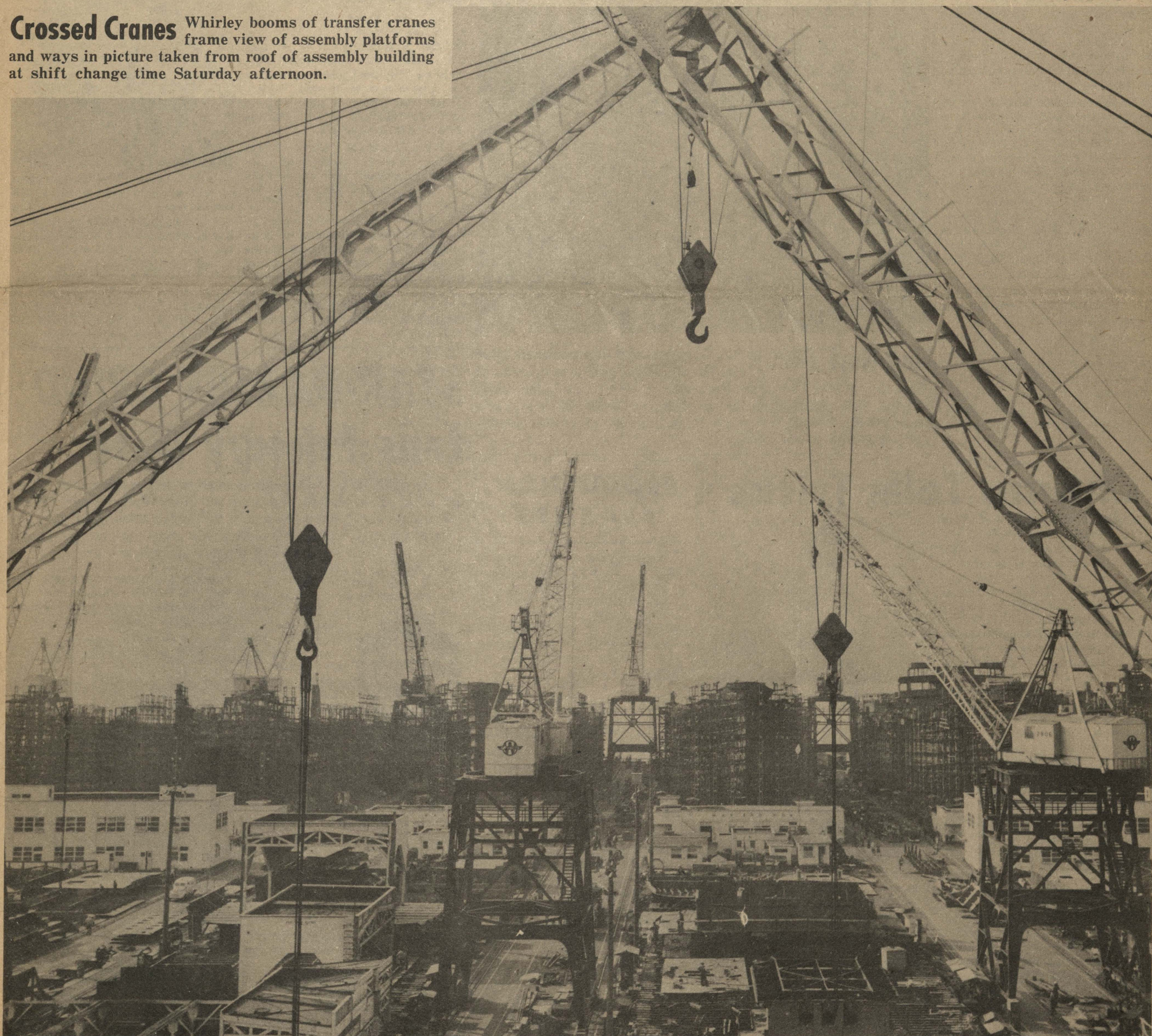




ISLAND TO SLIDE 99TH ON 2ND ANNIVERSARY OF INITIAL LAUNCHING

Story, Page 4

Crossed Cranes Whirley booms of transfer cranes frame view of assembly platforms and ways in picture taken from roof of assembly building at shift change time Saturday afternoon.



WSA Tells Schenectady Odyssey

Story, Page 2

Swan's Initial Tanker Sets Many Firsts

(SWAN ISLAND) — Two years ago on October 24, 1942, cheering thousands watched Swan Island's first tanker, the S. S. Schenectady, launched. Since she left Portland, reports War Shipping administration in a special news release to Bosn's Whistle, the Schenectady has traveled approximately the equivalent of four times around the world at an average speed that promises well for peace-

time competition. Swan Island's Hull No. 1 has a multitude of "firsts" to her credit. She was the first Swan Island ship to cross the Pacific, first to go through the Panama Canal, first to cross the Atlantic and first to go into the Mediterranean.

The Schenectady was in the original invasion of Africa carrying fuel for the armies who pushed Rommel from that continent.

Just a few months ago she nosed into San Pedro, Calif. Her log revealed when outward bound off the Atlantic coast last year she was in a collision with a ship from a returning convoy and had to return for repairs. She struck bottom off the same coast and tore a hole in the hull, and subsequently was repaired.

U-BOATS FOILED

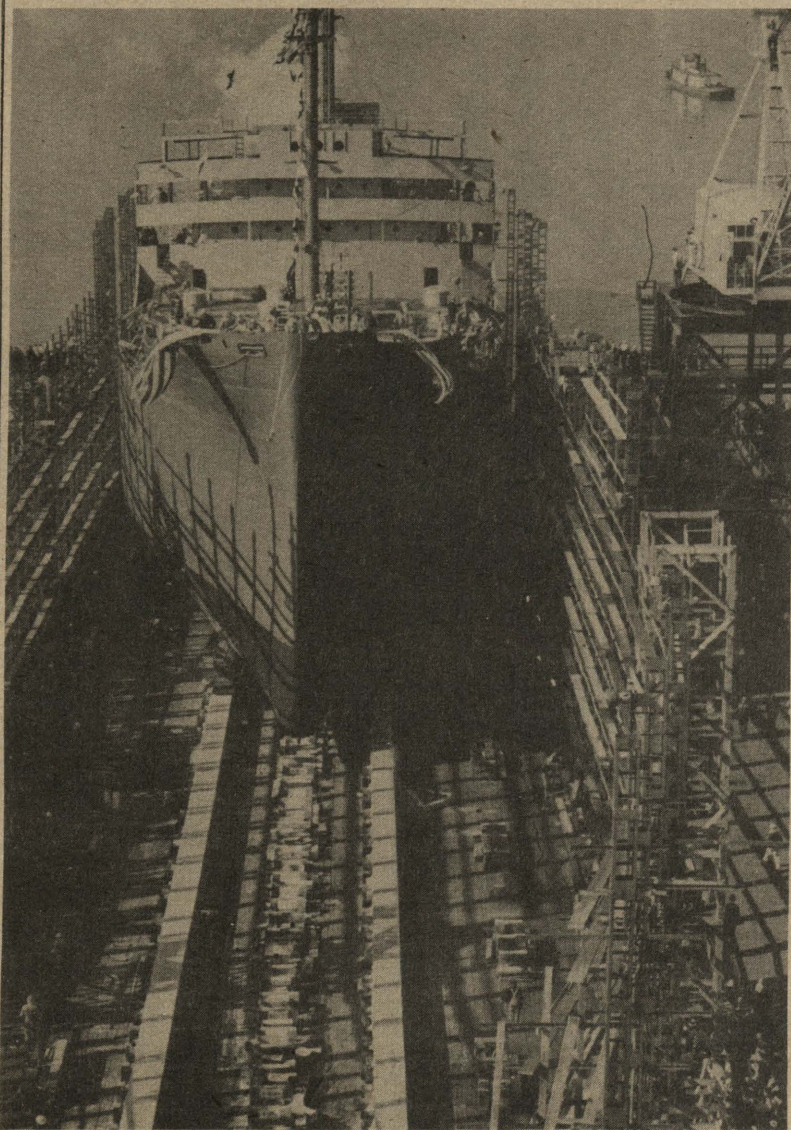
Returning across the Atlantic on one trip, the ship was attacked by two submarines. She ran over one and hit the other with her forward gun. Presumably this submarine was sunk.

The Schenectady had her shake-downs on the Pacific coast in three runs from the Seattle area to San Pedro. Then the vessel sailed on a long voyage from San Pedro to Hobart, Tasmania, from Hobart to Melbourne, Australia, from Melbourne through the Panama Canal to Curacao, Curacao to Freetown, West Africa, from Freetown to Puerto de la Cruz, Venezuela, thence to Philadelphia and New York.

From New York the ship sailed to Aruba island, and from there to Brisbane, Australia.

Thereafter the vessel made three round trips to the Southwest Pacific, calling at Auckland, Wellington and Lytleton in New Zealand.

The ship has traveled a total of 85,875 nautical miles, which is approximately four times around the world.



Hull No. 1 When the S.S. Schenectady was launched from Way No. 1 at Swan Island two years ago next Tuesday, it was the first of a series of ships that remain the largest yet constructed on the Pacific coast. In two year's time Swan Island will have launched 99 of these vessels. (Swan Island photo)



"Do you want these back?"

