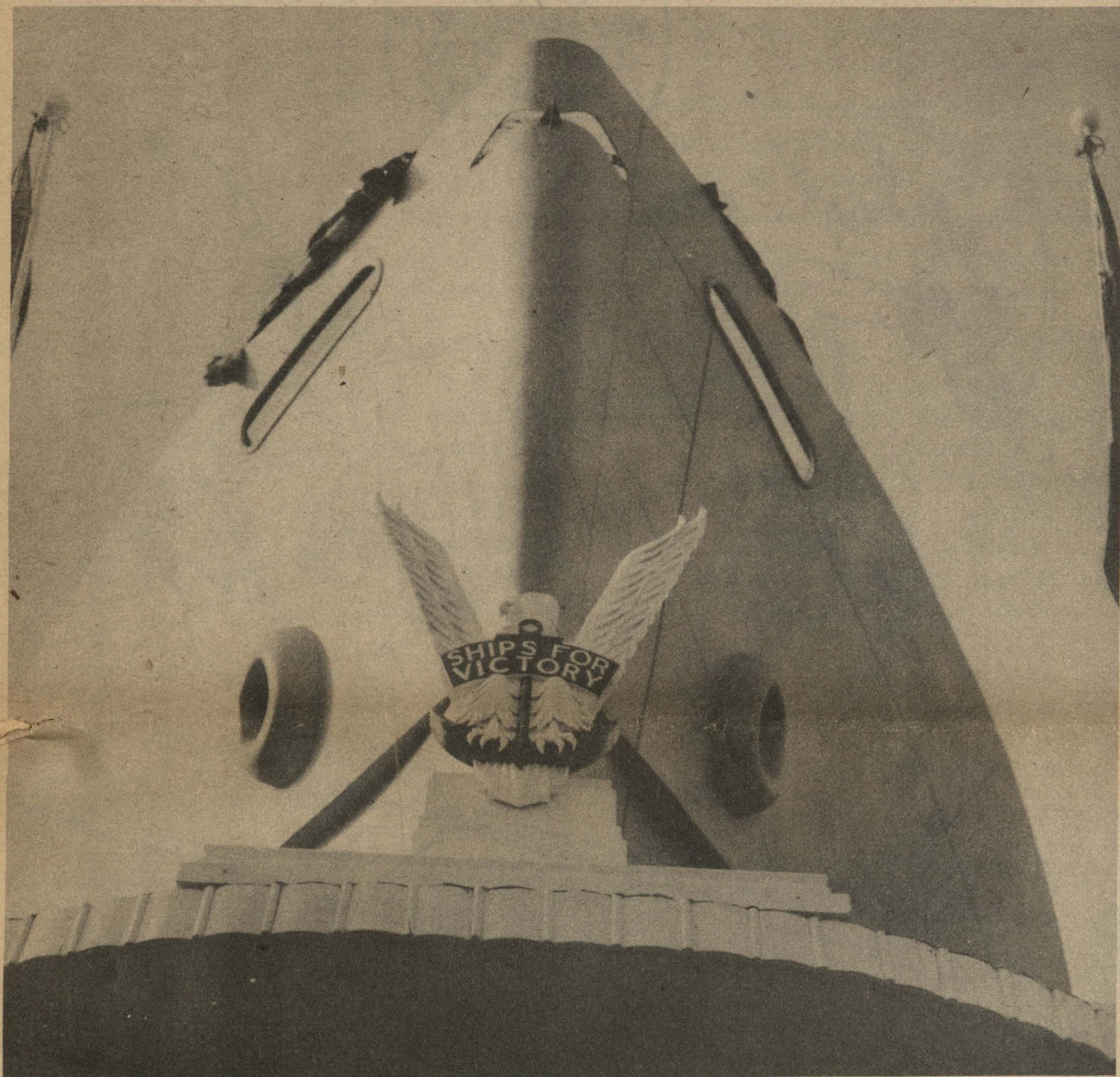


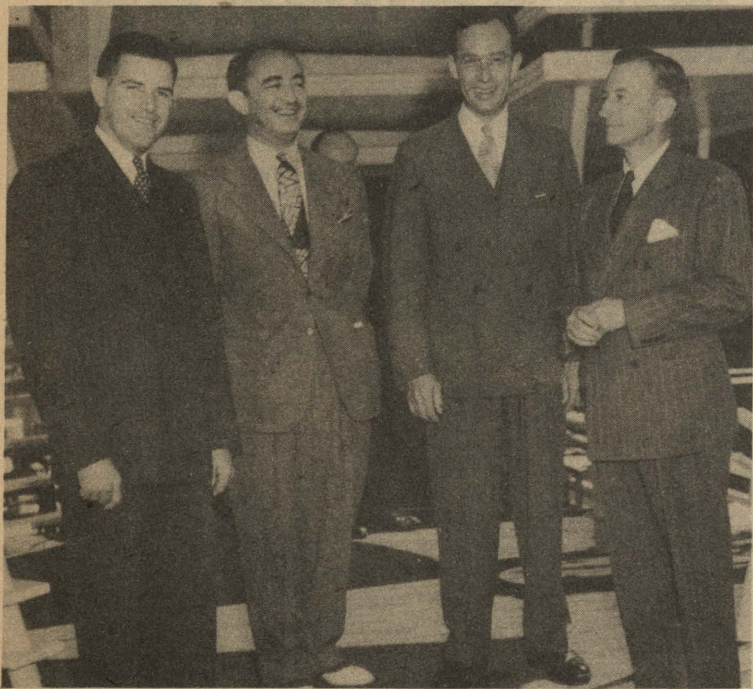


NEED MORE WORKERS FOR AP-5 PROGRAM

Story, Page 4



Another AP-5 Here's the bow of the ship that President Roosevelt and Admiral E. S. Land have named as the most important war need of the present time—the AP-5 Attack Transport. This picture is of the U.S.S. Sanborn now laying off Berth 1.



Guests and Hosts The Vancouver yard played host to two of the Nation's leading young men Saturday, July 19, at the launching of the U.S.S. Sanborn, seventh of the Attack Transports. On the platform are shown Mearns T. Gates, president of the U. S. Junior Chamber of Commerce; Mike Miller, Vancouver assistant general manager; Edgar Kaiser, general manager of the Portland-Vancouver yards, and Eric Johnston, president of the U. S. Chamber of Commerce.



Johnston and Gates Honored Four hundred guests of the Washington State Junior Chamber of Commerce summer board meeting attended a banquet given in honor of Eric Johnston and Mearns Gates, presidents respectively of the U. S. Chamber of Commerce and the U. S. Junior Chamber of Commerce. Johnston, from a rostrum in the Columbia House Recreation Hall, told of his six-weeks trip to Russia. (See story on Page 7)



Discuss Improvements Dr. J. W. Neighbor and Frank Stewart discuss the changes which are to take place at Northern Permanente with George Wolfe, architect. These changes are to be made to improve service under the new health plan. From left to right, Stewart, Wolfe and Dr. Neighbor. (Vancouver photo)

Three Yards Prepare To Answer Greatest Production Challenge

Probably never before has the success of huge military operations been so directly dependent upon the shipbuilders of Oregon Ship, Vancouver and Swan Island. Last week these workers were given one of the most difficult assignments ever handed to shipbuilders. The demand for transports and tankers in the Pacific war has become so great that President Roosevelt has personally asked workers in the Portland area to do a huge emergency task.

Both Vancouver and Oregon Ship were immediately placed on a seven-day week submerged in the greatest production push either yard has seen. The situation at Vancouver is serious due to unavoidable production difficulties resulting from material shortages and other "binds." Oregon Ship was set up to build troop transports because the transports, known as AP5s, use the same hull as the Victory ships which Oregon has been building. Vancouver had to make the change from carriers entailing necessary production adjustments.

Not only are Swan employes asked to continue their championship pace on tankers, but they have been assigned the additional job of assembling steel sections to help Vancouver turn out troop transports.

VITAL NEEDS

Transports are vitally needed. Thousands of troops are leaving Pacific coast embarkation ports and additional thousands are ready to sail as soon as transports are available. With the war against Japan accelerated ahead of the original attack plans, it is vitally necessary to get our fighters overseas as soon as possible for knockout blows that will parallel those being dealt Germany today.

This need for tankers is equally great as the Allied field of operations approaches Japan and covers greater areas. TIME magazine in the August 7 issue stated: "The speed of U.S. advance across the Pacific, far from solving the navy's ship-production problems, has created new ones . . . Lagging farthest behind in the new, speeded-up schedule are fast, armed transports to carry troops, weapons and supplies for invasions. Just as badly needed are tankers, not so much because of any slump in building, but because new bases like Saipan call for the hauling of a lot more fuel and gasoline over greater distances."

That news, published earlier this month, is now having effects in the Portland area where two of the record-breaking Kaiser yards are building transports, and Swan Island is champion tanker yard of the world. President Roosevelt has asked Portland area workers to help take the "squeeze" off the Navy.

COORDINATION DEMANDED

Such an emergency calls for the concerted efforts of all three yards and a complete coordination of production. When Vancouver found itself in an unavoidable "bind" it was decided that Swan Island workers, who are doing an outstanding tanker building job, would be most capable of helping Vancouver with transports. Additional work is being sent to Commercial Iron Works from the Washington yard and to a new sub-assembly plant at The Dalles, Ore.

Already engaged in a drive to launch seven tankers in August, the additional load on Swan workers will be heavy. The need for tankers is as great as the need for transports. Offsetting the sudden load is Swan Island's realistic production record, its record of cutting manhours by over 1,000,000 hours per tanker and its long possession of the "Tanker Champ" flag.

MORE WELDERS SOUGHT

Full emergency measures are requested of all workers. The need for welders is desperate and employes are asked to help recruit them and persuade welders who may have left the yard to return. Every worker who is thinking of quitting is earnestly requested to postpone severance with the yard. This is a war emergency and every worker is needed.

War news from Europe is bright, but the Army-Navy high commands point out that Vancouver, Swan Island and Oregon Ship are "Pacific war" yards. The Pacific situation has been outlined and the appeal from the President and army-navy commands is directed directly to the Portland area yards.

