

7-DAY WEEK TO BE EXTENDED

Story, Page 8

"15? Sure!"

BOSN'S



WHISTLE

VANCOUVER
SHIPYARD

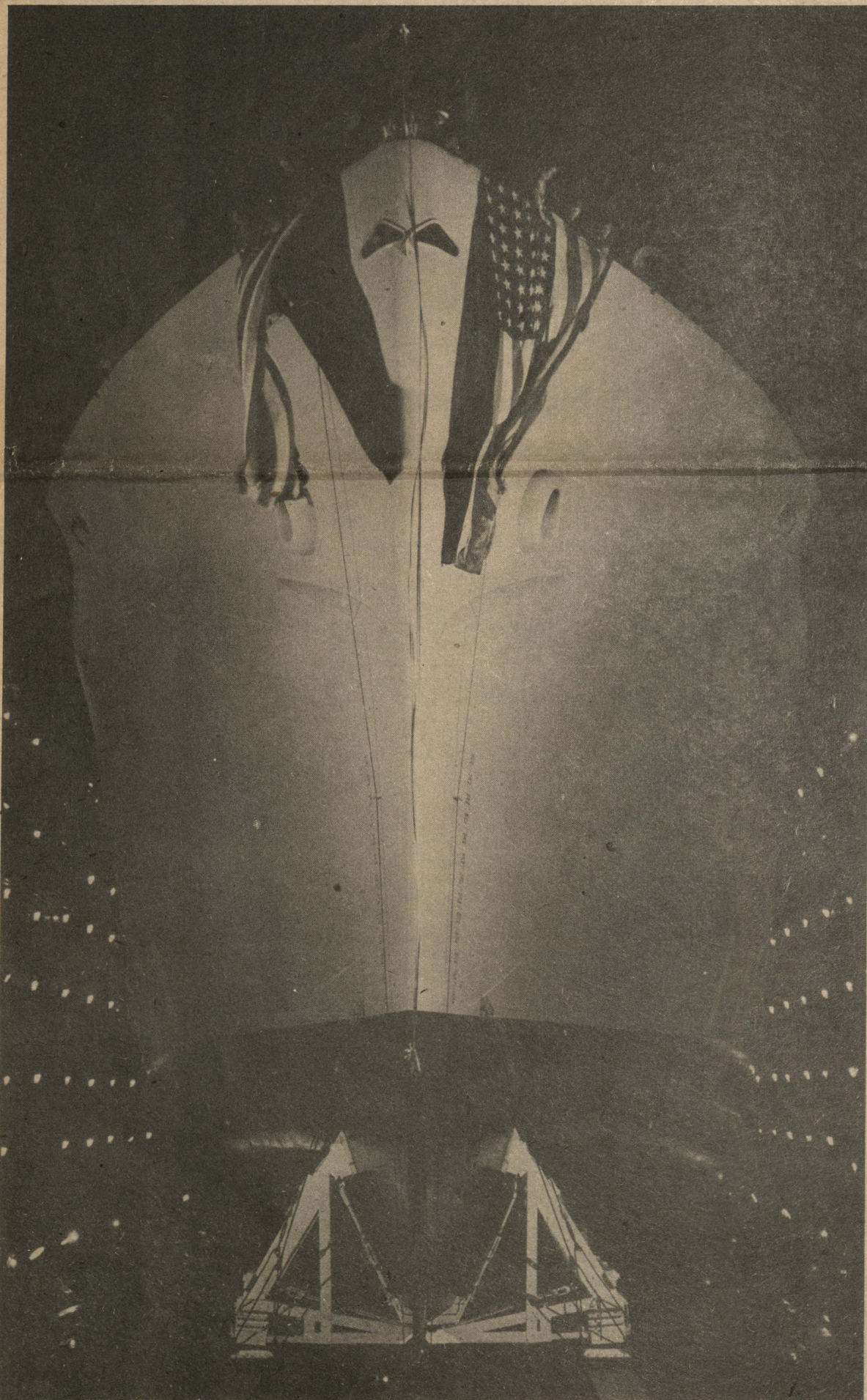
Volume 4—Number 37

FRIDAY, OCTOBER 20, 1944

8 Pages

NEW GOAL 15 AP-5s BY FIRST OF MONTH

Story, Page 2



Graveyard Launching Tomorrow Vancouver's first exclusive graveyard launching, scheduled for 4:30 a. m. tomorrow (Saturday), will see Mrs. C. C. Conners, wife of the Plate shop graveyard supervisor, as sponsor. The ship will be Vancouver's eighteenth launching and will be christened the U.S.S. Rawlins. Commander Frederick Dodge Powers, in charge of fleet training in this area, will be the main speaker. The picture above was taken at the recent swing shift launching.



Betrothal Kiss Maurene Conklin, and Don Ratliff, day draftsmen in Marine Engineers office at Columbia House, plight their troth with a kiss over the cake presented them by fellow workers at a luncheon in their honor last week. Maurene was the first girl hired in the Marine Engineers. Ratliff, a former army captain, came to work here in July, after three years in Alaska. Mrs. May M. Strand, day draftsman, arranged the party. Paul Morris, supervisor, announced the engagement.



Strappin' Supervisors Electricians on the Outfitting dock could hardly believe their eyes the other day when they saw Bill Schmidt and David McDonell, supervisors of cable and tagging crews, doing their stint on strapping the mast. It turned out that the crews were shorthanded and the two men fell to and did their bit to keep up the fast moving schedule on the AP-5's.

'15 By November 1' Goal at Vancouver

(VANCOUVER)—Fifteen by November 1—with this challenge thrown to the yard in a schedule this week the answer was coming back, as usual, "Sure!" An extra Attack Transport over the original schedule loomed as a possibility with the delivery of the 11th AP-5 Wednesday. Meanwhile, Oregon Ship, with one less way and a shorter Outfitting dock, again was proving its ability to claim the

title, "Champ Shipbuilder." Vancouver cut Oregon Ship's lead from 20 days to 20 hours, by the 10th hull, but every time Vancouver threatened to gain the edge another ship went down from the OSC docks a nose ahead of Vancouver's delivery. Delivery of No. 11, however, will now put Vancouver a shade ahead of its sister yard.

Vancouver's Outfitting docks were operating at fever pitch. The first month of four-yard competition on the vital Attack Transport schedule saw the yard confident that it would pass all others.

The delivery schedule on "15 by November 1," released early this week, follows:

Hull 412—October 20.
Hull 413—October 24.
Hull 414—October 27.
Hull 415—October 31.

The eleventh left the docks Tuesday morning. Work was still crowding up heavily on Berth 6 in the rush to get the ships out on schedule.

The entire Attack Transport program seemed headed for a shipbuilding race the like of which the country has never seen. The urgency of the program on the part of the navy had every yard determined to prove to the boys in the Pacific that ships could be turned out under pressure—and good ships. The entire contract of 31 ships appeared due for a 60 day sprint. Vancouver remained confident it would pass Oregon and have 30 ships "down the river" ahead of Oregon's.

Vancouver's general manager, Mike Miller, and general superintendent, John Hallett, commented on the new goal of 15 Attack Transports by November 1 and the extension of the 7-day week.

Hallett said: "In view of the schedule we have maintained so far it now appears certain that we can add one more ship to our schedule before November 1. This extra ship is the result of cooperative work on the part of all the departments and all the men within each department. It is an encouraging sign. We can not relax at this point, however. Admiral Halsey's telegram again stresses the importance of this program. The continuation of the seven-day week further stresses the need for these ships."

Miller declared: "It pleases me greatly to learn that the yard will be able to deliver fifteen instead of fourteen Attack Transports by November 1. Every one of these ships that reaches the navy a day sooner helps that much more in the important battles now raging in the Pacific. The navy apparently is proceeding with plans on the assurance that the yards can deliver these ships almost immediately. Vancouver is not letting down. The continuation of the seven-day week is further evidence of our determination to stick on the job."

DUSTPAN TURNS UP NEAR PACIFIC ISLE

(VANCOUVER)—"Found: One dustpan on the U.S.S. Munda, somewhere out from Sydney, Australia."

That, in brief, is the story contained in a letter to a sweeper at Vancouver. The letter came from Claude G. Sinclair, SKU 2/c, U.S.S. Munda, S. Div., c/o Fleet Post Office, San Francisco.

The sweeper, who asked that her name be withheld, left the dustpan aboard the Munda when it left Vancouver's Outfitting Dock.

Sinclair, a 24-year-old resident of Hollywood, wrote that it was found four days out of Sydney and a half day from next port of call in New Hebrides. From there the ship went to Guam and Saipan and finally returned to the United States, where he posted the letter.

Admiral Land Wires AP-5 Program Boost

(VANCOUVER)—Vice Admiral Emory S. Land, chairman of the U.S. Maritime commission, has stressed in another wire to Vancouver workers the fact that Attack Transports now under construction are "vital to the continuation of our offensive in the Pacific."

Vancouver's answer to this and other appeals was to pledge an additional AP-5 before November 1. The yard is also going to continue its present seven-day week throughout November and as far into December as necessary to complete the Attack Transport program.

Admiral Land's telegram follows:

Washington, D. C.

Assault ships which you are building under contract with the Maritime commission for the navy are vital to the continuation of our offensive in the Pacific. We appeal to every man and woman in your organization to complete these ships by the dates that they are needed.

EMORY S. LAND, Vice Admiral, U.S.N. (Retired).
Chairman of the U.S. Maritime Commission.



