

Vinson To Open Drive At Swan

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Vinson The wife of Fred M. Vinson, secretary of the treasury, will sponsor the S. S. Victory Loan, Hull 151, at Swan Island Saturday, October 6, as the climax to a three day meeting of the war bond chiefs of the nine western states in Portland.

Congress to Decide Fate of Vessels

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BOSN'S WHISTLE



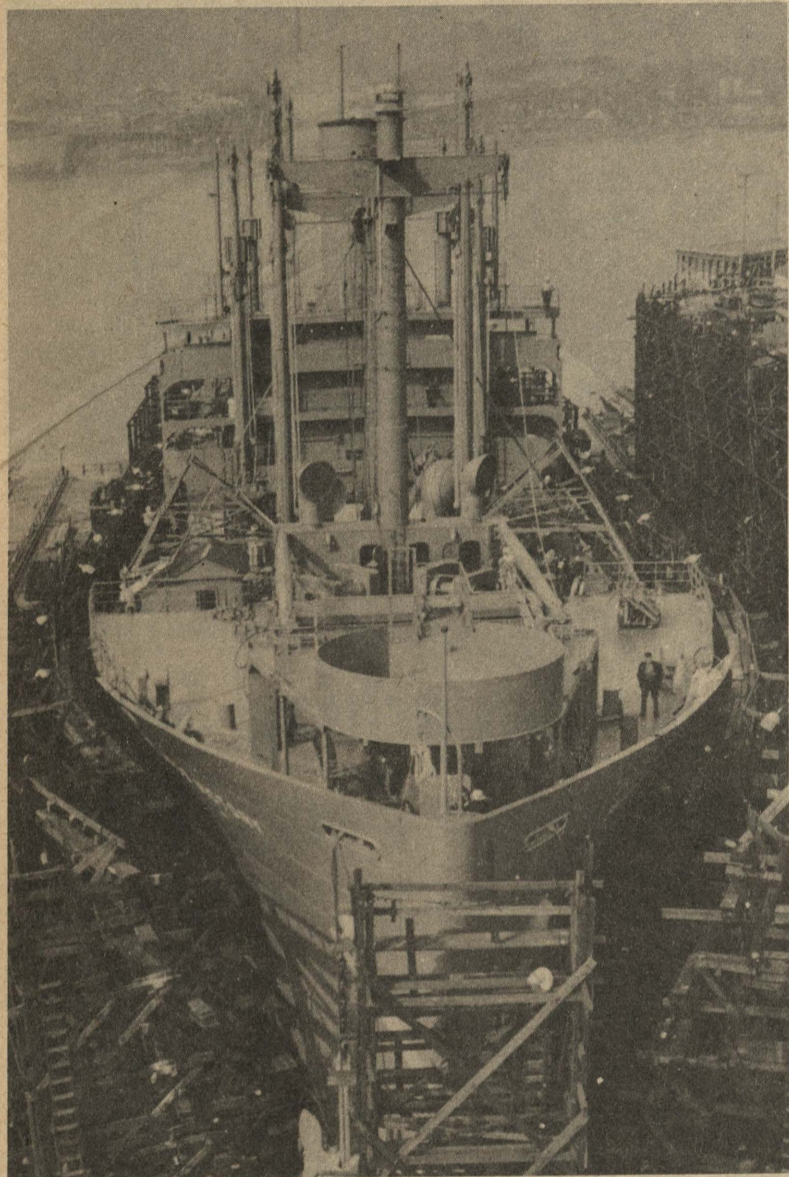
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OSC Starts 5th Year; Building 454th Ship

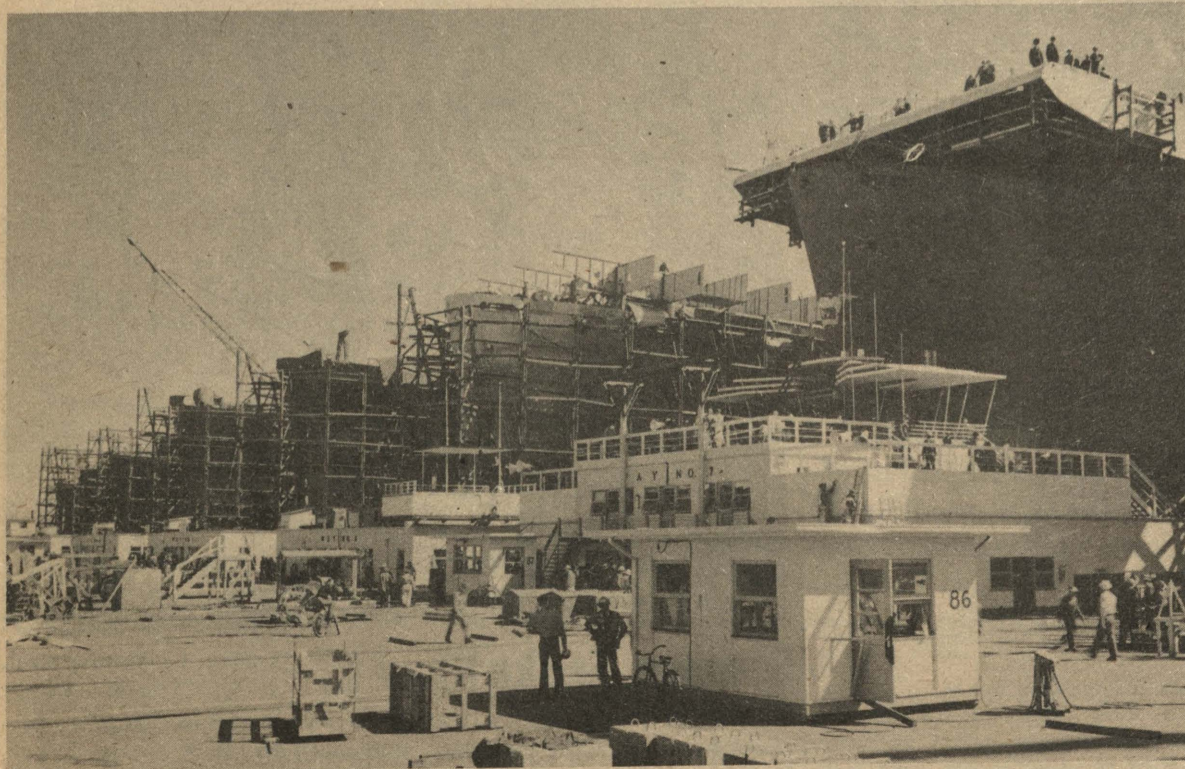
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Most Complete When the Billings Victory hits the water today, it will be the most complete ship ever to go down the ways at Oregon Ship. Officials set its completeness at 99 percent. Only a few finishing touches need to be added and the Billings will be ready for delivery.



Launched in Wartime Included in the peacetime merchant fleet will be 146 large turbo-electric tankers produced at Swan Island for war needs with postwar blueprints. In the last three years Swan has built one-fourth of the new tankers afloat. For other details on the peacetime merchant fleet see Page 7.



