

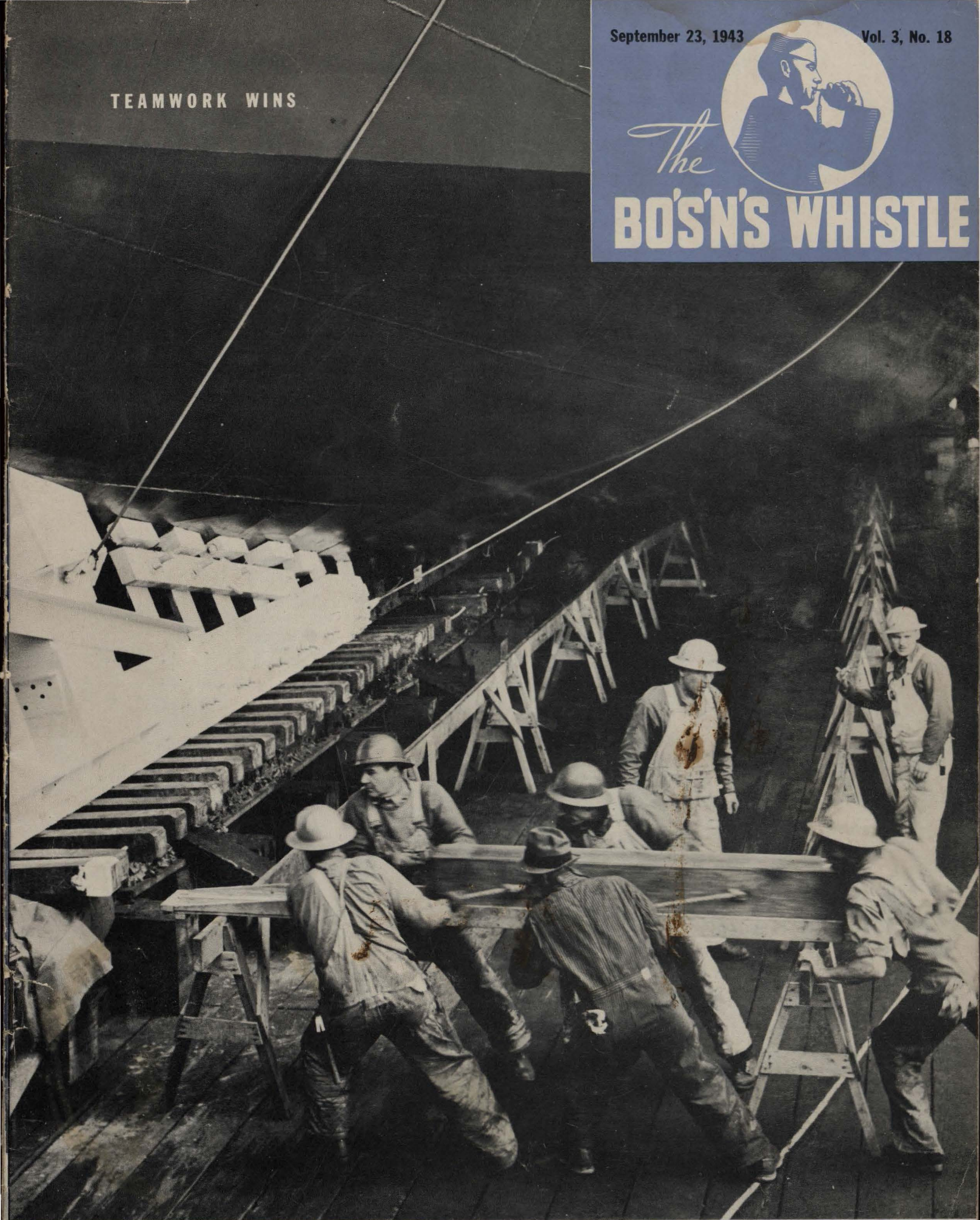
September 23, 1943

Vol. 3, No. 18

TEAMWORK WINS



The
BO'S'S WHISTLE



OREGON SHIPBUILDING CORPORATION * KAISER COMPANY, INC., VANCOUVER AND PORTLAND



Vancouver seeks "most popular girl"

A STATE of feverish vote-getting excitement hangs heavily over Vancouver. Wild-eyed, electioneers rush to and fro drawing upon every persuasive power in their possession to dig up votes for their respective candidates.

In this election there are 16 candidates, all women. The coveted prize is the right to be named the "most popular girl" in the yard. Because of navy restrictions, it will not be possible for her to christen a carrier, but Oregon Ship has already invited her to sponsor one of their Libertys.

Each of the 16 candidates was put forth by a sponsor committee. The final date to enter was Saturday, September 11, and the field is now limited to these 16.

HOW TO GET VOTES: Vote certificates are given out at the various war bond offices with each purchase of a

bond. The number of votes equal the maturity value of the bond purchased. For instance, a \$25 bond is worth 25 votes. Any employee of the yard may cast votes. Once cast, however, they cannot be transferred.

HOW TO VOTE: The bond purchaser writes the name of his candidate on the vote certificate and turns it in either to the candidate herself, a member of the candidate's sponsor committee, or to contest headquarters in the Personnel Building. Final deadline is 1:00 a.m., Sunday, September 26.

"We have no set quota for this drive," said Tom Murphy, head of the Vancouver bond department. "Our simple objective is to beat the total combined cash sales of our two sister yards at Oregon and Swan Island."



FLORENCE LeMOND, day shift time-checker on station No. 71. Light brown hair, 5' 5". Formerly operated a lunchroom at Astoria airport. Has a flying license. Sponsors are J. A. Kasimir, Lonore S. Murray, H. W. Heuer, R. L. Welch and E. D. Miller.



BETTY BURTON, swing shift timechecker in Assembly, light brunette, 5' 5", formerly singer with dance orchestras. Sponsors are J. E. McLaughlin, W. E. McGee, M. Beichman, W. F. Livingston, S. O. Kudlacek.



MRS. ELEANOR TESDAL, secretary in the Erection office on the ways. Medium blonde, 5' 5 1/2", mother of two children. Husband in the navy. Formerly an invoice clerk. Sponsors are Burl Bruce, Joe Vidoni, John Lonergan, Joe Williams and Roy Swanson.



MRS. FRANCES GROSS, swing shift requisition clerk in facilities department of General Stores. Brunette, 5' 4 1/2". Formerly a housewife. Husband, Elmer, is a welding instructor. Sponsors are A. C. Park, P. B. Kress, Guy H. Jones, J. H. Hambleton, D. W. McLeod and Joe Abourezk.



SUSANNE YARBROUGH, swing shift machinist material expediter, dark blonde, 5' 5", formerly usherette in a Portland theater. She swims, dances and skis. Sponsors are A. Olson, F. C. Barchus, George Bevans, F. Assman, F. Feicht.



NATALIE THOMPSON, swing shift chief clerk in the marine pipe department. Blonde, 5' 5". Formerly an office clerk at Meier & Frank store. Sponsors are J. A. McLeod, L. Dansinburg, R. M. Rees, J. R. Larkin and A. R. Stalkup.



MRS. LORETTA JACOBS, day shift journeyman electrician in electric warehouse on the outfitting dock. Blonde, 5' 1". Formerly a housewife. Husband, Cyril, is a boilermaker. Sponsors are H. E. Montgomery, C. S. MacMurray, E. W. Lane, Olie B. Bailiff and Joseph P. Suttle.



MRS. LOLA ROBINETTE, day shift time-checker at station No. 37. Blonde, 5' 5". Formerly worked for the telephone company. Her husband, Pvt. Chilton Robinett, is at Camp Adair, Ore. Sponsors are J. J. Abrew, E. T. Walsh, Pink M. Wilkerson, E. W. Humphries and M. H. Nimms.



MRS. DIANA ACHEN, day shift file clerk in welders foundation office on way No. 6. Blonde, 5' 2". Formerly a housewife. Husband, Orville, is a welder. Sponsors are Ray Ragsdale, Jack Miller, Leonard Menking, Clyde Bourn and Oscar Moe.



MARJORIE ZIMMERMAN, motor scooter messenger from the master files department on day shift. Red headed, freckled, 5' 1 1/2". This is her first job. Sponsors are I. G. Ankelis, Mark Antoncich, Olaf Haugen and Walter M. Larsen.



LENA WEISS, day shift material expediter on Assembly, brunette, 5' 2". Formerly from Minnesota. This is her first job. Sponsors are J. P. Heck, Robert L. Sawyer, E. S. Fisher, R. G. Grant and H. C. Patterson.



MRS. NORMA PRUITT, field clerk for the master fitters on the ways. Golden blonde, 5' 3", formerly a stenographer. Husband, Sergeant Norman A. Pruitt, is with the army in England. Sponsors are William Russell, Art Olson, John D. Hanford, E. G. Gosney, F. J. Cole.



MRS. MARY LEAVITT, mold loft. Blonde, 5' 4". Formerly a professional knitter. Husband, Robert, former shipbuilder, is now with the Sea-Bees stationed in New Guinea. Sponsors are Dick R. Wilson, Eleanor A. Hoard, Hilda Perry and June Miller.



VIOLET KESTNER, day shift clerk at General Stores in the Marine Pipe department. Blonde, 5' 4". Formerly a stenographer, she is an ardent ski fan. Sponsors are J. M. Macleay, N. J. Foster, F. DeLay, J. R. Keezer and L. R. Thorn.



