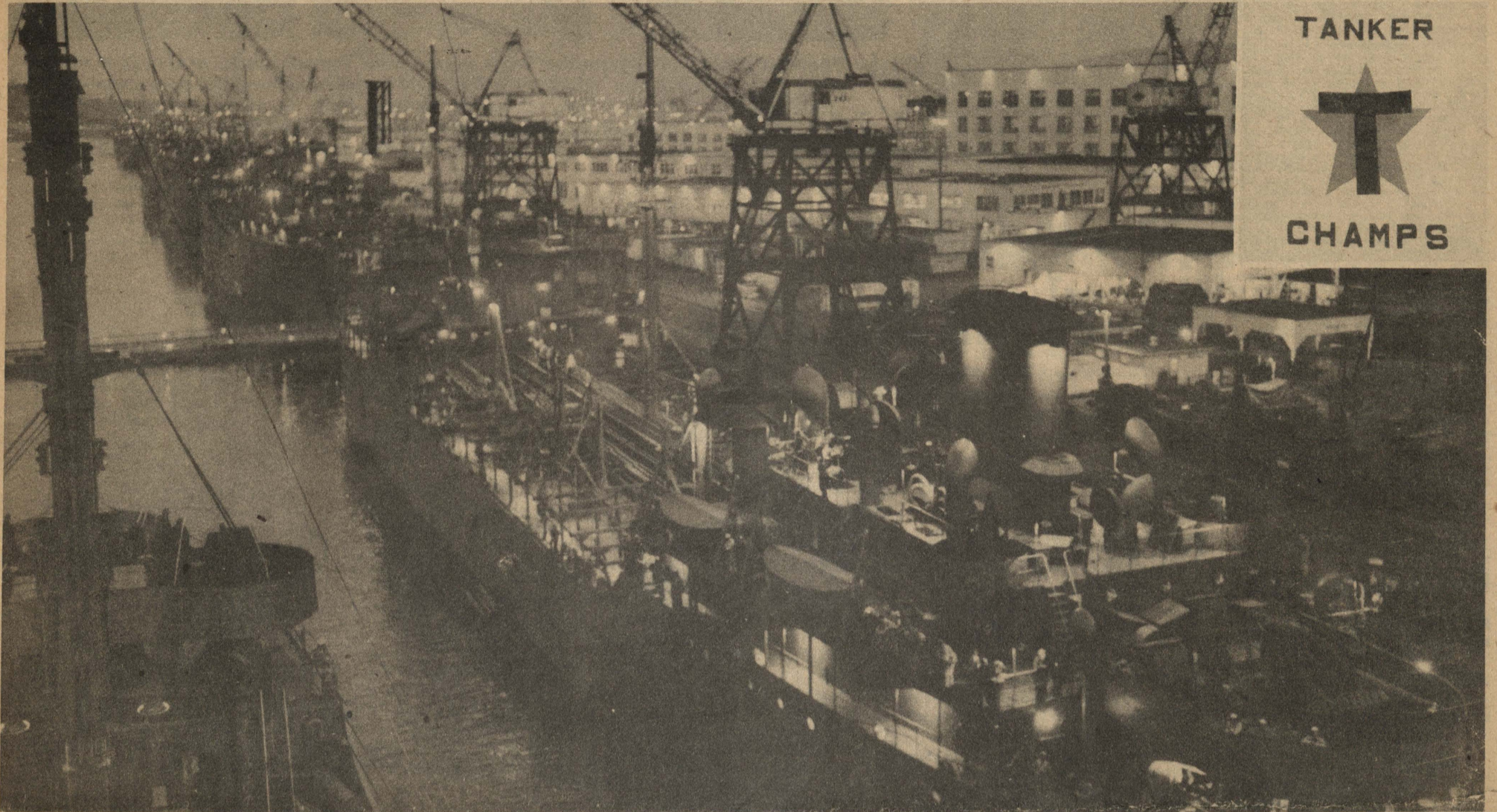




# CHAMP FLAG COMES HOME

Story, Page 4



TANKER

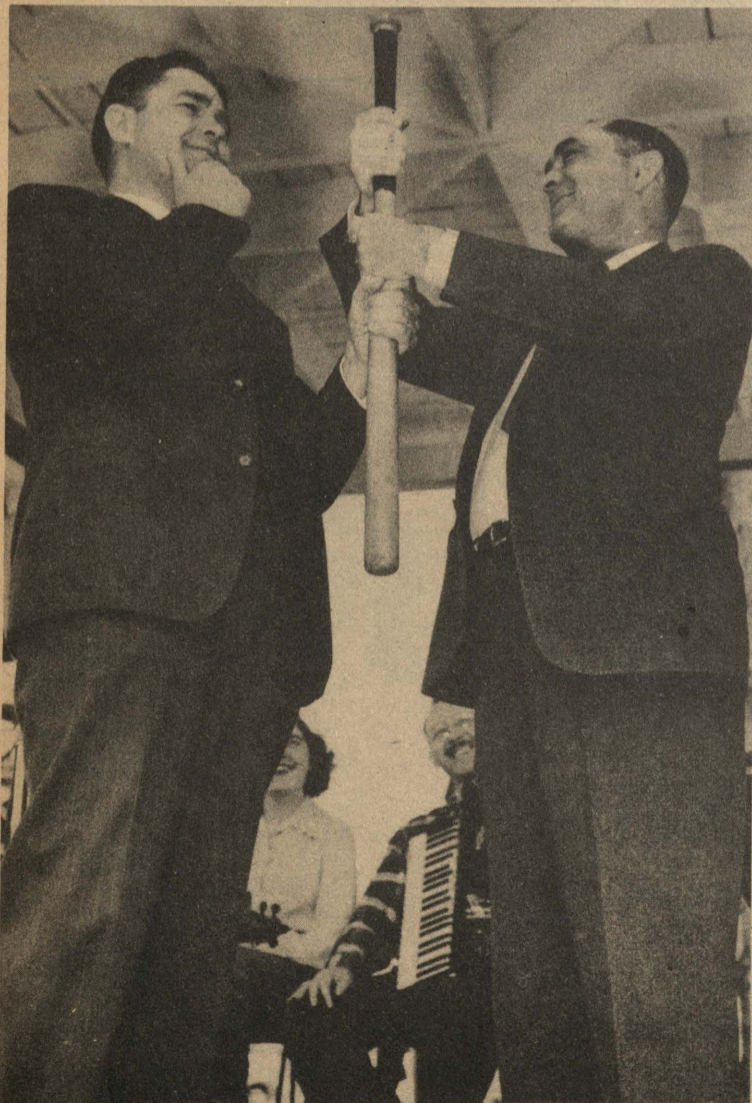


CHAMPS

**Home of Champions** This is Swan Island's Out-fitting dock pictured at dusk. More tankers are delivered "per way" from this dock than from any tanker shipyard dock in the world. Six were delivered in May. Six will be delivered in June. (Swan Island photo)

## Workers Quizzed on Invasion

(SWAN ISLAND)—Immediately after news of the invasion was flashed, shortly after midnight, June 6, Bosn's Whistle reporters interviewed Swan Island graveyard workers on the job. Asked two questions, "What were you doing when you heard the news?" and "What was your first thought?", here are their answers:



**Turkey or Beans?** Choosing sides for the turkey or beans contest, part of the Fifth War Loan campaign at Swan Island, are A. R. Nieman, general manager of Swan Island, and Elmer Hann, yard superintendent. Each official chose nine teams. (Swan Island photo)



**MRS. MARY JO FERGUSON,** (left) Progress department, graveyard. "I was working here in the office. My first thought was about my husband who is in England with the infantry. This is the big thing. My thoughts are all with him."

**EDNA McGAUGHY,** (right) welder in Assembly, graveyard. "I was welding when I learned about the invasion. I intend to weld harder than ever now!"

**H. A. FRIDAY,** (left) rigger on the ways, graveyard. "I was reporting a breakdown when I heard the news. My first thought was of the number of guys who are dying over there."

**HAROLD REX,** (right) head field clerk, Mechanical department, graveyard. "I was working when I heard the news. We have a hard job ahead of us and it will last quite a while. I doubt if we'll get to Berlin this year."

**RALPH ADAMS,** (left) pipe welding supervisor, graveyard shift. "I was buying a war bond for a fellow worker who was off work due to an injury. I wasn't surprised. One of my first thoughts was about a nephew who is with the army in England."

**MRS. A. S. ARNESON,** (right) bond department, graveyard. "I was typing bonds when I heard the news. My first thought was of our boys over there."



**Bond Kickoff** Jane Powell, better known in Portland as Suzanne Burce, headlined Swan Island's swing shift bond kickoff show Monday with the KGW orchestra emceed by Homer Welch. Red's gang from radio station KOIN appeared at Victory center at 11:30 a. m., in front of the Administration building again at noon. Invasion news spotlighted the graveyard show. Swan Island entertainers from other shifts staged the graveyard program. Ingeborg Harmon, graveyard assembly welder, bought \$2,500 bonds on the graveyard show. (Swan Island photos)



## RULES FOR FLAG DISPLAY TOLD

Portland-Vancouver area shipyards will join in the celebration of Flag Day Wednesday, June 14, 167th anniversary of the institution of the American flag by Congress. With many workers planning to unfurl Old Glory in the yards and at home, the Marine corps has made available a list of regulations governing the display of the flag.

Here are some of the "do's and don'ts" of flag display:

1. The Flag should be raised and lowered by hand. It should be displayed only from sunrise to sunset, or between such hours as may be designated by proper authority.
2. Do not raise the Flag when it is furled. Unfurl, then hoist quickly to the top of staff. Lower it slowly and with dignity. Place no objects on or over the flag.
3. When displayed over the middle of the street, the Flag should be suspended vertically with the union to the north in an east and west street, or to the east in a north and south street.
4. When it is to be flown at half-mast, the Flag should be hoisted to the peak for an instant and then lowered to the half-mast position; but before lowering the Flag for the day, it should again be raised to the peak. By half-mast is meant hauling down the Flag to one-half the distance between the top and the bottom of the staff.
5. During the ceremony of hoisting or lowering the Flag, or when the Flag is passing a parade or in a review, all persons present should face the Flag, stand at attention, and salute. Men not in uniform should remove their headdress with the right hand and hold it at the left shoulder, the hand being over the heart. Women should salute by placing the right hand over the heart. The salute in a moving column is rendered as the Flag passes.
6. When the Flag is displayed in a manner other than by being flown from a staff, it should be displayed flat, whether indoors or out. When displayed either horizontally or vertically against a wall, the union should be uppermost and to the Flag's own right (to the observer's left). When displayed in a window, it should be displayed in the same way, that is, with the union or blue field to the left of the observer in the street. When festoons, rosettes or drapings are desired, tunting of blue, white and red should be used, but never the flag.
7. Take every precaution to prevent soiling the Flag. It should not be allowed to touch the ground or floor.

## OSC Leadman Has \$11,000 in Bonds



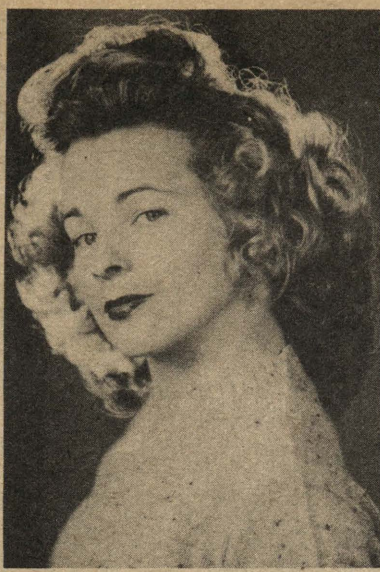
GUS STROM

(OREGON SHIP) — Gus Strom, Oregon Ship swing shift painter leadman, has a nest egg of \$11,000 in war bonds in his safety deposit box. Strom recognized war bonds as a good investment some time ago, and began accumulating them before the payroll savings plan went into effect at OSC.

He combines a hobby of remodeling houses with the business of selling them in spare hours, and declared: "Buying war bonds is just a good, sound way of investing money for the future."



