

# BOSN'S WHISTLE



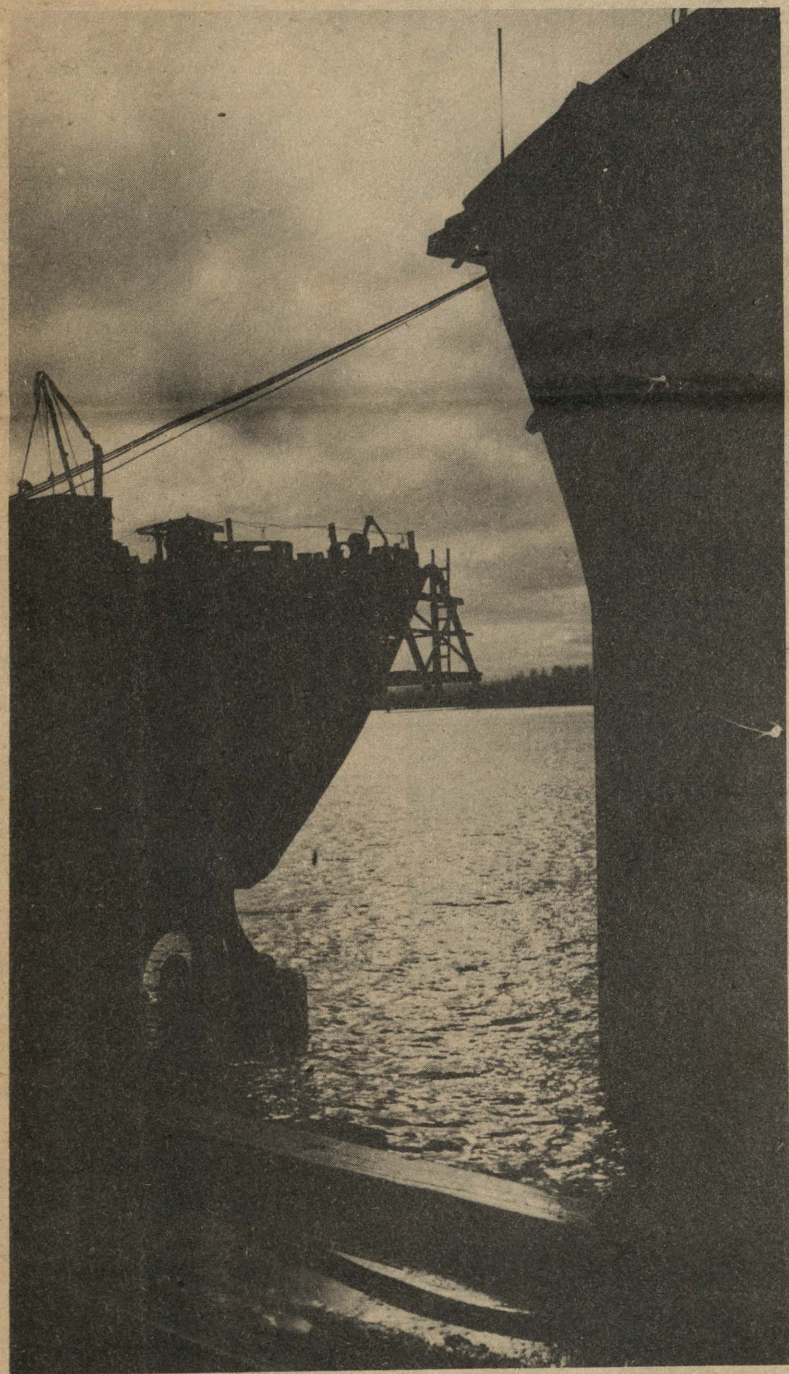
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**Lyon Is Caged** The USS Lyon, converted C3 that recently arrived from Nagoya, Japan, with veterans for separation centers, is here being placed in the Swan Island drydock for bottom work.

## Double Holiday Slated At Christmas; Single Day to Open New Year

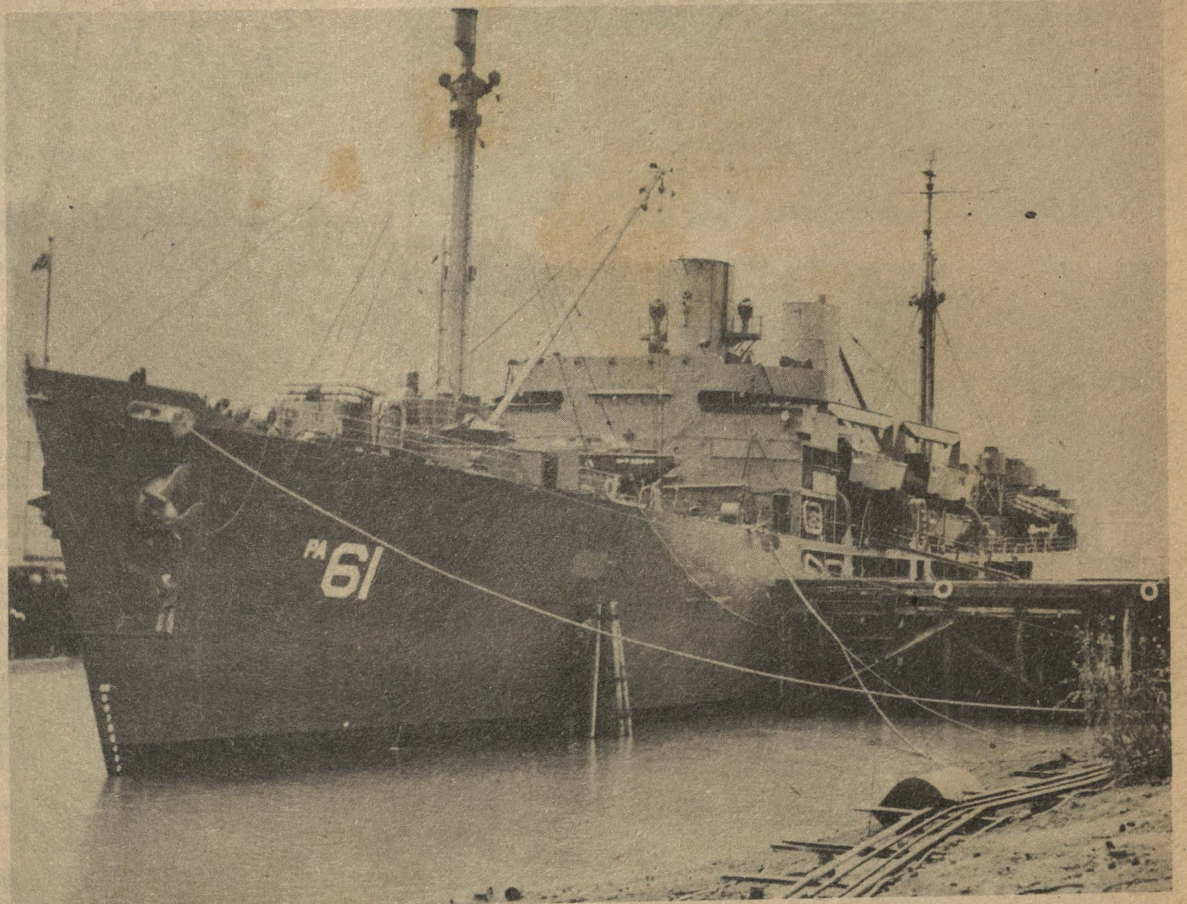
Story, Page 3



**C-4 Silhouettes** Above, the stern of the Mount Whitney and the bow of the Mount Greylock are silhouetted against the gloomy overcast of a late afternoon sky. These are the two C-4 cargo ships on which 30 recent winners of Victory loan drive prizes will take trial trips to Astoria after the first of the year.

## Surplus War Goods Bargains Due--All In Orderly Fashion

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**Repairs Start at OSC** The auxiliary Attack Transport USS Barrow is shown above at the Oregon Ship outfitting slip, where it is undergoing repairs by The Kaiser Company's Terminal Repair division. It is the first vessel of an overflow of repair work which will be handled. The vessel was headed for the Pacific theatre to return another load of veterans when it developed pump trouble at Astoria and turned back. The Barrow recently brought troops from Leyte.

## Kaiser Gets Contract to Produce Steel for France

Story, Page 8

# Fate of World Lies With Use Of Atom Bomb

Editor's note: Bosn's Whistle recently published a staff-written article about the Hanford project where the atomic bomb was made. Subsequently a news survey was made of pertinent facts and opinions about the atomic bomb itself and this article presents results obtained from authentic sources. The facts have been checked. The opinions are not necessarily those of Bosn's Whistle's editors, but a reflection of opinions and inferences from qualified sources. It is presented to Bosn's Whistle readers for their objective study.

How grave is the problem of atomic bomb control? That may be answered by atomic bomb information being released by scientists who say it is wholly possible, if not probable, that scientific progress soon may succeed in placing complete destruction of the world in the hands of man. Through accident or experimentation, a nuclear chain reaction could be started from which no living thing would survive. Scientists already are studying cosmic rays that are outside the world's atmosphere and some believe they may discover the secret of how to transform all matter into energy.

No defense has been perfected against atomic bombs and military and science authorities state that none can be expected. Atomic bombs of the future will be larger, and it is estimated that atomic weapons might kill 20 per cent of a nation's population in one hour.

## AVAILABLE TO ALL

All major powers have access to raw materials necessary in manufacture of the bombs and the cost is not prohibitive to any nation capable of supporting a large army or navy. Furthermore atomic charges can be delivered to objectives in many ways ranging from airplanes or rockets, to shipment in innocent appearing packing boxes or trunks. It is estimated that only 5000 bombs would be necessary to destroy all important targets in a country.

The United States protects no big secret about the atomic bomb and its only advantage over the world at present is knowledge of its manufacture. Other nations may learn the same thing within a few years.

The United States has the atomic bomb and the rest of the world wants it. There are indications that other nations are experimenting and working toward developing their own bomb. The question of whether or not we should release the bomb secret has occupied the public mind for many weeks. A national poll found that 71 per cent opposed giving control of the bomb to the United Nations Organization. In the same poll, 65 per cent believed the secret could not be kept and that other nations would soon have their own bombs. (Bosn's Whistle "Inquiring Reporter" had about the same results when a similar question was asked.)

What shall be done with the

bomb secret still is undecided. President Truman, Prime Minister Atlee of England, and Canadian Prime Minister King recently suggested a special commission under the United Nations Organization which would endeavor to solve the problem by arranging free exchange of scientific information among all countries, and establishing controls to make sure that atomic energy is used for peaceful purposes.

