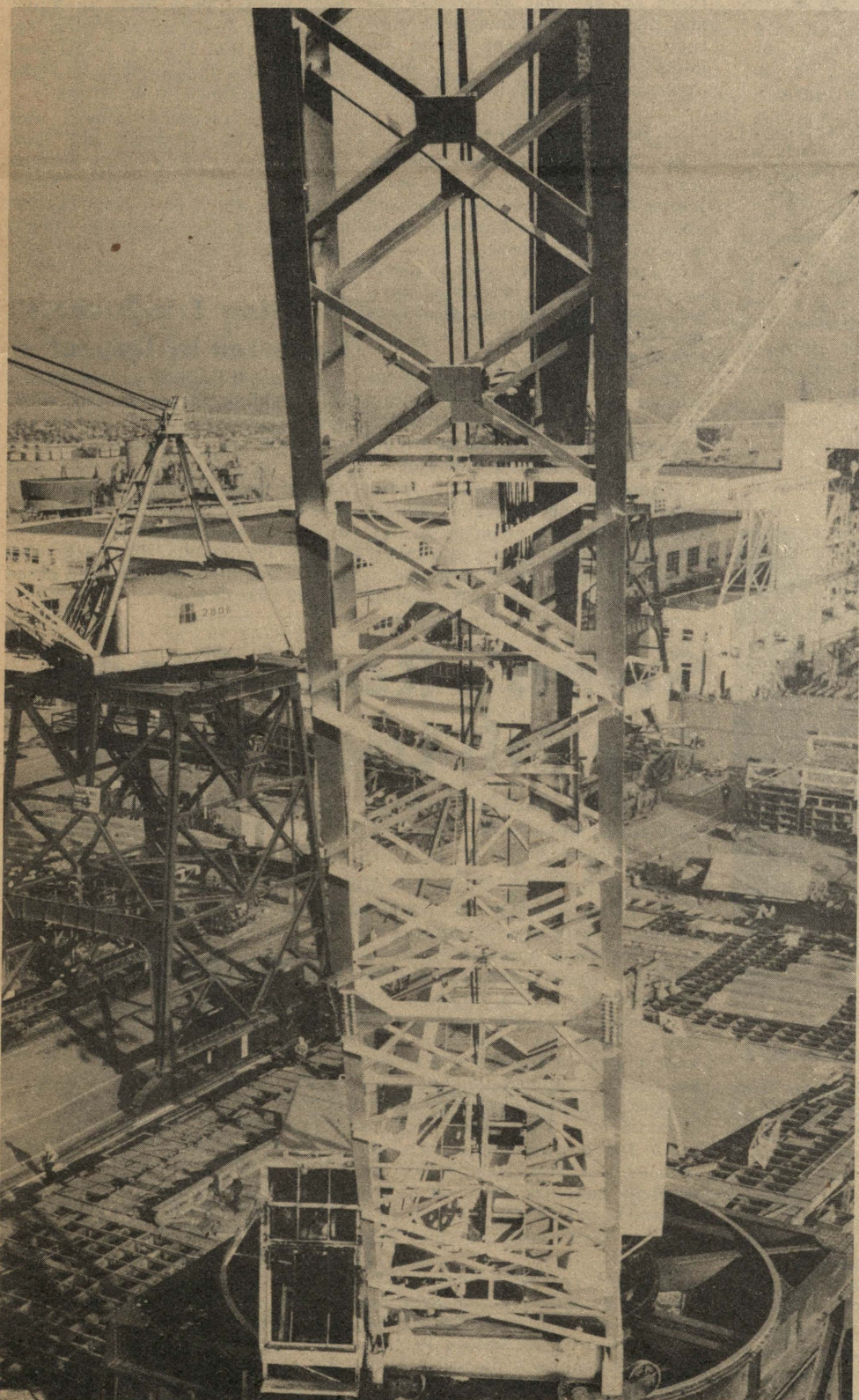
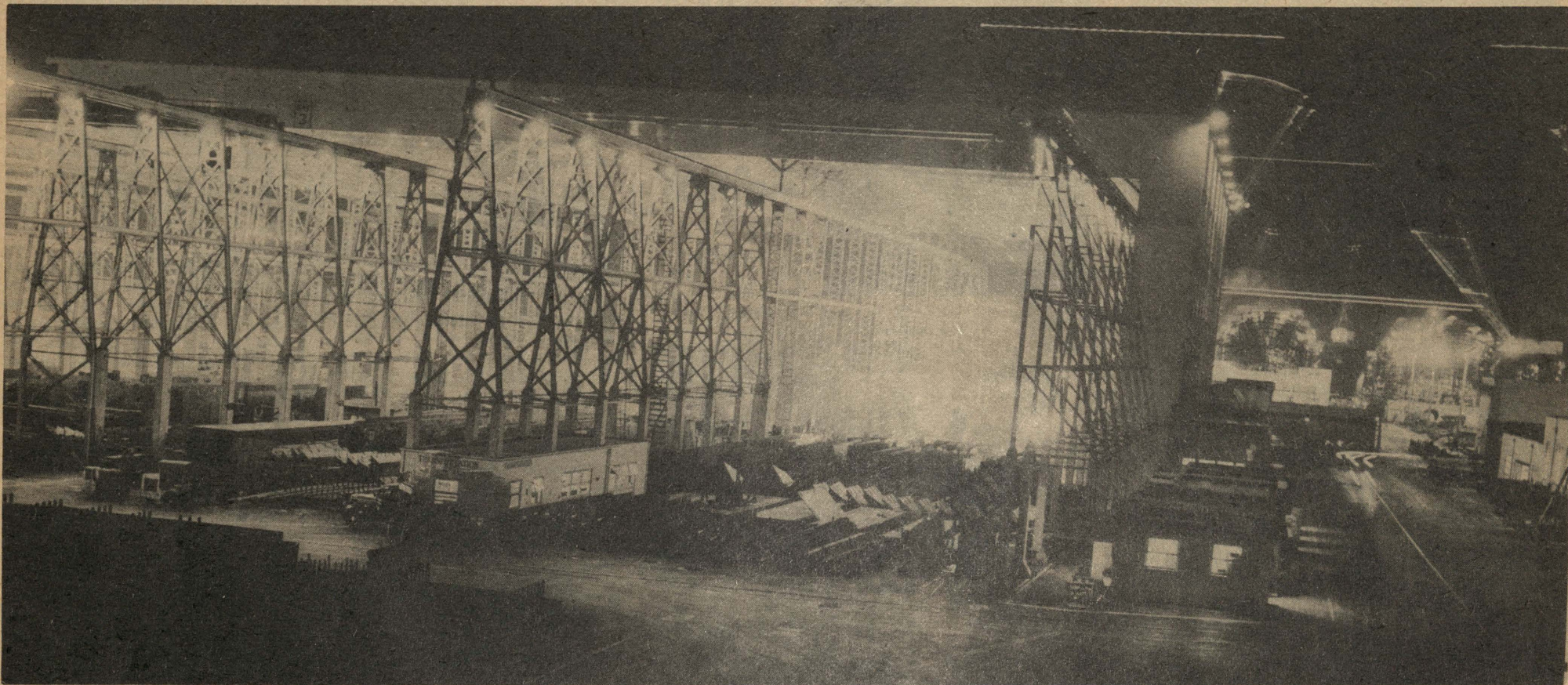




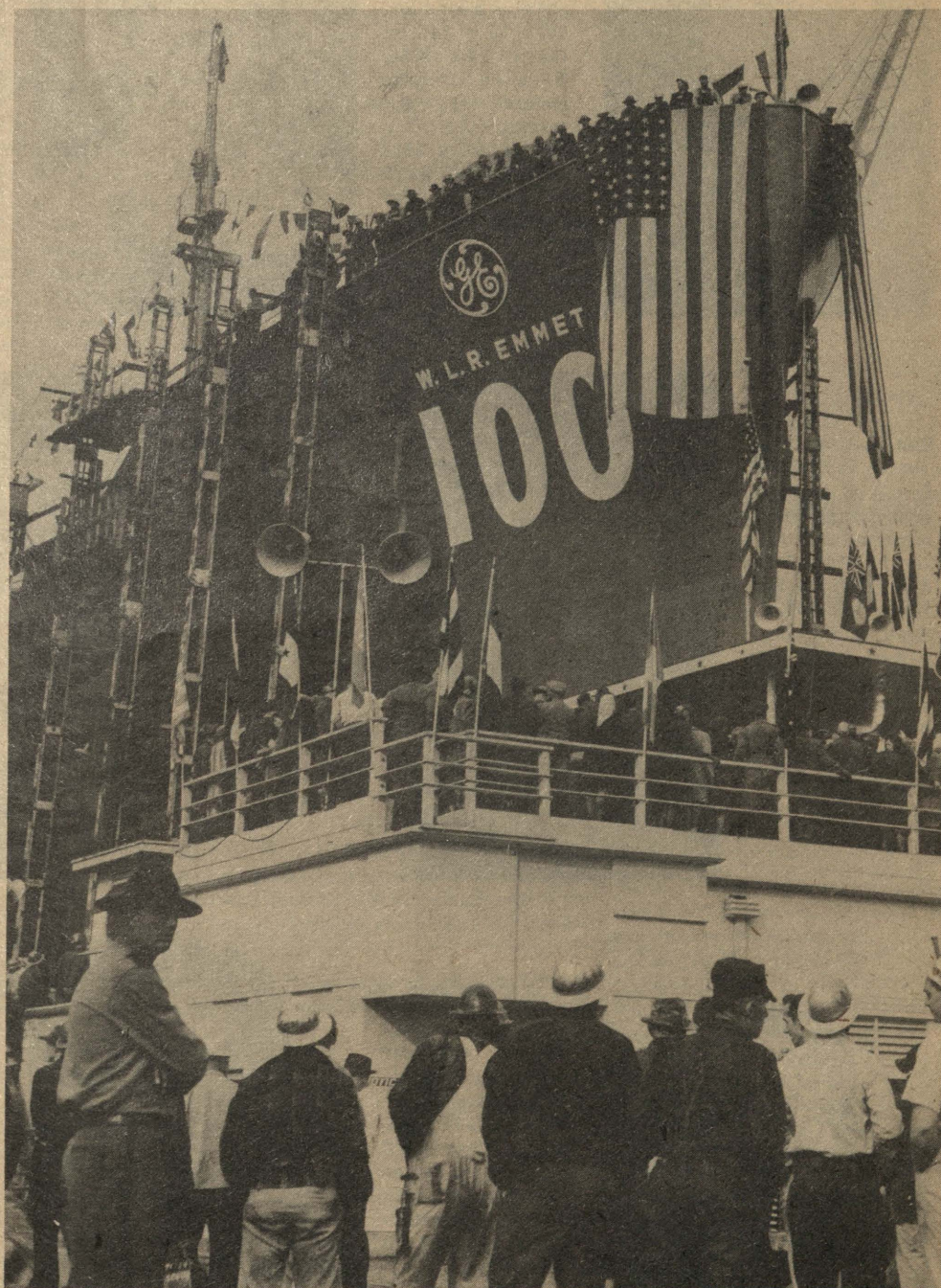
# SWAN WELDS 6,669 MILES

Story, Page 4



**Gull's Eye View** Even the operator of this whirley crane is "down below" the tip of his boom from where this picture of the crane and assembly platforms was taken from a skip.

