

DEBATE CONTINUES ON NIGHT SHOPPING

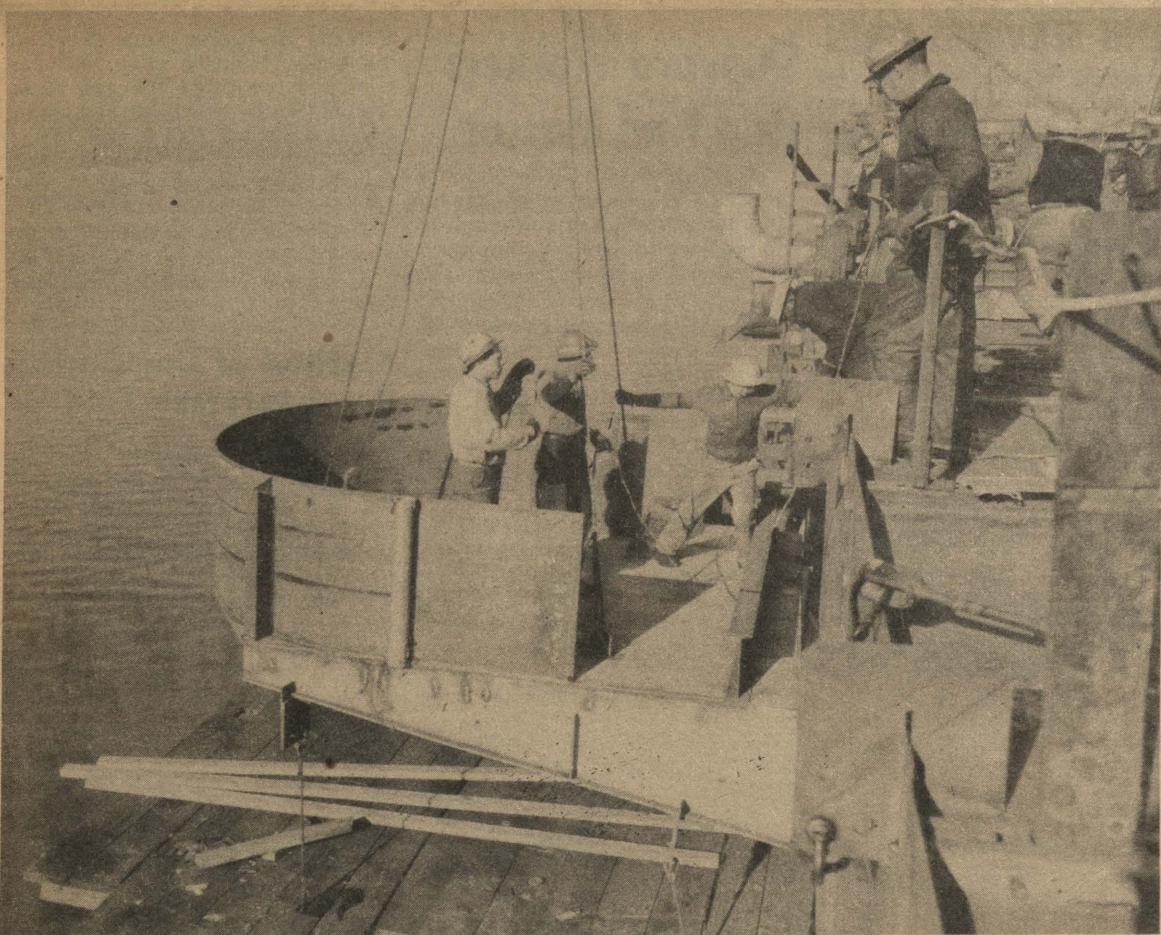
—Story, Page 4



She's Impressed Mrs. Carmel Snow, editor-in-chief of Harper's Bazaar chats with Welder Florence Berry in the Assembly building during a tour of the Vancouver yard. The fashion authority advised women to be feminine after work. (Vancouver Photo)



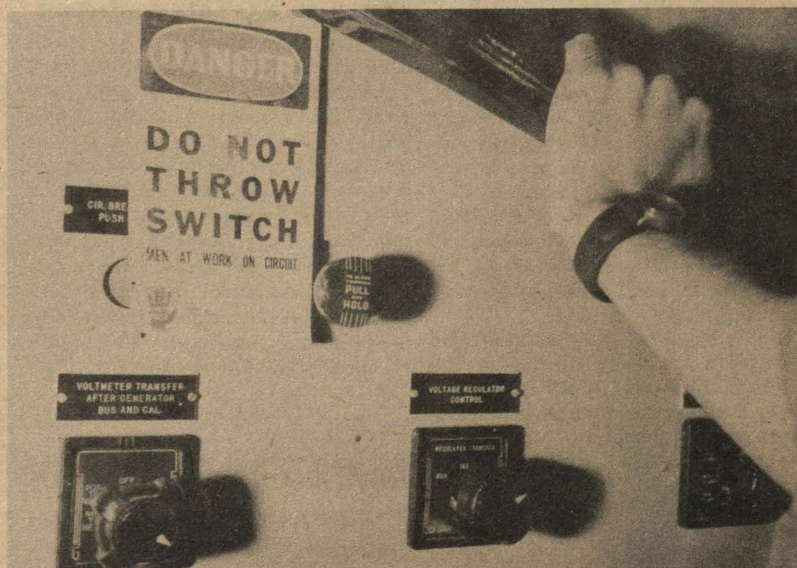
Night Shopping Hope still exists for establishment of one-night-a-week shopping until 8 p. m. in Vancouver, according to Carl Kilgore, Personnel director. Above are pictured shipyard workers of Oregonship and Swan Island taking advantage of the successful one-night-a-week shopping plan adopted by the St. Johns merchants. Story on Page 4.



Fast 'Bucket' Hangers These fellows have a hobby of setting records. Their latest is hanging all the gun turrets on the U.S.S. Tanakis Bay in a little more than two hours. The mark was made possible through close cooperation of riggers, shipwright and shipfitters, shown above employing a new technique.



Head General Stores These four men head the important Materials department with main headquarters at General Stores. Left to right, they are: N. J. Foster, assistant superintendent; T. O. Nyhus, assistant superintendent; John M. Macleay, superintendent; and H. L. Hiatt, assistant superintendent. See story page 5.



"Hot" Switchboards! These innocent looking boards bearing the warning "do not throw the switch" can mean instant death to the electrical workers on the ships, warned Jack Crane, electrical superintendent. The 15 "hot" boards are on Berths 4, 5 and 6, and several times employees at the other end of the cables have received shocks when the levers have been thrown. Luckily, no serious accident has as yet occurred.

PORTLAND PLANS FOR POSTWAR JOBS

—Story, Page 7

Kaiser Worker Recruiters Active Scour Country for Men

In search of 9500 good men and true, the three Kaiser yards have 25 recruiters scouring the middlewest and southwest, to say nothing of Washington, D. C., for men to work in the Portland yards. These 9500 men are required to bring the employed personnel of the Portland maritime yards up to the ceiling of 99,500 authorized by the War Manpower Commission, according to L. P. Randall, personnel manager of the three yards.

While the recruiters are looking for men for local plants, they also are endeavoring to find 5700 men for the Richmond, Calif., yards of Permanente Metals corporation and Kaiser Cargo, Inc.

Old Man Draft and the farms are drawing heavily upon shipyard manpower, and replacements will be needed.

Recruiters under the direction of Bert Inch, manager of labor recruitment for the seven shipyards, now are working in Illinois, Minnesota, North Dakota, South Dakota, Iowa, Missouri, Arkansas, Oklahoma, Texas, Colorado, Montana, Kansas, New Mexico, Utah and neighboring states, and two men have just been assigned to Washington, D. C.

They take only men who have been certified to them by the United States employment offices in those areas. At present, no women are being recruited for jobs in the Portland yards, and new recruits are advised to leave their families behind until they can arrange definite housing here, Randall said.

The greatest manpower need in the Portland yards now is for 400 electricians, 1500 electrician-helpers, 300 sheet metal workers, 300 sheet metal helpers, 600 welder trainees, and 200 chippers.

When this total of 3300 is filled, a happy balance will be reached and the recruiters will be asked to send out other men for other crafts, bringing the entire manpower force up to ceilings authorized. Present ceilings are: Swan Island, 29,000; Vancouver, 36,500; and Oregonship, 34,500.

Oregonship has the greatest need for electricians and helpers, while Swan Island needs chippers. The electricians are needed for the Victory ships, which require 50,000 manhours of electrical installation compared with 5500 hours for the Liberty ships. The transports will demand even more electrical manhours.

During the first 15 days of March, recruiters were just getting nicely started in their work. About 225 new recruits had arrived, but the arrivals were increasing daily.

Worker Will Employ Disabled Veterans

(VANCOUVER)—Post-war planner extraordinary is Charles W. Call, day shift welder on the Outfitting dock. Proprietor of a chicken ranch in southern Oregon, Call plans to enlarge his business after the war to enable him to handle from 40,000 to 60,000 chickens, and he will use only disabled veterans as helpers in the venture.

Veteran of World War I, Call knows something of the disillusionment in store for the returning soldiers and with his savings from his employment here, hopes to provide work for many of them.

Realizing what low markets and high feed can do to profits in the chicken business, Call plans to grow most of his own feed and is having plans drawn for his own refrigeration system, which will enable him to hold the birds, killed in prime condition, until the market is right for sale.

HUNDRED PERCENTERS

(VANCOUVER)—The tool room department on the Outfitting dock has given 100 per cent support to the Red Cross, according to C. Thomas, foreman of tool rooms.

Reporting for their groups were: Leadmen F. Taylor, A. Buckman, K. Blodgett, O. Banks, H. Dorgan, M. McDonald, F. Toothaker, and G. Thompson.



Searching for Shipbuilders L. P. (Les) Randall, personnel manager of the three Kaiser yards, points out on a wall map the locations of his recruiting staff. Charles (Chick) Johnson, in charge of the detail work in the recruiting office at Swan Island, looks on from the left.

Pneumonia Cases In Yard Found Normal

(RICHMOND)—Physicians of the Permanente Foundation hospital at Oakland, Calif., have made a special study of pneumonia victims from the Kaiser yards to determine whether the rate of the disease is high in any particular occupational group. An analysis of the cases of 864 Richmond employees who had pneumonia between September, 1942 and September, 1943 showed that the number stricken in any group was in direct proportion to the number employed. For example, slightly more than 10 per cent of the 15,500 welders had pneumonia. Ten per cent of the 4900 laborers contracted the illness.

FIGURES NORMAL

The study showed further that there was no more tendency toward pneumonia among newly arrived workers than among those who had been at the yard for some time.

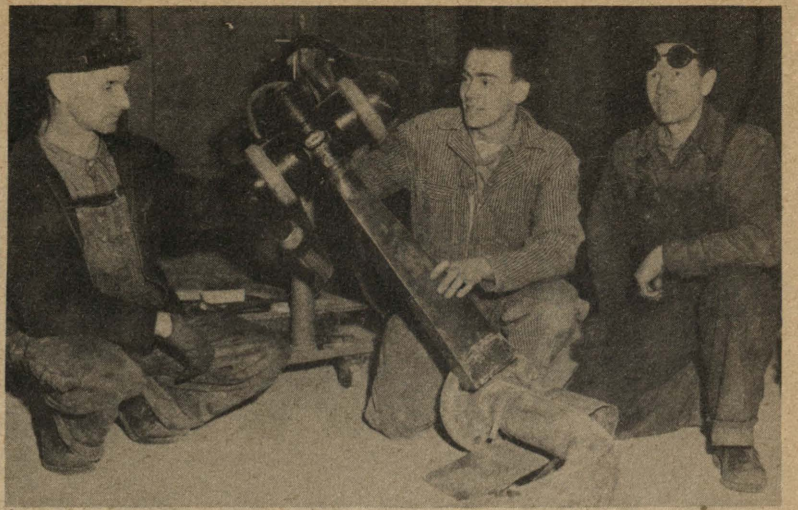
Among the 85,200 Richmond shipyard workers, there were 9.5 cases of pneumonia for each 1,000 workers, and doctors said this also was the average for all the population of the San Francisco Bay area during the same period. The study showed that of the 864 pneumonia cases treated, 8.2 per cent died. This figure is considered normal for any unselected group.