Onion Dumbbells A. Payne, stationary engineer in the Boiler Erection on swing, prepares to take a big bite out of a king-size onion. Grown from a special seed sent to him from the east, they are known as Torpedo Onions. Asked what he intended to do with the giants, he replied, "I intend to smother a steak with them . . . if I can find a steak." (Vancouver photo)



Honored By Navy These men, representing the radio department of the Electrical Department, are responsible for the letter of commendation from the U. S. Navy recently praising their work on the radio-radar system on the Attack Transports. Shown in the picture are:

Ira Cusic, Fred S. Rose, Harold Burdick, James May, Jerry Carmayne, McCormick, Hickerson, Hale, Bullock, W. Hamlin, H. Pautz, J. Baum, L. Conklin, M. Smith, W. C. Young, E. A. Zilmer, E. E. Pressler, H. Baldrige, A. Crenshaw, B. Wescott, W. Bazemore, A. Duane, F. Tripp, H. Hendrick, O. Leisure, F. Reidell, A. Wastrowski, D. Hahn, G. Bloomdahl, R. Glock, J. McDonald, C. Fields, W. Karski, C. Crandell, G. E. McConnell, E. Baldrige, L. Ramsey, B. Scott, J. DePitts, T. L. Davidson, B. McKay, O. M. Kirk, F. Nichols, F. Polnick, W. E. Buckley, E. Nagel, E. Grixby, F. Stefanic, Steveson, J. Hassinger, L. Jones, Dickey, F. Viles, L. Bell, M. Latham, F. Aspley, M. L. Howard, McConnaughy, O. Matheny, J. P. McKeown, J. Sturdevant, E. J. Pomerleau, E. Murphy, L. Trammel, Bleth, DeLaVergne, E. Hughes, G. Luden, M. Johnson, Torrko, E. Nelson, E. Armfield, L. Furlong, J. Johnson. (Vancouver photo)



"Wrong Way Willie" A homing pigeon who evidently made a wrong turn during a pigeon race in Buffalo, N. Y., rests in the arms of C. L. Foster, day shift guard, in whose back yard he was found. The bird led Foster and his neighbors quite a chase before it finally was cornered and taken to Portland where it awaits identification and claiming by its owners.

Doubtful Dove Does 'Corrigan'

(VANCOUVER)—C. L. Foster, day guard, literally has been given the bird. Glancing out of the window at home last week, he noticed a pigeon roaming around his back yard in search of food. Foster attempted to catch the bird but found that the pigeon was not as tired as it seemed to be. After enlisting the aid of a few interested neighbors,

the little feathered friend was finally cornered.

Another hour was consumed while the neighborhood made two dozen phone calls to the police, army intelligence, the coast guard and all the pet shops in the telephone book in an attempt to find a pigeon authority. At last C. A. Matt of Portland was located. Matt has been a pigeon fancier since 1897.

Next evening, Foster and his wife took the pigeon, now rested and fed, to Matt. After examination he informed them that it was a homing and racing bird. From the information on its metal leg band, it was from Buffalo, N. Y. From all indications, it had been entered in a race but had gotten lost.

Matt is keeping the pigeon and at last reports it is feeling much better. "All it needed was a square meal under its feathers," said Foster.

Foster and his neighbors are doing nicely.

CARD OF THANKS

I wish to thank Stud Gun crew No. 35 and their foreman for the beautiful flowers and card sent me while in the hospital.—William C. Grover, Stud Gun crew on dock.

BOSN'S WHISTLE

Published weekly for the 35,000 employees of the Kaiser Company, Inc., Vancouver shipyard.

Editor DAVE DEIHL

Associate Editor, GEORGE CONNER

Office Clerk SYBIL HOWELL

Offices: Machine Shop west annex.

Telephone: Yard Extension 777.

Navy Day Speech By Dr. Wassell Scheduled Here

(VANCOUVER)—The Vancouver Navy Mothers' club will take over the Navy Day launching of the U.S.S. Renville, Hull 419, tentatively set for October 25. The principal speaker will be Commander Corydon Wassell who will come from San Pedro, Calif. The Portland Coast Guard band will furnish music. Doctor Wassell was awarded the Navy Cross for especially meritorious conduct, devotion to duty and utter disregard for personal safety while in constant contact with enemy forces and under attack from enemy aircraft, in caring for and evacuating the wounded of the United States Navy under his charge in Java, Netherlands East Indies, about March 1, 1942.

In the words of the president in a radio address to the nation April 28, 1942:

"He (Dr. Corydon Wassell) is a simple, modest, retiring man nearly 60 years old but he entered the service of his country and was commissioned a lieutenant commander in the navy. Dr. Wassell was assigned to duty in Java caring for wounded officers from the cruisers Houston and Marblehead which had been in heavy action in the Java seas.

"When the Japanese advanced, it was decided to evacuate as many as possible of the wounded to Australia, but about 12 of the men were so badly wounded that they could not be moved. Dr. Wassell remained with these men, believing that he would be captured by the enemy but he decided to make a departure attempt to get the men out of Java. He asked each of them if they wished to take the chance and everyone agreed. He first had to get the 12 men to the sea coast 50 miles away. To do this he had to improvise stretchers for the hazardous journey. The men were suffering severely but Dr. Wassell kept them alive by his skill and inspired them by his own courage.

"As the official report said, Dr. Wassell was almost like a Christ-like shepherd devoted to his flock. On the sea coast he embarked the men on a little Dutch ship. They were bombed and machine-gunned by waves of Japanese planes. Dr. Wassell took virtual command and by great skill avoided destruction by hiding in small bays and inlets. A few days later Dr. Wassell and his little flock of wounded men reached Australia safely."

In addition to the Navy Cross, Dr. Wassell has the American Defense Service medal, Fleet Clasp and the Officer's Cross in the Order of Orange Nassau with crossed swords. His wife, Mrs. Madeline Day Wassell, resides in Hollywood.

The sponsor will be Mrs. Orpha Pendarvis who is a Gold Star mother from the local group. The matrons of honor are Mrs. May Abrahamson, president, and Mrs. Grace King, vice commander. The flower girl is Mrs. Alvina McDermott, auditor. The husband of Mrs. Pendarvis is a swing shipfitter on the Ways Specialty crews and Lee McDermott is a Pipefitter in Maintenance on graveyard.

'Secret Weapon' Aids In Quest For Quota

(VANCOUVER)—"You're darn well right we can get 15 of these ships by November 1," Ralph Hood, hull superintendent for Buckler, declared. "We here in the yard have a secret weapon. It's not the kind of weapon that you can pick up and kill Japs with, but it's a weapon never-

theless. It's the wholehearted cooperation of everyone in the yard and the deep down desire to see this lousy war over. It comes without asking for it.

"As for Oregon, they may be a few hours ahead, but we are out to pass them. We have never failed to deliver the goods and a little bit more besides. We sure aren't going to fail now."

Rhyme By Seagoing Son Pays Tribute To Shipyard 'Ma'

(VANCOUVER)—Donald Serdahl, former electrician welder on the docks and now in the navy, wrote a poem about his mother working in the shipyard and mailed it to the Noonan, N. D., Miner from aboard his ship in New Guinea.

The Miner published it the day Mrs. Serdahl returned to Noonan with the body of her husband who had died on the job here in Vancouver.

Mrs. Serdahl returned immediately after the funeral and resumed her job as a swing electrician at Main Electric. Besides his mother, Donald has 10 other relatives at work in the yard and a brother in the army.

The poem, written before Serdahl knew of the death of his father at this yard, follows:

"MA" WORKS IN THE SHIPYARDS

You can see her in the shipyard
Before the break of day,
But her heart is in North Africa
Ten thousand miles away.
The workers call her "Arkie"
She comes from Arkansas;
To a pair of Yankee soldiers
Her name is simply "MA".
She'd like to fight beside them
Her husband and her son;
She'd like to march through desert
sand
And help them with the guns.
The faith that's ever with them
In this pledge upon her lips:
"I'd a-crawled here on my hands
and knees,
To help to build these ships.
"There's no work that's too dirty
Or hard for me to do—
"If I can't fight beside them
By Gad, I'll see them through!"

Actylene Operators Pledge Every Effort

(VANCOUVER)—E. R. Mitchell and R. R. Alcorn, operators in the acetylene plant, left no doubt with their statement, "If they need the gas to turn out ships we sure as heck will give it to them."

Mitchell, who spent 15 years as a railroad brakeman, and Alcorn, who has been a coal mine worker,

are convinced that the ships now being constructed and delivered are vitally needed by the navy.

"Anything to get 'em out is okeh with us," was Mitchell's opinion, and Alcorn added, "if there is anything that I can do to help end this war, believe me, I will do it."

C.A.P. Call Issued

(VANPORT)—High school boys and girls, ages 15, 16 and 17, who wish to join the Civil Air Patrol may go to Rooms 5 or 6, upper grade school building, No. 1, or to Community building No. 3 for complete information. Time set for interviews with Miss K. J. Roseborough is 7 to 9:30 p. m.