**"Hot Spot of the Yard"** This sign high on Assembly building, which is pictured here on swing shift, holds to its truth week after week as Assembly workers break existing production figures. Two weeks ago it was record tonnage; last week manual welders shot 2,666 feet over any previous mark for a total of 253,347 feet of manual welding. Of this total, 234,604 feet were on tanker sections while 18,743 feet were on sections for Vancouver. (Swan Island photo)



**First 100 The Toughest** Last Saturday Swan Island launched its 100th tanker in little more than two years of shipbuilding. Named after W. L. R. Emmet, "father" of turbo-electric ship propulsion, the ship also honored General Electric company.



# International Personnel Trend Prevails At Swan

(SWAN ISLAND)—Assemble 23,000 people in one manufacturing industry in America and chances are there will be at least one representative of every civilized country on the globe. To show that Swan Island is a melting pot of the world, Bosn's Whistle is

presenting these 10 portraits of foreign born workers who all agree the most important job at hand is to build tankers and build them fast. From time to time Bosn's Whistle will present further portraits in this series. (Swan Island photos)

## The WORKER SPEAKS

### Suggests Ropes

Sir: With the rush to go home at 3:30 p. m. the men and women often are pushed by those in the rear and in a good many cases someone's toes are stepped on—which is not a pleasant finish to a day's work. However, that walk can be made safely by installing ropes leading to the steps, possibly 20 feet away, so that single files will exist instead of present conditions.—A. Pinco.

### Sunday Bonds

Sir: Why are all war bonds bought through payroll savings dated on Sunday?—M. J. Tritt.

Ed.—Sunday is the day the shipyard week ends for payroll purposes. Paychecks are also dated on Sunday.

### Family at Work

Sir: How's this for a list of relatives all working at Swan Island trying to help win this war? Can anyone beat this record?

Werner Bostrom, chipper, Bay 10, Assembly; daughter, Mrs. Gladys Claymon, burner, Bay 3, Assembly; son, Werner Bostrom, ways welder; son-in-law, Edward Claymon, burner Bay 3, Assembly; brother-in-law, Bill Foster, ways driller and his wife, painter, Assembly platforms, and Mrs. Ruth Brisbane, ways burner, Clayman's sister.—Mrs. E. C. Clayman, Assembly burner, Bays 3 and 4.

### From the South

Sir: Since returning from Swan Island I have been keenly interested in each edition of the Bosn's Whistle. The one for Friday, October 6, just came to my attention. I want to thank you for the breaks given us "Jawja" people when we were out there, and say that the pictures you had taken of the contestants were very excellent.—Frank Poole, administrative assistant, J. A. Jones Construction Co., Brunswick, Ga.

### Juvenile Delinquency

Sir: That ever-recurrent old die-hard, juvenile delinquency, is back. It's in the press and on the air, and even the lunch and locker room moralists have embraced it.

It seems that the topic is peculiarly favorable to scandal-mongering. The immediate aspects of each individual "incident" offer choice tidbits of gossip.

The fact that little Oscar socks the cop on the beat with an empty milk bottle hardly constitutes the fundamental problem. These are but symptoms of a general condition.

When kids can justifiably indict their elders of adult delinquency the parents have no gripe coming. War has always produced a transitional period in social evolution. A glance at history will show who, in

war and in war's aftermath, have been the fools. It hasn't been the children.

When a kid goes haywire or sits in judgment on his father or mother, we can usually determine the "why" by digging back into another generation.

The day when children believed babies were brought to the house by a long-legged, pike-beaked bird is dead. It's time boys and girls are understood. Of all people on earth they are the most imaginative. They learn to read these days almost before they are weaned. They have the radio, the movies, and the neighborhood gossip. They overhear and remember things their parents unthinkingly discuss in their presence.

A boy of today can usually tell his dad more about a place or a football team than the old man ever dreamed about. Susie knows a few things that might surprise her mother.

It is right that this should be so, for by the time Oscar reaches the adolescent stage he is ready to become a G. I. Joe, and Susie goes to a welding school or joins the WAC. Many of those who did so much to save civilization in the Battle of Britain had never shaved—or had a permanent.

Just who are the elders of today's delinquent juveniles? Have they forgotten the last war, which produced a generation of flappers, Charleston bugs and bootleggers, but thought they knew everything? Have they forgotten that they spawned the present generation?

Sure, some children run wild; some always have. But most, with that instinct of the normal, understanding their modern environment far better than their parents, act naturally and decently and speak their minds. They seem to know that which their parents seem ignorant of, that there is in all normal people a disposition to do right and a reluctance to do wrong.

At ease, mothers, fathers, oldsters. A wise old-timer once said, "Everything strives to become something greater than it is." Don't violate so apt a philosophy. As far as the kids are concerned, they'll be all right.—G. O.

### Hunting Trip Success Reported by Inspector

(SWAN ISLAND) — Don Miller, pipe welding inspector, day shift, had a hunting trip to the Parker mountain area in southern Oregon where he and his party of four bagged three forked horn and one four-point bucks. Miller bagged one of the forked-horns which dressed out at 170 pounds. The party also got its bag limit of ducks and geese on the first day out.

## Swan's Road Steep For 6th Loan Drive

(SWAN ISLAND)—Swan's bond committee is completing campaign details for the Sixth War Loan that will open next week. Warned by A. R. Nieman, general manager of Swan Island and leader of the winning team in the Fifth Loan Drive, that "the penalty of leadership is continued leadership,"

island workers are determined to keep the Swan organization in its top-flight position among industrial organizations in the nation.

In the Fifth War Loan drive Swan Island set a national high with a total of \$4,048,406.25 in war bond sales, almost doubling its original goal set by the Treasury department. The goal for the Sixth Drive has not been announced for Swan Island, but the national goal has been set at \$14 billion, of which the state of Oregon has been asked to raise \$107 million.

Although complete details of the new Swan Island effort have not been released, it is anticipated that the drive will be limited in duration with emphasis placed on making the goal in the shortest possible time.

Complete information concerning the drive organization and mechanics will be announced in the next issue of the Bosn's Whistle.

### SOFTBALL GROUP AIDS VETERANS' ATHLETICS

(SWAN ISLAND)—Following the close of a successful season, Swan Island Softball association has turned treasury money into basketballs and footballs, and donated them along with all leftover softball equipment to overseas veterans recuperating in Barnes General Hospital in Vancouver.

A letter from Col. Charles K. Berle, commanding officer at Barnes, to Chuck Morrison, crane supervisor, stated: "I wish to take this opportunity to thank you and the members of your organization for the recent contribution of basketballs, footballs and softball equipment to the hospital. This equipment is a welcome addition to our present supply and will be put to good use."

### AUSTRIA

Robert Hunley, Marine, engineer, Administration building, days, was born in Vienna, Austria. He came to the states in March, 1940, and began working at Oregon Ship in December, 1941. Hunley transferred to Swan Island in June, 1942.



### NORWAY

Johnny Eliasson enlisted in U.S. Army in 1918 when he came to this country from Stavanger, Norway. He is shown here standing by a Norwegian flag. Eliasson works days as electrician leadman, ways.



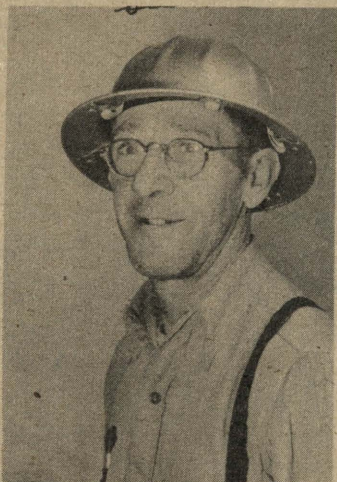
### DENMARK

H. Anderson, born in northern Denmark, came to the United States in 1911. Anderson has been at Swan Island for 18 months without missing a day. He works in Ventilation department on day shift.



### BELGIUM

Jean Bigot, at Swan Island, one year with the Maritime commission hull inspectors, was born in Brussels, Belgium, and came to the United States in 1913. Bigot works day shift on the ways.



### IRELAND

Sid Byrne, assistant supervisor pipe materials, days, is a bit on the Irish side. Born in Dublin, Ireland, Byrne came to the United States in 1923 and started work at Swan January 11, 1943.



### RUSSIA

Molly Helser was born in Saratoff, Russia. In 1905 she came to the United States, and on December 4, 1943, started work at Swan Island as production laborer. Mrs. Helser works on Outfitting dock, swing shift.



### GERMANY

Julius Bonnin, Hull erection engineer's aide, swing, was born in Bielefeld, Germany. Bonnin brought his family to the United States in December, 1939. He has two sons serving in the armed forces in the Pacific area. Bonnin has worked at Swan Island for 18 months.



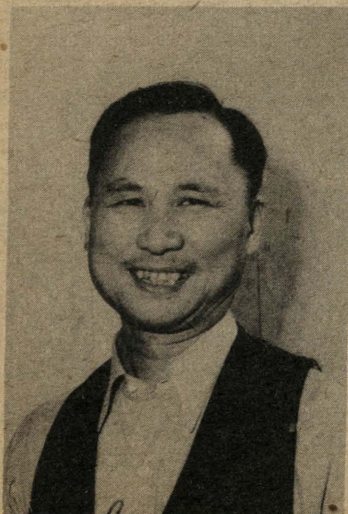
### POLAND

Poland is represented at Swan Island by Mike F. Kopaczynski, who came to this country in 1913 from Juane, Poland. Kopaczynski has lived in Portland since 1920 and came to Swan two years ago. He works as rigger in Assembly building, swing shift.



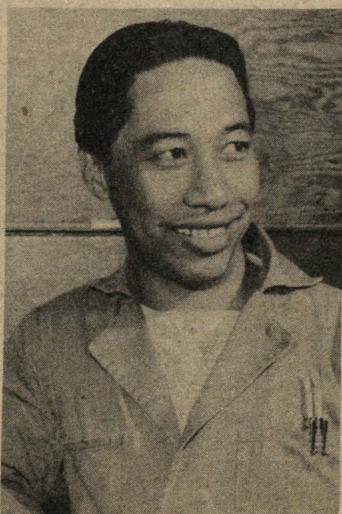
### CHINA

Sammy Lee, day shift engineer aide, Pipe Maintenance office, was born in Canton, China, and came to the states with his mother in 1910. Lee came to work at Swan 25 months ago.



### PHILIPPINES

Graciano 'Mike' Foronda, day shift material expediter assistant, was born in Santa Maria city of Ilocas Sur province, Philippine Islands. Foronda came to the United States in 1926 and has worked at the Pipe shop since September, 1942.







"Well, they've gotta have someplace to go!"