SIMILAR EXPERIENCE HERE

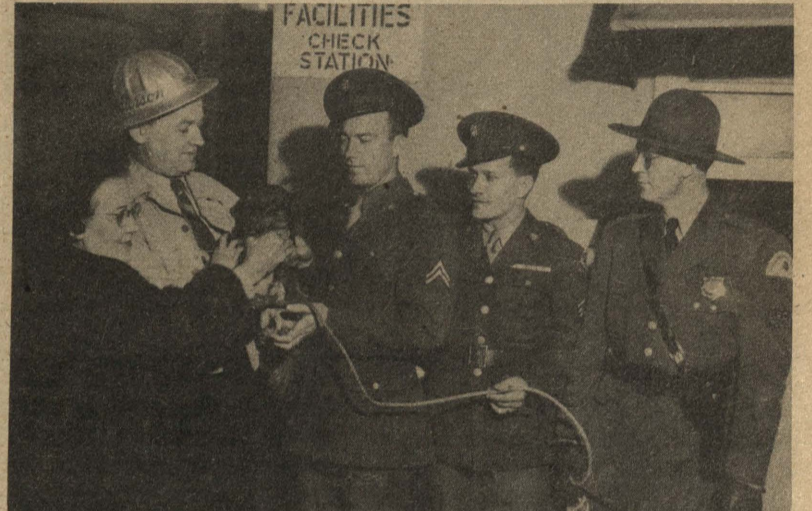
No similar statistics are available at the Kaiser Vancouver yard, Oregon Ship or Swan Island. However, Dr. Forrest E. Reike, three-yard medical director, said that an analysis of records showed an experience similar to that of Richmond. "Local shipyard workers, whatever their type of work may rest assured that with ordinary care to avoid exposure to weather and fatigue, they need not expect any more or any different pneumonia than other groups in the region," he said.

MINIATURE PLATE SHOP

(SWAN ISLAND)—Outfitting dock employees describe a new establishment in the Outfitting building as a miniature Plate shop. Bays are being arranged for shipbuilding, assembly and burning of plates. The plan is expected to increase production and provide better working conditions for employees who formerly labored in what they called the "gadget shop."



Pipe Gets X-Ray The X-ray machine, operated here by Russell Kurtz, representative of Industrial X-Ray Engineers, (center) is used for inspection of pre-fabricated, high pressure steam lines on Victory ships. Watching are day shift Acetylene Welders C. R. Hoffine, (left) and Claude Smith. All pipe subjected to high pressure is acetylene welded by Leadman Charles McGuire's crew. (Oregon Ship Photo)



'Two Bits' Comes Home Through the efforts of Oregon Ship workers and a St. Johns merchant, "Two Bits," mascot for a troop transport, was returned to his masters. Mrs. W. D. Bee of St. Johns and "Andy" Anderson, swing shift timechecker who had adopted the animal, present him to Corporal Les Neighbors and Sergeant L. J. Louvire, who are attached to the ship. Lieutenant G. A. Oakes, official of the guard force, looks on. (Oregon Ship Photo)

MENU SERVINGS GAIN

Popularity of the home service menus has resulted in an increase in servings, Oregon Ship and Swan Island child service centers, which dispense the ready-to-eat suppers to shipyard workers, noted this week. For the week starting March 27, menus—and one or all of which may be obtained by notifying and pre-paying the center two days in advance—follow:

Monday—Italian spaghetti; lemon Jello with grapefruit, orange and apple.

Tuesday—Baked ham with Creole lima beans; cinnamon rolls.

Wednesday—Swiss steak with brown gravy; apple turnover.

Thursday—Baked stuffed pork chops; graham nut bread.

Friday—Spanish beef with rice; prune and peach upside-down cake.

Saturday—Boston baked beans; cabbage and carrot salad; Boston brown bread.

Both the Swan Island and Oregon Ship centers have invited workers and their families, as well as the general public, to open house Sunday, March 26, between 2 and 5 p.m.

Shipyard Workers Help Find Mascot

(OREGON SHIP)—The plaintive question, "Where, or where has my little dog gone?" was answered for two soldiers by Oregon Ship workers and a St. Johns resident this week.

The dog, a mongrel named "Two Bits," is mascot for a troop transport ship which recently evacuated wounded Americans from two South Pacific battle areas. He turned up missing after the vessel had docked on the river near the O.S.C. yard.

Two soldiers—Corporal Les Neighbors and Sergeant L. J. Louvire—related the misfortune to Mrs. W. D. Bee, St. Johns restaurant owner, who inserted a notice of the dog's disappearance in a local newspaper.

Field Clerk Gladys Bjornstad and

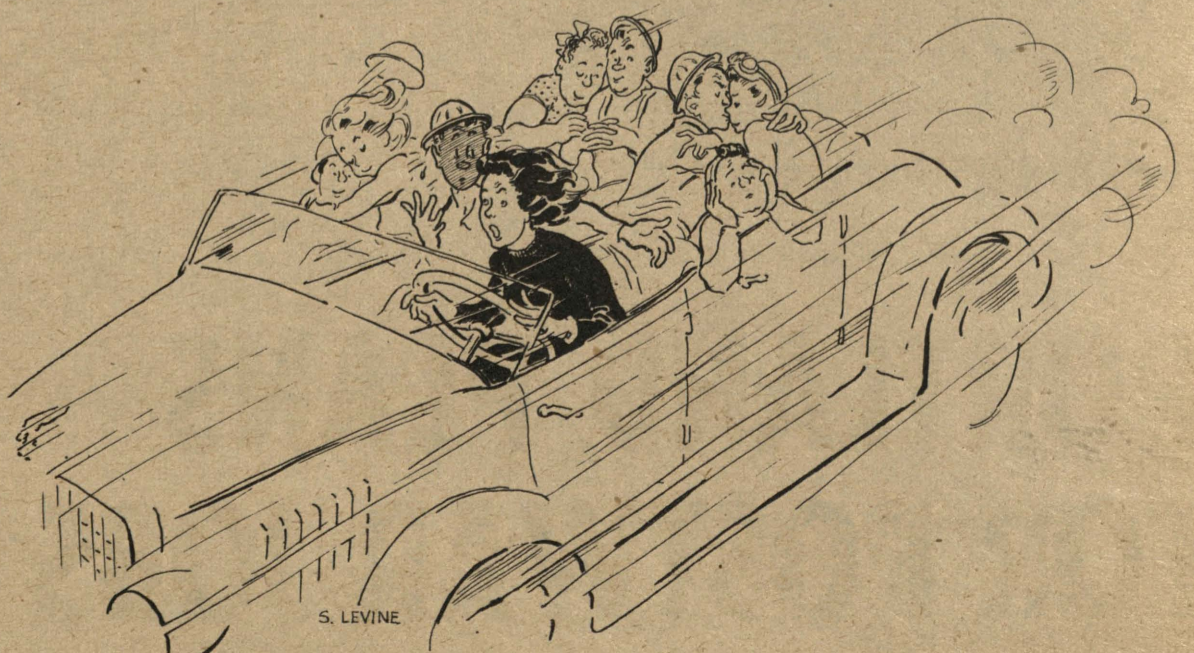
Material Expediter Tom Caton of the Boiler Erection shop read the item and identified the animal as the one which had been playing in the shop the day before. Mrs. Bjornstad discovered that the dog had been taken home by "Andy" Anderson, swing shift timechecker.

Anderson was notified and returned "Two Bits" to the guard office, where the soldiers reclaimed him.

Method of Computing Bond Interest Told

The date used to compute the interest and determine the redemption value of a war bond is the first day of the month during which payment is completed. So say Kaiser Shipyard War Bond department heads.

Stamped on each bond issued by the yards is the date of the payroll week when it was paid for. This is done to keep the worker informed of his payroll deduction status.



"... there's such a thing as carrying this 'Share the Ride' campaign too far!"

RIGGER HANDS HAVE WORD FOR IT

Riggers, who direct physical movement of material from the time it arrives by train to the final completion of hulls, have a language all their own. The use of hands for long distance talking between rigger and crane operator has become almost as standardized as any other language.

Certain riggers on each crew can give signals to any crane operator. The waving of hands and pointing of fingers is not, as one might guess in watching the operation, an individualized attempt to convey an idea.

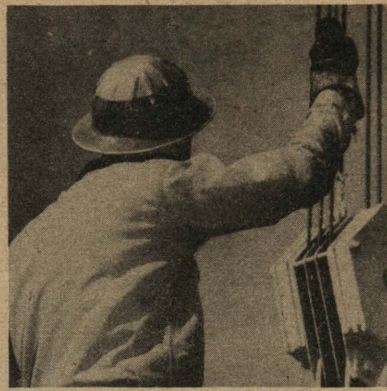
Each movement has its meaning, as partially illustrated on this page. Once a rigger learns his signals, he can "talk" to any operator anywhere, for the language is as much a part of general rigging knowledge as weights, knots and pulleys.



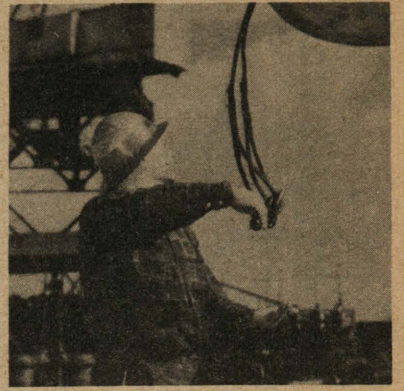
Boom Up Rigger Marvin Bragee, Vancouver, isn't trying to hitch a ride to heaven. He's signalling the crane operator to raise the boom.



Boom Down Thumbs down doesn't mean the rigger has it in for the crane operator. Leadman Rigger D. S. Attebery wants the boom down.



Hoist! Carl Going, Oregon leadman, rigger signals the operator that the load, or the boom, is ready to go up. Certain riggers on each crew may give signals.



Lower As the load nears the ground, Vancouver Rigger Marvin Bragee signals the operator to lower the load—but gently.

TRANSPORTATION HEADS EXPLAIN NEW GAS RULES

The recent OPA order extending the valid dates of "A" coupons need not affect shipyard workers holding "B" and "C" who are complying with all passenger-carrying requirements of the OPA. This is the joint statement of G. L. Simpson, assistant director of Housing and Transportation at Swan Island, Howard Young, assistant director of Housing and Transportation at Oregon Ship, and C. V. Patterson, traffic director at Vancouver.

The statement said:

"Gasoline ration cut effective March 22, 1944, in this area will affect only "A" ration books to the extent that the No. 11 stamps will have to last for a period of three months instead of two months as heretofore on No. 10 coupons, etc. The value of these stamps will remain at three gallons each. No. 12 coupons will, no doubt, be the same.

