

# LAST FOUR CARRIERS SETTING NEW RECORDS

Story, Page 4



**Build 73-Day Ship** These foremen, leadmen and supervisors, representing all crews on all three shifts on Way 5, turned out the U.S.S. Matanikau in 73 days from keel-laying to launching, the fastest time yet for aircraft carriers. Appearing in the picture from left to right (first row) H. Myers, W. Augmenberg, J. Mareolek, G. Fisher,

J. Scott, C. Shoemaker, (second row) B. Winsler, C. Biglow, M. Matheny, D. Randall, M. Edwards, J. Cherf, supervisor, W. Wallaway, C. Smith, I. Wallins and D. Snyder. The swing and grave personnel (who do not appear) are as follows: Rex Garrison, supervisor, F. Burger, Leo Fredricks, supervisor, J. Heberlein and G. Lonergen, assistant erection superintendent.



**Two-War Shipbuilders** This is a picture of a group of World War I painters who worked for the Standifer shipyard here in Vancouver. At the present time, there are five men working here who appear in this picture. If there are any more will they please contact the Bosn's Whistle office. Identification: Bottom row, third man from left, Willis Bowman; second row, ninth man from left, Roy Kane; third row, seventh man from left, Shorty Cushing; top row, twelfth man from left, George Sanford; last row, first man, Adolph Brunhuber.



**Three-Time Winner** R. C. Fieldhouse, marine machinist on the ways, walked off with first honors in the May Labor-Management suggestion contest, which makes the third time he has copped a prize in this competition. He won second prize in January and third in September. His May suggestion was a general purpose milling machine. (Vancouver photo)

# Kaiser Sees Plenty Of Work for Yards

Increased payrolls in all three Kaiser yards will be required to meet present and future shipbuilding schedules, Edgar F. Kaiser, general manager of the yards, told Portland business and labor leaders at a Chamber of Commerce meeting last Monday. Though Oregon Ship, Vancouver and Swan Island have made sensational records they will have to do even better to meet war needs, he said.

"At Oregon Ship at the present time we have 27,000 men and women working, of which 25 percent are women," Kaiser said. "While Oregon was building Liberty ships, payroll figures were just under 35,000. We now have 32 Victory ships to produce. After they are completed, we will begin work on Victory troop transports capable of carrying 2,000 troops. Our schedule calls for delivery of these 32 troop transports by December 31, 1944.

"With our present manpower and based upon estimates of what man-hours per ship will be, we can not get these out until the middle of February, 1945. Although we are producing Victories with fewer man-hours than any other yard, we have estimated that we will have to drop the present man-hour requirement by 100,000 man-hours per vessel in order to make this February date. "We would need 33,000 employees in order to make the December 31 delivery date, even under the most favorable conditions.

## TANKER NEED GREATEST

"We thought three months ago that the tanker program was over," Kaiser said. "We stopped recruiting. Anyone can see, however, that if we are to continue carrying out two and three-thousand-plane raids over Germany every day, it takes gas and oil. Overnight the need for tankers became great. As a result, other contracts that were contemplated for Swan Island were dropped and we took on more tankers. We have 38 more to build and with our present 24,500 men we won't finish them until September 1945. We need a payroll of 29,000 to complete our schedule by the required date of July 1, 1945.

## VANCOUVER NEEDS 3,000

"At Vancouver we are finishing our escort carriers. We will go immediately into Victory troop transports (AP-5's). We have 27 of these to build and Vancouver is scheduled to complete this job by November 15, 1944. With our present manpower of 33,000 this job will go into the middle of December. Then we go into type C-4 troop ships. They have a capacity of 4,000 troops per ship, and we have 20 of them to do by October 15, 1945. With present manpower, November 15 will be the finishing date. This estimate is based on the fact that we will build a troopship with 3,000,000 man-hours while nobody in the country is doing it for less than 5,000,000. The answer is that we need 36,000 men and women."

## CRAFTS AFFECTED EQUALLY

Despite new types of construction, Kaiser emphasized that with the exception of welding, the need for workers would be uniform in all crafts. He stated that Oregon Ship will require more electricians because of the additional wiring and electrical work on the Victory trans-

## New Contracts for Oregon Ship

Oregon Ship has received an order for 20 additional Victory ships, Edgar Kaiser announced Monday.

"In addition," Kaiser stated, "Admiral Vickery advises me unofficially that we should expect 60 more to be finished by the end of 1945."

Present contracts should provide work for Oregon Ship through July 1, 1945, and unless the yard obtains more workers, may stretch into September, 1945.

ports. In Vancouver and Swan Island, needs are likewise uniform except for the need of welders. Welding schools in the yards are closed, Kaiser declared, with no trainees in sight, despite the critical need for workers in this important craft.

## MANPOWER USE EFFECTIVE

"Is manpower being used effectively in the three yards?" "We can answer this by looking at our records," Kaiser said. "Oregon produced the last 100 or so Libertys with from 330,000 to 400,000 man-hours per ship; less than half of the average of the entire country, or 75,000 man-hours per ship less than any yard in the United States. It may not be as good as it should be, but it's better than any place else in the country.

"What is happening on Victory ships? The only comparison we have is one other yard now building Victory ships, and it has only built six as against 18 already finished by our yard. Our average for the first six ships was 1,055,000 man-hours. The average of the other company was 1,154,000 man-hours. You may say that is a relatively small difference, but it is equal to a man-power pool of 2400 a week in our favor."

Swan Island likewise shows a favorable record in tanker construction, Kaiser pointed out. Of the four yards in the United States which are building comparable tankers, Swan Island is better by far than the two slowest yards which show man-hour totals of 1,050,000 and 875,000 respectively. It ranks extremely close to the 700,000 hours estimated for construction in an east coast yard which now has built some 90 T-2 tankers.

## NEEDS MUST BE MET

Kaiser emphasized that the source of manpower is growing tight, in the face of a need for ships that grows more critical as the war progresses.

"We must remind people that the war is on," he said. "A rumor was circulated some time ago that the Richmond yard was building ships for the Netherlands government. There is no foreign building being done now; no ships are being built for the Netherlands government."

Kaiser yards in Portland and Vancouver will build one-fifth of the

troop-carrying capacity needed for the Jap push, he stated.

## JOB SECURITY CITED

In Kaiser's opinion, the lack of security in their jobs is the greatest reason for people leaving the area. Many people, he believes, are satisfied that the war is about over and when it is over they want their jobs back.

Referring to the recent bond issues in the May 19 primaries Kaiser complimented civic leaders in passing these measures. Shipyard workers, he believes, should be told that these measures have passed and should be made to feel that the future of Portland holds promise for postwar employment.

"If we lose these people, it will not only affect the post war program, it will affect the post war security of Portland," he stated. "I am confident we will have work here and I am confident that the Kaisers will be here in an industry."

## REPAIR POSSIBILITIES GREAT

"There will be a tremendous repair load when the war is over. Troop ships will have to be converted when the boys are brought back, and if we can do it cheaper here then we will do the work.

"Portland and Vancouver are the best places in the nation to work," he stated. "Have confidence. Don't sell the Northwest short."

## MEMORIAL DAY IS TIME-AND-HALF DAY

Memorial Day is to be a workday for all Kaiser workers at Vancouver, Swan Island and Oregon Ship, according to information received from the Maritime commission. It will be a "time-and-one-half day" for all hourly workers.

## Church For Deaf

(VANCOUVER)—Individuals who are deaf or hard of hearing have been invited by the Rev. Oakley M. Van Patten to attend services conducted by him in sign language at 10 a. m. Sunday at the Four Square Gospel church, S. E. 13th avenue and Ankeny street. Services are scheduled at 2:30 p. m. on the first and third Sundays of each month.

# Local Landing Ship Hangs Up War Record

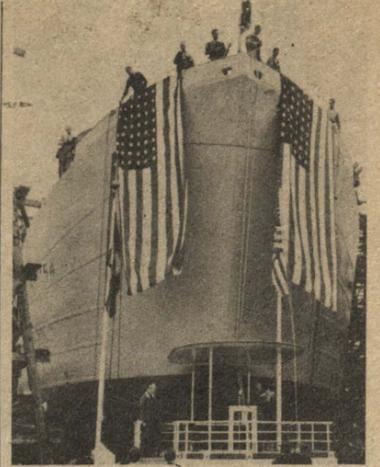
(VANCOUVER)—"Slats" still rides high, according to a letter recently received by Mrs. S. M. Buffett, wife of the USMC resident plant engineer, from Lt. E. R. Swanton, who serves on the Tank lander. "Slats" or USS LST 454 is better known to the yard as Hull 158 which was sponsored by Mrs. Buffett when it was launched on October 14, 1942.

"Both officers and crew are very proud of the ship's performance.



She has the distinction of being the only LST to participate in every assault landing in this area. And she has been lucky in that she has never been hit. So she is still proudly carrying on," writes Lieutenant Swanton. "In addition to the name LST 454, this vessel is also called 'Slats.' That is the nickname of the commanding officer's wife. Her brother had difficulty pronouncing the real name 'Celeste' as a child, and what he called her stuck as a nickname.

"Several have reported seeing this vessel in the news reels at home. Some identified the ship as



"Slats" Launched October 14, 1942

"454" and others as "Slats." Possibly you have seen her at the movie theater."

## FIFTH WAR LOAN BIGGEST OF ALL

Timed to occur as Allied armies poise for the invasion of Europe, the Fifth War Loan drive will swing into progress June 1. The campaign will run throughout the months of June and July and the goal is the largest ever set for a war bond drive. Though local yard quotas have not yet been received they are expected to be considerably higher than for the Fourth War Loan.

