



CRAFTS JOIN FORCES TO SPEED OUTFITTING

Story, page 8



Fitting Job Big One Here is Oregon Ship's Outfitting dock as it looked late last week, berthing four of the speedy, streamlined Victories on which the eyes of the entire shipbuilding world are focused. A comparatively quiet spot in the yard during the Liberty ship program, the dock now seethes with activity as it grapples with more complicated outfitting tasks involved in construction of the new vessels. (Oregon Ship photo)



So You Want To Farm . . . Many shipyard workers have expressed a desire to go into postwar farming. Stumps, sweat and tears, however, are the lot of those who attempt to blast a living out of land like this. This farm was given up as hopeless by three different families within two years. On such farms soil is poor and if the farmer can take the years of labor required to clear the land he will usually find himself too far away from market to compete. For more farming facts see story, page 7. (F.S.A. photo)



Wearin' O' The Green Sons and daughters of Erin at Oregon Ship will turn out by the score St. Patrick's day with shamrocks and green neckties. But the biggest shamrock was displayed by Virginia McKiernan of the Bond department and Phil Riley of the Salvage department, pictured above. Begorra, 'tis a fair colleen and fine, upstanding figure of a man they are.

EIGHTH VICTORY LAUNCHED

Story, Page 4

Kaiser Yards To Boost Accident Prevention

Portland-Vancouver area Kaiser shipyards will join state, county, city and civic organizations to promote an accident prevention campaign during Safety Week, March 19-25, according to Franklyn W. Johnson, safety director of the three yards. "The success or failure of this campaign will be vitally affected by the efforts of Kaiser workers and their families," said Johnson. "One-half the

homes in the Portland-Vancouver area have one or more shipbuilders under their roofs. "Each of the three yards has inaugurated a campaign to increase interest in this production effort that should and can extend beyond the yard gates. Few of us realize that work accidents are only 20 percent of the accidents that affect our daily lives. Four times as many accidents happen each day in the homes, on the streets, in schools and at play than happen at work.

"We all share an added responsibility in the prevention of accidents that directly or indirectly affect the production of ships or other materials needed by our armed forces."

Governor Earl Snell of Oregon, in proclaiming Safety Week said, "Accidents in the home, in the school, in traffic and in daily occupations take a toll comparable to that of



F. W. JOHNSON

war itself and yet are in large measure preventable.

"This year we have an added incentive, even beyond the reasons given by loss of life and unnecessary human suffering. Preventable accidents are hampering our war effort. Accidents discourage whole families, damage morale and generally disrupt our best efforts."

REPORTERS WANTED

The Bosh's Whistle needs reporters from all departments on all three shifts. Call at the Bosh's Whistle office in your yard with news items of people or events in your department, or if you wish, an editor will take your story over the phone. All written contributions should be signed with your name and badge number.

Swan Island—Victory Center. Phone extension 730.

Vancouver—Personnel Building. Phone extension 644.

Oregon Ship—209 Administration Building. Phone Extension 764.

Worker 'Can't Do Enough for Kaiser'

(VANCOUVER)—"I really like to work for Henry J. Kaiser. It just seems I can't do enough for him," said James A. "Totem" Shaw, a Kaiser employe for 26 years. "Whenever Mr. Kaiser is in town, he calls me up and I go down to see him."



Shaw went to work for Kaiser when he was superintendent for the Barber Paving company of Seattle. He has been on all the big Kaiser jobs with the exception of one—Boulder dam. Shaw was employed at the gravel plant in Livermore, Calif., while the Boulder job was under construction.

He went to work in the Mold loft at Vancouver July 4, 1942, and has been there ever since. "I like my job although it is much different than those I did formerly," Shaw said. "The whole thing here was strange. You see, I was used to doing cement and asphalt work and this business of building ships is new. However, I like it fine only I don't get to see the 'Boss' very often."



Pipe This One The twisted pipe pictured above may not look very important but it is vital to ship steering. It was rushed to Oregon Ship from Pennsylvania by streamline train, army transport plane and truck to avoid delaying dock trials of the S.S. Czechoslovakia Victory. Shown with the pipe are Don Jaxtheimer, Ivan Chapman and Lee Damon.

'Pipe Dream' Nightmare For O.S.C. Expeditors

(OREGON SHIP)—Fifteen hundred pounds of Shelby pipe, used in ship steering engines, proved a nightmare to the expediting department of Oregon Ship, and to the Army Transport service and the U. S. Maritime commission. When the facts of how it was transported to Portland from Titusville, Pa., were made known it sounded like a "pipe dream."

Seventy-two hours before the S.S. Czechoslovakia Victory, O.S.C.'s second Victory ship, was scheduled for a dock trial, it was discovered that there was no Shelby tubing available to complete the steering engine.

Arrangements were made with the manufacturers, Struthers-Wells company, to send the pipe by air express from Titusville. Then it was discovered that the pipe had been bent at the factory and therefore could not be loaded on an ordinary transport plane.

Don Jaxtheimer, O.S.C. chief expeditor, appealed to the Maritime commission which asked the assistance of the Army Transport service. A snow storm grounded all planes in the middle west for two days, so the pipe was loaded on a streamline train at Pittsburgh and shipped to Dayton, Ohio.

The storm and the pipe reached Dayton at the same time causing more delay. When an army plane finally was ready to take off, it

was discovered that no pilot available was qualified to fly over the Columbia Gorge. So the pipe was flown through Great Falls, Mont., and then to Seattle.

At the Seattle airport, the pipe was loaded on an Oregon Ship truck and rushed to Portland where a crew was waiting to install it in the ship. This was speedily accomplished and the dock trial was delayed only a few hours.

WHAT, ANOTHER ONE?

"What do you think of this guy Kaiser?"

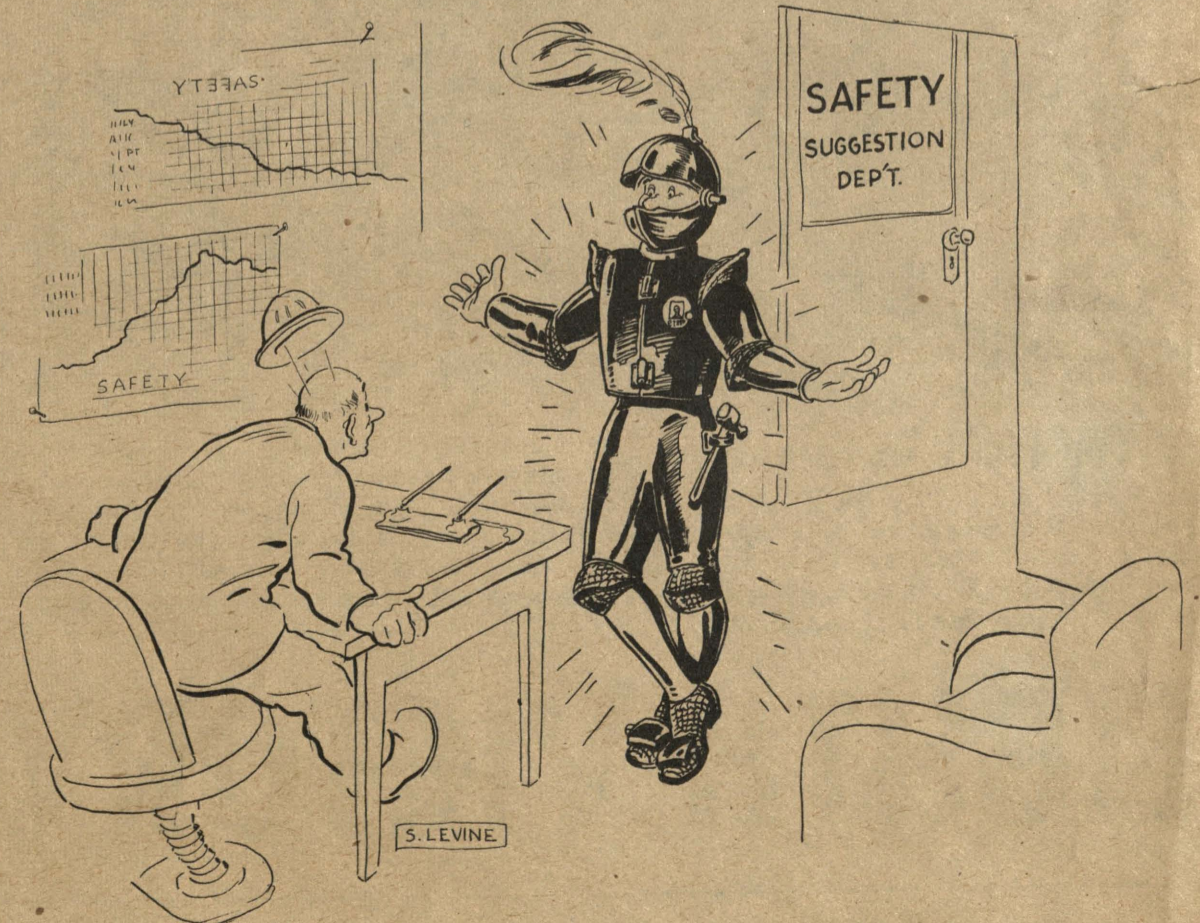
"I thinka he's swell. I leesten to heem on the radio."

"I mean KAISER; not Kay-ser."

"Oh, heem! He starta da last war in Germany."

"No. No. Who is the guy that the shipyards couldn't run without?"