## PROPOSE CONVENTION

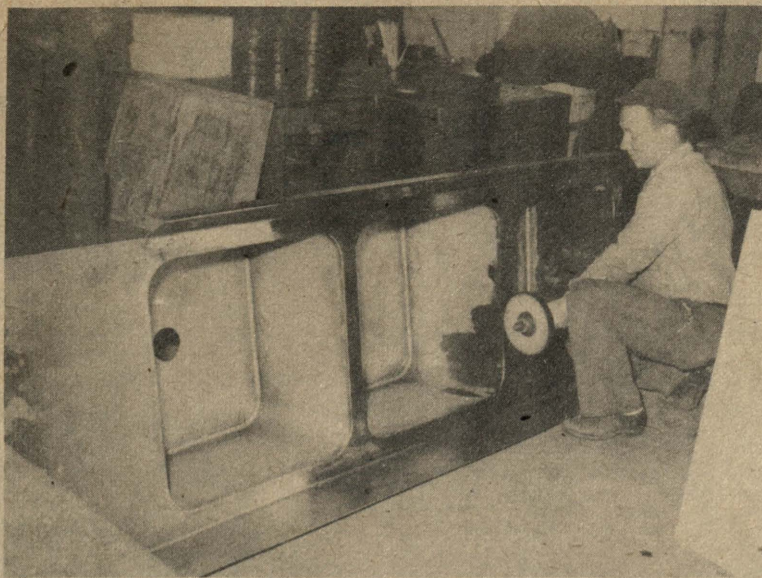
They suggest a convention then be drawn up to eliminate atomic and all other mass-destruction weapons from arsenals of all nations, with, perhaps, international inspection to enforce the convention's decisions. However, a good many experts, especially military personnel, favor the nationalistic May-Johnson bill now under consideration in congress.

Scientists, from whose ranks came the men who developed the bomb, are agreed that the bomb cannot be kept a secret. A joint statement from 500 M.I.T. and Harvard scientists stated that: "... to keep permanent monopoly of the atomic bomb would require immediate conquest of the world by the United States and constant policing by this country of the entire hostile world thereafter."

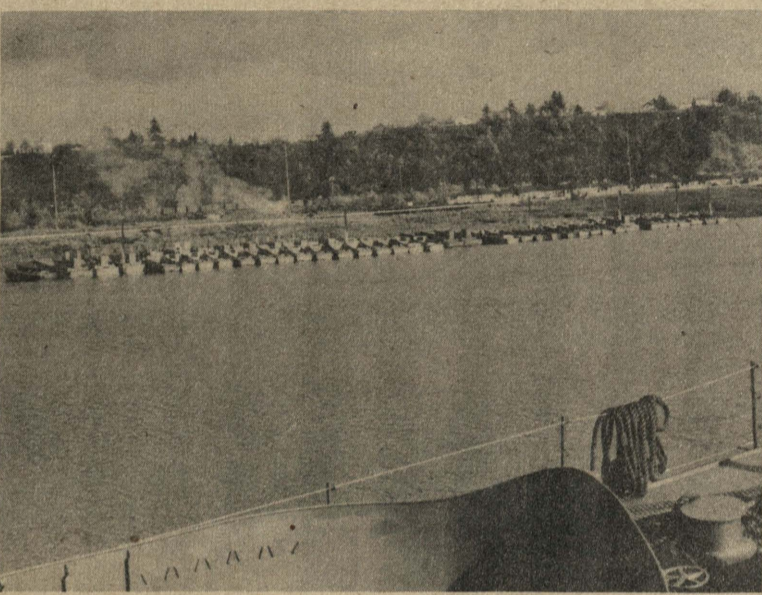
Whatever conclusions may be reached about the control of atomic bombs and the research into utilization of atomic energy, one thing is increasingly obvious: Those conclusions and decisions are of vital importance to every living thing on the face of the earth.

## Worker Dies

(VANCOUVER) — Olie Hanson, veteran swing shift employe of the cafeteria, died suddenly November 19. The news of his death came as a great shock to hundreds of cafeteria employes and patrons who knew him as a jovial, good-natured fellow worker.



**Shiner** Leslie Turnidge uses a buffer to make the stainless steel gleam on a sink in the Swan Island Sheet Metal shop. Sheet Metal has recently handled galley installations on both the Marine Falcon and Marine Lynx, Vancouver-built C4. (Swan Island photo)



**Assault Flotilla** Landing craft from numerous Attack Transports at the Swan Island Repair dock are beached across the basin in front of the navy's Swan Island barracks intake center. Several types of landing boats are included in this assortment. (Swan Island photo)



**Smelter Food** Salvage burners Ray Crowell, on the gun tub, and Vic Haffey, on the ground, are cutting up steel at Swan in tanker gun tubs and other minor sections so the metal can be handled for shipping to smelters.



**In Champ Days** One year ago, Oregon Ship was just winding up a spectacular production performance which won for it the Attack Transport ship construction championship of the nation. Above, proudly displaying the AP-5 champ flag, are Edgar Kaiser, general manager; Roy Wilehart, boilermaker foreman; Charlene Stratton, burner; Bill Owens, burner supervisor; and Al Bauer, assistant general manager.

## KAISER YARDS' ACTIVITY PEAK ONE YEAR AGO

One year ago this week intense activity was the keynote in the three Kaiser yards of this area, a review of the Bosn's Whistle, published December 8, 1944, reveals.

Oregon Ship announced that it had made a new record by delivering 11 Attack Transports to the navy during the rain-swept 30 days of November and had recaptured the AP-5 Champ flag.

Swan Island was preparing to recapture the Tanker Champ flag and was scheduling a seven launching, seven delivery program for the month. Marine machinist ordnance crews had set a new record for gun installations.

The C-4 contract was getting into heavy production at Vancouver and since the middle of the previous month eight keels had been laid. Word was coming in about the magnificent job Vancouver flat-tops did in the Philippine campaign.

The 6th War loan had ended for the area December 2 and all yards announced that they had gone over the top.

And in sports, shipyard kegglers were going to town on the maples with five listed leagues in action.

## SS Joseph Gale Returns 550 Vets

The Star of Oregon no longer sails the seas, but a ship named for the man who built the first vessel of that name was in the troop transportation news this week.

It is the SS Joseph Gale, an Oregon Ship-built Liberty launched November 11, 1942. Converted into a troop carrier, the Gale brought 550 veterans from the European theatre to Newport News, Va., Tuesday.

The Gale was christened by the wife of an OSC worker, Mrs. Henry Peterson.

## 3 Kaiser Carriers Return 3500 Vets

Part of the Kaiser fleet which is proving just as valuable to the nation in peace as it was in war, three Vancouver-built escort carriers steamed into Southern California ports early this week carrying more than 3500 homeward bound veterans from the Pacific.

The Kalinin Bay, delivered November 27, 1944, docked at San Diego. The Savo Island, delivered February 3, 1944, and the Saginaw Bay, delivered March 2 of the same year, debarked their troops at Los Angeles.

## Family Food Bill Rises

Increase of three percent in Portland's family food bill in the month ending October 15, is reported by William A. Bledsoe, regional director of federal bureau of labor statistics.



**Vancouver Wac Overseas** Pfc. Irene Viertel, former messenger girl at Vancouver, currently is stationed in this shell splattered building in Manila, P.I. The building is part of the Philippine General hospital and has been restored to make it liveable for the WACs. Pfc. Viertel is on the left and is with Pfc. Ernestine Heaton, Creswell, Oregon, Pfc. Jayne Henry, Bridgeport, Conn., Pfc. Ruby Edmonds, Burlington, N. C., Pfc. Catherine S. Cox, Jacksonville, Fla., and Cpl. Marguerite E. Jenkins, Maunie, Ill. (Official U. S. Army photo)

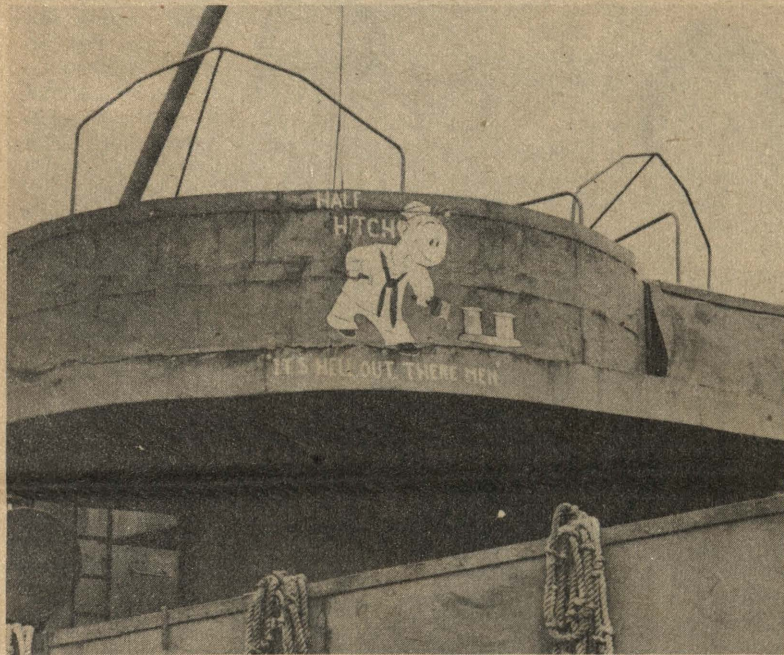
# Swan Champions Pass Loan Quota

## Holidays Set In All Yards

Christmas and New Years days, December 25, 1945, and January 1, 1946, will be observed as a legal holiday in all Kaiser operations of the Portland-Vancouver area, according to memorandums dispatched this week to all superintendents and department heads. The holidays are in accordance with the provisions of labor agreements pertaining to recognized holidays.

The yards also will be shut down Monday, December 24, 1945, so that employes may have more complete enjoyment of the Christmas holiday.

Only those employes will be permitted to work who are necessary for plant protection and for work of an emergency nature as determined by the general superintendent of each yard. Employes covered by the new ship construction master agreement and the ship repair agreement who are directed to work on Christmas day or New Years day will be paid double time. All other hourly paid employes directed to work on either holiday will be paid time and one-half.



**Statement of Fact** One of the many reasons why men overseas want to get back to the United States is plainly stated on the forward gun tub of the USS Cape Canoso, riveted veteran that has transported a good many thousand men to and from the Pacific Islands.

## No. 1 Swan Tanker Returns to Coast

Swan Island's first tanker, SS Schenectady, is reported to be back on the West Coast and laid up at San Francisco for the time being.

The ship probably has had one of the most colorful wartime existence of any ship launched from the island yard. For some time she was used in Atlantic service and early in the war she is reported to have taken part in the African campaign.

According to seamen who have sailed on her, she is one of the most seaworthy ships in their experience.

## KAISER PRAISES TRUMAN CONFAB

The praise of Henry J. Kaiser recently was accorded the efforts of President Truman's labor-management conference. Kaiser's comment, made in Oakland, Calif., follows:

"No effort of labor and management to agree is ever wasted. The very fact that men meet together and work together always brings them nearer to a solution of their problem. Whenever there is mutual understanding on any of the issues, some progress is made.

"Any progress is an asset. Industrial democracy, like political democracy, will survive by the effort to agree and through the sacrifice of men who have the courage to continue the search for agreement in the face of their obstacles."

## Hap Pullen Writes From Tokyo Vicinity

(SWAN ISLAND)—Hap Pullen, former editor of the Shipbuilder and well known around Swan Island, recently sent a postcard to the yard through Maury Merriwether, radio room.

Pullen left the yard to go out on a Swan tanker as a member of the merchant marine crew. He writes:

"Dear Maury and Swan Island friends—I am in Japan near Tokyo. I think of Swan and old friends often and expect to start some lively activities when I return. Best wishes to all."

