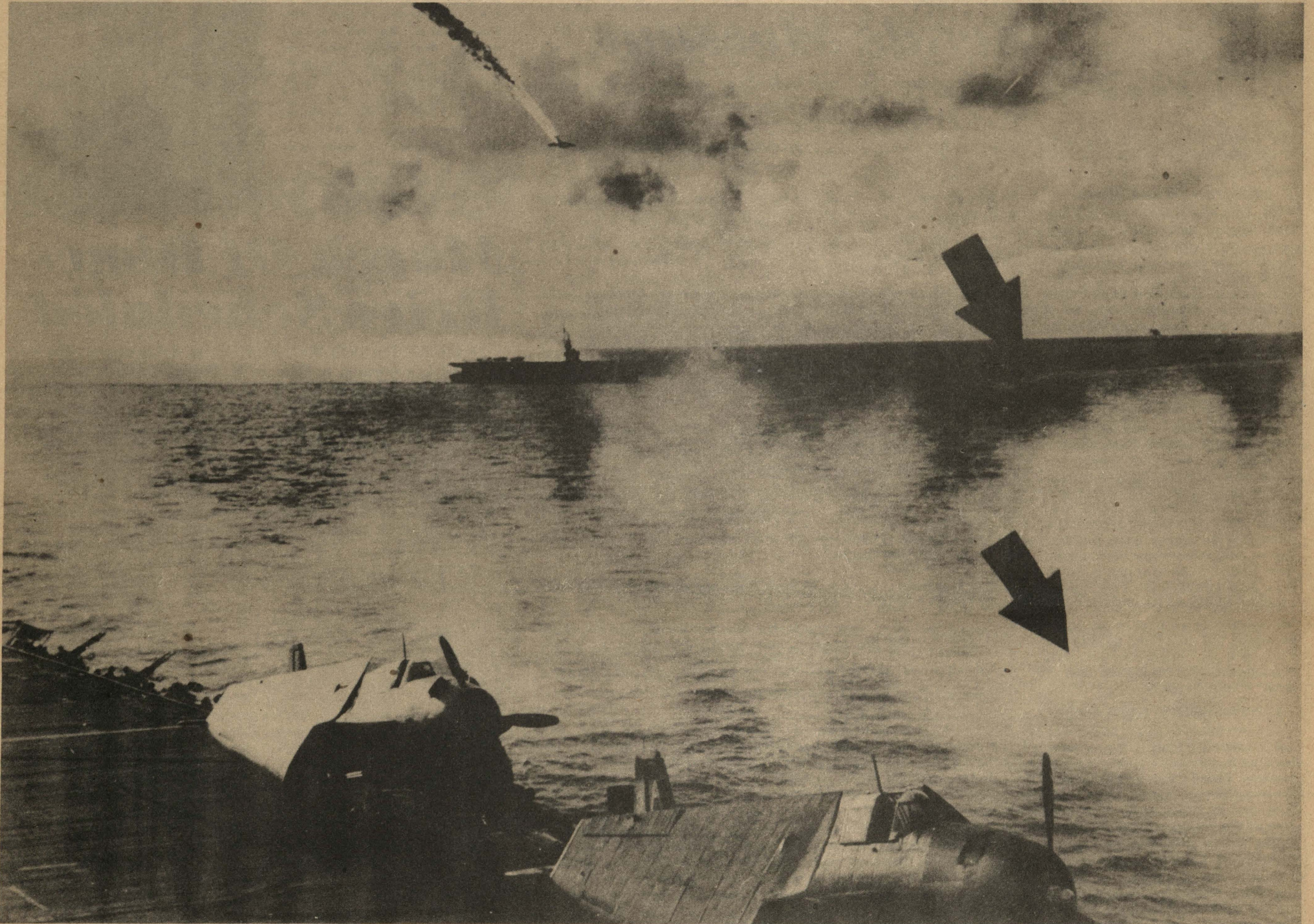


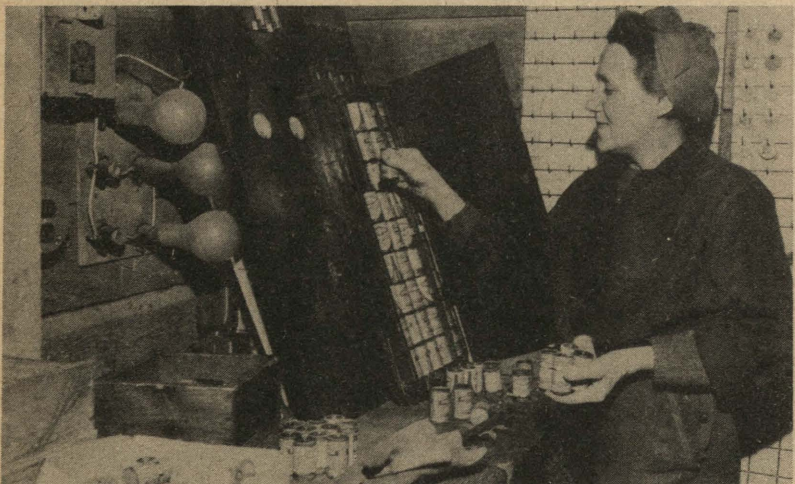


1945 TO BE BIG WORK YEAR AT VANCOUVER

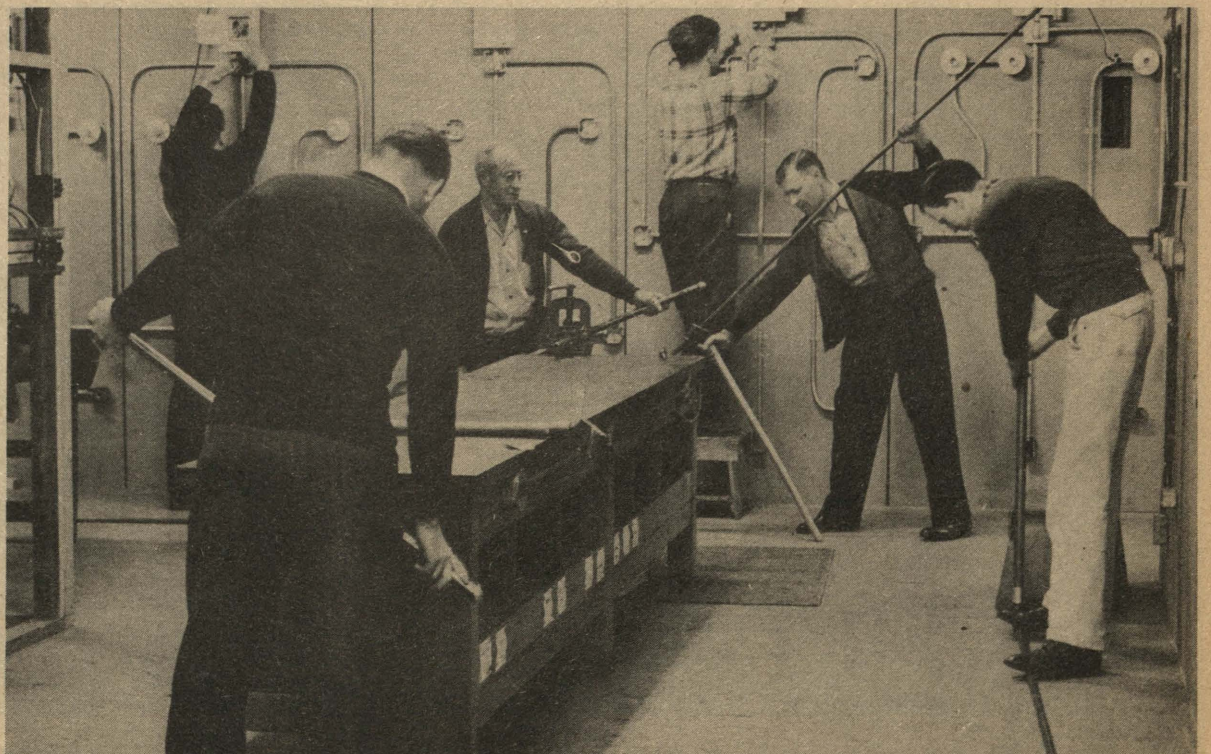
Story, Page 3



"Babies" Take It Vancouver's Baby Flat Tops have been baptized in battle fire as the picture above illustrates. From the deck of one of the "babies" can be seen an enemy plane attempting to crash dive another carrier as it plunges toward the sea. The arrows point to two torpedoes streaking through the water in the foreground. Skillful maneuvering of the ship prevented a hit. Other pictures on page 7. (Official U. S. Navy photo)



Loading Charge Board Mrs. Helen Harne, day electrician in Electrical Maintenance department on the Outfitting dock, loads the charge board with flashlight batteries to give them an added lease on life—if they'll take it. This is a day shift job exclusively.



Post War Planners These electricians of all three yards are busy learning, the practical way, the intricacies of electrical work. Schools for yard electricians are available where further training can be had toward securing postwar jobs. See story on page 3.

Workers To Aim For New Records On 88 Victories, Pontons

(OREGON SHIP)—With the announcement of a new contract for 25 additional Victory ships, Oregon Ship employes this week looked ahead to a full year of shipbuilding challenges—of new records to set in helping to build America's giant maritime fleet. Following closely the awarding of a \$12,000,000 contract to build 4000 aluminum pontons, the latest Victory contract assured full employment and gives the yard the opportunity in 1945 to repeat past outstanding performances.