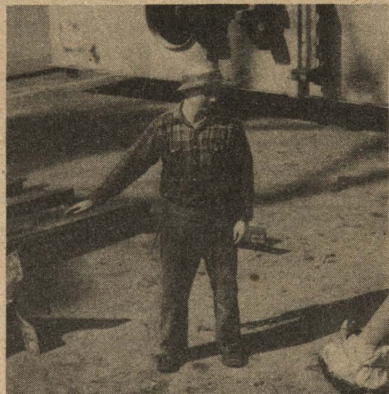
USE 60 MILES A MONTH

"Supplemental ration holders "B" and "C" books) having books issued previous to March 22 have had to use 60 miles a month out of their "A" books in conjunction with "B" or "C" books to get the total mileage necessary for occupational driving.

"Supplemental ration applications approved after March 22 will be granted their entire occupational mileage as approved and they will be issued "B" and "C" books to cover all of occupational mileage. All "A" coupons can be used for personal use, which will figure 120 miles per month. The cut comes to the "A" book holder only, who formerly has had 180 miles per month for personal driving.

WILL ISSUE NEW BOOK

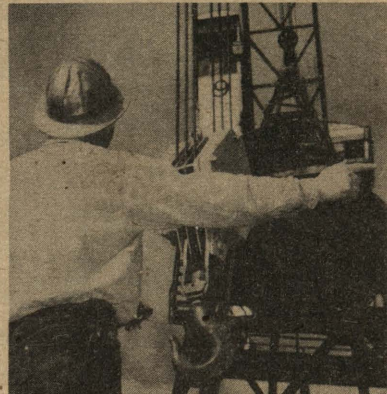
"Supplemental "B" or "C" books that were issued previous to March 22, will, naturally, be short 60 miles per month or approximately two miles per day for the period of valid



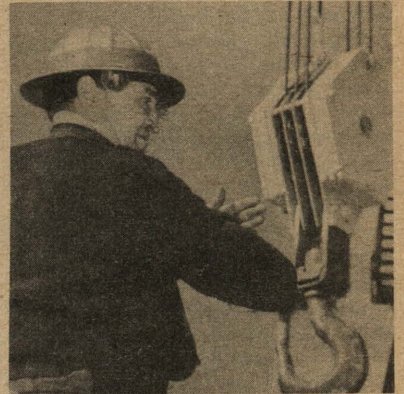
Stop Like an umpire calling a man safe on first, Vancouver Rigger Marvin Bragee tells the operator to stop. Both arms would mean an emergency stop!



Travel Rotating his hands and arms, Leadman Rigger D. S. Attebery of Vancouver signals the crane operator to keep moving, a part of riggers' sign language.



Swing It Oregon Ship Leadman Rigger Cecil Thrush points in the direction he wants the boom to be swung for the next pickup.



Take It Easy Lee Smith, O.S. C. rigger, draws a circle on his left hand with his right, (invisible here) to signal the operator.

South America Seen As 'New Frontier'

(OREGON SHIP)—An industrial boom in South America, which will provide jobs for thousands of men and women, including many now engaged in war work in this country, is predicted by Earl Hanson, investigator for Nelson Rockefeller, co-ordinator of Inter-American affairs. Hanson, who also is consultant to the army and navy on jungle rations, toured Oregon, Vancouver and Swan Island shipyards last week.

"South America will be the new frontier," Hanson, who spent several years as an explorer in the upper reaches of the Amazon river, declared. "I know South America as well as I do this country. Plans

dates on supplemental books from March 22.

"If supplemental ration book holders run short of gasoline because of this small cut in "A" coupons, they may apply early stating reason and will be issued a new book providing that a full complement of riders as provided by OPA regulations are being carried to and from work and that their operation of vehicle is conforming to OPA regulations."

are now being made for a tremendous industrial expansion program there."

He added: "There should be no apprehension on the part of workers who want to stay in this country after the war. There will be lots of work here but anyone who would like to see distant places won't have to worry about making a living."

During a swing around the country, Hanson is acting as special correspondent for The New Herald-Tribune.

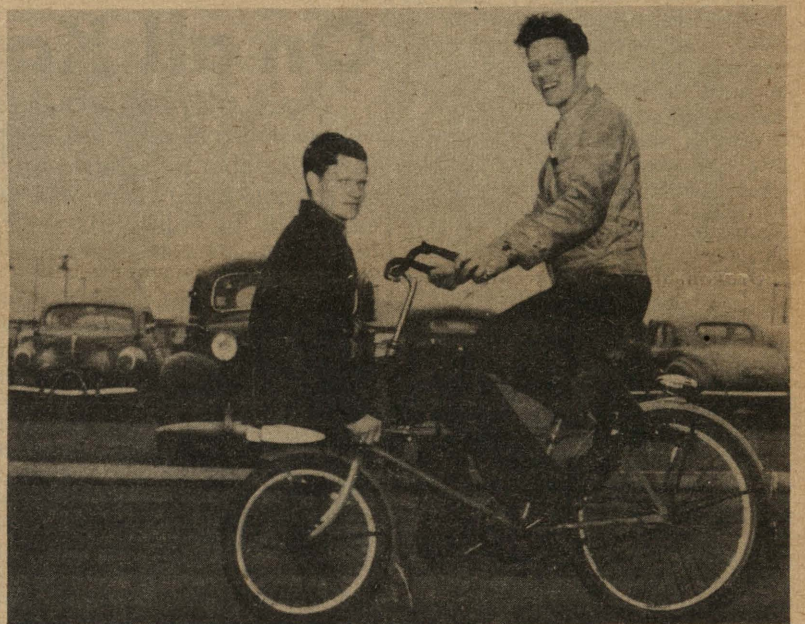
PSYCHIC KAISER ALLOCATES FUNDS

General Manager Edgar F. Kaiser has admitted that his psychic powers may be slightly under-developed, but he's doing the best he can. Kaiser received an envelope last month containing \$2.75. That was all—no letter of instructions or note of information. The general manager fingered the money and scratched his head. The envelope was mailed at Beaverton Feb. 26, at 2:30 p.m.

At last he arrived at the assumption that the money was intended for the Infantile Paralysis fund. He wants to advise the Beaverton contributor, just in case his mental telepathy failed to do the job, that the money has gone to a worthy cause.

Jewish War Workers Meet at Vanport

Jewish war workers, chiefly newcomers to this area, have formed an association to meet the third Sunday of each month at Vanport. The group includes workers from all three Kaiser yards. Meetings are open to all Jewish war workers and persons interested should contact Virginia Tweed, 11120 Meadows street, Apartment 9702, Vanport. Telephone UN 3745.



Shares Howard "Tink" Rice, left, and Richard "Pop-eye" Wienke believe in "share the ride" as well as "share the pedaling" on their bicycle built for two. The boys both lived at the barracks until Wienke, day shift welder, Outfitting dock, left this week to enter the Marines. Rice is welder on the Jigs, day shift. They are newcomers to Portland and bought this delivery bicycle, which they converted, in order to see the surrounding country. One sees it going and the other sees it coming while they pedal simultaneously. (Swan Island Photo)



Make the Colors Flags of all kinds and for all purposes are made in the Sail Loft. Wayne La Mar is shown working on one of the carriers which will leave the yard soon. (Vancouver Photo)



"Now Mr. Lasfogle, why don't you just go somewhere and forget all about chipping?"

Officials Study Plan For Late Store Hours

(VANCOUVER)—The Retail Clerks union here cannot comply with the retail merchants' suggested program of remaining open for business until 8 p. m. Friday nights, they stated in an announcement March 16, at a joint meeting of representatives of the Kaiser shipyards, Vancouver merchants and the union. "Information we have from our employees indicates that the 6 p. m. closing of stores is

a serious problem and we sincerely hope arrangements can be made for allowing stores to remain open one night a week," stated Carl Kilgore, yard Personnel manager when informed of the union's action. "We hope action on the problem will not be closed," he said.

"The trial period at St. Johns for workers of Oregon Ship and Swan Island," Kilgore said, "was very successful according to the consensus of merchants at the close of the first Friday night's business. The Peninsula branch of the United States National bank did half of a day's normal business in the three hours. All the other merchants contacted did from one-third to a half a day's volume in the extra time."

SURVEY HELD

Kilgore supervised a survey of absenteeism on day shift in response to numerous complaints from within the yard and at the suggestion of the merchants, and Retail Clerks union when they were notified of the condition. The survey was made among a representative number of workers on the day shift and indicated almost unanimously that employees had trouble in working a full week and getting necessary shopping done.

Survey results were presented to the Chamber of Commerce merchants' committee who subsequently made the open-until-8 recommendation to Vancouver merchants. A majority of the merchants voted approval, subject to union decision.

Although the merchants had offered time and a half pay for the overtime hours, members of the union stated that pay was not the objection.

UNION REPLY

The statement, made by Lynn Palmer, executive secretary of the union, reads:

"After thorough investigation by officials of the Retail Clerks union regarding possibilities of furthering the war effort by lengthening of shopping hours, we would like to state our findings and opinions. After checking absenteeism in the shipyard we find the highest percentage is on the graveyard shift when workers have the entire day to shop.

"We also found that shopping is a very minor problem compared to banking, legal, professional, rationing board and postoffice hours.

"The women are now working in the food industry, a 54-hour week and the men are working in most instances a 72-hour week and we believe it unfair to impose further hardships upon them unless we are satisfied shopping hours are caus-



Hat Bands Pictured above is Albert Stromeier and Levi Kimball working with bands for the hard hats worn in the yard. This is one of the activities of the new Sail Loft.

Excavation Expert On all Kaiser Works

(VANCOUVER)—Olaf Haugen, Superintendent of Excavation and a Kaiser employe for 28 years, has a reputation for being able to handle any problem dealing with excavation or the moving of dirt, but he likes to forget all about it occasionally to indulge in his favorite pastimes of wood carving, fishing and skiing. Big, quiet, and deliberate in his speech, Haugen exemplifies great energy directed by a strong will and a keen mind.



He has been with Kaiser since 1916 and was superintendent of excavation on all the big projects including Grand Coulee, Boulder, Bonneville and Shasta dams. It was at the Shasta project in California that a 10-mile conveying belt was constructed to

ing a real detriment to the war effort.

"There are many school youngsters working and they would be unable to carry extra hours along with their school work, forcing employers to add an extra shift which would be an impossibility because of the shortage of help as it is. When the Retail Clerks union is convinced that it is a necessity to lengthen store hours rather than as a matter of convenience, they will be willing to cooperate to the fullest."

move the gravel from the pit to the project. The belt was the answer to a problem which apparently had no solution other than one in which the cost element was prohibitive.

KILLS 12-FOOT SNAKE

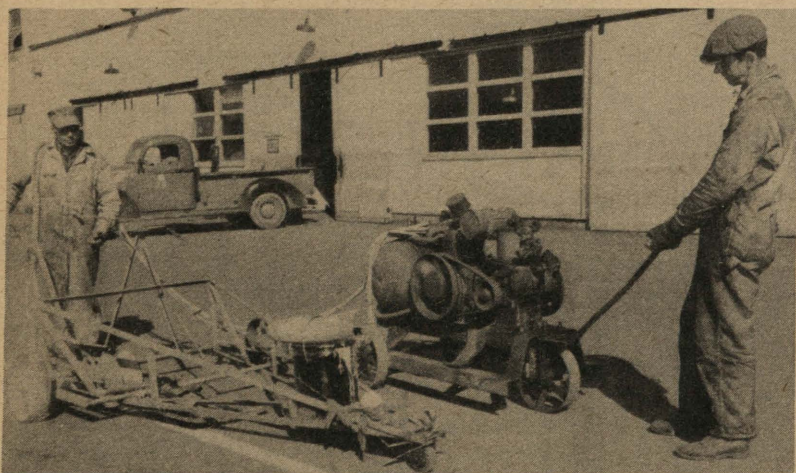
Another project which Haugen remembers vividly is the road Kaiser and another company built for the Cuban government The thoroughfare was 750 miles long, stretching from one end of the island at Santiago to Havana at the other end. Along with the unusual engineering angles of the job, Haugen recalls the time they killed a 12-foot gopher snake. He has a pair of shoes, a belt, and a billfold made from a portion of the skin.