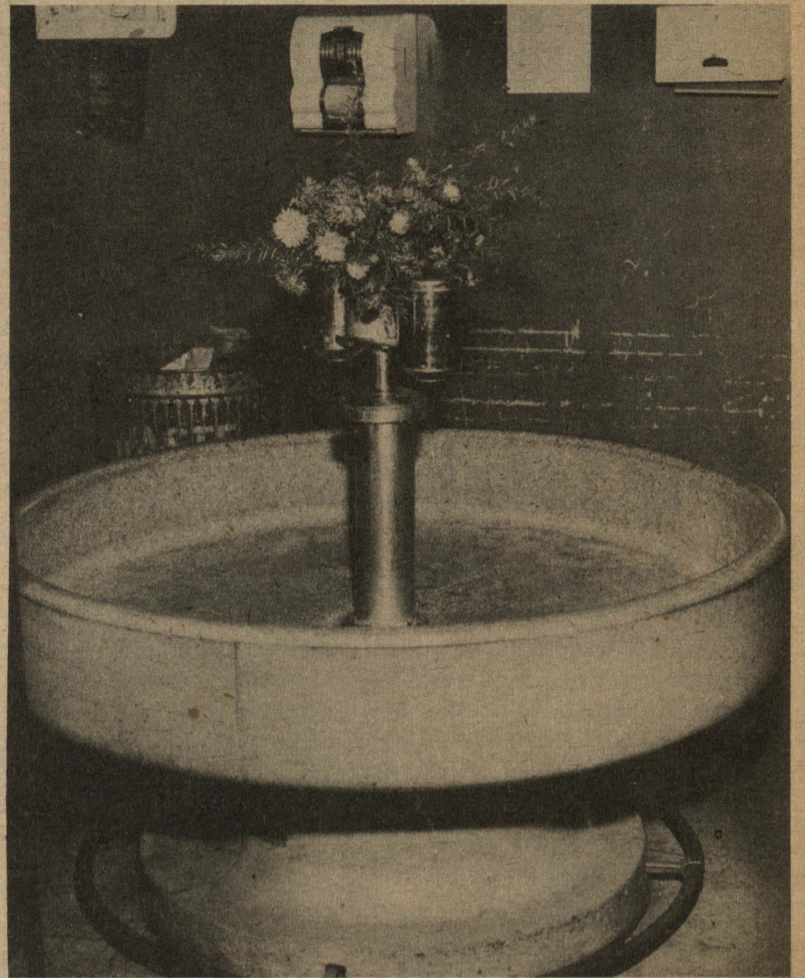
Halsey Puts Emphasis On Vital AP-5 Needs

(VANCOUVER)—"You men and women can help to launch smashing blows against the Japs in the near future," is the direct and emphatic message of Admiral W. F. Halsey, commander of the USN Third Fleet, received this week and addressed to the men and women of the Kaiser company Vancouver yard. The telegram was dated Washington, D. C., October 12, 1944. It stated more definitely than any of the previous messages from Washington and the Pacific area of war the vast importance of the current Attack Transport program.

"This telegram from Admiral Halsey bears out what I hear from all sources in Washington," said Mike Miller, Vancouver general manager. "Each day we gain in this yard in our Attack Transport program is just one day sooner that a tremendous offensive in the Pacific will get underway. I am firmly convinced that these ships are the 'hottest' ships we have ever built."

Halsey's telegram follows:
Washington, D. C., Oct. 12, 1944.
To the men and women of Kaiser Company, Inc.

Experience in the Pacific has demonstrated the need for fast troop transports and cargo carriers in amphibious operations. We plan to launch smashing blows against the Japs in the near future. To insure the success of the coming offensives we depend upon you men and women in the shipyards and factories to give us more of these vital assault ships with all possible speed. Every AP-5 which you deliver to the fleet will help to speed us on our course to victory. W. F. Halsey, Admiral USN, Commander Third Fleet.



Ex-Austrian Impressed By Expansive U. S.

(VANCOUVER)—Working for Kaiser Company is quite a change from owning a farm in Austria, according to Joe Kubin, day shift pipe material expediter. Born in Czechoslovakia,



he was the owner of a 45-acre horse farm near Vienna but left just before Hitler invaded his country. With his wife and son he came to Portland where he had relatives and for a time was the owner of a small farm here.

"The first impression that I had of Kaiser Company was the huge-

That Feminine Touch Women will be women, even in a shipyard. Not only have they stepped into men's jobs and done remarkably well, but they have done it without losing their own peculiar touch. How else a scene like this one caught by the cameraman at Assembly in the women's wash room? Each shift aids in keeping fresh bouquets on hand. (Vancouver photo)

ness of it. In Europe we always thought of America as a place where they did things in a big way, but I never had any idea of how large it really can be."

"I like this part of the country," he continued, "and intend to settle down here. My wife and son are both citizens now and have grown to love this country very much. The people are so much more friendly than they were in the old country that we don't want to go back."

Blood Transfusion Helps Fellow Worker

(VANCOUVER)—Herbert Martin, day shift slab man in Plate shop, recently answered an SOS for a blood donor at the Tuberculosis hospital in Portland in behalf of Dan Rosen, former Plate shop worker, who was to undergo a serious operation. Rosen's condition is reported as good following the transfusion and operation.



Cut of 58 Per Cent The five Buckler day crews which install the insulation in the refrigerated areas on the AP-5's while they are on the ways have cut man hours more than 58 per cent between Hull 401 and 417. Shown in the picture are F. W. Lee, leadman Arthur L. Christiansen, Walter Short, Vern Calvert, Mose Sampson, Dee St. Pierre, Howard Martin, leadman, John Styskal, Andrew Wold, Lester M. Nelson, M. A. Mason, James A. Heinlein, Leo R. Drews, Ellen Carter, Sam Pyatt, leadman, Ralph Himes, Alvin Hanson, Carl Steede, Wallace Thompson, Wm. Gehruig, Alva Riddle, Paul Pickerell, Jim Dally, leadman, Wesley White, Roy Blonberg, Charles Marshall, Mary Rosman, M. C. Stebbins, leadman, G. Hylton, J. Kinnamon, F. Sullivan, T. Buckinen and Clarence Lubitz.

General Stores 'Bats In Cleanup Position'

(VANCOUVER)—The rest of the yard can forget one contract quickly and start another without any hangovers. But that is not the case with the procurement and surplus materials division of General Stores, according to M. F. McCamley, material supervisor. "For instance," said McCamley, "take the case of the Invasion Barge (LST) contract. The last of the materials left over were cleared from the yard September 30, 1944. What the navy did not transfer to their repair depots went to four vendors in Portland on a salvage sale conducted by Lieut. C. J. Murphy, U.S.N., at Terminal 1 in Vancouver. This is a good example of one incident which makes the job at General Stores of unceasing interest."

Shipyard Veteran 'Sure' of Schedule

(VANCOUVER) — Shipbuilding is an old story to Dick Stump, shipwright foreman on the Outfitting dock. A foreman at a Portland shipyard in the last war, Stump was one of the first shipwrights to work for Kaiser company in this war. He holds the enviable record of being absent only three days following a fire on the Outfitting dock when he became drenched with water and caught a bad cold.



"We can get these ships out on schedule only if we put forth full time effort," he said. "Staying on the job every day and doing our very best will make 'em click off the Outfitting dock and leave Oregon so far behind they will be lonesome."

Stump now owns a farm near Camas and intends to settle here after the war is over and continue construction work.

Welder Married

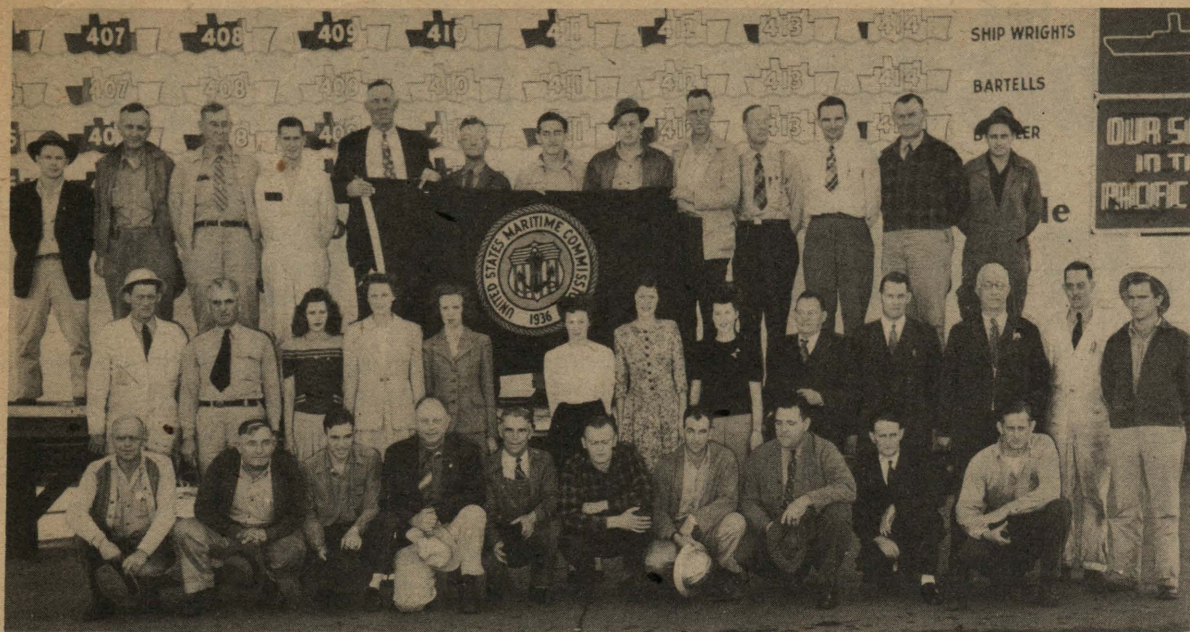
(VANCOUVER)—Lenora Rucker, Welder in Bay 10 at Assembly became the wife of Don Vedder, a former welder on Nelson's crew October 16 in Vancouver. Mrs. Vedder has been employed since July, 1943 and also played on an Assembly softball team.

