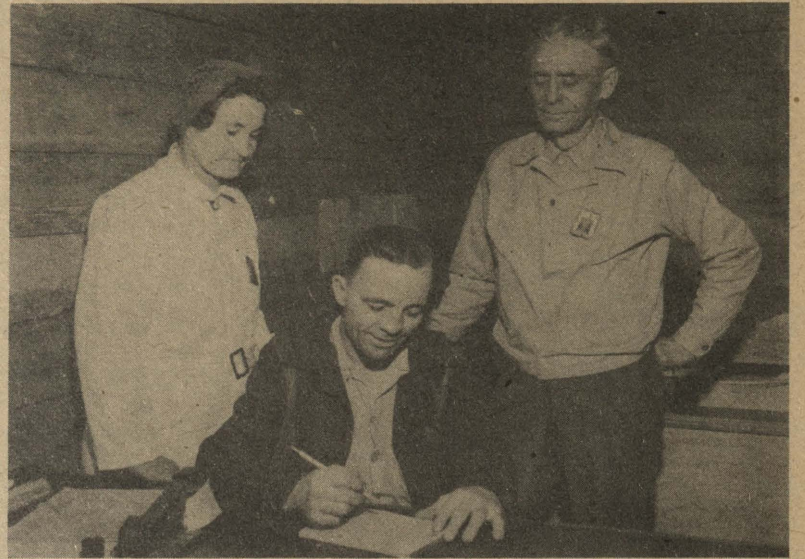


# BOND SALES RISE SINCE V-E

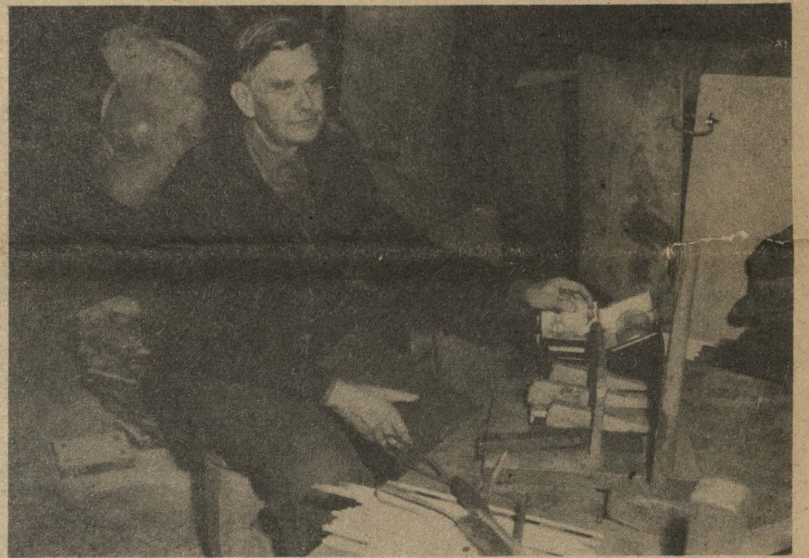
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**Crewmen, Attention!** That C-4 troopships are well supplied with life rafts is demonstrated by this picture. Piles and piles of the rafts are stored north of the Carpenter shop. June Oliver, of Rate Control, helps break the monotony of the picture. (Vancouver photo)



**Fifty \$50s** When Mr. and Mrs. Paul Rognlie return to Esmond, N. D. after the war, they will take back with them a bundle of paper that won't be added to the scrap paper drive. As their "extra bond" contribution, they purchased fifty \$50 bonds last week. Parents of four boys, three in the service and one honorably discharged, the couple work here as marine electrician and painter respectively. Shown are Mrs. Rognlie, Eugene Smith, supervisor of Marine Electric, and Rognlie. (Vancouver photo)



**Big Bond Buyer** Charles A. White, shipfitter at Plate shop, topped all early bond buyers in the Mighty 7th by purchasing \$12,000 in bonds, series E and F, for himself and his wife. White left for Iowa Tuesday to temporarily take care of his son's farm while his son went to the Mayo Clinic in Rochester, Minnesota for special care. He will return to Vancouver and the yard as soon as possible.



**Typical Crew** The Progress department crew of day checkers is indicative of the type of women who work in Vancouver yard. For a story of the crew, see story page 5. Shown left to right, first row, B. Morris, supervisor, L. Zarp, V. Parsons, J. Wright, N. Sanders, M. Schmunk, O.

Drewniak, G. Powell, A. Powers; (second row) F. Heaton, leadman; R. Norman, G. Livingston, L. Williams, M. Bean, C. Price, M. Tinsley, R. McDonald, L. Nate, N. Nabowes, P. Peterson; (third row) A. Thompson, F. Rambo, M. Engle, V. Anderson, G. White, H. Rayburn, E. Gore, B. Merchant, K. Hein, M. Jaynes, M. Rose, I. Lyon, L. James, G. Fender, L. Ebert, L. Kohlruss, J. Carsner and J. Kelly.



# Arnold Training Center Closed On Truman's Order

(SWAN ISLAND)—Stopped before it really got started in the Vocational Training buildings at Swan Island, the Arnold Training center was closed Saturday in the nationwide move initiated by President Harry Truman to close war production training schools. Although all three Kaiser yards are now in

need of manpower, their efforts are directed toward rehiring former employees who have been trained the Kaiser way for work in the area shipyards. Figures show that of all new hires signing on at the yards, up to 75 per cent have worked for Kaiser before at either Swan Island, Oregon Ship or Vancouver.

Training will continue in the yards on the job, as has been the practice since the yards opened.

## DIRECTORS ADVISED

Directors of vocational training at Swan Island and Oregon Ship received the following letter from Fred Stirman, director of war production training:

"President Harry Truman has recommended that all vocational training for war production workers cease and Congress has concurred with his recommendation.

"Late yesterday I was notified by the United States Office of Education, through the state division of vocational education, to liquidate the Portland war production training program. All unpaid supplementary training in this area will terminate as of midnight, Saturday, May 12. All paid supplementary and pre-employment training will close at midnight, Friday, May 25.

"It is planned to have all war production training equipment removed from Maritime commission property by midnight, June 15."

Vancouver was similarly notified.

It is considered probable that training schools conducted by the unions will continue to operate "refresher" courses as they have done in the past.

## Classes Offered In Lip-Reading

(OREGON SHIP)—A summer course in lip-reading will be offered by the Portland Society for the Hard of Hearing, a member agency of the Community Chest. Free classes will be given at the society headquarters, 39 Selling-Hirsch building, beginning June 1.

Classes are scheduled as follows: Beginners, Mondays, 7 to 8 p. m. and Fridays, 2 to 3 p. m.; intermediates, Mondays, 12:30 to 1:30 p. m.; advanced, Mondays, 8 to 9 p. m. and Fridays, 3 to 4 p. m.

"Lip-reading is the art of understanding thought by watching the movements of another person's lips and facial muscles," the Society said. "No matter how slight or severe the hearing loss, a person can profit by lip-reading. Workers sometimes acquire a hearing defect from working under conditions of constant noise, but through these classes he can train his eyes to supply what his ears can no longer do for him."

Thirty thousand men experienced in sailing oceangoing ships returned to sea in 1944, recruited by the recruitment and manning organization of the War Shipping Administration.



'Plenty of Room' At least that's what bus loader Bill Jensen is telling a skeptical group of Swan Island workers who are waiting to cram into a bus bound for the yard. Jensen's job of keeping everybody nearly satisfied isn't an easy one, but he doesn't mind it. He says he knows plenty of other fellows who are a lot worse off than he is. (Swan Island photo)

## 'Valorous' Bus Loader Squeeze Play Expert

(SWAN ISLAND)—Here he is—perhaps the most hated and deeply-appreciated man in Portland, depending upon whether you're on the inside or the outside of the bus he's loading. Bill Jensen, "loader" for the Portland Traction company at one of the busiest corners in town—N. W. Broadway

and Glisan streets—well might be in line for some sort of medal for valorous service, if such medals were awarded to "soldiers out of uniform."

Well-known to many workers at Swan Island, Oregon Ship and war plants in the Northwest section of town, Jensen, with his "Okay now—there's plenty of room in the back, folks . . . crowd in a little—come on now, just one more!" greets a plenty of them, with a firm hand and a keen sense of humor.

## SQUEEZE PLAY

The "public" can be exasperating even under the most favorable circumstances, but coping with literally hundreds of just-out-of-bed workers rushing for the last bus takes the poise of a diplomat and the temperament of a clown. A less adjustable man might go berserk at the thought of it—but not Jensen.

For instance, a Swan Island bus pulls to a stop at the red light. Since the passengers already are jammed flush to the door, the driver leaves the door shut so as not to lose any who might pop out. Jensen notes the anxious expressions on the faces of those who are to be left behind, asks the driver to open the door, and begins his "step-back-please" routine. In a few moments the last passenger is squeezed in. He cranes his neck to offer an appreciative nod to Jensen, who smiles back at him in satisfaction.

## LIKES HIS JOB

"Sure, I like my job!" said Bill Jensen. "Sometimes the weather is pretty rugged and once in awhile people sort of get under my skin—but on the whole I like everybody. I don't blame them for squawkin' when they have to pack in there

## PORTLAND AMONG 11 CITIES STILL TAKING PLASMA

(OREGON SHIP)—With the closing of 19 blood donor centers to release critically needed doctors and nurses, Portland becomes "one of only 11 cities in the nation left to supply Army and Navy needs for blood plasma, it was announced this week by the Portland Red Cross headquarters.

"It will be vital to the lives of fighting men that Portlanders assume the added responsibility," the announcement stated, urging all industrial workers to a rededication of their blood contributions "until the war is finally won."

For the week ending May 5, Oregon Ship workers donated 187 pints, Swan Island 42 pints, and Vancouver Ship 165 pints.

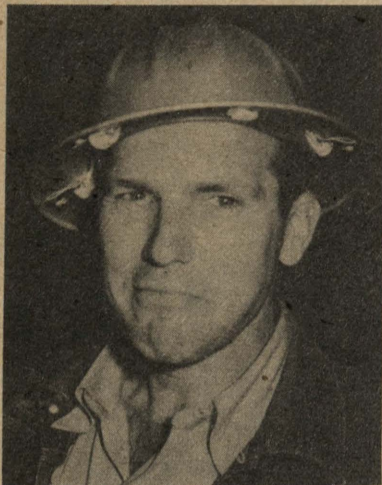
## OPA Will Clamp Ceiling on Auto Job Labor Costs

The OPA has announced that it will set specific limits on labor charges auto shops may include in computing repair costs for 56 common passenger cars. A month's notice has been given the shops, and specific orders will be issued to local OPA boards soon.