## Recruits Sought For Auxiliary Police

(OREGON SHIP) — Portland's auxiliary Police organization, the Veterans' Guard and Patrol, needs a large number of volunteers from defense industries to replace officers who have entered the armed forces, according to Captain L. O. Brown, recruiting officer.

Men over 21 years old are invited to submit applications at Room 447, Sherlock building, S. W. Third and Oak. Further information may be obtained by calling AT 6509.

## JOE THE WELDER UNCOVERS HELPER

One day last week a discouraged-looking welder came in to quit his job. The foreman asked him his reason. "Well," confessed Joe, "I like everything except the fellow who spies on me. Everywhere I go, everything I do, this guy's right behind me." And glancing around, Joe pointed to a forlorn character about 10 feet away.

"There he is now . . . spying on both of us." The foreman turned around quickly . . . "For pete's sakes, Joe, that guy's no spy, he's your helper."

## FILES IN BATHTUB



(VANCOUVER)—Mavis Urness, day file clerk in the Naval Architect's office, is bewildered about it all. When the office was moved to 4200 Columbia House from the Administration building the filing cabinets were supposed to be ready, but they moved in without finding anything but the bathtub available. So that's where the files repose.

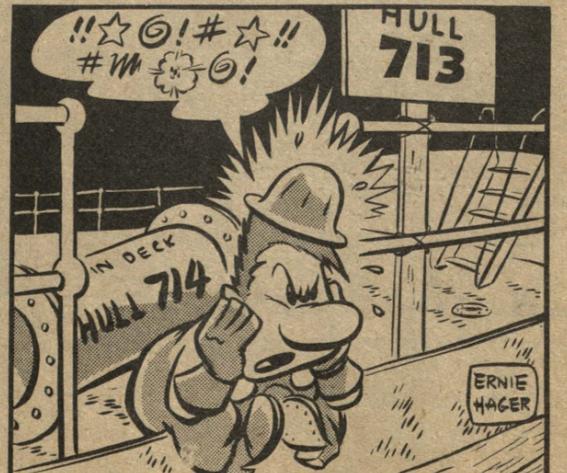
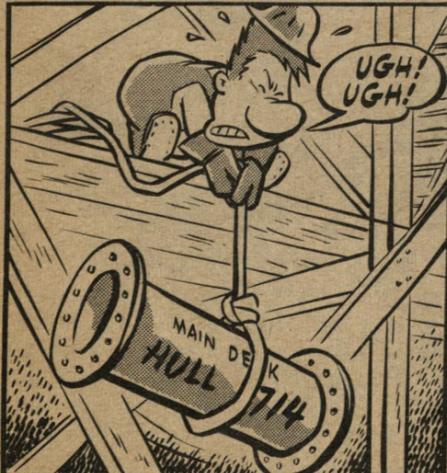
## SUNBURN DANGEROUS AND SLOWS UP JOBS

Blondes and redheads—beware! The sun—when it shines in Oregon and Washington — produces painful and sometimes serious burns, particularly to light-skinned people.

First Aid Stations report increasing numbers of sunburn treatment and asks precautions be taken. So—keep covered up!

## Stubby Bilgebottom

By Ernie Hager





Major part of the \$5,000,000 school tax levy passed by voters in May 19 primaries will be spent for modernizing Portland schools such as the one shown here, providing new classroom and recreational equipment.

# 10,000 Jobs Seen in Vote

Post-war jobs for an estimated 10,000 persons are assured in the approval of a \$24,000,000 program at the Oregon primary election Friday, May 19. Four projects placed before the voters received heavy majorities, indicating that residents of the Portland area favor a program of municipal and

county improvement in the years after the war to provide jobs for war workers and returning veterans.

The program, comprising recommendations of New York Planning Expert Robert Moses, includes:

A \$12,000,000 bond issue to finance a sewage disposal plant designed to improve sanitary conditions on the Willamette river and Columbia slough.

A bond issue of \$3,000,000 to improve and expand municipal docks in Portland harbor.

A special school tax to raise \$5,000,000 over a period of five years to be used to modernize and add to Portland's school facilities.

A \$4,000,000 bond issue sponsored by Multnomah county for work on roads and bridges.

Although it is impossible to establish definitely the number of workers the projects will employ, it is estimated that about 4,000 would be given jobs if the four projects were underway at the same time. Experts believe that another 4,000 to 6,000 would be employed in allied jobs resulting directly from the program such as transportation, retail and

service occupations, bringing the post-war total to about 10,000.

### CITY OFFICIALS PLEASED

City officials were highly pleased with the outcome of the voting. Mayor Riley of Portland declared: "It makes one feel much more comfortable to know that we are to have work projects which will go a long way to fill obligations to returning service men and women and others who may need jobs after the peace."

The disposal plant carried by a vote of about 2 to 1, while the harbor facilities bonds had an average to 3 to 2. Leading all the projects was the school improvement program with a vote of about 5 to 2. The people favored the county road bond issue 5 to 3.

Because of the post-war nature of the projects, details must remain indefinite. But it is pointed out that the program and will use the money provided to the best advantage for all concerned. The endorsement by the voters indicates that the people want the Portland area to remain among the leaders in the nation in the post-war world as it is during the war.

## KAISER VESSELS AID IN PACIFIC

(OREGON SHIP) — "It's really gratifying to know that the folks back home are backing us up 100 per cent," writes Ens. J. L. Hastings, former Oregon Ship worker, now serving on a Vancouver-built LST in the Pacific war theatre.

In a letter to C. S. Binkley, OSC machinist, Ens. Hastings tells of seeing "quite a few Victory ships out here, especially while we were down in the Marshalls," and adds, "when you see these ships roll in in uncountable numbers with the supplies and equipment needed so badly, you know the folks on the home front are really giving us the support we need."

## RESTRICTIONS ON LATE ARRIVALS

The Portland Council of Shipbuilders and a committee from the Metal Trades council have agreed on a policy governing late arrivals on the three shifts.

Day and swing shift workers arriving late will be permitted to enter the yard at 15 minute intervals only during the first hour after the shift without restrictions. Graveyard shift workers will be permitted to enter on the same basis, but only for the first half hour of the shift. After these deadlines, workers will have to obtain special permission from the management to enter the yard.

The program is effective Sunday, May 29.

## Scouts, Attention!

Boy Scouts who have moved into the Portland area from other parts of the country are urged to contact local leaders. Scout officials explained that due to the number of scout leaders who have gone into the armed forces the organization is in dire need of trained personnel. The Portland office is in the Oregon building.



**Housewives' Dream** There are enough sheets and pillow cases on an Oregon Ship Victory to equip a 1000-room hotel, according to J. G. Kolset, supervisor of the Fitting Stores, above (left) with Warehouseman Leonard Lamerton (center) and Henry E. Brooks, fitting stores foreman, checking supplies. Each Victory ship is issued 2,040 sheets and pillow cases, enough linen to supply the ship without laundry service throughout an entire journey. (Oregon Ship photo)

## Improvement Meeting 582,342 in Shipyards

(VANPORT)—Under auspices of the Vanport Improvement club a mass meeting will be held in the high school building, Vanport, May 28 at 3 p. m. to discuss school improvements, sanitation and general improvement of living conditions.

Figures compiled in February, 1944, reveal that 582,342 workers are employed in 37 major shipyards under Maritime commission contracts. The number includes 64,028 trainees and 82,516 women. Bethlehem-Fairfield yard, Baltimore, Md., has the largest payroll with 42,503.

Well, I'll be . . . . .

**WHEN KAISER WORKERS LEFT NEW YORK TO COME TO PORTLAND, THERE WERE NO HOMES BUILT, BUT —**

**SEND YOUR SHIPYARD ODDITIES TO "WELL, I'LL BE..." CARE OF THIS PAPER. WE WILL PAY \$100 FOR ANY WHICH ARE USED.**

**WHILE THEY WERE ON THE TRAIN ENROUTE, DORMITORIES AT SWAN ISLAND WERE STARTED AND COMPLETELY FINISHED SO THAT WHEN THEY ARRIVED, THE HOMES WERE READY!**

**52 BROOMS A DAY —**

**THAT'S WHAT VANCOUVER WEARS OUT DAILY!**

**VANPORT —**

**THOUGH THE SECOND LARGEST CITY IN OREGON — HAS NO POLICE DEPARTMENT!**

**A VICTORY SHIP'S CHRONOMETER IS ONE OF THE MOST ACCURATE INSTRUMENTS USED ANYWHERE. IT IS 99.999% ACCURATE — MORE THAN 130 TIMES THE PRECISION OF THE FINEST MACHINE TOLERANCES.**

## ALMOST WENT TO SEA She Had To Walk Home

(SWAN ISLAND)—From now on, Renata Lierman, swing scaler, will carry her own portable lifeboat, just in case. Recently she was busy in the engine room of Hull No. 61 cleaning paint from pipes and polishing brass. The engines were purring and Renata worked busily along. A seaman in uniform came along:

"What are you doing down here?" She told him she was polishing, kept on with her job. Soon he returned.

"Better quit working so hard, you're not on Kaiser's time now!"

Renata looked for an argument. "This ship has been sold and is on its way out," the sailor told her.

At first, Renata thought she was being kidded and refused to leave her work. Finally, convinced that the ship was really moving, she had a moment of panic.

"With all the engines going anyway, I couldn't tell the ship was moving, but when I knew it was so, I was scared. I thought, 'My goodness! What if I am going out to sea!'"

Then a ship's officer came down and after more discussion of why she was on the ship, told her they would dock shortly and let her off.

She went down the gangplank at dock not too far from Swan Island



and trudged back to work with her gasoline can and sack of tools.

"They tell me it was about three miles. I don't know, but I thought I would never get back on the job. When I got to the gate, the guards wouldn't let me in. No one would believe my story—they went through my sack of tools. Finally they let me in the yard and believe me, I drew a sigh of relief."

