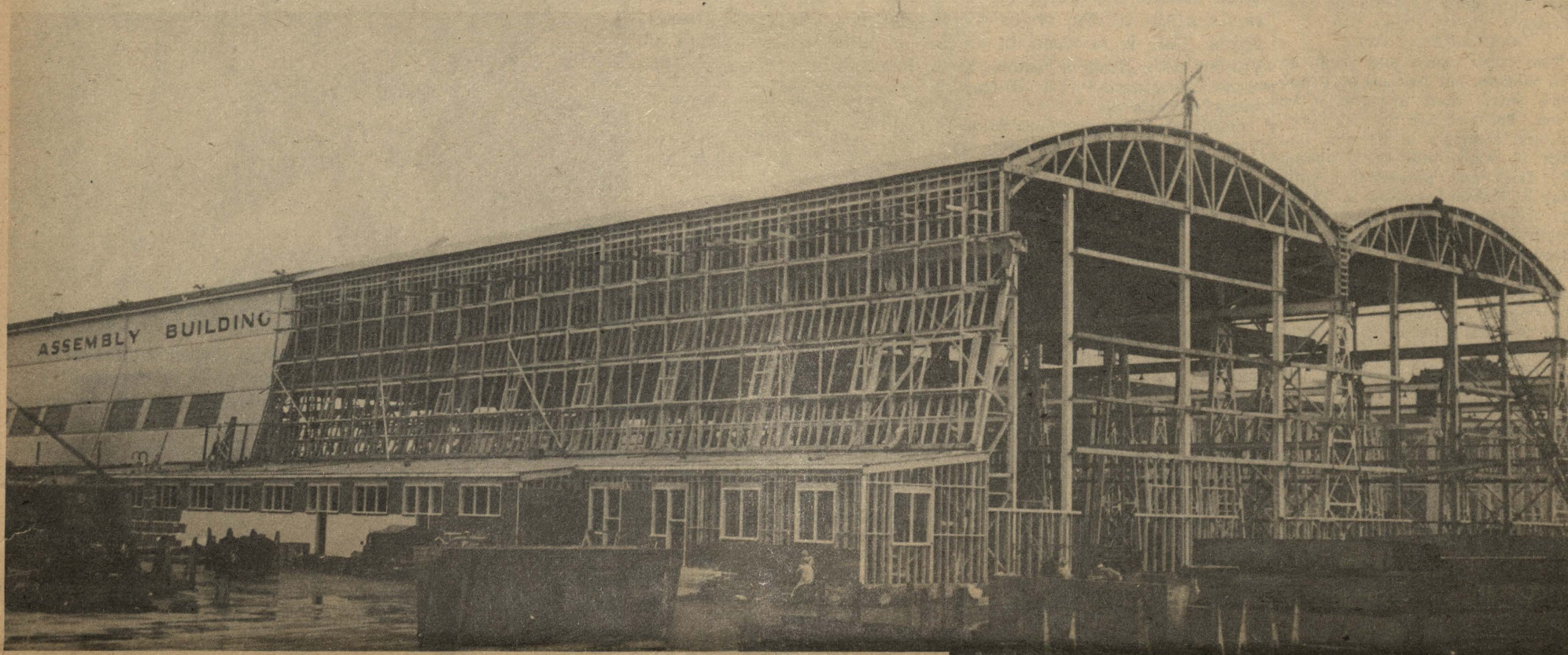




FACILITIES PREPARED FOR ARMY PONTONS

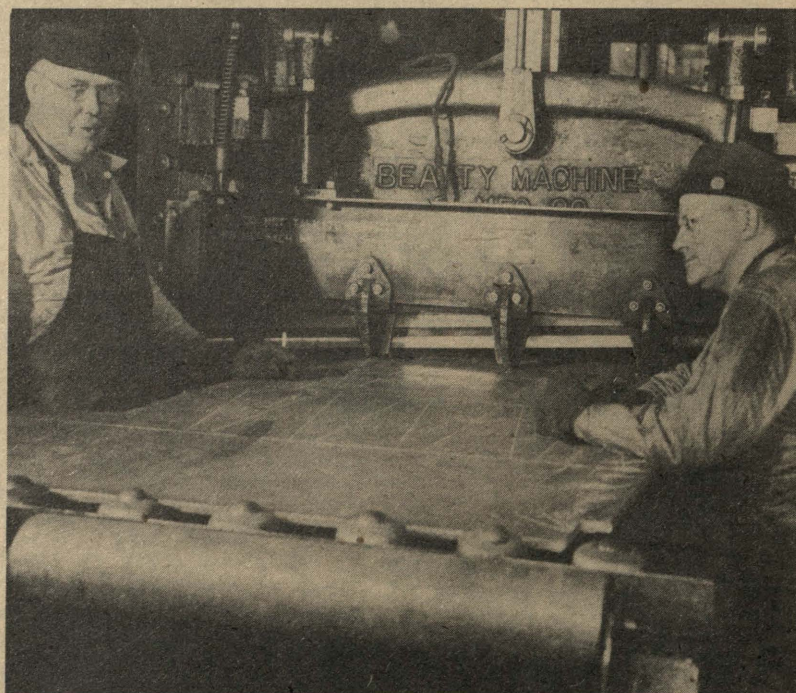
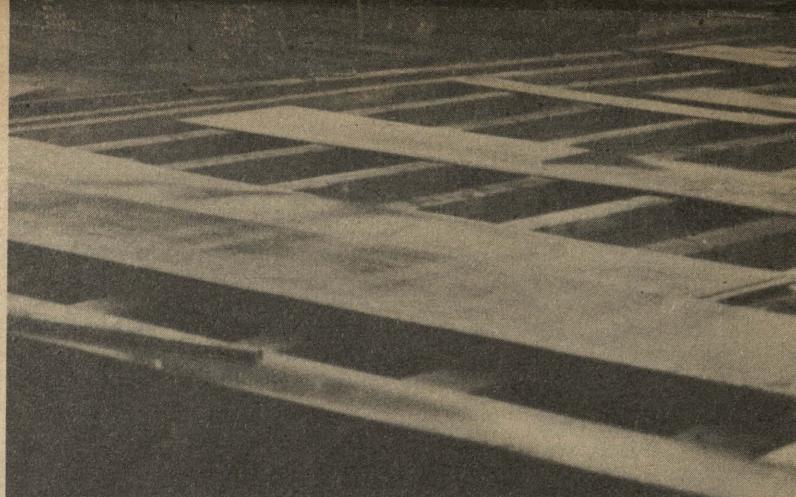
Story, Page 7



Ponton Plant Work on a 200-foot addition to the OSC Assembly where 4000 aluminum half pontons for the army will be built was near completion this week. Installation of machinery is expected to start within a few days.



Ponton Plate J. H. Becker, OSC warehouseman, is pictured with part of the first shipment of aluminum plate to arrive in the yard for construction of 4000 half pontons for the army. Actual work on the pontons, which will play a major role in future invasions, will start during the first week in March. (Story, page 7)



No Manicure Scissors Indicative of the terrific power of the sharp shear-blade in the Gadget shop is the sign over Operator Sam Slaub that reads "Do Not Talk to The Operator." Slaub approves the sign, declares that he would prefer not to have his finger-nails clipped while his attention was distracted. The heavy blade cuts half-inch steel under Slaub's direction as if the metal were a piece of ham. He is shown above slicing a large piece of steel into small parts to be installed in vessels.

Coast Helps Set New January Ship Record

During January, American merchant shipyards delivered 120 vessels totaling 1,300,000 deadweight tons. The completed tonnage is greater than for any other January since the start of the war. Fifty-one of the vessels came from Pacific coast yards. They represented 42½ per cent of total deadweight tonnage. Figures supplied by the U. S. Maritime commission show that the trend in the yards is back to cargo ship construction. Only 22 of the 120 vessels were military types.

Chief competition of the month was among four yards building T-2 tankers. The contest was won by the Kaiser yard at Swan Island, which delivered five of the oilers from eight ways. By hitting a per way average of .625 ships, the Swan yard again captured the commission's Tanker champ flag.

AVERAGES LOWER

Two other plants also produced five tankers, but because each had more ways, their averages were lower. The two are the Sun Shipbuilding company at Chester, Pa., with 20 ways, and the Alabama Dry Dock and Shipbuilding company at Mobile, Alabama. A fourth tanker-building yard—Marin ship corporation at Sausalito, Cal., produced three ships.

Since the start of the Maritime commission's emergency shipbuilding program, 388 tankers have been delivered. Six fleet oilers outfitted at Swan are not included in this total. Of the 388, Swan has accounted for 113.

Oregon Ship, just returning to Victory ship construction, recorded seven deliveries in January. At Vancouver, where C-4 work is not yet in the finished stage and dry-docks are being built, only one ship was delivered. That was an Attack Transport.

Of the 34 commission shipyards listed in the report, only seven are still building Liberty ships. These are located on the east coast and the Gulf of Mexico.

Soviet Seamen At Swan Dorm

(SWAN ISLAND)—It was revealed during the Bos'n's Whistle check of Kaiser shipyard barracks units this week that 77 Russian seamen are living in the Riverside dormitories at Swan Island. The housing of Soviet merchant mariners at Swan was started a year ago because of the shortage of hotel space.

8,229 Workers Live In Yard Dormitories

There are 8,229 persons, most of them single or in the area without their families, living in the dormitories and barracks units of the three Portland-Vancouver area Kaiser yards. This is revealed in figures supplied by managers of Vancouver's Hudson House, Swan Island's Barracks and Riverside Dormitories and Oregon Ship's Dormitories.

Although efforts have been made to make the facilities attractive to single women working in the yards, the feminine enrollment is lower than it is generally believed to be. Only 479 women are in the four dormitories.

The largest of the units is Hudson House, where 3765 Vancouver shipyard workers live. The highest occupancy ever recorded there was last January 26, when there were 4260.

Swan island's two units have a combined total of 2556 residents. That's a drop of exactly one thousand from the 3556 which occupied them on January 13. Now, the Barracks house 1195 and the Riverside dormitories 1125.

DECREASE SMALLER

Oregon Ship, which has a higher percentage of Portland area residents than either of the other yards, accommodates the smallest number of workers in its single men and women's units. Only 1908 live at the OSC dormitories. However, this unit shows a smaller decrease in enrollment than do the others. This week's occupancy figure is only 156 less than the peak of 2064 reached on November 1 of last year.