Under a regulation to become effective June 14, time limits will be set on repair jobs ranging from a minor brake adjustment to crank shaft and bearing installations. The limits will be based on times established by car manufacturers as adequate.

According to Hosea R. Evans, district OPA prices executive, the action is being taken to eliminate a practice by some repair shops of charging car owners for more hours of labor than were actually required for a job. All shops will be required to post the new time schedules.

## WORKER KNOWS VALUE OF TB TESTS



ERNEST COLLIER

(SWAN ISLAND)—Just one example of the benefits derived from periodic X-ray examination is the experience of Ernest Collier, Marine machinist, who was one of the thousands of workers at Swan Island who was X-rayed for tuberculosis last fall.

When first examined, X-rays indicated a "suspicious" case, which means a cloudy spot on the lungs. Another X-ray was taken and about three weeks later laboratory tests proved conclusively the presence of infection. Collier then entered the sanitarium at Milwaukie, spent several months there and returned home in January to spend another two months in bed.

Fortunately, his case was discovered early enough to make treatment effective. Tests now indicate "negative" and Collier is back on the job.

"I consider myself lucky," he said, "I saw some cases that had not been discovered in their early stages. Those would take years or perhaps never be cured. Everyone should be examined periodically."

The tuberculosis survey station is located at 830 S. W. 10th avenue and X-rays are free.

## Absenteeism No Problem At This Yard

There's a shipyard up on Puget Sound where there is no absenteeism or early quitting and where they don't pay the \$1.20 an hour scale. For wages ranging from between six and 15 cents an hour, the workers have completed three army service tugs and have just launched a 65-foot craft for operation between Alcatraz island and San Francisco.

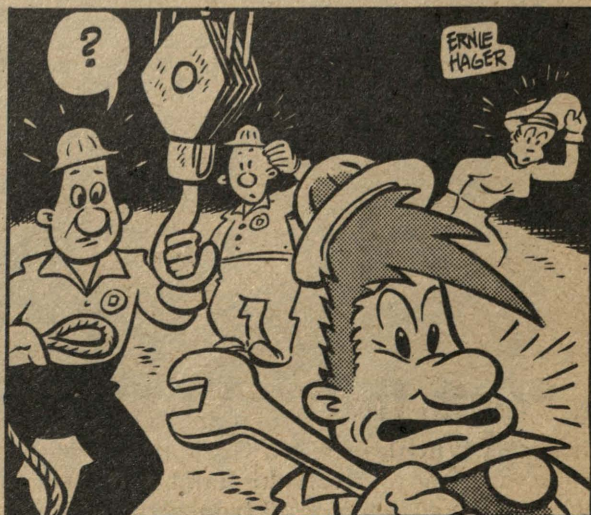
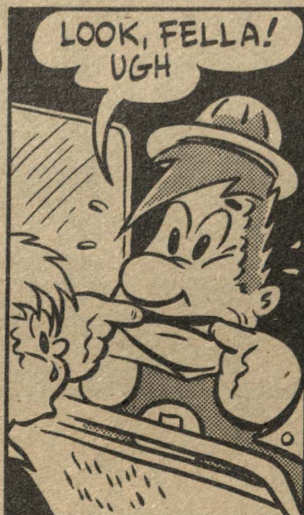
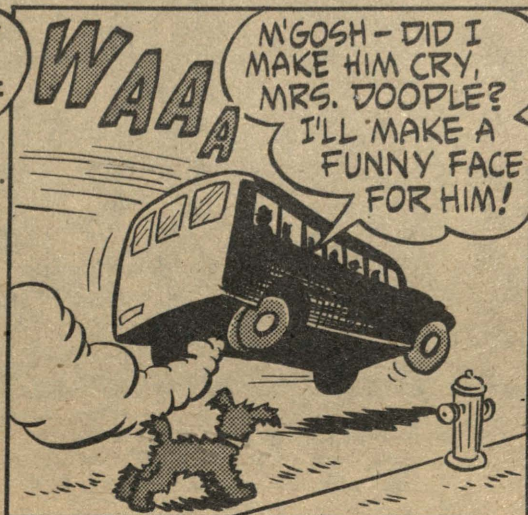
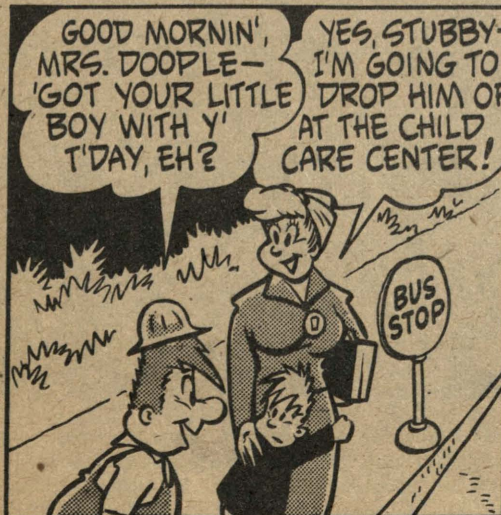
The yard is located at the McNeil Island Federal penitentiary, near Tacoma. And needless to say, a lot of the workers there would like to get a clearance.



Washday The crew of one of the repair ships at Swan Island's dock took advantage of the splendid sunshine last week to wash and dry its signal flags. Here are a number of them run up to dry. (Swan Island photo)

## Stubby Bilgebottom

By Ernie Hager





# Worker's Soldier-Son Tells Of People in Philippines

(VANCOUVER) — What an ordinary soldier sees and how he feels is brought out graphically in a letter sent by Cpl. Verald Rosander, son of Ben Rosander, swing shipfitter on Way 7. While written from his station in the Philippines, the letter does not deal with matters of war, but rather with the customs and modes of life of the people. "The women are petite and very pretty,"

the letter points out. "All of them are clothed in colorful dressés which are immaculately clean. They wear no stockings and their foot gear consists of wooden clogs. The men, also of small stature, dress in nondescript clothing and practically all of them go barefoot and in general do not present as good an appearance as the women. I found great difficulty in determining their ages because of size and because of their rapid maturity in the tropics. You can't tell if they're 15 or 35 years of age. You very rarely find one who is over five feet tall and weighs more than 100 pounds. The women have a fine graceful walk, from carrying everything balanced on their heads. Their posture is excellent, but how they keep those slippers on their feet is a mystery. The upper part of the slipper consists of only a small strap across the toes, while the sole may be leather or, more often, wood.

"The Filipinos here live in ramshackle thatched huts. I don't know how many people or families in a hut, but I am told the interiors are a direct contrast to the exterior—spotless. Some of the boys who have been to Mexico say the huts and towns are typical of those here."

Rosander's bivouac area turned out to be a warehouse practically untouched by gunfire. His outfit was lucky enough to find a fresh water trailer right on the spot. The first thing they noticed was the size and number of flies—two or three times the size of those at home. The letter continues:

"After we left our area, the traffic, both vehicular and pedestrian, increased to a marked degree. Rolling over unused car tracks and swerving to avoid holes were jeeps, weapons carriers, command cars, trucks, ox drawn carts and also what is the equivalent of a taxi—two-wheeled, one-horse shays. However, what made us stare in amazement were the number of the latest models of automobiles—La Salles, Buicks, Lincoln Zephyrs, Packards, and others—all expensive makes driven by civilians.

## CHILDREN HAPPY

"I have a word to say about the one-horse shay. It's a two-wheeled buggy pulled by a stunted horse. Some might call the horse a Shetland pony and be about right, but these ponies are built more on the order of a six or eight-month-old colt, not fat and chubby like a Shetland. . . . I don't know how in something or other those small ponies can pull the load. The carriages are all of silver and chromium mounted. The harness on the pony is a mass of silver studs.

"Where you see one child you see a dozen. Right now, there must be about 50 of them on the street below me. Funny thing, too, I have yet to hear one cry. They are happy and carefree and whoop and holler continuously. They range in age from 2 to 14 and are all one big happy gang. I have never seen them quarrel or even come near it. They won't take anything unless they ask you first, no matter if it's only an old bottle you threw away—honest as the day is long. I guess they really enjoy being free from oppression. They all are singing now. A regular carnival all wrapped up in one little group."

## BACK TO NAVY

(SWAN ISLAND)—Clifford Goodspeed, electrical supervisor, has returned to the navy and at the present time is stationed at San Diego, Calif. Goodspeed came to Swan Island from Oregon Ship when the yard started. He worked as a Marine Electric supervisor in charge of installation and held this job on fleet oiler conversion work handled by the yard.

His father, Fred Goodspeed, radio and IC electrician, is on a 30-day leave of absence, spending most of his time at Longview, Wash.



Reading signatures of men whose names are making newspaper headlines—all written on Lieut. Paddy Mozier's "short-snorter bill"—are, left to right, Kay Ferris, U. S. Maritime office; Cherrie Dowell, chaufferette; Lieutenant Mozier, and Chaufferettes Virginia Johnson and Connie Schacher. The "bill" is made up of pieces of currency from every country the lieutenant has visited.

## Short-Snorter Expert; Big 3 Sign for Him

(OREGON SHIP)—One of the most colorful characters ever to come through Oregon Ship's gates, Lieut. Paddy Mozier, merchant marine, added a leaf to his book of adventures recently when he came to the yard to prepare to ship out on an OSC-built Victory. First indication OSC workers had that a world-traveler, renowned for his escapades, was in the yard came when the stocky, blue-eyed lieutenant pulled the longest known "short-snorter bill" out of his pocket and asked for a few signatures.

Bystanders read with amazement the names of Franklin D. Roosevelt, Stalin, Chiang Kai-shek, Churchill, Anthony Eden and General DeGaulle.

"A 1000-mile flight over water qualifies anyone for membership in the 'short-snorter club,'" Lieutenant Mozier said. "Every time a member goes into a new country he adds a piece of that country's paper currency to his bill." Mozier's "bill" represents 36 United Nations countries.

## IN FRENCH FOREIGN LEGION

Though now in the uniform of the Merchant Marine, Lieutenant Mozier has served in the U. S. army, navy and marine corps. He said his military life began at 14, when he ran away from home to join the French Foreign Legion. Every statement he made about his fantastic and adventurous life Lieutenant Mozier supported with some documentary evidence, including scrap books of clippings from the days when he was welterweight champion of the U. S. navy.

Lieutenant Mozier stated that he is planning to write a book—or several books—about his life in the armed forces and in the far corners of the world.

"I certainly am going to give one chapter to Oregon Ship and the other yards building the nation's supply ships," he said. "I've seen what they can do under fire in the Pacific, and I believe our merchant fleet is the greatest the world has ever seen, in every respect."