As the announcement was broadcast through the yard, workers expressed confidence that they would add new records to last year's laurels, with the sober realization that the new contract implies a longer war.

OSC now has a total of 88 Victory vessels to deliver during 1945, in addition to the pontons for the army.

PONTON PLANS LAID

Although the ponton contract had been signed scarcely two weeks ago, at Bohn's Whistle press time this week preparations were in full swing for construction of the first of the small aluminum hulls. Nearly all work on the craft will be in the Plate shop and Assembly buildings, Roy Cook, chief design engineer, said.

Cook outlined the proposed assembly line for the pontons, to be approximately as follows:

Aluminum sheets will be moved into the west end of Bays number 0 and 1 of the Plate shop. The plates will there be cut and formed to template shape, the metal will be "pickled" or treated and a first prime coat of paint given. Material will be moved from the east end of the Plate shop bays to the west end of the Assembly building's Bay 10.

From Bay 10, semi-finished units will be moved to Bay 11 and from each end of the bay, completed units will be taken to the shell erection area where a final coat of paint will be applied.

CONVERSION STARTS SOON

Conversion of the Plate shop and Assembly bays for ponton building is scheduled to begin about January 8 and first actual ponton construction is slated for about February 22, Cook said. Two hundred of the craft are to be delivered during March, according to contract with the U. S. Army engineers.

Changes in the Plate shop and Assembly buildings are not to be drastic, Cook said. Bays No. 0 and 1 of the Plate shop will be extended

Edgar F. Kaiser Sends Message

Some months ago I met with all of you during a series of mass meetings in each of the shipyards. At that time, you will recall that I outlined the job set for us by our government. I also told you that I honestly did not know what the future of the shipyards would be after that job was done.

The recent news of the awarding of new contracts for each of the shipyards has supplied the answer I was not able to give you last fall—that we now have a full work load which will carry through all of 1945.

Once again your government war planning agencies have expressed their confidence in the productive abilities of the men and women shipbuilders in the Portland area. It is my hope that the new contracts will help dispel the undercurrent of unrest and fear of shipyard closure which has been the main rumor of the past few weeks.

Back of the news of full employment for 1945 lies the serious implication of a prolonged war . . . a war which many of us had been led to believe was practically over. Today's war bulletins and the bulletins of tomorrow bring suffering and anguish to the thousands of you mothers, wives and sweethearts who have loved ones in uniform . . . there are no such words as "home front complacency" in your hearts.

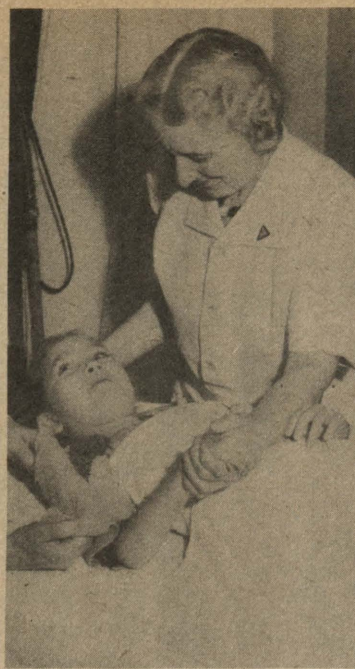
We have been at our war job of building ships for almost four years—long tedious years filled with much personal sacrifice and hardship. We have done a job that we are proud of. We must continue that job, you and I, in spite of the war weariness which we all feel . . . it is our individual obligation to our men overseas—nothing could be more important.

40 feet on the east end. Both ends of the bays will be walled-in and a partition will be run between Bays 1 and 2, dividing the ponton work area from the rest of the building, where the Victory ship construction will continue.

Similar conversion will be made on the Assembly building, with extension on the West end of Bays 10 and 11. Headquarters for the U. S. Army engineers and for Hull materials' ponton work will be

added on to existing offices at the North end of the Assembly building, Cook said.

Jack Anderson, Assembly superintendent, and "Hank" Hockett, Plate shop head, declared that although plans for equipment installation and for training crews on ponton construction are not yet complete, most of the manpower for the work will be drawn from existing crews in the respective departments.



Above, Karleen Riggers, a Portland youngster, is shown as she looked a year ago, while undergoing treatment for infantile paralysis at the Shriners' hospital. Karleen couldn't walk or feed herself when the picture was taken. At right, she is shown as she is today after a year of care made possible by funds raised in March of Dimes campaigns. She now can walk, raise her right hand above her head and is using a ladder to exercise her left arm. The attendant is Physio-Therapist Jennie Hunter.



March Of Dimes Drive Scheduled

Dates for the 1945 March of Dimes drive are set for January 14-31, according to George H. Buckler, Multnomah county chairman for the drive. "We set our goal for \$100,000 again this year," Buckler stated, "but we hope to raise at least \$150,000. Last year the total reached \$126,000, and we needed every penny to take care of 1944 victims, and help provide treatment for all the victims of epidemics of previous years."

Headquarters for the drive have been established at 501 S. W. Ankeny in Portland.

EXPENSIVE TO TREAT

In commenting on the need for funds, Campaign Chairman F. T. Garesche pointed out that infantile paralysis is one of the most expensive diseases to treat. "Families with an average income can't afford to take proper care of infantile paralysis victims," he said. "Physio-therapy treatment, braces and equipment are frequently necessary over a long period of time." This is why, he explained, the Multnomah county committee has established a year-round clearing office at 1008 S. W. 6th avenue this year.

One-half the funds from the campaign go to the National foundation for research into the cause of the disease, and for equipment such as iron lungs, special wool for packs, braces, along with serv-

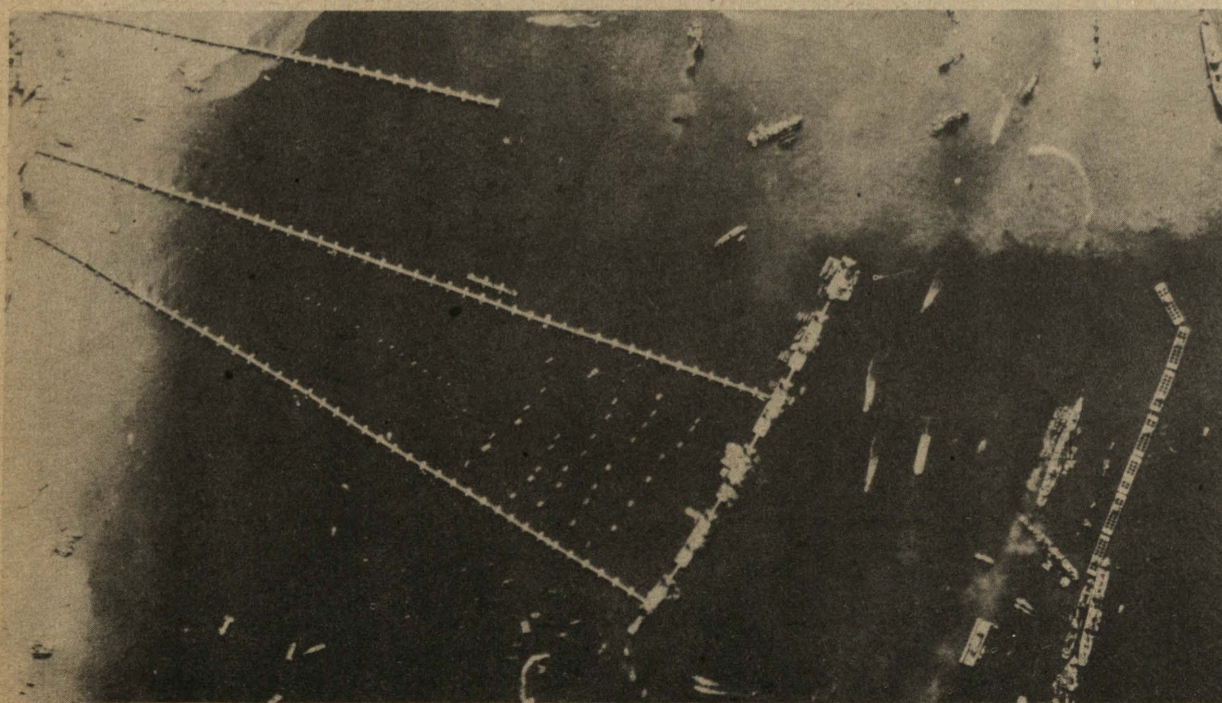
ices of doctors and nurses provided to local communities when epidemics strike.

When a case proves too expensive for a community to carry, the national foundation advances funds. This happened in Portland last year, when treatment for one patient totaled almost \$3,000, and the national foundation stood that cost.

FUNDS DIVIDED

Funds remaining in Portland are divided among agencies caring for infantile paralysis victims: The Shriners Hospital for Crippled Children, Doernbecher hospital, the University of Oregon Medical school, the Visiting Nurses' association and the Jewish Community center. A large portion of the funds go also to individual cases, to provide hospital or home nursing care, braces, and physio-therapy treatments.

Of the 104 patients struck down by infantile paralysis in Portland in 1944, 21 died. Many have completely recovered, and are back in school or at their jobs.