Warning Affects Commercial Cars

Portland-Vancouver area residents are warned by the Office of Defense Transportation to contact that office, 1130 American Bank building, Portland, before purchasing any commercial type vehicle (truck, bus, panel or pick up), to ascertain whether or not gasoline rations will be allocated.

ODT regulations are set up not only to conserve gasoline and tires but also to conserve and prolong the life of all existing vehicles of this type.

Persons contemplating conversion of a passenger vehicle to commercial type also should determine through the ODT whether or not gasoline rations will be allowed.

Shipyards employees are advised to contact yard Transportation departments before purchase of a commercial vehicle.

AIMS TO STAY



(OREGON SHIP)—Picking scales of rust off ship steel is a lot different from picking cotton on a Louisiana plantation, and Charley Ross, former resident of Alexandria, La., and now an OSC scaler, likes it much better.

"The pay is certainly better," declares Ross, "and working here is pleasant. I'm doing better here than I ever did in my life and I'd like to stay in Portland, war or no war."

STAR-GAZERS GRIND Lens Primary Need

(SWAN ISLAND)—Most star-gazing enthusiasts, seekers after new planets and men on Mars, spend clear nights looking at the heavens through expensive telescopes, but the true astronomy hobbyist makes his own equipment. That's what two Swan Island maintenance electricians are doing in spare time.

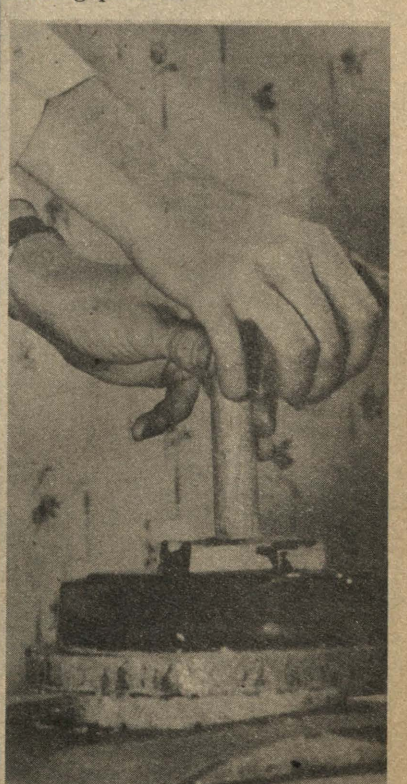
L. E. Hayes and E. A. Bocoop, who work swing shift on the ways, at present are grinding by hand the "glass" for a reflector type telescope, which will have a value of around \$1500 when completed and will have cost them \$50.

So far they have spent \$11 for a piece of Pyrex glass from which they are fashioning the lens. It's a slow process. Working at least two hours per day and most of each Sunday since the middle of August, the electricians have put a slightly preceptible hollow into the lens. They expect to have the eight inch lens completed by next July. If successful, the next job will be a twelve inch lens.

Deadline for finishing the present telescope is July 9, because on that date an eclipse of the sun is predicted. Hayes started his hobby of astronomy about three years ago at his home in Kansas. After starting work at Swan Island he met Bocoop, fellow worker on his crew, and the two decided to make their own telescope.

When completed the scope will

have a focal length of about five feet, and will be slightly over five feet in length, mounted on a ball-bearing pedestal.



L. E. Hayes demonstrates method for hand grinding telescope lenses. Upper glass is lens. Stroke extends one and a third inches past bottom glass on each pass. At same time lens is rotated.

Champ Tells Tricks

(OREGON SHIP)—When short, sturdy Orville Vosler, OSC graveyard sandlot rigger, rode herd across the sandhills of Arizona he looked much like any other hard-riding cowboy. Today at Oregon Ship he looks much like a thousand other shipbuilders.

But when the bucking bronc riders gathered annually for their rodeos in Vosler's native southwestern cattle towns, the difference between him and the other wranglers was evident.

The difference was superlative riding skill that took Vosler to Madison Square Gardens in 1939. There, before thousands of cheering fans, he was crowned champion cowboy of the world. On that momentous day, October 16, he met Helen Kirdendal, world's champion cowgirl. Exactly a year later they were married at another rodeo in "The Garden."

Displaying a scrapbook stuffed with pictures and clippings of his hell-for-leather exploits, Vosler pointed to the picture of a cowboy astride a gigantic plunging Brahma bull. "Right there's where I was makin' the points that got me the prize-money," he said. "That was the stake that started Helen and me in the cattle business for ourselves."

Explaining his phenomenal skill at sticking to the "hurricane deck," Vosler told of riding a horse before he learned to walk. "I've been around and on top of stock all my life," he said. "My first rodeo event was a 12-year-old in the junior calf-riding contest and my first win was the cowboy's wild horse race when I was 16 years old."



"Last spring," Vosler said, "I sold out, lock, stock and barrel, because I wanted to get into war work. We sold the herd of about 700 head of cattle and all the horses except our two show ponies. We figured that shipbuilding was more important than riding the range right now."

When the need for ships is met, however, the Voslers plan to answer again the challenge of the arenas—"Ride 'em cowboy! Let 'er buck!" In the meantime, Vosler says he would like to meet any bronc riders working at Oregon Ship.

"Maybe," he says, "a bunch of us could get together and forget for a while how homesick we are for the sight of a corral and the open range."

PRODUCTION FLASHES

(VANCOUVER) — Speeded up production at Vancouver resulted this week in announcement that the "14 by November 1" campaign had been stepped up to "15". This new program, if met, will result in nine Attack Transports delivered during the month of October.

SWAN ISLAND — Daily "P. O. S." figures were jumped to all-time highs twice recently. On October 4 Erection department on ways erected 1,343 tons of steel. Then on October 9 they beat this figure with 1,474 tons erected on ship.

(VANCOUVER)—A short handed cable and tagging crew brought Supervisors to the rescue this week. David McDonnell and Bill Schmidt pitched in and helped strap the mast in order to keep the AP-5's rolling toward Astoria.

(OREGON SHIP) — The U.S.S. Drew, Oregon Ship's 12th Attack Transport, is scheduled for delivery to the navy today. Eleventh delivery was made Tuesday.

(OREGON SHIP)—Erection crews here claim a new record for Victory and Attack Transport hull construction. Beginning a few minutes after the launching of the U.S.S. Gage from Way 6 last Saturday, the erectors set 1300 tons of hull steel in 48 hours.

Shipyard Pay Average Tops Oregon Data

The average shipyard worker who was employed during all four quarters of last year in the Portland area had an annual income of \$3001, according to figures recently released by the Oregon state unemployment commission.

Shipbuilding led all industries in Oregon covered by unemployment insurance, with lumbering running second.

The \$3001 annual average was based upon the earnings of 65,050 employees. For all shipyard employees, including those who worked only part of the year, the average earning was \$1843, the survey shows.

Twenty per cent of shipyard workers earned upward of \$3000 during the year, and fewer than one in 20 earned more than \$4000.

Shipyard workers represented 35.2 per cent of all workers covered by unemployment insurance in Oregon with a total of 138,650 employees listed in this classification out of a total of 431,300 in all covered industries, during the first half of 1944.

Workers in the lumbering industry, which declined slightly last year, averaged \$1758 for all, with the average income of steady employees reaching \$2378.

Most of the lower-paid workers had their principal earnings in wholesale and retail trade or in construction, agriculture, mining and canning industries. Nearly 40 per cent of these employees, mainly seasonal and part-time workers, failed to earn the \$200 required to be eligible for unemployment insurance.

War Production Classes Offered

Portland area war workers are presented with an opportunity to attend war production training classes conducted by the Portland public schools, division of vocational education, it was announced this week.

The classes began October 2 but arrangements for entry may be made at any time, school officials said. All shipworkers are eligible for enrollment.

A wide variety of courses, ranging from machine shop instruction to telegraphy, is offered.

Schedules for the program are being posted on yard bulletin boards.