## German Uniform Wearer Startles Oregon Workers



M. B. PETERSON

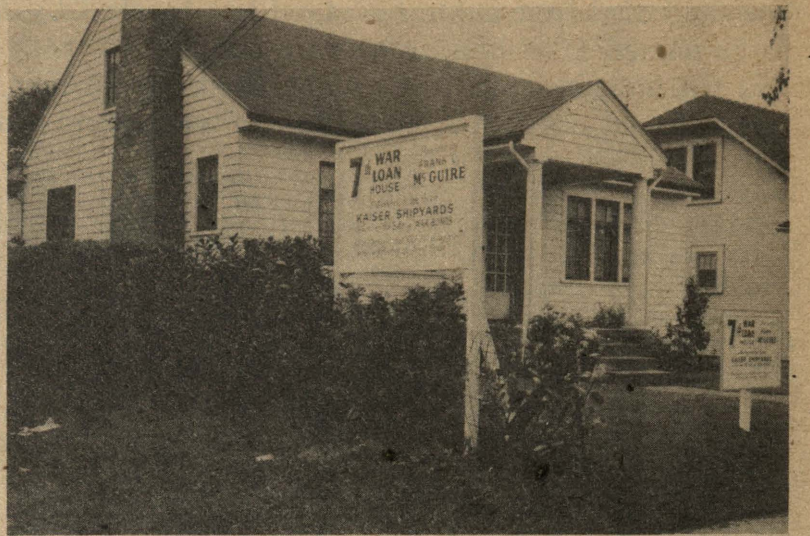
(OREGON SHIP)—A number of machine shop workers were first startled, then amused, last week when they opened the door of the toolroom office to see what looked like a well-dressed young Nazi officer standing guard under the sign of the swastika.

The motionless figure, who looked as if he had been transplanted from a war office in Berlin before V-E day, was M. B. Peterson, maintenance machinist, dressed in a uniform sent to C. N. Johnson, machinist, by his son, Arnel Johnson, a former OSC machine shop worker.

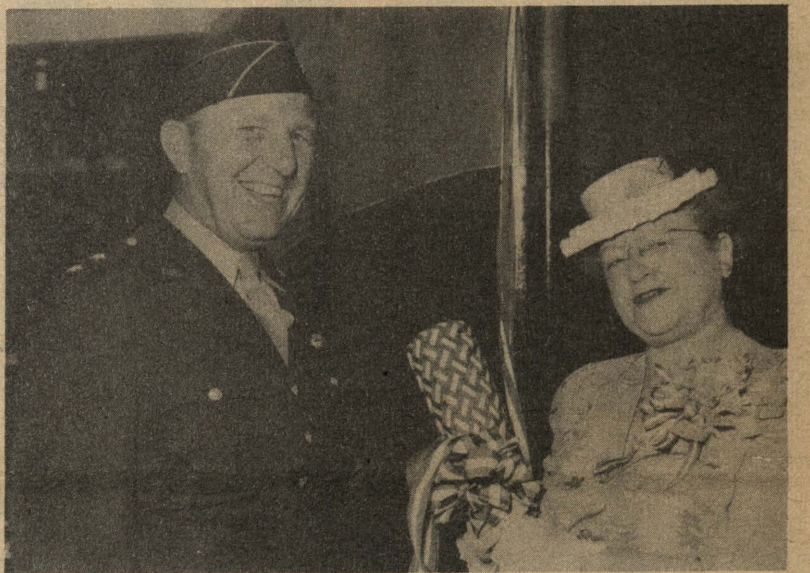
"It gives me the creeps!" was the statement of a girl bystander. "If we hadn't won the European war, that uniform might be on a real Nazi, maybe standing in front of our Administration building!"



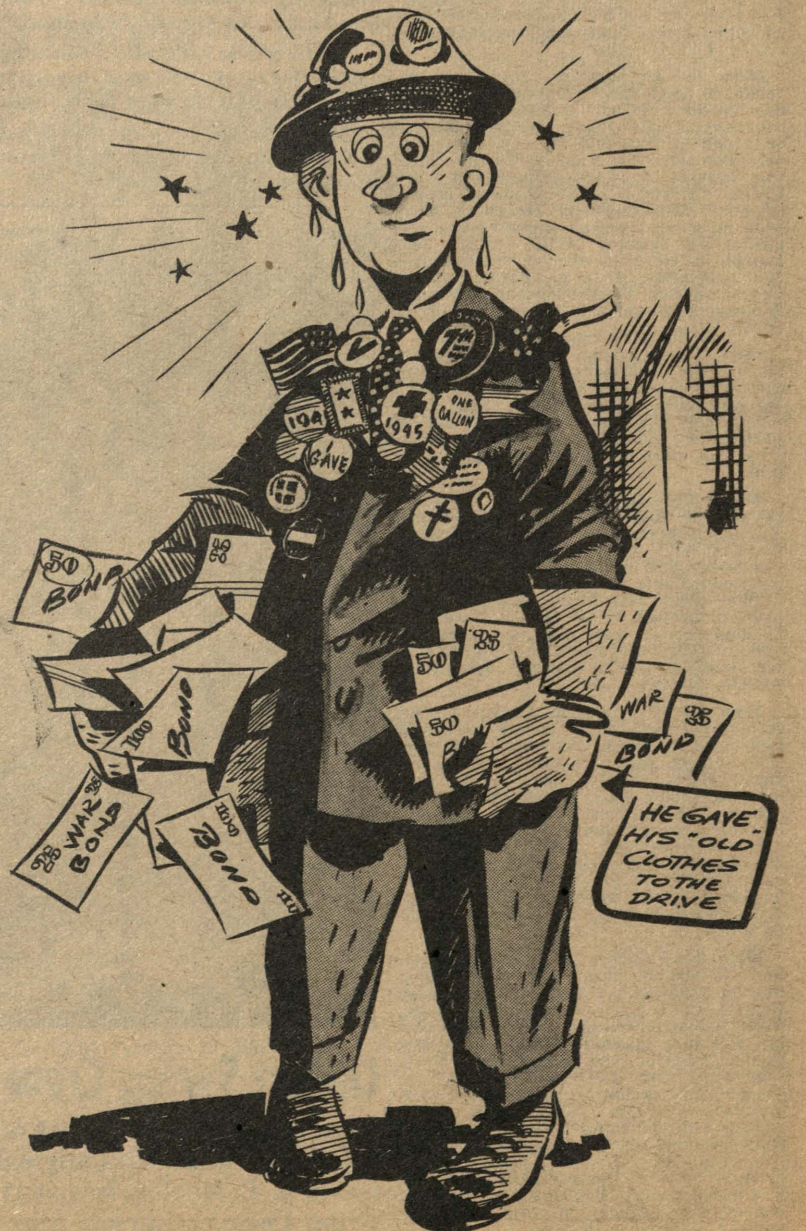
**He Paints, Too** Bob Noble, one of Swan Island's better golfers, does a good job of "decorating" the Bosn's Whistle office in the lobby of the Old Ad building. Noble, carrying a two-stroke handicap in the War Industries Golf league, has averaged 39 from scratch in six meets.



**Signs Point It Out** Signs erected at 7525 North Mississippi, Portland, show the location of the 7th War Loan house donated to workers in the three Kaiser yards to further the sale of bonds. Drive by and see the house. It will be open for inspection at a date to be announced later.



**He Got Goering** Maj. Gen. John E. Dahlquist, to whom Hermann Goering, Nazi No. 2, surrendered, was guest of honor at Swan Island, June 10, 1944, when his wife sponsored the S.S. Trailblazer, named for the 70th division combat corps. (Swan Island photo)





# C-4 Slated to Honor Newsman Ernie Pyle

(VANCOUVER)—Ernie Pyle, the man who became spokesman for all GI Joes and died from a Jap bullet, will be honored by a Vancouver C-4 troopship to be named after him, it was announced this week. The ship will be Hull 508, and the launching will take place shortly after May 20. No further details have been worked out so far, according to word from the main administrative offices.

The SS Ernie Pyle launching will follow another special launching announced this week. Hull 407, to be launched approximately June 12, will honor Three Year club members. Special arrangements for choosing the sponsor and party from among the 700 members of the club are now being worked out, according to Louis Lee, acting president of the group. Permission for the launching, and assignment of Hull 507 for the occasion, was given by Manager M. Miller last week.

## FIFTH C-4 LAUNCHING

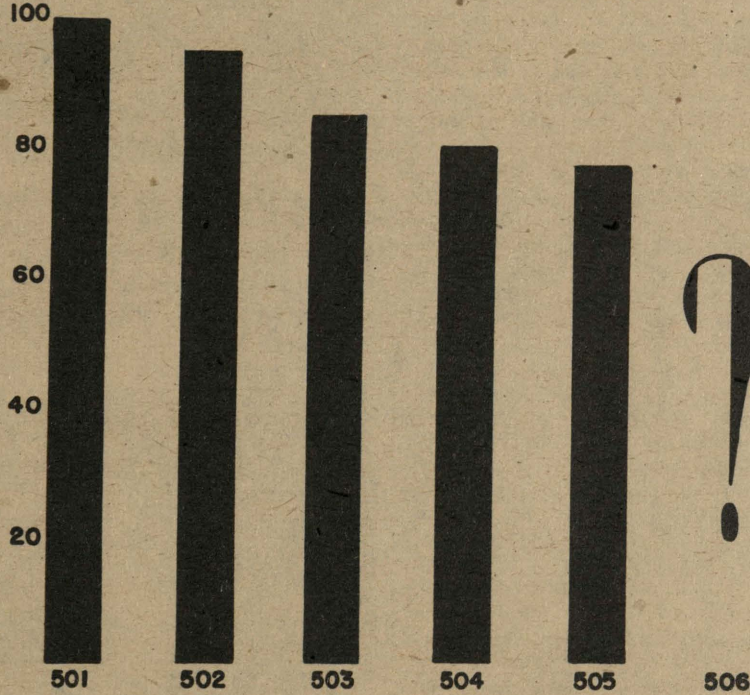
Meanwhile the fifth C-4 dipped into the Columbia river Wednesday, May 16, at noon. Named the S.S. Marine Flasher, the large troopship was sponsored by Mrs. Ernest G. Swigert, wife of the president of the Hyster company of Portland. Present to witness the launching were four officers of the British army engineers. Heading the delegation was Maj. Gen. H. B. Hughes, chief of the division; with Brig. Gen. W. E. R. Blood, U. S. representative of the British army engineers, and Col. G. R. McMeekan and Colonel K. Brimsmead, aides, in attendance. Col. Ralph Tudor, Portland district representatives of the United States Army engineers, and Lt. Col. W. J. New, also of the U. S.

army engineers, attended with their English guests.

