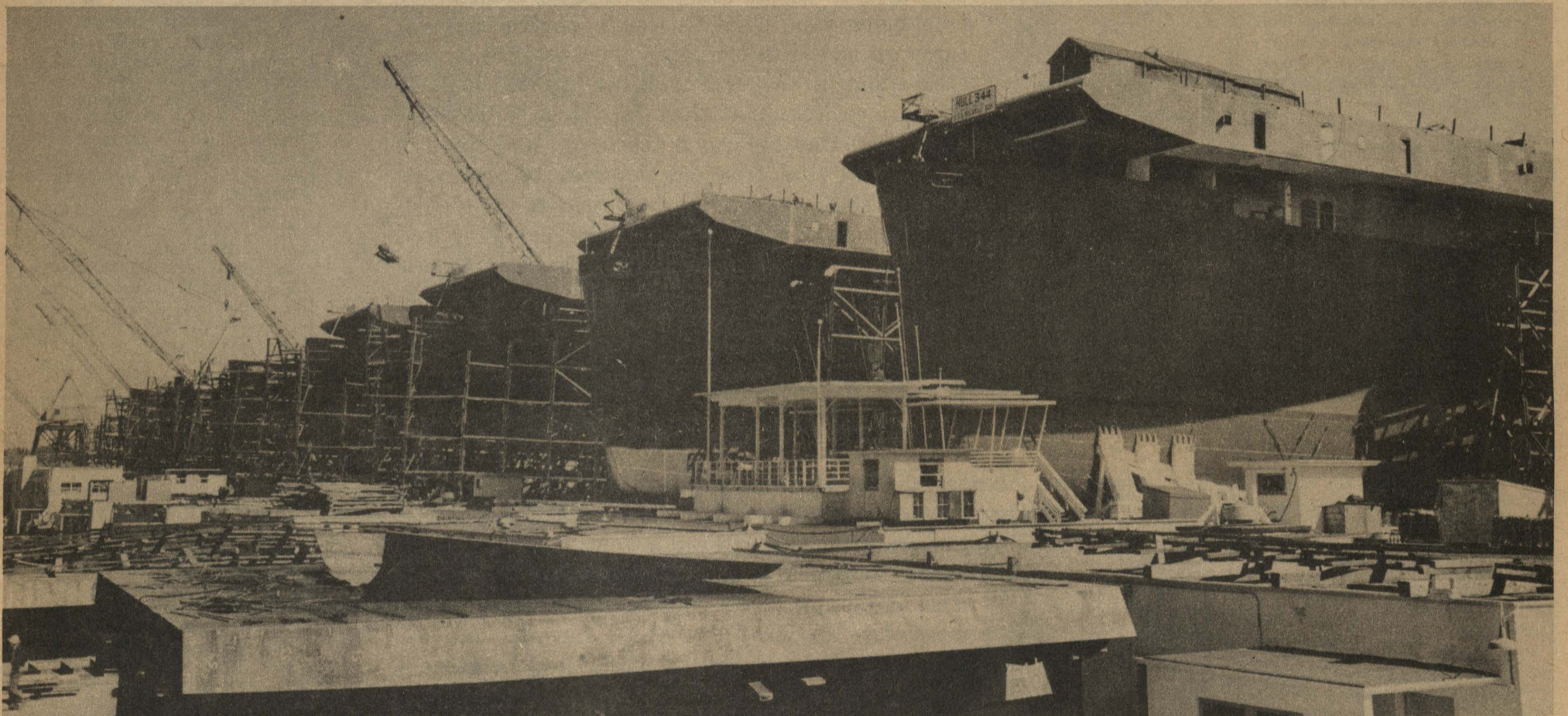


VANCOUVER TO BUILD 20 G-4'S

Story, Page 2



Six More To Go Hull 344, launched Thursday, points up the fact that only six more carriers remain to slide into the Columbia river. After that, the AP-5's! For news of the AP-5 progress to date see story on Page 4.



Sailor's Dream Crews of Vancouver carriers could dream of nothing better than a picture like this. Instead of the proverbial "man at the wheel" the lovely Jean Kniss of Main Electric decked out in pirate garb and posed for this picture in General Stores.



LST's in Action Open bows yawn on another invasion as the famed tank landers emit a stream of men and material at Roi Island in the Marshalls. The island is a mass of wreckage from the terrific bombardment loosed by the navy as a prelude to the landing. (Official U. S. Navy Photograph)

YARDS GET NEW CONTRACTS

Vancouver Will Build Troopships

Swan Awarded 38 More Tankers

(VANCOUVER)—Twenty huge transports, known as the C-4 type, will be built by Vancouver workers in place of the 60 small coastal cargo ships previously announced, according to word received Tuesday from Edgar F. Kaiser in Washington, D. C. The sudden change of contracts assures fulltime employment in the

(SWAN ISLAND) — The future for the next year or more at Swan Island was definitely decided in Washington, D. C., last Tuesday, May 2, when Edgar Kaiser, general manager of the three Portland area yards, called A. R. Nieman, general manager of Swan Island, to inform him that a contract had just been

yard "well into the latter part of 1945," Kaiser emphasized. Its importance to the war effort was stressed, as was the need for workers to stay on the job to "fulfill our obligations to our government on schedule."

MANPOWER NEEDED

"The important need in the whole program now," Mike Miller, assistant general manager said, is manpower. "We will need every man and woman we have in the yard plus as many more as we can find. The tremendous importance of these transports to the war effort will place a direct responsibility on every employe to exert full effort toward achieving the schedule asked by the Navy."

PLENTY OF WORK

The C-4 transport is better adapted to the facilities and manpower of the Vancouver yard than the small coastal cargo ships, Assistant General Manager Mike Miller pointed out on receipt of the news from Washington. The present distribution of manpower in crafts can be maintained in the approximate ratio. Electrical work will be about the same, and welding distribution will be similar.

A comparison of size between the new ship, the carriers and the AP-5's was given by Yard Superintendent John Hallett when he pointed out that the carriers use approximately 5000 tons of steel, the AP-5's now under construction more than 4000 tons, while the new C-4 transport will use 7000 tons to each hull. The C-4 transports will use over 200 miles of welding per hull, Hallett estimated.

The new contract will follow immediately after the present contract calling for 27 transports of the AP-5 classification. Nearing completion is the contract for 50 escort carriers that has placed the Vancouver yard in the lead nationally. Only two other yards in the nation have been awarded contracts on the C-4 transports. Vancouver's new contract is the largest ever awarded on this vital new ship.

KAISER'S STATEMENT

Edgar F. Kaiser, general manager, wired the following message to the men and women of the Vancouver yard:

"The awarding of the contract for the 20 C-4 troopships to the Vancouver shipyard is a compliment and a challenge to the men and women of the yard. You are to be complimented that your government represented by the U. S. M. C. has the confidence in your ability to produce, based on your past achievements in the construction of fighting ships. You are aware of the part being played by the LST's and the escort carriers in this war. As you complete the carrier program and enter the AP-5 transport program you are again supplying another link in the plan of army and navy strategy.

With the keel laying of the first of the C-4 troopships sometime the first part of September of this year the Vancouver yard faces the toughest shipbuilding schedule ever attempted. We have promised Admiral Vickery that the Vancouver yard will deliver the last of the

Kaiser Calls for Greater Effort

In a statement to the workers of the three Kaiser yards in the Portland area, Edgar Kaiser telegraphed: "The joint chiefs of staff and others responsible for the overall planning of global war strategy are depending on us to carry out our part in winning a war that is far from being won. That troopship construction will carry on well into the latter part of 1945 is concrete evidence that the needs for the materials of war will exist at that time dispelling the complacent rumor that the war is about over and our war jobs are not vital, from the viewpoint of continued shipyard employment. This new program will require the wholehearted effort of every one of us for at least another year and one-half. Let's stay on the job and fulfill our obligations to our government on schedule."



EDGAR KAISER

More Tankers Needed, Says Vickery

"Recently the joint chiefs of staff of the army and navy advised the commission that in connection with their plans for the prosecution of the war, increased numbers of tankers must be delivered into war service at the earliest practicable date. Modern warfare as typified by planes, tanks and other motorized equipment, has an insatiable thirst for gas and oil. Based upon the record of production heretofore made by the workers of Swan Island, the United States Maritime commission is entrusting the building of 38 new tankers to your yard, and we are counting on you to help make good our commitment to the armed forces." — H. L. Vickery, Vice Chairman, United States Maritime Commission.



ADMIRAL VICKERY

Blast Causes Sinking, Not Structural Fault

Opponents of Kaiser Liberty ships were quick to join in the chorus of criticism when it was announced over two weeks ago that the John Straub had broken its back in Alaskan waters with a loss of between 55 and 65 men. But a week later, 15 survivors told the real story—that the Straub was

destroyed by a violent explosion. The War Shipping administration quoted the survivors as saying that faulty construction was not a factor in the sinking. Actually, the men told navy interviewers, the sea was smooth and the night clear. The Straub was carrying a highly inflammable cargo of high octane gasoline and oil, and was bound for the Alaskan theater of war. Survivors said first the explosion was followed by others which were accompanied by brilliant flashes of flame and clouds of smoke.