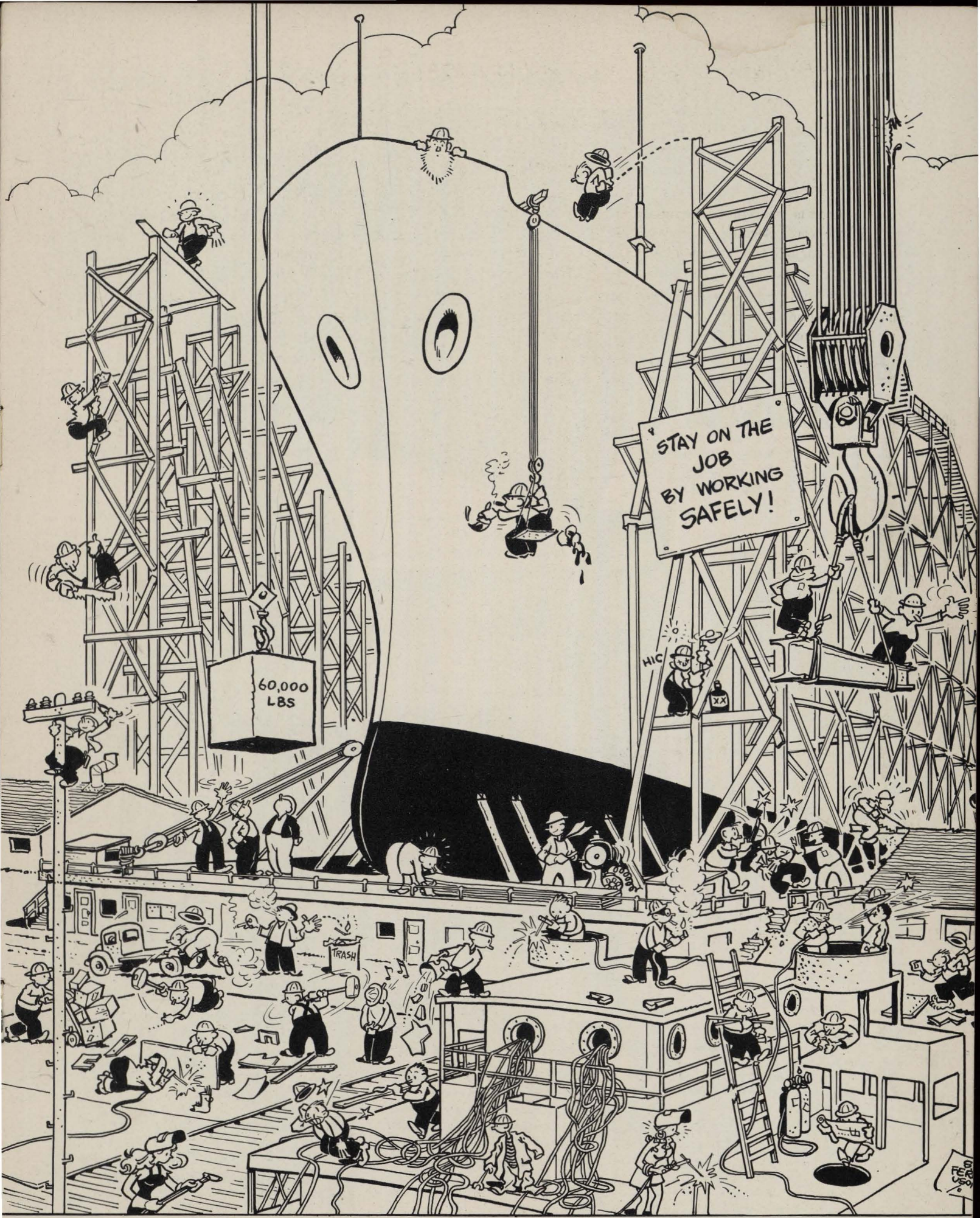
MRS. KAY JUNELL, day shift machinist recorder in the Testing department on the outfitting dock. Brunette, 5' 3". Formerly a dispatcher for Iron Fireman Company. Her husband is in the air corps. Sponsors are Edna Tomlin, R. L. White, H. A. Sandberg, L. Fiddaman and George L. Rochat.



MRS. JEANNE KELLY, day shift welder, brunette, 5' 3", formerly a housewife and farmer, also a trumpet player. Has an all-woman sponsor committee, Ruth Jolley, Frances Prew, Elsie K. Cain, Irme Blackburn and Lillian Forsberg.

WHAT'S WRONG WITH THIS PICTURE ?

How well do you know your safety rules? This picture from the Marine Ship Corporation in California is filled with safety boners. How many of them can you recognize? The Bo's'n's Whistle will award a **\$25 war bond** in each of the three yards for the most complete list of boners turned in.



STAY ON THE JOB
BY WORKING
SAFELY!

60,000
LBS

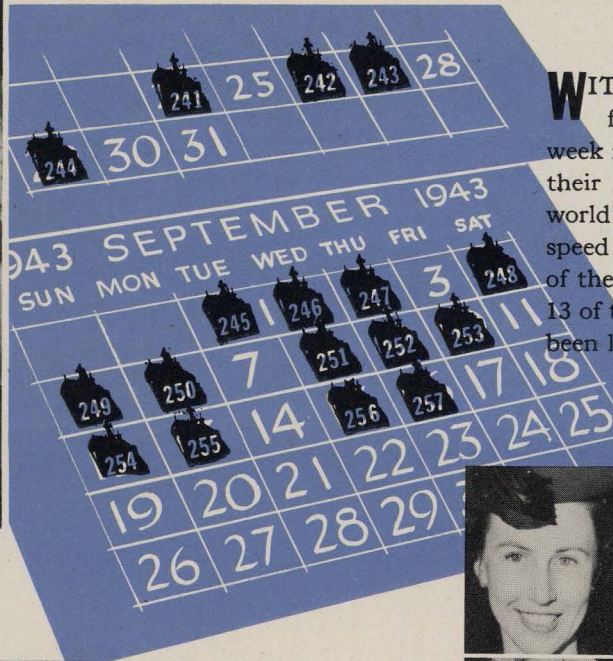
TRASH

DON'T BE A HERO

world's record AT OREGON



The shipbuilders got an early start on their record for September, launching No. 1, the SS "Joseph W. Folk" at 1:42 A.M.



WITH the pace growing faster and faster, Oregon Shipbuilders this week moved into the home stretch in their race to establish an all-time world's record for sustained high-speed ship production. As this issue of the Bo's'n's Whistle goes to press, 13 of the 22 ships for September have been launched.

The SS "Ben T. Osborne" slid down the ways September 8 sponsored by Miss Virginia M. Flynn. Paul Gurske, state industrial accident commissioner, spoke.



On September 9 SS "James S. Lawson" was sponsored by Mrs. Monroe W. Jackson. Her husband, assistant chief of the maritime commission construction section, spoke.



"America's typical farm woman," Mrs. Otto F. Baumhoefner, sponsored the SS "Midwest Farmer" on September 10.



Another bond launching was held September 12 when the SS "Victor C. Vaughan" was christened by Mrs. Gwen A. Sutton, welder.



The SS "William S. Ladd" slid down the ways on September 13. Sponsor was Mrs. Chris J. Wolsiffer, wife of the assistant riveting superintendent.



The SS "Frederick Billings" was launched on September 15 with Mrs. James O'Brien as sponsor.



On September 16 the SS "Anthony Ravalli" slid down the ways, sponsored by Mrs. Jessie Cook. A. L. Mariman, shipfitter foreman, spoke.



The SS "Sidney Edgerton" slid down the ways on September 2 sponsored by Mrs. Jack F. Lacey. Her husband spoke briefly.



On September 4 Mrs. William O. Douglas, wife of the supreme court justice, sponsored the SS "Robert S. Bean." Judge James Alger Fee spoke.



The SS "Nathaniel Crosby" was launched on September 5, sponsored by Mrs. Harry Crosby, Sr. Her husband was principal speaker.



The SS "Peter Desmet" was launched August 24 with Mrs. Albert J. Wolfe as sponsor. Charles Mack was the principal speaker.



On August 26 Mrs. Charles R. Hudson sponsored the SS "James M. Clements." A. J. Fraser, maritime commission inspector, spoke.



Mrs. Frank S. Cour sponsored the SS "Edward M. Westcott" on August 27. Her husband delivered the principal address.



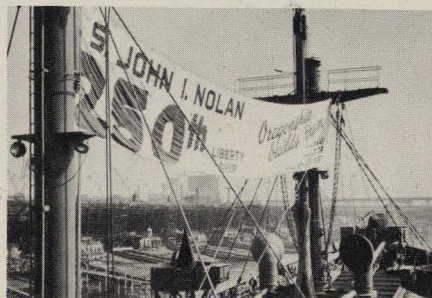
The SS "Charles A. Broadwater" was sponsored on August 29 by Mrs. John A. Fletcher. Her husband, Captain of the Port of Portland, spoke.



First of the September "22" the SS "Joseph W. Folk" was launched on September 1. Mrs. Clarence I. Johnson was sponsor. Edgar Kaiser spoke.

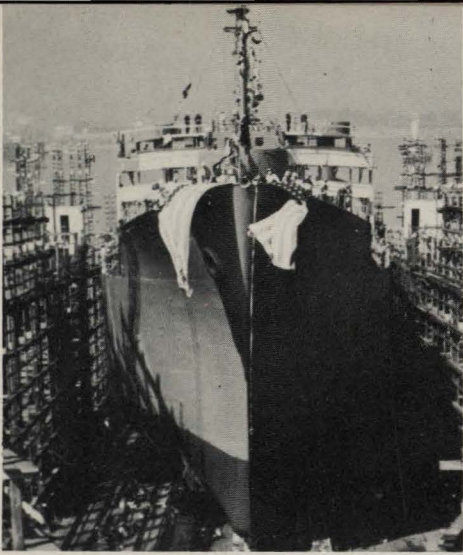


Making it two on Sept. 1st, the SS "James L. Breck" was also launched. Sponsor was Mrs. Henry A. Weishaar.