Report on Carriers A 13th Naval district release this week gave crisp reports on Vancouver's famed Baby Flat Tops, shown above under construction, lost or damaged in action during the battles of the Pacific. See Story Page 5. (Vancouver photo)

Vancouver's Jeep Contest Ends Saturday

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Child Centers Set Aid Records Largest in World

(SWAN ISLAND) — With the Child Service centers at Swan Island and Oregon Ship closed September 1, some amazing facts and figures in connection with this pioneer service are now being compiled. During the two-year period of their operation, from November, 1943 to September, 1945, the centers were frequently referred to as the "largest nursery schools in the world." Final figures bear out this statement.

Four thousand and nineteen children were served by the centers in two years. These children attended the two centers for a total of 257,787 child care days. To give them the outstanding care for which the two centers were famous, a professional staff of 292 teachers, supervisors and administrators was employed in the course of two years' operation. This means that more well-trained nursery school teachers were in Portland during the war work in the two Kaiser child centers than there were in most states previous to the war.

Peak attendance at the Swan Island Child Service center was reached July 26, 1944 when 441 children attended. Peak at the Oregon Ship child center was reached a few days later, August 1, 1944, when 390 children attended.

EXTRA HELP PLEASES

One reason for the popularity of the Child Service centers with shipyard parents was the "extra services" beyond straight child care. One of these was the infirmary service, which enabled mothers of mildly ill children to continue work while their youngsters received ex-

cellent nursing care at the centers. Approximately 43,680 days of care were offered such mildly ill children during the two year period.

Even more astounding are the figures of first-aid treatments for bumps, bruises, and all the little ailments that hit active pre-school children. With a staff of registered nurses constantly in attendance, the two centers gave 58,838 minor emergency treatments.

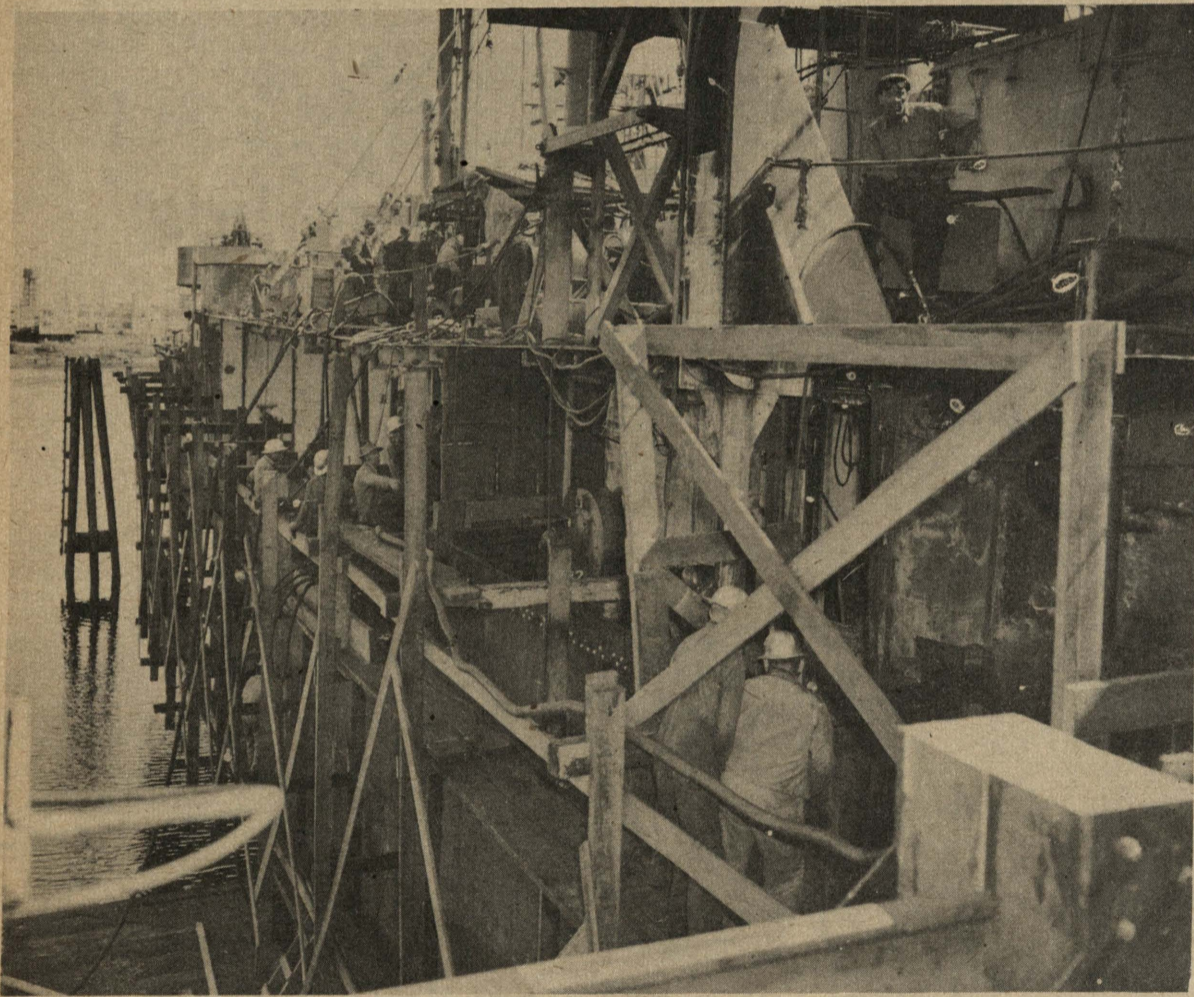
It is believed that the availability of good nursing service did much to set mothers' minds at ease while they were on the job. In addition to these "normal" services — unique among war nursery schools everywhere — the nursing and medical staff also administered 4520 "shots" protecting children against whooping cough, diphtheria, small pox and tetanus. One thousand, one hundred ninety-five children received complete immunization at the centers.

EMERGENCIES HANDLED

Still another "extra service" was the provision whereby shipyard families could bring children not regularly enrolled just for the day, on Saturdays, school holidays, when mother at home was ill, and in family emergencies. It is estimated that

more than 500 families took advantage of this service.

The Child Service centers had many "firsts." They were the only centers built by the Maritime commission; they were the only ones to offer care to children as young as eighteen months, to have infirmary service, home service food, to be operated by industry as an employe service. It is hoped that one result of the centers' good operation will be the spread of some of these ideas to other industries and other communities so that workers elsewhere and Kaiser workers returning to their home communities will find similar facilities being developed as a result of the experiment here. The staff of the two centers has published a series of booklets, "Kaiser Child Service Center Pamphlets for Teachers" which tell the story of the various activities here. Already more than 2000 copies have been sold in all parts of the country with orders coming in daily. A final pictorial report is also in preparation which will be distributed to industrial and labor leaders in all parts of the country as a report on this unique wartime service to employes.



Fire-warped plates are coming off the AP-5 Bexar in one of the big repair jobs confronting Oregon Ship crews. Above, scaffolding is built around the damaged area where workers are speeding the ship's revamping.