Haugen was born in Trondheim, Norway where he learned cabinet making. He came to this country in 1906 when he was 22 years old. His wife is also a native of Norway. Their permanent home is in Everett, Wash., where his son and three daughters were reared and went to school. Haugen's son is a first lieutenant in the air corps, serving as a Thunderbolt pilot.

MOLD LOFT SOLVES PROBLEMS EARLY

(VANCOUVER)—"Mold Loft meets and solves a great many of the problems in new ship construction quite a while before most of the yard is even aware that there is another contract," so says Superintendent A. C. Barnett, who stresses that the loft cooperates closely with Hull Detail and the yard on erection problems in order to minimize the price costs.

As soon as the plans arrive at the loft they are broken down into sections as the yard will use them, and then laid out on the floor for the production of the templates or patterns from which the plates are made. The ships are constructed in exact detail as they arrive from the design agent. They are then investigated thoroughly, and proposals are submitted in conjunction with Hull Detail to facilitate yard handling.



60 Miles of Lines Since the start of the Vancouver yard this liner has traveled three times over every clearance line in the yard for a total of sixty miles. The men shown are Paul Bassett, operator, and Robert Niles, at the compressor. This machine works out of No. 1 Paint shop under the direction of Jeff Nelson, foreman. (Vancouver Photo)

The WORKER SPEAKS



More Tin Hats Wanted

Sir: Why is it that certain individuals get tin hats while others don't. It seems to me that the tin hat is the best one, and many of us would like to have them instead of these composition hats they give us. It looks like discrimination to me.—Fremont Spinoyi, electrician.

Ed: Fons Hughes of the Safety department, explains: Originally when hard hats were purchased, the order called for 25,000 tin hats and 7,000 fiber hats. The fiber hats were of MSA type, for electricians. After delivery of approximately 5,000 tin hats the metal priority curtailed manufacture. We finally had to purchase a hat actually not quite as satisfactory as the tin one but as the need was urgent immediate issue was necessary. However, the other hat does pass specifications for head protection. There has been no discrimination as to issue. There are numerous laborers, as well as superintendents, who have tin hats. We are primarily interested in protecting the well being of the employe and not in making him the best dressed shipyard worker.

Keep Public from Ships

Sir: We know the public is very much interested in all the ships we are turning out in order to aid in winning this war. It is only natural that friends of the workers in these yards want to see some of these ships go down the ways on their mission of war. I think their visit should stop with the launching of the ship. I have seen women and children aboard some of the ships under construction after the ceremony is over. This should be stopped. It is not safe. Keep the public out . . . that is, from going aboard ships under construction.—Clyde F. Ward, welding rod control.

E.: Mark Antoncich, chief of the guards says, "A bulletin has been directed to the members of the Guard department instructing them to clear the yard and particularly the ways and outfitting dock of all visitors as soon after the launching as possible."

Pedantically Speaking

Sir: "It's 'ships—not boats'," sez Mairzy Doats, "It's boats you shove around with oars— "NOT ships like THESE. It takes a horse, "Or maybe more, to move a ship from "shore to shore. "But any goat can move some boats. "Say 'ships'— NOT boats!" sez Mairzy Doats."

Ed: "Mairzy Doats" is right!

"A Truckdriver" Answered

In the Bosn's Whistle of March 10 under the title of "The Worker Speaks" you have an interesting letter captioned "Wake Up Day-Dreamer."

Considering the "working noise" of the yard it is impossible to hear

any vehicles approach. If trucks travel so fast they must throw their brakes on full, then the driver is at fault, for he is going too fast for safety.

Air horns would not be a practical method of warning pedestrians as it would startle them to the extent that they would more likely leap in front of the truck than away from it. The only solution is to make less use of the horns and insist that trucks keep within the speed limits set for the yard.—J. M. Guglielmo, Testing department.

Watch Towers Suggested

Sir: I suggest that a watchtower, equipped with a loudspeaker and a searchlight, be erected in the center of each parking lot. This would enable a guard stationed in the tower to keep watch more efficiently over a greater area than the present system allows.

Car owners would appreciate this service a great deal, for although there are guards stationed at the west gate, cars are being broken into every night. If we were assured that our cars were being watched carefully we could work with a more cheerful frame of mind and hence more efficiently. Perhaps it could be given a trial in one of the lots for a short time at least.—Ted Martin, electrician foreman.

Ed: Mark Antoncich, chief of guards, says, "The number of cars being broken into at present has dropped considerably, due to having two guards in the parking lot west of the Administration building and two in the north lots. If reports were in sufficient number to warrant such a move, it would be given more consideration."

The cost of putting up three towers in the parking lots would run into thousands of dollars and there is at present no facilities money to cover this.

Keep Cranes Away

Sir: "I suggest that the cranes stop away from the alleys as much as possible during change of shifts and the lunch hours. It is dangerous with people crowding around the ends, and creates a safety hazard."—Fred Pedersen, pipe welder.

Ed: F. Schlotfeldt, Maintenance, says, "A good idea. We will try to keep alleys clear."

Elevators to Save Time

Sir: Many man hours would be saved if an elevator were put on each way.

This elevator should be used solely for the purpose of taking articles too large to carry by hand and too small for the cranes to bother about lifting.

This would release the cranes from lifting the smaller loads, and save waiting for the crane.—W. G. Clement, shrinker.

Ed: Ed Argersinger, Hull Materials says, "We tried an elevator on Way 3; however, it never seemed to get much use."

OFFICE HELP WANTED

IF any member of your family
—has previous office training
—can use additional income

SEE Mrs. Marie Emerson, Personnel building regarding any of the following positions:

OFFICE CLERKS (5 women and 1 man)
FIELD OFFICE CLERKS (6 women, 1 man)
TYPISTS (6 women)
STENOGRAPHERS (7 women)
SECRETARY (1 woman)

Employment Office, Second Floor

PERSONNEL BUILDING

New Method Brings Record

(VANCOUVER)—The gun turrets on the U.S.S. Takamis Bay were all hung in the record time of two hours and 10 minutes. The two previous ships were completed in eight hours each but, to the three crews engaged on the work, that was only a beginning. Smashing records is a hobby with these

"bucket" hanging crews on Berth 1 of the Outfitting dock. One thousand and two hundred thirty-eight man hours per boat for the installation of gun turrets on the carriers is the saving brought about by the day shift riggers of Foreman B. Adams, shipwrights of Foreman B. Coverdale, and shipfitters of Foreman L. Ochs. This time cut was made possible, according to Quay Nims, material expeditor, by the concerted action and determination of the three crafts involved to do a better and faster job on each ship.

The time required has steadily decreased from 1,288 for the first escort to the record of 50 man hours established last week. Not content with establishing an astonishing saving in one phase of their work, the crews employed a new technique in hanging the aft turrets. They set the wireways on the "bucket" before they were hung, making another saving of 144 man hours.

One hundred tons of steel and 35 tons of scaffolding are handled in the turret hanging operation.

Materials Department Charged with Key Work

(VANCOUVER)—When it comes to variety of materials, floor space and number of employees, not a single large Northwest department store has a thing on the General Stores and other branches making up Vancouver's Materials department. The important task of receiving and distributing all main-

tenance and shipbuilding material for the Vancouver yard falls upon the shoulders of Superintendent John M. Macleay and more than 1600 employees. The department, which handled 100 million dollars worth of material to date, is charged with keeping track of 198,000 different items. The October, 1943 inventory showed that over \$4 million of material was on hand.

BOOK WORK REQUIRED

Not the least of the job under General Stores is the one under jurisdiction of N. J. Foster, assistant superintendent of material accounting, records and personnel. Foster handled 2,800 broken or damaged items in February. Whether a bent pen, or a mechanical cow that won't give milk, the procedure adjustment is the same.

All inside storage such as the main warehouse and each warehouse is under the direction of Assistant Superintendent T. O. Nyhus. Included here are valves and fittings, miscellaneous ship material, outfitting stores, machinery and equipment, all electrical material and maintenance stock, as well as the heavy machinery and galley equipment in the new east warehouse.

OUTSIDE STORAGE

Assistant Superintendent H. L. Hiatt supervises all outside storage in the two reserve warehouses. This includes all lumber and paint storage and heavy items such as fabricated steel, boiler material, and pipes that do not require cover.

The Materials department now has on hand all materials necessary to complete vessels remaining in the carrier contract. A large stock of materials has already been received and catalogued for the troop transport contract.

Vancouver Man Has Shipyard Record From World War I

(VANCOUVER)—Afton "Brownie" Brown, of the I.B.M. department, has a unique record all his own. Still in his thirties, he has worked in shipyards during both World War I and World War II.



Brown went to work in the Grant-Smith-Porter yard located near the old St. Johns bridge during the first World War. He was only 13 years old at the time, but he passed for 16.

"I didn't really lie about it," he said. "They asked me how old I was and I answered, 'You have to be 16 years old to work here, don't you?'—and they interpreted that to mean I was 16."

The difference in shipbuilding now and then is the chief point of interest for Brown. He recalls that rigging was a job in those days of ropes and pulleys, not cranes. "They used high lines instead of cranes to lift stuff," he says. The day of the "fake" armistice, the whole yard quit work and walked in a body to Portland to celebrate.

His World War II experience at Vancouver has been noted by 14 months work without a single day absent, and he will take a \$50 bond each week from his paycheck for the duration.

His work in the I.B.M. department is a far cry from the deck scraping and riveting crew jobs during World War I, he says.



Concerted Action Gets Results Close cooperation and planning paid dividends again to riggers, shipwrights and shipfitters on Berth 2 of the Outfitting dock, who set a new record in the installation of the gun buckets on carriers. Shown above from left: (first row) B. Coverdale, L. Ochs, F. Thrall, B. Adams, D. Payne, C. Lamb, F. Rogers, Young, R. Stark. (Second row) L. Garner, R. Whitney, L. Jaynes, S. Moore, R. Johnson, A. Black, J. Ammerman, G. Nevitt, C. Morgan. (Third row) Y. Cole, Q. Nims, J. Owen, E. Clawson, J. Udell. (Vancouver Photo)

'3, 5 and 7' Club to Dine, Dance April 22

(VANCOUVER)—A dinner and dance to be held in the Shrine ballroom of the Portland Masonic Temple on Saturday, April 22, is the next activity planned by the "3, 5 and 7" club.

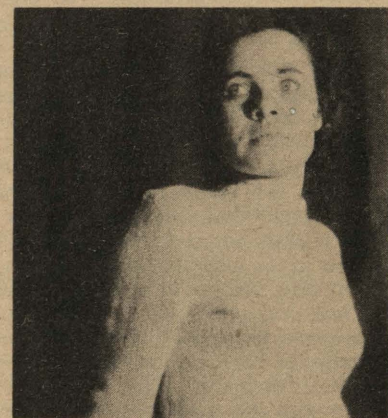
E. Lorenz of the Progress department is president of the group; Gene Garrow, assistant superintendent of Equipment Maintenance, is vice-president; while Bob Wilson, assistant to S. L. Cutler of the Engineering department, is secretary. Steve Royce, of the Expediting department, is treasurer.