BIRTHS

Mr. and Mrs. Wendell Barcroft, McLoughlin Heights, a girl weighing 7 lbs., 12 1/2 ozs., Oct. 5. Barcroft is an electrician leadman on day shift.

Mr. and Mrs. Victor H. Vance, McLoughlin Heights, a boy weighing 7 lbs. 3 1/2 ozs., Oct. 6. Vance is a day shipfitter.

Mr. and Mrs. Hervey Woodard, Vanport City, a boy weighing 5 lbs. 8 1/2 ozs., Oct. 8. Woodard is a swing shift chipper.



Inspectors Say 15 Maritime Hull inspectors working under George Fenton, Principal Hull inspector, declared this last week that they thought the yard stood a very good chance of making it 15 by November 1. Shown in front of the AP-5 production scoreboard are (front row left to right) G. A. Hawes, H. Haberman, H. R. Ochse, M. C. Webster, F. M. McCarthy, R. Pedersen, F. T. Odgers, J. James, G. L. S. Bell, F. J. Mullen. (Second row) H. T. Johnson, A. D. Wilson, D. M. Couch, R. L. Stalcup, D. J. Korte, M. L. Hamar, N. R. Hensel, M. G. Sack, G. Fenton, L. C. Karlson, C. E. Christenson, H. S. Seyffert, B. A. Brown. (Third row) J. F. Mezyk, L. S. Holmes, R. B. Armfield, A. J. Hearing, A. Martinsen, C. H. Goebel, R. D. Cohen, C. F. Holman, E. R. Carper, F. V. Van Auken, R. Mantei, E. C. Davis, J. P. Martin.

New Setup Arranged To Expedite Messages

(VANCOUVER)—A new special messenger peg board went into operation last week to expedite the control of special messages handled by Special Messenger service, under the direction of Pearl Hook and Marjorie Zimmerman. The specials under the direction of the Master File department are classified as "urgent" or "rush" messages from the Administration or Personnel buildings to the field offices or from the field offices to Personnel and Administration.

"All specials delivered between departments in the field should be handled by their own messengers or routed via bantam truck," Miss Hook emphasized.

A further explanation of the various messenger services in effect was made in a bulletin from Miss Hook as follows: When calling for a special messenger, Dial 343 and ask for Messenger service. Give the name and location of your department and a brief description of the material to be picked up. These specials are then listed in the order of their importance. Do not stop messengers in the yard or request them to wait in your office. Any time you delay a special, you are holding up delivery to some other department.

Messenger service in the yard is handled for the most part by the bantam truck. This little truck makes eight trips a day on a door-to-door delivery basis. Messengers no longer are stationed in the buildings in the yard. All mail and messenger envelopes picked up at the offices in the yard are brought

in to the Messenger department in the Administration building and is sorted here and rerouted on the next trip. Miss Hook added that the service is not equipped to handle packages or blueprints.

Marine Crew Wins Wager for Speed

(VANCOUVER)—O. M. Mikkelsen, Marine Machinists' superintendent, recently paid off in cigars after betting his crewmen under Everett Funkhouser they couldn't bolt down the reduction gear in two and one half days. They did.

The "bolting down" involves four distinct operations and employs 176 belts varying in size from one and one quarter to one and five eighths inches. Holes are drilled and reamed, bolts are spotted and then the actual fitting takes place.

First gear on hull 401 took two weeks to install. This time later was dropped to one week. On hull 409 the crews did the job in four days. Then came hull 410 and the two and one half day "wager-winner."

Teamwork Keynote To Quota Attainment

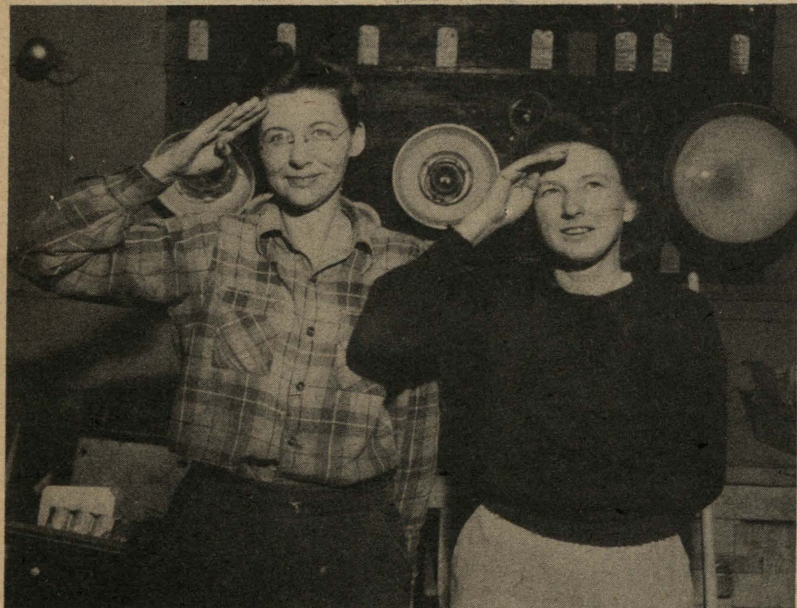
(VANCOUVER)—"We can deliver our quota of AP-5s and more if we can all work together," is the opinion of J. H. Rogers, furniture foreman on the Outfitting dock. Cooperation between all crafts is the main trouble that we run into now but that can be cleaned up with a little planning before acting.



J. H. Rogers is trying to do the best you can isn't enough. You can work your head off and get nowhere if some other craft is in your way," he continued. "This cooperation, however, seems to be growing all the time."



Teachers Marine machinists, above, recently taught O. M. Mikkelsen that it doesn't pay to underrate his crew's speed. Collecting cigars for a two and one-half day reduction gear job: left to right (first row), Albert Yankie, R. H. Gutierrez, Leadman H. R. Tingley, H. W. Zaicek, Leadman Harry Funkhouser, John Grete, George Chapman, C. F. Klatt, I. O. Hagen, J. L. Smith, Leadman E. D. MacDonald, C. L. Anderson, Leadman A. Sundberg and E. H. Bauch. Second row, Roscoe Shavers, Del Caldwell, Foreman E. Funkhouser, J. W. Winsper, K. K. Maristuen and Alfred Merrill. (Vancouver photo)



Getting In The Swing Ethel Turnidge and Alva Bendorf do some pre-induction practicing for the cameraman. They officially start training in the Waves on October 29. Miss Turnidge and Miss Bendorf quit the yard last week and returned to their homes in Boise, Ida., and Conrad, Mont., for a brief visit before reporting to Hunter college for basic training. Both girls worked in the Electrical Pre-fabrication department on day shift for over a year. (Vancouver photo)



Largest Swing Crew One of the largest crews in the yard and the largest electrical crew on the swing shift, is that of foreman G. L. Parker at the Main Electrical shop. The crew includes from left to right (front row): Jessie Keck, Louise Bliefernich, Alberta Hines, Grace Cummings, G. L. Parker, leadman; Margaret Dohman, Kay Williams, Hazel Tatreau, Eileen Erpelding and George Chester. Second row, Albert Iman, Kate Bruce, Alice Nelson, Edith Fisher, Donna Brady, Phyllis Guardino, Rose Switzer, Alma Riegel, Connie Montella, Luella Gruenke, Leone Small and Tom Roble. Third row, Virgil Sanders, Ruth Gunderson, Trudy Gilbert, Grace Ephlin, Ethel Jones, Ruth Serdahl, Grace Wilbur, Irene Trudell, Ruth Barber, Grace Christenbery, Flora Turnage, Helen Denny and Eric Melby. Absent when picture was taken are Muriel Graham, Fred McDonald and Pat Smith. (Vancouver photo)

INQUIRING REPORTER

QUESTION:

"What was the nearest you ever came to death?"

D. E. Anderson, carpenter, day shift: "About the nearest I have come to getting it was when I was working on the ways getting ready for a launching. A whirley came up from behind me while I was standing on the track. It hit me from behind and knocked me over, breaking my leg. If I hadn't grabbed the cable that sticks out in front I would have been pulled under the wheels."



Ben Robbins, rigger leadman, day shift: "About two years ago I was working on a two-story steel building. They were using a steel cable to lift window frames to the second story. The cable slipped and fell on a high tension wire. I grabbed the cable while standing on a wooden floor joist, but my feet were wet. Boy, oh boy, what a jolt! I hate to think what might have happened if I had been standing on the ground."



Charles White, sailmaker, days: "I was standing inside of a tent that was covering a turbine wheel. I had my arm out in front of me holding a tape measure when all of a sudden a piece of steel came switching through the side of the tent just about six inches in front of me and knocked a big hunk out of the wheel. I found out later that a crane had swung the metal side ways. If I had been six inches closer I would have been sliced in half."



Zoe Sitton, secretary, day shift: "Nothing much ever happens to me, I guess. About the nearest I came to it was when I fell off a horse. He shied at something and the first thing I knew I was on the ground. I landed on my feet so I guess it wasn't so bad."



Louis Abner, guard on swing shift: "I was on Bonneville Dam when a sling load of lumber let go about 500 feet above me. I spent 14 days in the hospital before I woke up. It tore a bunch of ribs and several other small items loose. I spent five months in the hospital and was lucky to get out in one piece."



Stanley Kielen, warehouseman, days: "About two weeks ago I was digging in my well at home when all of a sudden a large rock came zooming past my head. While it may not have killed me it sure would have knocked me silly for a long time to come."