## Yards Offer Aid To Full Turnout On Election Day

Next Tuesday, November 7, Kaiser shipyard workers in Washington and Oregon will go to the polls with millions of other American citizens and help to decide one of the most crucial elections in the history of the nation. In line with the efforts of civic, business and labor groups and leaders of both major political parties, to insure the maximum possible vote, the management of the three Kaiser yards has established machinery to assist employees and their families with voting problems.

At both Oregon Ship and Vancouver voters' information booths have been opened to answer questions about how the right of franchise can be asserted. Swan Island will post a list of neighborhood polling places on central billboards in the yard so workers may know where to go to cast their ballots. The Vancouver and OSC booths are located in front of the main yard gates.

### POLLS OPEN AT 8 A.M.

Vancouver is working with the Vancouver Junior Chamber of Commerce "Get Out and Vote" committee, headed by Milt Bona. Cooperating closely with the committee also is organized labor.

Voting officials of both Oregon and Washington underscored the following important election information:

The polls will be open Tuesday between 8 a.m. and 8 p.m. in both states.

### ASKED TO VOTE EARLY

Wives of workers are asked to vote early in the day to eliminate last-minute congestion when the polls close. For the same reason graveyard and swing shift employees are also requested to vote as early in the day as possible.

Persons in line at the polling places at or before the 8 p.m. closing hour may vote. Election officials will remain on duty until all have balloted.

Workers who live in towns or areas so far away from the yards that they cannot reach the polls before closing time may check out early with no loss of shift credit, in accordance with existing union agreements. In short, only the time lost will be deducted from the paycheck; time and one-half and double time will not be affected.

Closing date for securing absentee ballots was November 1. In Washington, those who possess such ballots, however, may mail them as late as November 7. They will be counted if they are postmarked on that date.

### 915 IN ONE PRECINCT

Voters using absentee ballots from states other than Washington or Oregon must conform to the election laws of the state issuing them. Most urgent plea of voting offi-

cials, however, was that all persons other than day shifters get to the polls early. They pointed out that in one Vancouver precinct, at Ogden Meadows, 915 persons are registered. Normal precinct enrollment is 300. Other precincts in both states have higher registrations or similar proportions, and cooperation of all citizens is regarded as vital if every person who desires to vote is to be accommodated.

The yards' voters' information booths will be open at every shift change between now and November 7 and are fully equipped with sample ballots and all other information to answer employee questions.

## BIDDING WOULD APPLY TO SWAN

(SWAN ISLAND) — Commenting on the meeting in which President Roosevelt, Admiral Land and Henry Kaiser discussed the ship-building program, A. R. Nieman, Swan general manager, explained that the movement toward competitive bidding, if adopted, undoubtedly will apply to future Swan contracts.

This means, to some degree, that the future of Swan Island may depend upon the production accomplishments of its workers, Nieman added. "The emphasis already is on reduction of costs and manhours. Swan Island workers have made tremendous strides in that direction. I urge our workers to continue the fine job they have been doing."

# 'Bold Plan' Sought For Postwar Shipping

(WASHINGTON, D. C.)—President Roosevelt, after a White House luncheon conference last week with Shipbuilder Henry J. Kaiser and Rear-Adm. Emery S. Land, ordered the U. S. Maritime commission, "to prepare a bold and daring plan for improving the American merchant marine and maintaining its future position." Land and Kaiser made the announcement from Washington, D. C.

## Kaiser Urges Citizens Use Voting Right

In his capacity as head of the Non-Partisan Association for Franchise and Education, Henry J. Kaiser this week warned that America "cannot survive the free democracy unless all Americans understand the ballot privilege and use it."

"You and I have a serious issue to meet," Kaiser said. "There are 88,000,000 American citizens of voting age, 8,000,000 more than in 1940. Fifty million voted in 1940. Normally 55,000,000 should vote this year."

"Yet the Gallup poll and other sources point to a nationwide vote of approximately 40,000,000. In other words, less than half of the eligible citizens are expected to vote."

Kaiser concluded by urging citizens of all walks of life to use their right of franchise.

On the non-partisan committee with Kaiser are Randolph Feltus, Winthrop W. Aldrich, Gardner Cowles Jr., Hartley Crum, Walt Disney, George Fielding Eliot, Clifton Fadiman, E. Palmer Hoyt, Mrs. Edward Macauley, Dudley Nichols, David O. Selznick, Raymond Gram Swing, Walter Wanger and Harry B. Warner.

## PRODUCTION FLASHES

(SWAN ISLAND) — Assembly welders scored an all-time record high for manual welding footage last week with 2,666 feet better than any previous week. Footage ran at 234,604 for tanker work and 18,743 feet on Vancouver sections. Total was 253,347 feet from October 23 to 29 inclusive.

(OREGON SHIP)—By turning over its 15th Attack Transport, the U.S.S. Effingham, to the navy this week, Oregon Ship passed the midway point in its AP-5 delivery program. Russ Hoffman, general superintendent, believes that OSC is certain to complete eight assault vessels in November and says the yard is aiming for nine.

(OREGON SHIP)—It's the proud boast of Oregon Ship painting crews that they've never delayed delivery of an Attack Transport vessel. On several they've had to complete work on river trials, they admit, but add that "we've always got under the wire."

The President, Kaiser declared, was "most enthusiastic" about the program discussed, part of which is to "accelerate now the Maritime Commission's development, design and construction of greatly improved types of both passenger-cargo and coastwise vessels."

According to Kaiser, President Roosevelt, Land and he agreed that the present maritime ships, most of which were designed before the war, will be able to "compete in world trade for some time." However, they concluded, an aggressive program of construction and development must be undertaken so "we will have new ships ready to replace the present ships and thereby maintain the position of the American merchant marine."

Land and Kaiser quoted the President as saying:

"Construction of these new vessels should be on a strictly competitive bid basis. This is essential to the strengthening of free competitive enterprise."

The White House conference was called by the President after he had briefly outlined to Kaiser a plan for strengthening the U.S. merchant fleet. Kaiser reported that the plan emerged from a "jobs for all" discussion he held with the chief executive.

### KEEP YARDS OPERATING

If he is a "successful bidder," Kaiser said he believes the projected program will keep his wartime shipyards operating after the war, although not at present employment heights.

This recalled numerous statements made earlier by Kaiser, Land and Rear-Adm. H. L. Vickery that yards which build wartime ships fastest and most economically will receive postwar contracts. Portland-Vancouver area Kaiser plants at present lead the nation in speedy, low cost ship construction.

In his statement Land said "the President stated emphatically we should lose no time in preparing designs for and constructing" improved vessels, and "to improve cargo-handling facilities, improve propulsion equipment and install the most modern devices."

"The President," he asserted, "recognizes that a program for the orderly replacing of present vessels over a period of time with improved and more efficient models will be necessary to maintain a proper American merchant marine."

### NEW TYPES STUDIED

Attention to war vessels has "necessarily restricted" work on new ships designs and developments, Land explained.

"Now we will proceed with the studies and designs," he said.

"Construction of these new types will be scheduled to prevent interference with vessels and materials required for war . . .

"The President urged immediate inauguration of the program so that this plan could be a factor in employment and the conversion from war to a peacetime economy."

## 'One to Customer' Applies to Swan Tanker Emblems

(SWAN ISLAND)—"Only one to a customer." This phrase so familiar in war time also applies to the miniature lapel tanker emblems distributed with paychecks last Friday. There are no "seconds," according to Swan General Manager A. R. Nieman. For last week's payroll 21,615 paychecks were printed. On a count taken Monday it was found 1,599 paychecks were yet to be claimed, stated payroll department.

ment. There are just enough emblems left in stock for these workers, it was learned.

The "tanker champion" emblem accompanied a colored picture of the S.S. Swan Island. Included in the envelope were letters from Henry J. Kaiser and Nieman.

Scores of workers stopped at the Bohn's Whistle office asking the paper to express their thanks for the gift of picture and emblem. More scores asked where and how they could obtain extra pictures for workers who had left the yard, for relatives, friends and sons and husbands overseas. Checking on this, Bohn's Whistle found only one picture and emblem available per employee.

A few lacking in sentiment used the pin for trading stock for hard to get cigarettes.

## 3-YARD SCOREBOARD

	OREGON			VANCOUVER				SWAN ISLAND	
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	TANKERS	
KEELS LAID	322	32	34	10	30	50	31	108	
LAUNCHED	322	32	23	10	30	50	20	100	
DELIVERED	322 + 8 VAN.	32	15	2	30	50	15	95+6	Fleet Oilers

**15 Each** Vancouver and Oregon Ship continued their close and furious competition this week and each is winding up October with a total of 15 Attack Transport deliveries. Above is three-yard scoreboard as of October 31.



# "First 100" Piles Up Huge Weld Statistics

(SWAN ISLAND)—Figuratively speaking, Swan Island welders had been to Tokyo and were over half way home on the return trip when Hull 100 was launched. Statisticians in Progress department, whose workers keep track of welding footage, among other things, have compiled reports, footages and astronomical figures to obtain totals which state that for the first 100 hulls Swan workers welded 6,669 miles, exclusive of pipe welding. It is a little over 4,000 air miles to Tokyo. The grand total includes:

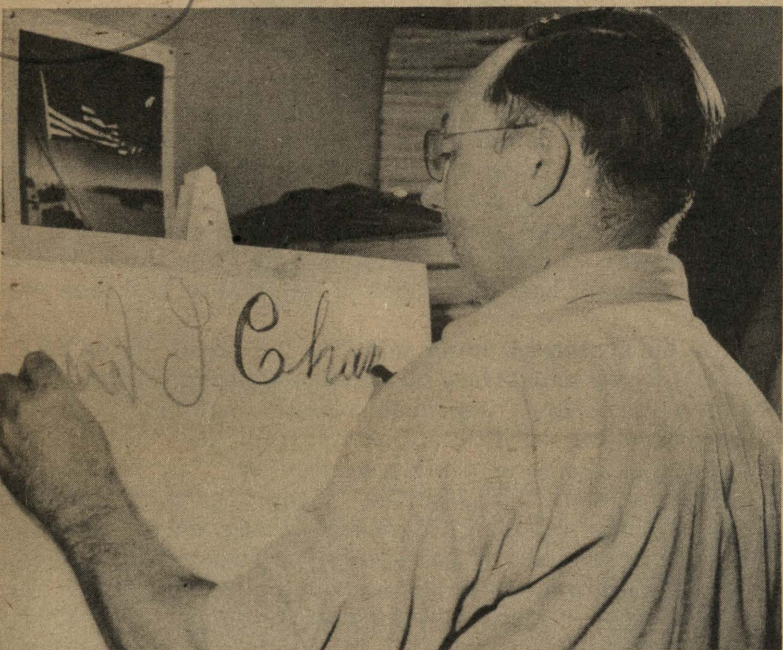
- 3,865 miles in Assembly.
- 2,041 miles in Hull Steel Erection.
- 402 miles in Dock Outfitting.
- 179 miles in hull steel at Plate Shop.
- 182 miles in outfitting steel at Plate Shop.

Consulting adding machine tapes, they declare that to be explicit, welders had completed 35,317,241 feet of welding when "100" slid down the ways.

