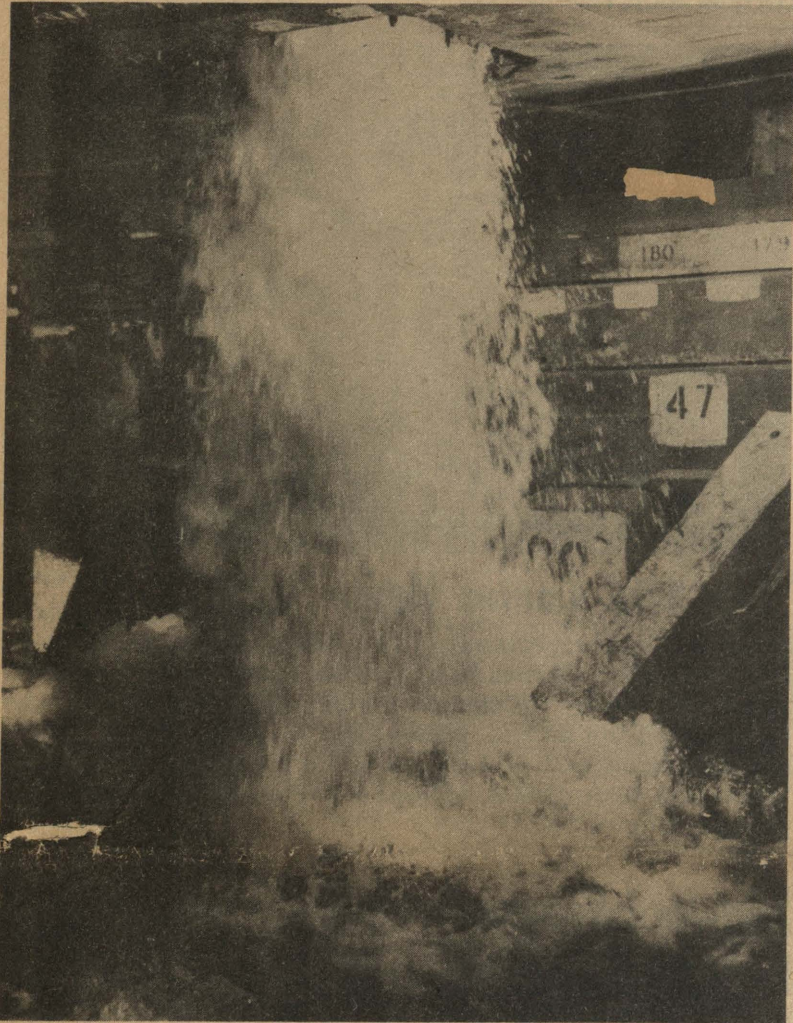
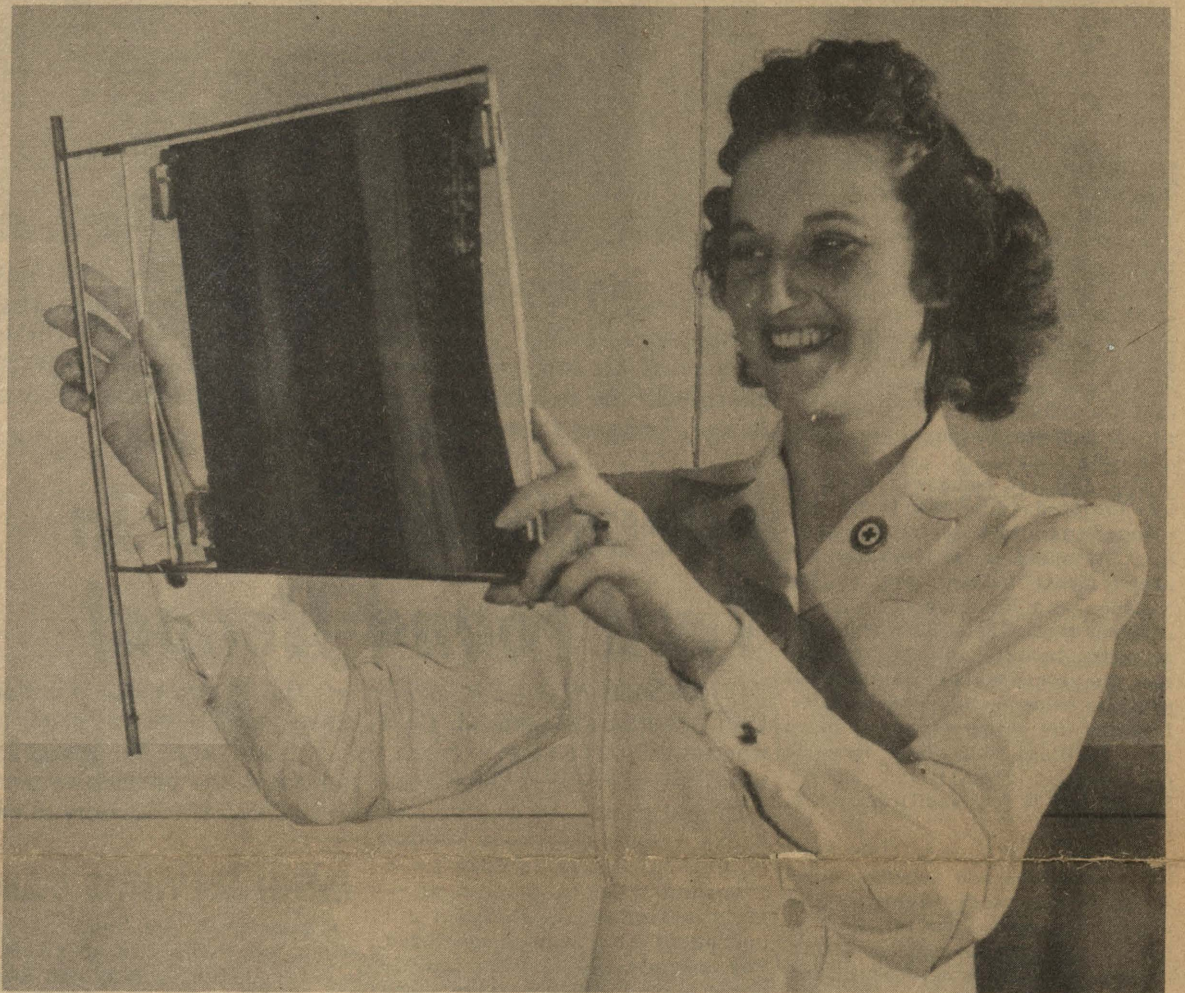


SWAN SAFETY DRIVE DRAWS 1000 ENTRIES

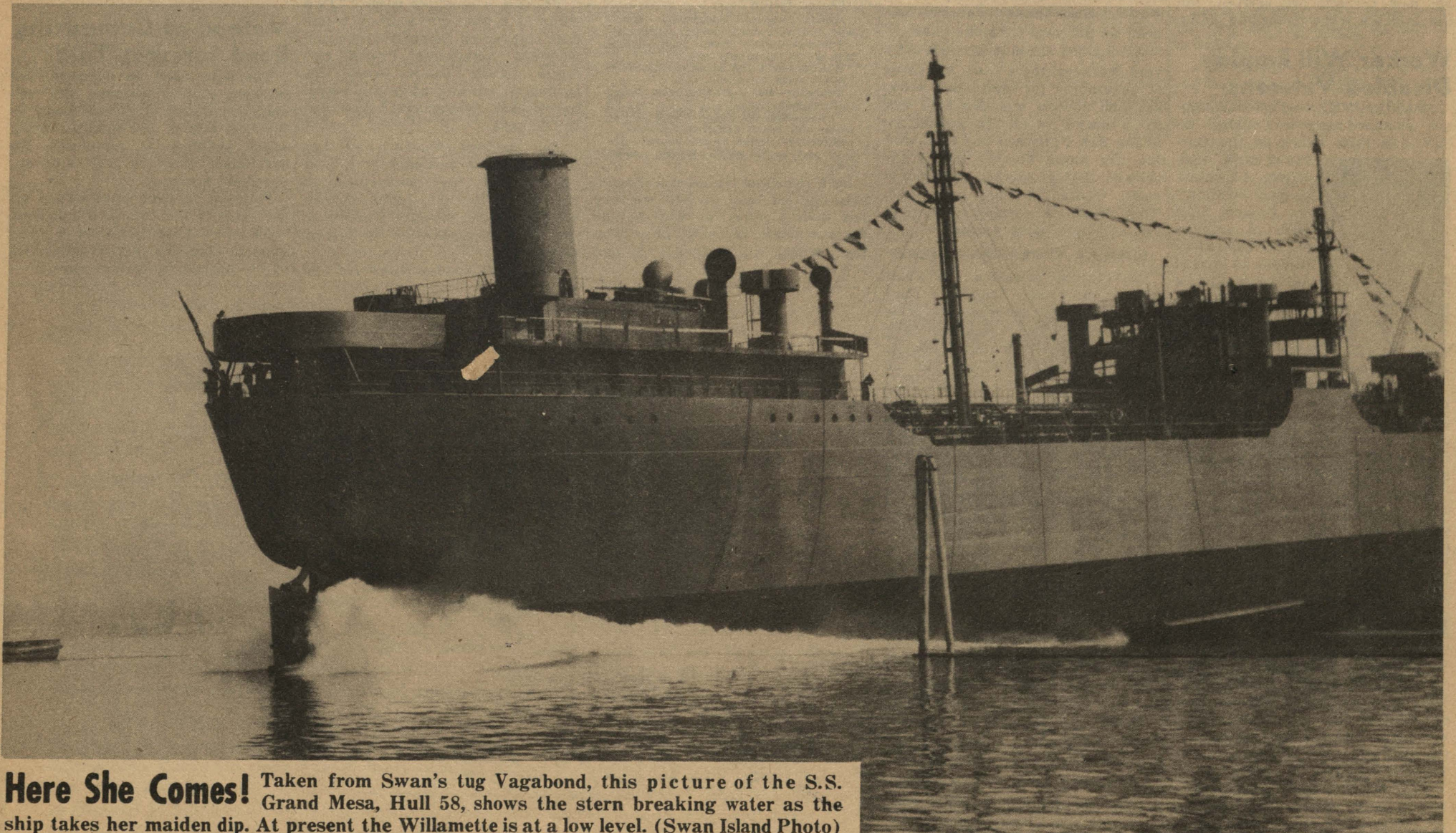
—Story, Page 5



After Tank Test Water cascades from a starboard sea chest opening as tank test men empty a tank after its test. Outlet pipe was removed temporarily to get this picture. (Swan Island Photo)



No Bones Broken Nurse Alice Schmid reads X-ray picture, smiles to find bones intact, no fracture in the leg of Shipfitter Melvin J. Barrett, who fell about five feet when engaged in knocking strongbacks loose with a sledge hammer. He turned while falling and lit like a cat, thereby saving himself a possible back injury. Follow Barrett's case from start to finish in picture story, Page 5. (Swan Island Photo)



Here She Comes! Taken from Swan's tug Vagabond, this picture of the S.S. Grand Mesa, Hull 58, shows the stern breaking water as the ship takes her maiden dip. At present the Willamette is at a low level. (Swan Island Photo)

Kaiser Worker Recruiters Active Scour Country for Men

In search of 9500 good men and true, the three Kaiser yards have 25 recruiters scouring the middlewest and southwest, to say nothing of Washington, D. C., for men to work in the Portland yards. These 9500 men are required to bring the employed personnel of the Portland maritime yards up to the ceiling of 99,500 authorized by the War Manpower Commission, according to L. P. Randall, personnel manager of the three yards.