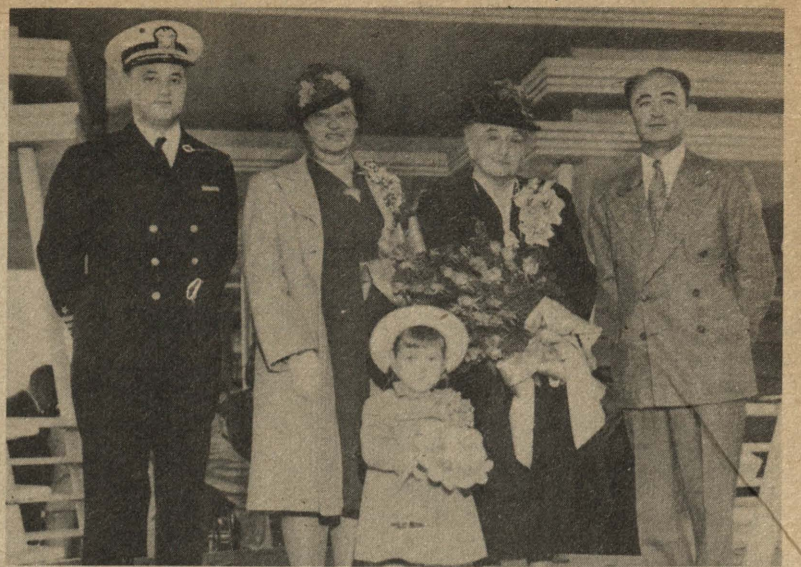
Outfitting Workers Center On Repairing Fire Damage

(OREGON SHIP) — Oregon Ship outfitting crews are centering their efforts on repair work of fire-damaged ships as the yard rushes to meet delivery schedules, still in the tentative stages. First delivery of one of the seven ships caught in the fire-swept basin was made Monday when Hull 1263, the Bellingham Victory, was turned over to the Maritime commission. The Billings Victory will be launched today. The remaining two vessels, Hulls 1266 and 1267, on the ways, will be launched October 2 and 10 respectively, according to present plan. The new Outfitting dock facilities are nearly complete. Whirley crane tracks, under con-

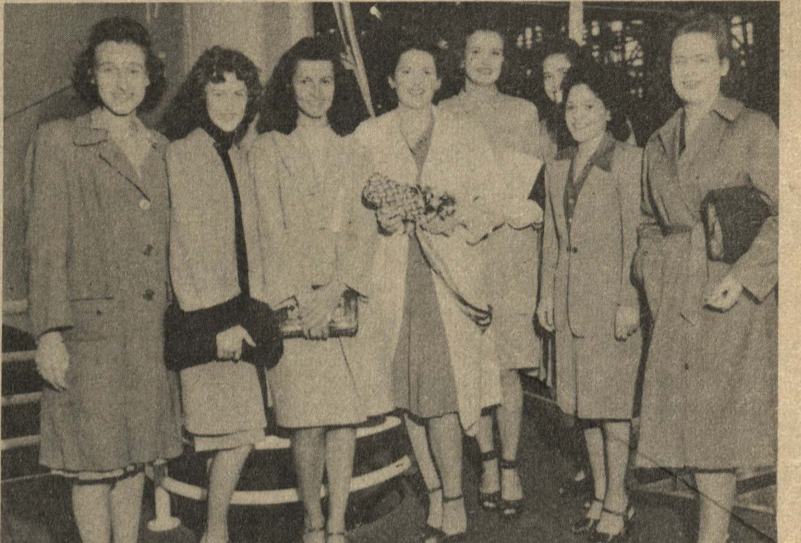
struction at the basin's west end, will give dock forces full crane service to cover additional ships that may be tied up for completion. Three vessels can be accommodated at present. Ships moored at the yard's dolphins are undergoing plate-removing and small outfitting

jobs before being towed to the regular dock, where operations are finished.

Most extensive repair work is involved on the Bexar, where flames buckled plates extensively. They are being removed and replaced with new sections.



Wife, daughter and son of the late Louis McHenry Howe, confidential advisor and secretary to former President Franklin D. Roosevelt, were guests of honor at the launching of the S. S. Louis McHenry Howe Saturday, September 22. Left to right, Commander H. E. Howe, Mrs. Robert H. Baker (matron of honor), Mrs. Louis McHenry Howe (sponsor), Mike Miller, and (in front) Tracy Taylor (flower girl). (Vancouver photo)



Guests at launching of the S. S. Louis McHenry Howe, Saturday, September 22, were these girls of the all-girl orchestra of Joy Cayler (holding the sponsor's champagne bottle). None of the girls previously had seen a launching as they are all from the Midwest. Their current tour is the first time on the Pacific coast. Left to right: Phyllis Behrens, Gerry Salmon, Margaret Salmon, Miss Cayler, Jo-Anne Browning, Charlsie Rutherford, Jean Tranell, Eleanor Christensen.

Howe Launching Sets Vancouver Peace Pace

(VANCOUVER) — First peacetime launching at Vancouver saw the S.S. Louis McHenry Howe slide Way 4 Saturday noon, September 22, with Mrs. Louis McHenry Howe, her son and daughter as guests of honor. Mrs. Howe was sponsor, and Comdr. H. E. Howe was principal speaker. "My father would

have been particularly pleased to know this ship named in his honor was a Kaiser ship and built in the Northwest. He would also have been pleased to know that it was the first ship of peace to be launched from this yard," Comdr. Howe told the large audience.

After briefly reviewing the war record of the Vancouver yard, Mike Miller, master of ceremonies, reminded the guests and workers that the cargo ship being launched was the first whose "mission (will be)

to carry the cargo of peace instead of our loved ones."

Matron of honor was Mrs. Robert H. Baker, daughter of the sponsor. The invocation was delivered by Rev. Charles Stanley Mook. Tom Murphy described the burning of the plates. Flowers were presented to sponsor and matron by three-year-old Tracy Taylor, daughter of S. W. Taylor, Vancouver's executive engineer.



Sponsors Snake River Mrs. Walter L. Martignoni, wife of the Pacific Coast director of the WSA division of maintenance and repair, pictured here with her husband, sponsored the S. S. Snake River, Hull 150, Saturday, September 22, at Swan Island. She was attended by Mrs. Fred P. Dravis and Mrs. Damon J. Trout, matron of honor, and Mrs. Robert Brown, flower girl. (Swan Island photo)

U. S. Victory Loan Start Set at Swan

Deadline Due For Pledges To War Chest

(SWAN ISLAND)—Tomorrow is the deadline for returning pledge cards in the 1946 Victory War Chest campaign which opened at Swan Island last Monday.

It is too early to learn results of pledges, according to Ken James of the Bond department, who has been handling the pledge cards.

Throughout last week and the early part of this week workers have been shown motion pictures in the lunchrooms. The pictures show the results obtained with War Chest funds and depict the points of greatest need.