Pontons Though no details have yet been released to the general public on what Oregon Ship's aluminum half-pontons will look like, here are some typical pontons, or floats, in use. The aerial view above shows two steel roadways supported by floats which lead from the shore to a wharf on the Normandy coast. At right is a closer view of one of the roadways. (British official photo)



Rear Adm. E. L. Cochrane, chief of the navy's bureau of ships, talks with General Manager Edgar F. Kaiser of the three Kaiser Portland-Vancouver area yards. The admiral disclosed during his visit last week that Swan Island would soon be doing a large amount of repair and conversion work and that Vancouver is building two navy drydocks for naval repair jobs.

Swan's New Tanker Contract Upped to 18

(SWAN ISLAND) — Last week Swan Islanders heard that their yard had been awarded a new contract by the Maritime commission for six additional tankers. Tuesday of this week, however, a wire from Vice Admiral Emory S. Land, U.S.M.C. chairman, announced that instead of six more tankers the yard now has a contract for 18 additional vessels. This makes a total of 51 tank-

ers to be delivered in 1945. Just as important as the new contract announcement, however, is news that within the next few weeks ships will be arriving at the Swan Outfitting dock for conversion and repairs. Thus 1945 promises to be a busy year for the "tanker champ" yard, with a gradual shift for some workers from tanker construction to repair work.

Repair and conversion work expected in the immediate future for the Swan Island yard plus new construction will keep full labor forces busy throughout 1945, according to Edgar F. Kaiser, general manager.

33 ON PRESENT PROGRAM

The yard still has 33 tankers to deliver on its present contract. Of these, keels are still to be laid for 20. First repair and conversion jobs to be handled at Swan Island are expected to be those not calling for drydock facilities.

Inspecting Swan Island repair facilities last Saturday were several navy officers, including Rear Admiral E. L. Cochrane, chief of the bureau of ships. The officers were shown the yard by Kaiser, Assistant General Manager A. R. Nieman and General Superintendent Elmer Hann.

The admiral told the press the navy has not yet sent its war damaged ships to this port for repairs, but that some of them will be coming. He declared that all workers experienced in naval shipbuilding will be needed on naval repair.

BIG SHIP REPAIR OUT

While admitting larger ships can come into this port, Cochrane expects the Portland port, which includes Swan Island, to be visited for repairs by vessels no larger than big auxiliary or escort-type vessels, as equipment for work on the navy's biggest ships does not exist in the harbor.

The navy has released for publication a statement that a total of 132,000 workers will be needed for repair work, mostly on the Pacific coast.

"As has been stated before, our present contract will keep the yard busy until mid-summer," said Mr. Nieman. "In addition to the latest contract for 18 more tankers.

"Besides new construction work the yard will be busy with conversion and repair work within a very short time. This will provide work for Swan Island indefinitely."

Worker Has Polio

(SWAN ISLAND)—Carolyn Cook, 21, mother of two children, was stricken with polio December 5 and transferred from Isolation to Hahnemann's hospital just before Christmas. She formerly worked at General Stores and her husband, Leonard Cook, works as a machinist in Machine shop on day shift.

Admiral Issues New Year Word

A New Year's message to all shipyard workers from Admiral E. S. Land, chairman of the U. S. Maritime commission, was telegraphed as 1944 drew to a close. The message is as follows:

"To the workers who are building ships in plants and shipyards throughout the country, my most cordial greetings at the start of the New Year, and my heartiest thanks for your magnificent efforts in 1944.

"It is tradition that on this day we should appraise the results of our labors and gird ourselves with resolution for the future. In that light, we may look on 1944 as one of the critical years in our history. It was the year of invasion, when the number of ships and their performance counted for most, when the sum total of America's shipbuilding since Pearl Harbor planted our fighting and production strength at the very doorsteps of our enemies. Our vessels have been found good, and your determination and patriotism in building them so well and in so great a number have earned for you the gratitude of the nation.

"Your accomplishments stand before the world. Yet all of us should today stand humble before the vastness of our responsibility to the men overseas. Ships are their power and their salvation, and so long as the war lasts there cannot be too many. Here is our responsibility—that through our continual efforts there shall be no failure or delay for vessels to supply our armed forces and our Allies.

"Let us resolve today to stay with the job, so that in the New Year our men, supported by the ships we build, shall have the fullest opportunity to achieve complete victory and prepare the way to a lasting peace."

Full Year Set For Vancouver

(VANCOUVER)—There'll be no let-up in work at Vancouver through 1945. Additional confirmation of this came last week from Rear Admiral E. L. Cochrane, who revealed that the two drydocks being constructed at the yard now will play an important role in the navy's vast ship repair and conversion program for the year. Completion of the drydocks, along with the building of 25 giant C-4 troop transports and the outfitting of five transports and two C-4s, will tax Vancouver's productive abilities at the present employment level.

Admiral Cochrane praised Portland-Vancouver shipbuilding records and singled out the production of escort aircraft carriers as an undertaking in which Vancouver and other yards "have made a tremendous contribution."

The first of the two drydocks is nearly finished and will be launched soon. More than 15,000 tons of steel have been erected by the yard for drydocks.

C-4 COMPLICATED JOB

Vancouver shipbuilders have been working on the C-4s long enough to find out that they are a lot more difficult job than the carriers or the Attack Transports. They are 522 feet long, are of 14,600 deadweight tons. The 25 ships on the contract represent a deadweight tonnage of 465,000.

Complicated character of the C-4 is shown by the number of templates necessary in its construction. About 20,000 of the wooden patterns are used for the C-4, where the Attack Transport required only 12,000.

Many of these templates are of bulkheads for partitioning of troops quarters. Mold Loft Superintendent A. C. Barnett describes the C-4 as "a great, big miscellaneous bulkhead wonder."

"From the second deck up, she's just one miscellaneous bulkhead after another," Barnett declares.

Immensity of the C-4 job is reflected in a statement issued this week by Yard Manager Mike Miller, who says that Vancouver has too much to do to take on any additional ship contracts now. Miller's comment came after reports from Washington, D. C., indicated that many additional emergency ships will be rushed to completion.

"Vancouver's C-4 contracts will keep this yard busy throughout 1945," Miller asserts. "and these ships are all needed, the announcement indicates, during this year.

"While no definite word has been received from the Maritime commission as yet, it appears obvious that yards without full commitments for the year will be assigned these emergency contracts. As things stand now, however, Vancouver has work enough to keep the yard busy."

Electricians' Training Classes Grow

(VANCOUVER) — With holidays over and the seven-day-week ended at Vancouver and Oregon Ship, classes for shipyard electricians were showing increased enrollment this past week, according to Ray S. Ferguson, assistant business manager for Electrical Workers union Local 48, which represents electrical workers in the three Kaiser yards. The classes provide practical and theoretical knowledge of value in gaining the electrician's "blue card," which will qualify the craftsman for postwar work.

Ferguson emphasized this week that hours for the courses are such that any person on any shift can conveniently arrange the four or more hours a week training. Persons interested may enroll at any time.

In the Memorial building in Vancouver classes are open from 9 a. m. to 11 p. m. At the Marshall school hours are 7 p. m. to 10 p. m., Tuesday and Thursday, 10:30 a. m. to 1:30 p. m., Monday and Thursday, and 10 a. m. to 1 p. m. Tuesday and Friday.

Persons interested should consult Dick Walker, electrical training superintendent at Swan Island; Ken Fair, Main Electric shop, at Oregon Ship; or C. A. Pittman, Yard Training building, at Vancouver.

"To qualify as an all-around electrician in Oregon, a state examination is necessary," Ferguson pointed out. "During the war we have certified many thousands of electricians for specialized industrial work that do not meet the requirements.

"These classes are designed to give persons the opportunity to enlarge their knowledge of this type of work to prepare them for the state exams and post war work.

"The classes are largely practical, with only enough theory given to make possible the understanding of electrical equipment operation. They are under the supervision of competent instructors. It is an excellent opportunity to develop a craft that has a big future in the northwest at no cost other than a few hours time a week."

'Tars and Spars' On Yards' Shows

Direct from the invasions of Africa, Sicily and Salerno, the famous Coast Guard Invaders orchestra, formerly aboard the U.S.S. Samuel Chase, a Coast Guard-manned assault transport, will arrive in Portland with the Coast Guard musical revue "Tars and Spars," which will show on the stage of the Paramount theater from January 15 through January 21. The all-Coast Guard cast of 70 is headed by Chief Boatswain's Mate Victor Mature who recently returned from 14 months active convoy duty.

Units from the show will be featured in noon lunch-hour programs at Oregon Ship January 16, Swan Island February 17 and Vancouver January 18.

Members of the band, who were on board the U.S.S. Chase manned everything from invasion craft to anti-aircraft guns aboard and ashore during the three Mediterranean invasions.

Between invasions they played more than 50 shows in North Africa, flying to bivouac areas to entertain men directly behind the lines.

NIGHT SCHOOLS OPEN THIS WEEK

Opening of Portland public evening schools on January 2 was announced this week by the registrar. Courses offered to adults at Jefferson High School include shorthand, typing, Spanish, French, woodworking, clothing, bookkeeping, public speaking and oral English, arithmetic, spelling and grammar.

Subjects offered to adults at Lincoln high school include pottery, metal art, clothing construction, home furnishings, "The Home of Tomorrow", "Problems of the Teen Age", mechanical drawing, radio code, pre-nursing chemistry, public speaking, Spanish, arithmetic, shorthand and dictation, typing and bookkeeping.