**Shipyard Art** Shipyard artists are well represented in a separate gallery at the All-Oregon Exhibition now on display at the Portland Art Museum. The above painting entitled "Another Day" is the work of Don Graham, Swan Island worker and resident of Vanport. The museum is open from 10 to 5 p. m. daily and Wednesdays from noon to 10 p. m.



**Montana Glamor Girls** The four comely girls from the "wide open spaces" pictured above are the first entrants in the Miss Montana contest which will be held Sunday at Pier park in conjunction with the Montana State picnic. They are (left to right) Eleanor Burrows, Butte, Oregon Ship Maritime commission driver; Valerie Richards, Butte, Swan Island Assembly; Nyleta Nelson, Main Electric, Vancouver, and Betty Lincoln, Lewistown, Oregon Ship Personnel department clerk. The contest is open to all Kaiser shipyard girls who hail from the Bitter Root state.

## Montanans To Picnic Sunday in Pier Park

Hundreds of Montana workers in the Kaiser shipyards in the Portland-Vancouver area will gather for a Montana State picnic Sunday in Pier park. In the absence of Governor Sam Ford of Montana, who wired he was unable to attend the celebration, the speaker of the day will be Leo J. Hanley, prominent Portland attorney, who started his career as a newsboy on the streets of Butte.

Highlighting the program will be a beauty contest in which "Miss Montana" will be selected. The winner of the contest will later compete with other beauty winners for the privilege of sponsoring a ship launching. Girls from Montana are urged to enroll in the contest.

There will be a free dance from 3 p. m. to 6 p. m. with Bob Bateman and his Serenaders furnishing the music.

The program will open at 11 a. m. with religious services. Dr. William Wallace Youngson, retired Methodist minister, will officiate.

Free coffee will be served by the J. H. Luhn company which operates the cafeterias and dormitory restaurants in the Kaiser yards.

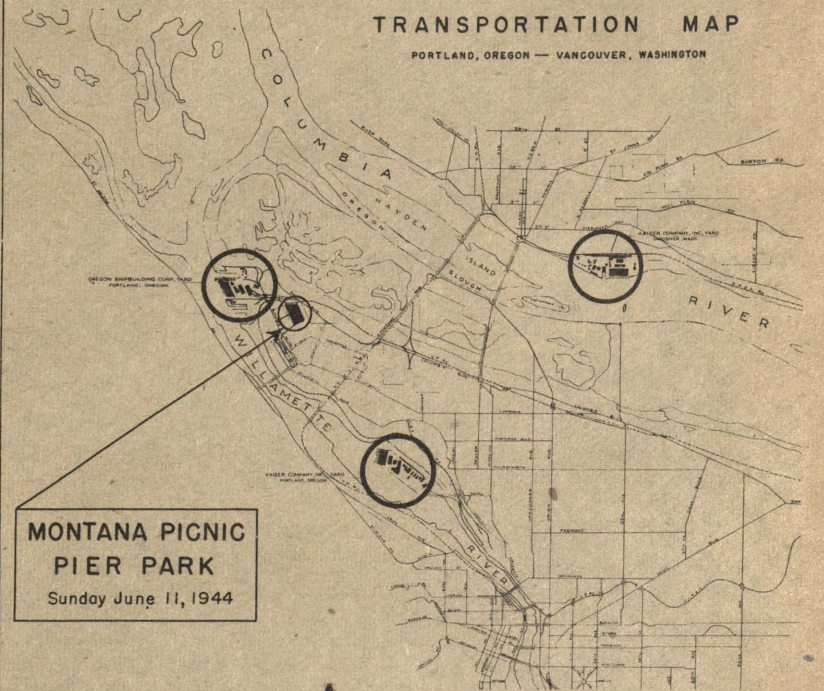
Although there will be concessions operating at the park, all persons attending the picnic are urged to bring their lunch. Roger Smith, general chairman of the picnic committee, asks Montanans working in the three Kaiser yards to invite service men from Montana now stationed in Portland to be their guests. "Bring a service man and bring his lunch," Smith said.

The sports program will include scores of events for children and adults. Herman (Hicks) Belt, former ace pitcher in the old Northwestern Baseball league, has been named official umpire of the softball games. There is a large swimming pool in the park and a wading pool for children. There are horse-

shoe pits, tennis courts and a large children's playground.

A variety show will be presented during the afternoon. The entertainers include the Montana Wrangler band, Montana Pat Shannon, singer, Charles Olson, singer, Brick Holton, former Hit Parade tenor, Harry Olson, pianist, Singing Sentinels, Louis Newberger and Doris Young.

Former Montanans who will judge the beauty contest are A. J. O'Connor, Butte; Jim Dulaney, Miles City; John Pence, Anaconda; and Eddie (Where Montanans Meet the Rest of the World) O'Connor.



Shown above is a map of the area surrounding Pier park, on the outskirts of St. Johns, where hundreds of Kaiser shipyard workers in the Portland-Vancouver area will hold a Montana State picnic on Sunday, June 11.

## Kaiser Men Well Up In KOIN Bond Club

Shipbuilders of the Portland-Vancouver areas can wear a feather in their cap any day for their upper-bracket work in war bond purchases, as evidenced by their large representation among the membership of the KOIN Million Dollar club. Every prospective member must be officially credited with the sales of one million dollars or more in war bonds before he can get by the turnstile of the club.

Of 135 members, 13 come from the Kaiser yards. Shortly after the club was chartered in the spring of 1943, the first contingent rode through the million-dollar portals. This group included Edgar Kaiser, general manager of the three Kaiser yards; Tom Murphy, war bond sales, Vancouver; Jim Emmett, administrative assistant OSC; Charles Mack, former war bond head, OSC; Hal Babbitt, OSC public relations director; Ken James, war bond head, Swan Island; Todd Woodell, administrative assistant, OSC.

A. R. Nieman, Swan Island assistant general manager, was initiated into the club last August and was followed a month later by Mike Miller, Vancouver assistant general manager. Don Frederickson, Swan Island war bond manager, and Tommy Hoxie, Swan Island public relations director, were "paired in" in March and were followed the next week by Kenneth Moyer, present war bond chief at OSC, and Bob Bateman, OSC war bond sales.

Although the feature of each broadcast is the recognition of the leaders in war bond promotion, it is stressed that members are merely representative of the people who really make such a record possible, the individual purchasers of stamps and bonds.

Each initiate is presented with a gold-plated Treasury department lapel pin and an engraved certificate of membership.

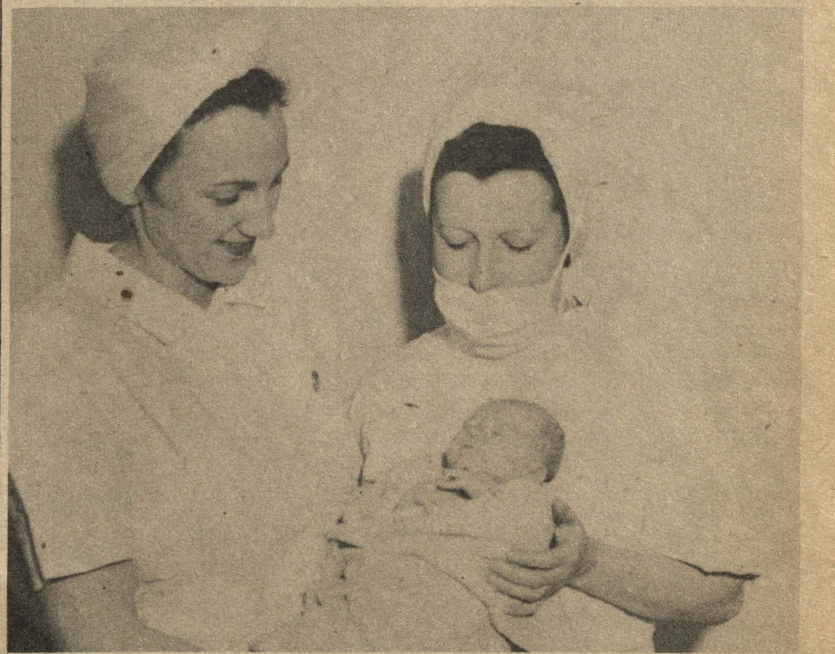
With the Fifth War Loan drive

## BOND NOTICE

Shipyards and other war industries which are authorized agents for series "E" bonds must confine sales to company employees and their families, according to an announcement by the U. S. Treasury department.

## Bobcats Bill Pair

The Swan Island Bobcats, girls' softball team, meets Navy Monday night and Gunderson Brothers Wednesday night. The two Multnomah league games will start at 7 p. m. and will be played at Peninsula park.



**New Son for "The Boss"** Edgar Kaiser's fifth child, second son, appears here quite unconcerned about the photographer's interest in recording his arrival for posterity. Born Friday, June 2, at 1:40 p. m., he weighed 6 pounds, 5 ounces. He was the 459th baby delivered at Permanente hospital, and was one of eight children born at Permanente that day. The picture was taken only a few hours after birth. Holding the baby (left) is Miss Dene Otten, obstetrical supervisor, and Mrs. Erma Tobe, nurse. (Vancouver photo)



# The WORKER SPEAKS



Two weeks ago the Bosh's Whistle printed a letter from an anonymous shipyard worker who viewed his future prospects with misgivings.

Said this worker, "If we are working, buying bonds and fighting for breadlines, I don't think we should go any further. I certainly don't want to stay here until I have to join the breadline. So just as soon as I can, I'm going to sell my property and get out of this area. . . It looks like I'll have to move away to be sure I can locate a job with a future. And that's what I'm going to do."

The Bosh's Whistle asked shipyard workers for their answers to this letter. Almost to a man or woman, writers denounced the need for post-war breadlines, expressed hope and faith in their employer, in their jobs, and in the Northwest. Excerpts from some of these letters follow:

## WIN THE WAR FIRST

Sir: I wonder if it has occurred to the worker who is planning on selling out and getting a job that would be permanent that our boys in the armed forces haven't the opportunity of quitting their jobs to beat him to the punch, or that if they fail to defeat the enemy, there may be no post-war jobs worth finding.

"If we can believe the stories about conditions in countries overrun by Nazis, there are worse things than breadlines. If we fail to do our part, we are crippling the efforts of our best young men and women.

"In my opinion, anyone who came here because of the chance to make big money in the shipyard and then ducks for cover as soon as he hears one of the many rumors that float around proves conclusively that he has no interest in furthering the war effort and has only his selfish interest at heart."—CLYDE HOFFER, O.S.C.

## ADVISES "TIMID SOULS"

Sirs: Isn't it a fact that breadlines in the past have been national and not confined to one community? And isn't it also a fact that during the last depression when breadlines and the dole prevailed everywhere, thousands of workers and their families came to Oregon and Washington from the middle west because they could not make a living where they came from? The records will show that most of them found work and opportunity here.

To those timid souls who are afraid of being left stranded at the end of the war, I would say look around you.—R. E. LOVELACE, Swan Island.

## WORSE THAN BREADLINES

Sirs: This job of winning the war is not finished yet by a long shot. The boys at the front aren't quitting, so neither am I. Give me the good old American breadline any time, rather than a bowl of slop from the Japs or Germans.—ERMA DAVENPORT, tool checker, O.S.C.

## JOB OPPORTUNITIES GOOD

Sirs: I ask what kind of enterprise asks more post-war assurance than the jobs people are leaving? It is obvious at this time that anyone connected with construction has and will have a permanent job for as long as he wishes to work. It seems apparent that the worst way to combat depression would be to quit. Clearance offices were made a necessity because the employees placed their own individual security over that of the nation. Steps are being taken today to provide for post-war emergencies, and it may be well to note that our present employer is one of the most prominent promoters in this field.—LOMA M. SELLEY, Vancouver.

## WAR PARENTS

Sirs: I would suggest that our fellow worker keep his home, save his money, and continue to build ships; pay less attention to rumors and work hard for what our boys are fighting for. If we will all do this, we will win the war. Then when it is won, we can feel free to go where we please and come back when we get ready. My wife and I have two sons in the army, and if our health holds up, we are going to keep on fighting right along with them.—T. F. MANKIN, O.S.C.

