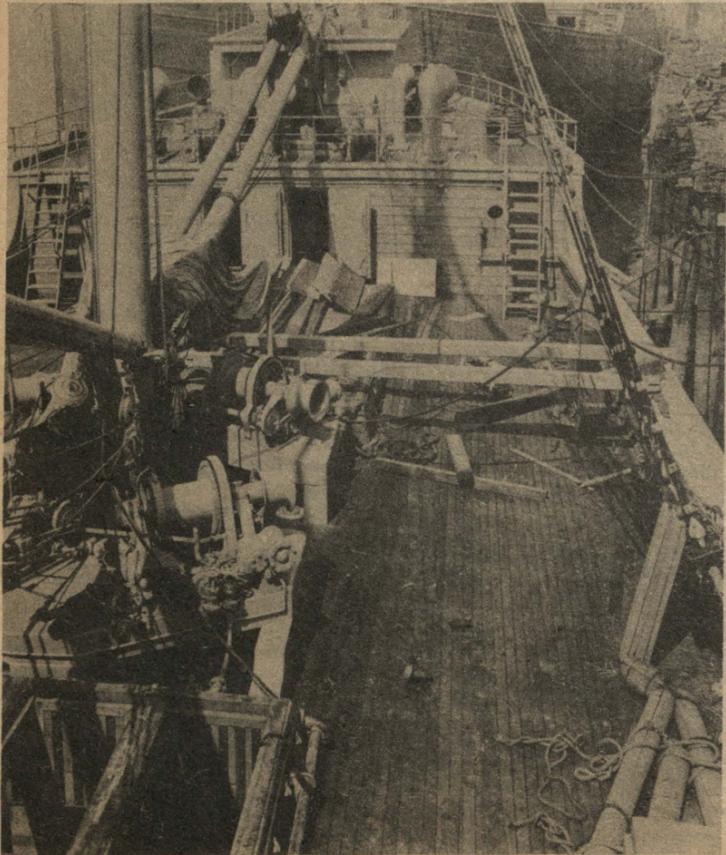


# DEC. 10 VANCOUVER'S LAST 'WORK SUNDAY'

Story, Page 2



**Last of the AP-5s** The U.S.S. Bergen, last Attack Transport to slide from the ways, heads for the Outfitting dock. It is scheduled to move down the six berths of the dock in twelve days. See story on page 8.



**Br-r-r! How About This?** Twenty-five years ago this week, during World War I, Vancouver shipbuilders faced a Columbia river frozen solid, with a temperature of 10 degrees below zero. The picture above shows the Great Northern Concrete Shipbuilding Co., as seen from the Interstate bridge looking toward the present site of this yard, while ice-skaters enjoyed themselves on the river. At the left is a deck view of one of the great wooden ships built by the G. M. Standifer company, located just below the bridge in the previous world war. Other pictures of World War I shipbuilding at Vancouver on Page 8.

# 7-Day Work Schedule Ends After Sunday; Made Record Possible

The seven-day week in Oregon Ship and Vancouver yards, which has been in effect since August 27, will end after next Sunday, December 10. The two plants will return to their usual six-day schedule. This was the joint announcement made this week by Albert Bauer, OSC general manager, and Mike Miller, general manager at Vancouver. They declared: "The men and women of both yards are

deserving of a great deal of credit for their splendid response to President Roosevelt's appeal for speedy completion of the Attack Transport program. They gave up their day of rest for weeks. Had it not been for this extra work, the record breaking Attack Transport building program would not have been possible.

"Those who worked on Sundays made an important contribution to the war effort."

Officials pointed out that the yards operated on 15 consecutive

Sundays. About 475 million man-hours were averaged for each Sabbath, a grand total of six billion 200 million for the 15 days.

Superintendents would not estimate how many ships were accounted for by the extra days' work.

The seven-day week phase of the mighty AP-5 production effort began with a special edition of the Bohn's Whistle on August 23 carrying an appeal from President Roosevelt to workers to complete the AP-5's before the end of the war

and announcing the new work schedule. General Manager Edgar F. Kaiser followed this up a few hours later with around-the-clocks addresses to Vancouver and Oregon Ship employees explaining the urgency of the Attack Transport program.

## 'HOG' CHAMP FLAG

Both yards responded immediately and took an early lead over Calship and Richmond, the two other plants in the nation engaged in construction of the assault ships. Oregon Ship delivered the first AP-5, the U.S.S. Laporte, and took the Champ Flag for August and September, the first two months of the four-cornered competition.

Vancouver delivered nine ships in October to gain the pennant, but Oregon came right back in November with 11 to re-capture it. Not once did the California yards get close enough to challenge the Portland-Vancouver leadership.

From shipbuilding experts all over the nation come congratulations on what is being called the best ship construction record of the war. And it is generally understood that only the willingness of Oregon Ship and Vancouver workers to give up their day off that made it possible.

## Vancouver Ships Merit Acclaim

(VANCOUVER)—A swelling tide of praise was heaped on Vancouver Baby Flat-Tops as details were released from the navy on the great battle of the Philippines that saw two of the locally-built ships sunk. Four additional escort carriers, all built here, were damaged, it was revealed by Rear Admiral

C. A. F. Sprague. The two Vancouver carriers sunk were the U.S.S. Gambier Bay and the U.S.S. St. Lo (formerly the U.S.S. Midway). Damaged were the U.S.S. Kalinin Bay, U.S.S. Fanshaw Bay, U.S.S. White Plains and the U.S.S. Kitkun Bay. The White Plains was christened at this yard on September 27, 1943, by Mrs. Marc A. Mitscher, wife of the admiral who commanded the huge carrier fleets in the Pacific.

### LOSSES LOW

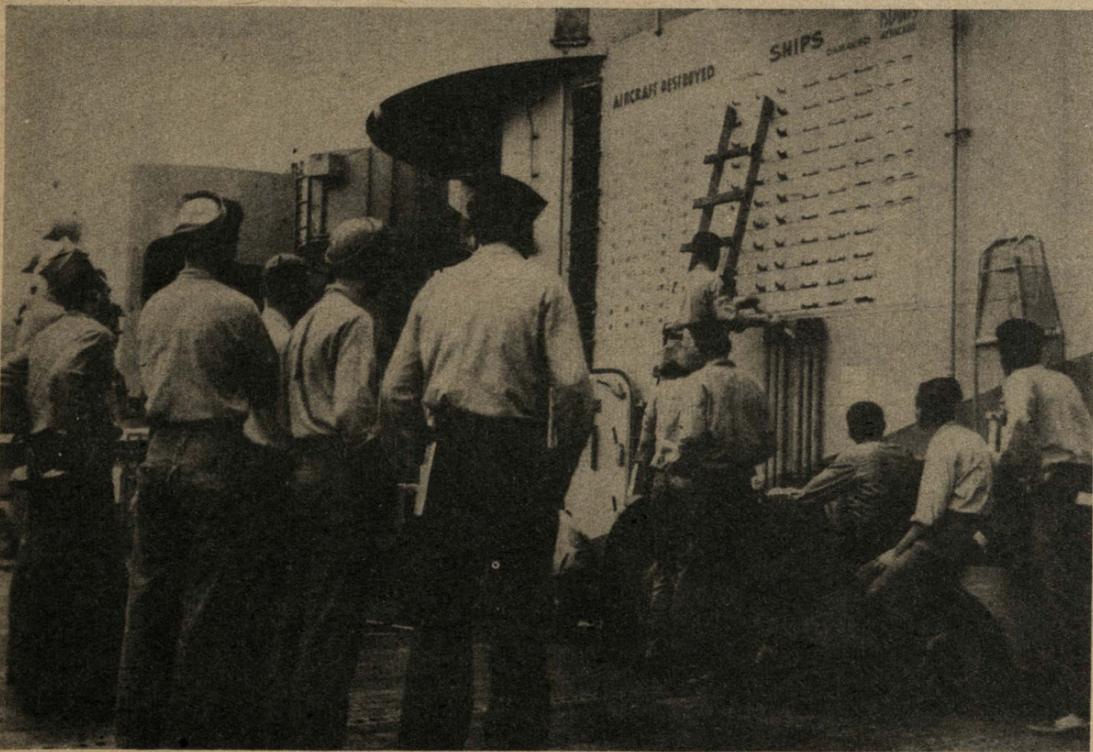
Sprague's report gave a virtual running account of the great battle. "The losses on the St. Lo were low—we picked up 800 men," he said. "Losses on the Gambier Bay were low, too, considering that she dropped back into the middle of the Jap fleet. Approximately 600 of her crew were saved."

Sprague's force of small vessels supporting the escort carriers took on 20 Japanese warships during the sea battle October 24. The carriers, assisted by planes from two other

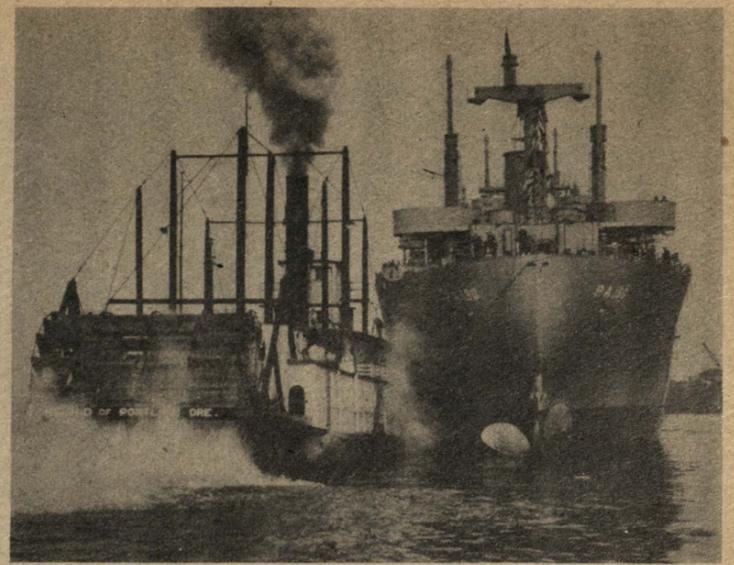
groups, turned back a major portion of the Japanese fleet north of Leyte in the historic encounter, the navy said.