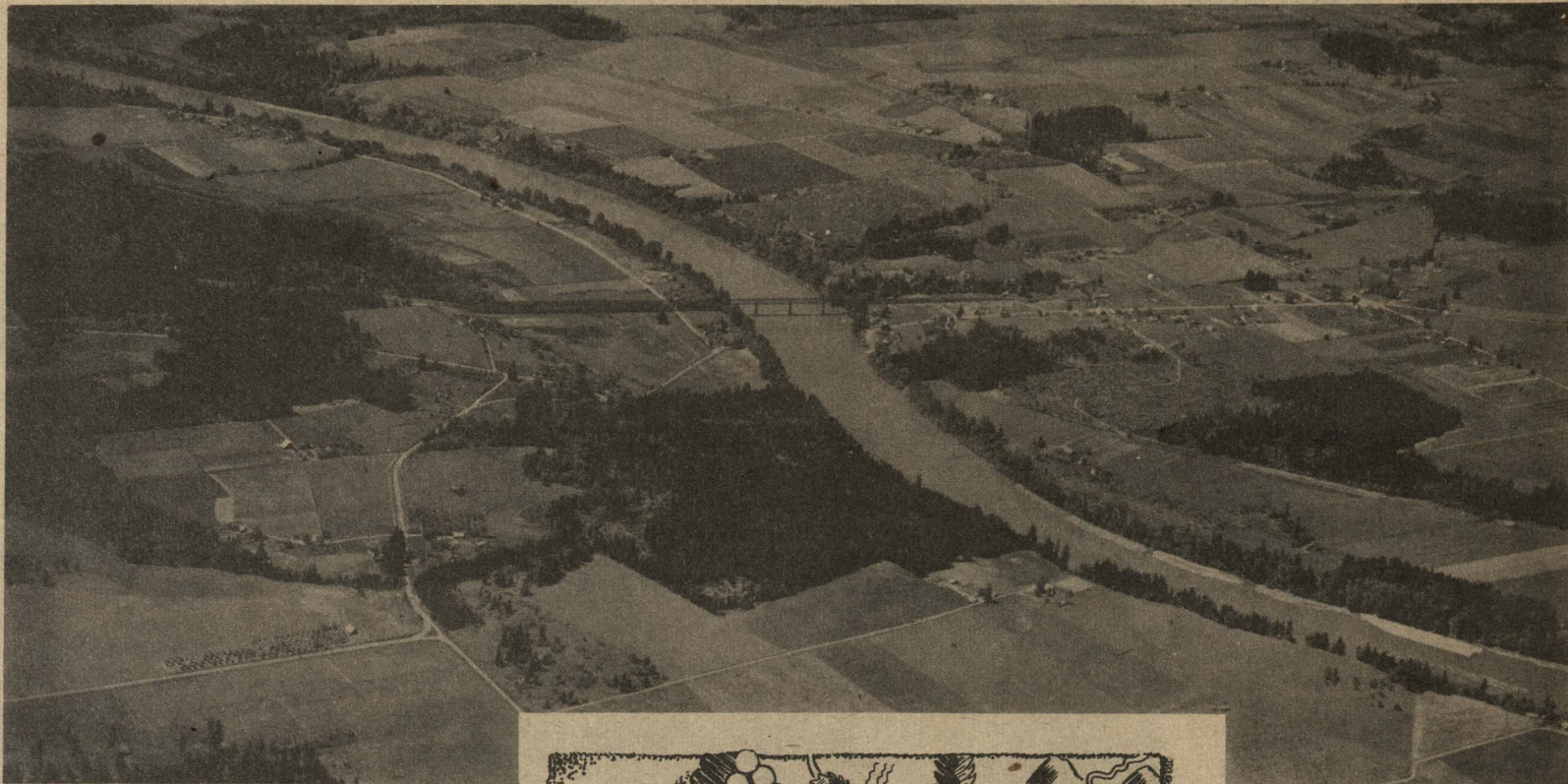
'DOUBLES IN BRASS'



(OREGON SHIP) — Machinist Helper Russell Jensen, 17, Oregon Ship employe, not only is helping the war effort in the shipbuilding industry, but is devoting two nights a week in preparing himself for a future in aviation through study in the Civil Air Patrol.

Jensen, a corporal in the CAP, started at Oregon Ship in June, 1943, returned to school in September and went back to the yard in June, 1944.

The Willamette Valley



By ROBERT ORMOND CASE

FOR centuries before the white man came, interior Indians spoke wistfully of a beautiful region west of the Cascades. It was, they said, an exceedingly pleasant land—well-watered, with an abundance of fish, fruit and game. Extremes of heat and cold were unknown there and storms never blew. The Shoshones called it OYER-UN-GUN, or "place of plenty."

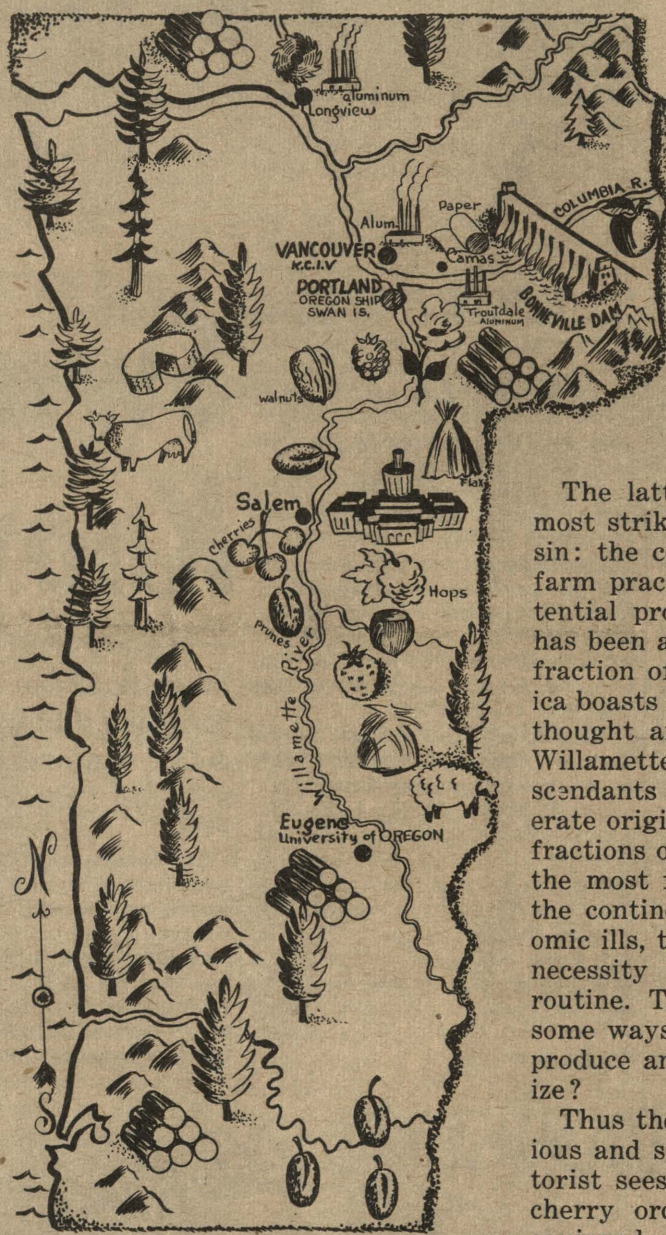
They were referring to the Willamette Valley, later the goal of westbound emigrant wagon trains for more than a generation. During the more than a century that has elapsed since the first Hudson's Bay trappers settled at "French Prairie," near Champoege, the aptness of the Shoshone phrase has been amply proved. Many long-time residents of Portland know that the valley is classed by world-travellers as one of the most beautiful rural scenes in America, but few have a true concept of its agricultural importance.

The vast and placid basin of the Willamette, extending southward 150 miles from Portland, more than 50 miles wide at some points and containing some 3 million acres in farms, is the largest single body of tillable soil in the Pacific Northwest and one of the most fertile areas of its size on the globe. Not only is it capable of producing every crop raised north of the sub-tropics; maximum yields, with one exception, are today obtained in each item on the list.

The exception is corn, since the Willamette Valley does not have the sweltering days and nights necessary for the consistent ripening of field corn; but this is offset, in the dairyman's eyes, by the fact that nowhere in the Middle West, Iowa and Illinois included, is it possible to produce a greater bulk per acre of corn for green fodder and ensilage purposes.

The factors making such productivity possible are not only the moist, temperate climate and long growing season, but a variety of soils which precisely meet the needs of different field and fruit crops. These range from the highly productive "red shot" of the surrounding hills, where some of the best orchards are located, to the deep, rich loams of the valley floor. The casual motorist from Portland, driving down to Corvallis over the East Side highway and returning via McMinnville and Forest Grove, passes over more than a score of different soils. He also sees a greater variety of field and fruit crops, in maximum production, than can be seen from any other 200-mile stretch of highway on the continent.

Beginning his 200-mile swing, our motorist soon passes over one of the unique "beaver-dam" areas which occur fre-



the individual 300 eggs per year record — were developed within this loop. In dairying, the same area holds, as has held, most of the world's records for milk and butterfat production in various divisions of the Jersey breed. Some of the individual herd records are better known in Holland, Denmark and New Zealand than in the adjoining valley county.

The latter fact suggests one of the most striking features of the great basin: the contrast between new and old farm practices, between actual and potential production. National leadership has been attained only by the few, on a fraction of the land area. Rural America boasts no group more independent in thought and action than the average Willamette Valley farmer. Many are descendants of the pioneers and still operate original "donation land claims" or fractions of them. Established in one of the most favored agricultural areas of the continent, largely immune to economic ills, they are aware of no pressing necessity to change their comfortable routine. Their logic is simple and, in some ways, unanswerable; old methods produce an easy living, so why specialize?

Thus the 200-mile swing affords curious and significant contrasts. The motorist sees one of the finest walnut or cherry orchards — neat, splendidly-equipped — and the adjacent farm, on identical soil, may be devoted to hay or pasture. There may be a herd of purebred Jerseys whose butterfat production exceeds 500 pounds per cow per year, and across the fence a fat but nondescript herd averaging 200 pounds or less — a figure which is still above the nation's average. Thousands of acres of valley land represent the pinnacle of specialized crop production, but tens of thousands of acres are still devoted to raising wheat, as they have been for 80 years past.

The nine counties which roughly comprise the valley include 2,931,598 acres in farms, an area twice as large and richer acre for acre than the aggregate of the truck farms which supplied the pre-war German Reich's population of 65,000,000. It is about the size of the state of Connecticut. Under specialized production the entire area could probably supply the needs of the nation in any of a dozen categories. Since the potential Valley farmer may select his specialty from the entire temperate zone list of products, it is obvious that future possibilities in the intensive farming field have no practical limit.