Furthermore, if the first 100 ships were placed bow to stern they would form a solid line of tankers almost 10 miles long.

And in Washington, D. C., Edgar Kaiser did some statistical work and in speaking of the launching of the "W.L.R. Emmet" informs Swan workers that "The ships you already have delivered made possible the delivery of 1,750,000,000 gallons of gasoline to our fighting forces.

"That is sufficient to send over Germany 200 missions of 3,000 heavy bombers, each mission carrying approximately 2,000,000 tons of high explosive."



**Reverse English** Pete Hooyboer, subject of a Ripley cartoon for his "reversible" mind, demonstrates his ability to write backward with one hand and forward with the other.

## DRAWKCAB EB T'NOD Reversible's Better

(SWAN ISLAND)—"What is it like to have a reversible mind?" That's easy, just ask Pete Hooyboer at Swan Island who was featured in Robert Ripley's "Believe It Or Not" July 12, 1940, as the man with the "reversible mind." Hooyboer can write just as fast backwards or upsidetown as others do

the natural way. He writes forward with one hand while simultaneously writing the same word backwards with the other.

Born in northern Holland, Hooyboer came to the States in 1912, where he became a professional gardener by trade. In Illinois he was head gardener of a millionaire's estate for 20 years. In 1943 he came to Portland to visit his son Ralph, who is a material sheetmetal expeditor at Swan, and decided to stay here and help with the war effort.

Hooyboer gets much enjoyment giving "chalk-talks." He has performed for thousands of people during the past few years, mostly at lodges. All his personal identification cards, including paychecks, are signed backwards.

Hooyboer works for Sheet Metal department on swing shift, Outfitting dock.



Swan Island's 100th tanker was launched Saturday, October 28, sponsored by Mrs. J. W. Belanger, wife of the manager of the federal and marine divisions of General Electric in Schenectady, N. Y. The tanker was named the W. L. R. Emmet after the father of modern turbo-electric propulsion for ships. Mrs. A. S. Moody attended her as matron of honor and Miss Madeleine Wetten was flower girl.

### BOSN'S WHISTLE

Published weekly for the 23,000 employees of Kaiser Company, Inc., Swan Island, Portland, Oregon.  
Editor .....RALPH BACHMAN  
Associate Editor .....PAUL MULLER  
Secretary .....BONNIE CHAPPEL  
Offices: Shack No. 35, Victory Center. Telephone: Yard Extension 739.

### TANKERS WIN PRAISE FOR VICTORY ROLE

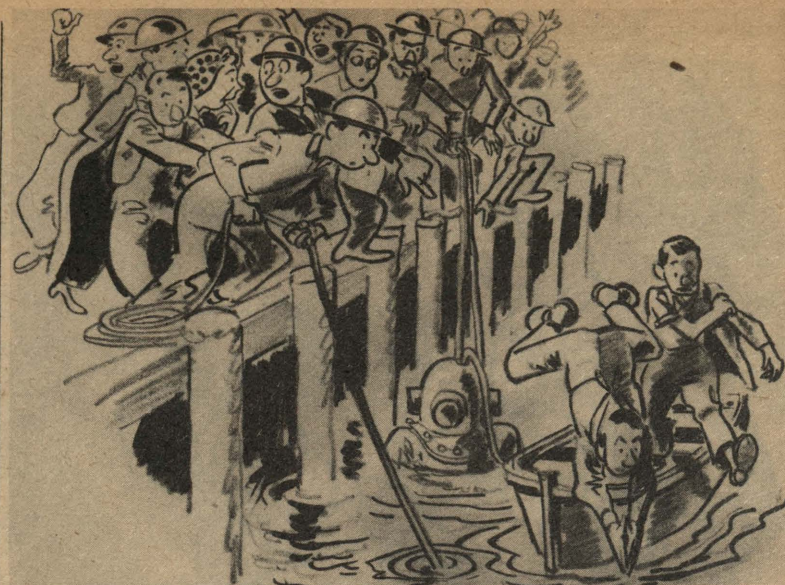
According to an Associated Press news dispatch from Pearl Harbor, Pacific fleet oil tankers played an outstanding role in the great American naval victory over the Japanese fleet.

"For two months," said the dispatch, "without failure in place, time or amount, the tankers delivered fuel replacements for the fleet and thus shared richly in the American victory."

### POPEYE



Even though he has an aversion for spinach, especially with sand in it, Guard Bill Davenport, on swing shift at Administration building, is a fair resemblance to the comic strip character in this posed picture. Bill wears badge No. 11.



"Naw... somebody lost a pack of cigarettes."

(Idea by Gary Hartsock)

## News Story Brought New Yorker to Yard

(SWAN ISLAND)—It was two years ago October 2 when Henry Kaiser made labor recruiting history by running trainloads of workers from New York City to Portland. On one of these trains was W. H. Douglas, now a shrinker in assembly on swing shift. "I was sitting in a bar in New York talking to Glen Nevele, reporter for the New York Mirror," said Douglas. "He was telling me that the press had had lunch with Kaiser the previous day and that as a result, he had written two paragraphs in his column in the Mirror."

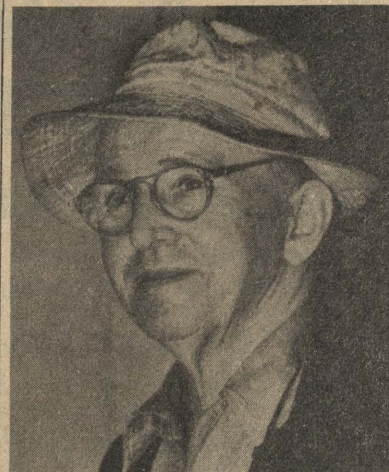
"It was then I told Nevele I had read his story and already had signed up for the Portland train and a job as a shipfitter. The story quoted Kaiser as saying, 'If you know the handle end from the head end of a wrench, we'll teach you the rest.'"

Douglas knew something about shipbuilding for he worked for Duthie Brothers, drilling and riveting, in their Seattle yard in 1917-18. Most of his life has been spent at sea. He lived 10 years in Johannesburg, Transvaal, Africa, and has been all over the world.

He hurt his back at shipfitting, was moved into a tool room, but later asked for shrinking. In two years he has missed only one week from the job.

### CARD OF THANKS

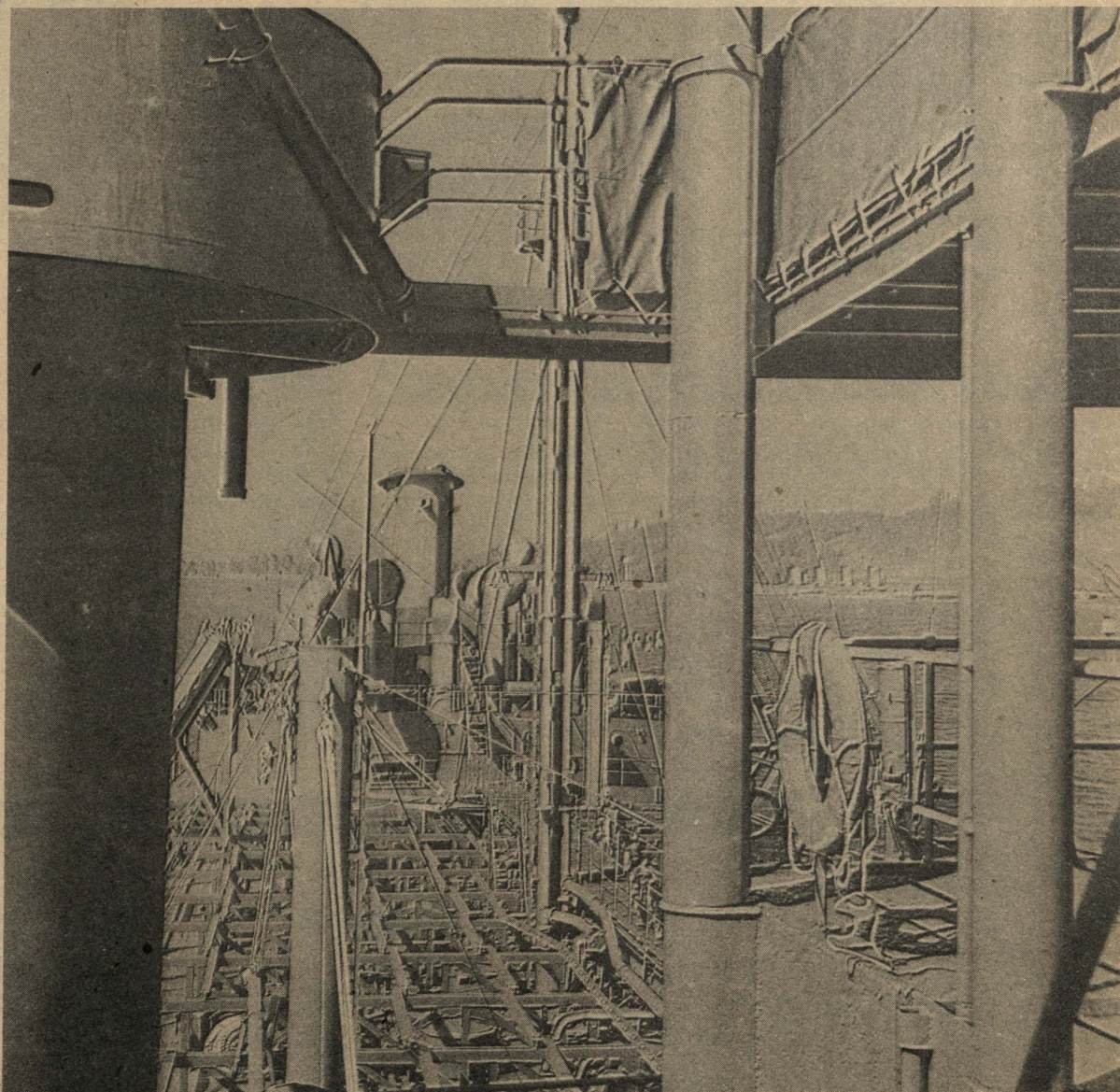
I wish to thank all who were so kind to me when I was seriously ill last May. I have just returned to work.—Mrs. Florence Walker, Welder on ways—graveyard.



W. H. DOUGLAS

### Heavy Bond Buyer Misses No Time

(SWAN ISLAND)—M. C. Lewis, day shift pipefitter leadman, ways, completed his 26th consecutive month at Swan Island without missing a day or being late. During that time, Lewis has saved \$5,250 in war bonds.



**Tanker Sculpture** This picture taken aboard a Swan Island tanker has been treated with trick photography to appear as though it is sculptured in clay. It retains its three dimensional quality, but appears as bas-relief. The trick is done by printing through both a positive and a negative. (Swan Island photo)



## SWAN ISLAND INQUIRING REPORTER

### QUESTION

"How do you persuade your husband to do what he doesn't want to do?"

Estelle Wallingford, Labor Distribution: "To get Bill to do what he doesn't care to do, like going out on Sunday night ahead of a working day, I use persuasion instead of indignation. I never browbeat him, but honey him with nice words. His ego is more important than his appetite so the adage about the way to a man's heart doesn't apply here."