"It was a very gallant attack," Sprague related. "One of the destroyers got a direct hit on a battleship. And not a single one of the destroyers or destroyer escorts was damaged during the torpedo attack." The carriers fought back with their 5-inch guns against the heavily armed enemy ships and morale was so high that at one point a battery officer said, "Just hold on a little longer, boys, we're getting 'em into 40-millimeter range."

The Japanese force engaged by Sprague's ships came through San Bernardino strait and was the middle element of the three-pronged attack. It had sunk one carrier, two destroyers and a destroyer escort when the Japanese admiral suddenly turned and ran. The second carrier was sunk later by Japanese land-based planes.



**Chalk One Off** Airmen aboard a U.S. navy carrier watch with satisfaction as their ship scoreboard records the destruction of another Jap vessel. Rising sun insignia represent planes, and island or ship silhouettes represent successful sallies by planes from the carrier. Kaiser-built Flat-Tops figured prominently in the recent Philippines battle.



**Power to Spare** With the majesty of an old Mississippi riverboat, the powerful "Portland" nudges the U.S.S. Lavaca into the Outfitting basin after the ship's launching. The picture, taken by John Fattu, Bohn's Whistle photographer, from midstream, shows the Lavaca caught in the river's current, nosing downstream.

## OSC Output Brilliant: Land

(OREGON SHIP)—OSC—the nation's No. 1 AP5 shipyard—this week won high praise from Admiral Emory S. Land, chairman of the U. S. Maritime commission, for what he described as "one of the most brilliant achievements of the entire merchant ship building program" after the yard delivered 11

Attack Transports in November. In a telegram from Washington to Albert Bauer, assistant general manager of OSC, Admiral Land stated: "Oregon Shipbuilding Corporation attained a productivity of a ship per way per month and took leading place among the several shipyards constructing such vessels (Attack Transports). Accordingly, Oregon Ship is hereby authorized to fly the Maritime commission AP-5 Champ flag during the month of December."

### YARD CONGRATULATED

"This outstanding performance by Oregon Ship not only is evidence that the men and women of Oregon Ship still know how to break records, but is one of the

most brilliant achievements of the entire merchant shipbuilding program. Congratulations to every employe of the Oregon Shipbuilding Corporation."

Another telegram lauding OSC for its epochal achievement came to Bauer from C. W. Fleisher, Pacific Coast regional director of the Maritime commission. His message stated:

"Congratulations to all hands on the delivery of 11 ships in November. This is a wonderful production achievement, and because of the tremendous importance of these ships, one of the most significant which Oregon Ship now adds to its many outstanding records."

## NEW WITHHOLDING TAX RECORDS DUE

New withholding exemption cards should be turned in to check stations not later than tomorrow, December 9, I.B.M. officers warn. In case a worker does not file an exemption card his employer has no choice under the law than to allow no exemption and to withhold the maximum tax for the worker's gross earnings.

Cards already have been distributed to employes and instructions for filling them out may be found in last week's Bohn's Whistle.

## Passenger Ships Seen For Yards

On a visit to the three Portland area Kaiser shipyards last week, R. E. Anderson, director of finance for the U.S. Maritime commission, declared that the yards have a good chance to get contracts for passenger and coastwise types of vessels which will be needed by America's peacetime merchant marine. Anderson said that the commission was drawing up postwar plans but that the bulk of its attention was centered on building ships required by Allied chiefs of staff.

Anderson, who is one of the most important figures in the commission, stated emphatically that the end of emergency warship construction was nowhere in sight. However, he gave a detailed account of certain phases of the commission's plans for the future.

There will be plenty of fast cargo ships to handle the expanded peacetime trade which is expected, Anderson believes. Between 15 and 20 million deadweight tons of speedy, economic vessels, mostly of the Victory and "C" types, will be available, he explained.

However, Anderson asserted that the country will have to build some passenger and coastwise ships, because none have been constructed since the war. And the contracts for these will go to shipyards which have proved through their war records that they can turn out vessels fast and at low cost, he announced.



L. E. Anderson, director of finance for the U.S. Maritime commission, held a conference with the press during a lunch at the Vancouver shipyard. He is facing the camera on the right of the table.

Anderson threw some light on what the commission plans to do with the nearly 60 million tons of Liberty ships America will have on hand. The commission has practically made up its mind that the Libertys aren't fast enough to be used in competitive postwar commerce, he indicated.

Some of them will be sold to foreign nations. But between 1000 and 1500 will be tied up in lay-up basins which the commission plans to create. It will cost about \$3000 a year to maintain the Libertys in these basins, Anderson revealed, but they will be ready to go back into action the minute another war threatens.

"A big backlog of merchant ships ready to supply our armed forces would make war against us less likely," Anderson declared.

## Oldest And Youngest?



MRS. ORA ROBERTS



MRS. ALICE BRACKENBROUGH

(SWAN ISLAND)—Swan's grandmothers on the production line have organized a club with plans for luncheons and prizes for oldest and youngest and those with the most grandchildren and great-grandchildren. Oldest "grandma" reported to the Bosn's Whistle is Mrs. Ora Roberts, 68, day janitress under Outfitting dock who has 15 grandchildren and 10 great-grandchildren. Youngest is Alice Brackenbrough, swing burner helper on Outfitting dock, who at 35 has a nine-months-old granddaughter. Her daughter is 18. Other grandmothers wanting to join the club may leave their registrations with the Bosn's Whistle or contact their counselor. The day shift group held a pot-luck luncheon Wednesday in the template storage lunch room.

## INDUSTRIAL FAIR OPENS SATURDAY

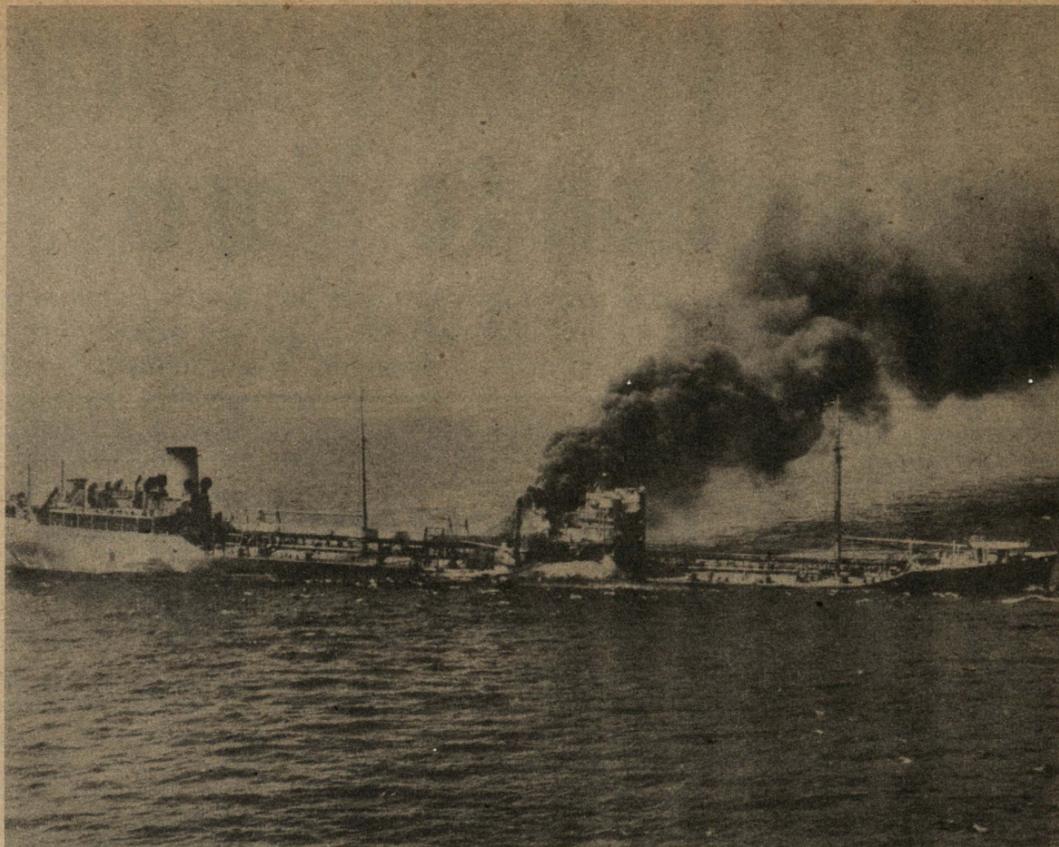
Industrial exhibits ranging from weight-lifting to tractors will go on display at 8 p. m., Saturday night at the Civic Auditorium when the United States Alien Property Custodian's office opens its six-day Industrial Fair.

The fair is the first of several scheduled throughout the country to offer the public an opportunity to see what tomorrow's products will be. The Portland fair is exclusively for Northwest manufacturers and will feature products that plants in this area can produce. In addition to exhibits by local industries the fair will give citizens an opportunity to study patents of enemy nations that have been appropriated by this country and which may be used by would-be local manufacturers. Captured enemy moving pictures will also be shown. The fair will be open daily from noon until 10 p. m. and there is no admission charge.

## JACKSONVILLE SPONSOR



Mrs. Kenneth L. Smith, shown with her husband, rate control manager for the three Kaiser yards in this area, sponsored the S.S. Jacksonville at Swan Island on December 23, 1944. The Jacksonville is the first Swan-built ship lost to the enemy. This tanker was named for a town in Southern Oregon. (Swan Island photo)



This is not a picture of Swan Island's S.S. Jacksonville, but it might easily have been. Tankers have high priority on enemy submarines' list of potential victims. Despite combat damage, many tankers are salvaged and rebuilt to continue their vital work. (Official U.S. Navy photo)

## Swan Loses First Tanker; Eye Witness Tells Story

Lying on the bottom of the Atlantic ocean is a Swan Island tanker. She is the S. S. Jacksonville, Hull 45, victim of enemy torpedoes while carrying a load of gasoline and a deck load of war supplies to U. S. armed forces. There were only two survivors. This is the first Swan Island-built ship to be reported lost. News of the disaster was released this week from Washington, D. C.