The club meets the third Wednesday of each month. The last meeting featured a dinner and entertainment. Meetings are held in the Masonic Temple in Portland.

Singer Proud Of Oklahoma

(VANCOUVER)—"Okie"? Well, blue eyed, black haired Lois Stephens doesn't mind the appellation. She's from Oklahoma, as her hard hat proclaims, and she's proud of it. A day shift burner, she is often featured on yard talent programs at the noon hour.

Lois combined her career with matrimony when she wed her high school music teacher, Herbert Stephens. Together they have gone places in Oklahoma music circles, in addition to raising three musically-inclined youngsters.



LOIS STEPHENS

During her high school career, Lois sang in operettas, won the state-wide vocal contest in her senior year, and then decided on music as a career.

Several times she has been soloist with Oklahoma Oratorio societies in "The Messiah," "Creation" and similar musical presentations.

During this period of study she was also soloist in the Blackwell, Okla., Christian church, later at the Enid, Okla., Christian church and was, in addition, a district officer in the music division of the National Federation of Womens' Clubs.

Probably the high spot of her career were her lessons with Petrovitch, noted voice teacher who was at Interlocken, Mich., for the National Band and Orchestra camp one summer when the Stephens attended.

The family lives in Vanport, have been here eight months and expect to remain for the duration.

U.S.S. Makassar Bay Splashes Into River

(VANCOUVER)—Sponsored by Mrs. Truman J. Hedding of Santa Monica, Calif., the U.S.S. Makassar Bay was launched Wednesday, March 22. Matron of honor for Mrs. Hedding, wife of a captain, was Mrs. Robert K. Campbell. Captain W. K. Burner of the Naval Receiving Station at Astoria delivered the major address, and the Rev. Charles Stanley Mook delivered the invocation.

Flower girl for the launching was Mrs. Martha Drucker, day shift sheetmetal worker on the ways.

Production Illustrator Plans Unusual Career

(VANCOUVER)—Edith Leong, day shift worker in the production illustration department, will enter an entirely new field of work when she goes back to normal life at the end of the war.

Her background of art gained at Reed College and studies at the Portland Art Museum will, she believes, enable her to correlate interior design with architecture, thus bringing about a more harmonious relation between the exterior and interior of American homes.

American born of American-born parents, Miss Leong believes her interest in art probably comes from a grandfather on the distaff side, who was an artist in Canton, China. Miss Leong has studied piano since she was nine years old and uses the talent now in her work with the USO.

Coordinator Lauds Vancouver Efficiency

(VANCOUVER)—"The Vancouver yard has plenty of room, is spacious and most efficiently run," says G. W. Brians, engineer and coordinator between the navy and the Kaiser Company, Richmond yards.

In anticipation of the problems to be encountered in building Attack Transport Vessels at Richmond yard, No. 2, Brians is inspecting the methods and organizational setup used by Vancouver on the BB-3 vessels.



MRS. MARTHA DRUCKER

Mrs. Drucker started at the Vancouver yard as a helper November 17, 1942 and was re-rated to a leadman on October 3, 1943, the first woman leadman in the Vancouver Sheetmetal department.

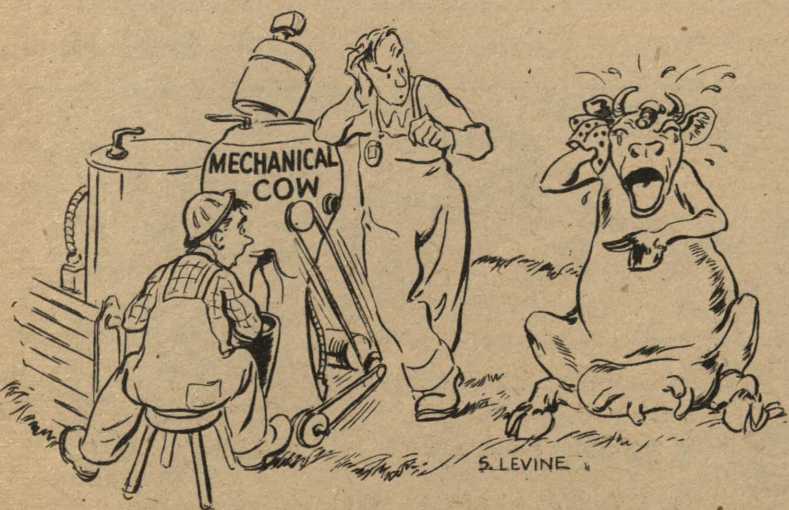
CUTS MAN HOURS

She started out on the ways installing ventilation with a crew of women new hires who had no previous sheetmetal experience. She was able to cut down her crew's man hours on Hull No. 327 to 246 man hours, a saving of 130 hours, compared with the 376 man hours used on Hull No. 313.

Before coming to work at Vancouver she was a beauty operator. However, her husband is chief quartermaster of sheetmetal at Willamette Iron and Steel. Her husband gave her all the proper tools and even made her a tool box.



Motherly Matrons are doing a real job through their ability to understand young women along with nursing and first-aid. Mrs. Nellie Graham, (left) defined a matron or counsellor as a "cross between a psychoanalyst, a father confessor, a mother and a nurse." Other matrons, pictured according to their length of service, are Mrs. Berdena Bleeker, Administration building; Mrs. Irene Vough, and Mrs. Lena Gill, Personnel building.—(Vancouver photo).



"Some more of this Kaiser efficiency"

Sports Briefs

By TOM LOUITT

We've just received another interesting letter from Wayne Bowles, whom most Kaiser yards sports fans remember as Swan Island Gym's popular equipment attendant. On many occasions Bowles was a sparring mate for Lou Nova, Chuck Crowell, Jimmy Garrison and other nationally known boxers. He contributed much in providing shipyard fans with entertainment features.



Tom Louttit

Bowles just has completed a radio course at the United States Naval Training School at Boulder, Colo. While in "boot camp" at Farragut, Idaho, Naval Training Station, his clever fists won for him the middle-weight championship of the station.

A month later in Denver, while attending radio school at Colorado University, Boulder, he participated in a service men's tournament, annexing the light-heavyweight championship. Bowles is just past 18 and growing fast. If ever we saw a championship prospect, Wayne certainly is it. And we'll predict he will be a future contender for the heavy-weight boxing championship of the world.

AMATEUR RINGMEN RETURN

Amateur boxing holds the spotlight locally this week with two shows in the offing. At Vancouver's McLoughlin Heights recreation center, Ivan Jones and Jim Coffel have arranged a boxing and wrestling card tonight with added battles royal in each of these sports between grade school youngsters. One of these thrilled fans at the recent Rambler Club show in Portland.

At Swan Island gym, a ten-feature fight program will be presented Tuesday night, with the best available talent from Swan Island, Oregon Ship, Vancouver and the Multnomah Club participating. The card assures fans an even more interesting show than the one held February 8.



Wayne Bowles

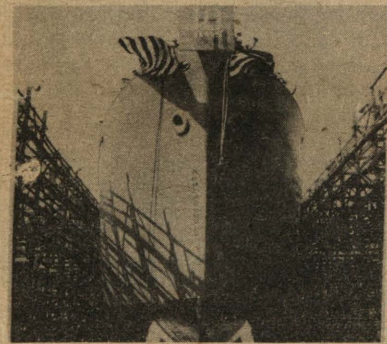
HUDSON HOUSE FIVE ADVANCES

The Vancouver City League basketball season, fast coming to a close, saw the league-leading Hudson House team enter the finals during the past week. Carl Bengston, director, is confident his squad will be crowned champions.

CONGRATS TO BOB STICE

Congratulations to Bob Stice, Progress Department head at Oregon Ship, for his initiative and cooperative spirit in organizing the volleyball program now under way there.

Teal, 10-Day Ship, Still Evades Axis



The S.S. Joseph N. Teal, Oregon Ship's famous "10-day" vessel, still sails the war shipping lanes for the United Nations, R. C. Robinson, vice-president of the Hammond Shipping company, operator of the Teal, informed O.S.C. officials recently.

In a letter, Robinson said the Liberty vessel "has been operating continuously since delivery, from this coast, from the east coast, foreign, and in the war zones without breakdown or any delay of any consequence."

"We take pleasure," Robinson declared, "in advising that we have no complaints whatever as to hull construction or machinery efficiency."

In building the Teal, Oregon Ship set a record which established model erection-speed procedures for yards all over the nation and which angered Axis spokesmen refused to credit. The ship was delivered in 13 days, 10 of which were on the ways and three at the outfitting dock.

County to Help Workers Register

Multnomah County voting officials this week were completing arrangements to bring registration books to the shipyards, war housing areas, and main shopping centers. James Gleason, county registrar of voters, said that the county would "see to it that the thousands of new citizens here to work in war industries are given every chance to vote."

Cooperating with the county, Oregon Ship officials offered Gleason a booth directly outside the yard gates for registration purposes.

Registrations will close April 18. The Oregon primary election will be held May 19.

WIDE USE MADE OF RED CROSS MONEY

What will happen to that money you contributed to the Red Cross? Here's an idea of the work it will accomplish, as gleaned from a list of Red Cross activities for the year ending March 1, 1944:

3,800,000 U. S. servicemen given personal aid in camps and hospitals, 2,500,000 assisted by chapter Home Service, 5,000,000 pints of blood collected for plasma, 50,000 nurses recruited for the army and navy, 65,000 volunteer nurse's aides trained for service, 925,000,000 surgical dressings prepared, 5,300,000 packages of food, medicines, cigarettes, etc., packed for prisoners of war, 12,000,000 garments made, 15,000 survivors of marine disas-

FIGHT CARD SET AT SWAN ISLAND

Portland boxing fans will be treated to another thrilling amateur card at Swan Island gym Tuesday night, March 28. Ten bouts have been arranged, with prospects of more from the best available talent. The card to date:

147 lbs.: Danny Hess, Vancouver, vs. Archie Shirley, Vancouver; Jim Brady, Multnomah, vs. Ronnie Peterson, Bagley Downs; 160 lbs.: Walt Nelson, Oregon, vs. Tommy Ernest, McLoughlin Heights; 140 lbs.: Danny Ryrle, Oregon, vs. Nick Damico, Civic Recreation Center; 130 lbs.: Jim Procter, Bagley Downs, vs. Mike Bailey, Oregon; 125 lbs.: Hugh Skinner, Oregon, vs. Nixon Munley, Multnomah Club; Leo Seiglock, Swan, vs. Kelly Jackson, Swan; 145 lbs.: Mike Ensminger, M.A.C., vs. Walt Burkhalter, McLoughlin Heights; Rex Walker, Swan, vs. Bob Hamilton, McLoughlin Heights; 135 lbs.: Glen Allen, Swan, vs. John Colton, Multnomah Club.

First bout will start at 8 o'clock. Admission is 50 cents.

Amateur Mat, Ring Card On Tonight

(VANCOUVER)—Ivan Jones and Jimmy Coffel will present an amateur boxing and wrestling show tonight (March 24) at the McLoughlin Heights recreation center. Feature boxing bouts are: 160 lbs.: Leo Seiglock, Swan Island, vs. Tommy Ernest, McLoughlin; 165 lbs.: Bud Jones, Army, Vancouver, vs. Louis Wellman, McLoughlin; 118 lbs.: Pete Long, Vancouver, vs. Dick James, McLoughlin.