## STAY WITH THE SHIP

Sirs: If everyone thought as you and your letter, there would be no post-war or jobs. I think the best thing to do is stay with the ship, buy bonds, and save all you can for a rainy day. The rest will take care of itself. If breadlines are here, they will be everywhere, so there couldn't be any job security anywhere, just as it was in the depression days.—C. R. MILES, Swan Island.

## JOBS PLENTIFUL

Sirs: Any man or woman who would quit a war job is not worthy of a post-war job. This war has just started and now the only thing left for us to do who can not fight is to forget post-war jobs, do all we can, buy all the bonds we can, and furnish our boys with everything to fight with. There will be no need for breadlines because there will be plenty of post-war jobs for all who want to work.—E. R. RUST, painter, Vancouver.

## POST-WAR SECURITY

Sirs: Our nation is built on the ideal that the people themselves shall direct the national destiny. Whatever we are as a nation is the result of our activity or our apathy. The beautiful and exciting thing about democracy is its ability to change and to be anything the people want it to be because it is the people. Now there has started a small hysteria over post-war problems and the immigrant worker who wants to leave even before invasion has begun and when the demands on materiel and manpower will be greater than ever before. He wants to establish his individual security before the day comes when he fears there will be a national insecurity. He wants to run away.

Mister, you can't run away because that fear you have of the future will follow you to Paducah or Tampico. You've resigned yourself to the post-war blues, and you have missed entirely the most obvious lesson this war can teach our people: If we can work and build for war, we can also work and build for peace.

Depressions are not unusual, but we need not accept these slumps as necessary evils, but as evidence of our own failure to make our democracy fit our needs.

The whole point is that people must determine whether or not we shall have breadlines and they must do so by putting down roots somewhere and starting to speak.—A SHIPYARD WORKER, O.S.C.

## FORGET POLITICS

Sirs: As I see it, if we defense workers don't stay on our present job until it is done and its purpose accomplished, we won't have any choice in the matter of post-war employment. Neither will there be any privilege to change jobs "just because."

Let the politicians battle while they may. You who came out here to build ships, planes, and tanks are the ones the boys in the armed forces are depending on. If you lay your job down now, they will have to lay their lives down later. Better stick while you can.—NELLIE DAWSON, paint shop, Vancouver.

## COAST GASOLINE ALLOCATION CUT

Although Pacific coast gasoline production for 1943 was 30 per cent higher than the coast's 1940 output, 24 per cent less was allocated for civilian use than in 1940, an OPA bulletin disclosed this week. More than 50 per cent of the 1943 supply went for military use, it was revealed.

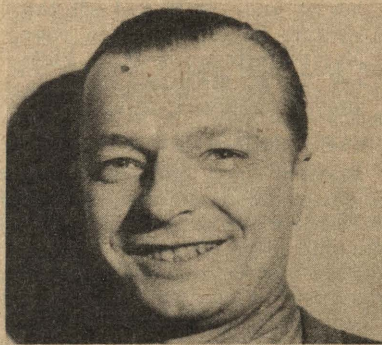
The 1944 percentage for military needs will be even greater, the bulletin said, pointing out that "half of the supplies to our men overseas are petroleum products."

"The tanks of one Flying Fortress contain as much gasoline as is allocated to 23 'A' book holders in one year," the OPA declared. "A single heavy navy fighter plane requires in one hour of flight enough gasoline to drive a passenger automobile from San Francisco to Chicago. The needs of the armed forces will be met first. Civilians will get along on what is left."

Commenting on the OPA bulletin, Howard Young, OSC director of Housing and Transportation, said:

"It is up to each of us, as civilian war workers on the home front, to organize and maintain ride-sharing agreements and cut our personal driving to a minimum in order that the critical war material, gasoline, may be put to use where it is most needed."

## Housing Fire Hero Lauds Northwest



MICHAEL J. ORIS

(VANCOUVER)—Michael J. Oris, Ogden Meadows deputy sheriff and former shipyard worker, had this to say when he was presented with the Carnegie Medal at the launching ceremony of the U.S.S. Roi at Vancouver last Friday. "I have no regrets about coming out to the West coast and I expect to make the West my home." Oris received the medal for his rescue of two men and the attempted rescue of possibly two other men in the Hudson House fire November 13, 1942.

## War Makes Bachelor Of OSC Leadman



EARL T. PARKINSON

(OREGON SHIP) — War has made a "bachelor" of Earl T. Parkinson, 55-year-old marine pipe control leadman, who has known the solid comforts of family hearth, pipe and slippers for nearly three decades. But Parkinson insists there's a adequate compensation for him in the satisfaction that he and his family are 100 per cent in the fight.

Not content with having served nearly 1100 hours as volunteer switchboard operator for the interceptor command, Parkinson's wife, Clara, joined the WAC's early in May and entered communications training in Des Moines, Ia.

His older son, William, a technical sergeant in the army air corps for the past 16 months, is instructor of a diesel school in the east. His younger son, Robert, is en route to foreign battlefields as a paratrooper after several months of training in North Carolina, Tennessee and Georgia.



**Look . . . Two Hands** H. D. Bengé, Plate Shop boilermaker, recently set a new record in welding jack blocks by using two stingers at the same time, instead of the usual one. Bengé is a navy certified welder. Hired as a shipfitter, he turned to welding, knowing the acute shortage of experienced craftsmen in this field. (Swan Island photo)

## Port Captain Eyes All Ship Movements

Issuing his salty orders from the "quarter-deck" of an office at the Oregon Ship Outfitting dock, Frank Gillard, port captain for the three Kaiser yards, supervises movement of all Kaiser-yard built ships in this area from launching to final delivery. Included in his duties are the conducting of river trials, security of vessels in the Outfitting dock, tests on deck cargo gear, anchors and steering gear, stowing and checking of lifeboats and the movement of ships after launching and before deliveries.

Captain Gillard, who left a ship's bridge for his present post in 1941, has directed the final stages in the delivery of every ship launched from the ways of the three yards. Assisting him at OSC is Captain C. A. Peters and 26 department members; at Swan Island, Captain Forest Peterson and 12 department members; at Vancouver, Captain Jack Taylor and 16 department members.

The port captain began his seafaring as a naval seaman during World War I, and joined the merchant marine in 1919. He became a ship's master in 1933, and during the following eight years served as captain of various vessels on the Pacific coast. His home is in Portland and his sole hobby is—ships.

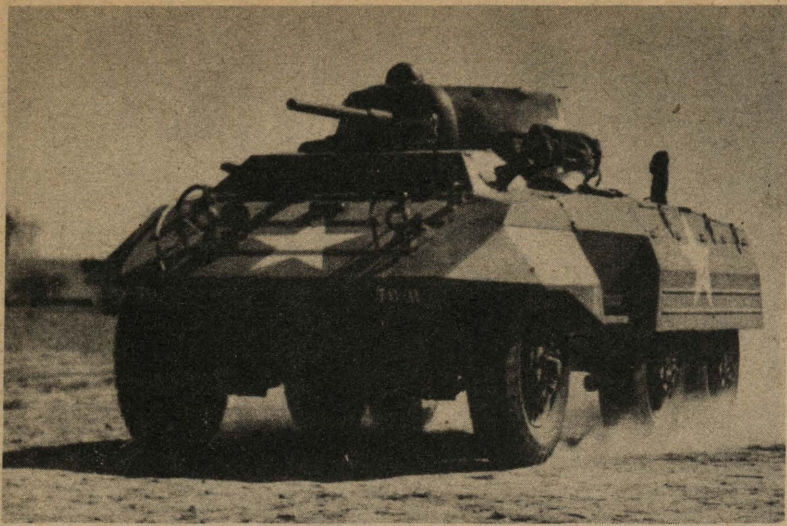


CAPTAIN FRANK GILLARD



**Shipyard Atlas** A challenge was hurled this week at Jerry Zollo, OSC Pipe shop strong man who bends pipe by hand, by E. A. Currier, yard truck driver, who says he can perform feats of strength that would make a piker even of Sampson. He is pictured above holding up a case containing what he described as 2000 pounds of peach fuzz. (Oregon Ship photo)





**M-8 Armored Car** Eight of the new army M-8 armored cars along with jeeps and 105 mm howitzers will thunder through Swan Island tomorrow when the Trailblazer division from Camp Adair launches the S. S. Trailblazer. It's equipment like this overseas that demands the gasoline transported in Swan Island tankers. (U.S. Army photo)

## Army Division To See Trailblazer Launched

(SWAN ISLAND)—Swan Island shipbuilders will see where some of their war bond dollars go when the S.S. Trailblazer, Hull No. 73, is launched tomorrow (Saturday) at 11:30 a. m. from Way No. 1. The 2,000 man combat team of the 70th division (Trailblazers) of Camp Adair will march through the shipyard and pass in review before their commanding officer, Maj. Gen. John E. Dahlquist, and his staff.

The 75-piece Trailblazer band will lead the parade that will include eight of the new M-8 armored cars, 24 jeeps and a battery of 105 mm. howitzers.

General Dahlquist will tell what it costs in dollars to keep his division in the field and what it means to fight a war. Mrs. Dahlquist will sponsor the ship, attended by wives of the divisional commanders.

Line of march of the parade is from the southeast gate through the yard to Craneway No. 2. Troops will pass in review before the launching platform at Way end No. 1.

The ship originally was to be named Smoky Hill, but the Maritime commission agreed to change the name to Trailblazer in honor of the 70th division on the anniversary of its first year since activation.

### Husband Decorated In South Pacific

(SWAN ISLAND) — Carol Hayden, Progress engineering aide, has been informed that her husband, Lieut. Elmo Hayden, was awarded the Distinguished Flying Cross in recognition of the outstanding work done by the troop air carrier section of the 5th air force in the South Pacific. In the past six months, Lieut. Hayden has personally piloted more than 1,000,000 pounds of freight and personnel from rear to forward bases, flying over terrain where enemy action was always expected and probable. Carol, as well as her husband, is interested in flying. She is a pre-flight student in the C.A.P.

### Worker Gets \$20 From Mystery Donor



Louis Schafer, day shipwright on the Ways, who has a perfect attendance record for 18 months, received through the mail a \$20 bill in a new billfold. The only identity of the sender was a card bearing the name, John Wainright. Schafer says the only John Wainright he has ever known, was a cousin whom he hasn't seen or heard from for over 30 years. (Swan Island photo)

### Cans Aid Campaign For Cleanest Yard

(SWAN ISLAND) — In a campaign to keep Swan Island the "cleanest shipyard in America," 200 waste cans have been placed at convenient locations. Workers are requested to use the yellow painted cans for disposal of small refuse that otherwise might be thrown on the ground.

Ed Lay, administrative assistant, says Swan Island's reputation is deserved.

# Swan Again Awarded 'Tanker Champ' Flag

(SWAN ISLAND) — The "Tanker Champ" flag is returning to Swan Island. Marinship workers in California, who held the flag for two months, were directed, June 3, by Admiral Vickery, to return the championship banner to Swan Island as a result of "Productivity per way" results for the month of May. Swan Island delivered six ships from eight ways. Marinship delivered four

ships from six ways. Box score: Swan Island, .750; Marinship, .666. Alabama, Bethlehem and Sun trailed.

News of the Swan Island victory was sent to Edgar Kaiser, general manager of the three Kaiser yards in the Portland area, June 3, in a wire saying:

"The following telegram has just been sent K. K. Bechtel, president Marinship Corporation Sausalito Cal: 'Based upon the records of the several yards engaged in the construction of tankers you are hereby instructed to transfer immediately the Tanker Champ flag to Kaiser Company Inc., Swan Island Yard, Portland, Ore., since Swan Island led in tanker productivity per way during May and accordingly is authorized to fly the flag during the month of June.' Congratulations to you, every member of your staff and all the workers in your yard on your May performance.—H. L. Vickery, U. S. Maritime Commission, Washington, D. C."

### MARINSHIP HELD 2 MONTHS

Early in April, Marinship tanker builders held an exultant, triumphal celebration one noon. Five thousand day-shift workers led by a band, formed a parade behind the truck that bore the National Tanker Champ flag into the yard. The coveted flag finally had been captured from Swan islanders who had held it since it was first awarded in October, 1943. Marinship was the new champion tanker yard. Their March production exceeded Swan's by 1/24 of a ship.

