

Repair, Conversion Work Due Here

Story, Page 3

YANKS NEED
YOUR BLOOD

BOSN'S  WHISTLE

SWAN
ISLAND

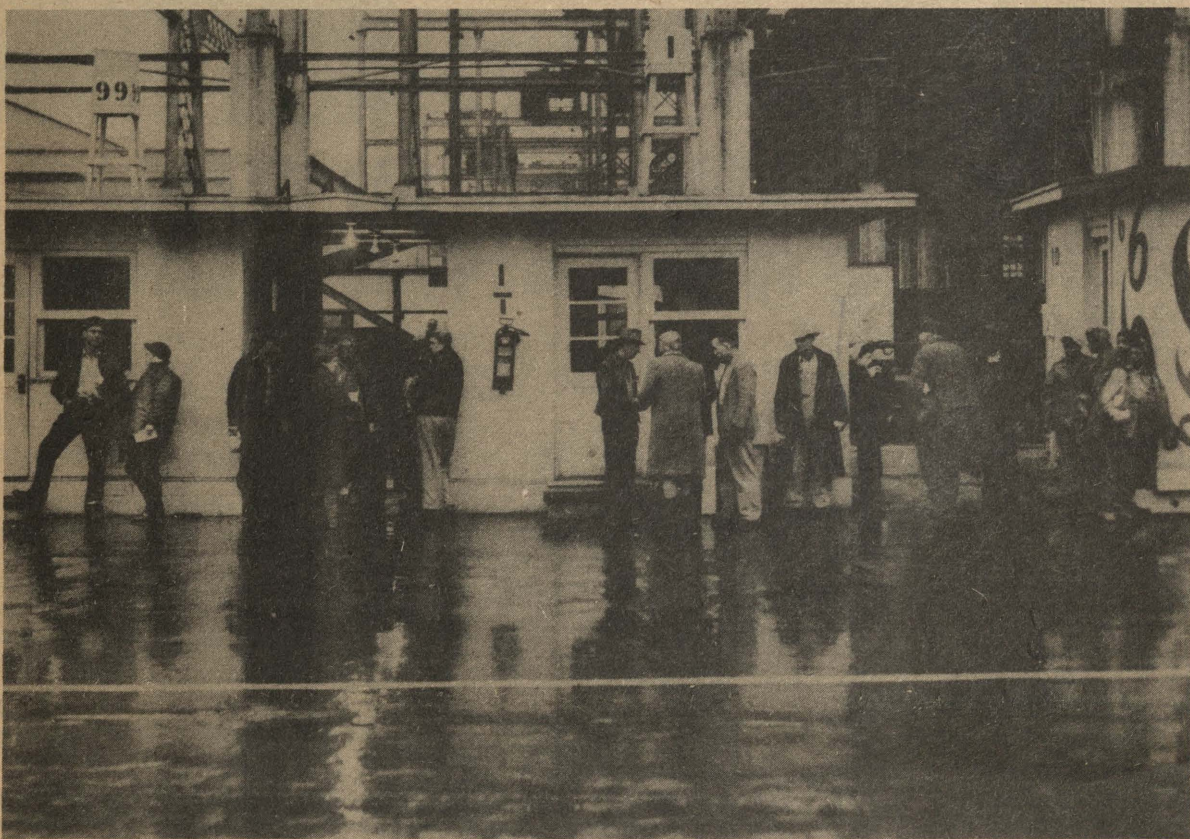
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8 Pages

SWAN AWARDED NEW 18 TANKER CONTRACT

Story, Page 3



Back To Tanker Building New employees and those returning to the job to build tankers have increased Swan Island's employment rolls for the past five consecutive weeks. When news was good there was an exodus, but recent reverses in Europe have spurred workers to return to Swan with the knowledge the war is not yet won and there are many more ships needed. (Swan Island photo)



"Babies" Take It Vancouver's Baby Flat Tops have been baptized in battle fire as the picture above illustrates. From the deck of one of the "babies" can be seen an enemy plane attempting to crash dive another carrier as it plunges toward the sea. At least two torpedoes streaking through the water are visible, one off the port beam of the carrier in the foreground. Skillful maneuvering of the ship prevented a hit. Other pictures on page 7. (Official U. S. Navy photo)



Seven She Was Seven tankers were launched and seven delivered at Swan Island during December in a year-end production drive. Ways workers William Johnson, burner, left, and W. Brown, sheet metal, both swing shift, put their okay on the seven launching poster.



Merchant Seamen These six day shift painters shown with their leadman, left Swan Island last week for the Dutch East Indies to rejoin the Chinese Merchant Marine. They were permitted to work at the yard when left stranded in this country by loss of their ship to the enemy. From left, front row, they are: C. F. Ying, Leadman M. P. Irwin and N. Tong. Back row: L. S. Yo, K. Y. Tso, K. F. Chee and M. C. Chinn.



Gives Most A top blood donor in Portland is a Swan Island employee, Edward Jordan, who to date has donated two gallons. Five pints were donated in New York while 11 pints were donated to the Portland blood bank.

Workers To Aim For New Records On 88 Victorys, Pontons

(OREGON SHIP)—With the announcement of a new contract for 25 additional Victory ships, Oregon Ship employes this week looked ahead to a full year of shipbuilding challenges—of new records to set in helping to build America's giant maritime fleet. Following closely the awarding of a \$12,000,000 contract to build 4000 aluminum pontons, the latest Victory contract assured full employment and gives the yard the opportunity in 1945 to repeat past outstanding performances.

As the announcement was broadcast through the yard, workers expressed confidence that they would add new records to last year's laurels, with the sober realization that the new contract implies a longer war.

OSC now has a total of 88 Victory vessels to deliver during 1945, in addition to the pontons for the army.

PONTON PLANS LAID

Although the ponton contract had been signed scarcely two weeks ago, at Bosn's Whistle press time this week preparations were in full swing for construction of the first of the small aluminum hulls. Nearly all work on the craft will be in the Plate shop and Assembly buildings, Roy Cook, chief design engineer, said.

Cook outlined the proposed assembly line for the pontons, to be approximately as follows:

Aluminum sheets will be moved into the west end of Bays number 0 and 1 of the Plate shop. The plates will there be cut and formed to template shape, the metal will be "pickled" or treated and a first prime coat of paint given. Material will be moved from the east end of the Plate shop bays to the west end of the Assembly building's Bay 10.

From Bay 10, semi-finished units will be moved to Bay 11 and from each end of the bay, completed units will be taken to the shell erection area where a final coat of paint will be applied.

CONVERSION STARTS SOON

Conversion of the Plate shop and Assembly bays for ponton building is scheduled to begin about January 8 and first actual ponton construction is slated for about February 22, Cook said. Two hundred of the craft are to be delivered during March, according to contract with the U. S. Army engineers.

Changes in the Plate shop and Assembly buildings are not to be drastic, Cook said. Bays No. 0 and 1 of the Plate shop will be extended

Edgar F. Kaiser Sends Message

Some months ago I met with all of you during a series of mass meetings in each of the shipyards. At that time, you will recall that I outlined the job set for us by our government. I also told you that I honestly did not know what the future of the shipyards would be after that job was done.

The recent news of the awarding of new contracts for each of the shipyards has supplied the answer I was not able to give you last fall—that we now have a full work load which will carry through all of 1945.

Once again your government war planning agencies have expressed their confidence in the productive abilities of the men and women shipbuilders in the Portland area. It is my hope that the new contracts will help dispel the undercurrent of unrest and fear of shipyard closure which has been the main rumor of the past few weeks.

Back of the news of full employment for 1945 lies the serious implication of a prolonged war . . . a war which many of us had been led to believe was practically over. Today's war bulletins and the bulletins of tomorrow bring suffering and anguish to the thousands of you mothers, wives and sweethearts who have loved ones in uniform . . . there are no such words as "home front complacency" in your hearts.

We have been at our war job of building ships for almost four years—long tedious years filled with much personal sacrifice and hardship. We have done a job that we are proud of. We must continue that job, you and I, in spite of the war weariness which we all feel . . . it is our individual obligation to our men overseas—nothing could be more important.

40 feet on the east end. Both ends of the bays will be walled-in and a partition will be run between Bays 1 and 2, dividing the ponton work area from the rest of the building, where the Victory ship construction will continue.

Similar conversion will be made on the Assembly building, with extension on the West end of Bays 10 and 11. Headquarters for the U. S. Army engineers and for Hull materials' ponton work will be

added on to existing offices at the North end of the Assembly building, Cook said.

Jack Anderson, Assembly superintendent, and "Hank" Hockett, Plate shop head, declared that although plans for equipment installation and for training crews on ponton construction are not yet complete, most of the manpower for the work will be drawn from existing crews in the respective departments.



Above, Karleen Riggers, a Portland youngster, is shown as she looked a year ago, while undergoing treatment for infantile paralysis at the Shriners' hospital. Karleen couldn't walk or feed herself when the picture was taken. At right, she is shown as she is today after a year of care made possible by funds raised in March of Dimes campaigns. She now can walk, raise her right hand above her head and is using a ladder to exercise her left arm. The attendant is Physio-Therapist Jennie Hunter.



March Of Dimes Drive Scheduled

Dates for the 1945 March of Dimes drive are set for January 14-31, according to George H. Buckler, Multnomah county chairman for the drive. "We set our goal for \$100,000 again this year," Buckler stated, "but we hope to raise at least \$150,000. Last year the total reached \$126,000, and we needed every penny to take care of 1944 victims, and help provide treatment for all the victims of epidemics of previous years."