The barracks are of emergency construction and admittedly do not offer the comforts of a first class hotel. But they are taking some of the pressure off the congested housing facilities of the area and are making it possible for the yards to have manpower which wouldn't be available if they hadn't been built.

And the dormitories have become

home for hundreds of single workers, who'll tell you that they wouldn't live any other place as long as they're working in the yards.

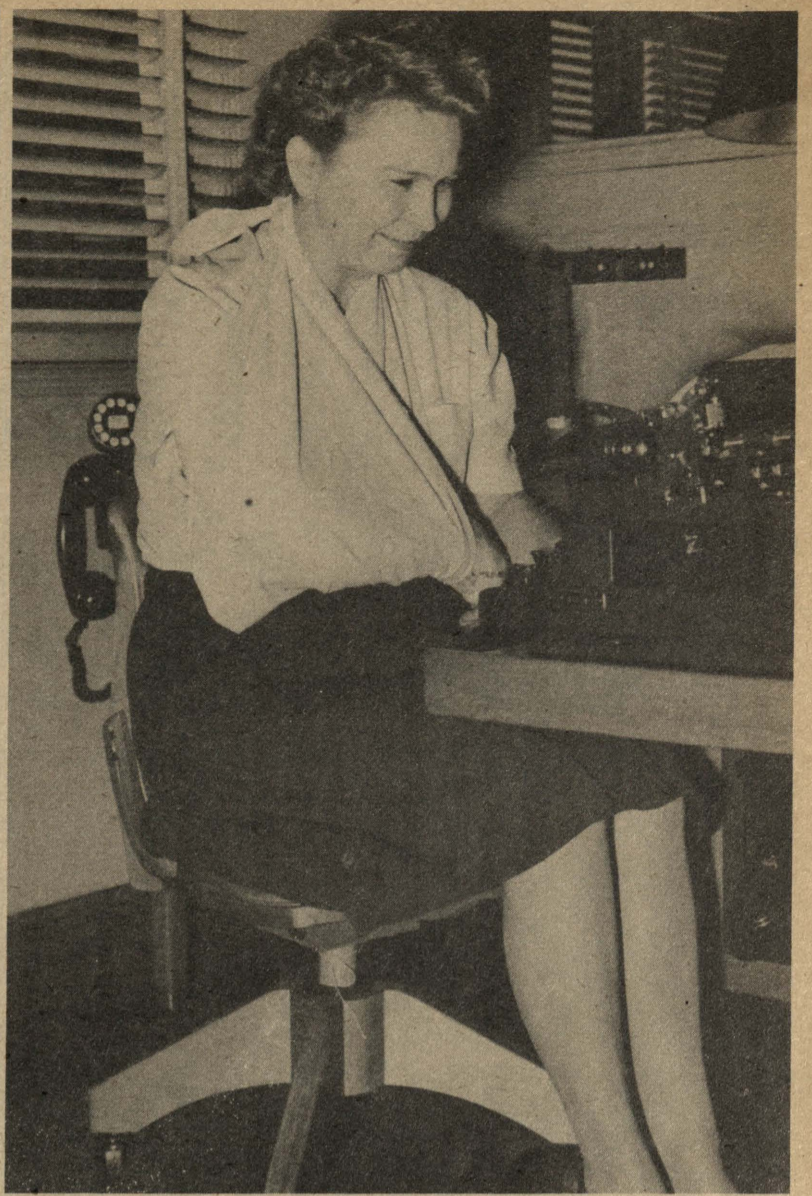
3-Ton Hoist Gums Works On Carriers

(VANCOUVER)—When the Evaporator was installed on the U.S.S. Makin Island, Vancouver workers really put everything into their job including a three ton hoist, according to information received by Dorsey Hodgson, Template Storage supervisor in the Mold Loft, from his brother-in-law Kenneth Snider, C.E.M. serving on the Vancouver carrier. The Makin Island put out to sea and after a day or two the evaporator wouldn't function. It was torn apart and the workers found a three ton hoist mixed up with the rest of the parts. They removed the obstruction and reassembled the machine which went right back to work without further difficulty.

730 Postwar Tankers

After the war America's merchant fleet will have 730 tankers weighing 11,000,000 tons.

Three thousand eight hundred ships, totaling 40,800,000 tons, were under War Shipping administration control, as of January 1, 1945.



Casualty Helen Elder, secretary in Edgar F. Kaiser's office, got no purple heart for her "wound" suffered in the line of duty. Formerly employed in the Erection office of the ways, she found a "real hazard" at the Administration building, where she slipped and broke her wrist. She is shown above attempting to carry on at 60 words a minute using a one-handed "hunt-and-peck" system. (Swan Island photo.)

Vancouver Housing Units Go to Seattle

(VANCOUVER)—Some of Vancouver's excess housing is going by trailer to Seattle to aid in the meeting of critical Boeing B-29 Superfortress schedules. It was announced this week by Executive Director Jesse Epstein of the Seattle Housing Authority that 35 units of Columbia House, located across

had been finished, construction was stopped. It was never resumed because early in 1944 the yard payroll levelled off around the 35,000 figure. Columbia House, officials decided, wasn't needed after all.

The highest occupancy the project ever had was 2,131 on January 1, 1944. However, at that time, the neighboring units of Hudson House were only partially occupied, and it was decided by federal housing officials to move Columbia House residents into the empty Hudson units. By April 1, 1944, there were only 900 in Columbia House. And a month later the project was closed.

Columbia House is now vacant except for two units being used by yard engineering departments. It is expected they will continue to occupy these.

Capt. Bock to Direct Portland Repair Work

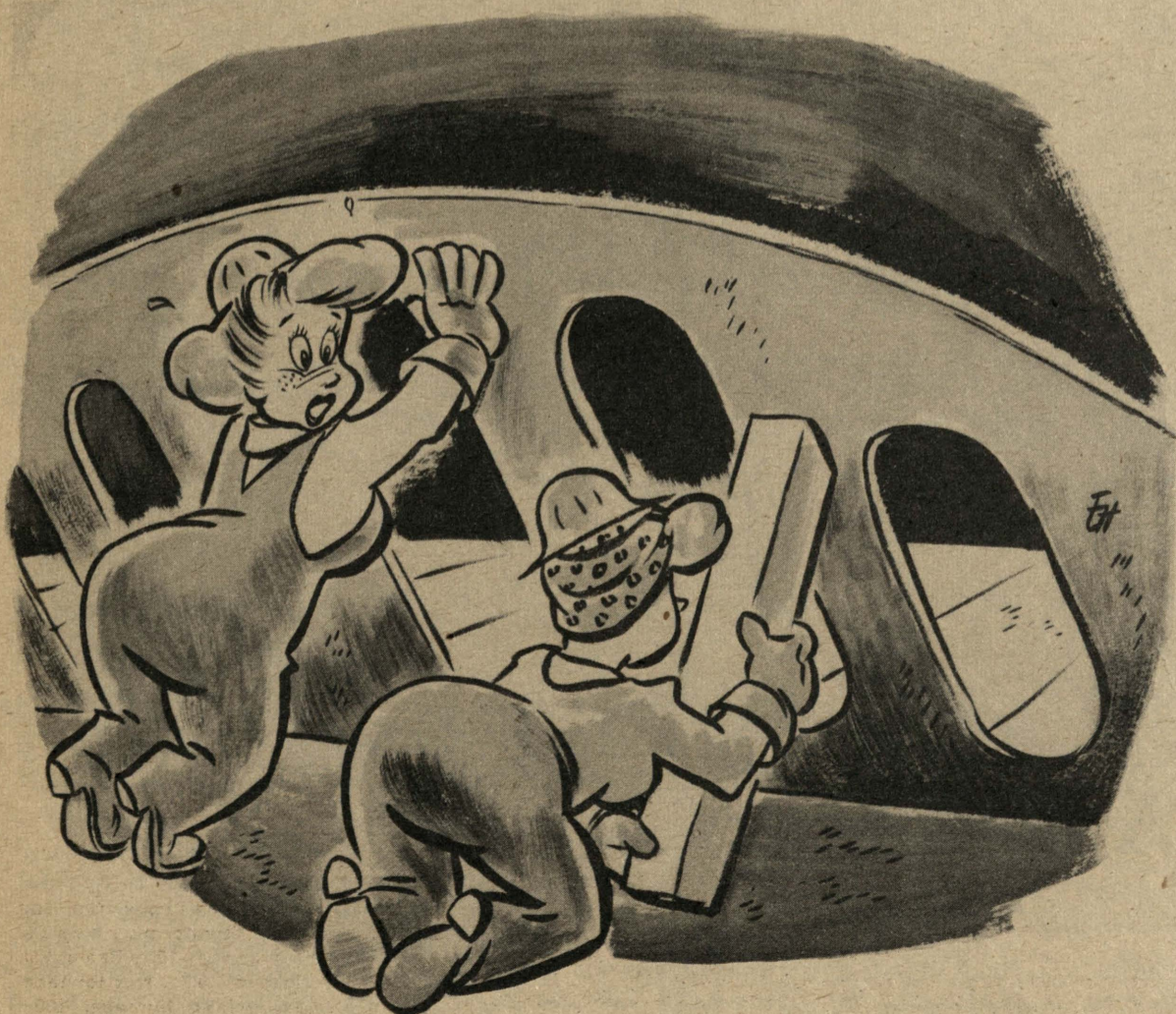
Capt. Lester G. Bock took charge this week of the Portland branch office of the assistant to the navy's industrial manager.

He will supervise ship repair and conversion work in the area. He plans to increase his office staff and facilities to meet the expected increase in repair work predicted for the port.

Capt. Bock has been attached to the Astoria naval station for the past 18 months, and there supervised the navy's alterations and the installation of radio and radar equipment on the Kaiser built escort carriers and Attack Transports.

Capt. Bock was machinery superintendent at Pearl Harbor navy yard at the time of the Japanese aerial attack on December 7, 1941. He was in charge of the machinery work in salvaging and rehabilitating sunken and damaged battleships.

After units to house 5396 people



"I hope this war ends pretty soon! I'm getting so muscle-bound that I can hardly knit anymore!"



Rear Adm. W. L. Mann, 13th naval district medical officer (right) learns how samples of whole blood are placed in centrifuge at 3400 revolutions per minute before being tested. Chief E. S. Crockett (center) demonstrates the process. Also shown in the new naval blood laboratory above the Red Cross blood donor center are Lieut. (j.g.) H. C. Dyer (left), in charge of the laboratory, and Comdr. W. R. Johnson, senior medical officer at the naval dispensing barracks in Portland.