Renata has been at Swan Island for over a year and in addition to her job here works two shifts a week as a maid in a downtown hotel.

# Work Speeded on Last Of Vancouver Carriers

(VANCOUVER)—As the escort carrier program draws to a close, the time required in construction is being steadily decreased. The scheduled time on the remaining carriers gives a picture of the surge which will bring the contract to a close. The USS Matanikau which was launched from Way 5 on Maritime day, Monday, May 22, is a good example of the overall momentum that has been established. The Matanikau was on the ways only 73 days from keel-laying to launching. The Attu and Roi will each be on the ways 72 days and the last carrier, the Munda, will top them all by being launched on the 71st day.

## STARTS WITH RECORD

The Matanikau was started with a record breaking performance when the keel and first inner bottom section were laid in the astonishing time of 14 minutes. The nearest approach to this record was the keel laying of the Shipley Bay on Way 1, which took 19 minutes and did not include the first inner-bottom section. From that time on, the various crews on Way 5 really went to work to make it a record boat. The steel was all on the boat in 42 days and all erection was completed in 64 days. The crews on Way 8 had all the steel on the Windham Bay in 45 days.

The crew on Way 5 are proud of their achievement but are not planning on resting on their laurels because it is already apparent that the crews who have the remainder of the carrier to finish are on their toes too and eager to say in line for the schedule which calls for 72 days each on Hulls 348 and 349 with Hull 350 winding up the carrier program with only 71 days allotted for it to be on the ways.

Way 5 plans to go right ahead on AP-5 construction with the same enthusiasm and is looking ahead to the really big job of the construction of the C-4 transports.

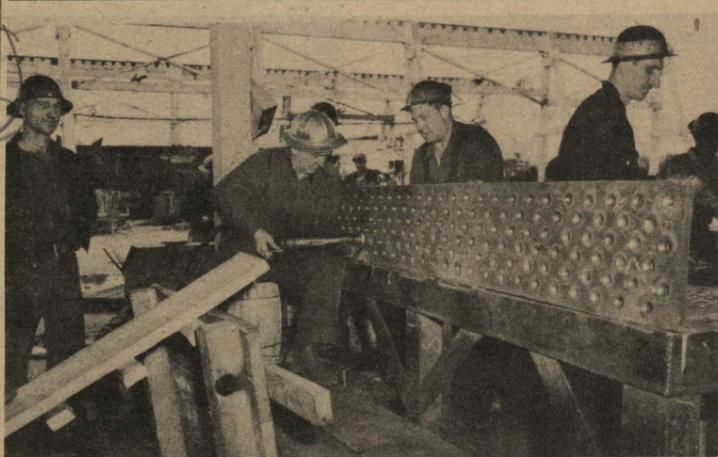
## Argersinger Has Control of Steel



(VANCOUVER)—E. M. Argersinger, who heads Hull Control and Hull Materials departments, says that the job of his departments is one of those "behind the scenes operations." Hull Control shepherds all steel from the time it is delivered until it is finally installed in the vessel. His department must see that all steel is utilized without waste. It has charge of all boiler-maker and shipfitter items for the ways and Outfitting dock. Argersinger is a University of Washington graduate in civil engineering. He has worked for Kaiser over three years. He worked first at Oregon Ship and came here from Oregon Ship in February, 1942. His hobbies are golf and his twin daughters. (Drawing by E. S. Johnson)

## Band Concert Set

(VANCOUVER)—The colorful Vancouver high school band will present a free concert at 8 p. m. today at Bagley Downs center, announces Walter E. Pollock, project services adviser for the Vancouver housing authority.



Here are a few of the student riveters hard at work learning the skill that will rebound back into prominence with the advent of the troop transports. The school can turn out a competent riveter in about 30 days and a heater in seven. (Vancouver photo)

## RIVETS NEEDED AGAIN AP-5 Will Take 8000

(VANCOUVER)—Rivets have come back to Vancouver. Not since the days of the Liberty ships have rivets in any sizeable quantities been used in the Vancouver yard. The new AP-5's however will take between 7000 and 8000 rivets. The Libertys took 22,000. The carriers were virtually rivetless

ing on the AP-5's over at Oregon Ship," comments Jones, "so in order to beat them we're going to concentrate on quality first and let the speed take care of itself later on."

Despite the fact that a large number of rivets were used on the Libertys, passage of time now finds the yard without trained riveters. To remedy the situation a riveting school is being held under the direction of Paul Jones, assistant superintendent of the Chippers and Tank Testers' department. The school is located just west of the Salvage building.

Jones claims that he can turn out a competent riveter in approximately 30 days and a heater in seven. The new school now has an enrollment of approximately 45 students. Their actual experience training is supplemented by a certain amount of classroom work.

When running full blast on AP-5's Jones estimates that approximately 60 men will be used on all three shifts. They will be divided into 12 gangs of five men each.

"They're doing a good job of rivet-

## Assistant Paymaster In Merchant Marine

(VANCOUVER)—David Slee, assistant paymaster, left the Kaiser company recently after six years of service which began at Grand Coulee dam in March, 1938. Slee enlisted in the merchant marine. He came to the yard directly from Grand Coulee as assistant to Paymaster H. Klingbeil. Slee was sent to Catalina Island, Calif., for his basic training.

M. C. Christensen, formerly chief clerk in the paymaster's division, will become assistant to Klingbeil. Christensen started as clerk in the Adjustment department, then moved to chief clerk and finally to chief clerk in the paymaster's department.



D. Slee



M. Christensen

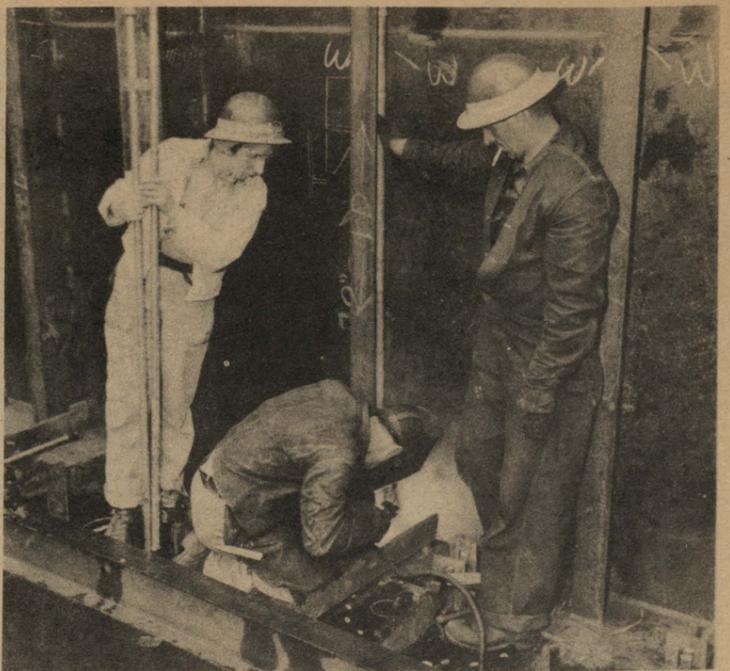
## Named to Cattle Club

(VANCOUVER)—George M. Stolt, swing assistant material supervisor for Marine Machinists, was recently elected to membership in the Guernsey Cattle club of America according to a press release from Peterborough, N. H. Stolt is operator of the Traverdale farm at Ridgefield, Wash.

## CLASSIFIED

### HELP WANTED

Wanted . . . An electric blue print machine operator to work day shift. Must have had experience. Apply at the office of Miss Marie Emerson, Personnel building, Ext. 214.



Here's how electrical workers are managing to do a larger proportion of their work on the ways. Above, Hubert Smith, electrical welder, welds in the Fathometer (depth-sounding device) on Hull 401 on Way 9. Looking on are Ernestine Caputs, electrician, and Walter Rexford, electrician leadman. (Vancouver photo)

## Pace Setting Slated By Marine Electrician

(VANCOUVER)—Vancouver's Marine Electric department will set the pace in electrical installations on AP-5's (troop transports), according to Jack Crane, superintendent, and Milt Thomas, supervisor of Marine Electric construction on the ways. To make their prediction come true they have worked out a plan whereby more electrical installation than ever before will be done on the ways rather than on the Outfitting dock by the 158 men now working on the ways. "We will install all heavy equipment under Electrical department supervision," said Thomas. "This includes such things as wireways, stuffing tube areas, kick pipe areas, local layout including lighting, fixtures, switches, controllers, push-buttons, etc. Local cables will be pulled in accessible areas."

Electrically speaking the AP-5's are just as big a job as the carriers according to Crane. There is more lighting and more power. Radio installation is practically the same as on the carriers.

The new system of doing more work on the ways is already being put into practice. According to Crane and Thomas, blueprints and electrical information are coming out in good shape and installations are now being made on Ways 9 and 10 on Hulls 401 and 402.

"Doing the work on the ways gives it a spread and eliminates congestion," Thomas explains. "It permits distribution of men all along the ways and docks. This amounts to a streamlining of activities and substantially increases speed. We intend to give this much more emphasis than other yards are

doing. As far as we're concerned we'll set the pace on AP-5's."

The acceleration will continue all along the line according to T. J. Waldron, assistant superintendent, who declares, "We're going to have the generator test 14 days after the ship hits the dock."

## NEW STATIONS TO SAVE STEPS

(VANCOUVER)—Four new check stations complete with time clocks are to be built soon opposite Berths 1, 2, 3 and 4 on the Outfitting dock. George Rody, head timekeeper announced today. The new stations will be used by between 1000 and 1500 workers on each shift.