## Hymes Leaving

(SWAN ISLAND)—J. L. "Jimmy" Hymes, head of the Swan Island and Oregon Ship Child Service centers, is leaving Portland for New York City where he will do research work for a foundation that is studying the effect of the war on the children in American homes.

## Yard Shoots Again At National Honor; Shipwrights Leading

(SWAN ISLAND)—The championship calibre that has been strongly in evidence since the start of Swan Island as the tanker building yard of the nation is coming through again. Monday of this week Swan Island workers passed their quota in the Victory Loan drive with a figure of 105.32 per cent.

Actually the quota was made on Friday, November 30, when cash and deduction sales and pledges reached the \$209,617.50 mark. With still another month to go, it is possible that Swan Island again will reach for the top spot of the nation that it achieved in the 7th War Loan.

Swan Island shipwrights and facility workers, consistently the best week-to-week war bond buyers on regular payroll deductions, are leading other major departments with 125 per cent of quota.

Second in line is Pipe department with 124 per cent. It was Pipe department that led the field in the 7th War Loan with 252 per cent of quota and won the right to sponsor the SS Halls of Montezuma, Hull 144, last July 21. The launching was first prize for the leading Marine division. In the 7th

War Loan Pipe employes averaged \$472.49 each in purchases.

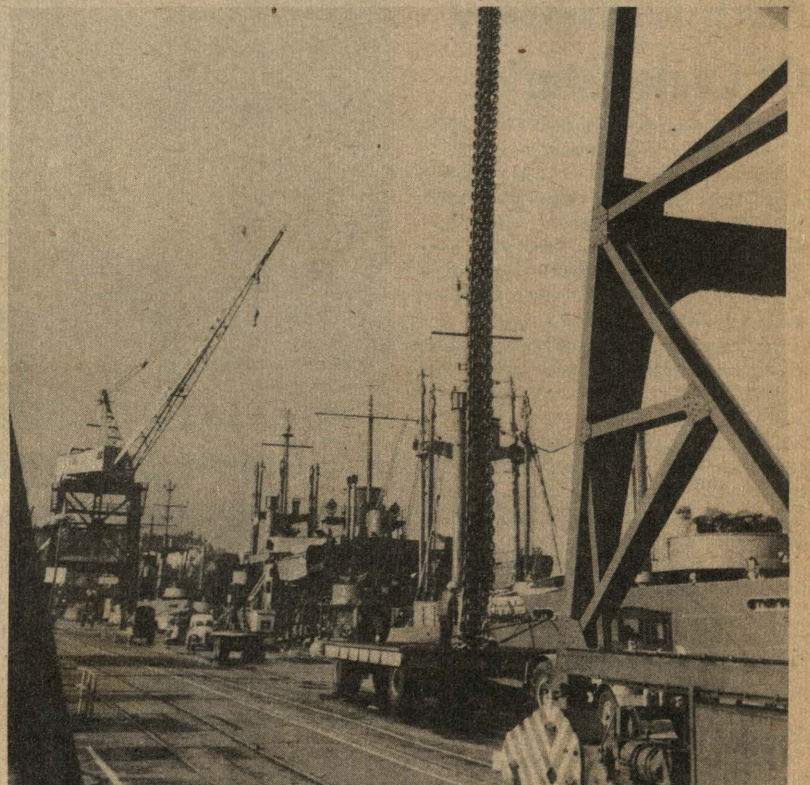
Administration department, always strong contenders for top bond buying honors and first in the Gobs division of the 7th War Loan, now have 118 per cent of quota.

Materials department shows 117 per cent. This department won the contest in the 5th War Loan and sponsored the SS Swan Island, Hull 86.

Mechanical department, veterans in the art of winning bond buying races, are 115 per cent. This department won the Doughboy division launching in the 7th War Loan.

Riveting and Chipping, runners up in the Doughboy division in the 7th War Loan are up to 112 per cent.

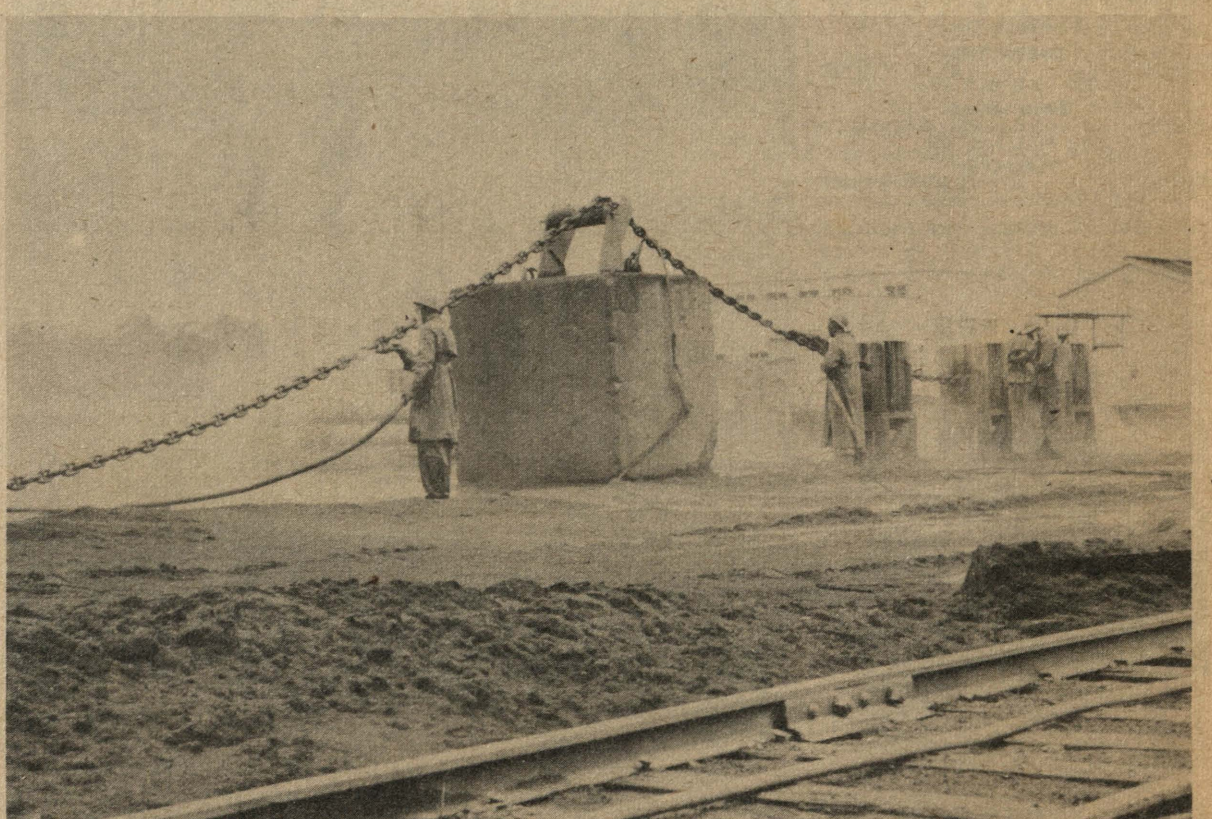
The Guard department, too, is 112 per cent.



**Sunshine** For a few brief minutes not long ago the sun broke through the overcast to permit a rain-sodden photographer an opportunity to shoot this striking picture of the USS Menard, PA 201, a Vancouver-built AP5, taking on her refinished anchor chains. The Menard has since left the yard for a return trip into the Pacific.



**Disarmament** Those smoothly working guns aboard the Vancouver-built C-4, SS Marine Falcon, are removed at Swan Island to be crated and stored by the navy. In picture a gun director is swung to the shore by a whirley crane. (Swan Island photo)



**Chain Gang** Sandblasters work on anchor chain to remove rust and old paint before chain is returned to its ship on the Swan Island repair dock. Chain is pulled past sandblasters by winch. (Swan Island photo)

## Zoe Huffman Only OSC First Aid Attendant Left

Zoe Huffman, Oregon Ship's oldest nurse in point of service, is the only attendant left at the yard's First Aid Station, being doctor and nurse combined.

Zoe, who graduated from the University of Oregon's school of nursing in April, 1940, was employed as nurse at the Multnomah hospital until she came to Oregon Ship on August 13, 1941. She recalls that there were only three nurses, three first aid men and one doctor, on all three shifts at the time.

During peak production this figure was increased to 22 nurses, nine first aid men, and nine doctors. They handled an average of 1,000 cases per day.

Besides doing first aid work and assisting doctors, Miss Huffman had charge of the ordering and dispensing of all first aid supplies.

She says her heaviest day at Oregon Ship was during the Outfitting dock fire.

Her home town is Coeur d'Alene, Idaho.

## Kaiser Employes Mark Anniversary Of Coulee Start

Kaiser company employes in shipyards here who formerly worked on Grand Coulee dam recall that it was only 10 years ago yesterday that Clarence D. Martin, then governor of Washington, gripped the handle which tipped the first bucket of concrete into the greatest masonry structure ever built.

In that decade, workers here point out with personal pride, the dam's huge power plants have sent 1,713,683,000 kilowatt-hours of electricity to Northwest war industries, and was a major factor in the operation of the Hanford atomic bomb plant—vital aid to victory over Japan.

Grand Coulee is the key to the multi-million-dollar Columbia basin irrigation project, in addition to being the zenith of importance to the electrical output of the Columbia, nation's greatest power stream.

On December 6, 1935, Governor Martin's action sent the first of 10,230,776 cubic yards of concrete into the project which ultimately was to provide a 21 million ton barrier across the Columbia.

