

ASSEMBLY STARTS CVE JOB; KEEL LAYING AUGUST 21ST

Story, Page 5



At Sea The girls who posed for the original picture will really be at sea when they see what has happened to them. From left to right around the boat are Kathleen Sanders, Shipping department; Margie Dye, Passenger; Irene Pate, Material Accounting; Dorothy Green, Bosn's Whistle; Tena McDonald, Field Surplus; Lois McConkey, Field Surplus; Doris Parsons, Field Surplus; Janet Beigal, Field Surplus; Betty Lou Walls, Material Accounting; Betty Lou Phelps, Material Accounting; Ruby Zeletel, Shipping department; Eileen McDonald, Material Accounting. (Vancouver photo) See story Page 5 for explanation.

Coulee to Set Record With New Generators

Grand Coulee dam will become the world's greatest producer of hydroelectric power upon installation of three huge generator units for which the War Production board has just authorized immediate construction. Construction on the \$6 million order will start as soon as the contractor can clear up contracts halted by the war, and will require three years.

Each of the new units has a normal power load of 108,000 kilowatts and they will replace two 75,000 kilowatt generators borrowed from Shasta dam for the war emergency. Thus Grand Coulee will surpass Boulder dam, now the world's greatest producer, which has more numerous but smaller generator units.

The WPB approval was announced by William E. Warne, assistant commissioner of the reclamation bureau, who is in the Northwest for a forthcoming visit of a congressional appropriations subcommittee to study the dam and the Columbia Basin irrigation project.

LOW RATE SLATED

In Spokane, Warne explained how revenue from the power will meet three-fourths of the irrigation project's cost and still permit a power rate that will be one of the lowest anywhere.

Warne said the bureau has \$2 million available for pre-construction work on a canal system to irrigate more than a million acres of rich farm land in the Columbia basin. Work will begin on the canals as soon as funds are appropriated, he said, with water to be available by the spring of 1950.

Immunization Offered Children of Vanport

(VANPORT)—Children are urged to make appointments with their own physicians for immunization against diphtheria and smallpox or to seek this protection at the Vanport Health department.

The department is in the Hospital building on Victory, across the street from the library, and hours are from 9 to 11 a. m. on Thursdays. Ten cases of diphtheria have been reported in Vanport since the first of the year, and the department points out that this disease is preventable.

Labor Efficiency Gains In Merchant Shipyards

Labor efficiency in merchant shipyards has been steadily increasing since 1943, the U. S. Maritime commission announces. A report shows that 27 per cent more tonnage per man has been delivered in the first six months of 1945 than in the same period for 1943.

Centers Remain Open For Children Care

(VANPORT) — Although there will be no summer school during August, School centers No. 1 and No. 2 are continuing service during the month for benefit of children whose parents are working.

Fall session begins with registration on September 4, the day after Labor day.

Hospital Ship Wins Award

The U. S. S. Solace, hospital ship undergoing repairs at The Kaiser Company Terminal Repair Division dock, has been awarded the navy unit commendation by Secretary of Navy James Forrestal.

The Solace, which received its award for extremely meritorious service during the December 7, 1941, attack on Pearl Harbor, was one of the three hospital units to be so honored.

During the attack, motor launches from the Solace were dispatched to the U. S. S. Arizona and other battered ships, braving flame and explosion to rescue burned and injured personnel.

All personnel attached to and serving with the Solace on December 7, 1941, are authorized to wear the ribbon.

LAMB REQUESTED FOR VANCOUVER

Steps are being taken to obtain for Vancouver the privilege of receiving for slaughter live lambs from Oregon and thus alleviate the meat shortage.

U. S. Senator Hugh B. Mitchell said that he is seeking information on whether shippers can sidestep a regulation prohibiting interstate movement of Oregon grass-fed lambs. He said he has been advised that the Clark County Meat company could handle 500 lambs weekly.

Secretary of Agriculture Clinton P. Anderson has asked regional offices at San Francisco and district offices at Seattle to investigate the food situation at Vancouver and to seek methods of providing relief.

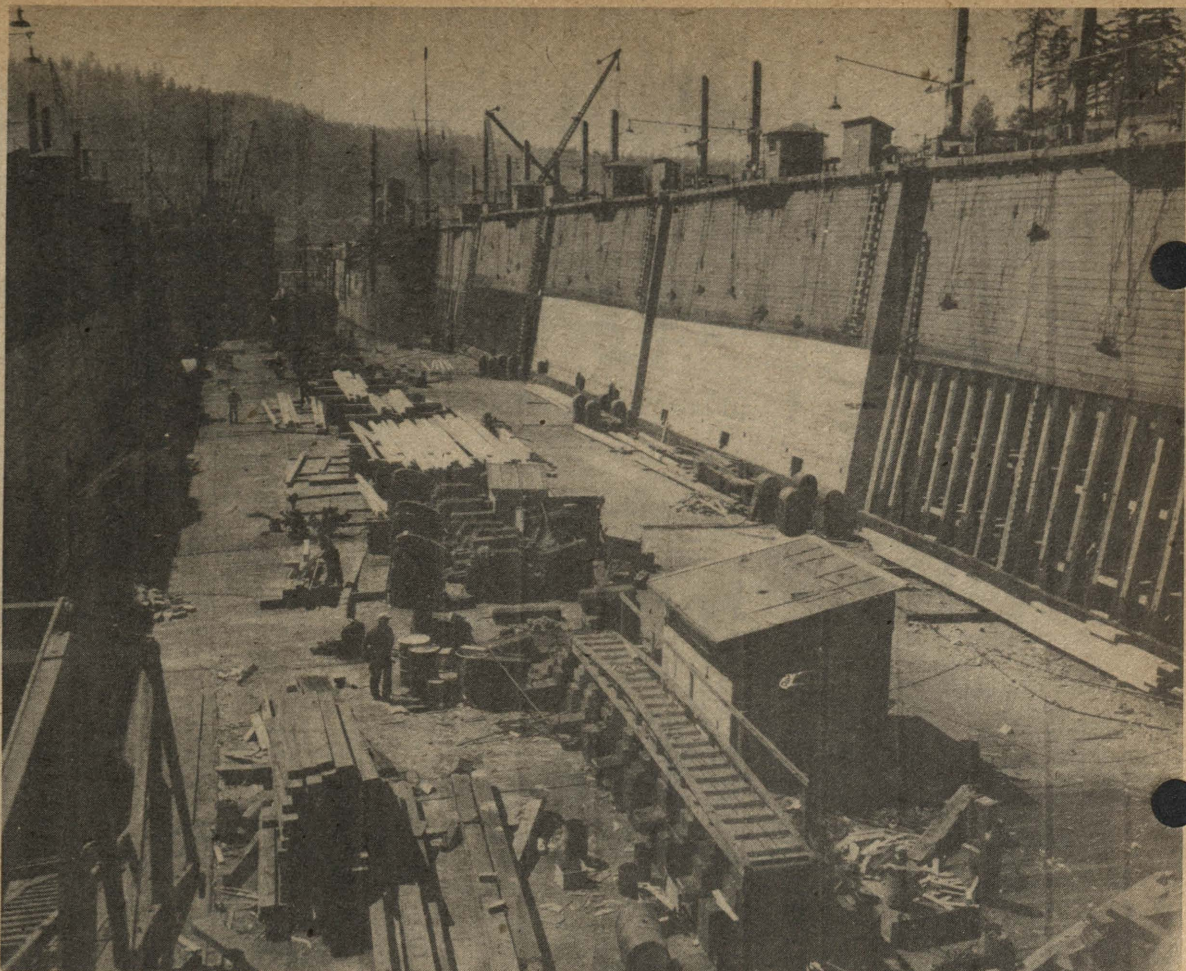
East Vanport to Get More Street Lights

(EAST VANPORT)—A program of additional lighting has been announced for East Vanport.

The housing area is to get 17 additional street lights, additional overhead lights are to be installed on the pathway to Interstate avenue and the underpass to Vanport, and the Community building will have lights placed around dark sections of the exterior.

VFW Post Meetings

(VANPORT)—Officers of Veterans of Foreign Wars post No. 3970 have invited all overseas veterans to attend post meetings, conducted the first and third Sundays of each month, at 1 p. m.



New timbers are being installed on the Port of Portland drydock No. 1 to give it a new lease on life after 41 years of continuous service since it was built in Vancouver and installed in Portland. Many of the old time residents of Vancouver who now are working in the yard recall when the dock was built by Robert Wakefield company at the river end of Eight street. (Vancouver photo)

CHAMBER GROUP STILL FIGHTING FOR DRYDOCK

The Portland Chamber of Commerce foreign trade and shipping committee, after a survey showing that Portland has only four of the 83 drydocking facilities on the Pacific coast, has expressed determination to carry on the fight to obtain an additional drydock for this area.

Despite appeals by Portland interests to U. S. Senators Wayne Morse and Guy Cordon, the second floating drydock built at the Kaiser Vancouver shipyard started on its way to San Francisco at the end of July. The Chamber committee, however, is unrelenting in its efforts to obtain another for the area.

"The need for an additional drydock here is as great as ever," stated a spokesman for the committee, "and we are taking the fight right to Washington."

NAVY SHARE TOPS

The survey shows that the navy has 49 drydock facilities in operation or under operation contract, while 34 are owned by private firms, municipalities and the U. S. Maritime commission.

The four in Portland include the 14,000-ton navy-owned drydock built at Vancouver and stationed at Swan Island; one navy-owned marine railway, and two Portland-owned drydocks, one out of service and under repair.

The Puget Sound area—Seattle, Bremerton, Everett and Tacoma—has five navy graving docks and 10 navy floating drydocks, besides eight floating drydocks.

SAN FRANCISCO LEADS

In the San Francisco bay area are 10 navy graving docks and 17 floating drydocks, plus five private or maritime graving docks, 10 floating

DRYDOCK BUILDING Began 41 Years Ago

(VANCOUVER)—Vancouver's Drydock building activities began 41 years ago, according to E. C. Davis, senior inspector for the U. S. Maritime commission, who remembers when the present Port of Portland drydock No. 1 was built by the Robert Wakefield company of Portland at a Vancouver

site on the river end of Eighth street. At present, the all wooden structure is being given a new lease

on life by having many of its timbers replaced with new ones.

Dancing Classes Open

(VANPORT)—Dancing classes at Community building No. 2 are being conducted Thursday mornings under direction of Jo Ann Gleason, instructor from Community building No. 1. Beginning classes are from 9 to 10 a. m., advanced tap classes 10 to 11 a. m., and ballet classes from 11 a. m. until noon.

Gadget Club Meetings

(VANPORT)—For the benefit of housewives who would like to create useful items for their homes, the Gadget club is meeting at 7:30 p. m. Thursdays, at Community building No. 2.