Headquarters for the drive have been established at 501 S. W. Ankeny in Portland.

EXPENSIVE TO TREAT

In commenting on the need for funds, Campaign Chairman F. T. Garesche pointed out that infantile paralysis is one of the most expensive diseases to treat. "Families with an average income can't afford to take proper care of infantile paralysis victims," he said. "Physio-therapy treatment, braces and equipment are frequently necessary over a long period of time." This is why, he explained, the Multnomah county committee has established a year-round clearing office at 1008 S. W. 6th avenue this year.

One-half the funds from the campaign go to the National foundation for research into the cause of the disease, and for equipment such as iron lungs, special wool for packs, braces, along with serv-

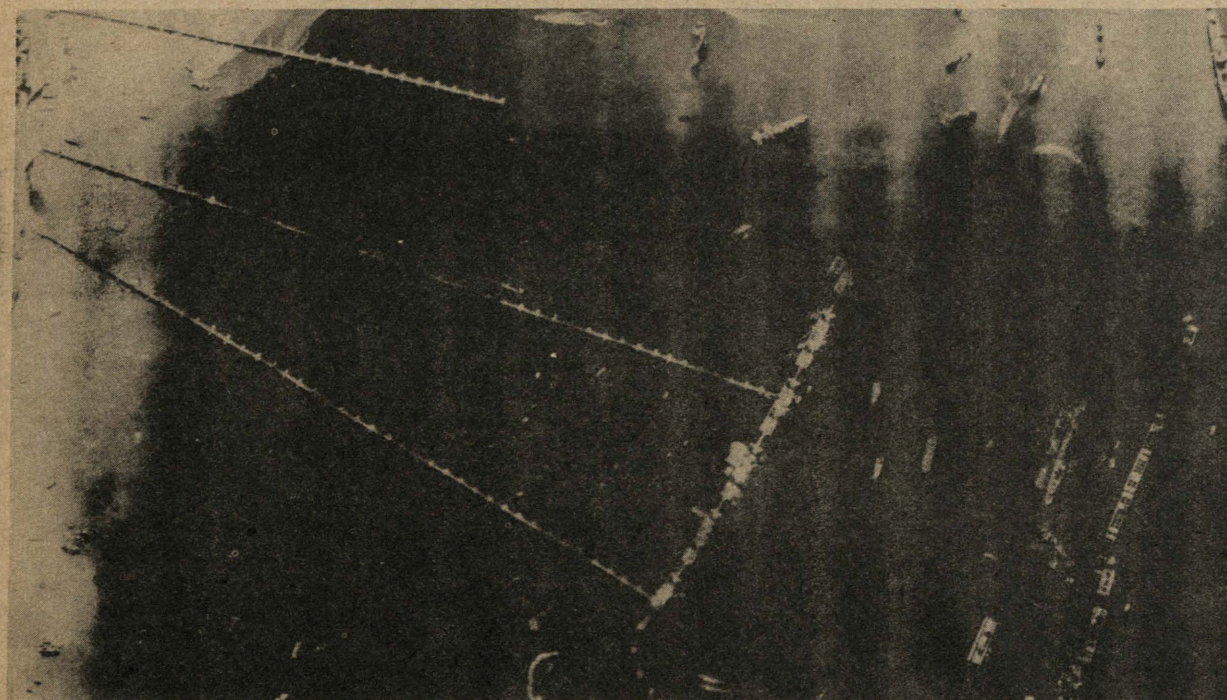
ices of doctors and nurses provided to local communities when epidemics strike.

When a case proves too expensive for a community to carry, the national foundation advances funds. This happened in Portland last year, when treatment for one patient totaled almost \$3,000, and the national foundation stood that cost.

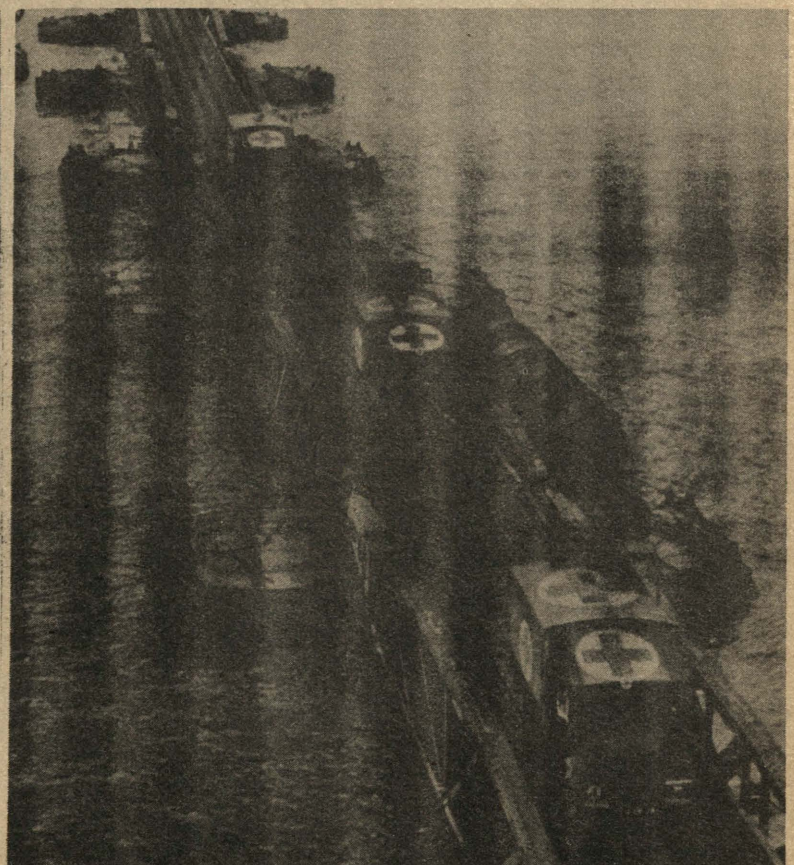
FUNDS DIVIDED

Funds remaining in Portland are divided among agencies caring for infantile paralysis victims: The Shriners Hospital for Crippled Children, Doernbecher hospital, the University of Oregon Medical school, the Visiting Nurses' association and the Jewish Community center. A large portion of the funds go also to individual cases, to provide hospital or home nursing care, braces, and physio-therapy treatments.

Of the 104 patients struck down by infantile paralysis in Portland in 1944, 21 died. Many have completely recovered, and are back in school or at their jobs.



Pontons Though no details have yet been released to the general public on what Oregon Ship's aluminum half-pontons will look like, here are some typical pontons, or floats, in use. The aerial view above shows two steel roadways supported by floats which lead from the shore to a wharf on the Normandy coast. At right is a closer view of one of the roadways. (British official photo)





Rear Adm. E. L. Cochrane, chief of the navy's bureau of ships, talks with General Manager Edgar F. Kaiser of the three Kaiser Portland-Vancouver area yards. The admiral disclosed during his visit last week that Swan Island would soon be doing a large amount of repair and conversion work and that Vancouver is building two navy drydocks for naval repair jobs.

Swan's New Tanker Contract Upped to 18

(SWAN ISLAND) — Last week Swan Islanders heard that their yard had been awarded a new contract by the Maritime commission for six additional tankers. Tuesday of this week, however, a wire from Vice Admiral Emory S. Land, U.S.M.C. chairman, announced that instead of six more tankers the yard now has a contract for 18 additional vessels. This makes a total of 51 tankers to be delivered in 1945. Just as important as the new contract announcement, however, is news that within the next few weeks ships will be arriving at the Swan Outfitting dock for conversion and repairs. Thus 1945 promises to be a busy year for the "tanker champ" yard, with a gradual shift for some workers from tanker construction to repair work.

Repair and conversion work expected in the immediate future for the Swan Island yard plus new construction will keep full labor forces busy throughout 1945, according to Edgar F. Kaiser, general manager.

33 ON PRESENT PROGRAM

The yard still has 33 tankers to deliver on its present contract. Of these, keels are still to be laid for 20. First repair and conversion jobs to be handled at Swan Island are expected to be those not calling for drydock facilities.

Inspecting Swan Island repair facilities last Saturday were several navy officers, including Rear Admiral E. L. Cochrane, chief of the bureau of ships. The officers were shown the yard by Kaiser, Assistant General Manager A. R. Nieman and General Superintendent Elmer Hann.

The admiral told the press the navy has not yet sent its war damaged ships to this port for repairs, but that some of them will be coming. He declared that all workers experienced in naval shipbuilding will be needed on naval repair.

BIG SHIP REPAIR OUT

While admitting larger ships can come into this port, Cochrane expects the Portland port, which includes Swan Island, to be visited for repairs by vessels no larger than big auxiliary or escort-type vessels, as equipment for work on the navy's biggest ships does not exist in the harbor.

The navy has released for publication a statement that a total of 132,000 workers will be needed for repair work, mostly on the Pacific coast.

"As has been stated before, our present contract will keep the yard busy until mid-summer," said Mr. Nieman. "In addition to the latest contract for 18 more tankers.

"Besides new construction work the yard will be busy with conversion and repair work within a very short time. This will provide work for Swan Island indefinitely."

Worker Has Polio

(SWAN ISLAND)—Carolyn Cook, 21, mother of two children, was stricken with polio December 5 and transferred from isolation to Hahnemann's hospital just before Christmas. She formerly worked at General Stores and her husband, Leonard Cook, works as a machinist in Machine shop on day shift.



