

Vancouver's New Cargo Ship Here for the first time is an artist's representation of one of Vancouver's new small coastal cargo ships. The new ships, which will be built as soon as the yard completes its contract for troop transports, will be smaller than either Libertys or even tank landers. Overall length is 338 feet, 6½ inches; beam, molded, is 50 feet and depth, molded, is 29 feet. Displacement at designed draft is 6,240 tons and speed is 11 knots.

TRAIN MAKES LAST TRIP

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Celebrate Last Ride With musicians furnished by Bob McCoy, yard program director, swing shift workers gathered in the rear car of the U.S.M.C. train to celebrate its last run. The train left Vancouver at 12:45 a. m. last Sunday.



Assembly's Top Men Key to Vancouver's record-breaking production of carriers is the assembling and erection of large sections done by the Assembly department. Shown here are supervisors with Superintendent Howard Denhart. From left to right: Denhart, W. "Scottie" Davies, Bill Neary, Hal Monroe, Merle Davis, John Heck, Charlie Clock and Hugh Gray. Not available for the picture were Nils Ecklund, swing shift assistant to Denhart, and Ray Oja, graveyard supervisor.

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Trade Pact Pays Off Girls on day shift at Check Station 31 are in the South Seas trading business. They little realized when they gathered together a few trinkets and sent them to Gene Hodshire, mate 3/c in the Seabees, to trade to the natives of the Solomons, that they'd receive anything in return. Here they are in the grass skirts which resulted from the barter arrangement. Shown (from left) Mrs. Vera Hodshire, Mrs. Susan Harper and Mrs. Iris Brown.

United Victory Trial Amazes; She's Perfect

After surpassing all expectations on a stiff river trial and in other rigid tests, the world's first Victory ship, the S.S. United Victory, has entered the service of the United Nations. The vessel was delivered to its operator, the American President Lines, February 29. Keel for the United Victory was laid November 19, 1943, and it was launched January 12, 1944. The streamlined, turbine-powered vessel was completed in 102 days from keel-laying to delivery. That was 15 days ahead of contract schedule. The Star of Oregon, O.S.C.'s first Liberty ship, occupied 226 days on the ways and at the outfitting docks before completion.



'She's a Fine Ship' That was the unanimous opinion of Oregon Ship and U. S. Maritime commission officials who made the 12-hour trial run on the S.S. United Victory. Pictured here are A. J. Fraser, U.S.M.C. principal machinery inspector; Al Bauer, assistant general manager of Oregon Ship; Ed Mortensen, U.S.M.C. principal hull inspector, and Russ Hoffman, Oregon Ship general yard superintendent.

The United Victory underwent an exhaustive 12-hour river trial Sunday, February 26, to Astoria and return. More than 200 persons made the journey, including O.S.C. officials, representatives of the U. S. Maritime commission and American Bureau of Shipping, observers for manufacturers of ship equipment, and newspaper men.

The vessel's efficient performance amazed even crew members, and no major flaws were developed. Observers praised workmanship in the ship's construction. Official speed of the United Victory was not disclosed, but it was evident that General Manager Edgar F. Kaiser of the three Portland-Vancouver yards, made no idle boast when he declared that the new ship will be able to out-distance and out-manuever an enemy sub in the water.

BAUER PRAISES WORKERS
Al Bauer, assistant general manager of Oregon Ship, who watched all tests on the run closely, was elated with the results and paid tribute to ship's workers.

"You can tell the folks out in the yard for me," he said, "that they did a really first class job on Hull No. 1001. The quality of the work which went into the ship would be a credit to any shipyard in the world."

"The management is proud to be able to announce that the United Victory met every specification set for it. We're building a fleet of fine ships which will not only be an important factor in winning the war, but will play a major role in our postwar commerce."

COMMISSION GRATIFIED
Said Captain John E. Murphy, who took command of the ship for the American President Lines: "The people who built the United Victory have a right to be proud of her." And Chief Engineer Robert McGlouthin commented: "The power plant performed very smoothly. She's going to be all right."

The principal hull inspector for the Maritime commission, E. A. "Ed" Mortensen, declared: "Representatives of the commission are highly gratified with the performance of the United Victory. The ship met all the standards prescribed for it."

CLERKS WILL RECEIVE REAL SILK FROM INDIA

VANCOUVER—Norman Demmon, clerk in the Personnel office, has just received a letter from her father, Captain H. R. Demmon, now stationed in India, advising her that he can send her as many yards of real silk as she can use. Norma says she will ask for enough of the fabric to make a pair of pajamas and a quilted robe.

He Began Perfect Score in Last War

He never "missed a watch" in 26 Atlantic crossings in the first world war, and he hasn't missed a shift in two years of war work in the second world conflict.

Marion S. Livingston, day shift crane oiler on Master crane-ways, Vancouver yard, is possessor of this unusual

M. S. Livingston devotion to duty. He was a gunner aboard the "Great Northern" when she made her record round-trip Atlantic crossing of 14 days, 4 hours in 1918, one of 26 sailings. The vessel carried 4,000 doughboys to Brest, France, and brought back the first contingent of American wounded.

Mrs. Livingston is a day shift electrician in the motor repair shop at Oregon Shipyards. The couple reside in a new farm home recently purchased near Gresham.



Swan Shows Way in Fourth Bond Drive

The guys and gals who are building ships to beat Hitler and Hirohito are supplying plenty of financial ammunition, too. Bond sales at Oregon Ship, Vancouver and Swan Island totaled \$7,129,768.75 during the Fourth War Loan campaign. Figures filed with the Federal Reserve bank showed Swan Island led the other two yards with a total of \$2,552,388.75. This included \$363,562.50 in cash sales and \$2,189,326.25 in special and regular payroll deductions.

The total at Oregon Ship was \$2,315,642.50, with \$123,767.50 in cash sales and the remainder in special and regular payroll deductions.

SWAN HIGHEST PER CAPITA
At Vancouver, workers purchased \$2,261,237.50 worth of bonds. Cash sales amounted to \$128,756.25 and regular and special payroll deductions, \$2,132,481.25.

Although Swan Island had the largest total, it was pointed out that the campaign in the yard covered a period of two additional weeks not counted by Oregon Ship and Vancouver. Bond officials said this accounts for a portion of the difference in the totals, but Swan workers still had a larger per capita purchase. Vancouver has about 9,000 more workers than Swan Island, while Oregon Ship has 4,500 more employees.

In Shipbuilding terms, "bleeders" are plugs screwed into the bottom of a ship to provide for dainage.



Night Shopping Oregon Ship employes are shown above as they waited in line to transact business Friday night at the Peninsula branch of the United States National bank in St. Johns. The bank is open from 6 p.m. to 9 p.m. on pay day to accommodate shipyard workers.

St. Johns Merchants Laud Late Shopping

St. Johns merchants, in line with a labor management committee plan originated at Oregon Ship, are keeping open from 6 to 9 o'clock Friday nights. Night shopping, instituted four weeks ago, has brought about a sharp increase in business, merchants report. Last Friday night the Peninsula branch of the United States National bank, exceeded all expectations on volume of business, according to Manager J. C. Carlson. During the three-hour period the bank did half of a normal day's business, Carlson said.

R. H. Currier, manager of Borham and Currier department store, reported one-third of a normal day's business Friday night. The B. & C.

department store and Jack Spratt market managements reported an influx of many new customers.

Currier's drug store, with a regular 9 p. m. closing time, also reported increased business.

Other St. Johns firms praising the plan were Galloway's Electric shop, Safeway store and the Corner store.

SPORTS FACILITIES OFFERED WORKERS

Kaiser workers and their families have been issued a special invitation to make use of the Portland Civic Recreation center. The city's recreation director, Miss Dorothea Lensch, declared that thousands of Portlanders participate each week in the variety of sports and recreational events offered. In addition, large numbers take part in recreational programs at nearly 40 community clubs in the Portland area. This includes seven at Vanport.

FEDERAL FUNDS PROVIDE
According to Miss Lensch, the Portland center is open from 2 to 10 p. m. daily, except Sunday, and facilities are available for swimming, badminton, table tennis, basketball, volleyball, tap and folk dancing, gymnastics and similar sports.