Community Problems

(VANPORT)—Mrs. Hindson, Project Services representative, is holding her office at Community Building No. 2 open to residents of Vanport for discussion of community problems.

Band for Youngsters

(VANPORT) — Band members who graduated from the upper grade school have been invited to meet with the Sheriff's band at School center No. 2 every Monday at 7:45 p. m.



E. C. Davis that craftsmanship on the drydock was very high. "In those days," Berry reminisced, "every man was a craftsman and he really knew his business. He had to in order to hold his job."

"I don't believe that we ever had over 120 men working on the job at any time. We worked 10 hours a day and built the pontoons in nine months. Of course, the machinery was placed after the dock was towed to Portland. We also constructed the berth for the dock.

"It was a beautiful job. It was wedge caulked throughout. We used the best ship lumber obtainable. Some of the timbers were 70 feet long and just as straight as a string and without a flaw."

The dock was constructed to lift 10,000 tons, and has functioned faithfully without major mishap for the period of its existence.

Glee Club Under Way

(VANPORT) — The Glee club, open to teen-agers and adults, is meeting at 7 p. m. Wednesdays at Community building No. 2 under the direction of Mrs. Hindson.



"I asked her for a picture and she says this shipyard chest X-ray is the best she's had lately."

3-YARD SCOREBOARD

(Through July 31, 1945)

	OREGON			VANCOUVER				SWAN ISLAND	
	LIBERTYS	AP-3 VICTORY CARGO	AP-5 VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	AP-5 VICTORY TRANSPORTS	C-4 TRANSPORTS	TANKERS
KEELS LAID	322	99	36	10	30	50	31	23	147
LAUNCHED	322	92	32	10	30	50	31	11	139
DELIVERED	322+8	89	30	2	30	50	31+5	3	137

Million-Acre GARDEN

Huge Columbia Basin Project Has Top Postwar Priority; Would Employ Over 10,000 Men for 10 Years

NORTHWESTERNERS have dreamed for half a century of a million acre irrigated garden in the sage brush country of the upper Columbia river basin. Land owners of this region, as large as the entire state of Delaware, signed up their acreage last month to go along with the government's plan to build 80,000,000 worth of canals, reservoirs, tunnels and ditches. There is little doubt that Congress will advance the money, which will be paid off over 40 year periods by the settlers on the project. The dreams are coming true.

Engineers of the U.S. reclamation service estimate it will require the labor of 10,000—maybe 13,000—men over 10 years to complete a substantial part of the project. Water won't be turned into the last 50,000-acre block until 25 years have been flipped off the kitchen calendar.

WORLD'S BIGGEST PROJECT

It's the biggest irrigation plan anywhere in the world and the second phase of northwest development for which Grand Coulee dam was built to create Lake Roosevelt. The over-all program is so extensive it's hard to imagine what the sprawling desert-like region pocketed at the forks of the Columbia and Snake rivers will be like when completed.

Grand Coulee was a big job. Hundreds of men who have helped splash new shipbuilding records down the ways at Vancouver, Oregon Ship and Swan Island remember their staggering impression of Coulee the first day they went to work on the Coulee site. The Columbia basin project won't be as spectacular—because it's not in one big hunk—but in workers' payrolls, for example, it's more than half again as big.

Frank Banks, regional director of the U.S. Bureau of Reclamation, sums up the basin project work like this:

Excavation of more than 73,000,000 cubic yards of earth and rock—the volume of seven Grand Coulee dams—for the construction of dams, ditches and canals.

4000 MILES OF CANALS

Laying of approximately 2,500,000 cubic yards of concrete—enough to build a standard concrete highway more than 800 miles long—for canal linings, tunnels, siphons, pumping stations and other installations.

Construction of nearly 500 miles of main canal and laterals and 3500 miles of small canals to carry water from Lake Roosevelt to irrigate the proposed 17,000 farms.

Boring of four major tunnels aggregating four and a half miles long and construction of four earth-and-rock fill dams with a combined volume of 15,500,000 cubic yards—almost the size of four Boulder dams.

Any one who has worked on a construction job can tell you that adds up to a lot of work for somebody. It has top priority on the reclamation service's "post war" list—a schedule which has blueprints for 36 other reclamation projects already authorized for the northwest states. They'll total \$599,986,000 worth of manpower.

An irrigation project is different, however, from building a dam. The job isn't finished when the work is done.

Those 17,000 farms to be carved out of the 1,029,000 acres included in the project must have homes, farm barns and stock and equip—the best type of soil and on 55 to 80 acres of the second class soil, while the owner of 160 acres of soil of west fertility would have trouble getting along the first 10 years unless he had substantial capital to carry him along.

Soil is suitable to a wide range of crops: Alfalfa, clovers, small

ment sheds must be erected, and roads, power lines and phone systems must link the farms and shopping and marketing-shipping points.

It won't be as easy as some dreamy-eyed planners who do their thinking from behind walnut desks would have you to believe. But engineers of the reclamation service and the state and federal agriculture specialists who know what makes a farmer, have just issued a 320-page booklet on types of farming in the Columbia basin, that takes a lot of bad guesses out of the work. Dozens of questions about what happens after the canals and ditches are dug are answered in its pages.

THREE TYPES OF SOIL

Anybody thinking about looking over the basin for a possible farmstead would want to know that there are three types of soil in the project area. When irrigated, a farmer could make a "living" on 50 acres of



grains, corn, flax, sugar beets, potatoes, mangels, field peas, onions and many fruits and vegetables. However, dairying is suggested as the principal agriculture enterprise and source of income.

Reclamation specialists expect 40 per cent of the land will be used for hay, 23 per cent for pasture, 14 per cent for small grains and 18 per cent for other field crops. Community pastures are planned for the poorer types of soil excluded from private ownership.

The chances of buying a farm of the poorest type of soil have been reduced by the planners. There is only 14 per cent of the lowest type allowed in private ownership in the project.

From experiences on other projects in Oregon, Idaho and Washington, the reclamation officers expect gross farm cash receipts per acre will be about \$55 for first class soil, \$45 to \$34 for second class soil and only \$21 as a likely gross income from the lowest type. This is based on average prices from 1921 to 1940

which may or may not prevail—although they are below parity. Net income for the operator's labor is estimated at \$13 per acre, \$11-\$7 and \$3 per acre, respectively, for the three classes under average management conditions.

The "desirable" minimum net income for a family operator on his 50 to 160 acre farm would be \$1,100. This would be a return for the owner's labor, plus interest, on about a \$5,000 investment. He will have made a living too, of course. Some will make more, but an average manager should have at least that much in the bank at the end of the year after the farm is at the peak of productive development. This is the minimum net income that experts believe will result in the largest number of solvent farms.

DIVERSIFIED PROGRAM

By a diversification of agriculture for the project, farm work will be distributed throughout the year, cutting necessary cash outlay for extra labor to a minimum. The farm

This Means Jobs Here is a map of the \$280,000,000 Columbia basin reclamation project which will provide thousands of jobs in the post-war period, showing its relation to Grand Coulee dam. The project will make possible rich irrigated land like that shown at left where sugar beets are under cultivation.

owner can do about half the work, his family one-quarter and the last quarter can be performed with hired help at the peak season from May through July.

Reclamation officials warn that building a family sized irrigated farm on new land is likely to entail hardships and inconveniences for members of the farm family during the period of development. Because of variety of soil and varied fertility, settlers won't fare equally. First class soil farms will require less time, labor and capital.

A 50-acre unit of best soil can be fully placed in crops the first year and the livestock program developed by the fifth year with a total farm investment at maturity of \$6,865. This includes irrigation construction charges and water fees. The owner of the lowest type of land, even with his 160 acres, must expect to work eight years to bring the farm into full development and he then will have an investment of \$10,130 or maybe more. In addition there must be added the cost of the dwelling, household goods and the automobile.

For example, in the first seven years, the owner of a 50-acre first class soil farm should have netted \$5,480 for his labor. Meanwhile the owner of 160 acres of poor soil will have earned only \$2,005 for his work. The buyer of first class soil must be prepared to pay out more than he takes in for two years. The buyer of a low type soil farm must be prepared to pay out for six years before he starts to break even. If he

has borrowed the money, or part of it, he must then begin to pay back his loan.

NOTHING EASY PROMISED

The reclamation service farm survey admits it may be wrong, a little. Settlers may fare better, or worse. But they want anybody who is interested to understand there are thorns among the roses.

A settler of a 50-acre first class soil farm will need \$3000 in farm capital in addition to funds for a farm dwelling and \$400 cash for required annual living expenses. His peak indebtedness will be \$3,825 at the end of the second year. The owner of 80 acres of second rate soil will have his peak indebtedness of \$4,858 at the end of the third year. The owner of 160 acres of the lowest type soil will be \$8,106 in debt at the end of the sixth year. After those tough years, the indebtedness should gradually drop—and the settler will be heading for mortgage clear farm ownership and better living for his family.

At mature development of the land—which varies from five to eight years—the owner of 50 acres should then have a farm inventory, exclusive of dwelling, of \$6,865, for 80 acres, \$7,725 and the 160-acre farm, \$10,130.