Red Cross Seeks 'O' Blood Donors

Shipyard workers have been frequent and heavy contributors at the Red Cross blood donor center here, where 224,000 pints of blood have been donated since the center opened in August, 1942. Now, in addition to quantities of plasma, the Portland center has launched upon a campaign of typing all donors, in a search for those of Type "O", blood from whom will be taken whole and shipped by air in that form for immediate transfusions to battle casualties overseas. Aubrey Watzek, chairman of the blood donor committee for Multnomah county Red Cross chapter, will be in charge of the whole blood collection.

Whole blood operations, in the new naval laboratory built above the Red Cross bank, recently drew high commendation from Rear Adm. W. L. Mann, district medical officer of the 13th naval district in Seattle, on the occasion of an inspection trip.

PRAISE EXPRESSED

"As records prove how beneficial whole blood is in addition to blood plasma and as the demand for whole blood is increasing, I am very greatly pleased at the prompt handling and efficiency of whole blood here," he said.

The laboratory was organized under direction of Lieut. H. R. Evans, Washington, D. C., who returned recently to national headquarters. The local staff includes Lieut. (j.g.) H. C. Dyer and 11 enlisted men.

Since about 40 per cent of all donors are Type "O," center officials expect that they will obtain enough whole blood from their normal day's collection of about 300 pints to meet immediate requirements, and at least for the present there will be no increase in the Portland area's over-all quota of 2500 pints of blood a week, according to Watzek. However, it is imperative, if overseas needs be met, that quota be maintained, and there the burden of responsibility is laid at the feet of the heavily-contributing shipyard workers.

ONE COLLECTION PLACE

Whole blood will be taken only at the center itself, and not by mobile collecting units, because of the nec-

essity for immediate packing and shipment overseas.

The national Red Cross blood donor service, exceeding its quota throughout the country for the fourth straight year since being organized in February, 1941, gathered 5,371,664 pints of blood in 1944 for the armed services, according to Basil O'Connor, Red Cross national chairman.

The army and navy have requested the Red Cross to continue blood procurement in 1945 at the present rate of 5 million pints. O'Connor called upon the people near the 31 centers, including Portland, and 43 mobile units to continue their support.

Locally, Watzek commented favorably upon quick response to a public appeal for whole blood. He urged prospective donors to make appointments and to get the habit of planning ahead.

Oregon Ship led the parade of blood donors to fill the increased quotas for blood plasma made necessary by the campaigns in Europe and the Philippines in January by donating 1088 pints of blood. Vancouver was second with a total of 842 pints donated at the Portland and Vancouver centers, while Swan Island was third with 348 pints.

Oregon Ship's record is due to an intensified drive aiming at 2000 pints in the first ten weeks of the year. January's results indicate the yard will exceed its goal.

At Vancouver, the January figure at the Vancouver center increased 62 pints over December's record breaking total. Vancouver has been engaged in a steady campaign for blood donors for the past three months under the direction of Chief Clerks and Bob McCoy, yard program director.

Donors from all three yards may secure transportation after shift from the yard to the center and back, Red Cross officials point out.

Take It Back, All Youse Guys Oregon Ain't Wettest

(OREGON SHIP) — After last week's copious rainfall, when many saturated workers thought that a chunk of the Pacific ocean had been temporarily misplaced, conversation again blossomed out with the often-repeated statement, "Oregon is the wettest of all the 48 states," and arguments between natives and out-of-staters became heated over the damp subject. To settle such arguments

Mexican Shipfitter To Teach Spanish



CARLOS GONZALEZ

(OREGON SHIP)—From the land of "musicians and poets where the climate is always ideal," Carlos Gonzalez came to Oregon Ship recently for two reasons—"to help build ships and to help Northwesters to a better understanding of the people of Mexico," his native country.

Black-haired Gonzalez, speaking perfect English which he credited to two years spent at Northwestern university, related adventures in Houston, Texas, where for more than a year he was teacher of Spanish and a labor-coordinator in the shipyards.

"But I wasn't building ships," he declared, "and I wanted more than anything to have some active part in helping to win the war." He arranged to transfer his working activities to Oregon Ship and is now a swing shift shipfitter.

With a license to teach in Mexico and 12 years' experience teaching in both countries, Gonzalez said he planned to teach Northwesters "enough Spanish so that after the war they can speak with Mexicans either when making a trip or when conducting business relations."

He plans to hold classes in his apartment from 8 a. m. to 2 p. m. Under his tutelage, he declared, "anyone can learn enough in a six-weeks course for general use." With him is his wife, also working at OSC, whom he is teaching to speak English.

Ex-Kaiser Workers Get Seabees Leave

Two former Kaiser company employes have returned to the United States for overseas leaves after serving for 23 months in the South Pacific as members of the 55th naval construction battalion which built naval installations and air facilities in Australia, New Guinea and the Schouten islands.

They are: Theodore W. Schwab, 22, carpenter's mate, 3/c, who, before entering the service was employed by Oregon Shipbuilding corporation, and Oscar Korhonen, 24, shipfitter, 3/c, of Rt. 1, Brush Prairie, Wash., formerly with the Vancouver shipyard.

and to restore to honor the much-maligned "weather in Oregon", the government weather bureau, a non-prejudiced group located in the Customs House, was consulted for figures bearing on precipitation.

"In the first place," bureau officials stated, "Portland's rainfall and that for the rest of the state are two totally different things. Oregon is not a wet state at all, if the entire state is considered."

Extremes Shown

Where Portland has an average precipitation of 41.62 inches a year, southeastern Oregon is lucky to get its quota of 7.52, figures showed. On the other hand, the wettest spot in Oregon is not Portland, but Valsetz, where in 1937, 168.88 inches flooded the town.

"Portland has a very moderate rainfall," bureau officials disclosed. "Last year, a really dry season, the annual count was 27.12 inches, considerably less than the average for Oklahoma City, 31.15 inches."

Southerners who comment vehemently on "this Oregon weather" are reminded by statistics that cities along the Texas and Louisiana coastlines are frequently a little wetter than damp. Averages for four large cities show Galveston, Tex., with 44.77 inches; Houston, Tex., 47.05 inches; New Orleans a soaking 57 inches, and that inland

Nashville, Tenn., absorbs a 47.28 inches.

That life could be a lot wetter than it is at Oregon Ship was revealed in the recorded precipitation of the "wettest place on earth", Cherrapunji, India, where in the wettest year ever recorded, a total of 520 inches fell, mostly in three month's time. Portland's wettest year was 67.24 inches in 1882.

Baguio Really Wet

Most astounding amount of water ever to fall from heavy skies in a 24-hour period is that recorded at Baguio, Philippine Islands, in the locality where American soldiers were recently engaged in a battle. In 24 hours, 45.99 inches of rain fell in solid sheets of water at a rate of almost two inches an hour. During the "heavy" downpour at Oregon Ship last week considerably less than 2 inches fell in 24 hours. And Portland's heaviest rain ever recorded for a similar period was only 7.66 inches in December, 1882.

However, the secret of the seeming prominence played by rain in Portland's weather is revealed in the number of days a year it rains here. With almost exactly the same annual rainfall as New York City, Portland gets its rain in small and constant dribbles.

In Portland it rains an average of 153 days out of every year, or nearly every other day.



It wasn't raining hard enough for little Texas-born Kathleen Scarborough, Bosn's Whistle secretary, to prove her argument that "it rains ten times as often and ten times as hard up here as it does in Texas." Though she set out to establish her claim with bucket and ruler, clouds proved too slow and she had called on the aid of a water-hose when caught by the photographer.

KNOW YOUR MERCHANT FLEET

(No. 5 of a series describing 30 different types of merchant ships)



C1-M-AVI (steel hull)—Designed for general cargo purposes. Length, 338'8". Beam, 50'. Draft (loaded), 21'. Cruising radius, 10,600 miles. Net tonnage, 2,400. Deadweight, 5,010.* Horsepower, 1,700. Propulsion, Diesel.

B7-A1 (concrete hull)—Concrete hull constructed barge type. Length (over-all), 366'4". Beam, 54'. Draft (loaded), 26'3". Net tonnage, 4,721. Dead-weight tonnage, 5,803. Propulsion, none.

N3-S-A1—Coastal type for general cargo. Length, 258'9". Beam, 42'1". Draft (loaded), 17'10". Cruising radius, 4,500 miles.* Net tonnage, 990.* Dead-weight tonnage, 2,905. Horsepower, 1,300. Propulsion, reciprocating steam.

V4-M-A1—Diesel ocean-going tug. Length (over-all), 194'4". Beam, 37'6". Draft (loaded), 17'. Net tonnage, 251. Dead-weight tonnage, 786. Shaft horsepower, 2,250. Propulsion, Diesel.

V2-ME-A1—Diesel-powered tug for general towing purposes. Length (over-all), 100'. Beam, 25'. Draft (loaded), 9'7". Net tonnage, 135. Dead-weight tonnage, 100.* Shaft horsepower, 1,000. Propulsion, Diesel.



Any Cigarettes Today? Here, from the inside looking out, is the magic spot where all eyes turn at shift change to see if "the card is up". When the sign is in the window of the candy stand, workers "roll their own" or puff corncobs. When the sign is down, the seven workers who man the tiny shop in front of the gate chalk up an estimated 20,000 sales, mainly at shift-change during a 24-hour period. Next to cigarettes, biggest demand, they say, is for gloves and fruit. The two women shown are, Ann Harmeier, left, and Maude Hallauer. With cigarette racks at right conspicuously empty, customer Larry Hobbs, personnel counselor, is presumably after cough drops.

THAR'S GOLD UP THAR Idaho's Praises Sung

(OREGON SHIP)—There's more gold in northern Idaho than ever came out of the Klondike—Idaho City just hasn't had the same publicity as the Yukon had, declares pint-sized Mina Stowell, graveyard laborer, who has discovered two mines there herself and plans to work them after the war. "I've seen gold pans work out as high as \$25 up in those mountains," she said, "although normal panning is a gold and silver claim once owned by a lone prospector. After his death the mine was lost until the couple discovered it. The other is a molybdenum mine.



MINA STOWELL

With four children and 20 grandchildren, "all Irish" like herself, Mrs. Stowell says she feels like anything but the traditional grandmother. She declares that she is looking forward to donning hip-boots and wading the mountain streams of Idaho for trout or climbing the mountains with a 30-30 calibre rifle after deer.

"One year I won the Idaho state award for the largest buck," she related, "and I figure I can pan gold-dust as well as any man."