The entire program is sponsored by the Portland Bureau of Parks

and Public Recreation headed by Superintendent C. P. Keyser, and the staff has been increased and the Civic center, formerly the Turn Verein, was leased by the city to provide increased recreation for war workers and other sports-minded citizens.

DANCING CLASSES OFFERED
At Vanport, an outstanding schedule is maintained at the seven recreational centers for children, as well as adults. Swing shift dances are held at hall No. 2 Saturdays from 2 to 5 a. m., with Beverley Steele and Marjorie Landru, building directors, in charge.

Square dancing classes at Peninsula community club each Wednesday night, craft classes in leather tooling, and other activities at all community centers, are held weekly.

War-working mothers are particularly invited to interest their children in the Saturday morning and afternoon swimming and dancing classes held at the Portland Civic recreation center. Further information may be obtained by calling BE 7810.

3-YARD SCOREBOARD

	OREGON	VANCOUVER	SWAN ISLAND
KEELS LAID	340	10	30
LAUNCHED	329	10	30
DELIVERED	325+8 VAN.	2	30
			29
			51+1 Oiler

Production Soars as this week's scoreboard shows a total of 446 vessels of all types delivered from the three yards to date. Highlight of the week was the completion of Swan Island's first 56 tanker contract.



.. "Sorry, nobody admitted here without a Kaiser clearance"
— Idea by Irving Mundy, Swan Island



Smoke Rolls Up Captain R. F. Balke's men from the Swan Island fire station get help from Portland firemen to control a recent blaze at the yard's Personnel building. Stenographers, at left, rush files from the I.B.M. department, and Kaiser guards, right, lend a hand to firemen by roping off the street.



Blaze By-Passes Brooms Fire in the Personnel building at Swan Island apparently originated in the corner shown above. But brooms and the mop in the janitor's locker escaped the flames. The blaze crept up the wall into the attic, where it smoldered for an hour before it was discovered.

Tri-Yard Red Cross Pledge Returns High

With Red Cross pledge cards in the hands of Oregon and Vancouver employees less than five days, and only 24 hours at Swan Island, returns at the time Bosn's Whistle went to press were heavy, according to Red Cross drive managers in the three yards.

Pledge cards averaged \$3.50 per person at Vancouver and Swan Island and \$4.55 at Oregon. By March 3, cash pledges had reached an estimated \$157,487.50 from all three yards. Oregon Ship led with 58 percent returned, a total of \$79,987.50. Swan Island, despite a delay of three days caused by the Personnel building fire February 28, is second with 44 percent returned for a total of \$39,500. Vancouver trailed with 32 percent and \$38,000.

Drive managers are Ken Moyer at Oregon, James Howells at Swan Island and Tony Greer at Vancouver. They joined in spreading the Red Cross appeal of "Join the Red Cross at his side overseas" and praised the generous response already shown.

Big reason for Swan Island's quick return was mailing of 4,000 letters over the signature of Elmer Hann, yard superintendent, urging leadmen to sign up their crews during the first two days of the drive.

At Vancouver, scorekeepers have pitted men against women. Up to Friday night, March 3, in the flat top yard they were running neck and neck, each with 31.55 percent returned.



Interviewed 40,000 Workers — Mrs. Marie Emerson of the Personnel building, Vancouver, Mrs. Ruby Euers, yard clearance office at Swan Island and Mrs. Margaret Wood, employment interviewer of Oregon Shipyard, caught by the photographer at the launching of the carrier, U. S. S. Sitkoh Bay (Vancouver Yard). The three interviewers at the beginning of the local Kaiser yards, hired all the office personnel under the direction of C. L. Johnson.

Bond Sale Winners Christen Victory

Accompanied by the cheers of hundreds of workers, the S.S. Luxembourg, Oregon Ship's sixth Victory, glided down the ways Monday, February 29. The vessel was christened by Mrs. Loraine E. Lowry, graveyard production laborer on the Outfitting dock. She was chosen to represent a group of workers who won a bond selling contest between dock production laborers and shipfitters. Attendants were Mrs. Florence M. Middleton, daughter of a day shift production laborer, Charles Plummer, and Mrs. Verna Dollar, daughter of Shipfitter James Court, who works on the graveyard shift. The flower girl was Christine Patterson, daughter of Ira K. Patterson, production laborer on the graveyard shift.



Mrs. H. B. Lowry

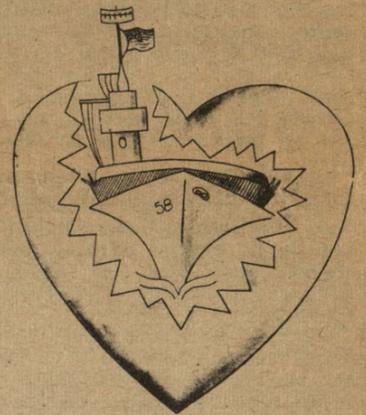
PRaises PRODUCTION

The people of Luxembourg were represented by Nick Schroeder, who praised the production record of O.S.C. He expressed the gratitude of his exiled government for naming one of America's Victory ships in honor of the country.

Lieutenant Commander E. A. Wishrop of the United States Navy, who returned recently from 18 months duty at Guadalcanal and Munda appealed for support of the Red Cross. The Rev. T. J. Mahling, dean of studies at Portland university, pronounced the invocation.

VALENTINE SAYS CORREGIDOR CAN ZIG AND ZAG

Below is a reproduction of the Valentine edition of the newspaper printed of Hull 304, christened Corregidor. The ship's paper was sent to J. C. Payne, of the Marine Engineering department, by Commander DeWalt Payne. The senior medical officer aboard the carrier added that "he hasn't been very busy"—a statement all the more arresting since the Corregidor went through the Marshall Islands campaign.



She ain't big and she ain't broad
But she's a lady, she is by Gawd.
No queen is she, but you can't be nifty
In Henry's group of nearly fifty.

But all in all she ain't no hag.
She can zig and she can zag.
She gets us there and she gets us back,
With a lot of food, too little sack.

MANY TAX RETURN SLIPS UNCLAIMED

With the March 15 deadline on income tax returns only five days away, state officials of the Internal Revenue department advise workers who have not filed yet to have the following five essential pieces of information on hand before seeking the advice of an income tax expert or attempting to fill in their own returns:

1. Total amount of earnings for 1943 (both shipyard and outside income).
2. Total amount of tax (both Victory and income) withheld from 1943 earnings.
3. Amount of tax paid on 1942 income.
4. Amount of tax paid to collector of internal revenue on estimated income returns in September and December.
5. Items deductible from income, including: Interest paid (loans, contracts, etc.); contributions to charities such as Red Cross, War chest; expenses in connection with work, carpenter's tools, etc.; medical and dental expenses in excess of 5% of net income and losses by fire or theft.

Personnel officials in all three yards say there are thousands of unclaimed slips showing the amount of tax deducted from paychecks. Some undoubtedly are statements for terminated workers, but others contain information which employees must have to file accurate returns.

These slips may be obtained at the following locations in each yard:

Vancouver—timekeeper's office at south end of Personnel building.

Oregon—timekeeper's office in basement of Administration building.

Swan Island—paymaster's office in Personnel building.

Vancouver workers may receive tax assistance 9 a. m. to 5:30 p. m. from one of four collector of internal revenue representatives at the Personnel building timekeeper's office.

Transport Offers Helpless Hints

Enjoying a midnight snack of pig knuckles, sauerkraut and beer recently, the Transportation department came out of the ensuing nightmares with the following helpful suggestions:

1. Keep the upper half of your gasoline tank full rather than the lower half. If your favorite station is out of gas for a couple of days, you still can haul your gang to work.

2. Make your passengers walk to your car after work. Sure, it's swell to pick them up right at the gate, but waiting in traffic uses up lots of gas.

3. Buy your gas at the same station at all times. Get to know the station attendants. Someday when his "Out of Gas" sign is hanging up maybe he'll have a gallon or two "for an old customer."