While the recruiters are looking for men for local plants, they also are endeavoring to find 5700 men for the Richmond, Calif., yards of Permanente Metals corporation and Kaiser Cargo, Inc.

Old Man Draft and the farms are drawing heavily upon shipyard manpower, and replacements will be needed.

Recruiters under the direction of Bert Inch, manager of labor recruitment for the seven shipyards, now are working in Illinois, Minnesota, North Dakota, South Dakota, Iowa, Missouri, Arkansas, Oklahoma, Texas, Colorado, Montana, Kansas, New Mexico, Utah and neighboring states, and two men have just been assigned to Washington, D. C.

They take only men who have been certified to them by the United States employment offices in those areas. At present, no women are being recruited for jobs in the Portland yards, and new recruits are advised to leave their families behind until they can arrange definite housing here, Randall said.

The greatest manpower need in the Portland yards now is for 400 electricians, 1500 electrician-helpers, 300 sheet metal workers, 300 sheet metal helpers, 600 welder trainees, and 200 chippers.

When this total of 3300 is filled, a happy balance will be reached and the recruiters will be asked to send out other men for other crafts, bringing the entire manpower force up to ceilings authorized. Present ceilings are: Swan Island, 29,000; Vancouver, 36,500; and Oregonship, 34,500.

Oregonship has the greatest need for electricians and helpers, while Swan Island needs chippers. The electricians are needed for the Victory ships, which require 50,000 manhours of electrical installation compared with 5500 hours for the Liberty ships. The transports will demand even more electrical manhours.

During the first 15 days of March, recruiters were just getting nicely started in their work. About 225 new recruits had arrived, but the arrivals were increasing daily.

Worker Will Employ Disabled Veterans

(VANCOUVER)—Post-war planner extraordinary is Charles W. Call, day shift welder on the Outfitting dock. Proprietor of a chicken ranch in southern Oregon, Call plans to enlarge his business after the war to enable him to handle from 40,000 to 60,000 chickens, and he will use only disabled veterans as helpers in the venture.

Veteran of World War I, Call knows something of the disillusionment in store for the returning soldiers and with his savings from his employment here, hopes to provide work for many of them.

Realizing what low markets and high feed can do to profits in the chicken business, Call plans to grow most of his own feed and is having plans drawn for his own refrigeration system, which will enable him to hold the birds, killed in prime condition, until the market is right for sale.

HUNDRED PERCENTERS

(VANCOUVER)—The tool room department on the Outfitting dock has given 100 per cent support to the Red Cross, according to C. Thomas, foreman of tool rooms.

Reporting for their groups were: Leadmen F. Taylor, A. Buckman, K. Blodgett, O. Banks, H. Dorgan, M. McDonald, F. Toothaker, and G. Thompson.



Searching for Shipbuilders L. P. (Les) Randall, personnel manager of the three Kaiser yards, points out on a wall map the locations of his recruiting staff. Charles (Chick) Johnson, in charge of the detail work in the recruiting office at Swan Island, looks on from the left.

Pneumonia Cases In Yard Found Normal

(RICHMOND)—Physicians of the Permanente Foundation hospital at Oakland, Calif., have made a special study of pneumonia victims from the Kaiser yards to determine whether the rate of the disease is high in any particular occupational group. An analysis of the cases of 864 Richmond employees who had pneumonia between September, 1942 and September, 1943 showed that the number stricken in any group was in direct proportion to the number employed. For example, slightly more than 10 per cent of the 15,500 welders had pneumonia. Ten per cent of the 4900 laborers contracted the illness.

FIGURES NORMAL

The study showed further that there was no more tendency toward pneumonia among newly arrived workers than among those who had been at the yard for some time.

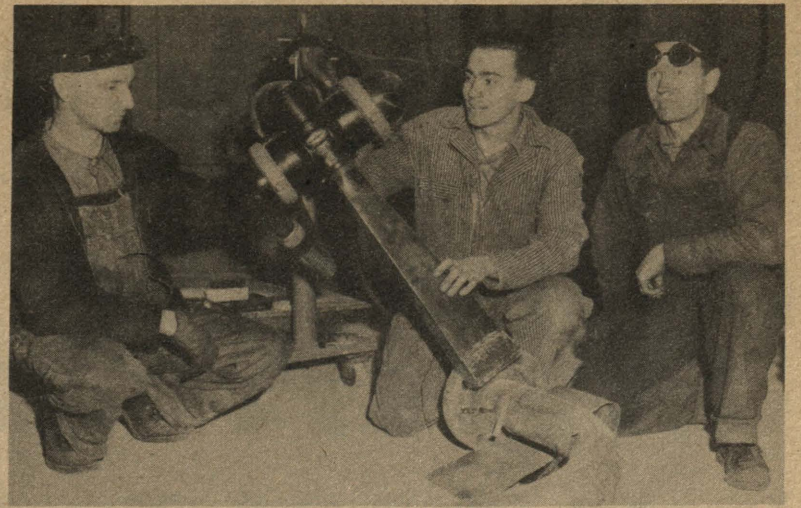
Among the 85,200 Richmond shipyard workers, there were 9.5 cases of pneumonia for each 1,000 workers, and doctors said this also was the average for all the population of the San Francisco Bay area during the same period. The study showed that of the 864 pneumonia cases treated, 8.2 per cent died. This figure is considered normal for any unselected group.

SIMILAR EXPERIENCE HERE

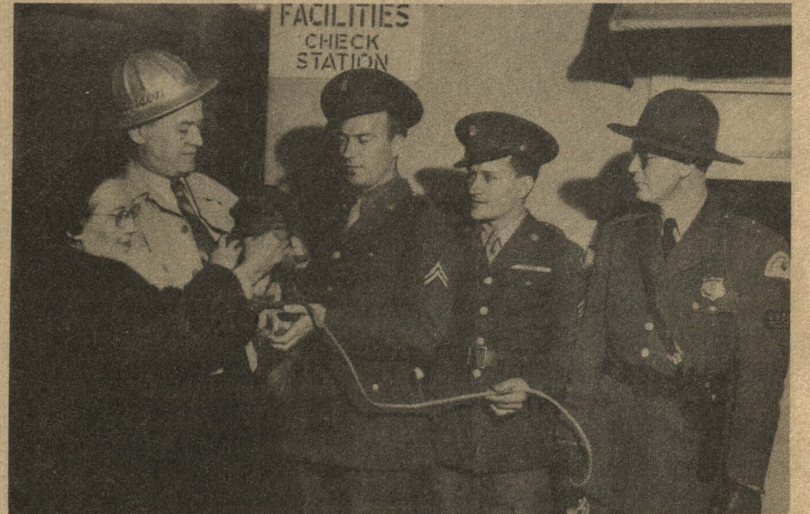
No similar statistics are available at the Kaiser Vancouver yard, Oregon Ship or Swan Island. However, Dr. Forrest E. Reike, three-yard medical director, said that an analysis of records showed an experience similar to that of Richmond. "Local shipyard workers, whatever their type of work may rest assured that with ordinary care to avoid exposure to weather and fatigue, they need not expect any more or any different pneumonia than other groups in the region," he said.

MINIATURE PLATE SHOP

(SWAN ISLAND)—Outfitting dock employes describe a new establishment in the Outfitting building as a miniature Plate shop. Bays are being arranged for shipbuilding, assembly and burning of plates. The plan is expected to increase production and provide better working conditions for employes who formerly labored in what they called the "gadget shop."



Pipe Gets X-Ray The X-ray machine, operated here by Russell Kurtz, representative of Industrial X-Ray Engineers, (center) is used for inspection of pre-fabricated, high pressure steam lines on Victory ships. Watching are day shift Acetylene Welders C. R. Hoffine, (left) and Claude Smith. All pipe subjected to high pressure is acetylene welded by Leadman Charles McGuire's crew. (Oregon Ship Photo)



'Two Bits' Comes Home Through the efforts of Oregon Ship workers and a St. Johns merchant, "Two Bits," mascot for a troop transport, was returned to his masters. Mrs. W. D. Bee of St. Johns and "Andy" Anderson, swing shift timechecker who had adopted the animal, present him to Corporal Les Neighbors and Sergeant L. J. Louvire, who are attached to the ship. Lieutenant G. A. Oakes, official of the guard force, looks on. (Oregon Ship Photo)

MENU SERVINGS GAIN

Popularity of the home service menus has resulted in an increase in servings, Oregon Ship and Swan Island child service centers, which dispense the ready-to-eat suppers to shipyard workers, noted this week.

For the week starting March 27, menus—and one or all of which may be obtained by notifying and pre-paying the center two days in advance—follow:

- Monday—Italian spaghetti; lemon Jello with grapefruit, orange and apple.
- Tuesday—Baked ham with Creole lima beans; cinnamon rolls.
- Wednesday—Swiss steak with brown gravy; apple turnover.
- Thursday—Baked stuffed pork chops; graham nut bread.
- Friday—Spanish beef with rice; prune and peach upside-down cake.
- Saturday—Boston baked beans; cabbage and carrot salad; Boston brown bread.

Both the Swan Island and Oregon Ship centers have invited workers and their families, as well as the general public, to open house Sunday, March 26, between 2 and 5 p.m.

