

MARINE SEARCH NEWS LANGLIE QUEST AT LAUNCHING

With Gov. Arthur B. Langle as the guest of honor and principal speaker, the steel minesweeper Scuffle, under construction for the Navy, will be launched from the yards of the Winslow Marine Railway & Shipbuilding Company today.

Governor Langle, who will motor from Olympia, will be met at the float at the foot of Main Street by officials of the Winslow Company, including James Griffiths, executive vice president; Charles M. Sigle, general manager, and Edward A. Black, assistant superintendent of ship outfitting and Capt. W. J. Malone, supervisor, and Lieut. Comdr. L. H. Hirsch, assistant supervisor of Navy shipbuilding in the 13th Naval District, and the entire party will board a Coast Guard vessel for Winslow.

Black will be master of ceremonies at the launching and will introduce the speakers. Music will be furnished by the shipyard band.

The 180-foot minesweeper will be christened by Marianne Baron, 15 years old, daughter of Henry Baron, pipefitter-joiner in the Winslow yard. The flower girl will be Zirlina Stenson, also 15 years old. The launching program will be in charge of the Winslow Yard's Supervisors' Club, composed of foremen and leadmen.

The Scuffle will be the ninth minesweeper launched from the Winslow plant and the fifth 180-foot vessel of this type. Four 224-foot minesweepers have been sent down the ways.

SEABEES PUT OLD SHIP IN SERVICE

By MORLEY CASSIDY

North American Newspaper Alliance UNITED STATES NAVY OPERATING BASE, Kodiak, Alaska, Aug. 7.—Twenty seabees held a seabee-style launching recently.

On the deck of a ship which towed above a dock in St. Paul Harbor, a half-dozen of them were singing "You'll Never Know How Much I Love You" as they wire-brushed a fiddly grating.

On a panel over the grand staircase, Robert G. Garrity, of Minneapolis, shipfitter first class, painted in the last hairs in the tail of the bear in the emblem of Alsea—the Navy's Alaska Sector.

And in the galley, the cooks were whipping up a special big dinner of roast beef, browned potatoes and apple pie.

Record-Breaking Job

There was no more ceremony than that—no speeches, no champagne bottle—but there could have been, because those final touches meant that 20 seabees had finished a record-breaking job of ship repairs to give the United States Navy another transport.

In exactly 30 days, the seabee crew of 20 of whom just one had had previous experience in ship repairs—had turned a rusty, heached and all-but-forgotten hulk into a vessel capable of important service as a unit of the fleet.

The ship is the Yale, a veteran of the First World War with two chevrons on her smokestack to indicate she sank two German submarines, and with a log whose yellowed pages tell of her valiant service as a hospital ship in the English Channel.

Her record, even before that, was a proud one. For years she and her sister ship, the Harvard, and plied between Los Angeles and San Francisco as luxurious overnight cruise ships with a neat turn of speed and good dance orchestras.

After the war she returned to the old run, but times had changed. The competition of buses and low-rate trains drove her into retirement, finally, and she seemed due to end her years in a California backwater until a civilian contracting company, Siemens-Drake Puget Sound, saw one more job for the old craft.

The contractors bought her and sent her to Kodiak as a floating pier, where they were to build a new naval base. She was run onto the beach, weighted down with ballast to settle her hull in the silt, and used as a barracks-boat.

She was rusting there, long after the last of the civilian workers had moved out of her cabins, when the Navy turned the seabees loose on her.

In Service Again

Tuz pulled the lowering rusty hulk from its resting place and moved it to a dock. Four Navy officers, Lieut. (i.g.) Edwin B. Grant of San Francisco, with shipfitter trainees; Ensigns James Crow of Seattle, and Grattan C. Boomer of San Diego, with machinist backgrounds and Ensign Paul M. Hunt, with deck experience—were assigned to put the craft in shape.

Twenty men from a Navy construction battalion—the seabees—were picked for the work.