Working Girls Picnic

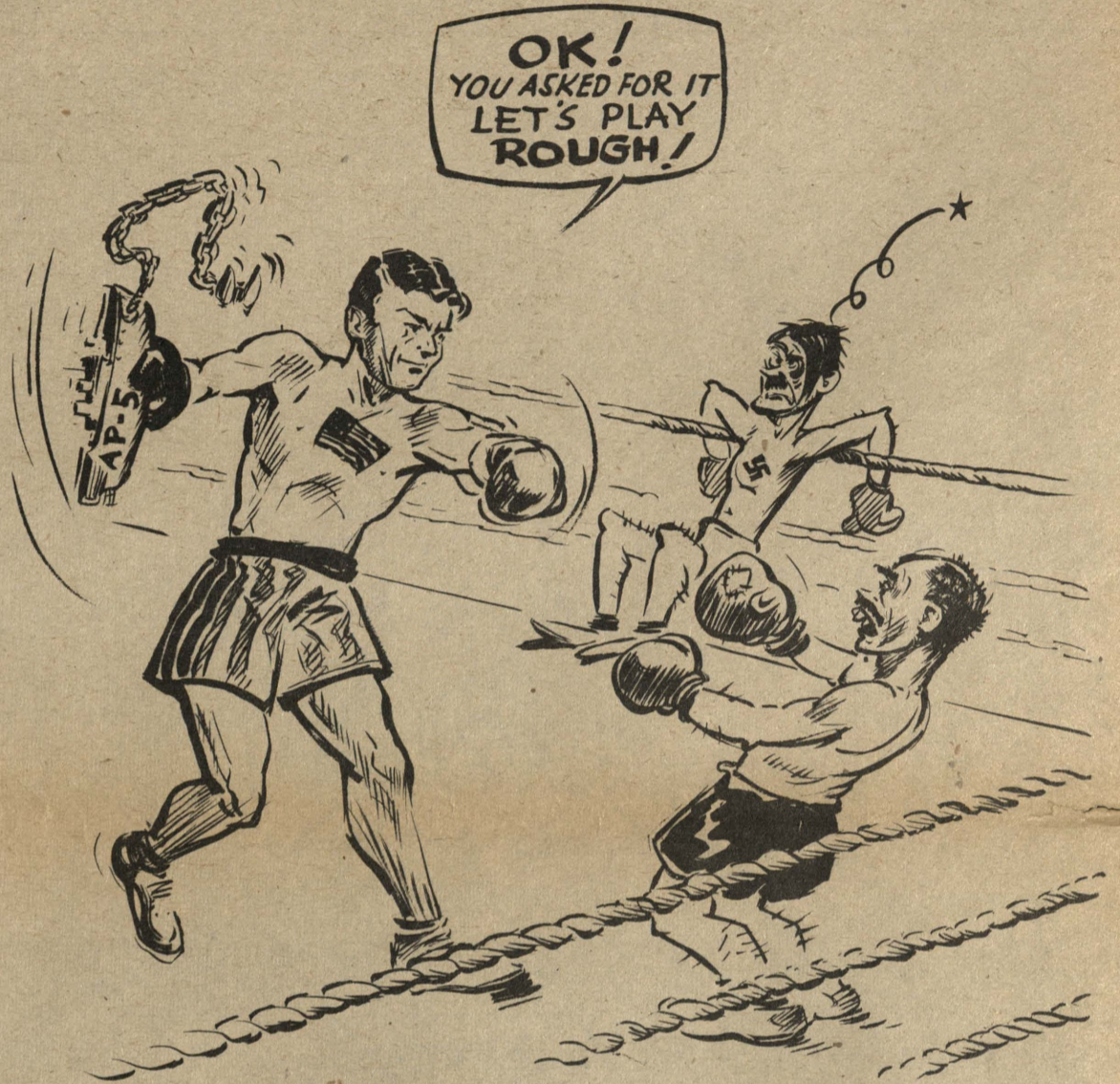
(VANPORT) — Washington park will be the scene, Thursday, August 31, of a Y.W.C.A. get-together picnic for the "poor working girl." After meeting at 6:30 p. m. at the park entrance, interested women industrial workers will enjoy a gala evening of recreation and entertainment. A charge of 50 cents will cover all costs of the evening.

East Vanport Opens Community Building

(VANPORT) — A community program for citizens of East Vanport was begun Thursday, August 10, when the East Vanport Community building was opened. It will house activities of Public Health, Red Cross, Civilian Defense, Girl Scouts and other such organizations.



First Blood Donors T. W. Liepoul, Oregon Ship welder, left, and Estella Martin, Swan Island burner, gave the first two pints of blood when Portland's Blood Donor Center opened August 17, 1942. At request of Red Cross officials they also were first to donate at the new enlarged center at 1634 SW Alder, which opened March 15, 1943. Mrs. Francis, Red Cross staff assistant, takes their registrations.



Presidential Plea Brings Forth 'Extra'

The Bostn's Whistle published its first "extra" Wednesday for Oregon Ship and Vancouver yards upon receipt of the President's unprecedented request for increased AP-5 production.

So far as is known the President has never before directed such a specific plea to any particular war industry. The air mail letter sent individually to Al Bauer and Mike Miller, general managers of Oregon Ship and Vancouver respectively, read in part:

"As Commander-in-Chief of the Army and Navy may I personally urge that every man and woman engaged in the construction of these special type vessels at your shipyard be informed of the importance of delivering them at the earliest possible moment."

Oregon 7th Lowest In Tuberculosis Deaths

Oregon had the seventh lowest death rate from tuberculosis during 1943, 21.9 per cent per 100,000 population, according to figures released by the National Tuberculosis association. Highest rate was assigned to Arizona, 125.9 per cent. A general increase in number of deaths from tuberculosis in the highly industrial areas, particularly on the East Coast, was not reflected in Oregon, where 271 deaths were reported in 1943 against 296 in 1942.

'Back-to-Job' Call Sounded

An intensive drive to enlist 10,500 workers in the Oregon Ship-Vancouver home-front army building Attack Transports for the United States navy brought an appeal this week for former employes of the two yards to return to work. R. A. Hadley personnel director at Oregon Ship, declared that persons who formerly worked in the two yards can do much to speed up production.

"These Attack Transports are absolutely vital to our Pacific campaign," Hadley declared. "Utmost speed is necessary in turning them out and former employes of the yards, especially in the skilled trades, can do their country a real service by returning to work during this emergency."

"We want anyone who is a former employe of either Oregon Ship or Vancouver not now working in an essential industry to help us complete the biggest job we have tackled."

Hadley explained that all former employes have to do to rehire is go to the yard personnel office with a certificate of availability and union clearance.

"Everyone should stop to consider that getting these Attack Transports into service will shorten the Pacific war and save the lives of thousands of fighting men," Hadley concluded.

Overseas Christmas Mailing Dates Set

Christmas gifts to members of the armed forces overseas may be mailed without a written request between September 15 and October 15, according to the post office department. All such packages must bear the inscription "Christmas Parcel" and must not weigh more than five pounds, or be over 15 inches in length or 36 inches in length and girth combined.

Not more than one Christmas parcel a week may be sent by the same person to the same addressee. Perishable matter will not be accepted, and intoxicants or inflammable materials (including matches and lighter fluids) are not mailable.

Parcels should be well-packed to withstand much handling and storage. If fiberboard boxes are used they should be wrapped in heavy paper and securely tied. Addresses must be typewritten or in ink, and must be legible.

Yards Join on AP-5s; New Plant at Dalles

A new high in production cooperation has been reached in Portland area shipbuilding circles as a result of the war emergency that demands speeded construction of Attack Transports. So that busy Vancouver workers can fulfill accelerated production schedules, a solution was sought to increase their output of assembled sections. The situation is a three point plan. Vancouver's sister yard, Swan Island, stepped into the breach and will deliver approximately 500 tons of assembled steel weekly to Vancouver in addition to maintaining its own important tanker program. This tonnage may be stepped up later. Up the Willamette from Swan, the Commercial yard will assemble sections for the Washington yard at the rate of about 50 tons daily. At The Dalles, Oregon, a sub-assembly platform measuring 350 by 90 feet is under construction and several hundred workers from that vicinity will work on Vancouver troopships. Later the platform at The Dalles will be used for sub-assembly on C-4s, the next ships to be built in quantity at Vancouver.

FLOATED TO VANCOUVER

Steel will be fabricated at Vancouver and transported to the three assembly spots where sections will be built. In all probability most of the assembled steel will be floated to the home yard on barges, which will enable Swan Island, Commercial, and The Dalles to construct bulky sections weighing as much as 44 tons.

The time required to build the new plant has not been definitely set, but it will be ready to provide some help on the AP-5 Attack Transport program during the next 10 weeks or more, it was indicated by Mike Miller, assistant general manager. The full effect of the new plant, however, will not be felt until late in the fall when the Attack Transports are in the peak of production, and the new operation will then benefit considerably the huge C-4 transport program to follow the Attack Transports.

"The Dalles plant," Miller said, "is as positive an answer as I know to the rumors that have been floating around that we plan to 'fold up' all our operations within the next few months. The money being spent at The Dalles is proof enough, I should think, that we intend to finish not only our full Attack Transport program, but also our C-4 program. The two programs together will carry us almost to the end of 1945."

Available labor supply at The Dalles was primarily the reason for establishing a sub-assembly plant there. Eugene Blazier, Vancouver public relations manager, pointed out. The plant will be under the supervision of Ed Mitchelson, formerly of Oregon Ship and more recently of the Brewster plant in the East which was run by the Kaiser organization.

Forums Popular

(VANPORT) — Interest in Vanport community life is being stimulated by regular open forum meetings each Friday night at 8 p. m. in Intermediate School Center No. 2. Oliver Smith is temporary chairman.