Shipyard Workers Help Find Mascot

(OREGON SHIP)—The plaintive question, "Where, or where has my little dog gone?" was answered for two soldiers by Oregon Ship workers and a St. Johns resident this week.

The dog, a mongrel named "Two Bits," is mascot for a troop transport ship which recently evacuated wounded Americans from two South Pacific battle areas. He turned up missing after the vessel had docked on the river near the O.S.C. yard.

Two soldiers—Corporal Les Neighbors and Sergeant L. J. Louvire—related the misfortune to Mrs. W. D. Bee, St. Johns restaurant owner, who inserted a notice of the dog's disappearance in a local newspaper.

Field Clerk Gladys Bjornstad and

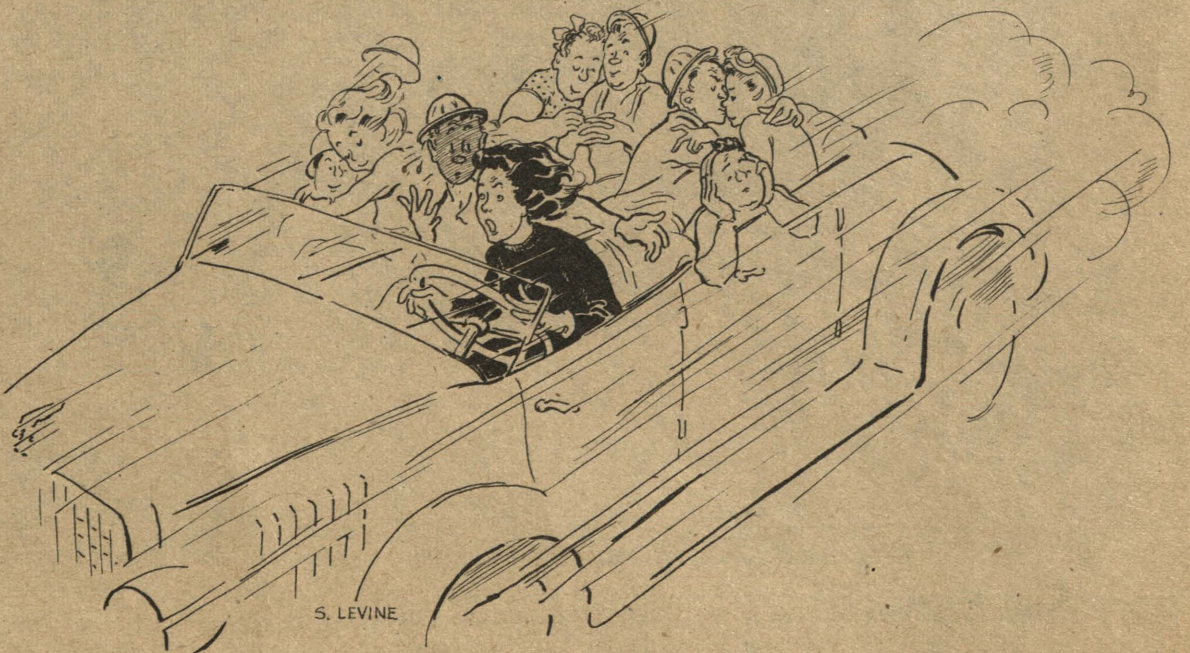
Material Expediter Tom Caton of the Boiler Erection shop read the item and identified the animal as the one which had been playing in the shop the day before. Mrs. Bjornstad discovered that the dog had been taken home by "Andy" Anderson, swing shift timechecker.

Anderson was notified and returned "Two Bits" to the guard office, where the soldiers reclaimed him.

Method of Computing Bond Interest Told

The date used to compute the interest and determine the redemption value of a war bond is the first day of the month during which payment is completed. So say Kaiser Shipyard War Bond department heads.

Stamped on each bond issued by the yards is the date of the payroll week when it was paid for. This is done to keep the worker informed of his payroll deduction status.



"... there's such a thing as carrying this 'Share the Ride' campaign too far!"

MOSES PLAN DETAILS TOLD

Portland Ballots To Determine Postwar Employment

44 percent of all Kaiser workers never heard of the Moses plan according to the recent three-yard survey.

(Because this plan holds promise of thousands of postwar jobs for shipyard workers and because workers themselves can play an important role in putting it into effect, the Bosn's Whistle herewith presents a special report on its progress and what needs to be done.)

Portland has a plan for postwar jobs but 44 per cent of all Kaiser workers never heard of it. They are in a position however to play a decisive role in putting the plan or at least parts of it, into effect. The Portland Improvement plan is known to most Portlanders as the Moses Plan, because it was developed by Robert Moses, New York City park commissioner.

Moses did the job at the request of the City of Portland, Multnomah county, the School district, the Port commission and the Commission of Public Docks.

The program has several distinct purposes; first, to provide useful and dignified employment to a large number of men and women who may be out of jobs when war industry tapers off.

Second, to build and improve the city so that it will offer greater advantages and facilities to prospective new industries and to provide better living conditions to the men and women who stay in this area.

Third, to make many repairs and improvements that would have been made during the past two years had labor and materials been plentiful. It must be kept in mind that many phases of the Moses plan, such as street and school improvement, have already been under consideration and would likely have been put into effect during the next two years anyway.

The plan combined these known improvements with several newer proposals in order to give jobs to the greatest number of men and women during the critical time of changeover from war to peacetime industry.

POSSIBILITIES GREAT

It is estimated that if all of the proposals in the Moses report were put into effect, some 20,000 people would be provided useful employment over a two-year period. In reality, the number of wage earners is likely to be fewer than 20,000 because not all of these projects would be started at once, even if approved.

MANY AGENCIES INVOLVED

Biggest obstacle to putting the details of the Moses plan into blueprint form is the great number of city, state and federal agencies which must be brought into the program.

The parts of the program which deal with streets and bridges are mainly under the jurisdiction of the Oregon State Highway commission, while certain purchases of lands must be handled by county authorities.

City and school improvements are divided among the city government, the school board, and the dock commissions.

Methods by which various measures can be started or brought to vote are varied and complicated.

Portland industrial leaders believe it would be desirable to place the direction of these many projects under a central group, both from the standpoint of planning and of carrying out the various parts of the plan. So far, no such central head has been formed and the responsibility for putting a post war improvement plan into action is widely scattered.

WHO PAYS THE BILLS?

Financing the program likewise depends on a great number of agencies and methods. For example, improvements on arterial highways and bridges would be financed mainly by Oregon State Highway commission and federal funds. It would also be necessary to bring the county into the picture with a bond issue of \$5,000,000 to purchase the necessary lands.

If this issue were approved by the voters, there is still another



Thruways Biggest chunk of the Moses Plan is a proposal for arterial thruways along Portland's west side connected with a similar east side thruway by a new bridge east of Swan Island. This engineer's drawing on a prewar aerial photo also shows a proposed elevated thruway connecting with present harbor drive.

problem. Although a bill authorizing \$150,000,000 in federal aid to states and communities is now in Congress, it has not been passed to date.

Reforestation and highway projects outside Portland are likewise dependent on a combination of state and federal funds over which the city and county voter has little to say.

Municipal improvements must be financed mainly by bond issues. These may be initiated by the city council or by the dock commission and must be approved by voters.

Although the school board may issue bonds, a measure to raise \$5,000,000 for school improvements will take the form of a five-year tax levy which will be voted by property owners.

While the port commission may issue bonds within certain limits without public vote, extra bond issues may be required to finance port plans.

It is easy to see that financing will be complicated. Some parts of the plan, such as public building improvements will require three or more separate financing methods involving city, county and federal funds.

SEWAGE DISPOSAL FIRST

First fragment of the Moses plan to be brought to the voter is a \$12,000,000 bond issue for a sewage disposal system to be voted on May 19. The plan would provide modern methods of sewage disposal to replace the present practice of emptying sewage in the Willamette river. Though the sewage improvements are badly needed, it is well to remember that many similar proposals have been defeated in past elections.

The second improvement project to be voted May 19th asks for a \$3,000,000 bond issue "for further development of the city's harbor facilities."

A third measure on May 19 ballots provides for a school district tax levy of \$1,000,000 per year for five years for school and playground improvements.

\$33,000,000 NEEDED

It is estimated that the entire Moses plan would involve bond issues of \$33,000,000, minus whatever federal assistance may be forthcoming. Additional county and

school measures will likely appear on November ballots. Their passage is uncertain unless Portland's voters understand the need for post war jobs and public improvement.

Even if they pass it will take many months of planning and preparation before blueprints are ready and contracts are let and Portland can very easily be caught flat-footed by the end of the war.

VOTERS WILL DECIDE

Voters will hold the key to the situation since federal funds will not be forthcoming until the necessary local financing has been done.

Portland and Multnomah county elections will decide at least three of these measures on May 19 and probably additional bond issues on November 4.

WHO CAN VOTE?

Shipyard voters are entitled to vote on these measures on May 19 primaries:

1. If they are American or naturalized citizens over 21.
2. If they have lived in Oregon six months or more.
3. If they have registered by April 18.

Only local property owners are permitted to vote on school bond issues. All registered voters may vote on the serial tax school measure which will appear on May 19 ballots.

Highlights of Moses Plan Explained

In general, the major parts of the Moses plan fall into five classifications:

1. ARTERIAL PROGRAM. This would include a new Willamette River bridge just east of Swan Island, a new thruway along the west side foothills, an east side thruway and various improvements on present arterial streets and bridge approaches. The total cost is estimated at \$20,000,000 for construction and \$10,000,000 for land.