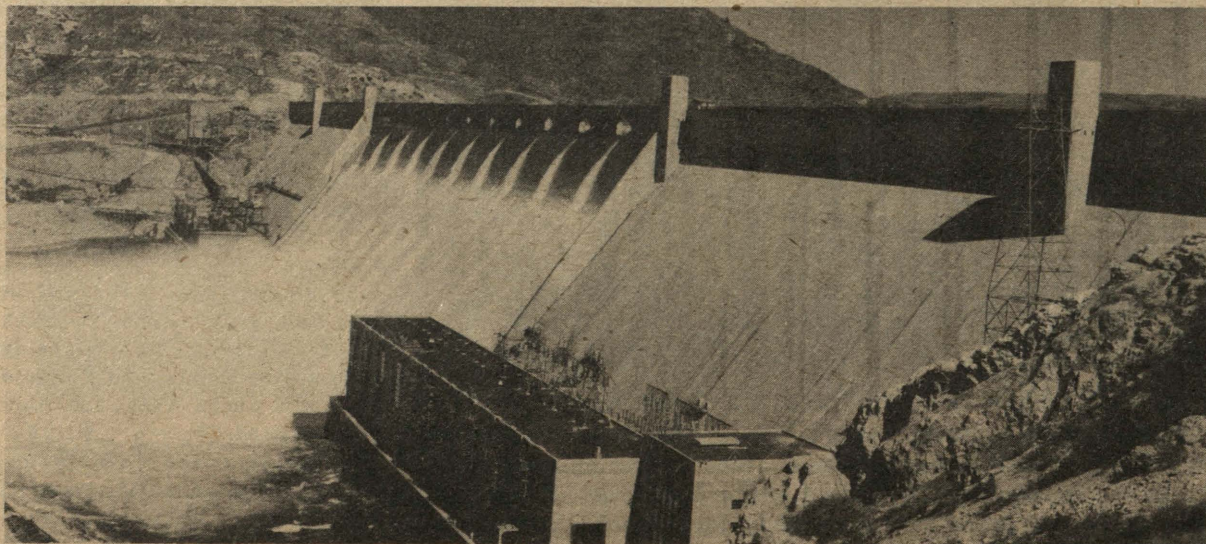
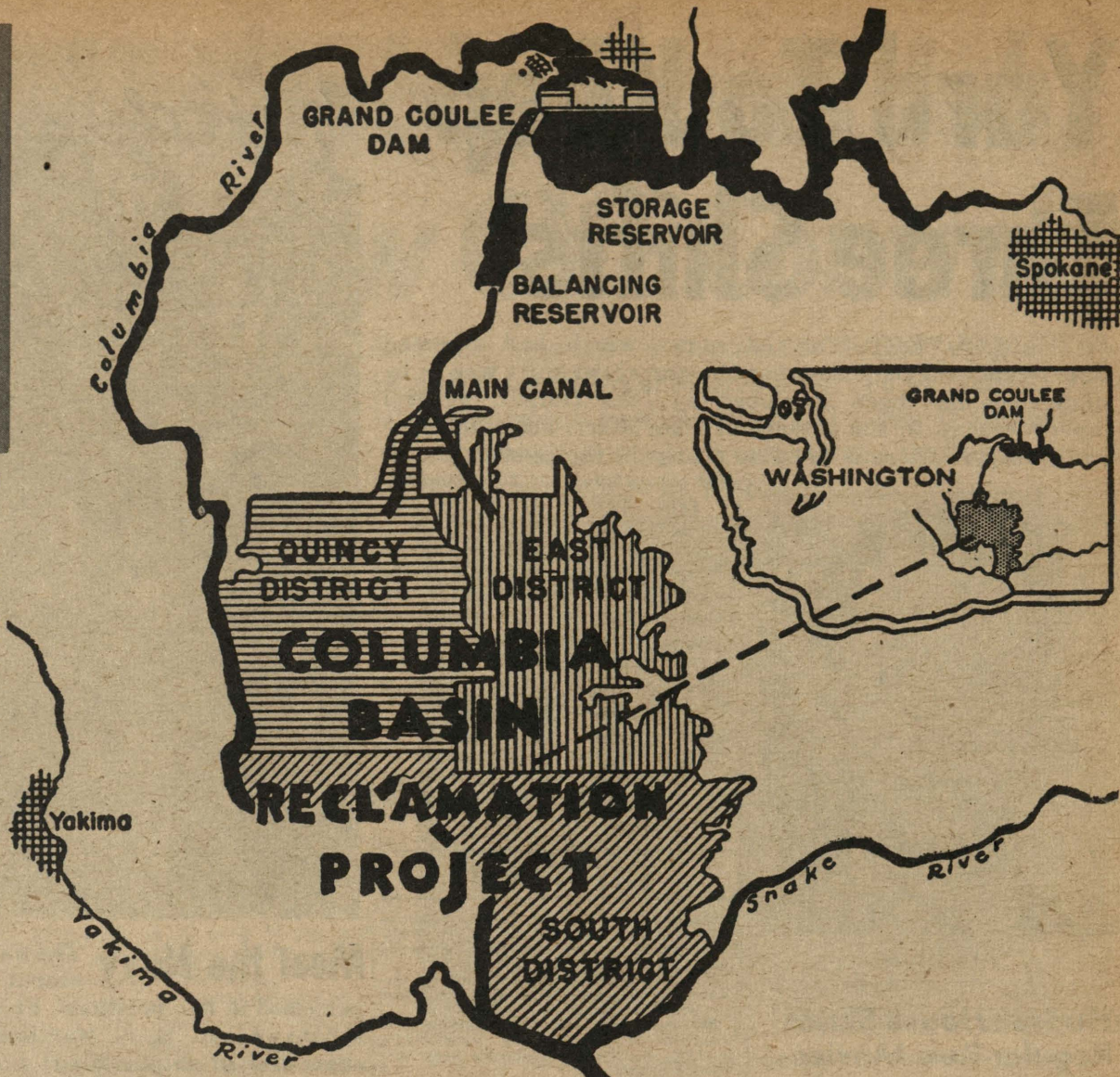
WILL SUPPORT 80,000

After painting all the dark clouds in the picture, the reclamation service dips in a few flashes of brighter sunlight.

Planners believe the farms will support 80,000 people—Mom, Pop and the kids—comfortably. Total basin population including rural and townsfolk working at service trades—the butcher, baker and auto salesman—will boost basin population to 350,000 or 400,000.

There will be some small industries develop. As the project progresses there will be other job opportunities. Roads must be built and repaired, schools built, telephone and repair lines installed and maintained. Railroads will need more workers, the cross-roads service station a new roof.

The Columbia river basin reclamation project won't be completed for 10 to 25 years. It's big—biggest in the world. But like the dozens of other irrigation regions of the west—in Oregon, Washington, Idaho, California and elsewhere—someone is going to hitch his suspenders, grab a plow handle and "set to work."



Water Reservoir The lake behind Grand Coulee dam will supply most of the water with which more than one million acres of land in Washington state will be irrigated in one of the Northwest's major postwar projects.

Yard To Keep Three Shifts

(VANCOUVER)—The old rumor, which had assumed monumental proportions—that the graveyard shift was to be eliminated—has been squelched by John Hallett, general superintendent, in the absence of Mike Miller, assistant general manager. There is to be no change in the present three-



John Hallett

Hudson House Slates Regular-Run Movies

(VANCOUVER)—Hudson House residents and others in the Vancouver area will see regular-run motion pictures again in the Hudson House recreation hall, says Fred Williams, project services head there.

Shows will be run every Wednesday and Thursday from 7 p. m. on. A special swing shift performance will be given on Wednesdays and Thursdays beginning at 12:30 p. m.

Wed 50 Years

(VANCOUVER)—Mr. and Mrs. T. F. Bocksrick, swing workers at Salvage, recently celebrated their "first 50 years" of married life. They say that they look to the second with a great deal of anticipation.

Hamby in Hospital

(VANCOUVER)—Rex Hamby, office manager, entered Northern Permanente hospital on Friday, July 13, for surgery. He is expected back soon.

shift arrangement at the Vancouver yard, according to Hallett's statement.

"Management has just completed a thorough survey in regard to utilizing existing manpower on two nine-hour shifts, but it has been determined that the present utilization of manpower is the most efficient and we will continue on a three-shift basis as at present," he said.

The survey was made in an effort to determine the best way to make use of the present depleted manpower ranks.

BIRTHS

Mr. and Mrs. Donald Smith, Vancouver, a boy weighing 6 lb. 13 oz., July 16. Smith is an electric crane operator on days.

Mr. and Mrs. Harold Crooker, Orchard, a girl weighing 7 lb. Crooker is a marine machinist.

Mr. and Mrs. W. W. Smith, McLoughlin Heights, a boy weighing 6 lb. 12 1/2 oz., July 19. Smith is a machinist helper.

Mr. and Mrs. Thomas Nichols, Vancouver, a girl weighing 6 lb. 10 oz., July 21. Nichols is a shipfitter.

Mr. and Mrs. Sam Plush, McLoughlin Heights, a girl weighing 8 lb. 14 oz., July 21. Plush is a shipfitter on graveyard.

Mr. and Mrs. Huey Battle, Bagley Downs, a girl weighing 7 lb. 9 oz., July 22. Battle is a riveter on days.

Mr. and Mrs. John Bryant, Portland, a boy weighing 7 lb. 12 oz., July 22. Bryant is assistant tabulator supervisor, exempt.

Mr. and Mrs. Aldin Throckmorton, McLoughlin Heights, a boy weighing 7 lb. 8 1/2 oz., July 22. Throckmorton is layout man on swing.

Mr. and Mrs. Chester Cunningham, McLoughlin Heights, a girl weighing 8 lb. 4 1/2 oz., July 22. Cunningham is a burner leadman.

Mr. and Mrs. Furman Putnam, McLoughlin Heights, a boy weighing 7 lb. 7 oz., July 23. Putnam is a warehouseman on swing.

Mr. and Mrs. Alden Cockrum, Bagley Downs, a girl weighing 8 lb. 9 oz., July 25. Cockrum is a welder examiner.

Mr. and Mrs. Joseph Riddle, Vancouver, a boy weighing 9 lb. July 26. Riddle is a pipefitter foreman on swing.

Mr. and Mrs. Robert James, McLoughlin Heights, a boy weighing 6 lb. 9 oz., July 26. James is a shipfitter.

Mr. and Mrs. William B. Leifker, Bagley Downs, a girl weighing 8 lb. 7 1/2 oz., July 26. Leifker is a shipfitter on days.

Mr. and Mrs. Roger Roybal, Van-



Meet the Navy The naval officers who are to be in the yard when the carrier program starts posed for a picture last week. These men will replace USMC personnel in like positions. Front row, left to right, Lt. Comdr. R. B. Kellogg, machinery assistant; Lieut. E. S. Marshall, administrative assistant; Capt. W. E. Meagher, assistant supervisor of shipbuilding; Lieut. D. S. Campbell, electrical assistant; Lieut. E. A. O'Mara, hull superintendent; second row, Lieut. J. W. McReynolds, hull superintendent; Lieut. J. E. Caldwell, gas stowage officer; Lieut. F. W. Teepe, machinery superintendent; Lieut. D. B. Sutherland Jr., machinery superintendent; Lieut. E. J. Lawrence, welding officer; Lieut. E. S. Clemons, Hull superintendent; Lieut. B. H. Hayward, hull superintendent.

couver, a girl weighing 7 lb. 3 1/2 oz., July 28. Roybal is a sheetmetal worker.

Mr. and Mrs. B. T. Roberts, Bagley Downs, a boy weighing 6 lb. 5 oz., July 30. Roberts is a welder on swing.

Mr. and Mrs. Aaron Gordon, Bagley Downs, a girl weighing 7 lb. 10 1/2 oz., July 31. Gordon is a shipfitter.

Mr. and Mrs. Allen Jones, Burton Homes, a girl weighing 6 lb. 11 oz., August 1. Jones is a chipper on graveyard.

Mr. and Mrs. Bernard Chase, Vancouver, a boy weighing 9 lb., 3 oz., August 1. Chase is a welder.