An eye witness to the tragedy visited Swan Island this week. He is Captain Lester Carroll, who was in command of the S.S. Champeog. His tanker was about 1300 yards away from the Jacksonville when the first torpedo hit aft. Turning he saw the second one hit forward as general alarm was sounded.

### FLAMES SHOOT UP

"Flames shot 800 to 900 feet in the air," said the captain. "Fire and smoke obscured the stricken ship. Fire spread out on the water and we could not see the ship inside the flames."

The action was in daylight. Captain Carroll did not learn if the undersea raider was knocked out. He found out on reaching port that only two survivors were picked up.

Delivered on January 13, 1943, the Jacksonville was operated by Deconhill Shipping Co.

Captain Carroll said if the torpedoes had missed the Jacksonville they would have hit his ship which was carrying gasoline in her tanks and a deckload of airplanes.

The Jacksonville was launched on December 23, 1943. Her sponsor was Mrs. Kenneth L. Smith, wife of the manager of rate control for the three Kaiser yards here.

The ship was named for Jacksonville, in the southern part of Oregon. At one time it was an important mining center, but lost its population and in 1927 the county seat was moved to Medford.

The Champeog is Swan Island's hull No. 33 and is operated by the Union Oil company.



**Smooths Troubled Waters** To help keep this ship on an even keel after a torpedoing, oil is pumped on surrounding waters as shown here. Prompt action by crew members has saved many a wounded ship to fight another day. (Official U.S. Navy photo)



"Marylin, Will You—Er—Will You Be My—Helper?"

**Know Your Merchant Fleet** Today the United States has the largest Merchant Marine in history. In addition to such basic models as the Victories, Libertys and T-2 tankers many specialized designs have been created to serve the diversified

war and peacetime transportation needs of the nation. Here are the first five of 30 different types that the Bosn's Whistle will portray. All have distinctive characteristics easily recognized after close study of silhouette models. Other types will be shown in future issues.



**S.S. AMERICA**—Passenger liner now serving as U.S. Navy transport West Point. Length (over-all), 723 ft. Beam, 93 ft. 3 ins. Draft (loaded), 32 ft. 6 ins. Cruising radius, 12,100 miles. Gross tonnage, 26,455. Net tonnage, 14,320. Deadweight tonnage, 14,361. Shaft horsepower, 34,000. Propulsion, turbine.

**C3-IN-P & C**—Combination passenger and cargo type. Now in use as a troop ship. Length (over-all), 489 ft. Beam, 69 ft. 6 ins. Draft (loaded), 27 ft. 3 ins. Cruising radius, 17,600 miles. Net tonnage, 8,200 (Estimated tonnage for peacetime use.) Dead-weight tonnage, 9,000. Shaft horsepower, 8,500. Propulsion, turbine.

**C3 P & C**—This is a combination passenger and cargo type ship. Length (over-all), 491 ft. 10 ins. Draft (loaded), 26 ft. 6 ins. Cruising radius, 20,300 miles. Net tonnage, 5,170. Total dead-weight tonnage, 9,937. Shaft horsepower, 8,500. Turbine-type propulsion used on this ship.

**RIO HUDSON**—Combination passenger and cargo type designed for South American trade. Length (over-all), 492 ft. Beam, 69 ft. 6 ins. Draft (loaded), 27 ft. 3 ins. Cruising radius, 18,600 miles. Net tonnage, 8,000. (Estimated tonnages.) Dead-weight tonnage, 9,000. Shaft horsepower, 8,500. Propulsion, diesel.

**AFRICAN COMET**—Combination passenger and cargo type designed for South and East African trade routes. Length (over-all), 489 ft. Beam 69 ft. 6 ins. Draft (loaded), 27 ft. 3 ins. Cruising radius, 17,600 miles. Net tonnage, 8,148. Dead-weight tonnage, 9,916. Shaft horsepower, 8,500. Propulsion, turbine.

# Flat-Top Battle Story Inspiration to Yard

(VANCOUVER)—“The part played by Vancouver-built Escort Carriers in the battle of the Philippines is a source of great pride to men and women of this yard,” declared Mike Miller, assistant general manager, in a statement issued this week in comment on news received about the important naval engagement in which two Baby Flat-Tops, the Gambier Bay and St. Lo, were lost. Miller

continued, “Our pride is mitigated only by sorrow that two of the ships we built were sunk and four others seriously damaged. All 35,000 employes in the yard who helped build these ships now are determined to increase the vigor with which they build the ships now in progress of construction.”

Miller's statement followed praise by Ralph A. Bard, under-secretary of the navy, for the work of Baby Flat-Tops built at Kaiser Vancouver yard. In a special release by the navy along with the supplementary news of damage to the four ships in battle, Bard said:

“It is a significant fact that the carriers in the Leyte Gulf action of October 24, the names of which were released by Admiral Nimitz on November 19, are all of the Escort Carrier type, the ‘Baby Flat-Tops.’

## VANCOUVER CREDITED

“The great majority of these ships are of the Bay class built under the orders and supervision of the Maritime Commission by the Kaiser-Vancouver shipyards at Vancouver, Washington.

“Previous releases have disclosed that the Saint Lo and Gambier Bay, also of the Bay class, were present in action but were sunk.

“These ships originally were employed as one of the answers to the submarine menace in the Atlantic. Their successful use in support of amphibious assault operations in the Pacific demonstrates their adaptability. It also shows how every resource is being brought to bear to push the Pacific campaign and emphasizes the urgency for completing the APA and AKA assault ship programs to permit the pushing-in of ground forces and munitions, and the landing operations as fast as our forces under Admiral Halsey and General MacArthur gain command of the sea and of the air.

“This highly successful employment of your CVE's in a job far more hazardous than those for which they originally were designed will prove an inspiration to all the men and women working on the present top-priority program of assault shipping which is needed to gain full advantage of the work of the forces in the Pacific, including the work of these ‘Baby Flat-Tops,’ I am sure.”

## Family Armed Forces Record Brings Pride

(VANCOUVER)—Well represented in the armed services is Mrs. M. A. Dunn, grave janitor in Building

Maintenance. Mrs. Dunn has nine relatives in the service after her son, Leonard Sorenson, received a medical discharge and came to work a week ago as a chipper on graveyard. The boys

Mrs. M. A. Dunn are serving their country at many stations. They are Merle P. Dunn, C 1/c; Homer Lee McQuilliams, thrice wounded in the battle of the Coral Sea and a Purple Heart recipient, long since back on duty; Cpl. Ralph E. Livingston, with an anti-aircraft unit in Georgia; Pvt. Ernest P. Christison, with a tank outfit at Camp Ord, California; Pvt. William Sorenson, with the army engineers at Camp Roberts, California; Pfc. Ray L. Walter, with coast artillery in the Southwest Pacific; Pvt. Glenn Walter, now in the air forces at Bradley field in Connecticut; Lester L. Walter, S. 2/c, with the coast guard in the South Pacific and T/Sgt. Art Walter, with an armored outfit, at Camp Cook, California.

## Japs Personal Enemy Of Vancouver McKees

(VANCOUVER)—A son and a son-in-law, both held by the Japanese as prisoners of war, and two sons active in the navy, give Mr. and Mrs. G. E. McKee, graveyard truck drivers, a very personal interest in their war jobs. McKee, his son Gerald, and his son-in-law, James Sweiberg, were

employed as civilian workers on Guam when the Japs struck at Pearl Harbor. McKee escaped capture, but his son and Sweiberg were taken prisoners when Jap forces took the island. Gerald now is being held in Tokyo while Sweiberg is at Shanghai. Sweiberg is the father of two children, one a three-year-old daughter whom he has never seen.

The McKee sons now serving in the navy are Lieut. Myrl, stationed at St. Louis, Mo., and Wayne, bosn's mate 1/c, overseas.

“We hope that by next year it will be possible for all of us to be together again,” McKee stated. “Right now we are doing everything that can be done to bring our boys back as quickly and as safely as it is possible.”



MR. AND MRS. McKEE



Lt. (jg) Charles Clock and Dean Webb, pharmacist's mate of the merchant marine, both of whom were supervisors at Assembly, visited the yard last week. Both expect overseas duty soon.

A potluck lunch in honor of Charles White, foreman of Sail Loft was held during last Monday. White was celebrating his birthday with all the trimmings. All three shifts gathered for the occasion.

John Meade, chipper supervisor on the dock returned last week from San Francisco where he spent his vacation and Thanksgiving with his mother.

The engagement of Betty Holmboe to James R. Schulz, now in the navy, was announced to electricians on the dock recently. Miss Holmboe has been in the yard nearly two years as an electrician on swing shift. Schulz serves aboard the battleship U.S.S. Wisconsin.

Harold Whitfield, chief clerk at Field Cost, left the yard last Saturday, after employment here since March, 1943.

Jack Norton, material supervisor of Marine Pipe, has taken over duties of Howard Marcoe who is leaving the yard soon.

Lou Di Schoff, electrical engineer who went to the New York office a year ago planning to stay six weeks, returned to his office here last week.

Herbert C. Titus, swing marine machinist on Way 1 would like to make acquaintance of employes from Bradford county, Penn., or Waco, Kans. Titus' address is 1515 Lane Ave., Ogden Meadows.

The Plate shop Thanksgiving dance at Hazel Dell, November 22, was well attended with 246 tickets sold. The \$35.64 profit was presented to the Barnes hospital and is being used to repair radios for the boys' rooms.

## CARD OF THANKS

I would like to take this way of thanking each and everyone who so kindly contributed to the offering given me during my illness.—Mrs. Maude Currence, carpenter helper at Carpenter shop.

## Ex-Vancouver Worker On Famed Warship

(VANCOUVER)—Harvey (Bub) Hunter, former employe on swing shift in the Marine Pipe department, is one of the crew of the minesweeper U.S.S. Hovey which has received a write-up for its magnificent work in the invasion of the Philippines, word from his parents, Mr. and Mrs. L. E. Hunter, also of Marine Pipe department, revealed last week.