"Oh! You meana my lead-man! Hees name's not Kaiser."



49,298 Kaiser shipyard workers have contributed to the Red Cross during the current drive. Have you? If not, fill out and hand in a deduction card today. Give what you can. Every dollar is urgently needed.

DON'T WAIT—GIVE TODAY

Pranks Cause Trouble, Safety Engineer Says

(VANCOUVER)—Accidents in the shipyard are often due to pranksters who, with a mistaken idea of fun, use unfamiliar tools; playfully use compressed air, acetylene and oxygen torches; or just to attract attention, throw things from scaffoldings and cranes, according to Fons Hughes, yard safety engineer. Recently, according to Hughes, an inspector on the ways, saw a worker, not a welder, experimenting with a welder's equipment. A mischievous friend came up from behind and filled the experimenter's welding hood with acetylene gas. A spark from the welding ignited the gas and blew the would-be-welder's hat off. Only a merciful Providence, Hughes declares, saved the worker's face from accompanying his borrowed hood.

Another instance of dangerous amusement came when an engine room employe, working on a scaffolding, found his feet tied by co-workers. In trying to cut the rope to get down, the knife slipped, severing a leg artery. This cost the man time out, could have cost him his life and added to the manpower shortage, Hughes said.

Fire Chief R. P. Melloy also found horseplay a serious matter. "Frequently," he asserts, "employes use fire extinguishers for mock battles, squirting the fire-fighting fluid on each other with apparent enjoyment, then when a small fire occurs in that section the Fire department finds nothing with which to put out the flames."

'Children in Wartime' Conclave to Feature Kaiser Center Heads

Directors and teachers of the Kaiser Child Service centers will be featured speakers at "Children in Wartime" conferences to be held in Portland March 20 and 21. The meetings will be open to the public.

Miss Norah Clancy, supervisor of the Child Service center at Oregon Ship, is program chairman for the series. Sponsors are the Kaiser Child Service centers, the Day Care committee of the Council of Social Agencies and Civilian Defense council, the P.T.A. and the A.A.U.W.

James L. Hymes, director of Kaiser centers at Swan and Oregon Ship, and Zeno B. Katterle, assistant superintendent of schools at Vancouver, will speak at the 2:30 session Monday, also at the Multnomah.

Monday evening's meetings, 8 o'clock, as well as the sessions at 4 and 8 p. m. Tuesday, will be held in the Public library. Leading one of the discussion groups Monday night will be Miss Gertrude Tipton, Swan Island center.

Vancouver Youth In Liscome Bay Sinking

(VANCOUVER)—"I was on the Liscome Bay by accident when it sank," remarked Elmer Mickleit, 19, gunner's mate 2/c, a welder trainee on graveyard. "You see, the Tennessee was my original assignment. I was aboard the Liscome Bay awaiting a medical discharge when it received orders to go into action. There was no other place for me to go so I went along. I had no assignment for any of the crews on the carrier.



ELMER MICKLEIT

"When the ship was struck, I was in the radar control room talking to the executive officer and a chap, Alfred Bernard, I knew at school in Portland. Everything happened so fast we didn't know what it was all about. I was picked up by a destroyer after an hour and a half in the water.

"I would like to get back into the service. I hope to come up for re-examination next month. This civilian life is very confusing and hard to get accustomed to. In the navy, you have a definite routine to follow and one misses his chiefs, officers, and the other fellows more than he realizes was possible. I intend to make the navy my job."

After Mickleit was picked up by the destroyer, he was taken to

CHILD SERVICE UNITS SLATE SUPPER SERIES

Another series of tasty after-work suppers is offered for the week starting March 20 to Oregon Ship and Swan Island workers by the Child Service centers of the two yards.

All that is necessary to get one or all of these palatable, pre-cooked meals is to notify and pay (50 cents a serving) to the center two days in advance.

Menus for the coming week are:

- Monday, March 20: Spanish beef with rice; fruit gelatin.
- Tuesday, March 21: Swiss steak (one-third lb. grade A beef); brown gravy; Spanish bun (a delicious spice cake with a topping baked on).
- Wednesday, March 22: Baked halibut; tartar sauce; Banbury tarts (raisin filling).
- Thursday, March 23: Chow mein; cinnamon rolls.
- Friday, March 24: Potato salad, parkerhouse rolls; rhubarb tarts.
- Saturday, March 25: Swedish meat balls in brown gravy; ginger cookies.

Pearl Harbor and then sent to San Francisco where he stayed for two months before returning to Portland.

Mickleit was a senior at Benson high school in Portland when he would have been graduated in January but the school allowed him his credits because of his action and former grades. After completed boot training he was assigned to the battleship Tennessee. Mickleit worked for Willamette Iron and Steel company before he joined the navy.



They All Pitch

The J. R. Moseley family doesn't do things by halves. Mr. and Mrs. Moseley are getting in their licks at the Axis as swing shift workers at Oregon Ship while five of their six sons are serving or have served in the armed forces. The sixth—Jackie, 7—does his bit by buying bonds. Above, left to right, the brothers are Clifton, navy veteran; Curtis, a marine; Clyde, army air force; Truitt and Truman, twins, navy, and Jackie. Moseley, senior, is a shipwright on the ways. His wife is a rod control worker. Clifton became a shipfitter leadman on the ways at Swan Island after his discharge from the navy, and his wife a welder. Curtis, Truitt and Truman are former Oregon Ship welders.



Ballot Registration May Go Into Yards

Multnomah county officials are studying proposed methods to bring registration books directly to shipyard workers, James Gleason, county registrar of voters, told the Boss's Whistle this week.

At the same time the Labor-Management committee of the three Kaiser Portland-Vancouver yards announced it would take steps to cooperate with voting officials in giving shipyard workers all possible opportunities to register.

In order to vote in Oregon's May primary elections, persons must register on or before April 18, Gleason announced. Any one who has re-

sided in Portland for six months and who will be 21 years old before the next voting date may register, he said.

At present registrations are being accepted in the county courthouse, 4th and Salmon, between 9 a.m. and 5 p.m. Later the opening hours will be moved back to 8 a.m., and during the final week of registration new voters will be enrolled between 8 a.m. and 8 p.m.

Despite the huge increase in the county's population, Gleason said, the number of voters now on the books is approximately the same as it was in 1940. This indicates, he

said, that few of the thousands who have migrated to Portland war industries have taken the trouble to assert their right to franchise.

The May election will be the most important primary held in Oregon since 1940, Gleason emphasized. Nominees for two U. S. senatorial positions, one of which is for the unexpired term of the late Senator Charles L. McNary, will be chosen, presidential electors and delegates to the national Republican and Democratic nominating conventions will be selected.

Other political contests will be for the first district congressional and for important county nominations.

Primaries in Washington state will not be held until August. All final elections will take place in November, in concert with the national presidential balloting.

Wanted . . . Victory Gardeners! List Planting Hints

Last year Victory gardeners planted 20 million gardens throughout America. In the Portland area alone, some 85,000 gardens produced an average of 500 pounds of vegetables apiece, according to S. B. Hall, Multnomah county agricultural agent. Because of these gardens, vegetable prices during late 1943 were reasonable, but food authorities warn that an even greater number of gardens will be

needed during 1944 if needs for vegetables are to be met and prices kept within reach of everyone.

A. G. B. Bouquet, Oregon State College horticulturist, and well-known Oregon garden authority, lists the following data as important in getting the most out of the 1944 Victory garden:

1. Prepare the soil. Use five or more wheelbarrow loads of stable manure, if possible, to the square rod (16 1/2 feet square); apply poultry and sheep manure in smaller quantities. Spade or plow under in advance. Straw manure, especially, should be rotted under soil before planting season. Cover crops or green manures may be fall sown and turned under in the spring. Work soil thoroughly for a fine seedbed.
2. Buy seeds or plants. Seed should be sown carefully, as all supplies are needed. Buying plants of early cabbage, lettuce and tomatoes hastens production.
3. Plant seeds on approximate dates recommended.
4. Give consistent care to the garden. Systematic work in the garden is essential. Cultivate or hoe the soil only enough to eliminate weeds and maintain surface mulch. Irrigation will more than repay cost.
5. Control insect pests and rodents.

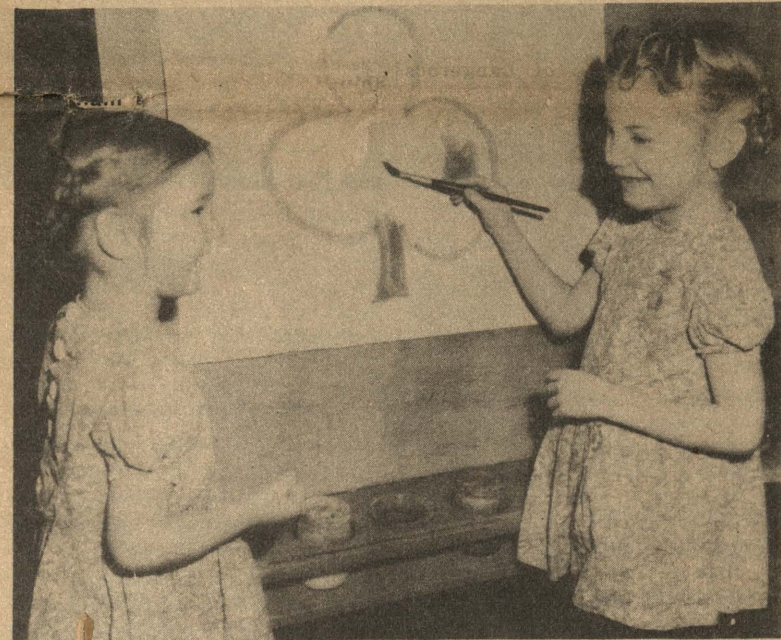
Broadcast 5 to 8 pounds of Victory Garden complete fertilizer, 3-8-7, per square rod when soil is being prepared in the spring.