Swan came back fighting. On the day that Marinship workers paraded their victory, islanders already were finishing the last of the vitally needed fleet oilers that had "thrown them a curve" in production.

Schedules for T2 tankers were stepped up. By the end of the month, Rod Wentworth's welders on the ways had broken all their existing welding records. Erection tonnage marks soared under "Red" Fulton's erection gang. Assembly heavily stepped up production. Plate Shop lengthened its stride. Pipefitters smoothly adjusted work to the new pace. Swan delivered five in April. It wasn't enough. Marinship delivered four from their six ways and retained the championship.

Records continued to fall at Swan. On May 3, machinists on the ways set propulsion machinery in a new time record that has been

### PLAN CEREMONY

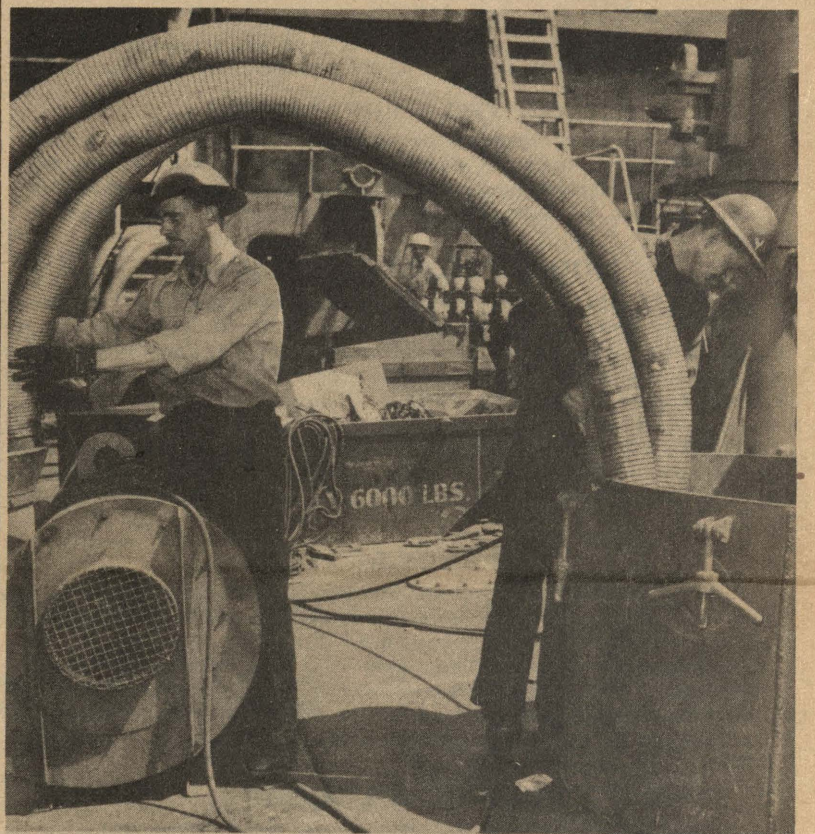
A. R. Nieman, Swan Island general manager, announced late Tuesday that workers will be notified immediately when the "Champ Flag" is delivered to the yard and that there will be a flag raising ceremony. It is anticipated that the flag may arrive Saturday, June 10.

unchallenged by any shipyard in the world. On May 15, the last fleet oiler conversion was delivered on schedule to complete an outstanding job, and outfitting workers turned their full attention to T2 tank-

ers. Every department in the yard was in step with the accelerated program.

The race was close. Late in the month Marinship queried, "Will Swan deliver six in May?" The answer was, "Maybe." The sixth hull still had a trial run to make before acceptance and delivery. By May 31, the yard and Marinship knew that Swan Island had delivered six ships in May. The flag was coming home! Marinship's four deliveries were not enough.

In the meantime, to assure the yard of continued production championship, an increase is anticipated in July when seven ships are scheduled for delivery.



Shipwright Leadman Buster Berry and F. W. Pense, electrician, install ventilation blower for welders down in tank on Hull No. 73 on Way 1. This blower will displace 5000 cubic feet of air per minute. (Swan Island photo)

## FRESH AIR BIG JOB Blowing Aids Safety

(SWAN ISLAND)—One of the most important, and perhaps the least talked about safety measures in the yards here is just plain blowing. Not the bragging type of "blowing," but air ventilation in the tanks and double bottoms of ships. Without this blowing—and suction—hundreds of shipyard workers couldn't do their jobs in safety, or in comfort.

Two methods are used at Swan, exhausting and blowing. The exhausting method is accomplished by means of suction—long flexible metal tubing drawing poisonous fumes from compartments where galvanized welding and burning on painted surfaces are being done.

The blowing method supplies fresh air to workers in various parts of the hulls where there is no natural ventilation.

Approximately 205 large blowers and 100 smaller ones are in constant operation in the various ships. The large blowers have a displacement of 5000 cubic feet of air per minute while the small ones displace 650 cubic feet per minute. They are equipped with five horsepower and half-horsepower motors respectively. These machines together with 60,000 feet of flexible steel tubing comprise the equipment of the Ventilation department.

By the time a ship is ready for

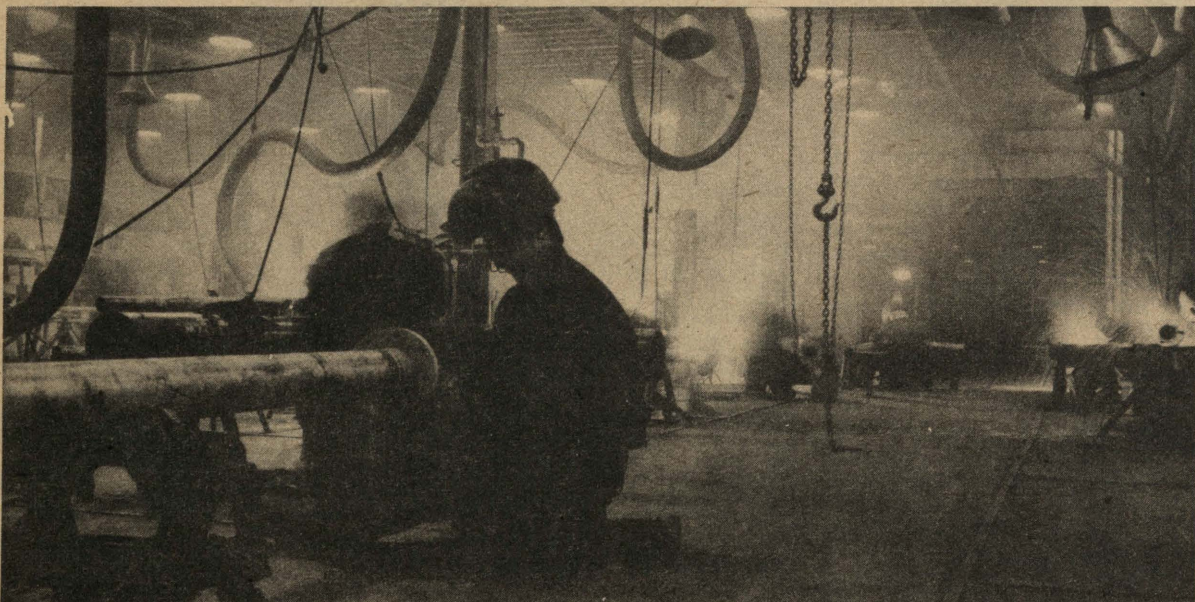
launching about 8000 feet of tubing and 40 blowers have been progressively installed as the ship grows in size.

Ventilation is under the direction of Superintendent Brown, Electrical department, who works in conjunction with Safety Engineer J. C. Moreland. Each shift averages 30 men, electricians and shipwrights, with one foreman and two leadmen.

Two expeditors move equipment from one hull to another as it is needed. A workshop is maintained to repair damaged tubes and make minor repairs to blowers.

A record is kept of all telephone calls for air. Crews call in every half hour and pick up requests from various crafts and locations. Located at Craneway 1, the department is best known by its telephone number, Ext. 482.

Supervisor of the ventilation gang is H. A. Peterson. Foremen are J. P. Lausen, day; Bill O'Connor, swing and George Cote, graveyard.



**Welding Inferno** Using a 13-second time exposure, Photographer Everett Chandler pictures pipe welding shop on graveyard shift. There are 14 women and 33 men welding in the shop on this shift under the supervision of Foreman J. H. Holland and Leadmen J. T. Luoma and J. J. Race. (Swan Island photo)



## SWAN ISLAND INQUIRING REPORTER

### QUESTION

**How is your transportation to and from Swan?**

Donald McClure, graveyard electrician helper, "I have just moved into the dormitory, so I have no transportation problem. When I lived in Tigard, it wasn't so good. I had to spend too much time going to and from work.

By living at Swan Island and walking to work, I can get in an hour and one half more sleep than when I lived out and that makes a difference."

Abbie Bush, day shipwright helper, "It's not so bad. I have to ride the shipyard bus but I don't have to make a transfer. The only trouble is getting a seat on the bus. It takes a lot of time riding buses. I leave home at six in the morning to get here by seven, but it would take more time if we didn't have the shipyard buses that bring us right to the yard."

M. V. Brigman, swing welder on the Ways, "I don't have trouble now because I live in the barracks, but my family is coming out soon and if I can find a house to move into, I will probably find transportation more of a problem. As it is now, I can either walk to work or ride the bus, but I think transportation in general is as good as could be expected in these times."

Florence Lambert, swing laborer on Ways, "I am fortunate in that I have good transportation. I have only about a ten-minute ride on the shipyard bus so I have no complaint to make. I usually have to stand on the bus, but I don't mind since it is such a short distance."

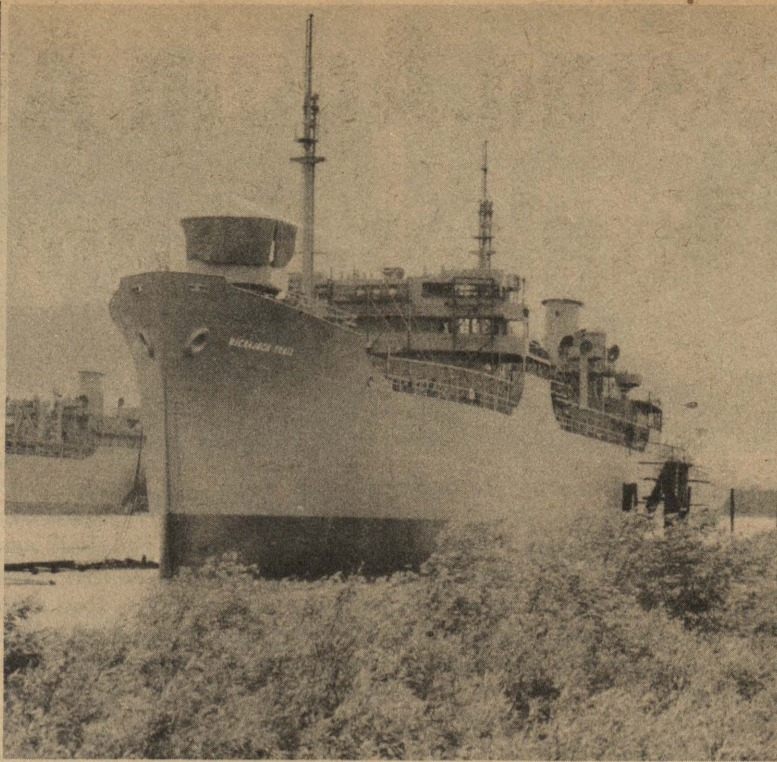
Don Brockman, day crane operator on Ways, "My transportation is pretty good. I drive my own car and carry riders. I live about 11 miles out and before I started using my car, I occasionally had difficulty getting to work on time. Lots of mornings, my ride was late and I would have to drive my own car anyway to make it on time."

Pearle Spain, graveyard production laborer, "Transportation has been very good. I live at University Homes and we have good dependable service from this project. I have never been late because of transportation and busses aren't too crowded. If it were not for the shipyard busses, it would be more of a problem."