At the present time employees must walk all the way to the west end of the Outfitting dock to check their time. The new arrangement will be a step towards greater convenience for the worker according to Rody. The additional stations will make a total of 11 check stations for the Outfitting dock. Construction will begin in about a week or two as soon as estimates and blueprints are ready.



**Give Time, Blood** These day welders in Assembly not only donated a pint of blood each to the Red Cross but an hour's time as well. After their donations were made they returned to the yard and finished their shifts. Those in the group are: front row, left to right—Henry Ferguson, Veda Northup, Minnie Hickerson, Lorene Tighe, Willema Osburn and Evelyn Williamson, assistant supervisor and organizer of the party; second row, left to right—Florence Berry, Mildred Butt, Amelia Scott, Gertrude Reese, Mary Elizabeth Johnson, and Dorothy Dickerson; third row, left to right—Dorothy Freed, Lorraine Simpson, Gladys Coates, Lydia Earnest, June Sobaski, Freda Martin and Florence Gubka. Those who were not present when the picture was taken are Margaret Trotter, Helen Koenig, Kate Shearer, Josephine Etheridge and Mary Bruski. (Vancouver photo)

## DRAFTSMEN WANTED!

Awarding of the new C-4 troop transport has created a need for draftsmen to an extent never before faced by the yard according to Superintendent John Hallett. A call went out this week for all men and women with drafting experience to contact Carl Kilgore, Personnel director in the Personnel building. Calls to the U. S. Employment service have been unavailing, according to Hallett.

"Before any construction work can start on the C-4 we must have drawings," he emphasized. "As in the past we are calling on the men and women in the yard to help. Perhaps there are many of you who have had drafting experience. If so, whether you be a shipfitter, electrician or are in any other craft, we need you now! Arrangements have been made for you to work on either a temporary or permanent basis."

## The WORKER SPEAKS



Sir: We hear over the radio and read in the newspapers every day or so that 2,500 workers are leaving the Portland area every week to look for post-war jobs. In one issue of the Bosn's Whistle you stated that unless work projects are provided, the men and women in the shipyards will be confronted with breadlines after the war. If we are working, buying bonds and fighting for breadlines, I don't think we should go any further. I certainly don't want to stay here until I have to join the breadline. So just as soon as I can, I'm going to sell my property and get out of this area. I was offered a post-war job near my present home here, but couldn't get clearance from the yard to take it. It looks like I'll have to move away to be sure I can locate a job with a future. And that's what I'm going to do.—A shipyard worker.

### HOW WOULD YOU ANSWER THIS?

Ed: No doubt other workers have had somewhat the same thoughts at various times. This is felt to be one of the reasons for heavy turnover in war industries. Yet, ships must be built. The war is far from being won. Workers are desperately needed. How would you answer this? The Bosn's Whistle wants your comments and will print the best letters.

### Wasted Gas

Sir: How are we going to save on gas? After getting off work we have to wait in line and move inch by inch towards the one opening from the parking lot east of the North gate. I am sure less time and gas would be wasted if we were to have another outlet at this end of the parking lot. I have timed it and found it takes an average of 10 minutes to get to the main road from where the cars are parked. Two hundred cars will use a lot of gas in this time.—Mrs. M. W. Yankee, swing electrician trainee.

Ed: Mark Antoncich, chief of the guards, comments: I would recommend that the driver wait in the stall for five or ten minutes and the coast would be clear and there would be no inching. The other outlet would create more confusion on the highway. The Police department requested that it be removed in the interest of traffic control.

### Appreciation

To Our Many Friends and Fellow Workers: We, the colored group employed here, wish to express our appreciation for the fair treatment given to us. This embodies fair employment with opportunity to learn various types of shipbuilding work, excellent working conditions, and fine residential locations, including five centrally located housing projects, which are not segregated.

These things make us feel that we are at last essential in the forward movement for freedom. This also gives us as a group more spirit

and ambition to work at a job and put our shoulders to the wheel of progress and push with everything we have.

With God as our general and Jesus as our leadman we are going to stay united in our struggle for peace. May the blessings of the Holy Spirit abide in the hearts and minds of each of the thousands of workers here and everywhere and keep the ball rolling. Justice, equality and happiness is our aim.—The Rev. Jesse T. Ferrington, member of N. A. A. C. P.

### Forgotten Men

Sir: I have been a reader of the Bosn's Whistle six months this week. I have read many fine articles of praise about many men and women working at different crafts and departments. I have yet to see one line about Production Pipe welders whose work is important and harder to do than most welding. It is no wonder that many of these men's morale is at a low ebb. They are really the forgotten men of the yard.

I am not beefing for myself, because I am a rookie at the trade, but for the veterans who are not only making but breaking records, especially those welders on graveyard who work production only. I believe that mention or a little praise now and then would inspire these men to even greater effort.—E. G. C., graveyard production welder.

Ed: All praise to the graveyard Production Pipe welders! We will see if we can't do a bit better in the matter of publicity in the future.

# Machinist Wins Top Labor Saving Award

(VANCOUVER)—R. C. Fieldhouse, marine machinist on the ways, won his third Labor-Management Suggestion award when his general purpose milling machine took first prize this month. The \$100 bond award now brings Fieldhouse's total bond winnings to \$225. He won third prize last September with a steady bearing milling device. Last January he took second place with a steady bearing

foundation spot miller. The \$225 in bonds garnered by Fieldhouse represents a good investment by the War Production board. His September suggestion was estimated to make a saving of 1225 man hours in the balance of the carrier hulls under construction at that time. The January suggestion, besides substantially cutting man hours, enabled the machinist to do a more superior job than ever before in setting bearings.

### Time and Labor Saver

The latest device, a general purpose milling machine, is a time and labor saver on any milling operation where ease of handling and simplicity of set-up are desired. It is of light construction and adaptable for use in a variety of places. Only a single air line is required to operate it.

Fieldhouse has been associated with construction work for over 10 years. He was at Grand Coulee dam before the war and got his first shipbuilding experience at Oregon Ship before coming to Vancouver in March, 1942.

Other May winners are Gus Ulappa, rigger, second prize, \$75; N. B. Ransier, buffer foreman and R. L. Pike, scaler foreman, shared third prize of a \$50 war bond; W. R. Stevens, welder foreman, fourth prize, \$25; Mrs. Rose Johnson, welder, fifth prize, \$25; Francis L. Groth, electrician leadman, sixth prize, \$25, and Claude A. Evans, seventh prize, \$25.

A recent WPB ruling regarding bond awards now permits the awarding of four \$25 bond prizes instead of only one as formerly.

### Second Prize

Ulappa's device, which won him second prize, is a gripe weaving machine. (a "gripe" is a belt of woven rope) This invention is truly the "child of necessity" because it is now impossible to purchase gripes. The machine, which is built along the same principle as a weaving machine, is saving 800 man-hours a month over hand weaving that would have been required without it.

### Old-Time Shipbuilder

Ulappa is one of the few old-time shipbuilders. He came to Vancouver in 1918 as a ship rigger during World War I and stayed to take a similar role in this one. In between times he was a longshoreman. He will have worked here two years in July and has missed only a day and a half of work. His daughter, Mrs. Sylvia Knute, is employed in the Engineering department and his son, Al, is an engineer at Oregon Ship.

### Third Prize

Ransier and Pike, who work in the Paint shop on the Outfitting dock, teamed up to devise a buffing shaft to buff welds preparatory to painting. Ordinary buffing guns are heavy and hard to use in small areas. The new method of scaling saves 800 man-hours a hull and also makes possible greater use of women for this work.

Ransier, a former logger, came here two years ago. Pike, who has been in the yard only six months, is a former fruit farmer from Wenatchee, Wash.

### Fourth Prize

Stevens' device is a welders' blower to keep the seam dry when welding in the rain on flat shell and tank top butts. This blower permits making of a much better weld, and enables the welder to work with greater ease and speed.

### Fifth Prize

Mrs. Johnson took fifth prize with her jig for laying shell plates. It supports the curved front portion of the shell plates in the proper position until welded and eliminated the former slow, cumbersome timbers and blocking method. The



GUS ULAPPA  
Second Prize Winner



N. B. RANSIER—R. L. PIKE  
Team for Third



W. R. STEVENS  
Wins Fourth Award



MRS. ROSE JOHNSON  
Fifth Prize Winner



FRANCIS L. GROTH  
Takes Sixth Prize



CLAUDE EVANS  
Wins Seventh

jigs save approximately 60 man hours a month.

Mrs. Johnson, originally a welder in Bay 2, Assembly, recently transferred to become a timechecker on the ways because of an injury to her hand. She has never been late or missed a day of work. She has two sons and a daughter-in-law working in the yard. They are F. R. Johnson, a technical engineer in Way 7; J. I. Johnson, a marine machinist in Way 1, and Mrs. J. I. Johnson, a material expeditor in General Stores.

### Sixth Prize

A system for making the catapult test without moving the bow of the ship from the dock won sixth prize for Francis L. Groth. It is now no longer necessary to remove all gang planks and hoses from the ship and to have a tug pull the bow into the river before making the test. This permits a saving of over 200 man-hours as well as the tug cost.

### Seventh Prize

Claude Evans took seventh prize with his marker to mark the contact segments of crane motors for drilling holes. This marker saves between 8 and 12 man hours a day depending on the number of segments to be drilled. Evans has worked in the Main Electric shop for over two years. Before coming to Vancouver he was a house-wiring electrician in Minnesota.

