, 300 units; Seattle, 290; Roseburg, 60; Cottage Grove, 40, and Klamath Falls, 48. Fifty-four units were moved to Morton and to Forks last fall, making a total of 792 deprogrammed at Burton Homes.

## BIRTHS

Mr. and Mrs. Bob Brown, Bagley Downs, a girl weighing 7 lbs. 9 1/2 oz., July 6. Brown is a welder on graveyard shift.

Mr. and Mrs. I. L. Boisjolie, Bagley Downs, a girl weighing 4 lb. 12 1/2 oz., July 7. Boisjolie is a shipfitter on graveyard.

Mr. and Mrs. William Korstad, McLoughlin Heights, a boy weighing 9 lb. 3 1/2 oz., July 7. Korstad is a burner.

Mr. and Mrs. Elmer Kangas, McLoughlin Heights, a boy weighing 8 lb. 7 1/2 oz., July 8. Kangas is an electrician.

Mr. and Mrs. Arthur Carter, Vancouver, a boy weighing 8 lb. 3 1/2 oz., July 8. Carter is an electrician.

Mr. and Mrs. Walter Hughes, Battle Ground, a boy weighing 7 lb. 14 oz., July 10. Hughes is a shipfitter foreman.

Mr. and Mrs. Paul Daniels, Bagley Downs, a boy weighing 6 lb. 6 1/4 oz., July 11. Daniels is a welder on swing.

Mr. and Mrs. Clifford Garber, McLoughlin Heights, a boy weighing 8 lb. 7 oz., July 13. Garber is a shipbuilder on graveyard.

Mr. and Mrs. Preston De Graffenreid, McLoughlin Heights, a girl weighing 7 lb. 10 oz., July 14. De Graffenreid is a pipe welder on swing.

Mr. and Mrs. Ralph Nelson, Ogden Meadows, a girl weighing 6 lb. 3 oz., July 14. Nelson is a shipfitter on days.

Mr. and Mrs. Minor Arthur, McLoughlin Heights, a girl weighing 8 lb. 4 1/2 oz., July 14. Arthur is a welder.

Mr. and Mrs. Leo Reinikka, Brush Prairie, a boy weighing 7 lb. 4 1/2 oz., July 15. Reinikka is a shipfitter foreman.

# County Slates Fair August 30 and 31

(VANCOUVER)—Plans for Clark county's third annual Victory Fair are nearing completion, and every indication is that it will be the most elaborate undertaking of its kind ever held here. Scheduled for the McLoughlin Heights community center, August 30 and 31, it will attract exhibits not only from tenants of Vancouver housing projects, but from victory gardeners, farmers, collectors and artists from all over the county, according to Milt Bona, fair secretary. More than 10,000 persons attended last year.

## Grounds, Gardens Awards on View

(VANCOUVER)—Awards for the Ogden Meadows grounds and gardens beautification contest are on display in the Ogden Meadows community center.

Entrants were being reviewed by judges this week, and awards will be presented during the third annual Victory Fair to be held at McLoughlin Heights August 30 and 31.

Many entries have been made in the contest and many attractive gardens, window boxes and grounds have been the result, said Mrs. Helen Wassard, of the personal services department of the Vancouver housing authority.

Several new features are planned this year, among them a big outdoor show both afternoons and evenings in an area set up on the softball field, just east of the center. Professional talent will be featured. A small charge will buy admission to both the fair and the show.

Regular exhibits, in which everyone in the county is invited to participate, include fruits and vegetables, home economics, arts and crafts and livestock. There will be children's divisions in these categories and a rabbit and poultry show for children. The livestock show will be held again this year in a circus tent along side the center.

Among the special noncompetitive exhibits will be a display of souvenirs of the second World War. This will include flags, weapons, foreign currency, and trophies from enemy countries. Fair officials report they have located a set of dishes from Hitler's household. Anyone interested in displaying such souvenirs should contact Mrs. Helen Wassard at the Ogden Meadows center, telephone 3540.

Copies of the premium list may be obtained at the county agent's office or at the community center. Copies also will be mailed from the county agent's office upon request.

## Plate Shop Clerk Dies Following Operation

(VANCOUVER) — Constance Vandemarr, grave clerk in Plate shop, died July 28 at Coffey Memorial hospital from a blood clot following an operation.

Miss Vandemarr had worked in Plate shop more than three years. She is survived by her fiancé, Robert Maychovsky, U.S. Army; her brother, Richard E. Vandemarr, and three sisters, Mrs. Elsie Mayer, Miss Frances Vandemarr and Mrs. Margaret Michelson.

Burial was at Camas, Wash., last Tuesday.