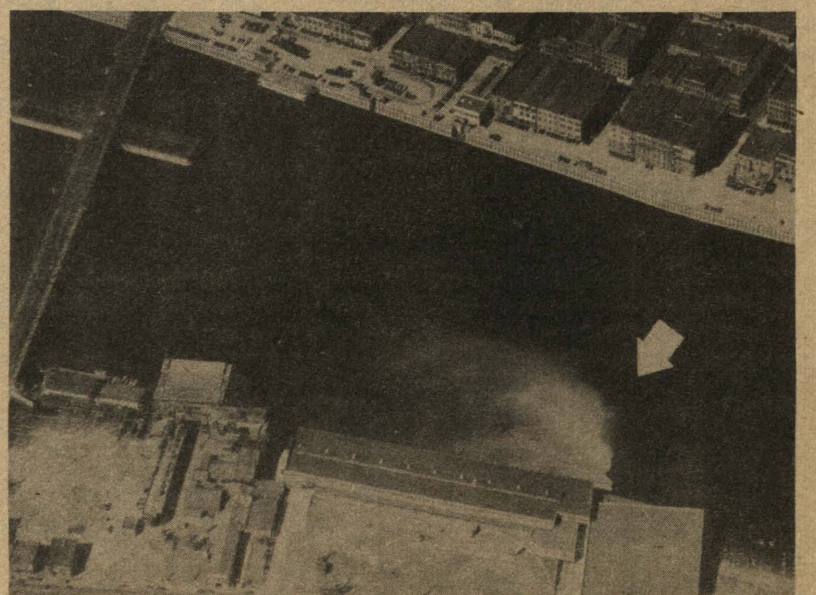
If 60 per cent of the costs went to wages, this part of the program would provide jobs for approximately 3000 people for two years at \$40 per week.

2. MAJOR MUNICIPAL IMPROVEMENTS. These include a sewage disposal system for which a \$12,000,000 bond issue is to be brought to a vote in May. School buildings, fire and police stations, airport expansion, water improvements and various projects for the Portland Dock commission and the Port commission are included.

3. MISCELLANEOUS MUNICIPAL IMPROVEMENTS. These include street, park and playground improvements, civic center development and improvements on Portland's bus and rail terminals. The estimated \$12,000,000 for construction costs would probably provide jobs for 2000 to 2500 men and women over a two-year period.

4. PROJECTS NEAR PORTLAND. Along with improvements in the immediate Portland area, the Moses plan suggests improvements on the Columbia River highway, the Wolf Creek highway, the Wilsonville cut-off and reforestation of burned-over lands in the Tillamook and coast range areas. These projects would furnish another four or five thousand man-years of employment.

5. COLUMBIA RIVER BRIDGE. To provide better transportation from Portland to Vancouver, the report suggests that a suspension bridge be erected across the Columbia near the present location of the Vancouver shipyard, joining the proposed thruway on Portland's east side. While the bridge would cost an estimated \$7,500,000, it would probably provide 1500 or more man-years of labor and would be paid for through bridge tolls.



Dirty River A \$12,000,000 sewage disposal system is the first Moses plan project which Portlanders will have an opportunity to accept or reject. The above picture shows discolored water of the Willamette where one of 46 outlets now pollutes the river with the city's sewage. The measure will appear as a bond issue on the May ballot.

58th Tanker Slides Off Swan Island Ways



MR. AND MRS. WENTWORTH



PFC. VIRGIL HERNDON

V. R. Melville, Superintendent of Sheet Metal, Dies

(SWAN ISLAND)—V. R. "Vic" Melville, superintendent of Sheet Metal, died Thursday, March 16, at his home, 3807 N. E. 23rd. He had been ill for some time. Funeral services were held at La Grande, Ore. Monday.

Melville came to Swan Island in the summer of 1942 as the first

V. R. Melville superintendent of the Sheet Metal shop. He started with 20 men and built the department to its present staff of about 400. This includes the shop force as well as the sheet metal workers on the ways and the Outfitting dock on all three shifts.

During the first World war, Melville was employed in a Seattle shipyard. Before going to Swan, he owned and managed a hardware store at La Grande.

Charles H. McEachron, superintendent of the Marine department, said: "We all feel a deep personal loss with the death of Melville, and we regret losing a man of his ability. He built the department from scratch to the efficient and smoothly-running organization that it is."

Loomis Breaks Elbow

(SWAN ISLAND)—Mrs. Hazel Loomis, checker, day shift, in the cafeteria, is recuperating from an accident last week in which she fell and fractured her elbow. She was taken to the Good Samaritan hospital.



Templates on the Spot Lifting a template on Fleet Oiler 109 are Loftsmen Bruce Bryant and his helper, Martin Tennyson. Because each oiler varies in dimensions, loftsmen make their templates on the spot. The one pictured is for frame 30 bulkhead, starboard seamen's lavatory. Templates then are lifted and taken to the Plate shop, where steel is cut. For the tankers, all this work is done on the mold loft floor.

(SWAN ISLAND)—Sponsored by Mrs. W. R. "Rod" Wentworth, wife of the welding superintendent on the ways, the S.S. Grand Mesa, Swan Island's 58th tanker, was launched Saturday, March 18.

Wentworth was introduced by A. R. Nieman, general manager of Swan Island, who reviewed Rod's nine years of shipbuilding and accomplishments since he came to the Kaiser organization, starting at Oregon Ship in 1941. He transferred to the Swan Island yard in June, 1942.

Wentworth told of improvements in welding since the yard started and mentioned that welding costs on the ways have been reduced by 50 per cent since the first hulls were built.

J. C. Moreland of the Safety department spoke on Safety week and Pfc. Virgil Herndon, veteran of North Africa now at Barnes hospital, lauded the work of the Red Cross.

"I owe my life to the Red Cross," Herndon said. "I owe it to all of you who have donated blood and money to the Red Cross." Blood plasma, the veteran said, saved his life in Africa.

Jerry, 5-year-old son of the Wentworths, was flower boy at the ceremony. Mrs. Wentworth was attended by Mrs. Alma Hamm and Mrs. Peggy Wagner, matrons of honor.

Ward Takes Over Hull Control Dept.



KEN WARD

(SWAN ISLAND)—Increased coordination in movement of materials became evident recently after shifting of the Hull Control department to the shoulders of Ken Ward.

The new arrangement facilitates movement of materials from the steel yard, through the Fabrication department and to its ultimate destination for assembly, erection, storage and outfitting.

Ward has been associated with Kaiser several years. He came to Swan in October, 1942, from Oregon Ship, where he was superintendent of the Pipe shop. His first job at Swan was as assistant outfitting superintendent, from which he took on the duties of hull materials superintendent, his present job.

Daughter Arrives

(SWAN ISLAND)—Mr. and Mrs. Joseph E. Sorok announce the birth of a daughter, Christine, March 15. Sorok is slabman in the Plate shop, swing shift.



Play Room Jeanie Allbritton, left, and Mae Shufford have fun over a checker board, while in the background Bertie Vaughn, left, stumps Vaughnie Fancher at Chinese checkers. These dormitory girls are enjoying their new recreational room located in the lobby of Unit 33. This room is equipped with games, radio and lounge furniture to provide a place where women's dormitory residents may enjoy themselves and entertain friends. (Swan Island Photo)

'T' FLAG FLUTTERS

(SWAN ISLAND)—The honor T flag flies from Shack 502, Swan headquarters for the Buckler company, this week, indicative of U. S. Treasury recognition in the war bond drive. The flag was awarded on the basis of three points: More than 90 per cent of the employees are participating; employees are participating at more than 10 per cent of payroll rate; and, as the large white star in the flag indicates, employees exceeded their quota for the Fourth War Loan drive.

Time Checkers Dance

(SWAN ISLAND)—Day shift employees of the Time office enjoyed a dinner and dance Wednesday evening, March 22, at Riverside Country club. This was the first event of its kind for the entire department shift, with all timecheckers, both field and booth, included. Mrs. Catherine Sterling was chairman of the committee. Helping her were Marvin Cox, timechecker leadman, who handled the music, and Harry Swan, timechecker supervisor.

Medical Director Joins

(SWAN ISLAND)—The Medical director of the First Aid hospital at Swan Island since July, 1942, Dr. D. M. Bramwell, left this week to become a first lieutenant in the army. He and Mrs. Bramwell are driving to Carlisle Barracks, Pa., where he will take his basic training. Dr. Bramwell will then be stationed at O'Reilly hospital, Springfield, Mo.

'Red's' Secretary Back

(SWAN ISLAND)—Mrs. Eleanor Haley has returned to Swan Island as H. V. "Red" Sargeant's secretary, the position she left 10 months ago to be with her husband who is in the service. When she was first hired at Swan, she was in the office of Elmer Hann, general superintendent, and then served 13 months in Sargeant's labor department office.

2 Assembly Weddings

(SWAN ISLAND)—There have been two recent marriages among Assembly department workers. Joan Brewer, graveyard welder, became the bride of Walter Branscombe, graveyard welder leadman. Patty White, day shift welder on the forepeak jig, married Wallis Malone, United States Navy.

Miss Goldbeck Back

(SWAN ISLAND)—Bonnie Goldbeck, clerk in Paul Smith's office, Pipe department, Way End 1, has returned from a vacation to San Francisco. While there, she visited a friend, Don Lathrop, seaman first class, and member of the crew on Swan's Fleet Oiler 104. While Miss Goldbeck was gone, her place was taken by Patricia Dorgan.

Time Checker Weds

(SWAN ISLAND)—A recent bride is Agnes de Laet of the Time department, who married Clyde Meglemre, a returned veteran. A set of chinaware was the department members' gift to the couple, while the staff in Booth 62 gave Mrs. Meglemre a party.

Co-Operation: Couple Shift to Day, Tie Knot



(SWAN ISLAND)—Ultimate co-operation of the shifts in the Progress department at Swan Island resulted in this picture of the former LaVerne "Jo" Hughes feeding the wedding cake to her bridegroom, Gilbert "Gibb" Elliott. The wedding was held Sunday, March 12, at St. Michael and All Angels' Episcopal church.

Until recently, Miss Hughes was on swing shift and Elliott on graveyard. They both changed to day, with Miss Hughes employed as engineer aide for the Progress department on the Outfitting dock and Elliott as leadman in Progress Assembly.

Wedding attendants all were Progress department swing shift employees. Nina Mae Ater was maid of honor and Mary Lou Elliott and Lucille Christie bridesmaids. Ted Adams and Walter Sherman were ushers. Flower girls were Judy and Jane, daughters of Ed Wheelock former swing shifter.

Mrs. Elliott is a native of Texas and has been at Swan more than a year. Elliott is a native Oregonian.

Call For Minnesotans

(SWAN ISLAND)—As newly-elected president of the Minnesota Society of Portland, Ben Bear, custodian at the Swan Island barracks, says he hopes to bring the membership back from the present approximate 400 to near the 2700 figure it once was. Bear hails from Austin, Minn., and has been active in this group of former Minnesotans who meet on the last Friday of each month at 226 S. E. Main.

BIRTHS

(SWAN ISLAND)—Mr. and Mrs. Joseph Chicarelli announce the birth of a son, their first child, February 28. He weighed 8 pounds, 2 ounces, and was named Donald J. His father is a shipwright, day shift, on the ways.