Shipyard gardeners are invited to write for Oregon Extension bulletins: 594, "Growing Fall and Early Winter Vegetables"; 551, "Vegetable Insect-pest Control"; 601, "Vegetable Storage." Address, Oregon Extension Service, Oregon State College, Corvallis, Oregon.

EDITOR EXPLAINS BIRTHMARKED EGG

VANCOUVER—An egg, bearing a distinct imprint of "the rising sun," was enthusiastically presented to the editor of the Vancouver Boss's Whistle this week by Harry A. Barber, of Electrical crew No. 17, outfitting dock, with a request for interpretation.

The egg, obviously birthmarked, means this: Eggs are meant to be smashed—so is "the rising sun"; eggs are meant to be set upon—so is the rising sun; eggs scramble when whipped, and SO WILL THE RISING SUN!



A bit Of Irish Two little colleens at Oregon Ship Child Service Center are shown above making decorations for St. Patrick's Day. They are Barbara Reilly, 6 (right), and her sister, Janet Sue, 4. Their mother, Mrs. Elizabeth Reilly, is a day shift welder in the Assembly department. (Oregon Ship photo)

Oregon Ship Has Grandmother 31; Vancouver, One 34

Oregon Ship claims to have the youngest grandmother working at Kaiser shipyards in the Portland-Vancouver area.



She is Mrs. Mary Akers, day shift welder on the ways, who is only 31. And what's more, she is about to become a grandmother for a second time. Mrs. Akers was not quite 15 when her first child, a daughter, was born. Her daughter had a child at 16. Mrs. Akers' mother, by the way, was a grandparent at 32. Mrs. Akers, who has worked at

Oregon Ship for 18 months, commuted to the yard from Salem for a year until she moved to Portland and has an excellent attendance record.

Running a close second is Mrs. Myrtle Jensen of Vancouver, who became a grandmother at 34. She



has been married 19 years. Mrs. Jensen, a machinists helper in the Marine Machinists gold room at Deck Erection, has just returned from a three weeks' visit with her daughter, Mrs. Norma Hill, and granddaughter, in California. Her husband, A. F. Jensen, is a machinist in the gunmount crew, Division K. Mrs. Hill was employed in the cafeteria, and her husband, Merton Hill, was a day shift shipfitters' helper before he entered the army.

SUGGESTED PLANTING PLAN FOR A FAMILY OF FIVE

Dates after crops approximate time of seeding or plant setting in Western Oregon.

Row No.	25'	50'	75'	100'	Approximate distance between rows
1	Asparagus (3/15-4/8*)	(or Early Potatoes)	Asparagus		48
2	Asparagus	(or Early Potatoes)	Rhubarb (3/15-4/1*)		48
3	Spinach (3/10-4/15)	followed by late Beets (6/15-7/1)			36
4	Lettuce (4/1-10*)	followed by late Carrots	Lettuce (seed 4/1)	followed by late Carrots (5/26-6/10)	24-30
5	Peas (3/10)	followed by Celery (6/20-*)	Peas (3/25)	followed by Green Broccoli (6/25-*)	30-36
6	Peas (4/8)	followed by late Cabbage (7/1-15*)	Peas (4/20)	followed by late Cabbage (7/10*)	30-36
7	Early Cabbage (3/25*)	followed by Mustard (9/1)	Early Cabbage	followed by Lettuce (8/15-*)	30-36
8	Onions (sets 3/15)	followed by Turnips (8/10)	Onions (4/10*)	followed by Spinach (8/1-)	30
9	followed by Mustard (9/1)	Turnips (3/20-)	followed by fall Spinach (9/1)		24-30
10	Early Beets (4/10)	followed by Kale (6/25-*)	Early Carrots (4/10)	followed by Brussels Sprouts (7/10-*)	30
11	Lettuce	in succession (4/10-)	followed by Rutabagas (8/15)		30
12	Swiss Chard (4/10)	Early Cauliflower and Broccoli (4/25-5/1*)	followed by Kohi-rabi (8/15-)		30
13		Onions (seed 4/10-15)			30
14	Parsnip (4/25*)		Salsify (4/25)		30
15	Bush Beans (5/1)		Bush Beans (5/15)		30
16	Bush Beans (6/1)		Bush Beans (7/1)		30
17	Pole Beans (5/10)		Pole Beans (6/1-)		36
18		Dry Beans (5/10)			36
19		Tomatoes (5/10-15*)			60
20		Tomatoes (5/10-15*)			60
21	Summer Squash (5/10)		Cucumbers (5/10)		60-72
22		Winter Squash and Pumpkin (5/10)			96
23		Winter Squash and Pumpkin (5/10)			96
24	Pepper (5/20*)	Eggplant (5/20*)	Muskmelon (5/10)		96
25	Sweet Corn (4/25-)	Sweet Corn (5/10)	Sweet Corn (5/25)	Sweet Corn (6/10)	36-42
26	Sweet Corn (4/25-)	Sweet Corn (5/10)	Sweet Corn (5/25)	Sweet Corn (6/10)	36-42
27	Sweet Corn (4/25-)	Sweet Corn (5/10)	Sweet Corn (5/25)	Sweet Corn (6/10)	36-42
28	Sweet Corn (4/25-)	Sweet Corn (5/10)	Sweet Corn (5/25)	Sweet Corn (6/10)	36-42
29	Sweet Corn (4/25-)	Sweet Corn (5/10)	Sweet Corn (5/25)	Sweet Corn (6/10)	36-42
30-34			5 rows Potatoes		36-42

*Date of setting out plants. Double cropping is suggested only for irrigated gardens.

Make a Garden Plan This diagram indicates planting dates suitable for the Portland and Vancouver area. This garden would occupy a space of 115 x 100 feet and should supply ample fresh vegetables for a family of five.

Shell Erection Layout Simplifies Production

(OREGON SHIP) — Tribute to the ability of Oregon shipbuilders to adapt facilities to new types of vessel construction is the Shell Erection layout, located on the "fill" north of the Outfitting basin. The layout consists of 10 large portable sheds, on wheels, five to each track. Although the structures are just now being completed, shell erection work has been under way at the new location for several weeks. The new establishment is a division of the Erection department, headed by G. G. "Scotty" Wright. F. W. "Windy" Anger, assistant Erection superintendent, is in charge of operations and is assisted by Russ Todd, supervisor. Members of an enthusiastic, competent crew are rolling up their sleeves in preparation for record-breaking pre-fabrication accomplishments.

PRESENT OPPORTUNITIES

Pre-erection of shell plate for the old Liberty ships was largely a matter of bolting the shell frames to the plates. Little welding could be done until the plates were put on the hull, where they had to be fitted together so rivet holes were in line.

The all-welded Victory shell presented new pre-fabrication opportunities on which Oregon Ship hull erectors were quick to capitalize. Result was the construction of the new Shell Erection buildings, in which huge tanks and shell pieces are fully welded and made ready for quick incorporation into the hull.

HANDLES HEAVY SECTIONS

So heavy are sections being built there that two Whirley cranes, one with a 50-ton capacity and the other with 40, had to be moved to tracks alongside the new buildings. After one side of the shell plates are completed, the Whirleys turn them over to be welded on the other side.

The after-peak and fore-peak tanks, weighing 58 and 56 tons, respectively, are the heaviest pieces turned out by Shell Erection. Largest shell section built there weighs 30 tons.

"Our new set-up is certainly a fine one, and all the gang working there is pleased with it," says Anger. "Gone are the days when they had to do the job in the rain or on an awkward scaffold.

"Besides doing a faster shell job than we could do on the ways, we're turning out a smoother, more perfect product."



A Pleased Crew Some of the key men working in Oregon Ship's new Shell Erection layout are shown here. The layout is the yard's newest pre-fabrication wrinkle, which will make possible a faster and smoother shell job. Pictured, left to right, are: Cy Welp, Al Frank and Wayne Stevens, shipfitter leadmen; L. C. Peterson, welder foreman; J. D. Schneible, rigger leadman; R. E. Gilbert, chipper leadman; Lee Copeland, welder leadman; Karl Gross, shipfitter foreman; Lloyd Jackson, material expediter; and Otto Ommen, shipwright leadman. (Oregon Ship photo).

COMBAT SHIPS' GEAR ARRIVING

(OREGON SHIP)—Materials for 36 combat transport (AP-5) ships which will go into production here soon, already are pouring into the yard and their progress will not be delayed greatly by shortage of sub-contracted parts. Don C. Jaxthimer, O. S. C. chief expediter, announced this week.

Jaxthimer said he and his staff began expediting troop transport materials as early as October, 1943. Many "bottlenecks," he said, have been eliminated by closely checking sub-contractors' production and shipping schedules and arranging to secure parts for which no provisions were made.

Safety Engineer Asks Supervisors To Aid Protection

(OREGON SHIP)—Continued assistance of supervisors, leadmen and foremen in meeting new safety problems arising from the change-over to Victory ship construction was urged this week by H. E. Ahlen, Oregon Ship chief safety engineer.