Cliff Sanstrum, Transportation, day shift: "An auto accident was the nearest I ever came to leaving this vale of tears. The car which I was driving tipped over and just by pure luck I got out with a few scratches. Nothing ever happens to me, and I am just as glad that it never does."



LOST

Lost: Solid silver identification bracelet, engraved "Jerome Weber-Crofton, Nebraska," on outfitting dock swing shift. Return to Jerome Weber at Marine Machinist depot No. 1 or to Main First Aid to Marjorie Weber. Reward.



Tired Old Men? Hardly It is easy to see that most of the men in this picture are past middle age but the job they are doing in Boiler Erection on the brickwork in the boilers is something that would make young men envious. Appearing from left to right (front row), T. C. Hays, W. Keeler, J. McChesney, E. Embody, J. A. Bross, R. Smith, F. Austin. Second row: F. Sampson, foreman, V. Rose, foreman, W. Temme, G. Tickner, B. Friar. Third row, C. W. Peterson, foreman, J. Bross, C. H. Welton, J. Dorney, C. McNealy, E. Funk, B. Ellis, I. Combs, J. S. Bross, Bill Ryan, superintendent. Fourth row, R. Porting, M. Rassmussen, V. Gammelgard, H. Cottrell, F. Harris, T. Smith, J. Mikkola. Fifth row, J. Spear, H. Evans, C. Petersen, M. Paulsen, A. Jones, C. Roberts, foreman, L. Croom. Not present when pictures were taken, Herman Holland. (Vancouver photo)

Wedding Waits For Ship Production



PHYLLIS TERRY, CYRIL WILL
(VANCOUVER) — Vancouver's production schedule on a seven-day week being what it is, Cyril Will and Phyllis Terry say their wedding will just have to be delayed.

The romance started last November 1, when Will took a good second look at a certain young new hire who was working in the Pipe Material office. After about six months of talking, with Will doing most of it, the answer finally was "yes." The engagement was announced, and then some one remembered that the yard was on a seven-day week and wondered when they were going to get a day off to get married.

"Well, if the navy is waiting for the ships I guess we can wait a few weeks for the wedding," Miss Terry commented. Will thinks so, too.

JAP SOUVENIRS



(VANCOUVER) — Geo. McLean, guard on day shift, exhibits some Japanese trophies that were sent to him by his friend Earl Worden, now of the seabees. Included are a Jap skull, a Jap belt, some Jap teeth, and sea shells from the beach at Guadalcanal.

Mother Proud to Help Children in Service

(VANCOUVER) — Mrs. Helen Gomulkiewicz, day office engineer in Blue Print, is holding her first job outside her home and is proud of the part she can play in the war.



Mrs. Helen Gomulkiewicz war effort and do my part to help bring them home quickly. Of course my job is a very minor one, but then the big job is composed of millions of tiny ones." She has a son in the coast guard, one in the navy and a daughter who is a nurse in the navy. Another of her daughters is employed in Master File while the youngest one attends Providence academy at Vancouver.

"With three of my children in the armed services," says Mrs. Gomulkiewicz, "it seemed only logical for me to get into the war effort and do my part to help bring them home quickly. Of course my job is a very minor one, but then the big job is composed of millions of tiny ones."

News Of Prisoner Son Brings Thrill



MR. AND MRS. LAWHEAD

(VANCOUVER) — Mr. and Mrs. John Q. Lawhead are happy these days. They finally have heard from their son, Roger, who was taken a prisoner by the Japanese at the fall of Corregidor.

Recent information, first in over a year, came to them in the form of a telegram from the office of the provost marshal general. The relayed information was a Japanese propaganda broadcast picked up by U. S. radio monitors on which Roger Lawhead beamed a message to his parents.

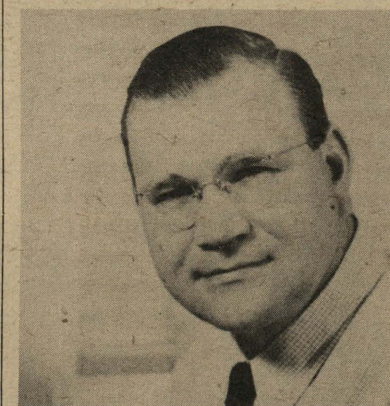
Lawhead is a day shipfitter in Assembly and Mrs. Lawhead is a janitor foreman in Plate shop and Assembly. Lawhead has been here for 28 months without absence, early checkout or tardiness to mar his record. Mrs. Lawhead has been here for five months.

LOST

LOST: Lady's "Milo" wrist watch—yellow gold with black cord band, at entrance to north gate or south of 78th street in McLoughlin Heights. An anniversary gift—reward, Mrs. E. L. Meskimen, 8510-C Elgin St., McLoughlin Heights.

LOST: Billfold with "A" gas stamps, wedding ring, coast guard pass, check pass, social security card and pictures, Sept. 25-26 at Assembly or Personnel building. Gas stamps have license No. 8-4003. Colorado. Reward. Lola Anderson, 1770 Ogden Meadows, Vancouver, Welder in Bay 6 Assembly.

Engineer Finds Kaiser Determined



Tom Tattam

(VANCOUVER) — Tom Tattam, contract engineer at the Administration building, lived next door to Mrs. Anna Kaiser, sister of Henry J. Kaiser, some 15 years ago and he heard her say many times, "My brother Henry is a very determined man. When he sets out to do a thing he does it." Tattam now has learned just how determined a man Kaiser really is.

Tattam, who was born in Durham, England, is the oldest of ten children. He and his family have played a prominent part in two world wars. His father, a member of the Royal Horse Guards, was one of the first men to enter France in 1914. After the war, young Tattam left school to work in a coal mine.

One of his most vivid memories is of an early air-raid by a German zeppelin which later broke in two and burned. Another experience was that of fishing off a dock in the early days of the war and seeing what he thought at first was a whale about 200 yards away. It turned out to be an enemy submarine which started blasting away at the docks. "You can imagine how quickly I got out of there" he smiled.

Before the present war, two of Tattam's brothers served in the International Brigade in the Spanish Civil war. Another was engineering officer on the S. S. Bradfyne which was lost with all hands when torpedoed in the North Atlantic.

Special Work Shoe Ration Stamp Due

(VANCOUVER) — The Office of Price administration has issued the following instructions regarding work shoes, according to C. V. Patterson of the Transportation department:

Beginning October 20 and ending November 15, no special shoe stamps can be given to applicants. A new stamp will be valid November 1 and at that time employees in need of work shoes may use the current stamp if necessary.

After November 15 employees who have used all available current stamps in their family may apply for special stamps which must be marked "Work Shoes Only."

'Old Men' Set Fast Pace On Boiler Job

The political remarks about the "Tired Old Men" has been turned to good advantage down in Boiler Erection where a poem written by W. Keeler, foreman in the Brick department, is being used to spark the current production program. Keeler wrote:

"TIRED OLD MEN"

If you would help to win this war, Just jump right in and do a lot more.

The young guys should do it— they're chuck full of vim. But the hell of it is they drink whiskey and gin.

For some good men to follow, if you have a yen, Just try to keep up with those "tired old men".

They will give you a race for an eight hour shift, And at the end of the day they will give you a lift.

Now how they can do it, no one can tell;

I suspect it's because they just work to beat hell.

The bricklayers and mortarmen have two boilers to prepare for each transport and they install 24,187 pounds of material in each boiler or a total of 48,374 pounds in a ship. Quality is the keynote in this job and of necessity speed is a secondary matter, because the boilers are the heart of the ship, according to Bill Ryan, superintendent.

Most of the work is done on the ways, but the finishing touches are given on the dock.

DO MAINTENANCE

The bricklayers do maintenance work on the furnaces in Plate and Forge shop as well as on the boilers. They also build one incinerator on each vessel. Nothing is thrown into the sea because of the danger of attracting birds and in turn drawing the attention of enemy bomber and scout planes.

Several times the crews have been occasioned a lot of bother because other workmen have removed the stainless steel anchor bolts for purposes of making jewelry and other knick knacks, according to Ryan. "We would be most appreciative if they would leave these bolts in place," he remarked. "Several of the crews have been forced to stand around for three or four hours while the anchors were being replaced and that is not building ships to the best advantage."



Gene Wheaton, day shift switchman returned to work last week after spending his vacation on his farm near Woodland, harvesting a crop of filberts, which he reports very good.

Lucille Dunigan, lead lady of scalers on Way 6 left Monday for her home in Wyoming. Stella Blankenship will take her place.

Shirley Bailey and Irma D. Marteeny of the yard office flew to Seattle last week on a visiting trip.

Jerome Witty, a former shipfitter leadman in Assembly has graduated from a twin motored pilot training school and has been assigned to a B-17.

Don Ruppe, supervisor at Assembly, spent his vacation last week in Canada.

Harry E. Guase, Jr., employed since July, 1943, as a welder and rigger left for the Navy Oct. 14.

The Marine Pipe shop had a party to end all parties with 165 employes attending. Employes who had been in the yard for two years or more devoured 26 cakes, 33 pies and piles of fried chicken in exactly 30 minutes. One crew of seven each brought a large can of pineapple much to the amazement of everybody.