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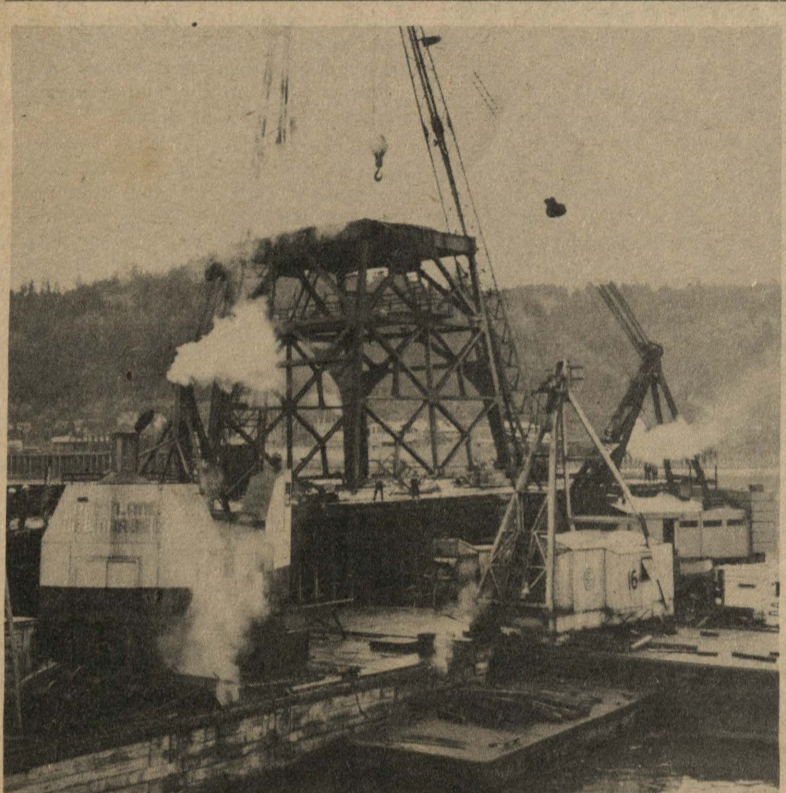
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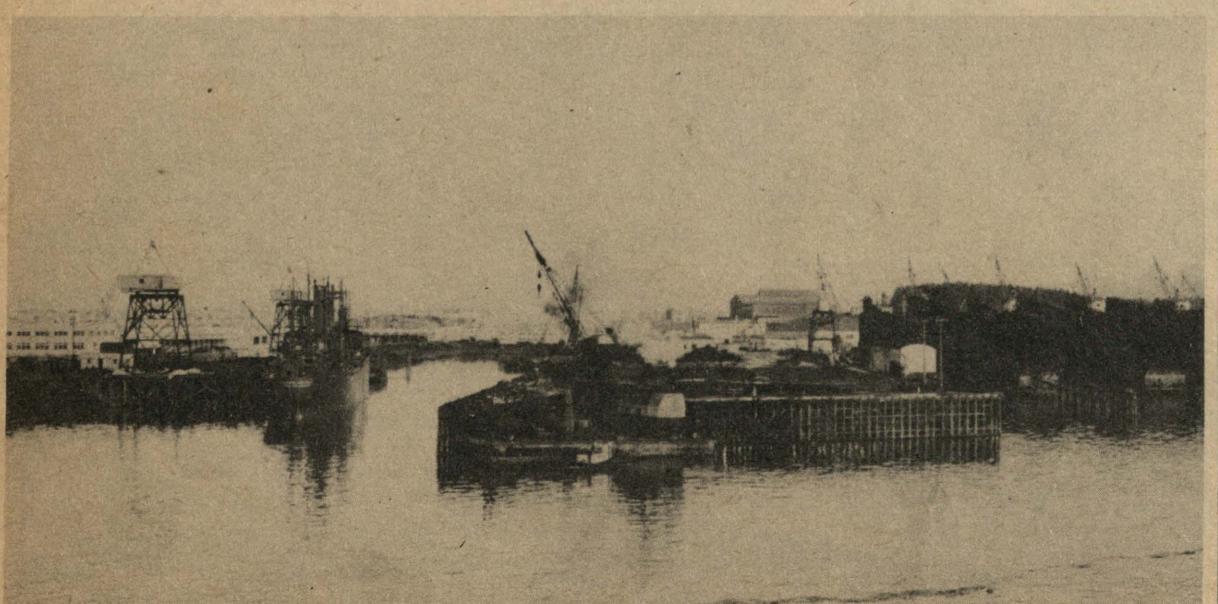
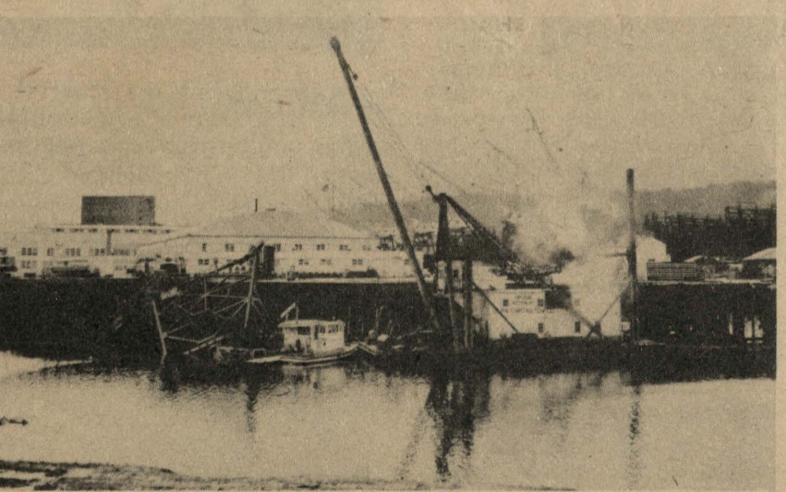
Vancouver  
Editor ..... DAVE DEIHL  
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**Pipe 'Old Timers'** Here are the last members of Oregon Ship's Pipe Maintenance department, which serviced temporary acetylene, oxygen, air and water lines to the ships on the ways and Outfitting dock. These nine old timers with three and one-half to four years of service are, from left: Back row—Louis Schmidt, J. M. Denton, leadman, E. A. Reich, foreman, Jack Benton and J. J. Flink. Front—W. H. Bailey, H. H. Lewis, R. Timmons and A. J. Grimm.



**OSC Cranes Salvaged** The four cranes which toppled in the big Oregon Ship Outfitting dock fire are being salvaged by the Gilpin Construction company and the Portland Tug and Barge company. Above, the cab of whirley number 16 has just been placed on a barge, and the ponderous legs of the cable crane, sitting on track, were to be removed later. Below, a salvage crane barge has lowered its hook into the water to pull up the crab of another whirley which pitched into the water as the dock's piling collapsed in the blaze.



**Dismantling** Here's another view of the burned Oregon Ship Outfitting dock being dismantled when the Brainerd Victory was in the basin. The picture was taken on the last Swan Island tanker trial run.

## Inquiring Reporter

QUESTION

"Do you think children should be told the truth about Santa Claus?"

**Arlene Brasat**, Key room, Outfitting dock, Vancouver: "Well, I don't know. I never really thought about it. But a child gets a real kick out of believing in Santa Claus and while he may be disappointed when he learns the truth, he gets over it, doesn't he? I just never thought about not telling them about Santa Claus."

**Jerry Sloper**, Swan Island assistant hull material superintendent: "When I was a kid I told my kid sister that Santa Claus was the guy who brought beer in buckets, but now I have two girls of my own, ages one and four, and I don't want to spoil the enjoyment they will get in believing in Santa Claus. While they are in the transition age before school they won't be hurt by this kind of belief."

**Mary Kemmerich**, Oregon Ship Time office: "Definitely not. Instead, their belief in Santa Claus should be strengthened and maintained as long as possible. It increases their imaginative powers and imbues them with a lasting and wholesome Christmas spirit. My son, who is now 14 and knows the truth, still enjoys thinking of the days when he would leave a bottle of 'coke' for old Santa, on Christmas eve."

**William C. Hargrave**, Vancouver layout foreman on Outfitting dock: "Yes, I believe we should tell them the truth about Santa Claus being a myth. I think we should tell them about the spirit of Christmas and the birth of Christ. We told our children there was no Santa Claus and we find they work with us and enjoy the spirit of the occasion very much."

**Jimmy Hymes**, Swan Island Child Service center director: "It is important for kids to grow up with factual, inquiring minds, searching for the truth. It is also important that parents give their children honest answers. However, Christmas is an accepted part of our culture in which everyone participates. It is the exception that proves the rule. I wouldn't urge parents who haven't told their kids about Santa to do so. Really the family tradition should decide the point in question."

**R. S. Jensen**, Oregon Ship marine engineer: "Grown up people who should know better have their phony illusions about certain things, and enjoy them, so why should anyone want to destroy a child's innocent belief in a Santa Claus? I believed in Santa as a youngster and still look back upon those days as the happiest of my life. Without Santa, believe it or not, Christmas would not amount to much in the home."

**Kinley Linn**, Vancouver rigger on Outfitting dock: "Well, I believe in telling children the truth but I like for them to believe in Santa Claus. I don't think it hurts a child at all. I have two boys, nine and 12, and they know the truth about Santa Claus, but they still like to play the game with other children. It certainly has worked out fine for them."

**John Schommer**, Swan Island Cost department: "I have a grandson who was born on New Year's day and will be six next month and ready for school. He still thinks there is a Santa Claus and saw one for the first time this year in the Portland parade. He was hypnotized by Santa and is very enthusiastic about Christmas. It hasn't hurt him to believe in Santa."

**C. F. McEwen**, Vancouver guard: "I believe we should tell them. I think there is too much falsehood put out and it gives the youngsters a false impression and they lose faith in our word. I believe there is too much myth in our religion, too. Tell them the truth. I have 10 grandchildren and they are all raised in this belief."

**Glenn Sparks**, Oregon Ship auditor, U.S.M.C.: "Certainly not. My little three-year-old daughter has been looking forward to the arrival of Santa Claus for weeks. I would not rob her of this happy anticipation for the world. It is this childish belief which creates and perpetuates the real Christmas spirit. Why spoil those innocent ideas which go to make a complete and happy childhood?"

**Murray Marquiss**, Swan Island engineer: "I believe we should allow our children at least the first six years for fairy stories. Put it this way. Tell them the truth with a little finesse and when they find out they won't feel so bad. I have two girls, two and four years old. I'm going to have to decide soon how to handle the situation."

**Elizabeth Ziebarth**, Vancouver Personnel department: "No, I don't believe you should tell them the truth about Santa Claus. Life is too full of reality after one grows up, so why not let children believe in fairies while young? No one ever got hurt by believing in Santa Claus!"

**Marion Whisman**, Oregon Ship key punch, I.B.M.: "Most emphatically not. Why deliberately wreck a child's make-believe world? The hard realities of life are faced all too soon. Didn't you thrill to the anticipation of Santa's arrival as a youngster, and wonder what he would bring? I'll bet you still do. If make believe helps to brighten a child's life, I am all for it."

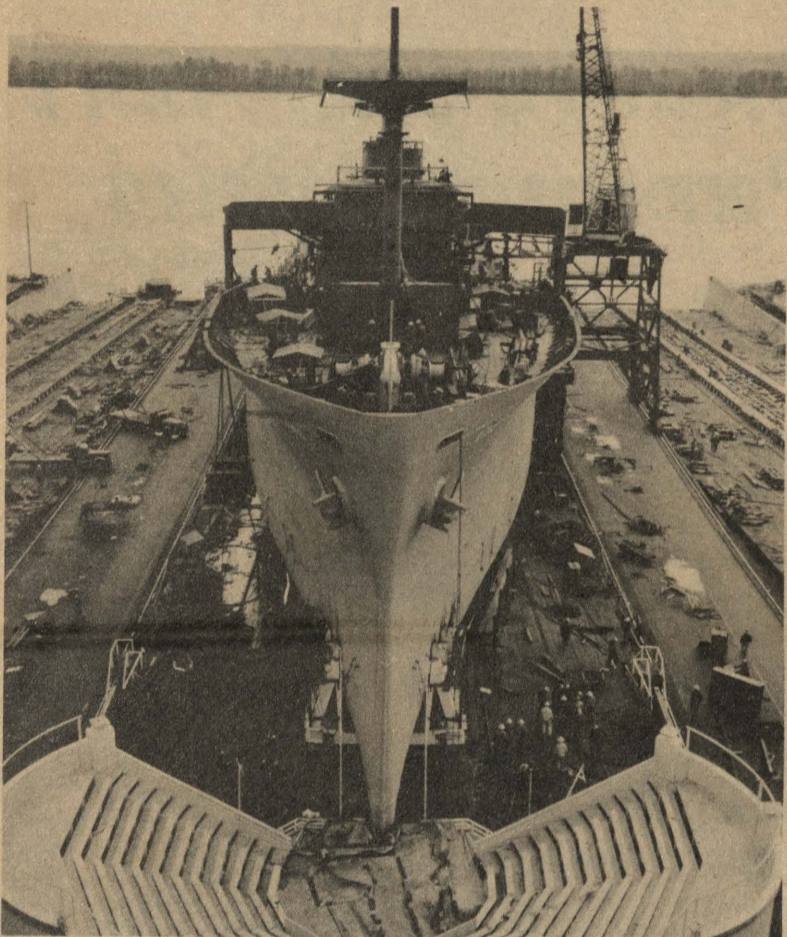
**Carl Hopkins**, Swan Island statistician: "The belief in Santa Claus is damaging to children. It always presents difficulties to build up literal fantasies for truth. The Santa Claus myth is an interesting fairy tale and can be presented to children as a 'let's-pretend' game. Don't kid unsuspecting children into believing something that isn't so. Don't try to confuse a child."