Fate of Blasted Tanker, Battle Mountain, Studied

The War Shipping administration has not yet announced whether it will return the Swan Island-built tanker, the S. S. Battle Mountain, to service, after an explosion which sent it to the bottom of the Galveston, Tex., ship channel. The Battle Mountain is being repaired at Galveston. Carrying a full load, the tanker was enroute to sea September 14 when it developed trouble in its main turbine. The explosion which followed is reported to have injured four men, one seriously. The aft engine room was flooded, and the tanker settled on the channel bottom.

However, the superstructure remained above water, and the ship was raised and towed to the Galveston repair dock.

Launched on September 12, 1944, the Battle Mountain was christened by Louise Aaron, marine editor of the Oregon Journal. Most of its service had been in the Pacific area.

Father of Worker Succumbs, Aged 99

(SWAN ISLAND)—J. W. Bones, 99, father of D. Chesley Bones, swing shift tool checker, died Sunday, September 16 at the Forest Grove Masonic home.

Mrs. D. Chesley Bones was the sponsor of the S. S. Jordan Valley, Hull 148, when that tanker was launched by the Mechanical department October 1. J. W. Bones was a member of the launching party.

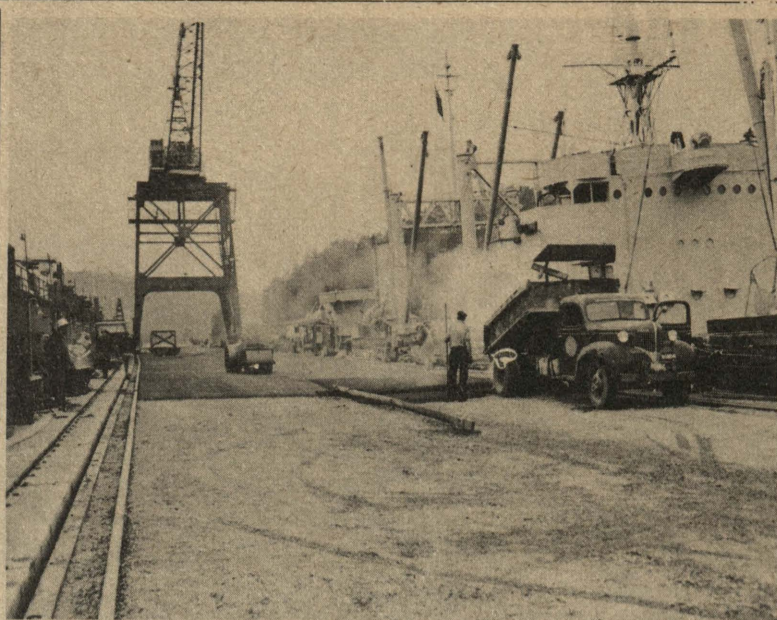
He came to Oregon in 1889, settling at Taft, and was the first merchant and postmaster there.

Farewell Fete Honors Chief Marine Clerk

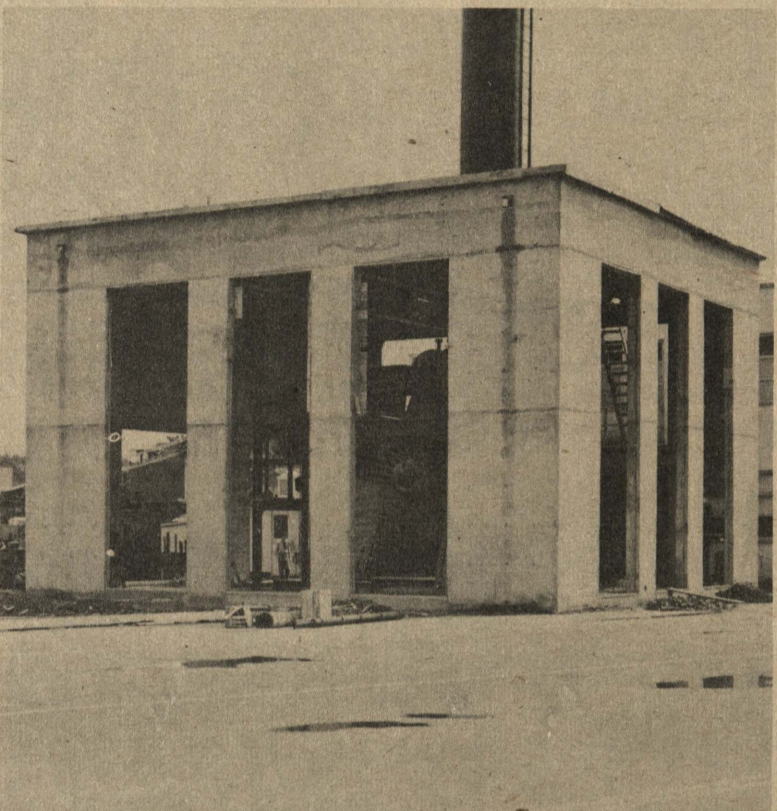
(SWAN ISLAND)—Supervisory personnel and office girls of the Marine department held a farewell luncheon last Monday for Mrs. Adele McCluskey, chief clerk of the Marine department, who is taking a leave of absence because of ill health. Mrs. McCluskey is one of the old timers at Swan Island. She came to work here three years ago last May and was the first person hired in the Marine department by former Superintendent Charles McEachron.

Secretary's Husband Back From Overseas

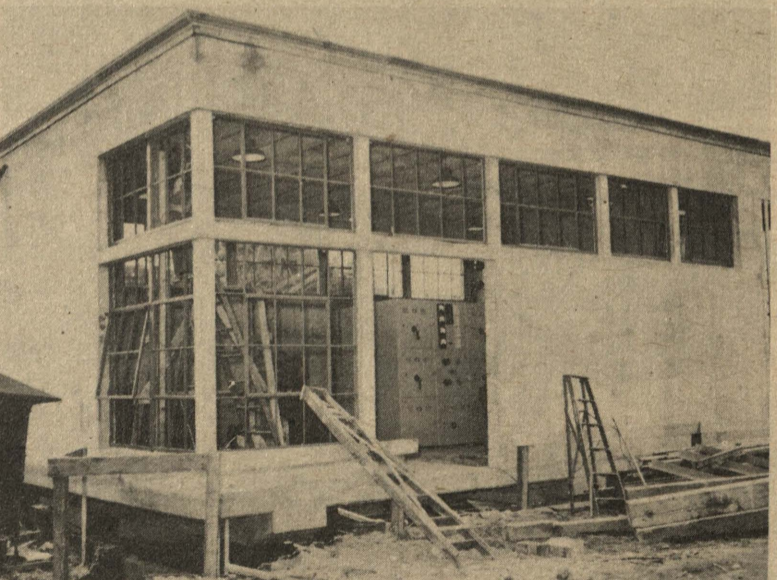
(SWAN ISLAND)—Capt. Alfred Heldobler, husband of Charlotte Heldobler, secretary to Walter deMartini, has returned from overseas where he was stationed with a general hospital in Southern France. Captain Heldobler, an M.D., went over with a University of Oregon medical detachment. He served in North Africa before going to Europe.