"Navy Counts On You" Says Admiral Cochrane

That the whole schedule of the Pacific war is closely linked with AP-5 construction schedules at Vancouver and Oregon Ship was made clear to workers here this week in a telegram from Rear Admiral E. L. Cochrane, chief of the Bureau of Ships. Strongly endorsing President Roosevelt's request for faster production, Admiral Cochrane sent workers the following wire:

"THE ACCELERATED PACE OF OUR SEA-BORNE OFFENSIVES HAS HEAVILY INCREASED THE DEMAND FOR FAST ASSAULT SHIPS THE ATTACK TRANSPORTS WHICH YOU MEN AND WOMEN OF THE OREGON SHIP BUILDING COMPANY ARE BUILDING WILL PLAY THEIR PART AS VITAL UNITS OF THE ALLIED INVASION FLEETS CARRYING THE WAR EVER CLOSER TO THE ENEMY'S HOMELAND. YOUR CONSTRUCTION SCHEDULE FOR THESE AP-5'S IS CLOSELY CORRELATED WITH THE SCHEDULE OF FUTURE ATTACKS THE NAVY COUNTS ON YOU TO HAVE THESE SHIPS READY ON TIME AND KNOWING YOUR SPLENDID PRODUCTION RECORD TO DATE IS FULLY CONFIDENT THAT YOU WILL NOT FAIL."



Discuss Strategy This Pearl Harbor conference bodes no good for the Japs. Discussing Pacific strategy with his military and naval leaders, President Roosevelt listens to the points of view of (left to right) General Douglas MacArthur, commander, Allied forces, Southwest Pacific; Admiral Chester W. Nimitz, commander-in-chief, Pacific fleet; and Admiral William D. Leahy, chief of staff to the commander-in-chief.

Kaiser Tells Need For Seven-Day Program

In an around-the-clock series of talks, Edgar F. Kaiser, general manager of the Kaiser yards in the Portland-Vancouver area, told Vancouver and Oregon Ship workers on three shifts Wednesday that they were "on the threshold of the biggest task" ever undertaken by the local shipbuilding industry.

The estimated 40,000 employees of the two yards, gathered to receive an explanation of the seven-day work schedule which goes into effect Sunday, heard Kaiser declare "the job between now and the end of the year is the completion of the Attack Transport ships needed by our armed forces to deliver the blows that will crush the Japanese in the Pacific."

Kaiser said the joint chiefs of staff of Allied military forces are holding Admiral Vickery, vice-chairman of the Maritime Commission, to his promise that the AP-5's under contract will be delivered by January 1, 1944.

NEED URGENT

"The urgent need of getting these ships to our armed forces on time is emphasized by the appeal made directly by President Roosevelt to the Oregon and Vancouver yards," he declared.

Referring to Roosevelt's nationwide broadcast two weeks ago following his tour of Pacific military theatres, Kaiser said:

"I think I am revealing no military secret when I tell you that

among the 'new equipment' mentioned by the President in his talk are the ships we are building here right now. The boys he said he saw training for landings will be carried right up near the beaches of Japanese possessions in the Attack Transports. That's how important our job is."

OVERLOOKING NO BETS

Kaiser asserted the seven-day week was being adopted for a 10-Sunday period "because it is the only way to meet production quotas set for us."

"In order to accomplish this task," he said, "every man and woman must be on the job every minute."

He revealed for the first time that Swan Island's Assembly plant was fabricating a large amount of steel daily for Vancouver vessels and that the Commercial Iron Works was also assisting the Washington yard by supplying completed sections. He announced the beginning of a fabrication plant for Vancouver at The Dalles, Ore.

"We are overlooking no bets in our effort to meet this schedule," Kaiser declared.

VIGILANCE STRESSED Polio Danger Period

Vigilance, not fear, should be the watchword in combating poliomyelitis (infantile paralysis), Dr. Forrest E. Rieke, medical director of Oregon Ship and Swan Island, declared this week when he outlined a program for keeping the disease from spreading. "June through September is the danger

period for polio," Dr. Rieke declared. "Medical experts agree that during this period the disease is most likely to reach epidemic proportions."

Dr. Rieke advised that during an

outbreak of infantile paralysis it is extremely important to be on the alert for any early signs of the illness or changes in normal state of health, especially among children.

OBTAIN MEDICAL CARE

"Do not assume that stomach upset with vomiting, constipation, diarrhea, severe headache or cold and fever are of no importance," he said. "These may be among the first symptoms of infantile paralysis. All children and adults sick with unexplained fever should be put to bed and isolated pending medical diagnosis."

Dr. Rieke also stressed the necessity of immediately calling a physician, as expert medical care, given early, may prevent many of the crippling deformities which often result from polio.

Here are the basic rules for combating infantile paralysis:

Avoid overtiring and extreme fatigue from strenuous exercise.

Avoid sudden chilling such as would come from a plunge into extremely cold water on a very hot day.

Pay careful attention to personal cleanliness, such as thorough hand washing before eating.

AVOID OPERATIONS

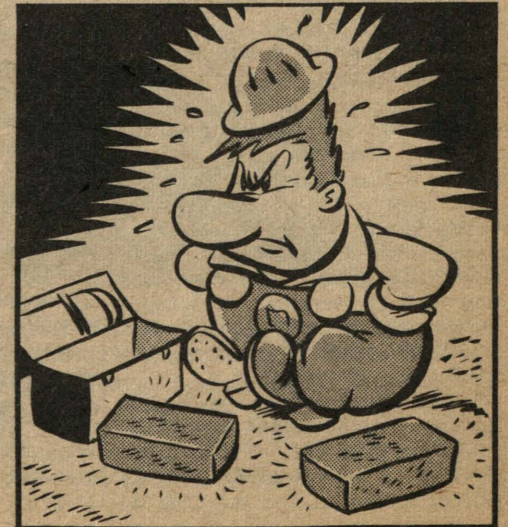
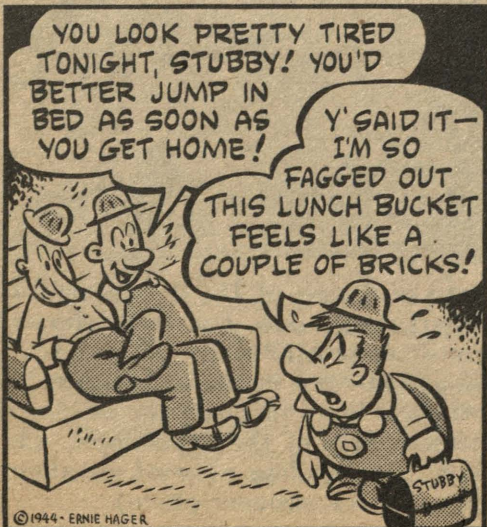
If possible avoid tonsil and adenoid operations during epidemics.

Use the purest milk and water which can be obtained.

Do not swim in polluted water.

Maintain community sanitation at a high level at all times.

Stubby Bilgebottom



By Ernie Hager

Kilgore Sends Out 'Help Wanted' Appeal

(VANCOUVER)—An appeal for more workers at Vancouver yard to help in construction of vitally needed Attack Transports was made this week by Personnel Manager Carl Kilgore, following the message by President Roosevelt asking for quickest possible delivery of the ships. "President Roosevelt, following his trip to the Pacific theatre of war, has called upon the workers at Vancouver

to speed up the delivery of Attack transports," Kilgore said. "To do this we are going to need help from every person who can aid us. We are asking that persons who have worked here before and who may now be employed in non-essential work come back and join in the drive to deliver these ships to the men fighting in the Pacific.

Carl Kilgore

"The President has made it clear that, whatever happens in the European theatre, the need for these vessels in the Pacific war is as great as ever. We will build our Attack Transports by the 1st of the year if we can maintain the schedule set for us. We have as an immediate goal the Attack Transports, but beyond that we still have 20 C-4 transports to build."

ALL CRAFTS NEEDED

Openings are available in practically all crafts at present, Kilgore said. Former welders who are not in essential industry are urged especially to return to the yard. Office help is needed in the Field and in the Administrative offices. Workers in the yard can take advantage of the special 10-week period of seven day weeks. Double-time will be paid for the seventh shift of work each week, enabling employees who work a full seven-day week to get paid for a total of 68 hours.

All rehires should first report at the rehire section of the personnel office at the yard. New hires should go to the downtown hiring hall at 509 Washington street.

"All our present workers are asked to help us in getting more workers for this important program," Kilgore added. "If anyone knows of persons not now employed in essential work whom they can influence to return, it will be an important service to the war effort in the Pacific if he helps us get those persons back on the job."

COST DEPARTMENT HEAD WELL-BASED FOR FIGURES JOB



C. J. HEARN
(Drawing by E. S. Johnson)

(VANCOUVER)—C. J. Hearn, Cost department head, is a man who knows his figures and can translate them into terms of man-hours and materials with great ease. Hearn is a graduate of the business administration school of Georgetown college at Georgetown, Ky. He supplemented this education with 11 years of cost accounting experience. He also has had extensive work in timekeeping procedure and analysis.

Hearn first went to work with Kaiser at Grand Coulee dam in the Time office in 1938. From Grand Coulee, he went to Oregon as assistant to the head of the Cost de-

Athlete And Scholar Never Late Or Absent

(VANCOUVER)—K. D. Stroud, graveyard electrician on maintenance, Outfitting dock, is proud of a year's employment in the yard without missing a shift, being tardy or taking an early checkout. Before employment here, he lists a background as colorful as it is varied—including occupation



placed fifth in the trials, after a transcontinental trip of 11 days. Upon graduation, he took a position with Georgia State Teachers and Agricultural college as head of the political science department. From there he went to Prairieview college in Texas, where he held a similar position in the only Negro college in the state.

Stroud was correspondent in Mexico for the Associated Negro press, and also toured all principal cities of Mexico with a baseball team. During his tenure here as publicity chairman for the Vancouver Inter-Racial council he has been active in all community affairs. He was winner of the Camas-to-Vancouver marathon, which was part of the Juneteenth celebration held for the first time this summer.

Stroud, a resident of Hudson House, is father of six children who live with their mother in Texas.

COMING EVENTS

Aug. 25—Hull 401 Delivery; Bost's Whistle of the Air; Motion Picture and program at Mill Plain Center, 8 p. m.; Circus Parade at Vancouver, Judging at 9 a. m. and parade at 10 a. m.; Vancouver Kiddies circus at high school, 8 p. m.

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

Aug. 27—Seven-day week begins; Swing Assembly vs. Pin Welders at Shumway; Church services at all community centers.

Aug. 28—General recreation for children will be closed for week; Motion picture at Harney Hill Center, 8 p. m.

