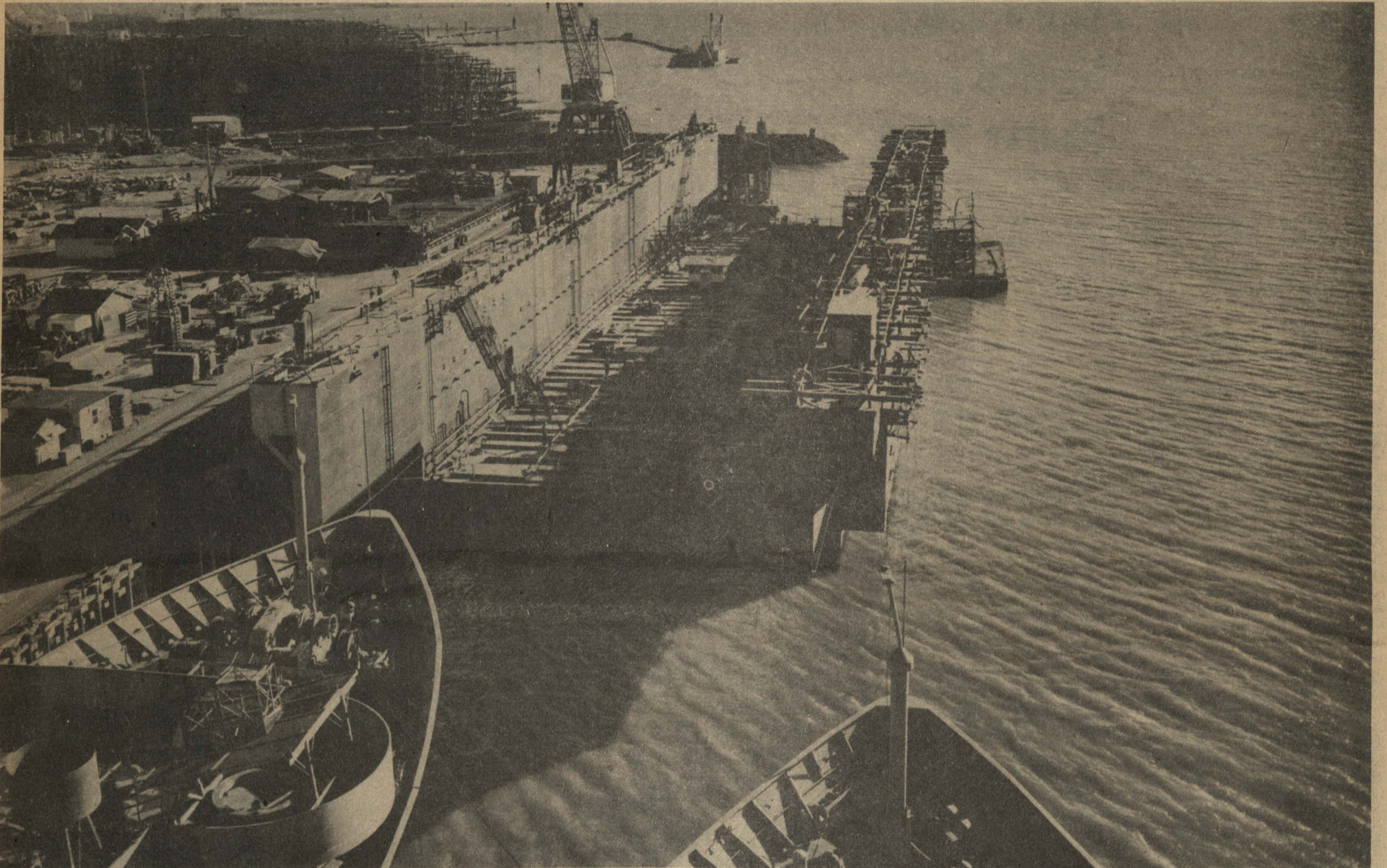


WELDERS BIG YARD NEED, SAYS MILLER

Story, Page 4



Drydock Nears Completion All erection is complete on the big center section of Vancouver's first drydock and outfitting is progressing at a rapid pace. The dock, including two end sections under construction on Way 13, is more than 80 percent complete.—Story, page 4.



Riding High Petite but steady hands operate the cranes at Assembly, as witness this group of feminine operators on day shift. Leadman Al Stenlund is in the back row on the extreme left, while the operators, left to right, are (back row) Virginia Spencer, Freda Martin, Lorraine Chandler, Grayce Morrill, Doris Creek, Grace Siemons, Eileen Edthloff, Ruth Hill; (middle row) Irma Kessler, Lucille Chandler, Dorothy Cate, Lota Swift, Evelyn Shelton, Chris Holt, Erma Jones; (front row) June Anderson, Helen Bonney, Bert Vanderhoff, Irene Rose, Rene O'Rourke, and Peggy Wood. (Vancouver photo)



"Their" Carrier Down Reading about the sinking of the Gambier Bay in the dramatic story in Colliers is Thelma Wellman and Edna Patterson, two of five Vancouver girls who donated a combination radio and phonograph to the ship after its commissioning and were guests aboard the Gambier Bay before she left Astoria. Both girls met many members of the crew of the ill-fated carrier. (See story Page 7)

Train in Near-Record Run to Deliver Parts

(OREGON SHIP)—A string of 16 flatcars loaded with main gears and turbines rolled into Oregon Ship last week after what OSC expeditors described as one of the most spectacular transcontinental freight runs in railroad history. The elapsed time was 168 hours from Gardner, N. Y. to Port-

land. Due to the efficiency of John Nordgren, Les Farnum and Jack Cantwell, OSC expeditors in Washington, D. C., a serious delay in construction of Victory Ships now on the ways was averted. They secured authorization for a special train from the U. S. Maritime Commission regional office in Oakland. Details of the dramatic cross-country run through blinding snowstorms was recounted by Lee Damon, OSC Traffic department chief, and Charles Reynolds, OSC chief expeditor. They gave all the credit to the eastern expeditors for the fact that the materials reached Portland in time to avert delay in Victory Ship construction.

GET ICC PERMISSION

Although the Maritime commission had authorized the special train, it was necessary to obtain permission to make the run from the Interstate Commerce commission. This authorization was given on Monday, January 15. At 12:30 a. m. the following day, the manifest freight train of 13 cars pulled out of Gardner, N. Y., on the New York Central railway, headed for Oregon Ship. Four additional cars were picked up at Cleveland, Ohio, and one car was sidetracked because of a broken brake rod. Sixteen cars were in the train when it left Cleveland.

Across the level plains of western Ohio, the train rolled, reaching Porter, Indiana, at 12:10 a. m. Wednesday, just 23 hours and 40 minutes after the journey began. The train then was turned over to the Elgin, Joliet and Eastern railroad, to be "high-balled" into West Chicago.

There the train changed hands again, leaving West Chicago via the Chicago & Northwestern at 10 a. m. Wednesday, for Council Bluffs, Iowa. After a brief stop in that city, while extension on the ICC special permit was obtained, the train speeded westward on the Union Pacific line, flying the special blue train flag. It arrived at Cheyenne, Wyo., at 1 p. m., Friday, January 19. It crossed the Continental Divide at near-passenger train speed, reaching Pocatello, Idaho, at 9:30 a. m., Saturday morning. The train reached the main rail junction at Reith, Oregon, at 7 a. m., Sunday, and pulled onto Oregon Ship yard rails at 9:45 p. m., Sunday.

FOLLOWED TRAIN MOVES

By Monday night, he added, the material had been unloaded, and the

train of freight cars had left the yard.

Throughout the week, OSC expeditors at both ends of the line had kept in constant touch with the train's movements ready to forestall an emergency, and "orchids are certainly due to the fellows in Washington," Damon said.

700 Riveters Needed For Ponton Work

(OREGON SHIP) "Rosie the Riveter" and scores of her sisters soon will go into action at OSC building 4000 aluminum pontoons for the U. S. Army. Russ Hoffman, general superintendent, stated that approximately 700 riveters will be needed to complete the \$12,000,000 contract. Many women trained on the job to handle rivet guns.

Other crafts which will be employed in ponton construction are small tool operators, grinders, drillers and buckers.

Two bays in the Assembly and

ANY OLD CLOTHES? 'THE BOSS' WANTS 'EM

All Kaiser workers who have any old clothes (that they aren't wearing) should be sure to save them. This week Henry J. Kaiser was appointed by President Roosevelt to head a drive to collect "usable used clothing" for Europe's destitute millions. The drive is scheduled to begin in April and will be directed by the United Nations clothing relief committee.

two bays in the Plate shop have been enlarged and enclosed for ponton construction. As soon as materials and machinery arrive the work will be started.

Hoffman explained that three types of riveting guns will be used in construction of pontoons. The work will be similar to that done so successfully by women in airplane plants. However, some of the riveting will be heavier than ordinary aircraft work.

The work in the Plate shop will be under the direction of Supt. Henry Hockett and Supt. Jack Anderson will supervise the Assembly work.

The schedule now calls for fabrication to start in the Plate shop about February 15. The first ponton material is to be delivered in the yard during the first week in February.

3912 Vets Employed; Turnover Rate High

War veterans are more restless than regular shipyard workers it was revealed this week by the Personnel department in a summary of payroll changes in the three Kaiser yards for December, 1944. During that month 986 veterans were added to the employment rolls of the three yards. At the same time, however, 995 veterans left the yard.

At the end of the month there were 3912 veterans employed in the three yards, which was nine less than at the beginning of the month. Based on an average employment during the period of 3916 this is a turnover rate of slightly more than 25 per cent, which is considerably higher than the yard as a whole.

The summary also revealed that over 57 per cent of the employed veterans are disabled and that their rate of turnover is slightly higher than the able-bodied veterans.

In breaking the summary down by yards it was found that Oregon Ship suffered the greatest loss of veterans during the month. At that yard 220 were hired and 406 terminated. At the end of the month there was a total veteran employment of 1136 compared to 1322 at the beginning.

Swan Island scored the greatest net gain, hiring 406 and losing only 220 leaving a total of 1010 at the end of the month or an increase of 144. Vancouver hired 352 and lost 319 for a net gain of 33.

Racial Books Offered

(VANPORT)—Several interesting books concerning the race question, with all its attendant problems, are recommended by the Vanport public library. They include: "What the Negro Wants" (Logan); "Earth and High Heaven" (Graham); "Some of My Best Friends Are Soldiers," and "The Black Book of Polish Jewry" (Halsey); "Guide for the Bedeviled"; "Prejudice: Japanese-Americans" (McWilliams), and "Group Relations and Group Antagonisms" (MacIver).