Maid of honor for Mrs. Swigert was Nannie Swigert, and flower girl was six year old Elizabeth Swigert.

The Rev. Father Donald Denman of St. Mary's church of Portland delivered the invocation. Swigert, Edgar Kaiser and Mike Miller all spoke briefly.

## C-4 MANHOURS AT LAUNCHING



The above chart, prepared by the Progress department, shows how manhours have been reduced by 25 per cent in the construction of the first five C-4 hulls. Further cuts are expected until manhours level off at about the 10th hull.

## 25 Per Cent Manhour Cut on C-4 Building

(VANCOUVER)—Manhours required to build a C-4 troopship up to the time of launching have been reduced nearly one-fourth between the first and fifth hulls.

This is shown in a chart prepared by the Progress department. By the 10th hull, the reduction should level off to about 50 per cent of the originally required manhours. This would permit maintenance of the C-4 launching and delivery schedules.

Yard officials point out that improved efficiency of crews as they gain a knowledge of their work is responsible for the manhours savings which appear soon after work begins on new type vessels.

Bill Russell, erection superintendent, said: "There are still lots of 'bugs' to be ironed out in C-4 construction, but the crews are figuring them out rapidly now."



**Oldest Swing Crew** This group of women painters on Berth 6 under E. C. Mobley is the oldest crew of women painters in the yard. They began work in July of 1943. Many of them are blood donors and the whole crew has an excellent press record. Several original members are still on the crew. From left to right: Della Robinson, E. C. Mobley, leadman; Lula Creamer, Agnes Lagson, Edna Davis, Julia Rognlie, Katie Fyda, Dorothy Larson, Alice Ness, Judith Miller and Jean Gains. (Vancouver photo)

## The WORKER SPEAKS



### Yellow Bicycles

Sir: I suggest that all bicycles in the yard be painted yellow with department or craft code identification colors on front and back fenders. Considerable time and effort are required and often interdepartmental relations are strained by someone taking a bicycle that does not belong to his department. This color code marking would be of great assistance to guards in spotting bicycles reported taken. The overall yellow color would have safety value, especially on the night shift.—A. L. Parks, paint leadman, day.

Ed: This idea has been referred to the Yard Maintenance department for further consideration.

### Shaded Trading Post

Sir: I suggest that the Trading Post (by Machine shop) be shaded so that the reflection from the glass will not hurt the eyes.—A. F. Zybousky, pipe inspector, day.

Ed: The Suggestion office reports that the possibility of shading the Trading Post has been discussed, but that to shade it sufficiently to avoid reflection would be impractical.

### Longview Traffic Relief

Sir: There are quite a number of people from Longview, Kelso and Kalama who drive to Vancouver every day. Lately we have been

held up on the road north of Woodland because of construction work. Most of the shipyard traffic passes this spot between 2:45 and 3:15 p. m.

Would it be possible for a representative of KCI-V to arrange for them not to hold us up for that half hour? We all leave home plenty early in case we have car trouble, etc. You may say we can take the detour—but it is a very poor road, very hard on tires (which are supposed to be scarce).

We don't like to leave earlier because we put in a long enough day as it is—12 hours away from home.

This should not hinder the work on the road, because they do not hold up traffic at all times. But we are held up almost every day now.—H. M. Edman, swing shipfitter leadman.

Ed: C. V. Patterson, director of traffic reports: "We have contacted state highway officials who inform us that, according to their instructions to the contractor, no traffic is to be held up for more than a 15 minute period at any time. They admit, however, that there have been occasions when this limit has been exceeded."

They have assured us that they will issue specific instructions through the state patrol that between the hours of 2:30 and 3:15 p. m., southbound traffic is cleared with a minimum of delay."

## Many Clark Donors Listed As Type 'O'

(VANCOUVER)—Of the 1246 persons typed by the Clark county blood donor center the last six Fridays, 400 are type "O", according to Mrs. Floyd Ratchford, Red Cross Blood Donor chairman.

"Although we stand to lose every type 'O' to the Portland Blood bank, we still are giving it our best attention because we know the whole blood is so badly needed on the Pacific battlefronts," Mrs. Ratchford pointed out.

"My volunteer nurses and staff assistants are the ones who should be commended because it is only through their cooperation that we are able to take a part in this vital activity. These women give unstintingly of their time and effort, and believe me, it takes some arranging to run your house satisfactorily and still get down to the yard at 7 o'clock in the morning to help type blood donations."

Last Friday's typing of the Administration and Personnel buildings netted 204 typed out of which there were 85 with type "O".



Mrs. Mary "Patty" Gudge a and three months old daughter, Tana, visited General Stores after attending a launching recently. Mrs. Gudge is a former employe of Nyhus' office. Her husband, Bob Gudge S 1/c, is at the Navy office in General Stores.

Seen in Personnel two weeks ago was Marie Emerson, employment interviewer, celebrating her birthday and three years' employment at KCI-V.

Mrs. Virgil Kneebone, formerly Lesta Wilkison, and two and a half year employe with the Naval Architects, is now at home in Detroit, Mich. Her husband, who is an army warrant officer, is temporarily assigned to that area.

Scott Milne of the Rigging Loft reports the purchase of some "snazzy" uniforms by the "Riggers" softball team—no doubt there will be some fancy playing... the Riggers also are all set for "The Mighty 7th."

Arlene Grote, engineer aide at Main Electric, is making wedding plans for around June 1 to T/Sgt. Don Murphy, who has been with the Eighth air force, spending 19 months in the Aleutians and nine months in England. Sergeant Murphy is to be permanently stationed in the States.

Anita Schulz of Bond Control returned from a three weeks trip to Ogden, Utah, and Ault, Colo., visiting relatives and friends.

The Assembly softball team sponsored a dance May 5 at Ogden Meadows. Proceeds are to be used for uniforms.

Helen Stoudt, field clerk at Marine Electric employed for two years, took her first early check out last week... A poem, "Our President" was received by Bosn's Whistle last week written by Wayne Donaldson, Assembly rigger.

## Kong Gets Letter From Ex-Leadman

(VANCOUVER)—Otto Kong, rigger on swing shift, received a letter from Pvt. Donald Vearrier who is with a machine gun squad in the Philippines. Vearrier was a rigger leadman until 1944, when he entered the service. Anyone desiring the address of Pvt. Vearrier may call the Bosn's Whistle.



# War Job Ahead Brings Big Bond Buying Wave

(VANCOUVER) — V-E Day and realization by Vancouver workers that a big war is yet to be won in the Pacific was resulting in an unprecedented wave of bond buying, reports from the Bond department indicated this week. The Mighty 7th War Loan drive rolled toward the end of the seventh week of its three-months duration with pledge cards for "extra" bonds being signed by the thousands daily. Special payroll deduction cards for extra bonds above regular weekly pledges went out early this week to all departments. Leadmen again were assigned the job of distribution and return of the cards on the same general basis prevailing in the recent Red Cross drive. Cards for all employes are to be returned by leadmen, whether additional bonds are purchased or not, Tony Greer, Bond department head, emphasized.

## \$3000 IN PRIZES

Heading a list of prizes during the Mighty 7th is the contest offering \$3000 in bonds. One chance to win any of the 11 bond prizes is obtained by purchase of each \$50 war bond during the three-month period of the war loan campaign. The number of chances each individual has toward winning one of the bond prizes is figured this way: Every employe having regular weekly bond deductions from his paycheck at the end of the drive will receive one chance; one additional chance will be given for every bond completed through regular payroll deductions from April 1 through June 30; one more chance will be added for each \$50 bond purchased on the special payroll deduction cards currently being signed by all employes.

Cards showing the name and badge number of each employe will be placed in a box by I.B.M. and at the conclusion of the drive a drawing will be made for the following bond prizes in the order drawn: First—\$1000; second—\$500; third—\$250; fourth through 11th—\$100 each; total—\$2550.

To complete the \$3000 prize contest, three special awards will be made to cash buyers only. Each \$50 bond purchased at the special bond booths or at the Bond department with cash will result in the purchaser's name and badge number appearing in a separate listing. First three names drawn will win \$300, \$200 and \$100 in bonds.

## OTHER CONTESTS

In addition to the bond prizes totaling \$3000, two other contests are being held simultaneously during the Mighty 7th War Loan drive. Two launchings will be held, with employes as sponsors and guests of honor. One launching will be exclusively for day shift employes and another exclusively for swing and graveyard shifts. Total bonds purchased by departments in groupings of 10 throughout the yard will be the basis for picking the lucky group that picks the sponsor and party. Additional details on this contest will be announced next week, the Bond department reports.

A three-yard prize of a \$5000 house or the equivalent in war bonds also is being offered during the drive. Special tickets, with stubs attached, are mailed with each war bond and employes are advised to drop the stub in special boxes placed at the gates. Drawing for the house will be held after June 1.

## TURN IN CARDS

Leadmen are urged to turn in the special payroll deduction cards as fast as they are signed up. "Our work at the Bond department will be much easier and the necessary processing will be completed more quickly if they are sent in as fast as possible," Greer said. "We are deeply grateful to the leadmen for their splendid cooperation in this drive," he added.

Thirty-six thousand dwelling units have been built in congested ship-building centers by the Maritime commission, at a cost of \$40,000,000. They have been turned over to the control of the National Housing agency.



Yes, these are hams, and hams such as these are almost a thing of the past. Bert Nyberg, cafeteria co-manager, and J. R. Harper, chief butcher, are the fellows making the display to help stress that from now on meat in the cafeteria will be less and less plentiful.

## CURTAILED MEAT MENU LIKELIHOOD FOR CAFETERIA

(VANCOUVER)—The red point problem finally is catching up with the cafeteria menu. Recent changes in red stamps schedule will mean a curtailment of meat on the menu, Cafeteria Managers Bert and Elizabeth Nyberg pointed out.

It always has been the practice of the management to have three kinds of meat available for the patrons' choice.

"We use 1500 pounds of meat daily in feeding the 30,000 employes of the yard," points out J. R. Harper, chief butcher.

"Turkeys and chickens are very hard to obtain. Our supply of beef and pork has been reduced so that it may be necessary to cut the amount of meat we serve daily."

## Lois Rasmussen to Wed

(VANCOUVER) — Lois Rasmussen, clerk at Progress, is planning to be married June 28 to John P. Lund, recently discharged from the national guard. Mr. and Mrs. Lund will be living in Los Angeles.

## Plate Shop Burner Dies

(VANCOUVER)—Plate shop employes received word last week that Ed Bowman of 6932 N. McKenna avenue, Portland, died May 7. Bowman had been employed here as a burner since May 12, 1942.