Aug. 29—Hull 402 Delivery; Buckler Tapers vs. Wolverines at Shumway.

Aug. 30—Professional wrestling matches at McLoughlin Heights; Teen Age dress-up dance at Mill Plain Center, 8:30 p. m.

Aug. 31—Motion picture at Mill Plain Center, 8 p. m.; Victory Fair at McLoughlin Heights, entries are requested from those living in housing projects; Wolverines vs. Messengers at Washington; Day Assembly vs. Warehouse at Shumway.

Sept. 1—Bost's Whistle of the Air; Victory Fair at McLoughlin Heights.

Longer Week Adds Gasoline

(VANCOUVER)—The seven-day week will be taken fully into account on the issuing of the new gas rations for "A" book holders, C. V. Patterson of the Transportation announced this week.

"Credit will be figured on all applications for the extra day's trip to work each week," Patterson said. "We will expect that persons driving long distances to work will run out of gas a bit sooner than originally expected, and will be ready to give them credit for this extra necessary driving."

partment and came to Vancouver in January, 1942, as head of the department.

Hearn is a resident of Vancouver, is married and has three children. Hunting, fishing, golf and stamp collecting are his hobbies. The suggestion for background writeups of department heads and superintendents originated with Hearn.

placed fifth in the trials, after a transcontinental trip of 11 days.

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SWING SHIFTERS LEARN SON LOST ON AIR MISSION



LIEUT. HOFER

(VANCOUVER)—First Lieut. Ralph K. Hofer, son of Mr. and Mrs. A. J. Hofer who both work on swing shift, is reported missing by the army in a Mediterranean area mission.

Young Hofer, who joined the Royal Canadian air force six months before Pearl Harbor and transferred to the AAF in June, 1943, had become top American ace of the European theatre, tied only by a Canadian ace, Maj. Goodson of Toronto. Both men had 32 enemy planes to their credit at the time Hofer failed to return to his base.

Hofer was widely publicized throughout the nation and had become known in his home state of Missouri as "the screwball ace of the air forces." His antics became a tradition among airmen and he was recognized as one of the last of the real daredevils of the sky.

His mother is employed in the Marine Machinists office on Way 3 and his father is a shipfitter leadman on Way 8. Mrs. Hofer followed her husband from Salem, Missouri, a month after he came to Vancouver to aid in the shipbuilding program. They have been living at the Trees tourist camp.

Seasonal Shifts Add Office Worker Need

(VANCOUVER)—The "back to school" movement of many office workers has created many openings in this type of work at the Vancouver yard, it was revealed this week by Mrs. Marie Emerson, Personnel interviewer. A total of 219 positions were open as of Monday of this week, she said.

"Office work is just as important to the building of the Attack Transports as the crafts," said Mrs. Emerson. "Without the office work, the men in the yard could not function very long. We have staffed our yard with many school and college women this summer and they are going to have to be replaced this fall. If your wife or any other person you know has had office training you will be helping the Attack Transport program by getting them to come to work here."

A breakdown of the office workers needed included 25 draftsmen, 25 engineer aides, 28 field clerks with typing experience, 35 filing clerks, 30 filing and typing clerks, eight bookkeepers, eight posting clerks, two ditto machine operators, 25 typists for general office work, eight stenographers, two secretaries, four tab key punch operator trainees and four tabulator machine operators.

Any person interested in any of the above jobs should see Mrs. Emerson on the second floor of the Personnel building.

Bus Purchase Brings Lower Fare Schedule

(VANCOUVER)—The purchase of Nick's Coach company by the Vancouver Bus company last week brought about a reduction in fares for the residents of McLoughlin Heights of 1½ cents a trip. This move follows the month-old overall reduction and transfer privilege made by the bus companies.

"The change really means that equalization of rates and transfer privileges has been established in all parts of the city," said Roy McKee who is manager of the Vancouver Bus company.

"It is now possible to ride from the furthestmost point in McLoughlin Heights across the city, a distance of about nine miles, for slightly more than eight cents," he pointed out.

Two Women Attend National Conclave

(VANCOUVER)—Two Vancouver yard workers attended the national encampment of the auxiliary to the Veterans of Foreign Wars in Chicago last week. The Oregon delegation was headed by Mrs. Marie Dana, president. Mrs. Dana is a field clerk in Tool Clearance. Mrs. Margaret Jagielski, check station attendant at 31, is the other woman from the yard who attended the encampment. Both live in Portland.

Mrs. Jagielski is a gallon club member of the blood donors group and has said she would donate every week if it were allowed.

Specialty Foreman Sponsors Hay Party

(VANCOUVER)—G. E. Carothers, Way 2 Specialty crew foreman, was host to the crew members at a haying party and barbecue on Sunday, August 13 at his ranch near Vancouver.

The crew helped Foreman Carothers get in his hay and then enjoyed a barbecue lunch prepared by A. F. French and D. L. Merrill. G. Schaefer acted as toastmaster and introduced several of the crew to the remainder of the party.

After lunch everybody took part in a ball game.

BIRTHS

Mr. and Mrs. Wesley Smith, Bagley Downs, a boy weighing 7 lbs. 6 ozs., Aug. 4. Smith is a graveyard B. M. welder.

Mr. and Mrs. Paul Stout, Burton Homes, a boy weighing 6 lbs. 6¼ ozs., Aug. 4. Stout is a swing shift pipefitter.

Mr. and Mrs. Gordon J. Brown, McLoughlin Heights, a girl weighing 7 lbs. 6 ozs., Aug. 4. Brown is a day shipfitter.

Mr. and Mrs. Arnold McCommas, McLoughlin Heights, a girl weighing 6 lbs. 14 ozs., Aug. 4. McCommas was an Auto Equip. Opr.

Mr. and Mrs. Arthur Griese, Vanport, a girl weighing 7 lbs. 15½ ozs., Aug. 5. Griese is a swing shift welder.

Mr. and Mrs. Sherman Leduc, McLoughlin Heights, a girl weighing 7 lbs. 2¼ ozs., Aug. 7. Leduc is a day shift shipfitter.

Mr. and Mrs. Erwin Conner, Bagley Downs, a girl weighing 7 lbs., 9 ozs., Aug. 10. Conner is a day spray painter on the dock.

Mr. and Mrs. Joseph Holzer, Vanport, a girl weighing 8 lbs. 8 ozs., Aug. 10. Holzer is a swing chipper.

Mr. and Mrs. Erman Rogers, McLoughlin Heights, a girl weighing 8 lbs. 8 ozs., Aug. 11. Rogers is a swing welder.

Mr. and Mrs. Oliver D. Snell, Bagley Downs, a boy weighing 7 lbs. 5¼ ozs., August 16. Snell is a swing spray painter.

Mr. and Mrs. George J. Snyder, McLoughlin Heights, a boy weighing 6 lbs. 5¼ ozs., August 17. Snyder is a graveyard shipfitter.

Mr. and Mrs. Jefferson Barry, McLoughlin Heights, a boy weighing 8 lbs., 2 ozs., August 11. Barry is a graveyard electrician.

Mr. and Mrs. Lance Dillard, Burton Homes, a girl weighing 8 lbs. 10¼ ozs., August 11. Dillard is a B.M. welder trainee.

Mr. and Mrs. Joel E. Steward, McLoughlin Heights, a boy weighing 8 lbs., 7 ozs., August 12. Steward is a graveyard electric welder.

Mr. and Mrs. Charles Pendall, Vancouver, a girl weighing 8 lbs. ¾ ozs., August 15. Pendall is a day crane operator.

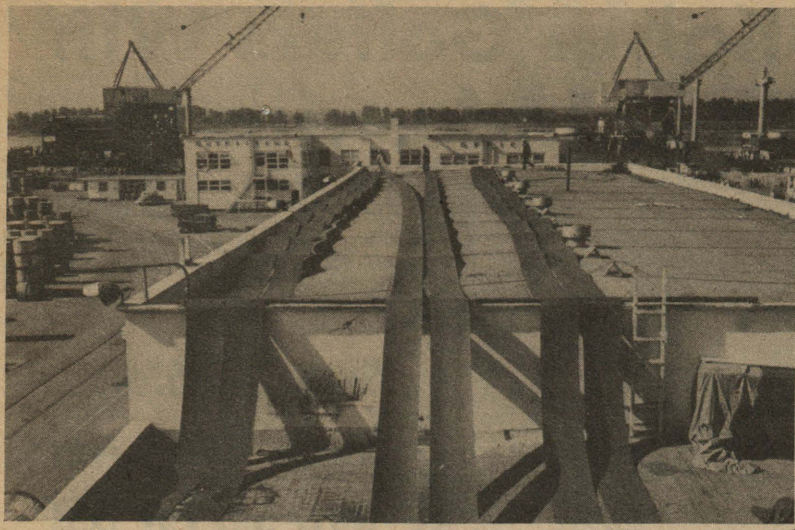
Mr. and Mrs. Howard Haggardt, McLoughlin Heights, a boy weighing 9 lbs., 1 oz., August 16. Haggardt is a day electrician.

CARD OF THANKS

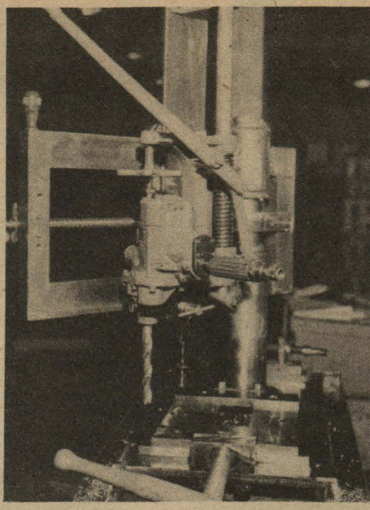
I wish to express my thanks and appreciation to my friends on the Outfitting dock for their kind thoughts and gifts during my recent illness.—J. Howard Moss, welder on Outfitting dock.



New Quarters Here is a view of the Transportation department's new quarters, showing the greater space being utilized to handle the work more efficiently. During the rush period—just before and after shifts—all girls are put on "window" duty to speed the service to the employe. C. V. Patterson, head of the department, says that the new setup makes the handling of workers almost three times as fast as formerly. (Vancouver photo)



Canvas is spread across the roof of Rigging and Sail lofts to dry, after being run through fireproofing solution in a vat designed by Rigger J. W. Tullus, who won a \$100 bond for his idea.