Paving of the drydock area has started on the finger pier following announcement by the navy that all facilities for the Repair section of the Swan Island yard will be completed with the exception of the proposed drydock office and storage building.



This is the way the shore steam plant looked when work was stopped. Another boiler will be added to insure enough steam for ships tied up at the dock and in the drydock and drydock basin slip.



This electrical sub-station at the corner of the drydock basin is being completed on orders from the navy permitting completion of the Swan Island drydock facilities stopped after V-J day.

Swan Dock Area Job Resumption Speeded

(SWAN ISLAND)—Workmen lost no time in resuming work stopped after V-J day on the facilities for the drydock and Repair dock area. Approximately \$220,000 in work remains to complete the installations which include paving, shore steam plant, piping, electrical substation and lines, crane tracks, wooden bumper piling and concrete deck slabs along the wharf to the present dock.

Hammerhead Crane Stands Idle at Swan

(SWAN ISLAND)—Standing silent in the south end of the storage yard is the huge bridge or hammerhead crane that was used to handle concrete buckets at Coulee dam and during the war was brought to Swan Island to unload freight cars. Its hook is tied down to the rail as are the hooks of the whirley cranes in the steel yard.

Fred M. Vinson, Treasury Chief, Due for Event

(SWAN ISLAND)—Mrs. Fred M. Vinson, wife of the secretary of the treasury of the United States, will sponsor Swan Island's Hull 151, which has been renamed the S. S. Victory Loan, on Saturday, October 6, from Way 1, at 11:30 a. m. as the climax to a three day meeting of war finance administration officials from nine Western states in Portland next week.

The launching, which will be broadcast coast-to-coast on the major networks, also will be the official kickoff for the forthcoming Victory Loan drive, national dates for which are to be October 29 through December 8.

The public is invited to attend the launching program. An even larger crowd than saw the ceremony attending the launching of the S. S. Schenectady, first Swan Island tanker, is expected. The S. S. Victory Loan will be the 19th tanker launched from the first way built at Swan Island.

State flags from Arizona, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington and Wyoming will decorate the ship and the launching platform. On each side of the bow, of the tanker the symbol of the Victory Loan will be painted along with the names of the nine states represented. The Foster-Kleiser company will paint the insignia on the ship.

GOVERNORS INVITED

Governors of all nine states have been invited to attend the event as well as the state war bond chairmen and state delegates. More than 600 war bond officials are expected in Portland for the convention and the launching.

Several bands have been invited

to participate in the occasion, including a well-known service band. It is expected that all major news-reel companies will cover the ceremony. Both Look and Life magazines will have representatives at Swan Island to give coverage.

All six Portland radio stations will broadcast the launching. NBC and CBS will broadcast coast-to-coast. KWJJ has arranged for a 15-station coast hook-up and may broadcast coast-to-coast over ABC.

SAMMONS EMCEE

A. R. Nieman, assistant general manager, will introduce E. C. Sammons, state chairman of the Oregon War Finance committee, who will be master of ceremonies. Vinson will talk as well as Ted R. Gamble, national director of the U. S. Treasury War Finance committee, Washington, D. C.

Dates of the Western state convention of the War Finance committees are October 4, 5 and 6 with the launching climaxing the gathering's program.

Swan Island was selected as the kickoff spot for the nation in the Victory Loan, the 8th War Loan, because of the outstanding record of purchases of war bonds by Swan Island workers who hold the national war bond record on a per capita basis for all shipyards of comparable size.

Last Tankers Slide Ways During October

(SWAN ISLAND)—The last three tankers to be launched at Swan Island under existing contracts will slide the ways during October, according to present construction schedules issued from the Yard office. First October launching is that of the S. S. Victory Loan, Hull 151. The Victory Loan will be

sponsored by Mrs. Fred M. Vinson, wife of the secretary of the treasury of the United States. This event will take place Saturday, October 6 at 11:30 a. m. The Victory Loan, formerly intended to be named the S. S. Sutter's Fort, was renamed by the Maritime commission in honor of the war finance administration.

Second October launching, that of the S. S. Coxcomb Hill, Hull 152,

is scheduled for Saturday, October 20. The sponsor has not been named.

Third October and last tanker launching at Swan Island under present contracts will be Hull 153, the S. S. Bent's Fort, on Saturday, October 27. There is a possibility that Mrs. Henry J. Kaiser will be the sponsor.



Day and Knight Since the abolition of graveyard shift, Day and Knight have both been on days. Both paint leadmen, George Day, left, and Glenn Knight started at Swan Island in December, 1942. Knight worked on graveyard, Day on day, but now both are on days on the Repair dock. (Swan Island photo)

Oregon Ship Entering 5th Work Year

'Star' Anniversary Finds Yard Working Toward Vessel 454

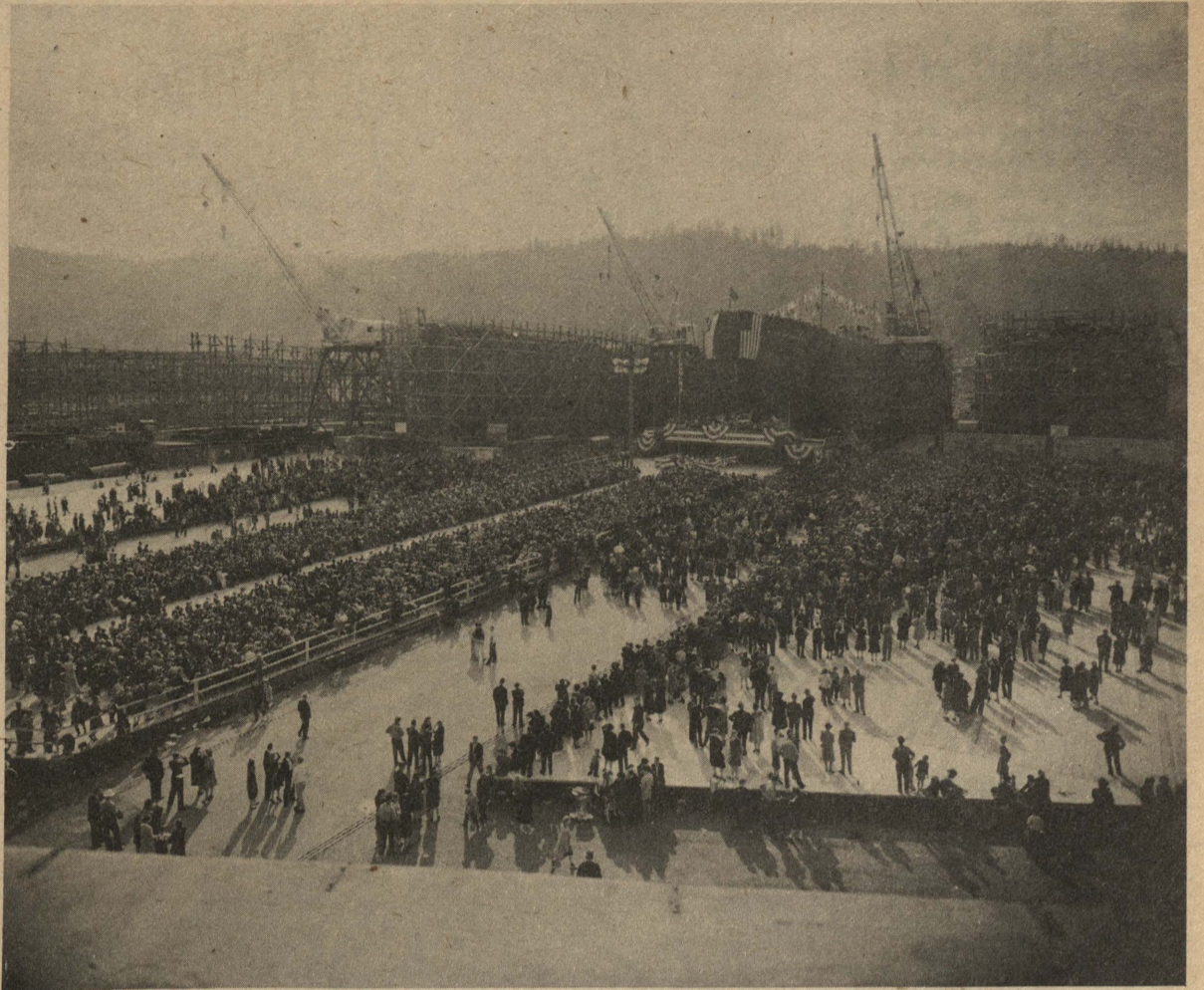
(OREGON SHIP)—Four years ago yesterday Oregon Ship launched its first ship, the Star of Oregon. No fanfare accompanied the anniversary. It was a different OSC from that of September 27, 1941, when 25,000 people thronged the yard to witness the birth of Oregon Shipbuilding corporation launchings. When the "Star" dipped into the water, OSC had a payroll of approximately 7500. No one dreamed that it would go on to establish itself as the nation's number one ship construction yard, employing a peak of 35,000 workers, and four years later be looking forward to its 454th launching.

