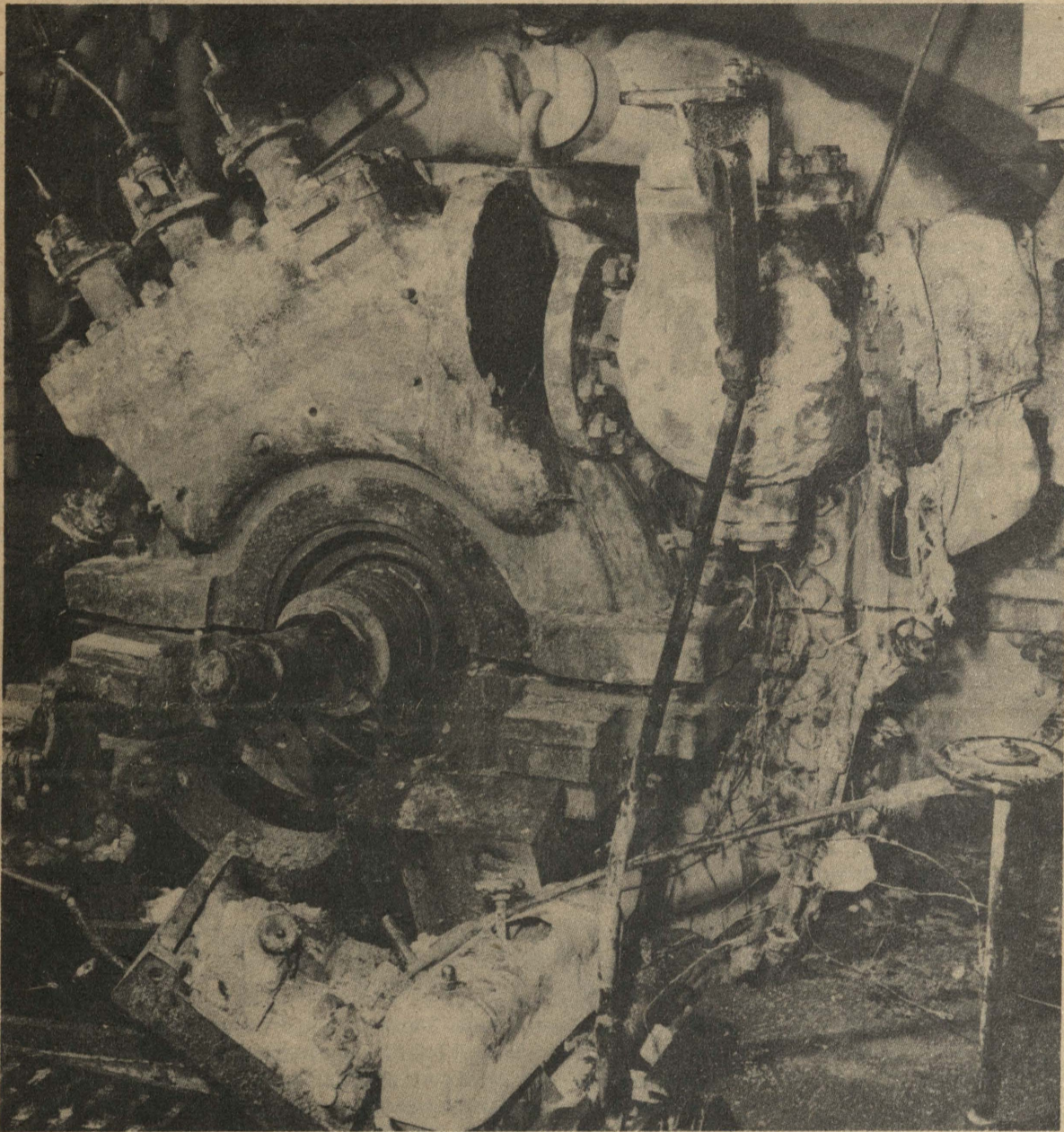




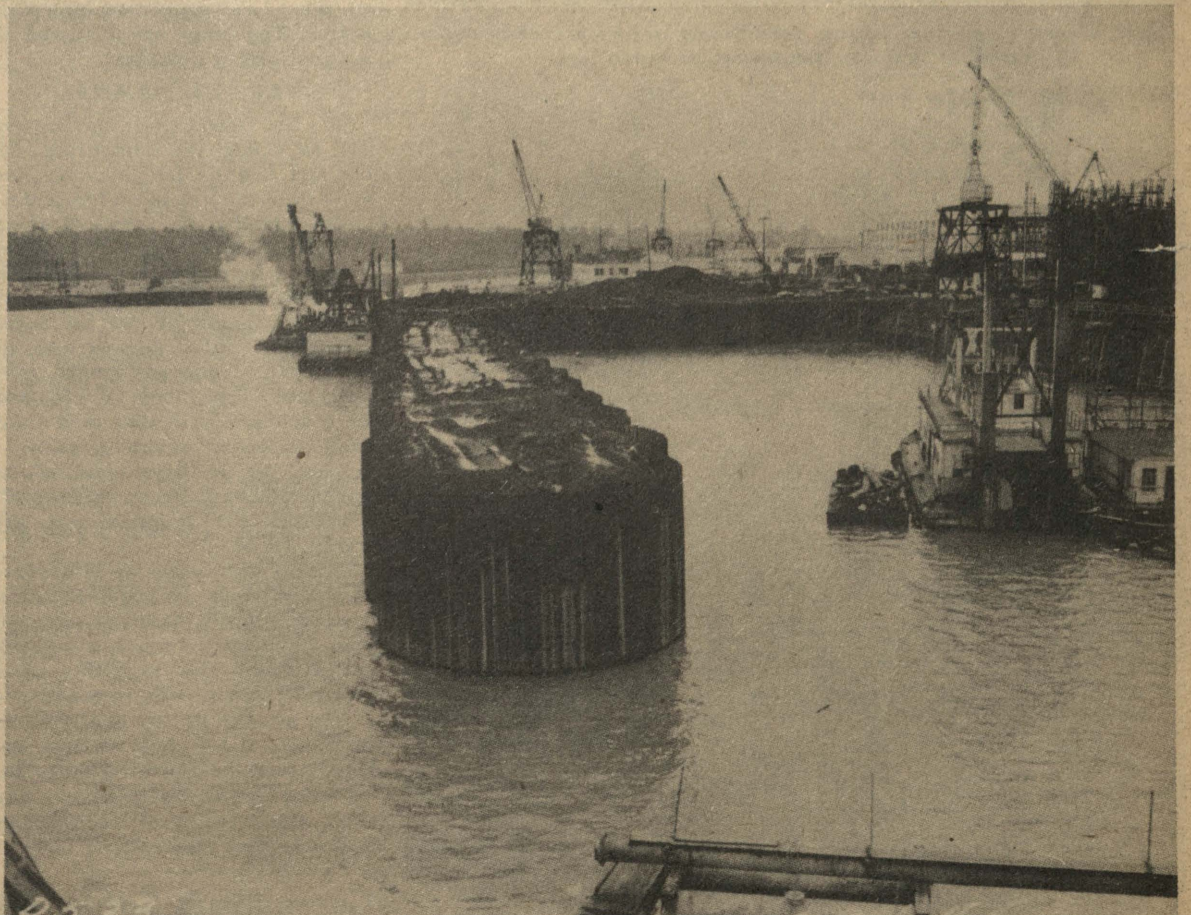
SWAN CONTRACT ON FIXED PRICE BASIS

Story, Page 3



Snitching Mary d'Elba, Hull Control clerk, snitches a few minutes during lunch time to go through some of the magazines collected for Swan Island tankers. "More are needed," says Mary. "Leave them at our office or the Bosn's Whistle office in the Old Ad building."

Speed Undetermined When this tanker turbo-electric unit cut loose on the Mobile-built T2 tanker, now at the Swan Island dock for repairs, it tore itself to pieces. Of three men in the engine room, none was injured, although two pieces of metal went through the instrument panel. The generator also was destroyed. Turbine is pictured from aft end of engine room flat. Lower—When the casing was removed from the turbine, repair workers found the marine turbine rotor looked like this. Note twisted angle of rotor shaft.



Too Much Rain Recent rains have delayed drying out of the earth fill in Swan Island's dry dock finger pier. These pier cells are scheduled to be capped with concrete and asphalt for Gantry crane tracks. The dry dock is expected to arrive from Vancouver early next week. On arrival it will immediately be put through naval tests. (Swan Island photo)

Hi, There Bill . . . What's Cookin'?

Kitchen King Tells All

(OREGON SHIP) — How a man can keep house and cook for himself when his wife is away visiting, without digestive collapse, was told this week by Bill Christensen, OSC expediter. Christensen claims he has a fool-proof technique, and has never had to reach for the soda bicarbonate for anything but sweetening the tomato soup. "Only a crazy man would eat for long in restaurants," he



Bill Christensen stirs up his favorite "bachelor" meal, a skillet full of his own special goulash, on a Sunday afternoon when he has to cook for himself.



With a mixer to do the beating, cake-baking is just a breeze, maintains Christensen, the epicurean expediter.



But when the wife's away, it's the sink full of dirty dishes that really gives a man a headache. . .

asserted. "Good food is one of the main pleasures a guy has, but when the wife's gone visiting, most men give up after leafing through the cook book, and visit the nearest hamburger joint. Not I."

CANNED FOOD IMPROVED

No man should try to cook like his wife, he declared. A working man hasn't the time or the patience. So the first thing any man left to fend for himself should get is a good stout can-opener. "But," he hastened to add, "eating out of cans can be very good or very bad. Like most modern inventions, canned food has to be treated right."

As an example, Christensen cited canned beans. The brown-molasses variety, when heated straight from the can, he said, would gum up the inside of a furnace—to say nothing of a man's stomach. His secret is the addition of a dab of mustard, a big spoonful of vinegar, a swig of catsup and a sliced onion. Plenty of smoked sausages should be cooked right in with the heating beans, he added.

With his bean supper Christensen advocates "one of those little cellophane sacks of chopped vegetables," doused in a pungent dressing which he makes as follows: one jigger salad oil, one jigger vinegar, one chopped clove of garlic, pinch of sugar and a sprinkle of salt and pepper. Canned fruit finishes off the meal, he said.

QUICK RECIPES HELP

But not all of Christensen's cooking is done with the help of the can-opening "bachelor's friend." He has a score of quick-cooking recipes, mostly based on two principal items boiled potatoes and macaroni.

His macaroni dishes are an "all-in-one pan" concoction, the envy of his friends, he claimed. Boiled and carefully drained macaroni is left in the collander while he stirs up a sauce fit for Henri of the Waldorf.