Hunter, radioman 2/c, has been in the navy for 20 months. His ship participated in the invasions of Guadalcanal, Tulagi, Bougainville and Palau before leading the fleet into the Philippines as the advance ship in the mine sweeping contingent. His wife, Nadine, is employed in the Marine Machinist department and they have a 14-months-old child whom Hunter has not seen.

## The WORKER SPEAKS



### Boot Camp Likes 'Whistle'

Sir: Thanks many times for the recent copy of the Bosn's Whistle. It circulated among many former employes and do we all enjoy it! It is swell to see what a grand job the men and women are doing on the AP's. At present I'm preparing to be an electrician mate and probably will be assigned to one of the AP's. Don't think I wouldn't be proud of such duty.—J. D. Peters, S-2/c, U.S. Naval Training Center, Farragut, Idaho.

### Inform Riders

Sir: The thought has come to me that it might be a good idea to print an article in the yard paper entitled, “The Responsibility of the Auto Owner to His Riders.” Yesterday my driver did not show up and no telephone call was received in notification of his not coming. Therefore, for the first time, since starting June 12, 1942 I was 12 minutes late to work. I would not have broken that record for anything. Up to May this year I had never been absent and an article was inserted in Bosn's Whistle about it and then, presto, down I came with a fever and was in the hospital for one whole week. What am I to blame for that? (Anyhow) I have some small comfort in knowing that I have one record left. I never have left the yard before my shift ended. I am knocking on wood.—W. V. Kirkland, material expediter.

### Like Picture of Dock

Sir: Thanks for the excellent front page picture of the Offitting dock in the Bosn's Whistle of November 24, and compliments to Louie Lee for this masterpiece of scope and background. If there is any possibility, I hope you will consider one in color. Everyone I talk to would gladly pay a dollar or so for a good picture to remember the yard and have something artful to show to posterity when peace comes back to stay.—Michael Murrow, expediter, hull control, swing.

Sir: . . . I suggest that this pic-

## CLASSIFIED

**REWARD:** A reward is offered for information leading to the apprehension of the individual who wrecked my car on Thanksgiving. The car, a '37 Dodge coupe, was parked in the west section of the north parking lot. Notify Sam Koski through the main guard office.

**TYPISTS WANTED:** 25 average typists needed, opening on all three shifts. See Mrs. Marie Emerson, second floor, Personnel building.

Japan's army is not yet at its full strength. Four million are under arms and 2 million more are available. Japan's normal replacement of men is 200,000 a year, more than are being eliminated in battle now.

ture be reproduced in color and one given to each worker.—Hilda Nyhus.

Sir: . . . An excellent picture. Many of us would like to have a copy . . . Jean Severin, Bond department, day.

Sir: . . . Everyone down here is raving about that picture. We all think it is the most wonderful picture you have ever run.—Thelma Wellman, Della Boyd, Viola Olsen, Jean Kniss.

**Ed:** An orchid to Photographer Louie Lee for a picture that everyone liked. We were swamped with phone calls for copies. Sorry, however; it is not releasable.

### Fighting For Home

Sir: I must write and thank you for permitting me to come in to the yard and visit my friend while I was on my furlough the first of last year. I was very happy to see them and it made me want to be back more than ever on my old welding job on the Outfitting dock under Mr. Lindberg. When I came in the army I didn't know what was in store for me. I didn't know what the score was. But I know what I'm fighting for now. It's not for medals, or glory, or a big parade. I just want to get this war over as soon as possible and get back to the ones I love, the things I have and want.—Pvt. Clifton A. (Curley) Young, Fort Riley, Kansas.

## Navy Son Praises Vessel Built Here With Parents' Aid

(VANCOUVER)—Another toast to Vancouver's Baby Flat-Tops has been recorded by Richard S. Carlson, warrant officer 1/c aboard the U.S.S. Roi, 49th of the 50 carriers built here. “We are taking good care of your ship,” he wrote, his mother and father, Mr. and Mrs. G. M. Carlson. “So far it is doing O. K. by us. You can tell your friends we have covered 35,000 miles since you turned her over to us.”

The Roi was delivered to the navy July 6, 1944.

Mrs. Carlson and a son, Arthur, are employed at the Machine shop on swing, and Carlson at the Plate shop on swing. Mr. and Mrs. Carlson have worked here for two years. Three other sons, George, Lawrence and Ardell, all former Vancouver employes, are now in the navy. A daughter, Alice, is a duplicator in Plate shop and daughter-in-law Louise, wife of Ardell, is a swing shift welder on the dock.



**Advance on Leyte** Heavy columns of smoke rise in the sky over the Philippines as navy carrier-based planes, many of which were Vancouver-built, hammer the shores of Leyte in a torrential prelude to landings of troops under the command of General Douglas MacArthur. Observing the action are men aboard a transport, similar to the AP-5s nearing completion at the Vancouver yard. (Navy photo)

## INQUIRING REPORTER

QUESTION:

"What's your hobby?"

C. R. Summers, Fire Patrol, graveyard: "I'll take fishing. I go just about every other day for three or four hours on the Columbia river. I've done it a good deal of my life and really enjoy it. Working in the shipyard doesn't give a person much time to do what he likes to do but I still find time to fish."

Lorraine Rutherford, Sheet Metal department, day: "I like to collect picture postcards from all parts of the world. I have several books full of them. I've done it ever since I was in high school. My brother has sent me some from the South Pacific. I also have some from Canada, South America, and Mexico."

J. B. Benton, General Stores foreman, graveyard: "Nothing really. In the last three years I've bowled three games, and played two games of golf. I love to fish and hunt but I don't have too much time to do either of these."

I. C. (Slick) Grothe, guard, day shift: "I take movies in my spare time. I've done it for the past five or six years. All the members of my family can be movie actors at home now. I also send away to different film companies for films showing war scenes and cartoons. That's like having a private news reel in your own home."

Dolores Romine, time checker, swing: "I like to do free hand drawing. I like to draw children especially. I've followed it for about 12 years now. I went to art school and later taught in different schools. I think children are more fun to draw than anything I can think of."

Mary Garren, time checker, day: "I've found that needlepoint is the thing that I like to do best in my spare time. I make chair covers. Any type of fancy work appeals to me; it's fun to try those old sampler pictures that our grandparents used to like. I've done it about a year now and have made a number of things for my home."

Paul Torttri, machinist helper, graveyard: "Photography is my favorite. When I was in the Marine corps I used to take pictures for reconnaissance while doing scout work. After I received my discharge I wanted to continue taking pictures, but I can't find a good camera. When I do I'll start taking pictures again."

## Housing Offices End Late Monday Hours

(VANCOUVER)—Housing project offices at McLoughlin Heights, Burton Homes, Bagley Downs and Ogden Meadows will no longer remain open Monday evenings, the Housing Authority announced today. These offices will continue to be open until 7 p. m. Fridays, however. Regular closing time is 5 p. m. daily except Saturday, when most offices close at 12:15.

## 'Boss' Gives Vancouver Pat on Back

(VANCOUVER)—This yard, producers of aircraft carriers and LST's that have made history in the war, received an emphatic word of congratulations from "the boss," Edgar Kaiser, in a surprise visit at the launching of the U.S.S. Audubon, Sunday, December 3. Previous to the Attack Transport program, Vancouver had never been in direct competition with other big maritime yards. While recognizing its ability at special construction jobs, Washington officials had never considered it a "major" producer for this reason, as Lee Gillette, head of the Expediting department, pointed out at an earlier AP-5 launching. Kaiser, in his talk Sunday, made the following comment:

"The AP-5 program in this yard is a credit to every man and woman here. Your accomplishment is something that neither the Maritime Commission nor the navy believed was possible and every supervisor, foreman and every worker can be proud of the great contribution that this yard has made. I would like to say today to all of you that while in Washington it was a great thrill to me, as I walked down the halls in the Maritime and navy departments, to have every man who knew of your program say: 'What a great job your Vancouver yard is doing!' My congratulations to you."

## BIRTHS

Mr. and Mrs. Booker T. Friar, Bagley Downs, a girl weighing 6 lbs. 4 ozs., November 21. Friar is at Plate shop on day shift.

Mr. and Mrs. Stanley Driscoll, Vancouver, a boy weighing 7 lbs. 7 ozs., November 21. Driscoll is a day pipefitter.

Mr. and Mrs. Wilbur Schmoldt, McLoughlin Heights, a girl weighing 6 lbs. 7 1/2 ozs., November 23. Schmoldt is a graveyard welder.

Mr. and Mrs. Frederick Rowe, Burton Homes, a boy weighing 7 lbs. 7 ozs., November 19. Rowe is a day shipfitter.

Mr. and Mrs. Joseph Scott, McLoughlin Heights, a girl weighing 8 lbs. 1 1/2 ozs., November 25. Scott is a swing rigger.

Mr. and Mrs. Gordon Curry, McLoughlin Heights, a boy weighing 5 lbs. 15 ozs., November 25. Curry is a graveyard shipfitter.

Mr. and Mrs. Isaac Lemon, Vancouver, a boy weighing 8 lbs. 13 1/2 ozs., November 25. Lemon is a day material expediter.

Mr. and Mrs. James E. Martin, McLoughlin Heights, a boy weighing 9 lbs. 11 ozs., November 26. Martin is a B. M. Welder on day shift.

Mr. and Mrs. Glenn Lowe, Bagley Downs, a girl weighing 7 lbs. 4 1/2 ozs., November 27. Lowe is a grave expediter.

Mr. and Mrs. Wm. Moran, Vancouver, a boy weighing 8 lbs. 3 1/2 ozs., November 27. Moran is a day electrician.

Mr. and Mrs. Clifford Jackson, McLoughlin Heights, a boy weighing 7 lbs. 4 1/2 ozs., November 28. Jackson is a swing pipefitter.

Mr. and Mrs. Lloyd Skjevlund, McLoughlin Heights, a boy weighing 6 lbs. 10 ozs., November 28. Skjevlund is a layout leadman on swing.

Mr. and Mrs. Theodore Martin, Bagley Downs, a girl weighing 9 lbs. 3 ozs., November 29. Martin is a swing shipfitter.