C-4's by October, 1945, and he in turn has made this commitment to the joint chiefs of staff. Due to the complexity of design, size and tonnage this means in and programming, that we have terms of manhours, materials our biggest job ahead of us—a job that will require the maximum of effort and skill of every man and woman in the shipyard. The importance of this type and other types of troopships from the standpoint of their place in present and future war operations cannot be over-emphasized.

SUNK APRIL 19

An official investigation had not determined whether the blasts

were from the inside or outside of the Liberty.

First word of the sinking came on April 23 from Superintendent E. M. Murphy of the Alaskan Steamship company which operated the Straub. He was advised by the WSA that the vessel broke in two on April 19 near Sanak island just south of the western tip of the Alaska peninsula. A small army vessel rescued two merchant seamen and 13 members of the navy gun crew, and took them to a hospital at Cold Bay, Alaska.

Little hope is held that any of the missing men may have survived. All lifeboats and rafts, except one, have been accounted for, and coast guardsmen who boarded the Straub's after section, which remained afloat for 14 hours after the explosion, found no one aboard. The forward portion of the ship went down immediately.

ON THIRD VOYAGE

The Straub, on its third voyage when destroyed, was launched at Oregon Shipbuilding corporation November 27, 1943—the 301st Liberty built by the yard. Assistant Manager Al Bauer said it was one of the 97 built after last June fol-

lowing four major structural changes in design. He added that only one minor structural defect had been found since the changes were made.

Captain A. W. Westerholm of Seattle, master of the Straub, had sailed previously on a number of Libertys. It was his first trip on the vessel.

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signed for Swan Island employes to build 38 additional T2-SE-A1 tankers.

Admiral H. L. Vickery, vice chairman of the U.S. Maritime Commission, in a special message to Nieman, pointed out that the army and navy have called for increased numbers of tankers and are counting on Swan Island to deliver a large portion of the needed ships. Meeting the urgent request for ships, Swan Island will increase its production schedule immediately.

Tankers are now in fourth place on the Maritime urgency list.

WORK INTO 1945

"The announcement by the Maritime commission of a contract for Swan Island to construct an additional thirty-eight T2 tankers will carry us well into the middle of next year, as the delivery date set for the last of these vessels in June, 1945," said Nieman.

"The award of a fourth vessel contract is a direct compliment to the production performance and workmanship of our 25,000 employees. This new tanker contract calls for tanker deliveries at the rate of six per month for the next four months and then seven per month for the balance of this year. It will be necessary for each worker in each department to do his utmost in assisting his department to meet the challenge of this rapid delivery schedule.

"Further, we have strong indications that additional repair and conversion work may be given us. To the workers of Swan Island, I personally convey my thanks. Within the near future we should regain our Tanker Champ Flag and thereafter hold it against all comers."

DISPELLS RUMORS

Announcement of the new contract cleared up speculation about the type of ship Swan Island might build following completion of the current contract, and definitely dispelled the rumor that island employes would build coastal cargo ships. The new commitment was made after several weeks of negotiation in Washington and testifies to the reputation that Swan Island has earned for building tankers.

The first keel for the 38 will be laid in September. No major structural changes are anticipated for the new ships.

The contract is the third awarded to the yard for construction of tankers and makes a total of 141 ships assigned to Swan Island ways. A fourth contract for conversion of six tankers to fleet oilers is nearing completion at the outfitting dock. Additional conversion and repair contracts are being sought by yard management.

Invasion Bulletin

The public address system at the Kaiser yards were ready this week for the Allied invasion of Europe, with a special three-minute news announcement billed direct from London. Arrangements were worked out to put the bulletin on the air to the yard immediately upon release.

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Captain A. W. Westerholm of Seattle, master of the Straub, had sailed previously on a number of Libertys. It was his first trip on the vessel.

Fire Hazards Greater in Summer Workers' Care Urged

The danger of fire in the shipyard is ever-present. But with the approach of summer when the rains cease and the sun dries lumber and turns waste material into tinder, hazards increase sharply. Fire chiefs at Kaiser's three shipyards warn that special precautions should be taken at this time of year and point out that a major blaze could result in a delay in production and a huge loss in materials and lives.

Records for the past month disclose that the carelessness of welders and burners is responsible for a majority of fires in the three yards. Vancouver lists a total of 47 fires, and 19 of these were in connection with welding, while nine involved work of burners. At Oregon Ship there were 20 fires in April, with 11 caused by welders' sparks and heat, and three from burners' sparks and heat. Of the 12 fires at Swan Island, half were caused by burners sparks and heat, but only one was attributed to welding heat which set rags afire.

Careless Smokers Responsible

Careless smokers, held responsible for five fires, were next on the list at Vancouver, while at Swan Island, smokers set two blazes. One smokers' fire was listed at Oregon Ship. Other causes at the three yards were overheated stoves, light extensions and short circuits.

Although the loss in the 77 fires was not large, fire chiefs declare the threat to war production was immense. They credit the low fire-loss record to cooperation of workers with the fire department. Clean-up crews come in for a major share of the praise at Swan Island and Oregon Ship.

Fire Captain Fred Day at OSC said the major fire hazard at the yard is the carelessness of welders and burners. And the greatest loss in April—although only 52 dollars—resulted when a blaze started in a pile of leads and hose from a burner's heat.

At Vancouver, Fire Chief R. Melloy warned welders and burners to be particularly careful, but urged all workers to take precautions. Fire Captain R. F. Balke of Swan Island called attention to the fire prevention program which is broadcast over the public address system once each week.

Firemen at the three yards list these as particularly dangerous hazards:

1. Oil, paint and gasoline rags left where sparks or cigarettes might come into contact with them. These should be placed in proper containers.
2. Paints and inflammable oils left uncovered, and improper ventilation in close quarters when these are in use, to prevent combustion.
3. Leaky hose connection on oxygen and acetylene tanks. These should be disconnected at the gauge from the tank or manifold, and all faulty hoses and torches should be sent to the shop for repairs.
4. Disobedience of no smoking signs.

Planning Vacation? Here's Regulations

Balmy spring breezes enjoyed by the area during the past several days have prompted hundreds of "how about my vacation" queries, personnel chiefs at Oregon Ship, Vancouver and Swan Island reported this week. In explaining vacation regulations, the personnel officers declared that the majority of employees are covered by the master union-management agreement which went into effect in April, 1941, and has been amended several times since. The master agreement specifies that an employe under its jurisdiction is to receive a vacation with 40 hours pay each year.

PAYROLL YEAR DEFINED

In most cases the payroll year for the employe begins on his hiring date and ends 12 months after. He may ask for the vacation any time after he has worked 1,200 hours of his payroll year. Overtime hours cannot be counted in computing time.

Thus, a person who started work in a yard on December 1, 1943, will be eligible for a vacation a few days before June 1, provided he lost no time. If the employe elects, he may be allowed to accept cash in lieu of the vacation and continue to work.

Application for vacation time or cash is made to the department head, who forwards the request to

the Personnel office. He arranges vacation schedules to conform with production plans, and it is advised that he be notified of contemplated vacations in advance. Occasionally when a department is in the midst of a trying production period, the superintendent will request that employes defer their vacations until a later date.

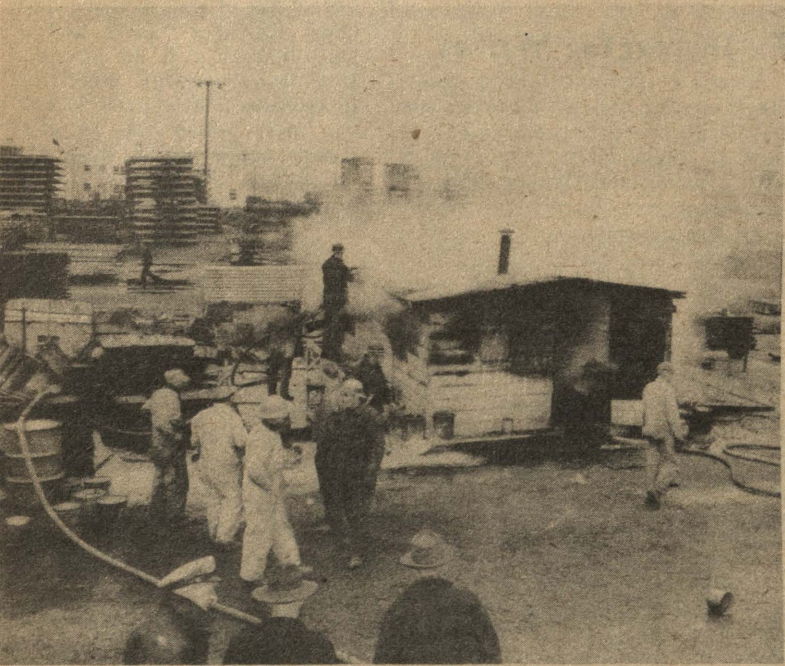
OFFICE WORKERS' RULES

Clerks, timecheckers and office employes are covered by a different vacation arrangement. A worker in this category receives a vacation day for each 200 hours worked but must be on the job for 1,200 hours after the start of his payroll year before he may apply. If he loses no time he may earn 12 vacation days per year.