4. Don't be in a hurry to get out of the parking area. If you leave at 5 minutes to 5 for instance, it takes 4 minutes to get up town. If you leave at 20 minutes to 5, it takes 12 minutes. You save 3 minutes but you are burning gas in traffic for 15 minutes.

5. Leave your car at home and bum a ride with your neighbor, or vice versa. Load your car; it will keep you all warm on cold mornings. Who knows? You may get a blonde welder on your lap (without leathers, of course).



Record Building Pace Big Job Of Assembly

Hard working members of five different zones have made the Assembly department one that boasts an outstanding record in point of speed and man hours saved. This is the belief of Superintendent Howard Denhart who wants the public to know "Although ships are launched on the ways, the Assembly department turns out a large part of the sections and makes possible the record-breaking pace achieved at Vancouver." Figures tend to bear out Denhart's contention since all three shifts combine to deliver 5,217 tons of assembled and

erected sections for each carrier and 262,000 feet of welding per hull. Assembly turned out 3,976 tons of sections and 196,000 feet of welding during construction of Vancouver's first carrier.

MANHOURS SAVED

This increase in tonnage and welding footage was accomplished by a saving of 91,000 manhours. Actual manhour saving in Assembly is only a part of the picture of overall production. Every section erected in Assembly saves additional manhours over erection on the hulls. Delivery to the hulls of completed sections weighing up to 90 tons makes possible the rapid completion of the carriers.

Denhart is assisted on swing by Assistant Superintendent Nils Eklund and on graveyard by Supervisor Ray Oja.

Assembly is divided into five zones for construction of the vast tonnage. Heading these zones are the men who, with Denhart, have organized this efficient organization.

DEVELOPED 'AIR RAMS'

In Zone 1, W. ("Scottie") Davies has the responsibility for all shell sections, numbering 120 to each carrier. It is in this zone that developed the "air rams" that push down shell plates on frames for quicker construction. Ninety men and women on three shifts work in this zone.

Zone 2, headed by Hugh Gray, turns out miscellaneous bulkheads, flight deck sections, gallery siding, and special erection sections, including complicated gas tanks, chain lockers and the flight deck jig No. 2.

Welding footage average for Gray's men and women is 12 to 15 feet per manhour. In this department the yard record of 33 feet per manhour was established over an entire shift.

HEAVY TONNAGE BUILT

Merle U. Davis and crews in Zone 3 turn out heavy tonnage in big bulkheads, upper deck and hangar deck sections, numerous miscellaneous bulkheads, and two of the large tank top sections. In



Saved 96 Manhours Without extra effort, the members of R. E. Ryan's crew of Shipfitters in Bay 9 of Assembly on swing clipped 96 manhours from the former time of 240 manhours necessary for the erection of a fresh water tank. The tank will be installed in Hull 346. Members of the crew are: R. E. Ryan, leadman; Wm. O'Brien, E. R. Morgan, J. G. Aragon, E. Sawyer, Carl Johnson and Frank Kemp.

this zone the Island structure and deck house also are erected. A total of 375 workers are on the three shifts.

Three sections of Flight deck, 2nd deck sections, fuel oil tank, fresh water tank and many additional bulkheads are the responsibility of Bill Neary of Zone 4.

Most difficult section turned out here holds the rudder casting.

Another difficult erection job is the walkways and platform section for the engine room. Four large tank tops are erected in Zone 4. Four hundred employes comprise the three-shift crews.

SECTIONS WEIGH 80 TONS

The huge 80 by 55 feet flight deck sections, weighing more than 80 tons each, are erected by Zone 5

workers under Charlie Clock. Fore and aft peak sections, nine flight deck sections and the big bow section are also constructed here. Construction of the large flight decks in Assembly represents a big saving in manhours, it is explained.

These sections are built on huge jigs, resulting in saving of rigger's time on the ways. Six hundred workers are employed in Zone 5.

Routing and charting progress of all zones is under the direction of John Heck, who with three leadmen keeps an able staff of women busy checking the five zones at all times to ascertain development on the hundreds of sections turned out in a five-day schedule. Heck also is in charge of welding rod distribution within Assembly.

The WORKER SPEAKS



What About Moses Plan?

Sir: What's happened to the Moses plan? I read a lot about it in the papers and now it all seems to be dying out. I know that lots of workers in the yard are vitally interested in the project, as it means possible work for us after the war. If they are not going to do anything about it, I'd like to know. Maybe I'd be better off if I went home, where I might be surer of a job after the war.

In the same connection, since most of us at Vancouver live on this side of the river, what is being planned in Vancouver? It looks to me as though there should be hundreds of thousands of dollars worth of building over here after the building restrictions are lifted. This, plus a program of public works, would make this country look good to many of us as a future home. All of the men I talk to, however, are a bit worried about the "in-between" period. We would sure like to see some definite plans we can count on.—J. H. Deam, day shift electrician.

ED: The Moses plan for Portland, judging by press reports, is still "on the fire." In Vancouver plans are in the making, according to Al Noble of the Clark County Improvement Association. Watch future issues of the *Bosn's Whistle* for more information concerning these vital postwar projects.

Trucks Versus Pedestrians

Sir: It has been a practice of most vehicles to step up their speed along the Outfitting docks. Why not do as the army does and place two-inch deep by one-foot wide depressions across the vehicle right-of-ways? Put these at 100-foot intervals. This suggestion is for congested areas only.—George L. Rochat, III, engineer.

Ed: Paul Latner of the Engineering department comments, "The pavement on the dock is very thin, and it would not be practical to have 21 such depressions in same."

Wake Up, Day Dreamers

Sir: How about having the trucks and pick-ups equipped with air horns? Maybe this way the truck drivers will be able to wake up some of the day dreamers and jay walkers that step out in front of the trucks. Every day you can see people walking out of the Outfitting building going to the dock. They don't look to see if there is a truck coming. Many a time you can see people stepping out in front of the trucks even if the driver is blowing his horn. Many a time they have to throw their brakes on full to keep from hitting them. The drivers do a lot of cussing. I spoke to a bus driver the other day about going through a crowd. He said he would rather drive through a herd of sheep than drive through a group of shipyard workers. I hope you use this; it may wake up some of the day dreamers.—A truckdriver.

Ed: Here is the other side of the argument! What do you say now, pedestrians?

Tired of Hiking

Sir: It seems to me that someone ought to open your eyes to this "share the ride" plan. I work on the graveyard shift and was refused gas because I didn't have four passengers. So I walked, and people would drive by me and never offer a ride. Thinking it would be easier to obtain a ride in the afternoon, I changed to the swing shift. I am still walking four and one-half miles to work. And after pulling lines all over the boat, I'm telling you I am tired, but I walk the four and one-half miles home.

I swear that of the cars that pass only two out of ten have the required amount of passengers. The others have from one to two riders. Would they give you a life? I'll say not! They even honk at you to get farther into the ditch.

I asked a foreman if I could ride with him, and he said, "I got this car for my own use and not to haul passengers." I don't ask people to give me a ride for nothing. But even money won't buy a ride.

It is getting harder and taking longer to walk each time. My legs just aren't going to hold out any longer. It's either give me gas and passengers or give me a clearance. It's true I live on the bus line, but by the time they reach my place they are so full they can't open the door.—Henry L. Flager, burner.

Ed: Says C. V. Patterson of Transportation, "Transportation's eyes are wide open! Every hourly employee, foremen included, signs an affidavit that he is carrying three or more passengers before the ration board issues gas. What happens after that reflects on the individual. The department hopes that "walker" Flager finds a seat on one of the new busses recently placed in service or that he will ask Transportation department to arrange a ride."

Praying Record Needed

Sir: "Coming in on a wing and a prayer," that is what we want our boys to do because they are fighting for our freedom. And we are supposed to give them everything they need to win with, but listen, America, these boys need our prayer. It is going to take lots of our boys, planes, ships and guns. Yes, and it is going to take a lot of praying to win this war. We have the shipbuilding record of the world. Now let us all win the praying record of the world, then our boys will come home on a wing and a prayer. May we all say, "In Thee, oh Lord, do I put my trust." (Psalm 71, IV).—Bob Dowles, Outfitting dock electrician.

Ed: A sincere and welcome thought from a Southern Baptist negro who practices what he preaches.