### Foreman In Blood Donor Gallon Club

(SWAN ISLAND)—On May 9, Tony Deis, layout foreman in Assembly, became a galloneer and a member of Portland's Gallon Club for blood donors. His first donation was given the day he was hired at Swan Island, October 13, 1942, and he has been a regular visitor to the blood donor center since. Active in organizing blood donor groups at Swan Island, Tony says, "I'll go as long as they will let me because the men and women over there need that blood plasma."

Tony Deis



**Errant Tanker** S. S. Nickajack Trail, her mooring cables snapped by the early morning high wind, June 1, lies grounded on the sands of Mocks Bottom. A few graveyard shift workers on the hull at the time it broke loose were brought back to the dock by tug. Combined power of tugs, trucks and cranes re-berthed the runaway tanker without damage to the hull. (Swan Island photo)

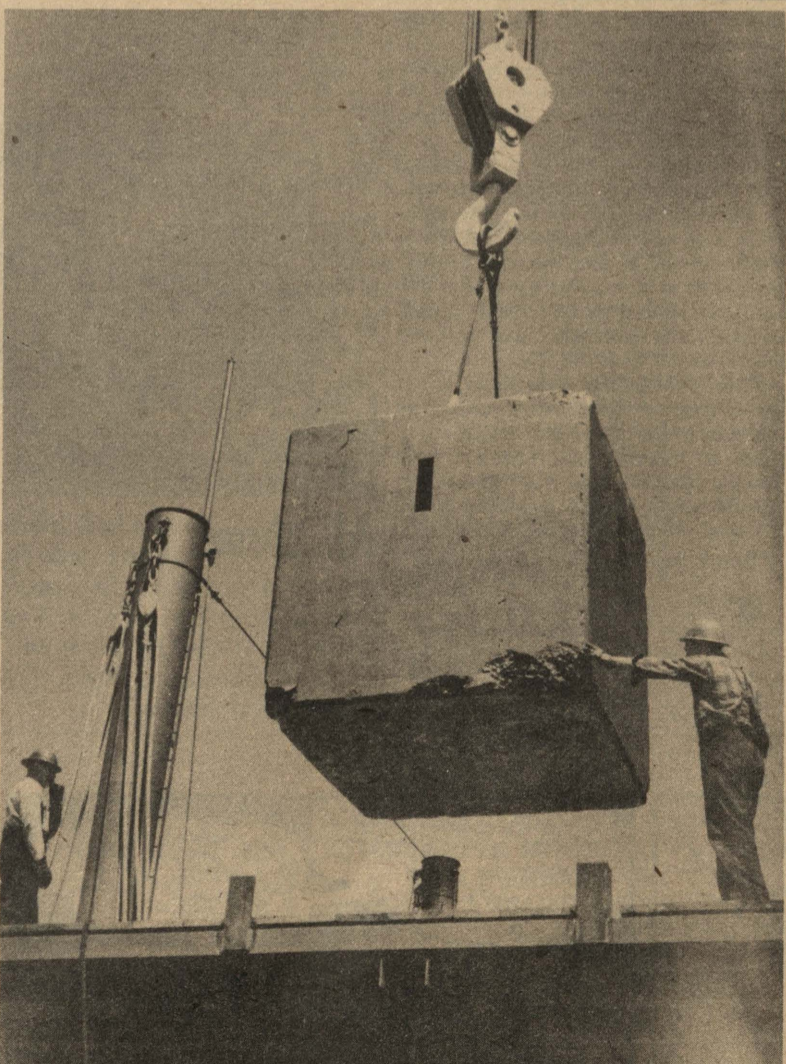
### Official's Wife Sponsor Five Former Swan Men Of S. S. Shawnee Trail Of Family in Service



Mrs. James L. Bates of Washington, D. C., wife of the technical director of the U. S. Maritime Commission, sponsored the S. S. Shawnee Trail, Hull No. 71, May 31. She was attended by Mrs. J. F. Bruns, wife of the principal hull inspector, and Mrs. H. P. Stevens, wife of the principal machinery inspector, both Swan Island maritime officials. (Swan Island photo)

(SWAN ISLAND)—H. A. Doan, swing leadman of Template storage, has four sons and a son-in-law in naval service in the South Pacific area. All the boys were working at Swan Island when they volunteered for the navy. Johnny, 24, a welder, is in the armed guard; Joseph, 22, a shipfitter, is now a seaman 1/c with Seabees, and Lester, 18, a former chipper, is now a cook. Albert, 26, was a welder at Swan until he joined the Merchant Marine. He has been discharged due to a shattered kneecap suffered while working at home between voyages. Edward Donaldson, 32, son-in-law, is an armed guard in the navy. A stepson, Burchel Dunigan, is a mechanic in the air corps and the Doans also have four nephews in the army.

Doan came to Swan Island July 22, 1942, after spending 10 months at Oregon Ship. Mrs. Alma Doan is also helping the war effort by operating a roll in the Plate shop on swing.



**Inclining Test** This 20-ton concrete block is one of four used recently in an inclining experiment to determine the initial stability of a Swan Island tanker. Usually only one inclining test is made for each type of vessel, but due to design changes in tankers since the original test was made at Sun shipyard, the test was made here and proved satisfactory. (Swan Island photo)

## Bond Drive Losers To Eat "Humble Pie"

(SWAN ISLAND)—Eighteen war bond teams were divided Monday at the initial Fifth War Loan campaign Victory center show by General Manager of Swan Island A. R. Nieman and Elmer Hann, yard superintendent, nine to a side, for a sales contest at which the winners will eat turkey, the losers,

### QUARTETTE NAMING BIDS END JUNE 30

(SWAN ISLAND)—Some lucky person at Swan Island will be given a \$25 bond for the winning name selected for the Swan Island quartette. The contest runs to June 30.

Turn suggestions in to the Bosn's Whistle by letter. Sign name and badge number.

Entries will be judged by Swan Island General Manager A. R. Nieman, Yard Superintendent Elmer Hann and J. P. Bruns, principal hull inspector for USMC.

### BIRTHS

Mr. and Mrs. C. R. 'Rocky' Ryerson, a girl, Linda Kay, May 30, at the Wilcox Memorial hospital. Ryerson is a day shipfitter.

Mr. and Mrs. Alfred I. Nichols, a boy, May 15, at Wilcox Memorial hospital. Nichols is report supervisor in Progress department.

Mr. and Mrs. Robert 'Bob' Bacon, a boy, May 19, Bob is material supervisor at General Stores.

Mr. and Mrs. Dell Clouser, a boy, Daniel Louis, May 23. Dell is a layout man in the Rigging department. His wife, Helen, formerly was employed here.

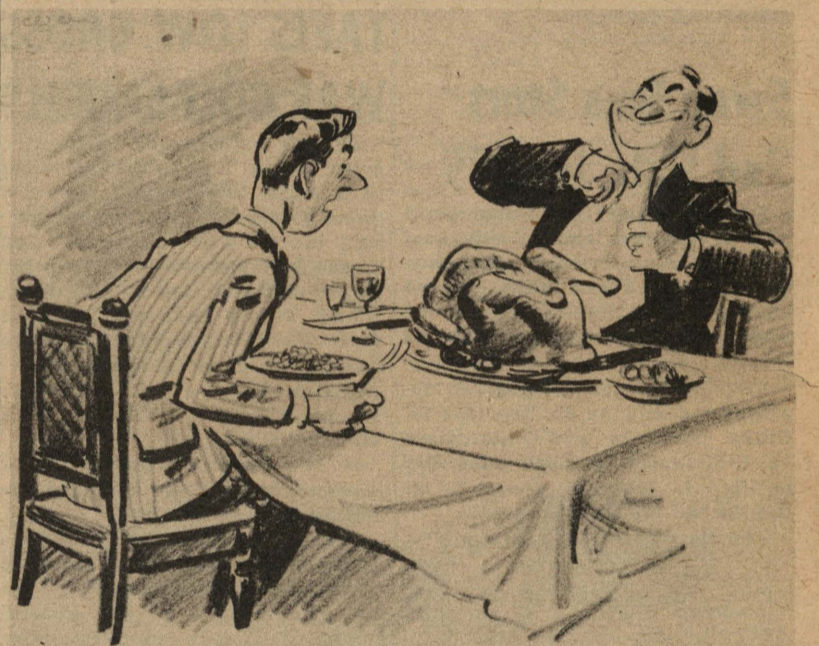
beans. Superintendents chosen by Hann, who had first choice, were those of Mechanical, All Stars, Paint, Pipe, Shipwrights and Facilities, Welding on ways, Fabrication, Marine and Hull Outfitting.

Nieman's choices are: Rigging, Riveting and Chipping, Welding on dock, Assembly, Electrical, General Stores, Administration, Erection and Plant Protection and Maintenance.

Winning teams will be guests of the losers at a turkey dinner at a downtown hotel. A table will be set with the winners on one side, the losers on the other. Winners will eat crab cocktail, salad, turkey with all the trimmings, dessert and coffee. Losers will watch them eat while partaking of a bean cocktail, bean salad, bean soup, bean main course, bean dessert, and bean coffee.

This idea will be carried out in many of the departments with foremen of day shift, pitted against foremen of swing shift, or crew against crew, supervisors against supervisors. In each case the losers will buy the winning team's dinner.

The war bond committee will assist departments in making arrangements for the dinners and also in setting up the contests in each department.



"..... turkey or beans"

### MAY WPB AWARD WINNERS NAMED

(SWAN ISLAND)—T. B. Pumphrey, supervisor of Suggestion System office at Swan has announced recipients of war production board awards and merit certificates for May. O. Mang, machinist; J. Hewitt, machinist foreman; L. Davis, pipefitter foreman; R. Woodruff, burner; I. Weiss, shipfitter; W. Seidel, maintenance electrician; F. Orr, slabman; H. Chambers, oiler; D. Paldo, welder; A. Wangerin, engineer aide; C. Colt, machinist; W. Whiting, layout man; G. Olson, machinist foreman; W. Goodwin, shipwright; H. Hyatt, electrician; P. Seeker, pipefitter; C. Purvis, machinist; G. Bluteau, shipfitter leadman; A. Allen, shipfitter foreman, and W. Whitaker, pipefitter leadman.

Merit certificates for suggestions submitted during the month were issued to: O. DeRousse, shipwright leadman; H. Littlefield, pipefitter; T. Rothwell, pipefitter; J. Jenkins, vocational training supervisor; A. Jasper, field clerk; F. Green, shipwright foreman; C. Erickson, shipwright; C. Franklin, machinist and E. Pruitt, marine machinist leadman.

### LOST AND FOUND

LOST—A yellow gold wedding ring with two diamond sets. Believed lost around Bay 8, Assembly. Reward. IRENE KARNACK, Bay 8, Assembly.

### CARD OF THANKS

I wish to express my thanks for the kindness shown me in the recent passing of my father, Alva A. Darby.

Wanda Darby

### SWAN ISLAND WHIRLEY-GO-ROUND

Homer Hazen, ways pipe welder foreman, who claims to be the first welder hired at Swan Island, was forced to resign May 26 because of illness. Hazen came to Swan April 17, 1942, and worked as a pipe welder on facilities construction.

Swan Island is well represented in the Marines with following enlistments: S. C. Kirk, Marine Pipe engineer who reported the last of May; Perry L. Warren, day Assembly chipper and Gertrude J. Allison, day shift clerk in General Stores Accounting department.

Roy Sundstrom, day cable foreman and Jean Alwood, day secretary in Electric department were married June 1. They will have a two weeks' honeymoon in California.

On June 26, Jack Leek, day shift truck driver, goes into the navy.

Howard Stanley, day rigger in Plate shop, was back at work only three days after he narrowly escaped what might have been a fatal injury.

After a vacation in Seattle, Wash. Mrs. Lottie Allen, day burner, returned to her job in Plate Shop.

R. G. "Bob" Oesterling, day shift Sheet Metal leadman, Ways, reports that his crew of 15 men completed the week of May 29 to June 3 with their best attendance record. Only six minutes was lost.