Radial drill designed by Harry Collins, machinist, won a \$100 bond award in the Labor-Management contest for August.

Time Saving Devices Earn August Awards

(VANCOUVER)—J. W. Tullus, rigger, and Harry R. Collins, machinist, carried off the \$100 bonds as top Labor-Management suggestions contest winners this month with their ideas for a vat for fireproofing canvas and radial drill. G. E. McCarthy, machinist foreman, received a \$75 bond for his pneumatic hold-down for drill press bed. Twenty-five dollar bonds were awarded to G. K.

Kern, machinist, for his improvement on the Airco machine torch, and Leo J. Engler, Marine Pipe leadman, for his chuck for making nipples.

Supposedly non-inflammable canvas which was the cause of several serious fires brought about Tullus' vat idea. As a result, the purchase of No. 8 white canvas, instead of the more expensive "fire-proofed" type, permits considerable savings.

The vat designed by Tullus is eight feet long and two feet deep, constructed with rollers on each side and in the bottom. It contains a fireproofing solution recommended by the navy. A roll of canvas is attached to one of the side rollers, threaded through the roller on the

bottom of the vat, and then is drawn over the rollers on the opposite side. By means of an air tugger, the canvas is pulled slowly through the solution and thorough saturation is obtained. The wet canvas then is placed in the sun to dry, and rewound on the original spindle.

The drill suggestion by Collins enables one man to accomplish work in the record time of 100 man-hours per month which formerly required 450 man-hours. Under the old system it was necessary to weld an "old man" on various parts of gun standards and foundations where holes were to be drilled. Due to inaccessibility, adapting a drill press to such work was difficult.

Collins found a chock grinding table which was to be sent to Salvage, and used it for the base of his radial drill. Taking all the different drilling operations which occurred in his day's work into consideration, he adapted them to the new press. Each part of the press is precise, and it is mounted on wheels of maneuverability.

McCarthy's hold-down for drill press bed eliminates necessity for using bolts to prevent the object to be drilled from turning with the drill. He secured an air cylinder 10 inches in diameter, with a piston stroke of two inches, and mounted it on a table which slides into place under the drill press. The material to be drilled is placed



G. E. McCarthy the drill press. The material to be drilled is placed

Child Centers On Full Week

(VANCOUVER)—Child Centers in the Vancouver area will remain open seven days a week for the convenience of the workers under the new seven-day work week, according to an announcement from Mrs. Helen Lehman, head of the Child Care centers.

on the bed and the protruding piston—to which a clamp is attached—is retracted by turning air into the cylinder. The clamp comes down on the material and freezes it into place until drilling is completed.

Eighteen hundred man-hours per month are saved by use of this idea.

Kern improved the Airco 4750 valve, used on travelgraphs, by removing the shutoff valve installed at manufacture and substituting a spring shutoff valve which rides on rubber instead of the original metal. Only maintenance required is replacement of the rubber seat. The new valve saves about 200 man-hours per month, as torches require less maintenance.

The floating chuck for making nipples, as devised by Engler, does away with the damaging of the threaded ends by which short pieces of pipe are held for threading of the other end, by equalizing pressure of the holding vise. Due to the fact that no previous record had been kept of damage, the saving in man-hours from this device is difficult to determine.

WPB and merit awards will be announced next week.

Werner H. Gumpertz, now is with the army engineers training at Fort Belvoir, Va. Gumpertz formerly was employed as an engineer in the Administration building. He left the yard a year ago and then entered the service and first served 16 weeks at Camp Reynolds, Pa., as draftsman at Post Headquarters.

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Martha Jane Cole, tracer at Photo Control and a two-year-employee, reports that her husband, Ralph L. Cole, S 2/c, is now attending Radar school at Pearl Harbor. He formerly was employed at Sub-Assembly Control for almost two years under J. C. Gunther.

Marjorie Jeppsen, S 1/c with the WAVES at San Diego was a recent visitor in the yard where she previously worked at Hull Material in 1943. Miss Jeppsen now is a dental technician at the San Diego station. Recently she was one of seven selected from among several thousand girls to appear in a new picture with Bing Crosby.

Mrs. R. Boome, a field clerk at the Cost department on Way 7 was surprised by an unexpected visit from her son, Staff Sergeant Jack Boome, who returned from England last week after two years, of duty in England. Boome is an expediter on the ways and he and his wife have been in the yard for a year. They make their home at Bagley Downs. (P. S. — Mrs. Boome just received a telegram from her daughter Shirley in California stating she was married to Francis M. Berry, storekeeper on one of the Vancouver carriers.)

Norman Friday, shipfitter foreman on Way 4 and Marguerite Coffin at Erection office on Way 7 were married August 14 in Vancouver. Mr. and Mrs. Friday will continue working in the yard and are making their home at McLoughlin Heights.

Eugene Tangen, a former rigger and now a merchant mariner has completed his training at Catalina Island and was on his way to Seattle August 18 for further orders. Tangen was a rigger during the summer months for the past two years. Carl Tangen, his father, is a rigger foreman of all cherry pickers in the yard.

Rod McMillan, material man on Way 1 now is on day shift rather than swing starting August 14 . . . J. D. Hanford now is supervisor at the dry dock. He previously had been at Way 1 deck shack.

Werner H. Gumpertz, now is with the army engineers training at Fort Belvoir, Va. Gumpertz formerly was employed as an engineer in the Administration building. He left the yard a year ago and then entered the service and first served 16 weeks at Camp Reynolds, Pa., as draftsman at Post Headquarters.

Progress Charts AP-5 Production

(VANCOUVER) — Vancouver's Progress department, which set a new standard in keeping reports of all phases of shipbuilding during the aircraft carrier program, is moving into high gear in anticipation of the flood of figures that will deluge upon them in the current push for Attack Transports.

"The work we do here has no direct bearing on the production of ships," W. A. Shattuck, head of the department, said, "but indirectly we do help. We have broken down figures by departments and even within departments in such a manner that superintendents, supervisors, foremen and leadmen can see how they are progressing, how far behind or ahead of schedule they are in various phases of their program. In this manner they can plan and schedule their daily work more advantage-

ously. President Roosevelt's appeal for Attack Transports for the Pacific puts us right on the spot. We will have to keep our figures right up to the minute and make them as valuable as possible to supervision.

Back in the saddle temporarily to help the department is E. V. Lorenz, former department head. Lorenz worked out the finer points of plan during the "18 or more by '44" drive last fall. He will aid in setting up charts and progress reports.



In Aleutians

Sir: I have received several Bosn's Whistles from my wife and enjoy the letters from former employes so thought I would submit mine. I worked for about a year as a welder in the Vancouver yard and thought I had welded in some of the most difficult positions, but I came to these bleak, cold Aleutian islands and welded outside all last winter in hell holes full of water, snow and ice. So, boys, don't kick too hard till you really get a load of this weather in the Aleutians. I have gone to deep diving school since I enlisted in the navy Seabees and I have been doing some underwater work and find it very interesting. My wife, who works on the Assembly as a welder, says that things are really moving, so keep up the good work and let's get this over and get back to God's country to stay. Hope Kaiser has a salvage outfit after the war so I can continue my employment with him as a diver.—Bob Merryfield, BM-c/1, c/o Postmaster, San Francisco, Calif.

Ed: Did Seabee Merryfield know Bob Owen, whose story of diving in the Aleutians before coming to work here appeared in last week's issue?

Re: Siren Seeker

Sir: I note in the last edition of your most interesting paper that a swing shift pipefitter thinks Kaiser Company, Inc., should go to the expense of installing a siren in order that he could get to work at 4:30 p.m. Since he is so important, why not send a limousine to pick him up?

He says when he asks the time of anyone the answer is usually, "I don't know." I wonder if it ever occurred to this swing shifter that they are still selling watches. I think Kaiser company expects the boys and girls to do some things for themselves. A man with 16 hours between shifts with only 2 miles between him and his job and fails to get to work without a siren! Oh, well, what can you expect of a

swing shifter? Perhaps we had better cut their time down a little bit. Let them come to work at, oh, say, about 10 p.m. and go off at 12:30. But be sure and give them credit for eight hours!—A. M. Wells, graveyard sheet metal.

Liked It Here

Sir: In regards to the little paper and as I am an ex-employee of the Kaiser company, I am writing you this letter. I am a private in the Army here in Kansas. I would not give Washington State for four states like this one. Wish I were back there.

Tell the boys they should appreciate the EASY hours there. They should be in the Army and then they would appreciate their jobs. I was an electrician welder on the outfitting dock, crew No. 72, under Bill Kropp (good guy).

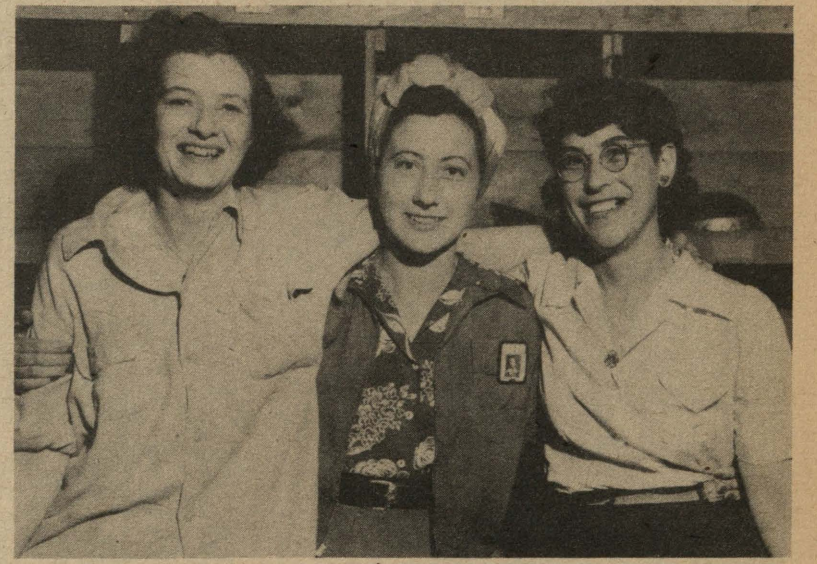
I wonder if there would be a chance of getting you to send me a paper each week? I would send money for postage if you want me to. My wife works on Way 6. She sent me one and I sure enjoyed it. It's like being back home, permitting me to see some pictures of my friends and keeping up with the news.—Pvt. Clifton A. Young, Fort Riley, Kansas.

