

# Maritime U. S. Seen at War

Publication Gives Many Highlights

BY LAWRENCE BARBER  
Marine Editor, The Oregonian

A comprehensive discussion of the American maritime industry at war is contained in the official publication of the proceedings of the American Merchant Marine conference and Propeller Club of the United States convention held at New York last autumn, and only last week distributed to members, the shipping industry, legislators and newspapers.

The leaders of the maritime industry, including government officials as well as private business men, attended the conference and discussed publicly all angles of the problems facing the nation's shipping and shipbuilding. Rear Admiral Howard L. Vickery was chairman of the merchant marine conference for the third successive year and charted the course of the meeting in his official address.

Oregon Savant Represented

Not only did the maritime commission, navy and private business participate, but also did labor, which was represented at the conference and in the official book by Joseph Curran, president of the national maritime union.

The handsome book contains 240 pages, hundreds of pictures, a host of reports and panel discussions. Among the reports is one by Professor Alfred L. Logan of the University of Oregon, national vice-president in charge of student ports. Pictures include the launching scene of the Star of Oregon, in Portland, and the lifting of a deckhouse for the Liberty ship Samuel Colt, at Vancouver. The list of "M" awards names Oregon Shipbuilding corporation seven times.

Local Propeller club members particularly were interested in the published proceedings because they are preparing to invite the 1944 convention and conference to Portland to discuss postwar maritime plans.

## Any Bottles Today? They're Needed



Helping to get idle bottles back into circulation is Janice, 3 1/2-year-old daughter of Mr. and Mrs. Stivers Vernon, 1234 N. E. Everett street. The beverage industry is urging the public to return idle bottles to the stores. Because of the war, the supply of new bottles is inadequate.

# NLRB Case In 44th Day

Transcript Runs To 6400 Pages

The national labor relations board hearing which is currently probing the validity of local Kaiser shipyard's closed-shop agreements with the A. F. of L. will enter its 44th day at 9:30 A. M. Monday.

As was the case all last week, the evidence will be heard in Judge James W. Crawford's courtroom in Multnomah county courthouse, the hearing having temporarily lost its original quarters in the circuit court of appeals courtroom in the federal courthouse.

### 6400 Pages Written

Approximately 6400 pages of transcript have already been written into the bulging records, and the end is not yet in sight.

Testimony of two officials of A. F. of L. affiliates consumed three days last week, and the labor organization legal staff announced it intended to make similar presentations for all 17 affiliates named in the board complaint.

Through the offer of statistics on Pacific coast locals and their membership, the A. F. of L. is attempting to prove that it had a monopoly of the available competent shipyard labor supply at the time the Pacific coast master agreement was signed in April, 1941.

### Employment Extent Issue

It is the A. F. of L. contention that the Kaiser companies had to seek their shipyard forces through their unions and that the master agreement set up a coastwide unit for the A. F. of L.

Validity of the contracts now hinges on whether or not the yards had appropriate units when the closed-shop pacts were consummated.

The board holds that very few men were employed at Oregon, Vancouver and Swan Island when the contracts were negotiated, and that thousands of workers were denied the right of free choice in bargaining rights as a result.

## Tiny Welder



ANN LOVE  
Quickly learns welding art.

# Woman Welds In 3 Weeks

Only three weeks a shipyard worker and only six weeks away from her native North Dakota, Ann Love, 21-year-old welder student at Oregon Shipbuilding corporation, is being hailed as a "find" because of her quick mastery of the welding art.

Miss Love entered the plant's welding school to take the usual course of 120 hours of welding training, but was put to work on difficult operations after only 40 hours of instruction because of her quick mastery of the first phase of training, flat welding.

In the superstructure bay where she was assigned as tack welder on steel houses for Liberty ships, five-foot-tall Miss Love was on the job only a day when her swing shift leadman, Ralph Birney, asked her to do some vertical and overhead welding, even though she had received no training in that type of work.

### Welding School Credited

She proved so adept at it that Birney reported to Jimmy Burgett, his foreman, and Burgett passed the good word back to M. L. Bullard, in charge of the war production training program at the Oregon yard. Bullard credits the instructors in the welding school, which is operated by the Portland public schools, with Miss Love's successful start.