250 Oregon Ship's 250th Liberty, the SS "John I. Nolan," was appropriately launched September 6. Mrs. Hattie E. Vernson was sponsor. John P. Frey, president of the Metal Trades Department, A. F. of L., was principal speaker for this ship.





fuel for fighters SWAN ISLAND LAUNCHES THREE MORE TANKERS

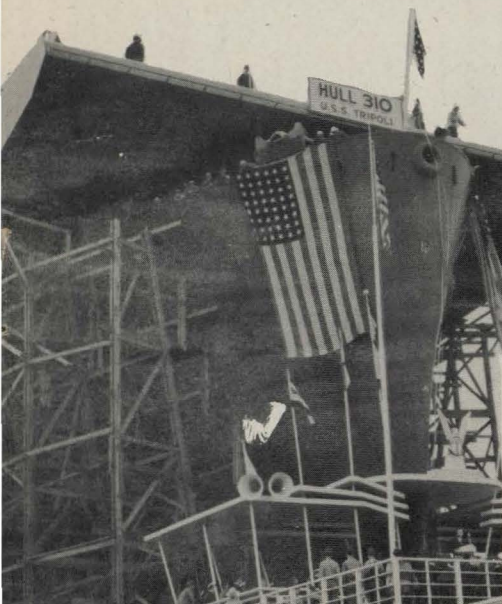
27 Mr. and Mrs. J. Lewis Luckenbach at the launching of the SS "Fort McHenry" on August 28. Mrs. Luckenbach was sponsor. Her husband is president of the American Bureau of shipping. Above, the Fort McHenry slides down the ways following the christening.

28 Mrs. K. I. Crozier christened the SS "Fort Sumpter" on September 4. With her is A. R. Nieman, assistant general manager, Swan Island. Mr. Crozier is manager of insurance and safety at the yard. The new crest, shown above, was used for the first time at this ceremony.

29 Mrs. Dudley Jones, christens the SS "Fort Henry," launched September 11. In the launching party were Mrs. Rounds, Rev. E. D. Rounds, Sadie Carbon, Dudley Jones, Mrs. Jones, A. R. Nieman, Mrs. W. Knox, Patsy Knox and William Knox.

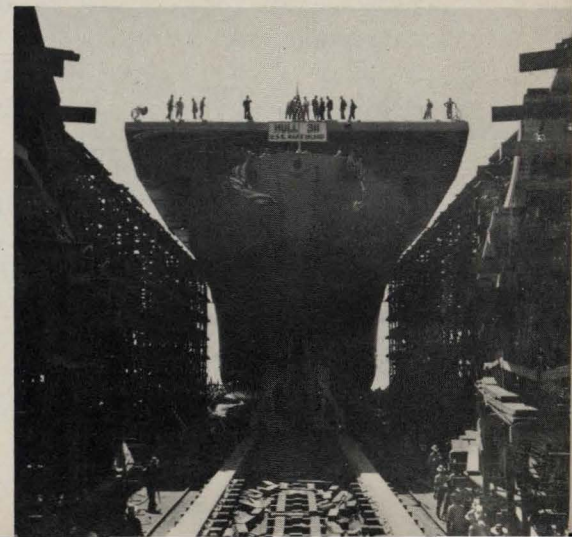


flat tops at Vancouver



THE USS "Tripoli" was launched September 2 with Mrs. Leland D. Webb, wife of Captain Webb of the navy, who is general inspector of naval aircraft of the western district, as sponsor. Mrs. Donald W. Douglas, wife of the president of the Douglas Aircraft factory, was matron of honor.

On September 15 another carrier, the USS "Wake Island," was launched. Mrs. Frederick Carl Sherman, wife of Rear Admiral Frederick Carl Sherman, was sponsor. Her matron of honor was Mrs. H. S. Anderton.



SWAN ISLAND STEPS OUT!



"Bob" Nieman, assistant general manager, Swan Island, tells co-workers about Admiral Vickery's plan to have Swan Island act as a central design depot for the nation.

...centralizes tanker production

Swan Island is rapidly assuming the lead as the outstanding tanker yard of the nation. It all started when Admiral Howard L. Vickery, vice-chairman of the maritime commission, decided to standardize tanker construction and have all yards build T2's according to the same plans and specifications. Swan Island was chosen to write the specifications and prepare the requisitions for all

materials for four major yards, including Vancouver, Alabama Drydock and Marinship Corporation.

Requisitions and specifications written by Swan superintendents are checked by John Campbell, representing the technical division of the maritime commission. Following his approval they are sent to the mimeograph department and from there to the procurement division in Washington and Oakland.



H. John Campbell heads the technical division of the maritime commission in charge of requisitions and specifications.



Preparing See-Bee tracings in the drafting department are Velma McMahon, Caroline Farrar, Mrs. Wilma Crabb, Caroline Malott and Dorothy Blattner.

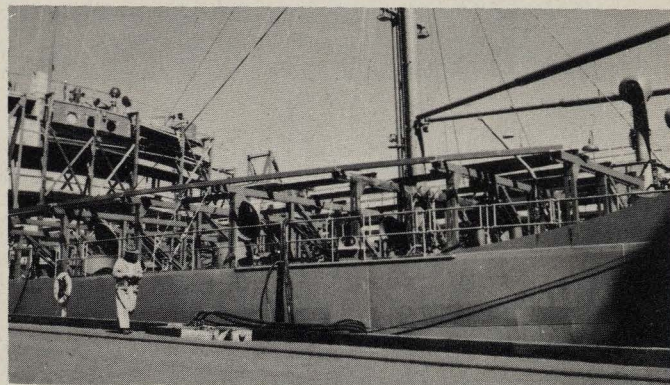


Requisitions are mimeographed at Swan Island to be sent out to all yards. Doing this work are Aua Mae Huntzinger, Jackie Barlow, Jane Taylor and Pearl Jennings.

...builds a cargo deck

Not satisfied with filling tankers with oil and gasoline, ambitious Swan Islanders decided they'd have them carry a little cargo as well. To accomplish this, the outfitting dock installed a scaffold-type extra deck on the vessel.

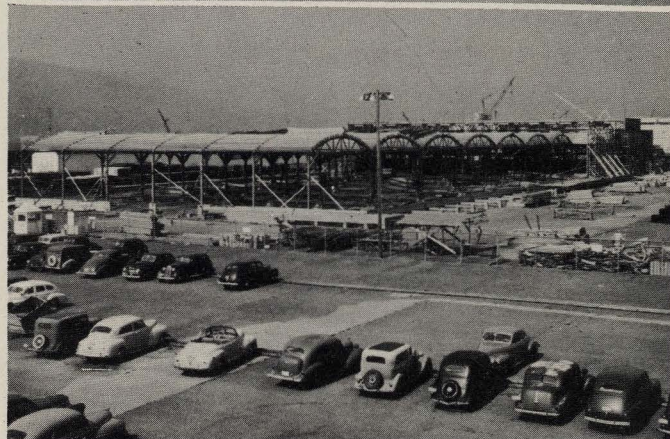
These decks enable the tanker to carry a dry cargo almost half as large as the total capacity of a Liberty ship in addition to its normal load of oil. Ambulances, airplanes, jeeps and other mechanized units can easily be transported to the battle zones right along with the fuel necessary to keep them operating. In some cases it is possible to add to the cargo by placing 38,000 barrels of fuel oil on the cargo deck.



...gets a new warehouse

To take care of its stepped-up tanker production schedule a new warehouse is being constructed at Swan Island behind the Administration building.

The new building, with over 100,000 square feet of floor space, will be used for storing large bulky items that are too big for handling at the present General Stores building. The building is of frame construction and will include a five-ton overhead crane as part of its facilities.



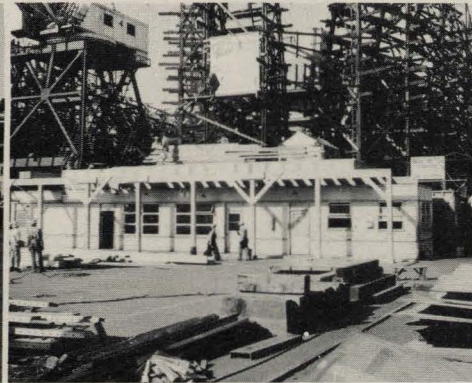
EVEN as Oregon Ship moves into a furious spurt to wind up production of Liberty ships, the yard is undergoing a steady transformation to make ready for the bigger and faster Victories. Here are a few scenes of the face-lifting that is going on almost unnoticed in the noisy din and excitement of turning out "22" in September.

Preparing for VICTORYS

MORE PAVING. Crews are putting in new paving on many miles of road and work areas. These include roads on the west side of the Assembly building, loading area at west end of the shell erection building, near the plate shop, sub-assembly building and in the north storage area.

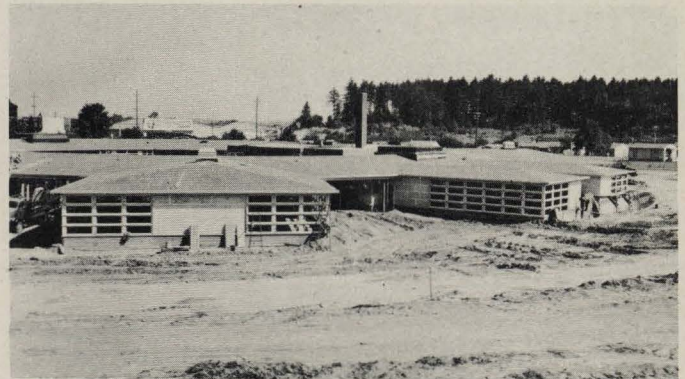
WAY END EXTENSIONS. The new Victory ships are to be longer than the Liberties and therefore will have to be constructed in longer ways. Here is a view of one of the enlarged way extensions now being constructed which will make each way approximately 20 feet longer.

NEW DORMITORIES. New dormitories for single men at Oregon Ship are due to be completed within 60 days. The dorms consist of 2,048 units consisting of twin-bed rooms with separate shower and toilet facilities, mess hall, theatre, recreation building and gymnasium and hospital.