Margaret Sheehan, pipefitter. Way 1, swing: "Well, I just keep after him. It doesn't take much persuasion. He's a pretty good husband and will do as I want him to. One thing I never did, and don't intend to do, is flatter him. That's out . . . definitely. I really ought to have more time to think about this question."



Frances Kelly, Electrical Maintenance, days: "My husband, John, will do anything I want him to do. He's a good man. I never have to talk nice words in his ear. I do anything he wants me to, so why shouldn't he do the same for me? Yes sir, he's my man. I can't tell you enough about it, you ought to get someone else to answer."



Violet Robbins, Vocational Training School welder: "That's not so hard to do. I just keep coaxing and coaxing. He'll usually give in, mostly to keep from having an argument. I think our size has something to do with it. I'm so small and he's so big, I think he just looks at me and wilts."



Dorothy Bowman, Assembly welder, days: "You asked my husband that very same question last week. I'm just the same way he is. I'll do anything he wants me to. I think I'm fairly reasonable about little matters like that and I know he's that way. We get along very well together and all I have to do is to ask him to do something and he'll do it."



Regina Klein, swing tacker, Assembly jigs: "I just keep talking till he starts working. Sometimes I have to pet him just a little, but it's always worth it. I never did try browbeating him. If you talk nice to a man he'll do anything. He used to help me a lot when our eight children were youngsters but when they started getting older, he started taking it easy."



A. J. Merrill, day shift production laborer: "I just ask him to do something he doesn't want to do in the right way. The right way? . . . oh, you know, the way the girls always do before they get married. That always worked then and unless the woman has lost her touch, it will still work. I'm pretty big. Maybe my size has something to do with convincing him to do something."



### Expediter Opens School

(SWAN ISLAND) — Jack Stuart Knapp, graveyard expediter, is opening the Player's Studio in November for the dramatically inclined. It will be located in the New Flidner Building.



JEANE LEE



MARION NORENE



HAZEL PERRIN



JOANNE MAE MacEACHERN

### Hollywood, Take Note

When glamor is needed, Hollywood scouts might well visit Swan Island for new faces. With modern Miss America working in the shipyards of the nation there is little time for frills, but these workers retain their feminine charms despite the hustle and bustle of the yard. (Swan Island photos)



Colleen Neideigh, hull scientific clerk, and Ensign Glenn Mathews, U. S. Navy, exchanged marriage vows at the Patton Methodist Church, October 27.

Bill Brum, Marine pipe engineer, was recently released from the Emanuel hospital after undergoing an appendectomy.

Irene and Ralph Hooyboer were given a stork shower October 25 in the Copper shop by fellow workers. Irene was formerly a clerk in the Copper shop, while Ralph is a Sheet Metal expediter on Outfitting dock, swing shift.

Chris Kolstad, Marine pipe field clerk, and Donald Johnson, U. S. Army, were married October 25. She will return to Swan after a short honeymoon.

October 28 was an important date for Charles E. Medlin, gauge pipe crew in pipe Assembly shop, for that was his birthday. On his past two birthdays a Swan tanker has been launched, hull 36 last year and this year it was hull 100. Medlin has two sons in service, one in the Atlantic and the other in the Pacific theatre of war.

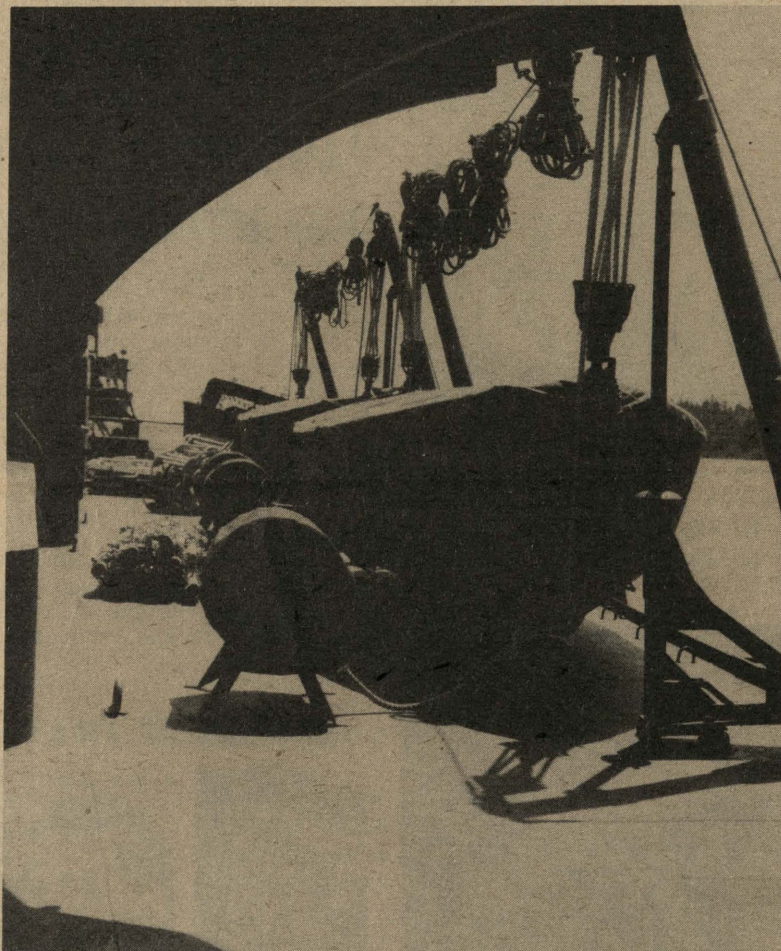
### SPONSORS 99th TANKER



Mrs. Richard W. Faville, wife of Swan Islands' superintendent of production training, sponsored the S. S. Mesa Verde, hull No. 99, on Tuesday, October 24, second anniversary of the yard's first launching. Her matrons of honor were Mrs. C. Kenneth Warrens and Mrs. George M. Wolff. Flower girl was Miss Joan Kuckenberg.

## Captain Bligh Would Be Surprised Lifeboats Well-Geared

(SWAN ISLAND)—Were Captain Bligh and his sea rascals alive today they would stand in awe of modern lifeboats, six of which are carried in addition to several liferafts, on each tanker. The old captain lived many days at sea before founding his own colony in the South Pacific after touching land, but few merchant seamen serving in the present war will remain at sea so long before being



There's no kitchen sink in Swan Island tanker lifeboats, but there are safety pins and approximately 99 other articles that seamen might find useful as well as necessary should they be cast adrift in the 22 foot boats. (Swan Island photo).

picked up or finding land. So that the experience of shipwrecked sailors may be as painless as possible, lifeboats are equipped with all the necessities of life that can be crowded into their confined quarters.

#### CARRY SIX LIFEBOATS

Swan tankers carry six 22-foot lifeboats. Four of them hold 20 persons each, and the other two, which are powered with motors, carry 19.

Of foremost concern are water, food and signaling equipment. In addition are nearly an even 100 other articles. Each sailboat has 186 one and two-thirds quart cans of water while each motor boat carries 168. Food includes type "C" ration biscuits, milk tablets, pemmican and chocolate.

To add to this larder is a complete fishing kit.

#### SIGNAL EQUIPMENT HANDY

Signaling paraphernalia includes fluorescent or orange signal flags, flashlight, red distress signals, signal pistol and parachute flare cartridges and distress smoke signals.

No extra weight is carried. All in the boat drink from one cup. Each boat gets a wooden bailer and a compass, ditty bag and first aid kit. In the ditty bag are needles, twine and bees wax to repair sail. The first aid kit contains bandages, dressings, painkillers and stimulants. No alcoholic spirits are included.

Bolts, washers, plugs and tape are among articles in a repair kit. Each boat has two hatchets. There are three types of oil, illuminating, massage and storm oil.

#### 'JUST IN CASE'

Rowing oars, eight to a boat, are 13 feet in length. Six blankets in canvas covers go in each boat.

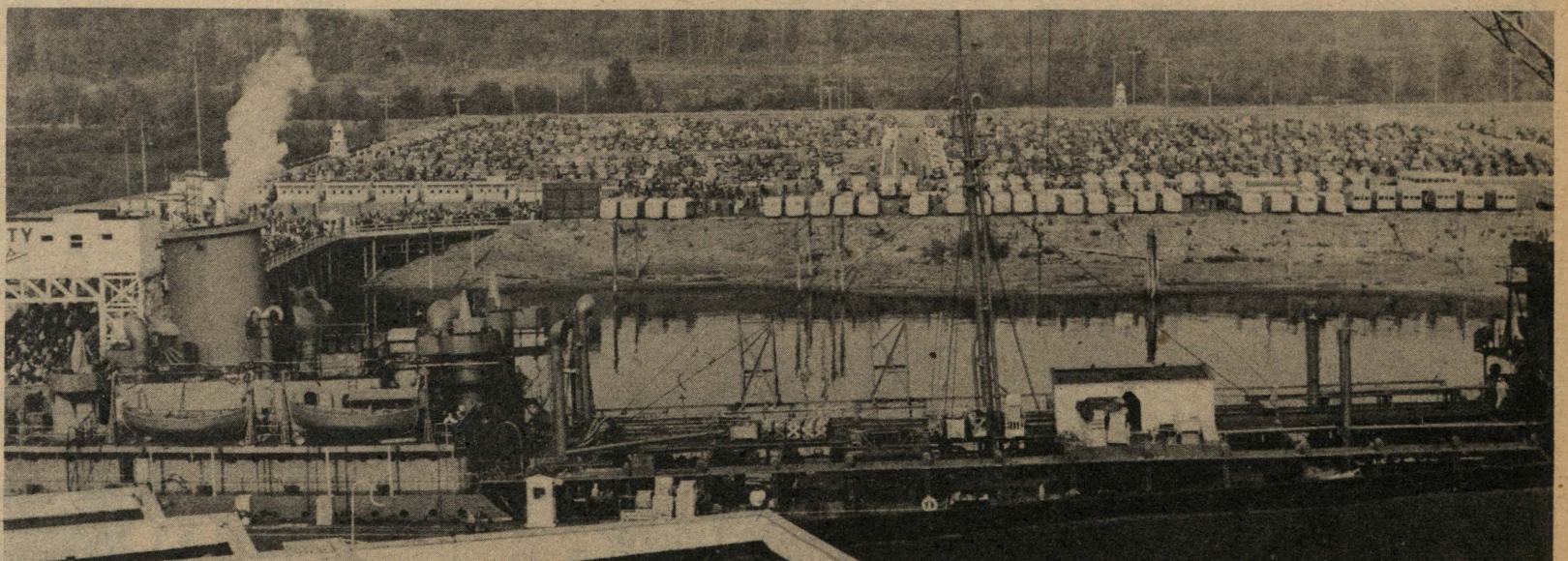
This is all, "just in case," for to date there has been no report of any Swan Island tanker being lost at sea.

### Returns To School

(SWAN ISLAND)—Marie Rogn Dahl, former welders' helper on the Outfitting dock who won national fame on the G. E. "Hour of Charm," declined a year's radio contract to return to school at the University of Oregon.