(SWAN ISLAND)—A son was born to Mr. and Mrs. C. J. "Chris" Foteff, Sunday, March 12. The boy weighed seven pounds and was named Christopher Joseph.

(SWAN ISLAND)—Vern Taylor of the Labor Management office was passing out cigars this week, celebrating the birth of a son Saturday, March 18. The baby weighed 8 pounds, 3 ounces.

(SWAN ISLAND)—Justine Patricia is the name Mr. and Mrs. Robert W. Livingston gave their new daughter, born at 1 a. m. on St. Patrick's day. The baby weighed 7 pounds, 4 ounces. Her father is an expediter at the Pipe shop, day shift.

INQUIRING REPORTER

QUESTION:

What do you like about the Child Service Center?

Barney Guideman, pipewelder on the Ways and Outfitting dock, day shift, says, "I think it's fine. My little girl eats well and stays healthy. She likes it here; she is gay and happy all the time. That's what counts with me. I think Sandra likes her friends here pretty well too."



Sandra Guideman asked, "Take a picture of me. My name is Sandra Iris Guideman and I like it." The photographer had to catch her between jumps as she was skipping about in the sunshine saying goodbye to Betty and Lein and her other friends. "I'll see you tomorrow," she said confidently. Sandra is 5.



Mrs. Noma Deshon, tank cleaner on the Outfitting dock, day shift, held 18-month-old Dale in her arms when she came to call for Betty. "Do I like it? It's the reason I came to Swan! Without it, I wouldn't possibly be able to work. I wouldn't consider leaving the children anywhere else. I don't give a thought to their care while they are at the center."



Betty Deshon is 6, and like brother Dale, she looked unhappy when she was told it was time to home. "I like carving wood," she said. "We made airplanes out of wood this morning. We make lots of things. I like carving wood best. We play games too. We build with blocks." Betty was obviously delighted with the whole program.



L. C. Brown, employe of the Consolidated Tile company and working on the Outfitting dock, day shift, has two boys in the center. "Mrs. Brown works at Swan too (she is Minnie Brown, a shipfitter tacker, Assembly, day shift) and we both like it particularly because the boys can get outside to play and have such good supervision at the same time. We had a woman taking care of them but she didn't have the room or facilities to offer them that the center offers. And the center costs us only half of what she charged."



James Brown, 2, answered the question put to him by the Inquiring Reporter with:

"Zo-o-o-oom!" illustrated by roller-coaster procedure with his little red car. James was in the infirmary when his daddy picked him up but it didn't interfere with his apparent enjoyment of his toys. His 4-year-old brother, David, likes the toys at the center too.



Recovering

(SWAN ISLAND)—Mrs. Agnes Schad, engineer's aide in the Engineering department, Marine building, is reported recovering satisfactorily after an operation March 17 at the Portland Sanitarium.

Returns to Work

(SWAN ISLAND)—Clarabel Balke returned to her work as loftsmen last Monday after spending two weeks in Santa Ana, Calif., where she was called by the illness and death of her father, M. C. Garthe. Her sister accompanied her.

RIGGER HANDS HAVE WORD FOR IT

Riggers, who direct physical movement of material from the time it arrives by train to the final completion of hulls, have a language all their own. The use of hands for long distance talking between rigger and crane operator has become almost as standardized as any other language.

Certain riggers on each crew can give signals to any crane operator. The waving of hands and pointing of fingers is not, as one might guess in watching the operation, an individualized attempt to convey an idea.

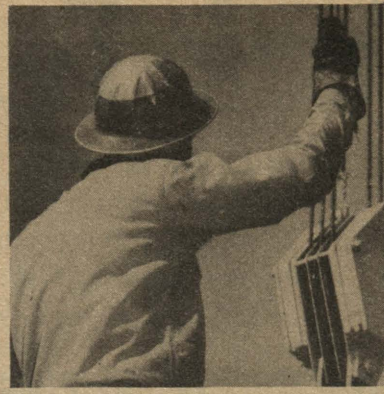
Each movement has its meaning, as partially illustrated on this page. Once a rigger learns his signals, he can "talk" to any operator anywhere, for the language is as much a part of general rigging knowledge as weights, knots and pulleys.



Boom Up Rigger Marvin Bragee, Vancouver, isn't trying to hitch a ride to heaven. He's signalling the crane operator to raise the boom.



Boom Down Thumbs down doesn't mean the rigger has it in for the crane operator. Leadman Rigger D. S. Attebery wants the boom down.



Hoist! Carl Going, Oregon leadman a rigger signals the operator that the load, or the boom, is ready to go up. Certain riggers on each crew may give signals.



Lower As the load nears the ground, Vancouver Rigger Marvin Bragee signals the operator to lower the load—gently.

TRANSPORTATION HEADS EXPLAIN NEW GAS RULES

The recent OPA order extending the valid dates of "A" coupons need not affect shipyard workers holding "B" and "C" who are complying with all passenger-carrying requirements of the OPA. This is the joint statement of G. L. Simpson, assistant director of Housing and Transportation at Swan Island, Howard Young, assistant director of Housing and Transportation at Oregon Ship, and C. V. Patterson, traffic director at Vancouver.

The statement said:

"Gasoline ration cut effective March 22, 1944, in this area will affect only "A" ration books to the extent that the No. 11 stamps will have to last for a period of three months instead of two months as heretofore on No. 10 coupons, etc. The value of these stamps will remain at three gallons each. No. 12 coupons will, no doubt, be the same.

USE 60 MILES A MONTH

"Supplemental ration holders "B" and "C" books) having books issued previous to March 22 have had to use 60 miles a month out of their "A" books in conjunction with "B" or "C" books to get the total mileage necessary for occupational driving.

"Supplemental ration applications approved after March 22 will be granted their entire occupational mileage as approved and they will be issued "B" and "C" books to cover all of occupational mileage. All "A" coupons can be used for personal use, which will figure 120 miles per month. The cut comes to the "A" book holder only, who formerly has had 180 miles per month for personal driving.

WILL ISSUE NEW BOOK

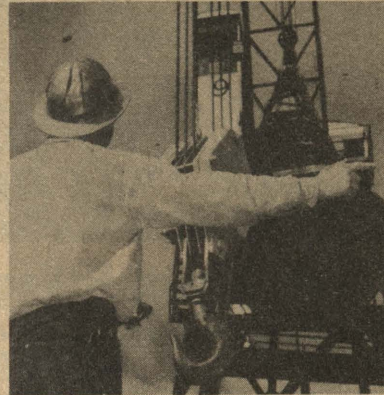
"Supplemental "B" or "C" books that were issued previous to March 22, will, naturally, be short 60 miles per month or approximately two miles per day for the period of valid



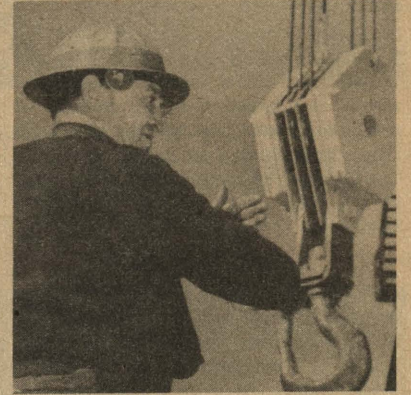
Stop Like an umpire calling a man safe on first, Vancouver Rigger Marvin Bragee tells the operator to stop. Both arms would mean an emergency stop!



Travel Rotating his hands and arms, Leadman Rigger D. S. Attebery of Vancouver signals the crane operator to keep moving, a part of riggers' sign language.



Swing It Oregon Ship Leadman Rigger Cecil Thrush points in the direction he wants the boom to be swung for the next pickup.



Take It Easy Lee Smith, O.S. C. rigger, draws a circle on his left hand with his right, (invisible here) to signal the operator.

South America Seen As 'New Frontier'

(OREGON SHIP)—An industrial boom in South America, which will provide jobs for thousands of men and women, including many now engaged in war work in this country, is predicted by Earl Hanson, investigator for Nelson Rockefeller, co-ordinator of Inter-American affairs. Hanson, who also is consultant to the army and navy on jungle rations, toured Oregon, Vancouver and Swan Island shipyards last week.

"South America will be the new frontier," Hanson, who spent several years as an explorer in the upper reaches of the Amazon river, declared. "I know South America as well as I do this country. Plans

dates on supplemental books from March 22.

"If supplemental ration book holders run short of gasoline because of this small cut in "A" coupons, they may apply early stating reason and will be issued a new book providing that a full complement of riders as provided by OPA regulations are being carried to and from work and that their operation of vehicle is conforming to OPA regulations."

are now being made for a tremendous industrial expansion program there."

He added: "There should be no apprehension on the part of workers who want to stay in this country after the war. There will be lots of work here but anyone who would like to see distant places won't have to worry about making a living."

During a swing around the country, Hanson is acting as special correspondent for The New Herald-Tribune.

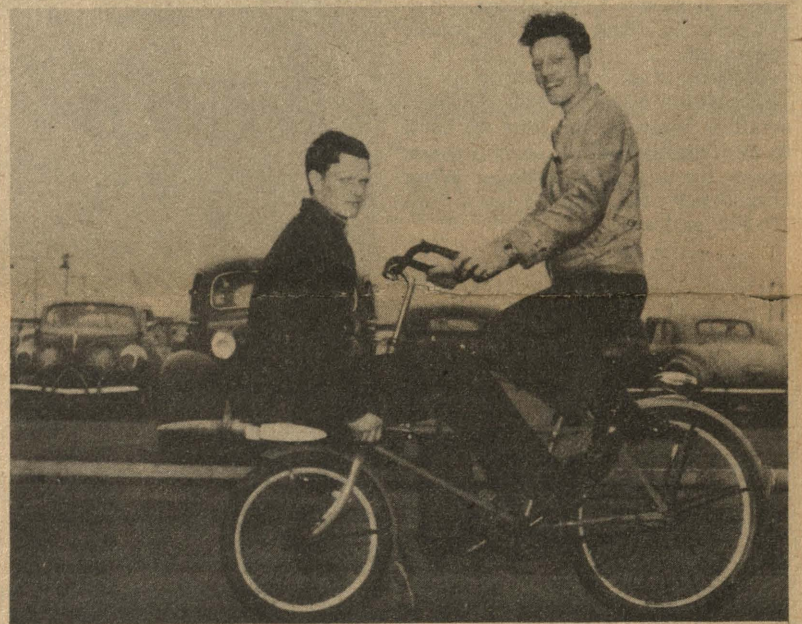
PSYCHIC KAISER ALLOCATES FUNDS

General Manager Edgar F. Kaiser has admitted that his psychic powers may be slightly under-developed, but he's doing the best he can. Kaiser received an envelope last month containing \$2.75. That was all—no letter of instructions or note of information. The general manager fingered the money and scratched his head. The envelope was mailed at Beaverton Feb. 26, at 2:30 p.m.