Groundhog? Yup, it's posed. The groundhog may or may not see its shadow today, but a rigger obligingly throws his shadow to demonstrate one important yard safety rule—"Don't ride the hook."

'Orphan' Finds Folks, Frets for Sick Friend

(OREGON SHIP)—The thrill of discovering that she is not an orphan, as she thought, and the surprise in finding that all her life she has gone under a name which in reality was not her own are mitigated by worry for Mrs. Shirley Nielsen, 18-year-old Oregon Ship welder's helper. Always in her thoughts these days is 78-year-old Denny Beebe, the friend who has looked after her throughout her topsy-turvy life. Beebe is seriously ill at the Multnomah county hospital, and, until he recovers, Mrs. Nielson is concerned chiefly with daily visits and any other kindness which can cheer him.

Three months after she was born to Mr. and Mrs. George Mays in Port Huron, Michigan, and christened Margaret J. Mays, Mrs. Nielsen's parents, for some still undisclosed reason, gave her to Mrs. Maureen Brown.

As Shirley Brown she lived her early childhood, and in the company of Mrs. Brown and the latter's cousin, Beebe, came to Portland in 1934.

After Mrs. Brown's death in May, 1938, the court informed Shirley that "she needed a mother's care," and she was placed in various private homes as ward of the court.

Beebe, in the role of unofficial guardian, made a living doing odd jobs, but constantly maintained contact with his young friend and saw her as frequently as possible under regulations of the court.

The girl graduated from Creston grade school and attended Franklin high school two years, prior to her marriage to Robert Nielsen, former Oregon Ship shipwright who now is a sergeant in the army.

The young couple saved enough money to purchase a cabin and 10 acres near Orient, where they lived until he was called into service.

Then the young wife sought employment, and wrote to a newspaper in Port Huron in an effort to secure

required birth certification. In the ensuing correspondence, Probate Judge Clair Black of Port Huron advised her of the missing chapter in her life, and she found that she



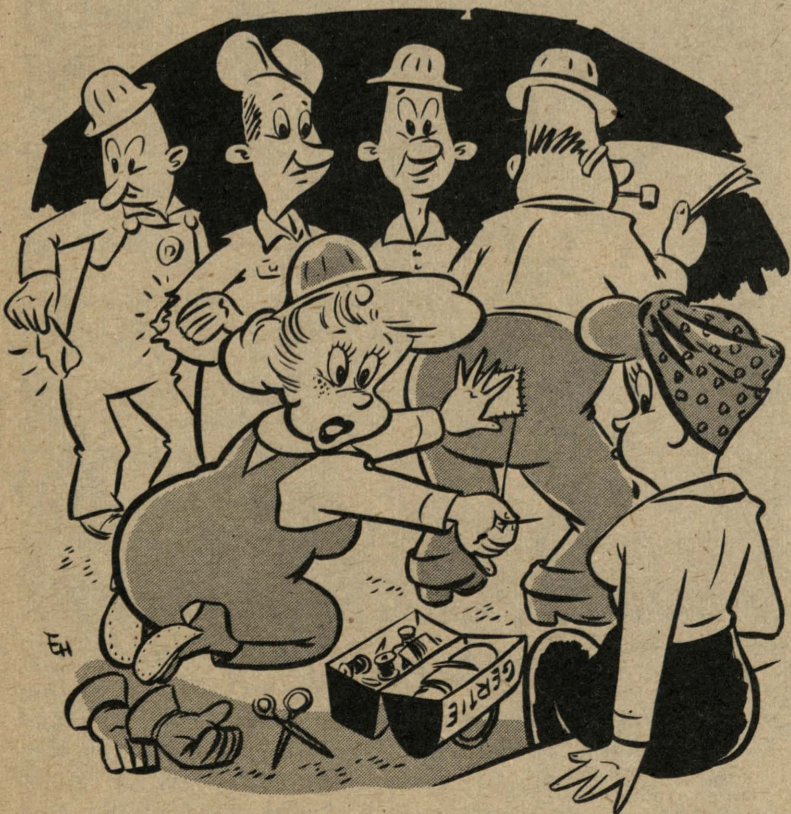
MRS. SHIRLEY NIELSEN

has a mother, a step-father, Edward Edie, two sisters and two half-brothers in the Michigan city.

In December, 1943, Mrs. Nielsen met and visited with her family when she was returning from Fort Bragg, N.C., where her husband was stationed then.

However, picking up the threads of her background undoubtedly will be delayed while her life-long best friend, Denny Beebe, is ill.

Because, Mrs. Nielsen realizes, the grand old man who was a father to her throughout her "orphan" years is worthy of all attention she can give him.



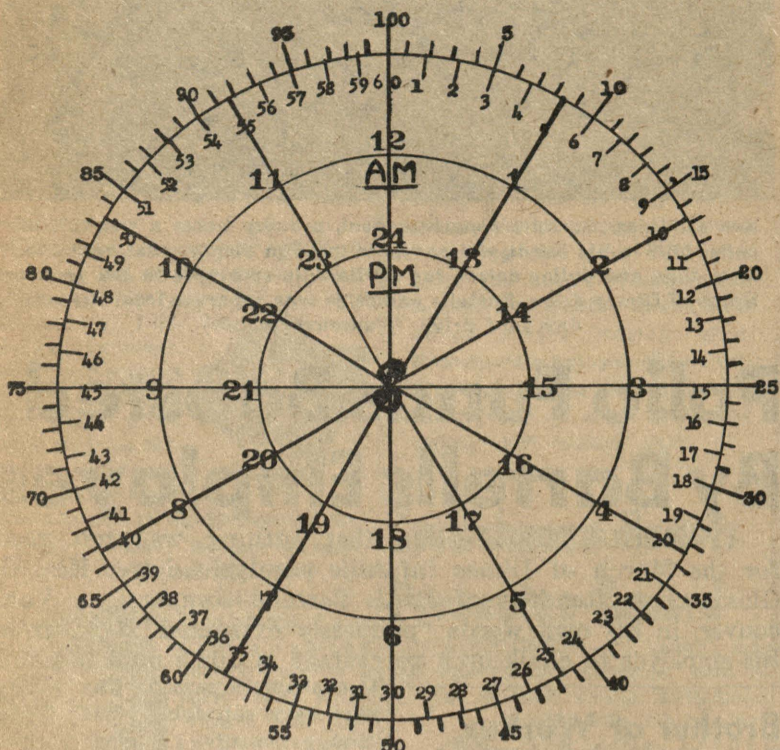
"Gee, Maisie, I'm discovering that carrying all the conveniences in my lunch box has its disadvantages, too!"

3-YARD SCOREBOARD

	OREGON			VANCOUVER				SWAN ISLAND	
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	C-4 TRANSPORTS	TANKERS
KEELS LAID	322	62	30	10	30	50	31	12	126
LAUNCHED	322	51	30	10	30	50	31	0	118
DELIVERED	322+8 VAN	40	30	2	30	50	31+3 CONV.	0	113+6 FLEET OILERS

NAVY LINGO SIMPLE Time Cards Explained

(OREGON SHIP)—Why time cards show 17.50 instead of 5:30 p. m. when 9 a. m. shows as 9.00 has long been a debatable matter to many OSC workers. An occasional late-sleeping employe, finding his card marked 9.25 instead of 9:15, has misunderstood the system and complained that the clock docked



Looking like a table for reading signs of the zodiac is this chart designed by F. W. Schmiedeberg, supervisor of materials transfer department. The chart is designed to explain the intricacies of computing naval time used in the time clocks throughout the yard.

him an extra ten minutes. This week a chart was designed by F. W. Schmiedeberg, Materials transfer department, that shows the operation of the time-clock, reveals the secret of the revised numbers—Oregon Ship time cards operate on the principle used by the navy.

"Once understood, the time chart is not confusing," declared C. R. Stanley, Time department head. "The use of the navy system of dividing an hour into decimal hundredths is far simpler for making out time cards and keeping records than if minutes were used."

SYSTEM EXPLAINED

Stanley, who has other and more elaborate charts showing principle of the time clock, approved Schmiedeberg's design which is explained as follows: The outer circle is divided into both hundredths and minutes; the second circle shows a. m. hours; the third circle the p. m. hours, which continue from 12 to 24.

To find a p. m. hour as it would show on the clock, for example, 4:27, Schmiedeberg suggested this method: Find the hour on the a. m. circle. The figure on the p. m. circle across from that hour is the p. m. hour as it will show on the time card, in this case, 16. Since the 27 part of 4:27 p. m. is minutes, locate that number on the minute circle. The number across from it is the figure in hundredths as it will show on the time card, in this case, 45. Therefore, 4:27 p. m. will show as 16.45 on the time card.

"Admittedly, at first glance, the system appears involved," Stanley said, "but the I.B.M. machines used in figuring payrolls operates on the decimal system with no means for distinguishing a. m. from p. m. By using 24 numbers instead of repeating 12 for the day and night hours, day and night shifts can be separated instantly, and considerable time is saved."



J. C. Peterson, while sweeping around the First Aid building, takes a minute out to ponder the figures that appear on his time card—figures that appear to have no relation to solar or any other time.

Social Hygiene Day Discussion Scheduled

The currently pertinent problem of venereal disease will be discussed exhaustively in an all-day session February 7 at the Multnomah hotel, Portland, on the occasion of National Social Hygiene day.

Chairman of the program committee is F. G. Scherer, director of the division of social hygiene education of the Oregon Tuberculosis association. Cooperating agencies are the American Social Hygiene association, the division of social protection of the Federal Security agency, the Oregon state board of health, the University of Oregon Medical school and the United States Public Health service.



Direct Hit Ample proof that the manpower and supplies conveyed across the Pacific in Kaiser-built craft are being put to good use is this official navy photo of action in Manila bay. Bombs rip Jap warehouse, shipping and quay in the port of the Philippines capital city. (Official U. S. Navy photo)

HIGH COST OF WAR

If you think your cost of living is high, check some of these figures on the weekly cost of winning the war. Data from National Industrial Board.

For one week (during December, 1944):

- Ship Production—365,000 tons.
- Electric Power Output—4,614,000 kilowatts.
- Steel Production—1,688,000 tons.
- Engineering Construction—\$25,638,000.
- Coal Production (Bituminous)—11,000,000 tons.
- Petroleum Production—4,723,000 barrels.
- Lumber Production—160,000,000 board feet.
- Total Car Loadings—782,387.
- Total War Costs—\$1,568,000,000.