## 'Scotty' Vacations

(OREGON SHIP)—G. G. (Scotty) Wright, Oregon Ship's veteran Erection superintendent, is vacationing with Mrs. Wright in Los Angeles and Oakland. Wright has directed work on the ways for all the 455 vessels built at the yard.



Fore and aft "shots" of the SS Scott E. Land, last taken on Vancouver's ways, ended a career of taking maritime report pictures for Louis Lee, yard photographer, who covered every ship built at Vancouver. Top picture is view looking forward on the Scott E. Land, and bottom picture looks aft.



## 2-WAY PHOTOS FINISH Lee Shoots Last Neg

(VANCOUVER)—Louis Lee, Vancouver yard photographer, swung through the air with the greatest of ease November 21 for the last "fore and aft" shots on the ways. It was his 320th such trip in Vancouver yard. The fore and aft pictures were for official maritime commission reports.

Each month every ship on the ways was photographed from a "bucket" hanging high on a crane looking forward and aft. The 141 vessels constructed here averaged more than two such sets each, with additional fore and aft pictures required weekly on the two drydocks during their construction period. LST 475, the 71½-hour keel-laying to launching vessel, was "shot" numerous times during its brief stay on the way, and Lee was among those who practically lived in the yard during the construction period.

Fore and aft pictures are in addition to dozens of special pictures taken of each vessel built here. All construction phases, particularly new jobs or procedures, were accurately pictured by the eagle-eyed Lee camera.

Remaining to be taken are fore and aft shots on the Outfitting dock, plus any additional construction pictures desired by the company or Maritime commission. Dock fore and aft shots are alternated every other month, shooting fore on one berth and aft on the next each month.

Fore and aft pictures are in addition to dozens of special pictures taken of each vessel built here. All construction phases, particularly new jobs or procedures, were accurately pictured by the eagle-eyed Lee camera.

### PERMANENTE BIRTHS

Mr. and Mrs. Matt Stumper, Vancouver, a boy weighing 6 lb. 11 oz., on November 19, 1945.  
 Dr. and Mrs. J. W. Neighbor, Vancouver, a boy weighing 6 lb., 10 oz., on November 20, 1945.  
 Mr. and Mrs. David Hinkle, McLoughlin Heights, a boy weighing 8 lb., 10½ oz., on November 21, 1945.  
 Mr. and Mrs. Claude Chick, Vancouver, a girl weighing 7 lb., 15 oz., on November 22, 1945.  
 Mr. and Mrs. C. D. Martin, Vanport, a girl weighing 6 lb., 5 oz., on November 23, 1945.  
 Mr. and Mrs. Elijah Steppes, Vanport, a boy weighing 7 lbs. 3½ oz., on November 14, 1945.  
 Mr. and Mrs. Cecil Jackson, McLoughlin Heights, a girl weighing 6 lb., 15 oz., on November 15, 1945.  
 Mr. and Mrs. Lullen Ward, Bagley Downs, a girl weighing 6 lb., 8½ oz., on November 14, 1945.

Mr. and Mrs. George Bendshadler, Vancouver, a boy weighing 6 lb., 8½ oz., on November 15, 1945.  
 Mr. and Mrs. Robert Smith, Ogden Meadows, a boy weighing 7 lb., 6½ oz., on November 16, 1945.  
 Mr. and Mrs. Ben Rogoway, Vancouver, a boy weighing 7 lb., 6½ oz., on November 16, 1945.  
 Mr. and Mrs. James Lewis, Portland, a boy weighing 9 lb. 12½ oz., on November 17, 1945.  
 Mr. and Mrs. Homer Johnson, Vanport, a girl weighing 7 lb., 4½ oz., on November 17, 1945.  
 Mr. and Mrs. Carl Matthews, Ridgefield, a boy weighing 7 lb., 7½ oz., on November 17, 1945.  
 Mr. and Mrs. Jerry Reed, Bagley Downs, a boy weighing 6 lb., 4 oz., on November 19, 1945.  
 Mr. and Mrs. Roosevelt Lathan, Bagley Downs, a boy weighing 7 lb. 7½ oz., on November 24, 1945.  
 Mr. and Mrs. Roy O'Neal, Vanport, a girl weighing 7 lb., 4 oz., on November 24, 1945.

## Flat Top Six Goes Into Steady Jive

(VANCOUVER) — Thousands of Vancouver employes who have danced to the music of the Flat Top Six during the war years are still dancing to the rhythm of the same band in peacetime.



Gene Becker is known as the Jantzen Beach band. Becker was an employe at Vancouver for over three years.

The band will play throughout the winter season on Fridays, Saturdays and Sundays, except on occasion when name bands are brought to the popular dance center. It is the first time that Jantzen Beach ballroom has remained open throughout the winter season.

## Vancouver Eyes \$700,000 Total In Victory Loan

(VANCOUVER)—Victory Loan bonds sold at Vancouver yard during the current and last drive will total approximately \$700,000 in maturity value, a tabulation by the Bond department has indicated. Sales had passed the \$600,000 mark by the week ending November 30 and the Treasury department figures all payroll deduction sales through December in making its tallies for the drive, C. C. Lindley said.

"While the drive has officially been closed here in the yard since November 24, bonds purchased through payroll deductions will count for the entire month of December," Lindley said. "By that time Vancouver should be credited with well over \$700,000 in sales, figuring maturity value. Our average bond purchase per employe will

be approximately \$75. Cash sales totaled \$30,000."

Lindley added that the 30 winners of trial run trips all had been notified by mail at their home addresses. Any winner who has not received his official notice should check at the Bond department to see that his address is listed correctly.

Booker T. Washington became the first Negro ever elected to the Hall of Fame.

## Housing Units' Occupancy Rate Stays High in Peace

Despite the marked slackoff in work lists at Vancouver shipyard and various Portland war industries with the cessation of hostilities, war housing projects still are crammed with residents and have long waiting lists, for the most part. Portland occupancy rate still stands at 95 per cent, and Vancouver's record of departure still is running far behind the rate of termination at the yard. Lately

a substantial decrease in occupancy has begun in both areas, but Portland checkouts for the past week still leaves the number of occupants at the level of the previous week in centrally located projects. Continuing residence in all Vancouver projects, as of November 26, were 6280 families, plus an additional 710 men and women at Hudson House, which is not operated by local authority.

Peak occupancy in Vancouver projects, exclusive of Hudson House and Columbia House, was 11,350, reached in February, 1945. A previous high of 11,000 had also been recorded in December, 1943, when shipyard employment reached its peak at 39,000.

The tendency most apparent at present is the movement to McLoughlin Heights compared with the closing of Burton Homes and the sharp drop at Bagley Downs and Ogden Meadows. A total of 4283 families are still living at McLoughlin Heights, while occupancy at Ogden Meadows is down to 734 and at Bagley Downs to 618.

### HUDSON DROP SHARP

The drop at Hudson House has been particularly sharp, figures reveal. The 1945 peak (February) of 4300 tenants has been reduced to the present occupancy of only 710. All time peak at Hudson House was in December, 1943, when 4800 ten-

ants were living there, plus an additional 2000 at Columbia House, since closed and torn down.

Waiting lists are still large for semi-permanent homes in Harney Hill, Fourth Plain Village and Fruit Valley. With employment at Vancouver yard now approximately 8,000, the population of Vancouver,

less than 20,000 in 1940, is still estimated at 39,500 within the city limits, and 50,000 to 60,000 in the immediate metropolitan area which includes the housing projects.

For the Portland picture, housing is available immediately only at the two Vanport communities, where about 1600 furnished apartments of various types and sizes are ready, and at Guilds Lake, which reports a limited number of furnished and unfurnished units.

### SERVICEMEN SERVED

Of the 16,529 dwelling units under Portland Housing authority management, 11,551 are occupied, or 68.6 per cent—the percentage also reported for the previous week. To the present, Portland's federal projects have sheltered about 2000 families of veterans or servicemen, and, of these, 424 families became residents of Vanport, one of the largest military colonies living in the public projects. The total waiting list for all Portland projects has increased by 100 applicants for the week on which calculations are based, and now stands at 1037, of which 700 are listed from the military groups.

Of the 273 families who checked out during the recent base week, 53 will remain in the city or area. Another 58 will settle at other points on the Pacific Coast, and 69 families will find new locations east of the mountains.

## Housing Offices Close Saturdays

(VANCOUVER) — Effective December 1, Vancouver Housing authority offices, including all maintenance offices, close all day on Saturdays instead of remaining open until 12:15 p. m., it was announced this week by Milton Bona, publicity director. The five day week schedule will call for offices remaining open until 5:15 p. m. each night Mondays through Fridays, he added.

All recreation centers, however, will continue open as usual. "The change in hours for business and maintenance offices does not affect the recreation program," said Walter Pollock, director. This week's calendar of events remains the same, he reported.



**Number Knowers** Three years on the main West gate is the record of these three guards, and as a result they claim to know more Vancouver employes by name and number than any other person in the yard. Left to right: C. C. Watson, R. A. Cummins and H. D. Phillips. Cummins knew more than 1000 names and badge numbers at the yard's peak. Phillips has been a Kaiser-Vancouver employe for 41 months.

## COMING EVENTS

(VANCOUVER) — A two-day turkey circus, with 150 turkeys as prizes, will be held at the McLoughlin Heights recreation center Friday and Saturday, December 7-8, it was announced this week by the Vancouver Housing authority recreation committee. Turkeys will be given as top prizes in numerous games of skill. Fun for the whole family is promised by the committee.

**Friday, December 7:** Bagley Downs, teen-age dance, 8 p. m.; Mill Plain, movies, 7:15 p. m.; and dramatics class, 4 p. m.; Fourth Plain Village, teen-age dance, 8 p. m.; Ogden Meadows, modern dance, 9 p. m.; Hudson House gym, adult boxing, 3 to 10 p. m.; Harney Hill, kid's night, 4:30 to 8 p. m.; McLoughlin Heights, turkey circus, 7:30 p. m.