Mr. and Mrs. Stanford Gilbert, Vancouver, a boy weighing 8 lbs. 8 ozs., November 29. Gilbert is a B. M. welder on day.

Mr. and Mrs. Scotty Davis, Burton Homes, a girl weighing 8 lbs. 14 1/2 ozs., November 30. Davis is a swing shipfitter.

# Keels Laid Speedily On Big C-4 Contract

(VANCOUVER)—Work has started in earnest on the new C-4 contract, with keels being laid almost daily. The first keel went down November 15, the second November 22. Eight days later a total of eight keels were laid. The pace will continue until all 12 ways are busy on the contract. The C-4 type troopship is the largest ship ever constructed in this area, and Vancouver is scheduled to

## Bond Sales Over 3 Million Dollars In 6th Loan Drive

(VANCOUVER)—The Sixth War loan drive rolled up an impressive \$3,407,025.00 in bond sales of which \$365,375.00 was in cash up to the end of the campaign which ended on Saturday, December 2. Chairman Tony Greer said \$365,375 of the total was in cash sales. Both figures represent majority value of the bonds sold. Greer emphasized. The total figure includes a normal estimate of payroll deductions for the balance of the month. All payroll deductions during November and December count in the actual total in accordance with dates set by the U.S. Treasury department, Greer pointed out.

Winners of the drawings for \$3600 in bonds will not be known until

## COMING EVENTS

December 8—Teen-age dance at McLoughlin Heights with music of Ted Weems from 8:12; women's chorus, McLoughlin Heights, 7:30 to 9:30 p. m.; handicraft club for teenagers 12-17 at Bagley Downs community center at 6 o'clock; adult dance at Ogden Meadows; playroom for children, four to ten drama guild, Harney Hill, 7:30 p. m.

December 9—Vancouver yard bowling team meets Swan Island team at Boilermaker's alleys at 7:30; old time dancing at Mill Plain, "Pop" Sawyer's orchestra; McLoughlin Heights swing shift dance; dance at Trapedero for high school students.

December 10—Church services at Bagley Downs, McLoughlin Heights, and Fourth Plain Village; motion pictures at McLoughlin Heights.

December 11—Woodworking shop, Fourth Plain rental building from 7-10 p. m.

December 12—Women's night, McLoughlin Junior high gym, 7-10 p. m.

December 13—Ballroom dancing instruction for youngsters, U.S.O. club, 7th and Broadway, 7-8 p. m.; grade school chorus, McLoughlin Heights, 1:45 to 2:45 p. m., Cloud room, also Friday, Junior high girls' chorus, McLoughlin Heights, Vista room, 7-8 p. m.

December 14—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 15—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 16—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 17—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 18—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 19—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 20—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 21—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 22—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 23—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 24—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 25—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 26—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 27—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 28—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 29—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

December 30—Children's dramatics, McLoughlin Heights, 10:30 to 11:30 a. m.

build 25. One year will be taken to complete the huge contract, it is said.

Meanwhile, the dock was assured work during the interim between the last of the AP-5 program and the first C-4 launching some time next spring. Already a new contract has been announced to outfit five AP-5s from California Shipbuilding corporation. Other work will be announced later, Mike Miller, Vancouver general manager, indicated.

At the launching of the U.S.S. Audubon Sunday, December 3, Edgar Kaiser told the yard that the C-4 contract, contrary to talk he has heard, is no "idle rumor," but rather a fact as real as the Attack Transports and the Baby Flat-Tops before them.

## Gasoline Appliances Banned In Projects

(VANCOUVER)—Fire regulations in the various Vancouver housing projects do not permit the operation of gasoline stoves and other appliances, the Housing Authority explained today in a letter to the local rationing board.

The regulation, which is modeled after ordinances in force in most incorporated cities, was designed to prevent the occurrence here of tragedies experienced in other housing projects, the letter explained.

One McLoughlin Heights child was burned to death last year when a jug of gasoline exploded in a dwelling unit.

# Schedule Organized For Blood Donation

(VANCOUVER) — With Clearance officers acting as chairmen and Bob McCoy in charge, an organized drive for blood donors on a departmental basis was announced last week by Mike Miller, Vancouver general manager. Groups will be organized, preferably after shift, for both the Vancouver

bloodmobile bank each Wednesday, and the Portland bank which is open daily.

An honor flag will be presented to each department that secures 75 per cent of all eligible employees during the next 10 weeks, McCoy announced. Appointments for

groups may be made through clearance officers who are prepared to offer all assistance to the co-chairmen in the various departments.

## Marines Set World-Wide Donor Mark

Marines who may soon be out on the front lines needing Red cross blood plasma themselves established an international record for a mobile blood bank unit at San Diego recently, it was announced in the Pendleton Scout, a publication of the world's largest leatherneck base at Oceanside, California.

The marines contributed 762 pints of blood on September 25. A total of 817 donors volunteered and only 55 were turned down, the paper reported.

In announcing the plans, Miller said in a memorandum to all department heads: "I know all of you are aware of the importance of the Red Cross Blood Bank program. At present many of our employees are donating plasma individually and in some departments an organized procedure has been set up. In order to expedite the regular and systematic participation in all departments, we are asking the Clearance officers in each department to act as Blood Donor chairman. The chairman will arrange appointments and keep a record of each donor in the department."



**Two-Timers** For the second time in 10 weeks this group of day marine machinists got together and went to the Vancouver Blood bank to make their donation. Many groups throughout the yard are making this a practice, but, according to Red Cross officials and the army and navy, the need for plasma is very likely to outrun the supply unless many more people make contributions. Left to right, first row: H. Dawson, R. Mower, L. Enquist, H. Van Ronk, A. Hinton, L. Kramer, L. Crapeau, L. Ellis, K. Morrison, C. Bragg, L. Hamilton. Back row, from left: L. Aitmanshofer, Foreman G. Edwins, R. Yettick, E. Poynter, R. McMillen, W. Baldwin, F. Hansen, R. Clark, H. Hutt, I. Anderson, J. Ploium, O. Andrews, J. Richardson, S. Hosier. Absent from picture are T. Jensen, F. Edwins, R. Merchant. (Vancouver photo)

# 'Kokomo Kegler' Keel-Hauls Self

(OREGON SHIP)—The story of Little Irwin, the reputedly famous kegler from Kokomo, was revealed last week by Oregon Ship devotees of the hardwood alleys, after reports had gone around the yard for some time about Gun Shop's new mystery marvel.

Rumor had it that Gun Shop would spring a surprise on their opponents, Chippers No. 1, at the Hi-way Alleys, November 29, to break a deadlock for second place. A large crowd gathered at 9 p. m. to watch the meet. But Little Irwin failed to appear, and play proceeded as usual.

Facts revealed were these: A small, wiry, OSC worker answered affirmatively when asked, "Are you a kegler?" His name was Robert Irwin, the same name as an eastern bowler with a 225 average. Irwin agreed to a secret exhibition, as team members were taking no chances on a rusty right arm. But word leaked out. Let a disgruntled kegler tell the rest of the story:

"Somebody handed him a ball and he took it with a silly grin, looking around the joint like he'd never seen an alley before. We figured

it was genius working and sat back for that first strike."

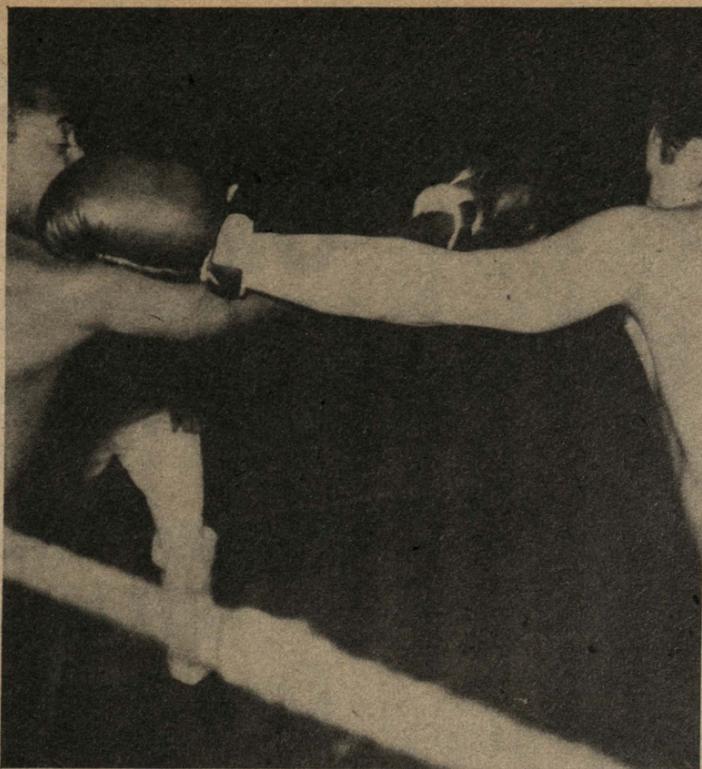
"He stood there a minute, hanging onto the ball like it was a flat-iron. Then he started, slow at first, to swing it around as if he were winding up for a pitch on a big-league baseball team.

"Pin boys took for cover like ducks in a storm. The manager came on the double, but it was too late. That ball was whizzing around so you couldn't see it. All of a sudden the little guy stiffened to let go, and the alley was quiet like a church.

"But the thumb hole must have been too small, because he couldn't let go. He went with it, streaming out behind (see picture below), and came down right in front of the head pin.

"It was a strike, all right. Pins flew two alleys over and every pin boy in the joint must have been five blocks away by that time. Irwin, the 'Kokomo Kid', was out like a light against the backboard.

"Irwin was a kegler, all right. Hah! We found out he meant those small kegs delivered by brewery vans!"



**Seigler's Left** Boxing cards of this type are being planned at the Swan Island gymnasium again this year by Tom Louttit, director of athletics for Oregon Ship and Swan Island. This bit of action was taken when Kelly Jackson (left), now fighting professionally, outpointed Leo Seigler. (Swan Island photo)

## Vancouver Pin Race Develops Twin Knot

(VANCOUVER)—The Vanship bowling league found itself in a grand race as result of the games last Tuesday. The lead was maintained by Way 8 team, captained by Lyle Duncan, which defeated Layout No. 6 team, led by C. Waddington, two games of three. One victory was by a margin of one pin.