At last he arrived at the assumption that the money was intended for the Infantile Paralysis fund. He wants to advise the Beaverton contributor, just in case his mental telepathy failed to do the job, that the money has gone to a worthy cause.

Jewish War Workers Meet at Vanport

Jewish war workers, chiefly newcomers to this area, have formed an association to meet the third Sunday of each month at Vanport. The group includes workers from all three Kaiser yards. Meetings are open to all Jewish war workers and persons interested should contact Virginia Tweed, 11120 Meadows street, Apartment 9702, Vanport. Telephone UN 3745.



Shares Howard "Tink" Rice, left, and Richard "Pop-eye" Wienke believe in "share the ride" as well as "share the pedaling" on their bicycle built for two. The boys both lived at the barracks until Wienke, day shift welder, Outfitting dock, left this week to enter the Marines. Rice is welder on the Jigs, day shift. They are newcomers to Portland and bought this delivery bicycle, which they converted, in order to see the surrounding country. One sees it going and the other sees it coming while they pedal simultaneously. (Swan Island Photo)



Make the Colors Flags of all kinds and for all purposes are made in the Sail Loft. Wayne La Mar is shown working on one for one of the carriers which will leave the yard soon. (Vancouver Photo)



"Now Mr. Lasfogle, why don't you just go somewhere and forget all about chipping?"

Reverse Method Cuts Swan Tank Test Time

(SWAN ISLAND) — By reversing the ordinary method of filling a tanker and shooting water in through the outlet, Swan Island tank test men have materially slashed man hours from their original production schedule. Approximately six million gallons of water are used to test each Swan Island tanker. On the first few hulls launched here, tanks were filled from topside with nu-

merous hose lines pouring water into their cavernous insides. Now, water is forced under pressure into the cargo pipe lines through a port sea chest, and it follows the cargo lines to the tanks.

After hydrostatic tests have been made, water is emptied through the lines leading to a starboard sea chest, where it spills into the Willemette river.

Each of 48 tanks is filled and emptied at least once. Tanks are given the hydro test by means of a bucket eight feet above the deck line. This bucket is filled to a line inside and the water level must stay at the line until inspectors approve the tank.

LEAKS CHECKED

Bobbing and welding now are done on tanks while they are full of water. Tank test men check for leaks on the outside of the tank. When one is found, the weld is bobbed with an air gun and the leak welded against the water pressure inside. This pressure is four pounds per square inch under the deck and about 25 pounds per square inch at the bottom of the big tanks. Pressure is equalized when the ship is afloat with her tanks full of oil.

Largest of all is the No. 3 cargo tank, which holds 391,928 gallons; smallest tested is the lube oil tank in the engine room inner bottoms, which holds 1,000 gallons. Wing cargo tanks No. 5 and 6 each hold 170,000 gallons.

NOT ALL TESTED

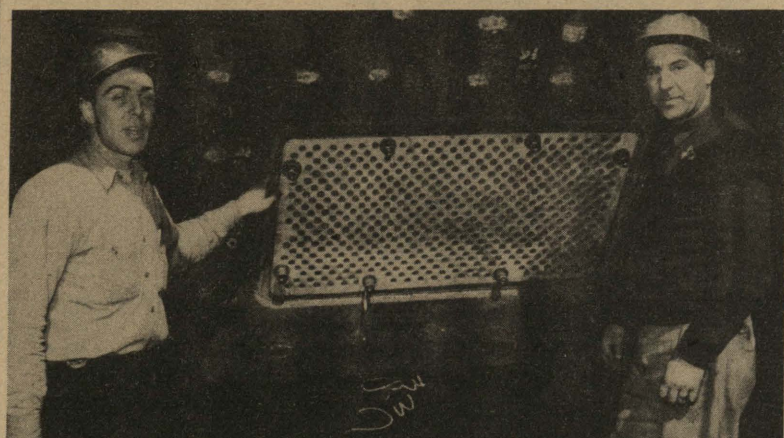
The sag and hog test for each hull has been eliminated at Swan Island's outfitting basin. These tests now are given every eighth hull. This test is being conducted at the dock of the Portland Dry Dock company, explained Superintendent Mike G. Fader.

Walter Roth, assistant superintendent, who first did tanker work in 1917, has 86 men on tank test, covering all three shifts. The toughest to test, says Roth, are the fuel oil bunkers that surround part of the engine room and generator flat. Most troublesome at first were the sea chests, but with a combination of soap and compressed air the crews have licked that problem and have had no sea chest leakage in the last 21 hulls launched.

Tanker Ball Brings Couple Together



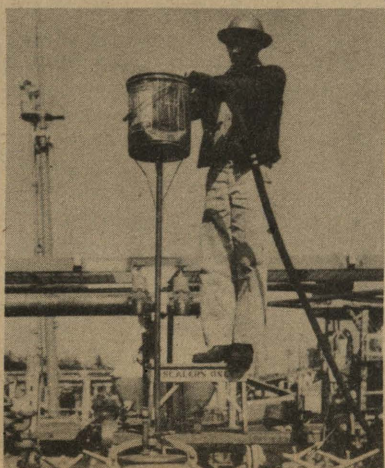
(SWAN ISLAND)—Separated by the war, but brought back together at the Tanker ball, Rosemary DuBois, day shift machinist, and George E. Arrowsmith s 1/c, in same jitterbugging in front of the orchestra stand at the Masonic Sunken Ballroom last Saturday night. Both are from Peoria, Ill., where they attended the same school. Rosemary left Peoria two years ago to build tankers. George left for the Navy. The pair were reunited at the dance. Next Tanker Ball will be April 1.



Check Gasket Fitting Foreman Leo Gilbert (left) and Walter Roth, assistant tank test superintendent, check gasket fitting on starboard sea chest opening on Hull 59. (Swan Island Photo)



BOBS SEAM
Mike Vivier, tank test day shift, bobs a weld seam in tank adjacent to that being tested. Welders will follow him to close leaks securely. (Swan Island photo)



FILLS BUCKET
Ed Bitterman, day shift pipe maintenance, fills hydro test bucket on Hull 59. Water level in bucket is eight feet above deck level. (Swan Island photo)

Shipwright's Nephew Much Decorated

(SWAN ISLAND)—Louie Vondrachek, shipwright on the ways, day shift, is proud of the exploits of his nephew, Technical Sergeant Charles E. Vondrachek, who is back in the United States on furlough from the European theater. In service since April, 1941, young Vondrachek has won the British D.S.M., D.S.C., Purple Heart, D.F.C., air medal with three oak leaf clusters, as well as two service ribbons.

He was wounded while top turret gunner on a Fortress. He was a German prisoner for a few weeks but gained his freedom when the Allies captured Bizerte. He revived two gunners who were unconscious from lack of oxygen in 50 below weather over Germany, and he was forced to bail out of a crippled Fortress over England.

Visits Parents

(SWAN ISLAND)—Private Morton Welgus of the U. S. Infantry, who was inducted into the army in September, 1943, visited the yard recently with his parents. Welgus was formerly an electrician at Swan, while his father, Benjamin Welgus, is now on graveyard shift in the Electrical department, and his mother is employed in Marine pipe.

Ullage? Heh—Guess!

(SWAN ISLAND)—Ullage holes on a tanker? No, that's not screwy. Ullage, in the old days, referred to the empty space in a wine cask (the part you pay for and don't get), but on a tanker it is the amount which a ship's tanks lack of being full because of the camber of the deck.

The WORKER SPEAKS



Fire Alarm System

I suggest there be a fire alarm system installed here at Swan Island. In such a large place as this, having to depend on the telephone is definitely outmoded these days. Someone could be burning to death while the telephone is busy. An alarm would give instant notice a fire is starting.—C. F. Dorton.

Ed.—An ADT system will be installed in the near future, according to Captain R. F. Balke of the Fire department.

Mailboxes

Sir: Many business people working in shipyards have important mail and if they ride the bus there is little opportunity for posting it. Why not have letter drops at each gate so that employees may mail letters?—R. G. Macomber.

Ed.—A letter drop has been placed at Mock's Bottom. The first day's collection netted only 13 letters. This requires a long trip on the part of the postal collectors and, unless they were used more than this, its continuance would not be warranted.

Savings Stamps

Sir: Many times we have small change in our pockets that could be put into savings stamps, but there is no place to buy the stamps out here. I suggest that defense stamps be sold at different places throughout the yard and office buildings, perhaps at our check-in stations.—V. R. Betcher.

Ed.—Ken James, bond sales manager, replies that such a plan would require a large number of people responsible for handling stamps, and that it is the opinion of his department that most employees prefer to buy stamps through their children and the schools.

Saturday Night Off

Sir: Since I have heard so many people express the desire to have Saturday night off instead of Sunday in the six-day week, the best thing I know to do is submit the suggestion.—Vi Weeks.

Ed: It is impossible to grant swing and graveyard workers Saturday nights off due to the fact that the supervisory personnel which outlines the work to be done by swing and graveyard, all work on day shift. The day shift is therefore, the spring-board for all other shifts. Should swing start on Sunday afternoon and graveyard at midnight of that day, they would be starting "cold" and a great deal of momentum would be lost.

Blood Bank at Swan

Sir: I suggest that a blood bank donor station be opened in the yard, thus relieving workers of the necessity of taking a trip to the city when they want to give their blood to the Red Cross. Workers could go to the station before and after their shifts begin work.—A. Rea.

Ed: This is an excellent suggestion and the attitude in the matter

is much to be commended, but due to the lack of facilities, of equipment and the large number of persons required to prepare donors for their "operation" and to preserve and properly care for the blood after the donation has been made, it is impossible at this time.

Check Station Riots

Sir: "There is so much running and rioting at check stations as the shift goes off—can't something be done about it?"—H. H. Millar, R. Nolan and 51 co-workers.