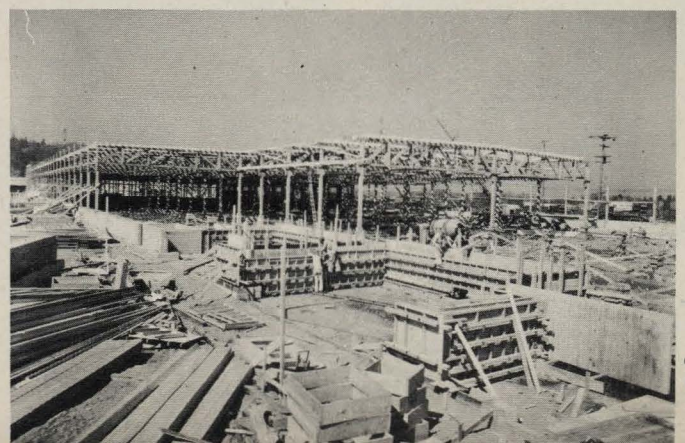
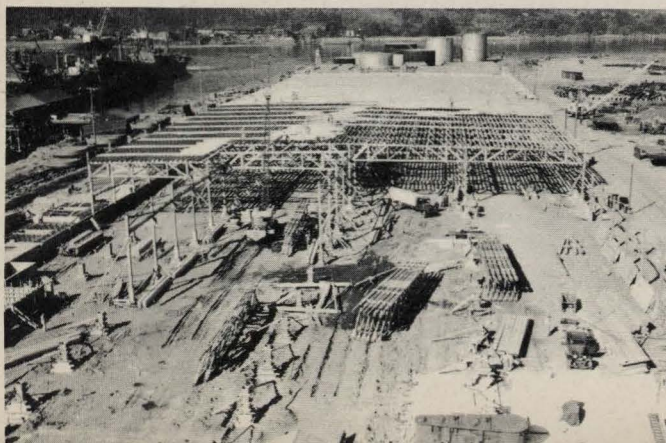
CHILD SERVICE CENTERS. Child Service Centers at Oregon Ship and Swan Island will be completed during October. Complete details about this service for working mothers

will be given in the October 7 issue of the Bo's'n's Whistle. In the meantime, details may be obtained from the Women's Counsellor Services in each yard.



THE WAREHOUSE. Work is progressing rapidly on the huge warehouse being built north of the outfitting basin. It will be only one story, but will cover 200,000 square feet.

The building will be 1,000 feet long and will contain a 10-ton bridge crane. It is one of the largest buildings ever constructed in the state of Oregon.



how to keep little aches from growing big

*Cold weather is just around
the corner. Here are some of
the ways to avoid winter ills.*

THERE are 115,000 shipyard workers in the Portland-Vancouver area, and like most other people, they at some time or another catch most of the common illnesses. They have the usual run of colds and flu, athlete's foot and sunburn, a little "rheumatics," some heart trouble, a little tuberculosis, some constipation and headaches and a smattering of all the ails to which humanity falls heir.

The big problem is how to keep the small ailments from growing into big ones. Here in order of importance are the most important requirements for good health as listed by Dr. Forrest E. Rieke, medical supervisor at Oregon Ship and Swan Island. With winter coming on, these warnings will grow in importance.

Dress right for winter

In the Pacific Northwest it rains—truer words were never spoken—but extreme cold is not a problem. You'll do well to wear warm cotton or light woolen underwear, medium weight work clothing, a light sweater or sweat shirt and water repellent outer garments, either rubberized or finely woven cotton, which turn the rain. Wear a skull cap or bandana under your hard hat, and waterproof work shoes or low boots, not oxfords, sandals or sneakers. Your next pair of work boots should be "safety shoes" with metal caps in the toes. Remember that extra ration points are available at the shipyard ration departments if you must have additional work shoes. Maintain two sets of work clothes—don't start for work in wet or damp clothing. Launder your clothes frequently to avoid skin irritation from accumulated dirt and grease. Do your winter shopping now—don't wait till the last minute.

Don't short-change your sleeping time

Outdoor work in wintertime requires energy to keep you warm. Shorter daylight hours, cold and fog make it imperative that you keep your vitality at a high point—your battery at full charge. Get your sleep *every day*, don't lag behind or short change your body. You'll grow tired at work but by attention to daily rest you'll keep fit. Graveyard shifters need to watch this point with special care, get your seven or eight hours of sleep every day—and don't let your day off upset your sleep schedule.

A man's gotta eat

Your bodily warmth and muscular strength are maintained by the food you eat. In winter time you need more



coal in the furnace—more energy-producing foods of all sorts. The shipyard is not the place to reduce in the rainy season. Eat at least three meals a day. Don't come to work on a piece of toast and a cup of coffee—eat workers' meals and fill that lunch bucket. Eat sweets, bread, grains, potatoes, red meats (the OPA permitting) and carrots, butter, cheese, tomatoes, citrus fruits, milk and eggs, and vegetables to keep up your vitamin supply. Avoid digestive upsets by regular habits and drink one or two quarts of water daily to aid good bowel action.

Stop 'em quick

If you have a cold coming on, take immediate action. This year, more than ever before, you must *prevent serious illness*. If you must be out of doors, dress warmly, avoid coughing, spitting and sneezing toward others and cover your cough with a handkerchief. *Do not* go to work outdoors when you have a cold—stay home, keep warm, rest and sleep, drink lots of water and lick the illness before it grows up. Invest two days of care to save two months of pneumonia.

Bring on the liniment

The problem is obvious. Be careful in the slippery going and **THINK** before you act. With care you'll save lives and serious injury.

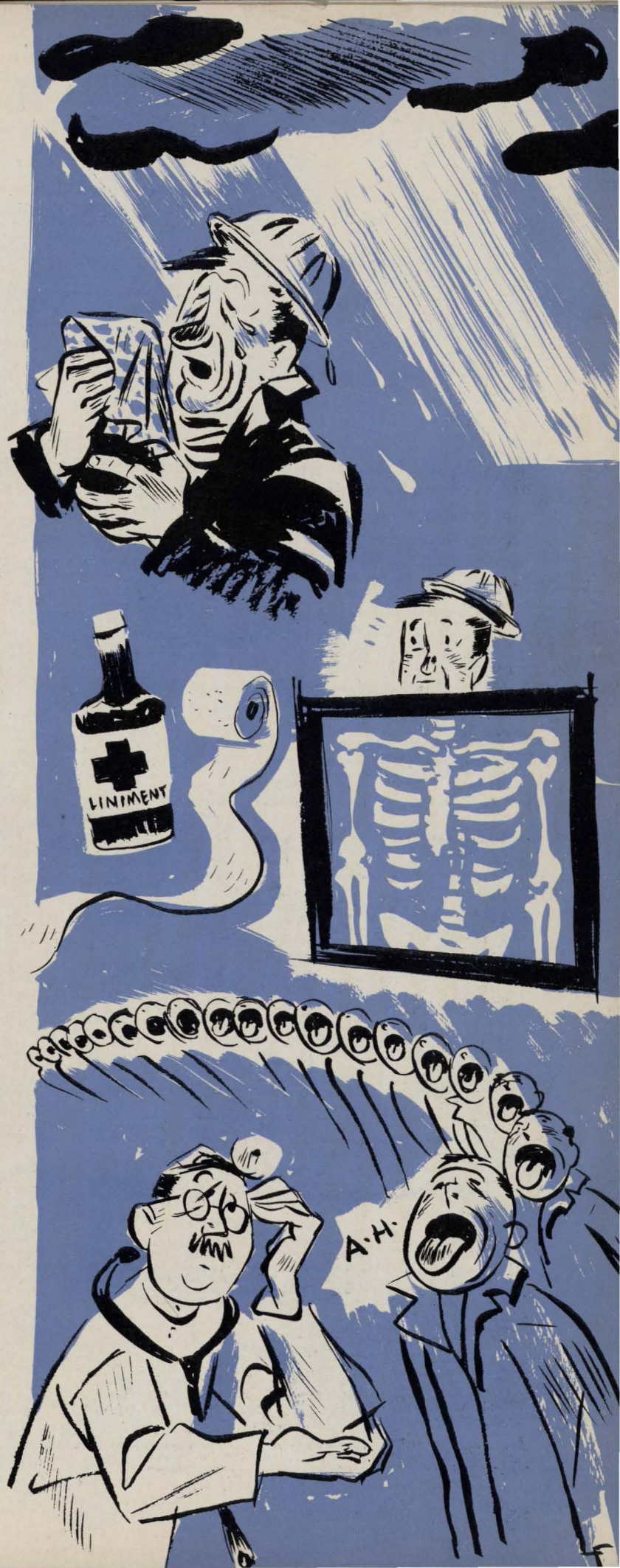
Medical care—60¢ a week

Northern Permanente Foundation of Vancouver and the Oregon Physicians' Service in Portland make it possible for you to insure against overwhelming medical and hospital bills for 60c a week through their payroll deduction plans. Sign up at First Aid. As a part of a nation-wide program, the United States Public Health Service is preparing to take chest X-rays of the local civilians to weed out tuberculosis.

Doctors are people too!

Your doctor is probably the most overworked man in the community. Where there were normally only 750 persons to a doctor, there are now over 2,000. This means there is a greater responsibility than ever before on you to keep yourself well. Make full use of your shipyard medical unit. See the doctors and nurses and follow their directions fully. Try simple remedies to avoid calling the doctor unless absolutely necessary. If you must go to a doctor, go to his office if possible.

If this is not possible and you have to call a doctor, call one only. Don't wait until he's gone to bed; try to call before late in the evening. Be patient with him. Remember he is rushed and trying hard to serve everyone. If you are a newcomer in town, call the Doctors' Exchange, AT. 4175, or the Shipbuilders' Service, BR. 5140. Give good directions on how to find you. Play square with your doctor. Pay your bills promptly and make him feel more like you're worth taking care of.



