



Terminal Repair Division Popularity of aerial photographs of the other yards in recent issues prompted this sky shot of The Kaiser Company Terminal Repair division taken when the two hospital ships, Solace and Good Samaritan, were among vessels being repaired at the yard. View is looking up river.

BOSN'S WHISTLE



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Swan to Begin Working Day An Hour Later

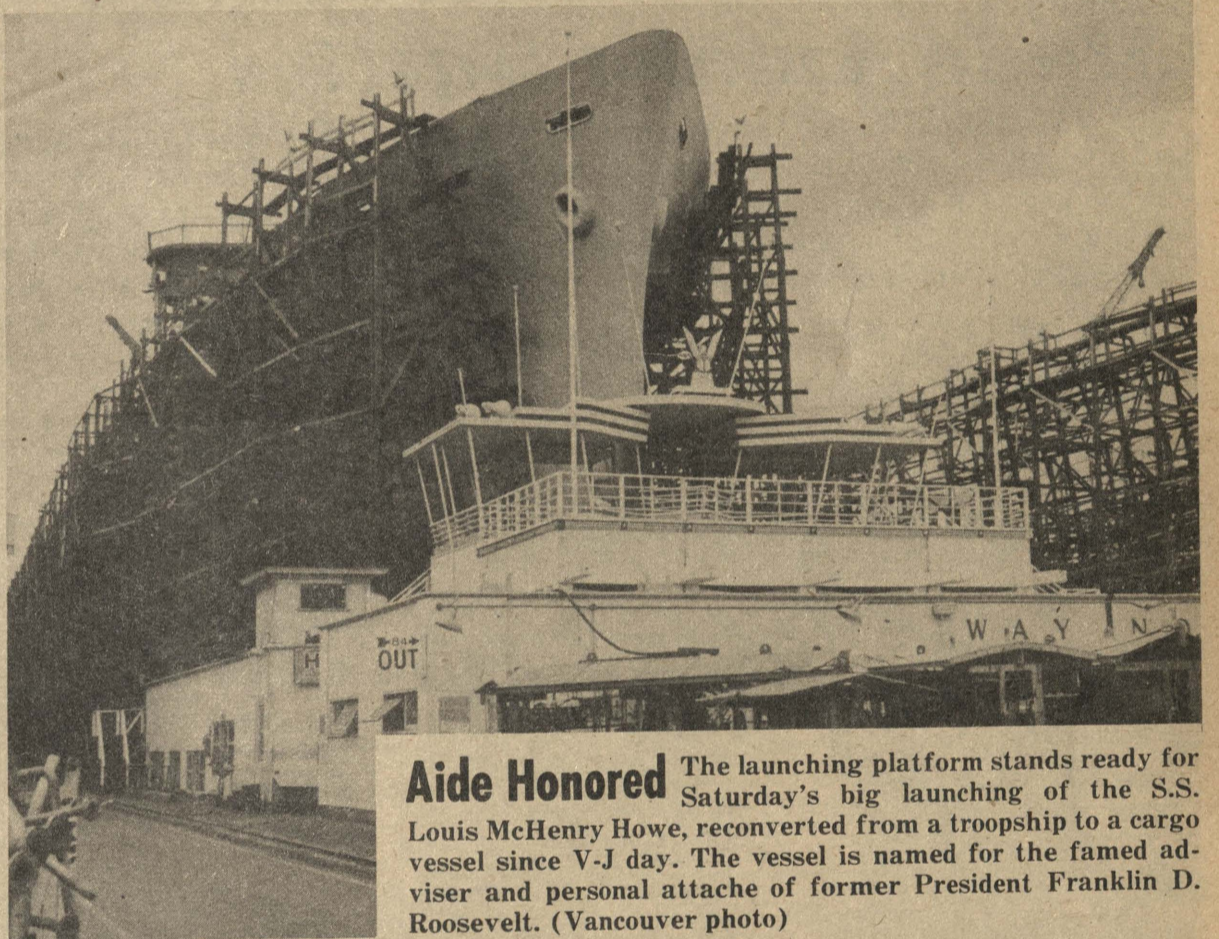
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C-4 to Honor FDR's Aide

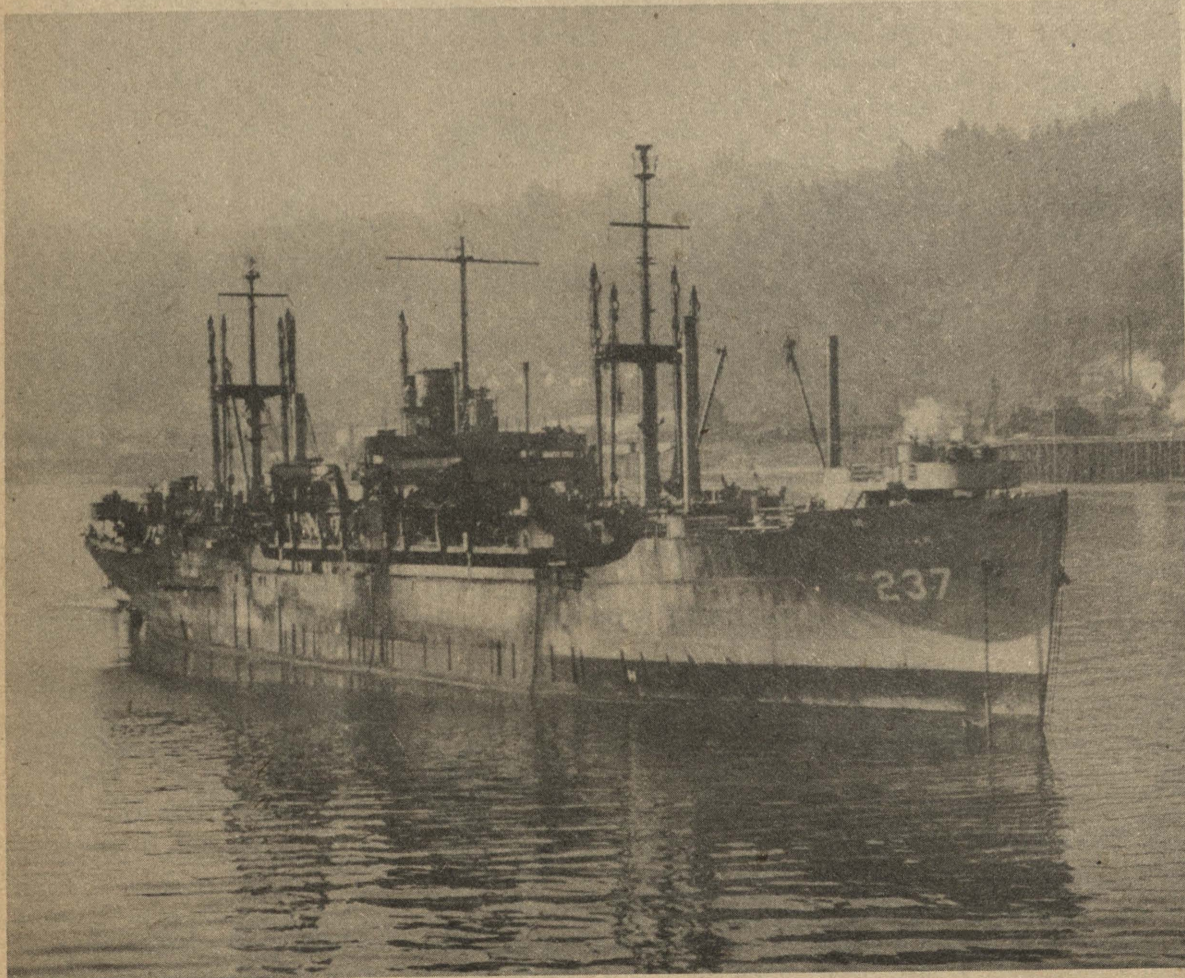
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OSC Schedules Delivery Dates

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Aide Honored The launching platform stands ready for Saturday's big launching of the S.S. Louis McHenry Howe, reconverted from a troopship to a cargo vessel since V-J day. The vessel is named for the famed adviser and personal attache of former President Franklin D. Roosevelt. (Vancouver photo)



Fire-Scarred Having the appearance of a battle-scarred ship, the U.S.S. Bexar is towed from Terminal 4 to a berth at the Oregon Ship dolphins. The Bexar, a navy Attack Transport, was scorched badly in the recent fire and now is being repaired and outfitted. Tentative delivery date is set for October 12. (OSC photo)



Six-Bits Saved Enlisted men cut each others' hair aboard the S. S. Gunston Hall, LSD at Swan Island's Repair dock. After 19 months at sea they consider themselves as proficient as the downtown tonsorial artists and there's no waiting. Joe McGee holds the scissors on Bob Quinn. Both are Firemen first class. (Swan photo)

Barracks to Handle Naval Dischargees

(SWAN ISLAND)—Swan Island's 23 barracks, which once housed 4,000 shipyard and other war workers, have been taken over by the navy to handle personnel being discharged or transferred. The facilities were acquired Monday as an intake and overflow section of the U.S. naval barracks in Portland, and placed in charge of Com. E. F. Gallagher. Officers have made plans to put up as

many as 5,000 men at one time in the Swan barracks, with a capacity of 5,244. Those being discharged will disembark from vessels arriving in Portland and take quarters at the barracks for processing, after which they will be sent to separation centers near their homes.

The new navy station also will accommodate the overflow of men whose mustering-out is delayed at the Seattle and Bremerton separation centers.

Fifty officers and 500 men will comprise the Swan station's regular

operating complement. Some of the officers may use vacant units at the Riverside dormitories.

Two other stations also function in Portland under Commander Gallagher's orders, which will be issued from his new Swan headquarters. The original receiving station and headquarters, at 3235 N. W. Yeon avenue, has accommodated 50,000 men since its construction in 1942, although its capacity is only 1500.

The Powers Furniture company warehouse at 123 N. E. Third, the second station, has a capacity of 1000 and was acquired when naval shipping into the port increased.

Swan Island's barracks have been closed since May 5. Construction of these started in September, 1942, when recruiting of workers for the Kaiser yards began in New York City. On ten days' notice, rooms at the barracks were provided for the New Yorkers as they stepped off the train at Portland.

Besides the housing units, each of which accommodates 228 men, there is a large mess hall that once served more than 18,000 meals a day; a huge gymnasium, theatre, post office, first aid station, recreation hall, and facilities for small shops.

Docks' Repair Records Made Amidst Battles

(SWAN ISLAND) — The phenomenal repair record of the two LSDs at the Swan Island Repair dock was brought to light last week after the navy permitted the Bost's Whistle to publish a story concerning them. They are the U.S.S. Epping Forest, LSD 4, and the U.S.S. Gunston Hall, LSD 5. At Okinawa under daily attack from kamikaze planes and enemy bombers, these two landing ship

docks repaired a total of 663 landing craft in 171 days. This is the combined record. The Epping Forest repaired 288 in the 80 days it was at Okinawa and the Gunston Hall repaired 375 in 91 days at the same hot spot.

When not busy repairing landing craft, the two ships ferried the craft to invasion spots. The Gunston Hall carries nine hash marks to signify participation in that many invasions. First was the Marshalls in January, 1944. Following this the Gunston Hall carried 67 LVTs to Emirau island. It proceeded to the Hollandia invasion where, besides the landing craft, 655 troops and 45 officers were aboard.

UNLOADS IN 6 MINUTES

Under combat conditions the Gunston Hall can unload its full cargo of LCMs in six minutes after flooding the well. The well is flooded enroute to the invasion point while the LSDs keep right up with the fast transports. The average time for unloading LCTs is 13 minutes under combat conditions.

Aitape, Guam, Pelelieu, Leyte, Lingayen Gulf, Iwo Jima, Milne Bay and Okinawa were other shows in which the Gunston Hall participated. Right with her most of the time was the Epping Forest. At Okinawa the Gunston Hall drydocked a PC, or patrol craft, for the first time.

WORK NIGHT AND DAY

According to the captain of the Gunston Hall, W. F. Bentley, the men worked night and day, extinguishing their lights only when there was an air raid alarm. Men aboard the Epping Forest worked from sunrise to sunset, according to R. R. Thompson, chief carpenter.

Both ships had close calls, but neither was damaged by the enemy. For 18 months the men aboard had no shore leave except for an occasional can of beer at some coral atoll. They worked 24 and 36-hour stretches to keep the landing craft repaired and operating in the places they were needed.

Son Born to Manager Of Swan Island Yard

(SWAN ISLAND)—A son, Arthur Robert Nieman Jr., was born to Mr. and Mrs. A. R. "Bob" Nieman Saturday afternoon at the Wilcox hospital, Portland. Nieman is assistant general manager of the Swan Island yard. The Niemans have two other children, both girls.

Inquiring Reporter

QUESTION

"Do you think that the Allies are dealing too softly with Japan?"

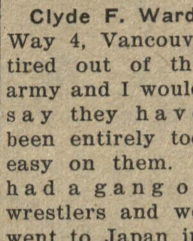
Grayce Parcel, Oregon Ship office clerk: "There are so many different ways to look at it, that this is a difficult question to answer. Maybe the allies are a little slow at punishing war criminals. We should teach the Japs that they must respect others beside the emperor."



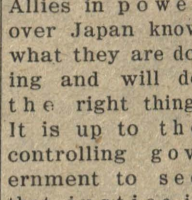
J. Findley, Swan Island Pipe foreman: "The soldiers who rushed in to see Tojo dying after he shot himself should have left the door closed until he had time to die. They should have let him die. Saving his life after the attempted suicide just wasn't good sense. I think we have been dealing too easy with the Japanese army and politicians as a whole."



Clyde F. Ward, Weld rod shack, Way 4, Vancouver: "Well, I'm retired out of the army and I would say they have been entirely too easy on them. I had a gang of wrestlers and we went to Japan in 1908. We learned a lot about how clever they are, but also how unsportsmanlike. You have to be careful of them."