Before coming to Portland from Kenmare, N. D., 50 miles north of Minot, Miss Love was interested in a career as tap dancer. Now she's earnestly embarked on a career of welding.

# Oregon Men In Torpedoing

Five Survivors To Return Here

Five Oregon men who were members of the crew of a Portland-built ship that was torpedoed in the north Atlantic recently are returning to their homes to tell about it. Among the Oregonians are Captain Charles Drury, Astoria; William Robinson, Portland, chief engineer, and Kenneth Leatherman, Coquille, ship's carpenter.

The entire crew was saved when the ship remained afloat 42 minutes after the torpedo hit, according to Leatherman. The vessel had made two voyages with war materials and was returning from the second when it was hit. After spending four hours in lifeboats, the crew members were picked up by a destroyer and landed at an east coast port several days later.

Leatherman, a graduate in anthropology at the University of Oregon, had been a carpenter for 2 1/2 years before he signed on the ship when it was commissioned here.

## Brothers Climb



R. D. DOYLE L. G. DOYLE  
One flier, other infantry officer.

# 2d in Family Gains Bars

Mr. and Mrs. George E. Doyle, 3915 S. W. Corbett avenue, have returned to Portland from Phoenix, Ariz., where they witnessed the graduation at Luke field of their son, Robert, D. Doyle as an army air forces flier and second lieutenant.

The new air force lieutenant was the second member of the family to be commissioned in the army, his brother, Lloyd G. Doyle having gone overseas as a second lieutenant of infantry. Lloyd recently was promoted to the grade of first lieutenant, said word from his Pacific station.

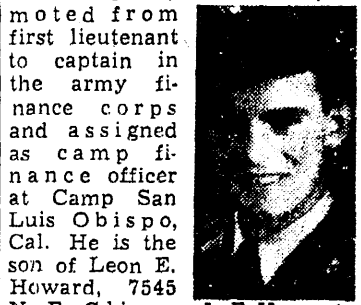
The brothers are graduates of Lincoln high school, Robert, a former employe of the Southern Pacific railroad, was cadet captain of his squadron at Luke field. He has been sent to Rapid City, S. Dak., for combat training and his wife, who has been with him, has returned to Portland.

Lieutenant Lloyd Doyle, formerly employed by the Bonneville administration, entered federal service with Oregon national guard troops of the 41st division in September of 1940, but is now in service with another unit in the Pacific area.

# Ex-Sergeant Now Captain

Portlander Named To Finance Post

Leon E. Howard Jr. of Portland, ex-Oregon national guard staff sergeant, has been promoted from first lieutenant to captain in the army finance corps and assigned as camp finance officer at Camp San Luis Obispo, Cal. He is the son of Leon E. Howard, 7545 N. E. Glisan street, Captain Howard, a graduate of Washington high school, was employed as a teller at the First National bank of Portland and later went to Los Angeles to take an executive position in the Bank of America. As a member of the national guard, he served as a mounted orderly to the late Major-General George A. White.



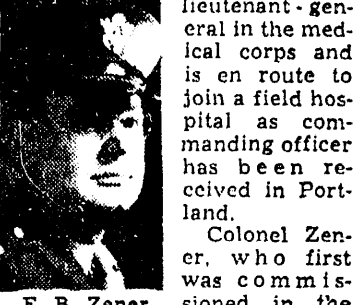
L. E. Howard

His brother is Lieutenant Raymond G. Howard of the Oregon state police. Their sister, Mrs. Virginia E. Newell recently was promoted to the rank of technical sergeant in the WAAC. She is stationed at Fort Oglethorpe, Georgia.

Captain Howard was graduated from the army's finance officer's school at Fort Benjamin Harrison, Indiana, a year ago.

# Army Boosts Local Medic

Word that Major F. B. Zener, former Portland physician, has been promoted to the grade of lieutenant-general in the medical corps and is en route to join a field hospital as commanding officer has been received in Portland.



F. B. Zener

Colonel Zener, who first was commissioned in the medical corps reserve in 1925, was active in the Reserve Officers' association and was vice-president of the group when he was called to active duty on November 1, 1940, at the station hospital, Vancouver barracks.