Here are members of the Coast Guard Invaders Orchestra, veterans of three invasions, who will appear in the three Kaiser yards on the Tars and Spars show.

Full Year Set For Vancouver

(VANCOUVER)—There'll be no let-up in work at Vancouver through 1945. Additional confirmation of this came last week from Rear Admiral E. L. Cochrane, who revealed that the two drydocks being constructed at the yard now will play an important role in the navy's vast ship repair and conversion program for the year. Completion of the drydocks, along with the building of 25 giant C-4 troop transports and the outfitting of five transports and two C-4s, will tax Vancouver's productive abilities at the present employment level.

Admiral Cochrane praised Portland-Vancouver shipbuilding records and singled out the production of escort aircraft carriers as an undertaking in which Vancouver and other yards "have made a tremendous contribution."

The first of the two drydocks is nearly finished and will be launched soon. More than 15,000 tons of steel have been erected by the yard for drydocks.

C-4 COMPLICATED JOB

Vancouver shipbuilders have been working on the C-4s long enough to find out that they are a lot more difficult job than the carriers or the Attack Transports. They are 522 feet long, are of 14,600 deadweight tons. The 25 ships on the contract represent a deadweight tonnage of 465,000.

Complicated character of the C-4 is shown by the number of templates necessary in its construction. About 20,000 of the wooden patterns are used for the C-4, where the Attack Transport required only 12,000.

Many of these templates are of bulkheads for partitioning of troops quarters. Mold Loft Superintendent A. C. Barnett describes the C-4 as "a great, big miscellaneous bulkhead wonder."

"From the second deck up, she's just one miscellaneous bulkhead after another," Barnett declares.

Immensity of the C-4 job is reflected in a statement issued this week by Yard Manager Mike Miller, who says that Vancouver has too much to do to take on any additional ship contracts now. Miller's comment came after reports from Washington, D. C., indicated that many additional emergency ships will be rushed to completion.

"Vancouver's C-4 contracts will keep this yard busy throughout 1945," Miller asserts, "and these ships are all needed, the announcement indicates, during this year.

"While no definite word has been received from the Maritime commission as yet, it appears obvious that yards without full commitments for the year will be assigned these emergency contracts. As things stand now, however, Vancouver has work enough to keep the yard busy."

Electricians' Training Classes Grow

(VANCOUVER) — With holidays over and the seven-day-week ended at Vancouver and Oregon Ship, classes for shipyard electricians were showing increased enrollment this past week, according to Ray S. Ferguson, assistant business manager for Electrical Workers union Local 48, which represents electrical workers in the three Kaiser yards. The classes provide practical and theoretical knowledge of value in gaining the electrician's "blue card," which will qualify the craftsman for postwar work.

Ferguson emphasized this week that hours for the courses are such that any person on any shift can conveniently arrange the four or more hours a week training. Persons interested may enroll at any time.

In the Memorial building in Vancouver classes are open from 9 a. m. to 11 p. m. At the Marshall school hours are 7 p. m. to 10 p. m., Tuesday and Thursday, 10:30 a. m. to 1:30 p. m., Monday and Thursday, and 10 a. m. to 1 p. m. Tuesday and Friday.

Persons interested should consult Dick Walker, electrical training superintendent at Swan Island; Ken Fair, Main Electric shop, at Oregon Ship; or C. A. Pittman, Yard Training building, at Vancouver.

"To qualify as an all-around electrician in Oregon, a state examination is necessary," Ferguson pointed out. "During the war we have certified many thousands of electricians for specialized industrial work that do not meet the requirements.

"These classes are designed to give persons the opportunity to enlarge their knowledge of this type of work to prepare them for the state exams and post war work.

"The classes are largely practical, with only enough theory given to make possible the understanding of electrical equipment operation. They are under the supervision of competent instructors. It is an excellent opportunity to develop a craft that has a big future in the northwest at no cost other than a few hours time a week."

Admiral Issues New Year Word

A New Year's message to all shipyard workers from Admiral E. S. Land, chairman of the U. S. Maritime commission, was telegraphed as 1944 drew to a close. The message is as follows:

"To the workers who are building ships in plants and shipyards throughout the country, my most cordial greetings at the start of the New Year, and my heartiest thanks for your magnificent efforts in 1944.

"It is tradition that on this day we should appraise the results of our labors and gird ourselves with resolution for the future. In that light, we may look on 1944 as one of the critical years in our history. It was the year of invasion, when the number of ships and their performance counted for most, when the sum total of America's shipbuilding since Pearl Harbor planted our fighting and production strength at the very doorsteps of our enemies. Our vessels have been found good, and your determination and patriotism in building them so well and in so great a number have earned for you the gratitude of the nation.

"Your accomplishments stand before the world. Yet all of us should today stand humble before the vastness of our responsibility to the men overseas. Ships are their power and their salvation, and so long as the war lasts there cannot be too many. Here is our responsibility—that through our continual efforts there shall be no failure or delay for vessels to supply our armed forces and our Allies.

"Let us resolve today to stay with the job, so that in the New Year our men, supported by the ships we build, shall have the fullest opportunity to achieve complete victory and prepare the way to a lasting peace."

Tars and Spars' On Yards' Shows

Direct from the invasions of Africa, Sicily and Salerno, the famous Coast Guard Invaders orchestra, formerly aboard the U.S.S. Samuel Chase, a Coast Guard-manned assault transport, will arrive in Portland with the Coast Guard musical revue "Tars and Spars," which will show on the stage of the Paramount theater from January 15 through January 21. The all-Coast Guard cast of 70 is headed by Chief Boatswain's Mate Victor Mature who recently returned from 14 months active convoy duty.

Units from the show will be featured in noon lunch-hour programs at Oregon Ship January 16, Swan Island February 17 and Vancouver January 18.

Members of the band, who were on board the U.S.S. Chase manned everything from invasion craft to anti-aircraft guns aboard and ashore during the three Mediterranean invasions.

Between invasions they played more than 50 shows in North Africa, flying to bivouac areas to entertain men directly behind the lines.

NIGHT SCHOOLS OPEN THIS WEEK

Opening of Portland public evening schools on January 2 was announced this week by the registrar. Courses offered to adults at Jefferson High School include shorthand, typing, Spanish, French, woodworking, clothing, bookkeeping, public speaking and oral English, arithmetic, spelling and grammar.

Subjects offered to adults at Lincoln high school include pottery, metal art, clothing construction, home furnishings, "The Home of Tomorrow", "Problems of the Teen Age", mechanical drawing, radio code, pre-nursing chemistry, public speaking, Spanish, arithmetic, shorthand and dictation, typing and bookkeeping.

A course to be offered for the first time in Portland is a six-weeks course in Practical Bookkeeping planning to meet the needs of the home-maker, with stress on household finances and small business bookkeeping, the announcement stated.

Citizen preparation and English for the foreign-born are also offered at Lincoln High School.

7 Deliveries Bring Champ Flag's Return

(SWAN ISLAND)—December production at Swan Island, exceeding any previous month's output, assures return of the Tanker Champ Flag at the "yard of champions" as soon as results are tabulated by the Maritime commission, according to A. R. Neiman, general manager of Swan Island. Workers delivered seven tankers during December and also launched seven during the month.

Award of the champ flag is made monthly on score of productivity per way, based on tankers delivered. In November, Marinship at Sausalito, California "out-delivered" Swan Island and flew the banner during the month of December.

Nettled by loss of the champ flag, Swan workers determined not only to win it back, but to win it back with a decisive score of seven deliveries, one more than was needed to clinch the title. In addition, so as not to disrupt schedules, seven launchings also were made. This marks the first month Swan Island has couple seven launchings with seven deliveries.

December climaxed a productive year that saw 70 vessels delivered. Sixty-four of these were T-2 tankers and six were Marinship hulls converted to fleet oilers at the Swan Island Outfitting dock.

Swan Island won the champ flag nine months out of the twelve in 1944. Marinship held it for January, March and November.

SEVENTH IN MONTH

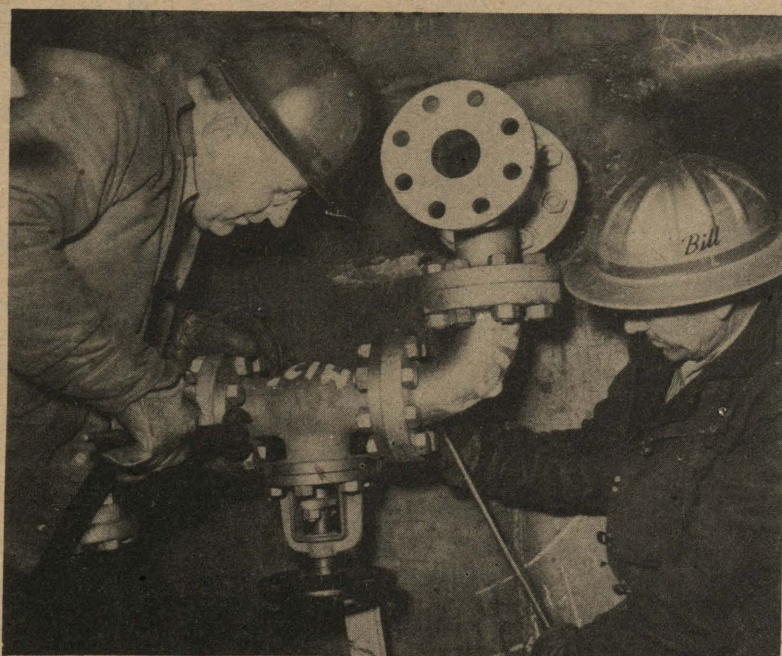


(SWAN ISLAND)—The S.S. Saguaro, Hull 119, was launched after only 37 days on the ways on Sunday, December 31, the seventh to slide the ways during December. The Saguaro was sponsored by Mrs. Frank R. Palmer, wife of the assistant Erection superintendent, shown with her husband. Attending her as matrons of honor were Mrs. J. T. Tanner and Mrs. Frank Cerny. Flowers were presented by Miss Barbara Bradbury. Tanner is assistant superintendent in charge of material expediting.