Dick Field, Oregon Ship, IBM supervisor: "I'll just trust that the Allies in power over Japan know what they are doing and will do the right thing. It is up to the controlling government to see that justice is done. You hear a lot of talk, but MacArthur should be able to handle the situation."



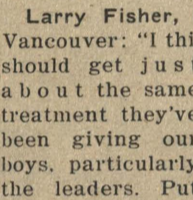
Robert Jarvis, Swan Island Transportation department: "I say there is a chance for the Japs to be properly educated. We must teach them the folly of emperor worship and give them the idea of spiritual worship in its place. We will only foster further ill will by mean treatment. We must continue to put velvet over the mailed fist if we want to teach the Japs the right way to live."



Charles Simpson, Swan Island shipwright: "I'd say we are giving the Japs awfully good treatment considering the way they used our men whom they took as prisoners. I have a 21-year-old boy overseas. He's been there 18 months and is now a gunners mate 2/c in the navy. Was recently awarded the navy and marine medal. What he writes of the Japs doesn't call for any mollycoddling."



Larry Fisher, truck driver, day, Vancouver: "I think so. I think they should get just about the same treatment they've been giving our boys, particularly the leaders. Put them in those same camps just as long as our boys were there and treat them the same way."



L. A. Wisher, Sheet Metal foreman, day shift, Vancouver: "I think they are being too easy. For one reason, the Japs have been awful cruel to our boys—more so than in Europe. I think they should be given the works for their crimes. From what I read in the papers and hear on the radio they were both bad—but the Japs more than the Germans."



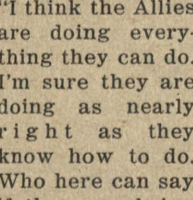
Esther Goplen, Oregon Ship IBM operator: "Can't see where anything has been done to date to warrant accusation that General MacArthur's treating the Japs with kid gloves. He will be firm with them after what he has seen. I have a husband in China now and hope that the peace is carried out in no soft way so that he and men like him can get home soon."



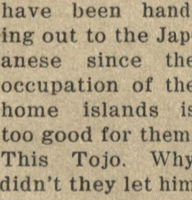
Donna Horvath, Oregon Ship secretary: "Japan is getting away with quite a bit that should not be allowed. We can't give them too much of what they deserve for their mistreatment of American boys. I hope officials wake up and see that this aggressor nation must pay."



Irene Stange, Engineer's aide, Main Electric, day shift, Vancouver: "I think the Allies are doing everything they can do. I'm sure they are doing as nearly right as they know how to do. Who here can say if they are being too easy or too hard on them?"



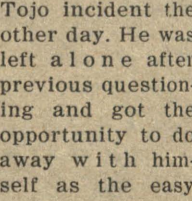
M. C. Lewis, Swan Island Pipe leadman: "I say the treatment we have been handing out to the Japanese since the occupation of the home islands is too good for them. This Tojo. Why didn't they let him die instead of wasting good American blood and blood plasma on him just to put him before a firing squad anyway? The other bozo who committed suicide did a good job. That's a good deal and will save the money and time it would take to try him."



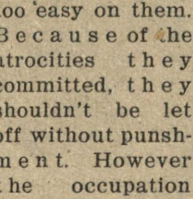
A. J. Kepper, Safety inspector on ways, day shift, Vancouver: "Well, I am really not in a good position to comment. But I do think they should be given the works. Certainly they should be treated at least as tough as Germany. They have certainly asked for it."



H. W. Jones, Oregon Ship draftsman: "Yes. Take for instance, the other day. He was left alone after previous questioning and got the opportunity to do away with himself as the easy way out. I am an ex-soldier and it looks to me as if the Allies are not bearing down enough."

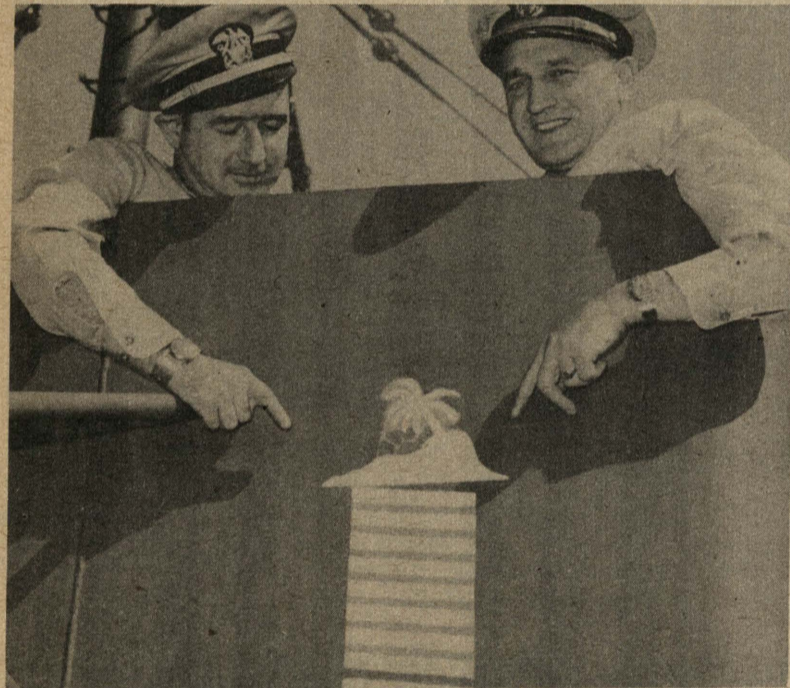


Lee Pence, Swan Island shipfitter: "I think we are being a little too easy on them. Because of the atrocities they committed, they shouldn't be let off without punishment. However the occupation program is getting progressively better. They caused me a lot of trouble as I was 17 months in Kodiak, Alaska, with the 215th Anti-Aircraft. Just got out of service last November. In all I was 28 months in the armed forces."

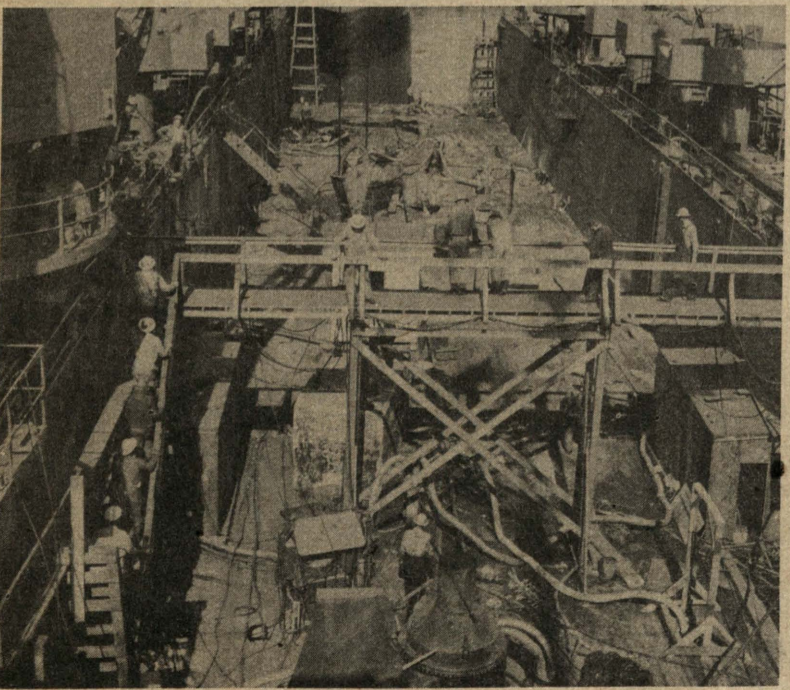


Seamen Aided

Comfort, care and enjoyment are provided for merchant seamen by United Seamen's Service, one of the 22 agencies of the National War Fund, supported by gifts to your Community Chest.



W. F. Bentley, skipper, left, and J. S. Konde, chief machinist of the U.S.S. Gunston Hall, point out the hash marks the LSD 5 carries for her nine invasions. Bentley is the youngest captain in service and age aboard an LSD, and Konde has 29 years of service in the navy. Bentley is a Portland resident, worked at Willamette Iron and Steel and with the American-Hawaiian line before entering the navy late in 1942. (Swan Island photo)



Looking from the bridge deck down into the well deck of the U.S.S. Epping Forest, LSD 4, being repaired at the Swan Island dock, one gets some idea of the carrying capacity of this landing ship dock, which submerges its aft end to take aboard and discharge landing vessels. The well deck extends under the superstructure right up to the bow. (Swan Island photo)

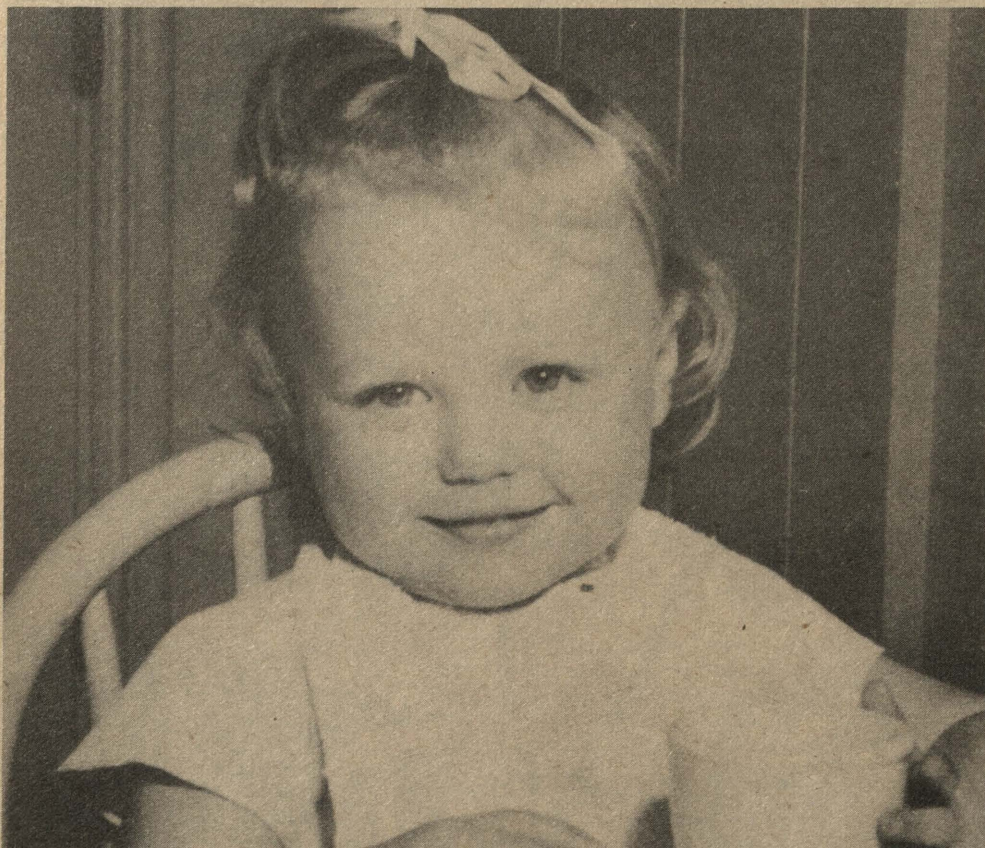


CHEST DRIVE BEGINS

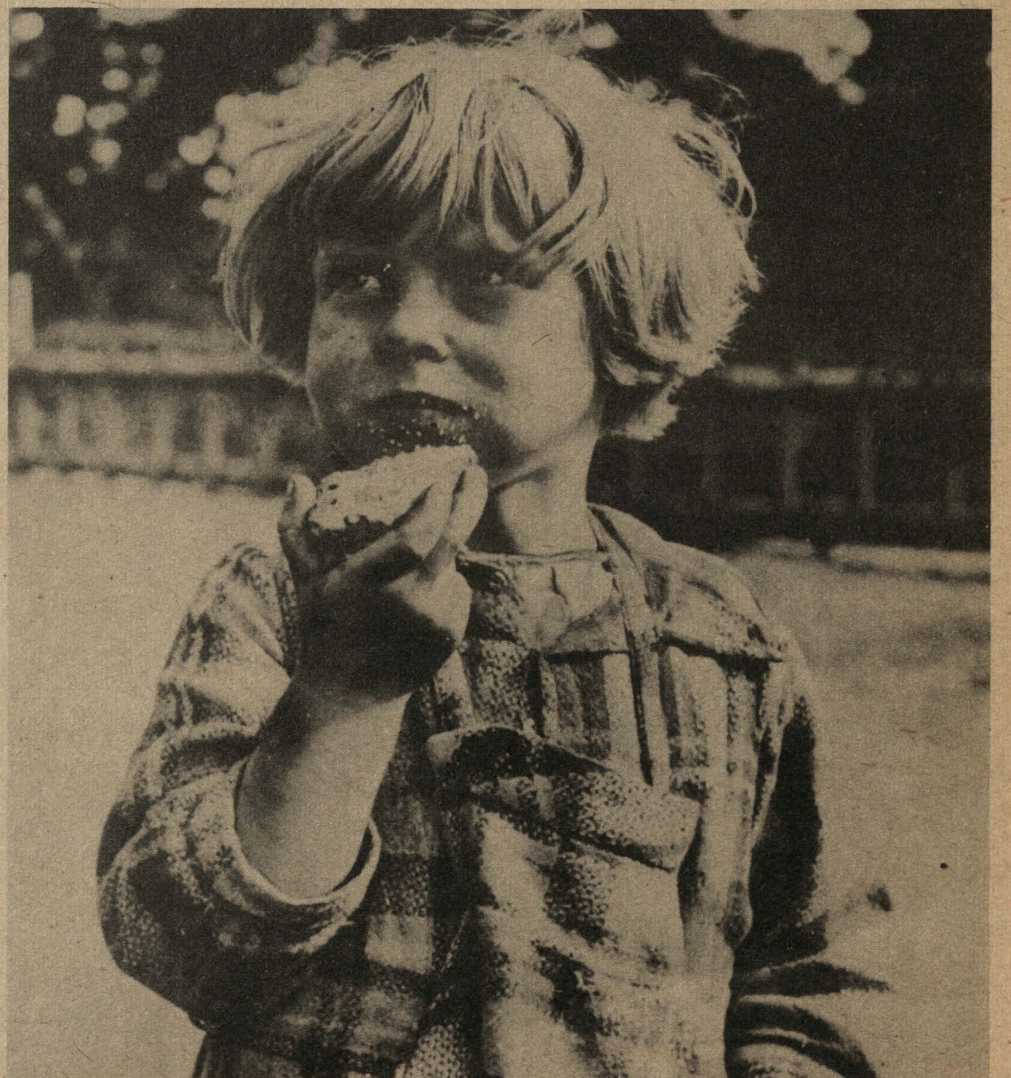
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GI Gusto For the hundreds of thousands of servicemen still overseas, many of whom will spend weary months in occupation forces, USO-Camp shows provide almost the only relief from boredom and tension. Entertainment troupes, sent to remote outposts by United War Fund dollars, bring Made-in-America laughs like these to servicemen.