In addition to the above prize winners WPB award certificates were won by 15 Vancouver workers during May. They are:

D. C. Bailey, graveyard electrician, bushing holder; J. V. Cole, day electrician, electrician's shuttle; O. F. Gentry, day crane operator, crane block oiler; Everett J. Nesbitt, swing expeditor, re-number bays; Tom Brown, day leadman, Maintenance Mechanic, hoist sling; Margaret L. Hendricks, day office clerk, ride sharing plan; Lee Fulleton, day marine pipe foreman, pipe aligning

gauge for correct angles; A. W. Stores, day painter, electric drying basket; Evelyn Engelhardt, day progress checker, overhead marker; I. J. Zeller, engineer, chipping report; Bill Howell, engineer, chipping report; Basil Dhanens, day Maintenance Supervisor, torch tip reclaiming; A. Brodner, day electrician, lead bushing tool; Bill Minkler, day rigger foreman, turntable and drums for air tuggers; and N. B. Edwards, day rigger leadman, portable clips.

## BIRTHS

Mr. and Mrs. Everett Allred, a girl weighing 7 pounds 12 ounces, May 8. Allred is a swing shift sheet metal worker.  
Mr. and Mrs. George Marshall, a boy weighing 6 pounds 11 ounces, May 10. Marshall is a day shift welder.  
Mr. and Mrs. Rodney Portinga, a girl weighing 9 pounds 12 ounces, May 11. Portinga is a swing shift brick mason.  
Mr. and Mrs. Leonard Weddle, a boy weighing 9 pounds, May 6. Weddle is a swing shift rigger.  
Mr. and Mrs. Daniel Deck, a boy weighing 7 pounds 8 ounces, May 7. Deck is a graveyard sheet metal worker.  
Mr. and Mrs. Lewis Laughnan, a boy weighing 6 pounds 11 ounces, May 2. Laughnan is a day sheet metal worker.

### PERMANENTE

Mr. and Mrs. Mathew Zubell, McLoughlin Heights, a girl weighing 7 pounds 10 ounces on April 28. Zubell is a swing shift rigger.  
Mr. and Mrs. Ray Lauson, McLoughlin Heights, a boy weighing 7 pounds, April 29. Lauson is a day shift shipfitter.  
Mr. and Mrs. John W. McDonald, McLoughlin Heights, a boy weighing 6 pounds 12 ounces, April 29. McDonald is a marine machinist, graveyard shift.  
Mr. and Mrs. Butler Carmon, Camas, Wash., a girl weighing 8 pounds 1 ounce, May 3. Carmon is a graveyard electrician burner.  
Mr. and Mrs. Clifton Alford, Vancouver, a boy weighing 7 pounds 4 ounces, May 3. Alford is a day welder.  
Mr. and Mrs. Herbert Stout, McLoughlin Heights, a girl weighing 7 pounds 4 ounces, May 4. Stout is a day material expeditor.  
Mr. and Mrs. Alex Straub, Vancouver, a boy weighing 7 pounds 6 ounces, May 2. Straub is a day electrician.  
Mr. and Mrs. Orval Goldsby, Orden Meadows, a boy weighing 7 pounds 10 ounces, May 4. Goldsby is a day welder.  
Mr. and Mrs. Melva Locke, Washougal, a girl weighing 6 pounds 7 1/2 ounces, May 4. Locke is a swing shift machinist leadman.  
ST. VINCENT—Portland  
Mr. and Mrs. George Rutan, Portland, a girl weighing 5 pounds 13 ounces, May 11. Rutan is a day shift employe in the Production Control department at the Yard office.



**Time Out** When Don Montgomery, Clearance officer at General Stores, moved to new duties as editor and publisher of the Clark County Sun, he was presented with a "watch" without works. On looking through the crystal you could read the words, "There is no time like the time of parting." The gift was presented by Ed Moore and Tony Nyhus in behalf of fellow workers. (Vancouver photo)

# Swan Goes For Boat Racing

(SWAN ISLAND)—Swan Island's got sumpin'—lifeboat racing. Only one of the three Kaiser yards yet to put crews in competition, Swan injected a novel feature into Maritime Day (Monday, May 22) at the yard with a three-team lifeboat race across the ways. The result was a walkaway for

John Bruns' Maritime Inspectors crew, who defeated "Red" Fulton's Way Workers and Roy Gridley's Shipwrights, the latter crew bringing up the rear a boat length behind Fulton's sweepsters.

The victory stirred up challenge upon challenge as H. P. Stevens' gang of Maritime machinery inspectors tossed a defy to the winners, who in turn issued a bid to Hal Feiok's Outfitting Dock oarsmen. Result is that Bruns' sweepsters will meet Feiok's crew Saturday (May 27) over a longer course.

General Manager A. R. Nieman opened the Maritime Day program, which included selections by the 363rd Army Band of Vancouver Barracks.

The first lifeboat crew race held at Swan occurred May 19 with Feiok's oarsmen defeating Fulton's men over a course past Berth No. 1 to the pontoon bridge. The winner's time was 1 minute, 39 seconds.

## 3 OSC SOFTBALL TENS KNOTTED FOR LOOP LEADERSHIP

(Oregon Ship Standings, May 20)

	W.	L.	Pct.
Assembly	3	1	.750
Materials	3	1	.750
Plate Shop	3	1	.750
Steed	4	2	.667
Thesman	3	3	.500
Marine Engineers	1	3	.250
Superstructure	1	3	.250
Specialty	0	4	.000

Oregon Ship softball league teams last week "ganged up" on Bill Steed's previously undefeated Shipfitters, beating them twice to topple them from their perch on top of the loop. The casualties suffered by the Steed club elevated the Assembly, Materials and Plate Shop teams to a three-way tie for first place.

Steed walloped the Superstructure ten, 9-6, to run its winning streak to four straight, but were stopped the following evening by Materials, 8-3. Sandercock hurled steady ball for the winners, who took advantage of six Steed errors to coast to an easy win.

Niece, Assembly pitcher, emerged victorious in a mound duel with Rekart of Steed, 4-3, in a game played May 19. It was the second win of the week for the Assembly tossers, who lambasted the cellar Specialty team earlier, 18-8.

George Dorr pitched and batted the Plate shop into the first place tie May 19, pacing the Plate team in its 6-4 victory over the Marine Engineers. Dorr hit a home run and limited the Engineers to seven hits.

Earlier in the week the Engineers copped their first game as they edged Thesman's Shipfitters, 10-9. It was the second loss suffered in the week by the Thesman team, which was nosed out by Materials, 9-8, in an earlier game. Scores:

	R.	H.	E.
Materials	9	18	2
Thesman	8	11	2
Bristow and Agnew; Kietzel and James.			
Assembly	18	14	3
Specialty	8	5	1
Duniway, Niece, Candello and Redd; Sabah and Woodard.			
Steed	9	10	4
Superstructure	6	8	1
Swan, Sittel and Jones; Younce and Carter.			
Marine Engineers	10	14	6
Thesman	9	12	5
Mason and Tabor; Miller, Leo and James.			
Carter.			
Materials	8	7	2
Steed	3	7	6
Sandercock and Agnew; Sittel and Rogers.			
Assembly	4	7	2
Steed	3	7	3
Niece and Redd; Rekart and Rogers.			
Plate Shop	6	5	1
Marine Engineers	4	7	1
Dorr and Rinckoff; Raikka and Taber.			

## WOMEN SOFTBALL PLAYERS WANTED

(OREGON SHIP)—Male ball-players aren't going to excel women workers in the matter of softball league organization. Women counselors charged with enrolling feminine baseball aspirants report a heavy response to calls for players. Practice sessions already have started.

OSC women may sign up to play softball by contacting the ways' counselors' office, yard extension 369, or the dock counselors, yard extension 219. Players have been asked to register by June 1.

## Swan Golfer Ties For War Loop Top

Carding a 36, F. A. Frisch, Swan Island golfer, finished in a tie for first place and "tin whistle" honors with Vic Ripley, Columbia Aircraft, in a War Industries American league golf sweepstakes at the Rose City Golf course last week.

Two Vancouver stars, Gail Bowyer and Bob Girtle, were in a six-way tie for low gross honors, shooting 37's. Bill Holloway, Vancouver, won the National league tin whistle with a 36. Woodrow Ball, Oregon Ship, had low gross in the national competition, a 40.

A. W. Mead of the U. S. Maritime commission carded a 50 to take the Federal league tin whistle. Tied for low gross, with 44's, were Jim Didier, Oregon Ship, and Bill Johnston, Swan Island.

## Hull Outfitters Pace Swan Island Circuit

(SWAN ISLAND)—Hull Outfitting's softball team won two games last week to keep its record clean as the only undefeated ten of the Swan Island Softball association. The O.F.D.'s took the Shipbuilders, 12 to 5, and the Welders, 7 to 6. Marine Pipe, strong contenders, also won two, whipping the Painters 17 to 0, and the Graveyard Terrers, 8 to 2.

Other results: Fabrication 6, Welders 0; Erection 11, Terrers 4; Erection 13, Shipbuilders 0; Crane Operators 7, Chippers 1.