(Next week: Recreation)

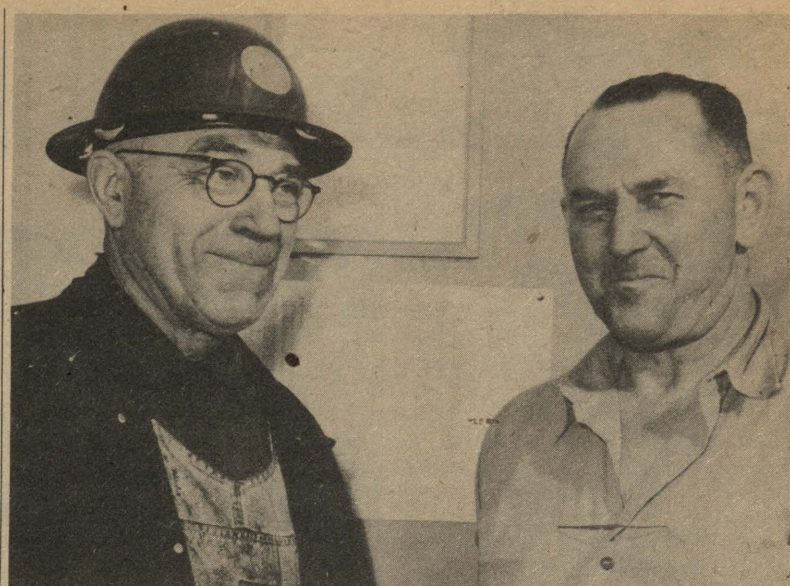
quently throughout the valley. Level as a table-top and startlingly black, this century-old sediment left in the wake of abandoned beaver dams is probably the most fertile soil in existence. It produces the world's heaviest per acre yield of onions and among the heaviest recorded yields of oats and potatoes. In some sections a century of use has not perceptibly lowered its fertility.

Then the full, varied panorama of the valley opens up. Within the 200-mile loop is half the nation's production of hops, including the world's largest hop farm. The area supports an enormous canning industry, including half the world's loganberry pack. There are walnut orchards whose product, largely packed under a California label, are advertised as the finest on the market. There are filbert, pear, cherry, peach and prune orchards, the latter among the nation's largest, and vast areas devoted to cucumber, string bean, tomato and other canning crops.

Going forward with these varied operations is an enormous dairy and poultry industry. The world's finest breed of White Leghorn hens — first to achieve

99th Tanker to Dip On Birthday of First

(SWAN ISLAND)—Smoke was pouring from her funnels when she was launched two years ago next Tuesday—the S. S. Schenectady—first vessel of her size to be built on the Pacific coast. Although the smoke was a whimsey of several Swan shipbuilders who burned a handful of waste in her boilers, the first hull from way No. 1 attracted thousands of visitors to watch the huge



All 98 Shipwright Aksel Olsen, left, and Master Shipwright R. V. Sweitzer have worked on all 98 of Swan Island's launchings. Olsen, a member of the launching crew, has missed no time since he started here June 12, 1942. Sweitzer has handled the phone on all launchings except the 10th when his wife sponsored the S. S. Hadley. (Swan Island photo)

Yard Flagship Near Perfect, Crewmen Write

(SWAN ISLAND)—Before the S.S. Swan Island, yard flagship, left the Outfitting dock, its master, Victor W. Westerholm, promised to write workers following the ship's first voyage. His letter follows:

Officials and Employees
Kaiser Company Incorporated
Swan Island Yard
Portland, Oregon

As master of the S. S. Swan Island after completing a voyage of almost 5,000 miles, I have found her to be as near as can be expected a perfect vessel, her performance and seaworthiness have my approval.

She is the first vessel of this type I have been on and I am very pleased with her.

The crew and I wish to thank the many donors for their gifts which we have all used and enjoyed. The crew will always be grateful for your thoughtfulness in placing the gifts aboard the Swan Island.

The comments of a few of the men in my crew are here also so that you can see I am not alone in my estimation of your workmanship.

"There is a rumor around the engine room that the Swan Island is just about the best and according to my figures the rumors have some solid foundation. She is running like a watch, in fact better than the one I wear, so I congratulate you all on a good substantial contribution to our war effort." —Donald MacLennan, chief engineer.

BETTER THAN OTHERS

"This makes the third Swan Island tanker I have been assigned to. They have all been good ships, but this tanker, the Swan Island, has run better from the machinery

standpoint than any of the others. So here's congratulations to all you workers who built the Swan Island." —August E. Erickson, 1st assistant engineer.

"The first cargo has been successfully delivered without a hitch. She's a sea-going baby, and I'm proud to be aboard. Give us more like her." —Dale L. Williams, chief officer.

"After an initial cruise on the S.S. Swan Island, I take this opportunity, as a representative of crew and myself, to congratulate you concerning this ship. You deserve to be proud of this, your flagship, and you may be sure that we, in our duties abroad, will do our utmost to maintain our department of the ship with the same pride that you had in its construction.

"This is my second Swan Island tanker, having sailed on the S.S. Corvallis. It may interest you to know that I particularly requested duty on a new Swan Island tanker, already having had experience with the kind of ship you build. It was with the greatest of pleasure that I found myself assigned to the 'Flagship of the Fleet'.

"It was with the utmost regrets that my crew and I were unable to be present at her launching." —Hal W. Schlitz, Lt. (j.g.) U.S.N.R., Armed Guard Commanding Officer.

"After completing her first offshore voyage and delivering her first valuable cargo in record time, we find nothing but praise for the S.S. Swan Island, the workers who built her, the captain and crew who sail her." —John L. Norton, second officer, and Gerald H. Glaisyer, third officer.

tanker take to the river.

Keel for Hull No. 1 was laid July 1, 1942. She was launched on October 24.

Next Tuesday the Mesa Verde, hull No. 99, will be launched two years to the day from the memorable launching of the S.S. Schenectady on October 24, 1942.

To give Swan Island workers a summing up of accomplishments during the past two years Bosn's Whistle is printing for the first time the Log of Kaiser Co., Inc., Portland, in a form suitable for clipping and keeping in a scrap-book.

Give Leadman Chance To Survice Fall Hurts

(SWAN ISLAND)—Robert Lynn Harrod, 20-year old day shipfitter leadman, ways, who was seriously injured when he plummeted approximately 60 feet off a scaffold on hull 98 last week, has shown steady improvement and has a 50-50 chance of recovery.

Swan Island Tankers Known All Over World

(SWAN ISLAND)—Ships built at Swan Island by the champion tanker builders of the world are known in nearly every friendly port of the globe. War Shipping administration reports that tongue-twisting names such as Eniwetok, Adak, Majuro and Buna are as familiar to tanker crews as Portland, Seattle and San Francisco. Swan Island tankers are making war history around the world.

To mention only a few Swan Island ships, several of which are operated by Deconhil Shipping company of San Francisco for the War Shipping Administration, the S.S. Quebec, S.S. Fort Moultrie, S.S. Hadley, S.S. Fallen Timbers, S.S. Fort Dearborn, S.S. Fort Meigs, S.S. Lundy's Lane, S.S. Bladenburg and

S.S. White Oak each have sailed from 62,000 to 92,000 nautical miles. These are among Swan's earliest tankers, hulls No. 2, 3, 10, 11, 13, 16, 22, 26 and 37.

These tankers have seen service mainly in the Pacific and their many round trips between the U.S. West Coast and the Canal Zone and the South and Southwest Pacific includes ports of call such as Kwajalein, Eniwetok and Majuro in the Marshall Islands, Lae and Buna in New Guinea and Tulagi and Guadalcanal in the Solomon Islands. They have also been to the Ellice Islands, Fiji Islands, Hawaiian Islands and many ports in Australia and New Zealand, Panama Canal and West Indies. Adak in Alaska has also been a port of call.

The S.S. Fort Meigs and the S.S. Fallen Timbers also have been in service in both the Atlantic and Indian oceans as have the S.S. Jacksonville and S.S. Silverpeak, hulls No. 45 and 60 respectively. Ports of call have been many, both in England and the East Coast of the United States. In the Indian ocean they have been to several ports in the Persian gulf and in India, Bombay, Calcutta and Madras.

Other Deconhil operated ships include Swan's S.S. Plattsburg, Oregon Trail, Table Rock, Jacksonville, Tillamook, Rainier and Silverpeak, hull No.'s 24, 34, 45, 48, 54 and 60. These tankers have traveled distances from 20,000 to 42,000 nautical miles in the eastern theater of war.

The S.S. Donner Lake, S.S. Fort Charlotte and S.S. Castle Pinckney, hulls No. 66, 76 and 81, recently started their service in the far reaches of the Pacific ocean.

The total distance sailed by these ships in approximately one year amounts to 970,000 nautical miles, which means they have sailed an aggregate of approximately 3,000 miles per day.

Burner Joins WAC

(SWAN ISLAND)—Dolores Kish, day shift pipe burner, assembly bays, left Portland Sunday to join the WAC. She will be stationed at Des Moines, Iowa, for six weeks of boot training and then come west to be stationed at Seattle, Wash.