He served there until April of 1942 when he was transferred to the staff of Brigadier-General Lewis of the central defense area at Reno, Nev. After organizing the medical service for that area he was transferred to the station hospital at Camp Beale, California, as assistant medical director, remaining until December 7, 1942, when he took command of the station hospital, ordnance training center, Camp Santa Anita, California.

# Officer Trained For Bomber Pilot

Second Lieutenant Leroy Hershel Barton Jr. of Vancouver, Wash., has reported at Hobbs army air field, Hobbs, N. M., for transition training as a multi-engine bomber pilot, says army air force announcement. Lieutenant Barton, son of Leroy Hershel Barton Sr. of Roseburg, received his pilot's wings at Roswell, N. M., earlier this month.

Myron F. Wolcott, son of Mr. and Mrs. Marion F. Wolcott, 7334 N. Montana avenue, was reported enrolled as an aviation cadet in the army air forces pre-flight school at Maxwell Field, Montgomery, Ala.

Sergeant Donald John Pester of College Place, Wash., completed the aerial gunnery course at the army air forces' flexible gunnery school at Laredo, Tex., and won his aerial gunner's wings.

Oklahoma Baptist university, Shawnee, Okla., reported the arrival of three Oregon men for five months of training prior to their appointment as army aviation cadets. They are: John W. VanCamp, son of Mr. and Mrs. Alfred T. VanCamp, 2208 N. W. Everett street; Robert C. Strahorn, son of Mr. and Mrs. A. W. Strahorn, 3571 E. Kestel street; and Wendell Weatherly, son of Mr. and Mrs. F. E. Weatherly of Multnomah.

### Pilot Promoted

First Lieutenant Charles F. Craig of Portland, army air force bomber pilot, has been promoted to the grade of captain at Orlando, Fla., where he recently was assigned as squadron commander in a heavy bombardment group. Captain Craig, who won his wings at Stockton field, California, has been an instructor at Tucson, Ariz.

A graduate of Oregon State college, he is the son of Mrs. Earl S. Neely, 1426 S. E. Bybee boulevard. His wife, who has been with him, has returned to Oregon for a visit with her parents, Mr. and Mrs. Henry M. Lehman of Salem.

# Building Work Told in 'Log'

Eighteen years of successful boatbuilding, climaxed by two years of building for Uncle Sam, were outlined by the Astoria Marine Construction company in the current issue of its house organ, AMCCO Log. This active business, in which men call each other by their first names, was started in 1925 by Joe, Clair and Acme for the construction of fishing boats, but soon became the Columbia river district's leading builder of fine pleasure and commercial craft of various descriptions.

Joe, of course, is Joe Dyer. Clair and Acme are the Manskler brothers, who, according to the Log, "pulled stakes and went to the sound" after a few years, leaving Joe to carry on. So the yard became known as "Joe Dyer's shipyard" until Uncle Sam dignified it two years ago with orders for a fleet of YMS minesweepers, and a number of Astoria business men joined the company, in executive capacities.

### Navy Gets Craft

During the last two years the enlarged shipyard on the banks of Lewis and Clark river has turned out and delivered to the navy seven sturdy wooden YMS boats, each 135 feet long. Five more are under construction, along with four XT tugs and two wooden PC subchasers. The employed personnel has zoomed upward from a small boatbuilding handful of men to several hundred, and they all call their big boss "Joe."

Before the war the Joe Dyer shipyard built the ferry Tourist No. 3, a twin-screw survey boat for the coast and geodetic survey, the fast cannery tender Pappo, the big tug Port of Bandon, several of the finest trollers operated along the coast and a fleet of fancy pleasure boats for Portland and other northwest sportsmen.

Most of the larger pleasure craft have been taken over by the government for coast guard patrols. The graceful sailing craft known as crocks are Joe Dyer's special design for sailing and cruising in the Columbia river.

# 'Old Man River' Speeds Launching

Old man Willamette river took a hand Saturday in the launching of the first sub chaser built by the Willamette Iron & Steel corporation.

Earlier in the week high water had so flooded the ways that the ship was in danger of floating off uncompleted. Water was pumped into the hull in order to keep the ship in place.

The water was pumped out Saturday and the ship was launched with one of the shortest ceremonies on record. The sponsor originally scheduled could not be located, so Rosamond Dinneen, secretary to W. A. Kettlewell, vice-president and general manager, was pressed into service to break the champagne bottle over the prow of the ship, designated by the navy the "PCE 891."