A course to be offered for the first time in Portland is a six-weeks course in Practical Bookkeeping planning to meet the needs of the home-maker, with stress on household finances and small business bookkeeping, the announcement stated.

Citizen preparation and English for the foreign-born are also offered at Lincoln High School.



Here are members of the Coast Guard Invaders Orchestra, veterans of three invasions, who will appear in the three Kaiser yards on the Tars and Spars show.

17 Bond Winners To Be Announced January 8

(VANCOUVER)—Seventeen lucky winners in the Sixth War Loan drive will be announced Monday, January 8, during noon lunch hour in a special broadcast to the yard from the I.B.M. department, it was disclosed this week by Tony Greer, who headed the drive. Two huge drums, containing the names of bond buyers, will be located in the I.B.M. department for the drawings. From one drum will be drawn 14 winners in the payroll division, and from the other the three winners in the cash sales division.

Representatives from each department in the yard are being invited to witness the drawing, Greer announced. Judges are Rex Hamby for Administration, Carl Kilgore for Personnel, and Homer Parrish of the Boilermakers for labor.

\$1000 BOND TOP

To be eligible to win one of the seventeen prizes the name drawn must be a regular payroll buyer as of December 31, Greer said. Each name drawn will be checked against Bond department files. If the name drawn is not buying bonds as of December 31, another name will be drawn. This ruling does not apply in the cash sales division where three prizes will be awarded separately.

Payroll division prizes include a top prize of a \$1000 war bond; a second prize of \$700 in war bonds; third prize of \$300 in war bonds; and ten prizes of \$100 bonds. The three cash sales division prizes are \$300, \$200 and \$100 in bonds respectively. An additional prize in the payroll division will be a large oil painting contributed by S. Sanderson of Assembly.

Bob McCoy of the yard public address system will broadcast the entire proceedings to the yard. Drawings will start promptly at noon. Recording of the event will be made so that swing and graveyard shift can hear the event as well.

FRAHLER EVOLVES CALENDAR GUIDE

(VANCOUVER)—A calendar of fishing and hunting which incorporates one of these activities for every day of the year has been evolved by Bill Frahler, Electrical engineer, and his friends. The boys follow it religiously and manage to get in considerable sport which is missed by a great many persons who only fish or hunt occasionally.



Bill Frahler missed by a great many persons who only fish or hunt occasionally.

"Many sportsmen enjoy both hunting and fishing," says Frahler, "and pursue both hobbies during these seasons. I live in the Portland area and my buddies and I have set up a sportsmen's calendar which we follow scrupulously. Here is our schedule:

"January, February and the first half of March we fish for steelhead in the coast streams; second half of March, April and May the Chinooks are in order in the Willamette river, Willamette slough and the Columbia; June, July and August is trout fishing time in the coast, valley and mountain streams; September is the time for the hordes of fall Chinook. Fishing is best then around the mouth of the Kalama, Cowlitz and Sandy rivers.

"For those who like a touch of salt air, salmon fishing at Astoria is plenty good from the middle of August to September; for the nirod in September, the band-tail pigeon season is open; October is the month supreme, with deer, bear and pheasant on the list; November and December are the months for elk, ducks and geese, and the steelhead run is thrown in for good measure.

"All this hunting and fishing can be had within a hundred miles of Portland and for most part it is less than thirty miles."

135,000 Batteries Salvaged At Yard

(VANCOUVER)—In this current era of shortages of everything from grand pianos to safety pins, there is no shortage more acute than that of dry cell batteries. In order to help whip this situation, K. N. Putnam, Power safety foreman in Electrical Maintenance, designed a charge board nearly two years ago to recharge and salvage for re-use any batteries that would take a charge.

Ex-Welder, Now Wac, Serves For Husband

(VANCOUVER)—Pvt. Averill Meeker, an Air Force WAC visited on swing shift recently in Assembly. She was a welder here two years ago.

Pvt. Meeker's husband, a lieutenant, was killed while testing his plane for overseas duty. He was with the R.C.A.F. and then transferred to the A.A.F. after Pearl Harbor. After his death Mrs. Meeker decided to try to fill his place.

After spending the holiday season with her four year old daughter and parents in Portland she will return to her station at Palm Springs, Calif.

BIRTHS

Mr. and Mrs. John F. Sewald, McLoughlin Heights, a boy weighing 6 lbs. 8½ ozs., December 14. Sewald is a welder leadman.

Mr. and Mrs. George Hartshorn, McLoughlin Heights, a girl weighing 7 lbs., 12½ ozs., December 15. Hartshorn is a machinist welder.

Mr. and Mrs. Donald E. Brown, Vancouver, a boy weighing 8 lbs., 6½ ozs., December 15. Brown is a welder.

Mr. and Mrs. R. V. Henderson, Washougal, a boy weighing 5 lbs. 14 ozs., December 15. Henderson is a machinist trainee.

Mr. and Mrs. Louis Sanchez, Ogden Meadows, a boy, weighing 6 lbs., 11½ ozs., December 20. Sanchez is a shipwright.

The charge board is operated only on day shift and utilizes the time of one person. Batteries arrive from all over the yard in numbers ranging from 500 to 800 a day. Out of this aggregate, the worker is able to rehabilitate approximately one-third.

In the two year period the board has been operated, over a half million batteries have passed through it and approximately 135,000 have been salvaged for re-use.

The batteries are charged for approximately 25 minutes. They are then removed and after 24 hours they are tested and any that show five amperes or more are sent back into the yard for use.

Mrs. Helen Harney, day electrician in electrical maintenance, has charge of the board at the present time and works under the supervision of Al Wilson, day leadman in electrical maintenance.

CLASSIFIED

LOST: A brown and tan reptile leather billfold on the McLoughlin Heights shipyard bus. Finder keep the \$25 and mail billfold and other contents to Miss A. C. Cate, 8436 B. Elgin street, McLoughlin Heights, Vancouver, Wash.

LOST: Leadman's leather notebook in men's rest room on Outfitting dock. Belongs to Ed Marr, marine electric time office.

Vancouver Carriers Dramatic In Battle

(VANCOUVER)—Official U. S. navy photographs released on the crucial Battle of the Philippines of October reveal dramatically the part of Vancouver-built Baby Flat Tops. Two carriers were lost and four damaged, all Vancouver-built. Pictures show scenes of the Fanshaw Bay and the Kitkun Bay, Vancouver hulls 316 and 317.



Crewman aboard the carrier Kitkun Bay watch as Jap shells smash into a sister carrier during the October 25 battle. The mighty little Vancouver carriers are credited with saving the Leyte invasion forces by turning off this Jap threat while the main U. S. fleet was busy fighting Japs north and south of San Bernardino strait. The Kitkun Bay was launched here November 8, 1943. (Official U. S. Navy photograph)



A Jap shell explodes off the port quarter of the escort carrier U.S.S. Kitkun Bay in the battle of San Bernardino strait. Ships of an escort carrier group grimly fought off the foe until the latter turned and fled. (Official U. S. Navy photo)



C-4's A 'Bornin' The ways, shown above before Christmas when they appeared like a great forest, are now beginning to show visible signs of great ships' hulls again. Hull 501 is half erected, according to latest Progress department reports, and Hull 502 is coming along on schedule. (Vancouver photo)



Resolutions—1945
(The following was submitted to the Bosn's Whistle and was chosen as worthy to start the column for the New Year. It was written by Mickey Christy of General Stores.—Ed.)

RESOLUTION FOR 1945

To do each job better than before,
And do my part to end this war;
To never forget for a single day
To be thankful I'm part of the USA.
To stay on the job until it is done,
To be more considerate of everyone;
To forget all the rumors and gossip
I hear;
To buy even more war bonds during the year.

* * *

Marines Want Sports

Sir: Remember not so long ago when the newspapers told how the United States Marines fought bitterly and bravely at Tarawa, Saipan, Tinian and other points in the Pacific?

Well, many of those same Marines today are at the Klamath Falls Barracks—an estimated 3000-5000 of them. They are there for treatment and rest pending re-assignment, possibly back to fighting Japs.

These boys are guests of Oregon and as such, the Marine Corps League, department of Oregon, is determined that they shall have an opportunity to enjoy various sports and particularly the sports that are peculiar to Oregon and Klamath Falls area.

Last spring the league staged a campaign to provide these Marine veterans with fishing equipment so that they might enjoy fishing streams near the Barracks. This drive was successful and as a result hundreds of the men enjoyed the streams.

At the present time the League is sponsoring a campaign to provide the veterans with other sports equipment, including soft balls and bats, football and ice hockey equipment, ice skates, snowshoes, skis and ski poles, sleds and toboggans. The current drive is under the direction of Ray B. Powers of Portland, judge advocate of the state department.

Receiving depots for the equipment have been placed at the U. S. Marine Corps recruiting station, 208 U. S. Courthouse, Portland 5, Oregon, and the Marine Barracks, Klamath Falls.

The League solicits support of all persons in this drive to donate equipment or cash contributions. Arrangements have been made whereby the Marines can repair any used equipment.—Marine Corps

League, P. O. Box 548, Portland 7, Oregon.

Ed: Perhaps many of our shipbuilders can help individually in this drive with sports equipment now unused. Contact any of the above addresses for further information.