## Hospital Official Scores 'Ignoring' Of Appointments

(VANCOUVER)—Following surveys made in an effort to improve services at the Northern Permanente Foundation hospital and first aid station, Todd Woodell, business manager, states that thoughtless or careless Health Plan members are the cause of many delays and a considerable amount of confusion. Failure of patients to appear at the hospital for their medical appointments has become a problem of some proportions, according to Woodell.

"The worker who wishes to see a specialist is often surprised to find that he cannot be seen for several days, or perhaps for a week or two," says Woodell. "Our doctors on the heavier services usually are booked ahead on their appointments. However, we find that any where from 25 to 40 patients do not appear for treatment as scheduled every day in the week. If these patients would cancel their appointments, someone else could be taken care of in their places."

## Judges Begin Welding Idea Contest Task

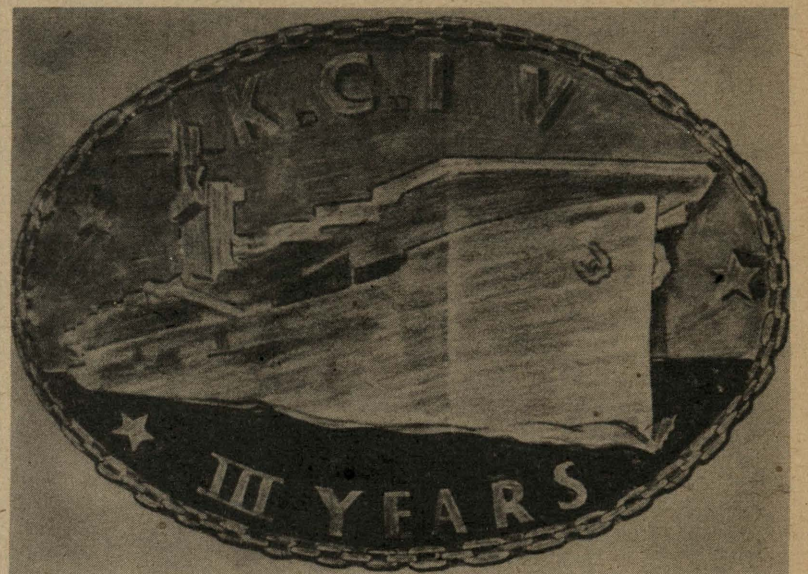
(VANCOUVER) — With one day remaining (Saturday, May 19), to turn in suggestions for improvement in welding and welding processes, the four-week contest entered the judging phase and more than 100 persons in the yard awaited the outcome. Five winners, one each for welder journeymen, welder leadmen, welder foremen, welder supervisors and any other classification, will receive bonds of maturity value of \$75 and a large bronze plaque. Decision of the judges will be final.

Judges who now are at work sorting and considering the many ideas submitted are B. A. McClain of the American Bureau of Shipping in Portland; S. H. Taylor, western manager of Lincoln Electric Co.; Carol Lodell, KCI-V training superintendent; John Hallett, KCI-V general superintendent; Mike Miller, KCI-V general manager; and Harold Burt, business agent of the Boilermakers' union.

Winners will be announced at the earliest possible date.

## CARD OF THANKS

I wish to thank my many friends for the nice card and generous gift of money presented to me as a result of my recent illness.—Fred Wilja, shipfitter foreman, Way 3.



**Badge of Loyalty** Gold colored pins (the chain, carrier and lettering) like the one shown above will be the membership pin for more than 600 Three Year club members at Vancouver. The group represents the nucleus of the vast shipyard that employs approximately 30,000 men and women today. All started work during January, February, March or April, 1942. Details of the Three Year club launching of Hull 407 are currently being worked out, according to Louis Lee.

## THEY DO THEIR JOB Checkers 'Best Known'

(VANCOUVER)—Probably the best known group of women down on the ways is the Progress checking crew. Their work takes them to every section of each ship constructed in the yard. It is their duty to keep an actual record of all erection, welding and shipfitting footage. Before going to work in this department, each person is given a special course in ship construction.

## GUARD MAKES NEW CONTRIBUTION



Mrs. G. Fendall Elmer Armstrong

(VANCOUVER)—Elmer E. Armstrong, member of the Guard department, this week gained another merit badge in Kaiser shipyard service, when he purchased a 7th War Loan bond valued at \$2000.

Armstrong, who has been a member of the Guard department since the unit was organized, is a member of the Three-Year club. He intends to retain the bonds he has purchased since Pearl Harbor, to buy a florist business after the war.

The bond sale was made by Mrs. Gladys Fendall, of the War Bond department.

## Canning Sessions On

(VANCOUVER) — Two canning sessions at the Custom Cannery north of Vancouver city limits were scheduled again this week, it was announced by Maud Withers of Personnel. Current canning is of asparagus and Friday's session was almost filled at press time. Arrangements to participate can be made with chief clerks.

The day group of checkers is composed of 35 representative women, none of whom ever has been a celebrity or particularly famous. They come from all ranks of life and before the war were busy either rearing their families, working in an office, or going to school. Seven of them have husbands, brothers or other relatives in the service. The leadmen each have two sons in the service.

Mrs. J. E. Kelly and Mrs. J. Carsner are the two crew members who have the greatest number of relatives serving in the armed forces. Mrs. Kelly has two sons and three brothers in the service, while Mrs. Carsner has three sons in the armed forces and one in the merchant marine.

Over and above her duties as a checker Mrs. Kelly personally has sent more than 300 volunteer donors to the Blood bank and has set herself a quota of \$1000 a day in war bond sales during the "Mighty Seventh." She also is active in USO and Red Cross work.

"A thousand dollars a day may sound a bit ambitious," Mrs. Kelly remarked, "but—quite frankly—I don't think I'll have too much trouble."

One of Mrs. Carsner's sons received the Purple Heart for wounds in action on Iwo Jima. Another, David Carsner, was a former swing electrician stud gun operator on the Outfitting dock. Mrs. Carsner was the first woman shipfitter to work on the escort carrier USS White Plains. She has worked in the yard for 26 months. Her husband also was the recipient of the Purple Heart in the last war.

"We're quite a military family," she remarked. "Some member of our family has fought in nearly every war the U.S. has been in."





**OSC Graveyard Riggers** Graveyard riggers have entered a team in the Oregon Ship third shift softball league. Team members are, front row, from left, P. Garvis, R. Buker, L. Bell, R. C. Coffey, captain; C. B. Tadlock, G. E. Thomas, W. Potteet, George White, coach; M. C. Kenna; back row, L. Shields, C. Brandow, H. Youngren, Manager C. Schupbach, E. L. Smith, E. J. Dabes, H. M. Welsh, "Slim" Bohlinger, M. B. Prock, C. Breneman, R. C. Barclay, Guy Watts and H. Danneman. In front is Mary Fleming, scorekeeper.



**OSC Graveyard Welders** Here's the team Oregon Ship welders have entered in the graveyard shift league. Front row, from left, Gus Wade, Don Williams, Marvin Traver, John Rodriguez, Charles Greer, Roy Steinmetz; back row, George Ortega, Dan Parter, E. J. Panek, George Watkins, Stan Helser, B. N. Young and Carl Shoots, manager.

## Vancouver Splits Softball Entries Into Two Leagues

(VANCOUVER) — Vanship's softball team managers ironed out all minor difficulties last Thursday night in a meeting at the McLoughlin Heights Recreation center. Walter Pollock, Vancouver Housing Authority project services director, aided in settling several debatable questions and the problem of dividing the twelve departmental teams into two six-team leagues was agreed upon. The season opens Monday. Pipe shop, Electricians, Outfitters, Marine Machinists, Plate shop, and Marine Engineers make up the Columbia league. In the Washington league are Sheet Metal, Testing, Paint, Assembly, Rigging and Marine Pipe teams.

At the end of the first half of

the season, team standings in their respective leagues will determine whether or not they are advanced to a "hot" league, or placed in the "slow" league. For the first two rounds of play (each team plays

every other team twice) neither is to be designated as a "hot" league.

A committee of three was empowered to decide all questions, such as protests and eligibility, and act on rules disputes. The committee is composed of Fred Williams, Hudson House athletic director; Rufus Fox, McLoughlin Heights athletic director, and Gene Becker, Yard Activities department. None of the committeemen has an active playing part in the league.

Until such time as it is possible to obtain lights and reflectors for a night field, league games will be played on two fields at the McLoughlin Heights recreation center.

## Rain Ruins Baseball And Golf Play, But Divoteers Get Break

(OREGON SHIP) — Golf and baseball took beatings from the weather man last week, the rain holding up practice sessions for the Oregon Ship team of the City league, and washing out the second yard golf tournament.

Yard divoteers, however, are going ahead with plans to hold their second "exclusive" tourney May 25. In view of the unexpectedly small field in the initial venture, no prizes will be awarded, but all entrants who played in the May 11 event may play again May 25 without paying an additional entry fee.

## Beaver Nine Honors Yard For '7' Aid

(OREGON SHIP) — It will be Oregon Ship night at the Lucky Beaver baseball stadium, Thursday, May 24, when the yard is honored by the Portland club for its part in the 7th War Loan drive.

Workers who pay cash for a bond of \$50, or higher, May 21, 22 or 23 will receive chances on two season passes and 100 free admissions to the game. A season pass also will go with the largest cash purchase. Winners will be selected by a drawing during the day shift lunch period on May 23.

Besides the regular Coast league contest between Portland and San Francisco on OSC night, there'll be a preliminary game between the Oregon Ship team of the City league and Virginia Dare.

## VANSHIP BOWLING 'GUNS' SILENCED; TOWNLEYITES TOPS

VANSHIP BOWLING LEAGUE (Final Standings)

	W.	L.	Pct.
Townleyites	63	33	.656
Duncanites	55	41	.573
Specialists	49	47	.510
Layouts	46	50	.479
Painters	42	54	.437
Supers	33	63	.344

(VANCOUVER) — Specialty maintained late-season momentum and powered into third place by decisively defeating the Layouts three games in the windup of the Vanship Bowling league.

Chris Saylor, Specialty leadoff man, sparked the team the final night by rolling 181-201-180 plus a 10-pin handicap for 592. Charley Pillion, who leaves shortly for the armed service, had a 193-146-194 plus 21 for 596.

The fifth-place Painters got vengeance on the league-leading Townleyites for previous defeats by shelling them three games that weren't even close. Johnny Horn, Painter captain, had a scratch 538 (with handicap, 583); Waldron, 475 (562); Johnson, 546 (621), and Samsel, 536 (575). It was the worst defeat suffered by the league leaders.