Refugee or Refugee Red Feather services, provided through Community Chest dollars, furnish wholesome food, intelligent supervision, and daytime care while mother works, for children like the little girl above. The war won't be over for her until her daddy returns. It won't be over for the European refugee child at right until she is housed, clothed, fed, and given adequate medical attention through foreign relief aid provided by the United War Chest.



Remember... 'It Isn't Over for Them'

Portland Chest Goal Set at \$1,398,742

Activities of the member agencies of Portland's Community Chest have increased many fold during the war years. The recent announcement of the 1946 quota for the United War Chest drive, to be held in Portland and Multnomah County reflects the needs of Chest agencies for additional funds to meet this increase in service to the community. The goal to be met during the drive period

has been set at \$1,398,742, a reduction of \$215,861 from last year's War Chest total. Of this amount more than half, \$725,344, is represented by the budgeted needs of the Portland Community Chest services provided through 52 member agencies. This reflects an increase of \$43,905 for local needs owing to increased costs and enhanced services occasioned by the growth of the city's population.

Local Community Chest agencies are grouped in five classifications indicative of the type of services they give—child care, health services, family service and other special services, boys' and girls' work, and community centers.

CHILDREN RECEIVE AID

Thirteen facilities, six of them under the direction of Catholic Charities, Inc., provide care for children from the ages of a few months until they attain majority. Some of these agencies, such as the Boys' and Girls' Aid Society, the St. Mary's Home for Boys, and the St. Rose Industrial School, care for delinquent and dependent children. Others, like the Portland Fruit and Flower Mission day nursery, and Blessed Martin day nursery, care for younger children of working mothers, providing day care, meals, training, and nursery school for a small fee.

Community Chest activities which have expanded most greatly during the war years are those dealing with boys' and girls' work such as the Boy Scouts, Camp Fire Girls, B'nai B'rith Camp Association, and Y.M.C.A. and the Y.W.C.A. The Girl Scouts this year have enrolled 3950 girls in 200 clubs which meet weekly under the direction and leadership of volunteers. Total enrollment in the Boy Scouts has increased more than 2300 since 1942. Similar increases have been noted in memberships in the Y.M.C.A. and the Y.W.C.A.

HEALTH SERVICES LISTED

Portland's Visiting Nurse Association is another Community Chest agency which has met the increased need for services occasioned by the influx of workers and service personnel to the Portland area. Beside nursing care to the acutely ill, and chronic invalids, neighborhood well-baby and pre-school clinics, and instructional visits to tuberculosis and maternity cases are conducted by the Visiting Nurse Association.

Other Community Chest health services include an outpatient clinic at the University of Oregon Medical School on Marquam Hill, and the Women's Convalescent Home.

Four community centers are maintained in the city, two of them under the direction of Federated Jewish Societies. The Helen Kelly Manley Community Center furnishes housing facilities for working women.

In addition to the above facilities the Community Chest provides funds to care for the aged in homes run by Catholic Charities, Inc., and the Federated Jewish Societies. Free legal advice is provided by the Legal Aid Committee of the Oregon State Bar, and the Oregon Mental Hygiene Society promotes the provision of necessary facilities for treatment of the mentally ill. The Portland Society for the Hard of Hearing conducts a program among children which has proved particularly valuable in aiding them to overcome their handicap.

Reason Enough

Why should we feed Europe? Members of the Norwegian underground, wrecked the heavy water plant in which the Germans were perfecting the atomic bomb. They saved us—and civilization . . .



Well-Baby Clinics Wives of servicemen and Portland workers have brought their children in ever-increasing numbers to well-baby clinics run by the Portland Visiting Nurse Association, a member agency of the Community Chest. Here children are checked for weights, diets, and general health, and mothers are instructed in care for their children.

Metal Trades Pledge 1946 Chest Support

Shop stewards of the Metal Trades Council of Portland and vicinity have been requested by a recently-formed metal trades council committee to give all possible support to the 1946 Portland-Multnomah County United War Chest campaign.

A letter to shop stewards, over the signatures of Roy C. Hill, J. H. Lake, and John Gillard, urges active assistance. The letter reads:

"In accordance with the action of the Metal Trades Council in backing the drive of the United War Chest, the undersigned committee has been appointed to make that endorsement effective.

"We urge and ask that the stewards of all affiliated crafts give active assistance.

"While the war may be officially over, our responsibility to the thousands of men still in service is not over. Neither is our responsibility on the home front over. The end of the war has created many serious problems involving the children and families of servicemen and war workers which we must help to solve. That can best be done through the various agencies of the United War Chest.

"How can you help? Action is what counts. Encourage every member to participate. A prompt and reasonable contribution on your part will make your leadership and support of this cause doubly effective.

"In addition to your financial contribution offer your assistance in conducting and solicitation among your crews. If you need any additional help, call on us.

"Now, boys, let's get behind this drive! Let's demonstrate that Labor endorsement really counts!"



Earned Their Rest Sailors, fresh from months of sea duty, have earned the right to the free cigarettes, milk, and hearty sandwiches that USOs provide. The war isn't over for them. They still face patrol duty and long hours of standing watch. United War Chest Victory Campaign dollars give them the comforts they need during their infrequent shore leaves.

VISIT YOUR AGENCIES Tours Easily Arranged

United War Chest givers, who want to know where their dollars go, will be given a first-hand chance to see the work being done in Portland through a series of "Visit Your Agencies" tours now being arranged by the Visit Your Agencies committee of the United War Chest, it was announced recently by Ben Hazen, chairman of the committee.

The Portland Junior Chamber of Commerce, which is sponsoring the program, has named Neil O'Brien as general chairman of the Chamber committee on agency visits. Sub-chairmen, appointed by him, will contact interested groups among churches, labor unions, civic organizations, lodges, business

firms, campaign workers and schools.

John Bilyeu and Dick Grimes, Junior Chamber of Commerce representatives, have contacted administrative assistants Jim Emmett, Oregon Ship, Don Fredrickson, Swan Island, and Ken Moyer, Kaiser terminal repair, to arrange for agency tours by yard solicitors.



For the Hard of Hearing Parents, whose children are hard of hearing, are instructed by staff members of the Portland Society for the Hard of Hearing, in how to teach their children to pronounce letters of the alphabet and finally how to speak. Use of hearing aids also is taught.

War-Allied Agencies Appeal Nationally

The National War Fund is a federation of the leading war-related appeals, with the exception of the Red Cross, for providing comforts, hospitality and entertainment for our armed forces and merchant marine and supplementary emergency war relief to the people of our Allies and refugees from Axis oppression. In October, 1945, the National War Fund's joint appeal for its 22 member

agencies will be presented for the third successive year to the American public through community war funds, linked in Community Chest cities, such as Portland, with campaigns for established local services for health and welfare. There will be 43,000 individual soliciting committees in cities, towns, and townships, raising funds for the National War Fund.

Almost every community and neighborhood in the United States participates in these federated campaigns, as well as fellow Americans in Alaska, Hawaii, Puerto Rico, Canal Zone and the Virgin Islands.

SERVICEMEN GIVE

Even the men in the service do not exempt themselves, as they showed by their generous gifts to the War Fund last year. Marines and soldiers fighting in the Pacific and the Philippines gave \$50,000—"to boost morale on the home front," they explained. The chief of staff of one combat division reported that \$600 more would have been turned in except that the officer courier and his protecting patrol, who were bringing the money back from the front lines, were killed by Jap snipers and the money and other official papers captured.

The National War Fund is government-endorsed, but not government-controlled or financed. It operates in full accord with the President's War Relief Control Board, which authorizes two major national campaigns a year for war appeals—Red Cross in the spring, National War Fund in the fall.

The National War Fund is a voluntary war agency. More than half its funds are allocated to agencies serving our armed forces. Its work must go on until the war is over—until our fighting men are back in their homes and the service flags have come down.

George White Center Serves 4200 Per Day

With more servicemen than ever before—a present average of 4200 per day—using the facilities of the George A. White Service Men's Center, the need for funds to carry on the free dormitories, showers, shaves, food, recreation and other services is increasing rather than slacking off. Of the \$1,398,743 total budget of the 1946 Portland-Multnomah County United War Chest drive, \$98,600 has been allocated for local services for the armed forces. Besides the George A. White Center, the Port of Embarkation, and the Portland Officers' Club also receive funds. These agencies, however, are budgeted for six months operation only, since their directors feel that by the end of that time their services no longer will be needed.

Established November 1, 1941, more than a month before Pearl Harbor, the George A. White Center was the first Service Center to be established in this country for World War II. All services of the hospitality center are given free to service men. No charge is made for beds, showers, shaves, razor blades, soap, face lotion, hair oil, powder, or shoe polish. Women's club volunteers wrap packages, sew and mend, distribute show passes, serve as dance hostesses, operate the lunch counter, and teach arts and crafts.

SERVICES FREE

Vaudeville shows, plays, radio broadcasts, concerts, free legal advice, and free foot treatments are provided. Two entire floors, equipped with 650 double-decked beds provide sleeping accommodations, with an additional 500 bunks recently installed in the civic auditorium

to take care of an unprecedented number of week-end service men visiting Portland.

Soldiers, sailors, and marines are no pikers when it comes to eating. The Center provides free each week an average of 27,600 cups of coffee, 7500 half-pint bottles of milk, 52,000 sandwiches, 195 gallons of potato salad, 60 gallons of dill pickles, 2600 pies, 210 large cakes, 360 dozen cookies, 1885 dozen doughnuts and sweet rolls, 90 gallons of mayonnaise, 60 gallons of chili, and 5 to 10 boxes of apples or other fruits in season.

Chinese Aid Urgent

Try to imagine our country with 50 million homeless and 2 million war orphans. China faces that problem today. United China Relief, with National War Fund help, is giving her homeless people a chance to earn a living again. Training schools are being set up for the orphan children. National War Fund dollars thus provide not only food, clothing, shelter and medicine for those brave people who held out against the Japanese until we could prepare for the final Victory blow. They also make it possible for our Chinese allies to begin life again with hopeful hearts.



A Chance to Dance For servicemen such as this the George A. White Service Men's Center provides the entertainment they have missed on the battle fronts. With the war not yet over for thousands of men still in uniform the Center furnishes pretty hostesses, good music, free food, and a home-like place to spend leisure time.

Red Feather Symbol Used By Knighthood

This year, along with Community Chests all over the country, the Portland-Multnomah County United War Fund drive has adopted as its campaign emblem the Red Feather, traditionally the badge of courage, surrounded by 12 blue stars, signifying the year-around services provided through United War Chest contributions.

Lapel buttons, with the Red Feather and blue stars, will be given to contributors this year. The Red Feather represents generosity, service to the community by Chest agencies, service or contribution by the wearer.

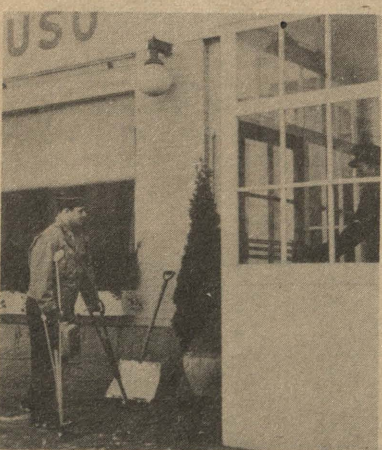
In 1355 the Black Prince decreed that when one of his knights performed an unusual act of chivalry or valor, a red plume should be placed in his helmet.

Robin Hood's men wore Red Feathers in their cap for each good deed. Bright feathers were always

placed in the helmets of the Magyars in the belief that with these symbols of courage and valor, the warriors could not fall. Many tribes of Indians marked their most fearless and mighty braves with great eagle feathers dyed red.

Today the Red Feather is a symbol of our faith in man, our willingness to share what we have with others less fortunate, our desire to bring health, happiness and opportunity to all the people in our community.

STILL FIGHTING



Although the battle fields are far behind this soldier still fights the long hours of hospital boredom, the loneliness, and pain. The USO's homelike facilities, made possible by contributions received by the National War Fund from community war funds, bring entertainment and recreation.

Service Center Busy

More than 4,200 servicemen a day are pouring into Portland's world-famed George A. White Service Men's Center. More thousands use local USO Centers and the Travelers Aid USO at the Union Station. These centers, supported by the United War Chest, must be kept in full operation for the men coming through Portland on their way to Pacific duty or their homes in the states.

Labor Council Pledges Aid To Campaign

Full support of the Portland Central Labor Council through Gust Anderson, secretary, and chairman of the A. F. of L. Victory Campaign Committee, has been pledged to the United War Chest campaign. The text of the Council's endorsement to Sid Woodbury, general campaign chairman, reads:

"This is to officially advise you that the Central Labor Council of Portland, Oregon, at their meeting held July 16, 1945, endorsed the Victory Campaign of the United War Chest and will urge general support on the part of all affiliated councils and local unions of Portland affiliated with the American Federation of Labor as well as individual members.