But like a true Irishwoman, Mrs. Stowell's interest is not all in mining and hunting. She likes music, says she would rather dance "a good old Irish jig than eat."



Are They Done Declaring that in spite of appearances, she is not testing flap-jacks on a griddle in the Gadget shop, Beatrice Hatfield, duplicator, explains that she is merely stamping numbers on small pieces of steel for ready identification. "In the first place," she said, "you don't have to test my pancakes with a hammer . . ."

Machinist's Blood Utilized Rapidly



H. R. MUERKLE

(OREGON SHIP)—On his second trip to the Red Cross blood center recently, H. R. Muerkle, machinist, was surprised to hear that his blood donation was to be flown to the Philippine Islands as whole blood, and would be in the veins of some wounded soldier within approximately 48 hours.

"I couldn't figure out what was the matter at first," Muerkle said, "when they took me to one side. I know that I had Type 'O' blood, but didn't know the army was using any whole blood."

Numerous other Oregon Ship workers, also with Type "O" or universal type, blood, have helped in recent donations to swell the supply of whole blood now being sent overseas for instant transfusion.

Approximately 40 per cent of the people have this type of blood, according to army statistics. It is the type which can be given to anyone without harmful consequences.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Saying that he is "halfway to the height of his ambition" in birthdays, guard Sergeant Charles Hunter declined to reveal his age last week when the guard force presented him with a pink birthday cake . . . Ed Bjorklund, shipwright foreman, said that his brother-in-law, formerly chief engineer on the Liberty "J. D. Ross," visited the yard recently . . . Hazel Miller, former OSC multithread operator, is another Oregon Shipper to join the armed forces. She enlisted in the marines February 6 . . . A. Goldhammer, 68-year-old warehouse worker on swing, brought pictures sent him by his son from the Marshall Islands, showing groups of natives. "Some style," he commented. Goldhammer has been as OSC three years and four months and missed only nine days . . . Eddie Jones on Bill Steed's crew, now on Way 4, tells of a number of his outfit that went to the blood bank, several of whom were galloneers . . . Ralph Gaither, former OSC messenger boy, is taking naval training at San Diego . . . on the sick list this week are two supervisors: Larry V. Worrell, Erection department, and E. McBain, welding . . . and two marriages were reported: George W. Humphrey, assistant superintendent, Rigging department, married Pat Mackay, also of the Rigging department. Dorothy Hallauer, Kardex, following recent wedding is honeymooning in South Dakota . . . graveyard welders report that Vivian Mundy is back at her welding after a brief trip east.

J. A. Scoonover Hit by Car, Killed

(OREGON SHIP)—The accidental death of J. A. Scoonover, known to scores of OSC Outfitting dock workers as "Whistling Rufus," was disclosed last Monday morning when Scoonover failed to report for work at his customary bench in the Electric shop.

Scoonover, a 65-year-old electrician, crippled by stiffness in one knee, earned his nickname by his light-hearted whistling. When first hired he was offered a job that did not require much standing, made a name for himself by replying, "I reckon that knee has never held me down and it's not going to now."

He was struck by a car while crossing the street on E. Broadway.

Assembly Workers Earn Dartmouth Sponsorship Honor

(OREGON SHIP)—Sparked by the unflagging efforts of nearly every worker, Assembly graveyard crews won the right to launch an Oregon Ship-built vessel for the third consecutive time during bond drives. They sponsored the S. S. Dartmouth Victory, launched yesterday. Selected as sponsor of the Dartmouth was Mrs. Hugo Hoyle, wife of a Bay 3 leadman whose crew was highest for the shift in Assembly bond sales during the Sixth War Loan drive. The Hoyles have a son who was taken prisoner on Bataan during early days of the war.

Chosen as Mrs. Hoyle's attendants were Mrs. George Thoming, wife of a graveyard foreman of Bay 7 and Bay 8, and Mrs. W. H. Patterson. Thoming's crew was second highest in bond sales. The Thomings have three sons in the armed forces.

ALUMINUM HEAD TO TALK

John Lang, president of the Dartmouth University Alumni association of Portland, and Ted Miller, assistant graveyard engineer in Assembly, were to be the speakers. Phyllis Leu was chosen as flower girl.

The Assembly foremen on graveyard, competing throughout the drive for highest bond sales among crews, were: L. Dahl, R. Rater, R. Volm, A. Mariman, F. Chapman, O. Arnett, M. Schroedl, G. Thoming, H. Weiland, M. Donnerberg, J. Plum, E. Ritter, L. Plum, B. Pickard, D. Beckley and L. Real.

Launching of the Dartmouth Vic-

tory marks the beginning of a new series of Victory ships named for colleges and universities throughout the country. The next in the series, the Colgate Victory, is slated for launching on February 20.

Brothers Take Varied Ways of Aiding War

(OREGON SHIP)—Two brothers who have given directly to the war effort, although in different ways, met last week at Oregon Ship when Joe Halter, OSC Assembly welder leadman, brought his brother Aldis, marine and veteran of three south Pacific campaigns, to the launching of the S.S. Twin Falls Victory.



Joe Halter

Joe Halter is an 11-time blood donor. Aldis Halter recently received the Purple Heart award for wounds received during the Saipan and Marshall Islands campaigns. Three other brothers, Herman, Paul and Otto are also in the service.



Harold T. Anderson



R. E. Dooley



C. S. Cooper

Steady This week's honor roll of presentees brings to 21 the number of workers who have come to the Bosn's Whistle office to tell of their long work records without time missed for 18 months or more. From left to right, they are, Harold T. Anderson, swing shipfitter, with a 36 months record; R. E. Dooley, Outfitting dock painter, no days lost since March, 1942, and C. S. "Johnny" Cooper, rigger crane operator, Assembly on swing, who marked off three perfect years of work attendance on January 18.



Defends Swing Shifters

Sir: As the swing shifters have been accused of being slackers in the matter of blood donations, I want to say a few words in their defense.

The day and graveyard shifts have the advantage of going directly from work to the donor center and thence to their homes for a good night's rest. Swing shift hours are such that it would make it necessary for swing shift donors to leave their homes some hours earlier, and after the operation, buck transportation back to work, then work in the cold and rain through an entire shift before any needed relaxation is obtainable.

To disprove the accusation, forms were distributed to the supervisors of the Erection department on the ways and over 250 swing shift workers signed up immediately. This proves their willingness to do their part.

Why not provide some means here at the yard so some thousands of swing shifters might aid in saving lives of soldiers on the battle field. — Ed Purchase, Erection office.

Ed: Says Bob Bateman, blood donor chairman, in answer, "The swing shift workers are in no way slackers. They have been outstanding in blood donations, inasmuch as the donor

center is not open when swing workers complete their shift. To aid swing workers in their desire to make blood donations, it has been the practice of the Red Cross Blood Donor center to furnish transportation to the center from a designated spot and back again at any time the center is open if there are 10 or more in the group.

In the past, numerous groups have taken advantage of this procedure, and it has been found to work satisfactorily. Any swing shift group desiring to donate blood by this method should contact the Oregon Ship blood donor center, Ext. 327, which is open on all shifts."

Income Tax Blues

Dear Sir: I would like to submit the following lines that seem to me the way a lot of people are going to feel pretty soon. I call it the "Income Tax Blues".

"Dear Uncle Sam, I meant to pay, but I ain't got enough today. I'll send a five so please forgive the rest the dues and let me live at home instead of in jail. And anyway I can't make tail or head out of the blank you sent—will you explain just what is meant?"

Oh dear, I know how bad I've been, but Uncle Sam, don't fence me in.—Charles Ross, scaler.

Former Shipfitter Receives Coveted Heroism Decoration



SEAMAN LIVINGSTON

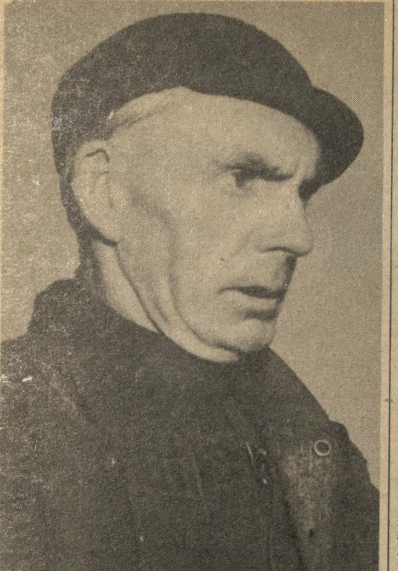
(OREGON SHIP)—A former Oregon Ship shipfitter, John C. Livingston, recently was awarded the coveted Navy and Marine Corps medal on recommendation of Admiral Chester W. Nimitz, commander-in-chief of the U. S. Pacific fleet, according to a U. S. Coast Guard announcement.

Livingston, seaman first class, received the award for heroism while serving on a fireboat combatting flames and explosions on a burning ship at Honolulu. He jumped over the side of his vessel into burning oil to free strainers and suction lines during the emergency, thus keeping his ship in action when it was vitally needed.

His citation, read at a ceremony before the entire ship's crew, read in part, "His calm and efficient deportment and his outstanding devotion to duty at grave risk to his life ... were in keeping with the highest traditions of the naval service."

Seaman Livingston enlisted in the service September 22, 1942.

'PANS' SONG WRITERS



DAN FARLEY

(OREGON SHIP)—America's popular song writers are characterized as a menace to world unity by Dan Farley, OSC Shell Erection welder, who says that the ballads this country is turning out today undoubtedly will convince the rest of the nations that "we are a bunch of screwballs."

"When you walk into a beer parlor and hear a juke box grinding out 'Fry Me, Cookie, With a Can of Lard' or 'One Meat Ball' it's enough to make any sane person 'blow his top,'" Farley declared. "And when you hear a high class singer like Lawrence Tibbett spouting out 'Accentuate the Positive' on the Hit Parade—that's really the payoff. And a couple of other lulus are 'Celery Stalks at Midnight' and 'Rum and Coke.'"

Farley longs for the "good old days" when you could hear a barber shop quartet singing "I Wonder Who's Kissing Her Now?" and "Down By the Old Mill Stream."

Farley has been working at Oregon Ship for the past three years. He says he likes his job and everything else would be fine and dandy—if it wasn't for the song writers.

INQUIRING REPORTER

QUESTION:

"What is the most valuable possession you own?"