**Saturday, December 8:** McLoughlin Heights, children's matinee, 10 a. m. and 12:30 p. m., and turkey circus, 7:30 p. m.; Mill Plain, old time dance, 9 p. m.; and movies and community sing for children, 3 p. m.; Harney Hill, orchestra dance, 9 p. m.; Galey Downs, teen-age football, 2 p. m.

**Sunday, December 9:** Protestant and interdenominational services and Sunday School at all centers; evening services at Bagley Downs, Hudson House and Mill Plain. Catholic mass morning at McLoughlin Heights. Mormon services morning and evening at Harney Hill; Hudson House theater, movies, 2 p. m. to 12 midnight.

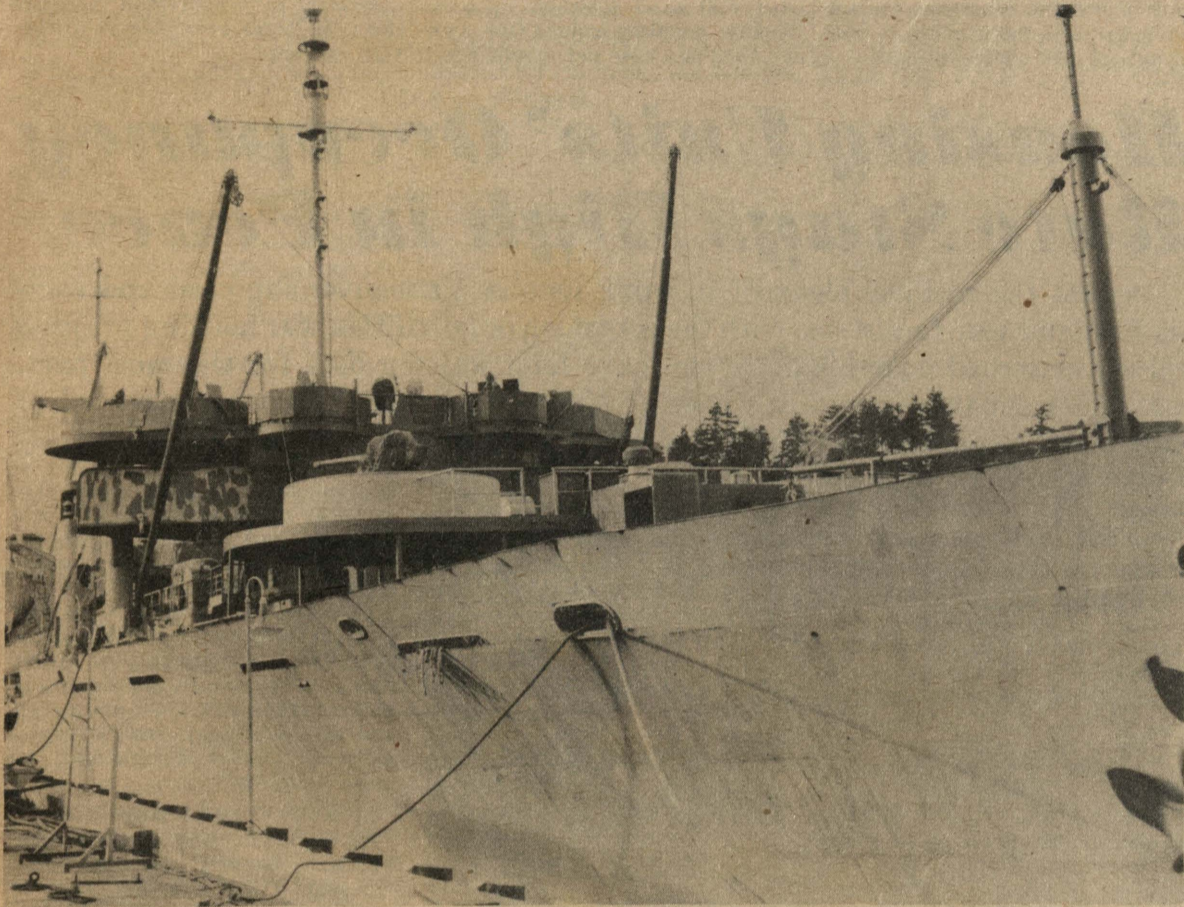
### CLASSIFIED

**LOST:** A gold Bulova watch between Vancouver North gate and Salvage shop, November 29. Clasp has name written on it. Square case, round face. Turn in to Guard office or contact Erma Low, Salvage, day shift.

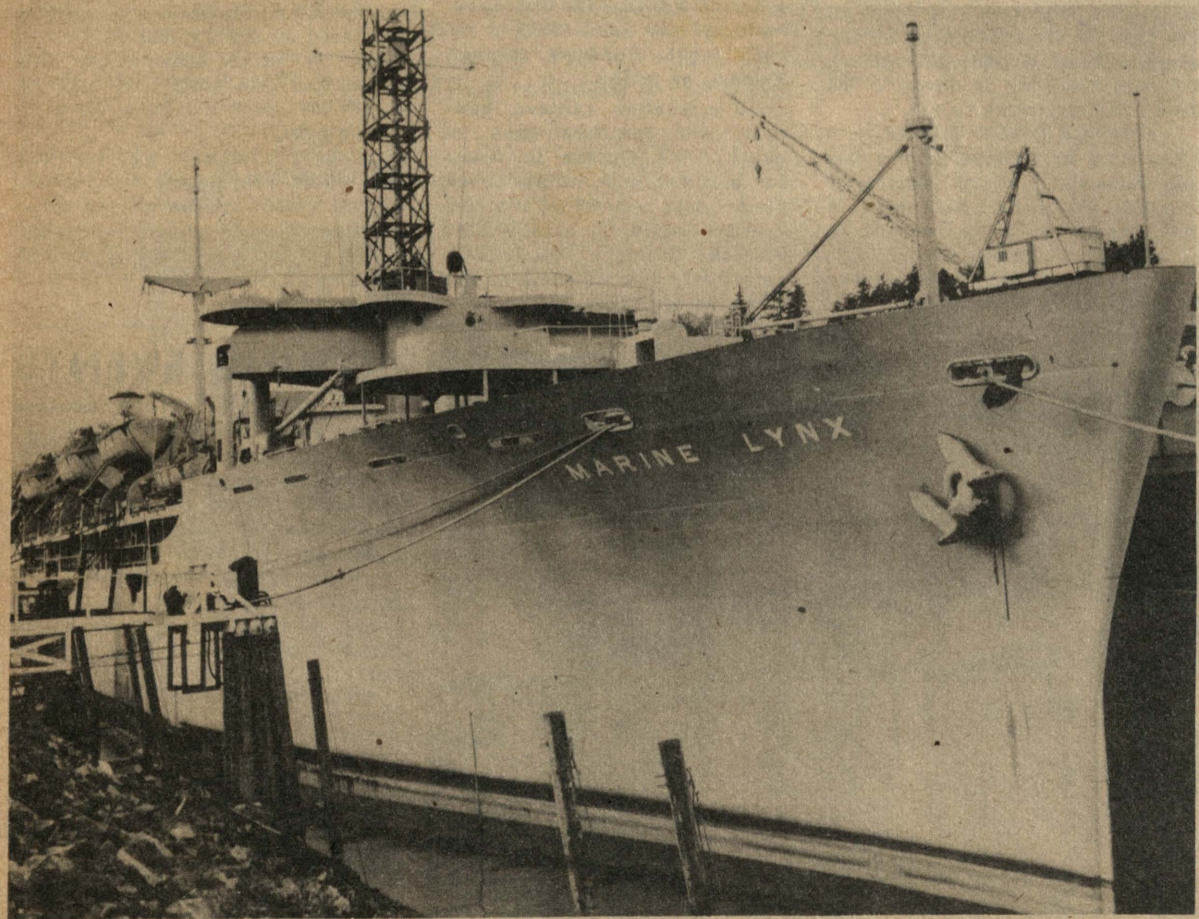
# It Happened Four Years Ago Anxiety Sweeps Yard

Four years ago this Friday a launching party was gathering at Oregon Ship where Mrs. Henry J. Kaiser was about to sponsor OSC's sixth Liberty, the SS Thomas Jefferson. Suddenly a wave of excitement swept through the Administration building and spread to the yard. Radios were sought, telephones began to ring insistently, people gathered into groups. The gaiety of the launching assemblage abruptly disappeared and was replaced by the tense somberness of shock and anxiety. At the appointed time the launching party left the gathering place at the Administration building for the shipways. The ceremony started, but the prepared speeches were abandoned and voices were suppressed by emotion. Mrs. Kaiser stepped to the prow of the ship, the restraining plates snapped, and the sponsoring bottle broke cleanly and forcefully upon the steel. Oregon Ship's sixth hull slid down the ways into the Willamette. Within four years 737 Kaiser built ships were launched in the Portland-Vancouver area to join the Thomas Jefferson.

That day, four years ago, was December 7, 1941. The Japs had just attacked Pearl Harbor.



**C-4 Comparison** Two Vancouver built C-4s that were moored at Swan Island for conversion to army transports show the change from war to peace. Note the numerous gun tubs on the SS Marine Falcon which was delivered last August and has been overseas. Then take a look at the new SS Marine Lynx, which was delivered in November without guns or gun tubs. Now the Falcon, too, has had its claws pulled, or rather its guns removed. (Swan Island photos)



## Extra Armor Plate Used for Ballast

(SWAN ISLAND) — Soon after V-J Day the Bosn's Whistle ran several pictures of material about the storage yard that was intended for surplus. One picture showed stacks of armor plate, formerly used to make up the gun tubs and protect the radio room on the tanker. Not finding any takers for armor plate, it was used for ballast in the SS Arthur Middleton.

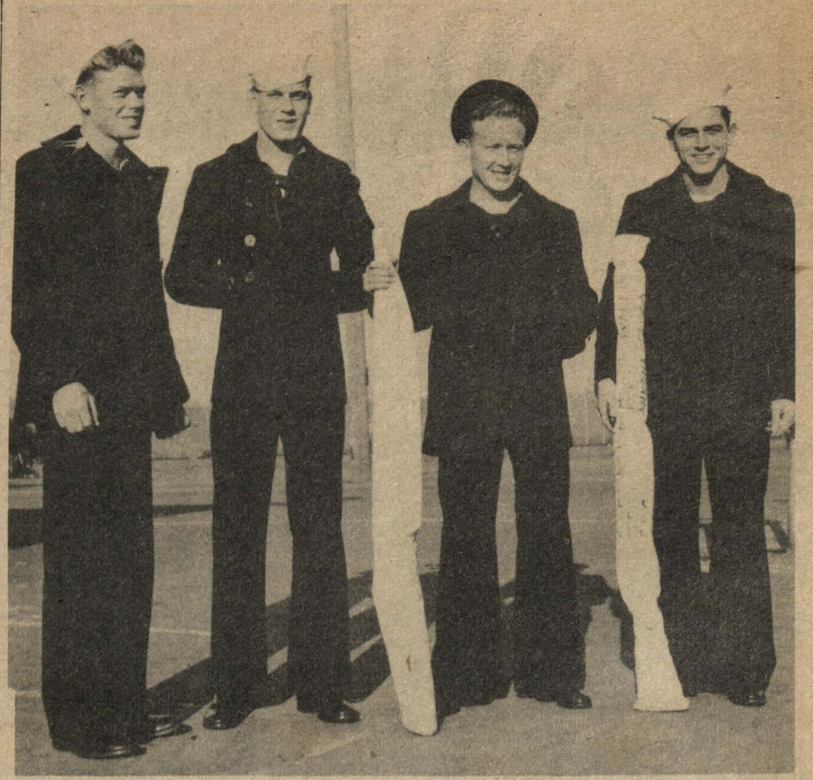
## Van. Ship Takes Men To and From Japan

(VANCOUVER) — The Marine Lynx, Vancouver C-4 troopship, is carrying troops both to and from Japan in a top-speed shuttle service, news dispatches reveal. The transport left Terminal No. 4 at Portland last week with 2398 out-bound army men en route to Japan within a few days after arriving from Japan loaded with returning servicemen.