Johnny Horn's Painters took Marv Cherf's Supers two games, while Johnny-Hanford's Specialists turned toes up three straight to Ronny Townley's Way 9 team.

High single game was registered by Bill Miller with a 222. High three-game total of 574 was made by Johnson of the Painters. The Painters rolled a scratch total of 2416 pins for the three games. On October 31 this same team rolled an identical score of 2416, but lost to the Specialists who made season's high of 2517.

Team standings:

	W.	L.	Pct.
Way 8	23	7	.766
Supers	17	13	.566
Way 9	17	13	.566
Specialists	11	19	.367
Layouts	11	19	.367
Painters	11	19	.367

(OREGON SHIP)—Spurred by the picture in last week's Bosn's Whistle of San Island nimrods and their deer, Oregon Ship's Jim Berry, Plate Shop leadman, dug into his snapshots to produce the proud pose shown above. "We have some real hunters at OSC," Berry said. "I'll bet none of the Swan Island boys can show a head with that spread of horns." Berry shot his deer November 4, 1944.

**VANCOUVER NEXT!**  
(SWAN ISLAND)—Revent victors over Oregonship's top bowlers, Swan Island's keggers take on the top ten from Vancouver's league Saturday, December 16, at the Boilermaker's alleys, beginning at 7:30 p. m.

## SHEET METAL FIVE STAYS OUT FRONT IN SWAN LEAGUE

SWAN BOWLING LEAGUE

	W.	L.	Pct.
Sheet Metal	28	8	.777
Pipefitters	25	11	.694
Painters-Dock	25	11	.694
Chippers-Dock	21	15	.583
Painters-Yard	21	15	.583
Welders-Dock	20	16	.555
Main Machine Shop	19	17	.528
Plate Shop	19	17	.528
Electricians	19	17	.528
Trial Crew	18	18	.500
Clerical	17	19	.472
Outfitting	16	20	.444
Machinist-Dock	12	24	.333
Welders-General	11	25	.306
Welders-Ways	11	25	.306
Shipfitters	6	30	.166

(SWAN ISLAND)—Sheet Metal continued its winning streak to pace Swan's 16-team bowling league by a three-game margin last week, trouncing the Machinist-Dock keggers three straight. Pipefitters blanked Welders-General to slip into a tie with Painters-Dock for second place, while the Painters were dropping two games to red hot Plate Shop. Electricians made the only other clean sweep, dropping the last-place Shipfitters farther in the cellar.

High singles game of the week was taken by Grubb, Painters-Dock, a 220. Team honors were taken by Pipefitters, who rolled a 986 single and 2852 series.

TANKER LEAGUE

	W.	L.	Pct.
Erection-Scorpions	21	15	.583
Erection-Sharks	20	16	.556
Chippers	18	18	.500
Engineers	17	19	.472
Tank Test	17	19	.472
Burners	15	21	.417

Erection-Scorpions continue to lead Swan Island Tanker league after 12 weeks of play by virtue of a one-game margin over the Erection-Sharks, who have been right on their heels for the lead all season. Only six games separate the first and last place teams.

Frank Schmidding of the league-leaders led individual high single bowlers with a hefty 232. J. Owens had high series with a 567. Team honors were won by Erection-Sharks who had high series of 2549 pins from scratch. Team singles was won by the Chippers with 906.

WOMEN'S LEAGUE

	W.	L.	Pct.
Gremlins	17	4	.809
Gay Divorcees	15	6	.714
Toilers	11	10	.524
Scorpionettes	8	13	.381
Bachelor Girls	6	15	.286
Welder-Wildcats	6	15	.286

Led by Roma Rolston's 156 single game and V. Baker's 418 series, Gremlins kept at the top of Swan Island's women's league by two full games with a three-game sweep from fourth-place Scorpionettes. Gay Divorcees walloped the Welder-Wildcats three straight, and Toilers stayed back of the leaders with a two in three win from the Bachelor Girls. The league leaders won team honors with a 647 single and 2256 series.



**He Flies Through the Air** But the 'Kokomo Kid's actions were hardly graceful as the photographer caught him just before he met the head pin head-on. Suffice to say, there IS a difference between kegling and kegs. (Oregon Ship photo)



**They Keep Pitching** Although tied for last place in Swan Island's women's bowling league, these five Welder-Wildcat keggers occasionally topple first division teams. They are, left to right: Thelma Cone, June Thomas, Eloise Early, Bert Sexton and Lee Laurion. (Swan Island photo)

## Volunteers Sought For Port Security

(SWAN ISLAND)—An appeal for volunteers who can stand watch during some of the daylight hours in the coast guard volunteer port security force has been made by

Lieut. G. I. Rauch, commander of the group.

Announcing that the authorized strength of Portland's force is 1000, Lieut. Rauch explains the greatest need in Portland at present is for men who can serve during some of the daylight hours. Watches begin at 6 a. m., 12 noon, 6 p. m. and 12 midnight.

## OSC Gun Shop Topples Notch

### OREGON SHIP LEAGUE

	W.	L.	Pct.
Pre-erection	31	5	.861
Chippers No. 1	24	12	.667
Gun Shop	21	15	.583
Welders	21	15	.583
Sub-assembly	20	16	.556
Shipfitters	20	16	.556
Gadget Shop	6	30	.167
Chippers No. 2	4	32	.111

Their hopes blasted by a "mystery marvel's" failure to appear, Gun Shop lost all three games Wednesday, November 29, to Chippers No. 1. The teams had been tied for second place under formidable Pre-erection.

Surprise of the evening was the high game taken by Chippers No. 2, consistent cellarites, from the

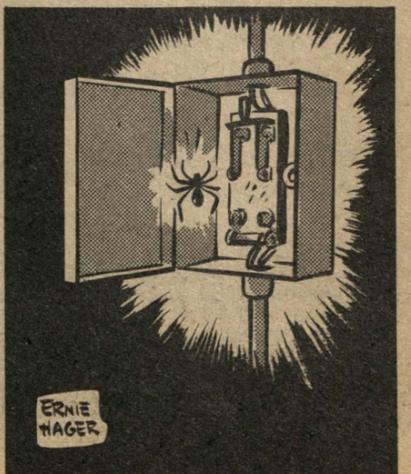
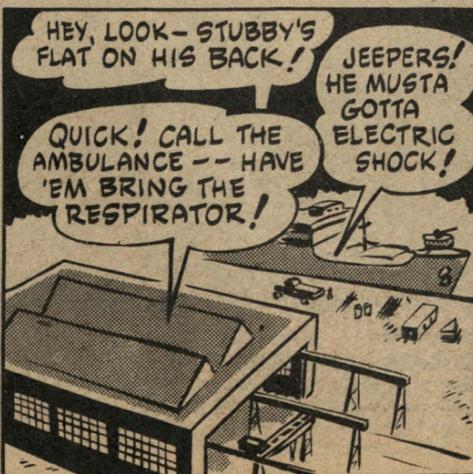
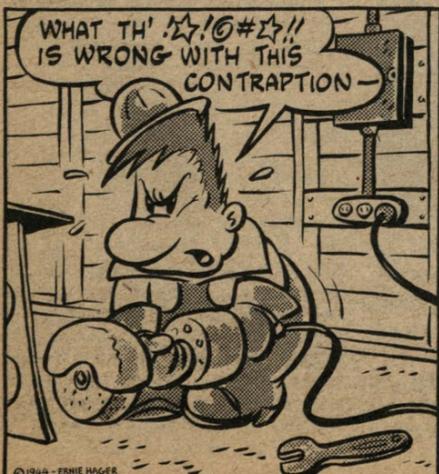
hard-bowling Welders. They topped the Welders by nearly 80 pins.

Pre-erection hung up a new record by scattering 2800 pins for three games over Sub-assembly. Stover, Pre-erection, hung up a 202, only kegler of the evening to top the 200 mark.

Welders hit a warm stride to chalk up 2711 pins and move into second spot as high team for an evening's series. Shipfitters hold third, place with 2633. Scores:

Welders, 857, 957, 897—2711; Chippers No. 2, 934, 845, 783—2562; Chippers No. 1, 888, 891, 861—2640; Gun Shop, 824, 823, 822—2469; Pre-erection, 937, 905, 958—2800; Sub-assembly, 847, 872, 868—2587; Shipfitters, 812, 844, 894—2550; Gadget Shop, 813, 741, 698—2252.

## Stubby Bilgebottom



By Ernie Hager

# Office Workers

**Business College Heads, Union Chief See Good Postwar Jobs at Increased Pay For All'round Clerical Employes**

THERE are about 4000 office employes working at Vancouver, Oregon Ship and Swan Island. Although they make a very substantial contribution to ship construction, you never read much about them. Nevertheless, they are a great deal like other shipyard workers, and as they go about their daily tasks they do a lot of thinking about the postwar future.

Most of the Kaiser shipyard clerical force is made up of women. The offices are the only place in the production picture where the female normally "belongs." It is conceded that after the war the woman in overalls will be a rarity. But most of the typewriters, the comptometers and the adding machines will be operated by girls.

And there will be a lot of men in business offices. They will do most of the important bookkeeping and the accounting, as well as many other clerical jobs.

## AUTHORITIES GIVE VIEWS

What are the prospects for profitable office employment in the peacetime Portland area? To get the answer to this question the Bostn's Whistle went to the heads of the two largest business colleges in Portland and to the chief of the Office Employes' union. And the observations they made are encouraging enough to provide a real incentive for persons who want to stay in white-collar work.

The authorities interviewed by the Whistle are President Charles F. Walker of the Northwestern School of Commerce, Peter Twist, manager of the Behnke-Walker Business college, and Secretary-Treasurer Irving Enna of Office Employees' local 16821.

They are all agreed on one point. There is no room for the "specialist" in the postwar business field. The person who wants to hold a good office job will have to be able to do more than type, filing, or run an I.B.M. machine. They say that employers will demand people with all-around training.