Albert Carlson, laborer: "That would be my health. Definitely. Nothing I own is better than my health. How do I do it? For 30 years I've exercised every morning. I'm 58 years old now, feel like a youngster. I eat right. Sleep right. Drink two glasses of hot water every morning before breakfast and feel wonderful."

Bill "Montana" Gordon, bull gang leadman: "Hah! That's easy. A full pack of cigarettes. I've had plenty of trouble to get these, enough so that they mean more to me than anything I've got right now. Back in Montana I never thought I'd be a rustler but a fellow sure has to 'rustle' cigarettes. Of course not in the same sense as we used to think of rustlers."

W. T. Eakins, laborer: "My ability to work hard means a whole lot to me. Maybe I don't own a lot of things with any great value to 'em, but I have a few things that mean a great deal. There's my wife and my son in the service—though of course I don't own them. I guess outside of them, I'm gladdest I can work hard."

C. H. Landis, engineering designer: "No doubt about that—my tools and instruments. After the fire, when I had to get a complete new set, I realized how much those instruments meant to me. It was a good thing they were insured. I'm not sure just what it cost to replace them, but enough so that I appreciate them plenty."

Sally Ewell, expediting department: "In this weather? My raincoat. It's just a water-repellent trench coat, nothing flashy or outstanding about it but I don't know what I'd do without it. Just think what it would cost me if I got soaked to the skin and caught cold as I sure would without it. Why I could write a sonnet or something in honor of my raincoat."

Sally Lacey, ditto operator: "I don't have to think to answer that. I have four—FOUR—pairs of nylon hose. I bought them at the beginning of the war, before we knew there wouldn't be any more. And believe it or not I've been wearing them ever since. They wear just like iron and although they've been mended time and again, they still hold together."

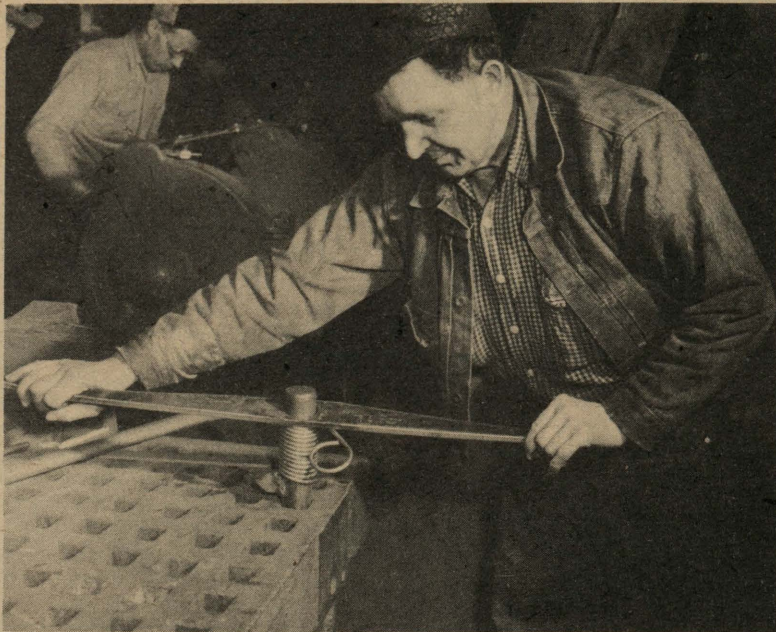
David Laine, laborer: "My house! I bought that house 24 years ago and it means a lot to me and my wife. It cost me a lot for up-keep and that makes it valuable two ways. I figure I've spent \$100 a year on the place. That makes \$2,400 since I bought it, but that's not so bad, since it's our own home. A fellow likes to keep his place up good."

BOSN'S WHISTLE

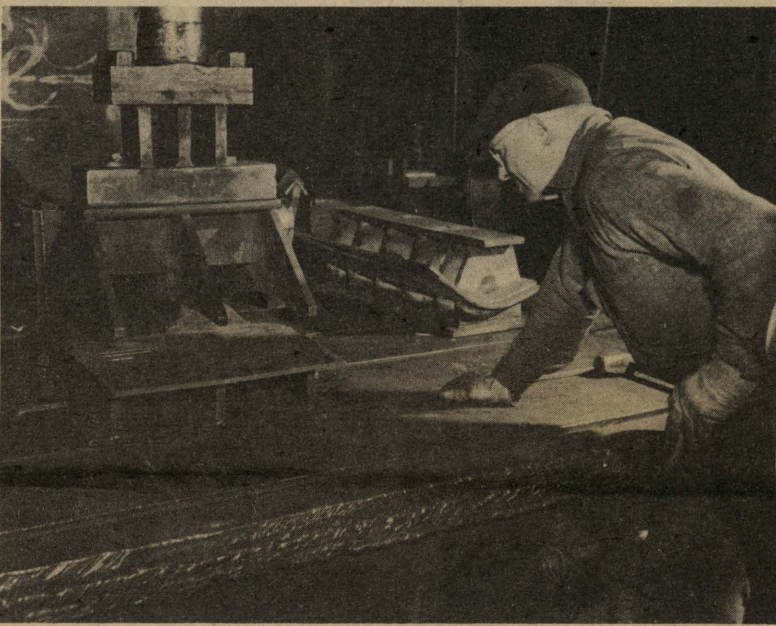
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2 Key Workmen Know All The Shipbuilding Angles

(OREGON SHIP) — "What is an anglesmith? Well — he's a smith who makes angles," explained Oregon Ship's only two day shift anglesmiths with considerable logic. "But," they add, "you could also call us curve-smiths. In addition to the thousand and one angles on small pieces of steel we make for the Victory ships, we also make curved shapes for various vessel parts."



Showing how metal rings are made "the easy way" is Joe Vanauden-haegen, anglesmith. Using two gadgets he devised, he winds the heavy wire in a spiral and snips off each ring of the coil to form the many curtain rings needed in outfitting Victory ships.



Russell Harrison, anglesmith, lifts the heavy three-bladed press from a "beaver-tail" he has fashioned. Anglesmiths make many varieties of small parts for ships, both curved and angled.

located in the Gadget shop behind the Plate shop, are Joe Vanauden-haegen and Russell Harrison, each with more than 35 years of experience in shaping iron and steel. Tools for their work range from small "gadgets" they have devised to large presses capable of bending half-inch round bars of cold steel. Angle job of which Vanauden-haegen is most proud is a spring-steel clip similar in size and shape to a broom-holder, but capable of supporting heavy tools.

JOB ON ORDER

"One day," he said, "the boss brought one in, said 'Joe, can you make that?' and I answered 'Sure.'"

Inventing his own dies, he devised a method of crimping the steel strips without breaking them. "I've made 700," he said, "only broke one." The secret, he pointed out, was in two tiny rollers that permit the strips to slide while being bent.

One of the heaviest pieces handled by Harrison is a "beaver-tail" shaped exactly as the name indicates with a curve in the end of the "tail." The piece is a buckler plate, one foot seven inches by two feet eight inches.

Before coming to Oregon Ship, Harrison was a blacksmith specializing in shoeing race horses and claims to have shod many a horse for the famed Tia Juana track. Vanauden-haegen began metal work when 11 years old in his native Belgium.

SOME SMILE



ORPHA LAMÉN

(OREGON SHIP)—Bob Bateman, Bosn's Whistle glamor scout, gave the nod this week to Orpha Lamén, chief clerk in the Cardex department, and acclaimed her "pin-up girl" of the week. Miss Lamén has been employed at OSC for more than two years.

SCALER DOUBLES FOR MINISTER



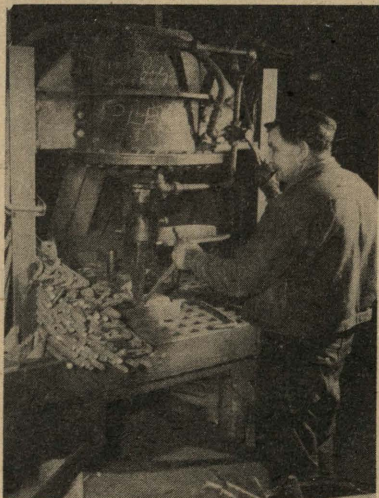
CHARLES ROSS

(OREGON SHIP)—On week days Charlie Ross scales the steel sides of vessels at Oregon Ship, on Sunday he says he "scales sins from the hearts" of his parishioners at Vanport City where he serves as the Reverend Charles Ross, minister of the Vanport Baptist church.

In addition to preaching the gospel, Ross writes words and music to songs, some cheerful, but mostly "plain old low-down blues," about troubles that affect him and the people around him.

"I like to sing my songs," Ross said. "Makes me feel better." His latest composition is written about a current event of "considerable interest," the "Income Tax Blues."

Formerly a minister in Alexandria, Louisiana, Ross plans to stay in Portland as long as "people like my songs and my preaching and there is work to do."



A few of the angles made by Oregon Ship's anglesmiths are shown above. Guard and hand rails and giant staples are the most numerous single items produced by the odd shaped presses and dies.

Recruiting Resumes For Women Marines

Enlistment to the marine corps women's reserve has been resumed, according to Maj. Norris E. Line-weaver, marine recruiter for Oregon and southern Washington. Eligible women between 20 and 36 years of age may write him, 208 New U.S. Courthouse, Portland, for information.

As the organization's second anniversary approaches, February 13, women marines are at work from coast to coast. Now they are taking their job to new places, with announcement that the first contingent arrived in Pearl Harbor less than a month ago—the vanguard of more than a thousand to be assigned there.