In a statement issued for State Safety week, proclaimed by Gov. Earl Snell for seven days beginning March 19, Ahlen praised O.S.C. workers' yard safety program successes. "Safe practices and safe working methods can be controlled to a greater extent by foremen and leadmen than by anyone else," he said. "For our part we welcome any suggestions to help make Oregon Ship a safer place to work."

ST. JOHNS STORES OPEN FRIDAY NIGHTS

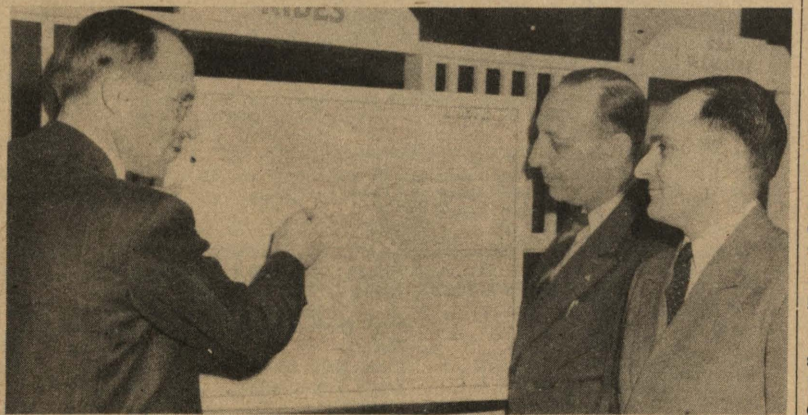
(OREGON SHIP) — St. Johns merchants have decided to keep stores open until 9 p. m. every Friday night.

Given a four-weeks trial by St. Johns business men at the suggestion of Oregon Ship's Labor-Management committee, Friday night shopping proved popular with shipyard employes.

St. Johns received a huge volume of additional business from workers who have no opportunity to shop during regular hours.

hook; George R. Burton, electrician, adjusted stud welding guns.

George W. Runyon, electrician, combination tongs; Adolph F. Krake, shipwright, improved scaffold brackets; and William L. Hawley, a marginal plate bracket.



Traces Routes Wayne Taylor, Oregon Ship transportation chief, traces main traffic routes to the yard on the special map which is used at O.S.C. and Swan Island to aid drivers in obtaining riders to share their cars. Looking on are Howard Young, O.S.C. director of housing and transportation, and G. L. Simpson, director at Swan Island. (Oregon Ship photo)



Launching Party Participating in the launching ceremonies of the Belgium Victory were V. E. Hungerford, Mrs. Robert L. Vaught, Mrs. Richard Field, W. E. Robinson, Mrs. A. L. Boyd, sponsor, LeRoy Boyd, A. L. Boyd, E. M. Page and Mrs. Page. They all are Oregon Ship employes, except Mrs. Boyd, and her son.

Eighth V-Ship Honors Belgium's Fighters

(OREGON SHIP)—Oregon's eighth Victory ship honors the fighting Belgians. The vessel, christened the S.S. Belgium Victory, was launched in ceremonies Monday, March 13. Sponsor was Mrs. A. L. Boyd, wife of a swing shift electrician in the Welding shop. She was selected by her husband after he won a drawing at the O.S.C. Fourth War Loan show February 26. Their son, Le Roy Boyd, 11, presented the flowers.

Attendants were Mrs. Richard Field of the I.B.M. department; Mrs. R. L. Vaught, a welder in Sub-Assembly, and Mrs. E. M. Page, Electrical department field clerk. They were selected by V. E. Hungerford, day shift office clerk; W. E. Robinson, swing shift engineer, and E. M. Page, swing shift field clerk.

Key speaker was Alfred J. Herman, Belgian vice-consul, representing the exile government.

Although Belgium has been 'dastardly attacked' by Germany twice

in 24 years, it still is fighting at the side of the other United Nations, he asserted.

"I form a wish that this ship, S. S. Belgium Victory, will some day soon be among the first to reach the proud and free land of the Belgians," he stated. "And may it serve as a messenger of relief to be sent to a starving but fighting and undaunted people."

The Rev. Father John B. Delaney of Portland University, pronounced the invocation. Master of ceremonies was Ken Moyer, head of Oregon Ship's Bond department.

The WORKER SPEAKS

Wants Vote Instruction

Sir: I am a war veteran of 1917, and I have a brother fighting for democracy in this war. The least we workers can do is to go and register so that we can vote in the coming elections.

How about setting up a committee to contact all of the workers in the yard and explain to them why they should vote? Let's fight Hitler and his agents by showing them how democracy works.

Yours for Victory and a democracy that will live forever.—Ernest Carrier, Chipper.

Ed.—To vote is certainly the duty of all good citizens, and shipyard workers should be urged to register. A story elsewhere in this edition explains what is being done to assist employes in obtaining the right to vote.

Wants Classified Ads

Sir: I suggest the Whistle provide space within its pages for classified advertisements. Many times I have noticed "wanted to buy, trade or sell" literature scribbled on restroom walls or on yard bulletin boards.

This medium would bring these advertisements before the entire yard and help the workers with many of their problems, and would also tend to discourage the practice of cluttering up the bulletin boards with notices.—Gerald Nermaine, Material Expediter Leadman, gaveyard shift.

Ed.—The Whistle will follow this suggestion on a trial basis. Space limitations, however, require that classifieds printed concern themselves with tools or working clothes wanted or for sale, and houses for rent. A perusal of daily newspaper columns and yard bulletin boards convinces us that unless we could provide an entire page for classified ads, it would not be practical to include furniture and automobile ads and house-wanted notices.

Oregon Ship Show

Sir: Oregon Ship should organize its great wealth of talent and present a show. There are a sufficient number of electricians, technicians and writers here to create a show which would make "This Is the Army" look like a junior high school presentation.

Black lighting could be utilized in a setting depicting a shipyard at night. Musical scores could be written to emphasize in rhythm and tone the sounds of the yard; costuming could be designed to exaggerate and dramatize the outstanding characteristics of shipyard clothing.

Such a show would sell more bonds than a year's ballyhoo over the loudspeakers and make the building industry.—Viva Anderson, Women's Counselor.

Ed.—Del von Zeuthen, yard program director, comments: "There is no doubt about our having the talent to do "This is the Shipyard" show. Its production, however, would cost thousands of dollars, an expenditure not in keeping with the need for wartime economies of dollars, and there is no source from which we could get such a large sum. We attempt to utilize our talent for war bond promotion and for other worthy causes and are now planning a series of summer yard shows, details about which we will announce soon.

Burner Chief in Navy

J. O. "Slim" Hunt, six-foot-four-inch foreman of the Burners' tool room on Way 9, day shift, literally scraped the navy height ceiling when he signed on as a new member of Uncle Sam's sea battalion. He will be inducted next month. His son is with the Seabees in Australia.

Certificates Won For Suggestions

(OREGON SHIP)—Names of winners of certificates of merit in the February suggestions' competition were announced this week by Oregon Ship's Labor-Management committee. Winners included Arthur L. Breazile, rigger, with socketing pincers; John W. Epperson, machinist, a tilting

hook; George R. Burton, electrician, adjusted stud welding guns.

George W. Runyon, electrician, combination tongs; Adolph F. Krake, shipwright, improved scaffold brackets; and William L. Hawley, a marginal plate bracket.

FOUR RECEIVE WAR BONDS

Awards also will be received by Roy L. Strandberg, William A. Bundy, Harold T. Tykeson and William A. Griffith, who placed first, second, third and fourth in the competition and received war bonds as prizes.

War production board certificates for February go to Mary McMahon, electricians' helper, who devised a drainage improvement; Wirt F. Ross, burner, for a burner's wrench; Peter Hegge, welder, a reinforced hook; Cecil G. Marlenee, mechanic, a bounding floor jig.

Ira C. Rowell, electrician, a Jostlyn indicator device; Phillip I. Lund, pipefitter, a pipe flange wrench; James H. Bowser, rigger, a pipe

INQUIRING REPORTER

Question of the week:

"Are you registered, or do you plan to register to vote?"

Yolanda Donatini, engraver's aide, reproduction department: "Yes, I am registered and I believe everyone should not only register but be sure to vote. Isn't that one of the privileges our boys are fighting to maintain?"

Mrs. Catherine Brown, field clerk, marine time office: "I consider it a great privilege to be able to vote. I'm registered and will get to the polls early on election day. My family will turn out with me; and I believe everyone should make it a point to cast his ballot."

Dr. Milton Lockwood, medical director, O.S.C. first aid station: "The right to vote is one of the cardinal principles of democracy. I am registered and I intend to vote. Persons who do not cast their ballot, in my opinion, do not have the proper interest in their government."

W. E. Johnson, shipfitter leadman, Way 3: "Any fellow who doesn't take time or show interest enough to register and vote has no kick coming if the country goes haywire. I'm registered and I intend to get to the polls on election day, rain or shine."

William Banister, painter on the Outfitting dock: "I'm registered and I intend to vote. Furthermore, I'm going to get all my friends to register and see that they go to the polls on election day. I'll bet the people in Germany would like to be able to vote on what they want to do and select their leaders that way."

Regina Yzaguirre, time checker, Plate shop: "Of course I'm registered. Everyone should exercise his right to vote. And I'm proud to say that all my friends have registered. And here in the yard, I believe you'll find that the workers are taking the election very seriously and will not fail to cast their ballots on election day."