Employes on the exempt, or weekly salary, basis receive a day for each month worked. Their payroll year is also determined by hiring date of employment and six months of employment must be recorded before a vacation claim may be made.



Fires like these in Kaiser shipyards are expensive, not only in materials, but in man-hours lost in vital production. But worst of all is the potential threat of huge destruction which might result from blazes started by sparks from the tools or cigarettes of careless workers. Fire chiefs warn that the approaching dry summer season brings additional hazards.



Well I'll be

THE KAISER YARDS USED 1,035,259 GALLONS OF PAINT IN 1943!! -- ENOUGH TO GIVE A SINGLE COAT OF PAINT TO 25,881.5 FOUR ROOM HOUSES.

IN MAKING A RECENT RECORD, VANCOUVER ELECTRICIANS PULLED OVER 36 MILES OF CABLE IN 24 HRS.

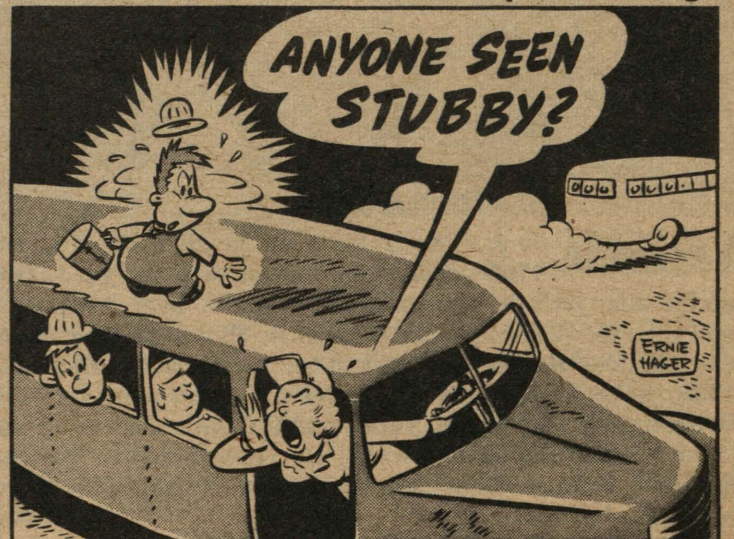
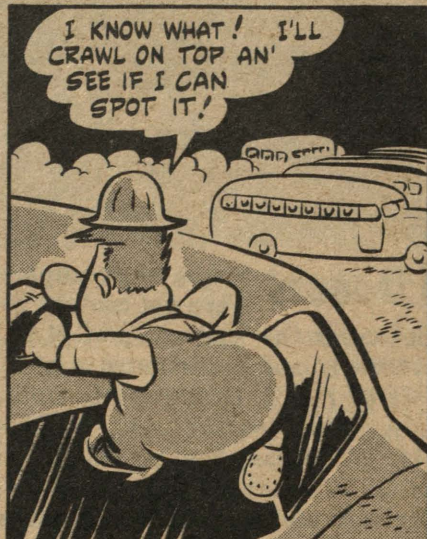
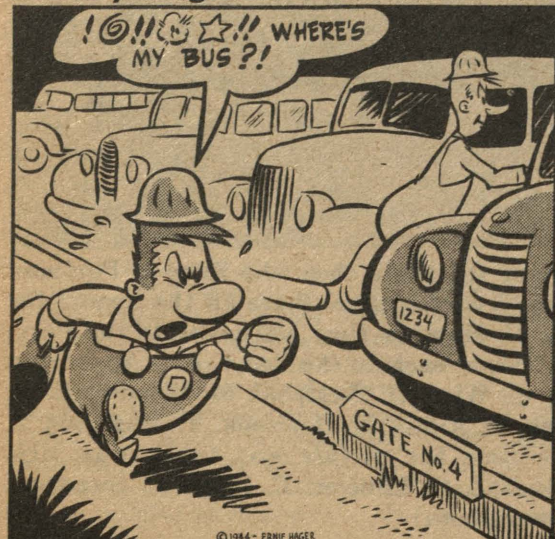
OREGON SHIP MAKES 53,000 PHONE CALLS A DAY -- THE EQUIVALENT OF A CITY THE SIZE OF SALEM, OREGON.

TO MAKE A SWAN ISLAND TANKER GO TWICE ITS PRESENT TOP SPEED WOULD REQUIRE 8 TIMES ITS PRESENT POWER.

SEND YOUR SHIPYARD ODDITIES TO "WELL, I'LL BE" IN CARE OF THIS PAPER. WE WILL PAY \$1.00 FOR ANY WHICH ARE USED.

Stubby Bilgebottom

By Ernie Hager



Six Carriers Left On Vancouver Ways

(VANCOUVER) — Six more carriers remain to slide down the ways as the June date for the launching of the last of them approaches. Meanwhile the overwhelming majority of men and women in the Vancouver yard have almost erased carriers from their minds in their concentration on the new troop transports, the AP-5's. Delays in arrival first of steel, and later of plans and designs, in the

early stages of preparation for the transports resulted in temporary bottlenecks which are now being ironed out, according to Yard Superintendent John Mallett. There is steel in storage for approximately 64% of the entire contract of 27 ships, and no serious shortage on any specific item exists any longer. Design drawings, which were 30 to 60 days behind original schedule, are now 90 per cent complete, and Yard Detail Drawings have reached 70% of completion as a result of the department working overtime. The Mold Loft is on schedule with those sections for which prints are available.

PLATE SHOP SCHEDULE

The Plate shop, which was forced behind schedule as a result of delays in steel, plans and templates went on a seven day week beginning last Sunday and has already stepped up production within sight of the average desired to maintain the original schedule. Almost completely out of work for several weeks, Walt Larsen's Plate shop is now flooded with orders made possible through overtime in Hull Detail and Hull Control. Beginning last week the Plate shop was producing only 400 to 500 tons of cut steel per day. They need a daily average of approximately 900 tons to get back on schedule. Last week-end a quickened pace made possible by the flood of plans and additional personnel had brought the average up past the 600-ton per day mark.

FIRE LADDIES START QWN CONFLAGRATION

(VANCOUVER) — Two red faces have blossomed on swing shift at the Fire department. Acting Lieutenant J. E. West and his rider, a member of the Chicago Fire department for 14 years, reported for work Sunday afternoon. They had no sooner checked in than they received a call from the West parking lot that a car was on fire.

Imagine West's chagrin when he arrived on the scene and found it was his own. The former Chicago Fire department man had left a burning cigarette in the back seat.

At Assembly a situation similar to that which faced Plate shop a few weeks ago exists. They are marking time until the avalanche of material now flowing through Plate shop reaches them, along with sufficient plans to go into high speed production. The Erection department on the ways is likewise marking time awaiting the flow of completed sections.

"Latest figures indicate that the Plate shop is well on its way to 50 per cent increase in tonnage over its already stepped-up tonnage of last week. With such results, we should soon be up our original

schedule," said D. E. Rupp, production engineer.

HALLETT COMMENTS

Yard Superintendent John Hallett, in a statement issued Monday, stated: "With important new work indicated beyond the present transport program, and the vast importance of transports to the war effort, we must and will reach our original schedule of production on the AP-5's. The departments involved are showing considerable improvement and with the full cooperation of every man and woman in the yard, we will make it."

Boilermaker Recalls Pearl Harbor Attack

(VANCOUVER) — The fact that "we didn't have a chance" is the most real memory to Robert Nelson, day boilermaker in Bay 8 of the Plate shop, who was present at the bombing of Pearl Harbor. "No one was the least bit prepared for anything of the kind," Nelson said. "When it did come, the

mighty harbor was as defenseless as any Main street would be in the face of a like attack."

Nelson was in Pearl Harbor for 20 months and was on duty the morning of December 7 when the Jap bombers came over. "We went through hell for about 8 hours with bombs falling, bullets flying and men dying while we were trying to get the wounded cleared out of the debris. The men from the ships jumped into the water which was covered with burning oil. We worked for 56 hours straight without sleep before we had a chance to rest.

"Those Japs bombed and machine-gunned women and children without mercy. I saw them bomb a house in Hickam field and pieces of women and children flew 50 or 60 feet into the air.