Ed: R. C. "Steve" Stevenin of the Safety department has been posted at an elevated position on the roof of Check Station 36 where many people form a congestion going out to Mock's Bottom. His good-natured reprimands have slowed the crowd considerably. However, Safety Engineer J. C. "Jude" Moreland urges every worker to take personal responsibility for orderly conduct on the shift changes. This is a job too big for a few individuals, it must be undertaken by all, he says.

Bulletin Board

Sir: I suggest we have a bulletin board for use of announcements and advertisements. This would keep rest rooms neater. The bulletin board could be placed in Mock's Bottom or in the yard itself.—A. M. Gearhard.

Ed: There is a large new bulletin board on the front of the Bosn's Whistle shack at Victory Center. The staff of the Bosn's Whistle invites you to use it, and will even type your notices for you.

Carlson Raider Details Exploits



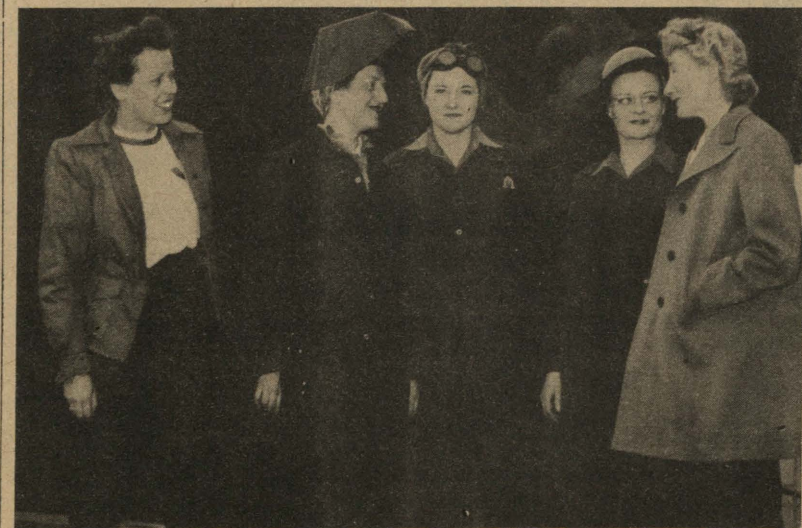
Lt. Selly Grady, U. S. Marines, introduces Sgt. Sam Brown of Stonewall, Okla., at a Red Cross program held at Way end 4 Wednesday, March 15. Brown was one of Carlson's raiders, took part in the Makin Island raid and others. He told of a 48 hour mission that lasted 30 days on Guadalcanal and of subsisting on rice and occasional lizard tails. "We lost 15 men," Brown said, "but we got 700 Japs." (Swan Island photo)

Woodward Proud; 3 Sons Now Serve

(SWAN ISLAND)—Walter H. Woodward, swing shift truck driver, has a six-fold right to be proud. Not only does he have three sons in service, but, since their babyhood, when his wife died, he has been both father and mother to them.

One son is S/Sgt. Donald Woodward of the air forces, who has flown 58 missions in transports over the Burma road, carrying supplies from India to China. The sergeant is a flight engineer. He recently visited his father at Swan and witnessed a launching while on his way to Nashville, Tenn., where he now is an instructor.

Woodward's other sons are Wayne, taking officer train in radar aviation at Camp Crowder, and Roger, in cavalry training at Fort Riley. Woodward himself has a record of service in the first World war. As a sergeant, he was instructor in chemical warfare service.



They're Fashionable "Shipyard women are the best-dressed women in the country," said Carmel Snow, fashion authority and editor-in-chief of Harper's Bazaar as she looked over costumes on a visit to Swan Island last week. "The quality and efficiency of their clothing is absolutely perfect," she added. "There is not one unnecessary thing about their costumes." Left to right are Mrs. Virginia Lemire, assistant personnel manager; Helen G. Greer, ship-fitter tacker; Mrs. Muriel E. Rolf, burner; Mrs. Pearl Dobie, Assembly; and Mrs. Snow. (Swan Island Photo)

1,000 ENTER SAFETY CONTEST

(SWAN ISLAND)—Nearly 1,000 suggestions have been received to date by Safety Suggestion contest judges as the competition enters its final week. A total of \$250 in four prizes will be awarded for the best four statements completing this sentence: "The Swan Island yard would be a safer place to work if . . ." In addition to these awards a number of certificates will be given those turning in suggestions of merit.

NUMBER UNLIMITED

There is no limit to the number of suggestions any single person may enter. Additional entry blanks are available at the Safety department office and some time check stations have blanks on hand. Entries may be left in boxes in the yard or with the Safety department or Suggestion clearance office.

On Saturday, April 1, yard workers will see a funeral procession to bury "Old Man Accident." Pall bearers will be representatives of the department which makes the fewest safety suggestions before March 31.

FLEET OILER INCIDENTS

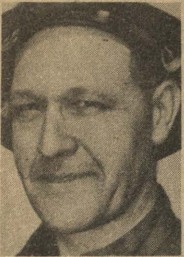
Edgar Kaiser's request for all fleet oilers to be finished, wrapped and delivered by May 15 has moved up all oiler construction from 20 to 25 days. Hull 109 was scheduled originally for June 5. Most hard-pressed craft as result of the new schedule is the electrical department, handicapped by man-power shortage and complex work. Electricians, with other crafts, assert they will meet the deadline.

FAMILIAR FLEETERS

Leadman Tex Williams' feminine shipfitter crew, which includes Dorothy Hoxness, Thelma Renniick and Billy Norton, has speeded the boiler floor plate foundation installation time from a week to two days. . . Former Engineer William Burks headed for salt water on Hull 52 with the merchant marine. . . Electrician Vira Wilson has transferred from the electrical shack to production work on the ships.

SKI DAYS WAIT

Johnny Sundstrom, one of the first leadmen to go on the fleet oilers last fall, hasn't had much time for his favorite recreation, that of skiing. All oiler electricians have been putting in a tough schedule, especially those on day shift. Johnny was an expert cross-country ski runner in John Sundstrom Sweden from where he came about 15 years ago. He has garnered a trunkful of medals in his favorite sport. Roy Sundstrom, John's brother, who is electrician foreman of a cable gang, was the jumper of the pair. He, too has his share of mementoes won in ski competition. Roy has just successfully battled a two-weeks' siege of pneumonia. Bob Goyt is handling Roy's fleet oiler men until his return.



BACKFIRED

Pipefitters were among the first on 109. We asked Bob Brewer for a picture and he and other pipemen obliged, but had we printed it, other crafts would have accused the men of waiting for the whistle. You boys are on the ball.

GRAVEYARD GRAVEL

Foreman Eddie Paul of Marine pipe, graveyard, commends the honor, integrity and honesty of the other shifts, but he also is looking for one 18-inch rigid pipe wrench, two cans of Permatex, two stop valves, weight 200 pounds; several 150-pound ells, and more items when inventory is taken.

WIRE PULLERS

Fastest man on two feet reputedly is Clayton Ballard, day shift cable crew foreman. Catching his enthusiasm for work, Ballard's men handle more DHFA4 and TT5 than any other tanker crew could trace down.

Inducted Into Army

(SWAN ISLAND)—John Dixon, welder in the Pipe shop, has been inducted into the army and leaves for a camp in California this week.

9 SWAN WORKERS HURT IN COLLISION

(SWAN ISLAND)—Nine Swan Island graveyard workers, passengers in a panel delivery truck, were injured Saturday, March 18, when their truck collided head-on with a car about a mile east of Tigard.

The truck, driven by Tom Beatty, Newberg, was believed by police to have been making a left hand turn when it crashed with a car driven by Gus A. Childers, Tigard. The two drivers were reported the most seriously injured, although other passengers in the Beatty truck also were hospitalized.

Truck passengers, who were returning from work, were C. Cummings, Joe Baker, Ernest Meyers and John Wimberly of Newberg, William Tillard, Lela Laurena and Frank H. Bowles of Tigard and Walter Manila, Sherwood.

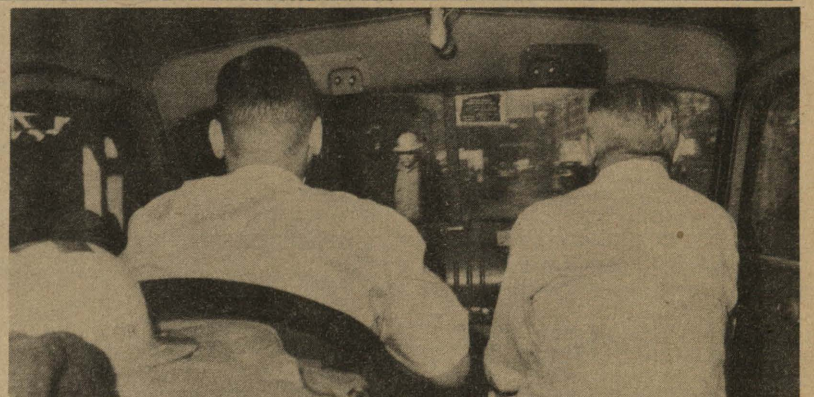


They'll Pick Winners

Safety Suggestion contest judges look over the first two entries, submitted by K. F. Love, graveyard truck driver, and C. J. Purvis, machinist day shift. Seated (left to right) Elmer Hann, A. R. Nieman and H. K. Murner. (Standing) Art Lindstrom, Tom Pumfrey, J. C. Moreland and K. I. Crosier. (Swan Island Photo)



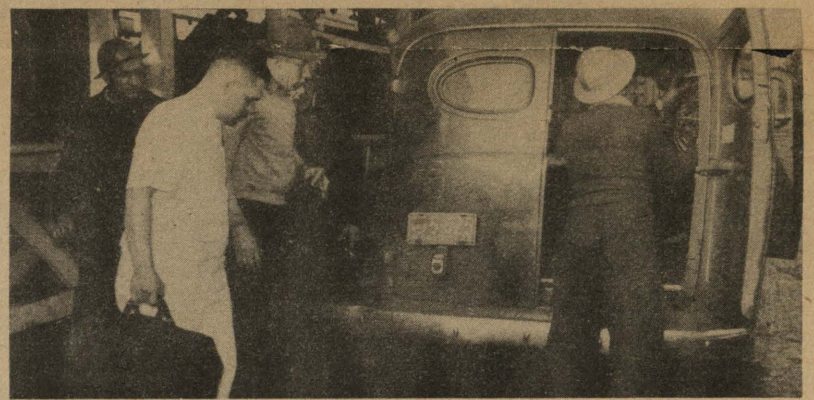
9:42 a.m. Mrs. Gertrude Johnson, Swan Island first aid, takes call for ambulance from assembly jigs where Melvin J. Barrett has been injured.