Writing Urge Grows

Sir: Here's a writing on a bulkhead that tops 'em all that I discovered on Way 8, Hull 338. "Boys! Take care of the leadmen, foremen and all superintendents. There's more of them than there are of us."—Jule Harman, Erection department.

Ed: Amusing but confusing for two reasons: (1) It "ain't" so. There are more workers than leadmen. (2) Superintendent Mike Hunt points out the confusion resulting from such writings on bulkheads for his welders and burners in finding markers for work to be done. "You practically have to read a whole book of poetry, off-color jokes and stupidities before you can find where to weld," he says. "The welders, burners, chippers and layout men would all appreciate it if yard poets would use scratch paper instead of bulkheads to write on," Hunt emphasized.

Mrs. Emma Bender Record Contender

Mrs. Emma Bender, swing shift burner in Assembly, has at least a right to honorable mention in the

war effort, she feels. She has one son, Wilbur and 23 nephews in actual combat. In addition, her husband, Gust Bender, is a swing shift shipfitter and her daughter, Lenora Bender, is a swing shift electrician welder.

The three Benders employed in the Vancouver yards, have good presentee records. Bender has missed seven days in the past 18 months; Lenora has missed five days over the same period, and Mrs. Bender tops the family record with only four days and one hour absentee in 18 months.

Wilbur Bender, who was formerly a chipper in the Vancouver yard, is now an engineer attached to the A.E.F. in England. He took his boot training at Fort Leonard Wood, Mo., where he received a special merit certificate as "expert in the use of the M. I. rifle."

Recovers From Illness

Norma Pruitt, field clerk on Way 7, returned to work after two weeks' illness.

OLD RECORD CUT BY FOUR DAYS

The outstanding item for the week on the ways, according to O. W. Russell, Shipfitter's superintendent, was the completion of placing all steel on Hull 338 in 46 days. The previous time was 50 days.

This means that the overall daily production for all shifts was a total of 103 tons plus steel. Viewed from the standpoint of some of the daily or shift records this appears meager, but over a period of 46 days it is an outstanding amount.

Jerry Jarrard, H. L. Wilson and H. E. Carlson, boat supervisors on Way 8, and the crews under them are responsible for this accomplishment.

Shannon Rogers and Virgil Walker Wed In San Francisco

Shannon Rogers, clerk in the Audit Invoice department, Administration building, was married to Virgil Walker on February 26. The couple flew to San Francisco for a brief honeymoon, after which Mrs. Walker will resume her work.

One of the oldest employes in point of service, Mrs. Walker came to Kaiser Company on January 20, 1942, when offices were in the Arts building, Vancouver.



Cupid's Little Helpers? The Purchasing department is beginning to wonder about those chairs in their office. From 17 chairs occupied by single girls in the front office, six have brought their occupants engagement rings within the last two months. Just to keep the chairs from getting all the credit, take a look at five of the girls: Laura Alman, Betty Moore, Betty Mowry, Dorothy Hagman and Virginia Sager. Barbara Turner, sixth of the betrothed group, was absent when the picture was taken.



Red Cross Pledges pour in to the office of J. F. Campbell, graveyard supervisor of Timecheckers, as onlookers speculate as to whether women will be more generous than the men. To date the largest donation, a \$120 check, was turned in by a woman while the second largest, \$49, was given by a man.

'Experience Pays Off,' Stan Bergeman Says

"Starting a department like this from the ground up," says Stan Bergeman, Vancouver rigging superintendent, is a big benefit. We gained experience at Oregon Ship, and as a result I think we have the prize rigging loft and sail loft of the west coast." Such a statement is typical of the interest Bergeman shows in his work. One of the youngest superintendents in the Kaiser yards, he heads a department that has a personnel of 950 men and women. This number includes the crane operators in the Plate shop, which includes 48 women operators. "Nine out of ten women we try for this difficult job make good, too," Bergeman explained.

Born in Canada, Stan came to the United States when 13. He married in Wenatchee, Washington in 1933, and he and his wife Mildred are parents of Stanley, jr., 9, and Doris, 6.

His first big construction job was at Coulee Dam, where he worked for five years as a rigger and iron worker. He moved from there to Oregon Ship as a rigger and in June, 1941 assumed the duties of assistant superintendent following a three month interlude as foreman. He was transferred to Vancouver at its inception as superintendent of the Rigging department.

Organizing the department for the building of the carriers has been his most interesting task, he says.

"The carriers, with such large sections as the flight deck's 13 separate sections, has given us some real work. The heaviest section weighs approximately 90 tons. That's a lift that really takes skill."

Film On Oil Fires Scheduled Monday

"Extinguishing Oil Fires and Plant Methods" is the motion picture to be shown Monday, March 13, at 7:00 p.m. in the Yard Training building, Room 201.

The picture is being shown at the specific request of Fire Chief Richard P. Melloy because of its excellence. Chief Melloy invites all members of the Fire department, Safety department, guards, and any supervisors, foremen, or leadmen interested to attend.

WIDOW RECEIVES GIFT

Vancouver yard riggers and other friends of T. D. Kammerdiener, a swing shift rigger who suffered a fatal accident in the yard on January 25, have made up a gift of \$2000 for Mrs. Kammerdiener and their infant daughter, Jerry Lou. They are at present residing at the home of Kammerdiener's brother at 1215 N. E. Davis, Portland.



Stan Bergeman

C. L. Towner's Son Wins Purple Heart

C. L. Towner, day foreman in the Excavation department, has recently received word that his son, Elbert Edward Towner, has received the Purple Heart decoration.



He was wounded when the tanker "Kanawa," on which he was serving as radioman second class, was sunk in the South Pacific last April. Towner is now in a hospital in the South Pacific area.

CLASSIFIED

CARD OF THANKS

When you're down on your luck
And things are going tough
And you need a friend or two,
You can always find them
On the graveyard rigging crew.
Thanks fellers.
Hank Trial, Way 7.

CARD OF THANKS

I wish to take this opportunity to express my thanks to the many workers in the Vancouver yard who have so generously contributed to funds sent to me since the death of my husband, Hiram E. Barnes, on December 17, 1943. Your kindnesses are deeply appreciated.

Mrs. Hiram E. Barnes,
Box 384,
Ridgefield, Washington.

HELP WANTED

Steno-typist and general office work in Expediting department. Average knowledge of shorthand and typing necessary. Prefer girls between 18 and 27 with initiative and ability to progress. Call at the Personnel office and see Mrs. Marie Emerson, employment interviewer.

SITUATIONS WANTED

For Burton Homes Residents—Rev. J. W. Brown, negro, 263A Hathaway Drive, Burton Homes, will gladly serve in any ministerial capacity free of charge.

No Paper Dolly Department! Ship Patterns Cut Here

You might call him Mademoiselle Modiste if you think your size warrants the experiment, but it might not be exactly wise to call Lee C. Donaldson, supervisor of Hull Control, any such sissy-pants name. After all he cuts patterns for ships. Although the patterns Donaldson works with resemble the layout of a Battenburg lace collar that would take months on end to finish, Donaldson's patterns deal with cold steel and take just seven days for completion. Donaldson is the originator of Template photography and the yard knows his brain child

as the "Graphic Work Order." The use of his idea has, it is said, saved the government steel, man-hours, and has increased production. It controls the scrap at the source because the photograph shows the size of available material on the layout diagram. In fact, at the Vancouver yard it is believed the system saves many hours out of each 24 hours worked by the layout crew.

While the procedure sounds complicated to the lay-mind, it really isn't. Almost everyone in the yard has seen his mother, wife or sister lay out a piece of dress material on the floor and arrange a dress pattern on it, carefully rearranging the pattern to cut with the utmost economy.

In the case of template or pattern photography, the finished wood pattern which is made from the draftsman's measurements is carried into the photograph room and fitted loosely together on the scaled floor. A photographer stationed in "the tower" takes the picture in miniature size. When finished, the pictures are sent to the graphic order room, where draftsmen and engineers' aids fit the paper templates on the tracing paper, which corresponds in scale to the size of steel plates to be cut.