Mr. and Mrs. Berton Tuel, McLoughlin Heights, a girl weighing 5 lb. 11 oz., August 3. Tuel is a pipefitter on swing.

CARDS OF THANKS

We wish to thank our many friends for the cards and flowers received by Mr. Hogg, who is ill at Northern Permanente hospital. — Mr. and Mrs. George Hogg.

We wish to gratefully acknowledge and thank our many friends for their kind expressions of sympathy on our recent bereavement. — Millie Ditmer and family.

Got Your Driver's License? AUGUST 15 IS DEADLINE

(VANCOUVER)—August 15 is the last day Washington State drivers' licenses will be on sale in the Transportation department, Personnel building (upstairs), it was announced this week by C. V. Patterson, department head. According to announcements from the Washington State Patrol, there are approximately 10,000 car owners who have failed to make renewals. A check will be made in the future on all drivers to learn if they have complied with the law. Failure to have a license in proper order renders the offender subject to fine, patrolmen point out.

The shipyard sale of licenses is a special service to workers and their families who find it difficult to get to the Washington State Patrol office at the north end of the Interstate bridge.

LIMITATIONS LISTED

The sale is only for persons now holding Washington State licenses. It does not include cases such as (1) renewal of licenses that expired in 1941 or 1943, (2) original applications for licenses by persons holding out-of-state drivers' licenses, (3) persons never before hold-

in drivers' licenses, (4) replacement of lost, destroyed or stolen licenses, or (5) valid licenses that have been mutilated to the extent that any part is unreadable. All persons desiring licenses under any of the above circumstances will have to report directly to the Washington State Patrol office.

Licenses are for two years and cost \$2 each. The plan is to validate the present license upon collection of the fee, by a rubber stamp on the back of the present photostatic license. The receipt number will be entered in the proper place showing that the fee has been paid. The State of Oregon, Patterson points out, again has suspended renewal requirements and has indicated the license issued in 1941 will remain valid.



Institute Members Visit Staff members of the Institute of Special Service from the state department of Washington who are holding institutes in various parts of the state, visited Vancouver and dined at the shipyard cafeteria recently. Mrs. Edith Allen Brown is administrator and those in charge of institutes are Erma Blethen and Catherine Rickey. Seated (left to right) Miss Withers, Mrs. DuPrey, Mrs. Blethen, Miss Lichte, Miss Glaisyer, Miss Dodge, Mrs. Minkler, Miss Carlton. Standing (left to right) Mrs. Mehl, Mrs. Duncan, Miss Coy, Miss Mott, Miss Johansen, Mrs. Rickey, Miss Morehouse, Mrs. Gladden, Mrs. Walker, Mrs. Harris, Miss Gregore, Mrs. Graham, Mrs. Mathison, Mrs. Holmes, Mrs. Brock, Mrs. Given, Mrs. Talbert, Mrs. Brown.

Singer, Veteran Team To Entertain Workers

(VANCOUVER)—Yard workers are to receive a double program treat this week end, according to Bob McCoy, Yard Program director. Today, during lunch hour at Victory center, Kay St. Germaine, well-known soloist of radio and screen, will entertain. Saturday, the American Legion-sponsored team of McGonegal and Pheffer will give an exhibition at Victory center of how veterans who have lost either arms or legs can attain a normal life by use of new, modern artificial legs or arms.

Kay St. Germaine is the wife of stage and radio comedian Jack Carson. She is also an outstanding vocalist who has been a featured soloist with Anson Weeks and other big name bands.

She and her two children are visiting her parents in Portland while Jack Carson is touring South Pacific battle areas with a USO camp show.

Miss St. Germaine was reared in Portland where she attended school. She was a member of the Journal

Juniors before she started her professional career.

She will be accompanied by John Emmel, musical director for KALE.



KAY ST. GERMAINE

INQUIRING REPORTER

QUESTION:

"What is your 'pet' driving peeve?"

Oscar Fair, swing pipefitter on the ways: "My pet peeve is especially those people who dawdle along, stop suddenly and then continue their dawdling. Over and above that particular situation, are motorists who drive with absolutely no observance of signals or proper driving procedure."

G. H. Dooley, swing shipfitter on Fay 7: "Oh, boy! Do I have a pet peeve. It's those guys who come out of the nowhere and cut in in front of me with only fractions of inches to spare. Their lives may not be of much value to them but, for some reason or other, I do value mine. There should be a law for guys like that."

Joe Varvel, Buckler day sheet-metal worker on the Outfitting dock: "Those people who signal a left turn and then turn right. Boy, driving with those birds loose is really hazardous. You have to think for them as well as yourself. Another peeve of mine is women drivers, most of them have irritating quirks when driving."

W. R. Harris, swing shipwright on the ways: "There's a lot of things that make a fellow mad. For instance, those people who loaf along and then when you try to pass them speed up to 50 or 60 miles an hour. They seem think that life is just one great big game of tag with the other fellow 'it.'"

M. C. Turner, swing electrician on the Outfitting dock: "Bicycles are my pet peeve and make me the maddest, because most of the time they are ridden by kids who pay absolutely no attention to where they are going or what else may be on the road. These bicycle riders have the darndest knack of appearing from nowhere."

G. B. Lien, swing clerk in sheet-metal on Way 6: "I really have a peeve that is most surely a pet. These people who start honking their horns when the light turns green make me furious. They don't even give a person time to shift into gear and make a start. I'm sure, if the positions were switched, they wouldn't move any faster."

R. F. Buckstead, swing sheet-metalman in the Main shop: "I guess I don't have any peeve. There isn't a thing I have to kick about. I think, considering the number of cars, that most people drive very carefully. My contention is borne out by the small number of accidents which take place."

H. Stebner, swing pipefitter on the ways: "My pet peeve? People who drive in front of me and make senseless sudden stops without the least sign of a proper signal. For the life of me, I can't imagine why they do it. One of these days I'm going to make it a point to stop and ask one of them."

Engineer Accepts Navy Dispatch Job

(VANCOUVER) — Pat Ginnis, day junior engineer in Erection department, left the yard last Saturday to begin work on a new job with the Portland Navy Dispatch division.



Pat Ginnis, day junior engineer in Erection department, left the yard last Saturday to begin work on a new job with the Portland Navy Dispatch division.

Ginnis was employed in the yard for three and a half years. He plans on continuing to live in Vancouver even though he is going to work in Portland.

COMING EVENTS

Friday, August 10—Ogden Meadows, adult dancing, 9-12 p.m.; McLoughlin Heights, teen-age dance, 8-11 p.m.; Mill Plain, movies, 7:15 p.m.; Fourth Plain Village, teen-age dance, 8-11 p.m.; Hudson House, dancing with Cliff Curry and his band, 9-12 p.m.; outdoor smoker, tennis courts, 8 p.m.; tennis tournament, all-city, adults and youngsters, Vancouver high school, Shumway Jr. high and Leverich Park courts.

Saturday, August 11—McLoughlin Heights, swing shift dance, 2 a.m. to 4:30 a.m.; movies, 7-11:45 p.m.; Harney Hill, ballroom and social dancing class, 7-9 p.m.; Mill Plain, old time dance, 8:45-11:45 p.m.; Burton Homes, movies, 8 p.m.; tennis tourney, last day, same centers as Friday's events.

Sunday, August 12—Protestant and interdenominational services and Sunday school at all centers: McLoughlin Heights, Ogden Meadows, Bagley Downs, Burton Homes, Hudson House, Mill Plain, Harney Hill, Fourth Plain Village and Fruit Valley; evening services at Bagley Downs, Ogden Meadows, Burton Homes, Hudson House, Mill Plain, McLoughlin Heights and Fruit Valley. See your Project Manager for hours of services. Catholic mass Sunday morning at McLoughlin Heights; Mormon service morning and evening at Harney Hill center; McLoughlin Heights, movies, 2 p.m. continuously; and baseball, 1 p.m.; Teen-Canteen club—motion pictures, for members only, 7:30 p.m., 4204 Mill Plain road; Hudson House theater, motion pictures, 2 p.m. continuously.

Monday, August 13—Ogden Meadows, badminton, 7-9 p.m.; Bagley Downs, community dance, 8:30-11:30 p.m.; Harney Hill, movies, 7:30 p.m.; McLoughlin Heights, women's night, 7-10 p.m.; Hudson House, weekly meeting of Umpires' Association, 7:30 p.m.; Hudson House theater, motion pictures, 7 p.m. continuously.

Tuesday, August 14—Ogden Meadows, sewing, 9 a.m.-5 p.m.; Fourth Plain Village, movies, 7:30 p.m.; Harney Hill, women's health and corrective class, 7:30 p.m.; and Teen-Age club, 7:30-10 p.m.; McLoughlin Heights, men's night, boxing, wrestling, weight lifting, 7-10 p.m.; Hudson House recreation hall, free motion pictures, 8 p.m.; Bagley Downs, children's carnival every Tuesday, 7:30 p.m.; Mill Plain, Drama group for youngsters (also Thursday), 7:30 p.m.

Wednesday, August 15—Ogden Meadows, Red Cross sewing, 9 a.m.-5 p.m.; Mill Plain, teen-age dance, 7-10 p.m.; Bagley Downs, community singing, 9 p.m. to midnight; McLoughlin Heights, Red Cross sewing group, 9 a.m.-5 p.m.

Thursday, August 16—Ogden Meadows, sewing machines available, 9 a.m.-5 p.m.; Bagley Downs, movies, 8:30-10 p.m.; Harney Hill, women's health and corrective class, 7:30 p.m.; Mill Plain Red Cross sewing group, 10 a.m.-3 p.m.; McLoughlin Heights, men's night, boxing, wrestling, weight lifting, 7-10 p.m.; Hudson House center, boxing, 7-9 p.m.

CLASSIFIED

LOST: Gold plated locket ring by Phyllis Heller. Sentimental value. Reward \$10. Finder call 751 ext. 4.



Hula Girls A hula girl chorus and other feature numbers of the McLoughlin Heights Community center All-Girl revue gave a yard program last Friday during day lunch hour at Victory center. The revue is under the direction of Nancy Day of the Housing Authority recreation staff. Miss Day says that the revue is available to any lodge or civic group for entertainment. Shown in the picture: Solo dancer (in front) Barbara Byrom; seated, Alice Potter, Jerry Clayton, Jeannine Nendrick, Betty Archibald, Joanne Nendrick, Dot Herman, Carol Nelson; back row: Nancy Day, Doris Lamke, Marion Hoaglum, Kay Houghdahl, Dorothy Tyree, Marie O'Brien, Nellie Curry, and Peggy Ledbetter.