Swan Welder Beats Record For T-Bars



(SWAN ISLAND)—Welding 40 feet of vertical T-Bar in port tank three, Willard Cochran, Swan Island ways welder on day shift, set a record that broke the best efforts of welders at the Alabama Drydock and Shipbuilding Company. Cochran's time was 4:28 while the best recorded time from the southern yard was 4:55. Incidentally, Cochran's home state is Alabama.

Coast Shipyards Set Vital 3-Year Record

In three war years Pacific coast shipyards have built a great fleet—2000 ships—which is far in excess of the pre-war tonnage of the entire American merchant marine, according to the monthly review of the Federal Reserve bank of San Francisco. Coast shipyards, in this accomplishment, expanded employe rosters to a figure of 500,000 and still are employing more than 400,000 persons. Employment in 1939 was only 7000.

Now, with the war apparently drawing to a successful conclusion in Europe, the industry faces an increasingly difficult problem in holding its work force—despite the fact that completion of the European job and conquest of Japan depends in large part upon continued industrial efficiency.

The Federal Reserve report pointed out that the merchant marine shipbuilding record was in addition to a substantial volume of new construction for army and navy, and an increasing stream of repair work on ships of all classes.

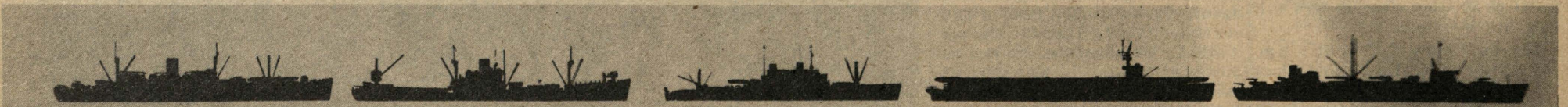
Although the review concludes that new construction in private shipyards probably has passed the peak, it emphasizes that the importance of repair work is increasing steadily and more than 5000 merchant ships have received major repairs at west coast shipyards in the past three years. Furthermore, the report indicates that current backlog of orders probably will carry most of the larger yards well through the current year.



Plan Naval Trips Lieut. Commander Joseph T. Graham (left), west coast special events representative of the industrial incentive division of the Navy, is shown with Chief Petty Officer Fred Huebner, Oregon navy incentive officer, at the launching of the S.S. Appleton Victory, OSC's 400th Victory ship. Commander Graham came to Portland to arrange a series of three-day cruises for labor and management officials on various type vessels built in this area.

KNOW YOUR MERCHANT FLEET

(No. 5 of a series describing 30 different types of merchant ships)



C3-S1-A3 — Transport type. Length (over-all), 492'. Beam, 69'6". Draft (loaded), 28'6". Cruising radius, 13,800 miles. Net tonnage, 8,605. Dead-weight tonnage, 7,529. Shaft horsepower, 8,500. Propulsion, turbine.

C3-S1-B1 — U. S. S. Chantelaur. Used as seaplane tender. Length 492'. Beam, 69'6". Draft (loaded), 23'. Cruising radius, 10,272 miles. Deadweight tonnage, 7,272. Shaft horsepower, 8,500. Propulsion, turbine.

P1-S2-L2 — Passenger type of special design. Length 414'4". Beam 56'. Draft (loaded), 18'. Cruising radius, 9,200 miles.* Dead-weight tonnage, 1,877. Shaft horsepower, 8,000. Propulsion, turbine. *Estimated distance.

S4-S2-BB3 — Aircraft carrier escort.* Length (lwl), 490'. Beam, 65'. Draft (loaded), (no figure). Indicated horsepower, 9,000. Propulsion, reciprocating steam. *Designed exclusively for the United States navy.

CA-S-A1 — Designed as troop ship. Length (over-all), 522'10 1/2". Beam, 71'6". Draft (loaded), 32'. Cruising radius, 14,560 miles. Net tonnage, (no figure). Dead-weight tonnage, 14,600. Shaft horsepower, 9,000. Propulsion, turbine.

Layoffs Explained; Yard Well-Manned Except for Welders

(VANCOUVER) — With all other crafts fairly well in balance for the C-4 troopship program except welding, an appeal went out this week from Mike Miller, Vancouver general manager, for workers to help secure former boilermaker welders. "If any of our employes have friends or relatives who formerly were boilermakers welders in the yard," Miller said, "management would appreciate it greatly if they would assist us in inviting them back to work. We need experienced welders for our big C-4 troopship program, a program that assures work throughout the greater part of this year. Other crafts are now in good shape for the C-4 contract, but a shortage exists in welders that will slow up production if we fail to gain additional help in this craft."

Miller declared that if the yard did not secure a sufficient number of welders, it would be necessary to make a further reduction in some of the other crafts.

"The men and women in the yard have been of great help to us in the past in matters like this," the yard chief said. "I know they will help us now by writing or contacting any former welders and inviting them to come back to work at Vancouver. The C-4's are badly needed for the war in the Pacific, and we need more good welders to do the job right."

OTHER CRAFTS O. K.

The appeal for more welders follows closely the news of adjustments in the Timekeeping, Sheetmetal and Electrical departments where recent lay-offs were necessary, Miller explained.

"There is no inconsistency in this," he added, "because the needs of the various departments naturally vary with each new type of ship. We need welders now. Later on there may be openings in other crafts."

Miller advises workers to check conflicting stories or rumors on manpower needs.

"Vancouver employes need not worry about work coming to an end," he declared. "We know we have enough work for full employment throughout most of this year, and there is a strong probability that additional work will be contracted for soon. Small adjustments involving a few hundred employes should not be confused with the overall picture."

"It has always been our desire to keep our employes as fully informed as is possible regarding the work program scheduled for this yard through the medium of the Bosn's Whistle and we will continue to follow this policy."

Public To Attend Radio Broadcast

(VANCOUVER)—Shipyard employes are invited to attend a statewide broadcast and join in questioning leading citizens on Vancouver's postwar plans tomorrow (Saturday, Feb. 3) night at the high school auditorium, it was announced this week by Harold Kern, committee chairman in charge of the program. Topic of the public forum, to be broadcast over 14 stations of the Mutual system, is "What Are Vancouver's Responsibilities Today for the World of Tomorrow?"

Four brief speeches will open the discussion. Speakers will be Austin McCoy, representing business and industry, R. R. Mikesell, representing organized labor, Dr. Paul F. Geiser, representing education, and Rev. Charles Stanley Mook, representing the churches. Questions will then be asked by the audience. A panel of 12 other civic leaders will help provide answers.

The program will start at 8 p.m. Doors will open at 7:30 and close for admission at 7:50. Howard Burnham will act as moderator, and Mr. and Mrs. Deon Routh of the Mutual system will have portable microphones in the audience. The program is sponsored by the Washington State Planning council and the Vancouver Junior Chamber of Commerce. Previous cities represented in the bi-monthly program

were Aberdeen, Olympia, Tacoma, Everett and Yakima.

"Vancouver's program should prove the most interesting so far," Kern said, "because we have here one of the greatest postwar problems in the state. A city of 18,000 population in 1940 is today a war metropolis of 100,000 people. We hope this program will help stimulate questions and answers on the problem of holding these people here for post-war work."

Panel members will be William K. Perry, Vancouver Housing authority; R. T. Coie, county agricultural agent; Frank Pender, Port of Vancouver; C. Sanford Thayer, ALCOA; Earl Simpson, district engineer of the state highway department; C. C. Newell, organized labor; Marvin Ray, Vancouver city engineer; Horace Daniel, Clark County National bank; Frederick Arpke, Bonneville power; Earl Castle, Vancouver Chamber of Commerce; Ray Bachman, Vancouver Columbian; and Frank Stewart, Vancouver Junior Chamber of Commerce.



Sgt. Roy Garrison, day guard of the ways, is confined to the isolation hospital in Vancouver with typhoid fever.

Mr. and Mrs. W. P. Naylor, Vancouver, are the parents of a baby boy, Thomas William, weighing 7 lbs. 4 ozs., January 24. Naylor is a draftsman at Hull Detail.

S/Sgt. Robert L. Jencks, former Plate shop employe and husband of Althea L. Jencks, former sheetmetal helper, is back in combat after enjoying a "recess" from aerial warfare at an air service command rest center—an English seaside resort hotel. Jencks has completed 21 missions over Nazi dominated Europe. O. H. Jencks, his father, is now employed at Plate shop as a shipfitter.

Ben Morris, Progress department supervisor, has been ill at the Permanente hospital for three weeks.

Mrs. Norma Ingram, clerk in labor distribution, spent her vacation at home with son Jack, who was on leave from the Navy. He is a radar technician.

Mr. and Mrs. S. B. Eshleman received a card last week from their son, Donald, who has been a prisoner of war since the fall of the Philippines. The card was dated May 6. Mrs. Eshleman is a clerk at Progress and Eshleman is at Bartells.

Mr. and Mrs. Earl Pomerleau of Vancouver are the parents of a boy weighing 6 lbs. 5 ozs., born at the Clark General hospital, named Denis Michel. Pomerleau is a clerk at Progress.



Ken E. Gloss, Bartells superintendent, proudly holds a fist full of dollar bills in his hands and points to the sign display that added up more than one dollar apiece for all Bartells employes in the recent March of Dimes drive. Bartells campaign was separate from the one-day yard drive. (Vancouver photo)

Polio Funds Boosted By Bartells Employes

(VANCOUVER)—Feeling that nothing was too good for the March of Dimes infantile paralysis drive, Ken E. Gloss, superintendent of E. J. Bartells company at Vancouver, in his own words "painlessly extracted" \$421 from his employes to chalk up a percentage of 108.8 on a basis of \$1 minimum a person. "The returns were very satisfying," said Gloss, "and, personally, I'm glad that we were able to do our bit for those unfortunate kids. You, see, it was no problem for us to get plenty of contributions because we put up pictures on our bulletin board showing cases of children stricken with polio and how they had improved or entirely recovered after treatment at the Shrine hospital. A lot of our boys have children, and can appreciate what the polio fund does."

Starting his drive, Gloss called in all his leadmen and personally asked them to contact each man on their crews. There were many contributions of \$2 and \$3 each, he reports.

CARDS OF THANKS

We wish to thank the many friends and the Tool department of the Ways and Outfitting docks for the lovely cards that were sent and for the money received at the time of our husband and father's death.—Mrs. Sam McCommas and June, tool checkers.

I would like to take this way of thanking each and everyone who so kindly contributed to the offering given me during my recent illness.—Edna Zacrep, day operator in Assembly.

I sincerely thank each and everyone who so kindly contributed to the flowers and offering given my daughter and myself during our recent illness.—Mrs. Lucille Bussiere, toolchecker in Marine Machinist shop, graveyard shift.