"I have a letter opener made from next war loan. I think I'll send it to

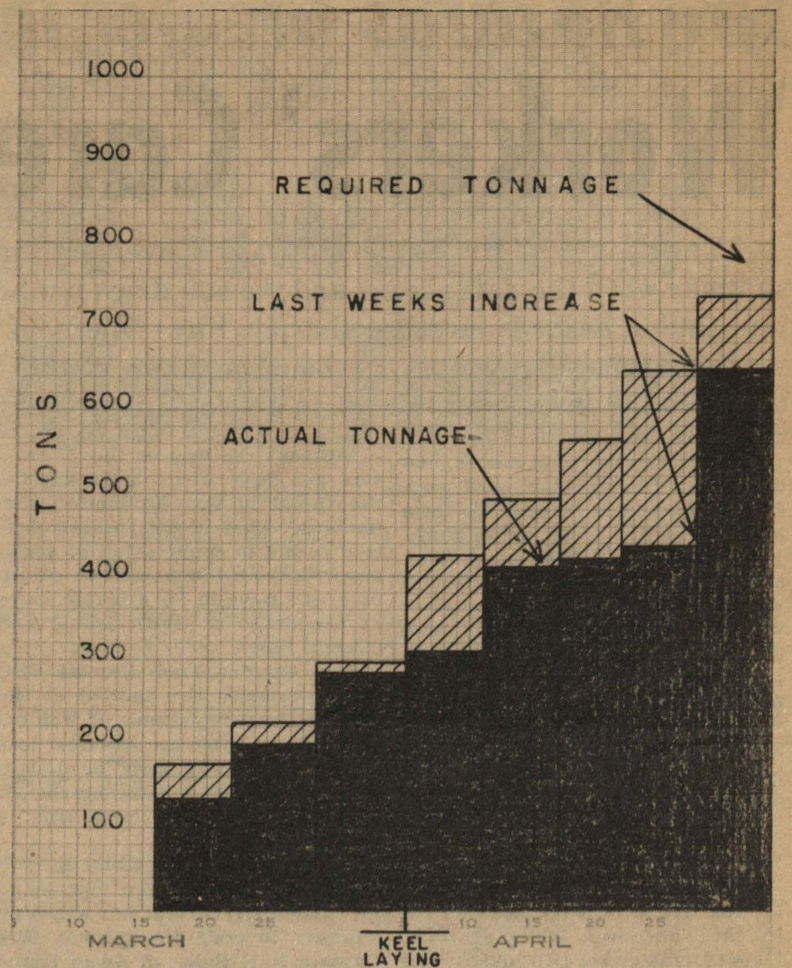
Kate Smith and let her handle it."

Nelson returned to the United States last June and came to work in the yard last November. He was employed at his trade of boilermaking in St. Louis during the last war. (Vancouver photo)

VANCOUVER'S 44TH CARRIER LAUNCHED

Sponsored by Mrs. Rudolph L. Johnson of Glendale, California, the U. S. S. Kwajalein, forty-fourth carrier, was launched Thursday, May 4. Matron of honor was Mrs. Herbert Freuler of Oranda, Calif., whose husband is a Wake Island hero and a prisoner of war. Captain Johnson gave the address and the Rev. Charles Stanley Mook delivered the invocation.

Miss Caroline Johnson, nine-year-old daughter of Captain and Mrs. Johnson, presented flowers.



Daily Tonnage The above chart shows the average daily tonnage necessary in the Vancouver Plate shop to maintain present rate of launchings. As each successive carrier is launched, the average daily tonnage for the AP-5 must increase to a maximum of approximately 900 tons per day, according to W. E. Ruppe, production engineer.

Permanente Chief Visits Vancouver

(VANCOUVER) — Dr. Sidney R. Garfield of Permanente Foundation hospitals in Oakland and Fontana, California visited last week at Vancouver in an advisory capacity to the staff of Northern Permanente in this city.

Dr. Garfield's original Permanente hospital in Oakland, in connection with the Kaiser shipyards in Richmond, has attracted nationwide attention, and a book on the organizational set-up and its portents for the future has been written by Paul De Kriuff. The local hospital is a similarly organized non-profit trust in the State of Washington under Dr. J. W. Neighbor's direction.

Ex-Instructor Writes

Roland C. Soumie, former sheet-metal welding instructor, writes his friends at the department that he is now at Camp Perry, Va., with a ship construction division unit.

Meet Bowser



He's a wise old dog although somewhat worldly and a bit cynical. Bowser has been smoking for five of his ten years, and likes cigarettes, cigars and a pipe. Bowser and his master, Earl Hawks, swing pipefitter in Assembly, came down to collect their bonds and he graciously consented to pose for his picture. (Vancouver photo)



Versatile T. A. (Ace) Waldron heads a department of 1700 persons spread all over the yard. He has under his jurisdiction painters, scalers, sign painters and metallizers. Waldron is interested in flying, fishing, hunting and all athletics. He has worked for the Kaiser company since 1938. After completion of Coulee Dam, he went to work at Oregon Ship as a journeyman painter, later becoming supervisor of painting on the ways. He transferred to Vancouver in April, 1942 as Paint Superintendent. (Vancouver drawing by E. S. Johnson)



More Blood Donors Swing shift employees of the Plate shop who lived in Portland were not content to see Vancouverites share all the honors for donating blood. So under the leadership of Mrs. G. C. Momyer they journeyed to the Portland blood bank recently and contributed a pint of blood each to the Red Cross. Appearing in the picture (left to right) first row: L. Rollag, C. Wise, O. Westphal, M. Woodward, G. West, J. Gillum, A. Ellis; second row, W. Morey, R. Annis, H. Holbrook, T. Maginnis, J. Martin, R. Hanold, W. Wiese. Not present at the time the picture was taken was Mrs. Momyer, R. Radditz, E. Hunt, L. Weatherly, B. Hadsall, G. Paulson, E. Hyde, C. Swanson, A. Wiener, B. Eckelman and H. Sorkness. (Vancouver photo)

Added Bus Service Helpful To Workers

(VANCOUVER) — Two important improvements in bus service for shipyard workers were made last week, according to C. V. Patterson of the Transportation department. Between 7:30 and 8:00 a. m. all local Vancouver busses will pick up shipyard passengers south of Thirteenth street and issue transfers to the Hudson House bus. This move will make it possible for workers to get to work on time if they miss the regular shipyard bus or it is too full to pick them up.

The other improvement, resulting from congestion on pay days at the Personnel gate, involves the placing of two special busses during the morning and afternoon peak on Fridays to shuttle from the Vancouver depot to the Personnel gate only. These special busses will not proceed to Hudson House as normally, but will make the run from the yard to town.

"These two extra busses," says Patterson, "should pretty well be able to keep up with the crowds at the West gate pay stations. It should help eliminate the long waiting that has drawn complaints in the past."

Swing Janitor Lived Through Many Wars

(VANCOUVER)—G. H. Howland, swing janitor in Pipe shop, is 84 years old and has lived through all the wars in which the United States has taken part beginning with the Civil War, which was going on when he was born.

Howland was born in New York and came West to Iowa when he was

G. H. Howland 19 years old. The Middle West was still a frontier when he arrived. He worked there on railroads, farmed, and did various other jobs before going to Cripple Creek, Colo., with his family during the gold rush. There he worked in the mines, hauled lumber, and was an assayer.

During the last World war he was engaged in wheat farming with his son at Delta, Col. Howland came out to Oregon in 1943 and went to work at Swan Island on the graveyard shift. He made a short visit back to Colorado the latter part of 1943 and hired out to Vancouver as a Boilermaker's helper on his return to the coast. He has a son, a daughter-in-law, two grandsons and a grandson-in-law employed in the yard at the present time. He was compelled, because of rheumatism, to transfer to a job which would allow him to be inside where it was dry. (Vancouver photo)

Vancouver Pair Sings For Junior Chamber

(VANCOUVER) — Isidro Marin and Inez Peters entertained the Vancouver Junior Chamber of Commerce at a banquet for wives of members held at the Kaiser cafeteria executive dining hall last Friday, April 28. Marin played the guitar as a musical background for duets of Spanish songs. Both entertainers are swing shift electricians. They were provided by Bob McCoy, yard program director.

Master of ceremonies for the banquet was Ken Billington, chief clearance officer. Speakers from the ranks of the organization's membership, included Frank Stewart, Permanente hospital superintendent, Milt Bona, Vancouver Housing authority publicity chairman, and Dave Deihl, Bosn's Whistle editor.

Bagley Downs Has Registration Officer

(VANCOUVER) — Clark County Auditor J. W. Albinson has announced the appointment of Booker T. Washington, namesake of the famous colored educator, as a registration officer at the Bagley Downs housing project. Washington will register voters at 110-A Wintler drive. The appointment of the twelfth housing project registration officer was made in cooperation with the registration campaign being conducted by the Vancouver junior chamber of commerce.

SUGGESTION OFFICE IN NEW LOCATION

(VANCOUVER) — The Suggestion Clearance office, under the direction of E. A. Jensen, moved this week from the former location in the Yard Training building to the new west annex of the Machine shop.

The new offices are centrally located for the convenience of the men and women of the yard who have suggestions to offer on any phase of production. It is this office that handles the monthly Labor-Management awards.

The telephone extension number remains the same—664.

O'FARRELL NOW HEADS DIVISION



J. J. O'FARRELL
Heads-up Consolidation

(VANCOUVER)—A consolidation of three departments under one administrative head for greater efficiency was announced last week. The new division is known as the Procurement division and combines the activities of the Purchasing, Expediting and Traffic departments.

Heading the new division is J. J. O'Farrell, who has served as chief expeditor since the yard started. His title under the new organization is administrative assistant as chief of Procurement.