Commander B. W. Creim represented the navy. Anna Durham acted as flower girl, the sponsor was introduced by J. B. Daley, chief engineer, and a \$30 war bond was presented to the sponsor by E. E. Ullrey, office manager. The launching was witnessed by Mrs. Dinneen's parents, Mr. and Mrs. W. T. McKeown.

# Army in Need Of Pier Aides

Water terminal managers and executives, pier superintendents and stevedoring executives are much needed by the army, which is offering commissions to men with experience in these maritime positions, according to an announcement from the headquarters of Major-General Kenyon A. Joyce, commanding the 9th service command, Fort Douglas, Utah.

Applications for commissions in this line of work will be received during April, May and June at the Portland office procurement office, 316 United States National Bank building.

Water terminal managers will be placed in charge of steamship terminals, including supervision over operation of tugs, barges and lighters, general supervision over stevedore operations and administrative activities. Pier superintendents will be responsible for pier operations. Stevedores will plan storage of cargo on vessels, supervise loading and unloading of ships and handling of cargo on the pier.

# Ship Workers Attend Fete

Solemnity of religious occasion needs neither church nor pew nor fine clothes, as was shown at Swan Island and Oregon shipyards Easter Sunday during special services for workers. The ceremonies were sponsored by the United Church Ministry to Defense Communities.

Launched on three shifts at each yard, graveyard, day and night, was marked by the attendance of hundreds of tired and grimy workers at each service. They clustered on trucks, planks, steel plates and on the pavement, lunch buckets and vacuum bottles in hand. Hundreds of others listened to the abbreviated service on the yards' loudspeaker systems.

### Short Services Held

They bent their heads, tin hats, welders' hoods and all, obediently in prayer. At 5 P. M. at Oregon, it was still dark, but the minister's words rang.

At noon at Swan Island they tossed scraps to a once-white stray terrier, eyed the swooping sea gulls — yet were visibly moved when faraway bells on an electric crane sounded churchlike at the end of a prayer.

Services were short, hardly a half hour long, and the workers went back to their ships.

### Officer Advanced

Promotion from captain to major of Louis K. Harthrong of Portland has been announced by Brigadier-General Eley P. Denison, commanding the Seattle port of embarkation, where he has been on duty since February of 1942.

Major Harthrong was graduated from Pendleton high school in 1925 and from the University of Oregon in 1930. He has been on active duty since November 21, 1940.

HIGH TIDES AT ASTORIA			
April 26, 6:17 AM	8:01 PM	6.6	
April 27, 7:28 AM	1:50 PM	6.8	
April 28, 8:38 AM	7:21 PM	7.2	
April 29, 10:00 AM	7:21 PM	7.7	
April 30, 11:14 AM	5:54 PM	8.3	
LOW TIDES AT ASTORIA			
April 26, 12:31 AM	3:01 PM	0.1	
April 27, 1:42 AM	3:11 PM	0.3	
April 28, 3:02 AM	3:44 PM	0.8	
April 29, 4:17 AM	4:43 PM	0.8	
April 30, 5:22 AM	1:17 PM	0.6	

# Bar Schedules State Meeting

Lawyers of the state will gather in Portland September 2-3 for the annual convention of the Oregon state bar, it has been decided by the board of governors.

The board named Charles R. Spackman Jr., member from the 3d congressional district, as chairman of the convention committee and he will name his local chairman and his committee to make convention plans.

An effort will be made to get speakers of national reputation to discuss problems of interest to the lawyers of the state and there also will be an effort to get some world war II veterans, who has come back from a foreign front, to talk on war problems to the lawyers.

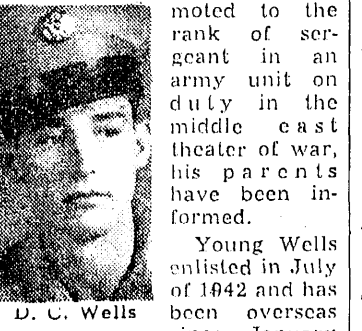
### Forum Topics Sought

Legal problems of the profession will be discussed at an institute and attorneys of the state have been asked by Mr. Spackman to send in suggested topics for the forum.