ELECTRICIAN DONATES GALLON TO BLOOD BANK

Because she couldn't join the WACS, Virginia Zimmerman, electrician at Oregon Ship, did what she feels was the next best thing—donated a full gallon of blood to the Red Cross Blood Bank. And besides that, Mrs. Zimmerman has donated blood for eight or nine transfusions on

the side. Asked by a friend if she wasn't concerned about giving so much blood, Mrs. Zimmerman answered, "The boys who are fighting don't think about their health. Besides, I feel better than I ever did before in my life and I'm ready to start on the second gallon most any day now."

SURE, 'TIS A GREAT DAY FOR THE IRISH

(OREGON SHIP)—In the St. Patrick's Day roll call at Oregon Ship, sure it was the Kellys and nobody else that led the sons and daughters of the Emerald Isle.

A census conducted by Theresa Stein of the Personnel department, revealed that there are 38 Kellys among the Irish workers in the yard. The Sullivans run second with 25, and in third place are the Murphys who number 21.

Other Irish leaders are the McCoys, 17; McBrides, 15; McFarlands, 14; Caseys, 11; McGinnis, 8; McGraws, 6; McGuires, 6; McMahons, 9; There are only three O'Hallorans, two O'Gradys and one O'Hara listed.

Victory Couple



Mr. and Mrs. Ervin Hanks, day shift workers, have bought 80 war bonds, maturity value \$4,000, through Oregon Ship's payroll deduction plan. Each now takes a \$50 bond weekly. Hanks tool checker foreman on the ways, has worked at O.S.C. 34 months without being absent or late. His wife, Hattie, who has been in the yard 22 months, is a burner in the Way 9 shop. They have three children in school and plan to invest some their savings in a new postwar home. (Oregon photo)

NO DULL JACKS AT OREGON DORMS

(OREGON SHIP)—Jack wouldn't be a dull boy if he lived at the Oregon Ship dormitories, because after work he would find plenty of play opportunities available.

The dormitories have large lobbies with reading and writing facilities. Besides there's the large recreation hall with pool tables, a soft drink bar and other features.

A modern theatre operates a regular schedule of first class moving pictures.

The new gymnasium to be opened soon will provide facilities for basketball, volleyball, boxing, wrestling, ping pong, badminton and dart games. A softball field also is being prepared.

Clarence Codding, supervisor of the dormitories, has invited people to make use of the facilities.

Indian Service Teacher Now O.S.C. Shipwright

A real American in more than one sense of the word—that's George Reifel, Sioux Indian, who came to Oregon Ship as a shipwright several months ago. Following graduation from Northwestern Teachers college in Tahlequah, Oklahoma, Reifel taught in the Indian service in Arizona. When

war came, many of Reifel's students joined the armed forces.

Near his home, communication classes were trained in transmission of radio messages in the Indian language, which both the Germans and Japanese find almost indecipherable. When told he could be released from the Indian service if he became a war worker, Reifel came to Oregon Ship.

His wife, a Comanche, also an Indian service worker, is now a welder at Oregon Ship. They have two sons, 2 and 4. Both Mr. and Mrs. Reifel plan to re-enter the Indian service after the war.



Irish Confetti: Laying brick, the mythical "confetti" for many a Celtic celebration, came natural to these Irishmen when they started to learn their trade. All veteran bricklayers, they are part of Superintendent Ed Roden's gang, which claims an all-time world record for the laying of firebrick. Poised to "throw the works" at anyone who questions the sovereignty of St. Patrick on this day are Ed McBride, Johnny O'Connell, Danny Sullivan, Mike Boland, Paul Burge and Jack Cloak. (Oregon photo)

Sure, 'St. Pat' Would Be Proud Bricklayers Set Mark

If there was a record Henry J. Kaiser's enterprising young shipbuilders never thought of beating when they broke ground at Oregon Ship, it was the one for laying brick. There didn't seem to be any place on an all-steel ship where grizzled veterans in the art of putting together "Irish confetti" could distinguish themselves. Yet today probably no group in the world would chal-

lenge the claim of Superintendent Ed Roden and his gang of 23 bricklayers to an all-time world's record for the number of fire brick and insulating blocks laid by any one crew.

Since towering Foreman Albert "Slim" Kemnitz fondled the first brick on the "Star of Oregon," brick masons have laid a total of nearly 4,630,000 firebrick and insulating blocks in boilers for vessels which have been built at Oregon Ship. These bricks were "battered" with mortars and supported by plastics weighing more than 3,500,000 pounds.

DUBBED "DON'T HOLD ME UP"

Kemnitz came to Oregon Ship in October, 1941, and Roden followed him a few weeks later. "Slim" has been noted for more than two decades as a highly skilled building and boiler artisan in Oregon brick circles.

He is noted on the hulls and cranes for his impatience to get his job done "right now." Boiler-makers and riggers, borrowing one of his own entreaties, have dubbed him "Don't-Hold-Me-Up."

Roden, in his youth, was a construction bricklayer but later turned to boiler work, and is recognized as one of the finest craftsmen on the Pacific Coast.

The other top man on the O.S.C. brick team is "Jimmy" Barlow, half-pint foreman at the Boiler Erection shop, and in charge of forge repair



ALBERT KEMNITZ

work. Mason contractors employed Barlow to run some of the biggest building operations Oregon has seen in the past twenty years.

PROUD OF RECORD

Stability of his main crew is one of the major reasons given by Roden for the astonishing record achieved by the bricklayers.

"A large number of the bricklayers and many of the mortar men have been with us at Oregon Ship for more than two years," he said. "A majority of the others have been on the job steadily for only a little shorter time. All of the boys are proud of the fact that they have broken records in a record-breaking organization."

Bricklayers now at Oregon Ship include: Ole Pederson, Dick Christian,

Earl Herrick, Maynard, Oscar and O. V. Erickson (nephew, uncle and uncle), Lyle Parsley, Ed McBride, Webb Kinzer, Johnny O'Connell, Mike Boland, Jack Cloak.

Carl Langstaff, Danny Sullivan, Hans Carstensen, A. King, A. Jensen, Walt Friberg, Bud Johnson and Norval Hansen.

Sparkplug of a crew of approximately 25 mortar men who assist the bricklayers is Pete Steffenson, leadman, who boasts an outstanding presentee record since coming to Oregon Ship in September, 1941.

Ex-Whirley Operator Is Army Flying Cadet

(OREGON SHIP)—When Robert C. "Bob" Evans was operating Whirley crane 26 alongside Oregon Ship's Assembly building, he decided it wasn't enough altitude, so in August, 1943, he enlisted as an army aviation cadet and was sent to the Santa Ana, Calif., army air base. His mother, Ruby Evans, a swing shift welder in Assembly, has just received word that "Bob" has been selected for pilot training at Western Flying flight school.

Mrs. Evans, one of the first 10 women welders to go on Assembly's swing shift, came to work July 17, 1942. The father, R. C. Evans, is welder leadman on Crane-way 12.

Returns After Illness

E. O. Younger, graveyard shift warehouseman at the Fitting Stores, is back at work after a two months' absence occasioned by a severe attack of the flu followed by complications. Next time he takes a "vacation" he wants it to be of an entirely different kind.

Welderette Prospect

Deana Gail Bilderback, weight six pounds, seven ounces, was born to Mr. and Mrs. Mervin Bilderbacks at 12:45 a. m. March 1st, and just missed being a leap year baby. Bilderback is a welder leadman on the forepeak assembly, swing shift.

In Transport Corps

Ken Hammill, formerly an expeditor in the sub-assembly division of the Plate shop, is in the U. S. Army transportation corps, stationed at Camp Plauche, near New Orleans.



Dorm Boogie Woogie An informal boogie-woogie session in the lounge of the Oregon Ship girls' dormitory is shown above. The participants, all O.S.C. employees, left to right, are: Fern Thias, Nell Eatherton, May Pearson and Bonnie Dawson.

Sports Briefs

By TOM LOUITT

If enthusiasm now being displayed by employees in the Administration building is any criterion, Oregon Ship gymnasium is a cinch to be one of the busiest in the Portland-Vancouver area. Taking the jump on the official program opening the administration staff is now using a part of the new gym almost daily for a series of volleyball games. After a few preliminaries, they have organized a nine-team league and will play a full round-robin elimination.



Tom Louttit

The teams will represent the following departments: Administration, Paymaster Accounting, Office Engineers, I.B.M., Timekeeping, Cost, Progress, Transportation and Hull Drafting.

Each Monday, Tuesday, Wednesday and Thursday evening after 5:30 finds a number of these teams actively engaged in this fine fun and beneficial recreation. Additionally, department heads are forming a team to compete with similar squads now organized and made up of department heads at Swan Island and Vancouver. Later they hope to take on teams representative of the Y.M.C.A. and the Multnomah Club.

SOFTBALLERS ASSURED PLAY

With the management approving the early completion of the athletic field adjoining the Oregon Ship gym, softball players throughout the organization may be assured a fine program of competition will be in the offing this spring and summer.

With the convenient set-up at Oregon Ship, including dressing rooms and showers in the gym so near the field, more than twice last year's number are expected to participate in the 1944 softball season.

HOOP SEASON REVIEWED

With league basketball activity fast coming to a close, a review of departmental competition at Swan Island is in order. A season of interesting play just has been completed with the Pipe Fitters being crowned Swan Island champions.