## NEED VERSATILE WORKERS

The bulk of office employment will be supplied by small businesses, they believe. They do not see any prospect of a peacetime industry here as large as the present shipyards. And the little employer can only afford to hire a few people for his office. He needs versatility in his employes, since he can't have a worker for each operation, Walker, Twist and Enna declare.

Here's what Twist and Walker agree is the ideal combination for an office employe: stenographer, file clerk, bookkeeper, comptometer and calculator operator. The person who can fill that bill is pretty sure of a steady peacetime job.

Like other workers most office employes in the yards are "special-



Back to housework when the war is over will go Mrs. Orevia Dilley, I.B.M. operator at Vancouver. Mrs. Dilley, whose husband is now overseas, was a cashier in a theater and had no special office training before going into shipyard work.

ists." They have been trained to do one job and they do that well. Some file cards and reports, others pound a typewriter, a few can take shorthand, some run machines or handle accounting jobs. But very few shipyard clerks have the all-around skill it will take to handle a peacetime office job.

Portland business colleges have all the courses the worker needs to round out his or her abilities. They are operating night and day for the convenience of students. How long it takes to get prepared to handle a peacetime office job depends on the aptitude and background of the pupil and what he wants to learn.

Walker and Twist report that many Kaiser employes are already attending their night classes. Women are concentrating on stenography while the men go in for accounting, the college heads note. However, although those who are in school are making satisfactory progress, the business college executives are disappointed with the small wartime enrollment.

"I get as many as a dozen calls from business men some days asking for qualified office workers," declares Walker. "But it is very seldom that I can supply all the demand with the kind of people they want. We just aren't getting the personnel to develop."

## MANY SCHOOLS CLOSED

Hundreds of business colleges have closed for the duration throughout the country for lack of



Joyce Anderson, office clerk in Accounts Receivable at Swan Island since April 5, 1943, is a graduate of University Business college in Eugene, Ore. She can type and take dictation as well as keep books. After the war she expects to go back into office work in Eugene.

students, Walker says. The potential office workers have been attracted to the war industries by the good wages.

"This is understandable," Walker adds, "but those who will have to work after the war should think about their future too. They should use their spare time to train for a peacetime job."

"I have daily contacts with scores of Portland business men. And I have found that they are eager to get well-trained people for their offices. There are going to be plenty of jobs for office workers after the war. But they'll have to be qualified."

## EXPECTS HIGHER WAGES

Twist, the Behnke-Walker executive, believes there's a good future in Portland office work and declares that "the day of the \$15-a-week clerk is over."

"Wages are going to be a lot higher for clerical help than they were before the war," Twist predicts. "Employers are ready to pay decent salaries to people who are qualified. But a girl who can do nothing but a little typing won't have much of a chance." Twist says stenographers are now getting as high as \$160 a month—and more than that if they can keep books.

## COMPTOMETER PEOPLE SCARCE

Comptometer and calculator operators are still scarce, Twist says. And he recalls that even at the depth of the depression business men were advertising for them.

He doesn't see a very bright future for the I.B.M. operator unless he can do something else. He predicts that there will be less than 100 I.B.M. machines in Portland

good wages than he can do." He points out that the average wage for a C.A.P. is \$7154 a year. Twist announces that his school offers a course in social security accounting. And nearly all business colleges have classes which will develop a full-fledged C.P.A.

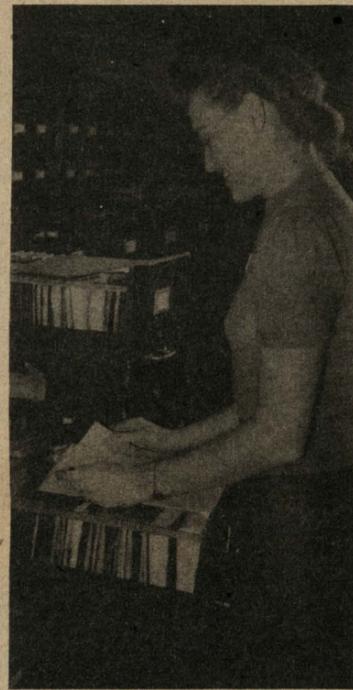
## ACCOUNTING IMPORTANT

The importance of accounting to firms is stressed by Walker, who cites figures showing that 91 per cent of all business failures are caused by poor bookkeeping.

Enna, the office workers' union head, says that his organization is out to prevent a collapse of the clerical wage level. There is a good chance that white collar salaries after the war will compare favorably with industrial pay checks, he believes.

"The encouraging part of the picture," Enna declares, "is that business men are waking up to the fact that their office workers are more than just overhead which must be kept down. Employers are beginning to realize that they are as much a part of production as the worker who gets his hands dirty."

The three men agree that the future of the office worker is tied up with the fate of industries and businesses. Every one of these must keep books and records and maintain correspondence. And in a healthy postwar business world they do not see any reason why a competent white collar employe does not have just as good a chance for a decent standard of living and job security as anybody else.



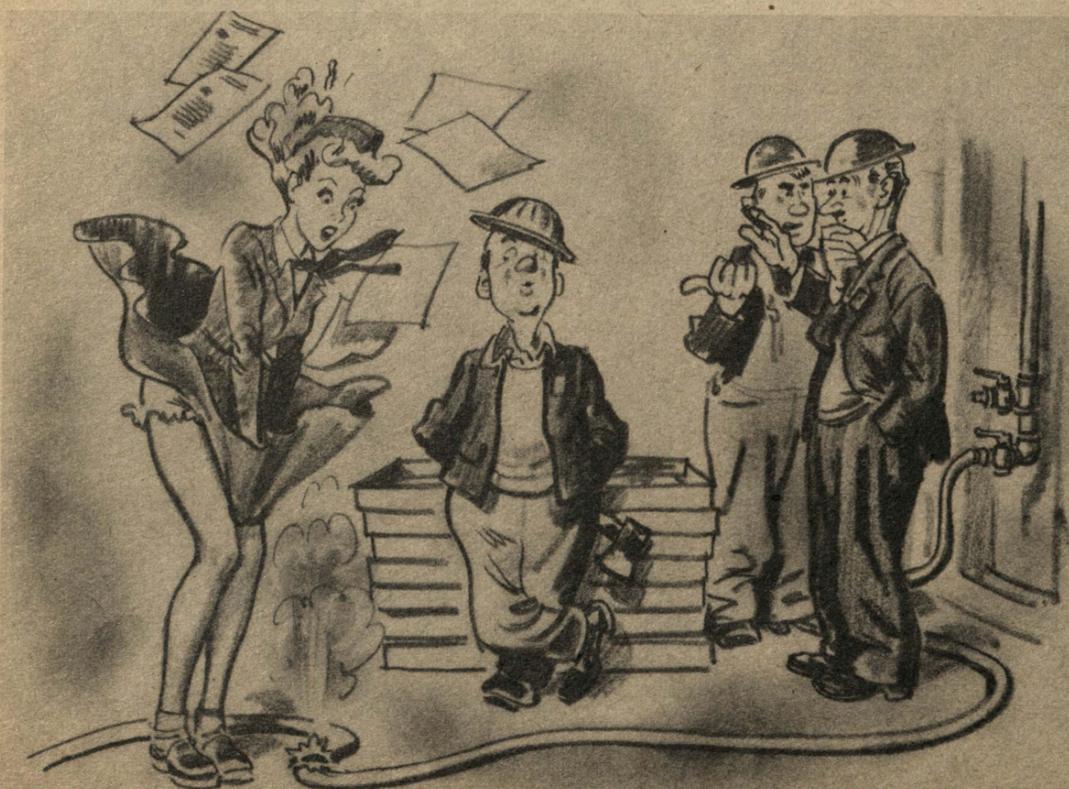
Another office worker who expects to choose marriage as a postwar career rather than office work is Josephine Stadler, Swan Island file clerk. Miss Stadler came to work at the yard in February, 1944 and had no previous office training.

after the war if some very large industry doesn't settle here.

"A certified public accountant can just about write his own ticket," Walker says. "And an ordinary accountant can get more work at



Like hundreds of other young women office workers, Margery Meyer, secretary to H. M. Scott, Swan Island expediter, is looking forward to wedding bells after the war. Her husband-to-be is a navy ensign. Miss Meyer studied typing and shorthand in high school and at the University of Washington.



"Gilbert misses his old job at the amusement park."

# Ways Have Empty Look as AP-5 Work Finished

(VANCOUVER)—Vancouver's twelve ways had an empty look Wednesday. No. AP-5 Attack Transports loomed above the scaffolding. Another great Vancouver ship production program neared its end, while a new one, bigger than any previous, was hardly visible in spite of the fact that eight C-4 keels had been laid by Saturday, December 2.

The launching of the U.S.S. Bergen, 31st and last of the Attack Transports, occurred Tuesday, December 5, with Mrs. D. S. Campbell, wife of the navy's assistant supervisor of shipbuilding, as sponsor. Matron of honor was Mrs. J. P. Jolliffe and flower girl was 12-year-old Patricia Campbell. The Rev. George J. Campbell of the St. Mary Magdeline church of Portland delivered the invocation.

## ON WAYS ONLY 41 DAYS

The U.S.S. Bergen had been on the ways only 41 days from keel laying to launching. The Oconto, first of the AP-5's, was on the ways 75 days, while the ship longest on the ways was Hull 411, the Lubbock, which took 115 days from keel laying to launching.

The Attack Transport program swung into action before the actual completion of the previous Escort Carrier program. From the first it was a "hot" order, with the President, the Chiefs of Staff and other war leaders personally appealing for a breakneck pace on their construction. Indications were that the yard would deliver all 31 ships weeks ahead of the original schedule which called for delivery before the first of the new year.

The Outfitting dock receives the Bergen at the time when it is geared to the fastest pace it has ever achieved. Hull 431 is scheduled for delivery to the navy on December 17. This means that it will be on each of the six berths of the dock only two days each.

## Projects Compete In Yule Contest

(VANCOUVER)—Tenants of four Vancouver housing projects have been invited by the Housing Authority Project Services department to enter an outdoor decoration contest during the Christmas season.