Standings at the close of the week were:

	W.	L.	Pct.
Hull Outfitting	5	0	1.000
Marine Pipe	4	1	.800
Erection	4	1	.800
Fabrication	3	1	.750
Chippers	2	2	.500
Crane Operators	2	2	.500
Graveyard Terrers	2	3	.400
Shipbuilders	1	4	.200
Painters	0	4	.000
Welders	0	5	.000

## 5 Games, 4 'Blanks'

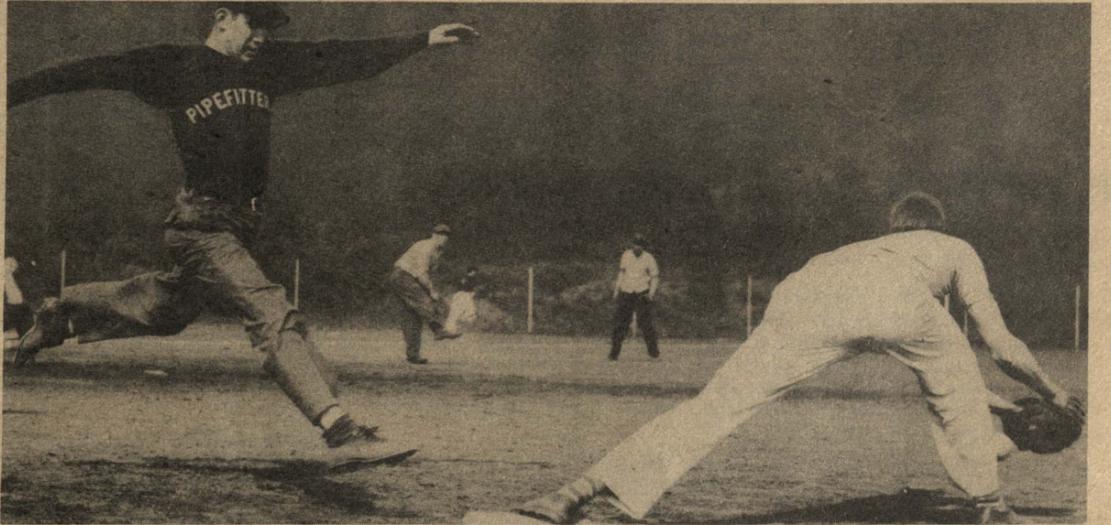
(OREGON SHIP)—Guy Ruscigno hurled his fourth shutout in five starts as the 99 Tavern team, composed of OSC day shift welders and burners, defeated the Plate shop ten of the Oregon Ship softball league, 7-0. Ruscigno limited the Plate shop club to four hits, while the welders were reaching Dorr and Donaldson for eight.

## Swing Loop Looms

(VANCOUVER)—Vancouver assembly swing shift softball team defeated the Swan Island swing Plate shop 15 to 14, Tuesday, May 16, at the Swan Island Barracks field. It is hoped that a swing shift league can be organized and the Assembly team will accept any challenge from other swing shift teams that might be organized.



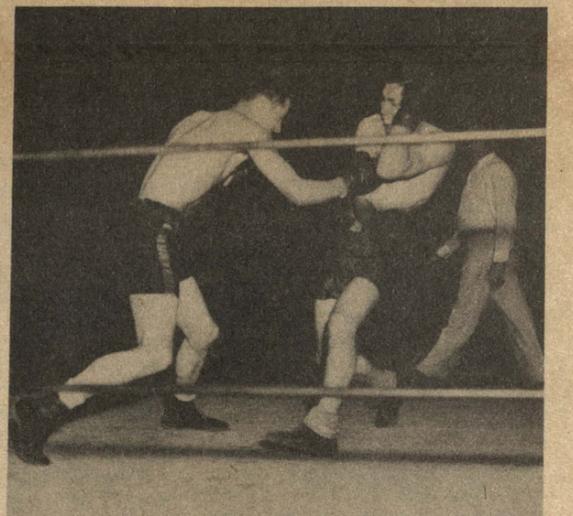
**Anybody Wanna Race?** Feature of May 22 Maritime Day at Swan Island was a three-team lifeboat race—and here's the winning crew, John Bruns' Maritime Inspectors. They beat "Red" Fulton's Way Workers and Roy Gridley's Shipwrights. The sweepsters are (starboard to bow), H. Christensen, Bruns, William Schlothan, R. Partipilo; port—William Steinfeld, R. Willard, H. Morrill and Jack Cady. A. E. Morton, the coxswain, is missing. The challenge line forms at the right, men. (Swan Island photo)



**Safe at First** Looks pretty close, doesn't it? Paul Muller of the Pipefitters strides high, wide and handsome for first base as Catrilage, Painters' base guardian, gets set to pick up the toss (note ball under glove). The throw was bad, however, and Muller was safe. This bit of action occurred in Swan Island softball play. (Swan Island photo)

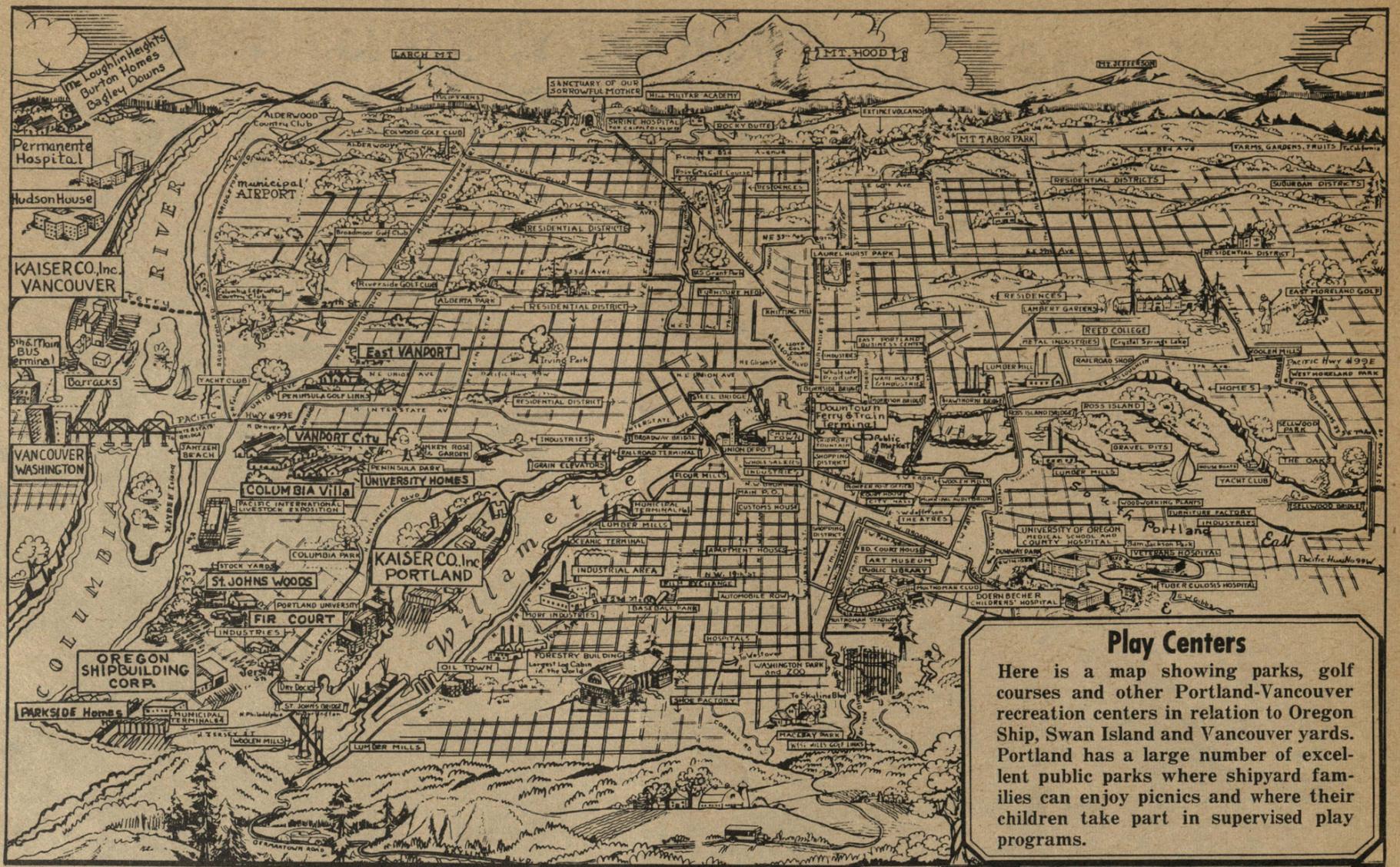


**Kennedy Scores** William ("Moose") Kennedy, driller on the Vancouver Outfitting Dock, forces Bobby Blevins, California heavyweight, into a crouch as he bounces a hard left off the Golden Stater's cheek in their recent bout at the Portland Auditorium. Kennedy won the decision on a foul in the second round.



**On the Target** Norman Finch, driller on the Vancouver Outfitting Dock, drives a stiff right into the mid-riff of Sailor Foster, Navy boxer, in their stiff battle at the Portland Auditorium May 19. Finch gave the sailor a rough time, finally tacking up a technical knockout in the sixth round.





### Play Centers

Here is a map showing parks, golf courses and other Portland-Vancouver recreation centers in relation to Oregon Ship, Swan Island and Vancouver yards. Portland has a large number of excellent public parks where shipyard families can enjoy picnics and where their children take part in supervised play programs.

# Varied Recreational Opportunities Available

Public schools to establish 22 vacation care centers, with hot lunches and supervised play; Parks Bureau to conduct regular activities throughout the summer

Child welfare planners announce that programs are being developed this summer to give the youngsters of war workers the maximum opportunity for supervised recreation. At the request of industry and other Portland groups, the public schools will establish vacation care centers at 22 schools. The general supervisor of the summer plan, Charles A. Fowler, principal of the Chapman school, announces that the centers will be open from 6 a. m. to 7 p. m. daily except Sunday for children six to 14 years.

Children will be provided with hot lunches and recreation activities will include crafts, nature study, folk dancing, dramatics, excursions, reading and sports. The charge will be 50 cents a day, payable in advance for a period of not less than one week.

#### NEED EARLY REGISTRATION

According to Fowler, special attention will be given to health and eating habits. Birthdays of children enrolled will be observed and special days noted. Personnel in charge has been chosen for skill in leisure time activities. Fowler suggests that parents register children early in order that plans may be made to accommodate specific numbers.