"It goes something like this," he described. "Put a little fat in the skillet. Add a chopped onion, half a chopped green pepper, a handful of raw hamburger, and stir around until the meat fries into small pieces. Then add a small spoonful of flour and keep stirring. Salt, pepper, a dash of Worcestershire sauce, a little catsup or tomato sauce and one dried chili pepper crumbled go in next. The macaroni is tossed in last and supper's ready."

GRAVY MAKES MEAL

For the potatoes, Christensen said, he makes the hamburger, onions and pepper into a gravy and pours over the spuds on his plate.

"To canned corn," the epicurean Christensen said, "add a few pieces of green pepper." To canned beets, the answer he finds is a jigger of vinegar, a pinch or two of sugar and a little butter. But carrots, he maintained, must be bought raw, sliced and boiled. Then he adds butter, a sprinkle of brown sugar and a few "squeezes" of orange juice.

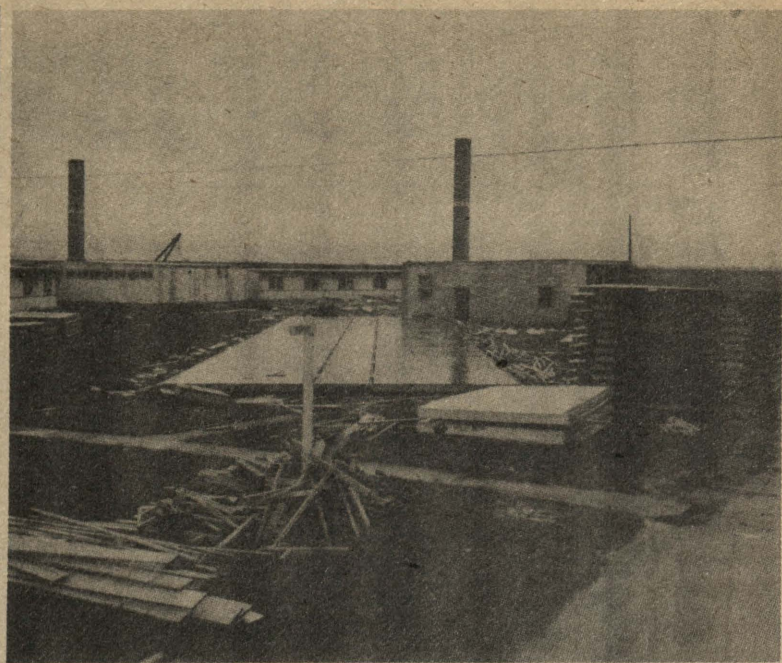
"Sure, it's a little trouble," he commented, "but I really like to eat good food, not bologna and dry bread."

Keeping the house up is a chore of another hue, he said. For that noxious job, he claimed only one rule of thumb—to avoid a possible explosion at "the way this place looks" when his wife returned.

"If I put things out of sight," he said, "they don't show at first, and when she finds the dirt under the corner of the carpet the next day, she's glad enough to be home so that she doesn't say much."

Cargo Mark Set in '44

Vessels of the United Nations loaded nearly 78,000,000 long tons of cargo out of American ports in 1944, an increase of 27 percent over the 1943 record.



Columbia House Goes Fast disappearing from the landscape north of the Vancouver yard are most of the dormitory units of Columbia House, being dismantled for shipment to Seattle, Tacoma, Bremerton and Renton, Washington. The units being moved will accommodate 1416 single workers. The dorms have been empty since April, 1944, following the peak employment at the yard. Picture above shows all that is left of Unit 600 after contractors were through, while in the picture below, concrete foundations of a unit facing Grand avenue near the Columbia theatre are being torn away by a big shovel.



'TYPICAL' HUNT FAILS

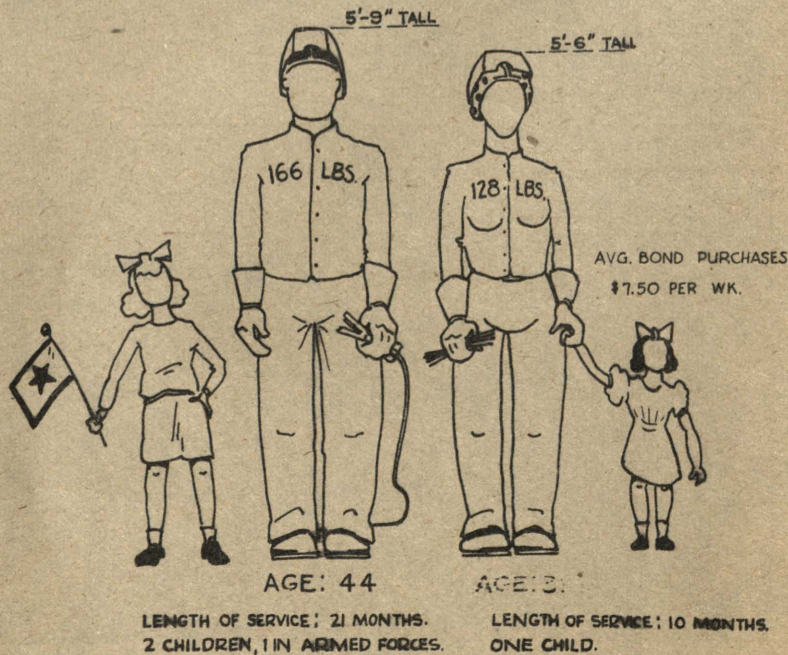
Everyone's Different

(SWAN ISLAND) — Typical worker? Well, there just "ain't no such animal". During the past eight weeks personnel records at Swan Island have been checked to establish specific characteristics typical to the majority of workers. Each week a series of six pictures has been run, adding one more qualification to the list of those required of the typical worker. The yard has been combed from end to end and no one has been found who measures up to all the specifications. We've met some who come close, but on this a miss is as good as a mile.

The typical man worker at Swan Island weighs 166 pounds, is 5 feet 9 inches tall, 44 years old, married, has 2 children, one in the armed forces, is a journeyman welder with 21 months service in the yard, is a native Oregonian and invests \$7.50 in war bonds each week.

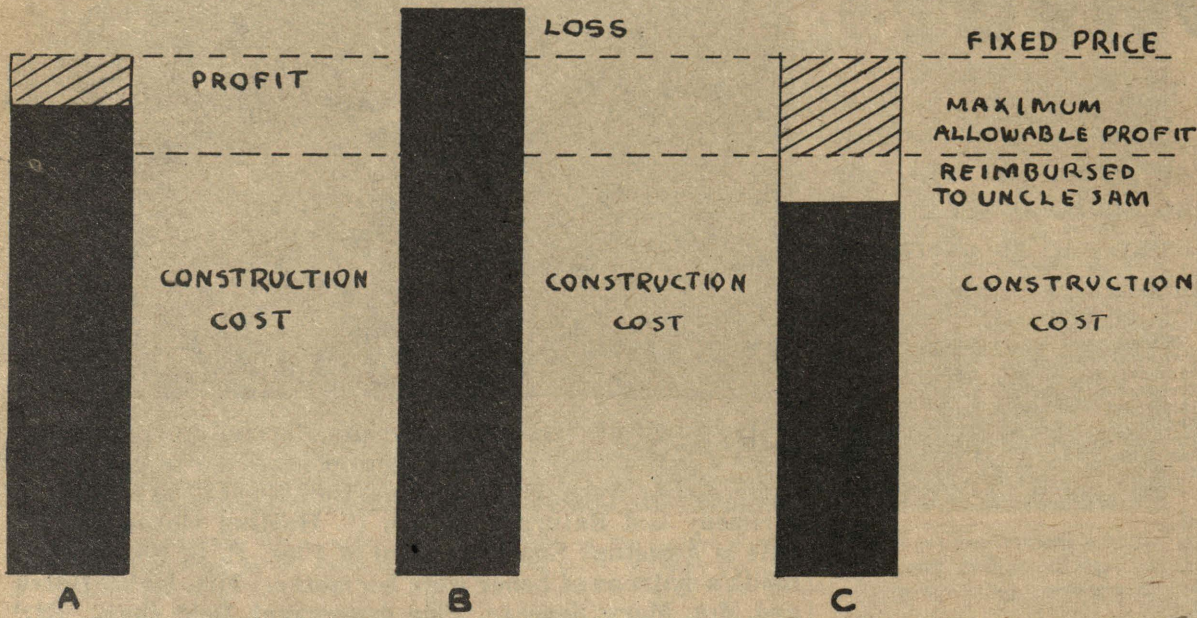
The typical woman worker is also a journeyman welder, weighs 128 pounds, is 5 feet 6 inches tall, 31 years old, married with one child, has been at Swan Island for 10 months, is a Native Oregonian and invests \$7.50 per week in war bonds.

Maybe the welders have been too bashful to come out from under their hoods and make known their qualifications in this regard. In lieu of the "real McCoy's" who have been too illusive, the artist presents "Mr. and Mrs. Typical" in graphic form.



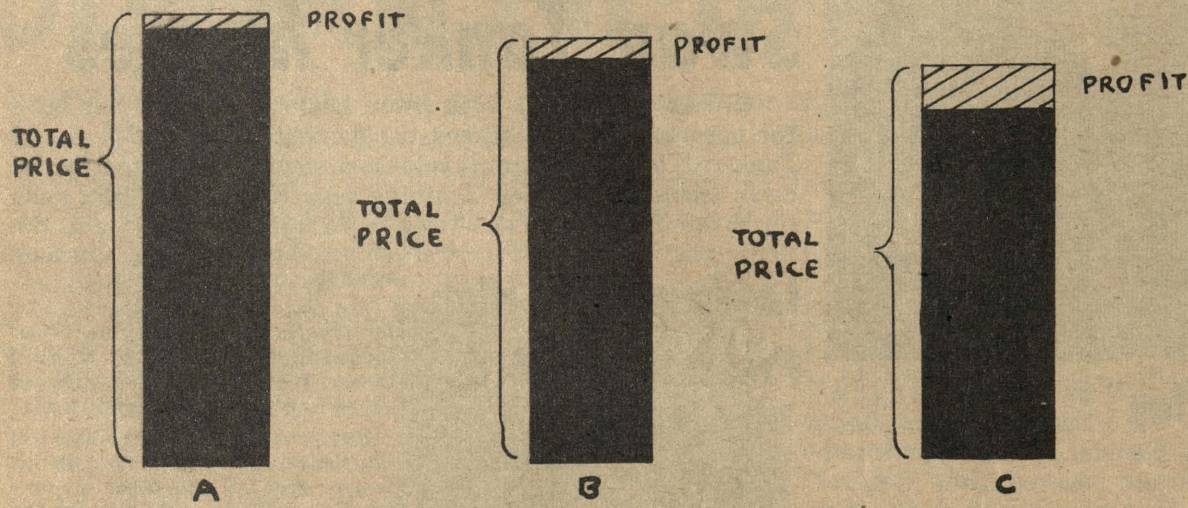
Shipbuilding Contracts on New Basis

FIXED PRICE SYSTEM



Under this system a yard will bid in competition with other yards at a fixed price. If it figures right the yard will make a reasonable profit as shown in A. But if construction costs run over the fixed price, the yard must absorb the loss as shown in B. If high efficiency results in extraordinary profits only a certain maximum is allowed however, and the balance must be returned to Uncle Sam as in C.