Brother of Worker Lost With Flat Top

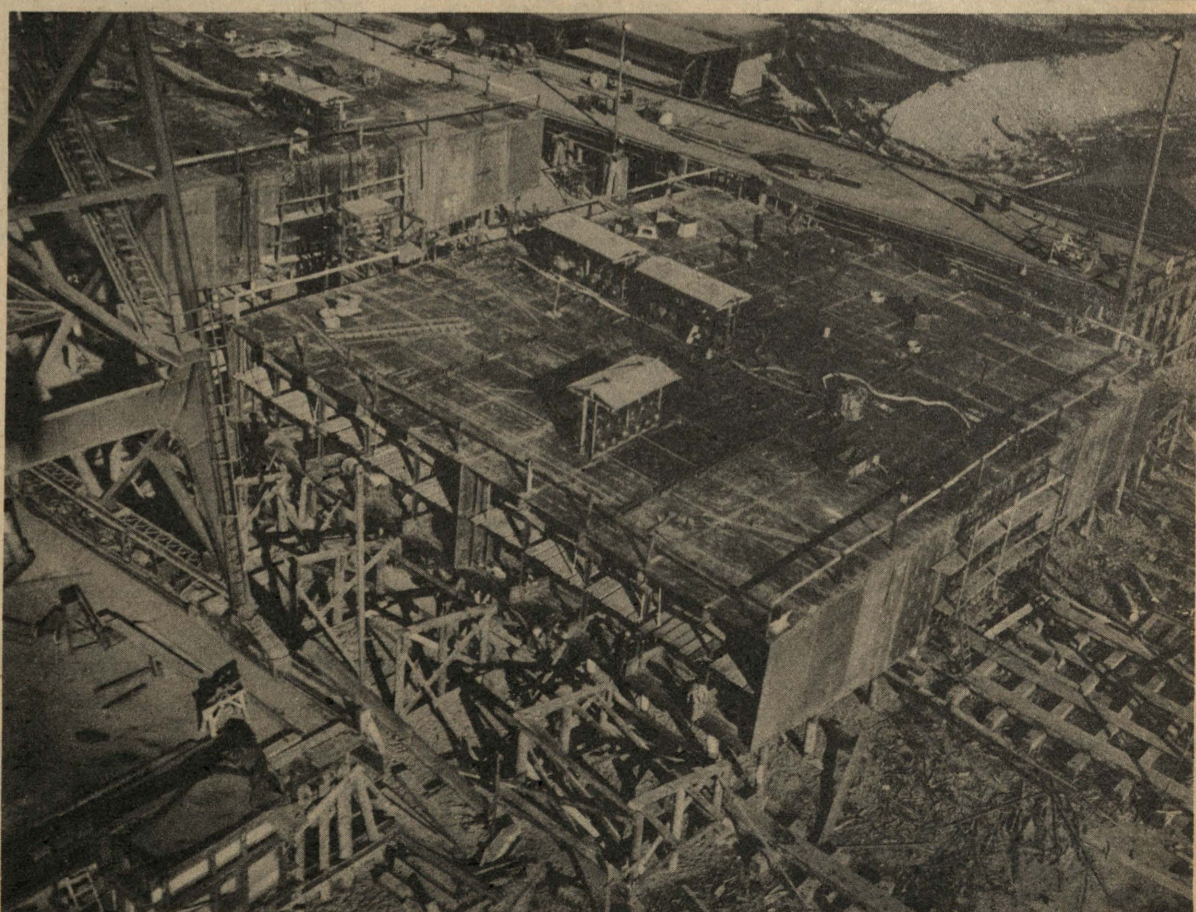
(VANCOUVER)—Lt. (j.g.) William Nye Kinder, brother of Marvin Kinder, day shift Marine Pipe department employe, has been reported missing in action. He was stationed aboard a Vancouver built escort carrier as a naval dive bomber pilot. Word was received by his wife, Bernice, who lives in Virginia, and she in turn notified her brother-in-law here.



Kinder did not know which carrier his brother was aboard but the timing of the announcement leads him to believe it was either the St. Lo or Gambier Bay, lost in the Battle of the Philippines on October 25.

Wins Third Cluster

(VANCOUVER)—S/Sgt. Frank J. Andrew Jr., shipwright from July to October 1943 and now a tail gunner on the B-17 Flying Fortress "The Blonde Bomber" has been awarded his third Oak Leaf cluster at an Eighth air force base in England. The presentation was made for "meritorious achievement."



End Sections Well on their way toward launching are four end sections for the two drydocks. Sections for the first dock, launched January 15 and now at Berth 1, are being rushed, but the end sections for the second drydock are well advanced. The center section for the second drydock will follow the completion of these four end sections on Way 13.

INQUIRING REPORTER

QUESTION:

"In view of the latest trend in the war news, when, in your opinion, will the war end?"

Mike Sheptenko, warehouseman: "I'll say August 1, 1945. It'll be a battle over who gets to Berlin first; the Russians, Americans, or British. That's the way we had it figured at the American Legion the other night, anyway."

L. P. Blake, expeditor: "Well, the way they are folding up, I think it will be just like in the last war. I believe, however, that the Russians will get to Berlin first. Japan? I think we'll be battling with Japan for at least a year after the end of the European war."

Gladys Jepson, hyster operator: "Well, I don't exactly know, but probably quite some time. I just have a feeling that it will be a long time, but I wish it would hurry up. I don't think the Japs will give up when Germany does—no, sir! We still have plenty of tough fighting to do."

H. T. Bryant, Guard: "I think that any man who makes a definite statement on the ending date of the war is off the beam. There's only one thing to consider: The eventual outcome of the war is certain. We have two men over there, Eisenhower and Patton, who will do everything in their power to end it as soon as possible. It may be over tonight, or in a year, but we know we'll win it."

Marjorie Hawkins, office clerk: "I don't think it'll end very soon. We're not advancing as fast as we thought we would—especially in Germany. I think that Germany has more power than we've been led to believe, but at any rate, I hope it will be over soon."

Mrs. M. N. Day, electrician, dock: "Now that's a big question, isn't it? Why ask me? It's just going to be a guess. It will probably be over in a year; it might be over next summer. I hope the Russians get in first and deal with the Nazis the way they dealt with all of those other poor people in Europe."

Mary Kelly, electrician, dock: "I think the Russians will be in Berlin in a matter of weeks. I believe they will clean it up, because every individual Russian has a personal grudge against the Germans who have killed so many of their people."

P. Parrott, electrician leadman on dock: "Oh, the way the Russians are going, it will probably be around June or July, 1945. As far as the Pacific War is concerned, the Japs are a hard bunch to whip. They're firmly entrenched in their own home waters, and it will take a long time to dig out that bunch of rats."

CARD OF THANKS

I wish to take this means to thank the many friends and fellow workers of the Plate shop for the financial help given me at the time my home burned down.—Earl Congdon, Plate shop.

We wish to thank the many friends and fellow workers for the lovely flowers and cards sent at the time of our son's death.—Mr. and Mrs. Frank Holthoff, rigger on swing shift.

Free Copies Of Book Tell Yard's Story

(VANCOUVER) — Five thousand copies of the Christmas booklet, "The Ships We Build," are available to employees for the asking at the Bosn's Whistle office, by special arrangement with the Yard Activities department. Numerous requests for additional copies of the booklet were received and as long as the 5000 copies last, anyone may request an additional copy or two in person.

The booklet has a log of all ships built in the yard and a picture of each type ship built, including the new C-4 troopship. The Bosn's Whistle office is centrally located in the West annex of the Machine shop. Graveyard employees should call after shift; day shift during lunch hour or after shift, and swing shift before shift.

Switchman Boasts Presentee Record

(VANCOUVER) — "I haven't missed, and I'm not going to," said W. C. Vanderhoef, swing switchman, who boasts a presentee record since the days of construction of the yard in March 1942. Without missing a day he laid down his tools on the construction end of the yard and moved in as becoming a switchman.

Vanderhoef adds another accomplishment to his record of no absenteeism, no vacation, no tardiness and no early checkouts. He is the father of nine boys. Vernon is a swing crane operator at Vancouver; Berlyde a swing crane operator at Swan Island; Algernon a swing crane operator at Oregon Ship. Now a paratrooper but formerly an oiler at Vancouver is son Farrell; Lance, formerly a crane operator at Vancouver, is now in the army; Aloysius, now in the army, was a Vancouver burner; and Alick, a former Vancouver crane operator, is in California in the same work. Another son, Esmond, is on a ranch in Montana.

Former Pipe Worker Treated For Wounds

(VANCOUVER) — Pfc. D. Garth Duncan, former employe at Pipe Installation from November 1942 to January 1944, is at a hospital in Spokane recovering from wounds received in action November 11 as a flame thrower on Leyte. Duncan is a graduate of Washougal high school.

His brother, Clive M. Duncan, is with the field artillery in Patton's army.

First Drydock Nears Finish; Work Rapid

(VANCOUVER) — Drydock YFD 69, Vancouver's first, was more than 80 per cent complete this week, including the end sections under construction on Way 13, reports of the Progress department indicated. The large center section, launched January 15 and now at Berth 1, was in the final stages of outfitting, with erection 100 per cent complete, reports showed. Machinery installation was 85 per cent complete while paint was 52 per cent, pipe 50 per cent, and cable 25 per cent as of Monday, January 29. The two end sections on Way 13 were 35 per cent finished.

'Eating Irons' Do Fadeout CAFETERIANS UP STUMP

(VANCOUVER) — Cafeteria managers have done everything but call upon Philo Vance and Ellery Queen for a solution to their problem. They can't even take fingerprints, because there are none. The editor of "Fantasy Stories" might well make a note of this: Inanimate silverware, by some strange and eerie method, manages to walk out of the cafeteria under its own power.

Vancouver guards are at a loss for an explanation. Says one: "I think the silver becomes thoroughly nitrated, and, while it is in solution, flows right out into the river. Maybe that's where all the silver-fish come from."

Be that as it may, Bert and Elizabeth Nyberg, co-managers of the cafeteria, admit that they are at their wits end.

"There is not a piece of silverware available at Portland wholesalers," said Mrs. Nyberg. "Don't be surprised if you find people eating with chopsticks, one of these days."

Nyberg, on the other hand, stated, "Chop-sticks, my foot. We can't even get those . . . it'll sure look funny seeing everybody eating with their hands. Seriously, however," he added, we have found that approximately 5000 pieces of silverware disappear each month from our cafeteria. Silverware is getting awfully difficult to buy so if anyone at all knows how the silverware gets out of the cafeteria, please notify us, and we'll do what we can so that our customers may continue to have proper utensils."