These pictures are then taken to the Plate shop, where burners, using a flame instead of a pair of scissors, cut from steel the multiple parts of a "Kaiser-built ship."

BIRTHS

PERMANENTE HOSPITAL

Mr. and Mrs. Melvin Hooper, Bagley Downs, a son weighing 7 pounds and 9 ounces, on February 19. Hooper is a material expeditor on day shift.

Mr. and Mrs. Chris Mathews, Vanport, a son weighing 6 pounds and 5 ounces, on February 19. Mathews works as electrician on graveyard.

Mr. and Mrs. Robert Williams, Bagley Downs, on February 20, a son weighing 7 pounds and 9 ounces. Williams is a pipefitter on graveyard.

Mr. and Mrs. Edward Haley, McLoughlin Heights, a son weighing 5 pounds and 4 ounces, on February 20. Haley is a day pipefitter.

Mr. and Mrs. Ernest Tolman, McLoughlin Heights, a daughter, on February 21, weighing 8 pounds and 13 1/2 ounces. Tolman is a swing welder.

Mr. and Mrs. Henry Perkins, Bagley Downs, a son, weighing 8 pounds and 15 ounces, on February 22. Perkins is a swing pipefitter.

Mr. and Mrs. Reuben Kurtz, McLoughlin Heights, a son weighing 8 pounds and 3 1/2 ounces, on February 23. Kurtz is a welder on days.

Mr. and Mrs. Barton Clennon, McLoughlin Heights, a son weighing 6 pounds and 7 1/2 ounces, on February 24. Clennon is a shipfitter on day.

Mr. and Mrs. Ralph Thompson, McLoughlin Heights, a daughter weighing 8 pounds and 5 ounces on February 24.

Dr. and Mrs. Kenton Phelps, Rt. Vancouver, a daughter weighing 7 pounds and 4 1/2 ounces. Dr. Phelps is a surgeon at Permanente hospital.

Mr. and Mrs. J. C. Hardy, McLoughlin Heights, a son, weighing 7 pounds, 9 1/2 ounces, on February 25.

Mr. and Mrs. Homer Jenkins, Ogden Meadows, a daughter, on February 27, weighing 6 pounds and 2 ounces.

Mr. and Mrs. William Franklin, Bagley Downs, a daughter, on February 27, weighing 8 pounds and 6 ounces.

Mr. and Mrs. J. C. Hardy, McLoughlin Heights, a son, weighing 7 pounds, 9 1/2 ounces, on February 28. Hardy is a day-shift welder.

Mr. and Mrs. Troy Fraser, Portland, a daughter, weighing 7 pounds and 4 ounces, on February 28. Fraser is head bookkeeper in the Accounting department, Administration building.

Mr. and Mrs. R. G. Pearce, Bagley Downs, a son, weighing 8 pounds, 8 1/2 ounces, on March 1. Pearce is a day shift welder.

Mr. and Mrs. Bruce Rodman, Vancouver, a daughter, weighing 7 pounds, 8 ounces. Rodman is a material expeditor leadman, swing shift.

Mr. and Mrs. Richard Carroll, Bagley Downs, a son, weighing 7 pounds 14 ounces, on March 3.

Mr. and Mrs. Ed Johnson, a son, on February 21, weighing 6 pounds and 12 ounces. Johnson is day shift foreman on truck receiving in General Stores.

ST. VINCENT HOSPITAL, PORTLAND

Mr. and Mrs. Ed Ryan, Portland, a son weighing 11 1/4 pounds, on February 16. The baby has been named John Edward. Ryan is an engineer in the Electrical Engineering department.



Patterns For Ships Part of the template process is demonstrated by Arlene Wegner, engineer's aide in Photo Control, who is shown cutting out the miniature photographs of a ship's finished wood pattern.

FIRE CHIEF SCORES PRANKS AND ERRORS

"Pranks or mistakes enter into most fires started in the Vancouver yard," says Fire Chief Richard E. Melloy. "Our department is now a three-star organization with a navy rating of good and we are going to try and keep it this way."

Pranks in the yard take the form of welding fire extinguishers to the deck, and occasionally a hole burned in the bottom of the extinguisher permits the fluid to leak out. Once in a while the extinguisher fluid is siphoned out and replaced with kerosene. "These are costly but do not cause much damage, since the yard and ships are continually patrolled," Melloy said.

Bad News-Tojo! Walk-Ways Laid In 'Jig' Time

Another Vancouver record went by the boards February 21 without fanfare or ballyhoo.

Graveyard crews of Kenneth Connors, shipfitter foreman, and Charlie Caldwell, leadman, in cooperation with the Riggers, laid 18 'walkways' during the shift. Normally only from six to eight walkways are laid.

The job, which was done in record time, entails picking the walkways up with cranes and placing them between gun mounts outside the flight deck.

HUGE WAREHOUSE HAS ADVANTAGES

Arrival of material this week for new transports made it necessary to move some of the General Stores stock into the huge, unfinished East Warehouse that incorporates three acres of storage under one roof, reported T. O. Nyhus, assistant General Stores superintendent.

In calling attention to the warehouse, Nyhus explained it will be under jurisdiction of General Stores and operate as an auxiliary rather than an independent unit with O. W. Couden as supervisor of equipment assisted by Joe Russell, D. Stevens and Joe Roe.

All bulk items and any large machinery or equipment requiring inside storage will be housed there, no small items will be stored and "Handy Andys" will be used, thus cutting down on number of personnel needed.

The new building is 204 feet wide and 649 feet long, is on one floor and raised to truck elevation for loading and unloading ease. Ordinary trucks can be driven through the entire building. A new railroad spur has been run to the dock.

Truck Dispatch under W. E. Teal has a dispatcher's office located in the warehouse, telephone number is 85. Telephone numbers for the warehouse are general office 86 and 87, north zone 81, northeast zone 82, south zone 83, and southeast zone 84.



Father-Son Team Albert M. Sullivan, 44, swing shift painter in Paint shop No. 6 had the unique experience of inducting his own son into the army in 1942. Since the picture was taken in Washington, his son Robert has been sent to South America and Sullivan has been working in the Vancouver yard. In peace time, he is a news photographer.

'The Dalles' Ends Swan Island's First Contract

Last tanker under Swan Island's first contract, S.S. "The Dalles," slid into the Willamette Tuesday noon under sponsorship of the Mechanical department, winners of the "Sponsor a Tanker" war bond drive. Mrs. Dillon L. Moore, wife of a day shift whirley operator, cracked the bottle of champagne as A. R. Nie-man, assistant general manager, and E. L. Hann, general superintendent, burn-ed the tie plates. Mechanical superintendents introduced from the launching platform by John P. Walisch, yard master mechanic, were: J. C. McDonald, as-sistant machine shop superintend-ent; W. F. Lanus, equipment maintenance superintendent; E. A. Danford, central tool room super-visor, and Chuck Morrison, crane operator supervisor.

David Eccles, Oregon war finance committee manager, presented the U. S. treasury award flag. Walisch accepted the department war bond flag from Superintendent M. L. "Red" Fulton.

Honor attendants, chosen by their departments, were:

Central tool room—Maid of Honor, Miss Alice Mary Reynolds, daughter of Frank Reynolds, Way No. 2 swing shift tool room; Machine shop—Matron of Honor, Mrs. Catherine Redmond, swing shift machinist; and Equipment Main-tenance—Matron of Honor, Mrs. G. B. Cashin, plate shop tool room day shift mechanic. Flower girl was Miss Eleanor Benson, 12, daughter of Mr. and Mrs. William Benson, Machine shop employe.

Launching guests were Wasco county "Over the Quota" bond sales-ladies from The Dalles, honor city.

MOUNTED GUARDS RIDE AUTO RANGE

No deer or antelope "roam the range" at Oregon Ship, but that doesn't mean that O.S.C.'s mounted guards can't ride herd, anyway.

Effectiveness of the patrol in policing the 1,064,710 square-foot parking lot is shown by figures



FRED ROSWURM
Mounted Guard at Oregon Ship

from July 1, 1943, to January 1, 1944. During the six-month period, 23 persons were apprehended with stolen property in their possession or attempting to rifle automobiles.