"This campaign must succeed, and a committee has been named by the President of the Central Labor Council to work out the plans which will make our endorsements effective.

"We count on every member for help. Let's do a real job."

American labor unions are supporting war relief programs in 12 United Nations through agencies of the National War Fund.



Bedside Circuit After entertaining service personnel at an overseas base, this unit from USO-Camp Shows, member agency of the National War Fund, visits the hospital wards to entertain the convalescents unable to come to the show. Servicemen still in hospitals, occupation troops, and men waiting shipment home will need USO entertainment more than ever to combat boredom and the long days of "sweating it out."

Liberated People's Needs Present Acute Problems

The six months of the coming fall and winter will be one of the most critical periods in human history. The climax in the Pacific, and the morale problems of occupation, redeployment, and convalescence mean a peak load for the USO and USO-Camp Shows, with no possible retrenchment until spring. The crisis in Europe, with Germany defeated, but with real victory not yet won, means that these months will settle for millions of the liberated the grim question of sheer survival, and also will largely shape the kind of peace and the kind of world with which we shall have to live.

Responsible Americans returning from Europe and the Pacific area bring first hand accounts of suffering and privation. The essence of their message is the lack of essential things—food, medicine, clothing, shelter, fuel, transportation, bicycles, household utensils, garden tools, cattle, fodder, farming implements, and even the paper, pencils and typewriters necessary to list the things needed.

ENERGY GONE

Even more than the lack of materials the people lack energy. After five years and longer of chronic starvation diet and terrorism, people, once proud and self-reliant, are tired. They lack the mental energy to play, and physical energy to help themselves.

The services and supplies planned for the next year are supplemental. They supply the comforts which make life livable and the special things that are not contemplated in governmental plans for mass feeding and rehabilitation.

Countries like Belgium and Luxembourg lack every vital necessity. Czechoslovakia, which lost one million professional men and women and industrial workers to German concentration camps and slave labor battalions, needs hospital equipment, child welfare relief hostels and summer camps, and rehabilitation of schools and technical apparatus.

GREEKS SUFFER

Damage in areas of France was caused in no small measure from our own bombs and shells. A million and a half Greeks are homeless and 40 per cent of the population are absolutely destitute. In Italy people are starving and dying for lack of food, clothing and shelter. Funds provided for Lithuania will send clothing and medical supplies to a large number of Lithuanians in France, Switzerland, and Italy.

To aid our fighting allies and friends overseas, member agencies of the National War Fund provide urgently-needed assistance in many forms for children, for the sick and aged, for those who have been bombed out of their homes, livelihood and life savings. Funds for this humanitarian cause will be raised in Portland and Multnomah County from October 1 to 19.



Food and Blankets Help But not until these children have full stomachs, all the time, not until their legs are fat and round again, not until they lose their look of fear and can laugh and play again, will their agonies of war be over. European and Pacific Area relief, sent through the United War Chest, will bring back their life and spirit, make them useful citizens of free countries.



"Unto the Least of Them" A doctor examines a Yugoslav baby in a clinic in the Middle East, supported by United Yugoslav Relief, a member agency of the National War Fund. To these children, innocent victims of the ravages of war, medical supplies and service, food, vitamins, and clothing must be sent to bring them back to health. Not until every child has been cared for will the final peace be won.



Their Daily Bread Here is how the 30,000,000 pounds of concentrated milk sent to Greece from America is consumed. Greek War Relief, a member agency of the National War Fund, has been supplying monthly emergency shipments of food, medicines, and clothing to Greek civilians and refugees.

Peak Need Ahead For Service Center

The excitement has died down, but the war isn't over yet for thousands of men and women still in uniform. In 1945, \$146,000 of United War Chest funds supported the George A. White Servicemen's Center, providing free food, beds, showers, shaving equipment, stationery, mending services and recreation to the 4,200 men using the center every day.

Ever since the George A. White Servicemen's Center began providing for men in uniform coming through Portland, thousands of letters from grateful servicemen has been received by Captain Fred W. Roberts, managing director of the center. From all over the world the letters are coming, expressing the boys' thanks for the thoughtful generosity of Portland people.

Here's what one mother wrote to Captain Roberts:

"Since receiving a letter from my son, written on your stationery at your center, I have felt that you would like to know that the soldiers do appreciate your kindness and hospitality. Here is what he wrote: 'I am in Portland at the George White Center. Service with a smile must be their motto. They do everything for you that can be done. I've

just had lunch here. potato salad, spaghetti, sandwiches and fresh peach pie a la mode, all for nothing but the asking.' I will say that if all soldiers eat as much as my son, your generosity must surely reach a very high level. It certainly makes a mother glad to know that her son can go into a strange city and find a place which extends a hand of welcome."

By July 1, 1946, if demobilization proceeds on schedule, George White Center officials anticipate that the peak of the need for their services will be passed. While the 1946 United War Chest budget for the George White Center, Port of Embarkation and the Portland Officer's Club is for six months only, need for their services will be greater than ever before during that period.

United War Chest Services to our men still in uniform, and to returned veterans will require \$98,600 for 1946.

Metal Trades Names Three Drive Heads

Tom Roach, chairman of the war production division of the 1946 Portland-Multnomah County United War Chest Victory Campaign, was informed this week that the Metal Trades Council of Portland and Vicinity has pledged its aid in assisting in the drive for funds.

E. A. Bird, secretary of the Council, sent the following letter to Roach.

"This is to inform you that at the executive board meeting of this Council held on August 24, official endorsement by the Metal Trades Council of Portland and Vicinity was given to your drive which is to begin the middle of September.

"The following committee was appointed by the President of the Council to work with your committee: Mr. John Gillard of Steamfitters Union Local No. 235, Mr. J. H. Lake of Electrical Workers Union Local No. 48, and Mr. Roy C. Hill of Painters Union Local No. 10."



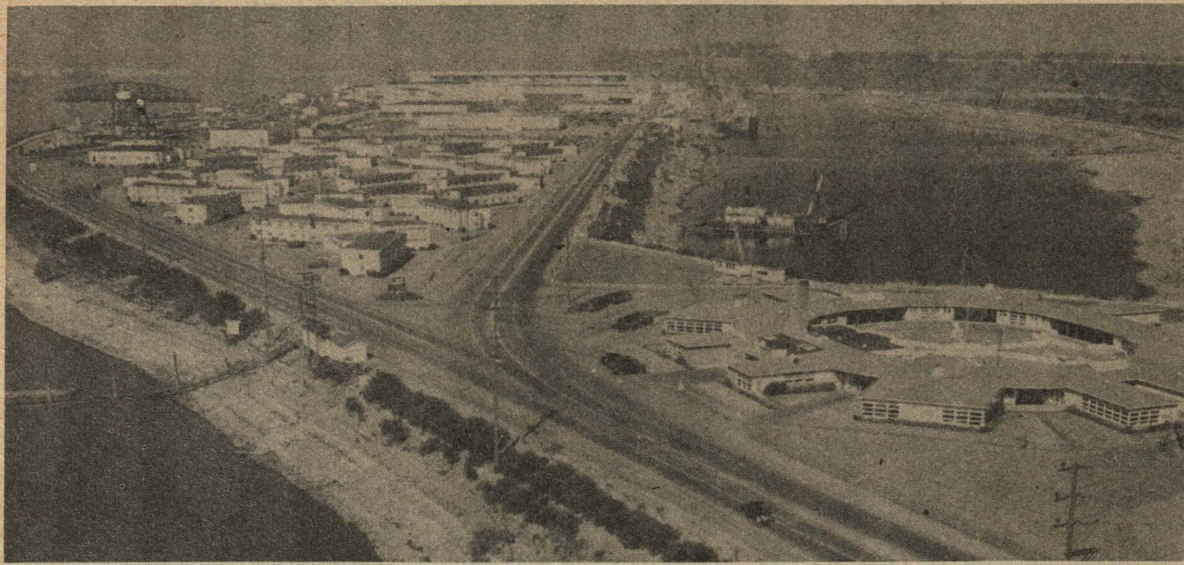
War Orphan More than 2,000,000 Chinese children have been orphaned during the war. Funds for their care are furnished by United China Relief, a member agency of the National War Fund.



I Pledge Allegiance

Jap terrorism has not shaken the devotion of this Filipino youngster, whose countrymen fought valiantly to hold back the invaders. For these courageous people, and for the Chinese who battled for eight years against oppression, Pacific Area Relief, through the National War Fund, will provide the chance to rebuild desolated homes, to grow crops, and to become self-sufficient.

Swan Finishing Drydock Facilities



Swan From Water Tower Approach to Swan Island is graphically shown in this recent photo taken from the water tower at the head of the island. (Swan Island photo)

Crane Track Will Be Joined, Shore Steam Capacity Expanded

(SWAN ISLAND)—Work on the Swan Island drydock facilities, stopped after V-J day for reconsideration by the navy, has been ordered resumed and workmen on two shifts went into high gear this week to finish the job. Plans remain substantially the same except for omission of the Shop and Utility building, planned to cost around \$50,000. This has been eliminated. Temporary buildings will be used.

Approximately \$220,000 in work remains. The majority of this will be done by Swan Island forces, with some work being handled by sub-contractors.

The entire area in front of the drydock will be paved. Crane tracks for the whirley on the drydock finger pier will be extended to join with the tracks on the Outfitting dock. The concrete deck slabs will be continued the length of the finger pier along the wharf to the Outfitting dock.

TO COMPLETE STEAM PLANTS

Pipe lines for water, air, oxygen and acetylene will be finished and permanently installed. The electrical substation and its distributing lines will be completed. Sewer and drainage systems will be finished.

The shore steam plant located adjacent to the Outfitting building will be completed with the addition of a second boiler. It is possible that one of the surplus tanker boilers will be used for the second boiler. This shore steam plant will supply steam to vessels tied up at the Repair dock and in the drydock so they can let their fires out and still maintain operation of steam driven machinery and heating of quarters.

Funds for the work are supplied to the Maritime commission by the navy which in turn has supplied funds to Kaiser Company Inc., Vancouver, for construction of the drydock and to Kaiser Company Inc., Portland, for construction of the basin and facilities. Original estimate for facilities and basin construction was two and a half million dollars.

Day Starts at 8 A. M. At Swan on October 1

(SWAN ISLAND) — Effective Monday, October 1, Swan Island production crews will go to work at 8 a. m. instead of 7 a. m. Oregon Ship, Vancouver and Terminal Repair yards will remain on their present schedules. Swan Island working hours will be from 8 a. m. to 4:30 p. m. with lunch period from noon to 12:30 p. m. Lunch periods in the other yards will be unchanged. The decision to change the working hours at Swan Island was reached at a meeting of management and representatives of the labor unions. It was also attended by representatives of the Portland Traction company.



500th T2 Tanker From delivery records of other T2 tanker producing shipyards it is apparent that the S. S. Cannon Beach, Hull 147, was the 500th T2 tanker to be delivered since the start of war production. L. D. Firebaugh and Fred Short, left, present the master a gift from Cannon Beach, Ore., namesake of the ship. Holding the gift is Capt. T. B. Bertelsen. Other men are F. B. Jarvis, port engineer from Pacific Tankers, and Lt. Com. John Anderson, U.S.C.G. The Cannon Beach was delivered September 10. (Swan Island photo)

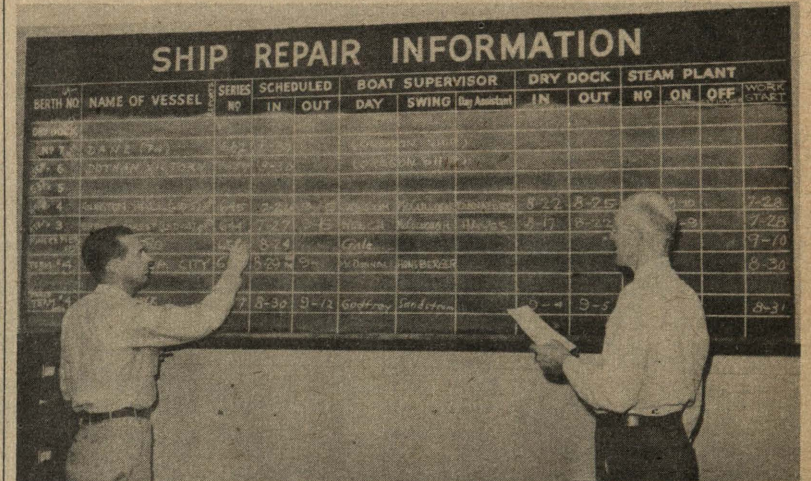
The change of hours at Swan Island is not to be confused with the national change back to standard time requested by President Truman. It is highly probable that the nation will go back to standard time September 30. Only final ratification by congress remains necessary and that is fully expected.

This would mean that everybody would have an extra hour of sleep Sunday night, September 30, as the clocks would be set back at 2 a. m. It would mean Swan Islanders would have two extra hours of sleep that night.

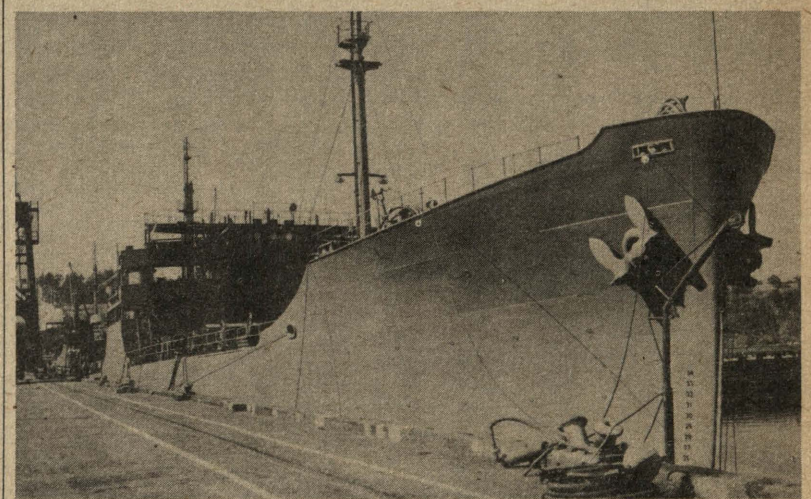
For the 250 remaining employes on swing shift, hours will be from 4:30 p. m. to 12:30 a. m. with lunch period between 8:30 and 9:00 p. m.