KEGLING SQUADS LOOSE BIG GUNS

BATTLES JUGGLE TEAM STANDINGS IN OSC LEAGUE

	W.	L.	Pct.
Pre-erection	12	3	.800
Chippers No. 1	10	5	.666
Welders	10	5	.666
Gun Shop	9	6	.600
Sub-assembly	8	7	.533
Shipfitters	7	8	.466
Gadget Shop	2	13	.133
Chippers No. 2	2	13	.133

(OREGON SHIP)—Pin-topping battles for the \$75 first-prize money among OSC bowling league teams last week jumbled the standings of four mid-section teams. With a 33-pin handicap against them, Welders copped all three games from Chippers No. 2 to tie for second place with Chippers No. 1, placing both teams a scant two games behind constant league-leading Pre-erection.

Gun Shop dropped two games to Chippers No. 1, catapulting to fourth place. Pre-Erection's steady run of spares and strikes cost Sub-Assembly two games, lowering the team to fifth place. Still tied in the cellar are Gadget Shop and Chippers No. 2.

Among averages for individual keglers, Heilman, Shipfitters, picked up a 168 to resume the lead after a week in second spot. Mandeson, Gun Shop, held his 166 for second place, followed by Sabah, Pre-Erection, 162. Donaldson, Sub-Assembly, picked up one pin to a 157 and took fourth place, trailed by Schoenbeck, Chippers No. 1, 156; Mowlds, Gun Shop; 154; Stover, Pre-Erection, 153; Taylor, Gadget Shop, 151.

Seven consecutive strikes rolled by Heilman smashed the former individual game record. He hung up a 254, dropping Sutton, 226, to second place. Topping individual series scores were Heilman, 605, and Schoenbeck, 539. Scores:

Shipfitters	878	828	877	2581
Gadget Shop	777	711	786	2274
High single: Heilman, Shipfitters, 254.				
High series: Heilman, Shipfitters, 605.				

Welders	836	804	863	2503
Chippers No. 2	795	784	780	2359
High single: Veehman, Welders, 173.				
High series: Veehman, Welders, 462.				

Pre-erection	673	710	796	2079
Sub-assembly	682	700	684	2066
High single: Sabah, Pre-erection, 198.				
High series: Sabah, Pre-erection, 529.				

Chippers No. 1	848	846	808	2502
Gun Shop	778	755	819	2552
High single: Schoenbeck, Chippers No. 1, 200.				
High series: Schoenbeck, Chippers No. 1, 539.				

Way 8 Bowlers Pacing Vanship;

	W.	L.
Way 8	11	1
Superintendents	8	4
Painters	7	5
Way 9	5	7
Specialty	3	9
Layout	2	10

(VANCOUVER) — High score honors last week in the Vanship bowling league were taken by John Mitchell, boat supervisor on Way 1, with a scratch three-game total of 564 and high single game of 227. Fourth week of play was held on the Boilermakers' alleys in Portland.

Officers elected for the new season are John Horn, president; R. Townley, vice-president, and Joe Vidoni, secretary-treasurer.



Toilers This five-girl bowling team call themselves "Toilers." Right now they rest in second place in the Swan Island women's league. From left, Ellen Swift, Kay Muller, Kathryn Smith, Olive Severson and Marge Winters. Muller has high single game of the season with a 182. (Swan Island photo)



Trial Crew Tied with two other teams for second place in Swan Island's 16-team bowling league are these five members of Trial Crew. Kneeling, left to right, C. Brumback and J. Smith; back row, W. Thompson, J. Smokey and D. Blanchard. (Swan Island photo)

Swan Women Called For First Cage Drill

(SWAN ISLAND)—With the call of America's favorite indoor sport, basketball, just around the corner, Benny ("Red") Wallace has issued first call for all girls interested in the sport. All potential basketeers are requested to report at the Swan Island gymnasium Wednesday nights. Practices will be held from 6 to 8 o'clock.

Wallace plans to enter three teams from Swan in city leagues starting November 13. Upwards of 12 more girls are needed urgently. Wednesday night practices will give girls locker and shower accommodations, Wallace explained.

Boxing Smoke Slated

(VANPORT)—Ten boxing bouts will be presented beginning at 8 p. m., Saturday, October 21 at Community building No. 1. A special reserved section will be provided for adults only.

Hey!--Wanna Bowl? More Loops Open

(OREGON SHIP) — Opportunity for swing or graveyard bowlers to form a six or eight-team league to play Saturdays at 1:30 p. m. at the Hi-Way Alleys was announced today by George Sabah, specialty shipfitter. Any pinsters desiring to organize are asked to call the alley for further arrangements.



Beaver Eddie Adams, Portland Beaver catcher and leading hitter for the Bevo's this year, started work at Swan Island on day shift Assembly layout last week. (Swan Island photo)

Girl Hoopers Bid To Slate Parley

Another meeting of the City Women's Basketball association is announced by the executive chairman, Helen Macdonald, for Thursday night, October 26, at 8 o'clock in the council chambers, Portland City Hall. This meeting, the last before registration closes November 10, is to complete organization and details for the tournament opening.

Mrs. Macdonald is urging groups interested in team play to take steps for organization and to register with her so schedules may be made. Entries are not limited to one team per organization or industry and through the recreation division of the Bureau of Parks practice gymnasiums may be scheduled.

Seven women's teams have been registered and there is possibility of signing WAC and SPAR teams. Represented at the meeting October 10 were teams from Swan Island, Willamette Iron & Steel, Jantzen, Benny's Fine Food, Linnton Box, Portland Port of Embarkation, Guilds Lake, Peninsula and Lind & Pomeroy and several others. Teams desiring to register may notify Mrs. Macdonald at the Park Bureau, AT 6141, ext. 262.

PAINTERS-DOCK 5 AT SWAN ISLAND LOOP TOP RUNG

	W.	L.	Pct.
Painters, Dock	12	3	.800
Trial Crew	11	4	.733
Sheet Metal	11	4	.733
Main Machine Shop	11	4	.733
Pipefitters	10	5	.666
Clerical	9	6	.600
Welders, Dock	8	7	.533
Chippers, Dock	8	7	.533
Electricians	6	9	.400
Plate Shop	6	9	.400
Painters, Yard	6	9	.400
Welders, Ways	5	10	.333
Outfitting	5	10	.333
Welders, General	5	10	.333
Machinists, Dock	4	11	.267
Shipfitters	3	12	.200

(SWAN ISLAND)—Painters-Dock swept a three game series from Welders—Ways last week at the Hi-Way alleys to take undisputed possession of first place in Swan's 16-team league. The team also set a new team single game record by toppling 1007 pins.

Individual honors were taken by W. Grubb of Painters-Dock with a 214 single and a 568 series. Scores:

Trial Crew	912	874	876	2662
Shipfitters	856	876	867	2599
High singles: Smokey, Trial Crew, 185.				
High series: Cook, Shipfitters, 503.				

Painters, Dock	923	1007	906	2836
Welders, Ways	719	832	818	2369
High single: Grubb, Painters, 214.				
High series: Grubb, Painters, 568.				

Main Mach. Shop	928	837	946	2811
Chippers, Dock	892	813	901	2616
High single: Mandelson, Shop, 199.				
High series: Mandelson, Shop, 545.				

Machinists, Dock	839	874	906	2619
Welders, General	892	880	885	2660
High single: Hunt, Machinist, 191.				
High series: Hunt, Machinist, 480.				

Pipefitters	922	885	934	2841
Outfitting	969	886	849	2704
High single: Workman, Pipe, 200.				
High series: Workman, Pipe, 531.				

Welders, Dock	852	843	850	2545
Sheet Metal	865	802	873	2640
High single: Frank, Welders, 201.				
High series: Graves, Sheet Metal, 460.				

Painters, Yard	852	884	895	2631
Plate Shop	929	882	875	2686
High single: Spears, Plate, 202.				
High series: Spears, Plate, 502.				

Electricians	816	775	746	2337
Clerical	897	828	876	2601
High single: Hale, Clerical, 164.				
High series: Smythe, Clerical, 447.				

TANKER BOWLING LEAGUE

	W.	L.	Pct.
Erection, Scorpions	11	7	.611
Erection, Sharks	11	7	.611
Burners	9	9	.500
Engineers	9	9	.500
Chippers	8	10	.444
Tank Test	6	12	.333

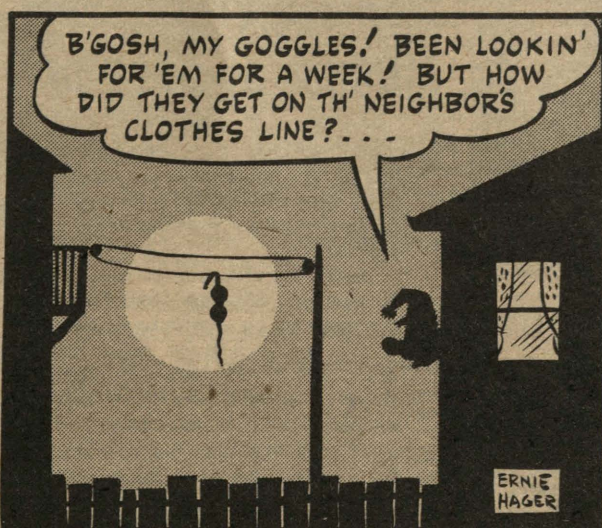
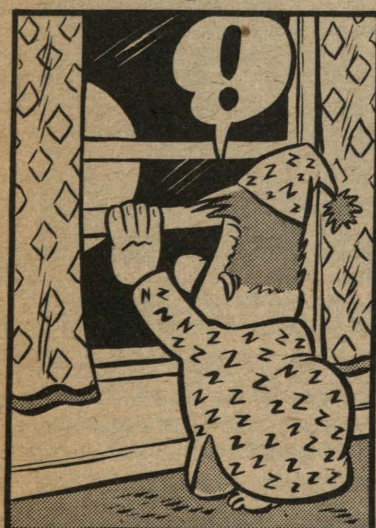
In last place two week's ago, two Erection teams of the Tanker Bowling league, the Sharks and Scorpions, scattered pins all over on the Boilermaker temple alleys to share first place with eleven wins and seven losses.