Assembly Starts Job On New CVE Contract

(VANCOUVER) — Assembly began work on steel for Hull 601 August 3 with union melt welding of the plates for the starboard side of the gas tanks. Howard Denhart, Assembly superintendent, predicts when full stride is attained, Assembly will turn out 200 tons or more per day. Work started in Bay 13 and inside of 30 days will be general throughout the whole of Assembly as material

for the C-4s is finished and moved to storage areas in front of the ways. With the keel-laying date set for August 21 on Way 4, work throughout the yard was being rushed on all early phases of the contract. The eight CVEs will be laid on Ways 1-2-4-5-8-9-11-12, all of which will be enlarged to accommodate the larger vessels.

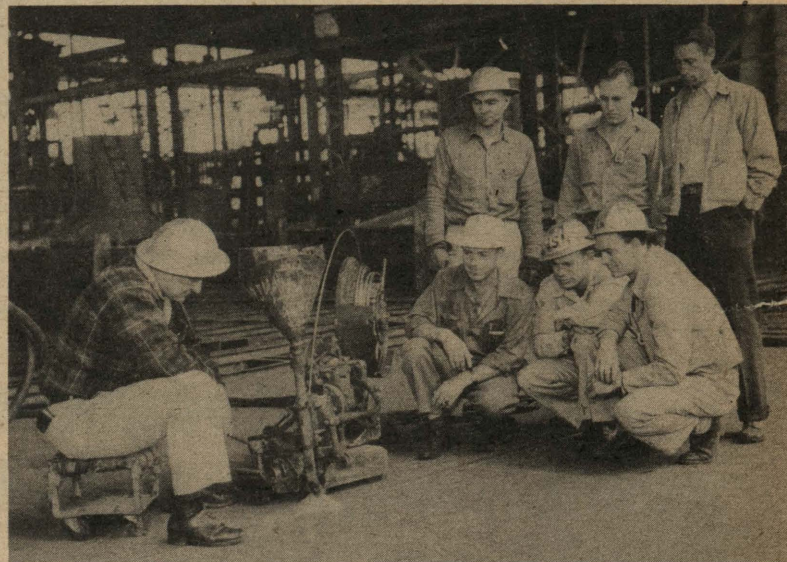
The summary negotiations for naval vessels contract (covering the eight escort carriers) was signed in Washington, D.C., July 14, by Edgar F. Kaiser, Mike Miller and navy officials. Sufficient steel for the first two hulls is already in the yard, says J. J. O'Farrell, Procurement division superintendent.

Hull details are being worked out on a fast schedule now that preliminary prints are available in W. E. Hanawalt's department in the Outfitting building. Templates are being rushed to completion at the Mold Loft and being forwarded as quickly as completed to Plate shop and Assembly, according to A. C. Barnett, loft superintendent. Plate shop will handle approximately 250 to 300 tons of steel a day throughout the contract, and with final C-4 work now virtually complete, that tonnage is being met, Superintendent Walter A. Larson reports.

NAVY NEEDS SHIPS

Meanwhile the navy staff has been enlarged to inspect work on the contract which has a top priority rating. As the transition from the C-4 troopships to the CVEs takes place, the navy slowly will supplant USMC personnel in the yard. Unlike the previous BB-3 carrier contract, the CVEs will be directly under navy inspection instead of being handled by the USMC for the navy.

The first keel plates for the new contract were burned in Plate shop on July 2. When the keel is laid August 21 on Way 4, a new record from the burning of the first plate to keel laying will have been established in the yard. Actual construction time, however, will be longer for the carriers, it is indicated, because of much greater intricacy of design and due to the larger size of the vessel. The final carrier will not be ready for delivery until September, 1946, present estimates indicate.



Bay 13 of the Assembly was the focal point of interest Friday, August 3, when fabrication work was begun on the yard's first Cimmaron-type carrier. Lew Werre, day unionmelt foreman, had the honor of making the first weld while Howard Denhart, Assembly superintendent; F. G. Ingraham, U.S.N. inspector; D. L. Taylor, U.S.N. inspector; L. A. Allen, Bay 13 welder foreman; R. E. Dewey, Bay 13 foreman and Don Ruppe, supervisor, look on.

The WORKER SPEAKS

Air Condition Needed

Sir: These hot days have been particularly hard on the graveyard workers who live in Ogden Meadows as it has caused them loss of sleep during the day. This is more true in the one-room apartments than in the two-room apartments as they have no ventilation and the temperature goes up to between 95 and 100 degrees, making sleep impossible.

All these units are equipped with flues from the furnace rooms and electric fans that are used in winter to blow the hot air into the apartments. Why could this not be reversed in the summer and the hot air drawn out—by reversing the fans—or fresh air driven into the apartments, at least causing a circulation of air?

This has been taken up with the management, but the excuse given for not operating the fans was that the cost would be too great. They would only have to be running be-

tween noon and early evening. The cost of running a motor is not as great as leaving large are lights burning all day, as is done frequently in that area.—I. C. Gaspard.

Ed: The Vancouver Housing Authority Maintenance department, when contacted says: "Mr. Gaspard's suggestion would necessitate conversion of heating units into air conditioning ones, or turning the fans around to make an entirely new opening."

"Air conditioning materials are absolutely unobtainable for any purpose other than war plants. The latter possibility would mean a great expenditure which is not justified by the number of people involved."

Bus Troubles

Sir: We are in need of decent transportation facilities.

The swing shift workers at Bucklers' are putting in 10 hours a day, at the present time, and no provision has been made, seemingly, by Transportation to take care of these late workers.

The difficulty is that the schedule is so arranged that we are not picked up in time to make the 3 a. m. bus connection for Portland. Often the bus does not leave until after 2:45 a. m. and we spend the rest of the morning trying to get home.

People living in the Housing Areas are no better off than those who go to Portland and way points. Can't something be done which will indicate a bit of consideration for the employees putting in these long hours?—Buckler Swing Shift Workers.

Ed: C. V. Patterson says that his department is checking into the matter.

Graveyard Record

Sir: I hear that the graveyard shift is folding up, so I'd like to know if there's a welder on graveyard who can beat my record: Only missed two night's work since November 2, 1942. I am a welder on Way 6 and check out of station 88.—V. V. Mateske, McLoughlin Heights.

Ed: Can anyone break this record? Sounds good to us. About graveyard "folding up": This idea is as old as the shipyard. Graveyard is not going to fold up. See story elsewhere.

Assembly Wins From Erection, Ties for Lead

	W.	L.	Pct.
Erection	5	2	.714
Assembly	5	2	.714
Plate Shop	4	2	.667
Crane Operators	4	4	.500
Pipe	0	6	.000

(SWAN ISLAND)—Led by the big bat of Bob Sutter and the four-hit pitching of Glen Larson, Assembly's rejuvenated softball ten handed the first half champion Erection Scorpions their second loss of the season, in an easy 6 to 2 victory. The win gave Assembly a tie for first place in second half standings as the league goes into its final week of play.

Only a half game back of the league leaders stands Plate Shop with two games left to play, one of which is against Assembly. Erection's final game is against win-les Pipe, so it's between three teams for the title.

Assembly started the week right by trouncing Pipe, 18 to 11, in a free hitting affair. Although out-hit, 17 to 13, Assembly took advantage of 13 bases on balls to win easily. Of the 30 hits, there were two homers, three triples and eight doubles.

Assembly's 6 to 2 win over Erection found the winners scoring one run in the first inning, three in the fourth and two in the seventh. Erection dented the plate in the eighth for its only two runs. Sutter led the winners with "three for four" all of which were doubles. Sylvester homered for Assembly with one on.

Combining two hits with three errors in the fifth inning, Erection salvaged one game during the week, a close, 2 to 1 win over Crane Operators. The winners collected only three safeties off Benny LaFord, while the losers were combing Geist for eight.

Scores:

	R.	H.	E.
Crane Operators	1	8	3
Erection	2	3	0
LaFord and Lahey; Geist and Adams			
Pipe	11	17	3
Assembly	18	13	1
Brusco and Lennard; Polivka, Jordan and Winklepleck			
Pipe	0	6	4
Plate Shop	9	6	0
Borgardt and C. Taylor; R. Lad- dout and McCord			
Erection	2	4	1
Assembly	6	6	1
Geist, Workman and Adams; Lar- son and Tracewell			



Champions by Forfeit

Vancouver's Assembly women's softball team are champions by right of forfeiture after neither Oregon Ship nor Swan Island women's teams showed up for scheduled games on July 29. The Assembly ten is tops in the Vancouver City Softball league women's division with only one loss.

Frant row, left to right, Cleo Cummings, left field; Rosie Kapitonavick, right field; Tooky Le Bouef, second base; Bertha Mae Femling, center field; Shirley Femling, pitcher. Back row, Merle Ayers, coach; Nadine White, left field; Helen Bursen, short field; Julia Temme, catcher; Peggy Kelly, shortstop; Milly Hilgerson, first base; Lorraine LeBouef, third base; Florence Barry, manager; absent, Helen Winles and Frankie Blankenbicker. (Vancouver photo)

McLoughlin Heights Ring Matches Tonight

(VANCOUVER)—McLoughlin Heights will sponsor another big boxing show featuring outstanding amateur talent of this area, at 8 p. m. tonight (Friday), in a specially constructed outdoor ring, the project services department of the Vancouver Housing authority announces. Main event will match Chuck Black, "Pride of the West," 175 pounds, Mill Plain community center gymnasium, against Merle Worley, Nebraska lighthweight Golden Gloves champ who now resides at Burton Homes. The match has been difficult to arrange because opponents of Black's calibre are scarce, Jack Henderson of the Mill Plain staff said.

Recreation workers are also looking for an opponent for Gilbert Kelsey, Ogden Meadows, who has returned to the fistic front after a year's absence resulting from a broken leg received in a Shumway junior high football game. A possible match for young Kelsey is Dave Arnt, popular welterweight from Portland, Henderson said.

Tickets will go on sale this week at all community centers on the Vancouver housing authority projects.

17 Kaiser Golfers Place in War Plant Sweepstakes

Match play against par found 17 Kaiser employees placing in the 17th sweepstakes of the War Industries Golf league last week over the Broadmoor layout. In the top AA (no handicap) league, two Kaiser divoters placed in the money. Vancouver's Bill Spencer came in with a par 36 to end in a tie for low gross honors while Budd Jensen, Oregon Ship, hit long drive.

In the match against par, an eight way tie resulted in the American league. Included were Ran Wilson, Vancouver and J. S. Ball, Oregon Ship, both two up on par. Long drive ended in a tie that included E. H. Harris, Jr., Vancouver. A fellow team-mate, A. A. Walton, tied for pin approach.

In the National league—five up on par—J. Eldon Lents, Swan Island, finished in a tie with a WISCO employe. Third place in the same event found four up on par, including W. T. Southworth and F. Wooldridge, Vancouver, Gilbert Smith, Oregon Ship and Leland Ariss, Swan Island. Pin approach honors were shared by F. Wooldridge, Vancouver.