# Softball Tens Finish 1st Half

## WELDERS GRAB SWING BUNTING AT OREGON SHIP

(OREGON SHIP)—With Danny's Welders crowned as first half champs, Oregon Ship's four-team swing shift softball league went into the second half of its season last week. "Marco" Mayer, league commissioner, predicted the league would be strengthened and competition made stiffer by the addition of many new players.

Complete first round standings were:

	W.	L.	Pct.
Danny's Welders	3	1	1.000
Mayer's Hornets	2	1	.667
Mold Loft	1	2	.333
Beck's Wildcats	0	3	.000

Swing shift league games are played at Pier and Columbia parks and begin at 1:30 p. m. Friday, June 9, the Hornets meet the Wildcats at Columbia and the Welders play the Mold Loft at Pier.

Tuesday, June 13, Welders clash with the Hornets at Columbia, and Mold Loft meets the Wildcats at Pier. Friday, June 16, will see the Welders playing the Wildcats at Pier, and Mold Loft meeting the Hornets at Columbia.

## Swan Tens Start 2nd Slate June 19

(SWAN ISLAND)—Second-round play in the Swan Island Softball association is scheduled to start Monday, June 19. Team managers and commissioners met last Saturday and the Painters dropped from the league.

Two rained out games will be played today (June 9), Erection vs. Crane Operators and Fabrication vs. Hull Outfitting. Each team was notified to raise \$30 to carry on the second round of games.

### TEAM STANDINGS, JUNE 3

	W.	L.	Pct.
Pipefitters	7	1	.875
Fabrication	6	1	.857
Outfitting	6	1	.857
Erection	5	1	.834
Crane Operators	4	3	.571
Welders	2	4	.333
Chippers	2	5	.286
Terrors	1	5	.167
Shipbuilders	1	6	.143
Painters	0	7	.000

Only four games were played last week. Pipefitters went into the league lead by a half game over Fabrication and Outfitting by defeating the Chippers and Shipbuilders. Scores:

	R.	H.	E.
Fabrication	5	8	3
Crane Operators (10 Innings)	3	4	2
Gette and Trembley; Stipulski and Miller.			
Shipbuilders	10	12	1
Welders	16	21	4
T. Brauckmiller and S. Brauckmiller; Legerwood and Burbach.			
Pipefitters	20	13	3
Chippers	0	2	7
Workman and Burquam; Jones, Barthel and Edwards.			
Pipefitters	5	6	1
Shipbuilders	1	3	2
Workman and Burquam; T. Brauckmiller and S. Brauckmiller.			

Erection won on forfeit game from Painters.

Next meeting of the association is Saturday, June 17, in the office of Chuck Morrison, superintendent of crane operators.

## M. C. TOSSERS TIP TEAMSTERS, KNOT LOOP LEADERSHIP

(VANCOUVER)—Material Control and the Teamsters tied for first place in the first-half schedule of Yard League softball when the Material squad hung a surprise 3 to 1 defeat on the Teamsters. Previously, the Teamsters had held undisputed leadership.

Mick Barbarow and Schwinet formed the winning battery, opposed by Wilson, Thompson and Macchione. Material Control collected seven hits in racking up victory, while the Teamsters found Barbarow's slants for only two safeties.

The league will rest a week before starting second-half play.

Following are scores of other games played May 29: M. Machinists 3, S. P. & S. 2; Assembly 6, Shipwrights 5; M. Machinists No. 2 9, Plate Shop 8.

## LITTON CARDS 34, TAKES LOW GROSS WAR GOLF LAURELS

Carding a spectacular 34 for nine holes, Bobby Litton, Vancouver yard golfer, walked off with low gross honors in the American division of the War Industries' Golf league play last week. Two other Kaiser employees, Joe F. Bihl, Swan Island, with a 35-3, and Edward Vandenberg, Vancouver, 38-6, were knotted for low net honors at 32.

Among low gross scorers was George Rongerude, Oregon Ship, who shot a 38.

In the National league, Lester Slade of Oregon Ship recorded the longest drive of the day.

Charlie Johnston and Clarence Sturges, both of Swan, hung up 44's to finish in a two-way tie for low gross laurels in the Federal league. Paul Lowden, Vancouver, tied for a net low, with a 30, and John Horn of the same yard, had the longest drive.

## DORIO, VEGA WIN AAU LIFT HONORS

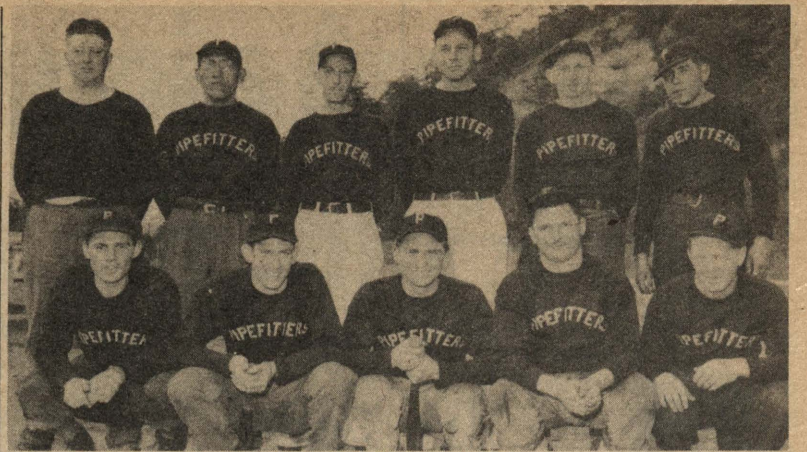
(VANCOUVER)—Frank Dorio, who lifted in the 165-pound class, and Tony Vega, 132-pound class, won first places in the state A. A. U. weight lifting tournament May 28 at Klamath Falls.

Dorio, from Bayonne, N. J., works in the Sheetmetal shop at Vancouver. Vega from Chicago, is a welder at Swan Island. Both are on graveyard and represented the McLoughlin Heights Athletic club.

Dorio's winning total was 740 pounds and Vega's 540 pounds. Dorio also broke the American record in military press, unofficially, at an exhibition held several weeks ago at McLoughlin Heights.



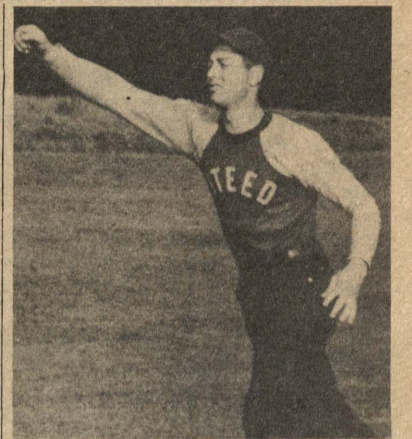
**Slugger** Dorothy Ludahl, Vancouver day welder for Buckler, demonstrates what the opposition will be up against when the Women's Softball league really gets underway. (Vancouver photo)



**Lead League** Adding two scalps to their belt this week, Pipefitters jumped into top position in the Swan Island Softball association standing with an .875 percentage. Pictured are, back row, left to right: Harry Weinstein, Frank Tiyona, Ron Chappell, Manager Charlie Geenen, Ken Sax and Ernest Blacksmith; front row, Harry Hollins, Paul Muller, Phil Blunk, Jack Workman and Gene Burquarn. Joe Boyle was absent. (Swan Island photo)



**Women's Softball League** Managers of the women's softball teams which have formed an intra-yard league are, left to right, A. E. Furrer, manager, Buckler's Pin Welders; Helen Irwin, co-manager, Yard office; Charles Wells, manager, Assembly day shift; Joy Snider, co-manager, Yard office; C. H. Leloff, manager, Buckler warehouse team, and Marjorie Zimmerman, manager, Messenger team. (Vancouver photo)



**Top Hurler** Winning five games while losing one, Ralph Sittel, pitcher for Bill Steed's Shipfitters, was one of the leading hurlers in the Oregon Ship softball league during first half play. A heavy hitter, Sittel's big bat played a major role in several Steed victories. (Oregon Ship photo)

## FOUR OSC TEAMS DEADLOCK LEAGUE

(OREGON SHIP)—George Dorr pitched and batted the Plate shop to a 2-0 victory over the Materials team Monday night, throwing the Oregon Ship softball league's first half race into a four-way tie for first place. The deadlocked teams are Bill Steed's Shipfitters, Assembly, Plate shop and Materials, each with five wins, two losses.

Play-off of the tie gets under way Monday night at 6:15 at the Oregon dormitories' field, just completed, with Materials playing Steed on the north diamond and Plate shop meeting Assembly on the south diamond. Winners of these two games will clash Wednesday night on the north diamond for the first half title.

In leading the Plate shoppers to the victory, Dorr limited Materials to three hits and scored the only two runs of the contest. He hit a long double in the second inning, moved to third on Patterson's sacrifice, and scored on Williams' single. In the sixth he tripled and romped home on an outfield fly.

The two teams originally had been tied for first place until the Assembly ten upset the Plate shop, 11-3, in a game last week. Niece hurled five-hit ball for Assembly, which drove Hobbs, starting Plate shop pitcher, out of the box.

### Short scores of games last week:

	R.	H.	E.
Plate Shop	2	4	1
Materials	0	3	2
Batteries: Dorr and Rinekhoff; Bristow and Agnew.			
Materials	6	6	1
Engineers	0	7	4
Bristow and Agnew; Mason and Taber.			

## Swan Island Squad Trims OSC 'Combo'

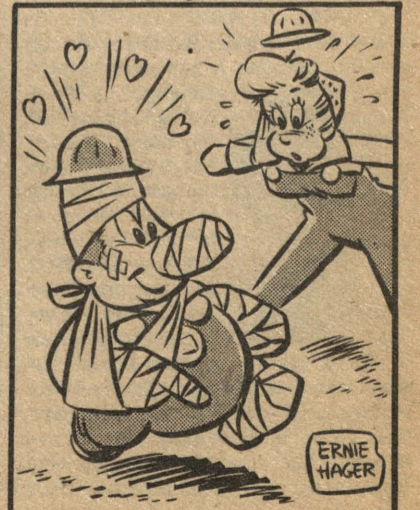
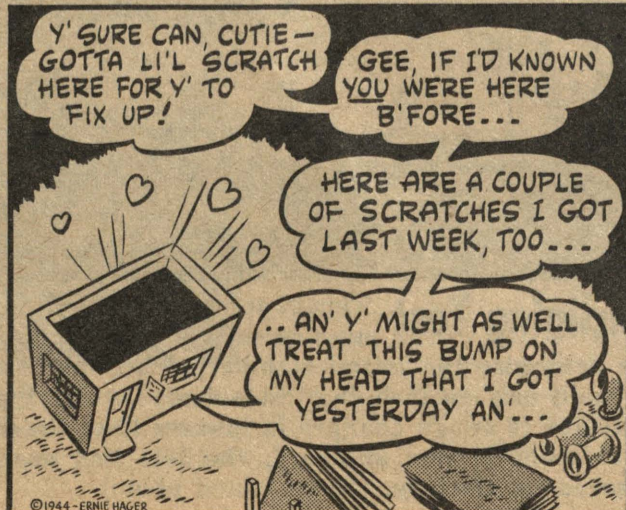
(SWAN ISLAND)—Swan Island's Outfitting dock softball team won a 9 to 7 thriller from Oregon Ship's Welder-Burner combination Memorial Day at Alberta Park. The game went 12 innings before the Islanders won out. Score:

	R.	H.	E.
Swan Outfitting Dock	9	11	2
Ore. Ship Welder-Burners	7	10	4
Boyle, Gette and D. Adams; Ruscligno and Johnson.			



**All Alone** The sole swing softball team at Vancouver is shown above. They are anxious for other teams to organize in order to furnish a competition. The players are, first row, left to right, Abrew Nelson, Corby, L. Wells, C. Wells, Bettsworth, LeDuc, Kelly; back row, Hagen, O'Reay, Mader, Werce, Durose, Stein, Gilhonn, Buxman. (Vancouver photo)

## Stubby Bilgebottom



By Ernie Hager



# What Does This Area Offer the Newcomer

**25 per cent of all Kaiser workers who came to the Portland-Vancouver area from other states are undecided about whether to remain here or not when the war ends.**

Like 60,000 other workers on the Kaiser payroll, John Jones is not a native of Oregon. He and his family came out here partly to help out in the war effort, partly for the higher wages and partly because they've always wanted to see what the Northwest looked like anyway. Now with a small stake in war bonds he is beginning to think seriously about his postwar future.