Oregon Ship's growth was rapid. On December 31, 1941, the yard delivered its first vessel. By the end of 1942, OSC had turned out 113 ships and cut total construction days from 256 days to an average of 33.7 days per hull. It was in this same year that Oregon Ship ascended the shipbuilding world by delivering a vessel in 13 days.

Throughout 1943, peak production was maintained with 205 ships built. The year 1944 saw the end of Liberty output and on February 4, the last of that type cargo vessel was commissioned.

Postwar shipping called for faster ships, and Oregon Ship answered the call. The yard launched the world's first Victory on January 12, 1944, and from there went on to add more laurels as a leading yard in production of the AP-3s. To date, 97 have left the ways.

The yard also topped all Maritime yards engaged in Attack Transport construction.



First Launching Oregon Ship is starting its fifth year of ship launchings. Four years ago yesterday, OSC sent its first vessel, the Star of Oregon, down the ways. Below, the yard's initial Liberty ship starts down Way 7. A throng of an estimated 25,000 spectators await the big moment in Oregon Ship history, above.

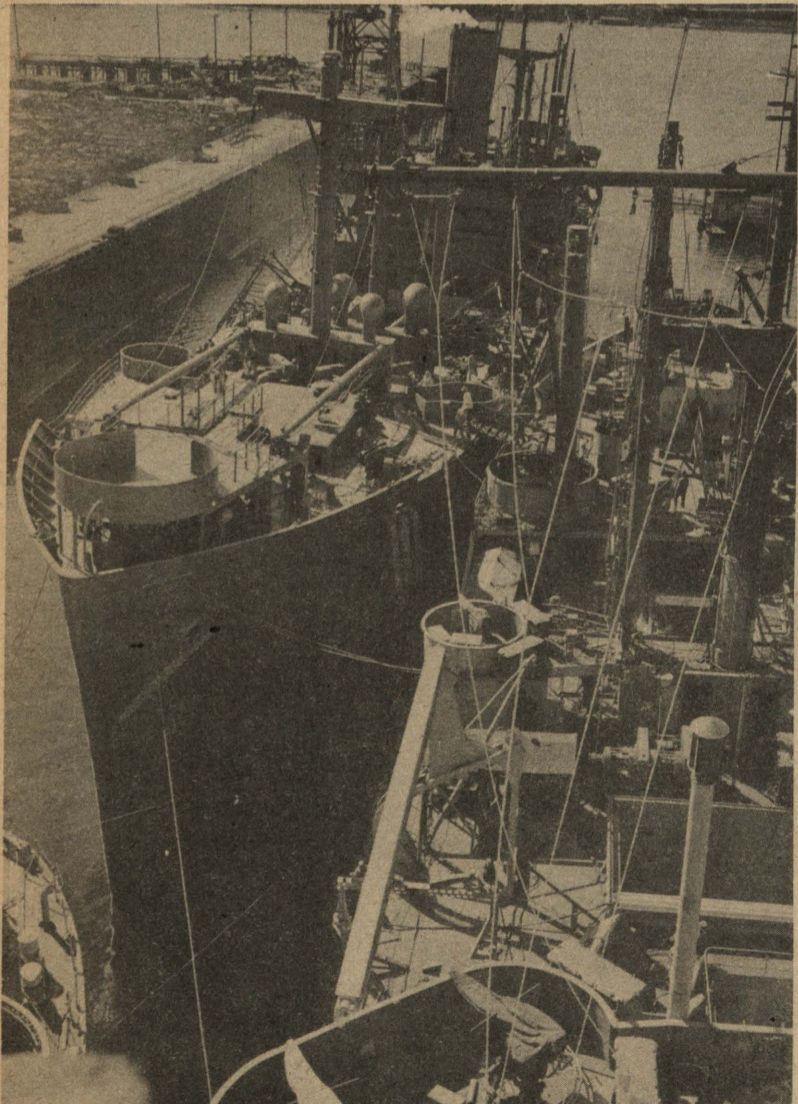
WELD 'CIRCLES EARTH' OSC Figures 'Fancy'

(OREGON SHIP)—If you were to follow the number of welding feet that have gone on Oregon Ship vessels since the "Star of Oregon" keel-laying, you would be in for a trip around the world. In construction of 453 ships, OSC workers have welded more than 122 million feet during four-and-one-half years of production. Probably more than any other factor in speedy ship output, welding speeded the pace on erection time and made records possible. Piping installed on Liberty, Victory, and Attack Transport ships totals nearly 18 million feet. This figure does not include structural pipe.