# Swan Golfers Pace Leagues

Eighteen Kaiser employes—six more than the previous week—shared in prizes during the seventh week of play in the War Industries Golf sweepstakes over the Rose City course. Swan Island placed eight players in the "money", Oregon Ship six, and Vancouver four. Ossie Enebo, Swan

Island machinist leadman, cut two strokes off par to lead individual scoring of the four divisions, with a 34.

Low gross honors in the top AA league ended in a six-way tie that included Ray Honsberger, Oregon Ship, and Robert Litton, Vancouver. All had even par 36's.

Low gross in the American league went to Enebo, who also shared long drive honors with teammate Joe Bihl. The latter also tied for pin approach.

An eight-way tie for low gross in the National league with 40's included Al Stark and Harry Weiland, Oregon Ship, and J. M. Kneisler, Swan Island. J. Eldon Lents, Swan Island, shared in a three-way tie for low net with 43-9-34. Swan Island's G. A. Russell hit one of the long drives of the day while K. Evans, Vancouver, tied for pin approach.

Fred Pedersen, Vancouver, and G. R. Smith, Oregon Ship, tied for low net in the Federal league with 33's. O. E. Sellon, Swan Island, and Paul Tucker, Oregon Ship, tied for long drives. Pin approach honors went to Norman Steuart, Oregon Ship, and Dale Goff, Vancouver. Scores of Kaiser employes follow:

**AA league:** Vancouver, Elwin Bowyer, 38, Robert Litton, 36, George Van Horn, 41; Oregon Ship, Ray Honsberger, 36; Swan Island, Asa Smith, 39.

**American league:** Swan Island, J. F. Bihl, 39-2-37, Ossie Enebo, 34-2-32, Jack Tomlinson, 38-3-35, Fred Frisch, 42-3-39, Bob Noble, 40-2-33; Vancouver, Roy Swanson, 40-2-38, Edward Vanderberg, 41-2-39, A. A. Walton, 38-4-34, Ran Wilson, 39-4-35.

**National league:** Oregon Ship, James Didier, 45-7-38, L. R. Inman, 43-5-38, E. D. Logue, 42-5-37, Don Schmeer, 44-5-39, Al Stark, 40-5-35, Harry Weiland, 40-6-34, Vic Wisner, 45-8-37, W. C. Wunderlich, 43-9-39; Swan Island, Leland Ariss, 45-7-38, Larry Campbell, 45-5-40, Bill Gabel, 46-5-41, C. B. Harris, 45-8-37, J. M. Kneisler, 40-7-33, G. A. Russell, 49-8-41, John Turner, 46-7-39, J. Eldon Lents, 43-9-34, Ralph Phillips, 42-5-37, Hal Carey, 44-6-38, W. J. Bonneville, Jr., 49-7-42; Vancou-

ver, Dom Casciato, 44-8-36, Orvel Drury, 47-7-40, Ken Evans, 42-7-35, E. H. Harris, Jr., 45-5-40, Bill Holloway, 43-8-35, Oliver Maston, 43-6-37, O. E. Roecker, 44-6-38, W. T. Southworth, 46-8-38, Charles Swetsberger, 41-7-34, Bud Swetman, 47-8-39, L. E. Mundt, 49-8-41.

**Federal league:** Swan Island, James Griffith, 48-14-34, Wm. Johnston, 48-10-38, O. E. Sellon, 49-10-39, John A. Stimpson, 50-11-39, Robert Weitzel, 49-10-39; Vancouver, W. F. Ball, 57-13-44, G. D. Brisbin, 51-13-38, Fred Bronn, 51-12-39, J. W. Carey, 52-13-39, D. H. Goff, 50-15-35, C. B. Hopper, 49-14-35, R. McAdams, 48-11-37, John Horn, 52-11-41, George Mielke, 56-10-46, Robert O'Brien, 48-13-35, F. O. Ohman, 47-11-36, Dave Paradis, 50-14-36, C. M. Payne, 56-15-41, W. C. Quoss, 47-12-35, Fred Pederson, 47-14-33, Ralph Samsel, 51-14-37, E. C. Sauve, 58-14-44; Oregon Ship, Clark Bartholomy, 50-10-40, Fred Grundman, 52-15-37, C. L. Holman, 53-12-41, Glen Johnson, 54-13-41, John Krawsky, 51-15-36, Jack Logan, 51-15-36, Winston Massey, 50-11-39, C. P. Overstreet, 47-14-33, A. Petroff, 53-11-42, E. Pillette, 55-11-44, Jack Pritchard, 49-10-39, G. R. Smith, 44-11-33, Norman Steuart, 50-11-39, Paul Tucker, 45-11-34, Jimmie Wright, 46-10-36.

## Softball Leagues Under Full Heads Of Steam at OSC

(OREGON SHIP) — Three Oregon Ship softball leagues were under full heads of steam this week, and while scores had soared somewhat, there were indications closer games would follow when hurlers hit their stride.

In the Graveyard circuit, hitters had field days last week as three of the four scheduled tilts resulted in one-sided victories. The fourth contest was washed out. Scores:

	R.	H.	E.
Welders	14	16	2
Outfitting Dock	2	3	4
Helser, Watkins and Young; Hudson and Blalock	3	4	6
Assembly	23	25	7
Erection	9	11	3
Mack and Denny; Jones, Weitzel and Zimmerman	3	5	1
Riggers	9	11	3
Outfitting Dock	3	5	1
Jarvis and Coffey; Williams and Blalock			
North 40 vs Erection, postponed, rain.			

Riggers, with three wins and no losses, and Erection, with two wins and no defeats, are leading the Graveyard league.

The Swing Shift league opened play with Welders & Burners, Sheet Metal Warehouse and Riggers turning in first-round victories. The Riggers-Erection contest was the closest, Tucker hitting a homer with the bases choked to give his team an 8-5 win over Erection. Scores:

	R.	H.	E.
Riggers	8	12	3
Erection	5	9	3
Johnson and Southard; Shaffer and Statum	7	9	4
Welders-Burners	2	7	3
Pipefitters	7	9	3
Ronek and Ulrich; Holder and Costi	13	11	5
Sheet Metal-Whse.	5	9	3
Marine Machinists	5	9	3
Brill and Tunnous; Phelps, Pumphreys and Gribble			

First-round action in the Day Shift league started Tuesday, but results were incomplete at press time. Following is remainder of the first-half schedule of the Day Shift (all games start at 6 p. m. on the OSC field):

May 22 Warehouse vs. Machinists.
" 23 Assembly vs. Sheet Metal.
" 24 Electric vs. Paint.
" 29 Assembly vs. Machinists.
" 30 Electric vs. Warehouse.
" 31 Paint vs. Sheet Metal.
June 5 Electric vs. Sheet Metal.
" 6 Assembly vs. Warehouse.
" 7 Paint vs. Machinists.
" 12 Assembly vs. Paint.
" 13 Warehouse vs. Sheet Metal.
" 14 Electric vs. Machinists.

## Assembly Ten Beats Engineers in Test

(OREGON SHIP) — Assembly last week defeated Marine Engineers, 5-2, in a pre-schedule warm-up for the Portland City Softball league. The teams are the only two from OSC entered in city play. Ketzell, Webb and Bristol hurled for Assembly, opposed by James for the Engineers.

## Ex-Carlisle Grid Star Still Scores



JOE BERGIE

(VANCOUVER) — Joe Bergie, ventilation worker on the ways, still is carrying the ball for victory.

Bergie, formerly Carlisle Indian fullback and teammate of the famous Jim Thorpe, played both at center and fullback under the guidance of Pop Warner, grid coach at Carlisle, Pittsburgh and later Stanford.

Bergie made the first score against the Army in the 1912 game at West Point. Then at center, he was in the Army backfield so much of the afternoon the cadets listed him as a team member, according to witnesses of the game.

In the picture above, he uses a hard hat to demonstrate how he played center. Bergie has been working in the Vancouver yard for two years.



Columbia and Washington softball leagues, made up of departmental teams, were represented by the above team managers and players at their meeting last Thursday. Front row, left to right, Walter Pollock, recreation director; Sam Fievez, Charlie White, Bill Coffey and Dick Paulson; second row, Hank Schwindt, M. E. McCormick, Bob Ratter, J. S. Nelson, L. Werre and Les Fiddaman; back row, Fred Bay, George Cameron, "Ike" Eisiminger, John Bradbury and J. M. Shaw. Fiddaman, Paulson, Werre and Nelson represented absentees Joe Guglielmo, Ed Bruck and Don Ruppe.





# ... It's Your Merchant Marine

**Portland-Vancouver Area Contributes Large Share to The Production of Ships To Carry Men and Implements of War**

BY proclamation of the President, the nation will observe May 22 as National Maritime day in commemoration of the date when the steamship *The Savannah* set sail from the United States, May 22, 1819, and made the first successful voyage across the Atlantic under steam propulsion. Since that date, the United States has assumed world leadership in shipping and its merchant marine fleet has grown to unprecedented greatness.

The Portland-Vancouver area has

contributed a large share toward the merchant fleet with its shipbuilding production during the last few years. Workers in the area also

have taken a substantial part in the Navy shipbuilding program.

#### POST-WAR OBJECTIVES

The world conflict steadily approaching an end, the post war use of our great merchant fleet becomes increasingly important.

There is widespread agreement that the post-war world will be united in two objectives: To seek the means of preventing another destructive conflict and to make a united effort to maintain full employment of national talents and resources and a free exchange of goods between nations.

It is already clear that the effect of international commerce upon the destinies of nations uprooted by war will be profound and the manner in which it is handled will go a long way toward maintaining peace.

Leaders of international opinion are eyeing the possible effects that assumption of world leadership by the United States may have on world commerce. By virtue of having built a fleet of about 50 million deadweight tons, U. S. leadership is implicit, and an adequate policy to govern its operation is the subject of growing discussion.

#### LEADERSHIP CHANGES

England and America have exchanged maritime leadership since 1939, when there was a total of 74 million dwt. tons of shipping in the merchant fleets of 40 nations. Of this the British Empire controlled 25 to 27 millions, and the U. S. was second, with 10 to 11 millions. Between June 1939 and the end of 1944, about 42.5 million dwt. tons were built in the U. S. Added to the 1939 total and discounting losses and transfers, the total active fleet of the country is about 53 million tons. The British had about 20 million dwt. tons at the end of 1943 and the situation is said to have improved since then.

The new position of the U. S. places it in undisputed leadership from the standpoint of size with more tonnage than the rest of the world combined. It is the policy that shall govern the allocation, disposal, and the use of this tonnage that is concerning the Maritime commission, the Congress, the Administra-

tion, and the maritime nations of the world.