Cafeteria patrons hunting silverware may be greeted with an expression like this from Bert Nyberg, co-manager, if the present trend continues. Up to 5000 pieces of silverware a month disappear from the cafeteria. Silverware is hard to get these days. (Vancouver photo)

BOSN'S WHISTLE

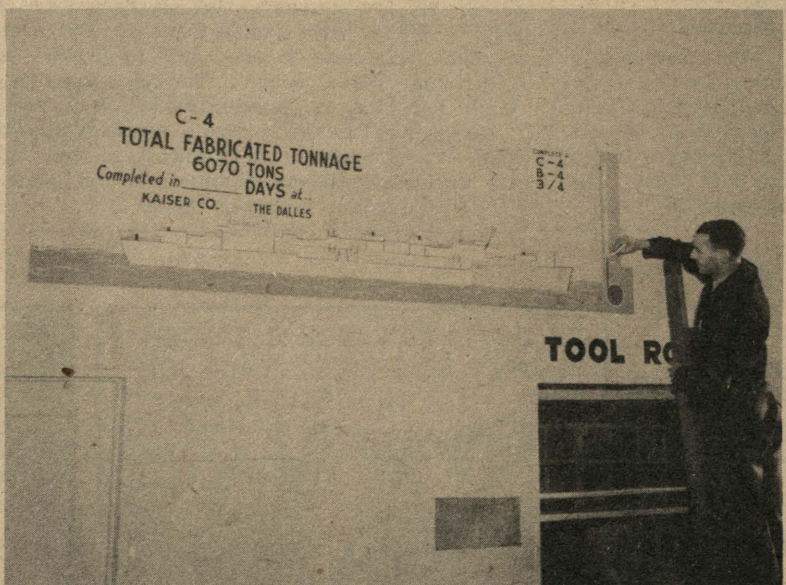
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Telephone: Yard Extension 777.

BLOOD DONORS GET NOTICE TO REPEAT

(SWAN ISLAND) — Here's a reminder calendar for blood donors who are repeaters, suggested by a Swan Island gallooner.

"If you went to the Red Cross blood bank on or before November 17, the 10 weeks wait was up January 26. It's time for another visit."

If your last visit was November 24, it's time to go today. February 9 is the open date for those who donated on or before December 1.



Cardboard C-4 Vancouver's branch plant at The Dalles produces small bulkheads and sections for the C-4, but on their big progress chart they are building enough of them to equal the tonnage of an entire C-4 troopship. Roger Dew, supervisor of materials, is chalking up some more tonnage on the chart. The shaded area represents percentage completed to January 12. (Vancouver photo)

The WORKER SPEAKS

Thanks!

Sir: If you will run this letter of thanks in one of your issues I'll appreciate it very much. Thanks a million to the best bunch of "Joes" that I ever had the pleasure of working with. It is the time when a fellow is down that he finds out how many real friends he has. And I want to say that my friends in the Vancouver yard are "all wool and a mile wide". They are certainly a swell bunch of fellows. I am feeling fine and getting along O.K. Wishing all my friends the best of luck, I remain yours truly,

S. T. WALTER,

Hurley, New Mexico, former crane operator on Way 6, swing shift.

Poetry Edition

Sir: We read in the last issue of the Bosn's Whistle that a veritable flood of excellent war poetry is reaching the desk of the Bosn's Whistle but can not be published due to lack of space. Why not print an extra copy or an addition to the regular copy about once a month with nothing but poetry? I am sure the entire yard would appreciate that. After all—we believe the Bosn's Whistle was intended to be printed for the interest of the employes. Let us have something that they like to read. Just think of what a collection of poetry could be obtained for such a copy.

CHARLES BRENNAN,

Marine pipe outfitting.

Ed: We'd like to print this poetry, But we don't have the do-re-mi.

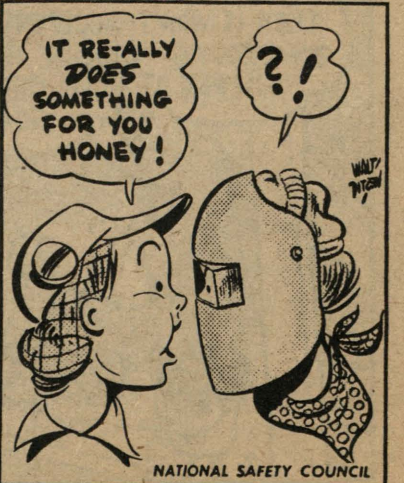
Pipe Control Clerk Signs Up for WAC

(VANCOUVER) — Another recruit for the WAC from Vancouver will be added when Evelyn Will, field clerk at Pipe control, leaves for Fort Des Moines, Iowa, February 11. She has been employed at the yard for over a year.

Miss Will's grandmother and other relatives live in Bordeaux, France and an uncle is a member of the Free French army. Two brothers-in-law are in the United States army, but still stationed in this country. She hopes to be assigned to overseas duty with the air force.



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Swan Island's Globetrotters Not to be confused with the nationally famous Harlem Globetrotters, is this basketball team from Swan Island. However, they do lead the Swan Island departmental league with three wins and no losses. From left, W. Gordon, A. Rosoff, R. Turnbull, H. Gabert, A. Frank and Q. Cooper. (Swan Island photo)



Saving Gasoline? When you don't have gas enough to go duck hunting, let the ducks come to you, seems to be the principle that Mark Antoncich, Vancouver guard chief, follows. Antoncich takes a close bead on a few back of the Administration building. (P. S.—They were decoys planted there by Antoncich to emphasize the weather was a bit "unusual" recently!)

'Trotter Quintet Wins 3d Straight

	W.	L.	Pct.
Globetrotters	3	0	1.000
Scorpions	1	1	.500
Pipe Shop	0	1	.000
Crane Operators	0	2	.000

(SWAN ISLAND) — The Globetrotters increased their lead in Swan Island's departmental basketball race to a full game last week at the Swan gym by running roughshod over the last place Crane Operators, 48 to 20. The winners led at halftime, 27-11. Harold Gabert, league's high scorer, again paced the winners with 19 counters.

In the only other game of the week, Erection-Scorpions took undisputed possession of second place with a close 24-18 win from the Crane Operators. The winners led at halftime, 10 to 7. Bryce and Ray of the Scorpions and Webb of the Crane Operators, tied for high point honors with six apiece.

Townleyites Pace Vancouver Loop

(VANCOUVER) — Vanship's battling bowlers, the Townley Way 9 team, gained league supremacy in the last ten-pin contest when they defeated Duncan's Way 8 team, two games of three, at the Boilermaker's Alleys in Portland.

Oscar Brenna, scoring 233, prodded the Duncan team to a win by 14 pins in the first game, but weakened in his third game, scoring 233-207-155, total 595, handicap 39, for a total of 634.

The Specialists, after losing the first game by 3 pins, took the next two from Horn's Painters. Two games won from Waddington's Layout put the Supervisors into a tie with their opponents. Standings:

	W.	L.	Pct.
Townleyites	35	16	.686
Duncaners	33	18	.647
Layouts	23	28	.451
Supervisors	23	28	.451
Painters	20	31	.392
Specialists	19	32	.372

At the season's midway point, the following top respective divisions (including handicaps): High individual game, Randol, 251; high series, Minoggie, 660; high team game, Layouts, 1086; high team series, Townleyites, 2947.

Welder 5 Perils 2d Place Chippers

(OREGON SHIP) — With only nine meets left in the series, Oregon Ship bowling teams met January 24 to begin the final pull towards the prize money offered top teams and top individuals. Battling took on extra heat with each man striving to make every pin count, and five joining the "Over 200"

	W.	L.	Pct.
Pre-erection	45	15	.750
Chippers No. 1	41	19	.683
Welders	39	21	.650
Shipfitters	32	27	.550
Gun Shop	32	28	.533
Sub-assembly	30	30	.500
Chippers No. 2	13	47	.217
Gadget Shop	10	50	.167

club for the night. Top maple-busters were Raymond, Gun Shop, 200; Redding, Gadget Shop, 201; Heilman, Shipfitters, 205; Laurine, Chippers No. 2, 220; Friesheim, Chippers No. 1, with a string of 240, 213, 204, and a new high individual series with a 657 total.

A new high team series was rolled by chippers No. 1, who chalked up a 2882, running out in front of Shipfitters, 2855, and Welders, 2818. Trailing Friesheim's high 657 were Heilman, Shipfitters, 640, and Brockel, Welders, 583.

Pre-erection, league-leaders, still held top rank for high team game with 1035 trailed by Chippers No. 1, 1016, and Gun Shop, 992. All individuals and teams in the top three brackets are in line for prize-money if no upsets jostle them out before the final playoffs.

Leading the forty-odd players for individual averages are Heilman, 168; Sabah, Pre-erection, 167; Friesheim, 164; Raymond, Gunshop, 164; Patchin, 162; Schoenbeck, Chippers No. 1, 162; Stover, Pre-erection, 156. Scores:

Welders, 866, 832, 881—2579; Gadget Shop, 844, 799, 820—2463. Chippers No. 2, 611, 772, 690—2073; Shipfitters, 672, 721, 722—2115. Pre-erection, 943, 879, 825—2647; Gun Shop, 820, 880, 857—2567. Chippers No. 1, 985, 946, 951—2882; Sub-assembly, 804, 792, 788—2386.

Painters-Dock Jump Farther Out Front

(SWAN ISLAND) — Painters-Dock increased their lead in Swan Island's 16-team bowling league to three games last week at the Hi-Way alleys by taking a two of three decision from the Electricians while second-place Sheet Metal lost two games to a red-hot Trial Crew. Sheet Metal won the first

	W.	L.	Pct.
Painters-Dock	39	15	.722
Sheet Metal	36	18	.666
Pipefitters	34	20	.629
Plate Shop	30	24	.555
Welders-Dock	30	24	.555
Main Machine Shop	30	24	.555
Chippers-Dock	29	25	.537
Painters-Yard	29	25	.537
Electricians	29	25	.537
Clerical	29	25	.537
Trial Crew	25	29	.463
Outfitting	20	34	.370
Welders-General	19	35	.352
Machinists-Dock	19	35	.352
Welders-Ways	18	36	.333
Shipfitters	16	38	.306

game with a 996 score, but Trial Crew came back with scores of 1042 and 1040, respectively, to come within four pins of tying the league record of 1046 pins set by Chippers-Dock. Trial Crew's three-game total of 3,005 pins set a new league series record, breaking Painters-Dock's previous score of 2,946.

W. Thompson, Trial Crew anchor man, led individual bowlers with a 232 single and 590 series. Teammate R. Stratton had a 208 single while Jack Smith rolled a 548 series. Other good scores were: Al Remlinger, Sheet Metal, 541 series; J. Jones, Welders-Dock, 210; Toby Mendelson, Main Machine Shop, 203 single, 549 series; Hack Cypcar, Welders-General, 200, and Frank Schmidling, Welders-Ways captain, 531 series.