Graveyard shift has approximately 100 workers. New hours for them will be from 12:30 p. m. to 8:00 a. m. with lunch period from 4:30 to 5:00 a. m.

New ship construction will continue on a six-day week of 40 hours plus 8 hours overtime.



Swan Ship Repair Hal Howard, left, and W. J. Mills in H. F. Merrill's office in the Yard Office building chalk up some changes on ship repair information on the huge blackboard used for that purpose.



Look! No Guns Swan Island's Hull 149, the S. S. Fort Hoskins, is the first tanker built here to be outfitted without guns or gun tubs. Deletion of the tubs gives the ship a much more streamlined profile.



Gigantic Goggles Claire Smith, left, and Dorothy Boyer of Safety Issue department look over a pair of homemade goggles fashioned from plywood and celluloid. These goggles, picked up on the ways, show evidence of much hard use before the wearer learned that efficient goggles are issued free of charge at Swan.

SPONSORS HULL 149



MR. AND MRS. L. E. GRIDLEY

(SWAN ISLAND) — Sponsor of the S. S. Fort Hoskins, Swan Island Hull 149, was Mrs. LeRoy E. Gridley, shown with her husband, who is superintendent of shipwrights. The vessel was launched from Way 7 on September 12. Attending Mrs. Gridley were Mrs. R. V. Sweitzer, matron of honor, who is the wife of Swan Island's master shipwright; Miss Lois Nadine Gridley, maid of honor and Miss Lila Rae Gridley, flower girl, the latter two daughters of the sponsor. (Swan Island photo)

Swan Prepares To Do Share In War Chest Drive

(SWAN ISLAND)—The Tanker Champ yard will participate in the 1946 Victory War Chest campaign—Monday, September 24 through Saturday, September 29—announces A. R. Nieman, assistant general manager of Swan Island. The pledge cards to be distributed through department representatives are designed for two payroll deductions. The quota for each person at Swan Island is \$5. The payroll deduction can be made in one week or spread over two weeks.

Posters throughout the yard bearing the large red feather show

the campaign emblem of community chests all over the country. The 12 blue stars surrounding the feather signify the year-round services provided through United War Chest contributions.

OSC Sets Deliveries As Outfitting Speeds

(OREGON SHIP) — Oregon Ship outfitting is gaining momentum despite difficult construction facilities, and tentative delivery dates are set for the 10 ships remaining on the present Maritime contract. Hull 1263, the Bellingham Victory, is scheduled for completion this week, according to plans detailed at Bosn's Whistle presstime. Under present schedules, deliveries will be made as follows: Hull 1264, September 20; 1265, October 4; 1134, October 9; 1132 and 1266, October 12; 1133, October 15; 1267 and 1261, October 20 and 1262, November 10. River trials are to be conducted two days prior to each date. First launching since the fire is slated for Tuesday with the Billings Victory, the yard's 453rd ship, sliding the ways. The Billings will be the most complete vessel ever launched at OSC.

Outfitting activity is on a two-ship basis since full-scale crane service is now available, and fire-damaged vessels are being outfitted. Three are moored at the yard's dolphins and an AP-3 remains docked at Swan Island.

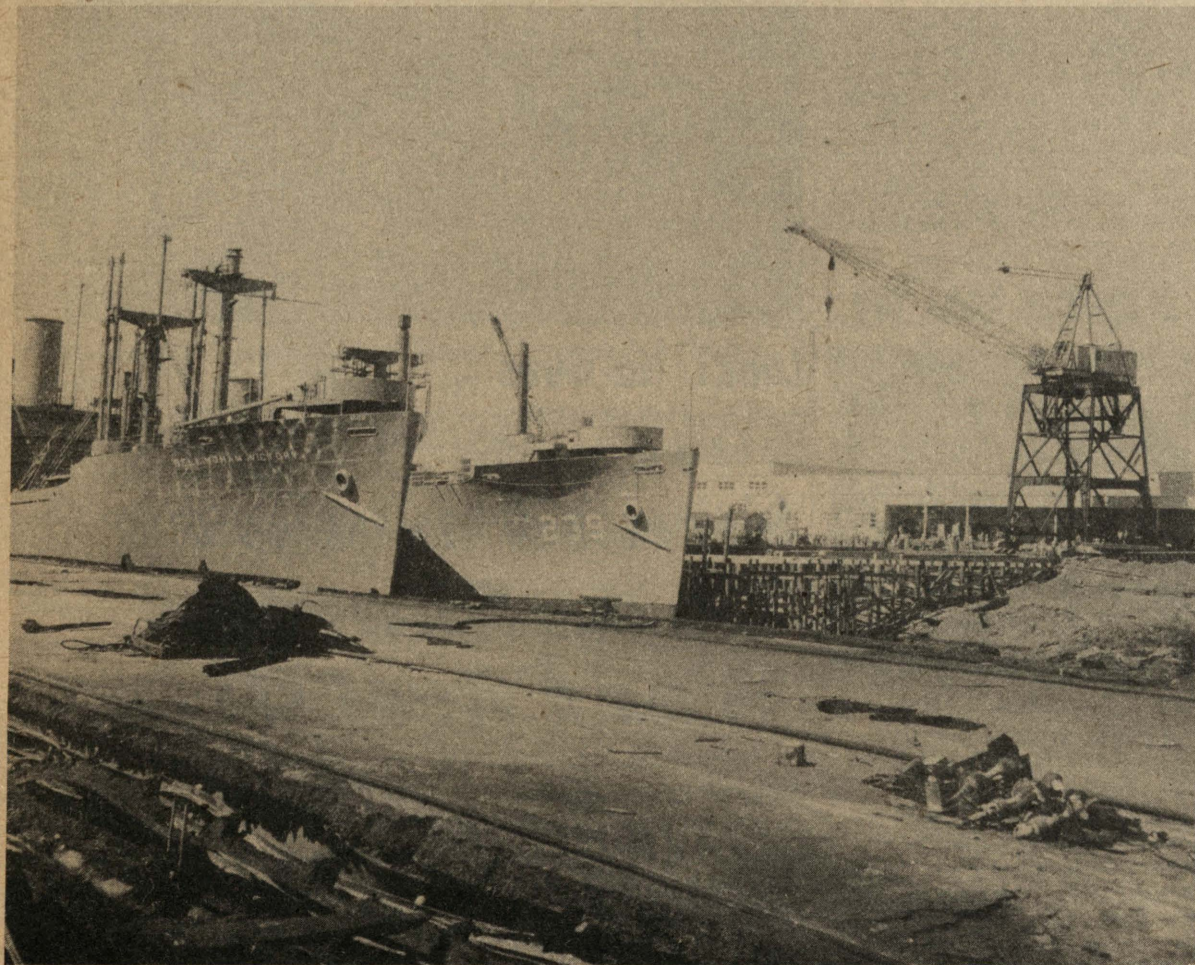
Another 80-ton whirley crane is being added to new dock facilities to speed outfitting work. Number 26 gantry was moved from Assembly late last week in one of the longest treks ever undertaken in the movement of one of the giant whirleys. Pilings are being driven and another track will be installed, from which the crane will operate.

Final launching is scheduled for October 10, a day later than anticipated last week. Since wholesale layoffs have stopped, OSC is maintaining a payroll of approximately 7900 employes. A definite decrease in terminations is noted this week.

While construction is getting back to normal on the ways and fitting dock, salvage operations are under way on four cranes wrecked by the fire, and clearing of debris is in progress. Burners are cutting up booms and sections are being removed. An overhead crane at the flame-swept Machine shop has been salvaged and found in a burned condition but still intact. Charred pilings are being cleared out.



Ships line the Oregon Ship dolphins to await outfitting. Here, the Mankato Victory, right, is astern of the AP-5 Bexar, left, and the Jackson Victory. The Bexar, most heavily damaged vessel from the fire, is now being outfitted at the new OSC dock.



Across from OSC fire ruins, outfitting goes into high gear at the new ship-completion dock. Whirley crane service is underway and two vessels can now be accommodated at this berth. Workers are overcoming handicaps and operations are proceeding at a faster pace.

War Chest Quota Left Up to Each OSC Employee

(OREGON SHIP)—Oregon Ship's 1945 Victory War Chest campaign gets under way Monday with the distribution of pledge cards to all employes. The cards, which will be handled by leadmen, will allow for one deduction of \$3, \$5, \$7, or \$10 and two separate deductions of \$2.50, \$3, \$5, or \$7.50.

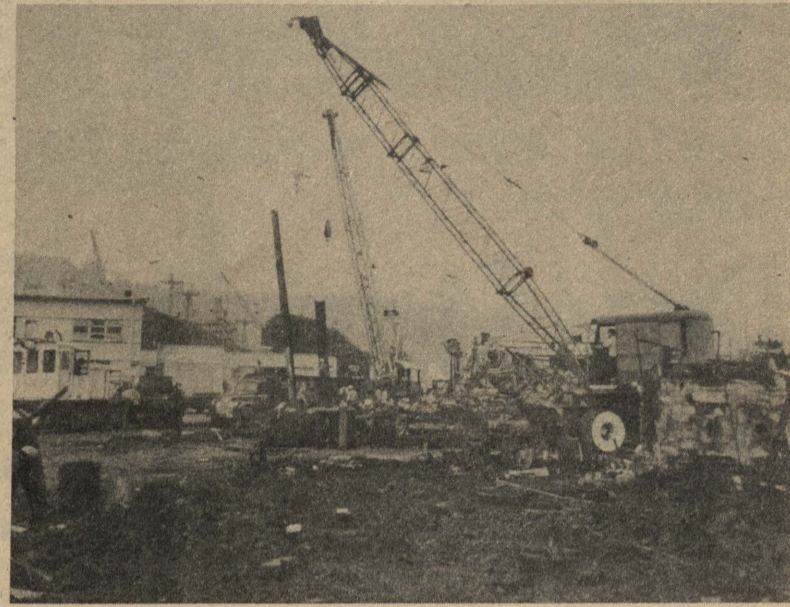
Deadline date, when all pledges must be returned to the Bond Sales office, is Thursday, August 27.

First deductions will be made from October 5 paychecks for the payroll week ending September 30. Final deductions are to be made on paydays of October 12 and 19.

According to Ken Moyer, war

bond sales director, no quota is set for the yard, as in past drives.

"Each individual is asked to contribute whatever one's means will allow and all donations will help this worthy cause, which so earnestly needs our support," stated Moyer.



Clearing away the ruins of the Oregon Ship fire is providing a big job for salvage workers. In the above picture, cranes and crews clean out charred machinery and timbers from the area where the Machine shop once stood.

First Nearly Complete Ship Launching Tuesday

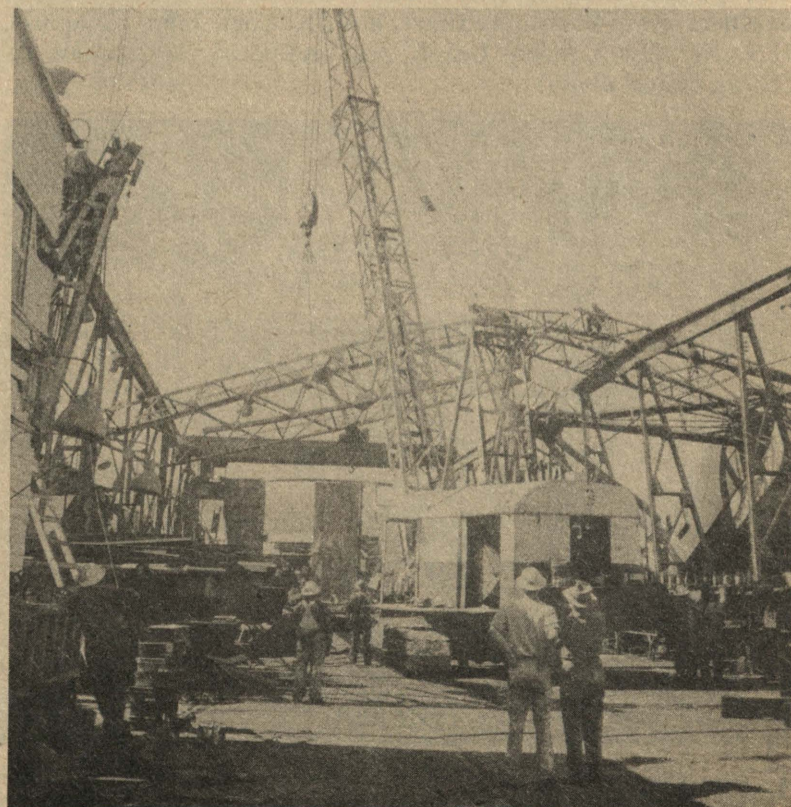
(OREGON SHIP)—Veteran shipbuilders, who said "it can't be done" on the eve of many record-breaking feats of Oregon Ship, will probably express further amazement when OSC launches the Billings Victory, Tuesday 99 percent complete. In normal Victory ship construction the vessels left the ways completed approximately 70 percent. Hulls 1266 and 1267, still under erection on the ways, will virtually be finished also when launched.

Departments whose main operations were formerly done chiefly on the Outfitting dock, are concentrating their force on the ways. Electrical work before launching has jumped from 15 percent to an estimated 95 percent on the remaining ships. Sheet Metal installation normally was 25 percent complete, before dock outfitting. Present schedule calls for 99 per cent of the

work to be finished before launching.

Installation of pipe on the ways totals 99 percent, as compared to 85 percent under regular schedule. Boilers will virtually be ready for operation when the vessels hit the water. Some tests may be left to be applied at the dock.