MISSES NO DAYS

(SWAN ISLAND)—W. E. Troutman, Marine Engineering in administration building, has not missed a day since starting work two years ago.

CHRISTENS TANKER



(SWAN ISLAND)—Mrs. Charles L. Morrison, wife of Swan Island's supervisor of crane operators, sponsored the S.S. Fort Clatsop, Hull No. 97, Friday, October 13, the thirteenth vessel to be launched from Way 1.

Labor-Management Emphasizes Safety

(SWAN ISLAND) — Returning from Chicago last week where he attended the 33rd annual National Safety Council meeting, J. C. "Jude" Moreland, Swan Island safety engineer declared, "Labor-management in the United States is becoming safety conscious."

"Last year 6,500 attended the convention, while this year, 12,000 were there," Moreland pointed out.

Consensus of the meeting held in the Sherman hotel was that war workers are prone to be careless.

Moreland attended the meeting along with H. E. Ahlen, safety engineer at Oregon Ship and Frank Johnson, safety consultant for the three Kaiser yards in this area.



Log Lists First
Hundred Tankers

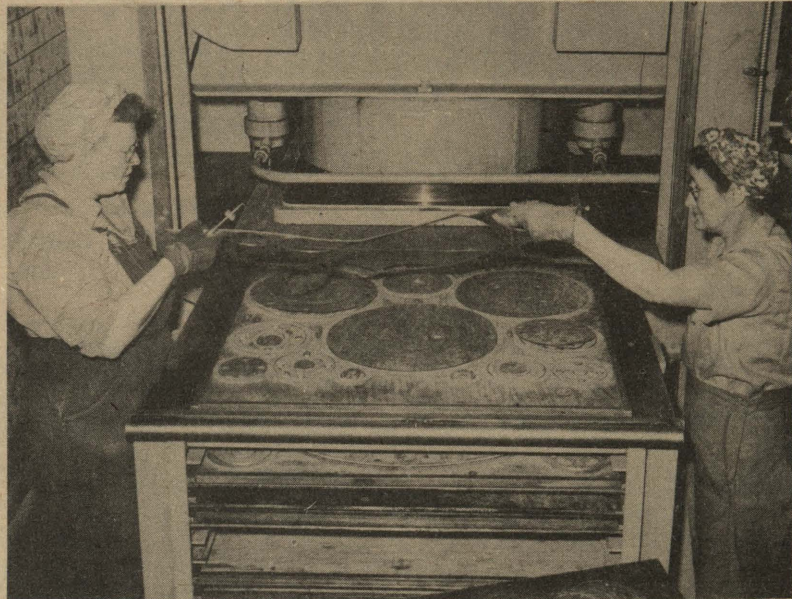
(SWAN ISLAND)—A concrete summation of Swan Island's war effort in the tanker construction program is included in the recently prepared log of the first 100 tankers, representing two years of work from the date of the launching of the Schenectady, first tanker, October 24, 1942.

Here is the log:

Table with 5 columns: Yard Hull No., Name of Vessel, Sponsor, Launching Date, Delivery Date. It lists 100 tankers including Schenectady, Quebec, Fort Moultrie, etc.

Gasket Cutter Saves Time, Cash
Specialization Pays

(SWAN ISLAND)—Tucked away in a corner of the Compressor building is an inconspicuous machine for making gaskets that has saved the taxpayer around \$35,000 since it was put into use last spring.



Zelma Owen, left, and Elva Spikes, operators of the Swan Island Hydraulic gasket cutting machine, have turned out as many as 4,032 finished gaskets in an eight-hour shift.

William F. Lanius, equipment maintenance. On an engineering report made by W. W. Hudson of General Engineering department this past June it was found the machine saves approximate \$1,000 per hull.

Pipefitters use more gaskets than any other craft. J. C. McLay, pipe superintendent, asked Lanius to consider conversion of a printing press for die-cutting gaskets as Oregon Ship and Vancouver yards were doing.

Lanius at once saw the possibilities of pressure die-cutting gaskets, but vastly improved on the printing press method which can cut only one gasket at a time, with the material hand fed.

It cost \$6,200 but paid for itself with work accomplished for six tankers. Two women work the machine one shift about two weeks out of the month. Formerly gaskets were cut by hand in various departments.

EVERYTHING AUTOMATIC
Everything on the machine is automatic. Material feeds from rolls, saving waste, under the hydraulic head which exerts 600 pounds pressure per square inch.

Each die set is marked for number of passes needed per hull. Canvas gaskets are cut five thicknesses at once, and 1/16 inch material is fed through double as the machine has a 1/8 inch capacity.

Record run on the machine is 4,032 gaskets cut in one shift by Elva Spikes and Zelma Owen, operators. All surplus cuttings are salvaged and used to make up special orders for lost gaskets.

Cutting dies are made at Carpenter shop where Hillard Walker does the close jigsaw work in plywood to hold the steel cutting rules bent to shape by Mike Bowens, Al Iwohn and Si Hungate.

Gaskets ranging in size from 2 1/2 to 46 inches in diameter are cut by the machine from rubber, asbestos, canvas, cork and Seiglock material.

Tool Checkers' Job
Complicated Chore

(SWAN ISLAND)—"Give me a pipe stretcher, please," or "Do you have a left-handed monkey wrench around here?" are just a couple of the practical jokes played on new hires

and helpers when sent to various tool rooms at Swan Island by journeymen. All tools used at Swan Island have to be checked out from one of 27 tool rooms located throughout the yard.



E. A. Danford files, oiling, distributing, keeping stock in order, and ordering. All ordering of items of different makes and types go through Central Tool room.

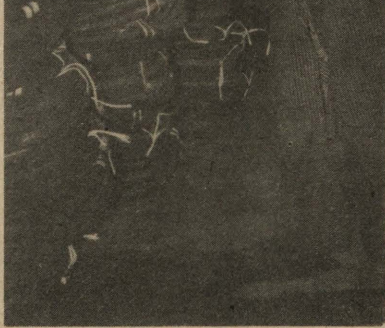
A huge Kardex file of approximately 6,000 items is kept. This file tells the date of purchase, purchase order number, quantity ordered, quantity received, and the department receiving the item.

MACHINE SHOP REPAIRS
Portable, durable, pneumatic tools are the hardest items to purchase, according to Danford, but they're not nearly as hard to get now as six months ago.

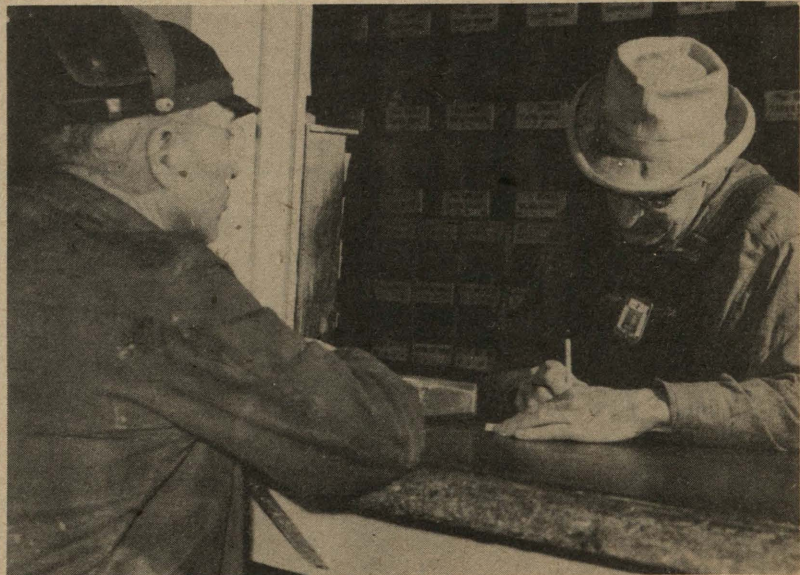
Five men in Central Tool repair hundreds of air hose each day. Biggest repair order is for holes caused by burning. A splice job must be done on these. End connections also require much repairing.

All tools are checked out to individual workers through a card file system. If an item is not returned the worker will be contacted by tool room and followed daily until tool is returned.

A newly installed telephone system at Central Tool connects with all other tool rooms in the yard.



Hose Repair Fred Shimbury, day shift machinist, repairs approximately a hundred air hose per day. He is shown in Central Tool room stacking hose for delivery men to distribute.



Checking Out Tools Charles Rokke, swing shift shipfitter, Assembly bays, checks out sledge hammer and file as O. D. Drain, tool checker in Central Tool room, fills out card.

KEGLING SQUADS LOOSE BIG GUNS

BATTLES JUGGLE TEAM STANDINGS IN OSC LEAGUE

	W.	L.	Pct.
Pre-erection	12	3	.800
Chippers No. 1	10	5	.666
Welders	10	5	.666
Gun Shop	9	6	.600
Sub-assembly	8	7	.533
Shipfitters	7	8	.466
Gadget Shop	2	13	.133
Chippers No. 2	2	13	.133

(OREGON SHIP)—Pin-topping battles for the \$75 first-prize money among OSC bowling league teams last week jumbled the standings of four mid-section teams. With a 33-pin handicap against them, Welders copped all three games from Chippers No. 2 to tie for second place with Chippers No. 1, placing both teams a scant two games behind constant league-leading Pre-erection.