Kaiser workers win

BACKING the speed-up of production in the three Kaiser yards is the idea of hundreds of men and women planning, thinking, and devising new ways to do their jobs better and faster. Of the hundreds of ideas submitted, the following were selected as Merit Award winners:

JULY		
OREGON		
JACOB SPRING	Shipfitter	Forming hinges
R. M. HARFORD	Expediter	Gadget fabrication
E. F. MOVIOUS	Sound technician	Launching signals
WILLIAM HAYES	Sound technician	Launching signals
WILLIAM DILLON	Pipe Maintenance	Portable hose roller
GEORGE R. BURTON	Marine Electrician	Fixture box template
CARL E. PRITZ	Layout Man	Safety improvement
F. L. FARNSWORTH	Blacksmith	Eyebolt and hinge machine
C. S. JENSON	Blacksmith	Bending block
JOHN KRAWSKY	Marine Installation	Plate hanging winch
KENNETH K. HUGGETT	Rigger	Plate hanging winch
H. K. HALVERSON	Marine Installation	Dual hand rail polisher
E. LEE MAXON	Electrician	Drill Bit Improvement

VANCOUVER		
CECIL BAKER	Electric Welder	Special wrench
GEORGE V. BRETT	Assembly Shop	Construction methods
C. H. BRIDGER	Pipefitter	Oiler guide
DELLA CAUNDY	Electrician	Cable roller
N. A. CROGHAN	Welder	Rod drying box
E. A. GELLOS	Electrician	Lead bushings wrench
C. R. HOUSE	Shipfitter	Bolt clip
KENNETH HUNTER	Shipwright	Wedge air ram
DON MALESTROM	Machinist	Pilot hole guide
RAFAEL MARTINEZ	Machinist	File holder
FRED SCHLOTTFELDT	Yard Equipment	Wedge air ram
J. C. UNDERWOOD	Pipefitter	Flange setter
RAY WASON	Engineer	Shipfitting report
J. WELCH	Electrician	Armature hoist

SWAN ISLAND		
L. B. BURESE	Shipfitter Foreman	Erection device
R. J. HAKALA	Rigger	Plate clamp
L. L. STEERS	Material Expediter	Plate clamp
GLENN WAGNER	Marine Machinist	Horizontal drill
JACK GAY	Marine machinist	Centering device
J. M. FINNELL	Machinist	Discharge spool
L. M. MARTIN	Painter	Stenciling signs
GEO. VANDORHOFF	Shipwright	Port hole screws
JACK WILCOWSKI	Helper	Pad eye
L. GORTON	Foreman	Beveling dupligrph
GLENN WAGNER	Machinist	Handrail bender

AUGUST		
OREGON		
L. L. HARRIMAN	Electrician	Electric load center hanger
ROBERT WATKINS	Welder	Lead adapter connection
LOUIS V. LAKEY	Pipefitter	Adjustable portable hanger
C. D. DAVIS	Electrician	Electric socket press
CLAUDE C. HARWOOD	Machinist	Adjustable emery shields
HENRY J. LaFRANCE	Teamster	Fordson hitch extension
C. O. TUCKER	Machinist	Two-wheel bench grinder
R. C. GRAY	Welder	Strongback improvement
DALE O. BUSTARD	Shipfitter	Deckhouse wing braces
FRED WEIGHT	Layout Man	Masthead spreader
M. O. HENDERSON	Punch Operator	Gauge and Spacer
ROBERT EYRE	Rigger	Cable socketing vise
K. H. GRAMMER	Shipwright	Support for wedge riders
HENRY J. CLAVERIE	Boilermaker	Angle iron punching jig
CARL JOHN EWALD	Burner	Hatch doubling plate jig
OTTO CARL MILLER	Shipwright	J-Strake fixture
BENJ. H. MILLER	Machinist	Improved valve packing

VANCOUVER		
G. V. ABBOTT	Burner	Hose identification
CECIL BRAACK	Electrician	Packing tool
JACK I. HAGEN	Engineer	Fairing device
CLIF. F. HAUGHEY	Naval Architect	Launching pontoon
WARREN HULL	Electrician	Standoff bracket device
GORDON JONES	Maintenance Asst.	Welding coupon test jack
CHARLES M. POWELL	Boilermaker	Assembly improvements
RALPH O. POWERS	Pipefitter	Pipe testing plug
B. SORRENTINO	Shipfitter	Lifting device
W. W. WEAVER	Pipefitter	Pipe hoist clamp
C. J. ZEIDLER	Electrician	Electric boxes hanger

SWAN ISLAND		
EARL STRONG	Electrician	Grinder Support staff
G. W. WETZEL	Material Expediter	Measuring device
L. W. CRAMER	Boat Supervisor	Loading platform
R. F. SIKES	Electrician	Clamp hanger
F. B. GOSS	Pipefitter	Pipe fitting improvement
L. W. STEVENS	Electrician	Cable stripper
R. L. GIBBS	Shipfitter	Stiffener setter
V. P. AQUINA	Shipfitter	Hand rail bender
F. W. RUST	Elec. Main. Foreman	Trolley collector
R. H. GILLSON	Shipfitter	New type bracket
W. T. SLABY	Machinist	Drill centering device
W. P. WATTS	Marine machinist	Ladder driller
T. G. KARVICK	Chipper	Floating scaffold
O. J. WILLIAMS	Burner	Horizontal burner
DOUGLAS PRICE	Marine Pipe	Pre-fab. pipe assemblies
H. R. PATTERSON	Electrician	Welder analyzer
WALTER H. BAUER	Plate Shop	Hot plate jig

A NEW list of honors was added to the achievements of the three Kaiser shipyards in Portland and Vancouver last week when 26 workers, whose ideas have contributed to the amazing production records of the Portland and Vancouver Kaiser yards, made a clean sweep of 26 national production honors.

The awards were sponsored by the War Production Board and included 12 Certificates for production ideas, and 14 Honorable Mentions for production ideas.

All of these awards were given in recognition of ideas submitted through Labor-Management committees in the three yards:

Certificate for Production Ideas

OREGON		
BYRON M. JOHNSON	Machinist Foreman	Portable drill, air ram, drill and countersinking jig, tapping machine jig, drill and reamer
ROBERT B. DESMOND	Unionmelt Supervisor	Welding machine improvements
RAY A. STEINER	Unionmelt Supt.	Welding machine improvements
SYDNEY O. TUVE	Pipefitter Leadman	Die cutting machine
JOHN H. CLAFLIN	Shipfitter	Burning jig
SWAN ISLAND		
W. P. WATTS	Machinist	Gun mount drill press
THEODORE G. FRICKS	Electrician	Degaussing cable
AXEL JOHNSON	Electrician	Degaussing cable
VANCOUVER		
STANLEY GARRETT	Engineer	Offset locator
R. T. BURGHARDT	Machine Shop Supt.	Engine bed milling machine
DALE C. SCOTT	Shipfitter	Deck puller
JOHN P. SOMMER	Shipfitter	Deck puller

Honorable Mention for Production Ideas

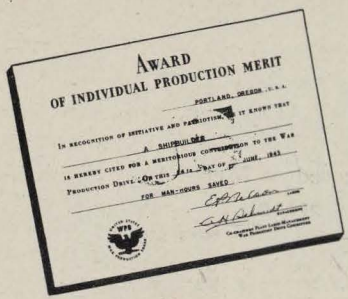
OREGON		
CHARLES Z. BRUMM	Pipe Shop Supervisor	Flange pipe table
WILLIAM F. BRUMM	Pipe Shop Foreman	Flange pipe table
IVAN BURDETTE PLATT	Welder Leadman	Plywood shield
HAROLD KAESER	Asst. Supt. Pipe Shop	Pressure plug
L. E. BUCHANAN	Asst. Erection Supt.	Shoring device
RAY PARCHER	Burner	Portable bevel cutter
DELOSS R. FOLEY	Pipe Supervisor	Manifold platform
SWAN ISLAND		
T. B. HORNE	Engineer	Keel leveler
W. P. WATTS	Machinist	Measuring device
VANCOUVER		
D. J. HARRINGTON	Foreman	Commutator-turner
LOUIS HARRIS	Shipfitter	Plate jig
WILLIAM DAVIES	Assembly Supervisor	Pneumatic plate pusher
G. R. KNIGGE	Shipfitter	Plate adjuster
GARY H. SHIELDS	Material Exp. Leadmn	Small crane
MRS. E. L. NORWOOD	Electrician Helper	Repair pliers

Letters of Commendation

OREGON		
JOHN GARRICK	Leadman	Circular saw
IVAN CHAPMAN	Pipe Shop Supt.	Pipe beveling machine
GEORGE ALLEN	Pipe Supervisor	Pipe beveling machine
GEORGE Q. WHITE	Rigger Foreman	Pipe frame
SWAN ISLAND		
WM. J. McDONNAN	Coordinator	Painting improvement
LOU PROCTOR	Pipefitter	Air jet clamp
VALENTINE SENFT	Machinist	Ladder clamp



National production honors



WAR PRODUCTION BOARD AWARDS OF MERIT

NOT only the idea submitted by workers in the three local Kaiser yards helped their own production records, but dozens of these ideas are applicable to shipbuilding in other yards throughout the country. In recognition of this, the War Production Board issues its own "Award of Individual Production Merit" for those ideas which it feels have outstanding usefulness. Following are the recipients of WPB recognitions for July and August:

JULY

OREGON

R. MENEGAT	Electrician	Electric improve.
W. J. ROBBINS	Electrician	Electric improve.
G. E. WOODWARD	Accountant	Fire protec. imp.
R. I. HOLTHUSEN	Foreman	Power load center
NORM. BURKE	Duplicator	Steel handl. imp.
G. F. HUFFMAN	Shipw. Lead.	Lifting gear dev.
W. J. BODVIN	Elec. Leadman	Metal cord rack
W. J. BODVIN	Elec. Leadman	Streamer hanger
T. R. MATHEWS	Lead. Stm. Ht.	Welding jig
ROY E. BURNS	Elec. Welder	Wire stinger guard
MAE B. HENRY	Boilermk. hpr.	Time announcem't
D. H. CHENEY	Electrician	Electric improve.
RAY. G. HAGAN	Rodman	Timekeeping sug.
J. H. COLLINS	Foreman	Keel block imp.
C. H. LANSING	Marine Elect.	Marine cable tool
E. R. HOYT	Shipwright	Dado ladder hors.
O. R. URFER	Electrician	Fuse holder
SYL. E. TURNER	Carp. Joiner	Blow. hang. dev.
H. C. O'HAIR	Shipfitter	Shell pull. device

VANCOUVER

A. W. ARCHER	Welder	Welding stinger
C. V. BAKER	Electrician	Light suspension
S. V. BALLOU	Shipfitter	Print revision
A. BALSIGER	Burner	Weld. sch. sugges
O. FISCOLA	Welder	Extension stinger
M. H. HILL	Electrician	Bender
M. KAWALOK	Test Crew	Produc. suggestn.
S. C. KELLOTT	Welder	Produc. suggestn.
O. H. O'NEAL	Welder	Apr. pl. inst. clip.
D. F. PARRISH	Welder	Exp. chan. wedge
A. W. RICKER	Welder	Ventil. suggestn.
R. C. TURK	Shipfitter	Welding improve.
J. R. VAUGHN	Machinist	Ripping jig
ART WALTON	Shipfitter	Produc. improve.