Though the Commission in no sense sets the tone of the nation's foreign policy, the ships it will either own and operate or regulate in private industry after the war will to some degree be the implements of that policy.

#### PLAN FOR FUTURE

In recent months there has been an increasing amount of discussion of international trade and its implications in maintaining world peace and the individual welfare of nations. Some of these opinions are expressed with little regard for the basic national maritime policy expressed in the Merchant Marine Act of 1936.

The Commission is charged by the Act of 1936 to "foster the development and encourage the maintenance of . . . a merchant marine . . . for its national defense and development of its foreign and domestic commerce." The Commission, therefore, feels it is obligated by law not only to plan the future of the merchant fleet but to participate in, develop, and perhaps lead to some extent the discussions and negotiations that bear on maritime policy as it relates to our foreign relations. Consequently it welcomes intelligent discussion.

For those in the shipping world there will be discussion of the return of ship operation and shipbuilding to private industry. To those in the interior "It's Your Merchant Marine" should mean that no matter how far from the sea they may be or how seemingly remote their interests are from ships or foreign trade, their welfare is touched upon by the activities of a sound merchant marine.

The Commission hopes that in areas far away from shorelines, there can be built, beginning Maritime Day, a solid bank of public opinion that will aid and sustain whatever policy is adopted for peacetime operations.

#### FUNDAMENTALS LISTED

To those who would understand some of the basic problems that must be resolved, these fundamentals must be understood: We must maintain the security afforded by a strong merchant fleet; we must strengthen our economy by expanded exports and imports; and at the same time the rights of other nations must be recognized by taking no advantage of the special situation of an overwhelmingly large merchant fleet.

In framing the Act of 1936 the amount of our imports and exports that we should carry in our own bottoms was left open to interpretation of the word "substantial." The Commission believes it means about 50 per cent and has set its sights on that goal.

In the years before the war our Merchant Marine in foreign service totaled about 3.3 million deadweight tons and carried about 30 percent of our imports and exports. On that basis, if we were to carry about 50

percent of our trade we would employ at least 5.5 million tons.

The Department of Commerce recently estimated that under favorable conditions U. S. foreign trade might reach in terms of 1942 prices as much as six or seven billion dollars in each direction. This is based on the fact that historically our imports have been closely related to the level of domestic business activity and that if we maintain full employment and production at home we will need more raw materials and other goods than ever before. It is considered by many that an active merchant marine, supported by industry and travels will provide five or six million jobs in operations, shipbuilding, and attendant industries.

#### TARIFF QUESTION

This brings up another question—tariff barriers. George Messersmith, our Mexican Ambassador, wrote recently in the *Foreign Commerce Weekly*: "A most serious question facing this country is whether we will let down our traffic and other barriers against the goods which we must import in order to balance our exports. Unless we in cooperation with other nations take vigorous action to reduce the network of trade barriers which have clogged and impeded the flow of international trade in the period between the world wars, we shall again find our fast production backing up on surpluses—actual or potential—creating unemployment, reducing incomes, and forcing down our living standards and those of other countries."

There is little doubt that all nations will attempt to increase their trade with the U. S., the only creditor nation with a national industrial plant geared to tremendous production. The indications are that there will be a tremendous demand for American goods, for machinery and other capital goods until the war torn nations are back on their feet. The Commission is on record against prohibitions and inhibitions in international commerce. The reasonable view is taken that the nations that buy from us can pay for their purchases only by their exports to us, and it will be much less difficult if barriers are lowered.

The United States has no intention of using its fleet to the detriment of any nation's legitimate needs. It has confidence that a way can be found not only to expand our own commerce but that of the world, and that a free exchange of goods will be found beneficial to the economy of every nation.

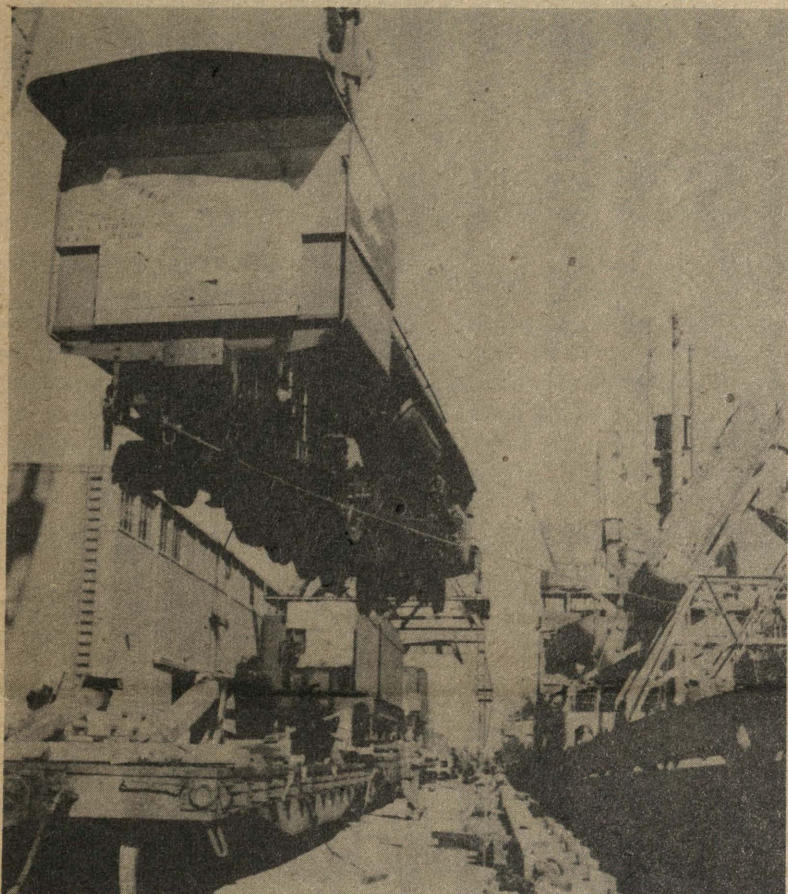
The major contribution that the Maritime Commission can make to the advancement of the country is to adopt and pursue the policies for equitable participation in world trade in a manner commensurate with the nation's power and responsibility, and in that spirit it hopes that Maritime Day will serve as a real awakener of a fair and competitive maritime spirit.

## Vessels Delivered in Portland, Vancouver

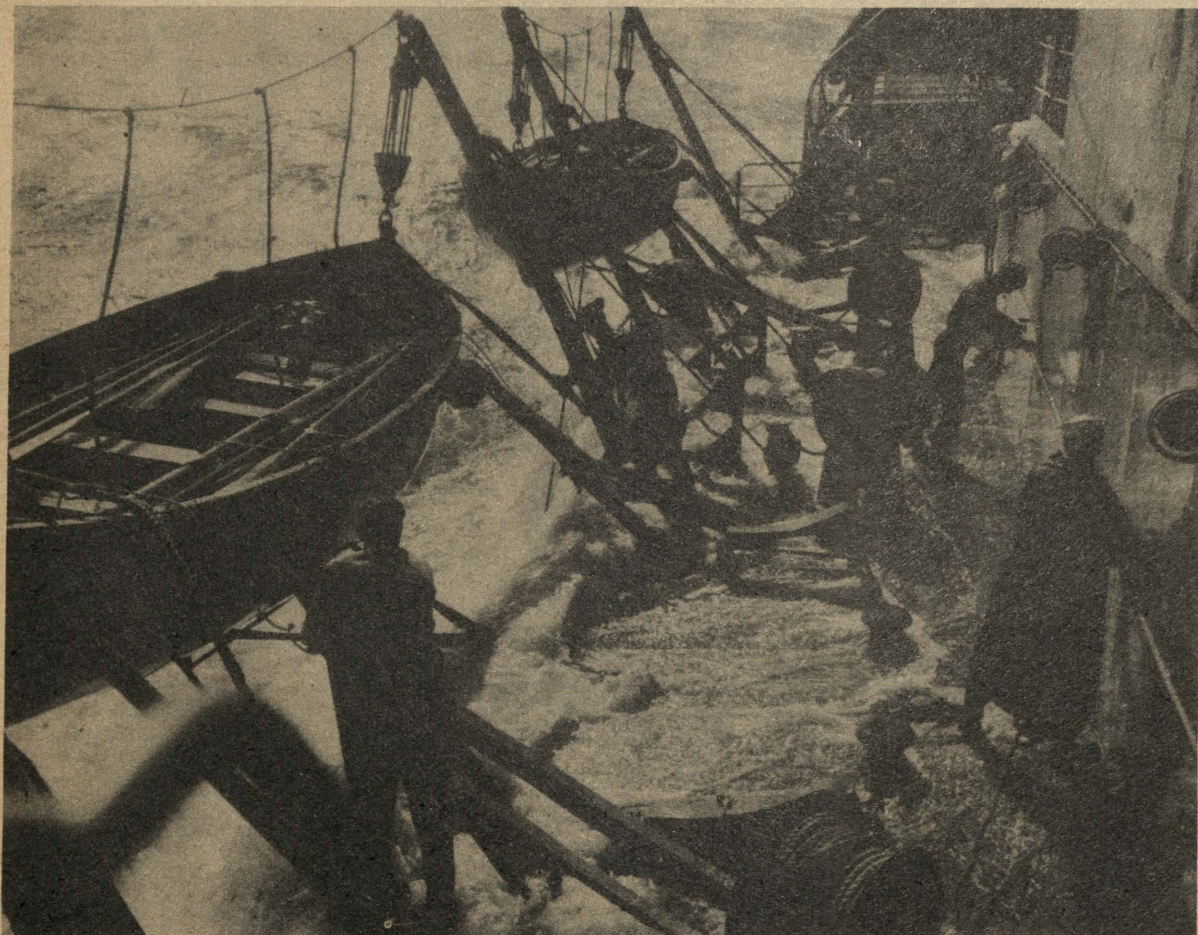
Since Dec. 7, 1941

<b>Oregon Shipbuilding Corp.</b> (Includes Libertys and Victorys)	<b>424</b>
<b>Kaiser Vancouver Yard</b> (Libertys, Victorys, Landing Ship Tanks, Aircraft Carriers)	<b>121</b>
<b>Kaiser Swan Island Yard</b> (Tankers, Fleet Oilers)	<b>136</b>
<b>Willamette Iron and Steel</b> (Minesweepers, Landing and Patrol Craft, Covered Lighters, Barracks, Mobile and Support Vessels, Transports, British Escort Carriers)	<b>72</b>
<b>Commercial Iron Works</b> (Minesweepers, Net Tenders, Auxiliary, Patrol and Landing Craft, Gun and Sludge Boats, Aircraft Carrier Escort, Cargo, Transports)	<b>180</b>
<b>Albina Engine and Machine</b> (Patrol, Auxiliary and Landing Craft)	<b>139</b>

**Full Load Displacement Tonnage—10,500,000 T.  
Total Ships Delivered—1072.**



**Speed Victory** Everything up to locomotives is war cargo to the merchant fleet. Here a big engine is swung easily to the deck of a Victory ship headed from a West Coast port for the accelerated mop-up in the Pacific.