Members of the board attending the meeting were John L. Foote, St. Helens; Herbert P. Welch, Lakeview; Gunther F. Krause, Portland; J. B. Bedingfield, Marshfield; Bruce Spaulding, Dallas; J. F. Kilkenny, Pendleton; Charles R. Spackman Jr., Portland; C. J. Frohn-mayer, Medford; Francis E. Marsh, McMinnville; Ernest C. Smith, Hood River; James W. Crawford, Portland, and A. M. Orcutt, Roseburg.

# Donal C. Wells Made Sergeant

Donal C. Wells, 21, son of Mr. and Mrs. D. P. Wells, 5708 S. E. Duke street, has been promoted to the rank of sergeant in an army unit on duty in the middle east theater of war, his parents have been informed.



D. C. Wells

Young Wells enlisted in July of 1942 and has been overseas since January of this year. He was graduated from St. Stephens school and attended the University of Portland.

### FALL INJURES SHOULDER

William Mahoney, 63, of 308 S. E. Morrison street, suffered a possible left shoulder fracture in a fall Sunday. He was taken to Multnomah county hospital.

# Student Division Secretary Named

Effective June 1, 1943, R. H. Edwin Espy, born in Portland in 1908, will become executive secretary of the student division of the Young Men's Christian association, according to word received from Henry P. Van Dusen, chairman of the national student committee, by J. C. Meehan, R. H. E. Espy general secretary of the Portland "Y." He will succeed A. Roland Elliott, who has resigned after eight years of service.

Mr. Espy has a distinguished association record. In 1930, he was graduated from the university of Redlands, where he was president of the senior class, the associated students, Y. M. C. A. and inter-fraternity council, and was an active worker in the city association. He also represented the Pacific coast colleges on the national council of student Christian associations.

Later, he studied in Europe, also traveling extensively in behalf of the world's student Christian federation and international student service. In 1936 he was appointed youth secretary of two ecumenical Christian movements with headquarters in Geneva, and has continued in various activities since.

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# WAACs at Barracks

SEATTLE, April 25 (AP)—The first contingent of the women's army auxiliary corps to be stationed in the northwest arrived in Seattle Sunday and moved into barracks at Fort Lawton.

The 25 WAACs in the group will go on duty at the Seattle port of embarkation, freeing men for combat duty.

Of the group, but one, Technical Corporal Anna K. Benson of Portland, is from the northwest.

# Oregon Fliers Effect Rescue

Two Oregon pilots, Captain Ray Vandiver of The Dalles and First Lieutenant Robert E. Douglas of Beaverton, figured in a crash-landing and daring beach rescue on an island in the Papuan gulf, according to a war department announcement.

Three fighter pilots, including Lieutenant Douglas, crash-landed on the gulf just south of Guinea when their fuel was exhausted in a long aerial battle with Japanese planes over the gulf.

Captain Vandiver, flying over them in a big transport to drop supplies and note their position so he could send a motor launch to take them off, arrived just before dark.

### Beach Landing Made

The supplies did not land where they were available to the pilots, the department said, so Captain Vandiver decided to make a landing on the narrow beach.

"Salt water lashed the wheels, and one wing was over the waves when the difficult landing was accomplished. Since the beach was too narrow to allow the plane to wheel around, the airmen backed it to the far end by hand in order to attempt a take-off. With everyone aboard, the plane was forced to go the entire length of the beach before it finally eased into the air for the return journey."

### Valor Medals Awarded

Captain Vandiver, veteran of Java and New Guinea campaigns, is the son of Mr. and Mrs. Andrew C. Vandiver of The Dalles. His wife, the former Beatrice Leonard, lives at Silverton. A graduate of The Dalles high school, he attended Oregon State college and was a football letterman there. He has already received the distinguished flying cross and air medal for action in the south Pacific.

Lieutenant Douglas is the son of Mr. and Mrs. R. E. Douglas of Beaverton. A graduate of Grant high school, he attended the University of Oregon, Northwestern College of Law and the University of Portland. He was once Portland A. U. wrestling champion. He graduated from Stockton Field, Cal., in April, 1941.

# Off the Record

By Ed Reed



"I tell you that's my name and I've been in business here 20 years!"