SWAN ISLAND

WILSON A. RICH	Coordinator	Vend. Mat. Man.
M. GEE	Rigger	Anch. ch. riv. jig
VERN. G. RIMER	Welder	New type clip
PAUL SLACK	Transportation	Safety improve.
L. J. RIDGEWAY	Crane operator	Rigging signals
A. R. LONG	Burner	Adjustable sup.
G. N. GUNDERSON	Shipfitter	Adjustable sup.
GEO. N. BLUTEAU	Shipfitter	Safety slogan
A. V. BRIER	Field Clerk	Salvage crew
C. E. POPPARD	Shipwright	Jack improvement
WILLIAM LEITH	Pipefitter	Center boss jig
M. D. LOCKE	Labor Walker	Sanitation imp.
C. P. LEADER	Shipfitter	Turnbuckle clamp
F. R. ADAMS	Inspector	Transp. improve.
W. J. McDONNAL	Inspector	Traffic improve.
T. BRADY	Tool Checker	Tool room ident.
A. W. DALY	Painter	Safety improve.
C. E. SEELY	Painter Lead	Safety improve.
W. J. MATHEWS	Shipfitter	Strongback holder
W. J. MATHEWS	Shipfitter	Hot Dutch. clamp
JEROME C. ESCET	Pipefitter	Adj. dip. holder
D. M. BALL	Shipwright	Steel "U"
W. H. RAY	Tool Grinder	Declivity meter
G. W. ALLEN	Shipwright	"D" clip improve.
E. RIGGS	Shipwright	Deck puller

D. KEHM	Shipwright	Deck puller
EDMUND DRAPER	Burner	Shell plate puller
R. L. WILLIAMS	Plate Shop Lead.	Template invent.
E. H. WANDEL	Pipefitter	Pipe mach. hanger
LLOYD A. FINLEY	Machinist	Rud. bolt jack clip.
E. M. BRAZELTON	Layout Man.	Yoder clamp
H. M. MORRIS	Pipe Welder	Welding imp.
F. E. RICHMOND	Rigger	Shell plate clip
CURT UHL	Shipfitter	Assembly install bellmouths
W. L. WATSON	Welder	Cardb. template
D. CARROLL	Machinist	Radial mach. stand
D. CARROLL	Machinist	Unload. plat. roll.
E. W. RAMSDALE	Machinist	Scribe
A. A. BJORKMAN	Shipfitter	Erection work
W. H. SCALES	Electrician	Whirley req. sys.
L. G. HUGHES	Guard	Safety railing
REX HENDERSON	Shipwright	Salvage device
C. E. SEELY	Painter	New type scaffold
E. G. ANDERSON	Material Expt.	Burn. mach. dev.
H. D. ROGERS	Pipefitter	Air ram
E. R. HILDRETH	Elec. Leadman	Ground strap
L. E. RATCLIFFE	Elec. Foreman	Adj. cable bonde
JOHN STROBOH	Pipefitter Lead.	Pipe cutting tool
A. J. RADMACHER	Machinist	Tur. lathe push bar
H. K. RUTHRAUFF	Marine Mach.	Horn toad
V. E. LITTLE	Crane Oper.	Hemp hawsers
DAVID ASHPOLE	Burner	Trav. guide pointer
GLENN WAGNER	Machinist	Air hoist

J. G. CUNNING'M	Pipefitter	Lathe reconstruct.
H. A. BOHLMAN	Electrician	Die holder
G. R. PAULEY	Rigger	Lifting pad
K. F. LOVE	Hyster Driver	Hyster racks
C. F. FELLOWS	Rigger	Strongback
J. G. MARTIN	Machinist	Lathe reconstruct.
J. E. THOMPSON	Chipper	Come-along jig
M. E. COX	Machinist	New oil in winchs
W. GUTNECHT	Shipfitter	Door spacer
T. A. MITCHELL	Shipfitter	Labor sav. device
P. H. MAIO	Rigger	Spreader tongs
M. L. LAFFERTY	Truck Driver	Fire hazard at dk.
A. D. YOUNG	Burner	Circle burn. mach.
ROBT. BENTON	Electrician	Stuffing tube tool
S. F. O'HAIR	Painter	Stanch. pol. dev.
T. A. MITCHELL	Shipfitter	New lifting pad
M. H. LAWRENCE	Welder Helper	Putt rods on deck
W. G. CORDINER	Painter	Cleanup method
C. W. GRAHAM	Burner	Circle burn. guide
H. I. DAVIDSON	Machinist	Metal fastener
C. A. BENVIE	Shipfitter	Dutchman for BB Brace
F. G. KELLER	Burner	Auxiliary wrench
W. P. WHITLEY	Burner	Circle burn. mach.
W. T. SLABY	Machinist	Reamer adapter

AUGUST

OREGON

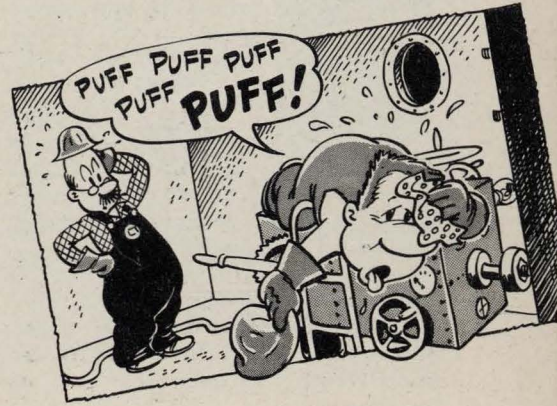
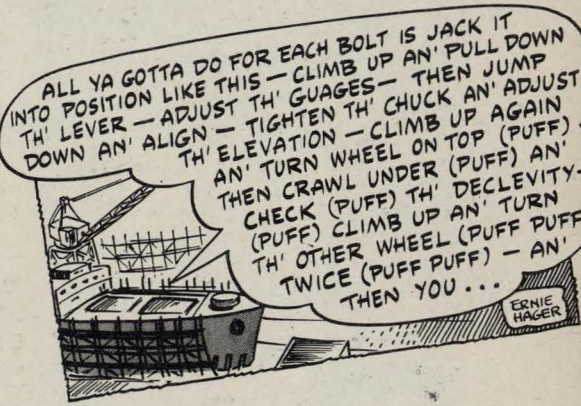
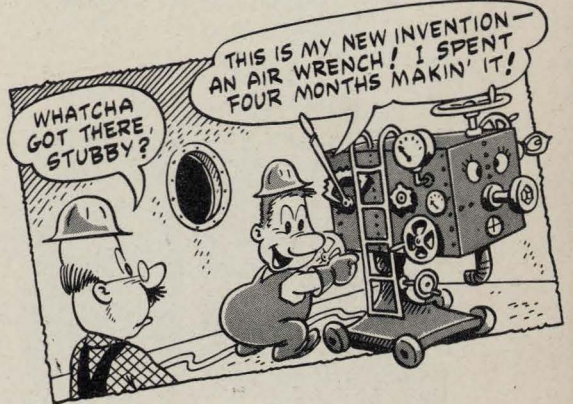
W. R. ROSSMAN	Time Checker	Time announcem.
JACK NIEMI	Rigger	Shell sect. racks
R. J. POOR	Shipwright	Scaf. Bents treat.
JOS. BLUMBER	Leadman	Power saw gauge
S. O. TUVE	Pipefitter	Improved dies
T. F. MILLINGER	Pipefitter	Power saw gauge
T. G. ELLIOTT	Carpenter	Angle brackets
ANTON FRIDELL	Burner	Slag remover tool
HARRY W. LANG	Pipe Welder	Self-lock. bolthd.
WM. M. KEPERS	Pipefitter	Improved dies
M. LIONBERGER	Welder	Welder's port. rest
E. LEE MAXON	Electrician	Imp. reflect. clean.
FRED WRIGHT	Layout Man.	Masterhead puller
W. S. SABEL	Electrician	Drop cord imp.
W. C. RAY	Electrician	Silver sold. vise
JAS. H. SMITH	Clean-up Man	Safety hook
B. M. JOHNSON	Marine Mach.	Mechan. punch
HARRY WILLIAMS	Marine Mach.	Imp. eng. cleaner
ORESTE ROSELLINI	Shipfitter	Light shield fixt.
MRS. P. R. MCINTEE	Driller	Drilling jig

VANCOUVER

G. V. ABBOTT	Burner	Burning tip clean'r
CECIL BRAACK	Electrician	Light ext. bracket
C. B. CALDWELL	Shipfitter	Screwdriver imp.
RALPH W. CLARK	Shipfitter	Edge grinding jig
H. W. EMBLY, JR.	Electrician	Wire layout scale
A. J. GLOCK	Electrician	Lead bush. press
HARRY GREER	Burner	Roller protector
L. M. GROVOM	Burner	Burn. mach. attach
A. C. HALL	Pipefitter	Pipe hang. gauge
MAURICE HILL	Pipefitter	Pipe flange imp.
MYRNA HOSS	Engineer Aide.	Checking system
BERT W. HUNLEY	Pipefitter	Port. drill press
ROSE JOHNSON	Welder	Racks for hot stgs.
G. R. KNIGGE	Shipfitter	Angle iron tongs
W. W. MCKEE	Shipfitter	Shell puller
A. L. MILLER	Layout Man.	Angle iron stand
A. A. MOWLDS	Shipfitter	Shell puller
F. B. RENWICK	Burner	Circle burner
H. SUTHERLAND	Pipefitter	Grind. hdl. guard
E. M. WATTERBERG	Electrician	Superstruc. stairs
R. A. ZIEGLER	Shipfitter	Burning improve.