Among players of outstanding ability during the season were Blacksmith, Cooper and Turnbull of the Globe Trotters; Boyle, Sax and Mueller, Pipe Fitters; Bob Wilson, Hudson and Wanamaker, Administration; Webb and Guernsey, Navy; Acker and Kreuger, Pipe Shop; Jackson and Foster, Plate Shop, and DeAngelo and Colon, General Stores.

TOSSERS EAGER TO GO

Who said SOFTBALL? Well, believe me, a long list of rabid enthusiasts can be given from among the Swan Island yard's many department representatives.

Just to name a few who already have expressed desire to organize teams, we've heard from Dick Jones of the Carpenters; Ed Ledgerwood, Welding Department; Chuck Morrison, Crane Operators; Hal Feock, Outfitting; Nick Calley, General Stores; Roy Peterson, Transportation; Manny Geenan, Pipe Shop; Bob Bacon, Warehousemen, and Jack Lucanovich, Maritime Inspectors. Many more may be expected to shout intentions to enter league play.

Before many days, meetings will be called to organize two leagues, one of day and graveyard employees with games to be played each evening, and another of the swing shift employees with a schedule of morning games.

BOXERS SHOW PROMISE

With boxing much in the public eye, a number of amateur boxers have shown promise in Vancouver. Outstanding mittmen under the direction of Jim Coffel at McLoughlin Heights include Tommy Ernest, Louis Welman and Dick James; while at Bagley Downs, Bob Hintz has two good boys in Ronnie Peterson and Jim Proctor.

DIAMOND PLANS SHAPE

Carl Bengston, Hudson House recreational director, promises the same amount of softball activity as last year, while Columbia House also is planning a slate of ten-man activities.



The Winnahs! Pipefitters, champions of the Swan Departmental basketball league with a 45-43 win over the Globe Trotters at the Barracks gym last Friday night, are (standing, left to right): A. Hollingsworth, Joe Boyle, Charles Geenen and Al Morton; (kneeling) Paul Muller, Jack Workman and Ken Sax. At second place in season scoring averages was Boyle with 113 points in seven games. (Swan Island photo)

Set 'Em Up!



(Swan Island) — Elizabeth Noblitt, who sets type and runs presses in the Reproduction department, lets a pinboy do some setting up while she mows 'em down in recent bowling competition at the Hollywood alleys.

O.S.C. Inner Yard Softball Race Set

(OREGON SHIP)—Oregon Ship diamond fans will be treated to a red-hot inner yard softball championship race during the coming baseball season.

Plans for organization of a league were born at a meeting called last week by Jerry Walters, shipfitter leadman on the ways.

Teams already organizing are: Bill Steed's Shipfitters No. 1, managed by Jerry Walters; "Whitey" Thesman's Way Shipfitters No. 2, manager, Leadman Johnny Farrell; Plate Shop, manager, George Dorr, leadman; Superstructure Erection, manager, Bus Rayley, shipfitter leadman; Materials department team, manager, Leadman Ray Bristow.

Assembly, piloted by Assistant Superintendent Ralph Winchell; Rigging Department, manager, George White, rigging supervisor on the ways; and the Specialty team, headed by Leadman George Sabah.

The American, National and Pa-

cific Coast leagues are not the only ones hit by the draft, Walters said, revealing that many of the players in the O.S.C. league last season are now in the armed forces.

Shipyards workers desiring to oil up their throwing arms and sharpen their batting eyes are asked to call Walters, who is hard-pressed to fill team rosters, at Ext. 640 in the yard, or Tom Louttit, director of athletic activities, at UN 3635.

GRAVEYARD CHIPPER WINS BOWLING EVENT

(SWAN ISLAND) — Graveyard Chipper Jack Pursell won the Swan Island league bowling sweepstakes Friday evening at the Hollywood alleys with a series score of 634, taking the individual cup and first prize in the sweepstakes. Forty-six bowlers from the yard were entered in the event.



Runners Up Runner-up in the Swan Island Departmental basketball league are the Globe Trotters above, left to right: Quintell Cooper, Curtis Blacksmith, Ralph Turnbull, Willie Gordon, Frank Tyona and Kelly Jackson. Blacksmith had the best season average with 109 points in six games. He is a former Sioux Indians' player. (Swan Island photo)

Softball League Seeking Teams

(VANCOUVER)—Softball teams, organized by C. E. Peterson, boat supervisor on berth 6 at the Outfitting dock, have opened play at Overlook Park in Portland, but future games, starting at 6 p. m., will be played at various Vancouver housing project parks.

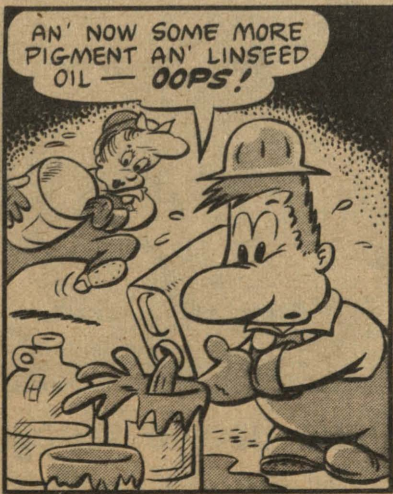
Peterson has the following teams and managers lined up for league play: Buckler & Company, Al Gambell; Bartell's Seagulls, Byron Anderson; Outfitting dock, C. E. Peterson; United States Maritime commission, E. R. Carper, and Electricians, Bill Frahler. The Pipe shop will have two teams, managers of which will be announced later. Other crafts interested in forming a team to play in this league are asked to contact Peterson at Ext. 693.



'Play Ball' Plans for an Oregon Ship softball league were discussed last week at a meeting of team managers. Left to right, around the table, are George Sabah, Specialty team; George Dorr, Plate shop; Jerry Walters, Bill Steed's Shipfitters; Bus Rayley, Superstructure team; Johnny Farrell, "Whitey" Thesman's Shipfitters; and Ray Bristow, Materials department team.

Stubby Bilgebottom

By Ernie Hager



AMATEUR FARM BUYERS WARNED

'Prices High . . . Pitfalls Plentiful', Say Experts

... The recent Kaiser survey showed that 37 per cent of all shipyard workers plan to buy homes, farms, acreages or property with their wartime savings.

(In view of the importance of this subject to the postwar welfare of the worker the Bosh's Whistle prepared the following special report which contains facts and opinions from leading farm authorities and agencies in this area.)

Shipyard families planning to "buy a little five-acre patch and sit out the expected post-war depression" stand an excellent chance of cooking a home-made depression of their own. This is the sincere belief of Lee Fryer, Farm Security administration executive with offices at Portland, S. B. Hall county agricultural agent, and other agricultural experts who saw hundreds of dreams shattered after the last war. "Hundreds of well meaning war workers tried to scrape out an existence on five or ten-acre Portland area plots, and invariably went through the depression on relief rolls," Hall declared. "We don't want to see this happen again if it can be helped."

LAND PRICES HIGH

Following the same upward trend that was characteristic of farm land prices during World War I, acreages all over the country are now priced from 25 per cent to 100 per cent above their pre-war values.

Land prices within a radius of 20 miles of Portland are now frequently quoted at twice their 1940 value, according to estimates of the Farm Security Administration. These prices are a result of unusual speculation in farm lands by dealers and farmers themselves, coupled with the promise of continuing high prices for farm products.

SPECULATORS CASHING IN

Speculators and profit-minded promoters haven't been asleep while this land boom has been taking form. While agricultural authorities and business organizations have kept farm rackets from becoming an epidemic, the temptation to turn a quick profit is still great among a few farmers and shady real estate dealers. Best known of these gyp artists was a group of southern California promoters who bought a tract of cut-over timber land in Lane County in southern Oregon and sold it in small but expensive parcels to aircraft workers in California. This land was utterly worthless, even for grazing, according to agricultural officials.

FARM COSTS HIGH

The average inexperienced farmer has little or no idea of the big investment that is required to produce even a subsistence living, Fryer said. In most general farming, the Farm Security administration has found, the investment necessary to produce \$1,200 of net cash income a year would be in the neighborhood of \$10,000 in land, buildings and equipment. In Oregon, experience over a 40-year period has shown that anything less will not be likely to produce a living income.

Investigate Before You Buy!

Here are three simple rules to follow before buying farm land:

1. See your county agricultural agent. These men have soil maps for any area within a county. They can tell you whether your price is reasonable, whether your farm will yield a good crop, who the reliable dealers are.
2. Consult your neighbors. The families who live near the land which you intend to purchase can tell you a good deal about crop conditions and past history.
3. Pick a reliable real estate dealer. Farmers and bankers can usually tell you who these are. In addition to these are well known insurance companies who handle farm property. They are usually honest and reliable.

To get a farm of this size, the down payment will seldom be less than one-third, and the F.S.A. has calculated that if a farmer tries to pay off his loan in less than 20 years, or pays more than 5 per cent interest on balance of his mortgage he is likewise heading for trouble. Land Bank loans, secured through the Farm Credit administration, carry an interest rate of four per cent.

DEFINES "PAYING FARM"

The production values of farm lands have been carefully worked out by hard headed Land Use committees in various counties and localities. These appraisals disregard what a prospective farmer thinks the land ought to produce, but rather take the experience of many years in a given locality as the determining factor in setting land values.

"Based on these long term estimates, good cleared land in this area should not be priced over \$125 per acre, while most land should sell for \$100 or less if the buyer hopes to make his living from the land. Buying purely for speculation is something else," Fryer explained.