The wrestling card includes: Heavyweight: Ken Leach, McLoughlin, vs. George Jackson, Portland Y.; 130 lbs.: Leonard Nash, McLoughlin, vs. Peter Bennett, Portland Y.; 160 lbs.: Bill Edgar, Vancouver, vs. Frank Torres, McLoughlin.

Battles royal—both boxing and wrestling—with junior boys participating, will be added attractions.

Vancouver Yard Softballers Elect

(VANCOUVER)—Vancouver Shipyard Softball Association elected officers at a luncheon on Way 7 Saturday, March 18. The meeting was held at the suggestion of Ed Marinau, Marine Machinist leadman, who was elected chairman. Al Aus, Material department, was chosen secretary, and G. W. Altmaier, Welder foreman on Way 5, treasurer.

R. A. Bowles, Pipefitter foreman on Way 6, was appointed to arrange for use of the Vancouver and housing project fields, while R. Townley, Shipwright foreman on Way 8, will perform the same duty in regard to Portland diamonds.

It is planned to have at least 45 teams in the association for tournament play similar to that employed in last year's playoffs.

Anyone interested in playing on a team or forming one should get in touch with the Association officers before the next meeting, Saturday, March 25.

ters aided, 350,000 given first aid training, 300,000 given home nursing training, 119,000 disaster victims aided.



Timekeeper Netmen Twice beaten but still in the race is the Time Office team. Front row, left to right, Laif Wahl, Lowell O'Connor, Glenn Gallihur and Jim Hill; rear, Bill Tickle, H. Clemmons, Ernie Thomason and C. R. Stanley. (Oregon Ship Photo)

3 Volleyball Teams Knotted for Lead

(OREGON SHIP)—The Progress department, Office Engineers and the I.B.M. teams forged their way into an early lead in Oregon Ship's volleyball league race. League standings for the week ending March 18 showed the three clubs on top, with two victories and no defeats. The standings:

	W.	L.	Pct.
Progress Dept.	2	0	1.000
Office Engineers	2	0	1.000
I.B.M.	2	0	1.000
Hull Drafting	1	1	.500
Paymaster-Accounting	1	1	.500
Cost Dept.	0	2	.000
Timekeepers	0	2	.000
Transportation	0	2	.000

Feature game next week will pit

I.B.M. against the Office Engineers Monday. Hull Drafting meets Timekeeping Tuesday, Progress mixes with Paymaster-Accounting Thursday, and Transportation plays Cost Friday. Games are played after the day shift in Oregon Ship's new gymnasium.

Vancouver Induction System Efficient

(VANCOUVER)—So efficiently is the job of induction done at the Vancouver yard that new hires become an integral part of the organization within 48 hours after induction. As a matter of fact, J. R. Whaite, induction supervisor, says proudly, "Officers of the 9th Corps Area came to our induction service, approved it and now use the same system in inducting new recruits in the area."

While at the moment an average of 50 people are being inducted daily, the entire induction staff is getting ready to welcome and instruct the hundreds of men and women who will start coming to the yards next week, Whaite said. Working with Whaite on the job are Jerry Hartshorn, swing shift, and Art Stendal, graveyard shift.

HIS PIONEER SPIRIT UNDAUNTED

(SWAN ISLAND)—Undaunted by admonitions in last week's paper regarding hazards of farming, no sooner had the Bosn's Whistle appeared than the phone rang.

"Is this the Bosn's Whistle?"

"Yah, what's on your mind?"

"That farm on the front page. Is it still for sale?"

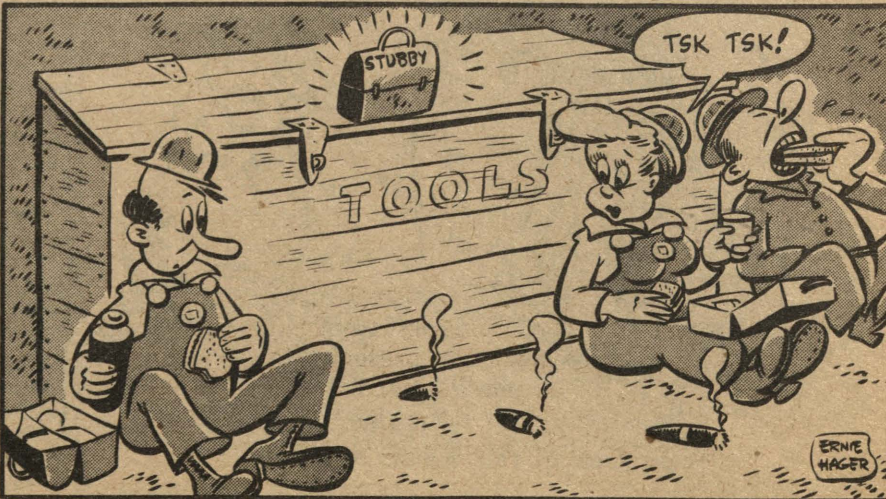
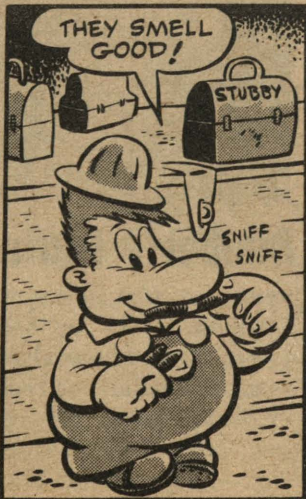
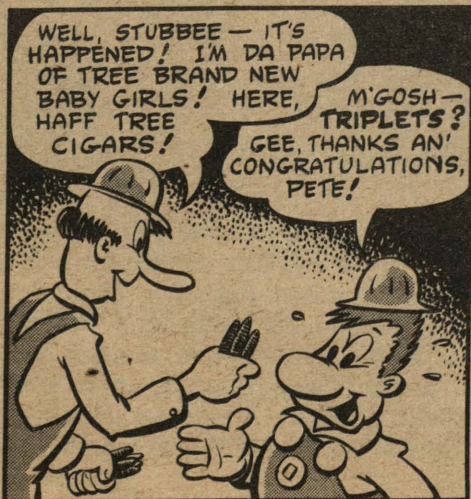
It was Lee Brown of Materials Transfer. No, we guess he wasn't serious.



Volleyball Contenders Oregon Ship's I.B.M. team, undefeated in league play to date, meets the Office Engineers volleyballers Monday in a feature fixture. The I.B.M. squad is composed of, front row, left to right, R. L. Gagne, B. R. Rogers, Earl Murray and P. S. Bliss; rear, V. E. Hungerford, Roy Warlen, Frank Peck, N. W. Cartwright and Chuck Coffyn. (Oregon Ship Photo)

Stubby Bilgebottom

By Ernie Hager



MOSES PLAN DETAILS TOLD

Portland Ballots To Determine Postwar Employment

44 percent of all Kaiser workers never heard of the Moses plan according to the recent three-yard survey.

(Because this plan holds promise of thousands of postwar jobs for shipyard workers and because workers themselves can play an important role in putting it into effect, the Bosn's Whistle herewith presents a special report on its progress and what needs to be done.)

Portland has a plan for postwar jobs but 44 per cent of all Kaiser workers never heard of it. They are in a position however to play a decisive role in putting the plan or at least parts of it, into effect. The Portland Improvement plan is known to most Portlanders as the Moses Plan, because it was developed by Robert Moses, New York City park commissioner. Moses did the job at the request of the City of Portland, Multnomah county, the School district, the Port commission and the Commission of Public Docks.

The program has several distinct purposes; first, to provide useful and dignified employment to a large number of men and women who may be out of jobs when war industry tapers off.

Second, to build and improve the city so that it will offer greater advantages and facilities to prospective new industries and to provide better living conditions to the men and women who stay in this area.

Third, to make many repairs and improvements that would have been made during the past two years had labor and materials been plentiful. It must be kept in mind that many phases of the Moses plan, such as street and school improvement, have already been under consideration and would likely have been put into effect during the next two years anyway.

The plan combined these known improvements with several newer proposals in order to give jobs to the greatest number of men and women during the critical time of changeover from war to peacetime industry.

POSSIBILITIES GREAT

It is estimated that if all of the proposals in the Moses report were put into effect, some 20,000 people would be provided useful employment over a two-year period. In reality, the number of wage earners is likely to be fewer than 20,000 because not all of these projects would be started at once, even if approved.

MANY AGENCIES INVOLVED

Biggest obstacle to putting the details of the Moses plan into blueprint form is the great number of city, state and federal agencies which must be brought into the program.

The parts of the program which deal with streets and bridges are mainly under the jurisdiction of the Oregon State Highway commission, while certain purchases of lands must be handled by county authorities.

City and school improvements are divided among the city government, the school board, and the dock commissions.

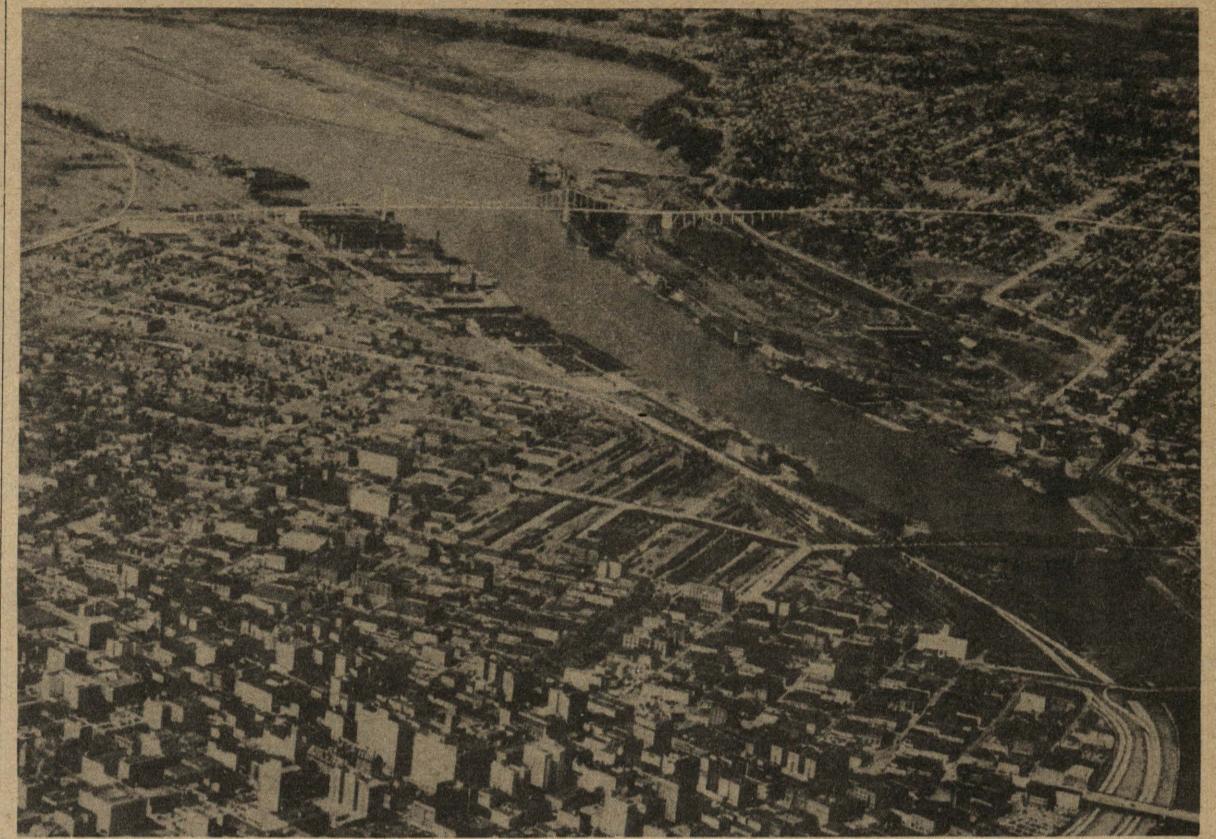
Methods by which various measures can be started or brought to vote are varied and complicated.