* * *

Picture Didn't Run

Sir: We, the Sheet Metal crew No. 55, would like to know why our picture has not been in the Bosn's Whistle. It was taken many weeks ago. It is an all women crew with a woman leadlady. Have been quite disappointed each time we haven't found it in the Bosn's Whistle.—Crew No. 55, Sheet Metal.

Ed: Unfortunately not all pictures taken are printed for various reasons such as lack of space with a particular article, etc. Better luck next time.

* * *

Likes Permanente

Sir: I have been an employe in the yard for almost two and a half years and since the beginning I have been a member of the Permanente plan. But I never fully knew, how fine it was until recently when I had to spend two weeks in the hospital. It was the first time I had missed from my work, but let me tell you that the doctors and nurses and the service is 100 per cent. I am writing the Bosn's Whistle because I feel other people in the yard (those signed up and those not signed up) should know what a fine plan this is.—R. E. Franklin, General Stores, swing.

Yard Employes Aid Phone Fund

(VANCOUVER) — Barnes hospital patients still are being given the opportunity to make phone calls home to loved ones, thanks largely to Vancouver shipyard workers who have been main donors since the beginning of the project. The project is sponsored by the GI Joe committee of the Vancouver Junior Chamber of Commerce.

Christmas donations to the fund, implementing donations of nearly \$2000 from Plate shop, included \$270 from Main Pipe shop, and \$51 from the Way 13 Material Specialty crews on all shifts. The phone calls are arranged by the Red Cross at Barnes in cooperation with the Jaycee committee. An average of three calls a day is made, Al Carpenter, Jaycee committee chairman reports.

Helen Keller Praises Vancouver Donors

(VANCOUVER)—In addition to the usual Wednesday visit of the Bloodmobile to the Vancouver Blood center at Seventh and Reserve, Friday, December 29, was a special shipyard day when 100 persons donated their blood to the men overseas. At that time, Helen Keller, famed blind woman, visited the center and shook hands with many of the workers who were donating. Miss Keller also

reminded the donors that the plasma shortage was acute. So acute in fact, that whole blood was being flown overseas to the European fronts. She told them that they were to be complimented for the good deed they were doing for the men at the front.

GIVE NEARLY 2,000 PINTS

Always big donors of blood since the program got underway, Vancouver workers during the past 16 weeks have established an enviable record for a war industry. A special campaign, with Clearance officers as department chairmen and Bob McCoy as coordinator, has resulted in almost 2000 pints of blood being added to the Portland bank. Of this total 1368 pints were contributed on Wednesdays at the Vancouver center through the special Bloodmobile service. The balance of Vancouver shipyard contributions have been made directly at the Portland bank of the Red Cross.

Shipyards contributions at Vancouver, according to Mrs. Floyd Ratchford who heads the work for the Red Cross, amount to 49 per cent of the entire total contributed in Clark county. Thus shipyard workers, in spite of seven day weeks during most of the period tabulated, have matched pint for pint against the total plasma secured from the county.

AID PORTLAND, TOO

In Portland itself, according to Mrs. Jack Hartnell Ford of the Red Cross, the Vancouver yard has done a fine job. The more than 500 pints contributed there during the past few months have helped materially in approaching the full quota for the center. The campaign for blood plasma at Vancouver is only now getting into full swing, McCoy reports, and next week alone more than 150 persons are scheduled to journey to the Portland center. This will be in addition to the usual number who go to the Vancouver center on Wednesday when the Bloodmobile is in town.

Donors Asked To Watch Appointments

(VANCOUVER) — With the increasing tide of Vancouver shipyard workers who are donating blood to the Red Cross blood bank, an appeal went out this week to watch appointments carefully. Red Cross officials asked that those who make appointments through yard chairmen, keep them.

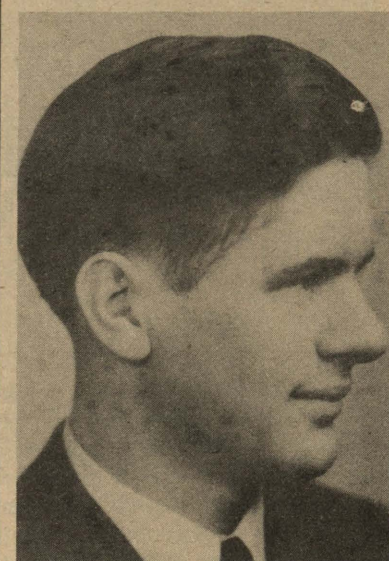
"Reservations made by yard chairmen," a spokesman said, "mean that a place is held open. If many persons fail to keep the appointment, time and equipment for that day are not fully used. Since we need every possible pint of blood we can get right now, it is very important that we fill every possible minute of our time. Remember—an appointment at the blood bank center is an appointment to save a life. Don't fail that soldier!"

CARDS OF THANKS

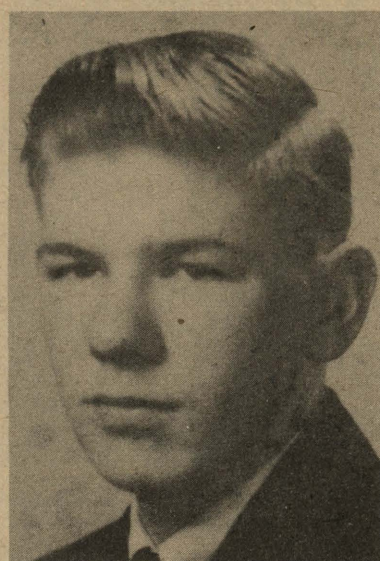
We would like to take this way of thanking each and everyone who so kindly contributed to the offering given us during my illness.—Mr. and Mrs. Elmer R. Ray. Ray is a chipper leadman on the ways.

BOSN'S WHISTLE

Published weekly for the 35,000 employes of the Kaiser Company, Inc., Vancouver shipyard.
EditorDAVE DEIHL
Associate Editor, GEORGE CONNOR
Office ClerkSIBYL HOWELL
Offices: Machine Shop west annex.
Telephone: Yard Extension 777.



PAUL SCHWANTES



DON SCHWANTES

Workers' Son Missing; Nephew Ship Survivor

(VANCOUVER)—Mr. and Mrs. Edward Schwantes, grave welder in Assembly and swing joiner for Buckler, received notice that their son PFC Paul Schwantes was missing in action on Leyte at practically the same time their nephew, Ensign John Tetz, arrived home as one of the survivors of

the escort carrier Gambier Bay, which was sunk while covering the landing troops on Leyte.

Books Needed At Hospital

(VANCOUVER)—Clark Bane of Permanente hospital, who keeps patients' happy by supplying miscellaneous needs, issued an appeal this week to shipyard workers for books and magazines that can be used for the entertainment of patients.

"We are low on reading matter for the patients," Miss Bane said, "and anyone with books or popular magazines would be doing a worthwhile service by dropping them by at the hospital or first aid station."

Pvt. Schwantes was a former swing electrician on the Outfitting dock. His brother, Don, now in the navy and training at Gonzaga university in Spokane, was a grave burner on the Ways.

Ensign Tetz tells an amazing story of the effectiveness of Jap propaganda in relation to the troops of the Rising Sun.

"I heard several prisoners questioned," Tetz relates, "and they all thought that they were fighting in Florida. One of them remarked, 'You may take Florida back from us but we still have San Francisco and you won't be able to get that'. Don't ever let anyone fool you. Those Japs are fighters and they're smart. That show out there is not a pushover and never will be. After our experience, I'm personally going to have to see the Jap navy sunk ship by ship before I believe that it is destroyed."

On the morning that the Gambier Bay was sent to the bottom, Ensign Tetz—a fighter pilot—was not off the ship as another crew was briefed to take his plane that morning following the custom of rotating crews on duty. The outstanding thing about the debacle that he remembers is the universal consideration of each man for the other regardless of race, creed, color of rank.

"The outstanding example of fortitude was the young sailor who used to flag my ship for landings and takeoffs. We were floating around on the rafts—neck deep in water—and he was in a single man raft taken from one of the planes. When he caught sight of me, he called and asked how I felt. I told him alright. His raft turned while we were speaking and I could see into it. His leg was badly mangled and torn from shrapnel, his foot was hanging by a tendon. Quite frankly, I cried over that one. Here he was only an 18-year-old kid hurt almost unbelievably and did he think of himself? No sir, he thought of me and others. You can't beat them. They have what it takes."

Tetz is a former resident of Ridgefield, Wash., and worked for the Union Pacific railroad before he entered the navy.



Helen Keller Visits Inga Melbo, swing worker in Mold Loft, smiles as Helen Keller, famed blind woman, stops a moment by her cot at the Vancouver Blood Donor center. Miss Keller made her visit during the special shipyard blood donor day last Friday, December 29. Story on page 4. (Vancouver photo)



Tied For Sixth After hovering between the first and second division of Swan Island's 16-team bowling league throughout the season, this Plate shop quintet ended first half play tied with two other teams for sixth place. Front row, left to right, Fred Spears and Dave Ashpole; back row, Rusty Redstone, Danny Walters and Chet Murray. (Swan Island photo)

Gun Shop Pin Spillers Climb Notch At OSC

(OREGON SHIP)—Play at the Hi-way alley's was hotter than a phosphorus bomb December 28, when the eight OSC teams met to continue their battle for prize money. Only team to move up in the ranks was Gun Shop, which took all three games from the Shipfitters. For the winning quintet Sutton

	W.	L.	Pct.
Chippers No. 1	32	16	.666
Pre-erection	38	10	.792
Welders	30	18	.625
Sub-assembly	28	20	.583
Gun Shop	27	21	.563
Shipfitters	25	23	.521
Chippers No. 2	9	39	.187
Gadget Shop	6	42	.125

rolled a 206 in the second and Raymond turned in a 190-198-188—576 for three matches.