## Cafeteria Refurbished

(SWAN ISLAND) — Renovation of the Swan Island cafeteria occurred the latter part of November with the ceiling and walls getting a fresh coat of paint. Also a partition was placed behind the soda fountain.

Airlines carried 4,000,000 passengers in 1944. It is estimated that they will carry 20,000,000 passengers a year by 1955.



**Souvenirs** These sailors from the USS Mifflin at Swan Island are carrying Jap rifles which they sent home before the ship left for another trip to bring home more GI's. From left: W. H. Moody, SM 3/c; M. W. Skelly, SM 3/c; R. M. Davis, GM 3/c and A. J. Spradlin, SM 3/c.

## BACK TO STAY--HOPE Permanente Boosted

(VANCOUVER)—“After six years in the army, I'm darn glad to be out”—that was the way Dr. R. M. Gill of Permanente hospital summed up his experience that included general surgical practice as a major on New Caledonia, Guadalcanal, Tarawa, Iwo Jima and Okinawa. Dr. Gill returned to the states October 12, and was back in harness at Permanente after a vacation that produced his limit of pheasants, deer and ducks.

A surgeon at Grand Coulee, working with Dr. Sidney R. Garfield, Dr. J. W. Neighbor, Drs. Eugene and Dudley Wylie and others of the doctors who helped found the pre-paid family plans that have attracted nationwide attention, Dr. Gill was called into service in 1939

for a twelve-month tour. But the war extended his “tour” to six years and many out-of-the way corners of the world.

Like many servicemen, Dr. Gill does not talk too specifically of his war experiences. He admits that surgery on such battlefields as Iwo Jima and Okinawa is quite different from surgery in such modern institutions as Permanente foundation. He went in on D-day with the 5th Marines at Iwo Jima, and was in the first group to land at Okinawa.

### SERVED IN STATES

Besides South Pacific duty, Dr. Gill served in Alaska, where Mrs. Gill was with him until invasion danger became acute. Also, he visited Vancouver in March, 1943, and had Stateside duty in North Carolina and other Eastern states.

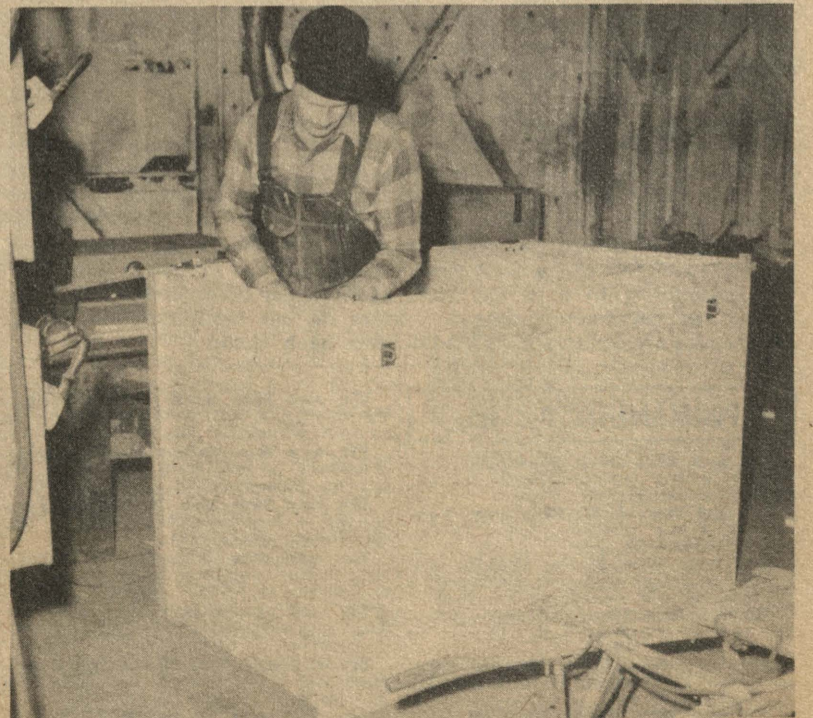
The Gills are parents of a son, four years old, and a daughter, one and a half. The girl was 16 months of age before her father saw her.

Dr. Gill likes Vancouver and the Northwest, and hopes to remain at Permanente hospital. “Like all of the doctors here, I am hoping for a favorable decision this week from the American Medical association on continuance of the Northern Permanente foundation in this area,” he commented.

## Stamp Books May Help in Bond Drive

Bond directors at the three Portland-Vancouver area shipyards and The Kaiser Company Terminal Repair division are urging workers to bring in partially filled war stamp books and pay the difference between the amount accumulated and a Victory bond.

Ken Moyer, bond head at Swan Island, Oregon Ship and the terminal, says there are enough outstanding stamps which, if turned in toward bonds, would enable each Kaiser operation in the area to meet its Victory loan quota.



**Jones-in-The-Box** M. D. Jones, Swan Island Sheetmetal shop, puts the metal lining in one of several coolers that have kept Sheetmetal and Carpenter shop busy the last few weeks. (Swan Island photo)



# FOR SALE

## Surplus Odds and Ends

a great many large items and thousands of small ones that are valuable in war and virtually worthless in peace.

Some of the smaller items are ingeniously being converted to peacetime use, but not too many. There are stories of gas mask cases becoming golf bag holders, snowshoes becoming cocktail tables, and GI helmets ending up as flower pots. But there are thousands of items that are not valuable even as junk.

### 8 AGENCIES CONCERNED

Actual selling of the leftover surplus is done by eight federal agencies. Machinery, aviation equipment, industrial properties, and vessels are handled by the Reconstruction Finance Corporation and the

tunity of securing priorities to obtain material or equipment that will enable them to attain competitive equality with big business.

Also there is provision in the act to aid returning veterans in getting equipment and material to start business operations. Veterans must meet a number of qualifications and they cannot buy such items for personal use.

### WIDE VARIETY DUE

Just what is included in the "consumer surplus?" It would take about 30 prewar mail order catalogues to list the items. They include everything from khaki brassieres to flashlights, from chicken soup to barbed wire.

A good many items are turned back to manufacturers so that re-

else he might need in his civilian life, he'll do as he's always done—go to a store or a dealer. How much of a bargain he'll get depends upon how much profit the dealer wants and OPA ceiling prices.

### MANY BARGAINS 'HOT'

Indications suggest that there may be good bargains. A recent survey of goods already on the market reveals that in some parts of the country where surplus items have reached the market at stores, the items are in the bargain class. Double decker beds worth up to \$50 are being sold for \$10; 10-cent flashlight batteries for 7 cents; \$40 navy pea jackets for less than half price.

So far only a trickle is getting to market, but there may soon be

**T**HE word has gone around and millions of bargain hunters are waiting as anxiously as a group of women expecting the doors to open at a nylon hose sale. When Uncle Sam finished his part of polishing off the Nazis and Japs and took a good look around he discovered that he had some \$40 billion of surplus war material left. Word went out that he intends to sell a good deal of it, and that accounts for the queue of bargain hunters. As yet there appears to be some confusion about how, and where, and for how much the surplus is going to be sold, but the confusion is clearing and the average consumer bargain hunter can relax. The chances are very slim that he'll be buying surplus items at 10 cents on the dollar. Nor will he have the opportunity of ranging through packed warehouses picking out what he wants.

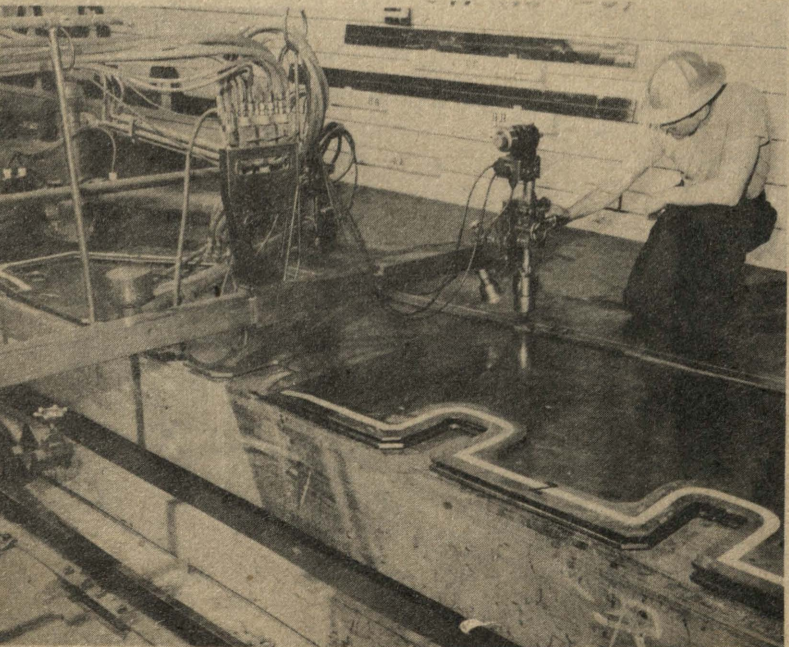
About \$8 billion worth of consumer surplus items may go on the market, but they'll be sold in department stores, by recognized dealers, and in the usual places the consumer buys those things now. Many of them still will be bargains,

but the government isn't giving them away to the dealers. Uncle Sam realizes that taxpayers bought them in the first place, and he's trying hard to get as much of the money back for the taxpayers as possible.

The \$8 billion in consumer surplus that may reach the market seems a small part of a \$40 billion surplus, but much of the surplus cannot be adapted to civilian use. For instance, not many people can use a P-38 fighter which costs half a hundred dollars an hour to fly. A thundering tank is handy on a battlefield, but that's about the only place it's welcome. There are



**Will Not Return** Much surplus equipment that is overseas, such as these auto tankers and trucks that were used on foreign highways, will not be returned and will be sold overseas.



**Equipment for Sale** Firms that operated war plants will have first opportunity of bidding for the government equipment they used to produce war materials, such as the travograph shown above.

Maritime Commission. With them, National Housing, Federal Lands and the departments of Interior and Agriculture sell real estate. Foreign sales are handled by a joint Army-Navy Liquidation commission working through the State department.