AMERICAN SHIP CREWS TRAIN IN BUDDHIST TEMPLE



New Oriental Building Used To Train Merchant Seamen

In a new Buddhist Temple at 1427 Main St., which was nearing completion when the Nipponese attacked Pearl Harbor, young Americans are receiving their final training for positions aboard American ships in war service.

The building, of Oriental architecture seldom seen except in the Far East, has been leased by the United States Maritime Service for use as a graduate station for men entering the American Merchant Marine.

Sixty young men who are graduates of Maritime Service training stations at Catalina Island, Calif., Sheep's Head Bay, N. Y., and St. Petersburg, Fla., yesterday were quartered at the graduate station where they are being given the finishing touches in a training which will prepare them for berths aboard ships carrying men and supplies to the war zones.

They range in ages from 17½ to 25 years, although men up to 36 years of age are accepted at the Maritime Service training stations.

While awaiting assignment aboard ships as ordinary seamen, firemen, oilers, water tenders, mess men and cooks, the young men are given lifeboat instruction, marine and rope splicing training and attend classes where they are given additional instruction to prepare them for jobs on deep-sea ships.

All have lifeboat certificates, awarded after an intensive schooling at the training stations. Later they will attend swimming classes.

When the Seattle graduate station is completed, recreation and entertainment will be provided. A library, reading and writing room and a canteen will be part of the station.

There are 100 bunks in the main dormitory, a mess hall, a galley presided over by four Chinese cooks, a store room and offices and quarters for officers.

The station has capacity for 120 men. As they are needed aboard ships in the Seattle area, the men will be shipped out by the Recruitment and Manning Organization of the War Shipping Administration.

Lieut. J. W. Rudrauff, United States Maritime Service, who operated the graduate station at Portland, Or., is in charge of the Seattle station as commanding officer. His staff includes chief boatswain's mate Frank Rodecker, champion aquaplane racer of Hermosa Beach, Calif.

Rodecker was the winner of aquaplane races between Catalina Island and Hermosa Beach before the war. The races started at Catalina Island and covered a 42-mile course. Rodecker was champion from 1934 until 1940.

The staff at the station also includes two storekeepers, three yeomen, a boatswain's mate second class, a coxswain and two seamen, first class.

The station will serve as a reservoir of graduate seafaring men and will supply crews for ships coming from the yards in the Puget Sound area. The men are paid while awaiting assignment aboard merchant marine ships and receive food and lodging.

Northwestern, Jinx Ship Of 18 Accidents, to Show Japs

By MORLEY CASSIDY

North American Newspaper Alliance NAVAL OPERATIONS BASE, DUTCH HARBOR, Alaska, Aug. 7.—The steamship Northwestern expressed her opinion of the Japs the other day.

She expressed herself with what might be called silent contempt. A rusty hull with only a faint trace of old green paint on her bows, with her foremost and mainmast cut off at the tweendecks, her upper bow plates drooping inboard, her superstructure gone, a land-lubberish-looking wooden house on her after deck, and the smell of charred wood all about her, the old Northwestern quietly cast off the lines that moored her to a dock, and ambled at the end of a towline to a new berth to take on cargo.

And if it could ever be said that a ship was thumping its nose, that is what the Northwestern was doing.

Jinx Ship

For the Northwestern is a jinx ship, with a 60-year record of trouble on every sea from the Bering to the Caribbean. But even a jinx ship has its pride; and when the Japs dropped bombs on Dutch Harbor last June and caught the Northwestern smoozing on a mud bank, that was too much. Even though the Jap flyers were knocked out of the skies to teach them manners, the Northwestern got mad.

So here she is, the battered veteran of 18 collisions, groundings, bombings and assorted mishaps, gathering her strength for one more voyage, just to toss her penny's worth into the fight.

She's loading junk, it's true; not a very glamorous cargo, and there's even a dark suspicion that the Northwestern may follow her cargo into the furnaces when she next makes port. But she will have shown the Japs.