Upset of the evening astounded players and spectators when Chippers No. 2, for weeks in the cellar and now second to the basement, took one game from league-leading Pre-erection. A double by Ham and a turkey by Canton clinched the final game for the Chippers.

Highest performances of one team was turned in by Chippers No. 1. At the close of first-game play, Schoenbeck had chalked up a 237, and the second game showed Patchin rolling a 233 with seven strikes and four spares. Chippers No. 1 first game was 1016, crowding the record 1035 set last fall. With their hot play, Chippers No. 1 tossed Welders for two out of the three games. Scores:

Pre-erection, 943, 922, 889—2754; Chippers No. 2, 706, 853, 911—2470. Gun Shop, 869, 992, 943—2804; Shipfitters, 832, 976, 874—2682. Gadget Shop (4-man), 611, 629, 601—1841; Sub-assembly (4-man), 660, 706, 634—2000. Chippers No. 1, 1016, 939, 833—2788; Welders, 889, 923, 886—2698.



Standout One of the main reasons the Swan Island Owls make such a good showing in the city National basketball league is the stellar playing of Van Pelt, who has been one of the leading scorers throughout the season. He was a member of the Vanport Sheriff's team of the American league last season. (Swan Island photo)

GALIPEAU DOUBLES AS 'REF' IN HOCKEY



AL GALIPEAU

(OREGON SHIP)—One place where Al Galipeau, OSC whirley oiler for 18 months, can always be found Sunday nights is on the frozen carpet of the Portland Ice Arena, for Galipeau is one of the best-known referees in the Pacific Coast hockey league.

Al has been changing his shipyard boots for ice skates at least one night a week since the league season opened, and from now on will be doing his "policing" stint twice a week.

After two years of officiating in the "fastest game in the world," Galipeau believes the Portland Eagles are going to be hard to stop in their current dash for league leadership. The Eagles, who with the Vancouver Vanguards form two of the four teams in the northern section of the loop, have been strengthened with new arrivals.

Galipeau, a French-Canadian, learned hockey during 15 years of team play in Canada, says he began skating when 8 years old. His team twice won the boundary championship during all-Canada tournaments.

Pipemen Top Team Sports

(SWAN ISLAND)—The Pipefitters ran away with team honors during the 1944 athletic season just completed at Swan Island by winning two championships. The Pipe men started the season by winning the basketball championship, defeating the Globetrotters in the final game, 45 to 43. Their

season-record included ten wins against two defeats. Team members included Charlie Geenen, Jack Workman, Ken Sax, Paul Muller, Al Morton, J. Hollingsworth, Joe Boyle and Leonard Moore.

FIRST HALF SWAN BOWLING LEAGUE ENDS IN DEADLOCK

SWAN ISLAND LEAGUE

	W.	L.	Pct.
Pipefitters	33	12	.733
Painters-Dock	33	12	.733
Sheet Metal	32	13	.711
Chippers-Dock	27	18	.711
Main Machine Shop	25	18	.600
Painters-Yard	24	21	.533
Electricians	24	21	.533
Plate Shop	24	21	.533
Welders-Dock	23	22	.511
Clerical	22	23	.489
Trial Crew	20	25	.444
Outfitting	17	28	.377
Welders-General	17	28	.377
Machinist-Dock	16	29	.355
Welders-Ways	12	33	.267
Shipfitters	1	34	.244

(SWAN ISLAND)—Winning all three games from their opponents, Pipefitters and Painters-dock bowling teams finished the first half of Swan Island's 16-team league in a tie, one full game ahead of the previously leading Sheet Metal five.

Pipefitters trimmed Trial Crew and Painters-dock whipped Welders-dock while Sheet Metal was losing two to the fourth place Chippers, who set a new high team single game of 1046 pins. Painters-dock also set a league record when they brushed aside 2946 pins to set a new high for team series.

Ten scores over 200 were registered. Evans Lumsden, a recruit to the last-place Shipfitter team, rolled a 242 to lead all bowlers for high single game, Rusty Redstone, Plate Shop veteran, put together scores of 164-204-231 for a 599 series to top that department.

Other good scores were: Lumsden, 551 series; J. Owens, Chippers, 220 single and 559 series; Jim Stewart, Pipefitters, 200 single; Jack Johnston, Machinist-dock, 203; W. Beach, Main Machine Shop, 208; Al Remlinger, Sheet Metal newcomer, 562 series, and three Painters-dock pin-busters, Ole Ohlin, 539 series; Paul Thompson, 213 single, and Joe Hallerman with a 167-206-220—593.

TANKER LEAGUE

	W.	L.	Pct.
Erection-Scorpions	27	18	.600
Erection-Sharks	26	19	.578
Chippers	23	22	.511
Burners	22	23	.489
Tank Test	20	25	.444
Engineers	17	28	.378

Erection-Scorpions' bowling team whitewashed last place Engineers while Erection-Sharks were losing one game in Swan Island's tanker league, to regain first place. The Engineers' triple loss put them a full 10 games back of the league leaders.

Chippers, despite the heavy pin busting of J. Owens and Mike Fader, lost two games. Fader rolled a 259 single game while Owens had a lusty 610 series. The fourth-place Burners, with a 1027 single game and Erection-Scorpions with a 2896 series won team honors for the week.

Bowling honors of 1943-44 went to Welders-dock, who ended the season with 48 victories and 18 defeats, to win by a seven game margin over second-place Welders-ways. Union Melt copped third place in the 12-team league. Members of the championship welder team were Paul Kerr, Culver Anderson, Art Grove, Hank Morgus and Otis Frank.

The Pipefitters, defending 1943 softball title holders, won their second consecutive championship by defeating a tough Fabrication team in the final title game, 8 to 3. The season saw the champs winning 15 of 20 games. Team members included Hal Feick, John Molitor, Jack Workman, Ben Adams, Bill Hudson, Paul Muller, Joe Boyle, Harry Weinstein, Gene Burquam, Charlie Geenen, Manuel Ortiz, Chuck Nearman, Ken Sax, Jack Koenig, Phil Blunk, Ron Chappell and Harry Hollins.

Free Weight Lifting, Mat Classes Open

(VANCOUVER)—Steve Kulick, day pipefitter on the Outfitting dock, who is an assistant to Ivan Jones at the McLoughlin Heights recreation center, announced this week that free classes were open to all men and boys interested in weight lifting and wrestling.

Classes are held each Tuesday and Thursday night from 7 to 9 o'clock at the McLoughlin Heights gymnasium. Lockers are available for the use of students as are showers.

Kulick points out that either activity is a good means of removing kinks one gets on the job in the yard.

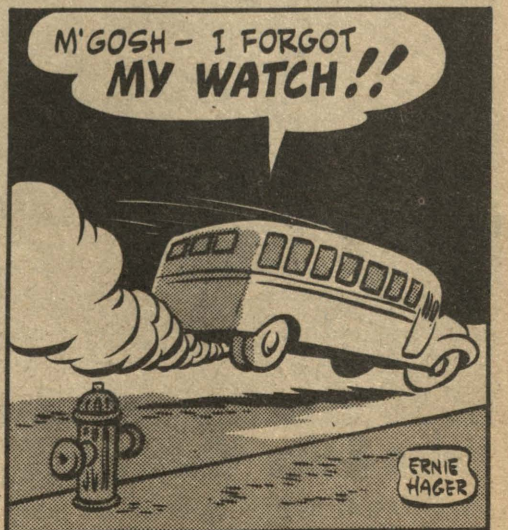
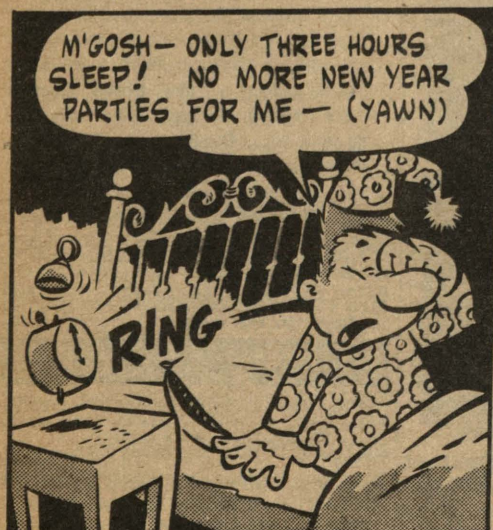
OSC CAGERS SHINE ON PORTLAND FIVES

(OREGON SHIP)—Three Oregon Ship workers are starring on leading Portland city league basketball teams.

Template Storage Supervisor Roy Pflugrad is heading the Shannon company five, second place team in Portland's fastest league. And two of the best hoopers on Fee's Music Makers' team, which is leading the same league, are Bus Rayley, shipfitter leadman, and Lloyd Jackson, leadman material expeditor at Shell Erection.

The six-foot seven-inch Jackson is a former University of Oregon center. Rayley scored 18 points in a recent game against Oregon.