	W.	L.	Pct.
Burners	8	4	.667
Erection-Scorpions	7	5	.583
Engineers	7	5	.583
Erection-Sharks	6	6	.500
Tank Test	6	6	.500
Chippers	2	10	.167

Rolling a 1001 single and 2952 series, gave the Burners three straight games from the Chippers, weekly honors, and first place in Swan Island's Tanker bowling league. In other games at the Boilermaker alleys, Erection-Sharks whitewashed Tank Test and the Engineers trimmed Erection-Scorpions in two of three.

Individual honors were won by Nelson, Burners, with a lusty 223 single and a 569 series. Other high scores were turned in by G. C. Berg, Chippers, 200 single, and John Owens, Chippers, 211 single, 530 series. The Burners' cause was aided by Wallace's 201 single and 566 series, and Fred Epeneter with 209 and 563. Lamb, Sharks, had a 206 single, as did team-mate Chaplin. The former had a 551 series and the latter a 564.

WOMEN'S LEAGUE

	W.	L.	Pct.
Gremlins	7	2	.777
Bachelor Girls	6	3	.666
Welder-Wildcats	5	4	.555
Toilers	4	5	.444
Sparkies	3	6	.333
Scorpionettes	2	7	.222

The Gremlins went to the top in Swan Island's woman bowling league last week at the Oregon alleys with a two-out-of-three win from the Scorpionettes while the Bachelor Girls, last week's league co-leaders, were dropping two games to the first-half champion Toilers.

Kay Muller, Toilers captain, and Roma Rolston, Gremlin captain, led individual pin-busters. Muller had a 174 single and Rolston a 474 series. Toilers had high team game and series, 863 and 2781.

SCHMIDLING IN

(SWAN ISLAND) — Frank Schmidling, one of the top pin-busters in Swan Island's two bowling leagues, last Sunday qualified for the final round in the Oregon-Central bowling tourney. Schmidling had a 999 for the first round, a 1095 for the second and 1058 pins for the finale, which placed him in the select 16 for championship honors.



Pin-Buster A leading bowler in both Swan Island leagues is John Owens, who does his rolling for the two Chipper teams. Owens has a 168 average at the Hi-Way alleys and 171 at the Boilermakers'.

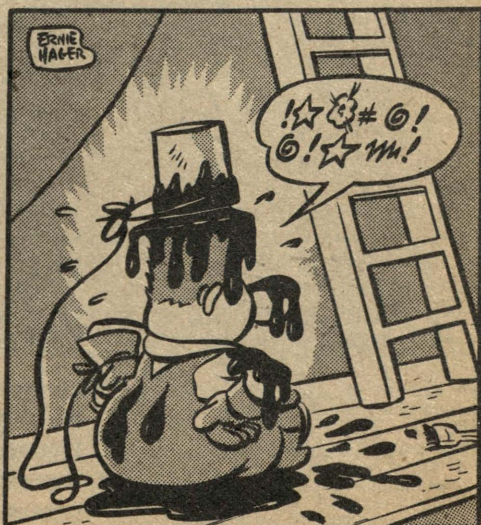
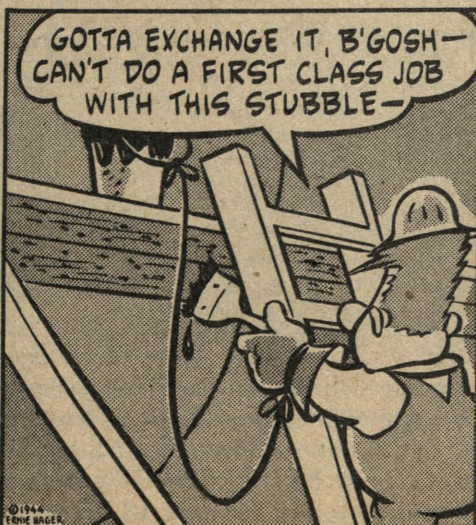
Leadman by Day Bowler at Night



'SKEETER' LAURINE

Here is Z. E. "Skeeter" Laurine, chipper leadman at Oregon Ship by day, ardent bowler by night. Laurine rolled a 220 January 24 to show part of the reason why his team, Chippers No. 2, is climbing out of the cellar and giving real threat to higher league teams.

Stubby Bilgebottom.



By Ernie Hager

They Were There!

Collier's Magazine has granted special permission to reprint the following condensation from its recent story of the Vancouver carriers Fanshaw Bay, Kitkun Bay, St. Lo, Gambier Bay, White Plains, Kalinin Bay and seven small screening vessels that fought one of the most heroic engagements in naval history.

THE Japs had pulled another fast one. Dawn revealed a threat of disaster for the entire fleet of small carriers, transports, and supply ships supporting MacArthur's invasion forces on Leyte.

It was the end of a black, unfriendly night. Brief squalls cut down visibility aboard the Kitkun Bay, but before the sun rose, planes roared up the flight deck and over the bow ramp on the daily "milk run" to bomb and strafe Jap positions on Leyte. Then, without warning, it happened!

At 6:30 a. m., a Kitkun Bay lookout sighted the foretops of big ships to the north. None of our ships was in that area. They must be Japs. Captain Whitney grabbed binoculars and verified the lookout's report. Immediately the P. A. system echoed: "Stand by to repel enemy surface attack."

What had happened was that the enemy central force, which had tried to reach San Bernardino Strait the previous day, but had turned back after an all-day attack by our carrier planes and Third Fleet, had reversed course to slip through the strait during the night in a strike toward our Leyte beachhead.

Here was a real crisis. The Leyte beachhead had no naval protection other than the CVEs and their screen. None of the carrier group mounted a gun heavier than five-inch, puny firepower against Jap 16 and 14-inch guns. The CVEs called urgently for help, but could expect no immediate aid from our Third and Seventh Fleets, which were engaging the Japs' northern force, and had just turned back the enemy southern force in Suriago Strait.

Five minutes after the enemy ships were sighted, and while the Kitkun Bay was still launching planes, high-caliber shells began splashing near her and the other jeep carriers.

ALL ALONE

A young seaman, manning a telephone on the bridge, turned to an officer: "We're not out here alone, are we sir?"

The officer nodded grimly.

But, no, they weren't entirely alone. There were the three destroyers and four DEs. These little guys didn't falter an instant. They laid down a smoke screen and charged through this curtain in torpedo runs on the enemy — like Chihuahuas attacking bulldogs. Miraculously, all came back through the smoke screen — alive.

Salvos straddled the Kitkun Bay and the Gambier Bay just ahead of her. The CVEs turned south, away from the Japs, at flank speed — around 20 knots. Wind blew gaps in the smoke screen and from the 16-inch guns of the lead Jap battleship came angry orange flashes.

"They're firing on the White Plains," someone shouted. Captain Whitney saw her steaming through a line of geysers. The Gambier Bay also was drawing concentrated fire.

The Japs detached two heavy cruisers and sent them south on the carriers' port hand. Easily able to outrun our ships, they soon were in position and their main batteries subjected the CVEs to heavy fire.

GAMBIER BAY SINKS

The Gambier Bay was the first victim. At 8:10 a. m., a 16-inch shell holed her below the water line. Water flooded one of her engine rooms. She dropped behind, an easy target for the Japs. The two heavy cruisers ignored her and pounded the other carriers, but Jap battleships astern scored more hits on the crippled Gambier Bay. She drifted toward them and they sent two other heavy cruisers to finish her.

Out of a rain squall came one of our destroyers to find the heavy Jap cruiser concentrating fire on the Gambier Bay. It opened fire

with its five-inch guns, deliberately taking on a cruiser mounting practically double the destroyer's firepower. The Jap cruiser caught fire and turned away.

The Gambier Bay, afire and riddled by shells, was rocked by successive explosions. At 8:30 a. m. Captain Vieweg gave the order to abandon ship, and her crew, with their wounded, started sliding down long lines to rafts. At nine o'clock the Gambier Bay took her final plunge.

The two detached enemy cruisers circled the other CVEs, firing salvo after salvo at the thin sides of the Kitkun Bay, the White Plains, the St. Lo and others steaming south with them.

"It was miraculous that we emerged as we did," Rear Admiral Sprague said later. "When the range was reduced enough to bring the Jap ships within reach of our five-inch guns, we opened fire and got hits.

About 8:30 a. m. the seven destroyers and DEs attacked back through the smoke screen at 35 knots. Four Jap cruisers, followed by four battleships, rushed toward the American ships.

The destroyers fired torpedoes. The Jap battleships turned out of column, formed another, and drove straight for the destroyers, showering 14-inch shells on them. Two destroyers were heavily hit. The American five-inchers had little effect on the thickly armored Jap battle-wagons and, after a brief clash, the destroyers and DEs fired their remaining torpedoes. One struck a battleship only 4,000 yards away. The Jap ship ceased firing and, shortly after, the entire column withdrew to the north. Only four of the seven small American ships came back alive, but they had diverted attention from the carriers.

The five surviving CVEs, however, battled heavy odds. Two Jap heavy cruisers circled them at high speed. Again and again Jap shells found their mark. Several hits rocked the Fanshaw Bay. Others smashed into the Kalinin Bay. A near miss lifted the stern of the White Plains out of water, but damage was small and she continued launching planes.

Then came the first response to the call for help. From the south

roared planes launched by sister carriers. They swooped over enemy ships and got hits on several. More planes from the carriers under attack joined the air battle, some, returning from Leyte without ammunition, made dardevil "dry runs" (simulated attacks) causing the Japs to pull off their courses.

Four Kitkun Bay torpedo plane pilots badly damaged a Jap battleship. Hits were also scored on a Jap cruiser by bombs and another cruiser was attacked by four torpedo planes and left dead in the water.

The battle was at its height when, at 9:25 a. m., word was passed on the Kitkun Bay that the cruisers were withdrawing.

"That can't be," Captain Whitney was thinking aloud.

It didn't seem possible that the Jap cruisers would pull out when they had definitely trapped the surviving five carriers and probably could have sunk them in a short time. Yet they were reversing course and heading back toward San Bernardino Strait.

A signalman on the bridge was disgusted. "Dammit!" he said. "They're getting away!"

The Jap cruisers were not the only ships retreating. One by one, their battleships turned and laid a course for the strait, accompanied by the other cruisers and destroyers. Aboard the flat-tops, an unnatural silence settled down. Nobody could understand what had happened. Then the tension broke, and men laughed until they cried. By some incredible miracle they lived. The fight had lasted two and a half hours, but during it, some of them seemed to have aged twenty years. Nor was their ordeal ended.