The Federal league found two players four up on par. One was Oregon Ship's Oscar J. Anderson. Third place went to Dale H. Goff, Vancouver, with a three up score. Vancouver's Fred Pederson and W. C. Quoss, tied for long drive. Pin approach was shared by O. J. Anderson, Oregon Ship.

Welders-Burners Top Final Swing League Standings

(OREGON SHIP)—Welders-Burners finished atop the swing shift softball league in regular league play, winning 12 and losing six games.

Swing Shift Softball (final)

	W.	L.	Pct.
Welders-Burners	12	6	.666
Sheet Metal W's	13	7	.650
Erection	12	8	.600
Marine	11	8	.579

Play-off game scores:

	R.	H.	E.
Erection	5	6	2
Welders-Burners	4	6	2
De Sart and Greene; Baxter and Mick			
Welders-Burners	8	11	1
Erection	3	6	2
De Sart and Greene; Baxter and Mick			
Marine Machinists	10	16	0
Sheet Metal-Ware	0	6	6
Gatto and Anderson; Brill and Troy			
Marine Machinist	6	10	0
Sheet Metal-Ware	0	6	0
Gatto and Anderson; Brill and Troy			

Day Shift League Standings

	W.	L.	Pct.
Assembly	9	0	1.000
Sheet Metal	7	2	.888
Main Electric	5	4	.666
Warehouse	3	6	.333
Marine Elect.	2	7	.222
Paint	1	8	.111

Scores:

	R.	H.	E.
Assembly	7	9	1
Main Elect.	3	6	3
Bristol and Maynard; Candiello and Hurza			
Assembly	6	11	0
Main Elect.	1	4	2
Ketzel and Maynard; Candiello and Vanderpool			
Paint	4	5	2
Warehouse	6	9	1
Rice and Kimbriel; James and Sipe			
Paint	17	20	1
Warehouse	0	5	4
Rice and Kimbriel; Goetz and Mal- lon			
Sheet Metal	11	13	2
Marine Elect.	1	2	3
Penny and Koch; Stanton and Shel- ton			
Sheet Metal	9	11	1
Marine Elect.	1	2	3
Penny and Koch; Rady, Jacobi and Shelton			

Tanker Bowling League to Open

(SWAN ISLAND)—Swan Is-land's Tanker bowling league will start the 1945-46 season early this year according to tentative plans. A six-team league with most of last year's entries back for another crack at the championship is planned. League play will be held on the Boilermaker alley's with three rounds in the offing.

Marine Pipe, Testers Lead Vanship Tens

(VANCOUVER) — The Testers are still on top in the Columbia division of the Van-couver Shipyard Softball league while the Washington division of the same league is led by the Marine Pipe aggregation.

Plate Shop trounced the Machine Shop and the Marine Engineers to step from fourth to third place in the Columbia division. The switch technique also was the order of the day in the Washington division as the Pipe Shop crowded out the Riggers for second place.

Both divisions now have five teams playing as the second half gets ready to wind up. Assembly gave up the ghost and retired from competition last week. The poorest showing made by any team so far in the season has been during the recent slump of the Kilowatts from strong league champion con-tenders to third place tie.

COLUMBIA DIVISION

	W.	L.	Pct.
Testers	4	1	.800
Marine Machinist	3	1	.750
Plate Shop	3	2	.600
Marine Engineers	2	3	.400
Machine Shop	0	5	.000

WASHINGTON DIVISION

	W.	L.	Pct.
Marine Pipe	5	1	.833
Pipe Shop	4	2	.667
Riggers	3	3	.500
Kilowatts	3	3	.500
Outfitters	2	4	.333

COLUMBIA DIVISION

	R.	H.	E.
Plate Shop	20	11	1
Machine Shop	2	4	14
Rader, Schwindt; Kinton, Gann			
Marine Engineers	6	5	1
Marine Machinists	7	8	1
DeWeese, Riley; Chubbuck, Smith			
Marine Engineers	2	5	12
Plate Shop	21	9	2
Tait, Riley; Rader, Schwindt			
Machine Shop	8	7	7
Testers	16	12	3
Ramfort, Gann; Griffie, Moe			

WASHINGTON DIVISION

	R.	H.	E.
Electricians	3	4	6
Pipe Shop	8	7	4
Green, Osborn, Simbeni; Townley, Baugh			
Outfitters	7	7	2
Riggers	1	4	3
Ratter, Fryer; Kinion, Lester			
Marine Pipe	9	9	4
Assembly	2	4	
Rawlins, Cameron; Wannamaker, Pate			
Marine Pipe	1	4	0
Outfitters	0	5	2
Rawlins, Cameron; Ratter, Fryer			
Pipe Shop	7	6	4
Riggers	6	10	3
Townley, Baugh; Kinion, Pate			
Electricians	9	0	0
Assembly	1	0	0

*Assembly team dissolved.

OSC Pistol Team Defeats Swan Island

(OREGON SHIP) — The Oregon Ship pistol team downed Swan Is-land in a meet held at the OSC rifle range recently, chalking up 2,156 points to the Swan entries, 2,134.

Composing the OSC team are Larry Webb, Vic Crough, Del El-liott, and Bill Myers, of the Guard department. Swan Island shooters include Betts, and G. Morgan.

Win Baseball Title

(OREGON SHIP) — Oregon Ship Welders-Burner baseball nine slugged its way to the city championship in the national division; defeating the Police department entry, 8-6, at a Buckman field, Thursday.

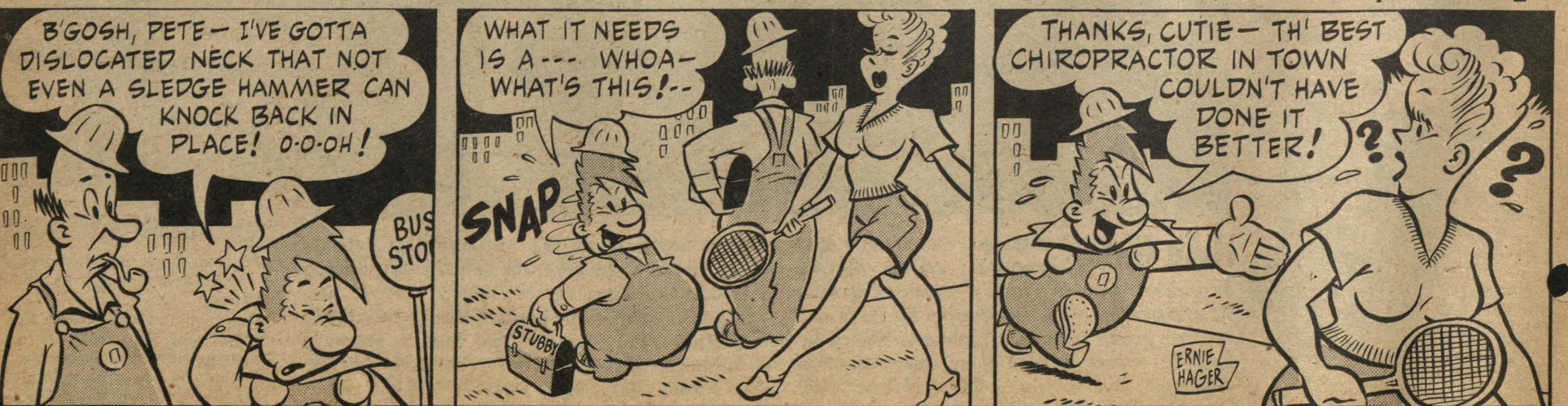
Summary follows:

	R.	H.	E.
Welders-Burners	8	9	1
Police	6	13	2
Reynolds and De Vault; Berardin- li and Wendlick			



Ground Ball Kent Winklepleck, at bat for Assembly, grounded out in this bit of action from last week's Assembly-Erection game in the Swan Island softball league. Erection catcher is Ben Adams. Assembly won game, 6 to 2, to tie for league leadership.

Stubby Bilgebottom



By Ernie Hager

Shipbuilding Historic Art NOAH HELD 1ST CONTRACT

Fore 'n' Aft, publication serving the Kaiser company's California shipyards, recently came up with information on shipbuilding which dated far back into history past record-setting construction of the present war era. Contracts for construction of sea-going craft were let back in Biblical days, and the name of the builder still is famous—and his work a matter of record.

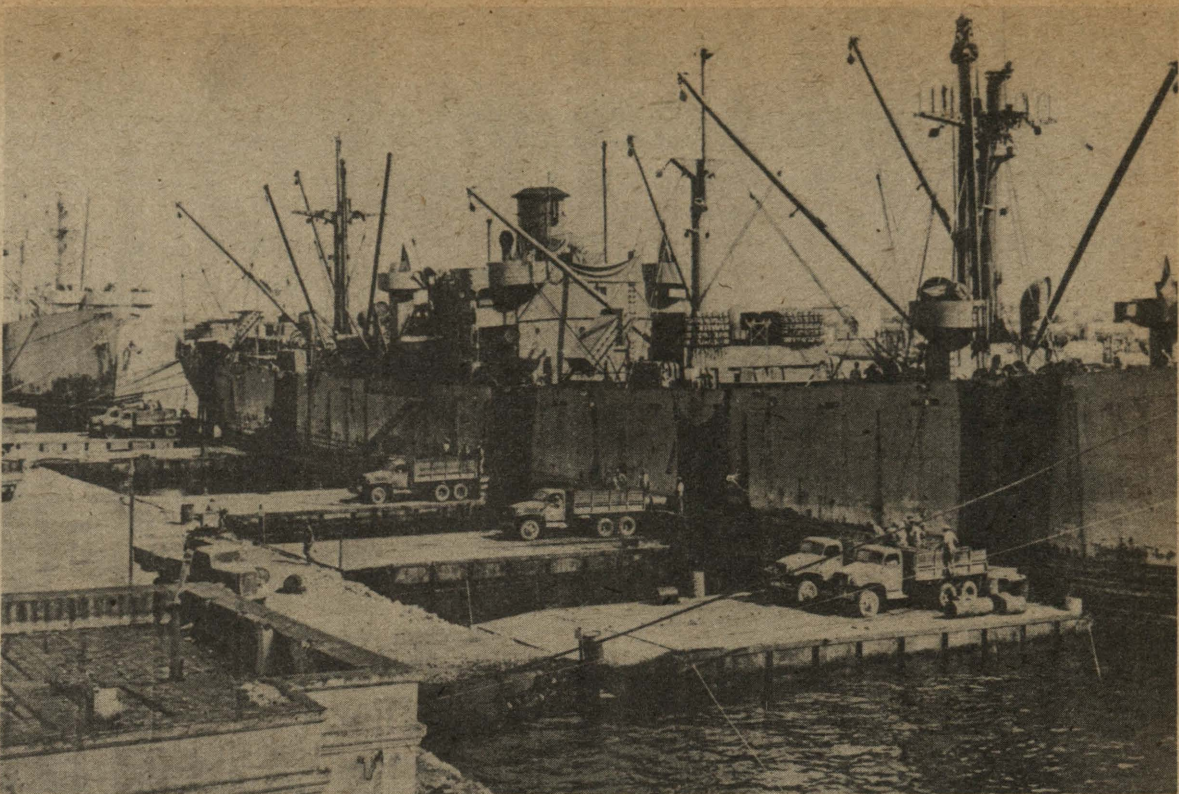
As Fore 'n' Aft had it:

"Believe it or not, one of the first recorded sets of specifications in the history of shipbuilding is to be found in the Bible, where Noah contracts to design and erect a vessel of 450 feet overall length by 75 feet breadth with the main deck above the flat keel, the ship to be made of wood, caulked with pitch, several decks, one window 18 inches below the main deck, with a gangway and rooms.