CHRISTENS 117



(SWAN ISLAND)—Major and Mrs. C. J. Middleton are pictured before launching ceremony for the S.S. Fort Stanwix, hull 117, on December 21. Major Middleton is commanding officer of the regional air priorities control office at Seattle. Attending his wife were matrons of honor Mrs. Herman Dickel and Mrs. O. C. Enge. Miss Victoria Middleton was flower girl.



Tighten 'em Up Pipefitter Rudy Bergholz, left, and Leadman Bill Pierce tighten bolts on steam line in the newly pre-fabricated fo'c'sle deck assembly section. Swan Island's Pipe department does a lot of fitting on pre-fabricated sections. (Swan Island photo)

Job Training Aids Supervision In Work

(SWAN ISLAND)—Supervisors, foremen and leadmen have high praise for the Production Training courses which were started early in 1944 to promote efficiency and better understanding at the Swan Island yard. The courses include job instruction, job relations and job methods. Job instruction teaches foremen and leadmen how best to instruct the workman in his job. Job Relations is the course designed for a foundation of good relations between supervision and crew. Besides these, Production Training offers a Job Methods class to help solve production problems by making the best use of manpower, machines and materials now available.

DEVELOP WELDING COURSE

Early in the year need for advanced instruction in welding arose in the yard. At the request of Welding department heads, Production Training developed a course teaching the technical aspects of welding, with the purpose of eliminating difficulties and abnormal situations. This course, the only one of its kind to have been started in any of the shipyards, was so successful that Production Training wrote another course including a great part of the welding course but expanded to cover the essentials of shipfitting.

These courses in shipfitting and welding are offered in the regular program of the department.

During 1944, 1076 have been certified from Job Relations training, 423 from Job Instruction, 71 from Job Methods, 416 from Shipfitting and 364 from Welding.

COURSES HELD IN YARD

The courses are divided into five two-hour sessions and given during working hours at classrooms located in the yard office and under the Outfitting dock.

These classes are for the supervisory staff of the yard and are not to be confused with the vocational courses given to workmen on their own time outside the yard, nor with the pre-employment welding division of the Vocational Training department.

The pre-employment welding course was devised to attract trainees to the vital welding craft in order to insure a steady flow of

replacements for the yard. During 1944, the Vocational department trained 3150 welders on a paid hourly basis. Each trainee must pass American Bureau of Shipping tests before being certified as a production welder.

Albrights Have Baby

(SWAN ISLAND)—A baby girl was born to Mr. and Mrs. F. A. "Bud" Albright on Friday, December 29, at Permanente hospital in Vancouver. Albright is administrative assistant to Edgar Kaiser. Mrs. Albright is the former Dorothy Boyle, who when she was employed at Swan Island, was secretary to J. O. Murray, director of industrial relations.

Ex-Swan Worker Sails Far On Swan Tanker

(SWAN ISLAND)—Following a 100,000 nautical mile trip on the S.S. Tillamook, Swan Island hull 48, John Kreitler, commander in the U.S. Maritime service, returned to Swan Island last week to visit former co-workers. During the time he was on the Tillamook as chief engineer the Swan tanker delivered 37,800,000 gallons of gasoline and oil to bases in the Pacific along with numerous deck cargoes of airplanes, landing craft, mail, passengers and lubricating oil as well as spare parts for planes.

Kreitler, who has been at sea for the past 20 years (he is now only 35), came to Swan Island when his ship, the Oregon Ship-built Liberty, S.S. Thomas A. Edison, was wrecked on a reef. He first signed on at the yard as a swing shift trial engineer and later was a test superintendent under R. W. Dunham.

He was scheduled to go out as chief engineer on the Jacksonville, which later was sunk in the Atlantic, but because Hull 104, Swan's first fleet oiler, was due for trial run, Kreitler waited for the trial and then shipped on the Tillamook.

JAPS DIDN'T SEE

Asked if his ship had any close ones since it was delivered last February, Kreitler at first said "no," then—

"Well, one morning we were discharging our cargo into a submarine pipe line when a Jap bomber passed fairly low over the ship. But we were anchored close to a bluff and the shadow of it covered us so the Japs missed seeing us.

"We also had a scare one day from a dead whale. Can't tell what they are at a distance," he said.

"Did you see any other Swan Island tankers in the Pacific?"

"Yes. At one time there were sev-



JOHN KREITLER

en of us anchored in a Central Pacific port. I remember the Fort Dearborn, Hadley, Lundy's Lane and Hovenweep and two others besides ourself."

Two other Swan Islanders who went with Kreitler are still on Swan tankers. His first assistant, L. M. Britton, is now chief engineer on the Mesa Verde and Richard Lehmann is now Kreitler's first assistant. Both were trial crew members.

Kreitler saw another Islander at Tulagi. He is George Miller, chief engineer on the S.S. Celilo. He also saw Bud Allen, former supervisor.

Last September Kreitler married Alice Reed, former Swan Island day shift test recorder. Their home is at Long Beach, Calif.

New Fire Alarm Boxes Installed At Swan

(SWAN ISLAND)—A.D.T. workmen and Swan Island electricians are installing a new fire alarm system with 71 boxes. Several of the boxes already are installed, others have not yet been connected with the fire station.

Captain R. F. Balke points out that until each is ready for alarm service there will be a "not in use" sign above the box.

When electricians have the box ready for service the sign will be removed. In the meantime, he suggests the telephone be relied upon for calling in a fire alarm.

Engagement Told

(SWAN ISLAND)—Wilbur "Willie" Gordon announces his engagement to Lucille Whitfield. Gordon is a chipper on day shift while his fiancée is a ways shipfitter.

Leaves For Army

(SWAN ISLAND)—J. H. Miles, day shift welder on the ways, leaves Swan Island next week for Fort Lewis to join the army. Miles has been at Swan since July 17, 1943.

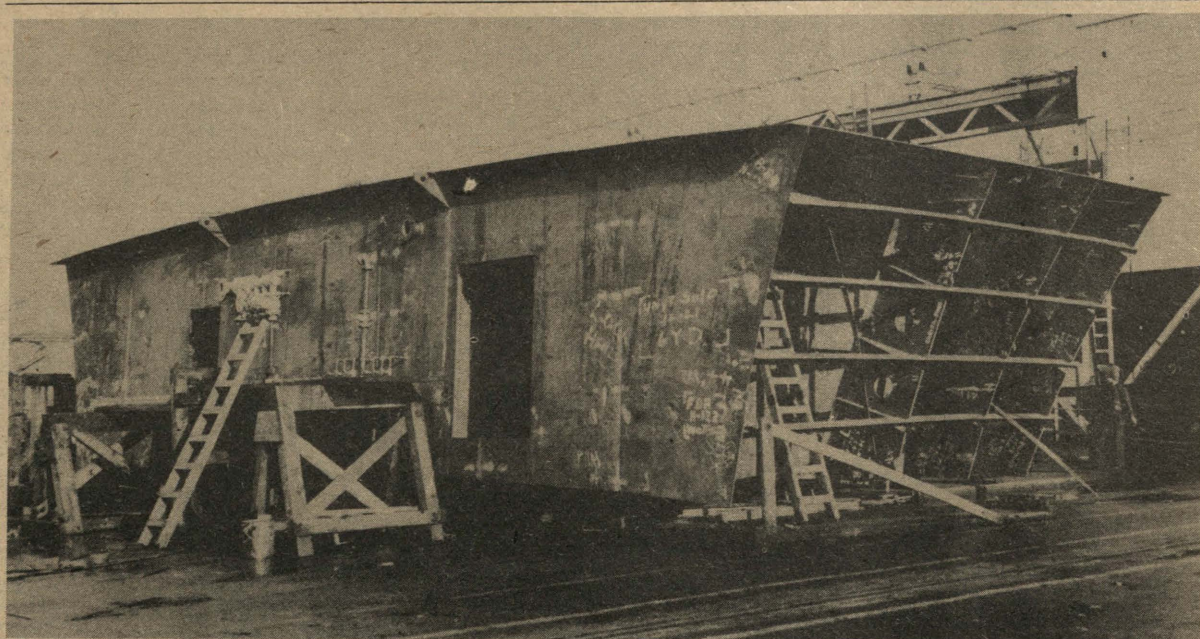
Birthday Party

(SWAN ISLAND)—Marine Superintendent Charles H. McEachron was guest of honor at a party given on his birthday December 15 at the Mallory hotel by 65 Marine department employees. He was presented with a Scottish Rite ring. Bill Wood, Ways machinist supervisor, acted as master of ceremonies and introduced guests from several firms of vendors and other department heads.

Entertainers included William Stewart of Hagan Controls Co., Trial crew engineer, and Mrs. E. Hall and Mrs. Stella Clayman, personnel clerk. The dinner was arranged by Mrs. Adele McClusky, chief clerk of the Maritime department with the assistance of Hope Vallentyne.