Recovered property was primarily tires, radios, gasoline coupons, lights and tools, but in one instance the guards recovered a stolen automobile. The watch has also reduced fire hazard.

Attention focussed on this yard by the use of "Dobbin" has resulted in other yards in this vicinity con-sidering similar patrols.

Sports Briefs

By TOM LOUITT

This column on sports will be conducted weekly by Tom Louttit, one of the out-standing athletic authorities on the Pacific Coast. Louttit, director of sports activi-ties for the Oregon and Swan Island yards, is a nationally known football referee and has officiated in two Rose Bowl games, one Sugar Bowl contest and three Southern California-Notre Dame grid battles. Each week he will report the latest developments in the field of sports for the three Kaiser yards and the housing projects in both Vancouver and Portland.

The advent of spring weather is stimulating interest in softball and Swan Island departmental leagues will be organized in the near future. Many of last season's team representatives are scouting available talent and each has expressed his inten-tion of having the championship club. Last reason it was necessary to schedule all games in the city's public parks until late August when the fine Swan Island field was com-pleted for the championship round playoff in which the Pipe Shop won the title.



TOM LOUITT

With Swan's new outdoor facili-ties conveniently available, it is expected that more than twice last year's number of teams will par-ticipate this spring. At least two swell baseball leagues are also a cinch to be organized with a rep-resentative team possibly entering the War Industries league.

UNCOVER BOXING TALENT

A successful experimental card of amateur boxing was staged Feb-ruary 8 in the Swan Island gym. Some surprising talent was uncovered. The athletic department now plans a series of these shows for each Tuesday night through the spring season.

SWAN IN BASKETBALL

The Portland Basketball association has completed another success-ful season. For the first time Swan Island was represented in this pro-gram. Three teams—Island Checkers, Swan Owls and Majestic Swans—made creditable showings. The Island Checkers won the second half championship of the Willamette league, but handicapped by the illness of at least two of their players, lost to the first-half champions, the Port-land Police, in the play-off.

DEPARTMENTAL LEAGUE

The Swan Island Departmental league has had a busy schedule and continues with participating teams representing Plate shop, Pipefitters, Pipe shop, Administration, General Stores, Navy and Globe Trotters. The Navy team is manned by personnel stationed at Swan Island. The Globe Trotters are dormitory residents and the sensation of the league with their fast, smooth functioning play.

NEW O.S.C. GYMNASIUM

Sports enthusiasts at Oregon Ship will hail the opening of the new O.S.C. gymnasium, located in the dormitory area north of the parking lot. The gymnasium to be opened soon is almost a replica of the one now operating at Swan Island.

A varied program, including basketball, volleyball, handball, soft-ball, badminton, baseball, boxing, wrestling, weight-lifting as well as horseshoe pitching, ping pong, shuffleboard and dart games, will be operated. Competent supervisors will direct the various activities, care for and assign the necessary equipment.

COLUMBIA HOUSE GYMNASIUM

Plans are now being studied whereby the Columbia House gymnasium in Vancouver can be used by all the men and women of the Vancouver yards to participate in a wide range of sports activities. According to reports the program will be worked out with interdepartmental groups.



Junior Joiners These three lads are getting on the pro-duction line early. Jimmy Green, Law-rence Durbin and Wayne Fowler, left to right, are dem-onstrating they know how to handle carpenters' tools at Oregon Ship's Child Service Center. They are part of the school age group being instructed on off-school hours and Saturdays. Jimmy is the son of Mrs. Helen Green, teacher at the center; Lawrence's daddy is in the Marines, and his mother, Mildred, is a day shift truck driver at O.S.C. He has a younger brother and sister at the center. Wayne is the son of Welder Lloyd Fowler and Burner Evelyn Fowler, who have two other child-ren at the center.

Service Centers Lend Worker Helping Hand

Jaded appetites or parental headaches caused by worry over what Butch or Betty is doing on off-school daytime hours and Saturdays finds ready remedy at the Child Service Centers maintained at Oregon Ship and Swan Island. Many ship-yard married couples, wearied of restaurant and canned nour-ishment, turn with palatable relief to the home service pre-cooked dinners provided at the centers. It takes only a jiffy to warm up the food and each meal is a nutritious, balanced serving, available to all workers in the yard regardless of whether or not they have children at the center.

Meals consist of a main dish and one or more side dishes. Orders—large enough to feed one hungry working man or a woman and child—are 50 cents but must be placed and paid for two days in advance.

Here's a typical menu (it's next week's starting Monday, March 13:

Monday: Italian spaghetti and apple raisin rolls. Tuesday: Swiss steak and orange rolls. Wednesday: Fresh salmon loaf and lemon-avocado gelatin salad. Thursday: Meat loaf, brown gravy, and spice raisin cake. Friday: Home baked beans, Boston brown bread, and carrot and cabbage salad. Saturday: Baked stuffed pork chop and cherry puff rolls.

Oregon Ship's center, under

supervision of Norah Clancy, has instituted craft classes for school-age children of O.S.C. employes. Instruction is given in woodwork-ing, folk-dancing, group and table games, dramatics, music, travel, hobbies and outdoor play. Morning and afternoon sessions are listed.

A hot meal and mid-session lunch will be served each group. Fee is 75 cents a session, and for each additional child. Additional odd-hour care for children enrolled may be obtained.

An open house at the O.S.C. center has been scheduled for Sun-day, March 26, between 2 and 4 p. m.



Famous Autograph Members of the recently-formed Swan Island quartette, as yet unnamed, collect another famous autograph following the appearance of Wendell Willkie, candidate for Republican presidential nomination, at Portland Victory center. Left to right: Victor Stepanoff, electrician leadman; Everett Lawrence, electrician; Willkie; Al Ensign, shipfitter-welder, and Arthur Payne, shipfitter. The quartette has appeared on many Swan Island programs.

Stubby Bilgebottom



By Ernie Hager

WORKERS SHY POSTWAR PLANS

Three Yard Survey Is Blueprint for Job Requirements

Biggest single fact revealed by the three yard survey released last week was the fact that only 14 out of every hundred Kaiser shipyard workers in the Portland-Vancouver area have any postwar plans as far as a job is concerned. Slightly over 86 percent of the 81,881 men and women who were interviewed, voiced a positive "no" in answer to the question, "Do you have a definite postwar job in another industry?" This would indicate that out of the present three-yard work force, some 77,000 men and women have no peacetime jobs in mind.

BIGGEST OF ITS KIND

The gigantic survey, biggest of its kind ever to be undertaken in today's war industry, was conducted by the Portland Committee on Postwar Planning, in cooperation with labor unions, the Maritime commission and management of the three local Kaiser shipyards. Dr. Chilton R. Bush, head of the Stanford university school of journalism, directed the work of 450 interviewers who questioned nine out of ten of the three yards' 91,000 employees during the week of January 18. Results were tabulated by Swan Island's I.B.M. department and classified to provide a complete analysis of all the answers.

MAJORITY PLAN TO STAY

Although some 77,000 men and women from the payrolls of Oregon Ship, Swan Island and Vancouver have no definite jobs in sight, more than 60 percent of all Kaiser employees plan to stay in this locality. Of these, 36 percent say that they will stay, job or no job, 24 percent will stay if there's a job for them, and another 18 percent, representing some 16,000 of the total employment, just don't know for sure!

Among the newcomers who have lived here three years or less—the 61,000 men and women who make up two-thirds of the Kaiser employees—at least 11,000 have become so thoroughly sold on the Northwest that they plan to stay, come hell or high water. A larger group, numbering nearly 16,000, are a little more cagey. They'll stay if there's a job for them.

Over 13,000 newcomers, however, are pretty sure at this stage of the game that they will either return home or seek employment outside Portland. Many feel the same way about it as Matthew Chicotella, Oregon swing shift welder, who says, "Well, I've drifted all over the country and don't stay put long. Guess I'll head back east after the war."



M. Chicotella drifted all over the country and don't stay put long. Guess I'll head back east after the war.

NEWCOMERS FIND JOBS

Though neither oldtime Portlanders nor newcomers have many postwar jobs staked out, at least 8,000 of the newcomers have definite jobs in mind after the war, while less than 3,500 "natives" know for sure where their first peacetime checks are coming from. That the people who have come to Portland recently haven't been asleep is shown by the fact that some 1,200 of them have already lined up postwar jobs in the Portland area.