"Specifications appear in the Bible this way (Genesis VI): 14. Make thee an ark of gopher wood; rooms shalt thou make in the ark,

and shall pitch it within and without with pitch. 15. And this is the fashion which thou shalt make it of. The length of the ark shall be three hundred cubits, the breadth of it fifty cubits; and the height of it thirty cubits. 16. A window shalt thou make to the ark, and in a cubit shalt thou finish it above; and the door of the ark shalt thou set in the side thereof; with lower, second, and third stories shalt thou make it."

"No other vessel approached it in size for many years, which makes it appear that the art of shipbuilding was once well developed and then lost. All this is from H. L. Heed's 'Ship Structure and Blueprint Reading.'"



Stuff Victory Is Made Of It takes a lot of ships like those shown here to deliver the goods to defeat Japanese on the far-flung Pacific war fronts. And a large force of workers is required to produce the ships. An urgent appeal has been made to workers to stay on the job and to recruit others.

Ship Repair Still Offers Plenty of War Time Jobs

Although intense bombing will soften up Japan and other Jap-held territory, the occupation of the conquered areas must be made by men and equipment. Consequently, the war in the Pacific is largely an amphibious war that is being fought with ships. For this reason, shipbuilding is not a dead duck on the Pacific Coast. Its fledgling, ship repair, is growing in leaps and bounds, and

the West Coast is the nation's last stronghold of plenty of jobs at good wages. What is happening in other parts of the country is evident from what has happened in Detroit where 24,000 workers lost their jobs when Ford's Willow Run bomber plant closed to add to the unemployment caused by other shutdowns. Recently 32,000 claims have been filed in Michigan for unemployment compensation largely by workers who refuse to leave for work in the West. Detroit is putting the pressure on to hold its labor pool with promises of postwar work. The condition is mirrored in a good many other industrial centers as the tide of war work recedes from the east to its last frontier on the West Coast, but here the tide stops and may keep the coast line immersed for some time to come.

The navy still is asking for ships and the job of repairing and maintaining the ones already built is becoming a major industry. So, while workers in the East and Middle West are jobless and waiting for reconversion to postwar production—which may be slow to come—West Coast shipbuilders still have work before them. Meanwhile Western postwar production plans keep pace with those in the East where workers wait without jobs.

VAST FLOATING BASE

The magnitude of fighting an amphibious war recently was revealed with the first news releases about Squadron 10, one of the war's most closely guarded and successful "secret weapons."

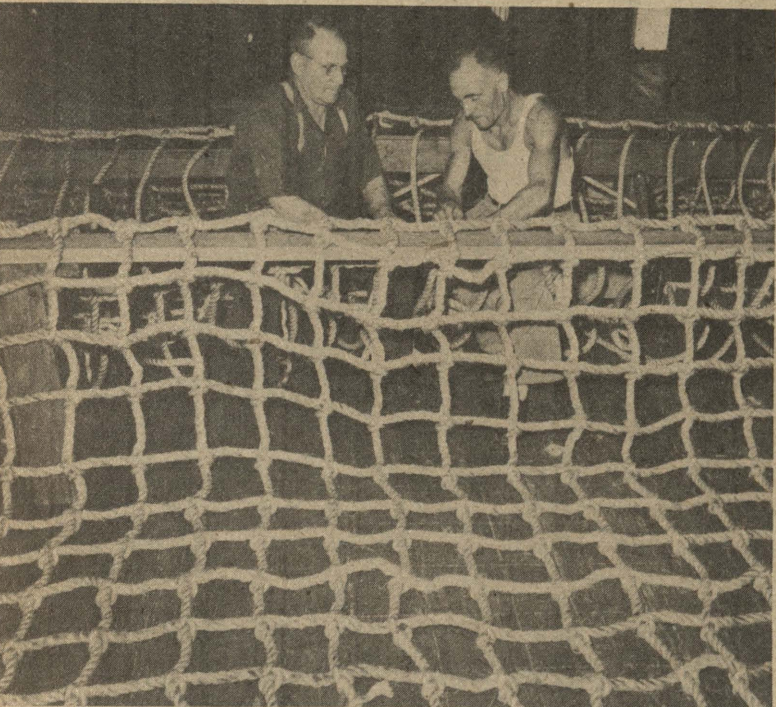
Squadron 10 is a floating supply base composed of hundreds of vessels including oil tankers, floating dry docks, repair ships, tenders, freighters, barges, barracks, canteens, and everything needed to maintain a huge fighting force thousands of miles from home. To Squadron 10 and other bases in the Pacific, a constant stream of merchant ships carry the vast resources of supplies needed in warfare.

How great the volume of those supplies must be has been disclosed by the job Squadron 10 did in the simultaneous strikes against Iwo Jima and Tokyo. The 5th Fleet in the one operation consumed enough fuel to fill a train of tank cars 238 miles long—approximately 200 million gallons. All of it had been moved 8000 miles by tankers.

Enough food was stored aboard the ships to feed a city the size of Columbus, Ohio, for an entire month—52 million pounds of food. Four hundred eighty-eight freight car loads of ammunition were supplied. Enough gasoline was burned by the


fleet and planes to run 30,700 American cars for a full year. Into the operation went 9 million gallons of drinking water, 270,000 pounds of soap, 5 million packages of cigarettes, 3000 tons of candy and other canteen supplies.

Even if Japan should be bombed to extinction by the new atomic bombs, the Japanese people may decide to fight a war amounting to racial suicide in China, where they still have a tremendous fighting force.



Over the Side The first debarkation net to be made at Swan Island is being woven by the skillful hands of Lars Tangen and Gus Harju, riggers. The net is 16 feet wide and 30 feet long. The intricate knots that hold the ropes together give the ladder more than sufficient strength to support the swarm of armed troops that scramble down the sides of the ship. (Swan Island photo)

RATION STAMPS GOOD

MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.		
RED STAMPS								
Q 2	R 2	S 2	T 2	U 2	THRU AUG. 31			
V 2		W 2	X 2	Y 2	Z 2	THRU SEPT. 30		
A 1			B 1	C 1	D 1	E 1	THRU OCT. 31	
F 1				G 1	H 1	J 1	K 1	THRU NOV. 30
Next stamps become good Sept. 1								
BLUE STAMPS								
Y 2	Z 2	A 1	B 1	C 1	THRU AUG. 31			
D 1		E 1	F 1	G 1	H 1	THRU SEPT. 30		
J 1			K 1	L 1	M 1	N 1	THRU OCT. 31	
P 1				Q 1	R 1	S 1	T 1	THRU NOV. 30
Next stamps become good Sept. 1								
SUGAR STAMPS								
36	SUGAR	THRU AUG. 31						
Next stamp becomes good Sept. 1								
SHOE STAMPS								
BOOK NO. 3								
1	2	3	4				GOOD INDEFINITELY	
GASOLINE COUPONS								
A-16		THRU SEPT. 21						
Next coupon becomes good Sept. 22								

CLIP THIS CHART FOR FUTURE REFERENCE



Headed for War Fronts Stowed fender to fender, oil tankers and trucks are transported to an American outpost. A valuable cargo to keep tanks and planes rolling toward the enemy.



It Takes Plenty of Food, Too Piled high in the hold of a transport ship are food supplies to feed soldiers and sailors who are carrying on the fight against the sons of Nippon. An officer is shown checking stores of coffee, sugar and flour.

Lasses 'Go to Sea' On 'Painted Ocean'

(VANCOUVER)—The large hand-propelled life boats in the East Storage yard have created a great deal of comment and discussion throughout the yard. It was decided to obtain 12 girls to man the propulsion sticks and take a picture. The original picture lacked a certain quality in addition to glamor. It was decided that water was what it needed. Louis Lee, yard photographer, was asked to provide some waves with the result shown on Page 1.

The principals have no idea that they were, or still are, at sea.

In place of the conventional motor in boats of this size, the craft is propelled by using manpower rather

than horsepower. They will transport 90 men and equipment. Yard workers who have been to sea say that in peacetime boats like these carry 135 passengers.

Maybe the old Romans with their galleys weren't so far behind the times after all.



Crack the Whip The "Old Ranger," master of the whip, displayed his art for workers at a noon program, August 3. The audience was left marvelling at his technique. The picture shows him cutting a cigarette from the mouth of Bruce Halliday, messenger at General Stores. The movement of the whip was so swift the camera failed to catch it. (Whip on ground is an extra.) The Old Ranger appeared with the Fourth Annual Stampede at a local amusement park. (Vancouver photo)

DRAFTSMEN WANTED FOR CARRIER PROGRAM

The yard again is facing a critical shortage of qualified draftsmen for work on the new carrier contract, according to an announcement made today by Carl Kilgore, Personnel director.

A call went out this week for all men and women in the yard who have drafting experience to contact Ken Billington, assistant Personnel director in the Personnel building.

"As in the past, we are calling on the men and women in the yard to help us," Kilgore said. "Perhaps there are many of you who have had previous drafting experience and now are doing other work in the yard."

"If such is the case, arrangements can be made for you to work in drafting on either temporary or permanent basis."