Separate contests will be held at McLoughlin Heights, Bagley Downs, Burton Homes and Ogden Meadows, and a \$25 war bond will be awarded to the first place winner in each project.

Entries will be judged on originality and Christmas atmosphere. Lighting will not be necessary. Persons wishing to enter the contest should telephone the project, or call at the office in person.

Phone numbers are: McLoughlin Heights, 3620, extension 41; Ogden Meadows, 3540, personal service office; Bagley Downs, 3696, project services office, and Burton Homes, 3646, project services office.

## Ex-Employee Killed In Philippines Battle

(VANCOUVER)—Sheldon E. Tessendorf, former burner and crane operator at Plate shop, was killed in action on October 23 in the battle for the Philippines, according to word received from the navy by his father, John F. Tessendorf, who worked on the Outfitting dock for two years.

Tessendorf was aboard the U.S.S. Johnston. He left the yard to join the navy on June 23, 1943. His home is on Route 6, Box 563, Vancouver.

## BOSN'S WHISTLE

Published weekly for the 35,000 employees of the Kaiser Company, Inc., Vancouver shipyard.  
 Editor ..... DAVE DEIHL  
 Associate Editor, GEORGE CONNER  
 Office Clerk ..... SIBYL HOWELL  
 Offices: Machine Shop west annex.  
 Telephone: Yard Extension 777.

## Weems Will Play At Youths' Dance



(VANCOUVER)—Teen age children of shipyard workers will have an opportunity to dance to the music of one of the nation's leading orchestras Friday night when Ted Weems, his band and entertainers, appear at the McLoughlin Heights community center.

In a celebration which will open the Teen canteen on the Heights, the orchestra will play from 8 p. m. to 12 midnight Friday. It will be a teen-age dance exclusively. A special low admission of 35 cents has been set for members of teen-age clubs in Vancouver and the housing projects. Other young folk will pay \$1. Adults will not be admitted. The dance is being sponsored with the assistance of the local labor unions.

According to the Housing Authority Project Services department, the national canteen will open the following Sunday, afternoon and evening, December 10. It is located in a re-decorated frame field office on Mill Plain Road at the west end of the Heights.

## ARMY OFFICER LAUDS WORKERS AT LAUNCHING

(VANCOUVER)—A tribute from the army to Vancouver workers was given at the launching of the U.S.S. Audubon, Sunday December 3, by Col. L. D. Bunting, new commanding officer at Vancouver Barracks.

"We maintain control of the seas because you and thousands like you have kept everlastingly at it and have turned out the ships to bridge the span," Bunting told the crowd.

"All America knows of the work being done by you," Bunting added. "All our Allies know what you have done. The job you have done, are doing and will do is an inspiration to their hopes for a friendly world and brings fear and horror to the hearts of our enemy . . . You are always on time and keeping to your schedule so that our armed forces can keep up their schedule. "The A.W.O.L. soldier cannot help win the battle. You have not built these ships by absenteeism. All the world knows you have been on the job and will stay on the job. You help to inspire our armed forces."

Honored at the launching was the Safety department, with Mrs. Fons Hughes, wife of the safety engineer as sponsor. Hughes praised the workers for their individual efforts in making possible the yard's safety record.

Ma'ron of honor was Mrs. R. E. Gillett and flower girl was Lynn Gillett.

## Electrician On Two Ships Sunk By Japs

(VANCOUVER)—"Having your ship shot out from under you in the middle of the night is no fun," according to Julia Lesner, day electrician at Marine Electric, "but when the Japs do it a second time a guy becomes a little aggravated."



Lesner was a member of the naval armed guard aboard the cargo ships Trawler and McKinley during the Solomons campaign. Both were torpedoed and sunk by Jap submarines. The first time he was in the sea about eight hours before being picked up by a destroyer. The second time, when he was wounded, his stay in the water was almost twice as long—15 hours.

Lesner's actual war experience started with Pearl Harbor where he was a crew member of the battleship Pennsylvania. He saw action at Guadalcanal and in the Solomons. He served in the navy for three and a half years. He came to work in the yard at the suggestion of his mother-in-law, Mrs. Florence Jones, who works in the Tool room of Berth 6 on swing shift.

Lesner is a former resident of South Dakota and plans to go back there with his wife and four-year-old son when the war is over.

Discharged from the navy hospital in February of 1944, he has worked in the yard for one month and thinks a fine job is being done by the men and women here.

## SOUTH SEAS WAR VETERAN VISITS



KELT AND SON

(VANCOUVER)—William (Billy) Kelt and Mrs. Kelt were surprised pleasantly recently when their son Pvt. Robert Kelt flew from the South Pacific theatre to spend a 21-day furlough with them. Kelt is day report supervisor in Rate Control and his wife is a day clerk in Transportation.

Private Kelt is with the 41st division in the field artillery and has been overseas for 32 months. He took part in the battles of Hollandia, Port Moresby, Salamaua and Biak island.

A graduate of Grant high school in Portland, Private Kelt joined the national guard when he was only 17 and was called to active duty in September, 1940. He is only 23 years old.

Before his furlough ended, Private Kelt reported to Barnes hospital for treatment. He will go to Santa Barbara, Calif., later for further orders.

**SAVE MANPOWER FOR WARPOWER**

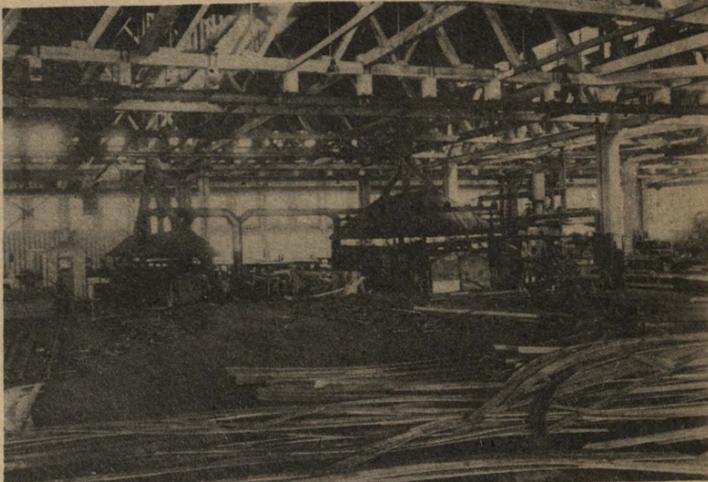
**GETTING THERE — THE HARD WAY!**

**NATIONAL SAFETY COUNCIL**

# Pictures Detail Shipbuilding of First World War

(VANCOUVER)—The present huge Kaiser company shipyard in this city is not Vancouver's first shipbuilding experience. In World War I other yards were located here—on either side of the Interstate bridge.

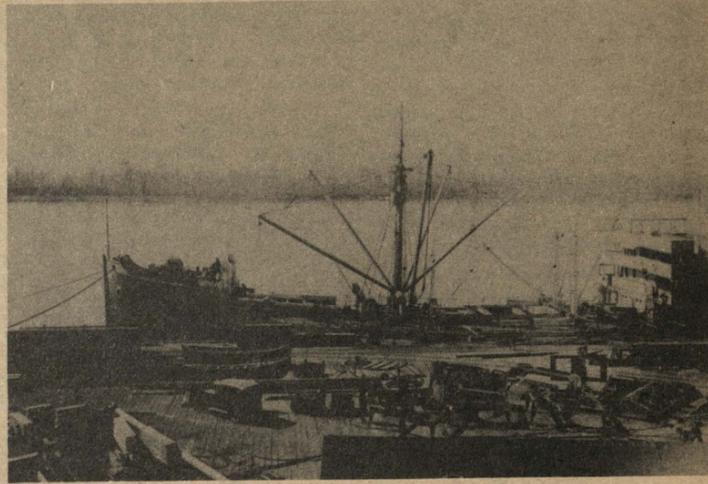
Over a period of time, pictures of this old yard have come to the Bosn's Whistle and the collection, from E. G. Keaton and Albert Morrison, has now grown to a size where almost every phase of shipbuilding in 1918 is recorded. The pictures here present an interesting comparison with today's yard.



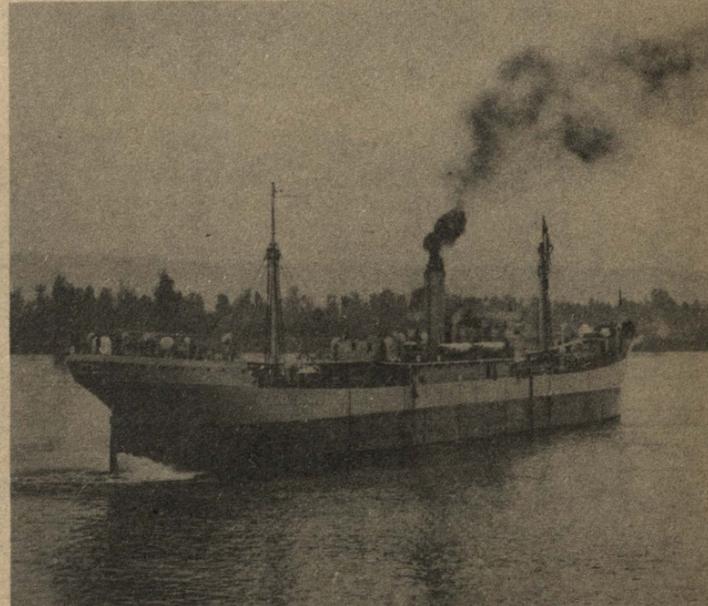
What appears to be a combination Assembly and Plate shop is shown in this picture. This building also housed the Mold Loft department, according to Vancouver workers who worked at the old yard.



Not too much unlike present yards is this view of the ways. Note the "cranes" at each way. The yard built wooden and steel ships.



A portion of the Outfitting dock with a near completed ship proves that ships built here were not small. The interstate bridge is to the left. The yard was located where the Port of Portland is now.



As today, trial trips down the Columbia river were customary. Here the "Cokesit" is shown on its maiden trip on April 16, 1919. It is noteworthy that shipbuilding, as recorded in these pictures, continued long after the official end of the war. Launchings took place as late as 1920.