## CLASSIFIED

**LOST:** A two compartment pocketbook with metal clasp and fastener containing cash, currency and social security card. Liberal reward. Contact B. W. Ulman, 5516 East 13th Street, McLoughlin Heights.

**LOST:** A black leather billfold containing cash and personal papers. Edward Melvin at Ext. 765 will pay the finder a liberal reward.

## CORRECTION

(VANCOUVER) — Mrs. Delores Haynes, winner of the \$1000 war bond announced this week, was incorrectly listed as a toolpicker in Badge and Record city ed. Mrs. Haynes is a senior clerk in Kardex in General Stores.

**Odd Angle** Here is the SS Marine Marlin just a few minutes before launching, July 28. The shot of the aft end shows Big Audrey in readiness to take over when the ship hits the water. The launching ceremony was the shortest in yard history—12 minutes and 48 seconds. John Hallett, general superintendent, was master of ceremonies, William F. Barr, principal machinery inspector USMC, was speaker, Mrs. Barr was sponsor, Mrs. William Bates was matron and Tommy Burgess was flower boy. The invocation was delivered by the Rev. Charles Stanley Mook. The Marlin was the 11th C-4 launched. (Vancouver photo)

# Kaiser Liberty Ship Survives Triple Blow

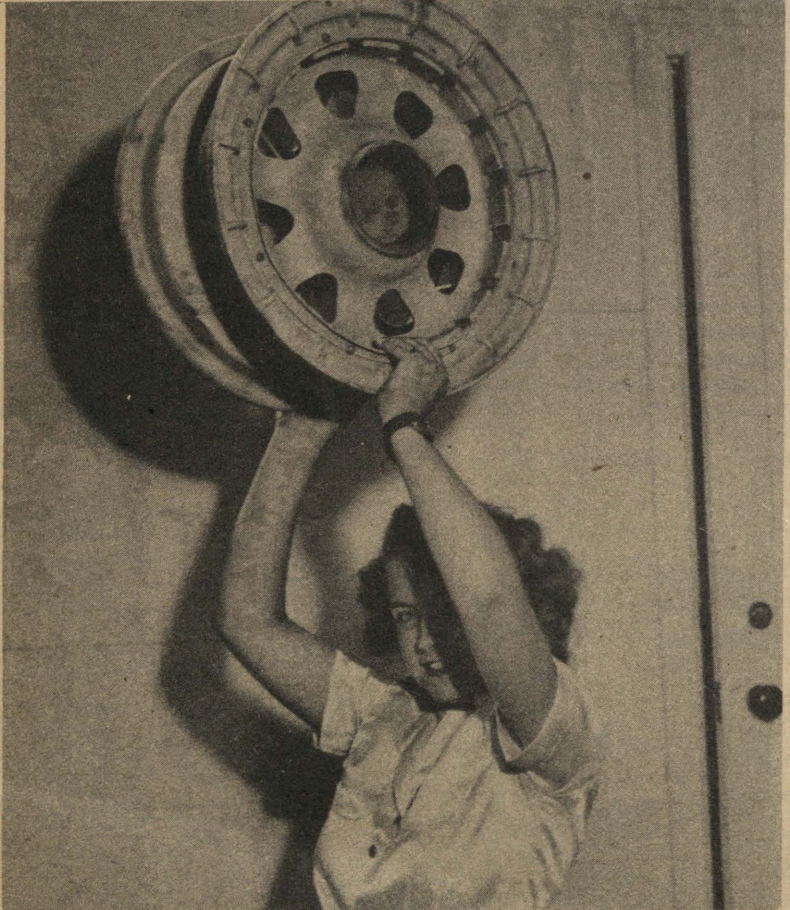
A Liberty ship launched at the Vancouver yard and outfitted by Oregon Ship, the S. S. Juan de Fuca, survived a recent attack by three Japanese planes. Not only was the Juan de Fuca saved, but its valuable cargo was transported safely to its destination. Brig. Gen. W. C. Dunkel of the Western Visayan Task force has cited the ship's master, Capt. Charles S. Robbins of San Francisco, and his officers and crew for heroism under fire.

The first plane set the vessel afire, the second strafed the crew and the third sent an aerial torpedo ripping into the hull.