Ed: Sorry we cannot put you on our mailing list. However, your wife can pick up an extra copy each week and enclose it with her letters.

Permanente Bouquet

Sir: The nurses and aides of Permanente hospital who take care of Ward 2W2 are to be honored for the work they are doing. I was confined from Wednesday to Sunday and certainly was treated in wonderful style. They are on the job day and night doing little things to make patients comfortable—things that are courtesies rather than duties. I am writing this on my own because I think that they deserve a bouquet. Hats off to them.—J. W. Price, burner.

Ed: Our "Flo Nightingales" of Permanente are indeed popular girls!



Gold Room Trio A year's work together as the swing shift staff of the Gold Room in Deck Erection is this crew's distinction, and it called for a party during lunch hour on August 15. Shown are Kathleen Horn, marine machinist, and Mrs. Myrtle Jensen, the yard's youngest grandmather, and Helen Griffeth, helpers. (Vancouver photo)



Polo Deluxe Al Roberts, Plate Shop sportsman, is pictured above demonstrating the finer points of polo, which he hopes will become a regular Oregon Ship recreational pastime. He is using an 18-pound sledge hammer, a Guard department horse and a canteloupe. Roberts is an anglesmith. (Oregon Ship photo)

Sledge Hammer Polo Wins Favor at OSC

(OREGON SHIP)—Polo, favorite pastime of that segment of the population which used to be known as the "idle rich," may make its appearance at Oregon Ship, if Al Roberts, Plate Shop anglesmith, has his way. "What's good enough for the Astors and the Vanderbilts is good enough for us,"

Roberts declared during a recent day shift lunch period when, with an 18-pound sledge hammer, a canteloupe and a borrowed horse, he demonstrated the finer points of the game.

Although an anglesmith by trade, there are a few "angles" of organizing a polo team which Roberts hasn't quite figured out.

"From what I read on the sports pages," he declared, "a first class polo player needs at least five ponies. Then there are grooms, exercise boys, trainers and steam-heated stables. As far as uniforms are concerned, I guess some high class beer joint that wants publicity will donate them.

"Now that the softball season is over, we've got to find some other sport. With the extra dough we're going to make working Sundays, I believe a few of us boys could set up a first-class polo outfit."

Messengers Top Vancouver Women

STANDINGS			
Vancouver Women's Softball			
	W.	L.	Pct.
Messengers	3	0	1.000
Swing Assembly	1	0	1.000
Pin Welders	1	1	.500
Wolverines	1	1	.500
Day Assembly	2	3	.400
Tapers	1	2	.333
Warehouse	0	2	.000

(VANCOUVER)—Vancouver women's softball league teams "ganged up" on the day shift Assembly ten, first half pennant winners, dropping them from the first division to fifth place by defeating them in two out of three games last week. The day Assembly club was beaten in a wild contest by the Wolverines, a new team of ways' welders, 25-21, and by swing Assembly, 14-5, while it won a lone game from the Pin Welders, 28-5.

The Messengers pushed their way toward the second half crowd by annexing two more lopsided victories, one from Buckler Tapers, 19-1, and another from the Warehouse, 23-2.

Kaiser Golfers Win War Industries Play

Ossie Enebo, ace Swan Island shot-maker, went around 18 holes in 71 strokes at the Alderwood Country club last week to win low gross honors in the War Industries American league play over the long course. George Rongerude, Oregon Ship, and Robert Noble, Swan, played only nine holes and

were low gross scorers for that distance, carding 36's. Vern Lloyd, Vancouver was low net player for nine holes, getting a 32 (38-6). Longest American league drive of the day was by Bob Girtle, Vancouver.

Another Swan Island golfer, Vern Pratt, had a 78 for 18 holes to top the low gross column in the National league. W. T. Southworth, Vancouver, had the longest drive.

Kaiser divot-diggers stole everything but the grass off the greens in Federal league play. Leo Ward, Vancouver, was low gross scorer around 18 holes, with a 90, and Howard Berry, Swan, took low net laurels for the same distance, notching a 63 (91-28).

Don Casciato, Vancouver, shared nine-hole low gross honors with C. C. Johnsey, Coast Guard, with a 46, and Everett Berry, Swan, with a 31 (50-19), topped low net competition. J. A. Stimpson, Swan, and Howard Berry made the longest drives.



Swan All-Stars Down Vancouver; Now Set For OSC

Swan Island All Stars trounced Vancouver All-Stars 3 to 1 Monday night thus winning the right to meet Oregon Ship's champion Welder-Burner team in a Kaiser yard championship finals.

Joe Gette, Swan's pitcher, pitched a no-hit game. Vancouver scored its only run on two errors in the second inning. Swan made its first run on two hits and an error in the first. The second run came in the fourth on a combination hit, sacrifice and squeeze play. The final tally came in the sixth on a walk, an error and Jack Koenig's third hit of the game.

	R	H	E
Vancouver	1	0	2
Swan Island	3	5	2
Batteries: Vancouver, Rawlins, Willis (5) and Hayes, Swan Island, Gette and Adams.			

Vancouver Picks All-Star Team

(VANCOUVER)—Vancouver picked its All-Star softball team from the Yard league last week and S. P. & S. managed to cop five of the berths.

The championship Teamsters and Material Control each made four placements. Marine Machinists and Shipwrights each placed one man. The team is as follows:

- Schwindt, Material Control.
- John, S. P. & S.
- Richardson, S. P. & S.
- Wilson, Teamsters.
- Jones, Marine Machinists.
- Hayes, Teamsters.
- Ruppe, Material Control.
- Sandstrom, S. P. & S.
- Schultz, Shipwright.
- Lillis, Material Control.
- East, S. P. & S.
- Odney, S. P. & S.
- Pedersen, Material Control.
- DeGagne, Teamsters.
- Mills, Teamsters.
- Gus Hankey, Coach, Teamsters.

ELECTRICIANS WIN OUTFITTING DOCK BANNER

(VANCOUVER)—Electricians smacked Pipefitters all over the lot in one game (12 to 1) and nosed them out of another (6 to 5) to cop the Outfitting dock championship at Hudson House on August 8 and 15.

C. W. Green tossed championship ball in both games for the Electricians while Dick Edwards and James Sanders split the chore for the Pipefitters. Pete Simbeni was on the receiving end for Electricians. George Cameron caught for the Pipefitters. Short scores:

August 8			
	R	H	E
Electricians	12	12	2
Pipefitters	1	1	4
August 15			
	R	H	E
Electricians	6	5	2
Pipefitters	5	2	4

Architects Win Game

(VANCOUVER)—Naval Architects defeated the Marine Engineers in an independent game Thursday, August 17, at Columbia House field. A follow-up game will be set soon.

Welders Beat Pipemen

(OREGON SHIP)—With Guy Ruscigno hurling two-hit ball and whiffing 14 batters, the OSC welders-burners 99 Tavern team avenged a first half defeat at the hands of the Beall Pipe team, whitewashing the Pipemen 9-0. The Welders regained their batting eyes, driving out 12 hits.



Swan Electricians Playing under the banner of day shift electricians, these Swan Island girls showed well in the recently completed women's softball tournament. Pictured (front), left to right: Dorothy Hoiness, Ruby Fillinger, manager, Harold Fillinger, coach, Doris Eller, Eileen Kerr and Tex Woody. (Back), Tex Williams, coach, Mike Darling, Helen Hahn, Lola Lee Shonlaw, Margaret Hale, Billie Norton, Erma Lee Haslop and Ray Tyson, coach. (Swan Island photo)



War Chest This baby was abandoned. Why? No one knows. She is being cared for at a United War Chest agency, one of many such organizations which depend on War Chest funds. This year's drive will be started in the three Kaiser yards about September 18.

Chamber Head Sees Big Trade With Russia

(VANCOUVER) — Eric Johnston, national president of the United States Chamber of Commerce, who recently returned from a trip throughout Russia, described to an audience of 400 his trip through the land of the Soviets last Saturday afternoon.

Johnston's appearance was in connection with a state board meet of the Washington State Junior Chamber of Commerce held last week-end in Vancouver, following the launching of the Attack Transport Sanborn. With him was Mearns T. Gates, president of the United States Junior Chamber of Commerce. Mrs. Johnston officiated as sponsor of the Sanborn, and Mrs. Gates as Matron of Honor.

"I saw industries, built within the last two years (in Siberia) that would amaze you people in this room, accustomed as you are to the miracles of production of the Kaiser organization," Johnston said.

Graphically he painted a word-picture of the Russia he saw, a Russia where no one owns private property or business, where 175 nationalities speaking 16 different languages live in complete harmony and without race or creed prejudice, where windows are bare of consumers' goods, where everything, as people know it in America, is different. He told of the Russia of vast resources, developing within its borders the greatest miracle of production the world has ever known, and predicted that Russia probably can outstrip the world in production if the enthusiasm the people now possess continues for 15 to 25 years.

He told of his interview with the frank speaking, dynamic Marshal Josef Stalin, of the building of an irrigation canal with many locks and 250 miles long, 18 feet wide and 14 feet deep, by a whole community working day and night for 45 days. He told of a banquet, given in his honor by the leader of a Siberian province, that included 30 courses at the meal and 22 different kinds of wine.

He told of the tremendous amount of goods and materials that Russia desires to purchase from the United States after the war, and he emphasized his belief that this country should extend that credit. "I am fully convinced," he told the assembled Jaycees and guests, "that Russia is a good credit risk; that Russia has the resources to make good on any commitments we might find to our mutual advantage." He estimated that Russia might desire up to \$200 billions worth of goods and machinery within a few years after the war if America can arrange satisfactory terms with her. The Pacific Northwest was viewed by Johnston as one chief benefactor from such trade.