9:47 a.m. Drs. William Pearson and C. Powell arrive at assembly jigs. Sign between heads is windshield sticker, not neon advertising sign.



9:48 a.m. Medicos take stretcher from ambulance. Dr. Pearson carries first aid bag, finds he does not need it, nor the stretcher.



9:50 a.m. Pearson and fellow workers assist Shipfitter Melvin J. Barrett to ambulance. His left hand is bleeding. Others replace stretcher.



9:53 a.m. Doctors help Barrett into wheel chair in rear of Yard Office building where ambulance entrance for First Aid station is located.



9:56 a.m. Nurse Alice Schmid places Barrett's leg over X-ray plate. Barrett made a similar trip a week previous when he broke a toe on his left foot.



10:15 a.m. Dr. Pearson examines X-ray picture in front of viewing glass. Breaks good news to Barrett that no bones have been broken.



11:25 a.m. After filing claim Barrett is helped into taxi by Guard Sgt. John Wise and cab driver. Injury resulted from five foot fall.

Sports Briefs

By TOM LOUITT

We've just received another interesting letter from Wayne Bowles, whom most Kaiser yards sports fans remember as Swan Island Gym's popular equipment attendant. On many occasions Bowles was a sparring mate for Lou Nova, Chuck Crowell, Jimmy Garrison and other nationally known boxers. He contributed much in providing shipyard fans with entertainment features.



Bowles just has completed a radio course at the United States Naval Training School at Boulder, Colo. While in "boot camp" at Farragut, Idaho, Naval Training Station, his clever fists won for him the middle-weight championship of the station.

A month later in Denver, while attending radio school at Colorado University, Boulder, he participated in a service men's tournament, annexing the light-heavyweight championship. Bowles is just past 18 and growing fast. If ever we saw a championship prospect, Wayne certainly is it. And we'll predict he will be a future contender for the heavy-weight boxing championship of the world.

AMATEUR RINGMEN RETURN

Amateur boxing holds the spotlight locally this week with two shows in the offing. At Vancouver's McLoughlin Heights recreation center, Ivan Jones and Jim Coffel have arranged a boxing and wrestling card tonight with added battles royal in each of these sports between grade school youngsters. One of these thrilled fans at the recent Rambler Club show in Portland.

At Swan Island gym, a ten-feature fight program will be presented Tuesday night, with the best available talent from Swan Island, Oregon Ship, Vancouver and the Multnomah Club participating. The card assures fans an even more interesting show than the one held February 8.



Wayne Bowles

HUDSON HOUSE FIVE ADVANCES

The Vancouver City League basketball season, fast coming to a close, saw the league-leading Hudson House team enter the finals during the past week. Carl Bengston, director, is confident his squad will be crowned champions.

CONGRATS TO BOB STICE

Congratulations to Bob Stice, Progress Department head at Oregon Ship, for his initiative and cooperative spirit in organizing the volleyball program now under way there.

FIGHT CARD SET AT SWAN ISLAND

Portland boxing fans will be treated to another thrilling amateur card at Swan Island gym Tuesday night, March 28. Ten bouts have been arranged, with prospects of more from the best available talent. The card to date:

147 lbs.: Danny Hess, Vancouver, vs. Archie Shirley, Vancouver; Jim Brady, Multnomah, vs. Ronnie Peterson, Bagley Downs; 160 lbs.: Walt Nelson, Oregon, vs. Tommy Ernest, McLoughlin Heights; 140 lbs.: Danny Ryrle, Oregon, vs. Nick Damico, Civic Recreation Center; 130 lbs.: Jim Procter, Bagley Downs, vs. Mike Bailey, Oregon; 125 lbs.: Hugh Skinner, Oregon, vs. Nixon Munley, Multnomah Club; Leo Seiglock, Swan, vs. Kelly Jackson, Swan; 145 lbs.: Mike Ensminger, M.A.C., vs. Walt Burkhalter, McLoughlin Heights; Rex Walker, Swan, vs. Bob Hamilton, McLoughlin Heights; 135 lbs.: Glen Allen, Swan, vs. John Colton, Multnomah Club.

First bout will start at 8 o'clock. Admission is 50 cents.

Amateur Mat, Ring Card On Tonight

(VANCOUVER)—Ivan Jones and Jimmy Coffel will present an amateur boxing and wrestling show tonight (March 24) at the McLoughlin Heights recreation center. Feature boxing bouts are: 160 lbs.: Leo Seiglock, Swan Island, vs. Tommy Ernest, McLoughlin; 165 lbs.: Bud Jones, Army, Vancouver, vs. Louis Wellman, McLoughlin; 118 lbs.: Pete Long, Vancouver, vs. Dick James, McLoughlin.

The wrestling card includes: Heavyweight: Ken Leach, McLoughlin, vs. George Jackson, Portland Y.; 130 lbs.: Leonard Nash, McLoughlin, vs. Peter Bennett, Portland Y.; 160 lbs.: Bill Edgar, Vancouver, vs. Frank Torres, McLoughlin.

Battles royal—both boxing and wrestling—with junior boys participating, will be added attractions.

Vancouver Yard Softballers Elect

(VANCOUVER)—Vancouver Shipyard Softball Association elected officers at a luncheon on Way 7 Saturday, March 18. The meeting was held at the suggestion of Ed Marinou, Marine Machinist leadman, who was elected chairman. Al Aus, Material department, was chosen secretary, and G. W. Altmaier, Welder foreman on Way 5, treasurer.

R. A. Bowles, Pipefitter foreman on Way 6, was appointed to arrange for use of the Vancouver and housing project fields, while R. Townley, Shipwright foreman on Way 8, will perform the same duty in regard to Portland diamonds.

It is planned to have at least 45 teams in the association for tournament play similar to that employed in last year's playoffs.

Anyone interested in playing on a team or forming one should get in touch with the Association officers before the next meeting, Saturday, March 25.

ters aided, 350,000 given first aid training, 300,000 given home nursing training, 119,000 disaster victims aided.



Timekeeper Netmen Twice beaten but still in the Oregon Ship volleyball loop race is the Time Office team. Front row, left to right, Laif Wahl, Lowell O'Connor, Glenn Gallihur and Jim Hill; rear, Bill Tickle, H. Clemmons, Ernie Thomason and C. R. Stanley. (Oregon Ship Photo)

3 Volleyball Teams Knotted for Lead

(OREGON SHIP)—The Progress department, Office Engineers and the I.B.M. teams forged their way into an early lead in Oregon Ship's volleyball league race. League standings for the week ending March 18 showed the three clubs on top, with two victories and no defeats. The standings:

	W.	L.	Pct.
Progress Dept.	2	0	1.000
Office Engineers	2	0	1.000
I.B.M.	2	0	1.000
Hull Drafting	1	1	.500
Paymaster-Accounting	1	1	.500
Cost Dept.	0	2	.000
Timekeepers	0	2	.000
Transportation	0	2	.000

Feature game next week will pit

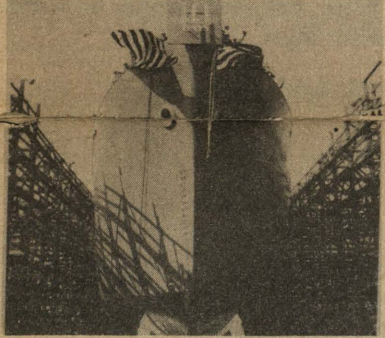
I.B.M. against the Office Engineers Monday. Hull Drafting meets Timekeeping Tuesday, Progress mixes with Paymaster-Accounting Thursday, and Transportation plays Cost Friday. Games are played after the day shift in Oregon Ship's new gymnasium.

Vancouver Induction System Efficient

(VANCOUVER)—So efficiently is the job of induction done at the Vancouver yard that new hires become an integral part of the organization within 48 hours after induction. As a matter of fact, J. R. Whaite, induction supervisor, says proudly, "Officers of the 9th Corps Area came to our induction service, approved it and now use the same system in inducting new recruits in the area."

While at the moment an average of 50 people are being inducted daily, the entire induction staff is getting ready to welcome and instruct the hundreds of men and women who will start coming to the yards next week, Whaite said. Working with Whaite on the job are Jerry Hartshorn, swing shift, and Art Stendal, graveyard shift.

Teal, 10-Day Ship, Still Evades Axis



The S.S. Joseph N. Teal, Oregon Ship's famous "10-day" vessel, still sails the war shipping lanes for the United Nations, R. C. Robinson, vice-president of the Hammond Shipping company, operator of the Teal, informed O.S.C. officials recently.

In a letter, Robinson said the Liberty vessel "has been operating continuously since delivery, from this coast, from the east coast, foreign, and in the war zones without breakdown or any delay of any consequence."

"We take pleasure," Robinson declared, "in advising that we have no complaints whatever as to hull construction or machinery efficiency."

In building the Teal, Oregon Ship set a record which established model erection-speed procedures for yards all over the nation and which angered Axis spokesmen refused to credit. The ship was delivered in 13 days, 10 of which were on the ways and three at the outfitting dock.

County to Help Workers Register

Multnomah County voting officials this week were completing arrangements to bring registration books to the shipyards, war housing areas, and main shopping centers. James Gleason, county registrar of voters, said that the county would "see to it that the thousands of new citizens here to work in war industries are given every chance to vote."

Cooperating with the county, Oregon Ship officials offered Gleason a booth directly outside the yard gates for registration purposes.

Registrations will close April 18. The Oregon primary election will be held May 19.

WIDE USE MADE OF RED CROSS MONEY

What will happen to that money you contributed to the Red Cross? Here's an idea of the work it will accomplish, as gleaned from a list of Red Cross activities for the year ending March 1, 1944:

3,800,000 U. S. servicemen given personal aid in camps and hospitals, 2,500,000 assisted by chapter Home Service, 5,000,000 pints of blood collected for plasma, 50,000 nurses recruited for the army and navy, 65,000 volunteer nurse's aides trained for service, 925,000,000 surgical dressings prepared, 5,300,000 packages of food, medicines, cigarettes, etc., packed for prisoners of war, 12,000,000 garments made, 15,000 survivors of marine disas-

Stubby Bilgebottom

By Ernie Hager