A farmer cannot expect to make a living on less than 40 to 60 acres

for general farming, in the opinion of Hall. For small fruit and nut farms or for poultry raising 20 to 30 acres would be about the minimum.

SMALL FARMS POPULAR

The idea of small farms for fruit and nut production is popular among area newcomers. In the case of small fruits and berries Hall advises not less than 20 acres. That would be a minimum, he states, and even this amount of land would require most of the farm equipment and overhead expense of a larger farm.

Due to wartime conditions, growing of filberts and walnuts has been profitable in Oregon the past few years. Fryer explains filbert growers should be prepared to finance themselves for five to six years. Even then, their full crop will not be reached for another five years.

Walnuts are even tougher, with a full ten years before trees reach much producing capacity, though the longer term value is usually greater than other crops.

POULTRY PROBLEMS MANY

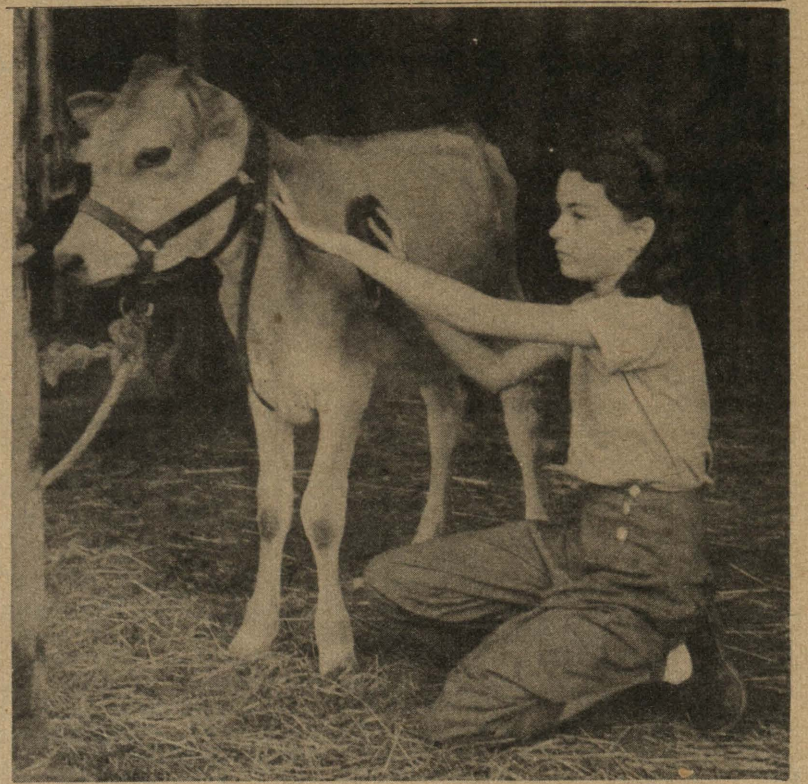
Although the hopeful amateur might think otherwise, and a few cases disprove this general advice, experience among poultry raisers in this area shows that a minimum flock of 1,000 birds is required to provide a family income, even when egg and poultry prices are good. A paying flock under average conditions should have 1,500 to 2,000 birds, advises the Farm Security administration.

The profit margin is small on most poultry farms where an average cash outlay of \$65 is required to produce \$100 of income even under the best management. On most poultry farms, costs can be figured at about \$1.00 per bird for standard poultry houses and the Washington Farmers' Co-operative estimates that another \$1.00 to \$1.75 is required to raise the bird.

Most authorities advise at least 20 acres of land for poultry raising where the farmer can grow most of his green feed and keep an ace in the hole in the form of other diversified farm crops during changing market conditions. Some 18 to 20 diseases also makes poultry raising one of the trickiest ways to make a living.

NO GAME FOR AMATEUR

A better long-time investment, but one which requires much capital and experience is dairying. Fryer estimates that the dairy



Not All Bliss A good dairy cow will cost \$80 to \$150, should have at least three acres of land for feed and pasture. While a well managed dairy will prosper in good times, the investment is heavy, the risks are great. (F.S.A. photo)



Try It Again Stump land may be cleared for grazing by burning over and reseeding, but the optimistic farmer can look forward to doing it all over again the second year when ferns, brush and skunk cabbage take over on land such as this abandoned homestead on the Oregon coast range. (F.S.A. photo)

farmer should provide at least three acres of good land for each cow. This would provide one acre for pasture, one acre for hay and one acre for grain. A good dairy cow will cost from \$80 to \$150, the average being over \$100 in the Willamette valley. Though returns fluctuate greatly, a dairy herd of 15 to 18 cows should provide a fair income. Hall explains that while ceiling milk prices are a benefit to the consumer, they have made the margin between selling prices and the cost of labor and feed narrow indeed.

HOME MADE DEPRESSION

Almost a cinch for a home grown depression is the farm started on stump land or logged-off areas. Often these cut-over tracts are sold at prices which look mighty reasonable in comparison with other property. Stump land is often promoted as "attractive suburban acreage" to unwise buyers.

Compared to this gamble, says F.S.A.'s Fryer, a slot machine is almost a sure thing. While stump land is often satisfactory for fur farming or poultry, it will usually break both the back and the heart of the world-be farmer. Hundreds of abandoned-stump farms prove this is true.

While stump land is often sold for from \$30 to \$40 per acre or more, the commercial value is usually zero, says Fryer. It costs from \$50 to \$125 an acre to clear the average tract with a bulldozer. If the farmer attempts to clear the land him-

self and figures his time at 30 cents per hour, he can expect to do \$300 to \$400 worth of work for every acre. Even then, the soil is apt to be unsuitable to farming.

Hall states that even for grazing, at least two sections would be required to provide a living and the grazing value will usually not exceed \$5 per acre.

PART TIME FARMING

"Don't try to farm more than one acre," warns Fryer, "if you are working at another job."

In setting down the requirements for a part-time farm, Fryer states that more than one acre is usually too much. On this type of acreage, which would be little more than a big victory garden, F.S.A. estimates that one man could produce food worth \$250 per year. He would have neither the time nor the land to support even one cow.

The county agent advises against five to ten-acre tracts.

"They are not big enough to make a living off the land, yet they require full farm equipment to properly care for."

In most instances, these tracts are too large for a working man to handle unless his family is big and husky. Unless the owner is employed in seasonal factory or mill work where he can devote full time to his farm during the growing and harvesting season, he is liable to spend more than he takes in for extra hired help for plowing, seeding and harvesting.



Start Blasting Clearing stump land for cultivation is expensive, usually costs far more than the land is worth for farming. If you paid a strong man shipyard wages to blast it and clear it by hand, you could expect to pay up to \$1,200 per acre for clearing. At 30 cents an hour it would cost from \$300 to \$400 an acre. The land is seldom worth over \$30 to \$40 an acre as farm land after it has been cleared, probably not over \$5 an acre for grazing. A 60 h.p. bulldozer will clear it for about \$60 an acre. (F.S.A. photo)

Metal Trades to Help In Electric Outfitting

(OREGON SHIP) — In a joint move to speed delivery of Victory cargo vessels from Oregon Ship's Outfitting dock, metal trades crafts have united to assist an under-manned Electrical department in wiring ships. The announcement, in a memorandum to O.S.C. employes from Russ Hoffman, general yard superintendent, said, in part: "The Oregon Shipbuilding corporation has a problem which

most of you have probably recognized for some time. The problem is briefly, that we are out of production balance. We can launch ships faster than we can deliver them at the present time. We have a surplus of manpower in some crafts in the yard and a shortage in others. The Victory ship has created the most serious manpower shortage in the Electrical department. On Liberty ships it took 5500 man-hours to complete electrical work. The Victory ships will require about 50,000 man-hours to complete.

Praises Union Aid

"We are making every effort possible to hire new men for the Electrical department. We are gaining, but entirely too slowly. We explained our problem to the Metal Trades council and in one of the finest gestures of cooperation ever displayed between labor unions and management, the unions unanimously agreed to let members of the other Crafts assist in the electrical work."

The problem of speeding electrical outfitting, Hoffman explained, now rests with individual workers. Persons willing to assist for 60 to 90 days should report to their leadmen, who will refer the men to chief clerks.

Temporary transfers will be made to the Electrical department, which will issue permits to do electrical work. The men will remain members of their own unions and pay dues to the union which they have always belonged. As new electricians are permanently hired, volunteers will be transferred back to their original jobs.

Tacke Lauds Plan

High in praise of the plan was John Tacke, assistant general yard superintendent.

"This is a practical demonstration of the type of cooperation which has put Oregon Ship on top of the shipbuilding world," he said.

"As big as the outfitting job is on these ships," he went on, "it's small in comparison to what it will be on troop transports. We have the time and opportunity now to build up the Electrical and other outfitting departments to the point where we can lick both the Victory cargo problem and later the troop transport problem."

Mel Hord, superintendent of the Electrical department, commenting on the gesture, declared that his unit is not too proud to accept help and deeply appreciates the cooperative offers.

Hord cited figures showing man-hours for Victory electrical work were more than three times that needed on Victory ships.

"We had 600 marine electricians on the Liberties," Hord said. "We need 1800 on the Victories."

Prediction by Hord was that troop transports will call for between 2400 and 2800 marine electricians.

"Until we can hire and train enough personnel within the department," he said, "we really need help. Workers from other crafts who volunteer will find us considerate and eager to teach the work."