Gun Shop dropped two games to Chippers No. 1, catapulting to fourth place. Pre-Erection's steady run of spares and strikes cost Sub-Assembly two games, lowering the team to fifth place. Still tied in the cellar are Gadget Shop and Chippers No. 2.

Among averages for individual keggers, Heilman, Shipfitters, picked up a 168 to resume the lead after a week in second spot. Mandeson, Gun Shop, held his 166 for second place, followed by Sabah, Pre-Erection, 162. Donaldson, Sub-Assembly, picked up one pin to a 157 and took fourth place, trailed by Schoenbeck, Chippers No. 1, 156; Mowlds, Gun Shop; 154; Stover, Pre-Erection, 153; Taylor, Gadget Shop, 151.

Seven consecutive strikes rolled by Heilman smashed the former individual game record. He hung up a 254, dropping Sutton, 226, to second place. Topping individual series scores were Heilman, 605, and Schoenbeck, 539. Scores:

Shipfitters	878	828	877	2581
Gadget Shop	777	711	786	2274
High single: Heilman, Shipfitters, 254.				
High series: Heilman, Shipfitters, 605.				
Welders	836	804	863	2503
Chippers No. 2	795	784	780	2359
High single: Veelman, Welders, 173.				
High series: Veelman, Welders, 462.				
Pre-erection	673	710	796	2079
Sub-assembly	682	700	684	2066
High single: Sabah, Pre-erection, 198.				
High series: Sabah, Pre-erection, 529.				
Chippers No. 1	848	846	808	2502
Gun Shop	778	755	819	2552
High single: Schoenbeck, Chippers, No. 1, 200.				
High series: Schoenbeck, Chippers No. 1, 539.				

Way 8 Bowlers Pacing Vanship;

	W.	L.
Way 8	11	1
Superintendents	8	4
Painters	7	5
Way 9	5	7
Specialty	3	9
Layout	2	10

(VANCOUVER) — High score honors last week in the Vanship bowling league were taken by John Mitchell, boat supervisor on Way 1, with a scratch three-game total of 564 and high single game of 227. Fourth week of play was held on the Boilermakers' alleys in Portland.

Officers elected for the new season are John Horn, president; R. Townley, vice-president, and Joe Vidoni, secretary-treasurer.



Toilers This five-girl bowling team call themselves "Toilers." Right now they rest in second place in the Swan Island women's league. From left, Ellen Swift, Kay Muller, Kathryn Smith, Olive Severson and Marge Winters. Muller has high single game of the season with a 182. (Swan Island photo)



Trial Crew Tied with two other teams for second place in Swan Island's 16-team bowling league are these five members of Trial Crew. Kneeling, left to right, C. Brumback and J. Smith; back row, W. Thompson, J. Smokey and D. Blanchard. (Swan Island photo)

Swan Women Called For First Cage Drill

(SWAN ISLAND)—With the call of America's favorite indoor sport, basketball, just around the corner, Benny ("Red") Wallace has issued first call for all girls interested in the sport. All potential basketballers are requested to report at the Swan Island gymnasium Wednesday nights. Practices will be held from 6 to 8 o'clock.

Wallace plans to enter three teams from Swan in city leagues starting November 13. Upwards of 12 more girls are needed urgently. Wednesday night practices will give girls locker and shower accommodations, Wallace explained.

Boxing Smoke Slated
(VANPORT)—Ten boxing bouts will be presented beginning at 8 p. m., Saturday, October 21 at Community building No. 1. A special reserved section will be provided for adults only.

Hey!--Wanna Bowl? More Loops Open

(OREGON SHIP) — Opportunity for swing or graveyard bowlers to form a six or eight-team league to play Saturdays at 1:30 p. m. at the Hi-Way Alleys was announced today by George Sabah, specialty shipfitter. Any pinsters desiring to organize are asked to call the alley for further arrangements.



Beaver Eddie Adams, Portland Beaver catcher and leading hitter for the Bevo's this year, started work at Swan Island on day shift Assembly layout last week. (Swan Island photo)

Girl Hoopers Bid To Slate Parley

Another meeting of the City Women's Basketball association is announced by the executive chairman, Helen Macdonald, for Thursday night, October 26, at 8 o'clock in the council chambers, Portland City Hall. This meeting, the last before registration closes November 10, is to complete organization and details for the tournament opening.

Mrs. Macdonald is urging groups interested in team play to take steps for organization and to register with her so schedules may be made. Entries are not limited to one team per organization or industry and through the recreation division of the Bureau of Parks practice gymnasiums may be scheduled.

Seven women's teams have been registered and there is possibility of signing WAC and SPAR teams. Represented at the meeting October 10 were teams from Swan Island, Willamette Iron & Steel, Jantzen, Benny's Fine Food, Linnton Box, Portland Port of Embarkation, Guilds Lake, Peninsula and Lind & Pomeroy and several others. Teams desiring to register may notify Mrs. Macdonald at the Park Bureau, AT 6141, ext. 262.

PAINTERS-DOCK 5 AT SWAN ISLAND LOOP TOP RUNG

	W.	L.	Pct.
Painters, Dock	12	3	.800
Trial Crew	11	4	.733
Sheet Metal	11	4	.733
Main Machine Shop	11	4	.733
Pipefitters	10	5	.666
Clerical	9	6	.600
Welders, Dock	8	7	.533
Chippers, Dock	8	7	.533
Electricians	6	9	.400
Plate Shop	6	9	.400
Painters, Yard	6	9	.400
Welders, Ways	5	10	.333
Outfitting	5	10	.333
Welders, General	5	10	.333
Machinists, Dock	4	11	.267
Shipfitters	3	12	.200

(SWAN ISLAND)—Painters-Dock swept a three game series from Welders—Ways last week at the Hi-Way alleys to take undisputed possession of first place in Swan's 16-team league. The team also set a new team single game record by toppling 1007 pins.

Individual honors were taken by W. Grubb of Painters-Dock with a 214 single and a 568 series. Scores:

Trial Crew 912 874 876 2662
Shipfitters 856 876 867 2599
High singles: Smokey, Trial Crew, 185.
High series: Cook, Shipfitters, 503.

Painters, Dock 923 1007 906 2836
Welders, Ways 719 832 818 2369
High single: Grubb, Painters, 214.
High series: Grubb, Painters, 568.

Main Mach. Shop. 928 937 946 2811
Chippers, Dock 802 913 901 2616
High single: Mendelson, Shop, 199.
High series: Mendelson, Shop, 545.

Machinists, Dock 839 874 906 2619
Welders, General 892 880 885 2660
High single: Hunt, Machinist, 191.
High series: Hunt, Machinist, 480.

Pipefitters 922 985 934 2841
Outfitting 969 886 849 2704
High single: Workman, Pipe, 200.
High series: Workman, Pipe, 531.

Welders, Dock 852 843 850 2545
Sheet Metal 865 902 873 2640
High single: Frank, Welders, 201.
High series: Graves, Sheet Metal, 460.

Painters, Yard 852 884 895 2631
Plate Shop 929 882 875 2686
High single: Spears, Plate, 202.
High series: Spears, Plate, 502.

Electricians 816 775 746 2637
Clerical 897 828 876 2601
High single: Hale, Clerical, 164.
High series: Smythe, Clerical, 447.

	W.	L.	Pct.
Erection, Scorpions	11	7	.611
Erection, Sharks	11	7	.611
Burners	9	9	.500
Engineers	9	9	.500
Chippers	8	10	.444
Tank Test	6	12	.333

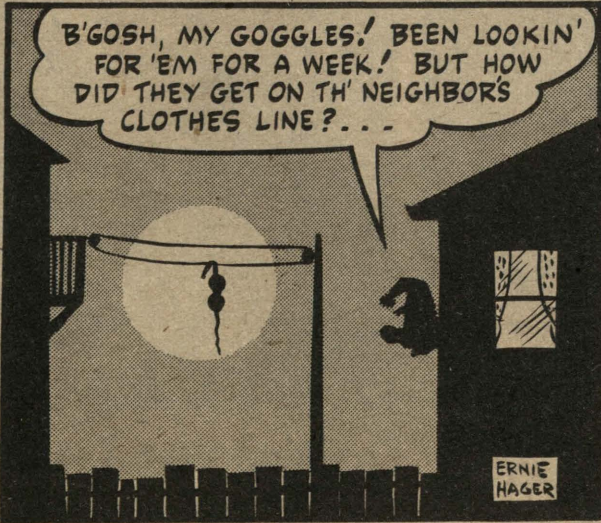
In last place two week's ago, two Erection teams of the Tanker Bowling league, the Sharks and Scorpions, scattered pins all over on the Boilermaker temple alleys to share first place with eleven wins and seven losses.

R. Pratt, Engineers, rolled a high single game of 223, while Schmiedling of the Scorpions took high series honors with a lusty 607, the first 600 series bowled in either Swan Island league.

GIRL CAGERS OUT FIRST AT OREGON

(OREGON SHIP)—First basketball team to be organized here for the 1944-45 season is a women's aggregation managed by Jerry Walters, shipfitter leadman, and coached by Ez Carr, former Utah university cage star. The women work out every Tuesday and Thursday between 5:30 and 7 p. m. in the OSC dormitories' gymnasium.