STATUE OF LIBERTY

With all the amazing sights Johnston saw, the greatest and most thrilling was a view of the Statue of Liberty as he flew in from the Atlantic over New York City. Impressed as he was with the development of Russia, he came back more convinced than ever of the glories and rightness of the American way of life. He told his audience that we must guard our freedoms.

At the launching ceremonies before the banquet, he climaxed his speech lauding American productive genius with the statement: "Certainly in Russia there will be no unemployment after the war. America can afford to do no less."

WHATZIT?

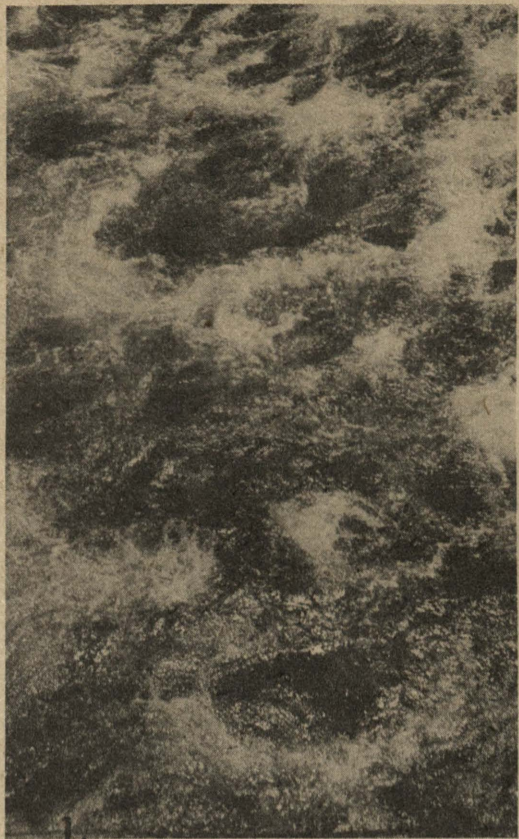
Here are the right answers to the picture-puzzlers above:

- 1-c. Nothing but water.
- 2-c. Belly Block is right.
- 3-c. Ventilator cowls.
- 4-a. Tanker catwalk grating.
- 5-c. Nothing but a pile of angle irons.
- 6-c. Rows and rows of tin hats.
- 7-b. Rope bumper or fender.
- 8-c. Lifeboat davit shadow.
- 9-c. Reflection of a tanker.

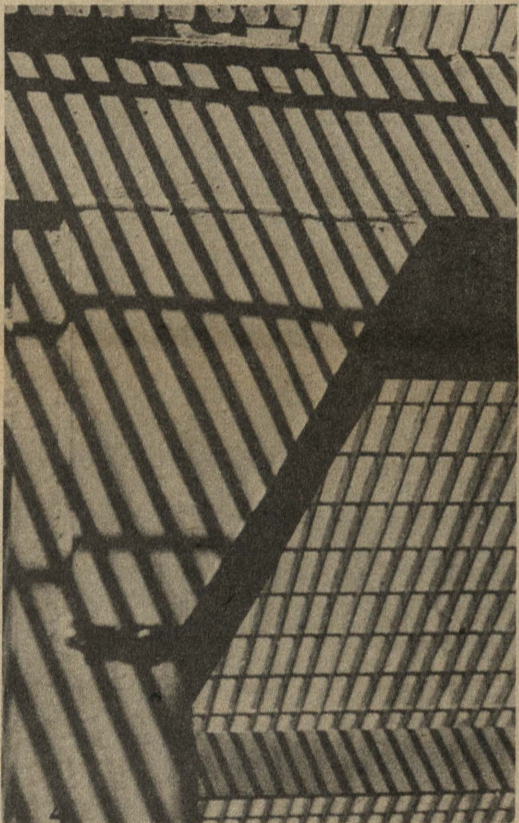
Whatzit?

Correct answers appear in the lower left hand corner of this page.

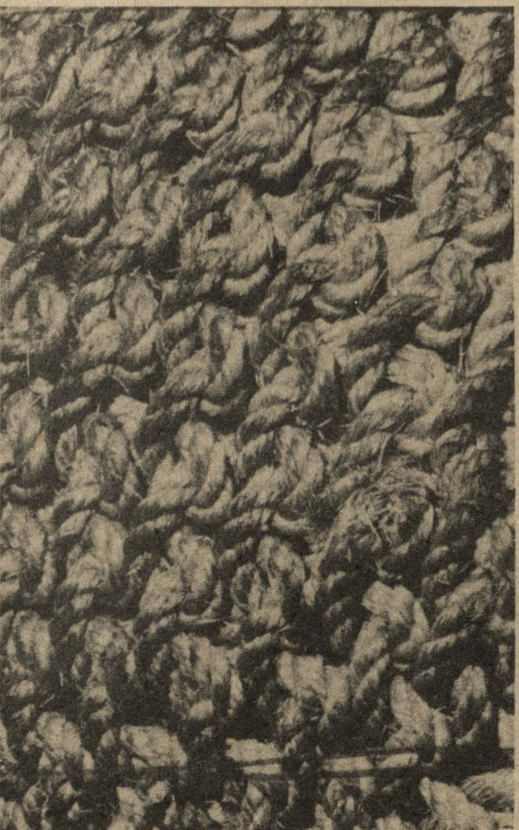
Things aren't always what they seem, and just to prove it, Swan Island photographers framed up this one to give your powers of deduction a quick workout. If this one's too easy, we'll try it again in a week or two. One out of three possible choices is correct.



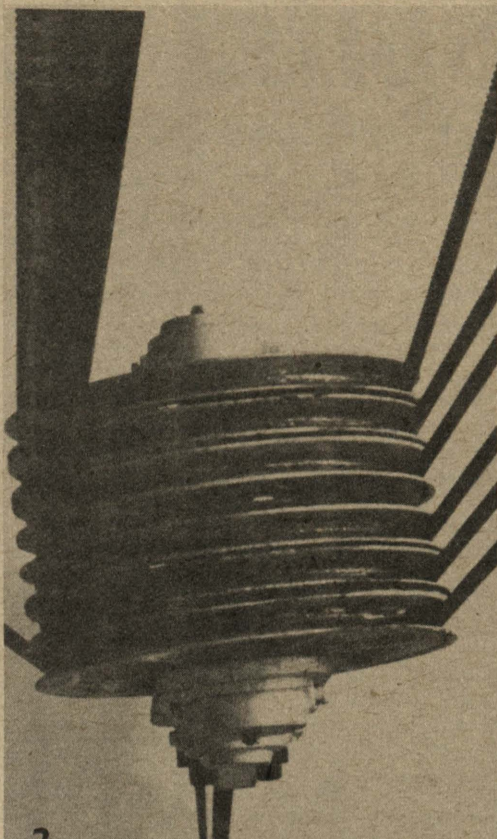
- a. Breakfast food served on trial runs.
- b. A new insulating material made from glass.
- c. Something which goes under a bridge.



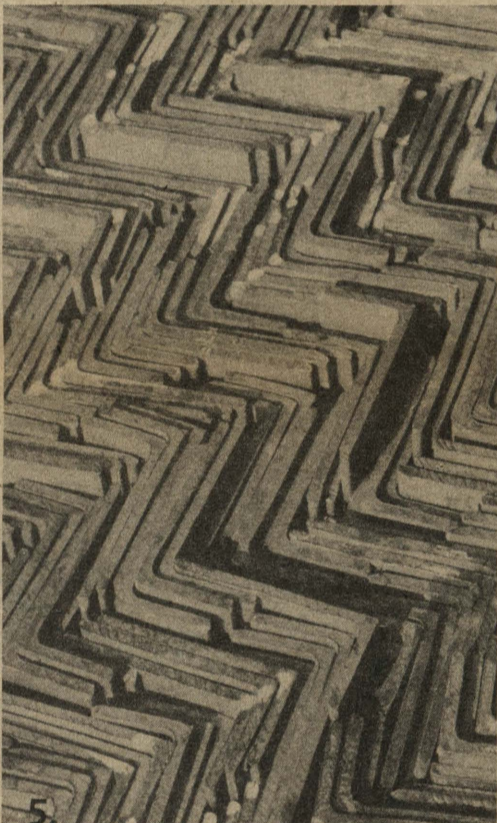
- a. Catwalk grating on a tanker.
- b. A form of modernistic artwork.
- c. An Alcatraz undershirt.



- a. Enlarged view of a straw hat.
- b. Rope bumper used on a tanker.
- c. Nest used by South American rats.



- a. High tension insulator.
- b. Belly Block on a whirley crane.
- c. Ornament for the top of a flagpole.



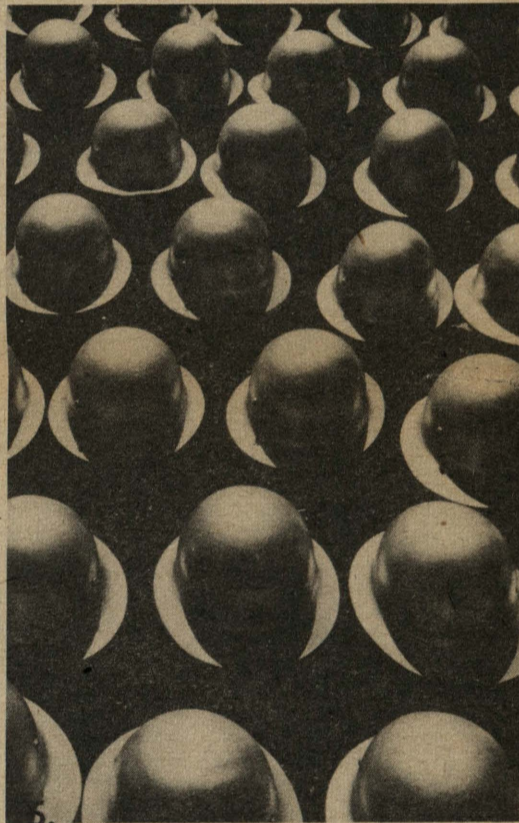
- a. Steps leading to an ancient Aztec pyramid.
- b. A map of Commercial Iron Works.
- c. Do you know all the angles.



- a. This could be Hitler's neck.
- b. A weasel carrying her young.
- c. Shadow of a lifeboat davit.



- a. Airplane fuselages ready for shipment.
- b. Pigs at feeding time.
- c. Plenty of ventilator cowls.