O'Farrell will be assisted by O. E. Wilson, chief purchasing agent, Leland B. Gillette, chief expeditor, and R. D. Martin, traffic manager. The newly created division will not affect the three departments involved insofar as other personnel is concerned.

The management, in setting up the new division, feels that a better control of the purchase and flow of materials into the yard will be obtained, according to O'Farrell. "The fine cooperation I have received is deeply appreciated," O'Farrell said, "and I sincerely hope that suggestions for improvement of service will be given freely."

Farewell Dinner Fetes Departing New WAVE

(VANCOUVER)—A farewell dinner in honor of Florence Jacobson, swing shift employe of the Electric warehouse, was held last Friday, April 28. Miss Jacobson left Sunday for Hunter College, New York, to undertake primary training as a WAVE.

A graduate of Vancouver high school, Miss Jacobson's entry into the service marked the sixth star in the service flag of her family.

Those attending the farewell dinner from the warehouse were Rebecca Monteith, Opal Reed, Margaret Paige, Billy Mulliken, Anna Herold, Alice Butner, Wilma Trusler, Sandy Leaver, Muriel Warner, Ann Hash, Alzora Clark, Catherine Dirhl, P. E. Hayes, Edith Walker, E. F. Luzon, Ralph McKeel, Joe Bain, B. L. Rodgers, A. Castens, Julius Bruhu and Dorothy Knight of the Counsellor service.

INQUIRING REPORTER

While 90% of the employes of the yard subscribe to the non-industrial Permanente Health plan for themselves, only 10% are signed up on the Family Plan for their wives and children. The question this week is:

Are you a member of the Permanente Family Hospitalization Plan? If not, why?

Mrs. Cecilia Chester, day shift painter (Buckler) and former nurse:



"No. In the first place we've never had occasion to use a hospital. I like to ask friends about doctors and pick my own that way anyhow. I've had nursing experience and my child would have to be awfully sick to need hospital care."

Elden Delp, day burner checker in Bay 11 of the Plate shop: "No, I'm not. You see I'm just married. I've done a lot of thinking about it, but I have just never got around to signing up. However, I think it is a swell idea and a darned fine thing for every-



Mrs. Sarah Fisher, day paper picker, Maintenance: "Yes. I think it is very nice. I was in the hospital myself for nine days and I got wonderful treatment. I know that my daughter would get the same fine treatment if she got sick and needed to go to the hospital. And it costs so little each week."



C. R. Thompson, day burner Plate shop: "No, I'm not—not on the Family plan. I don't see much use of it. You have to pay for your doctor and the medicine anyway. Just what do you get out of it? I don't believe you receive enough to warrant the cost. It doesn't appeal much to me."



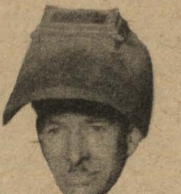
Mrs. Anna Stilts, day electrician in Electric warehouse: "No. I have always lived in this part of the country and have always had my children taken care of by the same doctor. I had him when I was a kid and have always had my children under him. I have lots of faith in him. Whatever hospital he recommends is the one I'd use."



C. H. McFadden, day duplicator in Plate shop: "No, I'm not signed up on any of it. I'm just not interested. The cost is reasonable. It's a good thing, but I just don't bother with it. If any of my family is sick, I call a doctor and we get on from there. It's like insurance (the plan), but I just don't bother."



J. G. Dollar, day welder in Plate shop: "I am signed up but the family is not. I've been thinking about it a lot. My mother-in-law lives with us, could she be covered by the plan? I guess one of these days, when I have time, I'll come in and sign the whole bunch up."



Heavy Paint-Users

(VANCOUVER) — The Vancouver Paint department applies more than 9000 gallons of paint to the vessels alone each week. This would be sufficient to cover 200 average five-room houses inside and out.



Here's Your Hat Wes Lamer, who succeeds Cecil Rodgers as head of the Invoice Audit department, hands Rodgers his hat and coat. Rodgers has been transferred to the New York office in connection with the Purchasing division under Fred Lord. He has been head of the Invoice Audit here for one year. Lamer has been Grief man in the department since his employment at the yard. (Vancouver photo)

SAVE TIRE RECORDS

In order to clarify the regulations concerning tire inspection records, the following information is given,

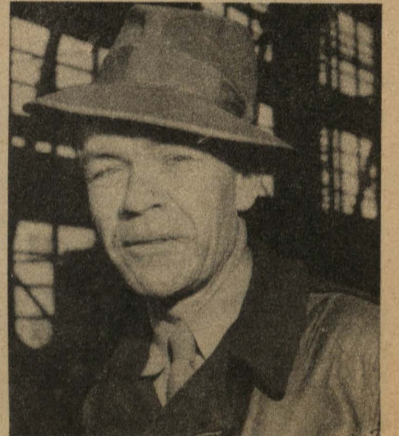
Do not destroy or mislay your tire inspection record. It must be presented when receiving a gas book and when applying for new tires.

The new regulation merely says that periodic inspection of tires is no longer necessary. Therefore you do not have to have your tires inspected every three, four, or six months as in the past.

It is still necessary to apply for tires the same way as before, that is, by having a tire application filled out by an authorized tire inspector and presenting it through the Transportation department to the rationing board.

The important thing to remember is to retain the inspection record at all times so that it may be presented when needed.

Here's The Mayor Of Hudson House



T. C. Van Orsdel

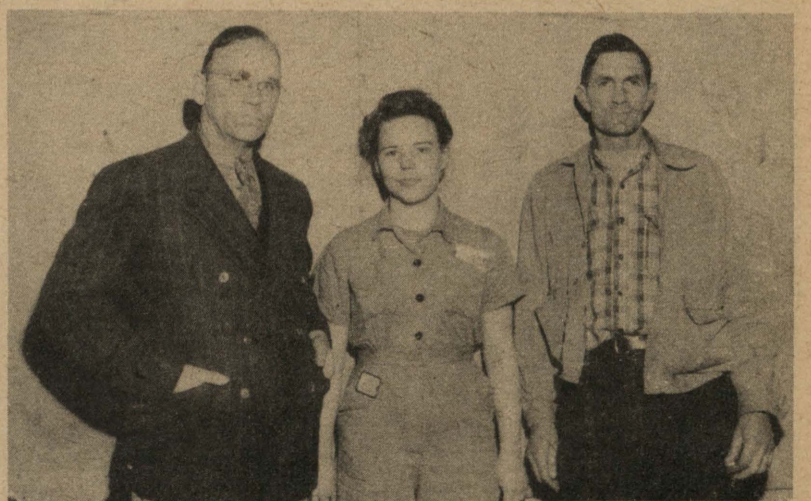
Most people do not know that Hudson House has a mayor and council elected by the residents. T. C. Van Orsdel, day Material expeditor in Bay 11 of the Plate shop, is the present, as well as the past, incumbent of that office. Van Orsdel is the residents' representative. He is a native of Oregon and sold cars in Salem before he came to this yard two years ago. (Vancouver photo)

Expeditors Take It

(VANCOUVER) — Electricians walloped the Expeditors, 23 to 0, and the Painters took Buckler's into camp, 7 to 4, in two scheduled O. D. softball league games April 27. C. W. Greene and Pete Hing formed the battery for the Electricians; Young, Buxman and Pontoni for the Expeditors; Coma, Leloff and Kile performed for Buckler's and Moe and Dunn for the Painters.

Enlists in Marines

(VANCOUVER)—Grant J. Piche, seventeen-year-old electrician, enlisted in the Marine Corps April 11, following the temporary opening of the seventeen-year-old quota. He is continuing work at Vancouver while awaiting orders to report for "boot" training at the San Diego marine base.



Louisiana Booster Real Creole cooking and French drip coffee will be featured at the meeting of the Louisiana Victory club meeting on May 6 at 6406 E. Mac Arthur Blvd., McLoughlin Heights, at the home of Fletcher Nelson (left), day material expeditor in Bay 5 of the Plate shop, who is president of the club. Other club officers shown are Secretary Fred LeBouef, Sr., day duplicator in Bay 8 of the Plate shop, and Treasurer Irene Sharon, day duplicator in Bay 11 of the Plate shop. Anyone interested in joining the club should contact one of the officers. (Vancouver photo)



Hit The Dirt Both feet off the ground, a Shipbuilder softballer prepares to slide back to first base after being caught on the base-path during the Shipbuilder-Graveyard Terror game which opened the Swan Island league season Monday. The throw (note ball) was wide; the runner was safe. (Swan Island photo)



PITCHER



A. R. "Bob" Nieman, Swan Island general manager, tossed the first pitch in the opening game. Elmer Hann, general superintendent, was Nieman's battery mate; J. F. Bruns, principal hull inspector, the batter. (Swan Island photos)

Batter Up J. F. Bruns, principal hull inspector, takes a stance (?) for a fast pitch as Elmer Hann, general superintendent, waits behind the bat in the opening game ceremonies of the Swan Island Softball association circuit. Bruns hit the second pitch, was thrown out at first base.