SELECTIVE PRICE SYSTEM



Here the yard has the opportunity to select from a graduated list of prices, such as A, B or C above, the lowest price at which it thinks it can construct the vessel. If construction costs exceed the selected price, the shipbuilder suffers the loss. As will be noted, the amount of allowable profit goes up as the total price of the vessel goes down. This is to encourage builders to try to build ships at the lowest possible cost and save taxpayers the most money. This system is preferred on new types of ships where costs are difficult to determine in advance. In building a number of vessels the builder may find his costs higher than he expected on the first hull and select a different price to adjust properly on succeeding vessels.

'Fixed Price' Deals Save Taxpayer Cash; Builder Takes Risks

Last week, Edgar F. Kaiser, general manager of the three Kaiser Portland area shipyards, announced that negotiations have been completed with the United States Maritime commission changing existing contracts for ship construction at the Swan Island and Oregon shipyards. The yards formerly worked under contracts which provided for reimbursement of the contractor's construction costs and the payment of a determinable fee for the construction of ships. The new type contracts went into effect March 1.

Swan Island's new contract is known as a "fixed price" contract and under its terms Kaiser Company, Inc., agrees to construct tankers for a price named in the contract. Profit to the company must be derived from the difference between actual construction costs and the fixed price agreed upon, but cannot exceed a profit limitation stipulated in the contract. If the company fails to construct ships at a cost below the fixed price, the company will receive only the fixed price and must absorb the monetary loss. If profits should exceed the maximum limitations, the excess profits are subject to "recapture" and must be returned to the government.

SELECTION PERMITTED

At Oregonship, the new contract is identified as a "selective price" contract that allows the shipyard to select a price for each ship to be constructed, prior to the keel laying of the vessel. A table of prices, from which the selection is made, is listed in the contract with the allowable maximum profit specified for each price. Maximum profit limitations increase proportionately with each lower price selected. In reality, the system enables the government to encourage shipbuilders to lower the cost of ships to the government by allowing a larger margin of profit to shipbuilders who can lower the

overall costs to taxpayers. If construction costs exceed the contract price, the company will suffer the loss.

The new contracts place Oregon Shipbuilding Corporation and Kaiser Company, Inc., Portland shipyards on an operating basis comparable to private, competitively operated shipyards.

When asked how government-owned yards can compete with privately owned shipyards in contract bidding, Kaiser explained that where facilities are government owned, as at the three Kaiser yards here, the Maritime commission determines what use of yard facilities is worth and adds the sums to the bid price submitted.

Kaiser Loses Out In Tanker Bidding

United Concrete Pipe corporation, Los Angeles, whose minimum limit bid was \$588,929.60 each for four vessels, was first successful bidder for construction of a series of 24 coastal type, 230-foot tankers, according to announcement last Saturday by the Maritime commission.

Swan Island had entered a check bid along with Permanent Metals corporation, Richmond, Cal., whose four-vessel bid amounted to \$1,019,840 per ship. A minimum limit of four vessels and maximum limit of 12 per individual bidding builder had been set.

Tire Lack Increases; Extra Caution Urged

With thousands of rubber tires being destroyed or ruined daily in battle areas, a growing critical shortage of tires for civilian drivers was predicted this week by the Offices of Price Administration and Defense Transportation, in a special campaign to impress private car drivers with the necessity for repairing and recapping tires as soon as needed.

"Tire quotas for private car drivers received drastic cuts," declared Howard Young, Oregon Ship Housing and Transportation head, "and we may see many cars forced off the road due to tire neglect."

The nation-wide drive to conserve existing tires began last Monday as a "Check Your Tires Week," and more than 20,000 dealers throughout the country are cooperating through the National Association of Independent Tire Dealers in an attempt to prevent thousands

of automobiles from being forced off the road.

SOLDIERS DO PART

Supporting the campaign, Lt. Gen. Brehon Somervell, declared, "Our soldiers on the German frontier know that the road to Berlin must be traveled on rubber tires. Each soldier is doing his part in the greatest tire conservation campaign in history. Soldiers are recapping tires by the thousands, salvaging precious miles. If we at home are half as realistic as our fighting men, we will go a long way

toward solving this most vexing problem. I urge all workers in war plants to watch tire pressures on their cars, to repair and recap before it is too late."

IN-PLANT FEEDING AWAITS FINAL OKAY

Although \$1,100,000 has been allocated by the Maritime commission for in-plant feeding units, the facilities construction has not been approved by the War Production Board, it was pointed out last week in reference to a Bosh's Whistle news release stating that the board had approved the expenditure.

Technically, the project has been recommended by the Area Production Urgency committee, on which sits a representative of the local WPB. It also has been recommended by certain WPB officials in Washington, D. C., but before commitments or construction of facilities may begin, official approval must be granted by the Facilities Review committee of the War Production board.

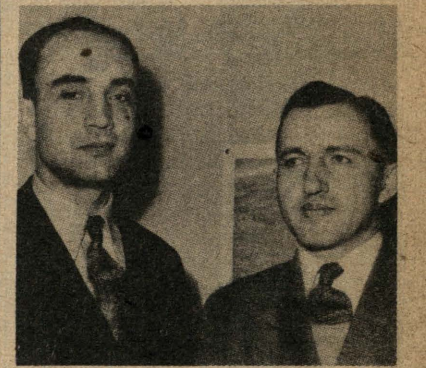
Turk Navy Officers Learn U. S. Methods

(SWAN ISLAND)—Sent to the United States by the Turkish government, two naval lieutenants of Turkey, Kadir Sakman and Ertugrul Dagdevirenoglu, will spend the next 10 months at Swan Island studying American shipbuilding methods by working in various departments throughout the yard.

Twenty-year veterans of the Turkish navy, Sakman and Dagdevirenoglu, along with eight other lieutenants from that country, completed a course for American naval officers at the Massachusetts Institute of Technology in Boston. Due to the war, they completed the course in two years which included summer school. Their eight comrades were sent to other shipyards in the United States.

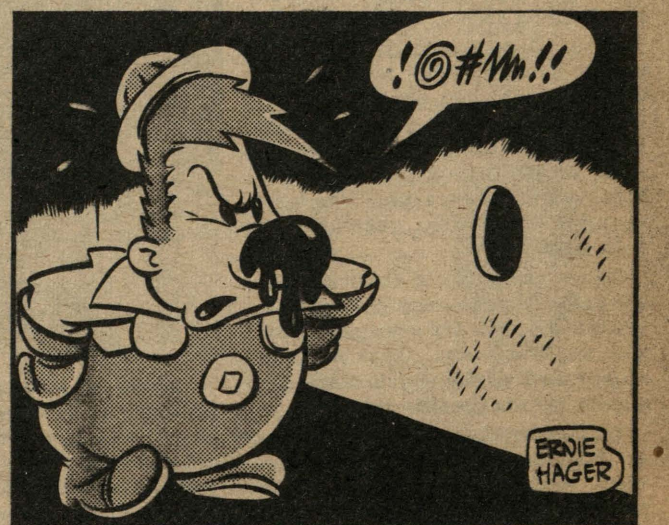
Sakman and Dagdevirenoglu hail from Istanbul, and are the only

two of the 10 who were assigned to a shipyard on the Pacific coast. "We've visited a lot of shipyards throughout the states," said Dag-



devirenoglu, "and Swan Island has impressed both of us as being the cleanest yard we have seen."

Stubby Bilgebottom



By Ernie Hager

Swan Exceeds Quota In Red Cross Drive

(SWAN ISLAND) — Swan Islanders answered the Red Cross plea for funds and dug into their pockets to the tune of \$64,222. This topped their original quota of \$48,750 set by Portland Red Cross headquarters by 132 per cent. Confident that Swan could do better than that, committeemen at Swan set a voluntary goal of \$5 per person and finished the drive Saturday with an average of

\$4.28 per person. The campaign spurred the greatest enthusiasm among all employees of any drive of its nature held at Swan Island. General Stores led all departments with 108.3 per cent, followed closely by Mechanical with 106 per cent and Administration with 104.5. The two leaders set a pace at the beginning of the campaign that couldn't be caught although Administration made a belated rally that fell short of winning by 3.9 per cent.

First sub-departments to go over goal were E. A. Danford's Central Tool room and Al Quine's Outfitting department on the ways.

QUOTAS BASED HIGH

According to Ken James and Don Frederickson, who were in charge of the drive, the showing made by some departments is more outstanding than the figures indicate because of lowered personnel during the campaign. Quotas were based on personnel as of March 3, 1945, and frozen as of that date.

The Barracks and Cafeteria, included in the Administration division for the first time, had largest quota in that department and came through 100 per cent with \$1,030. However, in this group, the Adjustment department under the leadership of Peter Opton, attained the highest individual per cent of its quota.

The winning department, General Stores, was headed by Superintendent Dudley Jones, and aided by Al Wherity, superintendent of materials, and Lucille Whalen. In the Mechanical department, the leader was Superintendent John Wallisch, aided by Bill Benson, Bill Lanus, Chuck Morrison and Danford. The largest department in the yard, Assembly, with a personnel of 2,000, attained the sum of \$8,988.

An interesting sidelight to the fight for first place between General Stores and Mechanical was that each of the two departments had the same number of employees, 675.

City Controls Swan Housing Policing

(SWAN ISLAND) — Under the jurisdiction of Lt. Keith Jones, policing of the Swan Island dormitories and barracks came under city control February 1. The city has provided three sergeants and 12 patrolmen, besides Lt. Jones. Operators at Swan Island dormitories have provided a

Keith Jones police car for these men, quarters for the police station, stenographic help, heat, light and other facilities. The men are working three shifts.

Swan Island dormitories formerly had their own police force but it has been said that project did not work satisfactorily. There have been some changes in the equipment of the station to give better service and the personnel has been changed to provide regular city policemen.

Under the terms of the contract, the chief of police may call on this station for men and equipment for use anywhere else. The contract stipulates that the city provide the service without profit.