WELDING SERGEANT

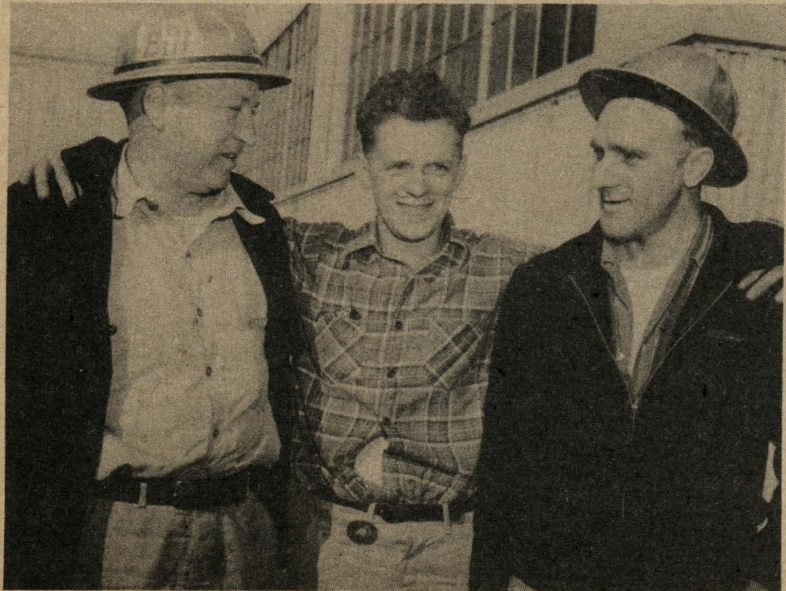


SGT. TECH. GRAY

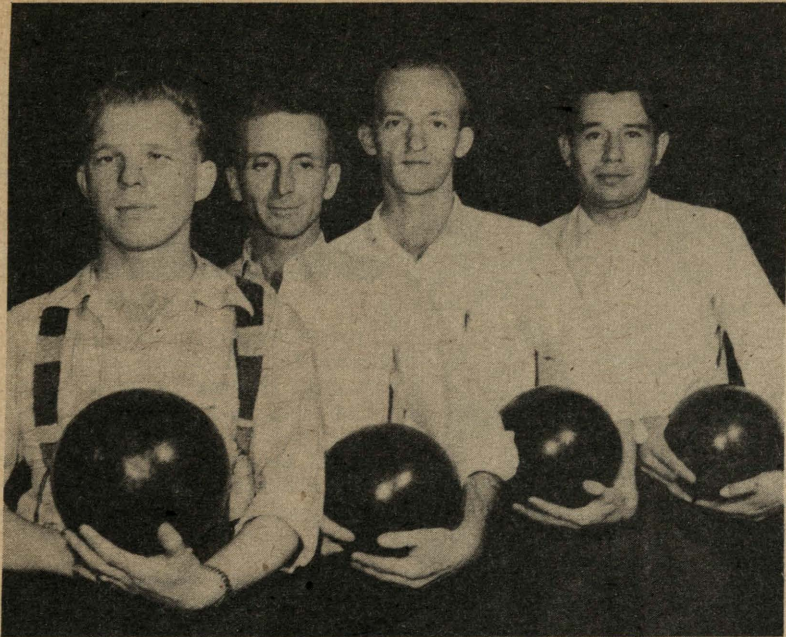
(OREGON SHIP)—Time out for a cigarette from his duties as ace welder with the army air force engineers in Italy is taken by Sgt. Tech. Carson E. Gray. Gray learned to weld at Oregon Ship, since joining the army has welded on hundreds of different types of equipment for his battalion, according to an army press release.



League Leaders Of Swan Island's tanker bowling league is this five-man "crew" from the Burners. They now hold a slim one-game lead over Engineers. From left, Clarence Gertz, Fred Epeneter, Allen Foster, Edwin Nelson and Keith Wallace. (Swan Island photo)



Friendly Rivals Standing between his Oregon Ship "foes" on the morning after his team took two games from the rival Welders is Carl Donaldson, Sub Assembly, wearing the unmistakable smile of a victor. On the left is Bill Vielman, right, "Van" Van Donsel, both Welder team members.



Whitewash Leaders This Welders-Ways bowling team is in 12th place in Swan Island's 16-team league, but they were good enough last week to make a clean sweep of their three-game series with the league-leading Painters-Dock. From left, Bill Smith, Bert Dowden, Frank Schmidling and Gilbert Pepper.

Upsets Jolt 3 Swan Leaders

SWAN 16-TEAM LEAGUE							
	W.	L.	Pct.		W.	L.	Pct.
Painters-Dock	40	20	.667	Electricians	32	28	.534
Sheet Metal	39	21	.650	Painters-Yard	31	29	.517
Pipefitters	36	24	.600	Trial Crew	29	31	.483
Main Machine Shop	34	26	.567	Outfitting	23	37	.383
Plate Shop	34	26	.567	Welders-Ways	23	37	.383
Chippers-Dock	34	26	.567	Welders-General	22	38	.367
Welders-Dock	34	26	.567	Machinist-Dock	19	41	.317
Clerical	32	28	.534	Shipfitters	18	42	.300

(SWAN ISLAND)—Upsets were the big news in Swan Island's 16-team bowling league last week, the top three teams each receiving a whitewashing. Welders-Ways, in 12th place, trimmed the first-place Painters-Dock five. Twelfth-place Outfitting took all three from third-place Pipefitters and second-place Sheet Metal dropped all three to fourth-place Welders-Dock.

Only eight games separate the top nine teams with 30 games left on the schedule.

A rejuvenated five from the welders on the ways that has won 11 of its last 15 games won honors for the second straight week in one department, high team single game, 1023. They also took series honors with 2845.

Frank Schmidling, Welders-Ways captain, rolled a 224 single game that gave him individual honors and his 543 series was second best for the week. Honors in the latter department went to Fred Spears, Plate Shop captain, with a 565. Included in his series was a 208 single game. Howard Merrill, Outfitting, had a 207 single and 534 series. D. Milliron, Painters-Dock, also had a 534 series. Andy Sokolich, Pipefitters, rolled the only other score over 200 by notching out a fancy 203.

	W.	L.	Pct.
Burners	12	6	.667
Engineers	11	7	.611
Erection-Sharks	9	9	.500
Tank Test	9	9	.500
Erection-Scorpions	8	10	.444
Chippers	5	13	.278

TANKER LEAGUE

Suffering a two-game defeat from Erection-Sharks, the Burners' lead in Swan Island's tanker bowling league was cut to one game last week as second-place Engineers rolled high single game and series

Scorpions Win 2, Keep Casaba Lead

	W.	L.	Pct.
Scorpions	5	1	.834
Globetrotters	4	1	.800
Pipe Shop	1	4	.200
Crane Operators	0	4	.000

(SWAN ISLAND)—Playing two games and winning both, Scorpions went into a half-game lead in Swan Island's departmental basketball league race over the Globetrotters last week at the Swan gym.

The league leaders notched their fourth win of the season by trouncing Crane Operators, 44 to 26. Dave Disney paced the Scorpion scoring with 14 counters.

The Globetrotters retained their championship hopes with an easy 53-31 victory over Pipe Shop. Rosoff led the winners attack with 12 points.

Scorpions gained their fifth victory in a hard fought contest with a bolstered Pipe Shop team, 39 to 32. The game was closer than the score indicates with only two points separating the teams with three minutes left to play. Leonard Moore paced the league leaders with 16 points.

to win two games from Tank Test. Last-place Chippers finally came out of their doldrums to win their first series of the second half by taking two of three from Erection-Scorpions.

The Engineers rolled a 986 single game and a 2862 series for weekly honors. High individual game was recorded by Roane of the Sharks, with a 212. He was followed closely by Wallace, Burners, with a 211. High series honors went to Lamb, Erection-Sharks, who put together scores of 206-197-200 for a fancy 603 score.

WOMEN'S LEAGUE

	W.	L.	Pct.
Gremlins	10	5	.666
Toilers	10	5	.666
Bachelor Girls	10	5	.666
Welders-Wildcats	9	6	.600
Scorpionettes	4	11	.267
Sparkies	2	13	.134

Swan Island's women's bowling league ended in a three-way leadership tie after last week's play. The Toilers notched their sixth straight win by whitewashing Welder-Wildcats. Bachelor Girls trimmed the previously league-leading Gremlins while the Scorpionettes were winning two from cellar-dwelling Sparkies.

Jo Huston led the Bachelor Girls to high team game and series with scores of 184 and 487 that were good enough for individual weekly honors. Her team rolled a 799 single and 2252 series.

SUB ASSEMBLY 5 DOUBLES HONORS IN OSC CIRCUIT

OREGON SHIP LEAGUE

	W.	L.	Pct.
Pre-erection	50	16	.758
Chippers No. 1	43	23	.652
Welders	42	24	.636
Gun Shop	36	30	.545
Shipfitters	36	30	.545
Sub Assembly	33	33	.500
Chippers No. 2	16	50	.242
Gadget Shop	12	54	.182

(OREGON SHIP)—Crashing into the spotlight Wednesday night, February 7, was Sub Assembly, sixth-place holders in the league but now in the running for prize money. Hotter than dive-bombers, "Sub" keglars rolled up 1006 for high individual game and third place in that class for this season. Their series, sparked by Stromberg's 216 and Donaldson's 209, also took third place in high team series with a 2825.

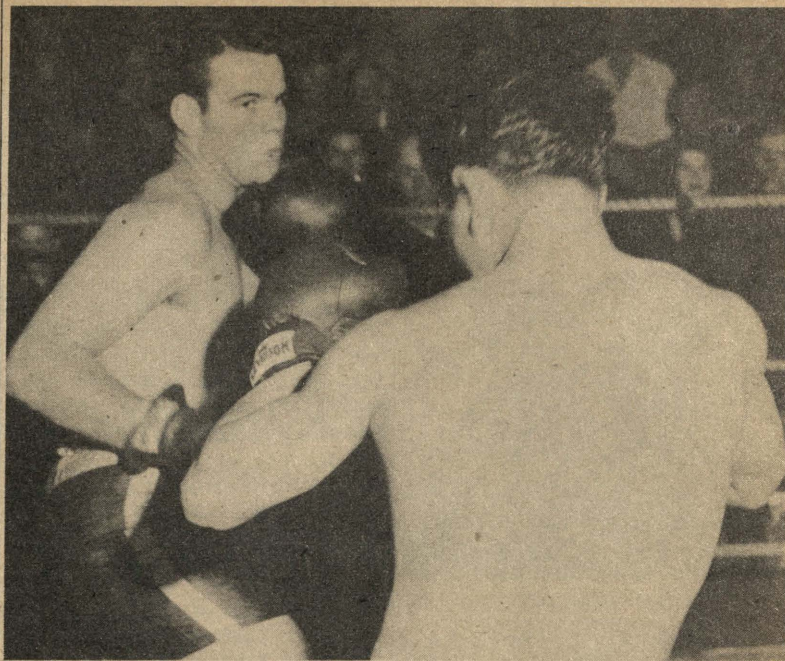
In the neck-and-neck race between Welders and Chippers No. 1, the Chippers won undisputed possession of second spot by taking two games from Gadget Shop while the Welders could snare only one match from Sub Assembly.

Gun Shop, tied with Shipfitters last week and formerly in fifth place, forged ahead of the Fitters by grabbing two games from Chippers No. 2. Top man for the two quintets was Ham, Chippers No. 2, who chalked up a 192 in the last game.