SWING SHIFT HOP DATED

The first swing shift dance of the season will be staged Saturday, March 18, in Oregon Ship recreational center gymnasium with the music of Bob Bateman and his orchestra. Dancing will start at 2 a. m. and continue as long as the crowd stays. Admission is \$2 per couple. Judson McFarland, swing shift apprentice engineer, is chairman of the program committee.

Plate Shop, Assembly Make Shift Quickly

(OREGON SHIP)—You have only to look at the imposing hulls on the ways in advanced stages of construction to be aware that Oregon Ship's Plate shop and Assembly departments are making an outstanding contribution in the building of Victory ships. The change from Liberty to Victory hulls

was taken in leisurely stride by workers and heads of these two huge departments, which employ more than 4,800 men and women.

Weeks before work began on the Victories, blueprints were studied by supervisors, foremen and leadmen, and new jigs were prepared to mass-produce large sections. When the "go" signal came, the Plate shop and the Assembly were ready to enter production.

PEAK NOT REACHED

The Plate shop quickly hit a schedule of 900 tons a day moving out of its bays, and, according to Assistant Superintendents Frank Kyle and John H. Blockey, this figure has increased to 1,200.

"And we've by no means reached our peak," Blockey added.

Approximately 3,960 tons of hull steel goes into a Victory cargo ship, and 3,945 of it is handled by the Plate shop. This is about 700 more tons than the shop cleared for a Liberty ship.

Kyle and Blockey said the shop has completed work on steel for 28 of the first 32 Victory cargo vessels.

INCREASE PRODUCTION

Assembly, under the direction of Superintendent Jack Anderson and Assistant Superintendent Ralph Winchell, transforms about 70 per cent of the steel for the Victory ship into huge pre-fabricated sections. During the first few weeks of Victory production the Assembly produced 500 finished tons a day and in February the daily average soared to 900.

Personnel of the Assembly developed many new jigs for the Victory hulls, including fore-peak deep tank "cradles" devised by Winchell and his aides. Heaviest of these jigs weighs 100 tons.

CUT MAN HOURS

The bottom fore-peak shells are laid in these cradles and the two forward deep tanks, built in another part of the assembly, are set into the shells, fitted to them and production-welded.

Completed, these two assemblies are 10 feet high and weigh 68 and

36 tons. The operation was formerly done on the ways and Winchell estimates that the man hours required for the job have been reduced about 50 per cent by use of the jig.

TRANSPORTATION PROVIDED FOR BLOOD DONORS

(OREGON SHIP) — Blood donors at Oregon Ship on the day and graveyard shifts, are receiving free transportation from the yard to the plasma bank by the American Red Cross.

The bus service, for groups of 10 or more, started Monday, March 13. Appointments may be made at the Bond booth in the yard.

The blood bank is open Tuesday and Thursday until 7:30 p. m. and the deadline for day shift appointments for these two nights is Saturday noon for Tuesday dates, and Monday noon for those on Thursdays.

APPEAL FOR DONORS

Workers on the graveyard shift may go to the plasma bank as soon as they go off shift any Monday, Wednesday or Friday.

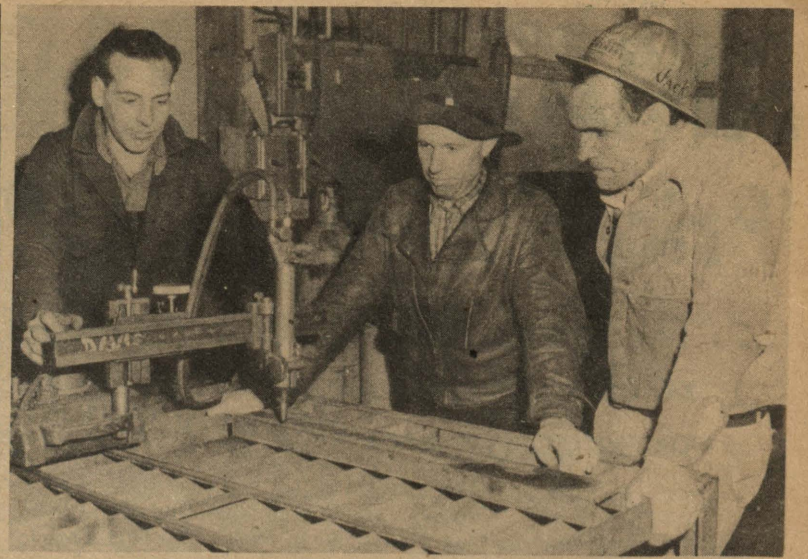
Red Cross officials have issued another appeal for more donors. They said that the needs of the armed forces for plasma is growing rapidly and it is the duty of every person at home to give blood whenever possible.

Aids Sail-Lofters

Les Canady, Machine shop tool room supervisor, has helped workers in the Sail loft to step up production, inventing for them a new grommet-setter. The device sets about 50 grommets in a canvas in the time it formerly took to set one by hand.



Enrich Plasma Bank This group of day shift pipefitters was the first to take advantage of the offer by the Red Cross of free transportation from Oregon Ship to the plasma bank. With them are two girls who are in charge of appointments for blood donations in the yard. Shown (left to right) are John P. Hill, Don Thacker, M. A. Tennant, Lorraine Routledge, O. J. Larson, D. J. Ober, Jane Smith, J. W. Haggeman, H. E. Johnston, Charles McCarthy, V. C. McCleary, M. B. Madsen, G. C. Carter and C. B. Ratcliffe. (Oregon Ship photo)



Invents For Inventors: Thousands of man hours have been saved at Oregon Ship with mechanical devices produced for their inventors by Jack Tucker, maintenance machinist foreman, and his crew. Tucker (right) is shown above with Lew Hatfield (left) and Erwin Sahnnon, inspecting equipment in the machinists' dock shop. (Oregon photo)

Liberty Develops No Fault in 9,000 Miles

(OREGON SHIP)—If there's anything seriously wrong with O.S.C.-built Liberty ships, Sam Hufford, former manager of the Oregon Ship Personnel department's welfare division, couldn't discover it in 9,000 miles of sailing aboard the S.S. Samuel Moody. The Moody, 31st Liberty ship turned out by O.S.C., was launched in May

1942.

Hufford last fall signed on the Moody as junior purser. The ship, which had already made one trip around the world, made two round trips in convoy to England from Atlantic Coast ports while he was a member of its crew. "She performed perfectly," Hufford said, "and stood up well under some terrific storms. In one storm the waves were breaking above the main deck with such force that it took a 30-degree sideslip. There wasn't a sign of a crack or a flaw in the hull."

He declared it was a "thrilling sight to see so many Oregon-built ships in convoys and in various ports." One O.S.C. vessel which sailed alongside the Moody in convoy, he recalled, was the S. S. William Borah, launched here December 27, 1942.

SHIPS HELD IN HIGH REGARD Hufford questioned many officers and seamen who had been all over the world in Liberties and found that they held the emergency cargo ships "in high regard."

"Now they all want a chance to ship out in one of the new Victories," he said, "and so do I. They look like great ships and I'm hoping to get a berth on one of them." In England, he related, the people pronounce Henry J. Kaiser's surname "Kay-zer."

"Their hatred of the Germans is so bitter that they refuse to pronounce the name of a prominent American citizen the same as that of the former German ruler," he explained.

One of the first 50 employees to be hired by Oregon Ship, Hufford

joined the organization in March 1941, one month after it had received its first contract. He worked here continuously until he enlisted in the merchant marine in September 1943.

TUCKER PUTS IDEAS TO WORK

The plans and inventions which win war bonds involve more than the original ideas. Many of them entail a lot of machine work, and that's where Jack Tucker enters the picture.

Foreman Tucker and his maintenance machinist crew in the dock shop are constantly aiding inventors in the development of time-saving devices. The total man hours the machines he and his aides have turned out, have saved thousands of man hours.

Among devices he has helped to construct are an asbestos cutter for Bert Collins in the Carpenter shop; seven strap benders for Sam Miller, Marine Electric shop; cable-painting machine for Clark Headrich, Marine Cable shop; hose-cutting machine for Bill Dillon, Hose shop on Way 5; paint-mixing machine for Paint shops No. 2 and No. 8; and flange-threader and brake on bender in Dock Pipe shop for Wm. Z. and Charles Brum. (Oreg. photo)

Worker Dies at Dance

Death visited the swing shift dance at Vanport City Monday, February 28, when in the midst of the festivities, Charles "Charlie" S. Wiggins, popular Outfitting dock pipefitter, succumbed to a heart attack. He is survived by his wife and five children, one of whom is a Seabee in the U. S. Navy.

SILVERWARE SCARCE Don't Take It, Please

(OREGON SHIP)—Oregon Ship's busy cafeteria is getting a \$5,000 face-lifting. Now all that concerns Jack Luihn, head of the firm of caterers which operates the establishment, is how to keep the premises spotless and where he can get replacements for missing silverware.

"It's not the cost which worries us," Luihn said, "but janitorial help is hard to get and very little silverware is available. We're going to have to rely on the cooperation of Oregon Ship employes in order to

give efficient service in neat, attractive surroundings."

The remodeling will include repainting of the walls and booths, re-finishing of table tops and the laying of a floor in green asphalt tile.

Discussing the many complaints about the quality of the silverware, Luihn explained that the utensils supplied to patrons are the only kinds the government will release.

The cafeteria and its equipment are the property of the U.S. government and the catering firm of Luihn and Arndt operates it as a subcontractor under the Kaiser company.