Children Receive Gift

(SWAN ISLAND)—Foregoing their annual Christmas party, swing shift workers in Bay 6, Plate shop, sent a Christmas gift of \$30 to the Shriners' hospital for crippled children for which they received a letter of thanks last week, according to Superintendent Duncan Gardner.



New Assembly Section A new assembly section was added to Swan Island's growing list when the fo'c'sle deck assembly unit was first pre-fabricated for Hull 122 on the jigs in December. This unit includes 22 sections from frame 84 to 97, and weighs 42 tons. It is set on the upper deck forward of the dry cargo hatch. Interior of the fo'c'sle deck assembly unit includes Bosn's stores, deck stores, carpenter shop, paint room, lamp room and upper portion of the chain locker. (Swan Island photo)

INQUIRING REPORTER

QUESTION

Did you make any New Year's resolutions?

James Ashrow, Assembly-jigs shipfitter: "Yes, sir! I'm going to



stop drinking so that I can buy more war bonds. I have a couple of sons in the navy and I want to get them home as quickly as possible. If everyone would make that resolution, couldn't we end this war fast? I've made a lot of resolutions in my life but I always broke them. I plan on keeping this one. Besides that, it's a poor habit to drink."

Cathie Holmes, welding rod control helper: "I find it isn't profitable to keep resolutions because I am always making too many of them. I usually make them too tough to begin with. I made one resolution this year that shouldn't be too hard to keep. I think everyone should make the same one, and that is not to cash in any of my war bonds."

Bill Coolidge, pipefitter leadman, ways: "No, I didn't make any resolution this year, or last year or any year before that. In fact, I haven't ever made a resolution that I know of and I don't figure that this is the time to start. I figure that I'm not any better now than I ever was and if I couldn't have kept a resolution 15 years ago how could I now?"

Vira Miles, ways shipfitter: "To be truthful about the matter, I've never made a resolution in my life. I've always figured that if you wanted to stop doing something you would not have to make a resolution. Now that my husband is going into the service I could make a resolution to write him a letter every day. He'd like that."

Pearl Boyd, Outfitting dock scaler: "My resolution for this year is not to miss a day of work. I've made a lot of resolutions in my life and I'm usually pretty good at keeping them. I never broke the one I made last year which was to write to my mother in Riddle, Ore., at least once each week. I'm also going to try and buy more war bonds during 1945."

Hazel McConnell, messenger: "My resolution is to try and not be late or absent during 1945. I'd like to get out of the habit of saying 'yah' and 'huh' all the time someone is talking to me. I really can say that I don't have the bad habit of swearing. I think that is one resolution that every person should make and stick to it."

Georgia Lodestein, ways electrician: "My New Year's resolution is to make the best of all my spare time by going to school. I want to take courses in typing, costume designing and millinery. I've made a lot of resolutions and never kept them, but I intend to keep the ones I just mentioned."

CARD OF THANKS

Jean Weander and her daughter, Mrs. Caroline Tabor wish to thank the janitors on swing for the flowers sent to them after Caroline's husband was killed in action. Jean is a janitress on the ways, swing shift.

SWAN'S HISTORY GIVEN EMPLOYEES

(SWAN ISLAND)—Today with paychecks, Swan Island workers are receiving a picture booklet highlighting events since the start of the yard. The booklet commemorates Swan Island's most productive year.

Mostly pictures, it also carries a short history of the shipyard, a log of all ships produced and delivered from Swan Island and a list of awards that have been won by Swan Island.

With each booklet is a letter from A. R. Nieman, general manager of Swan Island. In part it says, "The management's pride in you and your accomplishments is significant in its reflection of the pride you men and women take in your shipyard, and the name you have earned for it—'The Yard of Champions'."

Enough copies of the book were printed to provide one for each employee, but there are no extra copies available.

GRANDMAS MEET; ORGANIZE CLUB

(SWAN ISLAND)—During December several grandmothers' clubs were formed at Swan Island. Following Plate shop, Outfitting dock and Assembly departments on day shift also organized.

In Assembly, 22 grandmas had a pot-luck lunch and compared ages and number of descendants. M. A. M. Vanderpool, production laborer in Bay 11 is the oldest at 63. She has 11 grandchildren and one great-grandchild.

Irene Basnett, Bay 2 shipfitter tacker, is youngest at 34.

Alvina Roppe, Bay 11 production laborer, with 17 grandchildren, took the prize for the "mostest." Prizes were presented by Assembly Counselor Patricia Elford.

Oldest grandmother on Outfitting dock proved to be Mrs. Ora Roberts, janitress, while Mrs. Lydia Carey with 19 grandchildren was the "mostest." Youngest grandmother was Mrs. Dorothy Burke Hausen, 34-year-old production laborer. This group will meet in lunchroom 98 the first Wednesday in each month. Mrs. Jennie Fisher, production laborer, was named chairman, reports Counselor Margaret Jones.

U. S. M. C. OFFICIAL SENDS GREETINGS

(SWAN ISLAND)—The 1944 production record of Swan Island employees was praised in a telegram to A. R. Nieman, general manager of Swan Island, from C. W. Flesher, regional director of the U.S. Maritime Commission, December 23. The wire read: "You and your employees at Swan Island are to be congratulated on the magnificent production record you have made in the delivery of tankers during the past year. Merry Christmas and Happy New Year to all hands and may the coming year be even more successful." Signed, C. W. Flesher, USMC.



Switchboard Crew These four electricians of Switchboard Crew No. 1, do the work in three days that it originally took 10 men 14 days to do. They are, left to right: Leadman H. A. "Heavy" Wildermuth, Jimmie Barr, S. J. McNamara and E. M. Grayson.

Ship Delivery Complicated Job Many Papers Handled

(SWAN ISLAND)—If Swan Island departments were allowed a symbol like the armed forces use to decorate their planes, jeeps and trucks, Carl Savage's insignia would most likely be a stork, for Carl is at the head of Vessels Delivery. Savage, who set up the Delivery department at Oregon Ship, came to Swan Island in September, 1942, and organized a similar department here. He assisted in delivering every tanker that has gone out from Swan Island.

Vessels Delivery gathers, executes and puts aboard all of the

ship's papers. Their work is so complete that when a skipper arrives to take out a new vessel, he merely has to put his signature on

a few papers, sign the register at the U.S. Customs, and clear his ship for the next port.

BLUEPRINTS—LARGEST

Blueprints bulk the largest in ship's papers. Two copies each of over 400 vendors' prints go with each ship as well as two copies each of 60 instruction books on operation of ship's machinery and equipment. There are also over 300 Kaiser company blueprints for each tanker covering wiring machinery, piping diagrams and hull drawings.

When a tanker is ready for delivery to the Maritime commission a completion certificate is signed by Assistant General Manager A. R. Nieman, Principal Hull Inspector John F. Bruns and Principal Machinery Inspector H. P. Stevens. Then comes the delivery certificate which transfers the vessel from the Kaiser company to the Maritime commission.

This is followed by another certificate from the Maritime commission to the War Shipping administration and yet another from WSA to the operator of the tanker.

Each ship is given an official number and signal letter by the Bureau of Customs in Washington, D. C. The number along with net tonnage is cut in on the ship's main beam in the dry cargo hatch. The number stays with the ship. Even though she is lost the number is not used again. For Swan Island tankers, tonnage is 6,301 net tons.

48 CERTIFICATES NEEDED

Altogether each tanker needs 48 certificates and documents before it is ready to leave the Swan Island dock. Ten of these are from the Department of Commerce, including special tonnage certificates for the Panama and Suez canals and designation of home port.

The U.S. Public Health Service issues inspection certificates for drinking water, ratproof construction and deratization exemption.

American Bureau of Shipping is concerned with certificates governing load lines, anchors, seaworthiness, boilers, evaporators, turbines and many others, totaling 32 in all.

There is a joint USMC and Navy Degaussing certificate and others for the compasses.

Originals of all these certificates are handed to the master of vessel, for inclusion with ship's permanent papers. All of these are assembled with their serial numbers through the Vessels Delivery office.

They also complete forms for the fuel oil, lube oil and fresh water that are loaded at the Outfitting dock. Each vessel has about 2,000 barrels of fuel oil, 3,000 gallons of lube oil and 500 tons of fresh water on board at time of delivery.

Swan Had Only Seven Deaths In '44

(SWAN ISLAND)—With only seven fatalities during 1944, Safety Engineer J. C. "Jude" Moreland stated: "In comparison to other yards in the country, Swan Island's fatalities are less frequent than the average. We had 20 million man-hours of exposure dating from July 1 to November 25 without a fatality."

Up to November 25, Swan Island had only four accidental deaths. The deaths of three riggers during the last 37 days of the year brought the total to seven.

Swan Island's First Aid stations were busy, averaging approximately 244 calls daily. Records show that 88,840 manhours were lost due to First Aid calls and 16,908 days were lost because of injuries.

The WORKER SPEAKS

Praises Whistle

Sir: I would like a word of praise and appreciation to the Bosn's Whistle issue of December 15 for the nice, plain, clean way in which it puts out its news and pictures. The Tank building Grandmothers picture is very good, the exposition of shipbuilding on ways 1 to 8 is O. K., and the schedule chart on page 1 is clear. More power, news and pictures to the Bosn's Whistle. I'm sending copies to my sons overseas as well as back home. — T. A. Jasso.