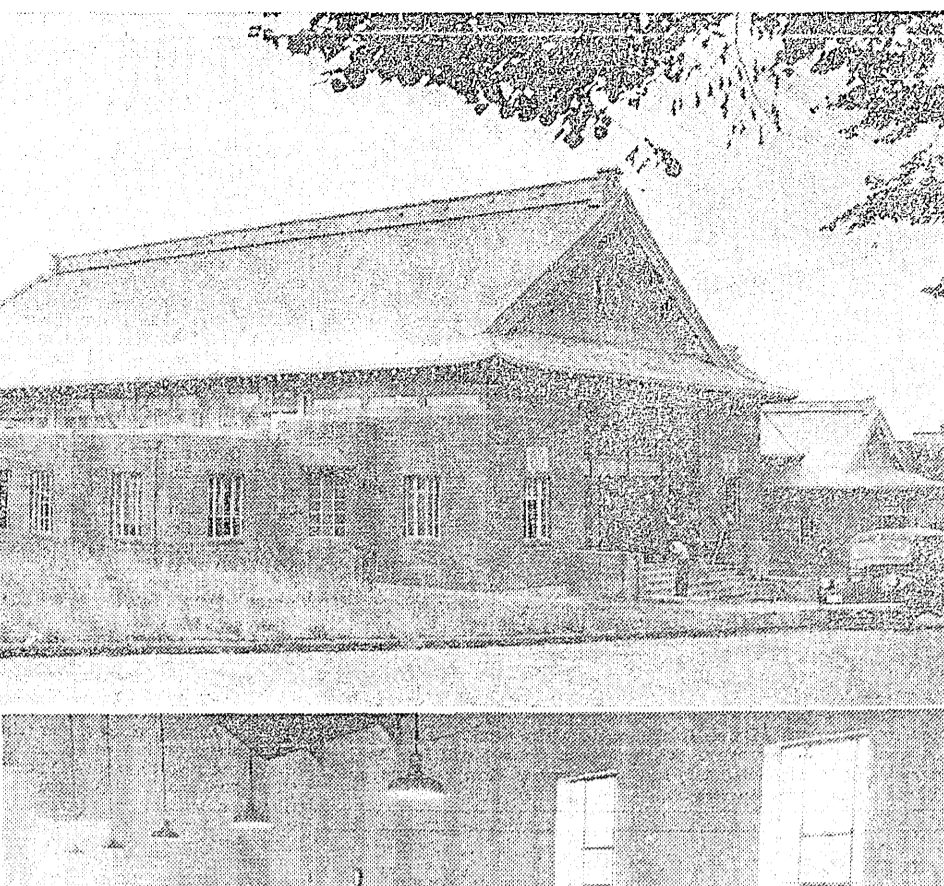
The Northwestern might have ended her days forever as an abandoned hulk sinking deeper year by year in a mud shoal here, if one of the Jap flyers' bombs had not brought her to life.

The bomb caught her just forward of her bridge on the port side, and exploded in the tween-decks, starting a fire which raged through the wooden quarters built there and on the upper decks to provide housing space for civilian workers engaged on military establishments here.

The heat softened some of the forward plates above the scuppers, and they dropped inward like sheets of wax, and the superstructure fell into the cargo holds.

Japs Claim Sinking

But when the fire was out and Dutch Harbor could take time to estimate the number of Jap flyers who had died, Dutch Harbor had a spot of amusement to pay for its trouble. That came when the Japanese radio announced the sink-



THE LAFAYETTE STIRS IN MUD

(See Page 1, Newsweek Section, for wirephoto.)

NEW YORK, Aug. 7.—(UP)—The Navy began today the delicate task of righting the U. S. S. Lafayette, formerly the French luxury liner Normandie, in its berth in the muck of the Hudson River.

Under pumping operations the big liner which burned February 10, 1942, had rolled eight degrees today. It had lain on its side at an angle of 79 degrees. The Navy expected to roll the ship to a 45-degree angle before starting final salvage operations to put her back into service.

Operations for righting the 79,280-ton vessel were started on May 15, 1942. It was the biggest marine salvage job in history.

Capt. B. E. Mansueti, U. S. N., who became acting supervisor of salvage and assumed charge of the job when Capt. W. A. Sullivan was ordered to North Africa, was unable to estimate when the ship would be returned to service.