- a. Riveting on prewar tanker shell plate.
- b. The control panel on a B-29.
- c. Keep this one under your tin—



- a. Type of fish seen off the Vancouver Outfitting dock.
- b. An inferior job of welding.
- c. Big events cast their shadows, etc.

INQUIRING REPORTER

QUESTION

What do friends and relatives write about conditions back in your home state?

Otto Hoffman, Burner, Way 12: "Our friends and relatives don't write much of anything. We hear from them very seldom. However, crops are good in North Dakota and there is a manpower shortage, but of course the jobs there are seasonal and the rate of pay is not nearly as high as it is out here."



Hallett Pulliam, Welder in Mast and Rigging department: "Nebraska has had lots of rain and crops are very good. There are lots of jobs at pretty good wages in the section where I come from—around Hastings and Grand Island. Of course there is a shortage of manpower as there is every place."



Pearl Money, Crane operator in Assembly: "I hear very little from Tennessee, because my folks moved out to Los Angeles recently for the climate and jobs. What letters I do receive from back there say it is the hottest weather they've ever had and there aren't many jobs. My husband, William, is in New Guinea and I sure want to do my part to help bring him home as quickly as I can."



Harry Nieman, Sheetmetal worker in the main shop: "There is a decided manpower shortage in Texas. The farmers have only half a crop because of the excessively hot dry weather they have had this year, but of course jobs are seasonal and the wages are not comparable to those we receive out here."



Gladys Davison, student at the Burner school: "There is not a great deal of work on Montana at the present time. They have good crops but from what I hear they have been damaged by hail pretty badly. If they get any more hail all the crops will be ruined."



Matty Lou Nelson, Tool Clearance office in Deck Erection: "There are not very many men available in Mississippi but neither are there jobs which pay very much if there were men. I personally do not want to go back very badly. I think we will stay out here. There is a future out here which is not true back there."



Robert Cantrell, Rigger in Assembly: "There are lots of jobs in Ohio and very few men to fill them. The wages are good and conditions of work are just as good as they are here. However, when this thing is over I am afraid the conditions will be worse back there than they are here."



Glenn Landreth, Chipper in Assembly: "It is awfully dry and hot back in Missouri. There is a manpower shortage, naturally. There are lots of jobs but the rate of pay is nothing to brag about. It certainly doesn't compare with the wages paid out here."



New Plan Brings On Hospital Additions

(VANCOUVER)—Various structural changes and additions in Northern Permanente hospital, to handle the setup under the new union sponsored health plan, were announced this week by Dr. J. W. Neighbor, director of the hospital. The changes will affect both the hospital and the main First Aid station in the yard. Additions there will include four new doctors' offices and six examining

rooms. The present Orthopedic department will be enlarged by two doctors' offices and five examining rooms.

Two new dining rooms are to be built to care for additional doctors and nurses required under the new health plan. The building program also will incorporate other changes to facilitate handling of patients.

The main First Aid station in the yard is to have additions to care for the Veterans' Placement physician and the yard transfer physician. Changes at the station will include new and more adequate X-ray facilities also.

QUICKER SERVICE

"These changes will enable the hospital to give the type of service we always have strived to achieve," said Dr. Neighbor. "They will eliminate a great deal of the tiresome waiting which has caused dissatisfaction. Under the new health plan which the unions have sponsored and endorsed, the hospital will be a more vital part

of the health picture of the worker and his family.

"It's an old Chinese custom to pay the doctor as long as you are in good health and cease paying him when you are ill. That's what this plan is, when you come right down to it. It's just plain good common sense to pay for an ounce of prevention rather than a pound of cure."

Complete approval and details on the new prepaid medical plan for the workers and their families were announced last week by Earl N. Anderson, president of the Metal Trades Council. Anderson also announced then that a booklet on the plan is being prepared and will be given to every worker soon after September 1.

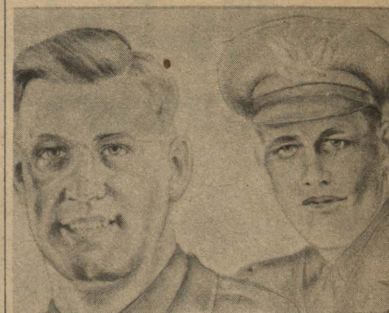
The cost of the prepaid medical plan will be 80 cents a week instead of the 60 cents a week now charged. The new plan will cost 80 cents a week for each member of the family over 16 years and 50 cents for each child up to three in number. All other children will be covered without additional charge.

When a child reaches 16, he is considered an adult under the plan. The family, under the contract with Northern Permanente, is composed of husband, wife and their children. The only charges made in addition to the weekly deduction is \$10 for a tonsil or adenoid operation on a child under 16 and \$50 for a maternity case.

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

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

Son In Service



WALTER, ERNEST NOEHRE

(VANCOUVER)—World war I caught Otto Noehre, day guard at Administration building, and his wife on the high seas shortly after they were married in Sydney, Australia. World war II found Noehre operating a cafe and hotel in Roscoe, S. D., and both of his sons in the army.

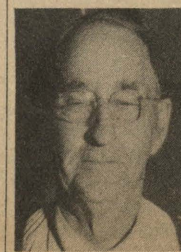
Second Lieut. Ernest Noehre at present is with a glider corps in England. He has been in the army six years. Staff Sgt. Walter Noehre is with a medical detachment in France. He has been in the army three and one-half years.

Otto Noehre recently returned from a trip to New York, bringing back his daughter Mrs. H. J. Obenauer and her baby. Mrs. Obenauer's husband, an ensign in the navy, was killed in the invasion of France.

Both the elder Noehre and his wife were born in Hanover, Germany.

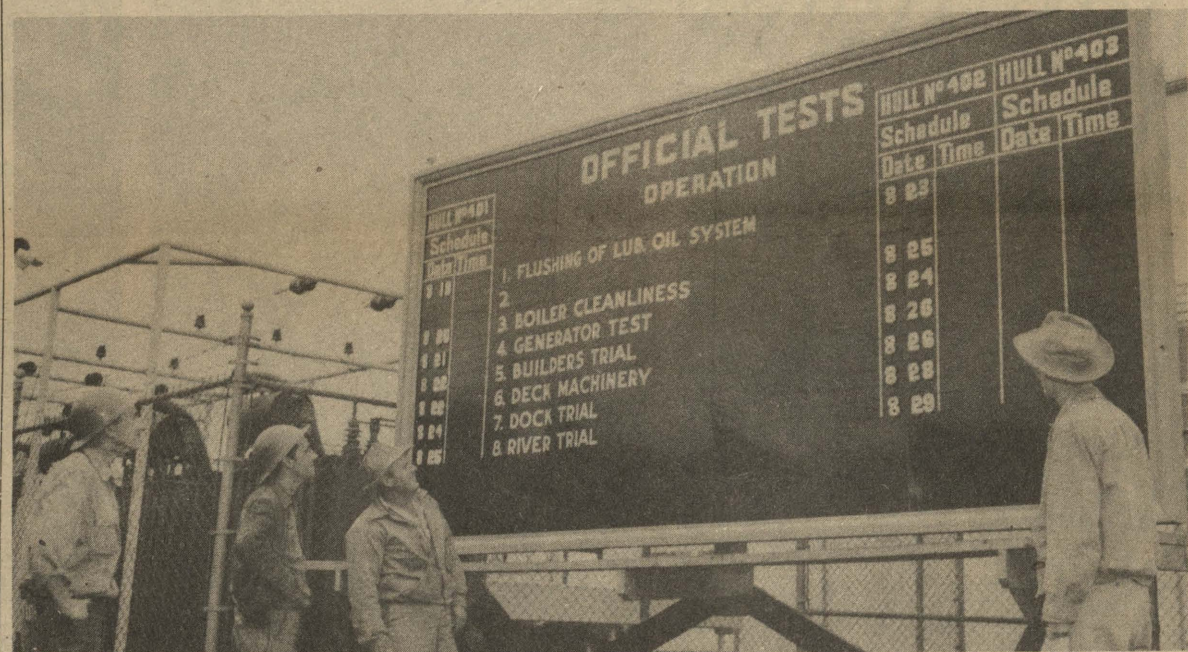
Wiring Ships 'Old Stuff' to Moe

(VANCOUVER)—Wiring ships is not a new job to at least one of the electricians in Marine Electric because E. A. Moe, day marine electrician, worked on ship's wiring in 1891. Moe was a charter member of the Electrical Workers union Local number 3 of New York City in 1891.



E. A. Moe Moe moved to Montana from Ohio in 1892 and went to work in a power plant there. He later became manager of the same plant. He held that position for 20 years.

He moved to Vancouver 18 years ago and did very little electrical work until he came to work in the yard two years ago. Moe says that many of the methods have changed since he last worked on ships but that basically, aside from techniques and materials, the work follows much the same pattern it did when he was a youth.



One Down, One Tuesday The U.S.S. Oconto, Vancouver's first Attack Transport, is moving down the Columbia today toward Astoria for delivery to the navy this week-end. Close on its heels, according to the schedule shown on the official test board above, is number two, slated for trial run trip Tuesday, August 29. Scanning the test board and wondering whether they can make it 14 by October 31 are electricians from the Outfitting dock. (Vancouver photo)

Switches Employer

(VANCOUVER)—Carl Linnman, formerly employed with the City of Vancouver's sanitation department, recently joined the Kaiser company as an engineer's aide in the Facilities Engineer department.



Biggest Electrical Crew The Electric department is one of the biggest in the yard, and the largest crew under one leadman is shown above. It is the day electrical warehouse crew of Leadman J. Stewart. Members, from left to right, are: Stewart, M. Cunningham, E. Johnson, H. MacDaniels, A. Knudson, H. Moran, E. Stokes, G. Gunderson, H. Hogan, B. Reep, C. Burge, E. May, H. Schwartz, (front row) N. Lunch, H. Quick, C. Callahan, E. Ellis, G. Anderson, H. Hagemann, W. Roach, R. Waggoner, I. Wawkey, H. Burge, E. Ivans, and E. Chambers. Absent were B. Fisher, W. Lee, I. Benschadler and C. Haney. (Vancouver photo)