Public schools which will conduct programs from June 5 to Sept. 2 include: Abernathy, Arleta, Bosie, Buckman, Chapman, Creston, Failing, Highland, Holladay, Irvington, James John, Lents, Ockley Green, Portsmouth, Sellwood, Sitton, Sunnyside, Terwilliger, Vernon, Vestal, Guilds Lake and University Homes.

Meanwhile, the Portland parks bureau is preparing to open its summer program on June 5. City-wide tournaments for softball, baseball, archery, badminton, golf, swimming and tennis are planned. Other activities include: Story hours, drama, music, hobbies and hobby clubs.

There are plenty of recreational facilities for adults in the family, too. Portland has some of the finest golf courses in the country—many of which are open to the general public. Public park facilities are open to men and women as well as children, and picknicking grounds are numerous.

## Portland-Vancouver Parks, Clubs Listed

Here is a list of Portland parks, clubs and the activities which may be found for youngsters under supervised direction. Transportation facilities also are listed.

**ALBERTA**, NE Ainsworth, between NE 19th and NE 22d avenues. Baseball, crafts, dances, games, handball, horseshoes, picnics, playground apparatus, softball, table tennis, tumbling, volleyball, wading pool. Alberta car or Killingsworth bus.

**BELMONT**, SE Taylor, between SE 17th and SE 19th avenues. Badminton, crafts, dances, games, handball, horseshoes, music, picnics, playground apparatus, softball, table tennis, volleyball, wading pool. Mt. Tabor car.

**BUCKMAN FIELD**, E 12th and Davis Streets. Athletic field, baseball diamonds, tennis courts, (lighted) field house.

**CHAPMAN SQUARE**, between SW Main and SW Madison Streets and SW 3d and SW 4th Avenues. Third Avenue coach.

**COLONEL OWEN SUMMERS**, SE Taylor Street, between SE 17th and SE 18th Avenues. Mt. Tabor car.

**COLUMBIA**, N Lombard, between N Russell and N Woolsey Streets. Badminton, baseball, card playing, crafts, dances, dramatics, handball, horseshoes, music, picnics, playground apparatus, playground games, softball (2), swimming pools, wading pool, table tennis, tennis (2), tumbling, volleyball, weight lifting. Municipal Clubhouse. St. Johns coach.

**COUCH FIELD**, NW 20th Avenue, between NW Glisan and NW Hoyt Streets. Willamette Heights car.

**COUNCIL CREST**, surmounting Portland Heights. Picnic area. Council Crest car.

**CRESTON**, between SE 44th and SE 46th Avenues, SE Powell Boulevard. Badminton, crafts, dances, handball, horseshoes, picnics, playground apparatus, playground games, softball, swimming pools, table tennis, tennis (2), tumbling, volleyball. Powell Boulevard bus.

**DAWSON**, N Williams Avenue, between N Morris and N Stanton streets. Crafts, dances, handball, music, picnics, playground apparatus, playground games, wading pool, table tennis, tumbling, volleyball. Williams Avenue coach.

**FIRLAND**, SE 72d Avenue and SE Holgate Boulevard. Powell Boulevard bus.

**FULTON**, S. W. Slavin road and SW Terwilliger Boulevard. Auto via Terwilliger Boulevard.

**GAMMONS**, N. Buffalo Street, between N Wilbur and N Burrage Avenues. St. Johns coach.

**HOLLADAY**, NE Holladay Street, between NE 11th and NE 13th Avenues. Picnics, Irvington bus.

**HOYT**, SW Fairview Boulevard between Arlington Heights and the Highlands. Bird sanctuary, arboretum. Arlington Heights bus.

**IRVINGTON**, NE Fremont Street, between NE 7th and NE 11th Avenue. Badminton, crafts, dances, handball, horseshoes, music, picnics, playground apparatus, playground games, softball (3), table tennis, tennis (4), volleyball, wading pool. Alberta car.

**LAURELHURST**, SE Ankeny Street and SE 39th Avenue. Crafts, dances, dramatics, handball, horseshoes, music, picnics, playground apparatus, playground games, softball. Municipal clubhouse. Mt. Tabor car.

**LAURELWOOD PARK**, between SE 63d and SE 64th Avenues. Foster coach.

**LENTS**, SE 92d Avenue and SE Steel Street. Powell Boulevard. Crafts, handball, horseshoes, music, picnics, playground apparatus, playground games, softball, table tennis, tennis (2), tumbling, volleyball, wading pool. Powell Boulevard bus.

**LINCOLN HIGH SCHOOL ATHLETIC FIELD**, 1006 SW 18th Avenue. Irvington bus.

**LINNTON PARK**, Linnton. Badminton, horseshoes, playground apparatus, playground games, softball, table tennis, volleyball. Linnton bus.

**LOWNSDALE SQUARE**, SW Maine Street, between SW 3d and SW 4th Avenues. Third Avenue coach.

**MACLEAY PARK**, NW Cornell road. Bird sanctuary; trails. Willamette Heights car.

**MADRONA**, N Greeley Avenue and N Webster Street. St. Johns coach.

**McKENNA**, N Westanna Avenue, N McKenna Avenue and N Lombard Street to N Amherst Street. St. Johns coach.

**MONTAVILLA**, 8219 NE Glisan Street. Boxing and wrestling, crafts, dances, card playing, gymnasium facilities, handball, horses, music, picnics, playground apparatus, playground games, softball, swimming, pool (wading), table tennis, tennis (2), tumbling, volleyball, weightlifting, municipal clubhouse. Montavilla car.

**MOUNT SCOTT**, SE 72d Avenue and SE Ellis Street. Crafts, handball, horseshoes, picnics, playground apparatus, playground games, softball, swimming pool, table tennis, tennis (2), volleyball, wading pool. Foster coach.

**MOUNT TABOR**, SE Main Street and SE 63d Avenue. Handball, tennis (5), playground, picnic area. Mt. Tabor car.

## Registration Opens For Summer Camps

The Portland area in general appears to be going the limit to find recreation for boys and girls this summer. Registration still is open at summer camps being operated by boy scouts, girl scouts and camp fire girls, 4-H clubs, Jewish Community center, YMCA and YWCA. These camps are located close to Portland, with mountains, beaches and lakes and rivers nearby.

The Girl Scouts, in addition have scheduled day programs at camps in Portland for youngsters 6 to 16. These will be open Tuesday, Wednesday and Thursday each week between June 27 and August 3, at 15 centers. Registration fee is 50 cents. Besides, the regular over-night camp at Sacajawea in Macleay park will be in operation.

#### SPECIAL EVENTS

Boy Scouts, Camp Fire Girls and 4-H clubs also plan day camp activities.

Community centers will hold special events. The summer home camp of Neighborhood House at 3030 SW 2nd will open on June 12, and the season's charge for grade school youngsters will be \$1.75. For high school youths, the enrollment fee is \$3. An all-around program for

boys and girls 6 to 16 is being arranged.

Teen-agers will find evening recreation at seven centers in Portland. The YWCA Starlight club will add one other evening each week to its present program offered on Fridays. Activities include dancing, games, movies and discussion groups.

### Vanport to Hold Weekly Adult Nights

(VANPORT)—The first Adult Night was held last night at Vanport Recreation hall No. 1, and the affair is to continue each Thursday. Card games of all sorts are played. There is dancing and free refreshments. The snack bar will be featured each Tuesday night, and dances are held every Saturday night.

leyball, municipal clubhouse. Sandy Boulevard coach.

**SAM JACKSON**, Marquam hill. Sam Jackson bus.

**SELLWOOD**, SE 7th Avenue, between SE Sellwood Boulevard and SE Miller Street. Badminton, baseball, boxing and wrestling, card playing, dances, dramatics, gymnasium, handball, horseshoes, music, picnics, playground apparatus, playground games, swimming pool, table tennis, tennis (4), volleyball, weight lifting, municipal clubhouse, wading pool. Sellwood coach.

**U. S. GRANT**, 33d and Thompson Streets. Crafts, dances, handball, horseshoes, picnics, playground apparatus, playground games, softball (2), table tennis, tennis (6 lighted), tumbling, volleyball.

**TERWILLIGER PARK**, Lowell Avenue and Corbett Street. Shaded area, equipped with playground apparatus.

**WALLACE**, NW 25th Avenue, between NW Pettygrove and NW Quimby Streets. Crafts, dances, handball, horseshoes, picnics, playground apparatus, playground games, softball, table tennis, tumbling, volleyball. Willamette Heights car.

**WASHINGTON**, end SW Jackson, New Canyon road. Archery, badminton, dances, music, picnics, playground games, table tennis, tennis (6), volleyball. Twenty-third Avenue or Council Crest car.

**WESTMORELAND**, SE Eybee and SE McLoughlin Boulevards. Badminton, crafts, horseshoes, picnics, playground apparatus, playground games, softball (2), table tennis (3), volleyball, fly casting pool, baseball, lawn bowling. Sellwood coach.

**WOODSTOCK**, SE Steele Street between SE 47th and SE 51st Avenues. Badminton, baseball, crafts, dances, handball, horseshoes, music, picnics, playground apparatus, playground games, softball (2), table tennis, tennis (2), tumbling, volleyball, etc. Fifty-Second Avenue bus.

## INQUIRING REPORTER

QUESTION—

Do You Think Prohibition Should Be Established For The Duration To Help The War Effort?

Johnnie Williamson, grave electrician on the ways, "I think so. The workman would be able to save more. They would be able to invest more money in bonds. Also, I believe that happier homes would result from a liquor drouth. I know that liquor can cause an awful lot of trouble."

Jack O'Neal, graveyard maintenance, "No! How would it help the war effort? Why some of these guys will even strain shellac through bread in order to get something to drink. You take it away from them and they'll have it even if it is illegal. You can't control that problem by passing laws because they'll be broken."