Portland industrial leaders believe it would be desirable to place the direction of these many projects under a central group, both from the standpoint of planning and of carrying out the various parts of the plan. So far, no such central head has been formed and the responsibility for putting a post war improvement plan into action is widely scattered.

WHO PAYS THE BILLS?

Financing the program likewise depends on a great number of agencies and methods. For example, improvements on arterial highways and bridges would be financed mainly by Oregon State Highway commission and federal funds. It would also be necessary to bring the county into the picture with a bond issue of \$5,000,000 to purchase the necessary lands.

If this issue were approved by the voters, there is still another



Thruways Biggest chunk of the Moses Plan is a proposal for arterial thruways along Portland's west side connected with a similar east side thruway by a new bridge east of Swan Island. This engineer's drawing on a prewar aerial photo also shows a proposed elevated thruway connecting with present harbor drive.

problem. Although a bill authorizing \$150,000,000 in federal aid to states and communities is now in Congress, it has not been passed to date.

Reforestation and highway projects outside Portland are likewise dependent on a combination of state and federal funds over which the city and county voter has little to say.

Municipal improvements must be financed mainly by bond issues. These may be initiated by the city council or by the dock commission and must be approved by voters.

Although the school board may issue bonds, a measure to raise \$5,000,000 for school improvements will take the form of a five-year tax levy which will be voted by property owners.

While the port commission may issue bonds within certain limits without public vote, extra bond issues may be required to finance port plans.

It is easy to see that financing will be complicated. Some parts of the plan, such as public building improvements will require three or more separate financing methods involving city, county and federal funds.

SEWAGE DISPOSAL FIRST

First fragment of the Moses plan to be brought to the voter is a \$12,000,000 bond issue for a sewage disposal system to be voted on May 19. The plan would provide modern methods of sewage disposal to replace the present practice of emptying sewage in the Willamette river. Though the sewage improvements are badly needed, it is well to remember that many similar proposals have been defeated in past elections.

The second improvement project to be voted May 19th asks for a \$3,000,000 bond issue "for further development of the city's harbor facilities."

A third measure on May 19 ballots provides for a school district tax levy of \$1,000,000 per year for five years for school and playground improvements.

\$33,000,000 NEEDED

It is estimated that the entire Moses plan would involve bond issues of \$33,000,000, minus whatever federal assistance may be forthcoming. Additional county and

school measures will likely appear on November ballots. Their passage is uncertain unless Portland's voters understand the need for postwar jobs and public improvement.

Even if they pass it will take many months of planning and preparation before blueprints are ready and contracts are let and Portland can very easily be caught flat-footed by the end of the war.

VOTERS WILL DECIDE

Voters will hold the key to the situation since federal funds will not be forthcoming until the necessary local financing has been done.

Portland and Multnomah county elections will decide at least three of these measures on May 19 and probably additional bond issues on November 4.

WHO CAN VOTE?

Shipyard voters are entitled to vote on these measures on May 19 primaries:

1. If they are American or naturalized citizens over 21.
2. If they have lived in Oregon six months or more.
3. If they have registered by April 18.

Only local property owners are permitted to vote on school bond issues. All registered voters may vote on the serial tax school measure which will appear on May 19 ballots.

Highlights of Moses Plan Explained

In general, the major parts of the Moses plan fall into five classifications:

1. ARTERIAL PROGRAM. This would include a new Willamette River bridge just east of Swan Island, a new thruway along the west side foothills, an east side thruway and various improvements on present arterial streets and bridge approaches. The total cost is estimated at \$20,000,000 for construction and \$10,000,000 for land.

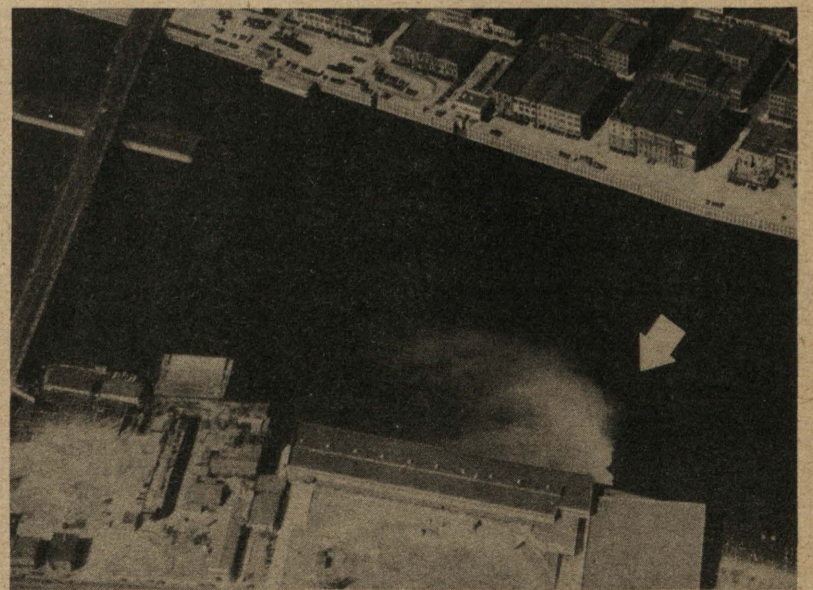
If 60 per cent of the costs went to wages, this part of the program would provide jobs for approximately 3000 people for two years at \$40 per week.

2. MAJOR MUNICIPAL IMPROVEMENTS. These include a sewage disposal system for which a \$12,000,000 bond issue is to be brought to a vote in May. School buildings, fire and police stations, airport expansion, water improvements and various projects for the Portland Dock commission and the Port commission are included.

3. MISCELLANEOUS MUNICIPAL IMPROVEMENTS. These include street, park and playground improvements, civic center development and improvements on Portland's bus and rail terminals. The estimated \$12,000,000 for construction costs would probably provide jobs for 2000 to 2500 men and women over a two-year period.

4. PROJECTS NEAR PORTLAND. Along with improvements in the immediate Portland area, the Moses plan suggests improvements on the Columbia River highway, the Wolf Creek highway, the Wilsonville cut-off and reforestation of burned-over lands in the Tillamook and coast range areas. These projects would furnish another four or five thousand man-years of employment.

5. COLUMBIA RIVER BRIDGE. To provide better transportation from Portland to Vancouver, the report suggests that a suspension bridge be erected across the Columbia near the present location of the Vancouver shipyard, joining the proposed thruway on Portland's east side. While the bridge would cost an estimated \$7,500,000, it would probably provide 1500 or more man-years of labor and would be paid for through bridge tolls.



Dirty River A \$12,000,000 sewage disposal system is the first Moses plan project which Portlanders will have an opportunity to accept or reject. The above picture shows discolored water of the Willamette where one of 46 outlets now pollutes the river with the city's sewage. The measure will appear as a bond issue on the May ballot.

INQUIRING REPORTER

The question for this week was more general than those of the last few weeks:

What do you women suggest for the betterment of the men's morale in the yard?

Eleanor Robertson, day shift chief clerk in the Pipe shop, gave the question some thought: "The biggest morale destroyer in the yard is rumor. For instance, the current rumor is one concerning the slowing down in production. The workers are beginning to feel that they aren't essential. Whenever this happens morale has taken another setback. There is too much post-war talk."



Lila Langdon, cable expeditor on day shift, was definitely surprised when the question was asked. She thought it was some sort of a gag for a while but after being convinced that it was all on the level she had this to say, "Less women and more seclusion." She wouldn't pursue the topic further.

Mary E. Peters, day sweeper on Way 8, "Let's all give the men the best cooperation we can and help them to get their job done. Do something about the drainage. No man can work well when he has to wade around in puddles all day. You have no idea how bad the drainage is down here when it rains and that is not a small portion of the time."



June Omlid, day shift machinist in Machine shop, was interviewed outside the building by the drinking fountain. "It's hard to say. We have a lot of nice men working here, you know. They're really all right as they are. I don't think they need a lot of help or morale boosting."

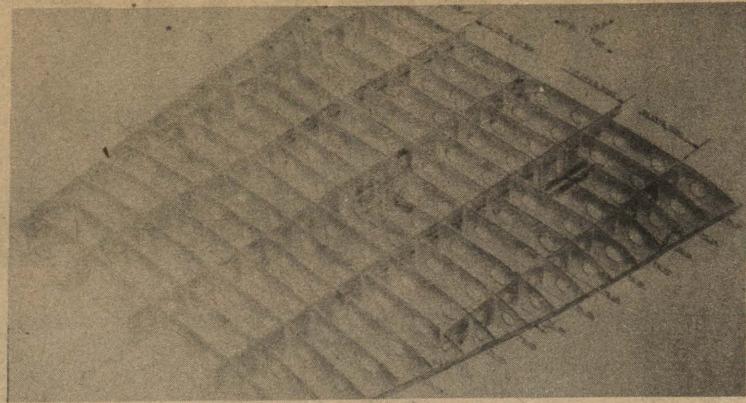
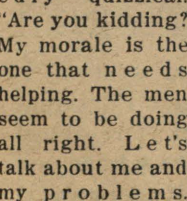
Eloise Hofferber, field clerk on day in the Central Tool clearance, said, "Oh Lord! Everything I ever tried never helped. I was just married two weeks ago so one man's morale is my only concern. I find it is a full time job to tend efficiently to him, but I love it."



Sarah Fisher, paper picker for Maintenance during the day, "I hardly know what to say. You caught me so quick." While her picture was being taken, she gave the matter some thought. "One good idea would be to stop the profane language. I hear lots of it."

Florence Rose, day shift electrician in stockroom at Main Electric, came right back with "Do they need help? I think they're all right as they are." The resultant laughter from the other girls confused her and she stopped. She refused to elaborate or give any details.

Jerry Bant, typist in Central Tool clearance on day shift, was decidedly quizzical. "Are you kidding? My morale is the one that needs helping. The men seem to be doing all right. Let's talk about me and my problems. That's what is occupying me right now."



Helps Welders Production illustrations such as this show workers' problems which might arise in ship construction and permit them to figure out solutions. Similar drawings assist Assembly and Erection departments.

Production Picture Program Expanded

(VANCOUVER)—The program of Production Illustrations to aid in construction of the new combat troop transports is being expanded, and Robert Sheetz, chief draftsman in charge, has called for more assistants. Sheetz says that persons with drafting, art or architectural training may be able

to qualify and should get in touch with him at Room 202 in the Outfitting Dock building.

Some of the new types of drawings to be used on the transports include perspective illustrations which visualize all welding, sub-assembly construction hull and super-structure.

Sheetz defines his work as a plan which specializes in picturing ship-

building or assembly operations and the visual illustration of problems which arise. These clear drawings show possible remedies.