SWAN ISLAND

DAN HAVING	Inspector	Scaffold clamp
D. S. MARVIN	Shipfitter	Elec. outlet ptg.
W. H. RAY	Tool Grinder	Declivity meter
J. C. SYME	Electrician	Light-power leads
V. G. BILLINGS	Pipefitter	Spool setter
W. H. MORRIS	Machinist	Dev. to st. motors
L. J. RIDGEWAY	Crane Operator	Rigging signals
J. H. HOLLOWAY	Layout Man.	Assemb. proced.
R. T. BEAVERT	Electrician	Light-power leads
F. A. COLSEN	Burner	Guide for heating torch
L. H. FAIRFIELD	Machinist	Dev. to st. motors
E. O. BUDD	Electrician	Adjust. hanger
E. R. HILDRETH	Electrician	Scrap copper tube
C. F. FELLOWS	Rigger	Dev. to sp. "eyes"
J. D. WEDDING	Burner	Guide for heating torch
W. T. SLABY	Machinist	Punch jig
C. F. FELLOWS	Rigger	Lifting pad bolts
J. H. ASBROW	Shipfitter	Brace for set. long
F. A. FULLER	Electrician	Electrode holder
S. B. LOYE	Shipfitter	Lifting pad
A. W. GRIFFIN	Shipfitter	Arm to hold grndr
L. S. HALLINGS'D.	Shipfitter	Dup. plate gauge





MOVIE STARS AT SWAN ISLAND

Luise Rainer, star of "The Good Earth" chats with Swan Islanders during a war bond rally appearance on September 10. With her were Hugh Sutherland, naval pharmacist's mate; Sergeant Leroy Diamond, marine corps; Marie McDonald, of the movies; Coxswain George Gallop, of the coast guard; Lois Andrews, of the movies; Paul Hatcher, merchant marine; and Staff Sergeant Conrad Kicklighter, army. The visitors appeared at all three Kaiser yards here.

☆☆☆

SANG FOR THE MIKADO

Bertram Johnson, Swan Island field cost department engineer, was often called "Bertrano Gonelli" in New York where he sang for 10 years with the Metropolitan Opera Company. After studying voice in Rome, Paris and Vienna, Johnson made his professional debut in Carnegie Hall in 1916, singing with the New York Philharmonic Orchestra conducted by Walter Damrosch and featuring Albert Spalding, Johnson's cousin. Since then he performed in almost every country in the world and once sang "Madame Butterfly" before the Mikado in Japan. During this performance the Mikado sat on the platform while the vocalists performed on the floor. "I don't sing any more for exhibition, but I have a nine-year-old daughter who will carry on the musical tradition," says Johnson.



☆☆☆

OLD TIME SHIPBUILDER



J. J. Bolger, Oregon Ship, is an old-time shipbuilder from Belfast, Ireland, who worked on such famous vessels as the Titanic, Olympic, Queen Mary, etc. Though he grew up in Ireland, Bolger was born in Boston, Mass. He

chose music as a career early in life and became director of a symphony orchestra. He became a flute and piccolo specialist, earning an international reputation as "Piccolo Pete." He was a member of Sousa's band in 1904. During World War I he was a captain in the Irish Guards serving under General (then Colonel) Alexander. He was twice decorated for gallantry in action.

COLLEGE AT NIGHT

Evening classes in 120 subjects ranging from production management to vocabulary building will be opened on September 27 by the Portland Extension Center of the state system of higher education. All adults may enroll in the classes, most of which meet two hours a night each week and carry regular college credit. Work will be offered in all the popular college fields, such as English, business administration, foreign languages and psychology. Catalogs are available at Portland Center, 814 Oregon Building.



100 YEARS OLD

Daniel Jones, swing shift grinder on the ways at Vancouver spent August 26th, his 100th birthday, at work as usual. Jones was born a slave in Dayville, Ala., on August 26, 1843, according to a sworn affidavit in his possession. He enlisted during the Civil War in 1862 at the age of 19. He remembers many of the incidents of the war and was present when Robert E. Lee surrendered. His father lived to be 101 years old and his mother 108.

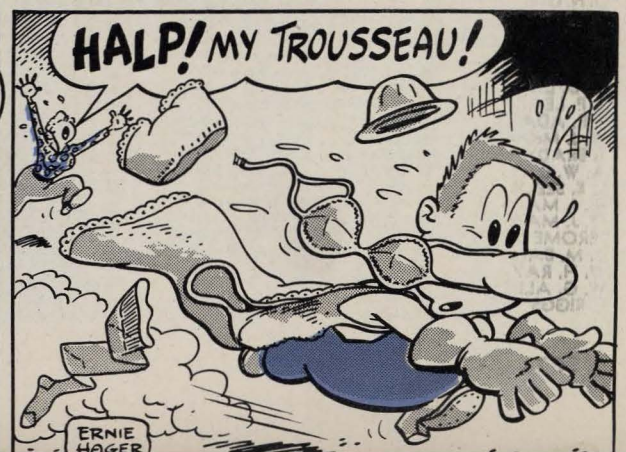


VANCOUVER PICNICKERS

Vancouver General Stores had a picnic at Jantzen Beach on August 27 with plenty of coffee, cake and ice cream. In the picture are, first row, M. Selby, Jr., C. Carmack, Alice Carpenter, Wilma Burrows, Patti Patterson, Maxine Snell, Frieda Fimmel, Cecil Kious, O. D. Handly; second row, Mrs. Jackson, Kathryn Hancock, Mrs. Selby, Ora Crum, Mrs. Penn Mills, Mrs. A. Van Doren, Irene Hood, C. Moore, R. Hancock, Pauline Lynch, Mrs. Handly; third row, Mrs. K. Dial, Mrs. M. Wilson, Mrs. V. Kincaid, Mrs. A. Stafford, Mrs. C. Koch, Betty Davis, Flossie Kious, Martha Marcum, Mrs. A. Forgey, A. Forgey, Ernie Carlquist; fourth row, Dean Durgan, A. Van Doren, A. H. Hood, Packy Selby, George Lynch, John Hancock, Harold Lightle, T. O. Nyhus, A. Stafford, Earl Jackson, Kenneth Dial, John Kincaid, Pearl Plaster, Stan Carlquist, Penn Mills.

STUBBY BILGEBOTTOM

by Ernie Hager

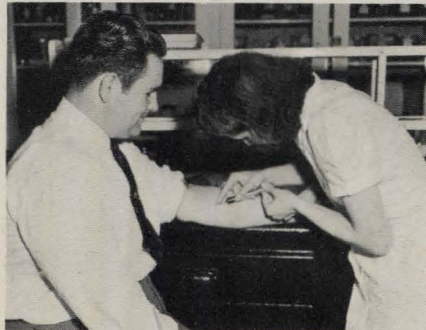




SONS IN SERVICE



A. L. Pence of the Swan Island Field Progress department has three sons and three sons-in-law in the armed services. The sons are Lieutenant Peter M. of the navy, Captain Albert L. and Second Lieutenant Jack, both of the army air corps. The sons-in-law are Lieutenant-Commander R. C. Romig of the army air corps. The sons-in-law are Lieutenant-Commander R. C. Romig of the navy, Lieutenant Neil D. Nelson and Lieutenant Henry Hathaway of the army.



BLOOD DONATIONS AT HOME

Don Daoust, clerk in material cost and distribution department, recently made a blood donation to a fellow worker. On August 27 an Oregon shipfitter, suffered a cerebral hemorrhage while on his way to work. He was admitted to St. Vincent's Hospital and a call was sent out over the yard public address system for a type 4 blood donor. Daoust answered the call. Daoust suffered an amputation of his leg when he was 11 years old because of infection from a rusty nail. He formerly drove a taxicab at St. Helens, Oregon. He first worked in the plate shop.



SHAVE, TWO BITS

When Harry Fullerton shaves, war bond sales profit. He keeps a fruit jar near his shaving cabinet and every time he wields the razor 25 cents goes in the jar. He's been doing this since the war started. Here he counts out his "take" for bonds in the Third War Loan drive. Fullerton is a Vancouver time checker.

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GOOD NEWS FROM TOKYO

On August 17 Mrs. Carolyn Middleton, senior tabulator machine operator in the I.B.M. department at Oregon Ship, received a note from the Japanese Imperial army which told her that her husband, Lieutenant C. Middleton, was interned in the Philippine Military Prison Camp No. 1. For six years prior to the Pearl Harbor attack, the Middletons lived in the Philippine Islands where he was a mining engineer. Their home was in Manila. Mrs. Middleton and their two children left the Islands on the President Coolidge, the last ship out, while her husband stayed on and joined the 332nd Army Engineers on Bataan.



DOLL COLLECTOR

Mrs. Nettie Tucker, swing shift worker in Swan Island's badge control, is a collector of things ancient, especially dolls. The doll she holds above is wearing 6,075 buttons, two of which are over 200 years old. This doll was used to help launch the second war loan drive. Though she has collected for only three years, Mrs. Tucker has over 1,500 dolls, seashells from all over the world, antique household items such as 200-year old spinning wheels. Mr. Tucker is a swing-shift shipwright at Swan. Their postwar dream is to build a museum on the coast between Otis and Depoe Bay. It will contain both life-size and miniature settings, using historical items as well as the dolls and other objects.

WRITES BLUEPRINT BOOK

"Blueprint Reading for Shipbuilders" is the title of a new book written by A. E. Niederhoff, design engineer at Oregon Ship, just returned from a two-year tour of duty with the army engineers where, as a senior structural engineer, he went into the interior jungles of South America. The book is not for technical experts but rather for the average shipyard worker. It discusses blueprint reading in simple direct language and is well illustrated with photographs and blueprints from the Oregon Shipbuilding Corporation. It will be especially valuable for office personnel and learners. As one of the first workers at Oregon Ship, Niederhoff recognized the need of training at that time and spent his nights teaching blueprint reading and conducting a class in structural design at Benson Polytechnic. "I'm glad to get my old badge back with its number 117," said Niederhoff. "In these days when numbers run into five figures this is like a medal of honor."