Stubby Bilgebottom



By Ernie Hager

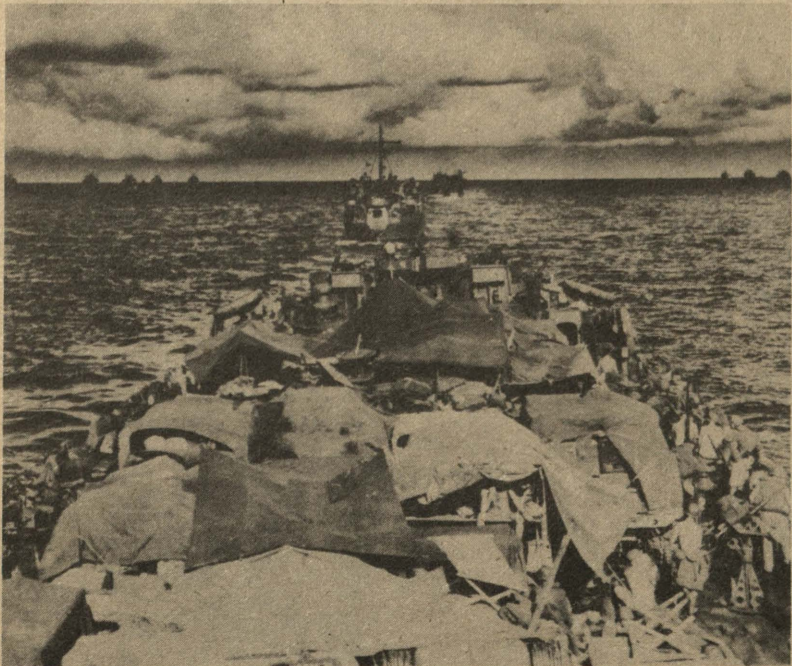


As victory nears, supply lines become more extended as shown by the map above. Kaiser vessels have been in the thick of things and some have been sunk. Among the more notable sinkings announced so far are: 1—OSC's first Liberty, the Star of Oregon, sunk August 10, 1942; 2—Three Vancouver carriers, the Liscome Bay off the Gilberts on November 24, 1943, the Gambier Bay and St. Lo (formerly the Midway) off Leyte in October, 1944; 3—the first Swan tanker reported sunk was the Jacksonville, date undisclosed.

1945 Finds Kaiser-Built Ships On All War Fronts



Shoulders Load A sturdy Liberty ship takes on a load of war supplies in an Australian port as one lone sailor stands silhouetted against her loading lights. (WSA photo from Navy)



Endless Supply Stream Cargo ships and troop transports standing off the invaded shores of Leyte, pour troops and war materials landward in an endless chain of LST's (Coast Guard photo)

As 1945 broke over a war-torn world, Kaiser-built ships were to be found in action on every major war front. From the beaches of Normandy to the shores of the Philippines they are carrying an endless stream of men, equipment and supplies to our fighting forces.

The slow but dependable Liberties are performing many tasks. They carry mules for the army. They serve as warehouses in isolated Pacific bases. Off the coast of Normandy they were loaded with concrete and sunk to make a vitally important temporary harbor.

Victory and Attack troop transports carry cargoes and fighting men all around the world. Vancouver's Escort Carriers are fighting it out in the Pacific with the toughest of the Japs' fleet. LST's move ashore on both European and Pacific battlefronts disgorging troops, tanks and supplies.

Through it all, Swan Island's tankers and fleet oilers carry the steady stream of gasoline and fuel oil without which the entire war machine would be worthless.

This week, in a delayed Christmas message, Admiral Ernest J. King, commander-in-chief of the fleet, took note of Kaiser ship-builders' mighty effort. He said:

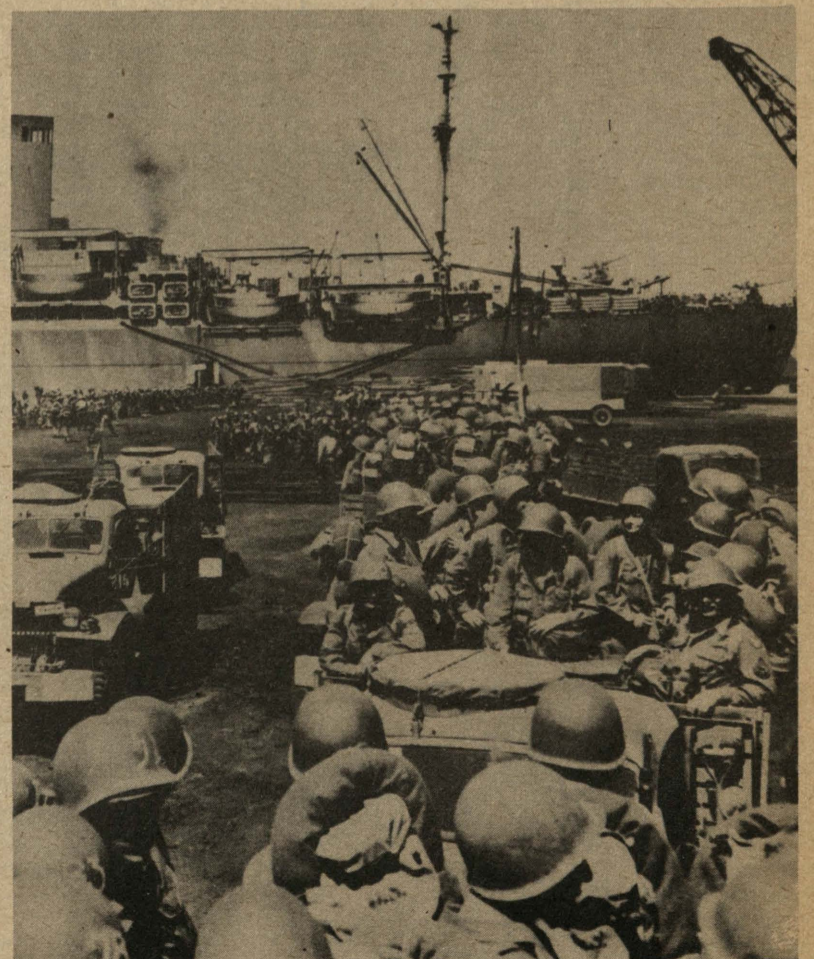
On this fourth wartime Christmas I wish to extend greetings and thanks, in behalf of the fighting men of the fleet, to you whose loyal support on the production lines is helping to carry them to victory.

In a very real sense, our past successes have been paced by the great productive effort on the home front. They have been won through maximum cooperation between the assembly line and the firing line. It is imperative that this fine teamwork continue to the end of the struggle.

We must now redouble our efforts, for only by sustained hard work and hard fighting can we hope to shorten the war. I am confident that each one of you at this Christmas season will rededicate yourself anew to your individual wartime tasks in order that victory may be achieved as soon as possible—and that "Peace on earth good will toward men" may be regained for all the nations of the world.



Port Side Miss An enemy salvo hits off the port side of the Vancouver-built escort carrier, Fanshaw Bay, during "Round Three" of the second battle of the Philippine Sea on October 25, when an escort carrier group of the Seventh Fleet fought off a superior Jap fleet until the latter broke off the action. (Official U. S. Navy photo)



Troops Unload Men, material and supplies to fight the greatest war in history flow into invaded areas from troop transports and cargo vessels.

INQUIRING REPORTER

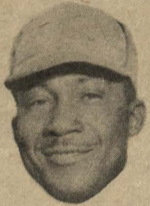
QUESTION

Has the German offensive caused you to change your opinion regarding the length of the war?

L. E. Rossiter, day shipwright in the Carpenter shop: "I think more of us young men had better get in and help stop the thing before it is too late. It is going to take a lot of manpower to hold and regain the territory we have lost by the German drive."



W. S. Johnson, swing chipper on the ways: "I don't think it has actually made much difference. Of course, it is and will be a little setback. We were guilty of underestimating an opponent which is never a smart or wise thing to do. Once you do, you're ready for a cleaning and usually get it."



C. E. Murchison, day shipfitter expediter on the Outfitting dock: "Well, off hand, I really don't know. I think it will last longer. We have lost not only men but valuable material and territory as well. It's always hard to regain ground that is lost."



Clarence Smith, Buckler day sheetmetal worker on the Outfitting dock: "Yes, I have, although I have never been one of those who thought it'd be over in a hurry. I think they'll hold out a little longer than they normally would because of the successes recently."



E. C. Barnard, day electrician in maintenance on the Outfitting dock: "I sure have. I figure the Germans saw an opportunity and took advantage of it. I figure Germany will be fighting a year from now. Unconditional surrender is a hard pill for anybody to swallow."



Bea Fallein, day material expediter in Marine Pipe receiving: "I don't know whether I have or not. However, I'm inclined to feel the war will last longer and I do think we'll have to produce more ships and material. It certainly is going to take more of it if we're going to win this war."



E. G. Haulk, day crane operator in Maintenance building: "I really don't know. I don't think it's going to be over very soon. It may in all probability last through all of 1945. This is really a hard fight on every front."



Betty Tyrrel, day material expediter in marine pipe receiving: "I think it will last longer. We've lost a lot of men and materials which are going to have to be replaced. The replacement alone is a matter of prolonging the struggle. Of course, everyone of us would like to have it end tomorrow but that is wishful thinking."