Strike Two

Lamb of the Shipfitters makes a try for one of Claude Brown's fast ones in the game between the Shipfitters and Bartells last Friday night on Hudson House field. Brown (inset), pitcher for Bartells in the go with the O.D. team, was snapped just as he let go one. Bartells won by a score of 19-2. (Vancouver photo)



OSC Plans Softball League For Women

(OREGON SHIP)—Plans for a women's softball league are under way at OSC, according to Jane Martin, women's assistant Personnel manager. Play will probably not await completion of the athletic field in the dormitories area.

A dance to raise funds for the Assembly girls' softball team will be held at the Norse hall, May 13, beginning at 9:30 p. m. Myrtle "Mickey" Weston and her orchestra will play.

Ruscigno, Softball Hurler, Gets No-No

(OREGON SHIP)—Pitching for OSC's independent Welders-Burners team, Guy Ruscigno, one of Portland's outstanding softball tossers, hurled a no-hit, no-run game April 27, defeating Bill Steed's Shipfitters team of the OSC softball league, 7-0. He fanned 17.

The welding club pounded Ralph Sittel, Steed tosser, for 11 hits, including a triple by "Andy" Anderson.

Ten Seeks Games

(SWAN ISLAND)—G. R. Williams, manager, looks forward to a good season for his Swan Island chippers softball team. The chippers are a group of men at the Swan Island Barracks. Williams is bidding for games to fill out his schedule.

Terrors Win Softball Loop Opener, 24 to 4

(SWAN ISLAND)—Base hits rained all over the Swan Island Barracks' diamond Monday, May 1, as the Graveyard Terrors walloped the Shipbuilders, 24 to 4, in the opening game of the Swan Island Softball association's season. The Terrors, composed of burners on graveyard, battered Pepper and Brauchmiller for 19 hits while

HEIGHTS ATHLETIC CLUB SETS MAY 11 RING, MAT SMOKER

(VANCOUVER)—Another boxing and wrestling card, sponsored by the McLoughlin Heights Boys Athletic club, will be held in the Heights community center May 11, Ivan Jones, athletic director, announced.

The smoker will be a follow-up of the successful amateur bouts held last month and witnessed by more than 1200 spectators.

Several unusual events are slated, including two free-for-all wrestling matches for "paper weights"—boys 8 to 10 years of age. Another attraction will be six-year-old Johnny Beck, whose years are the only tender thing about him. Johnny already has the technique of an adult, and is one of the best physical specimens in the six-year-old class in the housing project, Jones avers.

Acardo was holding the losers to four. Spotty fielding marred the game, 11 errors being chalked up, seven by the Shipbuilders.

A. R. "Bob" Nieman, general manager of Swan Island, hurled the first ball in the initial ceremonies, with Elmer Hann, general superintendent, catching, and J. F. Bruns, principal hull inspector, in the batter's box. Bruns missed his first swing, then hit the second pitch to the third baseman.

The two teams then took over and the final score read:

	R.	H.	E.
Terrors	24	19	4
Shipbuilders	4	4	7

Acardo and Samuels; Pepper, Brauckmiller and Day, James.

Following is the schedule for week of May 8-12:

May 8—Terrors vs. Crane Operators, Field No. 1; Painters vs. Shipbuilders, Field No. 2.

May 9—Hull Outfitting vs. Chippers, Field No. 1; Marine Pipe vs. Erection, Field No. 2.

May 11—Fabrication vs. Shipbuilders, Field No. 1; Welders vs. Crane Operators, Field No. 2.

May 12—Chippers vs. Terrors, Field No. 1; Painters vs. Hull Outfitting, Field No. 2.

Marine Pipe, 1943 association champions, has only two veterans back this year—Gruner and Sax.

Yard Or Baseball Diamond, Beavers Know Way Around

Several members of the Portland Lucky Beavers baseball team can find their way through a shipyard nearly as well as around a ball diamond.

Jack Wilson, pitcher, formerly was employed at Oregon Ship, and Pitcher-Outfielder Frank Shone at Commercial Iron Works. Pitchers Roy Helser and George Windsor just have completed a hitch at Albina Engine and Machine.

Spencer Harris, outfielder, and Bob Heddington, third baseman, worked the winter at Lake Washington Shipyards, near Seattle, and Clarence Federmeier, pitcher, was a shipfitter foreman at the Everett, Wash., yard before joining the Beavers. Ed Van Leiden, another hurler, came to the team from a Kaiser Richmond shipyard.

WALDRON NAMED SPORTS 'CZAR' AT VANCOUVER YARD

(VANCOUVER)—The Yard Activities office, in a sudden move this week, appointed T. A. ("Ace") Waldron, Paint

superintendent, coordinator and arbiter of all sports.

The new "czar" will have final say in any athletic disputes, and will work in conjunction with Bob

T. A. Waldron McCoy, Yard Program director, and George Conner of the Bosn's Whistle. Sibyl Howell, also of the Bosn's Whistle, will be secretary.

Waldron was chosen for the job because of his reputation for fair dealing in all matters, the Yard Activity office announced. He has a wide interest in all sports and takes part in many of them.—(Vancouver photo.)

LITTON CAPTURES GOLF MEDAL PLAY

Bobby Litton, Vancouver yard employe, was two under par with a low gross 35 for nine holes to take medalist honors in the War Industries' Golf league sweepstakes at the Glendoveer Golf club April 26. Litton was competing in the low-handicap American league.

George Rongerude, Oregon Ship; Joe F. Bihle, Swan Island, and Elwin E. Bowyer and Bob Girtle, Vancouver, shot 37's to win places among the league's lowest scorers. Bihle, Bowyer and Girtle, with four-stroke handicaps, had the lowest net scores for the day, 33's.

Other Kaiser workers with low tallies in the American league were Robert Grooms, Donald C. MacPike, Don Peterson, Don Schmeer, Lester Slade and John J. White, of Oregon Ship; F. A. Frisch, Pete Kikes, Robert Noble, Frank Pappin, R. B. Phillips and E. F. Remlinger, Swan Island, and Gail Bowyer, Ed Engelstad, Kenneth Evans and Edward Vanderberg, Vancouver.

In the National league competition, George Urness of Oregon Ship, with a 38, tied for low gross honors. Urness also had the longest drive for the day. Leo Ariss, Swan Island, topped the Federal league with a low gross of 42.

CLEARING WATER AIDS FISHERMEN

(OREGON SHIP)—Clearing streams have brought a change in luck to Oregon Ship fishermen, according to reports of limit trout catches made recently.

Thirty-four cut-throat trout running from 12 to 18 inches, were hooked in the Aalsea by "Al" Youngblood, electrician foreman; Walt Wellard, electrician leadman, and Buster Varbel, pipefitter leadman. After the day's casting, the three fishermen joined their wives for an old-fashioned fish-fry. The fish were so large, Youngblood said, that a number of them could not be eaten and they were relegated to a frozen food locker.

Leon Stevenson, welding foreman, found luck equally good on the Deschutes, where he and V. F. Raade, shipfitter leadman, and their wives, caught 15 rainbow and Dolly Varden trout. One was more than 18 inches, Stevenson said.

OSC Softball League Starts Second Week

(OREGON SHIP)—Second week of play in OSC's softball league season will begin with a pair of games Monday night, Marine Engineers playing "Whitey" Thesman's Shipfitters and the Specialty tangling with Superstructure.

Tuesday night, Assembly plays the Plate shop and Steed's Shipfitters clash with Materials. Thesman's club plays Specialty Wednesday, and Marine Engineers meets Materials Thursday. Friday, Steed's ten opposes Assembly and Plate shop mixes with Superstructure.



Whether payday lines like this one will become breadlines for many at war's end depends on jobs. Portland planners vision first four measures on May 19 ballots as a "down payment" on peacetime employment.

Postwar Jobs at Stake On May 19 Ballots

Shipyard workers who are eligible to vote in Portland primaries on May 19 may have the unique opportunity of providing themselves with jobs after the war if four of the Portland improvement measures are passed. Part of a far reaching plan which aims at making Portland a better place in which to work and live; these four measures have as an immediate objective the employment of large numbers of returning servicemen and war workers

The four projects, including road and bridge building, sewage disposal, harbor and dock work and public school improvements, account for approximately \$24,000,000 out of a total of \$75,000,000 proposed in the original "Moses plan" for Portland improvement. Not all of the plan, however, will require tax or bond levies, since many suggested projects would use state and city funds already available, and some would be supplemented by federal grants.

ROADS AND BRIDGES

Measure 400, providing for a \$4,000,000 bond issue to modernize roads and bridges, is sponsored by Multnomah county.

According to County Commissioner Frank Shull, 479 miles of county roads should be improved, reconstructed and resurfaced. The bond issue will supply funds for the work when jobs are needed. In addition, certain roads will be rebuilt.

"Traffic will speed up again after the war," says Shull. "We plan to eliminate sharp turns, substituting curves providing for greater safety."

Cost of the project to the individual taxpayer can be figured this way: Based on assessed valuation per thousand, cost during the first five years will be 16c per thousand for interest, \$1 per thousand for amortization. The entire bond issue will be amortized in 15 years at a total cost of \$630,000 in interest, according to County Commissioner Tom West.