SKILLED WORKERS LEAD

What did shipbuilders do for a living before the war? Practically everything under the sun, it seems. But the greatest number of both newcomers and natives were skilled workmen, 26 percent of all employees. The second largest group, 19.5 percent, were laborers, largely unskilled, 127 out



E. F. McKeel of every thousand shipbuilders formerly held white collar jobs. Typical of these is E. F. McKeel, O.S.C. Pipe shop silver brazer, who plans to stick to his newly-learned craft after the war. "I was a tire salesman before the war," McKeel says, "but I plan to continue with this trade. It's an uncommon craft and it pays well."

Fourth and fifth among pre-war occupations were those of housewives and farmers. Housewives, most of whom still care for their

He'll Stay



It's husky, enthusiastic people like Meade Morrison, above, who plan to stay here after the war. Morrison and his wife, Una, came here from South Dakota.

families along with their shipyard work, account for 10.8 percent of all pre-war occupations, while pre-war farmers make up another 8.8 percent of the total. Other occupations include business owners and professional people, and on Kaiser payrolls are over 3,600 who are working at their first job.

MOST WORKERS NOT NATIVE

Less than one-third of all Kaiser workers in the three yards have lived in the Portland area more than three years. The other two-thirds, representing some 61,000 men and women, have come here from every state in the Union and many foreign countries. Approximately 6,800 men and women came from other parts of Oregon, 5,200 came from Washington, while 46,000 came from other states. If jobs are available, Oregon and Washington will number among its future citizens many of these people who have come from other parts of the country to take part in shipbuilding.

SHIPBUILDING FAMILIES HERE

Although two out of three Kaiser employes have come to Portland and Vancouver from outside cities and farms, living conditions have not been so severe as to cause them to leave their families behind. Only 22 percent of the shipbuilders who have been here less than three years state that their families live elsewhere, and at least one out of every four men and women state that they have a wife or husband also working in one of the local Kaiser shipyards.

The Kaiser shipbuilding family is a big one! The survey shows that an estimated 195,000 men, women and children depend on shipyard employment for their living, even after making allowance for working wives. This figure is almost two-thirds the total pre-war population of Portland.

PRIVATE HOMES FAVORITE

Though the Portland-Vancouver area boasts tens of thousands of war housing units, including Vancouver City, the country's largest



Live In Private Homes Approximately 54,600 Kaiser workers live in private homes. Typical of these is the Davis family, above, who live in an attractive Vancouver residence. L. W. Davis is a swing shift electrician at Vancouver.

The Greatest Number of Kaiser Workers--

Have no postwar jobs staked out, here or elsewhere--

Have lived in Portland less than three years--

Will buy homes or acreage after the war--

Own furniture here or at home--

Do not belong to church or lodge--

Have no criticism of living conditions--

Would stay in Portland after the war--

Have never heard of the Moses plan

project, the majority of Kaiser shipbuilders live in private homes. Some 54,600 shipyard workers and their families live in private dwellings, while 29,000 shipyard families live in government-built family units. Another 7,200 or so live in dormitories.

MANY BUY PROPERTY

Despite the fact that over half of all shipyard workers plan to stay in Portland after the war, city and state officials realize that actual circumstances after the war may alter the thinking of these people. Thus the survey was planned to show just how deeply newcomers had planted their roots in the Portland-Vancouver area. Here is what they found:

Approximately 34,600 Kaiser workers own or are buying real estate in the form of lots, houses, farms or acreage. Of these, 51 percent have bought property in the Portland area. Another 46 percent have bought outside the city.

Mrs. Inez Barton, day shift burner at Oregon, is typical of many who have come to the Northwest for the first time. She says, "I've bought a 120-acre farm at Ranier, Oregon. I plan to settle there with my husband and children after the war. We came here from Texas."

MAJORITY OWN FURNITURE

That workers are substantial citizens is borne out by the fact that 62 percent either own or are buying furniture. Of this number 40 percent are buying or own furniture here; 22 percent own furniture back home. There seems to be a definite connection between the buying of furniture and the intention to live in the Portland-Vancouver area.

WILL BUY HOMES AND ACREAGES

The sale of city property and farm land should flourish after the war if shipyard workers stick to the plans they have now for investing their wartime savings. 37.7 percent of the 81,881 men and women who were interviewed stated that they would buy new homes,

acres and property when asked, "After the war, what do you plan to do with your wartime savings?" Newcomers were somewhat more determined than Portland oldtimers in their desire to buy and own homes or acreages, but the number represented more than 35 percent in both cases.

Like many another shipbuilder, G. Wold, Oregon Ship burner fore-



G. Wold

man, figures on developing farm land. He says, "I have some good acreage on which I've already built a new barn and pumphouse. I'll have to build a new house, and I'll use what cash savings I've accumulated on that. I don't want to have to redeem my bonds to pay for the house unless there's no other way."

Only 6 percent stated that they were not saving money either in the form of cash or in war bonds. A good share, 35 percent, do not know what they will do with their savings. Only four said they would buy a business.

CHURCH MEMBERS FEW

One indication of how far workers' roots have been sunk is church or lodge membership. Here the newcomers failed to register heavily. Of those who said they would stay if there are postwar jobs only 14.9 percent belong to a church or lodge, while the percentage was 43.4 for those who had lived here over three years.

Despite the seven-day week a great many newcomers, like Mrs.



Evelyn Call, Swan Island welder, who came from Illinois, have joined local churches. Mrs. Call and her husband, Fred Call, who is also a Swan Island welder, came to Portland last May, joined the Church of Jesus Christ of Latter Day Saints at Van-

TRANSPORTATION TROUBLESOME

Surprisingly enough, more than half of all workers had no complaint to make about living conditions in Portland and Vancouver. Most serious trouble is transportation with 21.5 percent of all those interviewed calling it their number one worry. Less than 10 percent had any complaint about housing conditions despite the shortages in this area.

WHAT MOSES PLAN?

More than 50,500 men and women in the three Kaiser yards have never heard of the Portland Improvement Plan developed under the leadership of Robert Moses, widely known New York City park commissioner. This suggested program would employ an estimated 20,000 men and women for a two-year period after the war in the de-

velopment of sewers, streets, port facilities and schools in Portland.

Those who had heard of the plan were highly enthusiastic about it,



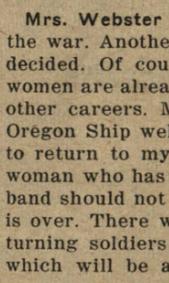
however, with 69.6 percent voicing their approval. Typical of these was V. L. Wood, Swan Island administration building time checker, whose wife, Mrs. Margaret Wood, is a personnel inter-

JOBS AFTER THE WAR

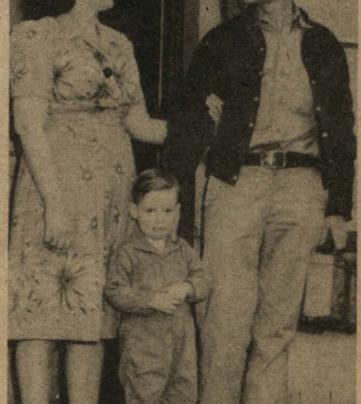
viewer at Oregon Ship. Wood said, "Sure, I've heard of it and I think it's a good thing. I've lived here all of my life and I'm very much in favor of such a plan."

As the survey shows, Portland and Vancouver have a tremendous pool of new skilled labor. Beside the thousands who have learned new skills in the Kaiser yards, at least 15,000 of the newcomers who expect to stay here were already highly skilled industrial workers before they came.

At least two-thirds of all employees intend to stay in industrial work after the war. And for those who feel sure that women will step down and give their jobs back to the menfolks after the war, here's something to think about: Over 53 percent of the women want to continue in industrial work after the war. Another 8 percent are undecided. Of course many of these women are already planning to seek other careers. Mrs. Fern Webster, Oregon Ship welder, said, "I intend to return to my home. I believe a woman who has an able-bodied husband should not work after the war is over. There will be plenty of returning soldiers to fill all the jobs which will be available."