☆☆☆

ENERGETIC



Mrs. Louise Hallam, the only woman department head in the Swan Island mold loft, is concentrated energy plus. She has played in every women's golf tournament in Oregon for the last 10 years and once copped the championship by scoring a hole in one. She has climbed nearly every mountain in Oregon, is an expert on skis, a horsewoman of renown and once played a part in the motion picture "Broadway Bill." Her son, Tom, recently returned from active service with the navy, is now employed in General stores at Swan Island.

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OVERSEAS CHRISTMAS PACKAGES

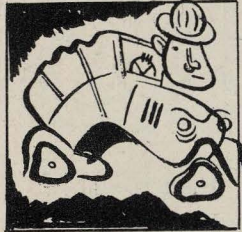
Christmas packages for naval personnel overseas may be mailed from September 15 to November 1. For army personnel overseas, packages may be mailed only between September 15 and October 15. After October 15 the sender of a package to a soldier must present a written request for the article from the soldier. Parcel must be strongly packed, in a durable container, then wrapped so that it can be opened readily for censorship. The parcel must not exceed five pounds, and must not be more than 15 inches in length and 36 inches in length and girth combined. Mark it "Christmas Parcel."

Not more than one parcel may be mailed in any one week to the same member of the armed forces by or in behalf of the same mailer. Perishable and inflammable goods are prohibited.

THE WORKER SPEAKS

GARAGE TO REPAIR WORKER'S CARS

Sir: It is becoming increasingly difficult for employees who drive their own cars, many carrying passengers, to get their repair work done. Appointments must be made a week or 10 days ahead. In some instances, this works a hardship on those riding in the car, contributes to traffic congestion of public vehicles and to loss of time. Repair problems become greater as cars become older. I suggest the management establish a self-sustaining garage at the yard with personnel to operate it. Charges for repairs could be made at "going rates" of downtown garages, or at a fixed percentage rate above costs that would insure operation costs. A limitation in the size or nature of jobs could be established and, perhaps only minor but essential repairs made. Workers could have work done on their cars while they are on shift and payment could be taken from pay checks if necessary. Such a plan would contribute to uninterrupted transportation of workers and to a higher attendance record. — D. H. James, supervisor, engineer aides, Swan Island.



☆ ☆ ☆

"TEN LITTLE KAISER WORKERS"

*Ten little workers, feeling fit and fine,
One smoked in the oil house, then there were nine.*

*Nine little workers, thought they'd be late,
One cut across the railroad tracks, then there were eight.*

*Eight little workers, looking up to Heaven,
One fell off the dock, then there were seven.*

*Seven little workers, putting in their licks,
One mixed booze with gas, then there were six.*

*Six little workers, glad to be alive,
One forgot his goggles, then there were five.*

*Five little workers, standing near the door,
One thought the wire was "dead," then there were four.*

*Four little workers, one scratched his knee,
Didn't go to First Aid, then there were three.*

*Three little workers, nothing much to do,
One tried to oil a moving crane, then there were two.*

*Two little workers, took the whistle on the run,
One missed his footing, then there was one.*

*One little worker, thought of the other nine,
Began to practice Safety . . . now he's doing fine.*

— Anymous



PRaises SEPTEMBER RECORD

Sir: When I worked on the "Joseph M. Teal" for for four days I thought that was a record, but as I look at what you workers are doing for September, all I can say is that it is a remarkable achievement in shipbuilding. When I get overseas I am proud to say, "There is one of the ships that Kaiser built." I am proud of my brother who is working in the pipe shop. He has missed only one day in the last year and a half at the yard. He is seeing that when I go over that I will have my supplies and equipment. I sure hope you people keep up the good work, not for myself as much as for the millions like me that have left their jobs to fight for the "Free Tomorrow."
—Corporal Eddie Gross.

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MARK YELLOW TRUCK LANES

Sir: I suggest marking (with yellow lines) a truck lane through the main roads of the yard and making pedestrians stay clear of this lane. It would speed up production and also be a safety measure. This is especially true of the roads leading to the exits and would help truck traffic greatly at shift changes.—M. E. Snyder, Oregon Ship joiner.

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TWO WAYS TO FINANCE WAR

Sir: There are two ways to finance the war, therefore, it is just as necessary to save in the cost of production as it is to buy bonds to pay for production. To those who are putting the limit in war bonds, I suggest the final way to make them count, to which there is no limit except your will to work and win. Increase your individual output 20 per cent, that is directly increasing your bond value by 20 per cent, because by so doing you will reduce further demands upon your direct war taxation which will permit you to retain your present commitments.—Extract from letter from James Childs, Swan Island.

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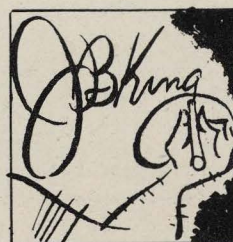
ANSWER TO "J. B. KING"

In answer to this J. B. King,
Who writes his name on everything,
We would like to know as much as
you

Who scrawls this familiar bugaboo.
We use our chalk for making lines
For shipbuilding alone it confines
For layout work that's needed most
To build the ships here on the coast.
So we would like to see chalk put to
use

To determine the length of the
hypotenuse,
Instead of all these familiar scrawls
We see written on the bulkhead
walls.

However, the penman has an art-
istic swing,
The man who writes, "J. B. King."





EX-SHIPBUILDER WRITES HOME

Dear Peg: . . . The people we have met are astounded at the way Americans spend money. The girls love it; the men are a trifle envious. They are crazy for American cigarettes and American magazines. The beauties in the last port didn't know how to use make-up; generally have big legs and very large and rough hands. If you make any criticism of Roosevelt a la Republican fashion, they think you are a fool and a blasphemous renegade. . . . The captain and mates say the Libertys are excellent considering the great demands of the times and the speed with which they are being turned out. Instead of being an indifferent ex-shipyard worker, I find myself zealously quoting production records. The astonishment and praise of the officers for production speed would be very gratify-

ing words to a Kaiser man. . . . I bought a British magazine on shipbuilding which spent a great deal of space in explaining why they don't put out ships as fast as we do, and conditions being the same, how they would do equally as well. . . . —Bill Bernard, aboard "William Grey," formerly of Oregon Ship.



REGULATE CAFETERIA LINE

I suggest that there be some regulation at the cafeteria as to the waiting line, as others crowd in at the front of the line to get coffee and ice cream, and those in line must keep on waiting while these people are waited on. I would say that in a 25-minute waiting in line period there are about twenty that butt in at the front. Can't something be done about this?—R. M. Beagle, crane operator, O. S. C. plate shop.



At Vancouver, J. D. Lester was the first man to get his certificate. Norman Starr, welding supervisor, did the honors.



Lee Voshell, Oregon Ship welding superintendent, hands E. K. Kimpton his card certifying him as a three-position welder.

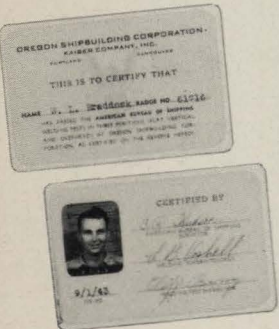


Lloyd Shockey, Swan Island, receives his three-position certificate from assistant welder superintendent on the ways, Rod Wentworth.

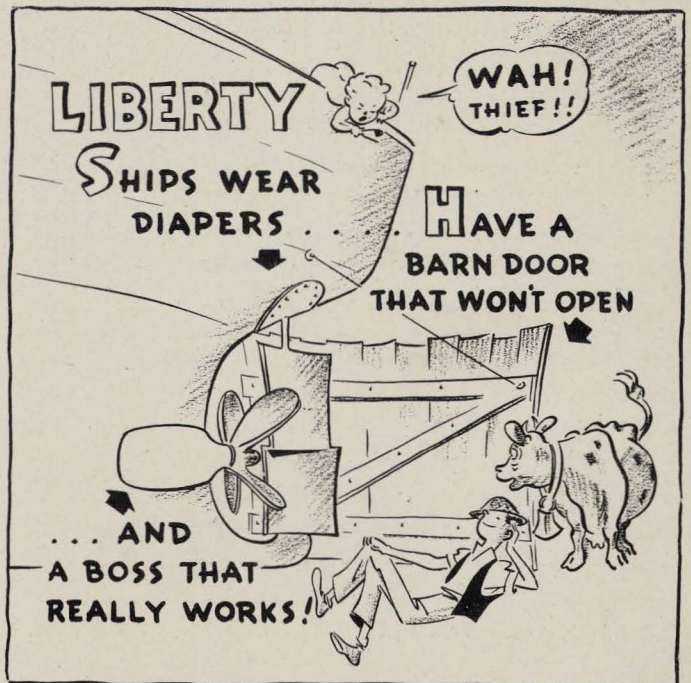
welders can now be certified

NOW a welder can really prove that he is a welder! All he need do is produce his certificate. In cooperation with the American Bureau of Shipping, the three Kaiser yards are issuing welding test certificates to all welders who successfully pass the "three-position" test, for flat, vertical and overhead welding.

Holders of these cards are thus certified for welding work in any of the three Kaiser yards during the war. After the war the card is expected to be valuable as evidence of the worker's skill. To give positive identification and eliminate any transfer or theft possibilities, the certificate is signed by the weld test supervisor, the welding superintendent and the American Bureau of Shipping surveyor. Names of all welders receiving the award are then filed in each of these offices. The welder's picture and badge number are included on the card which is laminated between two sheets of plastic. This produces a waterproof lifetime service card as evidence of the worker's wartime occupation and proficiency on the job.



Arrangements are now being made to provide for the tests. Any welder may take the tests and be certified.



JOHNNY BULL, O. S. C. FIELD COST ENGINEER



TEAMWORK WINS



**It ain't the individual,
Nor the army as a whole,
But the everlastin' teamwork
Of every bloomin' soul.**

WITH APOLOGIES TO KIPLING

C. P.
BENTON



UNITED STATES MARITIME COMMISSION