"Sure, I know the war isn't over yet by a long shot," says Jones, "but I've got a wife and kids and I've got to begin thinking about the best thing for me to do when this is all over. I don't intend to quit working until the last ship is launched, but when that time comes I want to have some idea as to whether this is the place for me to stay or not. The big question for me is 'Can I make a living out here when this is over?'"

Well, this is a question that is worrying a lot of people and for which no simple answer can be given.

In making his decision, the shipbuilder should not confine his attention to Portland alone. There is much more to the Northwest than this city and Seattle. There is a great vast area of over 188 million acres in Oregon, Washington and Idaho that is comparatively undeveloped by eastern standards. This constitutes one of the "last frontiers" of the nation.

In this huge area is a multitude of resources well able to provide for a much larger population than

exists at present. In fact it is pretty well agreed that one of the greatest needs of the area is more population. Its growth and development will proceed just as rapidly as newcomers can be assimilated into the regional economy and their energy and skill made to add to the productive capacity of the region.

Newcomers need have no fear of being "outsiders" in a new land. This country is made up of newcomers. More than half of the region's total population are people who were born elsewhere. In fact Oregon's birth rate is not high enough to maintain its present population without migration from other areas. Between 1930 and 1939 more than 400,000 people entered the Pacific Northwest and over half this number remained to establish permanent residences here. This was well before any war industries came here.

**How did these people and the ones who came before them make their livings?**

Newcomers should know that the Northwest is not traditionally a shipbuilding or manufacturing area of any consequence. More than three-fourths of the people normally make their livings either directly or indirectly, from land resources. They are farmers, loggers, lumbermen, food processors, etc.

Manufacturing, which holds the greatest possibilities for future jobs, employed only about a fourth of the job-holders. Before the war the biggest industry in Portland was a furniture factory with 1100 workers on its payroll. Compare

this to the 90,000 now employed by Kaiser.

Economists, however, say this is an unbalanced economy. To get on a stable and abundant basis the Northwest must be expected to swing much more heavily to industry in the future. The region now imports large quantities of consumer goods from other sections of the country.

There are hundreds of products, however, that could be produced at lowered cost and the market for them increased accordingly, by more intensive use of materials, labor and capital available within the region. It is felt that one of the greatest drawbacks to industrial expansion is the lack of a large consuming population. Mass production requires mass purchasing. The region, with a prewar population of under four million, did not have this mass purchasing power. Herein, of course, lies the opportunity for the future.

**What has the Northwest to offer in the way of manufacturing resources?**

## LUMBER

The forests of the Northwest are one of its greatest assets. Over half of the total volume of saw timber in the nation comes from this region. The standing timber of the region is estimated at around 883 billion board feet. This means that one of the greatest industrial opportunities of the area can be built on wood and wood products.

Out of the Northwest will continue to come lumber, houses, furniture, the pulp and paper products of all varieties. New scientific developments brought on by the war point to even greater postwar possibilities for wood use. A new plant to make alcohol from wood waste is now going up at Springfield, Oregon. Du Pont has developed a method of making hardwood out of softwood that may revolutionize the industry. Wood plastics are just beginning to be developed. New discoveries and methods of bonding plywood hint at great things in this field.

To the newcomer shipbuilder this is one of the greatest postwar job opportunities in the region. There will be need for carpenters, for cabinet makers, plastics experts, as well as for loggers and lumbermen. New crafts are bound to develop that weren't even known before the war.

## ELECTRIC POWER

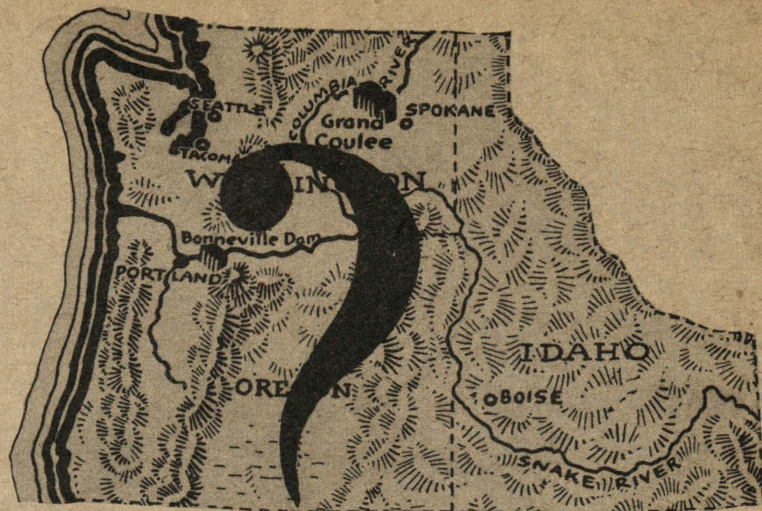
Many Kaiser workers helped build the Grand Coulee dam. That dam is one of the reasons why this is the greatest electric power producing region in the world. Completion of Grand Coulee and Bonneville will increase the installed capacity of the region to about four million kilowatts, and this is only the beginning. Actually 40 per cent of the potential water power of the United States is in the Pacific Northwest. This naturally means that the region holds a definite advantage to any industry in which electricity plays a prominent part.

Certainly electric power will mean a vast new opportunity for people trained in electrical work. There will be such new innovations as electric house-heating, electronics, television and increased rural electrification. Then there will be the great indirect opportunities that will develop from uses of electric power in industry. There are already aluminum plants and electro-metallurgical plants of various kinds in the area. The next step will be that of making things out of the metals that are produced.

## MINERALS

This is a great mineral-producing region. Gold, silver, copper, lead, zinc and mercury are the principal metals produced.

Aluminum is expected to grow in prominence in the region. At present it is produced from bauxite shipped in from other areas, but new processes have been developed which make it commercially practical to produce the light metal



from alunites and clays found right here at home.

It is well to remember that metals are the foundation of industry. Since the war began, Kaiser himself has built a steel mill and a magnesium plant in California. Add this to aluminum in the Northwest and you have a combination that is almost unlimited in its capacity for expansion and usefulness.

## NAVIGATION

Kaiser workers are helping to build the greatest merchant marine in the history of the world. If foreign trade can be developed these ships will play an important role. Here is where the Northwest holds another advantage. It is admirably situated for foreign trade especially with China and Russia. Harbors for sea-going vessels are available in the Puget Sound area, on the Columbia and Willamette rivers and at various points along the coast. The Columbia will soon be navigable for ocean-going vessels as far as The Dalles, 188 miles inland.

## FARMING

Of the 188 million acres of cropland, pasture land, range land and forests of the Northwest, less than 16 million acres are under cultivation. Only about 5 per cent of the region's total land resources is producing cropland. Much of the land is unsuited for cultivation because of lack of water. However, irrigation developments made possible by the Grand Coulee dam open new

vistas of farm opportunities in eastern Washington. The Owyhee Irrigation project in southeastern Oregon is opening up that area.

The Bonneville Power administration estimates that 3,610,000 acres of new land in the Northwest could be irrigated and, if so, might be expected to produce agricultural products to a value of \$350 million.

## ENTERPRISE NEEDED

There is this sobering thought however, all these tremendous resources do not mean that there will automatically be jobs here on somebody's payroll after the war. Many manufacturers and industrialists, Kaiser included, have expressed their faith in the region and their desire to locate permanent plants here. There may be a period of transition, however—a lag before the new industries can take hold after the war.

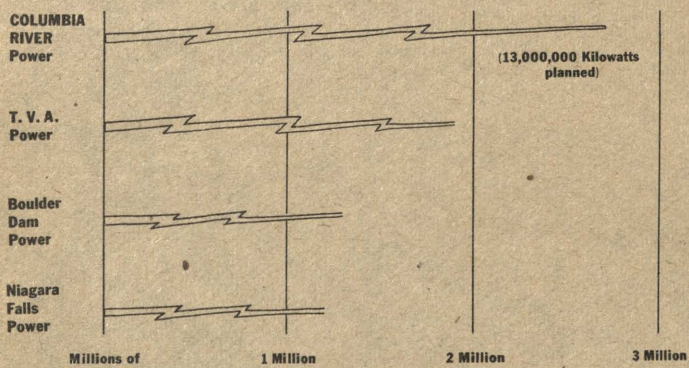
Developing a "frontier" requires a certain amount of pioneer spirit. It requires a ruggedness and resourcefulness, with which many people are not too heavily endowed, but the rewards may be very great. The question in the shipbuilder's mind then really becomes: "Shall I go back to what I was before, what I did before, the way I lived before, or shall I stay here and take a chance on fighting it out for something better?" Each worker knows himself and his abilities best. He will have to decide for himself.

**"Out here you have not just space, you have space that can be used by human beings . . . a land of opportunity."**

—PRESIDENT FRANKLIN D. ROOSEVELT  
(At Bonneville Dam ceremonies in 1934)

## Electric Power Production

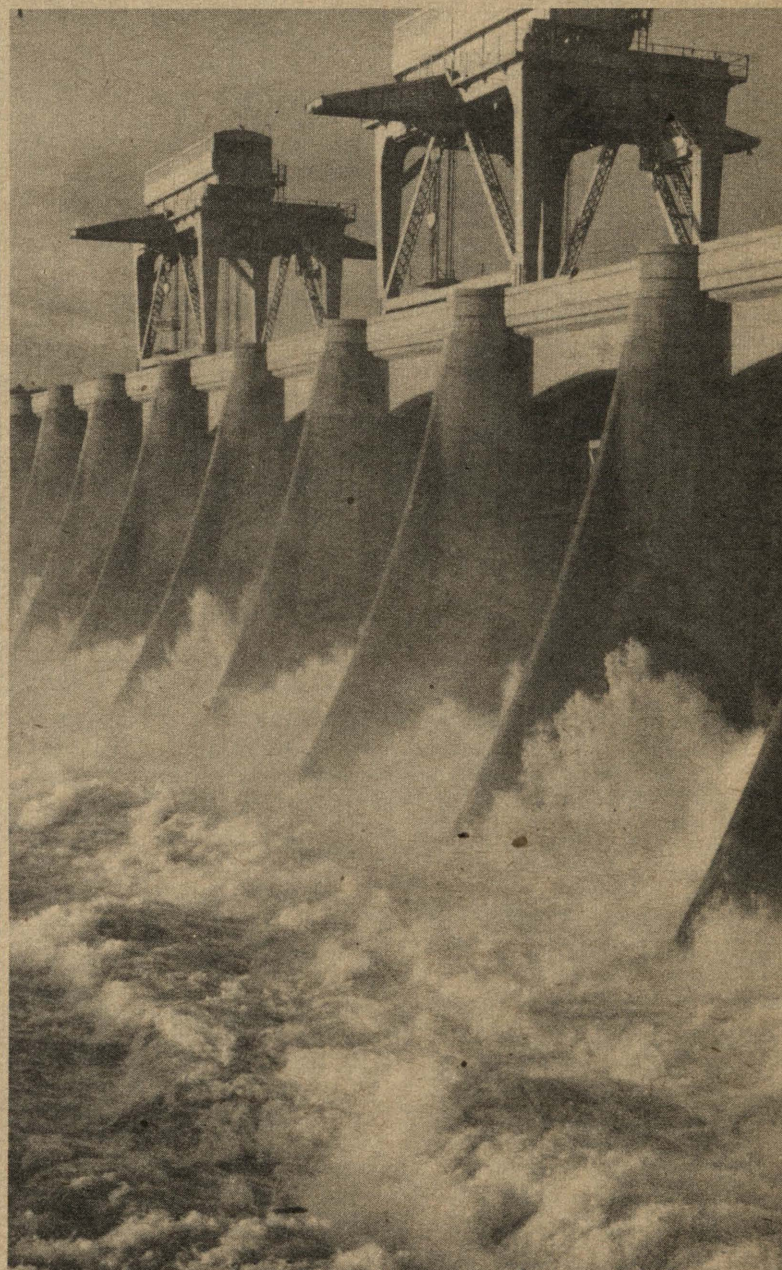
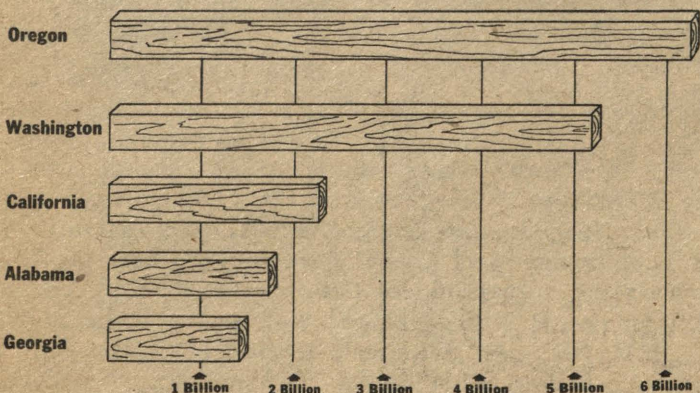
(Four Leading Producers)



## LUMBER PRODUCTION

In Billions of Board Feet—1941

(Five Leading States)  
U. S. Bureau of Census



**Key to Future** Low-priced electric power made available by construction of such dams as Bonneville, above, is the key to the industrial future of the Northwest. Industrial rates of approximately 2 mills per kilowatt-hour are the lowest in the United States.