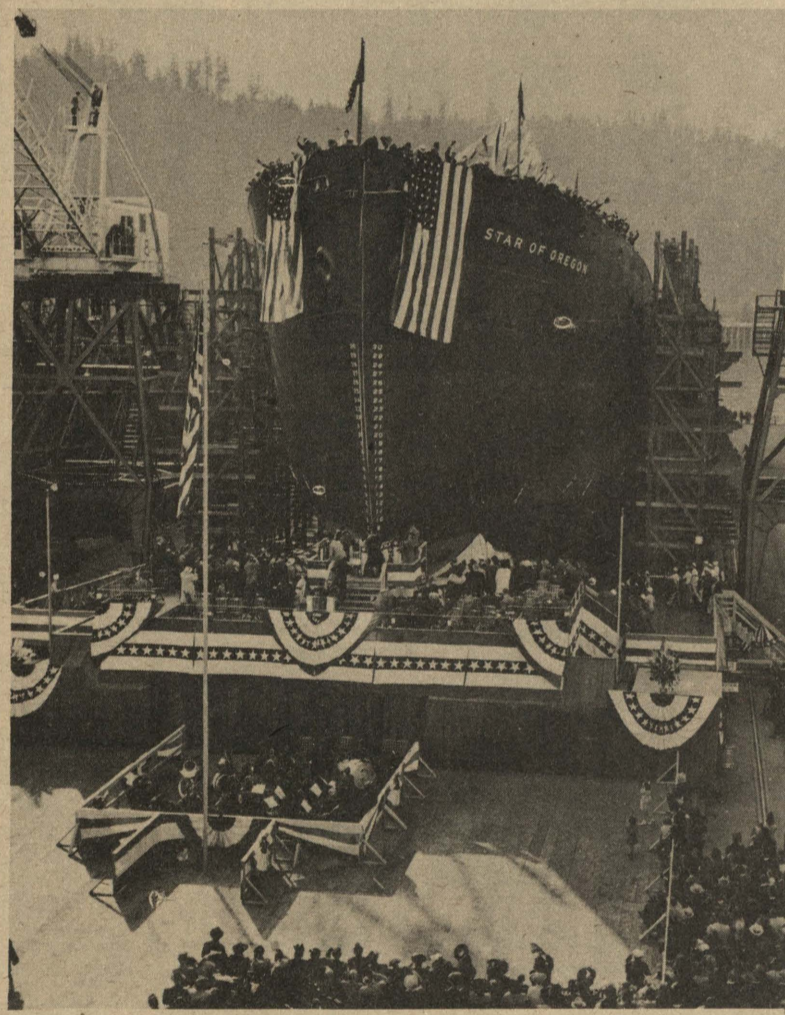
Electrical cable on Oregon Ship vessels would stretch from Portland to New York. Figures reveal that more than 17 million feet has gone into OSC ships to date. Erect-

ing 453 hulls required approximately 2,000,000 tons of fabricated steel and 1,000,000 tons assembled. Erection steel reached an estimated 2,000,000 tons.

Erection forces smashed all existing Victory and AP-5 hull construction records when they erected 1300 tons of steel in 48 hours on the U.S.S. Lauderdale at the height of transport production in October, 1944.



At New Fitting Dock This overhead view of two OSC ships at the new Outfitting dock was taken from a recently installed crane alongside the Warehouse. Vessel at left is the Bellingham Victory, delivered this week. Alongside is the U.S.S. Glynn, an Attack Transport. Both vessels were damaged in the big Outfitting basin fire August 29.



Shipwright Awaiting Navy Son's Return

(OREGON SHIP) — Like thousands of other shipyard dads, Arthur Hobbs, OSC swing shift shipwright, is dusting off the welcome mat for the day when his son, Art Hobbs, metalsmith 1/c in the navy Seabees, returns from long months of duty in the South Pacific. Young Hobbs has served three and one-half years overseas and is now attached to a maintenance unit in the Marshall islands. He enlisted four years ago and is now scheduled for mustering-out under the new point system.

Before going to the war zone, Hobbs trained at Norfolk, Va. He was stationed at Honolulu and Pago Pago, prior to present assignment.

10 Million Copies Of Whistle Printed

(OREGON SHIP) — Almost two months before the "Star of Oregon" was launched, the Bosh's Whistle rolled off the press for the first time at Oregon Ship. Since the initial issue, more than 10 million copies have been circulated among employees of the three Kaiser yards. Probably the paper in greatest demand was the one printed after the OSC fire. Aerial view issues were also in great demand.

OSC Expediter Dies

(OREGON SHIP) — Fisk Flynn, OSC electrical expediter, died last week following a series of recent illnesses. Flynn worked in various departments while at Oregon Ship. His wife, Marie, was an assembly worker here before termination recently.

Pendergrass Returns To Prewar Vocation

(SWAN ISLAND) — Last Saturday morning Administration building employees presented Larry Pendergrass with a briefcase. This was his last day with the company. Pendergrass became widely known in the yard for his extra-curricular work on bond drives, besides his regular job as steel supervisor. He will remain in Portland, returning to the automobile sales work he was doing prior to the war.

OSC Vessels Present For Tokyo Invasion

(OREGON SHIP)—Among the first ships which dropped anchor in Tokyo bay was the U.S.S. Mellette, Oregon Ship's sixth Attack Transport. While the Mellette gave OSC initial representation at the historical occasion, several other of the yard's vessels, including the AP-5s Darke, Duel, and Dickens, gave Japan some idea as to the might of Oregon Ship production. Word of the participation of the OSC ships in the occupational maneuvers comes from S 1/c Frankie Miller, who stood radar watch with the navy during the construction of 30 transports last year.

The Mellette was launched August 4, 1944, in night ceremonies and delivered September 26. The Darke hit the water August 29 with delivery on September 9. Launching and commissioning dates for the Duel were September 4 and October

12 respectively. The Dickens was launched September 8 and turned over to the navy on October 17.

Recently Attack Transports were designated to transport troops from the Pacific to this country, as a part of the mass fleet which will bring fighting men home for discharge.

The U. S. Department of Agriculture says that rubbing wax on heels and toes of stockings will make them last four times longer.

Battle Rough on Vancouver Flat Tops

Noted Lecturers Schedule Dates For Vancouver

(VANCOUVER)—Will Durant, William Winter, Gerhart Segar, and Harrison Forman are included in the list of seven renowned lecturers to appear in Vancouver during the 1945-46 season of the Community Forum. It was announced this week. Opening forum meet will see Segar, author and former member of the German Reichstag, speaking on October 15 on the topic "Germany—to Be or Not to Be."

The program announced by Lewis D. Cannell, program chairman, includes Winter, news analyst and war correspondent, and Frank G. Williston, during November; Grant Butterbaugh, educator and statistician, and Durant in January; Sverre Avestad and Forman in February and two more features to be announced later for other dates.

Boy Babies Keep Stork On Overtime

(VANCOUVER)—The old superstition about another war 20 to 25 years hence being assured because of the preponderance of boy babies was considered this month. Permanent hospital, in its reports of births, listed the following:

- September 11, 2 boys, no girls.
 - September 12, 1 boy, no girls.
 - September 14, 1 boy, no girls.
 - September 15, 3 boys, no girls.
 - September 16, 1 boy, no girls.
- For the week of Monday, September 10, through Sunday, September 16, there were nine boys and three girls born at the hospital. All three girls were born Monday, September 10.