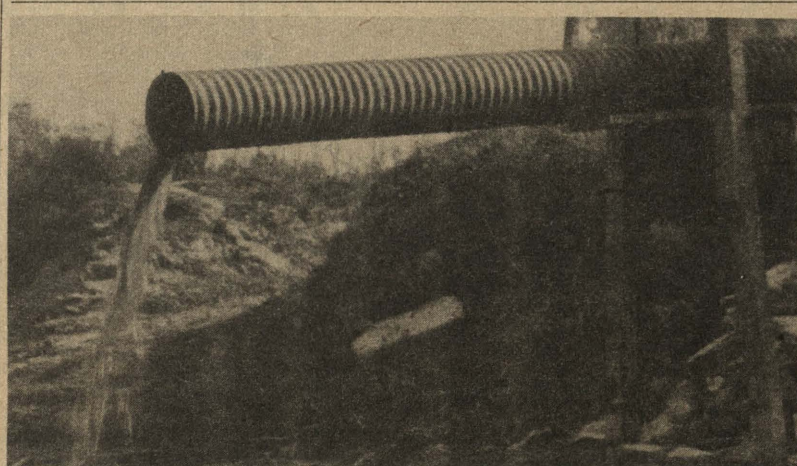
"We don't want WPA again," Shull adds. "The county proposes to do what private industry would do under similar conditions. The work needs to be done now, but if we hold off until after the war, we'll get this work done efficiently by men who need employment."

SEWAGE DISPOSAL

Measure 500, providing for an adequate sewage disposal system, is sponsored by the city of Portland and involves the possible expenditure of \$12,000,000, to be raised by bonds. City Commissioner Dorothy McCullough Lee says this is one of the first postwar construction jobs which should be undertaken.

Mrs. Lee says: "During recent weeks, the city council has engaged services of two local engineering firms to complete blueprints and specifications for intercepting sewers, pumping stations, pipe lines, and treatment needed to carry out plant recommendations of those authorities. Details are now going forward rapidly, but the money to finance the project must be available when bids are called for actual construction."

In addition to being a work-provider, the sewage project will clean up the sewage pollution of the Wil-



Proposed sewage disposal system would clean up Willamette River by eliminating outlets such as the one shown here, one of 46 in the Portland area.

lamette river and make it possible for Portland to comply with state sanitary laws. The present state of contamination of the river harms fish-life and consequently has hampered the commercial fishing industry in Oregon.

How much will this 12 million dollar bond issue cost the taxpayer? According to Commissioner Lee, the bond issue would cost \$1.55 per thousand dollars of assessed valuation. This means that a property owner with an annual tax of \$50 a year would pay \$1.78 of that amount to reduce the sewage disposal bond issue.

Provision is made in the measure to accept grants or donations from the federal government when they are available. So far, congress has not announced what assistance the federal government will give, but it is logical to assume that projects which concern navigable rivers and are closely related to health and sanitation will receive first consideration.

HARBOR IMPROVEMENTS

Measure 502, also sponsored by the city, provides for repair work and modernization of Portland's harbor and port. This three million dollar bond issue will make possible necessary expansion of Portland's greatest commercial assets—her public docks and harbor facilities. In peacetime, over 80% of Northwest export trade went through Columbia river ports. That figure will go up after the war, but present facilities are inadequate to handle increased business, according to C. E. Bailey, executive secretary of the commission of public docks.

Bailey pointed out that while wartime shipping figures cannot be quoted, an idea of Oregon's participation in foreign trade can be obtained from the fact that Portland has shipped more lend-lease supplies to Russia than any other port on the west coast.

Other Pacific Coast ports are

now planning and making provision for extensive and costly new harbor improvements. Portland cannot hope to hold her own in foreign trade, and meet the anticipated increase unless sufficient modern facilities are provided to meet the serious competition of other coast ports.

SCHOOL IMPROVEMENT

Measure 600, sponsored by School District No. 1, is a special five million dollar tax levy to provide one million dollars annually for five years to construct and modernize school facilities.

School board officials point out that the district has operated on a restricted budget for 12 years, with maintenance and equipment-replacement schedules far below standards.

A recent survey shows that building needs include replacement of six elementary and two secondary buildings, and additions to seven elementary buildings and six high schools.

Officials add that science laboratory, home economics and industrial arts equipment is inadequate, and facilities are needed to carry on proper instruction in music, art, physical education, handicapped children's program, and kindergarten training.

EMPLOYMENT POSSIBILITIES

While it is impossible to state the employment possibilities with absolute accuracy, it is estimated that the four measures will provide the equivalent of approximately 250,000 man-weeks of employment. In other words, if the four projects were all done simultaneously and completed within one year, approximately 4,000 people would find employment. Obviously this figure would vary under actual conditions. It is well to remember, however, that the four measures would provide jobs for additional thousands of people in transportation, retail and service occupation, in addition to the actual workers on the various projects.

Victory Plots Help Feed Allied Nations

Victory gardening is in full swing for workers of the three Kaiser shipyards. Government experts have appealed to home gardeners to produce more than ever before so that sufficient food will be available for people of Allied countries, including those who are freed from Nazi tyranny as the fight for freedom progresses. A goal of 22 million gardens has been set in the nation. And there is no finer gardening spot in the country than the Portland area where the rich soil produces big yields and the weather permits almost any type of crop. Here are victory gardeners at work.



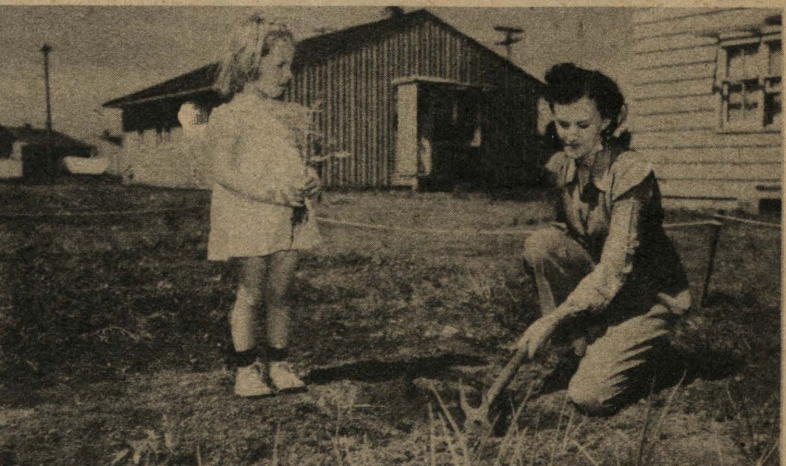
Smallest Garden Verna Mae Nelson, day shift time checker, has the smallest Victory plot at Oregon Ship. She is an expert on onions, produced in a box attached to the side of an Assembly time shack. Miss Nelson labors long and hard over her garden.



Diversified Plot W. F. Quillan, Swan Island day shift pipe fitter on the Fleet Oilers, and his daughter, Marilyn, left, are preparing his parking strip garden in front of his defense home for planting. Quillan expects greater production this year than last as a result of experience gained. Right is C. G. Jacobson, Oregon Ship day shift pipefitter on the Outfitting dock, who devotes his entire garden on Columbia Blvd. to potatoes. He hopes to double the 500 pounds produced last year.



Prize Winner The Bill Paddocks are all working on their garden at McLoughlin Heights, which they hope will be another prize winner. Last year this plot took the community's top award. Here they are planting celery, while son Dennis watches. Paddock works in the Plate shop on swing shift at Vancouver.

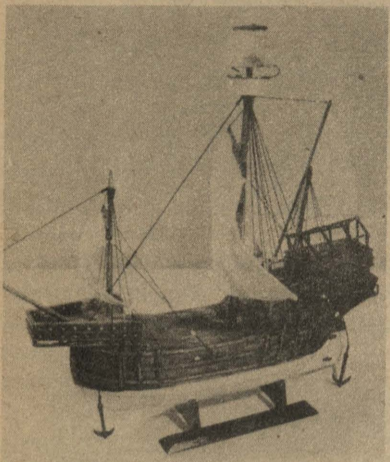


Puzzling Work Patsy Smith isn't sure she's clear on the gardening technique, but she holds a tomato plant for her mother, Mrs. C. O. Smith, above, who seems confident enough. Patsy's father is a safety investigator at the Vancouver yard.



Bosn's Whistle Staff The Bosn's Whistle staff this week moved into a new office located in the Machine shop west annex. Cameraman Louie Lee caught the staff at work. At left is Sibyl Howell, secretary; center, Dave Deihl, editor; and right, George Conner, reporter. (Vancouver photo)

Columbus Flagship Contains 241 Parts



(VANCOUVER) — This ship, a replica of the Santa Maria, was built by one man in 52 days working an average of two and one half hours a day. It contains 241 separate pieces. Joe Sury, swing sheetmetal worker in the Sheetmetal shop, saw a picture of the Columbus flagship in an old magazine and decided he would make a model of it. Woodwork is nothing new to Sury as he once built violins. His home is in Little Rock, Arkansas. He lives with his family at Bagley Downs.



J. Sury

CARD OF THANKS

I wish to take this means of expressing my thanks to my friends and fellow workers of the E. J. Bartell company for their very fine donation during my sickness and convalescence.—Boyd A. Bowlder, Vancouver.