With top teams of the league spaced only a few games apart, it is still a wide-open race for final prize awards, and competition is slated to become steadily warmer during the few remaining weeks of play, according to challenges tossed around the alleys last week. Scores: Pre-erection, 750, 752, 689—2191; Shipfitters, 681, 704, 731—2116; Welders, 828, 878, 771—2477; Sub Assembly, 950, 860, 1006—2825; Chippers No. 1, 810, 834, 931—2625; Gadget Shop, 852, 839, 752—2443; Chippers No. 2, 780, 803, 834—2417; Gun Shop, 816, 832, 795—2443.

DATE FOR TUESDAYS

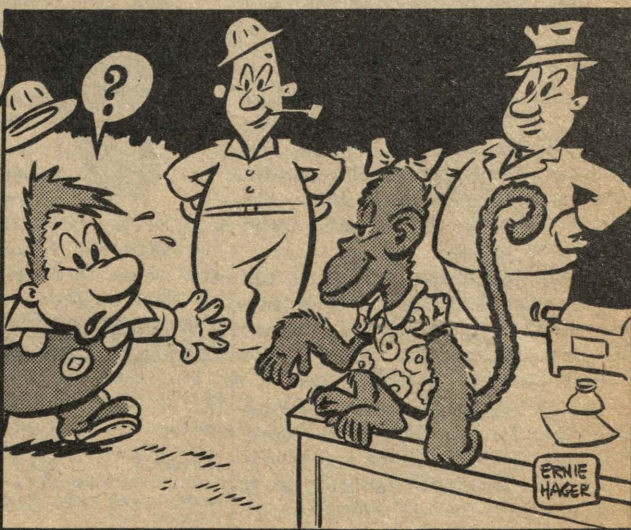
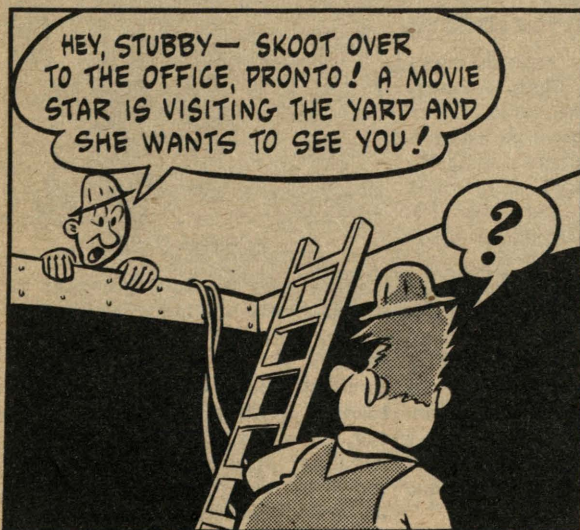
(OREGON SHIP)—The boxing matches at Oregon Ship dormitory held two weeks ago were so well received that boxing cards will be scheduled every Tuesday night at 8 o'clock. Both men and women are invited.



Main Eventers This bit of ring action between Tommy Ernest (left), Vancouver lightweight, and Max Jasper of the Vanport sheriff's office occurred recently at the boxing shows held each Tuesday night in the Oregon Ship gym. Ernest lost the decision but may get a rematch.

Stubby Bilgebottom

By Ernie Hager



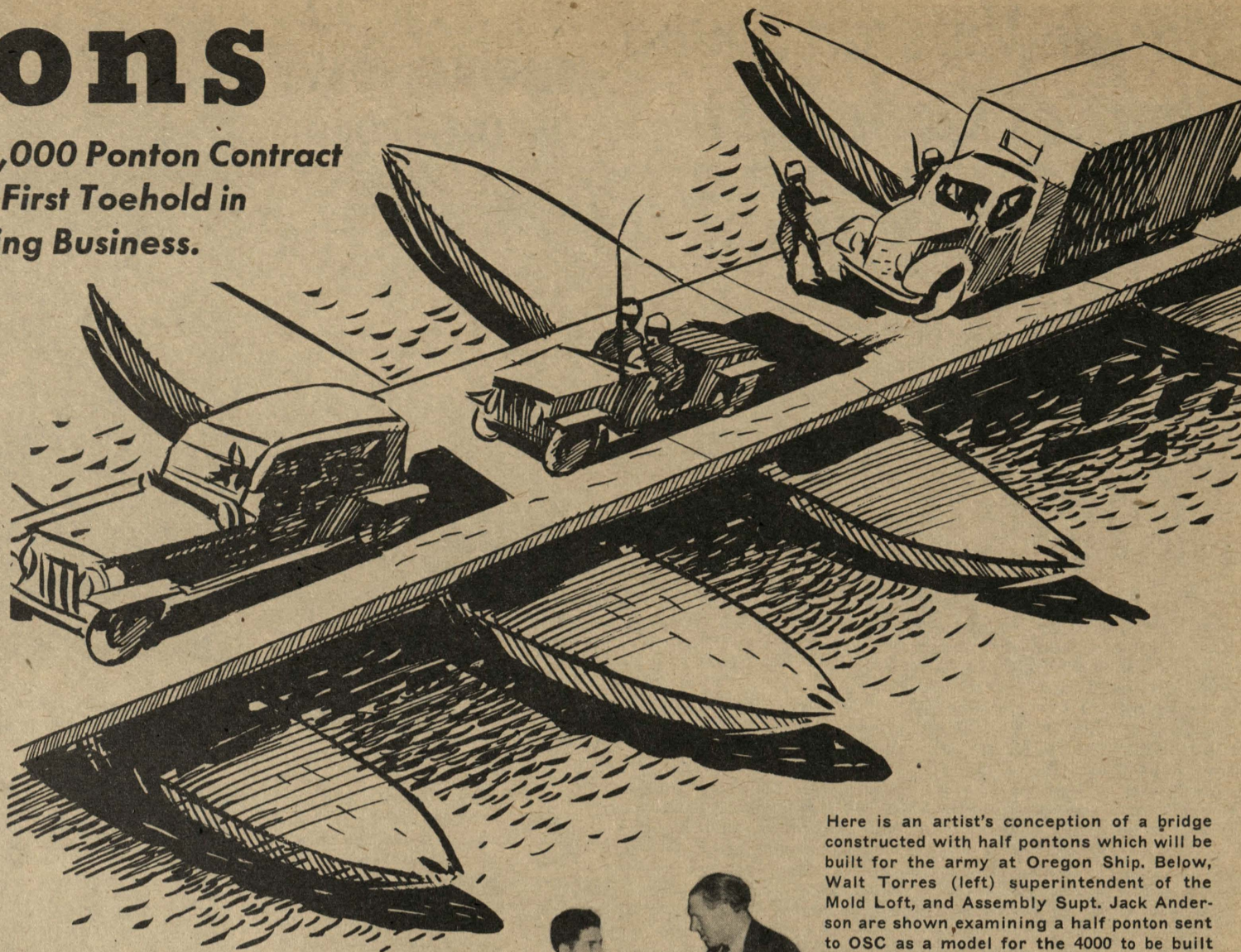
Pontons

Oregon Ship's \$12,000,000 Ponton Contract Will Give That Yard it's First Toehold in the Aluminum Fabricating Business.

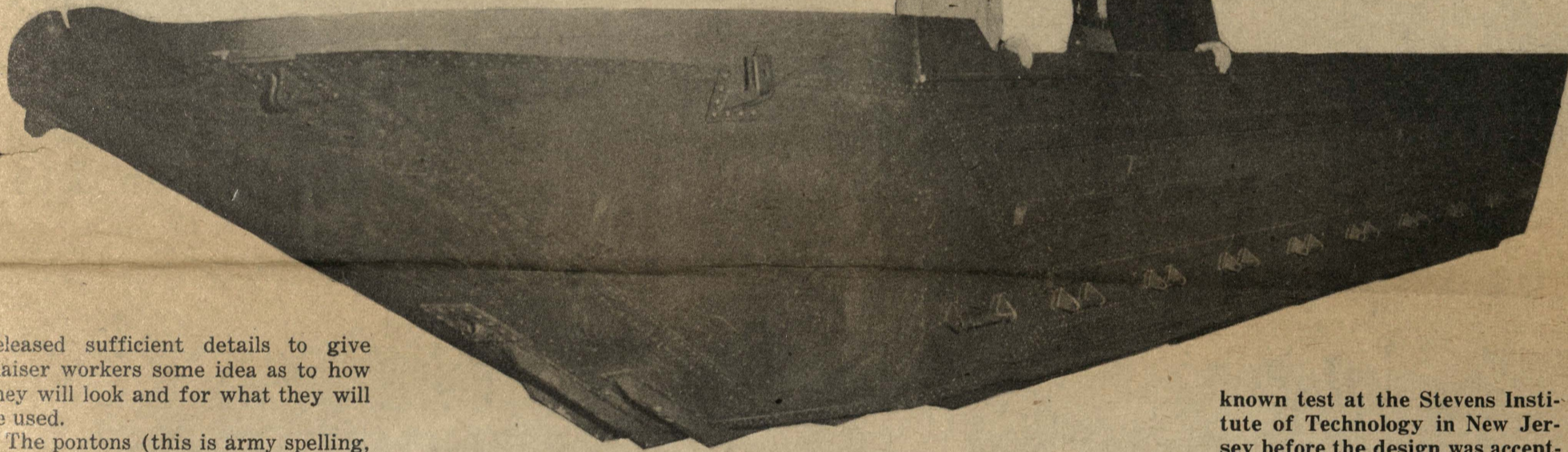
THE first week of March will see Oregon Ship's workers enter the aluminum fabricating business. Already a 200-foot addition to two bays in the Assembly building are nearing completion and last week the first material for ponton construction, a carload of aluminum, arrived at the yard. A shear machine, a punch press and rolls have been installed in the Plate shop.

OSC workers, who set world records for the construction of Liberty ships, Victory ships and AP-5s, have always felt that they could build anything if given the chance. This is their big opportunity. The army as previously announced, has a contract with the yard for 4000 aluminum half-pontons. Total cost of the pontons will be \$12,000,000.

Because the pontons are of a somewhat new type involving special designs and construction features there has been considerable secrecy about them. This week, however, the army



Here is an artist's conception of a bridge constructed with half-pontons which will be built for the army at Oregon Ship. Below, Walt Torres (left) superintendent of the Mold Loft, and Assembly Supt. Jack Anderson are shown examining a half ponton sent to OSC as a model for the 4000 to be built in the yard.



released sufficient details to give Kaiser workers some idea as to how they will look and for what they will be used.