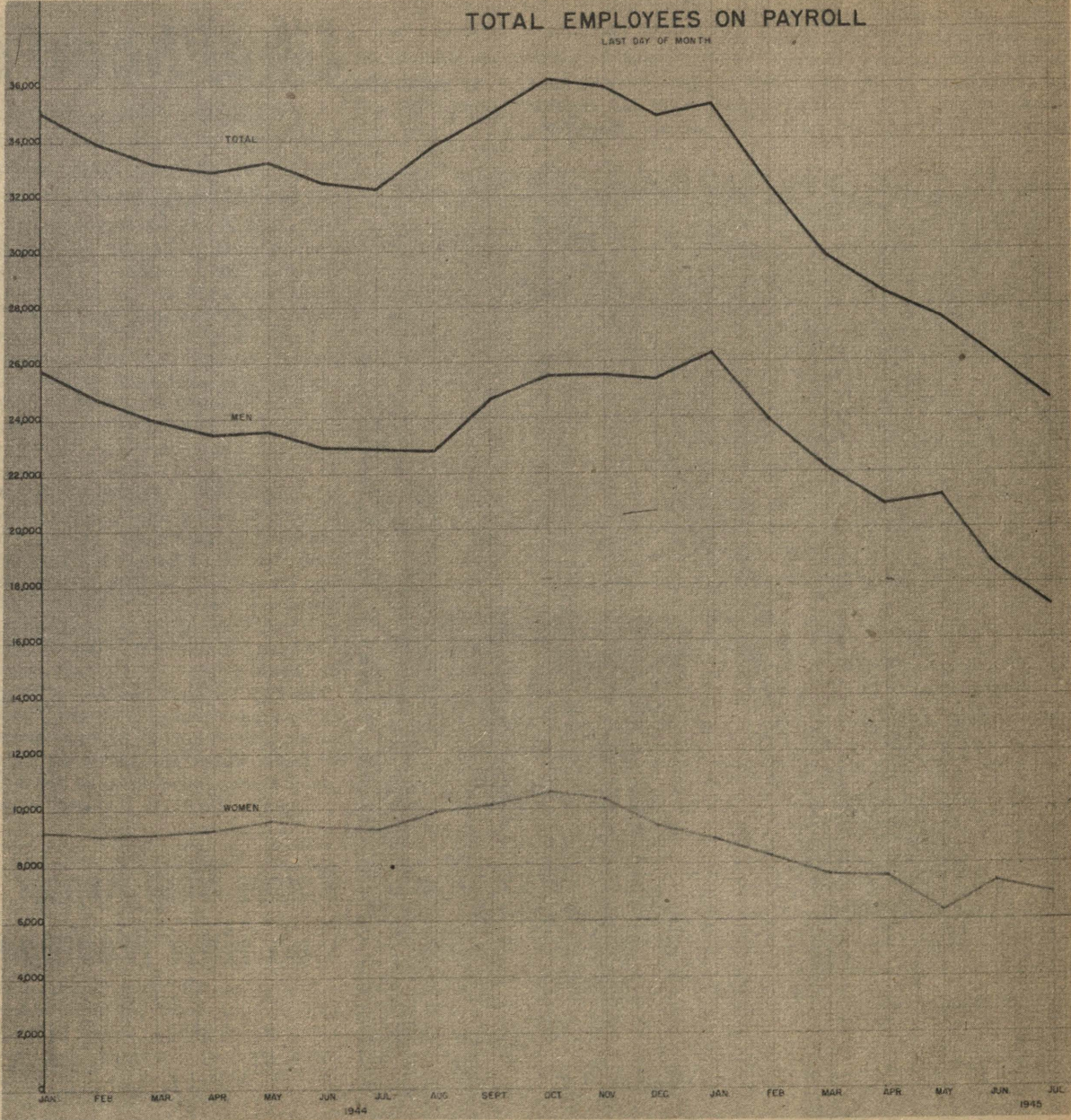
Two soldiers were killed and the ship was sent aground. General Dunkel's citation mentioned the calmness of officers and crew and

army personnel who helped to fight the raging fire in the cargo hold.

Mrs. Stanley Mook, wife of the clergyman who has given the invocation at most of the Vancouver yard's launchings, christened the Juan de Fuca before it slid down the ways on December 27, 1942. OSC delivered the vessel on January 11, 1943, 57 days after the laying of its keel.



**Miracle Metal** Oregon Ship workers this week witnessed an exhibit of magnesium and some of the products made from it, in the display window at the main gate. Demonstrating the lightness of the rugged new metal out of which many revolutionary postwar products will be made, Betty McGinnis, warehouse messenger, easily handles a magnesium messenger wheel. It would take two ordinary men to lift a steel wheel of this size.



**Dangerous Trend** The above chart, prepared by Bob Wilson of the Office Progress engineers, reveals a net loss of 11,400 workers between October, 1944, and August 1, 1945. Yard officials declare that if the trend continued downward, it would reach the point where the entire program would be halted because of a lack of manpower to complete the contracts.