The carriers had landed their planes when the general alarm sounded, followed by "Stand by to repel air attack!"

Eight Jap dive bombers came in at 5,000 feet and peeled off for attack. Three were shot down before they could drop their loads. Each of the five remaining enemy bombers picked a carrier.

ST. LO HIT

The Kitkun Bay and Kalinin Bay were victims of direct hits, but neither was seriously damaged. The St. Lo was not so fortunate. A Jap plane pulled out of its dive about

1000 yards astern of the St. Lo and headed for the carrier's "landing grove." Men could see a bomb under each wing — they looked like 500-pounders — and it seemed that the Jap nosed over as he cleared the after edge of the flight deck. One bomb hit, and there was a big explosion and the bomb penetrated the deck.

Steering control was lost but quickly regained. A little to the port of the center line was a two-foot hole in the flight deck. In the hangar deck, men had been re-arming and servicing planes. In all, eight planes were down there, and at least six had 100-octane in their tanks. Four torpedoes were ready for plane installation, while four were in the same area with no less than six depth bombs, fifteen 500-pound bombs, forty 100-pounders, and 1400 rounds of .50-caliber machine-gun bullets — enough explosive to level a fair-sized town.

One man said the Jap bomb looked like a ball of fire. A plane on the starboard side caught fire and disintegrated, spilling burning gas. The gas collected in a large pool, and gas from other planes fed it until fire stood two feet high on about a quarter of the hangar deck. Shrapnel from the bomb got a few men, and many were set on fire, some completely covered by flames. Fire hose was broken out, but machine-gun ammunition exploded a barrage that chased one fire party out through the starboard door to the fantail.

From then until the ship sank — 32 minutes after the bomb hit — men measured time by explosions. A plane blew up on the port side. That was the second explosion, mild compared with its successors. A hose party was sent to crumble, and some of its members never got up.

The third explosion was of incredible ferocity. No survivors from the hangar deck recall exactly how it mangled their part of the ship. An officer was caught in the blast and shot out the eight-by-six foot sponson door and into the sea.

It blew another hangar door off its hinges and sent a 100-foot section of flight deck sailing into the air. That was on the port side. A section was folded and rolled back like a hall carpet. Entire fire parties were wiped out. One man was thrown off the forward edge of the flight deck but landed on the forecastle deck, on his feet and uninjured.

SHIP ABANDONED

By megaphone and from man to man and over what telephones were in service, word was passed: "Prepare to abandon ship!"

The gasoline pump room, with its thousands of gallons of gasoline, was the station of Swane D. Slack, a aviation machinist's mate, 2/c. Probably no officer or man did more

than he to stem the awful spread of death and wounds.

Gasoline systems in our carriers are built to withstand fire, if properly attended. Gassing of planes on the hangar deck was stopped a few minutes before the St. Lo was hit. What Slack did to prevent the spread of fire cannot be told here, but the process takes a certain amount of time, and you must take one step in the procedure before you take another. There are no short cuts. If you don't stick to your job, fire may spread throughout the ship.

The series of explosions had run to three before Slack could "dog down" the pump-room hatch and still he wasn't through. There had been a fourth explosion, and now a fifth. But Slack finished his job before he walked across the forward end of the hangar deck and abandoned ship off Number Two sponson.

At the fifth explosion, three men, floating as far out of water as possible to lessen underwater concussion, looked back at the ship. About a quarter of her had blown into the water, sides and all. She was ripping apart in 50 and 100-foot chunks, and some of the pieces were flung 1,000 feet into the air. Involuntarily, she was bombarding the crew in the water. Her end was near. Captain McKenna left the ship after the seventh explosion.

The eighth explosion blasted out parts of the St. Lo below the water line. Before this explosion she had been listing to port. Now she rolled over to starboard very fast and went down with her bow pointing straight at the sky. As night fell, destroyers and DEs were still picking up survivors. One destroyer retrieved 453 of the crew and Captain McKenna.

SMALL PRICE

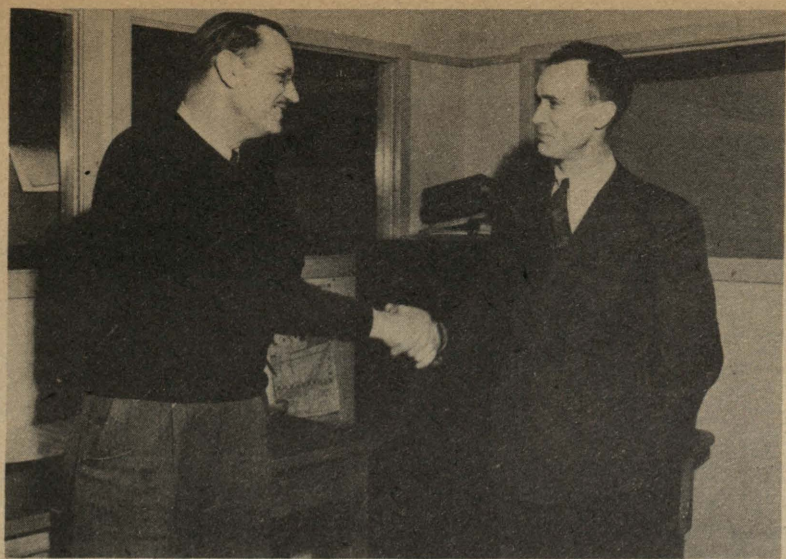
With the sinking of the St. Lo, we had lost two escort carriers, but the other four were still intact. Two destroyers and one DE had sacrificed themselves defending the CVEs. All considered, it was a small price to pay for saving the bulk of the escort-carrier force and the transports and supply ships in Leyte Gulf.

Despite the heavy punishment the St. Lo had taken, 784 of her crew were rescued—114 were listed as dead or missing. More than 750 men from the Gambier Bay also were rescued after they had drifted on rafts for 42 hours, fighting off sharks. Jap casualties were much greater. They lost thousands of men and dozens of their ships had been sunk or damaged in the widespread engagements.

Secretary of the Navy Forrestal summed up the results (to which Vancouver carriers contributed an important share) as: "One of the great naval victories of the war... The Japanese fleet was indeed beaten, routed and broken."

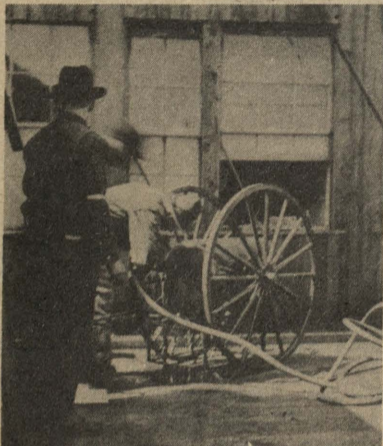


At dawn last October 25, six Vancouver-built carriers off Samar Island, covering MacArthur's beachhead at nearby Leyte, were confronted by a Jap fleet of four battleships, seven heavy cruisers, and nine destroyers. With our carriers were three destroyers and four destroyer escorts. Seven miles south was another group of four CVEs (escort carriers), and 30 miles southeast were six more. Most of them were Vancouver-built ships.



Early Birds Jess Sexton, left, Receiving supervisor, and Henry Hiatt, assistant superintendent of Materials, both of General Stores, started work at the Vancouver yard when it was just a frozen marsh, in January 1942, and were two of the first men employed at the yard. Construction materials at that time were received in the milk house of a dairy still in full operation. (Vancouver photo)

Leadman on Swing Recalls Old Days



WAR I FIRE DEPARTMENT

(VANCOUVER) — Five and one-half years of shipyard war work is the record of J. L. Elspas, leadman at the Outfitting storage yard on swing in this war, and senior storekeeper in World War I Standifer yard at Vancouver. He has been employed in this yard since its inception and was employed during the last war for three years.

Elspas has a collection of pictures of fellow workers from his work during the last war, and among them was a picture of the entire fire department, consisting of one two-wheeled drum with hose attachment (shown above). "This yard is quite an improvement," he said, "although the Vancouver yard of the Standifer company in World War I was not as small as the fire department equipment would indicate."

COMING EVENTS

February 2—McLoughlin Heights, teen-age dance, 8-11 p.m.; Fourth Plain Village, teen-age dance, 8-11 p.m.

February 3—Burton Homes movies, 7:30 p.m.; Mill Plain group games, 10 a.m. to 12 noon; Kid Show, 2:30 p.m.; Barn dance for adults, 9 p.m.; McLoughlin Heights swing shift dance from 1-4 a.m.; McLoughlin Heights, 10 a.m., and 12 noon Mayflower matinees for children.

February 4—Protestant church and interdenominational services and Sunday school at all centers Sunday morning; evening services also at Bagley Downs, Burton Homes and Hudson House. Catholic mass Sunday mornings at McLoughlin Heights and Bagley Downs; Mormon services Sunday morning and evening at Harney Hill center.

February 5—Boys hobby club every Monday, Tuesday and Thursday at Mill Plain community center at 7:00 p.m. Charles Ward, shipwright, is instructor. Bagley Downs, popular dancing instruction 6-7 p.m., followed by a "jam session" for youngsters and teen-agers from 7-9 p.m. Fourth Plain, workshop for men at old rental building near center, 7:30 p.m.

February 6—Fourth Plain, teen-age dancing and games, 7:30-10 p.m.; Bagley Downs, boxing show sponsored by Bagley Downs Boys' Athletic club at 8 p.m.

February 7—Fourth Plain teen-age game room, old rental building near center; Mill Plain, teen-age dance, 7-10 p.m.; Fourth Pinochle club 8-12 p.m.

February 9—Ernie Fields and his 18-piece dance band at Bagley Downs community center 9-12:30. Swing shift session 1-4 a.m. February 10, Adults only; Vancouver civic play "Double Door" mystery at Hough auditorium. Advance sale of tickets at Vancouver Public Library. Reserved seats on sale February 5 at Reader's Drug Store.

Daily Bike Ride Keeps Foreman Fit

(VANCOUVER) — Pedaling 14 miles a day on a bicycle for 2½ years may hold no attraction for the average shipyard worker, but A. Van Doren, day shift warehouse foreman at General Stores, says that "it's great, and it really keeps you in condition."



Van Doren, who will celebrate his third year at Vancouver on February 8, first started using a bicycle to take him to the ferry when it was in operation, and when the service was discontinued, decided that, in view of the fact that tires and gasoline were scarce, he would try using his bicycle to and from work. The idea worked and Van Doren has become a familiar sight on the Union avenue fill.