The pontons (this is army spelling, the dictionary gives pontoons as equally correct) will make it possible to bridge waterways at the rate of approximately 120 feet an hour or less, a heretofore unprecedented speed. During service tests 201 feet of bridge was actually constructed in two hours and 12 minutes.

PONTON FACTS

Here are some of the highlights of of the army release:

Each of the half pontons will weigh 1750 pounds and when two of them are hooked together, stern to stern, they form a bridge ponton 60 feet long

and approximately 6 feet 11 inches wide.

The half ponton is 29 feet 7 1/2 inches in length. The overall depth is three feet, four and one-half inches.

Twenty men can carry a half ponton. There are handles on each side for this purpose.

When used to transport supplies, each ponton has a capacity of 50 tons.

In recent tests of pontons made on a river it requires 63 trucks to transport the pontons and equipment to the site of the bridge and 40 trucks to transport the personnel.

The ponton was designed by Sparkman-Stevens, naval architects and designers of New York City. It was subjected to every

known test at the Stevens Institute of Technology in New Jersey before the design was accepted by army engineers.

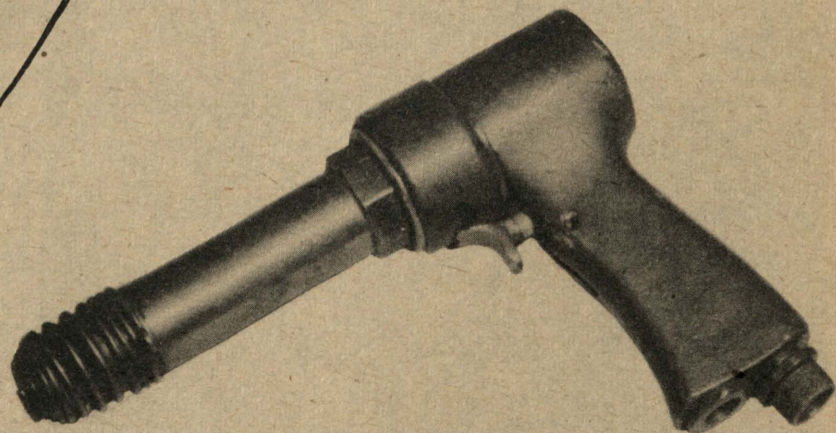
Albert Bauer, OSC general manager, said he was greatly pleased that Oregon Ship had been selected to provide this vital war implement for the army.

"I know our workers will do as fine a job building these pontons as they are doing in transport and cargo ship production," Bauer declared. "These pontons will play a leading role in future invasions by our troops. It is a big job and one that we are glad to be able to do."

The army schedule calls for delivery of 200 half-pontons by the end of next month. Peak production is expected to be reached in mid-summer.



Easy To Carry The all-aluminum pontons are designed to be easily transported from place to place. There are 10 handles on each side of a half ponton so that 20 men can carry it. The half-pontons weigh 1750 pounds. When hooked stem to stem they form a bridge ponton 60 feet long.



Rivet Gun Operating on the same principal as a jack-hammer, the rivet gun pictured above will play a major role in construction of 4000 aluminum half-pontons for the army. After a rivet is placed in a hole, the spring nose of the gun, powered by electricity, flattens it. Hundreds of rivet guns will be operating soon in two Assembly bays at OSC which have been converted for manufacturing pontons.

Marine Veteran Found Liberties Came Fast

(OREGON SHIP)—A Marine corporal who went through many major battles in the South Pacific on OSC-built Attack Transports and Victory Ships paid a glowing tribute to these vessels and the men and women who built them when he delivered the principal address last Friday at the launching of the S.S. Paducah Victory. The speaker was Corporal Lawrence E. Albritton, whose wife christened the ship. They both are former residents of Paducah, Ky., the city for which the vessel was named.

"My purpose this afternoon," Corporal Albritton declared, "is not to tell of my particular exploits in the South Pacific, for I realize only too well that most of you have sons, sweethearts, husbands and brothers in the armed services and probably many of them on fighting fronts this very minute."

SHIPS IN HARBOR

"I think I can safely say that my opinion is representative of thousands of those on the fighting fronts today. I think it was back in the spring of 1944 that we first heard about Victory Ships out there in the South Pacific. Before that the brief news dispatches we received would state something like this: '19 Liberty ships launched last weekend.' Honestly, we didn't believe it except when they would drag us out to unload one of the doggone things. There in the harbor sat all 19 of them and when we had unloaded

one of those ships we realized that we hadn't been playing around with blocks. There was plenty of tonnage there.

"A fellow really begins to appreciate your efforts in building ships in unprecendented time when he sees the fresh vegetables, the fruits and fresh meats these ships carry.

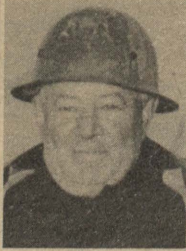
"You see, we discount the rivets and girders and the actual man-hours necessary to build a ship, because we are thinking more of the value it actually brings us—and deep inside we know that's exactly what you are thinking when you put in an eight-hour day and many of you even more here at the shipyards.

"The men responsible for the great record your ships so proudly carry are seldom praised enough. Their sacrifices have often far exceeded their normal duties. These are the men who have courageously gone through Jap submarine lanes, torpedoings and attacks from the sky and have always asked for more. They are the men of the United States Merchant Marine."

'BULL-GANG' MAN REMEMBERS DAYS ON 'OPEN ROAD'

(OREGON SHIP)—One-time honored member of the "Knights of the Golden West" and dubbed affectionately by his gang as "the largest man ever to knock on a Montana back-door" is Fred Brown, member of the "bull-gang", laborers handling heavy steel.

"I weigh about 240 pounds," Brown said. "I haven't followed the open road for 30 years and I'm quite a lot heavier now than I was then." He chanted names of cities with a nostalgic air: Erie, Cleveland, Baltimore, Kansas City. All were cities where



Fred Brown he stopped while on his "grand tour." "How I came to take to the road was like this," Brown said. "When I was a boy I worked in a Montana restaurant and some of the worthy Knights would stop at the back door. I listened to the stories they told and first thing I knew I was following them.

"I met some of the finest and some of the meanest men in the world," he added. "From one man I learned a simple rule I've never forgotten. Don't take anything that doesn't belong to you and live up to the best that's in you."

Brown was married four months after he came to Portland in 1915, will celebrate his 30th wedding anniversary next September. In those 30 years he said he never has had a desire to go back to riding the rods.



With true feminine spirit the sprightly girls shown above pitch into the yard's spring housecleaning. In high good spirits, Leola Moore, welder's helper, hands up a length of decrepit welding lead that she had spotted to Eleanor Grenfell, burner. Bill Bucy, guard, looks on with much approval.



Mrs. Stella Dailey, left, teaches her daughter Alma Jean, right, the principles of good housecleaning methods although the "laboratory" is the un-homelike spot in the far corner of the Storage yard. In the center is Mrs. Ella Nissen. All three are sweepers helping to give the yard its annual over-all cleaning.



South Sea Orchids Marion Pollard, clerk in the office of Harry Steele, head of the chief clerks department, is shown with a lei she received from the South Pacific. The orchids were a present from Lieut. R. J. Nelson who is serving aboard an American airplane carrier.

JAP SNIPER'S RIFLE



MRS. NELL CONLEY

(OREGON SHIP)—Showing considerable more belligerence than she possesses, Mrs. Nell Conley, Assembly crane operator, displays a Japanese sniper's rifle sent her by her husband, naval pharmacist's mate, now stationed somewhere in the Pacific combat zone. Label attached to the battered gun stock declares that "this sniper specialized in pharmacists and pharmacists mates," is a specialist no longer.

KAISER WORKERS READY FOR OATH OF CITIZENSHIP

(OREGON SHIP)—More than 1,000 new persons will become United States citizens next Thursday, February 22, at 8 p. m. at the public auditorium. Many of those who will pledge allegiance to the American flag are workers at the three Portland area Kaiser yards.

Among the new citizens, nearly every country in the world will be represented, according to Mrs. Mabel Summercamp, treasurer of the Portland Americanization Council, which is sponsoring the citizenship program.

Dignitaries present will include Governor Earl Snell, Mayor Earl Riley and other state and city representatives. A musical program will be part of the event. The pro-



Davies Paints Another Not the artist, but the proud recipient of the second picture of an OSC-built vessel painted by William Davies, is Tom Monks shown above with the water-color painting of an AP-5. Davies, a shipfitter, gave his first vessel picture of an AP-3 to G. G. "Scotty" Wright, Erection superintendent. Monks is supervisor of specialty shipfitters.

GOSH, WE'RE CLEAN! OSC Yard Tidied Up

(OREGON SHIP)—Last week Oregon Ship workers beat most Portland housewives to the punch by staging a four-day housecleaning of the yard before spring had begun. Like housewives, workers were out to make a thorough job of it, but there were certain outstanding points of difference—no homemaker is expected to be seen crawling out from under the house foundations with a forgotten light cord.

"Gosh, are we clean!" declared Chet Kinman, Facilities superintendent in charge of the operations, after making a yard tour Saturday afternoon. "Not that we were so dirty before—like a well-kept house, we try to stay clean all the time, but there are a lot of corners that collect odds and ends of rubbish."

Under Kinman's supervision, each department was in charge of its own territory with labor crews directed by Harry Dyhrman, labor superintendent, assisting wherever necessary.

VALUED ITEMS SALVAGED

All small scrap and sweepings were taken by truck to the east end of the Outfitting dock and given a routine sorting. Scrap metal, waste paper, rope and pieces of cable were taken to the Salvage department for reclamation or disposal. Scrap lumber, except totally unusable

pieces, was taken to the Carpenter shop, according to G. C. Malin, Salvage superintendent.

Adding to the general atmosphere of soap and brooms, were the mechanical yard sweepers and the magnet, kept running through the yard for the entire housecleaning period.

Painters also were called on for retouching spots that had become shabby, Kinman said.

"It was just a regular old-fashioned housecleaning like we've had every spring," he added, "and now we're all set until the next time."

Boy Scouts Active

(VANPORT)—Boy Scout Troop 365, with a membership of 28, meets at 7:30 o'clock each Wednesday evening in the Intermediate school auditorium. The troop is sponsored by the Catholic church in Vanport, and has three active patrols.

CARD OF THANKS

I wish to express my thanks and appreciation to my boat gang for their generous gifts given me while I was in the hospital with an injury. Mrs. Elva Barnett.