Mansueti said the huge ship will retain a list of about 45 degrees while she remains in the slip for at least another month to be cleaned out and thoroughly pumped. She will then be turned over to a shipyard for rebuilding, if a special Navy commission so decides.

The Normandie was being converted into a troop transport when a workman's torch ignited one of 1,100 barrels of life preservers stored in the grand lounge on February 9, 1942. Still burning, she capsized next morning.

The Coast Guard announced today that the restricted area adjacent to Whidby Island, established recently, has been modified temporarily until November 10, and will be that area enclosed by a line running due west four and a half miles from a point on Whidby Island, 9,700 yards, bearing 087½ degrees from Minor Island Light, thence 180 degrees for two miles, thence 090 degrees to the west shore of the island.

The eastern ends of the north and south boundary lines are marked with prominent structures painted international orange.

The Coast Guard was notified today that a black buoy is adrift in the vicinity of Selmour Narrows. It was requested that any ship sighting the buoy notify naval authorities of its position.

Collie Sentenced In Court-Martial

CAMP ADAIR, Or., Aug. 7.—The first dog's military court-martial in the history of the post was held at Camp Adair recently.

Blazer, pedigree Collie who voluntarily returned to camp after going AWOL for nearly a week, was sentenced to restriction to the post until arrangements could be made to take him to the basic center ground.

English Taught To Listeners by B. B. C.

LONDON, Aug. 7.—The British Broadcasting Corporation has begun broadcasting English lessons to listeners in Occupied Europe, with the object of preparing Europeans for the Anglo-American invasion, and for the post-war reconstruction era.

Two series are being broadcast by the B. B. C. One is called, "How Good Is Your English?" while the other, "What's the News?" explains words and phrases likely to crop up in B. B. C. news bulletins.

Suffolk Peanut Capital

SUFFOLK, Va., Aug. 7.—Suffolk is called the peanut capital of America because its major industries are concerned with the manufacture of peanut products, announced by Basil O'Connor, president of The Nation Foundation

Kaiser Agent Admits He Was 'Enthusiastic'

DETROIT, Aug. 7.—(UP)—John Cunningham, who yesterday represented himself as a vice president of the Kaiser Shipbuilding Corporation, retreated today when informed that Henry J. Kaiser had "never heard of anyone named Cunningham."

Cunningham announced yesterday that he was an agent for the West Coast shipbuilder and had completed arrangements for purchase of a plant here to manufacture parts for a small Kaiser-built military vessel.

"Perhaps I was a little over-enthusiastic when I said I was vice president of the company," Cunningham admitted today. "What I meant to say was that I'd like to be vice president. I'm looking for a good job with Kaiser."

Cunningham also conceded that the plant-purchase announcement was a little premature.

Actually, Mr. Kaiser hasn't bought the plant, he said. "My job was to come here and look over three plants. Then I was to recommend which one the company should buy. I've made my recommendations. From now on it's Kaiser's baby."

Dr. Louis Nushbaum, former associate superintendent of schools in Philadelphia, Pa., has been elected president of the National Farm School, Bucks County, Pa., which trains city boys for agriculture.

SUMMARY OF RADIO PROGRAMS

Table with columns for radio stations (KOMO, KJR, KIRO, KOL) and program titles. Includes programs like 'The Book of the Week', 'The Book of the Week', 'The Book of the Week'.

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TONIGHT—KOL—8:00 P. M. New! Francis Armstrong, Violinist and Liborius Hauptmann, Pianist in "Melodies Everyone Enjoys" presented by DAM BAR "The Candy Everyone Enjoys"

Lockheed and Vega Present A NEW PROGRAM AT A NEW TIME "America—Ceiling Unlimited" with JOSEPH COTTEN

Tonight at 8:30 - KOMO THE STANDARD HOUR from Hollywood Bowl featuring SIR THOMAS BEECHAM Conducting THE LOS ANGELES PHILHARMONIC ORCHESTRA

with NAN WYNN and Wilbur Hatch's Orchestra and Chorus

STANDARD OIL COMPANY OF CALIFORNIA