Stubby Bilgebottom



One-Armed Welder Pipe Shop Regular



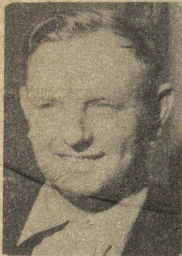
(OREGON SHIP) — One of the great army of handicapped workers enrolled at Oregon Ship for the duration is Lee Stevens, one-armed welder in the Pipe shop. Stevens made the shift from lumbering to shipbuilding "in-stride" and says, "I'm just as good a welder with one arm as I would be if I had both."

He joined the OSC force two and a half years ago, severing a connection with sawmills and logging camps that had been unbroken since his early youth. It was a mill accident in 1929 which cost him his right arm.

Neither lumbering nor shipbuilding has any postwar interest for Stevens, who plans to purchase an auto camp and a service station with which to make a livelihood for his wife and two children after the last shot is fired.

Trial Trip Mate Plans Resumption as Seaman

(OREGON SHIP) — W. Runge, German-born trial trip mate, describes his two years at Oregon Ship as "the longest period I've spent on dry land since my youth."

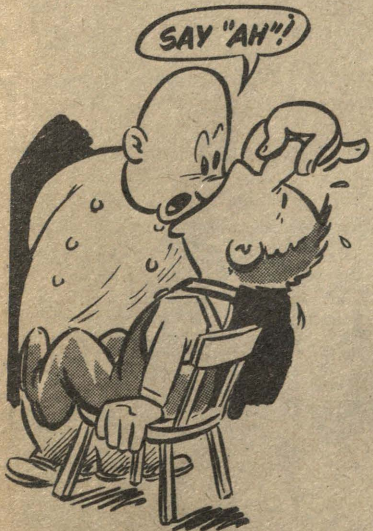


"I never thought I could be away from the sea that long," he declared. "But I'll have to admit that I've enjoyed every minute of my work here. I guess the trial trips I take have kept me from getting too lonesome."

After the war Runge again will taste the ocean spray so familiar to him, for he vows he will resume his seafaring habits.

"I'm convinced that shipping will be one of the busiest, most prosperous postwar fields," Runge said. "We have the ships and the country's demand for foreign goods is so great that the shipping lanes are bound to be crowded. It's back to the sea for me."

OUR DOC SAYS:



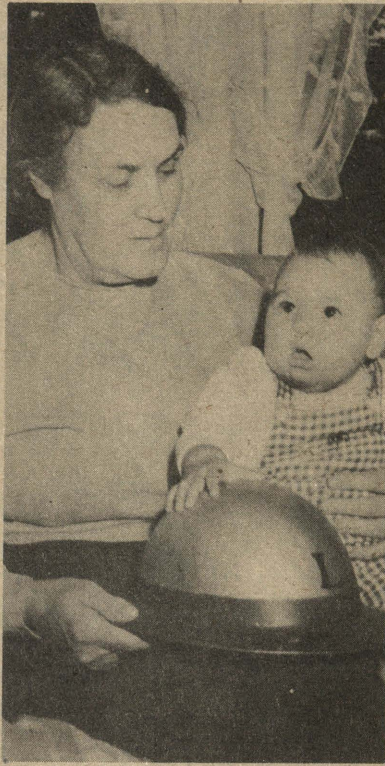
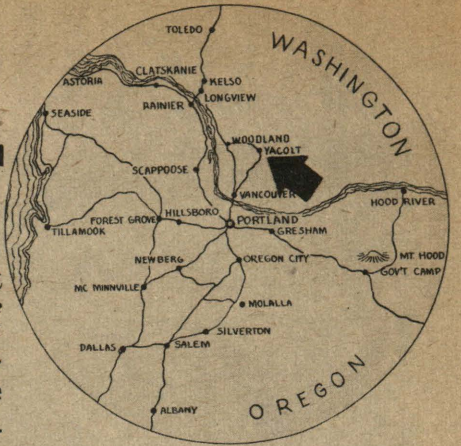
"See your Doc when:

- Colds or a cough hang on longer than a normal two to three-day period,
- Throat or chest infections don't seem to clear up,
- Chest or lungs are painful on breathing,
- Chills or fever appear,
- Sore throat makes swallowing painful.

First Aid is run for your benefit, use it.

Yacolt 'Shangri-la' of West But People Go to War

When James Hilton was searching for locale for "Shangri-La" he need not have gone so far afield as the mountains of Tibet to find the mythical Valley of the Blue Moon." His "Lost Horizon" might well have been set in Yacolt, a sequestered town in Northeastern Clark county, Washington, an hour's drive from Vancouver shipyard, where longevity is commonplace. C. C. Landon, 91-



Gold Star Mother

Mrs. Ruth E. Nye, production laborer leadwoman at Vancouver, is shown with her granddaughter, Edalene Ruth Nye. Mrs. Nye recently was notified her son Paul F. Nye was killed while fighting with U. S. Marines on Saipan.

year-old founder of Yacolt, could be compared to the High Llama of Shangri-La. He still takes long daily hikes in the evergreen hills around Yacolt and firmly believes that "life begins at 90."

Although scores of men and women from Yacolt work in the Kaiser yard in Vancouver, the war seemed far away until a few days ago when word was received that the first Yacolt boy to be killed in World War II had died while landing with the Marines on Saipan. He was Paul Nye, 19, son of Mrs. Ruth E. Nye, production laborer leadwoman on the ways at Vancouver. He was killed July 2.

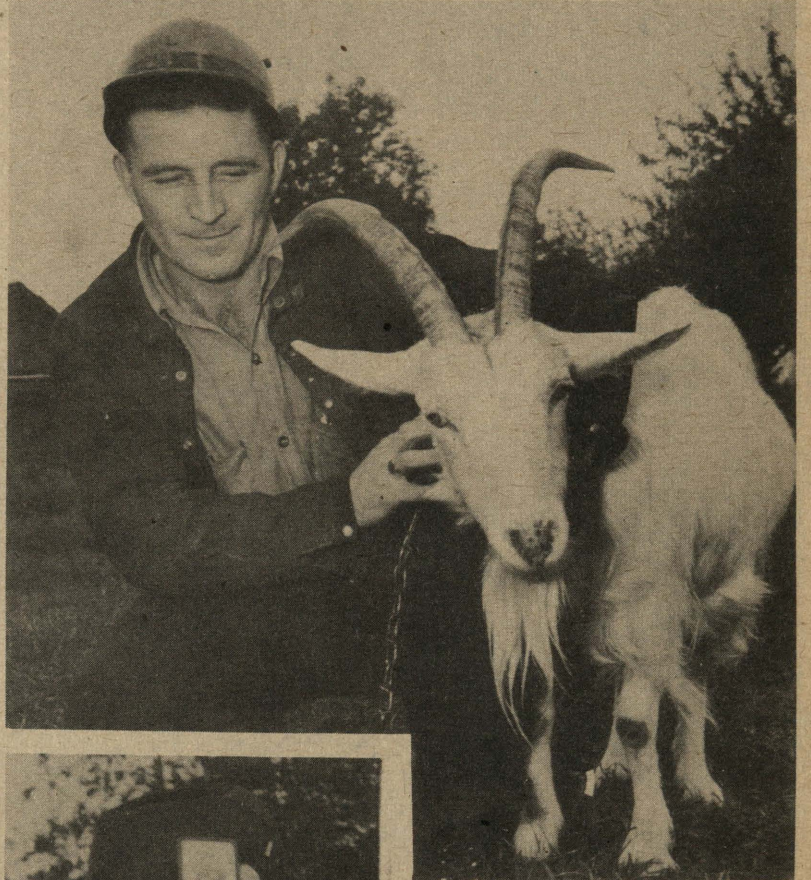
The town went into decline after a disastrous forest fire in 1901 swept through the surrounding timber. Today for miles around Yacolt the charred trunks of giant trees can be seen on all sides.

Twenty-five years before Landon migrated to Clark county from Vermont and homesteaded the present townsite, Yacolt was a favorite rendezvous for a dozen Pacific Northwest Indian tribes.

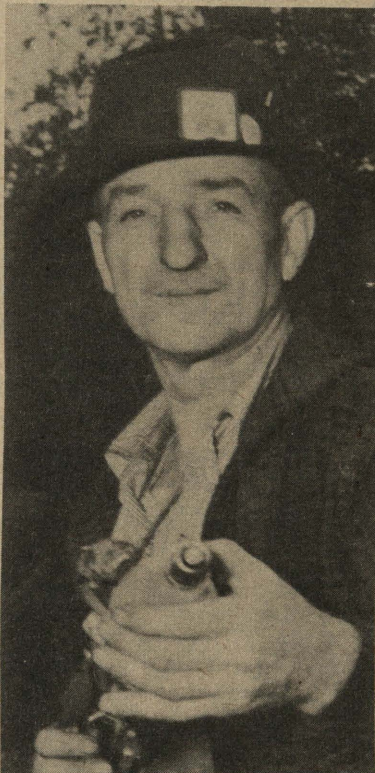
The Indians were finally frightened away from the place when a large number of their children mysteriously disappeared. A medicine man declared they were stolen by "evil spirits." The redmen named the place Yacolt which means "haunted ground."