"The thing I like about it," says Van Doren, "is that I have time to think out little problems that come up during the day at the Stores, and too, I don't have to worry about wear and tear on my car. Cycling to work is a good way to keep healthy and help the war effort. Anybody want to join me?"

Former Pipefitter Sorts Italy Mail

(VANCOUVER) — Being a mail clerk with the 15th AAF in Italy may be a far cry from marine pipefitting at Vancouver, but it had its advantages for Sgt. Leland W. Doran, according to an army field press release. Doran was appointed mail clerk of his unit just as the Christmas rush began, and handing out packages to his fellow soldiers enabled him to share in a lot of happiness. "I hope," he said, "that the folks back home will remember the fellow just as regularly all year long."

He was employed here for eight months in 1942 and 1943, and is the son of Mr. and Mrs. Clyde M. Doran, 604-A West 7th avenue, L. P. McLoughlin Heights.

Paddle Your Own Lifefloat; 1416 Offered For Sale

(OREGON SHIP) — Anybody want to buy a float? The Surplus Property Division of the Maritime commission has announced the first public offering of metal lifefloats for civilian purchase.

The 1416 floats, each weighing 300 pounds, are 10 feet, 2 inches long and 5 feet 6 inches wide, with an approximate buoyancy of 1,100 pounds. Equipment includes one mast and two wooden paddles. All are in new condition, ready for delivery. They have been replaced by an improved type, the announcement stated.

Officials said the floats are ideal for swimming or fishing or small-boat piers. Material used is a heavy, 18-gauge galvanized metal divided into watertight compartments and covered with preserved canvas. The lifeboats are to be sold for \$50, sales having commenced January 25. Interested persons should write T. J. Owen, District Purchasing Officer, 220 Bush Street, San Francisco, Calif.

Veteran of Pacific Battles Tells Story

(VANCOUVER) — A story of hand-to-hand combat with Japanese on Saipan, Tinian and the Marshalls was told vividly Monday, January 22, by Pharmacists Mate 2/c A. T. Baker at a noon program on the Outfitting dock. Lieut. Bob Mallett, industrial incentive division officer, presented and interviewed Baker.

Baker won the Purple Heart twice, and held two Presidential unit citations as a result of his activities in the Pacific theatre of war, from which he recently returned. His story was rebroadcast to swing and graveyard shifts by transcription.

Ex-Trainee Hoping To See Baby Soon

(VANCOUVER) — On an island somewhere in the Pacific, Coast Guardsman Edward J. McVeigh, former Vancouver sheet metal trainee, is looking forward to the realization of his biggest ambition in life, according to a special coast guard release.

He's hoping to obtain a leave that will make it possible for him to visit his eight-months-old daughter, whom he has never seen.

Since enlisting in the coast guard at Portland, Ore., in March, 1943, McVeigh, a Carson, Wash., resident, has been a member of various task forces in the South Pacific which have been through the Gilberts and Marshalls campaigns.

Chowder 'Palace' Goal Of Savings

(OREGON SHIP) — "Buy it by the bowl or by the gallon, the quality never changes." That is the slogan of Bartlett's clam chowder establishment to be located somewhere on Oregon's coast line. So far, Jack Bartlett, OSC time-checker, says he has nothing but a recipe, a slogan and an eye for scenery from hunting a location.



Jack Bartlett

"But when the war is over, and tourists once more go to the coast," Bartlett said, "you'll find that sign flapping in the ocean breeze somewhere between Astoria and Gold Beach."

With \$5,500 already saved towards his dream of dispensing seafood, Bartlett says he has begun to elaborate on his early plans.

"For one thing," he declares, "I figure I'll need two staffs—one to cook and wash dishes and the other digging the clams for the chowder. When clams run out, I'll have fish chowder, but strictly no hamburgers."

Bartlett said he has often noticed the lack of good sea-food eating places at the beach and aims to remedy the lack with "a good high-class place."

Telephone Operator Joins Marine Corps

(VANCOUVER) — Mrs. Alma H. Soderstrom, PBX operator in the

Purchasing department, joined the women marines recently. She enlisted January 15, through the Portland recruiting station, and now is awaiting orders to report to Camp Lejeune, Mrs. Soderstrom N.C., training base of all women marines.

Private Soderstrom's husband is stationed at the Williams army air field, Chandler, Ariz.

FIRE CALLS REDUCED Chief Credits Fag Cut

(VANCOUVER) — The cigarette shortage may be annoying to a lot of people, but Fire Chief Richard P. Melloy is of the opinion that it might be a blessing in disguise. Commenting on the fact that in the month of December there were 55 fires in the Vancouver yard, and only 18 thus far in January, Melloy



said, "I can't make a definite statement that the lack of cigarettes is cutting down the amount of fires, but fewer cigarettes are thrown away, and that could eliminate the cause of quite a few fires. At least, when they are discarded now, there's very little left to burn." Melloy added, however, "We did notice that the number of fires diminished in December immediately after the yard went off the seven-day week."

Most of the fires, according to the fire chief, are started from the insulation on welding and burning leads being ignited from the welding sparks, and also from the coiled cables shorting out.

"Regular practice drills increase our speed and efficiency in fire-fighting," Melloy said. "At present, we require only four minutes from the time the alarm is received at the Fire Station to lay 2½-inch line into the refrigerator room on a C-4, with the lines attached to a dock hydrant. Fire drills are carried out every day, and we are beginning special drills on Sundays, laying lines into various sections of the ships."

"We are one of the few yards on the Pacific coast which uses the fire control system on the ship, connected with a shore line, in addition to our own equipment, to bring a blaze under control. If necessary all oxygen and acetylene lines are shut off at the dock itself to eliminate the hazard of feeding the fire with oxygen, or igniting the highly volatile acetylene," he concluded.

Shipyard Workers Have Major Roles In Thriller Play

(VANCOUVER) — Another Civic Theatre production, "Double Door," with shipyard personnel in cast and production staff, will be presented February 9 and 10 at Hough auditorium, it was announced this week by Cecil Matson, director.

The play is a melodrama "warranted to send an agreeable shiver up the spine," the announcement said. Usually effective scenery and properties have been arranged for the play, Matson reports.

Two shipyard workers are included in the cast. Robert Lorenz Hansen, formerly of the Vancouver yard and now at Oregon Ship and Harold Ricketson, timekeeper, have major roles. On the production staff are Morris Ayers, machinist, Oralie Bybee, material expeditor, and Arline Johnson, laborer. The character lead is played by Bernice Johnson.

Popularity Of USO Dances Increasing

(VANCOUVER) — Featuring Hazel Fisher's orchestra, the USO dances for war production workers are gaining in favor, reports from the center at 7th and Reserve streets indicate. Shipyard workers may attend by showing their identification badges. Dances are held every Tuesday and Thursday evenings, according to Margaret Crendon, director.

A special "open house" program is planned Sunday, February 4, in connection with national celebration of the fourth anniversary of the USO. Three thousand clubs and services are operated in the Western Hemisphere by the USO of which nearly 1200 are conducted by local communities cooperating with the national organization. Locally the "open house" will be held from 3 to 9:30 p. m. The public is invited.

BIRTHS

Mr. and Mrs. C. E. Kincaid, McLoughlin Heights, a girl weighing 7 lbs. 30 ozs., January 12. Kincaid is a day sheet metal worker.

Mr. and Mrs. Roy Middleton, McLoughlin Heights, a boy weighing 7 lbs. 8 ozs., January 13. Middleton is a swing boilermaker burner.

Mr. and Mrs. Thomas Regan, McLoughlin Heights, a boy weighing 5 lbs. 10½ ozs., January 15. Regan is a graveyard material expeditor.

Mr. and Mrs. Hurie Youngblood, Bagley Downs, a girl weighing 7 lbs. 2½ ozs., January 15. Youngblood is a shipfitter.

Mr. and Mrs. T. L. Farner, McLoughlin Heights, a girl weighing 7 lbs. 14½ ozs., January 12. Farner is a graveyard electrician trainee.

Mr. and Mrs. Doyle Montgomery, Oden Meadows, a boy weighing 8 lbs. 6 ozs., January 18. Montgomery is a day shipwright.

Mr. and Mrs. Domingo Alexander, Oden Meadows, a girl weighing 7 lbs. 21 ozs., January 19. Alexander is a graveyard sheet metal worker.

Mr. and Mrs. Phillip Larson, McLoughlin Heights, a boy weighing 8 lbs., January 20. Larson is a day chipper.

Mr. and Mrs. Eddie Wisdom, Bagley Downs, a girl weighing 4 lbs. 8½ ozs., January 21. Wisdom is a graveyard welder.

Mr. and Mrs. Thomas Childs, Vantport, a boy weighing 6 lbs. 11 ozs., January 21. Childs is a day welder.

Mr. and Mrs. Donald Walkup, Bagley Downs, a boy weighing 8 lbs., 12 ozs., January 21. Walkup is a swing sheet metal welder leadman.

Mr. and Mrs. Namon Yarbrough, Burton Homes, a boy weighing 5 lbs. 4 ozs., January 22. Yarbrough is a graveyard chipper.

Mr. and Mrs. Edward Thomason, Burton Homes, a boy weighing 7 lbs. 6½ ozs., January 22. Thomason is a day boilermaker welder trainee.

1200 Craft Delivered

According to data provided by the Maritime commission and War Shipping administration, a total of 1200 auxiliary craft were delivered in the United States during the past four years.

Loss Of Carriers Saddens Ex-Worker

(VANCOUVER) — From Duplicating department in the Administration building to the WAVES where she makes reports on Vancouver carriers, Virginia Erickson writes of her feelings in making the official recording of the dead and missing from the Liscome Bay, Gambier Bay and St. Lo. She watched the Liscome Bay sail from the dock and pass through the Interstate bridge while working here.



Daughter of Anton L. Erickson, pipe material expeditor on Way 11, Miss Erickson was employed at the yard for one year. She has remained a regular reader of the Bosn's Whistle and reports that the copy mailed by her father is forwarded four more times to other WAVES who formerly worked at Vancouver.

Interesting highlights of her letter follow: "In my particular job I quite often work reports from various aircraft carriers that were under construction when I was there (at Vancouver). The other day I came onto the Liscome Bay and it surely hurt as I recorded all those fellows killed or missing. I remember the day I watched it sail away from the Outfitting dock and pass through the bridge. I also had reports from the Gambier Bay and others from the yard."

"As you publish your paper, remember we are enjoying it in many scattered spots and always look forward to it."

'Fidley'

When seafaring men talk about the "fidley" they're not referring to a musical instrument. They mean the partially raised deck over the engine and boiler rooms, usually around the smokestack. Often, sailors hang their clothes in this space to dry.