Lieutenant Keith Jones is a former Willamette university football star, having played tackle and blocking back from 1929 to 1933.

so consequently had the same quota, \$3,375. General Stores emerged victorious by 2.3 per cent or \$78.

Standings by departments follow:

Department	Amount Pledged	Per Cent of Goal
General Stores	\$3,655	108.3
Mechanical	3,577	106.0
Administration	7,317	104.5
Erection	4,528	90.6
Assembly	8,988	89.9

All Stars	2,578	89.3
Electrical	3,485	87.1
Plant Prot. & Maintenance	2,148	85.9
Welding Ways	6,443	85.9
Fabrication	3,644	81.0
Riveting & Chip	1,957	78.3
Shipwright & Fac.	3,472	77.2
Marine	3,664	77.1
Pipe	4,922	75.7
Paint	2,255	69.4
Rigging	1,789	66.3
Totals	\$64,222	87.6



"Congratulations Dudley" said Mechanical Superintendent John Wallisch, right, to Dudley Jones, General Stores superintendent, shortly after final tabulations showed that General Stores won the Red Cross drive by 2.3 percent over the Mechanical department. Both departments had the same number of employes with General Stores collections amounting to 108.3 percent of goal. (Swan Island photo)



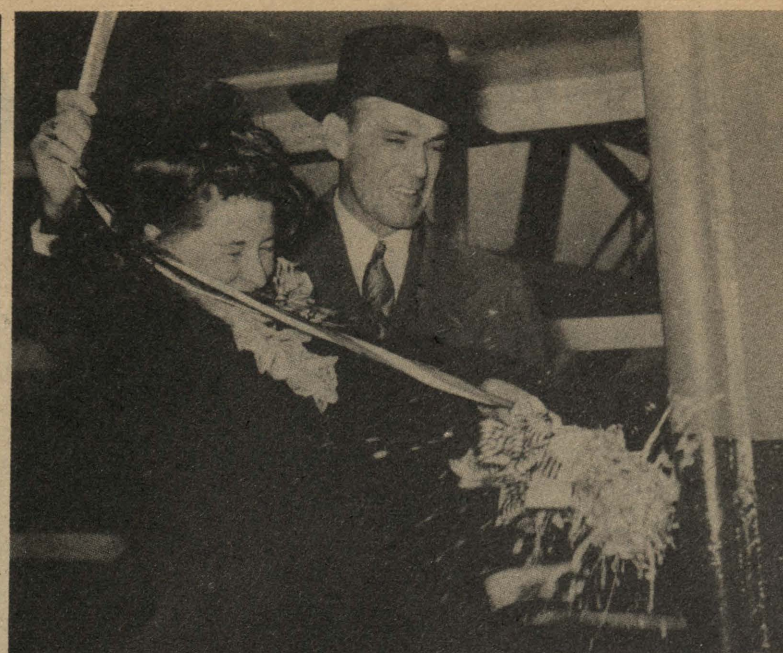
Staggered Lunch Hours

Sir: It seems to us that there is a definite need of staggered lunch hours for the workers outside of the yard, especially after the cafeteria has started the new policy of only one lunch counter to accommodate all who wish to eat there during the hours of 12 to one. The congestion up to now has been bad enough, but this new action really puts our nerves on edge. Waiting 15 or 20 minutes before you even get to the counter isn't the way we like

to spend our allotted time at lunch.

If the lunch hours were staggered, say the first shift from 11:30 to 12:30 and the second from 12:30 to 1:30, the shortage of silverware, glasses, and tables would be alleviated.

This seems to us to be a very sensible solution to this problem, not only would we benefit, but by alternating the lunch hour, there would be someone in the offices the entire day.—"Vee", "Larrie", "Maime."



C-R-A-S-H Mrs. Shirley Smith, former Pipe shop employe, really teed off when she christened the S. S. Big Bend, Swan Island's Hull No. 129 at launching ceremony last Saturday, March 17. Holding ribbon for his wife is Assistant Superintendent of Pipe, P. G. Smith. Mrs. Smith's matrons of honor were her mother, Mrs. Isabel Hazen and Mrs. Mary Spencer, Pipe department field clerk. Earl Hadfield was flower boy. (Swan Island photo)

Employees Will View Swan Tanker Movies

(SWAN ISLAND)—All Swan Island employes will have the opportunity soon to see the moving picture, "We Build Tankers," taken in natural color and recorded in sound by the Swan Island Production Training department. The film runs for 25 minutes. It will be shown to workers on all shifts in the various lunchrooms on a regular schedule.

Leadman Sets High Presentee Record



STEVE FRIEDMAN

(SWAN ISLAND)—Serving 43 months with Kaiser Company in this area without missing a day or being late is the record established by Steve Friedman, Hanger shop leadman on swing shift. Friedman started work at Oregon Ship on July 29, 1941, just four days after Walter M. Pusc, day shift welder foreman at Swan, whose attendance record was published in a recent Bosn's Whistle. Like Pusc, Friedman transferred to Swan Island without missing a shift on Nov. 2, 1942.

The picture was produced under the direction of R. W. Faville, superintendent. It was filmed by Leonard Delano, supervisor, and written and edited by Stan Loye, supervisor.

Employees viewing the film will see their own departments in action as well as the other fellow's job. Loye will show the film on day shift, Fred Livesay on swing shift and Dick Walker on graveyard shift.

Schedule for the next week is as follows:

Friday, March 23: Personnel building, upstairs, 11:30 a. m., to 12:00 noon, and 7:30 to 8:00 p. m.

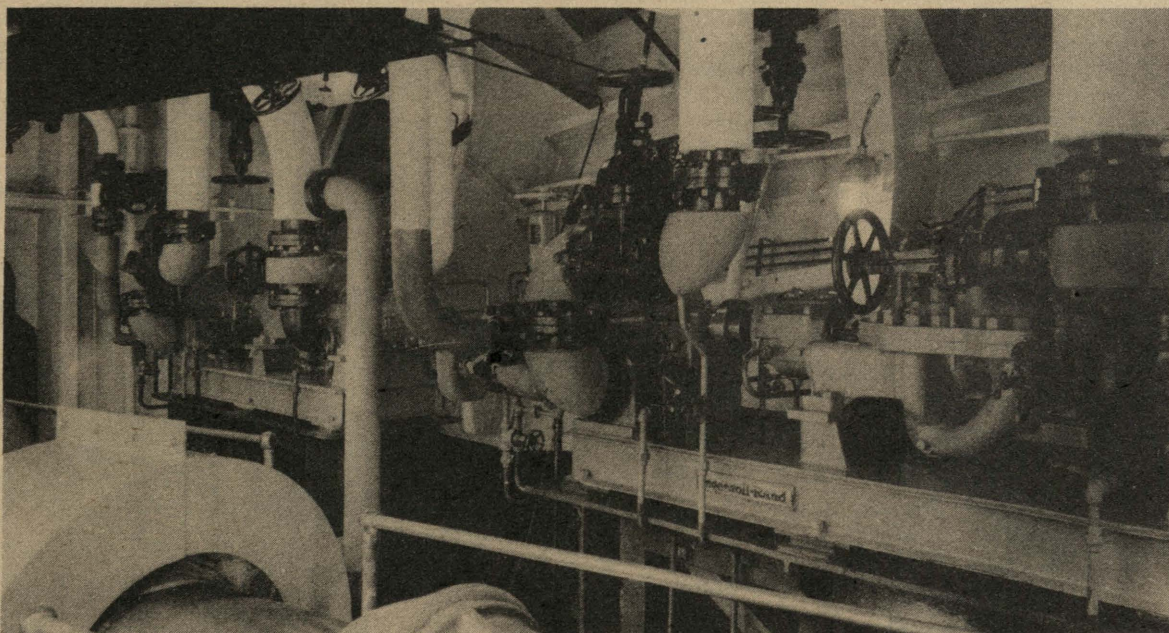
Saturday, March 24: Personnel building, upstairs, 11:30 a. m. to 12:00 noon.

Monday, March 26, through Saturday, March 31: Way 6 Utility building lunchroom 11:30 a. m. to 12:00 noon.

Monday, March 26, through Friday, March 30: Way 6 Utility building lunchroom, swing shift, 7:30 p. m. to 8:00 p. m., graveyard shift, 3:30 a. m. to 4:00 a. m.

Regular patrons of the Way 6 Utility building lunchroom are requested to eat lunch elsewhere after they have viewed the film as this is the only place large enough to present it near the ways.

Know Your Swan Island Tanker--No. 6 In A Series



Portion of aft engine room or shaft alley shows the main boiler feed pumps and turbines with the shaft brake in the foreground. Camera looks starboard and forward from port side of aft engine room. The main boiler feed pumps are six stage horizontal, steam turbine driven, centrifugal,

weighing 1,720 pounds. The turbine generates 115 h.p. at 4,000 r.p.m. and is an impulse horizontal type with 200 s.p.m. capacity. Its steam pressures are 435 p.s.i. inlet and 10 p.s.i. outlet at 500° F.

The shaft brake has a bronze shoe operated by a 12 ton hydraulic jack.

Seagoing Veteran Returns To Teach Soviet Engineers

(SWAN ISLAND)—Herbert C. Basford, commander in the U. S. Maritime commission and former chief engineer on the S.S. Gervais, Swan Hull 36, has returned to Swan Island to instruct Russian engineers in the operation of a T-2 tanker engine room.

He will make the shakedown trip on Hull 128 with the Russian crew. Basford, 33, has been at sea since he was 17 years old and has been with the U. S. merchant marine steadily since Pearl Harbor.

On Hull 3, the S.S. Fort Moultrie, he went out as second engineer, taking the Gervais when he got his chief's papers. He was on the Gervais 15 months.

At no time on either of the two tankers, or for that matter since the war started, has he come into contact with the enemy and he has been in the Persian gulf, around Capetown, at Australia and in and out of England.



This dredge operates below water with a pipeline, in the center of which is a gadget resembling a huge corkscrew that loosens the earth for the pump to suck through the line. The second dredge at right is the bucket type used to fill many of the cells. The picture was taken shortly after dredging commenced.

It's A Long-Handled Shovel Job Drydock Pit Dredged

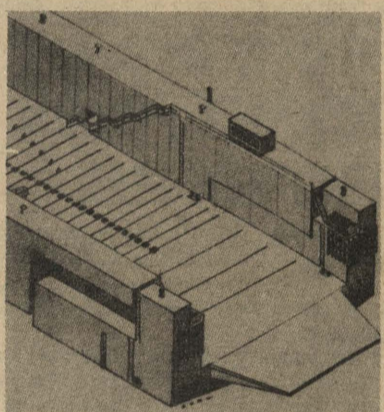
(SWAN ISLAND) — Did you ever consider moving 300,000 cubic yards of earth? One man with a shovel could work away his life and not make much of a dent in that amount of dirt, but that's the amount that was moved to make way for the Swan Island drydock basin. Some of it was used to fill the cells of the steel structure, but 185,000 cubic yards was dredged to the downstream end of the Mocks Bottom parking lot. In review, Swan's pumping station was moved July 21 to the Willamette side of the Island by Ralph and Horwitz, contractors.