Oldtimers The two men pictured above refreshing themselves with a couple of bottles of beer, remember Yacolt, Washington, when it was one of the most picturesque lumber "boom-towns" in the Pacific Northwest. They are H. I. Gregory (right) and Fred McDermott. Serving them is Don Geddes.



Pride of Yacolt "King Tut," claimed by Yacolt citizens as the "best butting goat" in Clark county, Washington, is shown with John V. Cluff, swing shift welder leadman at Vancouver. He says many strangers have regretted getting too close to "King Tut."



Holds Three Jobs

W. R. Staley, pictured above, is the busiest man in Yacolt, Wash. He operates the town's only shoe repair shop, performs the duties of town marshal and works eight hours a day as a layout man on swing shift at Vancouver.

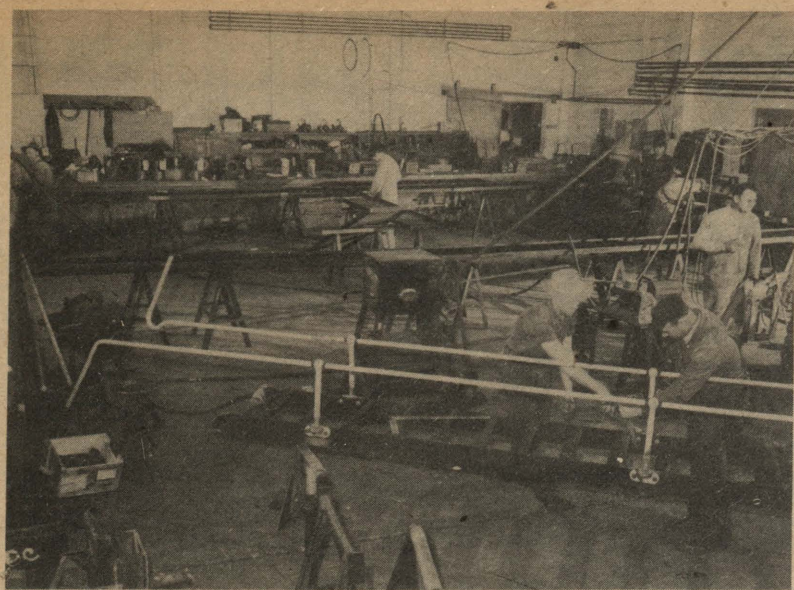


Swing Shifters

Here are a few Yacolt residents preparing to leave for Vancouver. It requires two large buses to transport Yacolt war workers to the Kaiser yard on all three shifts.



Founder C. C. Landon, 91-year-old founder of Yacolt, Wash., is pictured in his garden. He says "life begins at ninety."



Machinists in Marine Machine shop fabricate hand rails, gratings and ladders for installation on ship. Shown in this picture are: Veva Gay, Sam Nelson, Palmer Vig, L. C. Stark, E. J. Cornell, O. T. Fleischman, J. R. Bouse, A. O. Wells and V. Larson. (Swan Island photo)



This crew of five puts in all handrails beneath main deck on day shift. They are, left to right: Marie Nielson, Martha Fleming, Florence Selby, Joe Ridge and Neale Bryant. (Swan Island photo)

Prefabricated Railings Cut Ship Finishing Time



(SWAN ISLAND) — Considerable temporary scaffolding used by ways workers has been eliminated by speedy installation of handrails, gratings and ladders below deck which now are put into place in hull sequence. Under Supervisors George Knudson and Guy Rasmussen a crew of 37 on days and 25 on swing shift have cut man hours more than half since hull 19.

All ladders, gratings and handrails are fabricated in the Marine Machine shop during hull construction. Because of variations in ship measurements, fabrication can not be done until time for installation.

All gratings and ladders go on ship by hull sequence before launching, while 10 per cent of handrails are installed on ways. Handrails in the boiler room are made of three-quarter inch pipe. One inch mild steel galvanized is used in pump room, and one and one-eighth inch in engine room. Approximately 800 pieces of handrailing are used below deck. Laid end to end, the railing would total 1,938 feet.

Gratings, of which there are approximately 146 sections beneath the main deck, are made of flat bar iron with one-eighth by one inch runners between, and are cut and fitted in shop ready for installation.

Ladders, too, must be measured for each hull. Approximately 48 ladders are used per hull. A record of which this crew is proud is that it never has had a failure on installation or any work turned down by Maritime inspectors.

Foremen are J. J. Wunder, day shift, and J. J. Adams, swing shift. reported for perfect attendance. Axel Johnson, 27572, in Main Electric shop day shift has missed no time since signing on at Swan Island October 8, 1942. . . . O. A. Biddle, 39793, started February 25, 1943. He's in Copper shop tool room on swing shift.

Two men whose badge numbers read the same both ways are re-

SWAN ISLAND INQUIRING REPORTER

QUESTION:

"What is your hobby?"

Chet Murray, Plate shop leadman, says: "The only hobby I have is sports. I used to play football and baseball at Fairview high in Bellingham, Wash., but now I go in for golf, bowling, hunting and fishing. I'm now bowling for the Plate shop team in the Swan Island league. I used to do a lot of commercial fishing."



George W. Glover, day shift carpenter in shop: One of my hobbies is inlay work, or fancy carpentering. I recently built the speaker stand for the launching platform. Another hobby is making all sorts of different tools. Then I have two other hobbies of collecting all different samples of wood from various countries, and also samples of ore. My father used to be a miner and he started a swell collection for me."



Ruth Gensheer, Outfitting dock welder, at left and Jean Estes, right, welder ways, both on graveyard shift: "We both came to Swan Island from Durango, Colo., and our hobbies are the same. We go in for hunting and skiing. Last year in Colorado I bagged a 250-pound deer," said Ruth. "We both like skiing best, however. In Colorado we did our skiing at Wolf Creek pass. Yes, we're very anxious to try our luck on Mt. Hood as we've heard so much about it."

J. R. Gadd, day shift guard: "Sure, I have a hobby. I collect guns, all sorts of them. I used to have a big collection of old rifles and pistols, but I turned them into the state capitol building in Lincoln, Neb., where they are now on display. I don't have so many at the present time. Just three pistols and two hand-made rifles."



Otto Paque, swing shift rod control, says, "My hobby is the collection of phonograph records. I have around 1200 of them now. Most all of them are semi-classical pieces. Jazz? No, I don't go in for that sort of music. I started my collection approximately 45 years ago and I'm still buying."

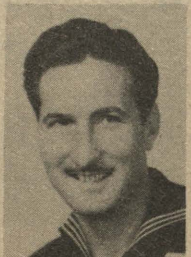


Frances Linsen, yard messenger, says: "Oh, I have a hobby of collecting things. I have two different collections, one of dolls and another of soft cuddly animals. Right now I've got 32 dolls ranging in size from four inches to three feet. My 14 different animals include cats, dogs, horses, lambs and a zebra."



Earns Invasion Honors

(SWAN ISLAND) — James N. Barker, SF 1/c, has just completed a 30-day leave which he spent with his sister and brother-in-law, Mr. and Mrs. T. A. Kelly, and his fiancée, Ellen Brown, swing shift supervisor in the I.B.M. Key punch department. When Swan Island first opened Barker was a checker and later a welder in the Marine Pipe shop.



Spanking Breeze

Flags whip on new 100-foot flagpole at Victory Center. Below Old Glory are treasury "T" flag at left with two stars for outstanding per capita Fifth War Loan drives. Maritime "M" pennant has three stars awarded for unusual war effort. Tanker Champ flag is held by Swan Island for highest productivity in building tankers. It has been flown here for 10 out of 13 months it has been awarded.

The WORKER SPEAKS

Good Salesman

Sir: I am sending you some information which I think will be of great interest to the workers of this yard. We have in this shipyard men and women, who are giving up some of their time in the U. S. Temporary Coast Guard Reserve. It is one of the most important jobs

in helping to protect our home front.

I hope that this and more detail material from a good representative who is already in Coast Guard will help put a little light on this for some of our workers and get them interested in doing more of this sort of work.

He can be contacted at Room No. 3, Pipe Shop Annex. His name is Raymond Burnette.

Thank you.—C. D. J. P. S. He just talked me into joining.

Production Plug

Sir: If the names of all tankers sunk which have been built in this yard could be posted throughout the yard perhaps it would give an impetus to production. — Wallace Reynolds, Mold Loft.

Ed: To the best of our knowledge no Swan Island built tankers are in Davy Jones' locker.

Rat Killers

Sir: I suggest a few ferrets be imported and turned loose under the ways as they would kill all the rats in a couple of months.—D. E. Benton, Pipe Weld.

Ed: Most water-front rats are said to be too big for ferrets to tackle. An insecticide company has the job of destroying rats on the island. Workers can help by not leaving scraps of lunch where rats can get free meals.

FIRST 'ISLANDER'



(SWAN ISLAND)—W. H. "Bill" Harlow, Kaiser engineer, was the first man on the job at Swan Island. On March 6, 1942, Harlow and Mike Miller, manager of Vancouver, looked over the Portland airport as a site for the present shipyard. Since that day Harlow has been at Swan Island.



Battle Trophy Cal Wallis, day material expeditor, Outfitting dock, holds Japanese rifle and flag his brother, Major Lynn R. Wallis, captured in the south Pacific. Major Wallis has 47 notches on his .45, accounting for Japanese killed. (Swan Island photo)