R. Pratt, Engineers, rolled a high single game of 223, while Schmedling of the Scorpions took high series honors with a lusty 607, the first 600 series bowled in either Swan Island league.

GIRL CAGERS OUT FIRST AT OREGON

(OREGON SHIP)—First basketball team to be organized here for the 1944-45 season is a women's aggregation managed by Jerry Walters, shipfitter leadman, and coached by Ez Carr, former Utah university cage star. The women work out every Tuesday and Thursday between 5:30 and 7 p. m. in the OSC dormitories' gymnasium.

Stubby Bilgebottom



By Ernie Hager

**One-Armed Welder
Pipe Shop Regular**



(OREGON SHIP) — One of the great army of handicapped workers enrolled at Oregon Ship for the duration is Lee Stevens, one-armed welder in the Pipe shop. Stevens made the shift from lumbering to shipbuilding "in-stride" and says, "I'm just as good a welder with one arm as I would be if I had both."

He joined the OSC force two and a half years ago, severing a connection with sawmills and logging camps that had been unbroken since his early youth. It was a mill accident in 1929 which cost him his right arm.

Neither lumbering nor shipbuilding has any postwar interest for Stevens, who plans to purchase an auto camp and a service station with which to make a livelihood for his wife and two children after the last shot is fired.

**Trial Trip Mate Plans
Resumption as Seaman**

(OREGON SHIP) — W. Runge, German-born trial trip mate, describes his two years at Oregon Ship as "the longest period I've spent on dry land since my youth."

"I never thought I could be a way from the sea that long," he declared. "But I'll have to admit that I've enjoyed every minute of my work here. I guess the trial trips I take have kept me from getting too lonesome."

After the war Runge again will taste the ocean spray so familiar to him, for he vows he will resume his seafaring habits.

"I'm convinced that shipping will be one of the busiest, most prosperous postwar fields," Runge said. "We have the ships and the country's demand for foreign goods is so great that the shipping lanes are bound to be crowded. It's back to the sea for me."

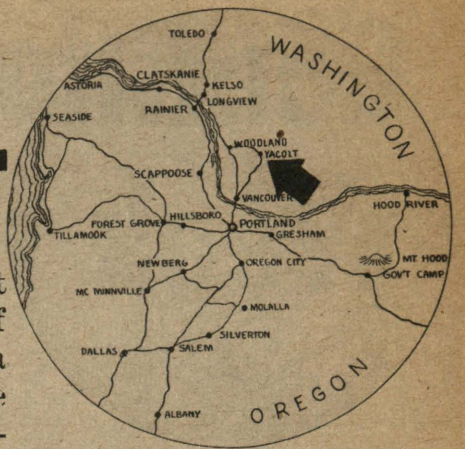
OUR DOC SAYS:



"See your Doc when:
—Colds or a cough hang on longer than a normal two to three-day period,
—Throat or chest infections don't seem to clear up,
—Chest or lungs are painful on breathing,
—Chills or fever appear,
—Sore throat makes swallowing painful.
First Aid is run for your benefit, use it.

**Yacolt 'Shangri-la' of West
But People Go to War**

When James Hilton was searching for locale for "Shangri-La" he need not have gone so far afield as the mountains of Tibet to find the mythical Valley of the Blue Moon." His "Lost Horizon" might well have been set in Yacolt, a sequestered town in Northeastern Clark county, Washington, an hour's drive from Vancouver shipyard, where longevity is commonplace. C. C. Landon, 91-



Gold Star Mother

Mrs. Ruth E. Nye, production laborer leadwoman at Vancouver, is shown with her granddaughter, Edalene Ruth Nye. Mrs. Nye recently was notified her son Paul F. Nye was killed while fighting with U. S. Marines on Saipan.

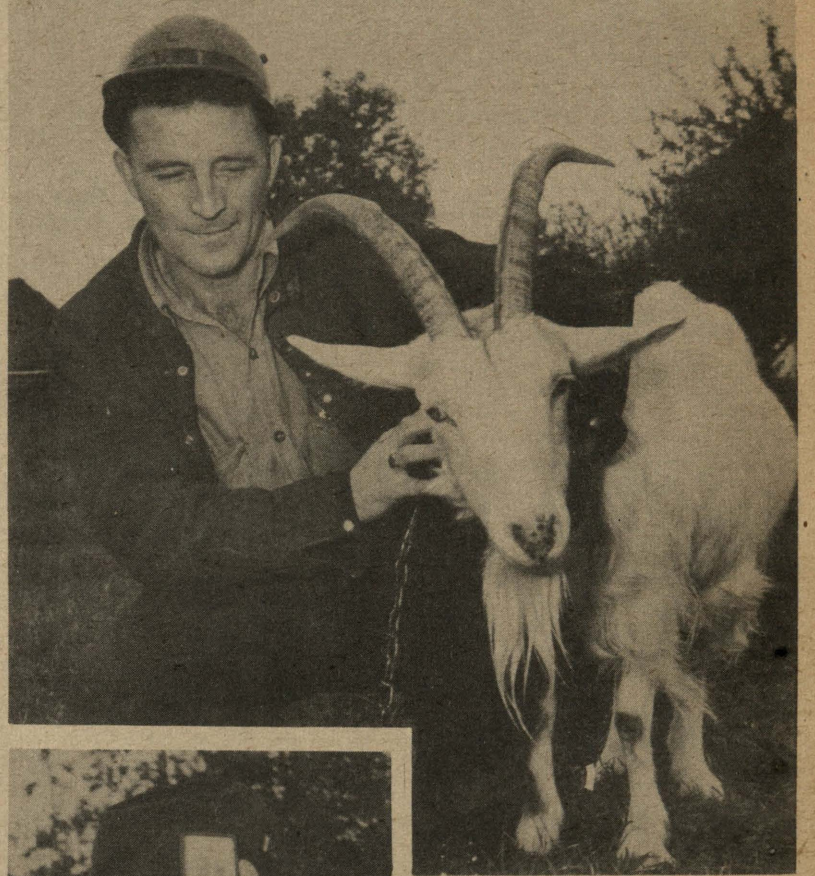
year-old founder of Yacolt, could be compared to the High Llama of Shangri-La. He still takes long daily hikes in the evergreen hills around Yacolt and firmly believes that "life begins at 90."

Although scores of men and women from Yacolt work in the Kaiser yard in Vancouver, the war seemed far away until a few days ago when word was received that the first Yacolt boy to be killed in World War II had died while landing with the Marines on Saipan. He was Paul Nye, 19, son of Mrs. Ruth E. Nye, production laborer leadwoman on the ways at Vancouver. He was killed July 2.

The town went into decline after a disastrous forest fire in 1901 swept through the surrounding timber. Today for miles around Yacolt the charred trunks of giant trees can be seen on all sides.

Twenty-five years before Landon migrated to Clark county from Vermont and homesteaded the present townsite, Yacolt was a favorite rendezvous for a dozen Pacific Northwest Indian tribes.

The Indians were finally frightened away from the place when a large number of their children mysteriously disappeared. A medicine man declared they were stolen by "evil spirits." The redmen named the place Yacolt which means "haunted ground."



Pride of Yacolt "King Tut," claimed by Yacolt citizens as the "best butting goat" in Clark county, Washington, is shown with John V. Cluff, swing shift welder leadman at Vancouver. He says many strangers have regretted getting too close to "King Tut."

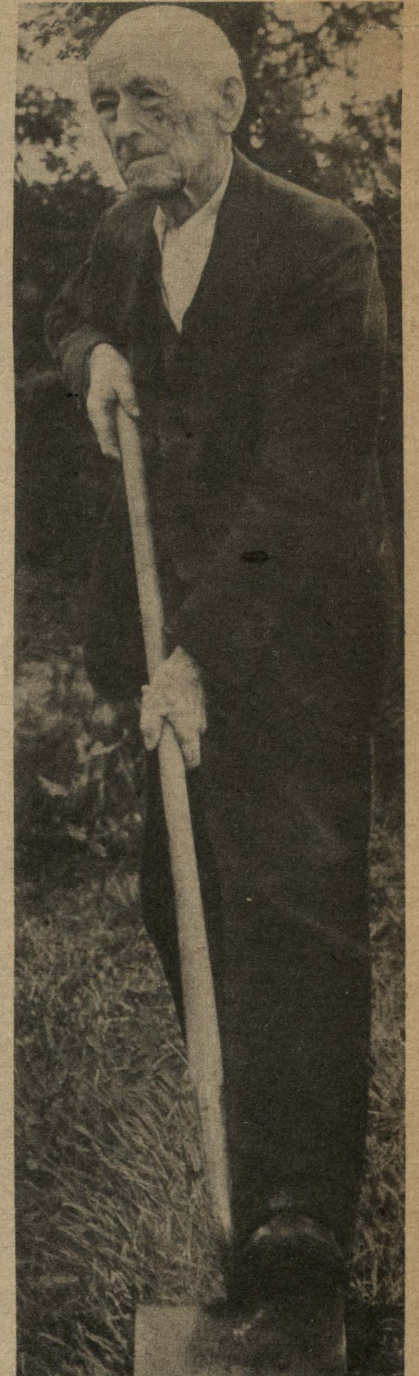


Oldtimers The two men pictured above refreshing themselves with a couple of bottles of beer, remember Yacolt, Washington, when it was one of the most picturesque lumber "boom-towns" in the Pacific Northwest. They are H. I. Gregory (right) and Fred McDermott. Serving them is Don Geddes.