To make room for the drydock basin and extension of the Outfitting dock, workmen first moved the lumber yard from its location near Craneway 9 to the storage yard beyond the Salvage building. Work of moving started May 13. Afterward, the former site of the lumber yard was cleared and graded for pipe storage. All pipe was moved by July 1 and on July 6 Gilpin Construction company moved in its equipment and started digging.

WALL PILING SPLICED

The outer wall, which is 48 feet across and on which will be built the Repair dock crane, an extension of the present dock, is constructed of 15 inch interlocking sheet piling. These pieces are in 50 and 54 foot lengths staggered and spliced to give an overall length of 104 feet.

The pile driver sank a 54 foot length. While a few feet remained above the water surface, the 50 foot length was spliced to it. Then the driver pounded it further down until the top was flush with the present island level. This leaves



Construction of the drydock ends are seen in this isometric drawing showing detail of one end. Note how center section locks in end section. Small structure on top is control tower. This view shows about one-third of the entire dock.

31 feet of piling above sea level and 73 feet below sea level.

Depth of the basin where the drydock will be moored is 48 feet. The shallow side is toward the ways and rippapped with rock above the "Z" type steel piling.

EARTH ANCHOR USED

Approximately 6425 tons of sheet piling was used for the installation. This is equivalent to 300,000

lineal feet. After the piling was driven in its interlocking cells, the sections were filled with earth to anchor them. The cellular type sheet pile cofferdam piers extend downstream approximately 950 feet. Inside measurements of the basin are 243 by 606 feet.

In addition to space for the 14,000 ton capacity drydock, the mooring basin also has room for harboring a vessel waiting its turn in the cradle.

The dock is rated to lift 14,000 tons, which assures it can handle any ship that can come up the Columbia river. The dock is 598 feet long, including two 35 foot aprons, one at either end. It is 118 feet wide with an inside width of 90 feet.

The center section measures 368 feet with 56 foot cantilever wing walls on each end. These wing walls set into the end sections that look like steps. End sections each add 26 feet to the length of the dock at the top, but are 79 feet long exclusive of their aprons, at the water line and step.

The dock has an unloaded draft of six feet and an 18 inch freeboard when loaded. The dock itself weighs 5,900 tons.

PUMPING PERMITS WORK

In operation the shell of the floating drydock will be filled with water to sink it low enough for a ship to be towed in. The water then will be pumped out to make the structure buoyant. When keel and pillow blocks are aligned, more water is forced out until the dock lifts the ship high and dry.

By means of its three sections the structure is self docking. The two ends are submerged and moved together under the middle section to lift the center. In turn, the two ends can be detached and floated into the center section where they are lifted like a ship.

Swan Workers Killed In Auto Accident

(SWAN ISLAND)—Elmer D. Pixler, Plate shop employe, days, and his wife Gulana A. Pixler, sheet metal, days, were killed March 15 at Hillsboro, Oregon, when their automobile collided with a truck.

The two were residents of North Plains, north of Hillsboro, and were returning to their home from Swan Island when the collision occurred.

A son, Edward Pixler, is a ship-fitter leadman, day shift at Swan Island.



At one time during the dredging the pipe line extended on floats to the north end of the Mock's Bottom parking lot where the force of the pumping operation can be judged by the splash of water and mud coming from the mouth of the pipeline. The pipeline had to be uncoupled every time a vessel went in or out of the Swan Island Outfitting and Repair basin. (Swan Island photos)

Inquiring Reporter

This week the Bosn's Whistle inquiring reporter stepped outside his usual domain to supplement workers' viewpoints with those of some of the outstanding business and political leaders of this area. Here's how their opinions compare.

QUESTION

What is your greatest criticism of the Northwest?

WORKERS SAY:

T. G. Haggerty, Assembly: "As I see it, the only major criticism one might have toward this section would be its lack of a permanent industrial development commensurate with a section of its size and resources. The Northwest has been too dependent on its logging, lumbering and agriculture."

Marion Wood, Progress field office: "The Northwest promises a very great deal in both opportunity and enjoyable living. I have had little time to see much of this part of the country during my two and a half years

at Swan Island. Under war conditions, any locality that can still offer me the sense of well being and contentment that I have known here MUST be a grand place in which to live permanently."

Stan Loye, Production training department: "I have no 'great criticism' of the Northwest. In fact, I plan on building a home here after the war. I might say that we could use a little more sunshine, but without the rain we would not have this beautiful green countryside, or the many rivers, or the wonderful fishing, and I really enjoy my fishing."

H. L. Feiock, Outfitting dock: "My criticism of the great Northwest concerns itself with that part of Oregon engaged in shipbuilding. Certain public officials and a large percentage of die-hard citizens resent the influx of those workers who put patriotism above personal convenience and came to help in the time of national emergency. Unless we wake up to the advantages of post-war maritime trade with the Orient, Oregon will return to its Rip Van Winkle stage."

Margie Johnson, Hull Control field clerk: "My greatest criticism of the Northwest is that there is too much rain. I came here from Minnesota and I sure would like to see some snow once in awhile. I think the housing situation is very poor, at least here in Portland. The scenery here can't be beat. The climate sort of grows on a person. I actually like it now."

John Pearl, Marine Pipe engineer: "The weather is the first thing that comes to my mind. I'm a native and really like the climate, but reserve my right to gripe about it. What I really don't like is the backwardness of our politicians in developing industry. High industrial accident rates, industrial property taxes and property values are the chief drags."

J. E. Gardiner, Hull department: "The State of Oregon seems to discourage industrial development by high taxes and freight rates. I haven't been in Oregon long, but the taxes seem too excessive. The most I ever had to pay on California state taxes for one year was \$28 which was on earnings of close to \$6,000. I'd hate to think what I'd have to pay on that in this state."

EXPERTS SAY:

E. B. MacNaughton, president of the First National Bank: "One common criticism of the Oregon temperament is that it has been too self-satisfied and complacent and willing to just plug along. It is frank to say there is some basis for the criticism. Another handicap has been that Oregon for a long time had rail transportation only along the western edge and along the north, with the central part without service."

Thomas C. Young, president, Columbia Empire Industries: "The only critical thing about this area is shipbuilding, and that's not a criticism. It merely points to a problem as to how we are going to absorb so many people when shipbuilding folds up. The big question mark is—what can be done by the present employers of these 90,000 workers to provide postwar jobs for them?"

Earl Riley, mayor of Portland: "Our greatest need in this area is for more and more investment in new business and new industry to make use of our abundant resources. The greatest weakness I can point to is the reluctance of large blocks of eastern capital to invest their money in the development of the Northwest."

Fred Sinclair, mayor of Vancouver: "I can't find justification for any criticism of the Northwest. We have timber, power, all kinds of fruit and farming. We have the second largest river in the country. We have trans-continental railroads, and of course, Vancouver is the gateway to the great state of Washington. No, I can't find anything about the Northwest to criticize."

Gust Anderson, secretary Portland Labor Council: "I think our main weakness is pretty obvious. With the great influx of new people we will have more men than jobs around here when the war ends. And what's more, we haven't got the industry to absorb them all. We have got to find employment for those people who are able to work."

Frank McCaslin, president, Portland Chamber of Commerce: "Our real problem is to provide payrolls to the thousands of workers who are now building ships and other war materials and for the soldiers who will be coming home when the war is over. It is the expansion of industrial payrolls that concerns the Chamber of Commerce most this year."

Aaron Frank, president, Meier & Frank: "I think one of the greatest criticisms is our lack of appreciation of the possibilities of the area. We have the finest country anywhere, the finest water, the greatest rivers, tremendous water power, fine climate, beautiful mountains—and, we don't appreciate it because it's right at our front door. We must learn to appreciate the region's possibilities and then make the most of them."

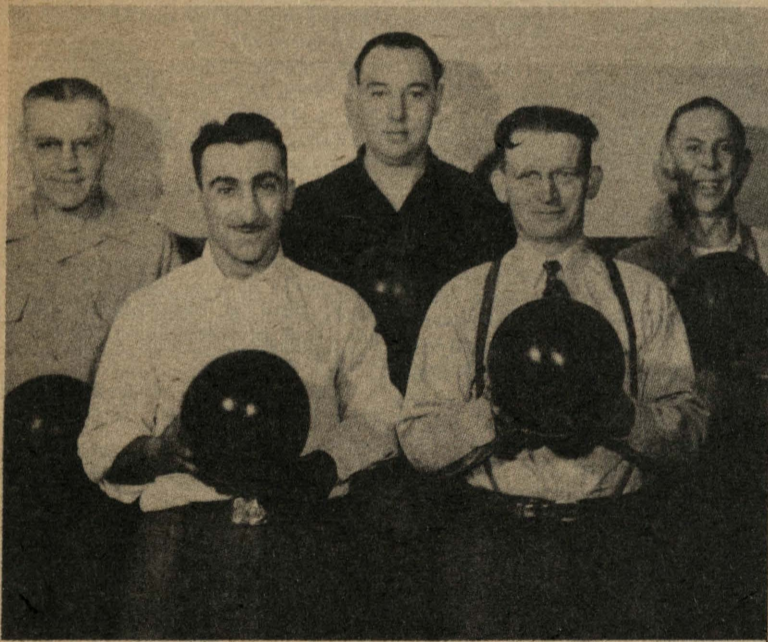
First Divisionists at OSC



This is the quintet which came through with some tough bowling to ride into second place. They are the Welders, with a 2892 high team series to their credit. Brockel, center, holds a 583 in high individual series. The others are, left to right, Kinser, Veelman, Van Donsel and Turner.



Chippers No. 1 are third in league standing and hold two other honors—second place in high team series with a 2882, and second spot in high team game, 1016. Left to right, Miniutti, Friehseim, Jenkins, Patchin and Schoenbeck.



Champions of the Oregon Ship bowling league for the year are these Pre-erection maple-busters. With one more evening of play left in the season, they had won 59 games, lost 22, and chalked up a high team game score of 1035. Left to right, Bennett, Sabah, Stover, Little and Kaupilla.



Gun Shop pulled up from the bottom rungs of the league ladder into fourth place toward the end of the season by winning several fast-paced games. Left to right, Illingsworth, Raymond, Mowlds and Pomeroy. Inset is McKillip, not present when the team picture was taken.