Asks For Teamwork

Sir: The American public is very much like a football team. We are playing in an important game. Ours is a good team and our opponents are tough. The first half of the game is just about over. Unlike a football game we'll forfeit the rest period. During the first half we looked very good and then again we at times looked mediocre — but that is water over the dam.

There were players who had to be pulled and replaced. There were some casualties. Our team fumbled the ball, but the fumbles were not intentional. The game is far too valuable to lose. All of mankind is depending on a win for our team. We cannot and will not settle for a scoreless tie. We're out to win!

Now that the second half is about to begin, let us profit by the mistakes of the first half. Let's not fumble the ball by slowing down production and laxity in bond buy-

ing. One player "off side" will penalize the entire team. Let's take the advice of the coach. He knows how to run the team. He knows what players should play end or tackle. Let's not criticize. If we carry the ball to our boys they'll take it over for a touchdown.—A. P. Fredette.

Sends Greetings

Sir: After almost a year I received a copy of the Bosn's Whistle. I enjoy reading them very much as I used to be one of the gang at Swan Island. In fact I started work at Swan when it first opened. I helped build all the ways and saw every building built on the island.

I started work on the first hull and helped build 48 others. When I left the Swan Island yard in January of 1944, I was a shipwright leadman on graveyard. I enjoyed working at the yard very much and wish I were there again. My wife works there yet and is doing a swell job as a labor leadman on graveyard.

I wish I could wish all of them at the yard a merry Christmas and a Happy New Year in person, but as it is impossible for me to do so, I'll enjoy it very much if you'd say so in a small space in your Bosn's Whistle.

Tell all of the Islanders that they are doing a swell job and to keep it up. In my travels I have seen a lot of Kaiser tankers. They are doing a wonderful job. Hoping to hear from some of the Islanders and yourself, I remain as ever, an old Swan worker.—John R. Austin S1/c, U.S.S. Medusa, 9th Div., Fleet Post Office, San Francisco, Calif.

Found Articles

Sir: I suggest you find a space in the Bosn's Whistle to place a notice telling the workmen in case they lose anything they might find it at the Guard office.

We find and have articles turned in to us that have been found by others such as clothing, tools, lunch boxes, eye-glasses and other articles. Some workmen think the article has been stolen and forget about it. They do not know they may recover the article by calling at the Guard office. It might be a good idea if they would report to the Guard office whenever they lose or have something stolen.—W. M. Bucholtz, swing shift.

Ed: Glad to cooperate. Any time the Guard office wants a listing we will print it.



Tied For Sixth After hovering between the first and second division of Swan Island's 16-team bowling league throughout the season, this Plate shop quintet ended first half play tied with two other teams for sixth place. Front row, left to right, Fred Spears and Dave Ashpole; back row, Rusty Redstone, Danny Walters and Chet Murray. (Swan Island photo)

Gun Shop Pin Spillers Climb Notch At OSC

(OREGON SHIP)—Play at the Hi-way alleys was hotter than a phosphorus bomb December 28, when the eight OSC teams met to continue their battle for prize money. Only team to move up in the ranks was Gun Shop, which took all three games from the Shipfitters. For the winning quintet Sutton

	W.	L.	Pct.
Chippers No. 1	32	18	.666
Pre-erection	38	10	.792
Welders	30	18	.625
Sub-assembly	28	20	.583
Gun Shop	27	21	.563
Shipfitters	25	23	.521
Chippers No. 2	9	39	.187
Gadget Shop	6	42	.125

rolled a 206 in the second and Raymond turned in a 190-198-188—576 for three matches.

Upset of the evening astounded players and spectators when Chippers No. 2, for weeks in the cellar and now second to the basement, took one game from league-leading Pre-erection. A double by Iam and a turkey by Canton clinched the final game for the Chippers.

Highest performances of one team was turned in by Chippers No. 1. At the close of first-game play, Schoenbeck had chalked up a 237, and the second game showed Patchin rolling a 233 with seven strikes and four spares. Chippers No. 1 first game was 1016, crowding the record 1035 set last fall. With their hot play, Chippers No. 1 tossed Welders for two out of the three games. Scores:

Pre-erection, 943, 922, 889—2754; Chippers No. 2, 706, 853, 911—2470. Gun Shop, 869, 992, 943—2804; Shipfitters, 832, 976, 874—2682. Gadget Shop (4-man), 611, 629, 601—1841; Sub-assembly (4-man), 660, 706, 634—2000. Chippers No. 1, 1016, 939, 833—2788; Welders, 889, 923, 886—2698.



Standout One of the main reasons the Swan Island Owls make such a good showing in the city National basketball league is the stellar playing of Van Pelt, who has been one of the leading scorers throughout the season. He was a member of the Vanport Sheriff's team of the American league last season. (Swan Island photo)

GALIPEAU DOUBLES AS 'REF' IN HOCKEY



AL GALIPEAU

(OREGON SHIP)—One place where Al Galipeau, OSC whirley oiler for 18 months, can always be found Sunday nights is on the frozen carpet of the Portland Ice Arena, for Galipeau is one of the best-known referees in the Pacific Coast hockey league.

Al has been changing his shipyard boots for ice skates at least one night a week since the league season opened, and from now on will be doing his "policing" stint twice a week.

After two years of officiating in the "fastest game in the world," Galipeau believes the Portland Eagles are going to be hard to stop in their current dash for league leadership. The Eagles, who with the Vancouver Vanguards form two of the four teams in the northern section of the loop, have been strengthened with new arrivals.

Galipeau, a French-Canadian, learned hockey during 15 years of team play in Canada, says he began skating when 8 years old. His team twice won the boundary championship during all-Canada tournaments.

Pipemen Top Team Sports

(SWAN ISLAND)—The Pipefitters ran away with team honors during the 1944 athletic season just completed at Swan Island by winning two championships. The Pipe men started the season by winning the basketball championship, defeating the Globetrotters in the final game, 45 to 43. Their

FIRST HALF SWAN BOWLING LEAGUE ENDS IN DEADLOCK

SWAN ISLAND LEAGUE	W.	L.	Pct.
Pipefitters	33	12	.733
Painters-Dock	33	12	.733
Sheet Metal	32	13	.711
Chippers-Dock	27	18	.711
Main Machine Shop	25	18	.600
Painters-Yard	24	21	.533
Electricians	24	21	.533
Plate Shop	24	21	.533
Welders-Dock	23	22	.511
Clerical	22	23	.489
Trial Crew	20	25	.444
Outfitting	17	28	.377
Welders-General	17	28	.377
Machinist-Dock	16	29	.355
Welders-Ways	12	33	.267
Shipfitters	1	34	.244

(SWAN ISLAND)—Winning all three games from their opponents, Pipefitters and Painters-dock bowling teams finished the first half of Swan Island's 16-team league in a tie, one full game ahead of the previously leading Sheet Metal five.

Pipefitters trimmed Trial Crew and Painters-dock whipped Welders-dock while Sheet Metal was losing two to the fourth place Chippers, who set a new high team single game of 1046 pins. Painters-dock also set a league record when they brushed aside 2946 pins to set a new high for team series.

Ten scores over 200 were registered. Evans Lumsden, a recruit to the last-place Shipfitter team, rolled a 242 to lead all bowlers for high single game. Rusty Redstone, Plate Shop veteran, put together scores of 164-204-231 for a 599 series to top that department.

Other good scores were: Lumsden, 551 series; J. Owens, Chippers, 220 single and 559 series; Jim Stewart, Pipefitters, 200 single; Jack Johnston, Machinist-dock, 203; W. Beach, Main Machine Shop, 208; Al Remlinger, Sheet Metal newcomer, 562 series, and three Painters-dock pin-busters, Ole Ohlin, 539 series; Paul Thompson, 213 single, and Joe Hallerman with a 167-206-220—593.

TANKER LEAGUE	W.	L.	Pct.
Erection-Scorpions	27	13	.600
Erection-Sharks	26	19	.578
Chippers	23	22	.511
Burners	22	23	.489
Tank Test	20	25	.444
Engineers	17	28	.378

Erection-Scorpions' bowling team whitewashed last place Engineers while Erection-Sharks were losing one game in Swan Island's tanker league, to regain first place. The Engineers' triple loss put them a full 10 games back of the league leaders.

Chippers, despite the heavy pin busting of J. Owens and Mike Fader, lost two games. Fader rolled a 259 single game while Owens had a lousy 610 series. The fourth-place Burners, with a 1027 single game and Erection-Scorpions with a 2896 series won team honors for the week.

season record included ten wins against two defeats. Team members included Charlie Geenen, Jack Workman, Ken Sax, Paul Muller, Al Morton, J. Hollingsworth, Joe Boyle and Leonard Moore.

Bowling honors of 1943-44 went to Welders-dock, who ended the season with 48 victories and 18 defeats, to win by a seven game margin over second-place Welders-ways. Union Melt copped third place in the 12-team league. Members of the championship welder team were Paul Kerr, Culver Anderson, Art Grove, Hank Morgus and Otis Frank.

The Pipefitters, defending 1943 softball title holders, won their second consecutive championship by defeating a tough Fabrication team in the final title game, 8 to 3. The season saw the champs winning 15 of 20 games. Team members included Hal Feiock, John Molitor, Jack Workman, Ben Adams, Bill Hudson, Paul Muller, Joe Boyle, Harry Weinstein, Gene Burquam, Charlie Geenen, Manuel Ortiz, Chuck Nearman, Ken Sax, Jack Koenig, Phil Blunk, Ron Chappell and Harry Hollins.