VOTE BOOKS OPEN FOR WASHINGTON

(VANCOUVER)—Extensive publicity given the closing of registration for Oregon residents in the forthcoming primary has led to confusion on the part of Washington state residents, according to Ben Billington, director of clearance, and a member of the Junior chamber of commerce committee on registration.

"The registration books for Washington state residents do not close until June 24," Billington said. "The special registrars provided in the housing projects in Vancouver are still 'open for business.' Anyone who has lived here for 11 months and 15 days is eligible to register. You do not need to state party affiliation, and there is no poll tax in Washington. All it takes is five minutes of your time to be on the voting lists for the July 11 primary and the presidential election on November 7."

Milt Bona of the Vancouver housing authority adds that a heavy rate of registrations swamped the registrars in the housing projects last week and in some cases supplies were temporarily exhausted. All community registration centers are now re-stocked, he states.

Leadman to Be Ensign

(VANCOUVER)—Hugh Flitcraft, chief steward on the Outfitting dock, has enlisted in the Merchant Marines and will be commissioned as an ensign. Flitcraft was previously a Marine electric leadman.

SPANISH CLASSES

Would you like to "habla espanol?"

Registrations of men and women in the YWCA Spanish classes conducted by Senora Bella Gomez are now being taken.—The beginners will meet Wednesday nights and the advance classes on Monday evenings.

Just phone Miss Marjorie Fessenden at the YMCA for details.

Illness Keeps Chinese From Ship Launching

(VANCOUVER)—Dr. S. S. Liu, Chinese ambassador to Canada, who was scheduled to give the principal speech at the launching of the Astrolabe Bay last Friday was unable to do so because of illness, according to a telegram from his physician received by Eugene Blazier, public relations director for the yard.

Lieutenant D. S. Campbell, Naval Liaison officer for the yard, was called in to substitute for Dr. Liu.

Dr. Liu expressed the hope that he would be called on at some future date to give an address at a launching of an escort carrier.

Strength of Materials Course Starts May 5

A course in strength of materials will be given at Benson high school, Room 9, starting Friday, May 5, and lasting for 12 weeks. The course will be under the direction of Oregon State College School of Engineers and will cover the general principals of mechanics applied to elements of engineering structures in order to determine their strength and fitness. Meeting times are Tuesdays and Fridays, 7 to 10 p. m. Instructor will be Mark L. Nelson, U. S. Army Engineers.

Will Wed Fireman

(VANCOUVER)—Mildred Hipp, field clerk in Kardex, General Stores, announced this week her impending marriage to Jack Marshall on May 8, before leaving for a visit to her home in San Diego, California.

Miss Hipp has been an employe of General stores for four months. Marshall is a fireman at engine house No. 1, Portland.

BIRTHS

PERMANENTE HOSPITAL

Mr. and Mrs. Harrell Clement, McLoughlin Heights, a boy weighing 9 pounds and 3 ounces on April 14. Clement is a welder leadman on graveyard shift.

Mr. and Mrs. Walter E. Bryant, McLoughlin Heights, a girl weighing 7 pounds 15 ounces on April 14. Bryant is a pipefitter on swing shift.

Mr. and Mrs. S. E. Rhoton, Burton Homes, a girl weighing 8 pounds 2 1/2 ounces on April 14. Rhoton is a graveyard chipper.

Mr. and Mrs. Wilfred McMeeken, McLoughlin Heights, a girl weighing 7 pounds and 3/4 ounces on April 15. McMeeken is a graveyard electrician.

Mr. and Mrs. Clarence Frick, McLoughlin Heights, a boy weighing 6 pounds and 11 1/4 ounces April 16. Frick is a swing shift ship-fitter.

Mr. and Mrs. Donald Marr, McLoughlin Heights, a boy weighing 6 pounds and 9 ounces, April 16. Marr is a day shift pipe-fitter.

Mr. and Mrs. Roy L. Rice, Burton Homes, a boy weighing 7 pounds and 2 1/2 ounces, April 19. Rice is a burner.

CLASSIFIED

WANTED: GIRLS 18 TO 30

There is a very special opportunity for you at Kaiser Co., Inc., Vancouver, Wash.

We have a number of very responsible positions waiting for the right person to come along.

There's a wide range of work from which to choose, including stenographic, typing, filing of blueprints, detail drafting and telephone work.

Apply at the Personnel Office, Mrs. Marie Emerson, employment interviewer.

The WORKER SPEAKS



Rest Room Worries

Sir: We need dimmer lights in the rest room on the second floor of the Personnel building. Dim lights are a necessity for the girls who work swing and graveyard, so they can rest their eyes. Lamps could be placed in several corners for the girls who want to read—Bernice Petroff and three co-workers, Personnel office.

Ed.: We join Frank Noble of Electrical Maintenance in the answer, "No comment."

No Comment

Sir: There is so much complaint about girls staying too long in the rest rooms. Fifteen minutes from the time of leaving to returning should be enough. So many abuse the privilege, and try as we may it does no good. I believe if rules were printed to the effect that any girl leaving her job had to report to her lead and if gone more than 15 minutes would be docked, we would stop a lot of headaches for all. Install a clock in each rest room. There is no excuse for staying longer than 10 minutes, allowing five minutes for walking there and back.—Jessie M. Soles, tank cleaner leadwoman.

Ed.: We Join Yard Superintendent Hallett, in the answer "No comment."

Men's Toilets

Sir: I suggest that a latrine be built either on the ship at Berth 1 or close by. As it is now, the yard men and men working on Berth 1 have to go to Electrical Maintenance shop. This houses about 100 men and is equipped with three or four stools and two urinals. If the men from Berth 1 don't crowd this they have about one-fourth mile to walk to the Outfitting office building. That's wasting one-half hour each, besides holding up the work of others.—F. J. Scott, Yard office.

Ed.: Paul Lattner, Maintenance engineers, says: "There is no money for facilities at this time. In any event this is not practical as all sanitary lines are now overloaded. There are, however, facilities for both men and women in the southeast corner of Deck Erection building."

Friday Bus Service

Sir: The never too good bus service is a grand mess on Friday, what with everyone coming out to get their checks at the West gate. And with all the Hudson House residents heading for town to spend their checks after the day shift. the busses arrive at the West gate loaded. Last Friday I waited for over two hours while more than ten busses went out jammed to the door. If you don't want to push and shove to get on, you just don't ride until way past 6 o'clock following the day shift.

Why couldn't they send out the busses direct to the West Gate to

help clean up the large crowd waiting there? If every other bus on Friday only came to the West gate (they should be extra busses, of course) and then loaded up for Vancouver, it would greatly relieve the situation.—E. S. Z.

Ed: The Bosn's Whistle had three suggestions like the above; passed them on to C. V. Patterson of the Transportation department. For quick results, see story page 4.

Family Hospitalization

Sir: I can't understand this family plan at Permanente Hospital. What good is it? My child was sick recently and I took him there to see a doctor and got a bill just the same as I would have if I had gone to any doctor. I thought it was the same as under my own plan where I get everything without cost. What am I paying that 60c a week for?—G. B. S.

Ed: This appears to be a common misunderstanding of the Family Plan. If you are paying 45c a week for the family set-up it breaks down as follows: 30c for your wife, and 15c for each of your children. This coverage is for hospitalization and medicine only. It would cover such additional costs as X-ray. But it does not cover the doctor fees. The plan can best be described as an insurance policy against the time when your wife or children have a serious illness needing extensive hospital care. Such illnesses are always expensive. Few family men are in a position to meet such emergencies. The Family Plan, at the cost of less than one package of cigarettes per week for your child, is assurance that that child will get the best hospital care when needed. When you realize the shortage of hospital space and medical facilities in this war-crowded area, the Permanente Family Plan is a most inexpensive guarantee to you of proper treatment in an emergency.

Sweeper Likes Letter

Sir: Was so pleased to read the article printed about the sweepers written by Mrs. G. B. R. I heard Vice-President Wallace over the radio and did he speak highly of us! Our job is just as important as any in the yard. What would a carrier look like without us for a week? So keep your heads high, girls. That little green hat is just as good as the brightest in the yard. I also would like to see a sweeper gal christen a carrier before the last one goes out.—Alice Hennessy, leadlady, graveyard.

Ed: These sweepers are a rightly proud lot. More power to 'em! As to christening a carrier: This is the exclusive domain of the U. S. navy, and all sponsors are picked by them.



Music Makers Indirectly these men helped provide music for the yard. They are shown in the Control Tower repairing and re-arranging the public address system equipment last week. On the left is Ronnie Goard, electrician foreman and to the right, John Bailiff, electrical supervisor. (Vancouver photo)



Surprise Verna McDowell, swing leadman in Shipping office at General Stores was surprised when fellow-workers sprung a party for her during lunch hour last Friday night. Mrs. McDowell has been employed in the yard for two years, but is leaving June 1, to keep house for her husband, Ted McDowell, swing material expediter on the ways. Mrs. McDowell is at far end of table, in a polka dot dress with white collar.