Scorpions Finish Atop Casaba Loop

FINAL STANDINGS SWAN DEPARTMENTAL BASKETBALL

	W.	L.	Pct.
Scorpions	10	2	.833
Globetrotters	8	4	.666
Crane Operators	4	8	.333
Pipe Shop	1	11	.083

(SWAN ISLAND)—Swan Island's departmental basketball league came to an official close at the gymnasium last week when the second-place Globetrotters failed to put in an appearance for their scheduled game with the Crane Operators, thereby giving the Scorpions the championship by a full two games.

Quintel Cooper, Globetrotter, won individual scoring honors for the season with 98 points in nine games on 47 field goals and four free throws. Teammate Harold Gabert counted 89 in eight games. Three other Globetrotters finished among the first ten in the scoring column.

Best per-game average was turned in by Leonard Moore, Scorpion captain, who finished in third place with 89 points scored in five games which gave him a 17-point plus average. Bob Willis, Pipe Shop, led in points scored from the foul-line with 12 to his credit.

"Bad-boy" of the league was Scorpion Hal Eason with 17 personal fouls against him.

VOLLEYBALL POPULAR

(OREGON SHIP)—Increasing crowds at the volleyball games played four nights a week at the OSC barracks gymnasium show that with the approaching close of bowling season the net game is due for considerable attention.

Play begins at 5:30 o'clock every night from Monday through Thursday. Slated next week are the following games: Monday, Progress vs. I.B.M.; Tuesday, Timekeeping-Bond vs. Payroll Accounting; Wednesday, Cost vs. Hull Engineering; Thursday, Office Engineers vs. Transportation.

Pre-Erection Sure Of OSC Bowling Title; Welders 2nd

OREGON SHIP LEAGUE

	W.	L.	Pct.
Pre-erection	59	22	.728
Welders	54	27	.667
Chippers No. 1	50	31	.617
Gun Shop	46	35	.568
Sub-assembly	42	39	.519
Shipfitters	40	41	.494
Chippers No. 2	23	58	.284
Gadget Shop	13	68	.161

(OREGON SHIP)—By taking two games Wednesday night, March 14, Pre-erection cinched the championship of Oregon Ship's 1944-1945 bowling season. One game was all the league leaders needed to secure their position as headpin of the team setup.

With only one more night of maple-scattering listed, Welders, who had given Pre-erection a close run in recent weeks, was certain of second place. Chippers No. 1 stood assured of third-prize money.

Gun Shop also was secure, holding fourth place, and the only possible change would be the Sub-assembly Shipfitter race, with Shipfitters trailing by two games. Firmly in the cellar by ten games is Gadget Shop.

A spectacular run of strikes broke the recent run of tough luck for Stover, Pre-erection, when he smashed a double turkey to score 234 in the last game. Only other man to top the 200 bogey was Turner, Welders, who marked 201.

Excitement was loudest and hottest around the alleys where Shipfitters and Chippers No. 2 were battling at hair-thin margins. Chippers took all three games, but with only a 13-pin margin in the first game, 10 pins in the second and 16 pins in the third. Scores:

Shipfitters	809	854	820—2483
Chippers No. 2	822	864	836—2522
Chippers No. 1	798	858	893—2549
Sub-assembly	794	862	834—2490
Welders	876	881	891—2648
Gadget Shop	787	801	758—2346
Pre-erection	906	861	938—2705
Gun Shop	859	908	813—2580

TOWNLEY PINMEN LENGTHEN LEAD

(VANCOUVER)—Townleyites of Way 9 ran their lead over team No. 4 of Way 8 to six games as the season approached the last eight nights of play.

With four of the five members of the team bowling over 500, Way 9 took the Supers for three games, sinking them to bottom position. Handicapped by illness and other factors, the Supers have slipped from third place in mid-season to their present spot.

The Specialists, aided by new blood, set out to go places and defeated Way 8, captained by Lyle Duncan, two games of three despite the fine scoring of Oscar Brendt, who led his team with a scratch 578, followed by Duncan's 549. John Horn's Painters made themselves secure in fourth position by white-washing Waddington's Layouts.

League oddities: The Specialists, in bottom place most of the season, have the lowest handicap of all teams, a bare 97 for 5 men; Way 8, at the top of the league during the first half of the season, has the two highest-average and two lowest-average bowlers in the league; with one night excepted, No. 3 team has played throughout the season without substitution. Team standings:

	W.	L.	Pct.
Townleyites	49	23	.680
Duncanites	43	29	.598
Layouts	34	38	.472
Painters	32	40	.444
Specialists	30	42	.416
Supers	28	44	.390

SOFTBALL MEETINGS

(OREGON SHIP)—Workers who wish to play softball during the coming season are invited to attend meetings on the work day of Monday, March 26, in the OSC First Aid building. Plans for organized softball leagues will be discussed. The meetings will be held during the lunch periods on day and swing shifts, and Tuesday lunch for graveyard.

Threat Most feared member of Trial Crew's bowling team in Swan Island's 16-team league is Wayne Thompson, who holds a 157 average.

PAINTERS-DOCK 5 RECAPTURES LEAD IN SWAN'S LEAGUE

SWAN 16-TEAM LEAGUE

	W.	L.	Pct.
Painters-Dock	49	26	.653
Sheet Metal	48	27	.640
Pipefitters	45	30	.600
Welders-Dock	44	31	.587
Plate Shop	42	33	.560
Chippers-Dock	41	34	.547
Main Machine Shop	40	35	.533
Clerical	38	37	.507
Trial Crew	38	37	.507
Painters-Yard	37	38	.493
Electricians	37	38	.493
Outfitting	35	40	.467
Welders-General	35	43	.447
Shipfitters	27	48	.360
Welders-Ways	26	49	.347
Machinists-Dock	21	54	.280

(SWAN ISLAND)—Three weeks ago, Sheet Metal keglers held the lead in Swan Island's 16-team bowling league; two weeks ago they were tied with Painters-Dock. After last week's play, which saw the Painters taking a two of three decision from the Pipefitters while the Sheet Metalmen were losing two to Main Machine Shop, standings show the Painters-Dock in top position again by a one-game margin.

Welders-Dock retained fourth place and gained a full game on the Pipefitters with a two-game win from Electricians. Plate Shop won two from Welders-General and a triple win over Welders-Ways put the Chippers in undisputed possession of sixth place.

Trial Crew jumped to a tie for eighth with Clerical by winning all three from the latter. Shipfitters' two-game win over Painters-Yard moved the former to 14th. Outfitting scored another three-ply win—their 15th win in their last 18 games—over last-place Machinist-Dock.

Two Welders-General bowlers won individual honors. L. Larson had high single game with 204, while H. Cypcar toppled 554 pins for high series. Close behind Cypcar were W. Thompson, Trial Crew, 553, and Jack Workman, Pipefitters, 546. Workman had a 201 single game as did R. Hopkins, Painters-Yard captain. Team honors went to Painters-Yard with a 1025 single game and Trial Crew with a 2743 series.

TANKER LEAGUE

	W.	L.	Pct.
Burners	19	11	.633
Erection-Shark	18	12	.600
Engineers	14	16	.467
Tank Test	14	16	.467
Chippers	11	19	.367

Burners kept their one-game lead atop Swan Island's Tanker bowling league despite their second consecutive series loss. The last-place Chippers did it to them this time, hanging up a two-for-three win. Second-place "Sharks" lost their chance for top spot when they dropped two to Tank Test despite some outstanding scores turned in by Lamb and Freerksen. Erection-Scorpions moved from fifth place to a three-way tie for third by scoring the only three-ply win, over Engineers.

A 1026 game gave the Chippers high singles while Erection-Sharks' 2849 series was tops in that department. Lamb, Sharks, turned in high individual game, 224, while teammate Freerksen rolled 590 for high series, including 201 and 209 single games. Lamb posted a 587 series. Other top scores were rolled by Oberst, Tank Test, 221 and 556; Workman, Scorpions, 210 and 552; Owens, Chippers, 552; Fraser, Scorpions, 548 and Durdel, Sharks, 202. Wiggersma, Engineers, rolled three games of 155.



A CHICKEN IN EVERY POT

You Too, Can Raise Livestock In Your Backyard



Red points are no problem to workers who raise their own rabbits and chickens

WAR workers desiring to stretch red ration points and make the most of their pay checks are finding that the backyard livestock production line is the answer. The wartime raising of chickens, rabbits or pigeons is more than a selfish gesture. It is a patriotic one.

The more meat produced in backyard hen houses, hutches and lofts the more meat available for civilians facing a real summer shortage because of increased military needs.

The Pacific coast chicken shortage is so acute that only last week WFA informed hospitals they would give them a priority rating for 10 ounces of stewing or roasting chicken a patient a week.

HOW TO HOUSE

If you live within the Portland city limits you should obtain an application blank from the sanitary division, 304 City Hall, for a permit to raise chickens in your backyard. It requires the signature of two-thirds of the neighbors living within 200 feet of your home.

Locate the poultry house far away from dwellings so the chickens won't become a nuisance. Also locate it on well drained or sloping ground. In planning the poultry house be sure there will be plenty of ventilation afforded. An open front type house with glass windows or cello-glass frames for winter protection should have no ventilation problem.

HOW BIG?

The number and breed of birds will determine the size of the house. For strictly laying types such as the White and Brown Leghorns, Anconas or Minorcas—three square feet of floor space is sufficient. For the heavier, dual purpose breeds, recommended for the backyard enterprise, four square feet of floor space is needed. Recommended heavy breed varieties are the New Hampshire, Rhode Island Red, Barred Plymouth Rock and the White Rock. Persons interested primarily in a good supply of meat might desire to raise the Black and White varieties of the Jersey Giant or the Brahma.

Both Oregon State and Washington State college extension services have bulletins giving plans for backyard hen houses.

GETTING STARTED

Here are the ways you can start producing your own fresh eggs and eating chickens:

Nature's Own Method—In many cases, the good old setting hen is the most practical, especially if you don't need more than 20 or so chicks. After obtaining a good, broody hen, dust her thoroughly with lice powder or sodium flouride, and then place her in a straw filled

apple box with her 15 or 18 eggs depending on her size.

Day Old Chicks—Most backyard poultry producers will find it most practical to order day-old straight-run chicks. The pullets can be kept for laying while the cockerels will furnish the broilers and fryers.

Before ordering chicks make sure you have proper brooder facilities and equipment such as mash trays for the first two weeks, mash hoppers and drinking vessels. Don't forget to get a supply of litter such as cedar shavings, peat moss or straw. Although peat moss has the highest absorbative power and decomposes rapidly when placed on the soil, shavings are the most economical at the present time.