### Bond Booth To Open

(SWAN ISLAND)—Maintenance men have readied shack No. 10 for a bond booth to be used during the sixth war loan drive. It is located between Assembly check stations and station No. 99 and will be open Armistice day.



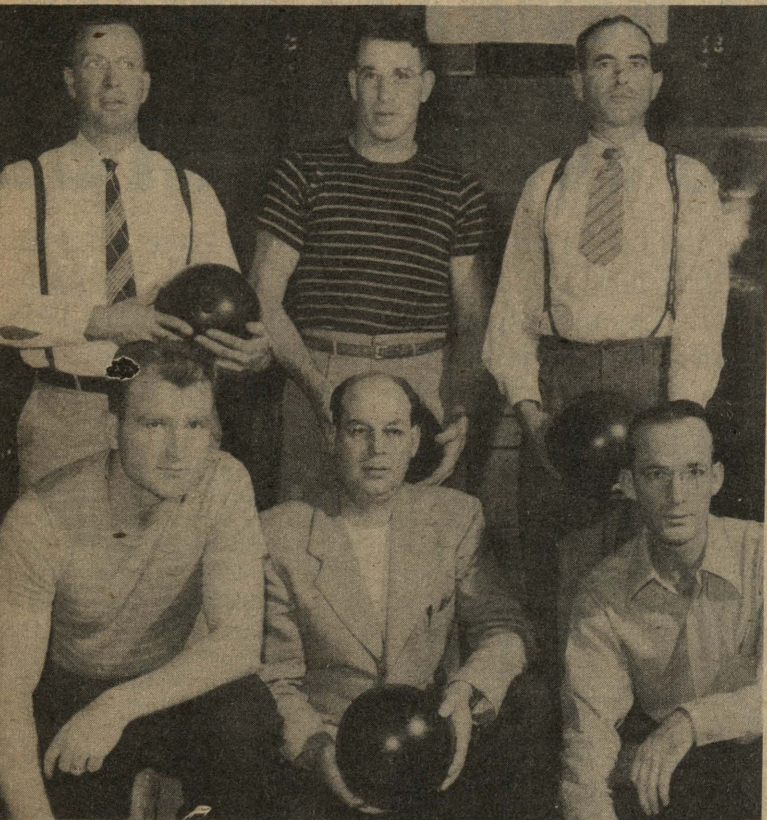
### Room to Spare

With cars from two shifts parked at Mocks Bottom, this picture taken at 3:35 p.m. shows there is plenty of room left. The parking lot is designed to hold 3000 cars. (Swan Island photo)

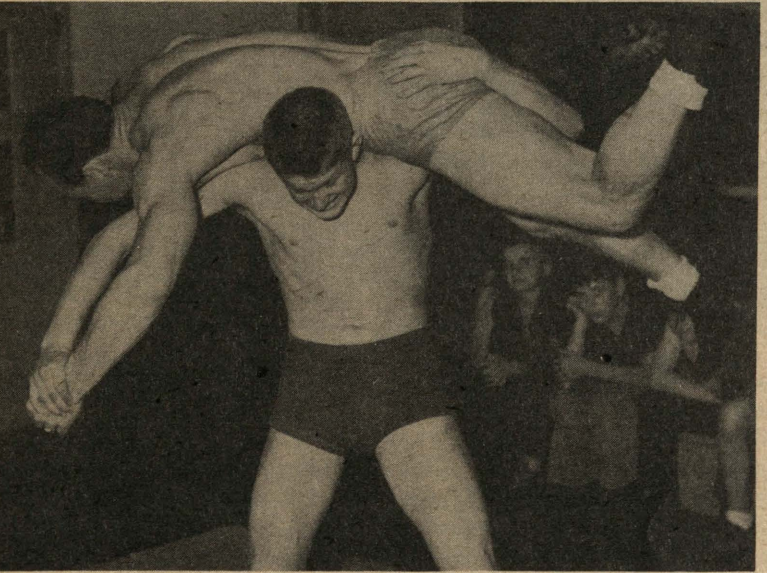




**"Gay Divorcees"** In second place in the revised women's bowling league at Swan Island are these so-called "Gay Divorcees." They are, from left to right, Bonnie Goldbeck, Marion Ove, Mary Shepic, Jane Tisdale and Lois Nelson. (Swan Island photo)



**Close To Top** Sheet Metal, in second place in Swan Island's 16-team league after the seventh week of play, is only two games out of first place. Pictured, left to right, are, front row: B. Osterling, P. Wilson, G. Wright; back row, C. Graves, D. Johnson and M. Sanger. (Swan Island photo)



**Round and Round** "He floats through the air with the greatest of ease" might well be the song that Bill Edgar hums as he administers the "air-plane spin" to wrestling instructor Ivan Jones. The regular Thursday night wrestling class is held at 7:30 at the McLoughlin Heights Recreation Center. (Vancouver photo)

**Stubby Bilgebottom**



**Wrestling Mat Ticket To Travel, Romance**

(OREGON SHIP)—A wrestling mat was the magic carpet that took Fred Marracci, machinist, around the world on a four-year tour of adventure that culminated in a South African romance with a young English girl.

"Athletics take a lot of fellows into foreign countries," Marracci said, "but I wrestled just so that I could pay my passage into foreign ports and satisfy a yen for exploring." Returning to Portland, Marracci wrestled for the Multnomah Athletic club for four years, left the squared ring to "settle down" as husband to the girl he had met on the other side of the globe.

**VANCOUVER DIVOT DUO GET AWARDS**

(VANCOUVER)—Two Vancouver golfers won trophies in the Vancouver city championship tournament at Broadmoor which ended Sunday, October 22. Ken Hood, assistant supervisor of Rate Control, won runner-up laurels in the championship playoffs, losing to Pfc. John Newak of Vancouver Barracks. Hood shot a 75, Newak 72.

Hood was presented with a trophy at the half time period of the Vancouver-Centralia football game Friday night, along with Tony Greer, supervisor of the War Bond department, who was runner-up in the third flight.

**BEAVERS AT SWAN**



(SWAN ISLAND)—Two Portland Beaver pitchers recently signed up for work at Swan Island. Wandel ("Lefty") Mossor and Burt Swope both are working swing shift on assembly jigs as lay-out men.

Mossor was with the Beavers most of the year. During spring training he was with the Detroit Tigers. Swope came to the Beavers the last two weeks of the season.

**Pre-Erection Bowlers Stave Off OSC Welders**

(OREGON SHIP)—Copping a three-game lead by winning two games from the challenging Welders gave Pre-erection a safe lead Wednesday night, October 25, over Welders and Chippers No. 1, consistently tied for second place in the OSC bowling league. Games throughout were close. Sub-

**WAY 8 FIVE HOLDS TOP VANSHP SPOT**

Team	Standing	W.	L.	Pct.
No. 4	16	2	8	.289
No. 5	10	8	8	.555
No. 3	10	8	8	.555
No. 2	7	11	3	.389
No. 6	6	12	3	.333
No. 1	5	13	2	.278

(VANCOUVER)—Way 8 bowlers in the Vanship Bowling league continued to hold top spot by a wide margin in the 18-game run to date. The Supers and Way 9 are tied for second place, with the Painters, Layouts and Specialists trailing in that order.

Randol of the Layouts holds the record for high individual game with a 251, a recapitulation issued this week shows. Specialists, in the bottom rung of the standings, gained some honor by holding the all-time high for one team in one game.

Tuesday night's play at the Marble Palace in Portland, results of which were not available at press time, saw the league leaders meet the second-place Way 9 team. The Supers met the Layouts and the Specialists the Painters in other games of the evening.

assembly took its first game from Gun Shop by a bare 13 pins, but Gun Shop retaliated with a two-strike lead to grab the third game. A new record was chalked up for high game as Pre-erection topped 1035 in the third game to sweep Chippers No. 1 by more than 200 pins.

Other high team game scores were: Welders, 955; Chippers No. 1, 938. High team series is still Pre-erection with a 2739.

**OREGON SHIP LEAGUE**

Team	W.	L.	Pct.
Pre-erection	17	4	.810
Welders	14	7	.667
Chippers No. 1	14	7	.667
Shipfitters	12	9	.571
Gun Shop	11	10	.524
Sub-assembly	9	12	.429
Gadget	5	16	.238
Chippers No. 2	2	19	.099

Six strikes and three spares jumped Little, Pre-erection, into the rank of high scorers with a 217, trailing Sutton, Gun Shop, 226, and Heilman, Shipfitters, 255. High individuals in series to date are Heilman, 605; Trishesheim, Chippers No. 1, 554; Patches, rolling absentee for Sub-assembly, 552. Scores:

Pre-erection: 868, 839, 1035—2742; Chippers No. 1: 803, 931, 829—2563; Chippers No. 2: 755, 743, 801—2299; Gadget Shop: 837, 787, 832—2456; Sub-assembly: 817, 783, 791—2391; Gun Shop: 804, 831, 834—2479; Welders: 797, 848, 758—2403; Shipfitters: 836, 785, 802—2423.

**Challenge Pin Fray Pits Cream Of Loops**

(SWAN ISLAND)—Kegling teams of Oregon Ship and Swan Island will be out for blood when the top ten bowlers of both leagues tangle in a scratch challenge meet. Teams will be divided into two five-man squads with the top five from each league bowling each other, while the second fives tangle on another alley. Losers will pay for all games bowled.

The "grudge" match will be held as soon as alleys can be obtained, probably a Sunday night.

Listing of both teams shows how closely the two squads are matched (averages taken from the week ending October 28):

Oregon Ship—Patches, 174; Heilman, 166; Sabah, 166; Trishesheim, 161; Donaldson, 160; Schoenbeck, 155; Stover, 153; Mowlds, 151; Mesi, 149; Williams, 147.

Swan Island—Hallerman, 175; Grubb, 169; Schmidling, 167; Gorman, 166; Mendelson, 165; Thompson, 161; Ohlin, 158; Muller, 157; Redstone, 157; Stewart, 155.

Erection-Sharks won two out of three games at the Boilermaker alleys to forge into a tie for first place with Erection-Scorpions, who won only one of three games in Swan's Tanker league.