Ship-joining is to be complete except for a few finishing touches, to be added after launching. Machinery work left will be more extensive with lining of turbines, line shaft, generator and testing jobs undone.



Salvage work has begun on wreckage of four 80-ton whirley cranes, lost in the recent Oregon Ship fire. Here, a section of the boom on gantry 19 is untangled from overhead crane rails in the devastated Machine shop.

Vancouver To Launch Postwar Ship

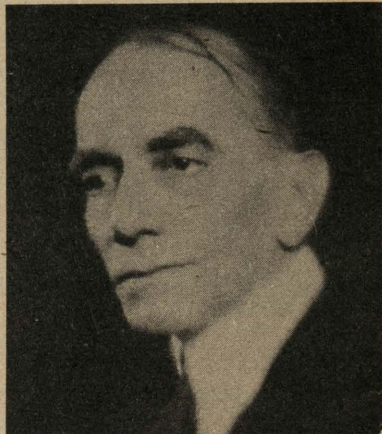
Reconverted C-4, Named for Howe, Hits Ways Saturday

(VANCOUVER)—Vancouver's first launching since V-J day takes place tomorrow, Saturday, September 22 at noon, when the S.S. Louis McHenry Howe dips from Way 4 into the Columbia. It is the first C-4 cargo vessel to leave the ways—the same ship originally scheduled to be launched as a C-4 troopship at the time of Japan's capitulation.

The vessel, named for the aide and adviser of Franklin D. Roosevelt, will have as guests the wife, son and daughter of the late Louis McHenry Howe. Mrs. Howe will be sponsor, Mrs. Robert H. Baker, daughter, will be matron of honor, and Commander H. E. Howe, son, will be principal speaker. Mr. Howe joined the former president's staff in 1915 as secretary, when Roosevelt was Assistant Secretary of the Navy. In 1920 when Roosevelt was nominated for vice president, Mr. Howe became his personal secretary. He was a key figure in Roosevelt's campaigns as governor of New York and later moved into the White House as first secretary, confidential assistant and personal attaché. He was born in Indianapolis, Indiana, in 1871 and died in 1936.

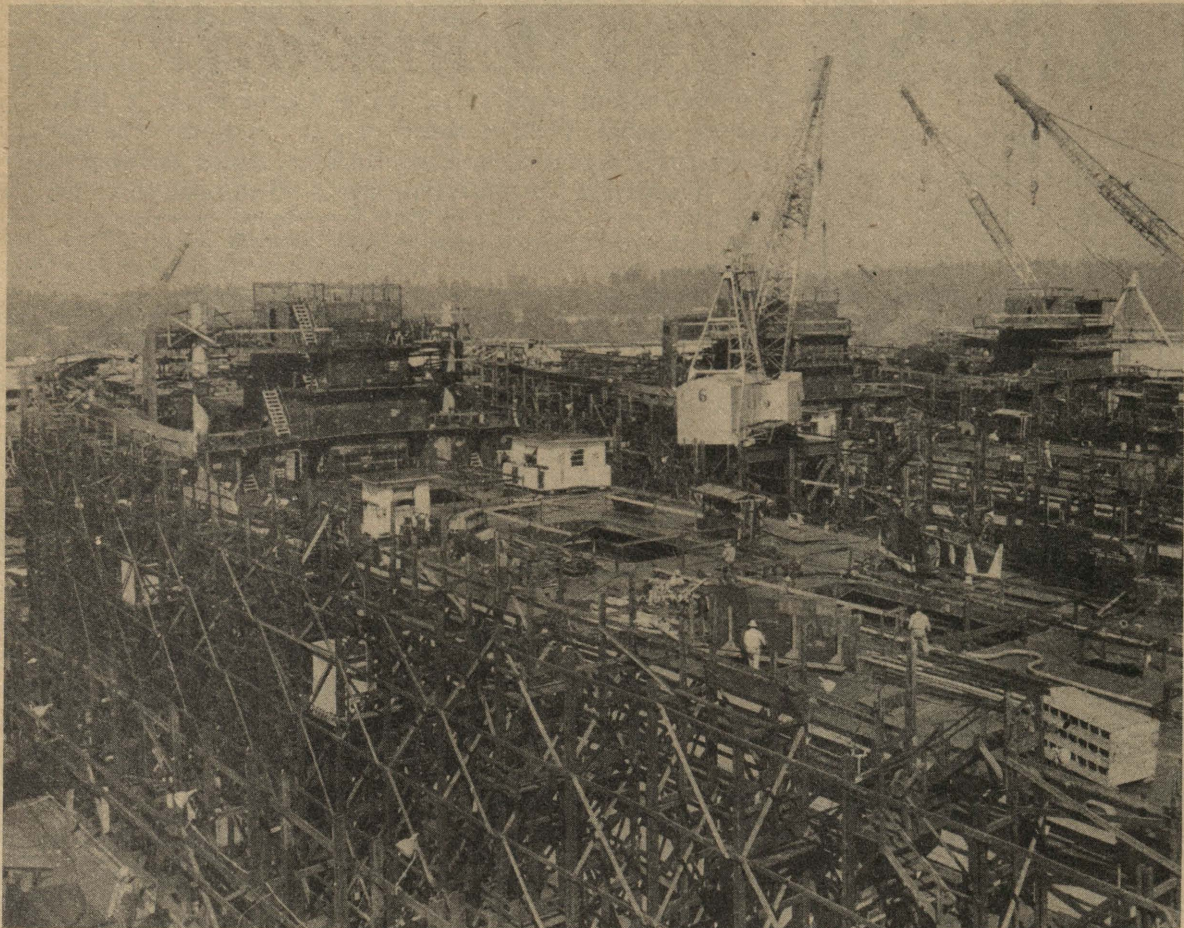
RECONVERTED

In the more than a month since its first scheduled launching as a troopship, the "Howe" has been completely reconverted as a cargo vessel. The deck has been cleared



LOUIS McHENRY HOWE

and seven holds are now provided where troop berthing previously was scheduled. Hold number three, where an edible oil tank will be placed, is cleared out, but the actual tank will be put into place on the Outfitting dock. Seven more C-4 cargo vessels of the same design remain to be launched after the "Howe" slides Saturday.



Ways 'City' Busy An indication that work still goes forward on the ways is this interesting "shot" taken from the S.S. Louis McHenry Howe showing the topside of C-4 cargo hulls on Ways five, six and seven. Most of the reconversion work on these hulls is finished and these ships will slide into the Columbia as cargo vessels in the near future. The "Howe" will be launched tomorrow. (Vancouver photo)

Marine Pipe Wins Softball Crown

(VANCOUVER)—Marine Pipe men clinched the yard softball pennant in the final playoff with the Marine Electricians at McLoughlin Heights Tuesday, September 11. The score was 3-1. The new yard champs will be awarded a trophy in the near future.

Batteries in the final session were Rawlins and Cameron for the Pipemen and Osborn and Simbeni for the Electricians. A record crowd watched the two teams battle for the decision at the Heights stadium. The game was also listed as a benefit game for Center Fielder A. M. King of the Pipe shop team, who broke a leg in an earlier playoff between the Pipe shop and Marine Pipe.

Last C-4 May Be Yule Gift

(VANCOUVER)—The last C-4 cargo vessel now under construction at the Vancouver yard may become a Christmas gift to the War Shipping administration, according to tentative schedules from the general superintendent's office. "As things stand now," said Duncan Gregg, assistant general superintendent, "it would appear that our best possible schedule will be about Christmas for our last delivery. It will be well into November before all the troopships are delivered and about Christmas before the cargo vessels are completed."

COMING EVENTS

Friday, September 21: Mill Plain, movies, 7:15 p. m.; McLoughlin Heights and Fourth Plain Village, teen age dances, 8 p. m.; Ogden Meadows, modern dance, 9 p. m. to 12.

Saturday, September 22: McLoughlin Heights, swing shift dance, 2 to 4:30 a. m., and children's matinee, 10 a. m. and 12:30 p. m.; Mill Plain, old time dance, 9 p. m. to 12.

Sunday, September 23: Protestant

and interdenominational services and Sunday school at all centers Sunday morning; evening services at Bagley Downs, Burton Homes, Hudson House and Mill Plain; Catholic mass Sunday morning at McLoughlin Heights; Mormon services Sunday morning and evening at Harney Hill.

Monday, September 24: Hudson House theater, movies, 7 p. m.; Harney Hill, movies, 7:30 p. m.

Tuesday, September 25: Fourth Plain Village, movies, 7:30 p. m.; Ogden Meadows, teen age night, 8 p. m.; Hudson House, special movie, "Life of Franklin D. Roosevelt," 8 p. m.

Wednesday, September 26: Mill Plain teen age dance, 8 p. m.; Fruit Valley, movies, 7:30 p. m.

Thursday, September 27: Bagley Downs, movies, 7:30 p. m.

Hospital Offers Plan To People of County

(VANCOUVER) — Northern Permanente Foundation, operator of Permanente hospital here, has asked the Washington Medical Society for permission to open its membership to residents of Vancouver and Clark county, it was announced by Dr. J. W. Neighbor, director. The health plan, now in effect for shipyard workers and their families, would be available to all if the proposal is approved. The decrease in shipyard employment would make such a plan feasible, he pointed out.

In presenting the plan, the foundation had the support of local unions, which have cooperated with the hospital during its existence as a non-profit institution serving Vancouver shipyard personnel. Opposing the extension plan was the Clark County Medical association, which presented a letter read by Dr. Clyde C. Hutt, president. A decision by the state medical group was expected late this week.

Dr. Neighbor pointed out that continued operation of Permanente hospital in the community would not "overload" the county with doctors. On the generally accepted basis of one doctor for each 1000 population, Clark county would fall short of that quota with present local doctors and physicians returning from the service and the Permanente staff. There are 31 physicians in the Clark county Medical society, nine others are expected to return to this area from the service, and 25 doc-

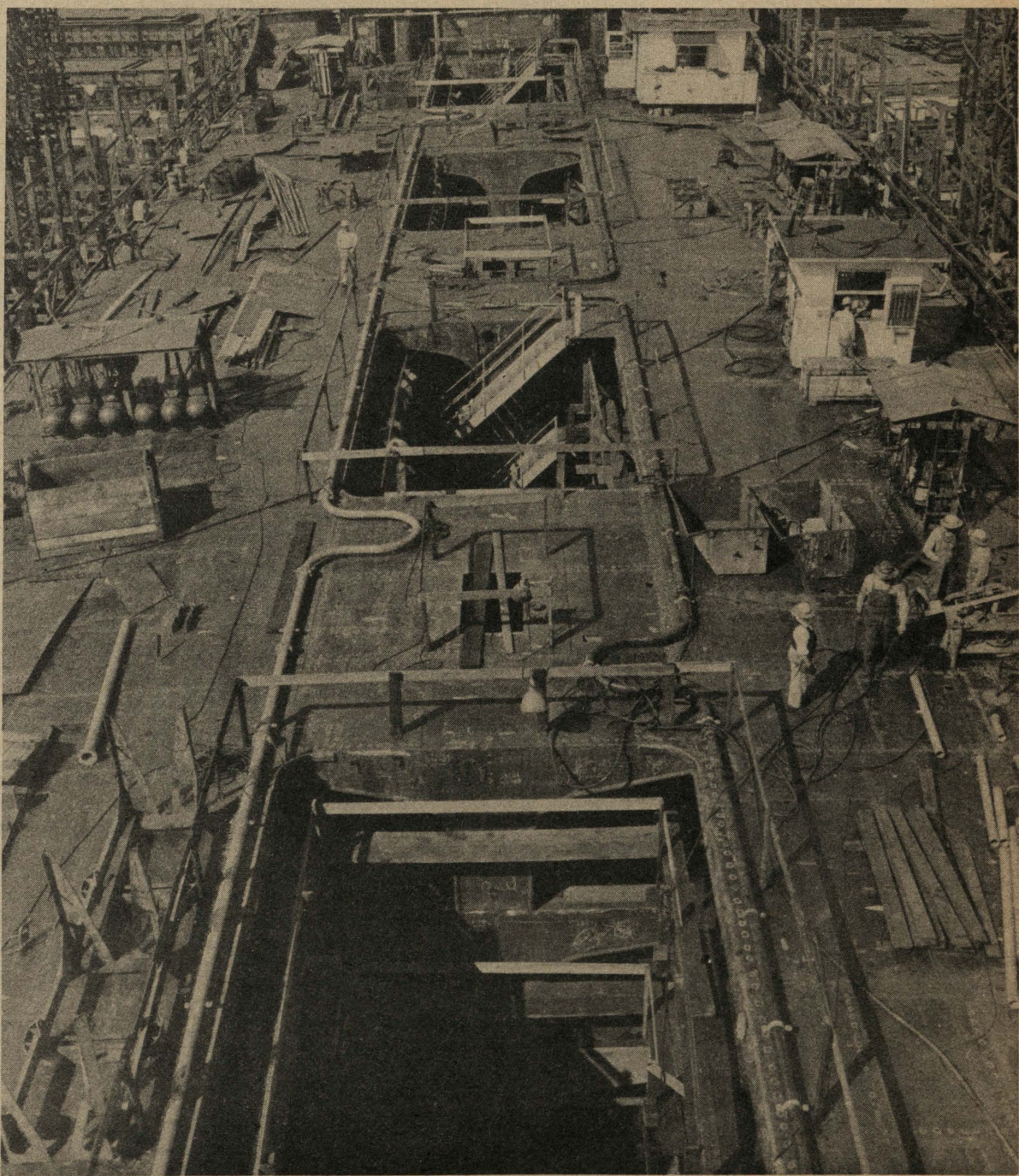
tors are on Permanente's staff, for a total of 56 medical practitioners. The county's population is estimated at 75,000 to 80,000.