AIR ACE, SON OF SWING SHIFTERS, KILLED IN ACTION

(VANCOUVER) — Word was received from the War department recently that First Lieutenant Ralph K. Hofer, son of Mr. and Mrs. A. J. Hofer, swing shift workers, has been killed in action. Lieutenant Hofer was first reported missing in August on a Mediterranean mission.

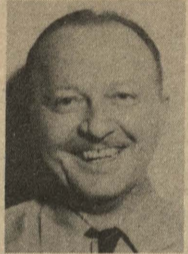
Hofer, who joined the Royal Canadian air force six months before Pearl Harbor and transferred to the AAF in June 1943, had become top American ace of the European theatre, tied only by a Canadian ace Major Goodson of Toronto. Both men had 32 enemy planes to their credit at the time Hofer failed to return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

Lt. Hofer was known in his home state of Missouri as "the screwball ace of the air forces."

His mother is employed in the Marine Machinists office on Way 3 in the yard and his father is a shipfitter leadman on Way 8. Mrs. Hofer followed her husband from Salem, Mo., a month after he came to Vancouver to aid in the shipbuilding program. They live at The Trees Tourist Camp on the Evergreen Highway east of Vancouver.

Presentee Also Built World War I Ships

(VANCOUVER)—Add Afton (Brownie) Brown to the list of two-year presentees with no time lost through absence, early check-out or tardiness. An I.B.M. chief clerk, Brown passed his two year mark just before Christmas.

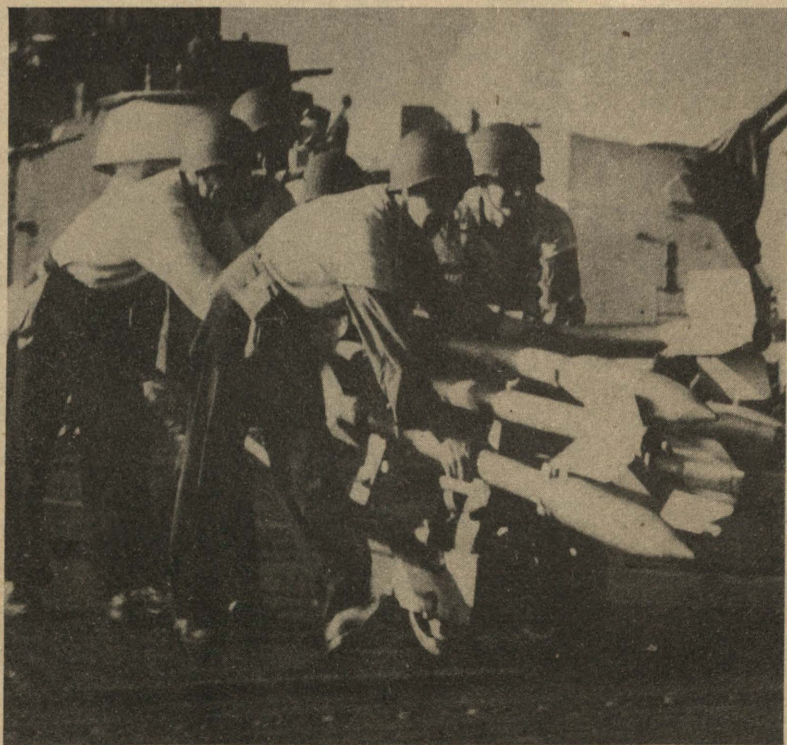


World War II is not Brown's first experience in shipyard work. As a boy of 13, he went to work in the World War I shipyard of Grant-Smith-Porter, located near the old St. John bridge in Portland. He has purchased a \$50 bond each week for ten months.

Henry King Orchestra To Play For 'Teen-Age

(VANCOUVER)—Henry King and his orchestra will play for the regular Friday night teen-age dance at the McLoughlin Heights community center gymnasium Friday, January 5, the Project Services department of the Vancouver Housing Authority announced this week. The well-known dance band will also play for the weekly swing shift dance Saturday, January 6 from 1:30 to 3:30 a. m.

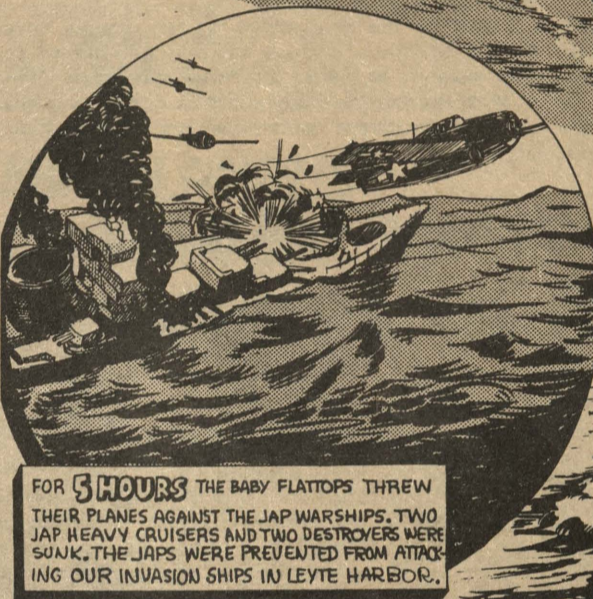
Harry Owens and his Royal Hawaiians have been secured to play for the same weekly dances the latter part of January.



S-s-s-s! Boom! Sky-rockets with a deadly sting are trumpeted by enlisted men across the deck of a navy carrier, preparatory to launching against Japs. Vancouver-built Baby Flat-Tops are keystones in the attack against the Pacific enemy.

BABY FLATTOPS do a man-sized job

THE LITTLE ESCORT CARRIERS REALLY JOINED THE "HEAVYWEIGHT" CLASS IN THE SECOND BATTLE OF THE PHILIPPINES. SIX OF THEM FOUGHT IT OUT WITH A BIG JAP FLEET OF BATTLESHIPS, CRUISERS & DESTROYERS — AND CAME OUT **ON TOP!**



OPERATING IN THE ATLANTIC, THE BABY FLATTOPS HELPED TO KEEP OUR CONVOYS SAILING. THEY SENT MORE THAN ONE U-BOAT TO THE BOTTOM — PERMANENTLY!

FOR 5 HOURS THE BABY FLATTOPS THREW THEIR PLANES AGAINST THE JAP WARSHIPS. TWO JAP HEAVY CRUISERS AND TWO DESTROYERS WERE SUNK. THE JAPS WERE PREVENTED FROM ATTACKING OUR INVASION SHIPS IN LEYTE HARBOR.

Former Wave Returns To Timechecker Job

(VANCOUVER)—Mrs. Loretta Ryan, graveyard timechecker, is one of Vancouver's returning veterans of World War II, and one of the few women veterans to arrive at the yard. An ex-WAVE, Mrs. Ryan joined the navy at the same time that her husband, William Ryan, entered. He was a former electrician at Oregon Ship.



ARE YOU THERE?



Audry Palm of the naval architect's office became the bride of Leonard K. Lauderbach, R. N. 3/c, Wednesday, December 20, at the Mt. Tabor Presbyterian church in Portland. Both will be in California until Lauderbach goes to sea again with the armed guard. Mrs. Lauderbach has been with Kaiser company since March 18, 1942.

From an airbase of the 15th air force service command in Italy it has been released that Ruben A. Wetherell, a former engineer aide and material expediter, has been promoted to staff sergeant. Wetherell is now a warehouse foreman and assisted by stock supervisors and clerks under his direction engaged in the procurement and distribution of material peculiar to the air forces.

A birthday party in honor of Mary Peckham at marine electric tag room was held December 21 with her crew of 16 being present. Dinner was served pot-luck style with a birthday cake as the final treat. Mary is leadgirl and has been employed two years.

Betty Holcomb returned to work at the administration switchboard last week after being in San Francisco sometime with her sister who has been ill.

Shirley R. Bailey was welcomed back to Production Control this week after spending two months at her home in Manning, Iowa.

CARD OF THANKS

I wish to acknowledge with grateful appreciation the expression of sympathy sent by the Plate shop gang of Bay 4 when my wife, Catherine, passed away recently at the Permanente hospital. Ed Thompson, a former shipwright.

Ex-Worker Now Staff Sergeant

(VANCOUVER)—Sgt. Erskine Arbeiter, former marine machinist on the ways, left Vancouver yard December 26, 1943, after working swing shift. One year later on December 26, 1944, his mother and father received notification that he had been promoted from sergeant to staff sergeant.



Arbeiter is serving with the Eighth air force 306th bombardment squadron in England. He is a waist gunner and radio operator on a flying fortress. His group recently received the presidential citation for outstanding achievement and "extraordinary heroism" displayed in carrying out the highly successful attack on the enemy aircraft plants at Oscherleben and Halberstadt, Germany despite extremely heavy fighter opposition.

Son In Navy Serves On Pacific Rescue Ship

(VANCOUVER)—Mrs. Mamie Bell, day labor leadman on the Outfitting dock, received a letter recently from her son, Lloyd M. Crimmins, MO MM 3/c, who is aboard a patrol craft somewhere in the South Pacific. His ship does rescue and patrol work exclusively. There is Mrs. Mamie Bella 60-bed hospital on the ship with a medical staff to handle emergency operations, he reports.