Free Weight Lifting, Mat Classes Open

(VANCOUVER)—Steve Kulick, day pipefitter on the Outfitting dock, who is an assistant to Ivan Jones at the McLoughlin Heights recreation center, announced this week that free classes were open to all men and boys interested in weight lifting and wrestling.

Classes are held each Tuesday and Thursday night from 7 to 9 o'clock at the McLoughlin Heights gymnasium. Lockers are available for the use of students as are showers.

Kulick points out that either activity is a good means of removing kinks one gets on the job in the yard.

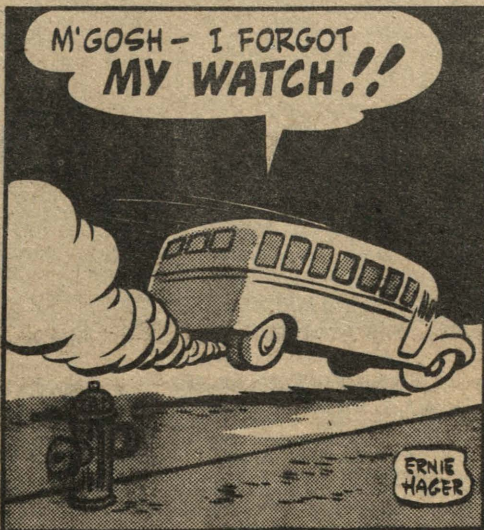
OSC CAGERS SHINE ON PORTLAND FIVES

(OREGON SHIP)—Three Oregon Ship workers are starring on leading Portland city league basketball teams.

Template Storage Supervisor Roy Pflugrad is heading the Shannon company five, second place team in Portland's fastest league. And two of the best hoopsters on Fee's Music Makers' team, which is leading the same league, are Bus Rayley, shipfitter leadman, and Lloyd Jackson, leadman material expeditor at Shell Erection.

The six-foot seven-inch Jackson is a former University of Oregon center. Rayley scored 18 points in a recent game against Oregon.

Stubby Bilgebottom



By Ernie Hager

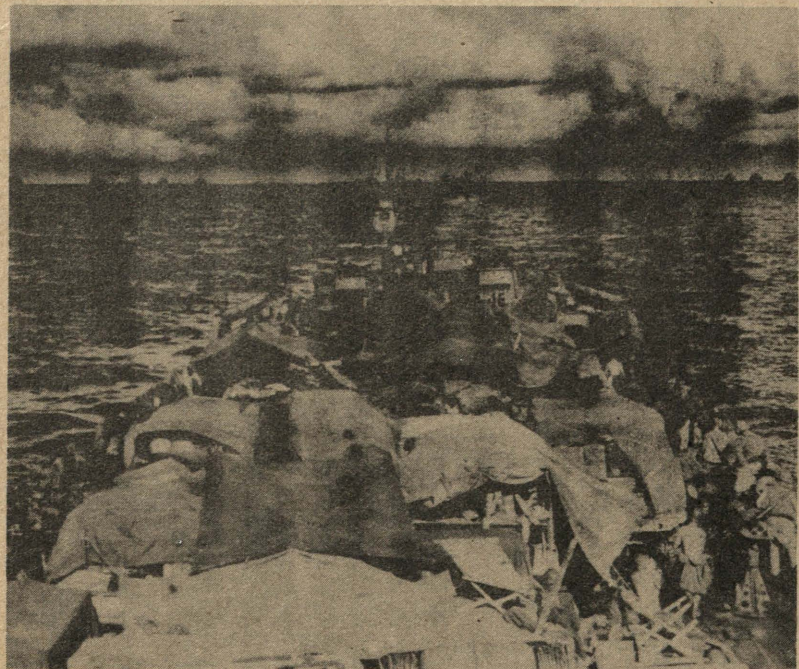


As victory nears, supply lines become more extended as shown by the map above. Kaiser vessels have been in the thick of things and some have been sunk. Among the more notable sinkings announced so far are: 1—OSC's first Liberty, the Star of Oregon, sunk August 10, 1942; 2—Three Vancouver carriers, the Liscome Bay off the Gilberts on November 24, 1943, the Gambier Bay and St. Lo (formerly the Midway) off Leyte in October, 1944; 3—the first Swan tanker reported sunk was the Jacksonville, date undisclosed.

1945 Finds Kaiser-Built Ships On All War Fronts



Shoulders Load A sturdy Liberty ship takes on a load of war supplies in an Australian port as one lone sailor stands silhouetted against her loading lights. (WSA photo from Navy)



Endless Supply Stream Cargo ships and troop transports standing off the invaded shores of Leyte, pour troops and war materials landward in an endless chain of LST's (Coast Guard photo)

As 1945 broke over a war-torn world, Kaiser-built ships were to be found in action on every major war front. From the beaches of Normandy to the shores of the Philippines they are carrying an endless stream of men, equipment and supplies to our fighting forces.

The slow but dependable Liberties are performing many tasks. They carry mules for the army. They serve as warehouses in isolated Pacific bases. Off the coast of Normandy they were loaded with concrete and sunk to make a vitally important temporary harbor.

Victory and Attack troop transports carry cargoes and fighting men all around the world. Vancouver's Escort Carriers are fighting it out in the Pacific with the toughest of the Japs' fleet. LST's move ashore on both European and Pacific battlefronts disgorging troops, tanks and supplies.

Through it all, Swan Island's tankers and fleet oilers carry the steady stream of gasoline and fuel oil without which the entire war machine would be worthless.

This week, in a delayed Christmas message, Admiral Ernest J. King, commander-in-chief of the fleet, took note of Kaiser shipbuilders' mighty effort. He said:

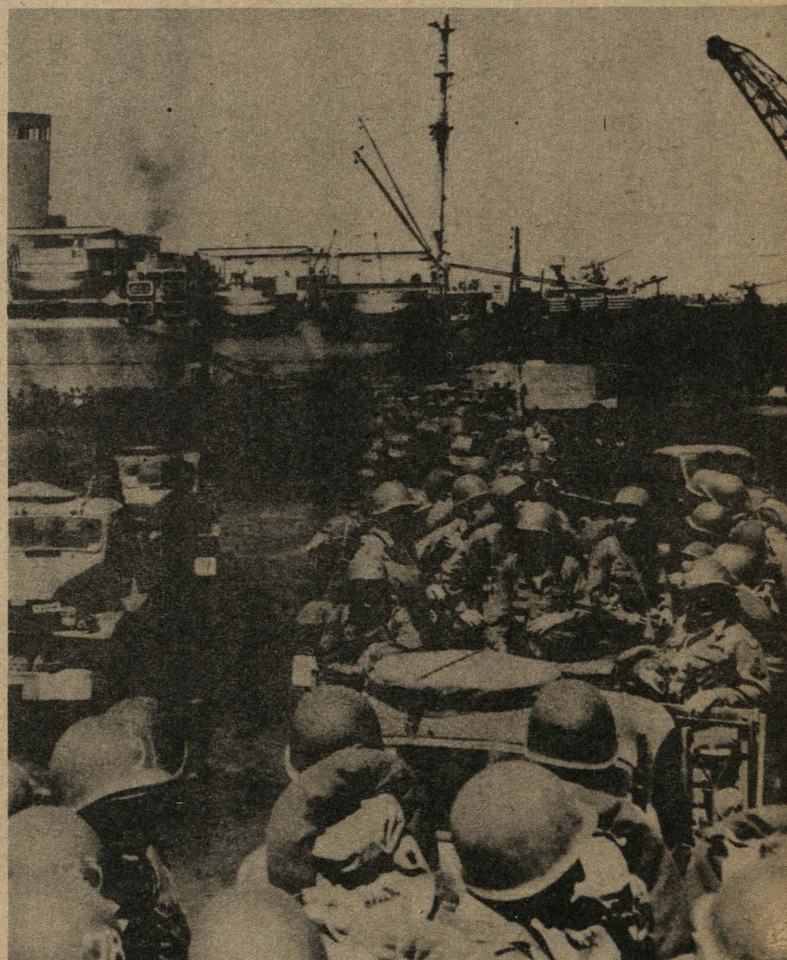
On this fourth wartime Christmas I wish to extend greetings and thanks, in behalf of the fighting men of the fleet, to you whose loyal support on the production lines is helping to carry them to victory.

In a very real sense, our past successes have been paced by the great productive effort on the home front. They have been won through maximum cooperation between the assembly line and the firing line. It is imperative that this fine teamwork continue to the end of the struggle.

We must now redouble our efforts, for only by sustained hard work and hard fighting can we hope to shorten the war. I am confident that each one of you at this Christmas season will rededicate yourself anew to your individual wartime tasks in order that victory may be achieved as soon as possible—and that "Peace on earth good will toward men" may be regained for all the nations of the world.



Port Side Miss An enemy salvo hits off the port side of the Vancouver-built escort carrier, Fanshaw Bay, during "Round Three" of the second battle of the Philippine Sea on October 25, when an escort carrier group of the Seventh Fleet fought off a superior Jap fleet until the latter broke off the action. (Official U. S. Navy photo)



Troops Unload Men, material and supplies to fight the greatest war in history flow into invaded areas from troop transports and cargo vessels.

Swan Employees Put \$125 Average Into Sixth Loan

(SWAN ISLAND)—Upholding its high participation in war bond buying, Swan Island completed the Sixth War Loan with total sales of \$2,720,450, according to Ken James, war bond sales department head. This averaged \$125 per employe at cash, not maturity value. Final figures show the yard bought 119.6 per cent of its quota.