Clinton Stewart, swing sheet-metal helper in Sheetmetal shop, "Yes, I do. I sincerely believe it would help cut absences and improve the general quality of work. It would help keep the homes together. I know that excessive drinking can break up homes more rapidly than most anything else."

Van B. Burnett, swing boiler-maker in Boiler Erection, "I think so. Drinking causes absenteeism, causes people to miss work more than anything else. Workers should put energy into work rather than into drinking. Hangovers are the reason for many accidents and less efficient work."

Aaron Fowler, grave Sheetmetal worker on the Outfitting dock, "I don't think it would do much good. We gave prohibition a try before and what did we have? Graft and corruption such as the world had never seen was the result. Everybody and his brother was making hooch and most of it wasn't fit to drink."

G. R. Stephens, swing electrician on the Outfitting dock, "I do. There are altogether too many people who are spending the money their family needs for booze. No good can ever come from a situation like that. No man can come out on the job and do his best after a night of bottle fighting."

James Ryder, grave pipefitter in Pipe shop, "I think it should be. Drink is no good. This wine will poison a man, so will this stuff they call beer. That stuff is absolutely no good. They shouldn't be allowed to sell it. Now, a good drink of whiskey, good whiskey, never hurt anybody."

Keith Baird, grave burner in Plate shop, "As far as I'm concerned it doesn't make any difference. I don't drink it. Neither do I feel that I am my brother's keeper. What other people do as long as it doesn't interfere with me is none of my affair."

## "Chin-Up" Girl Has Visit From Son



(VANCOUVER)—Mrs. Eva Murren, day welder in the Machine shop won the "Chin-Up Girl" contest conducted last week in the Vancouver yard by several Portland theatres and stores. Her husband Lyle, above, is a day welder in the sub-assembly. Her award came opportunely while her son, Quinton Murren S/2c was visiting here. Until six weeks ago Murren was a day welder in the Maintenance department. He was sent to Farragut, Idaho for boot training, became second high rifleman and was selected to be sent to a trades school as a metal-smith. He returned to Farragut last Friday.

## Mrs. Hayssen Named Attu Flower Girl



MRS. K. W. HAYSSSEN

(VANCOUVER)—Mrs. K. W. Hayssen, graveyard material expediter, will be flower girl at the launching of the USS Attu tomorrow. The vessel is the 48th escort carrier to slip into the river and has been on the ways only 72 days. Mrs. Hayssen, representing the Hull Material and Hull Control departments, was chosen flower girl because of her record of service. She has been employed in the yard since August, 1942. She formerly was employed as field clerk on the ways and in Assembly. A native of Portland, Mrs. Hayssen was employed in one of Portland's largest mail order houses before the war. She has a daughter, 13. Mrs. George W. Steele of Santa Barbara, Calif., wife of Captain George W. Steele, will be sponsor. Captain L. G. Bock of the Astoria Naval Receiving station and assistant industrial manager of the Puget Sound navy yard, will be the principal speaker. Mrs. Andrew Long, wife of Admiral Long, retired, also of Santa Barbara, will be the matron of honor. The speakers and guests will be introduced by E. E. Blazier, director of public relations, and the invocation will be given by the Rev. Charles Stanley Mook.

## Three Shop Stewards Honored at Gathering

(VANCOUVER)—J. C. Dansing, the Rev. Moses Guy and W. M. Collyer, Negro shop stewards of the Electricians union, were honored guests at a dinner arranged Sunday by the Committee of seven at Hudson House. Mayor John A. Hogg of Vancouver, and Henry Nordell, the union's assistant business agent, were principal speakers. The Rev. Guy expressed appreciation of the stewards for the gathering. Entertainment featured Mrs. M. E. Bailey with her saxophone, C. P. Blakeney, tenor, and the Nightingale quartet. Members of the Committee of Seven are C. B. Maxey, L. R. Robinson, C. B. Wilcox, C. Black, L. Jones, J. T. Long and Mark A. Smith.

# Production Whirlwind Brewing Troop Carriers Next

(VANCOUVER)—The comparative quiet that has hung over Vancouver for the past few weeks is about to be broken by a tornado of activity to exceed anything in the past history of the yard. Recent days have seen one of those periods of transition that are evident when one type of vessel is being finished and another is about to be started. After Saturday's launching there will be only two aircraft carriers left on the ways. In the meantime actual production of AP-5's, (troop transports), has not had time to get into full stride. This resulted in a lessening of activity in some departments and loaning crews about the yard thus giving the appearance of comparative quiet.

### WHIRLWIND COMING

A whirlwind is coming however, in fact, is under full blast right now in the Mold loft and Plate shop. The Mold loft, under the direction of Superintendent A. C. Barnett, is working overtime turning out templates for AP-5's, C-4's and the new drydock. Everything was going along in orderly fashion until the engineers started dumping the transport ship designs in huge quantities into the Loft. There are 439 erection sections in an AP-5 a, the time of launching, according to the Progress department. Many of these designs were held up pending approval and when they began coming in all at once Barnett soon found his department almost 50 sections behind. Efforts on other types were temporarily cut down to meet the needs for AP-5's and shifts were jumped up to 10 hours. Work moved swiftly and recently the Loft turned out 13 sections in a single day. Main sections still to come are longitudinal and transverse bulkhead sections on the second deck and some main deck bulkhead sections. From the Mold loft the storm has



Busiest department in the yard at the present time is the Mold Loft, turning out templates for the new AP-5's. Here Ruth Freidel, loftsmen; Michele Casciato, foreman; and A. C. Barnett, superintendent, ponder over construction details of the new troop transports. (Vancouver photo)

descended upon the Plate shop. This department is going full blast seven days a week to provide steel for the impatient Assembly department. According to Superintendent Walt Larson the department is turning out plenty of steel but still needs templates before being able to complete everything needed for Hull 401, the first AP-5. The shop will have to build up production to around 900 tons a day in order to meet schedules.

In the meantime the Assembly department and ways are girding themselves to meet the onslaught when it comes. Though the AP-5's are more simple ships than the carriers it is generally felt that the high-speed schedule will call for even more men and faster work than ever before. The AP-5's and C-4's are destined for heavy duty in the offensives now slated in both the European and Far Eastern war theatres.

## VANCOUVER Shipyard Sittings

A. H. Oden, formerly employed at the Excavation department, has written that the crops look wonderful in Oklahoma but recommended for those interested, to stay here in the Vancouver yard for the duration. . . Mrs. George Rasmussen, (nee Jean Durgan), formerly a field clerk at the Chippers office on Way 6, called the office while on a visit to Vancouver from her home in Bremerton. . . Duncan Wilson, assistant superintendent of the Marine Pipe Material department made a business trip to San Francisco returning May 17. . . John Bonnel, labor walker at Excavation has returned to work after recuperating from a sprained ankle. . . "Bea" King of the I.B.M. department is leaving May 29 for New Haven, Connecticut where she will become the bride of Air Cadet "Pete" Piluso, now attending school at Yale and studying to be an engineering officer. "Pete" was recently employed at this yard as a shipfitter foreman before entering the service.

Alice Seidel, flower girl at the launching of the U.S.S. Bouganville, May 16, was interviewed on the "Bos'n's Whistle of the Air" and is all for having a Vancouver girls softball team organized. Georgia Reed, better known as "Tex," a welder on the ways for the past 14 months, left

Alice Seidel May 16 for Oakland to join her husband who has been overseas 15 months with the Seabees. . . Alfred W. Kriko, welder leadman on Way 12, left May 15 for the armed forces. He has been employed here for two years. . . Mrs. Ella Bakke, electrician journeyman, of fire control crew on the Outfitting dock entered the Permanente hospital May 22. . . Mr. and Mrs. Lloyd Griffin are the parents of a baby boy weighing 7 lbs. and 4 ozs., May 15 at Permanente hospital. Lloyd is a leadman of crew 48 and was presented a taffeta comforter from the gang.

## Deadline Extended for Hospital Plan Sign-Up

(VANCOUVER)—Returns on the sign-up campaign for worker and family hospital plans at Permanente are pouring in this week—so much so that Dr. J. W. Neighbor, with a limited staff to handle the new sign-ups, moved the deadline from June 1 to June 10. "We are going to need another 10 days to

give everyone an opportunity to sign up," Dr. Neighbor said. "We don't want to keep anyone out for lack of time or opportunity to turn back the cards, some of which were delayed in reaching the workers. The response to the family plan is particularly gratifying. We are sure that we will have a large majority of the workers with families signed up on this plan when the campaign ends."

Cards to workers not signed on either or both plans were mailed Monday, Tuesday and Wednesday of this last week. These cards may be signed by the worker and turned in to his leadman, foreman or timechecker. From there they will go to the I.B.M. department for arrangements in making the deduction from his check, and then on to Permanente hospital where all

the persons signed for will be enrolled on the membership books there.

**DOCTOR FEES NOT INCLUDED**  
Dr. Neighbor stressed once more the one phase of the Family plan that has caused misunderstanding in the past. "With the new large numbers of men and women signed on the Family plan, I want to stress once more the fact that doctor fees are not included, in this less expensive arrangement. It is an insurance policy, in effect, against major illness needing hospital treatment. The worker is covered for all his medical needs; the members of his family are less fully covered. The worker must remember that he is paying only 15c per child for this service. It is the cheapest form of insurance in the world against a hospital bill of \$50 to \$500."



**Foreman Honored** Sidney Huwaldt, graveyard foreman in the Plate shop, terminated his work May 10 to enter military service. Huwaldt, who is married and has one son, came to Vancouver from Oregon Ship in May, 1942. Fellow employes presented him an engraved, waterproof wrist watch and pen and pencil set. Superintendent Walt Larsen made the presentation for the men (center, above). Huwaldt expects to enter Radar-Training. (Vancouver photo)