Mrs. Webster trial work after the war. Another 8 percent are undecided. Of course many of these women are already planning to seek other careers. Mrs. Fern Webster, Oregon Ship welder, said, "I intend to return to my home. I believe a woman who has an able-bodied husband should not work after the war is over. There will be plenty of returning soldiers to fill all the jobs which will be available."



Most Kaiser employees are family people and the largest classification like the Pinkston family, above, has one child. Pinkston is a Vancouver swing shift shipfitter who lives at Burton Homes.

Yard's Train Service Sings Its Swan Song

With music and photographers, the last ride of the United States Maritime commission Portland - Vancouver train was celebrated by homeward-bound swiftness last Sunday morning following the Saturday night shift. Featuring "Chico and Easy" and their Mexican music, and Mrs. Robnell Gilbert, who sang hillbilly songs, the passengers gathered in the last car of the train for pictures and entertainment, arranged by Bob McCoy, yard program director, Mike "Chico" David is a sheetmetal worker on swing, and Isidro "Easy" Marin an electrician on the Outfitting docks.

According to C. U. Patterson of the Transportation department, the train went into service last March with high hopes of success. Two engines and 20 cars were provided. A 10-coach train left Portland on its initial run with only three passengers instead of the 3000 daily it was expected to carry. Gradually the passenger list increased to 300 daily, and at peak last summer a total of 1001 passengers were hauled on the three shifts. In the meantime, the coaches had been reduced to four, according to Patterson.

With the service now discontinued, the coaches and trains will go to California, where more successful U.S.M.C. runs have been developed for shipyard workers in the San Francisco and Los Angeles areas.

A stipulation in the terms of the agreement ending service calls for return of the train within six days should the need ever exist, according to Patterson. "It was originally provided in the early days of gas rationing, when we were not at all sure we could provide enough gas for Portland area workers to get to and from work," Patterson said. "It is conceivable that such a situation might yet arise, although not likely. In that event, the train could be put back in service."



Seeing Double Right in keeping with war production is leadman Sam Buxman, Mold Loft Storage, the father of twin boys February 21 at Portland Sanitarium. Mold Loft employees gave Buxman a "Stork" shower and presented him with a white all-wool blanket and two all-wool white and blue snow suits.

Globe-Sailing Seaman Sees Indian Famine

Mrs. Agnes Velte, yard counsellor for day shift, knew that he was young in spite of his outward appearance of years. Perhaps the wistfulness in his voice, asking to go into the yard to "get the car keys" from his brother, also carried the impression of youth. She couldn't quite decide whether he wanted to see the yard or get the car keys the most.

To see what lay behind the request, Mrs. Velte asked, "Who is your brother?"

"Why he is J. F. Dollars, day-shift welder on the Outfitting dock," was the reply.

"Then you are—?" the counsellor asked.

"Well the boys on the ship call me "Lucky" Dollar. You call me that too if you want to."

Hoping to get information which would warrant asking for a yard pass, Mrs. Velte said, "You you are a sailor?"

"Yes," was his short reply.

"Have you been gone long?" was the next gentle probe.

"I sailed on a Liberty ship six

months ago. I'm a merchant seaman."

"Well, that's interesting," the counsellor encouraged him. "Where have you been, if it's not a secret?"

"Oh, I've been around a little up in the Aleutians."

"So you're just back from the north?"

"Well—no, not exactly. I'm just back from India."

"India," gasped the counsellor. "Are conditions there as bad as we hear?"

"Worse," was the terse reply. His memory of the horror of it seemed to force him to speak. "Honestly, those poor starving people just lie along the streets waiting to die—and when they do,"—here he hesitated, "and when they do, if they haven't \$5.00 to defray government funeral services, they pile them up and burn them." The boy sat silent for a moment and then he added, "I've seen bodies piled up 10 to 15 feet high."

By that time, the counsellor decided that if anyone ever was entitled to go into the yard, "Dollar" was that boy, so she set the wheels to moving and eventually the two entered the yard together.

"You know," he said, after a pass to go onto a ship had been given him; "you know this will entertain a lot of tired and bored boys one of these days. We have all our best stories to tell when we have to shut off the engines for fear of submarines. It's deadly sitting out there in the middle of an ocean, not daring to make a sound and everyone tense, and this story will be mighty welcome to the fellows out there."

Hundred Per Centers

Telephone operators for all shifts in General Stores and the ways have signed 100 per cent for payroll deduction bonds, according to Ann Upham, Field Chief Operator.

Mother-Daughter Team

Mrs. Ann Holmes and Daughter Irene Chaney pictured as they work side by side every day in the Mold Loft, while their son and brother, Technical Sergeant W. B. Holmes, is fighting in New Guinea.



Vancouver Carriers Wear Down Enemy

Some 15 Vancouver-built carriers are wearing down the enemy on fighting fronts of the world, Captain James D. Barner, commandant of the Astoria naval receiving station, told workers and visitors at the launching of the U. S. S. Cape Esperance from Way 4 March 3. "Vancouver shipyard is a shipbuilder's dream," he added. "It is clean, neat and above all, efficient. There is little wonder you have been called the Champion Aircraft Carrier builders of the world."

Barner heaped praise on the workers in the yard by informing them that defects in carrier construction have practically disappeared.

"Each one is better than the one before," he said, explaining that great additional work was necessary with the first carriers but with each one the work the navy must do has become less and less.

Present at the launching was Captain Robert W. Bockius, who expects to assume duties aboard the Cape Esperance. Sponsor of the Carrier was Mrs. William M. McDade, wife of Captain W. M. McDade, who flew from Alaska in hopes of attending the ceremony, but arrived later in the afternoon when his plane was delayed at Seattle. Matron of Honor was Miss Ruth Keeney, and flower girl, representing the welding department, was Georgia Reed.



Captain James Barner

VANCOUVER TO SEE PACIFIC PREMIERE OF BIG STYLE SHOW

Pacific premiere of an elaborate style show and beauty salon featuring the famous Powers models will be presented in Vancouver March 14, 15 and 16, under the sponsorship of the Greater Vancouver Recreation association and with the cooperation of Vancouver housing authority.

The opening night will be held in the McLoughlin Heights community center, and part of the program will be broadcast over a nationwide hookup. The second program will take place in Vancouver high school and the third in the Bagley community center, according to Ed Cheney of the recreation association staff.

Featured on the program will be such notables as the editor of Harper's Bazaar, a nationally known radio commentator, and authorities on style and makeup, Cheney said.

To assist women with makeup and clothing problems peculiar to this area, the show will emphasize clothing within the price range of the average feminine worker in the shipyards and the wives of war plant workers.

Graveyard Shift Party

B. M. Walker, foreman of the Assembly and Plate Shop tool department, sponsored a dinner dance for his staff Sunday night, February 20, Nimrod Inn, near Salmon creek, was chosen for the scene of the party. A large crowd attended.

Flower Girl Holds Up Her Own End



Welder Georgia Reed was the attractive flower girl at the launching of the U.S.S. Cape Esperance Friday, March 3. Chosen by the welding department on the basis of her production record, she "measures right up with the best of the welders—men or women," said Superintendent C. B. Hunt. Her father, J. G. McKnight, a brother, Ples Reed, and her sister and brother-in-law, Mr. and Mrs. Jack O'Bryan, are all employed in the Vancouver yard.

Visits in Carolina

The clerical staff on Way 7 gave Margarite Teal a farewell party and luncheon last Wednesday. Miss Teal returned to her home in South Carolina for a visit. The party was held in the service building on the ways.



They Both Bought Bonds Jack Self, foreman of graveyard shift for sheetmetal workers on the Outfitting dock told Louis Williams, leadman, that if Williams' crew could complete the system on which they were working before the next boat was launched, he would buy a \$100 war bond. Williams' crew did the job and he felt so good about it that he bought a \$50 war bond too. They are pictured holding their bonds. Reading from left to right the men are: J. Sena, M. Keller, J. Self, A. Millen, L. Williams, A. Genereaux and M. Rocco.