Official department standings remained as announced earlier in the Bosn's Whistle. Administration led all others with 166 per cent for top spot, followed by Electrical with 158.2 per cent. Third place was won by Mechanical department with 153.3 per cent.

All three of these departments will name sponsors and select sponsors' parties from among their employes for launchings of three war bond tankers within the near future.

The following are final figures for the Sixth War Loan:

Rank	Department	Quota	Sales	Percent of Quota
1.	Administration	\$139,001	\$230,611	166.0
2.	Electrical	127,369	198,447	158.2
3.	Mechanical	89,402	137,098	153.3
4.	Plant Pro. & Main	62,154	88,576	143.5
5.	All Stars	72,548	98,829	136.2
6.	Hull Outfitting	58,276	71,473	122.6
7.	Welding, Dock	36,948	44,631	120.8
8.	Marine	139,466	166,768	119.6
9.	General Stores	86,372	97,890	113.3
10.	Shipwrights and Fac.	141,757	154,019	108.7
11.	Erection	162,586	169,851	104.3
12.	Pipe	205,474	214,102	104.2
13.	Fabrication	124,342	127,048	102.2
14.	Assembly	355,428	362,985	102.1
15.	Rigging	79,971	80,428	100.5
16.	Welding, Ways	227,640	205,803	90.4
17.	Paint	98,853	88,827	89.9
18.	Riv. and Chipping	67,819	54,933	81.0
	Misc. Sales		127,304	
TOTAL YARD		\$2,275,206	\$2,720,450	119.6

Tickets on the car and the fifty \$50 bonds will be included with all payroll deduction bonds which are paid for with the deduction from the December 31 paycheck received today. Since the bonds for this final deduction will not be issued until January 6, the car stubs will be removed and deposited for each employe in order that he may participate in the car drawing which is being held tomorrow noon at the downtown Portland Victory Center.

Stubs for the free bonds will be picked up from boxes throughout the yard on Saturday, January 13. After that date stubs may be left only at the bond offices or in a special box outside the Bosn's Whistle office up until drawing time at 11:30 a. m., Tuesday, January 16.

SWAN HAS MOST WOMEN WELDERS

(SWAN ISLAND) — Figures released recently by Assistant Personnel Manager, Virginia F. Lemire, show that Swan Island has a higher percentage of women journeyman welders than Vancouver, Oregon Shipyard, Marinship or the Richmond yard.

As of November 19, 1944, Swan Island had 3,231 welders of which 1,717 were women. These figures boiled down to percentage terms mean that over half or 53.11 per cent were women. Nearest competitor at that date was Oregon Ship with 50.3 per cent. Marinship figures of September 30, 1944, showed 43.7, while the Richmond yards combined totaled 36.6. Vancouver yard showed the smallest percentage with 35.1.

In addition to the journeymen welders at Swan Island, there are also approximately 700 women shipfitter tackers.

Names For Two Swan Hulls Interchanged

(SWAN ISLAND) — It was announced last Saturday by General Superintendent Elmer Hann that names as previously assigned for Hulls 120 and 123 will be interchanged.

Hull 120 will be the S. S. Chisholm Trail.

Hull 123 will be the S. S. Sunset.

Gets Promotion

(SWAN ISLAND) — Mary E. Ward, former electrician on Swan Island's bays, has been promoted in the WAVES to Pharmacist mate 3/c. Miss Ward is stationed at Mare Island, San Francisco.

CARD OF THANKS

(SWAN ISLAND)—As I am still confined in the hospital and won't be able to thank you personally, I wish to take this means to thank my many friends, especially the shipwrights for their kindness during my stay here.—George E. Roberts, Shipwright, Graveyard shift.

SWAN ISLAND WHIRLEY-GO-ROUND

Two graveyard transportation employes, Jim Van Cleve and Charles Reese, went over the \$1,000 mark during the sixth war loan.

Graveyard shift firemen have gone the longest—19 days—without answering a single call, according to Fire Chief R. F. Balke.

Josephine Monson, swing shift machinist helper, a widow and mother of six children, has purchased \$3,600 in bonds during the past three drives. She has two sons in the service.

Maxine Stevens, day shift field clerk in the oil house announced her engagement December 23 to Cpl. Ralph Hallar, who is stationed at Fort Lewis. No definite date has been set for the wedding.

Hull Material leadman, Eugene Richmond, left Swan Island for Washington, D. C., where he will attend Red Cross training school for overseas duty.

Welders on Outfitting dock celebrated in honor of Mr. and Mrs. Al Enos at Lindell's Chicken Dinner Inn December 21. All three shifts attended the dine and dance party. Enos is superintendent of welders on the dock.

Swan Island crew with the highest percentage of quota in the sixth war loan, as reported to the Bosn's Whistle, was that of Foreman C. W. Pattee's shipfitters on the Outfitting dock. The 11-man swing shift crew along with Pattee and Leadman W. H. Kenny, reached 510 per cent of their quota.



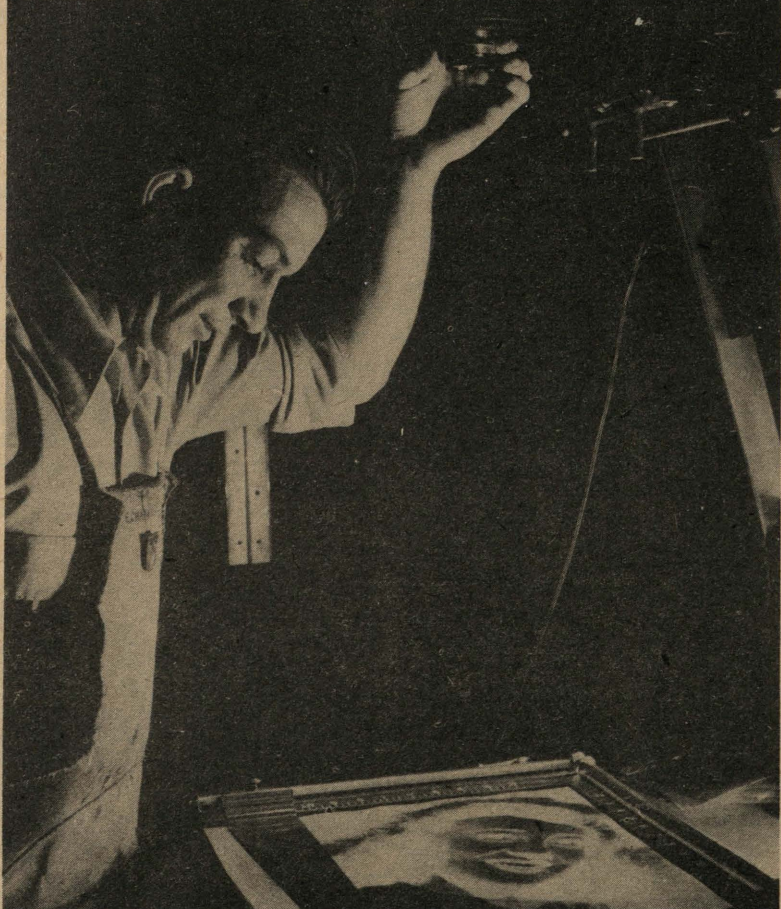
Puddle Picture Loaded on a Swan Island trailer for the ways, this forward deep tank section, a T. B. 77, is reflected in a puddle on craneway 3.

Moore's Have Son

(SWAN ISLAND) — A son was born to Mr. and Mrs. Leonard Moore at St. Vincent's hospital December 12. Moore is a shipfitter foreman on day shift. His wife, Beth, formerly worked in the Badge and Record Control office.

LOST AND FOUND

LOST: Woman's Elgin wrist watch, initials Z. W. Q., in lavatory, opposite Berth No. 3, on Thursday, Dec. 21, about 6:45 a. m. Watch is highly prized as a keepsake by the owner. Reward. Finder return to Counselors office, Shack No. 88, O. F. dock.



At Enlarger Swan Island photographers Everett Chandler, pictured here at an enlarger, and Grant Ridley take all pictures for the Bosn's Whistle in addition to their other photographic duties. Swan Island is the only yard of the three that has its own photographic laboratory.

NAMES SELECTED FOR SEVEN HULLS

(SWAN ISLAND) — Names for hulls 121 through 127 have been assigned by the Maritime commission as follows:

Hull 121—Carlsbad, named after national park and caverns in southeastern New Mexico.

Hull 122—Fort Christina, named after fort established by the Swedes

in 1638 at site of present city of Wilmington, Delaware.

Hull 123—Sunset, named after the Sunset division comprised mostly of Oregon men.

Hull 124—Choctaw Trail, named after several Indian paths through Choctaw country in Mississippi and western Alabama.

Hull 125—White Sands, named after national monument in New Mexico established in 1933 and consisting of sand and wind blown gypsum resembling a snow field.

Hull 126—Sullys Hill, named after a hill located in North Dakota, established in 1904 as a wild animal preserve.

Hull 127—New Echota, named after the site of the capitol of the Cherokee Indians. Established in 1931, the memorial is located in Georgia.

SPONSORS HULL 118



(SWAN ISLAND)—Mrs. Thomas M. Robins, Jr., shown with her husband, Major Robins, operations officer for the 18th Engineers, sponsored the S.S. Fort Frederica, hull 118, on Wednesday, December 27. She was attended by Mrs. A. M. Cronin, Sr., and Mrs. E. F. Bernard. Flowers were presented by Miss Sherry Robins.