# Swan Gets Off To Fast Start in Bond Drive

(SWAN ISLAND)—Quotas in Swan Island's Fifth War Loan campaign are being smashed in the first week of buying competition. Among early reports, Mold Loft was first department in the yard to pass 100 per cent. Graveyard painters on Outfitting dock were over 200 per cent, challenging other paint crews to catch them. Swan Island's all-yard quota is \$2,700,000, the price of a Swan Island tanker.

The department with the best buying record over 100 per cent of its quota will choose a sponsor for the S. S. Swan Island. Two runner-up departments over 100 per cent of their quota will each sponsor a tanker following the close of the drive.

In charge of bond sales is Ken James of the bond department. Ken Wernsing, also of the bond department, is in charge of bond accounting.



K. Wernsing K. James

Department quotas are:

Department	Quota
1. Mechanical*	\$107,500
2. Allstars*	73,300
3. Shipwrights & Facil.*	171,000
4. Fabrication	150,000
5. Administration	159,640
6. Electrical	170,000
7. Assembly	380,000
8. Rigging	92,000
9. Pipe	270,000
10. General Stores	111,000
11. Welding-Dock	52,700
12. Hull Outfitting	92,000
13. Erection	181,000
14. Marine	190,000
15. Paint	113,000
16. Welding-Ways	282,000
17. Plant Protection & Main.*	67,500
17. Riv. & Chipping	77,500

\* Sub-departments listed below.

**MECHANICAL**

1. Equip. Maintenance	\$25,300
2. Central Tool Room	13,600
3. Crane Operators	29,100
4. Machine Shop	39,500

**ALLSTARS**

1. Hull Control	4,600
2. Mold Loft	5,200
3. Yard Office	2,500
4. Production	1,000
5. Hull Materials	29,000
6. Outfitting	6,300
7. Test Recording	5,000
8. Weld. Rod Cont. & Eng.	15,700
9. Port Operations	1,500
10. Production Training	2,500

**SHIPWRIGHTS & FACILITIES**

1. Shipwrights-Ways	66,100
2. Carpenter Shop	33,700
3. Pipe Maintenance	15,600
4. Labor	55,600

**PLANT PROTECTION & MAIN.**

1. Safety	3,700
2. Building Maintenance	25,300
3. Guards	33,500
4. First Aid	5,000

**LOST AND FOUND**  
 LOST—A yellow gold wedding ring with two diamond sets. Believed lost around Bay 8, Assembly. Reward.—Irene Karnack, Bay 8, Assembly.

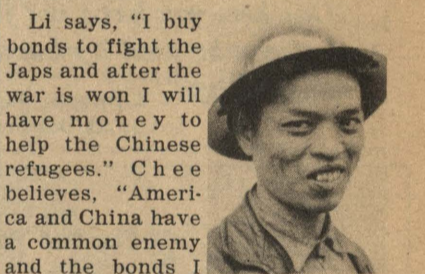
## 'Miss Oregon' Sponsor



Carol Worth, 20, who since July 4, 1942 has held the title of Miss Oregon, sponsored the S. S. Bandelier, Hull No. 72, on swing shift Tuesday evening. She was attended by Mrs. Wilbur Carl and Mrs. Kenneth Martin, wives of officials of the Oregon War Finance committee.

## Two Chinese Workers Buy Bonds to Beat Japs

(SWAN ISLAND)—Li Shin Yo and Chee You Toy, day painters on Outfitting are buddies from way back. Before coming to the United States, they worked as firemen on Chinese merchant ships off the coast of China, but ship painting is not a new trade for either of them. They had many years of experience as painters on Sampans and river boats in their homeland. Both Li and Chee are heavy bond buyers.



Li says, "I buy bonds to fight the Japs and after the war is won I will have money to help the Chinese refugees." Chee believes, "America and China have a common enemy and the bonds I buy will help win the war." According to M. T. Irwin, leadman, who has nine Chinese on his crew, "the Chinese are always happy and they can't be beaten when it comes to working."

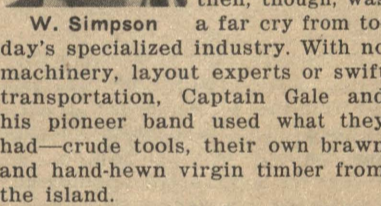
## Tool Checker's Bonds Nearing \$3000 Mark



Charles D. Treacy, Swan Island tool checker on graveyard shift at way end No. 4, besides being a bond buyer of the top rank has missed only one day since he started here in October, 1942. To date his payroll bond deductions are near the \$3,000 mark. Treacy has two sons with the U. S. army in England. He hails from Brooklyn, N. Y.

## Descendant Of Pioneer Shipbuilder At Swan

(SWAN ISLAND)—W. A. 'John' Simpson, swing shift apprentice crane operator, is following literally in the footsteps of his shipbuilder great grandfather, Captain Joseph Gale, who built the first ship on Swan Island more than 103 years ago.



Shipbuilding then, though, was a far cry from today's specialized industry. With no machinery, layout experts or swift transportation, Captain Gale and his pioneer band used what they had—crude tools, their own brawn and hand-hewn virgin timber from the island. Gale had no son to carry on his shipbuilding and seagoing tradition, but his daughter, Lucretia, married a British sailor, Edwin Simpson of Bristol, England, and the second generation carried on. The third generation strayed from the sea, Edgar Simpson, father of 'John', being an eastern Oregon farmer.

## Electricians Set Bonds 'Generator'

(SWAN ISLAND)—E. Brown, electrical superintendent, is telling Swan Island to watch the marine and maintenance electricians in the Fifth War Loan drive, predicting they will be in top spot at the finish.

"From now on the charge will grow in intensity from both sources, the marine generator being operated by Tom Burley and Joan Purchase, the maintenance generator by Otto Houtrouw and Pat Patterson," says Brown.

"According to the log sheet, we are starting with a voltage equal to a \$500 bond on each generator. Voltage regulators have been set for an increase of one volt for each dollar invested in bonds. We predict the total output will be of ample pressure to overcome any resistance from other crafts."

Losers in the competition between marine and maintenance electricians forfeit the starting \$500 worth of bonds to the winners, who will divide both the initial investment and winnings by lottery.

## Now Favorite Mother

(SWAN ISLAND)—One of Swan Island's former electricians, now Pvt. Nina P. Morris of the WAC, was recently chosen Kearny Army Air field's favorite mother on Mother's day.



## Fifty Bonds of \$50 Offered as Prizes

(SWAN ISLAND)—Fifty free \$50 bonds will be given to lucky ticket holders at the close of the present Fifth War Loan campaign which officially started at Swan Island this week and will run until July 23. According to Don Fredrickson, Swan Island chairman of the war loan drive, tickets will be drawn on August 3 at 11:30 a. m. at the yard Victory Center. The employe whose name and badge number appears on the stub will receive, free, one \$50 Series E war bond, if he claims the bond within 30 days of the drawing. The fifty \$50 bonds have been made available by the Kaiser Company, Inc., for Swan Island employes. One ticket is given with each \$50 bond purchased throughout the drive either by cash sale or by regular or special payroll deduction.



Stubs are to be deposited in one of the 10 boxes located throughout the yard for this purpose. Don't put stubs in the suggestions boxes, says Fredrickson, but in the special "doghouse" bond stub boxes. Put car stubs in the same boxes, he adds.

## Captain Praises Ship

(SWAN ISLAND)—A card recently received by Harry White, senior inspector USMC from a former Swan Island employe is gratifying to those who are still building tankers. The card is from Carl Rasmussen, former trial mate at Swan Island and now captain of the SS Pendleton Hull No. 49—somewhere in the South Pacific. It reads: "My compliments to you and your department on a damned good vessel. She is well built, fast and just about perfect mechanically. Most of all she is economical."

## Bond Queries Answered Here

(SWAN ISLAND)—Do you have a question to ask on the Bond Drive? The Swan Island Bond department is prepared for you. Send questions to them, signed and sealed, and you will be delivered—from your dilemma.

Just to beat you to the punch on some of the most frequent questions, read on:

Question: Can I bring savings stamps and apply them on the purchase price of a bond?

Answer: Yes—stamps will be accepted whether the book is full or only partially filled.

Question: Will you accept personal checks in payment for bond?

Answer: Yes—personal checks can be used and delivery of bond will be made in 4 days if check is on a local bank or in 10 days if on an out-of-town bank.

Question: When will the first deduction be made on the special pledges?

Answer: All special pledge cards received by noon each Thursday will have first deduction on the check of the following Friday, 8 days later, unless buyer indicates a later starting date on the card.

Question: Can Government bonds other than series E be bought in the yard?

Answer: No—only series E can be issued here at Swan Island. Our yard quota is based on series E bonds only and our departmental contest is for series E bonds only in the following denominations—\$25-50-100-500-1000 at 2.9 interest rate.

Question: Are quotas based on maturity value of bonds or cash value?

Answer: Quotas are based on cash value or purchase price and all sales are credited to the departments on cash value.

Question: How do we get tickets on the fifty \$50 bonds and the new Dodge car?

Answer: The Bond department will issue two tickets, one for the 50 bonds and one for the car drawing, each time it issues \$50.00 worth of bonds—a \$500.00 bond purchaser will get 10 tickets on each drawing with his bond.

Question: What do you do with the stubs on the tickets for the drawings?

Answer: Ten boxes are placed throughout the yard and at the entrance gates to collect the drawing ticket stubs. Just FILL OUT the stub, tear it off, and drop it in one of these boxes.

Question: How should personal checks be made out?

Answer: All personal checks should be made payable to Kaiser Co., Inc. Question: Do you get tickets on the car and tickets on free bonds with payroll deduction purchases? Answer: Yes.



**Pencil Pushers 'Crew'** With "Stress and Strain" as their motto and "Black and Blue" as their colors, pencil pushers from the old administration building do a bit of dry land rowing for a Swan Island camera packer. Crew members, left side, front to back, Jay Mundy, Tom Pumfrey, Stan Loye and Curly Kloepfer; right, front to back, Jack Hapgood, Al Huntzinger, Guy Rasmussen and Vern Taylor; seated from left, Coxswain Ard Matson, Admiral H. E. Baldinger and Coach V. F. Smith. Cheer leaders, Kay Eller and Mickie Galluszo lead the sweater girl cheering section, composed of V. Anderson, E. Barrett, I. Bates, V. Gallagher, I. Hayes, R. Hill, A. Jasper, W. Lansing, R. Leaming, M. Maxson, R. Mituniewicz, M. Powell, M. Rowley, H. Schubert, E. Smith, D. Speer, D. Tercek, J. Thielen, V. Tiedt, J. Urquhart, J. Wheeler, J. Williams, M. Wood and N. Wood. (Swan Island photo)