Developed in England during World War I, the production pictures helped British aircraft workers repair plane motors. Work illustrations were cast aside during the post-war period, but appeared in this country at the beginning of the present war, first in airplane factories and later in other industries. Kaiser company at Vancouver, was the first concern to use the illustrations in shipbuilding.

More Awards Slated For Vancouverites

(VANCOUVER) — Seventy-eight special WPB Awards of Individual Merit signed by Edgar Kaiser and 17 additional merit awards were announced this week by the Suggestion Clearance office as runners-up in the recently completed Safety Suggestion contest. The four top winners were announced in last week's issue of the Bos'n's Whistle.

The WPB merit awards were given to the following employes for their safety suggestions:

McLOUGHLIN HEIGHTS
Howard C. Ashlock, swing pipefitter
Carl D. Aldrich, welder
W. C. Brown, day rigger
Roy A. Brush, swing painter
J. B. Cake, swing painter
S. J. Detmer, swing expeditor
Don H. Dickinson, swing welder
Frank J. Dille, day marine machinist
Christ Lapp, day iron scrap picker
James A. Little, day expeditor
John H. McFarlane, swing welder
Elmer C. Palo, swing welder leadman
V. R. Richardson, day shipwright helper
D. E. Waters, swing welder

OGDEN MEADOWS
W. O. Christie, swing electrician
E. V. Dial, day electrician
H. G. Erzinger, graveyard boat supervisor
E. R. McMimm, day timechecker
S. J. Segura, swing expeditor
A. A. Serrano, day sheetmetal
J. J. Sooter, swing electrician
Alexander J. Sulzer, swing
K. R. Sulzer, swing
P. H. Wheatley, swing shipwright

BURTON HOMES
Leander Thomas, swing chipper

BAGLEY DOWNS
E. J. Bourke, graveyard shipfitter
Harold H. Brown, day electrician
L. C. Corrigan, swing pipefitter
A. Farmer, swing marine machinist
W. L. Gaines, swing welder
W. L. Homes, swing shipfitter
Carl F. Janson, graveyard rigger
Richard R. Kight, day rigger
B. T. Ragsdale, day pipefitter
Effe F. Ray, swing welder
Frank E. Wellman, graveyard pipefitter

PORTLAND
Ray Brewster, graveyard sheetmetal
Harold J. Broomhead, all shift, Relative Instructor
Dell Bronder, day chipper
Ray D. Bunnell, swing electrician
Lillian Caudle, swing sweeper
Joseph B. Edwards, swing shipfitter leadman
Joe Jacenko, Jr., day poster artist
Ida A. Johnson, day electrician
F. E. Martin, day machinist
Michael Murrow, swing expeditor
Homer A. Rogers, day layerout
Ida R. Schelske, swing machinist helper
Floyd E. Taylor, swing electrician
Clyde F. Ward, day rod control
F. W. Watson, graveyard time department
D. B. Williams, day electrician

VANCOUVER
Ormid D. Balknap, graveyard shipfitter
R. P. Bowne, day field engineer
E. J. Garrow, graveyard maintenance
Vincent F. Gray, graveyard shipwright
George J. Hauser, day welder leadman
Earl E. Hethcoat, swing electrician
Glenn C. Nelson, swing shipfitter
T. C. Pavlak, day pipefitter
Ida Schmidt, day electrician
Thomas R. Smith, swing welder
J. N. Spivey, swing shipfitter
Floyd J. Stewart, graveyard marine machinist
R. F. Stone, graveyard foreman
T. S. Wall, day marine machinist

H. H. White, Sr., graveyard shipwright
Grace H. McTimmonds, swing toolchecker

OTHERS
Simon Anderson, swing shipwright
Harry A. Barbur, day electrician
K. L. Boston, graveyard laborer
C. D. French, swing pipefitter
E. C. Heffner, graveyard pipe tester
F. E. Margeson, day welder leadman
L. H. Rutz, all shifts, supervisor
Ralph M. Squire, day electrician
A. W. Woodward, day shipwright
Additional merit winners, whose award of merit will be signed by Yard Superintendent John Hallett, are:

D. C. Bailey, electrician
George L. Burnett, pipefitter foreman
James E. Dunlap, welder
C. W. Hart, chipper
Carl L. Hilton, joiner
H. A. Lammers, expeditor
Emery C. Love, layer-out
J. P. Mayberry, electrician
C. C. Merry, clearance officer
Walter C. Martin, electrician
D. H. McDonnell, electrician
David P. Paradis, pipefitter
Dorothy Parker, engineer aide
A. B. Reinhardt, electrician
Pat Sullivan, ventilation leadman
Alfred Vinge, pipefitter
Charles White, sailmaker leadman

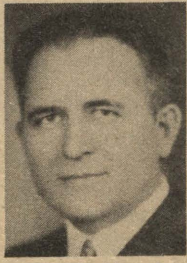
Clearance Officer Plays Post Office With Fighting Men

(VANCOUVER) — Most persons on the home front get their war news via the press or newspaper, but E. E. Norris, day shift clearance officer on the Ways, gets his first hand.

He writes to 45 service men on all sections of the front as a hobby that has paid off with stimulating results. Norris' youngest correspondent, a submarine crew member, more than paid for a batch of stamps when he wrote, "I've seen Tokyo lots of times through the periscope of our sub."

"Here I am on an island with nothing to look at but coconuts, bananas, pineapples and a flock of yellow prisoners," wrote another correspondent in the Pacific fighting zone.

A 36-year-old army surgeon in Italy, Norris' eldest correspondent, is engaged in preparing wounded men for speedy transit to hospitals in the United States. He believes the wounded are getting excellent care in every case.



E. E. Norris

Expert Lauds Fashions Of Vancouver Women

(VANCOUVER)—The women of the Vancouver yard are among the best dressed in the world, according to Carmel Snow, editor-in-chief of Harper's Bazaar and leading fashion authority. "Their clothes are simple and utilitarian and the wonderful work they are doing is so essential to the war effort," she declared during a visit to the Vancouver yard.

Mrs. Snow's one-word description of the women workers' clothing was "shipshape." The gay turbans, slacks, denims, leathers and wooden shoes and the all around usefulness of attire to fit the work was a revelation to the editor of one of the nation's leading fashion magazines.

WORKERS MAJOR INTEREST
"The way women are actually doing men's work in the field is something I did not understand until I had actually seen burners, welders, electricians and other craft women at work," Mrs. Snow pointed out.

Even as fashionable a magazine as Harper's Bazaar has found that women are no longer interested in cocktail parties, bridge parties and luncheons in a world at war, Mrs. Snow said. Women at work in defense industries have become the main interest of readers, she indicated.

She gave these tips to women shipyard workers: "Get out the lipstick, a little rouge but don't use obvious make-up. Be natural. Women can be well dressed with fashion so simple. Make the most of yourself and have confidence. Slacks are fine for work, but not on the streets. Be feminine after work. The attitude of the men toward women has not changed."

Mrs. Snow added: "Not until seeing you women in action, did I fully appreciate the tremendous job you are doing, and I can only say that I am proud of you women at Vancouver."

In addition to her position as editor of a national magazine, Mrs. Snow is the mother of three children.

Stenographer Flower Girl at Launching

(VANCOUVER) — Putting aside her typewriter, paper and filing cards, Violet Kestner, blond field clerk for Marine Pipe Materials in the General Stores, was flower girl at the launching of the U.S.S. Thetis Bay launched Thursday, March 16.



MISS VIOLET KESTNER

Miss Kestner has worked in the Vancouver yard for 21 months and was one of the maids-of-honor in the launching of a Liberty ship at Oregon Ship on October 9, 1943. This honor was won in a yard popularity contest held in connection with the Third War Loan at Vancouver.

A native of Portland, she graduated from Franklin High School and later worked in an Insurance office as a stenographer before being employed in the Vancouver yard.

Mrs. Rico Botta was sponsor, and Miss Phyllis Botta maid-of-honor at the Thetis Bay launching.

It Was Plenty Cold



(VANCOUVER)—Sergeant W. R. ("Dick") Hughes of the guards, and Erwin E. Conner, spray painter on Berth 6, are agreed that the Columbia river is a mighty poor place to take a swim in March. Conner was thrown from a barge into the river by the backwash from the propellers on the U.S.S. Shamrock Bay. Hughes saw him in the water, stripped and went in after him. (Vancouver photo.)

BIRTHS

PERMANENTE HOSPITAL

Mr. and Mrs. Woodrow Ludahl, Route 1, Orchards, a son weighing 7 pounds and 13 ounces, on March 11. Ludahl is a leadman moulder on swingshift.

Mr. and Mrs. Maurice Hanson, Portland, a son weighing 7 pounds and 14½ ounces, on March 11. Hansen is with the Maritime Commission.

Mr. and Mrs. Charles Clark, Ridgefield, a son weighing 6 pounds and 4 ounces, on March 3. Clark is a day shift crane operator.

Dr. and Mrs. Donald R. Simmons, Ogden Meadows, a son weighing 7 pounds and 15½ ounces, on March 13. Dr. Simmons is a staff member at Permanente hospital.

Mr. and Mrs. Gordon Adams, Route 6, Vancouver, a son weighing 7 pounds and 10½ ounces, on March 13. Adams is a day-shift pipefitter.

Mr. and Mrs. Quentin Cooper, McLoughlin Heights, a daughter weighing 10 pounds and 7½ ounces, on March 14. Cooper is a swingshift welder.

Mr. and Mrs. Huston Jones, McLoughlin Heights, a daughter weighing 10 pounds 7½ ounces, on March 14. Jones is a burner on graveyard shift.

Mr. and Mrs. Charles Evert, Ogden Meadows, a daughter on March 16, weighing 5 pounds and 11½ ounces. Evert is a burner on graveyard shift.

Mr. and Mrs. Ralph Rustrum, McLoughlin Heights, a daughter on March 17, weighing 7 pounds and 5½ ounces. Rustrum is a machinist leadman on swing shift.

Whistling Soloist Hopes For Post-War Career in Writing

(VANCOUVER) — Miriam B. Aiken, day worker in Inter-communications department who is frequently heard as whistling soloist on yard talent programs, differs sharply between her hobby, which is song-writing, and her post-war career, which she hopes will be writing.



Miriam Aiken Her whistling is just the means to an end.

Starting to whistle at the age of 9 years, Miss Aiken now whistles with her lips, tongue and throat. The latter she says, is actually ventriloquism. At the age of 15 she had her own radio program whistling on the Olympia radio station.

Although she has never had a whistling lesson save those given her by Washington birds, Miss Aiken has been soloist with many Tacoma and University of Washington orchestras; and with Portland orchestras playing for the USO since coming here in February, 1943.

Joins Pilot Husband

Mrs. Ruth Davidson, marine electric, day shift employe, was honored with a farewell luncheon Friday on Hull 335. Mrs. Davidson has joined her husband, David Davidson, an army pilot at Santa Ana, Calif.

CLASSIFIED

LOST AND FOUND

LOST—Waltham open face, gold case pocket watch in or around Marine Electrical shop. Valued as keep-sake. Reward for return to Marine Electric office, Outfitting dock, H. Thornton.

LOST AND FOUND

Lost—Photostat copy of U. S. Army discharge on February 24, on Sixth street between Esther avenue and Main, Vancouver. Reward for return. Alfred J. Hager, 606 Esther avenue, Vancouver.

CARD OF THANKS

Would appreciate it if the two Camas shipyard workers who took me to Permanente hospital after car accident would send their names to me, Route 2, Box 1265, Camas, Washington, or to Bos'n's Whistle office, so I may contact them. Thomas Marriott.