Erection-Scorpions won all team honors of the week as they rolled a 953 single game and a 2533 series. Two of their top bowlers led individual scoring, Frank Schmidling rolling high single with 224 pins and Hal Eason tipping 590 pins for high series. Standings:

	W.	L.	Pct.
Erection, Scorpion	14	10	.583
Erection, Sharks	14	10	.583
Engineers	13	11	.542
Chippers	11	13	.458
Burners	10	14	.417
Tank Test	10	14	.417

After three weeks of bowling,

Swan Island's girl league decided to start over, the result being that the Gremlins now have won six straight games to become tops. Roma Ralston, star of the league-leaders, holds high single game honors with a 191. Gay Divorcees hold team honors with a 813 single and 2344 series. Standings:

	W.	L.	Pct.
Gremlins	6	0	1.000
Gay Divorcees	5	1	.833
Bachelor Girls	4	3	.666
Scorpionettes	2	4	.333
Tollers	1	5	.200
Welder Wildcats	0	6	.000

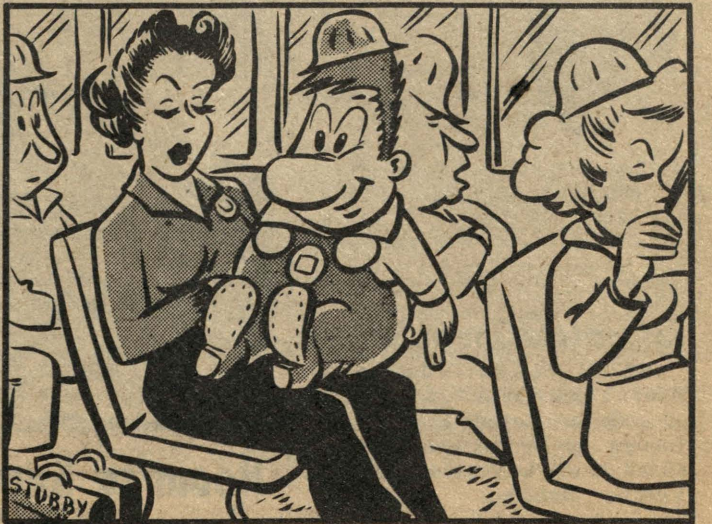
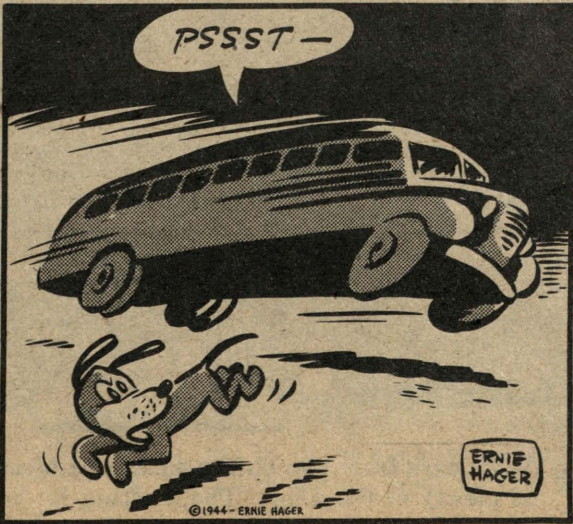
Scores were poor at the Hi-Way bowling alleys last week as Swan Island's 16-team league finished its seventh week of play. Chippers-Dock was the only team to sweep three games, trouncing lowly Out-fitting. Painters-Dock held its slim lead, taking Sheet Metal two out of three games.

Sheet Metal had high single game of the week, toppling 958 pins. Plate Shop took high team series honors with a low 2687. J. Hallerman, Painters-Dock star, led individual bowlers with a 204 single game and a 539 series. Standings:

**SWAN ISLAND LEAGUE**

	W.	L.	Pct.
Painters, Dock	17	4	.809
Sheet Metal	15	6	.714
Pipefitters	14	7	.666
Trial Crew	14	7	.666
Main Machine Shop	13	8	.619
Welders, Dock	12	9	.574
Clerical	11	10	.524
Chippers, Dock	11	10	.524
Painters, Yard	10	11	.476
Electricians	10	11	.476
Plate Shop	9	12	.429
Outfitting	8	13	.381
Machinist, Dock	7	14	.333
Welders, Ways	7	14	.333
Welders, General	6	15	.286
Shipfitters	4	17	.191

**By Ernie Hager**





## Vancouver's Time-Savers Top Yards

Vancouver leads Oregon Ship and Swan Island in man hours and materials saved by utilizing suggestions turned in under the Labor-Management system of awards for ideas, according to "Victory Fleet" the official Maritime publication.

Vancouver, the publication reports, has saved 1,131,383 man hours. Computed in dollars and cents, this amounts to \$1,503,687 saved in man hours and materials.

Vancouver ranks fourth in the nation for the number of man hours saved and fifth from the standpoint of monetary savings of man hours and materials. The compilation included 37 Maritime yards throughout the nation.

## Libertys Converted For Hospital Ships

Twenty-seven Liberty ships converted into hospital ships by the army transportation corps water division are proving excellent for that service, according to Lieut. R. T. "Tex" Willis, former Swan Island employe who took a leading part in the conversion work. Each ship provides quarters for 600 hospital patients, as well as crew and personnel.

In the process of conversion, each vessel was fitted with "crack arresters" to make it safe for hospital purposes. The arresters consisted of two-inch slits cut longitudinally in the sheer strakes, or topside plates, just below the main deck line. The openings then were covered with foot-wide plates riveted through the sheer strake plates, both above and below the slits. Thus, excess stresses were allowed to dissipate themselves.

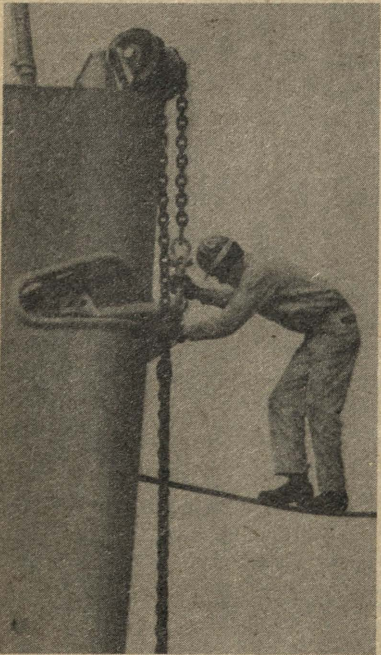
## Child-Care Offered By Vanport Schools

(VANPORT)—Parents of children attending Vanport schools are reminded that the youngsters will have care during that part of the parents' working shift not covered by actual school hours. Extended service, applying to students in grades one to six, provide rest, food and supervision during the extra hours.

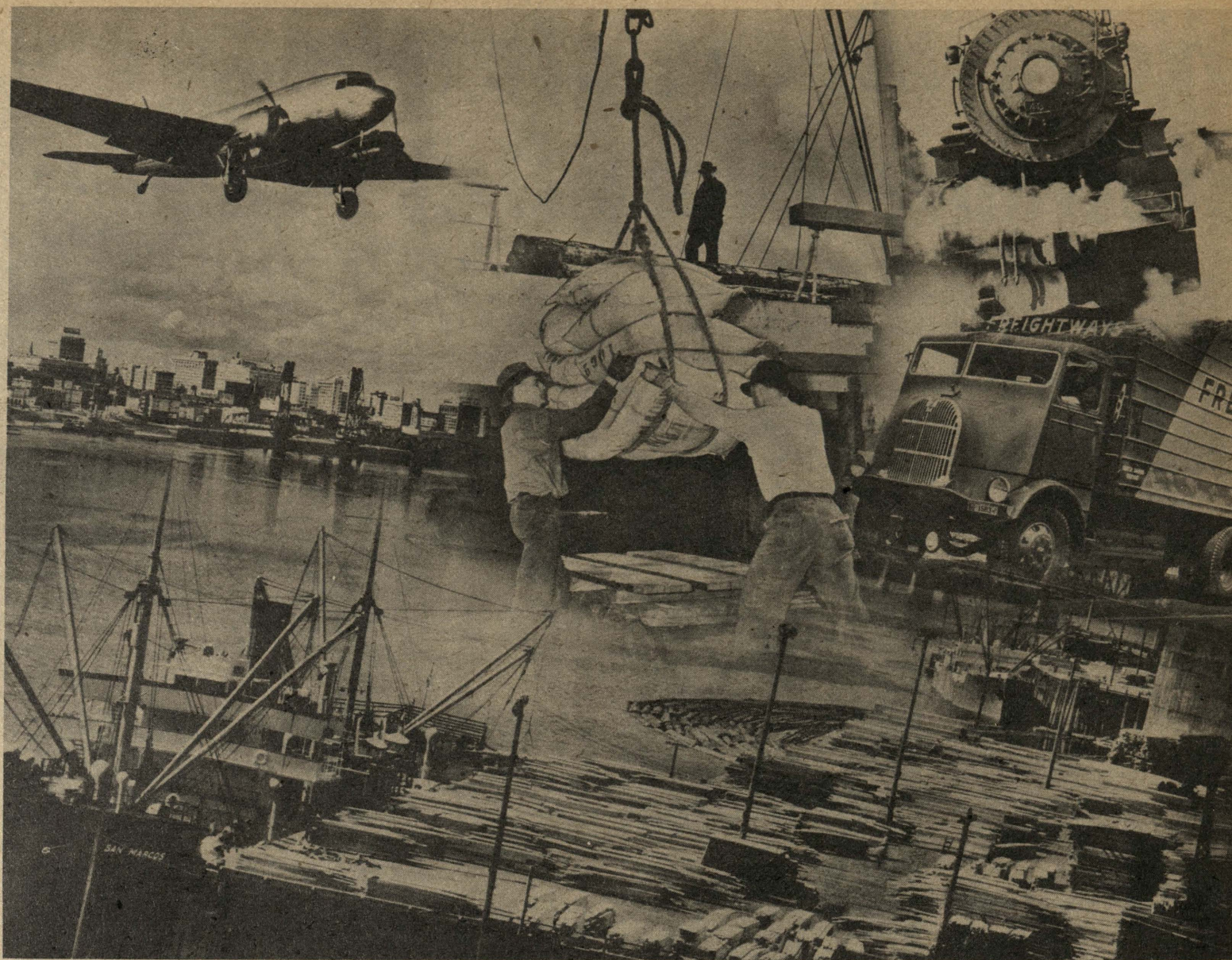
Fee for the week is \$2.50 for five days, Monday through Friday, or \$3 for six days, Monday through Saturday. This covers two snacks and hot lunch each day.

Recreation and assistance in studies are offered, as well as ample opportunities for the students to gain rest intervals during the day.

### ALLEY OOP!



No matter what happens, Bill Griffiths, Oregon Ship rigger on the Outfitting dock, believes he can always get a job as a tight rope walker in a circus. He is shown standing on a mooring line while adjusting an anchor chain on an Attack Transport.



# SHIPPING---Portland's Postwar Opportunity

(No. 8 of a series on "Know Your Northwest")

By ROBERT ORMOND CASE

IN pioneer days there were two ways of shipping goods to and from the Pacific Northwest: by weary wagon-train across the 2,000-mile haul from the Missouri or by sailing ship on the long and dangerous voyage around the Horn. Either route required four to six months and there was a grave risk that commodities—and men—would never reach their destination.

Today's transportation picture furnishes a striking contrast to that early isolation. By land, sea and air the Northwest is not only linked with the rest of the nation and the world with the most modern facilities but its major ports, Portland and Seattle, originate and receive vast commodity tonnages for distribution throughout the rest of the country.

Five transcontinental railways serve the Northwest and interurban and truck feeder lines extend to the farthest corners of the area. Air lines offer daily service to all major points on the continent for passengers, mail and express, with the eastern seaboard but 16 hours distant. More than 60 steamship lines connect the Northwest with all points on the globe in normal times, including fast freighters to the Orient and refrigeration ships running direct to Liverpool and the Continent.