Holds Three Jobs

W. R. Staley, pictured above, is the busiest man in Yacolt, Wash. He operates the town's only shoe repair shop, performs the duties of town marshal and works eight hours a day as a layout man on swing shift at Vancouver.



Founder C. C. Landon, 91-year-old founder of Yacolt, Wash., is pictured in his garden. He says "life begins at ninety."



Swing Shifters Here are a few Yacolt residents preparing to leave for Vancouver. It requires two large buses to transport Yacolt war workers to the Kaiser yard on all three shifts.

Continued Seven-Day Week Plan Revealed

(VANCOUVER)—Vancouver, Oregon Ship, Richmond No. 2 and Calship, all busy on the vital Attack Transport program for the navy, will continue on a seven day work week until success of the gigantic Attack Transport program is assured, Edgar F. Kaiser, general manager of the Kaiser yards in the Portland area, announced this week. Decision to extend the Sunday work schedule, originally

slated to end October 29, was made jointly by the navy, the U. S. Maritime commission, yard managers and unions.

Kaiser explained that the seven-day week will remain in effect through the month of November and part of December, "or until such time as it becomes certain that the present emergency program for the AP-5's will be completed in time."

NEW PLANS MADE

The announcement followed receipt of new appeals from military chiefs urging speedy delivery of the assault vessels, which are to be used in offensive against the Japanese in the Pacific.

"Workers are to be congratulated on the job they have done thus far," John Hallett, general superintendent declared. "To date we have been able to stay on schedule. However, it is obvious that we need the extra man-hours obtained on the seventh day in order to give the navy the ships on time."

Mike Miller, Vancouver general manager, added an appeal that workers who must lose time due to unavoidable emergencies, notify their supervisors in advance so production plans will not be disrupted.

State Guard Sets Fall Maneuvers, New Drill Nights

(VANCOUVER) — The second Sunday after the close of the seven-day week has been chosen for grand fall maneuvers by the Washington State Guard, according to Capt. Bob Lewis. Maneuvers will be held at Camp Bonneville this year and members will receive badges for the firing of all pieces if they qualify.

Captain Lewis stressed that drill night has been changed from Monday night to Wednesday to give members a chance to take advantage of night shopping. The rifle squad now meets on Thursday instead of Monday for the same reason.

Any one interested in joining the guard units is asked to contact Capt. Lewis at Ext. 250 in this yard.

The WORKER SPEAKS



We Who Came Early Will Stay Late

Sir: We are looking forward to the completion of the AP-5's. "Hot"—that's the word. We who came to Vancouver in March '42 are still here. Edgar's men approached us and said, "We have a job to do." We have followed those men, done the job, and will continue to do so. Under even the most rigid rules set down for delivery, they'll be there.

I am one of the few (I believe there are only 3 left) who came on a transfer to do a job, and here I remain. I want neither a flurry of drums nor a lot of backslapping because I am still here.

But I see and mingle with fellows and girls who come from all walks of life and from all parts of the country; people who have adapted themselves to a job as foreign to them as any work you and I could possibly conceive. They are in the yard—some pipefitters, some leadmen, foremen, or supervisors. In my mind they have well earned recognition for a job well done.

Out here on the dock, as well as in other parts of the yard, those men busy themselves with the trials and tribulations that confront us all in this emergency—boys overseas, divorces, marriages, deaths. It all sums up to this: The staying quality of these men is beyond any we have ever before seen in any industrial field of the masses, all here for that one cause, the one you and I as well hope and pray for—that this war will end with tomorrow. But before the end, we have a year or more of this sameness, working, producing with all that is in us for all those who need it.

No, we have no marks—only numbers carried for a pass to the yard on and off shift. We have built many ships, whose numbers are low and high in seniority.

Why, as a matter of suggestion, can't the Boson's Whistle buy an emblem, a pin, or something as a mark of distinction that would be

recognized by the satisfied groups who have stayed through thick and thin and are still here? They give a PFC in the Army one stripe for the sole purpose of marking him as a man and a job well done. Why not us?

We who come early will stay late. —Pipefitter leadman, OFD, swing shift.

Ed: We will pass this along. Serious discussion has been made of plans for recognizing those with exceptional attendance records.

Never Forgotten

Sir: To our friends, fellow workers, Bosn's Whistle, judges and Kaiser company: We want to thank you for all the efforts put forth for the launching of the U.S.S. Menard. We had a very happy time. The memories of this event will never be forgotten in our lives. The gift received will be respected and cherished in our home.—Sincerely, Mr. and Mrs. C. H. Gustavson and Family, 4231 N. Michigan Ave., Portland.

EXPEDITER CONFIDENT

(VANCOUVER) — "I feel sure that we can deliver Hull 415 to the Navy by the first of November," says Dick Cunningham, material expeditor at the Pipe Hanger shop. "As far as our department is concerned we can deliver the goods for 416 and possibly 417.

We here in the D. Cunningham Pipe Hanger shop know that these ships are needed in the Pacific and we mean to get them there. I'm sure that everyone in the yard feels the same way that I do about it."



D. Cunningham Pipe Hanger shop know that these ships are needed in the Pacific and we mean to get them there. I'm sure that everyone in the yard feels the same way that I do about it."

Radio Bosn's Whistle Needs Technical Skill

(VANCOUVER)—The three key steps in production and presentation of the Bosn's Whistle of the Air are shown in these three pictures. The particular sequence of the program which is shown here was released Friday, October 13.

First sound which greets the ear of the listener is the fanfare of introduction. At the right, Billie Harper, day shift operator in P.A. Control starts the record which produces the fanfare.

Below, two other pictures provide graphic illustration of other steps in production of the program, including mechanical details and the actual scene as last Friday's phase was presented.



In "making the platter" Art Mamero, recording technician, adjusts the instruments to exactly the right pitch, in order to have a clear reproduction.



For the program was presented a "galloneers' interview," in which Mrs. Jack Hartnell Ford, American Red Cross Blood Donor service, interviewed S. L. Cutler, office engineer; Jim Beer, junior engineer in Facilities, and W. E. Wyman, assistant mechanical engineer in Facilities. The three men became members of the Blood Donors' Gallon club September 29. They plan to continue blood donation until they have given two or more gallons each. (Vancouver photos)

COMING EVENTS

October 20—Teen age dance at McLoughlin Heights; 6-9 p. m. boxing at Bagley Downs; Bosn's Whistle of the air.

October 21—2-4 p. m. tumbling at Bagley Downs; swing shift dance from 1:30 a. m. until 4:30 a. m. at McLoughlin Heights; motion pictures at Burton Homes; Graveyard Launching at 4:30 a. m.

October 22—Church services at Bagley Downs, McLoughlin Heights and Fourth Plain Village.

October 23—Boxing 6-9 p. m. with other gymnastic activities at Bagley Downs; cooking school in the old rental building, men's workshop; motion picture at Harney Hill; 7-8 p. m. women's gymnastic activities; 8-10 p. m. young adults mixed games and athletics at McLoughlin Heights.

October 24—Motion picture at Fourth Plain Village; teen-age activities at Harney Hill; forum and lectures, wrestling, weight lifting class and open night at McLoughlin Heights.

October 25—Teen-age dancing at East Vanport; tumbling 4-6 p. m. at Bagley Downs; adult card party at Harney Hill; professional wrestling shows; cooking class and amateur wrestling show preceding the professional wrestling shows; cooking class and amateur wrestling and boxing show preceding the professional card from 7:30 to 8 p. m. at McLoughlin Heights; teen-age dance at Mill Plain.

October 26—Motion pictures at Bagley Downs; teen-age ping pong club and cook-

Kardex Party Honors Two WAVES Recruits

(VANCOUVER)—The day employees in the Kardex division of General Stores gave a party in the cafeteria last week in honor of Betty Lenart and Edna Olson who were joining the WAVES. The girls were given leather toilet kits as farewell gifts.

Present were the following: Edward Windler, M. F. McCamley, Mrs. Lucile Skov, Mrs. G. Hogan, June Heerman, Laurel Baldwin, Shirley Larson, Shulla Gillis, Gladys Barnes, Dorothy Schmidt, Barbara Schmidt, Mrs. Juanita Schuetz, Betty Wirtela, Elsie Morrow, Shirley Domis, Mary Mahoney, Jessie Bugh.

ing class for adults at Harney Hill; men's night with boxing, wrestling, weight lifting and games at McLoughlin Heights.



A Crack Combat Group The Washington State Guard takes careful aim in a demonstration of fire power while on maneuvers at Camp Bonneville recently. All of the men in the group are employes of this yard. From left to right: Cpl. E. L. Crouch, rifleman; Pfc. E. L. Blinco, rifleman; Pvt. R. C. Hall, rifleman; Cpl. C. A. Zimmerman, rifleman; Sgt. T. W. Van Ronk, sub-machine gun. Back row, left to right: Pfc. K. L. Young, ammunition bearer; Lieut. T. W. Matney, platoon leader; Sgt. B. H. Blackwell, "bazooka" gunner; Pvt. H. C. Young, "bazooka" assistant; Pvt. C. Elliolf, communications; Capt. R. N. Lewis, company commander; and Pvt. C. Alexander, rifle grenader.