Engineer's Aide to Marry Tillamook Man

(VANCOUVER)—A wedding will climax three years of war work at Vancouver yard for Betteen Mathews, engineer's aide on the Outfitting dock, when she marries Alvin Wright of Tillamook, Ore., October 1. Miss Mathews began her work here in October, 1942. In honor of the approaching ceremony, girls of Marine Pipe department, all approaching three years of service, feted the bride-to-be with a kitchen shower and dinner at the home of Ellyn Clements in Vancouver. Mary Martin, Marie Bell and Nell Etchells joined the hostess and honoree.



Betteen Mathews, engineer's aide on the Outfitting dock, when she marries Alvin Wright of Tillamook, Ore., October 1. Miss Mathews began her work here in October, 1942. In honor of the approaching ceremony, girls of Marine Pipe department, all approaching three years of service, feted the bride-to-be with a kitchen shower and dinner at the home of Ellyn Clements in Vancouver. Mary Martin, Marie Bell and Nell Etchells joined the hostess and honoree.



Cargo Holds Instead of troop berthing space, cargo holds feature the S.S. Louis McHenry Howe, which will be launched tomorrow. Hold number three (background against super-structure) will contain the edible oil tanks. Work on removing three decks to make room for the tanks was underway when this picture was taken. The tanks will be installed on the Outfitting dock. (Vancouver photo)

There's a Jeep in Your Future If You Aid War Chest

(VANCOUVER) — How many chances do YOU have on the new postwar Jeep? That question was the main topic of conversation this week as cards were being signed and returned in the United War Chest campaign in the yard. With each \$1 contribution to the drive went one chance on one of the first Jeeps from the assembly line. The all-purpose car is valued at \$1400. Dis-

tribution of cards in the United War Chest campaign began Tuesday of this week, according to the Yard Activities department. Foremen were urged to contact all their men



C. C. Newell cash donations the same as in payroll deduction pledges.

CONTEST RULES

One chance on the Jeep will be credited for each dollar contributed to the United War Chest.

Every employe on the payroll at the time deductions are made from pay checks is eligible to win, regardless of whether he is still on the payroll when the drawing is held.

Only employes of Kaiser company Inc., Vancouver, are eligible to participate.

Delivery of the Jeep may be made anywhere in the continental United States. Thus if the winner has left the yard and returned to his home state, he will be notified by telegram and may have his jeep delivered wherever he then is living.

DEADLINE SEPT. 28

All pledge cards must be returned to the Tabulating department by midnight, Friday, September 28.

The drawing will be held October 10. A winner and one alternate will be drawn. If the first winner cannot be located within 10 days, the alternate will

be declared winner. Co-directors of the Vancouver shipyard campaign are C. C. Newell and the Rev. A. C. Wischmeier.

Have to Wait For a Peek At the Jeep

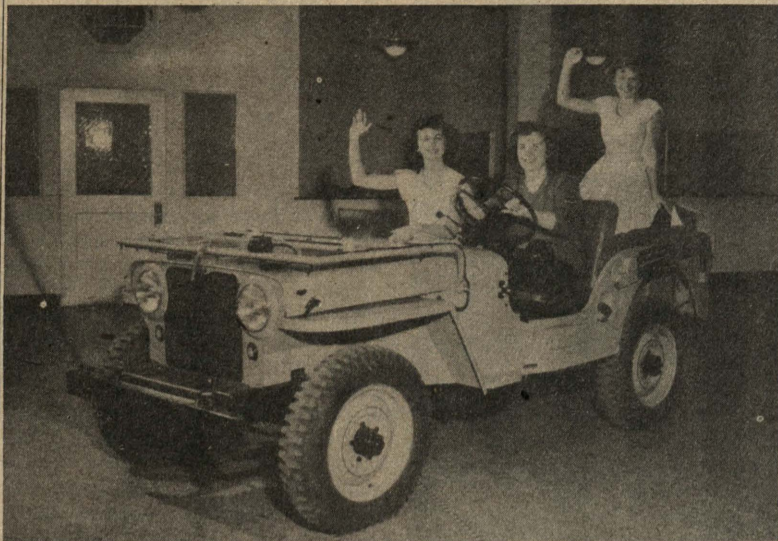
(VANCOUVER)—If additional shipments of the new Jeep are received in Portland this week, a Jeep will be placed on display at Victory Center for all employes to see, the Yard Activities department announces.

Edward E. Cohen, distributor, reports that thus far only one small shipment has been received—just enough to place a Jeep in each of his salesrooms throughout Oregon.

"We hope to receive another shipment this week," Cohen said Monday, "and if we do we will place one immediately at the Vancouver yard so that employes there can see first-hand what they will win in the United War Chest drive. In any event, one Jeep is on display at our Portland sales room, 16th and Burnside. All employes are invited to come and inspect it there anytime."

Progress Engineer Wins Race With Stork

(SWAN ISLAND)—Progress Engineer M. F. "Bud" Grignon raced the stork from Oakland, Calif., and arrived home in Portland in time to pace the hospital halls before the birth of his second child, a baby boy, born Wednesday, September 12, just a day ahead of Grignon's own birthday.



This first delivered Jeep of the post-war model in this area, will become the proud possession of some lucky Vancouver employe October 10 when the United War Chest campaign ends. The girls—Barbara Cawley (at the wheel) Lois Blair and Ethel Jennings (standing)—might not be typical Jeep cargo, but who would want more?

632 Merchant Ships By V-J Day 3-Yard Total

(SWAN ISLAND)—Production of merchant ships for the Maritime commission by the three Kaiser yards in this area reached a total of 632 vessels by V-J day, August 14, according to statistics compiled by Carl Hopkins, Swan Island statistician. In addition Vancouver produced 80 combat ships for the navy, making a grand total of 712 ships, each over 2000 tons, built by the three yards during the war period.

Up to V-J day each yard had completed and delivered the following for the Maritime commission:

OREGON SHIP, total 451

Liberty Cargo, EC2-S-C1..... 330
Victory Cargo, VC2-S-AP3..... 91
Victory Transport, VC2-S-AP5.. 30

KCI—VANCOUVER total 37

Liberty Cargo, EC2-S-C1 2
Victory Transport, VC2-S-AP5.. 31
Transport, C4-S-A3 4

SWAN ISLAND, total 144

Tanker, T2-SE-A1 138
Fleet Oiler, T2-SE-A2 (AO)..... 6
(Conversion only)

THREE YARD MERCHANT SHIP TOTAL 632

Liberty Cargo 332
Victory Cargo 91
Victory Transport 61
Transport 4
Tanker 138
Fleet Oiler 6

Kaiser Company Inc., Vancouver, also built 80 combat vessels for the navy including 30 LSTs and 50 Air-

craft Carriers, escort (BB3) from the start of the yard up to VJ day, August 14.

National maritime figures are available up to July 1, 1945. These totals show that the national production of merchant vessels over 2000 tons during the war years up to July 1, was 4693 vessels.

Of this total Pacific coast yards produced 2107 or 44.89 per cent of the total.

The Portland-Vancouver area production of the three Kaiser yards (KCI-P, OSC and KCI-V) for the same period to July 1 was 610 vessels or 28.95 per cent of the Pacific coast total and 13 per cent of the national total.

Evaluated in terms of horsepower, the 712 ships built by the Kaiser yards represent 3,854,100 total horsepower.

Agencies Aid Allies

Essential war-time services are provided for our own and our allies by the 22 agencies united in the National War Fund and financed by contributions to your Community Chest.



Fire Ruins Viewed This aerial view of Oregon Ship's Outfitting basin and adjoining buildings shows the complete devastation wrought by the recent fire. The Mold Loft, which had a close call from the blaze, can be seen at left. Across from the ruins, new outfitting facilities are pictured with a Victory cargo ship tied up to the dock. Additional ships are moored at the yard's dolphins, shown just north of the inlet to the Outfitting dock.

A Home in The Country

COUNTRY living is fast becoming a fetish among American city workers. Everybody and his cousin seems to have a pocket sized plan for a place in the country he'll call home—an oversized lot or maybe a few acres with a house, a poultry or tool shed and a smaller shelter for the dog. The idea is so nationwide—east, west, north and south—that planners of new things for that world of tomorrow are changing their perspective when designing goods and services to sell Mr. and Mrs. John Smith and the neighbors.

This back-to-the-land movement is not really new, however, but the acceleration of a trend underway since the early 1930's. It was backtracked temporarily when war industries forced millions to live in war housing areas. The few weeks since Japanese surrender has brought a quickening of the pulse to suburban and rural land buyers. As more and more building restrictions are eased, the shift from city to country homes will gain full momentum.

Main reason for this lies in the fact that good roads, the automobile, electricity and the radio have given the farmer almost anything his city cousin once boasted of owning—plus a lot of desirable advantages denied the urbanites.

WON'T BECOME FARMERS

These new "country life" addicts won't become farmers. Most of them expect to continue working at their city jobs, but commute to work in the morning and return at twilight hour to their "little place in the country." They would like to spend days off puttering around the tool shed, poking at pesky weeds in the garden or tossing a handful of scratch grain to the chickens.

What most city dwellers really are thinking of is a city house with city advantages located in the country where the family may live at less cost, enjoy more wholesome living conditions and share other benefits of "rural" life.

The closest that hybrid-brand country home comes to reality is life in a country village—a small neighborhood of homes on oversized sites clustered around a handful of necessary grocery and meat stores, the auto service station and perhaps a church, a school and probably a volunteer fire company.

That sort of "country life" is the most practical for the city worker living outside the city limits.

WAR STIMULATES SHIFT

The wartime pace of hard work, long hours and crowded conditions

in most centers has stimulated the move to the suburbs. Thousands of city folks have discovered they had a "green thumb" while planting and harvesting vegetables in their victory gardens. They want to continue serving those garden fresh beans, beets, lettuce and tomatoes on the family dinner table.

Most people have been amazed at what a 25 x 50 foot garden tract can produce during the long Oregon and Washington growing seasons. Refrigeration, quick freeze lockers and modern home canning tricks have taken the gamble and many of the exhausting chores out of home canning of food. The saving in food costs to a family of four or five persons is converting more and more housewives to grandma's harvest time chore of "putting up" the winter's food supply.

A fair sized garden and a half dozen assorted variety fruit trees will keep any family in more vegetables and fruits than it can consume in a summer and winter.

HOUSE IMPORTANT

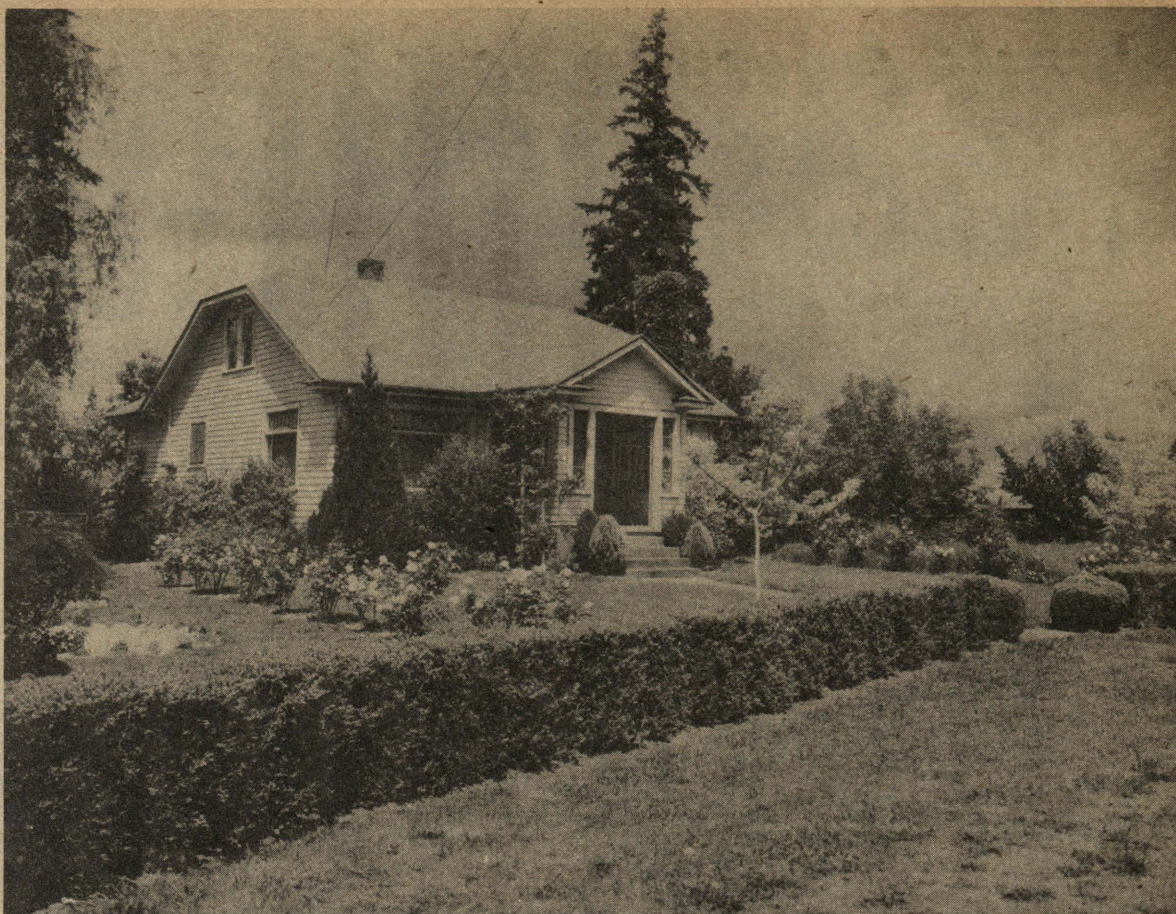
A key to success in the country life is the right kind of house. If you plan to buy some one else's place, careful consideration should be given to whether it meets the family's present and future needs or whether it can be economically remodeled to do so.

The builder will be investing more, and should be even more careful. Location of the building or buildings on the land and sound architectural planning of the dwelling need cautious study.