Here is a summary of the Oregon State college chick feeding schedule:

Twenty-four to 48 Hours Old—Feed no grain, but keep starting mash before chicks. One 6-inch-by-4-foot tray for each 100 chicks. Be sure they have clean fresh water at all times. Cover litter under cover with egg flats for the first three days.

Second and third week feed scratch from separate hoppers. Change gradually from starting to larger feed hoppers. If weather permits, allow birds to run outdoors, preferably on wire run. Start feeding chick size grit. Give chicks green feed twice daily. Clean out wet litter. Gradually reduce brooder temperature at start of second week.

Fourth to Eighth Week—Continue keeping grain and starting mash before birds at all times. Gradually change to coarser scratch. Use 4-inch high, 4-inch wide by 6-foot long mash hoppers with reel on top. Start changing to coarser grit. If possible, separate cockerels and get pullets on roost by the fifth week. Reduce brooder heat. Continue feeding greens.

Ninth week through laying age—Continue feeding grain in hopper at all times. Change to hen size scratch and developing mash. If you have the land, place pullets on range. Feed grit and shell in compartment of hopper.

FEEDING

Hand feed scratch grain morning and night in the litter. Keep mash before the hens or pullets in hoppers at all times. A seven-foot hopper, with a wooden reel to keep birds from scratching out the mash, is recommended for a floor of 25 hens or less. There should be two six-inch compartments in the hopper for oyster shell and grit. This way the birds can eat them at will.

It is important that chickens always have a sufficient supply of water. Most feed or hardware stores carry metal and crock founts. If these are not available an ordinary bucket can be used by building a slat platform one-half the height of

Chinchilla, Flemish Giant and Champagne D'Argent.

There is a big demand for all types of meat rabbits at present, so availability often controls selection of breeding stock.

Since rabbits are always confined, housing and feeding are two of the most important factors leading to success.

It is important that hutches protect rabbits from extreme cold, heat and rain and are so constructed that the animals can be cared for with a minimum amount of trouble. Where space is not a problem, single-tier hutches are most desirable. They have the advantage of being portable and may be moved under trees for shade or near buildings for protection.

The two compartment hutch re-

to feed small quantities of green feed in addition to the regular ration for a few days before and after the young are born. Do not disturb the doe during kindling, which usually occurs at night.

FEEDING

Since rabbits readily consume a large variety of plant foods, the type of rations given them in any specific locality depends largely on availability and cost. For city dwellers it is practical to feed complete rations in pellet form according to directions of the manufacturer. A good leafy legume hay should be fed with most of these rations.

Keep an ample supply of fresh clean water in the hutch along with a cake of rock salt. Table scraps other than greasy foods or meat, vegetable trimming and grass clip-



Red Stamp Savers

the storage locker or market.

Here is a typical New Zealand White doe and her eight bunny litter. They are a month old and in another month will be ready for the frying pan,

the container and cutting a whole in it so the bucket can be set in the center.

If you are not able to have someone take care of the flock on a regular schedule it is wise to keep grain before the birds in hoppers. This leaves it up to the birds to make their own selection and reduces the responsibility of the flock owner to a minimum.

Rabbits

Rabbit raising is a practical backyard enterprise that can furnish pounds of supplementary meat for war workers willing to give them the care and feed required.

A four-hutch rabbitry composed of a buck and three does will produce more than enough meat for the average family since a well cared for doe should produce three or four litters a year. With each litter averaging from six to eight rabbits it is possible to raise from 50 to 100 fryer rabbits in this size setup.

Many of the same fundamentals of good poultry husbandry apply to rabbit raising. Be sure you select a reliable breeder for foundation stock. Because pelts from white rabbits usually rate a slightly higher market price, the White New Zealand is a favorite breed of backyard producers. Other meat and fur rabbits are the New Zealand Red, the

commended by Oregon State college is 4 feet long, 2½ feet wide and 2 feet high. Full details for its construction are contained in Oregon State college experiment station circular No. 155. It has slat floors which are preferred by many over galvanized hardware cloth floors.

BREEDING FACTS

Rapid maturing breeds of rabbits may be mated when they are 6 or 7 months old, while the larger slow maturing breeds are not usually mated until 8 to 10 months. It is always best to take the doe to the buck's hutch for service. Mating should take place at once and then the doe should be returned to her own hutch. One buck should be kept for every 10 does.

To make sure the doe has conceived, test matings should be made 5 days after the first mating, and occasionally at 18 days. When the doe avoids the buck and refuses to mate, it is a good sign that conception has occurred and the doe can be expected to bear young about 31 days after date of mating.

Place a nest box in the doe's hutch seven days before she is expected to kindle. It should be filled with clean straw which the doe will arrange and cover with fur from her sides. It is good practice

plings may be fed as a supplement to the grain ration.

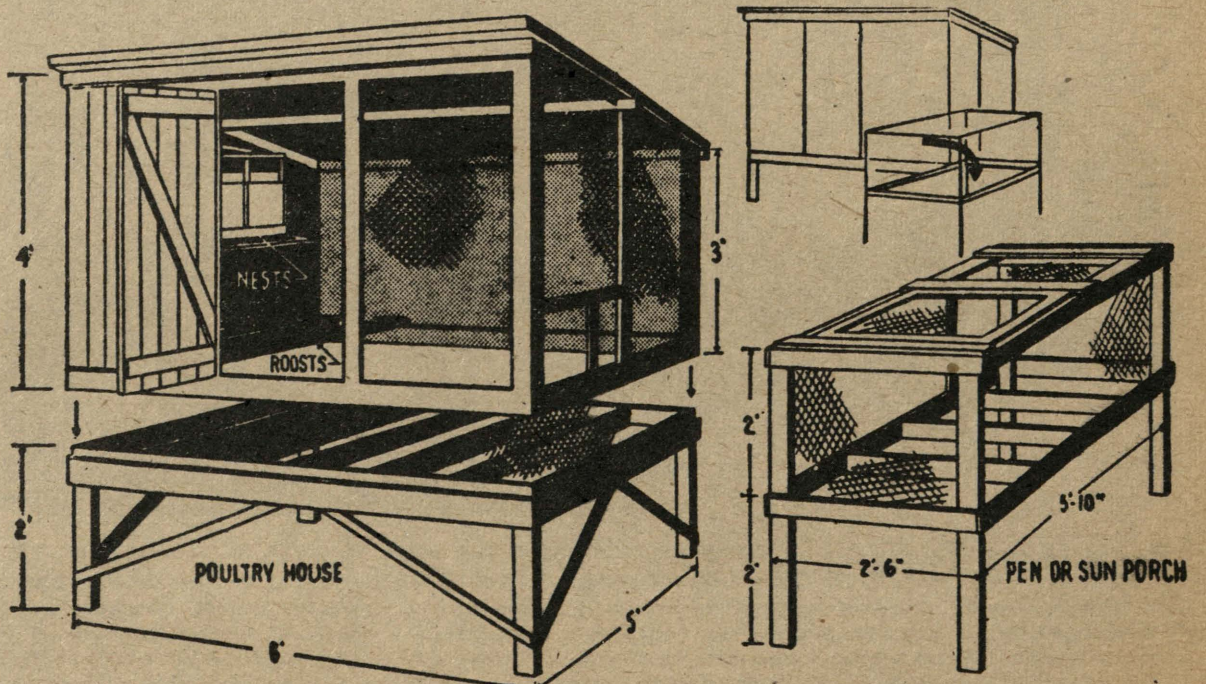
Use of self-feeders which hold several days' or weeks' supply of food are recommended for the raiser who can't keep a regular feeding schedule.

Kaiser Organizes Engineering Firm

A group of some of America's most prominent engineers who have been associated with Henry J. Kaiser for many years have organized as a permanent group to be known as Kaiser Engineers, with headquarters in Oakland.

In announcing the formation of the association, Kaiser, who was named president, said the members will adhere to the Kaiser policy to undertake engineering work in any part of the world.

Among the 200 members of Kaiser Engineers are many men who were employed on such projects as Boulder, Grand Coulee and Bonneville dams; Delaware Aqueduct; Kaiser steel plant at Fontana, Calif., the world's largest cement plant owned by the Permanente Metals Corporation and the Kaiser shipyards in Oregon and California.



Here is a 10-hen capacity house, and wire-run, as designed by the University of California extension service for the back-yard poultry raiser.

Ex-Counselors Find Posts Outside Yard

(SWAN ISLAND)—Women counselors who terminated at Swan Island February 15 have found the experience gained with the Kaiser Company invaluable in getting new positions, according to Virginia Lemire, former assistant personnel manager, who terminated March 15. Although many of them are taking vacations before furthering their business careers, Lela Burwell, former graveyard supervisor is now with the Council of Social Agencies; Eileen Hartwell, formerly on day shift on the ways, is with the Home Service department of the Red Cross; Marie Nielsen, formerly in assembly on graveyard shift, is a buyer at Olds and King department store.

Margaret Buckley, former assistant to Mrs. Lemire, is a personnel technician, Merit System, State Public Welfare department. Miriam Black, who was in Plate shop on day shift, has gone overseas as a field director for the Red Cross.

Mrs. Lemire is taking her first vacation in two years in California as is Florence Rice, who was in Plate shop on swing shift.

Mrs. Isabel Hayes, who was stationed at the Swan Child Service center, is using a vacation to decorate her home. Now taking vacations, other terminated counselors are undecided on future jobs.

Shift Of Whistle Office Completed

(SWAN ISLAND)—Editorial offices of the Swan Island Bosh's Whistle were moved last week to the lobby of the Old Administration building from shack 35 at Victory Center.

The Old Ad building was on Swan Island when it was an airport. It was used then as an air passenger depot.

Room was made in the Old Ad building for the Bosh's Whistle when Clearance office moved to the Personnel building outside the gate.

The Bosh's Whistle telephone number remains the same—Yard extension 739.

Wins Quiz Jackpot

(SWAN ISLAND)—Charlotte Heldobler, Administration building secretary, was \$18.50 richer March 13, when she answered the jack pot question on the "City of Roses Quiz" over station KALE. Marjory Moore, Oregon Ship secretary and Virginia Whiting, of the Vancouver yard, were also on the program.

Workers Engaged

(SWAN ISLAND)—Margaret Johnson, Hull control field clerk, announces her engagement to Ralph Breichaupt, Plate shop employe. No date has been set for the wedding.

HE LIVES RIGHT

(SWAN ISLAND)—He carries no good luck charm, but Capt. A. Kristoffersen has sailed the Swan tanker S.S. Fort Stephenson, Hull 17, for two years in the Pacific ocean without once being threatened by the enemy.

And during that two years his ship has been a lone duck, never once has it been in convoy.