**Rugged Life** Merchant seamen find that even with the best of ships there come times when the sea plays rough. Here is the deck of a war-bound Liberty ship in mid-Atlantic with scuppers awash from an angry sea, and deck crew struggling to secure lifeboats and other gear. But the war cargoes go through. This area has contributed heavily to ship production.



## INQUIRING REPORTER

QUESTION:

"Has rationing caused any real hardships on your family?"

R. C. Taylor, welder on Way 13: "It hasn't caused us any hardship. If it should continue from now on as it is in operation at the present time it would be okay with us. We have been inconvenienced but once and that was when we ran out of sugar stamps but then we just did without. And we didn't kick either. Come to think of it, though, this bourbon deal really is getting me down."

S. Van Blaricom, guard on the ways: "Rationing has not caused my family any hardship except sometimes in the meat situation. We just can't get ham and bacon and right now we are eating bacon and eggs without the bacon. It is a good deal though. The best situation is the gas rationing. This keeps the drunks off the highway and protects the pedestrians to a much greater extent."

Mrs. O. L. Deer: Assembly sweeper: "Yes, rationing has caused a hardship on my family. We certainly need more sugar and meat stamps. And the same situation exists with shoes. It is especially hard on my boys. But even at that, I would rather undergo this hardship than be forced to do it as they are doing in Germany and Japan."

Stanley Salmon, rigger on Assembly: "Rationing has not caused my family any hardship. We always have had plenty to eat; enough of everything. I do not know of a time when we were forced to do without because of the lack of ration points. Now I'm driving a Model A Ford and find that the gas rationing is not nearly as severe as it sounded."

Jean Morrow, expediter: "I don't believe rationing has caused my family any hardship. We have maintained a table all right after we became used to the point system. It was a little bad at the start but rationing and feeding a family requires some planning. If you really plan your meals you will get along okay. I think we are very lucky."

J. F. McAdams, material leadman, Marine Pipe: "There has been no hardship in my family, which includes my wife and two children. As far as red points are concerned, we either buy meat which is ration free, or with a very low point value. We have found the blue points more than sufficient for our needs. The only pinch has been where shoe stamps are concerned when you have two kiddies who quickly outgrow their shoes."

"Blackie" DeClusin, rigging supervisor on the ways: "I do not believe that rationing has caused us any hardships. We are getting all we need to eat—maybe not just what we want at all times but plenty so that we never are hungry. We also have plenty of shoes and gasoline."

## Naval Architect's Brother Gets Jog In Goering's Auto

(VANCOUVER)—Maj. Wilfred Haughey, brother of Clifford Haughey, naval architect, was for a few



short hours the happy possessor of a black Packard four-passenger convertible with white sidewall tires, leather upholstery, radio and many other gadgets which once was the cherished possession of Reichsmarshal Hermann Goering, according to a letter he sent to his wife.

The car was captured by one of Major Haughey's company commanders who turned it over to the major.

The letter went on to explain: "I was not permitted to keep it, so I presented it to our division commander, General Irwin. I did drive it about a bit and felt like a civilian again."

The American-made automobile was in perfect condition, and in the glove compartment the officer found an instruction book in English, which had been printed in Detroit.

Major Haughey also was awarded the Distinguished Service cross recently at Frankfurt, Germany, for gallantry in action in France.

## Pipefitter's Son Killed

(VANCOUVER)—L. H. Jepson, pipefitter at the main Pipe shop, received word that his son, Pfc. Bill Jepson, with the 42nd division in the 7th army, was killed in action April 23. Private Jepson was a graduate of Vancouver high school and a pipefitter on the ways during the summer of 1942.

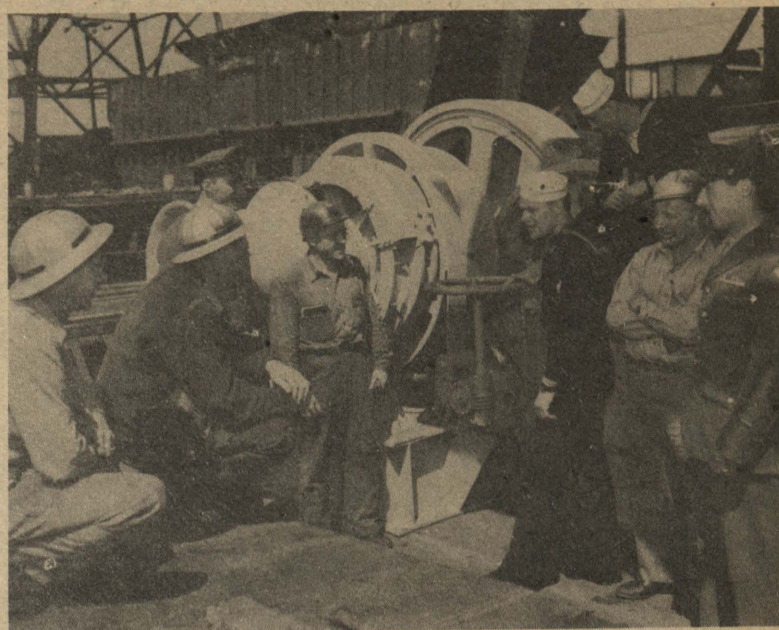
# Increased Production Asked of Dalles Plant

(THE DALLES)—Approximately 75 former employes at this up-river branch of the Vancouver yard are being sought to maintain and increase vital tonnage on the C-4 troopship contract, it was announced this week by Ed Mitchelson, superintendent of the sub-assembly plant. An equal number of men is needed on each of the two shifts — day and swing, he reported. "We need welders chief-

ly to keep up to schedule on these important troopships," Mitchelson reported. "We are going to go out and seek former employes who, in many cases, had to return temporarily to their farms or other occupations but who will be glad to return to help the program when they know the need."

The Dalles branch sub-assembly plant already has shipped to Vancouver 5094 tons of steel. The average tonnage per week that has been maintained since the start of their swing shift must be kept up, Mitchelson reports. He emphasized the important part The Dalles has played in C-4 construction, and praised the excellent work record of the many workers who have stayed on the job since the plant was opened.

Carl Kilgore, personnel director, added to Mitchelson's statement regarding the need for more hands at The Dalles. "We are going to do everything possible to help get people back to work at The Dalles. We must maintain two shifts there to keep up to our C-4 schedule down here."



**Still Fighting Japan** Several veterans of the Pacific war paid a visit to the yard last week and ended up speaking to the workers in the lunch rooms on the Ways at the request of leadmen. Their unanimous plea was: "Remember, we're still fighting Japan despite the fact the European war is over." From left to right A. Swenson, L. Sticka, Pfc. G. Masterson, W. Myers, PhM 3/c R. Winters, F 1/c B. Billings, W. Han and Pfc. B. Frolic.



**They'd Choose This** Usually the five Maritime chauffeurs shown here take everybody else for a ride but if they had their choice of transportation, the girls say they would choose a ride on the yard's steam locomotive. They posed here to show how they'd like to stand if and when. Left to right: Dorothy Stoops, Jane Scott, Cay Kapp, Evelyn Knapp, Gail Cunningham. (Vancouver photo).

## TIME TO DONATE

(VANCOUVER)—May 18 is donation time again for all those who have not made a blood donation since March 14, according to Bob McCoy, yard donor chairman.

## BIRTHS

Mr. and Mrs. Boy Franklin, McLoughlin Heights, a boy weighing 8 lbs. 6 1/2 ozs., April 26. Franklin is a sheet metal worker on graveyard.

Mr. and Mrs. James Nolan, Bagley Downs, a girl weighing 6 lbs. 12 1/2 ozs., April 27. Nolan is on day with pipe installation.

Mr. and Mrs. Euffin Lawrence, Burton Homes, a girl weighing 6 lbs. 10 1/2 ozs., April 27. Lawrence is a shipfitter on graveyard.

Mr. and Mrs. Edward Simpson, Ogden Meadows, a girl weighing 6 lbs. 3 ozs., April 27. Simpson is in Assembly on swing.

Mr. and Mrs. Wm. Suominen, Brush Prairie, a boy weighing 5 lbs. 13 1/2 ozs., April 27. Suominen is a welder on days.

Mr. and Mrs. P. A. Linscott, Vancouver, a girl weighing 5 lbs. 10 1/2 ozs., April 27. Linscott is a day shipfitter.

Mr. and Mrs. Hal Marion, Washougal, a boy weighing 5 lbs. 14 1/2 ozs., April 28. Marion is an electric supervisor.

Mr. and Mrs. J. D. Weems, Vancouver, a girl weighing 3 lbs., April 29. Weems is a shipwright on day shift.

Mr. and Mrs. Arley Coggins, Smith's Trailer Camp, a girl weighing 9 lbs., April 29. Coggins is a burner leadman on graveyard.

Mr. and Mrs. Ben Walker, Burton Homes, a girl weighing 4 1/2 lbs., April 29. Walker is a shipfitter on swing shift.

Mr. and Mrs. Louis Golston, Burton Homes, a girl weighing 6 lbs. 3 ozs., April 29. Golston is at pipe distribution storage on swing shift.

Mr. and Mrs. M. A. Jemtegaard, Washougal, a girl weighing 9 lbs. 1 1/2 ozs., April 30. Jemtegaard is at marine installation on swing.

Mr. and Mrs. Hayle Medlin, Ogden Meadows, a girl weighing 8 lbs. 15 1/2 ozs., April 30. Medlin is a vibrator foreman on swing.

Mr. and Mrs. Elva Mulkey, Vancouver, a girl born April 30. Mulkey is at machine shop on graveyard.

Mr. and Mrs. Arthur Danielson, of Portland, a girl weighing 7 lbs. 12 1/2 ozs., April 30. Danielson is a shipfitter on graveyard.

## CLASSIFIED

**LOST:** A gold ring with cameo set, in men's rest room at Deck Erection. Ring was keepsake. Owner inducted into army since lost. Return to Counselor's office, Room B, Personnel or call AT 8868, Mrs. Margaret Aiken.—John Luhm, former employe.

**LEFT:** At Personnel, near switchboard, a beige chesterfield coat last week. Contact operators at Personnel office.

## CARD OF THANKS

I wish to thank all crafts on Ways 11-13 for the gift of money presented me during my recent illness.—F. P. Theer, Way 13, superstructure.