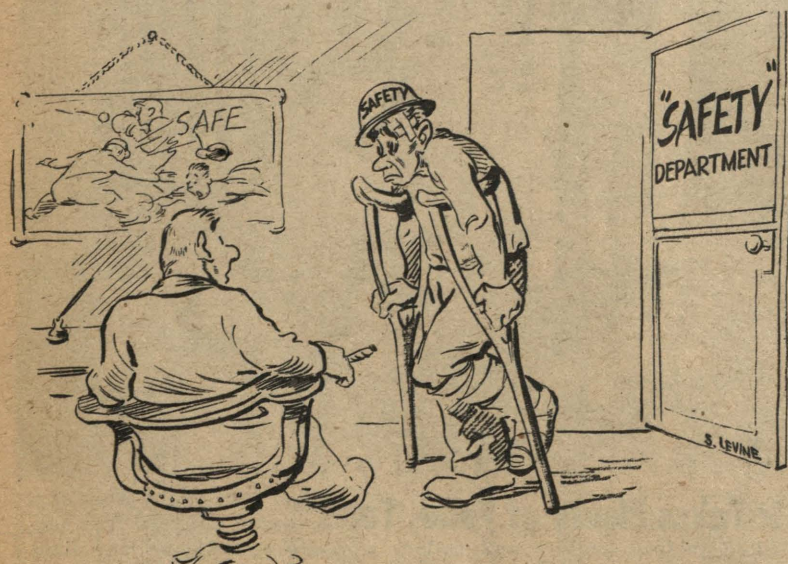
Canning Sessions Set for Evenings

(VANCOUVER)—There definitely will be night canning sessions for apricots, Maud Withers announced this week. The sessions scheduled for this week had to be postponed until next week because of the slow ripening of the fruit but there will be no apricot canning. The cannery operator will not buy any except the best tree ripened fruit. That is why this week's sessions were cancelled.

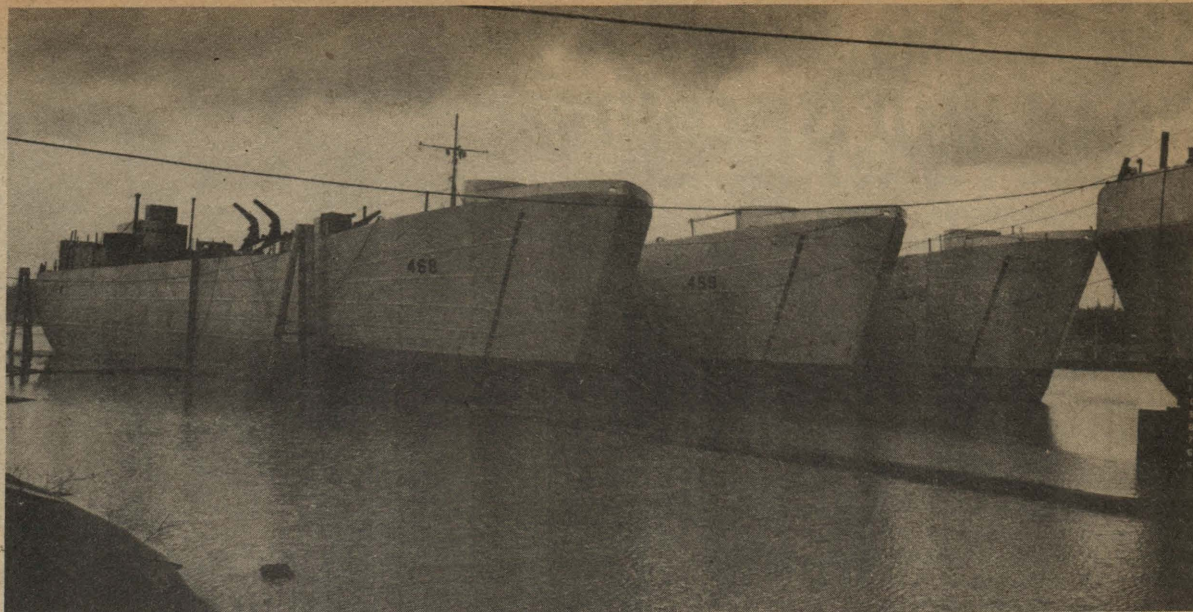
Night sessions for canning of green beans will be held immediately after processing of apricots, Miss Withers explained.

Anyone interested should call

Miss Withers at 751, extension 4, rather than call the cannery. Arrangements for night canning are not set at the cannery, she emphasized. They must be made through her office.



"I want a raise. These demonstrations are ruining my health."



Here are three of Vancouver's contributions to the mammoth "Five Ocean Navy Program." These are LSTs built in the early days of the war and of the yard. Vancouver's LSTs have taken part in nearly every major invasion since they entered the service and have won for themselves an enviable name.

Credit for Huge Navy Shared by Vancouver

(VANCOUVER) — Vancouver contributed 111 ships to the astronomical tonnage listed by the navy on the fifth anniversary of the "Two Ocean Navy Program," begun in July of 1940. The 50 Escort Carriers, Baby Flat Tops, were in the navy list as combatant vessels, LSTs as minor combatant vessels and the AP-5s as auxiliary ships. Although Libertys have played an import-

ant part in this global war they are not listed, as they were neither combatant nor auxiliary combatant vessels. Immediately after Pearl Harbor, the "Two Ocean Program" was stepped up to such an extent that it became the "Five Ocean Navy Program." The two ocean program called for the delivery of 1,325,000 tons of combat ships and 100,000 tons of auxiliary vessels by 1947. Instead, however, by July 1, 1945, there had been built and delivered to the navy 5,288,390 tons of combat ships, of which 854,972 had been sunk or transferred under lend-lease to allied nations, which left a tonnage of 4,433,418 in the hands of the navy.

On July 1, 1940, auxiliary vessel tonnage was 554,308. Five years after the figure was 9,000,000 tons, an increase of 8,445,692 tons.

Of the eight navy yards and 28 private yards that delivered 1320 fighting ships during the five years, seven of the navy yards and 19 of the private shipyards still are completing the "Five Ocean Program." Today, 223 combatant ships remain to be completed in the following types and numbers: 2 battleships, 3 aircraft carriers (45,000 ton class), 9 aircraft carriers (27,000 ton class), 2 aircraft carriers (14,500 ton class), 26 escort carriers, 1 large cruiser, 22 heavy cruisers, 19 light cruisers, 37 destroyers, 16 destroyer escorts (11 converted to high speed transports), and 36 submarines.

VANCOUVER AMONG 19 YARDS The great bulk of these ships are scheduled for completion in the remainder of 1945 and in 1946, with a few of the heavier units carrying into 1947.

Vancouver is one of the 19 private shipyards that has combatant vessels yet to build. The eight CVEs we have to build are included in the 26 escort carriers listed by the navy.

The two-ocean navy program came into being on July 19, 1940, when the late President Franklin D. Roosevelt signed public law 757 of the 76th congress.

Rushed through the legislative mill in record-breaking time after the fall of France in June, 1940, the act of July 19, 1940, authorized the construction of 1,325,000 tons of combat ships and 100,000 tons of auxiliary vessels.

At that time (as of July 1, 1940), the total authorized combatant strength of the navy stood at 1,724,480 tons. Accordingly, the 1,325,000 additional tons authorized by the act of July 19, 1940, represented a 70 per cent increase in existing authorized strength of the navy and led to the nicknaming of the new

program as the "Two Ocean Navy Program."

Actually on hand as of July 1, 1940, the navy had a total of 383 combatant ships, representing a combined tonnage of 1,313,390 tons. Included in this total were 15 battleships, six aircraft carriers, 18 heavy cruisers, 19 light cruisers, 225 destroyers and 100 submarines.

On the building ways, or launched and undergoing completion at the outfitting piers, as of July 1, 1940, were 49 combatant ships. In addition, 11 auxiliary vessels were under construction.

These ships were rushed to completion when the threat of war became imminent for the United States and in the month immediately after our entry into the war.

These ships helped hold the line against the enemy in both theatres of the war at the time when the outlook for the Allied cause was most black.

In addition to the ships under construction on July 1, 1940, contracts had been placed for 91 additional combatant vessels. These orders had been placed so recently (most of them in June, 1940), that none of the construction had been started.

Eight continental navy yards and seven private shipyards were engaged in the program, covering 138 combat ships and 17 auxiliary vessels which the navy had under construction or on order on July 1, 1940.

The "Two-Ocean Program" required the navy to bring into the shipbuilding program a number of shipyards never previously engaged on naval ship construction, as well as a number of brand new shipyards.

NEW BUREAU OF SHIPS

The responsibility for the development of ship designs, the expansion of shipbuilding facilities, the placement of contracts, and the supervision of ship construction, was vested in the Bureau of Ships. The new Bureau of Ships was brought about by the consolidation of the Bureau of Engineering and the Bureau of Construction and Repair.

The Bureau of Ships planned to complete the program in six to seven years, with the last of the keels to be laid by 1946 and the last delivery scheduled for 1947.

Contracts covering the new program were placed in record time, and for the first 18 months the program was carried along on the schedule set up by the Bureau of Ships in the summer of 1940.

Events at Pearl Harbor on December 7, 1941, led to a drastic upsetting of this schedule. Within two

weeks, Congress authorized increase of the combat strength of the navy by 150,000 tons.

This was followed in rapid succession by the enactment of the so-called "Emergency Construction Program" for 1799 minor combat vessels; the "Submarine act" of May 13, 1942, authorizing construction of 200,000 tons of combat ships, and finally, as a grand climax, the act of July 9, 1942, providing for construction of an additional 1,900,000 tons of combat ships. This last authorization, greater than the total tonnage provided by the four preceding authorizations, resulted in expanding the original "Two-Ocean Program."

FAST TONNAGE INCREASE

The fifth anniversary of the enactment of the original "Two-Ocean Program" finds the combat strength of the navy swelled by more than 3 million tons from the 1,313,390 tons as of July 1, 1940, to a total of 4,433,418 tons as of July 1, 1945. This latter total does not take into account the tonnage represented by transfers of combat vessels (principally destroyer escort and escort carriers) to Allied governments under lend-lease or the combat ship losses incurred during the war.

With these additions, the total tonnage of combat ships delivered during the past five years stands at approximately three times the 1,325,000 tons authorized by the "Two Ocean Program."

Eight navy and 28 private shipyards are to be credited with this accomplishment. A total of 331 combat ships were completed by the navy yards, with 991 completed by private yards.

Appraisal of this accomplishment should take into account the fact that many of these shipyards played a substantial part in the expansion of the United States navy in categories other than that of combat vessels, viz.: auxiliary vessels, mine craft, landing craft, patrol craft and district craft. In the five years, the on-hand strength of the navy in these categories has been increased from 554,308 tons to approximately 9 million tons.

The peak of the naval shipbuilding program was reached in 1944, when some 40,000 new naval vessels were added to the fleet, representing a total of approximately 5½ million tons. The high-water mark was reached in May, 1944, when 4506 naval vessels were delivered representing a total of 411,237 tons and a value of \$830,000,000.

Other high points in the program were the delivery of 306 destroyer escort vessels during 1943 and the recent completion of the 3 million ton landing craft program.