Carrying 100 octane gasoline from California and fuel oil from Aruba to Southern Pacific ports and working in and out of Australia, the Fort Stephenson has caused its crew no trouble, even in high seas with the cargo deck loaded with assault boats.

Captain Kristoffersen is with Pacific Tankers, operators, and for them he will take out another Swan tanker, the S.S. New Echota, Hull 127.

Pipefitter Stays On Job 31 Months

(SWAN ISLAND)—Thirty-one months at Swan Island without missing a day, is the present record hung up by Leo Buscher, day shift pipefitter, who started work at Swan August 26, 1942.

Arriving at Swan six weeks before the first ship was launched, Buscher helped unload the first pipes in yard storage. He has worked in the forward pump room on all ships.

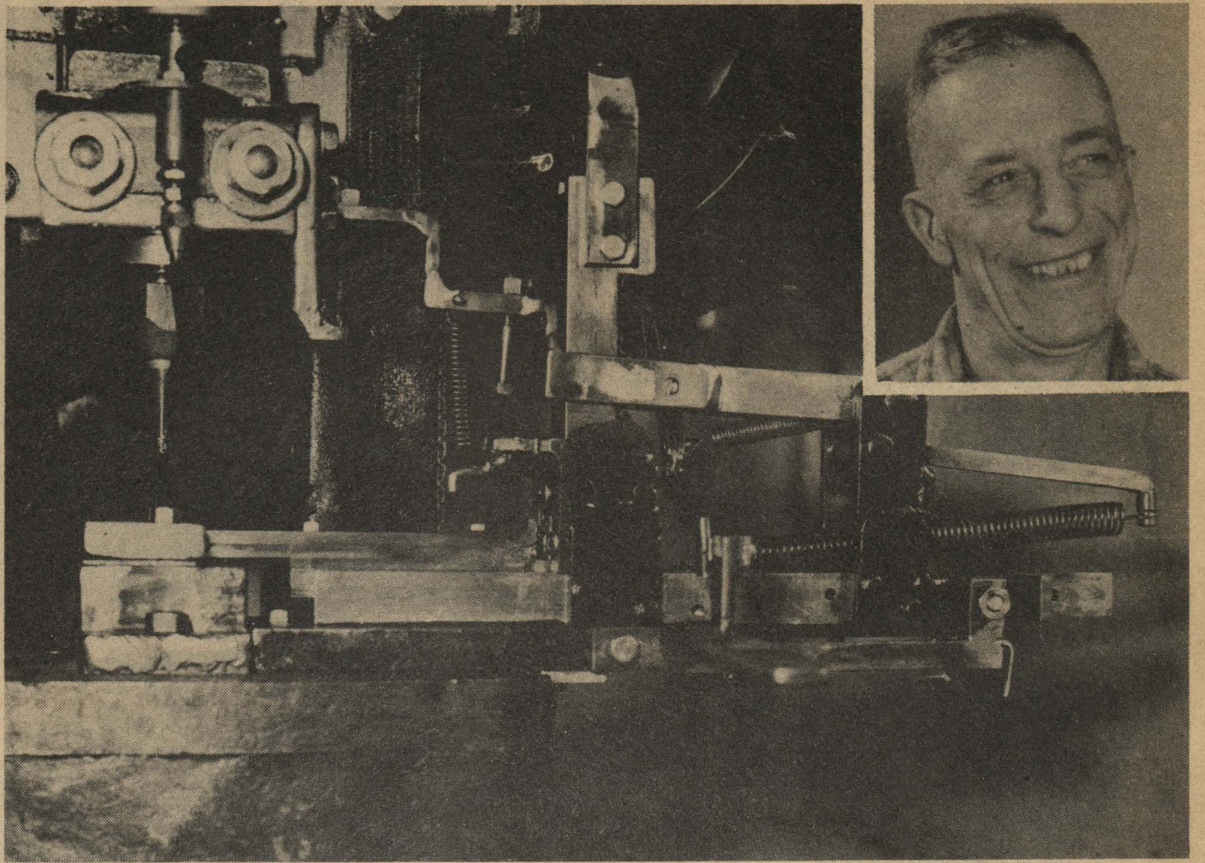
"Sure! Sometimes I haven't felt too well, but I just come down and work it off," said Buscher. "By the time I've put in a few hours' work I always feel fine again."

Passes Out Cigars

(SWAN ISLAND)—S. L. "Sherm" Cook, Swan personnel manager, was passing out cigars last week. The occasion—on March 16 he became the father of a 7-pound, 15-ounce baby girl, Lynell. Mother and baby are doing nicely, and father is expected to return to normal soon.

Ex-Worker in Band

(SWAN ISLAND)—Pvt. Bob Belieu, former Pipe engineer at Swan Island, is now stationed with the 524th A.A.F. band at Shepard field, Texas, according to a letter received by H. M. Branson, chief draftsman. Belieu also plays with the dance orchestra there.



Automatic Spacer Punch press device won Labor Management's first prize for March and gave the inventor, A. D. Keene, Swan Island electrician, (inset) a \$100 war bond. His idea eliminated layout on hangers for cable hangers.

Spacer Receives Top Suggestion Honors

(SWAN ISLAND)—Six Swan Island employes participated in war bond prizes awarded for March suggestions by the U. S. Maritime commission, through the Labor-Management committee, announces V. L. Taylor, Suggestions Clearance office supervisor. A. D. Keene, electrician, collected first prize of a \$100 war bond for an automatic punch press spacer. A vertical rack at-

tached to the press moves a series of staggered stops on the base of the attachment to feed the strap into the punch. The attachment is set by pulling a hand lever, which does away with the former method of feeding by hand.

A \$75 bond was awarded to Pipefitter P. H. Jahnke for the development of a bevel and cut-off tool for pipe. His invention eliminates two operations, doing all three in one operation.

Expediter L. M. Stutt and G. W. Toney, shipfitter, shared a \$50 bond for tightening conduit with an impact wrench. Their wrench eliminates hand tightening on catwalk before installation aboard ship.

Boring four one-half inch holes

in trolley shoes and filling with graphite grease, won a \$50 bond for Electrician Foreman F. W. Rust. This method improves the wearing quality and usage of trolley shoes to five times their original life.

Welder Foreman Walter M. Pusc received a \$50 bond for his suggestion of procedure for welding machine repair. His mimeographed padded form has done away with verbal orders which were called to the attention of maintenance department for repairing machines.

Merit certificates for suggestions submitted will be awarded to five additional employes including Jim Cummings, shipwright, for punch guide; Mrs. F. M. Markle, duplicator, gauge blocks for duplicators; V. Sedillo, shipfitter leadman, landing hinge; John Zeeb, burner, duplicator for burning machines, and O. W. Widmer, marine machinist, valve rod straightener.

CARDS OF THANKS

I wish to extend my sincere thanks to my husband's co-workers of Salvage department for their kindness during my recent operation and convalescence at home.—Mrs. Blanche H. Gillis, wife of E. W. Gillis, labor leadman, graveyard shift.

I wish to thank the many friends at Swan Island Pipe Weld department for their kindness and sympathy at the time of my mother's death, and for the beautiful floral offerings.—G. A. Goddard, swing shift.

I wish to thank my many friends on day shift in the Hanger shop for the kindness shown at the time of my sister's death.—Frances Young, Hanger shop.

I wish to thank my many friends and co-workers for all the kindness shown me for their generous cash contributions during my illness. These remembrances were gratefully received and appreciated sincerely by me and my family.—Ronnie Greene, Salvage Foreman, day shift.

We wish to extend our heartfelt thanks to the day shift of the Chipper and Tank test crew of Swan Island for the floral contributions and their expressions of sympathy and help in the bereavement of our beloved husband and father.—Mrs. Lars Tompte and Family.

I wish to thank my friends on the ways who so generously bought flowers for my father's funeral at Crosbyton, Tex.—J. E. Vermillion, welding, days.

BOSH'S WHISTLE

Published weekly for the employes of Kaiser Company, Inc., Swan Island, Portland, Oregon.
EditorRALPH BACHMAN
Associate Editor ...PAUL MULLER
SecretaryPEGGY MAYER
Offices: Old Administration building, Telephone: Yard Extension 739.

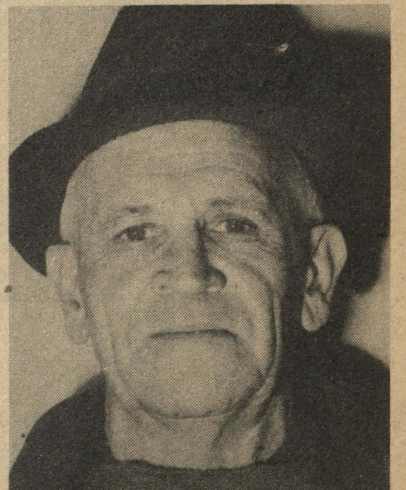


Ways Have 'Em Too Three-plate welders on the ways at Swan Island numbered 46 when this picture was taken during lunch period on day shift.

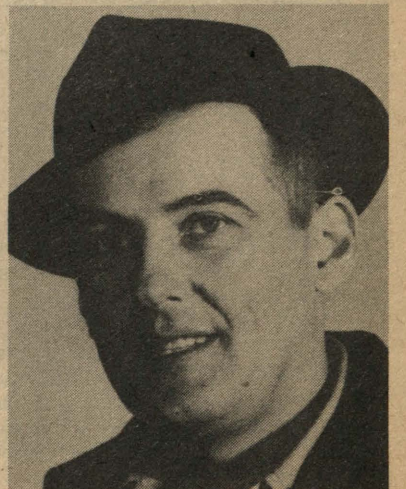
In picture are: Thomas Pierce, Foreman Mark Eads, C. R. Wyman, E. D. McNutt, H. McAlister, Leadman J. W. Donlea, J. Ledford, A. J. Johnson, F. Frey, G. A. Wood, Leadman C. S. Gordon, F. K. Barton, R. M. Wolf, Leadman Leonard Livesay, Leadman Gilbert Pepper, H. V. Graham, W. E. Arthur, A. O. Loken, G. W. Gill, L. J. Lamph, D. L. Coe, B. B. Sexton, A. Raxter, M. H. Huxley, Marie Baldwin, G. M. Baert, B. E. Livingston, Ruth Sheppard, M. S. Hanson, V. M. Maddox, I. L. McKenzie, B. E. Robinson, L. T. Bennetti, E. S. Falls, E. J. Farmer, T. A. Cordway, L. Graf, Susan Feryance, Ruth Anderson, Ruby Lindley, T. J. Wilson, Paula Donner, Corlan Dowty, Coleen Holman, Isabel Frethein and Charlotte Herrin. (Swan Island photo)



P. H. JAHNKE



F. W. RUST



W. M. PUSC