RFC also will handle consumer goods since that job went from the Treasury department to the Commerce department and finally into RFC's lap. With War Food Administration helping, RFC will peddle war surpluses that have civilian use.

All of this is taking place under the Surplus Property Act of 1944, administered by the Surplus Property administration.

Under the Surplus Act the small business operators have an oppor-

sale will not endanger prestige of the merchandise. This is especially true of branded goods such as tobacco, candy, and edible goods. Much radio equipment is being returned so the manufacturers can fix them up for civilian distribution and maintain supervision of sales.

Otherwise most of the surplus will be sold in quantity lots to authorized dealers and jobbers through a sealed bid system. RFC is now converting many of its sales to a fixed price basis in which OPA ceiling prices, obsolescence, and depreciation are considered.

After the stock gets into the usual channels of merchandising, it follows that channel as any other stock does and when the bargain hunter goes out looking for some surplus sheets, tools, or whatever

bargains in frying pans, bobby pins, girdles, telephone wire, dental floss, shoes, monkey wrenches, shotguns, shirts, cartridge belts, cotton drawers, washing machines, hemostats, paint brushes, water heaters, and a myriad of other items.

Included in the sales will be some used merchandise that may be exceptionally good bargains since the products must be good to meet U. S. standards when new.

If you are a bargain hunter with money itching in your pockets, watch your store counters and dealer windows, and don't expect to buy a used jeep or ex-army car for next to nothing. In fact, those who know say that there never will be much personal transportation available through surplus.

# Kaiser Steel Gets Big French Contract

Henry J. Kaiser's iron and steel plant at Fontana, Cal., has been awarded one of the first major orders received by an American firm for the industrial rehabilitation of France, it has been announced. The contract calls for 55,000 tons of semi-finished steel products and is the result of an aggressive postwar program launched by Kaiser Steel to develop new business for the west. Kaiser officials said delivery would start immediately and extend over a four-month period. The contract was negotiated in Washington, D. C., with the Republic of France French Supply Council Mission of Industrial Production.

The 55,000 tons of Kaiser steel, which will be shipped to France in the form of billets, will be re-processed into finished material upon reaching its destination.

The contract is seen as an initial step in Kaiser's plans to create a powerful, integrated steel industry, on which would be based a new western industrial empire.

Kaiser and others have pointed out that lacking an integrated steel industry, the west cannot develop into a wealthy, populous area.

## Kaiser Plant Repays 10-Year Loan in Four

Henry J. Kaiser, president of The Permanente Metals corporation, has announced that the government has been repaid in full for its RFC loan of \$28,475,000 on the magnesium plant at Permanente, located near San Jose, and allied plants at Moss Landing and Natividad, Calif. In making the final pay-

ment on the 10-year-loan, which has been settled six years before maturity, Kaiser said Permanente Metals has paid the government an additional \$3,500,000 in interest at the rate of four per cent.

Kaiser, who has actively championed the industrialization of the west by carrying through such projects as Permanente and the Fontana steel plant, gave renewed evidence of his faith by adding that present plans call for a return to magnesium metal production as soon as process changes can be completed.

Built in 1941, the magnesium plant produced 20,000,000 pounds of ingot and 86,000,000 pounds of incendiary material for the war effort. The latter product, a bomb filler known as "goop," played an important role in the destruction of Japanese industrial centers. Permanente was the only magnesium

plant in the United States capable of supplying such material.

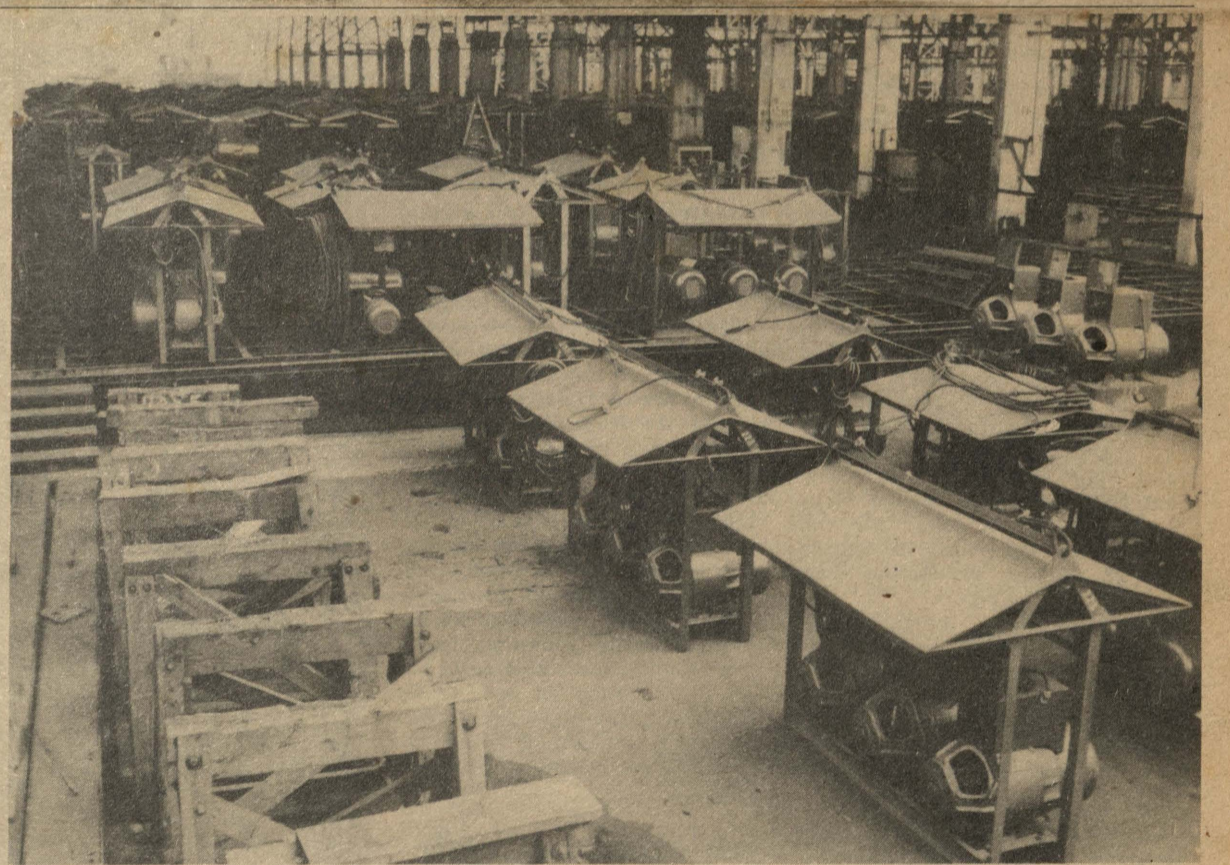
The Moss Landing and Natividad facilities, now operating at capacity, were established to supply the magnesium plant with raw material but have since developed other products in demand by the manufacturers of chemicals, steel, building materials, rubber, paint, paper, oil, agricultural fertilizers, and refractories. Kaiser recently announced the construction of a new brick plant at the Moss Landing location.

In discussing Permanente's return to magnesium metal production, which was curtailed following V-J Day so process-changes could be effected, Kaiser said that studies and experiments confirm the prediction that the plant will be able to compete successfully in the production of the lightweight metal. He added that an announcement of possible utilization of additional facilities will be made later.

## Kitkun Bay Docks With 1200 Vets

The Vancouver shipyard's 17th escort carrier, the USS Kitkun Bay, docked in Los Angeles Saturday with 1200 veterans from Pacific zones.

The ship was christened November 8, 1943, by Mrs. Edgar A. Cruise, wife of an officer at the Seattle naval air station. The Kitkun Bay was delivered December 15 of the same year.



**Pig Sty** Not as many welding pigs are needed for repair as were required on new construction so the surplus are stored in Swan Island's Assembly Bays to keep them out of the rain and the weather. See story Page 7. (Swan Island photo)



**Names Prominent Again** Vancouver's cargo vessels show the change from war to peace in many ways, not the least visible being the prominent display of the name of the vessel and its port of origin. Above the Willis Vickery and the Mount Mansfield provide a view of the markings on fore and stern.



**Steam From Surplus** When the tanker contract cutback came following V-J Day, boilers for Hull 154 were declared surplus. One of the twins was brought into use when it was installed as the second boiler in the shore steam plant for the Swan Island Repair dock operations to furnish live steam to vessels at the dock. Riggers installing boiler are, (from left), C. B. Burt, Ben Laughlin and Don Painter. (Swan Island photo)

## Shipment of Cement In Tankers Planned

Kaiser's Permanente Cement corporation has asked the Seattle city council to amend an ordinance which permits shipment into the port by water only cement which is packed in water-tight containers.

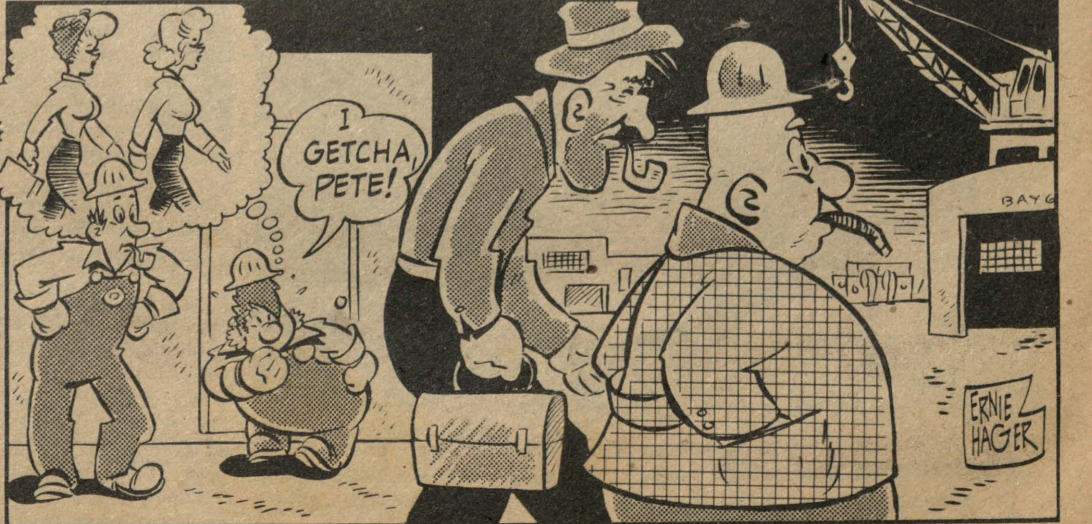
Attorneys for the corporation declared that the corporation desires to ship cement in bulk in tanker ships. They said that a method has been developed for pumping the cement from the tankers, which safeguards it from moisture.

## VANCOUVER FAVORS BETTY LOU MELBY

(VANCOUVER)—Betty Lou Melby, candidate for Victory Loan queen from Willamette Iron & Steel, was a former Vancouver loftsmen helper, it was learned this week. She was employed at the Mold Loft up to the time of the cancellation of the carrier contract, according to A. C. Barnett, superintendent.

"It's Betty Lou Melby for queen down this way," Barnett said. "All our Multnomah county people at Mold Loft are buying bonds for Betty Lou."

## Stubby Bilgebottom



By Ernie Hager