Incidentally, free advice on home construction planning is available at no charge to prospective builders of the Portland area. It is offered by Home Planners institute, a group whose work attracted such widespread attention that it has been expanded into a national organization.

All that is needed to get such home-building advice, through a short class given by the institute, is a cash down payment on a home, a saving plan or equity in an existing house.

The county farm agent, soon to be chief adviser to most urbanites turned villager, is quick to warn the



Country Living Many war workers and other city residents are looking for a place in the suburbs like the one pictured, where they can combine the joys of life in the country with the conveniences of city life.

enthusiast to be careful what kind of land he purchases. Northwest farm land prices are now 72 per cent above the pre-war level. That's an inflated level for good land. And not all land is good for gardening. Poor land would require a prolonged and perhaps expensive program of soil enrichment. Some land won't produce certain varieties of crops. Careful questioning of other residents in the vicinity may help, or an inexpensive check of soil fertility may prevent costly disappointment.

FIVE ACRES TOO LARGE

Multnomah county agent S. B. Hall advises the newcomer to rural acres to gauge the amount of land he can handle in garden if he expects to work a regular job in the city. Five acres, for example, normally wouldn't provide a living for a family unless the breadwinner has other employment at least a good portion of the year. On the other hand, a five-acre property in garden and orchard is more than one man can cultivate if he works elsewhere. If the owner tries a larger acreage and plans hiring help, he may soon learn labor cost exceeds the value of the saving to the family food budget by the products of that labor.

There is a happy medium for most families. The manpower supply could be determined before planting. If the woman of the house has a hankering to help uproot weeds, spray insects and feed the chicken flock, that scores off some of the man's chores. If the children are old enough, the family circle can be assigned certain chores in the summer months. If Pop gets home early in the afternoon or evening and has a day or more a week off his job, add more time to the

work schedule. Those who have tried, report it is the only profitable way to operate a small "place" in the country.

Keeping the family happy in such a venture is another responsibility. The wife will not like the country if she hasn't a few neighbors with whom to swap a cup of sugar. Convenient public transportation is a big help to shopping trips into town when the man of the house is driving the family car to work.

Also, it is expensive to take a bus costing eight cents or more each way to get to store for a loaf of bread or a pound of coffee. Proximity to shopping service is one advantage the whole family will appreciate after moving away from the city.

A village offers stores, schools, church, auto service, companionship and the security in numbers denied the isolated home.

The location of schools is a subject close to the fireside hearth of every family with growing children. The shorter distance Sister Sue walks to the grade school or to the school bus, the less worries. If there are few youngsters in the neighborhood, the problem of finding playmates will take younger children further from home than mother favors.

SMALLER TOWN ADVANTAGES

Breaking up of the "family circle" which has been a traditional part of earlier American life, has been blamed for many of today's social ills. Fewer "problem children" come

from rural or small town families. The wholesome companionship of good neighbors and the closer parental direction of activity help, and Boy and Girl Scouts, athletics and hobby clubs have proven more successful in smaller towns than in the city.

The "village way"—the half country, half city life—has long been a mode of living to hundreds of thousands of workers in eastern metropolitan districts.

The countryside for miles around Detroit, Cleveland, Philadelphia, and Boston, for example, is dotted with small communities where this brand of living has flourished and found favor.

Surveys of war workers and veterans indicate other hundreds of thousands plan to follow the pattern on a greater scale than ever.

A new "American way" seems in the making.

Fisherman Bests Previous Salmon Catch

(OREGON SHIP)—The old yarn about "the one that got away" doesn't apply to the fishing ability of H. C. Benson, OSC ways electrician. He scoffs at reports of an Oregon Ship worker, who made Bosn's Whistle print last week with a catch of a 35-lb salmon. Benson recently returned from a successful trip at a Columbia river fishing spot, where he landed a 36-pound salmon and caught the three-day limit.



Rural Pleasure Berry patches like this one are plentiful in suburban areas around Portland and Vancouver, and may be found on country homes which are increasing in demand by people bent on leaving the city.



They Want to Move Thousands of shipyard and other war workers have carefully nursed savings in the hope of exchanging homes like these for "a little place in the country."

War Chest Drive Seeks \$4 Per Man At Terminal

(TERMINAL REPAIR)—Joining with other industries in Portland, The Kaiser Company Terminal Repair division will participate in the 1946 Victory War Chest campaign September 24 through September 30. Quota set by Terminal Repair leaders is \$4 a person. During the past week War Chest

motion pictures have been shown on both shifts, and several posters about the yard call attention to the drive by way of the red feather, national symbol. Included in this issue of the Bosn's Whistle, which is being distributed to all Terminal Repair employes, is a special section devoted to the War Chest.

Each employe will receive a pledge card from his leadman early next week, and leadmen will handle solicitation of their crews. Pledge cards will be picked up daily by the departmental offices. The pledge cards authorize a deduction from the employe's paycheck for either one or two weeks. All pledges must be in the departmental offices by the close of shift on Thursday, September 27. Membership cards, lapel tags and stickers will be available in the departmental offices for all employes participating.

Dances to Resume

(VANCOUVER)—The swing shift dance, cancelled for a month while Victory Fair was being planned and presented, will resume tomorrow morning (Saturday), September 22, at McLoughlin Heights, it was announced this week. Music will begin at 1 a. m. and continue until 4 a. m.

Couple Celebrates Golden Wedding



(VANCOUVER) — Mr. and Mrs. Albert S. Potts of Portland, celebrated their golden wedding anniversary September 1, marking them as the first working couple in the yard to reach that milestone. Potts 72, started work Thanksgiving day, 1942, and has never been absent. He is working on a threading machine in Marine Pipe on the Outfitting dock. Mrs. Potts started work in April, 1943, and was laid off after V-J day. She was a janitress on the Outfitting dock.

A son of the couple, Selby Potts, also works as a burner on the Vancouver Outfitting dock. A grandson, Carl Pack, is in the air force and had his plane shot up in a mission over Japan bust before the war's end. He returned to his base safely, his grandfather reports. Three other sons and two daughters joined in the golden wedding anniversary.

'HI COUSIN,' OLD FAMILY REFRAIN

(SWAN ISLAND)—"Hi, cousin," is a familiar greeting in the Koenke family of Holton, Wis., according to Vincent J. Koenke, Swan Island painter, who is one of 25 grandchildren, 20 of whom are or have been in the armed services.



Vincent's grandparents, who are in their "eighties" are this year celebrating their 62nd wedding anniversary. They have 12 children living and 25 grandchildren. Of the 20 grandchildren with military service, 18 are men and two are women.

Vincent's son is the only great-grandchild. Vincent was a tank driver, a PFC, and saw service in England, Ireland, Scotland, Africa, Sicily and on the Anzio beachhead in Italy. Just recently discharged, he brought his family to Portland from St. Paul, Minn., and has been at Swan Island a month.

Supervisor Backs Oregon Ship Claim On Propeller Job

(OREGON SHIP)—Oregon Ship's graveyard marine machinists voice rebuttal this week in answer to Swan Island's reported besting of their time for installation of a propeller assembly. OSC Marine Supervisor Joe Smith upheld the yard claim of a world record for Victory ship propeller installation in a statement to the Bosn's Whistle. Smith points out that detail involved in the Victory propeller operation is greater than in similar installation on a tanker. Swan accomplished the task in two and a half hours.

Sequence of work—officially timed at three hours and five minutes, on which Oregon Ship still bases its record—is outlined by Smith: First, three sleeve bearings are all pressed, fitted, aligned and inspected upon installation. Staging is then removed, followed by installation of studs in forward end of bushing and in outer bushing. Tail shaft is put out, wheel hung, nut slugged up and fairweather installed. The fairweather and wheel-hub are stuffed with tallow. Cementing of bolt cavities in cone follows and stuffing box is packed. Rope guard is then installed and operation completed.

Weights handled in this operation are: Tail shaft, 13 tons; sleeve bearings, 1,000 pounds; wheel, 20 tons; fairweather, 1400 tons; propeller nut, 816 pounds; packing gland, 200 pounds; 55 gallons of tallow. Total is 71,416 pounds.

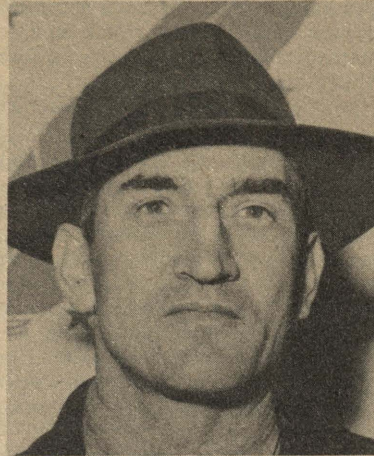
These Men Head Units At Terminal Repair

(TERMINAL REPAIR)—To acquaint personnel at Vancouver, Swan Island and Oregon Ship with department heads at The Kaiser Company Terminal Repair division, the Bosn's Whistle this week presents the following eight pictures as well as the aerial view of the yard on the front page.

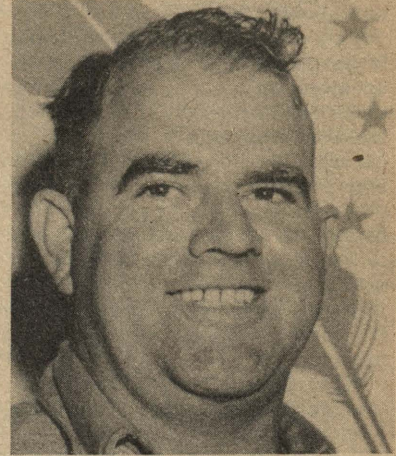
Missing from this roster are Win Mathews, superintendent of Machinists, visiting his son, Craig, in California at the son's air base, and Johnny Bekooy, hull superintendent, who is on vacation. Johnny's son, George, is pinchhitting for him, so George's picture is included.



HENRY D. ETTS
Paint Supt.



JIM GRIFFETH
Sheet Metal Supt.



ROY F. RENOUD
Electrical Supt.



LES C. KELKER
Machine Shop Supt.



JACK MATHEISON
Pipe Supt.



GEORGE BEKOORY
Asst. Hull Supt.



CHAS. W. TOPP
Supt. of Shipwrights



DON B. FOLEY
Office Manager



FRANK GAMES
Supt. of Rigging

Daughter Born to Dr. and Mrs. Rieke

(SWAN ISLAND)—Mary Macklin Rieke is the name given the daughter born to Dr. and Mrs. Forest E. Rieke Wednesday, September 12, at Vanport hospital. Dr. Rieke, who is medical director at Oregon Ship and Swan Island, was in Canada when the infant arrived. The Riekes have one other child, a boy three and a half years old.

BOSN'S WHISTLE

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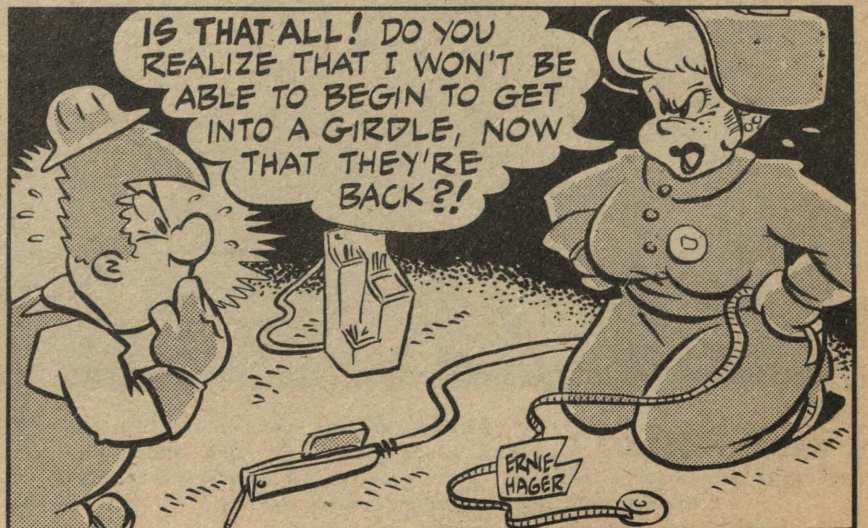
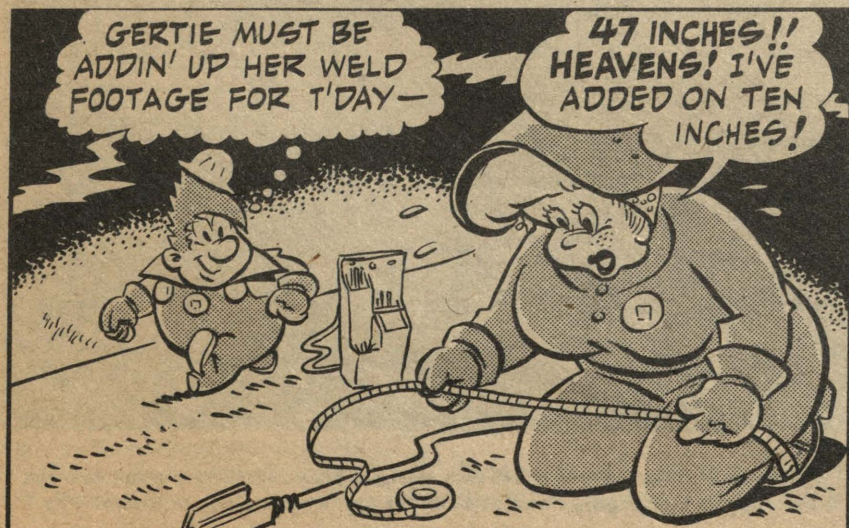
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Vancouver, 2450

S.S. Snake River to Be Launched Tomorrow

(SWAN ISLAND) — Sponsor of the S.S. Snake River, Hull 150, to be launched tomorrow at 11:30 a.m. from Way 8, will be Mrs. W. L. Martignoni, wife of the War Shipping Administration director, San Francisco, Calif. Following this launching there remain three more tankers to go down the ways at Swan Island under present contracts.

Stubby Bilgebottom



By Ernie Hager