Many millions of dollars have been invested in port equipment and harbor facilities, with the result that Portland and Seattle rank among the nation's most modern centers of sea-borne traffic. In addition to intercoastal and Oriental traffic, Seattle is the gateway for the Alaskan trade and Portland is the sea outlet for the immense tonnages originating in the 250,000-square mile basin of the Columbia. An army of men representing every laboring and "white collar" worker is employed in the maintenance as well as the operating phase of the traffic.

### TOPS SEATTLE, FRISCO

The tonnage figures indicate the dimensions of the sea-borne commerce. During 1939 Portland handled 9,267,630 tons and Seattle 6,976,491 tons. The fig-

ures for 1940 were: Portland, 9,240,967 and Seattle 7,761,788 tons. On the Pacific Coast, Portland's normal port traffic is exceeded only by that of Los Angeles—due to large amounts of petroleum shipped from the latter harbor—and ranks 13th among the ports of the nation.

Located 97 nautical miles from the sea, but still so close to sea-level that tides are measurable in the harbor, the port of Portland has 27 miles of deep water-frontage lined with terminal and dock facilities second to none in the world. The Commission of Public Docks owns and operates two drydocks, a ship towing service and the municipal airport, in addition to its regular duties in harbor maintenance and improvement.

Augmenting these publicly-owned services and facilities are 49 privately-owned warehouses, wharves, docks, elevators and terminals especially equipped to handle and distribute all types of commodities. In normal times 48 steamship companies use these facilities on regular schedules.

### FAVORITE PORT

Portland is one of the favorite ports of call among shipmasters of the world. In addition to the usual advantages of fresh water anchorage there are 36 per cent less hours of fog at the mouth of the Columbia than at any other major Pacific Coast port. Being on inland water there are no docking problems due to powerful tidal currents and the Columbia and Willamette Rivers are ice-free and easily navigable the year around.

Since Portland is the world's leading lumber manufacturing city it is natural that lumber and forest products should lead in export tonnage. Second in importance is wheat and flour, followed closely by fresh and canned fruits, pulp and paper. Portland is one of the nation's free leading grain exporting ports, due to its location on the only water grade outlet from the vast wheat-raising areas of the Inland Empire. The total capacity of public and privately-owned grain elevators is in excess of 5,000,000 bushels.

Supplementing the rail lines feeding the port, six transportation companies normally operate extensive fleets of river steamers on the Willamette River as far south as Salem, on the Columbia River west to Astoria and eastward through the Bonneville lock to Attalia, Washington. A post-war extension of service may offer river freight service as far east as Lewiston, Idaho, on the Snake River.

### FUTURE GREAT

Post-war development of sea-borne commerce seems to have no practical limit in the Pacific Northwest. Seattle should benefit from the ever-expanding traffic with Alaska and resumption of the enormous traffic to and from the Orient. The Port of Portland should also share in the Oriental trade, but its major future expansion will unquestionably rest on two natural advantages: its location as the outlet of the Columbia basin and its nearness to the world's premier tidewater power project, the Bonneville dam.

Nowhere else on the globe does such a large block of hydro-electric power—a potential 700,000 horsepower—occur simultaneously with ship, barge, rail and highway transportation and with adjacent raw materials for so many manufacturing enterprises. The two-way economic advantage is self-evident: raw materials can be unloaded directly from ships to the manufacturing plants utilizing the power, and the manufactured goods can be loaded directly on deep-sea freighters.

It is a field outside of and in addition to the enormous natural pre-war development of the port. The Bonneville power supply—which also includes the vast Grand Coulee potential—coupled with an almost unlimited variety of manufacturing sites, raw materials, a mild year-around climate and excellent living conditions for labor, should combine to make this area one of the fastest-growing manufacturing centers of the nation.

(Next week: Mining and Fishing)



# Women Burners Prove Efficiency Every Day

(SWAN ISLAND) — Nearly half the man-hours of burning at Swan Island are turned out by women. When production first started at the yard in June, 1942, there were no women burners, but since that time "women-hours" have increased until burner supervisors report approximately 47 per cent of all burning is capably handled by women. Pioneer among women burners, as nearly as can be

determined, is Ann Dorland, who works in Assembly bays on day shift. She started her burning career on February 21, 1943, and has been on the job every day. Since she showed the way and proved women are capable of doing the work, the list grew until Swan Island now employs approximately 350 women burners. Included in this figure are the many women shrinkers who are associated with the burning craft.

Fifty-seven percent of all Assembly's burners are women, assuring that department the lead in that respect. However, Plate shop leads in actual number, with an average of approximately 100 women on the payroll.

## PIPE SECOND

Pipe was second department to hire a woman burner when Doris Keller started March 20, 1943. She was followed closely in the same department by Evelyn Schepers who started April 2.

Florence Mastrovich started on Outfitting dock in April of 1943. She now does most of her work in the Gadget shop.

First woman burner on the ways is no longer at Swan Island because of ill health. She is Mary Jane Wolfe, who hired out in June, 1943.

## SWAN VETERAN

Edna Robirds, day shift Plate shop, has been at Swan longer than any other woman burner. She hired September 11, 1942, as a laborer and transferred to burning a year later. Mrs. Robirds sponsored Hull 47, the S. S. Nehalem.

Women burners in the yard have proved they are able to take it, especially on the ways where they work in the double-bottoms and atop the superstructure. Shell plate burning on the ways, recognized as the toughest torch trick, also is capably handled by women. First woman employed for this work was Edith Ferguson, who started at Swan as a shipfitter in April, 1943. Watching some women burners one day, she decided that she'd like that kind of work. Four months later she became a full-fledged burner. Now she is rated tops by her craft.

## Lunch Time Movie Schedule Released

(SWAN ISLAND) — In order that more people may be informed of lunch period movies, the Training department presents the following schedule:

### DAY SHIFT

Monday, November 6 — Sheet Metal shop.

Tuesday, November 7 — Plate shop, Bay No. 1.

Wednesday, November 8 — Pipe shop.

Thursday, November 9 — General Stores (Materials department only).

Friday, November 10 — Way 6 Utility building, lunch room.

Saturday, November 11 — Assembly, lunch room, west end bay 1.

### SWING SHIFT

Thursday, November 9, 7:30 p. m., Victory Center.\*

### GRAVE SHIFT

Friday night, November 10 (3:30 a. m., November 11), Victory Center.\*

\*(Weather permitting.)

The pictures for this week are "Invasion: Nazi Version," including some captured German film, and a color cartoon "Headless Horseman," a modern version of the legend of Sleepy Hollow.



Gertrude Koester (upper left), oldest woman burner on Outfitting dock, does a shrinking job. Ruth Brisbine (upper right) has a good attendance record for 16 months as one of Swan's hard-working burners, and Wyma Gauche (below) is shown as she burns on Assembly jigs, swing shift. (Swan Island photos).



ANN DORLAND, Assembly Pioneer Woman Burner at Swan



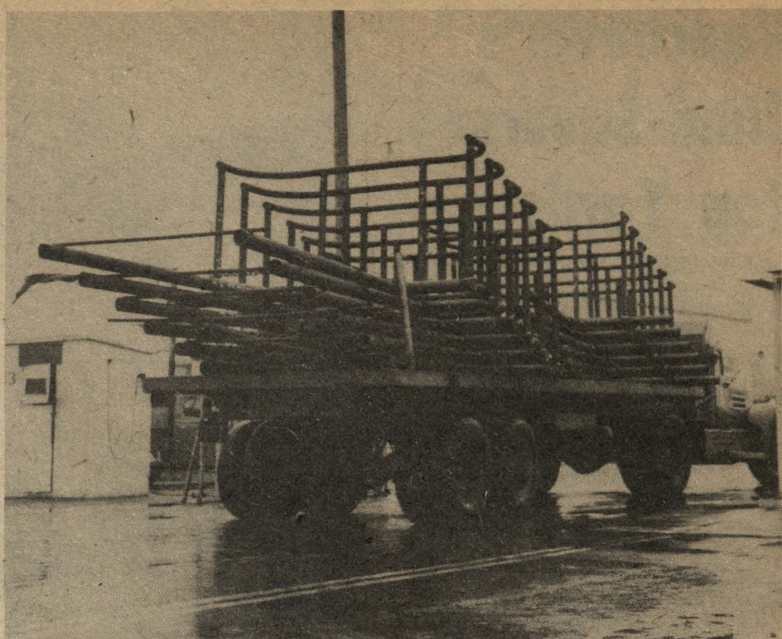
EDNA ROBIRDS, Plate Shop Sponsored the S. S. Nehalem



EDITH FERGUSON First Woman Shell Burner



FLORENCE MASTROVICH Dock's First Woman Burner



**Vancouver Bound** Besides building tankers in record time, Swan Island also does a lot of work for Vancouver's AP-5's as shown by this load of life raft stowage racks fabricated in Pipe shop. To date, Pipe shop has fabricated 20,219 pieces for Vancouver, which includes hand-rail sections, assemblies, life raft stowage racks and small pieces of pipe. (Swan Island photo)

## Toy Making Book Solves Yule Worry

(SWAN ISLAND) — Are you hard put for Christmas toys for the kiddies?

If so, Child Service center has the answer in a booklet now being printed on how to build Christmas gift toys from orange crates and apple boxes with a minimum of tools.

The booklet, which will be ready for distribution soon is free to Swan Island workers.

## Old-Timer Appreciates Job at Swan Island

(SWAN ISLAND) — M. K. Bradley, Pipe Maintenance department,



a former Missoula, Mont., resident, appreciates being able to work at Swan Island. Bradley says, "When a fellow gets old and gray haired like I am, it's hard for him to get a job."

M. K. Bradley I like my job here fine, and appreciate my chance to work in a swell shipyard like Swan Island."

He was formerly a Bell Telephone company employe and for 15 years a union cook. He now fills tanks for test on swing shift and plans to remain in Portland after the war.

## SWING ENGAGEMENT



Frances Ward, swing shift welder in Assembly Bay 1, and her leadman, Al Day, have announced their engagement, but inasmuch as they are now working seven days a week, have set no definite time for the altar trip. Day is from New York, Miss Ward from Oklahoma. (Swan Island photo)

## Champ Fans Islanders

Betty Evans, star hurler for the Lind & Pomeroy ten, 1944 national champions, had Swan Island's top softball players fanning at thin air in a yard victory center show October 26, Betty fanned Joe Gette, Eddie Adams, Portland Beaver catcher, and Ben Adams. Augie DeAngelo, star of this year's state tournament, was the only batter able to glean a hit from her offerings.



**Veteran Shipbuilder** Sam Evonchuck, pipefitter, knows his way around a shipyard. Born in Poland, Sam came to the U. S. in 1913. During World War I he worked at Albina and later at the Port of Portland drydock. He has been in shipyards most of the time since. He worked at Oregon Ship a year, came to Swan Island in March, 1942. In picture Sam is grinding edges of pipe smooth for a T-outlet. (Swan Island photo)