Mill Center Rental Office Closure Set

(VANCOUVER)—Mill Plain community center's rental office will be discontinued at 12:15 noon, Saturday, September 29, the Vancouver housing authority announced today. Beginning Monday, October 1, all tenants living in the eastern section of the project will pay rent at the McLoughlin Heights administration building, located at MacArthur and Divine road. Consolidation was made necessary by reduced occupancy of the project. Tenants may pay October rent at the Mill Plain offices until noon tomorrow.

PERMANENTE BIRTHS

- Mr. and Mrs. Bernard Sabesan, McLoughlin Heights, a girl weighing 5 lb. 11 oz., September 4, 1945.
- Mr. and Mrs. James McLane, McLoughlin Heights, a boy weighing 6 lb. 12 oz., September 4, 1945.
- Mr. and Mrs. L. B. Bradley, Bagley Downs, a boy, weighing 8 lb. 7 oz., September 4, 1945.
- Mr. and Mrs. Peter Lakoduk, McLoughlin Heights, a boy weighing 8 lb., September 5, 1945.
- Mr. and Mrs. Arthur Lehmann, McLoughlin Heights, a boy weighing 6 lb. 12 oz., September 5, 1945.
- Mr. and Mrs. Alex Edwards, Bagley Downs, a boy, weighing 8 lb. 4½ oz., September 7, 1945.
- Mr. and Mrs. Leo Wilson, Portland, a girl weighing 7 lb. 3½ oz., September 8, 1945.
- Mr. and Mrs. Charles Ethridge, McLoughlin Heights, a girl weighing 8 lb. 11 oz., September 8, 1945.
- Mr. and Mrs. Fay Summerhill, Orchard, a boy weighing 8 lb. 5½ oz., September 9, 1945.
- Mr. and Mrs. James Henry, McLoughlin Heights, a boy weighing 6 lb. 13 oz., September 10, 1945.
- Mr. and Mrs. Charles Wyse, Bagley Downs, a girl weighing 7 lb. 2 oz., September 10, 1945.
- Mr. and Mrs. Alvin Newberry, Rt. 2, Vancouver, a girl weighing 7 lb. 2 oz., September 10, 1945.
- Mr. and Mrs. Elmer Zeller, McLoughlin Heights, a girl weighing 6 lb. 3 oz., September 10, 1945.
- Rev. and Mrs. George L. Hunt, Burton Homes, a boy weighing 4 lb. 15½ oz., September 11, 1945.
- Mr. and Mrs. Leonard White, Vancouver, a boy, September 11, 1945.
- Mr. and Mrs. Marc Grignon, Portland, a boy weighing 8 lbs., Sept. 12, 1945.



Service Certificate Here's a reproduction of the Service Certificate that is currently being mailed to all employes who have left the yard since V-J day. Thousands of copies have been personally signed by Mike Miller, assistant general manager, and John Hallett, general superintendent. Department heads also sign the certificates.

Old Friends Reunited At Launching of Howe

(VANCOUVER)—The launching of the S. S. Louis McHenry Howe was something of a special occasion for Mrs. S. L. Stubbs, secretary in the Joshua Hendy Iron Works office in the West Outfitting building. Mrs. Stubbs, former secretary to the supervising architect at the University of Illinois, knew and worked with Mrs. Robert H. Baker, daughter of the man for whom the ship was named. Mrs. Baker, Matron of Honor of the Howe, is the wife of the former astronomy department head of the U. of I. Mrs. Stubbs and Mrs. Baker knew each other from 1930 to 1934, and had not seen each other since. The launching ceremony provided the opportunity to revive the friendship and to discuss their war work

in widely separated places—Mrs. Baker in Massachusetts and Mrs. Stubbs here. Mrs. Stubbs first came to Vancouver in January, 1944, and helped conduct the survey taken at that time by a Stanford university group. She assumed her present position with Joshua Hendy company in March.

Five Escort Carriers Destroyed; 10 Saved After Severe Attack

(VANCOUVER)—Of 50 escort aircraft carriers built in Vancouver during the 1943-44 production peak, 15 were sunk or damaged in action, a review of operations released by the 13th naval district noted this week. The historical review of the gallant "babies" in action was in the clipped official lan-

guage of the navy. Five of the fifteen are on the bottom of the Pacific, while the other 10 that were damaged will be saved.

Those sunk (all previously reported in the Bos'n's Whistle) were the Liscome Bay, Gambier Bay, Saint Lo, Ommaney Bay, and the Bismark Sea. First to go was the Liscome Bay in the battle off Tarawa in the Gilberts on November 24, 1943, only three months and 17 days after her delivery at Astoria. The Gambier Bay and Saint Lo were lost October 25, 1944 in the battle for Leyte gulf which ranged east of Samar island in the Philippines and turned the tide of war against the Japs.

A kamikaze plane was responsible for the death of the Ommaney Bay on January 4, 1945, south of Mindoro. The suicide plane struck and crashed into the after end of the bridge and then onto the flight deck. The last of the five "babies" sunk was the Bismark Sea, lost off Iwo Jima on February 21, 1945.

10 OTHERS DAMAGED

The 10 other Vancouver CVEs damaged were:

Fanshaw Bay, June 17, 1944, struck by a bomb on the after elevator platform, off Saipan, and again in the battle of Leyte Bay she was hit by four medium calibre Jap shells forward of the flight deck.

Kalinin Bay, October 25, 1944, in the Leyte Bay action; struck by 12 eight-inch shells forward of the port side of the flight deck, while

two other hits detonated under counter.

White Plains, October 25, 1944, in the battle of Samar, was damaged by major calibre Jap shells.

Marcus Island, December 15, 1944, was damaged by two suicide planes off Mindora.

Savo Island, January 5, 1945, suffered minor damage when a Jap kamikaze plane struck the radar antenna on the mainmast and crashed into the sea off Luzon.

Kadashan Bay, January 8, 1945, off Luzon, was struck just above the waterline by a suicide plane carrying two bombs.

Kitkun Bay, January 8, 1945, in Lingayen gulf was hit on the port side by a suicide plane carrying two bombs. One entered a boiler and the second entered the Machine shop, but both were duds.

PLANE PIERCES SHIP

Salamaua, January 13, 1945, in Lingayen gulf, was pierced by a suicide plane on the flight deck and the plane's engine and fuselage came to final rest in the ship's hold.

Lunga Point, February 31, 1945, off Iwo Jima, received minor damage by a suicide plane that struck the side of the island structure, skidded across the flight deck and plunged into the sea, leaving small fires in its path.

Wake Island, April 3, 1945, by a kamikaze plane which crashed into the water alongside the starboard bow, blowing a large hole in the shell plating.

Bigger Donations Counted As War Fund Finish Due

(VANCOUVER)—Employees were making larger per capita contributions to the United War Fund drive this year than last, early returns at the Tabulating department revealed last weekend. The first week's tabulation showed 5512 employes had signed up for a total contribution of \$13,016.63. This

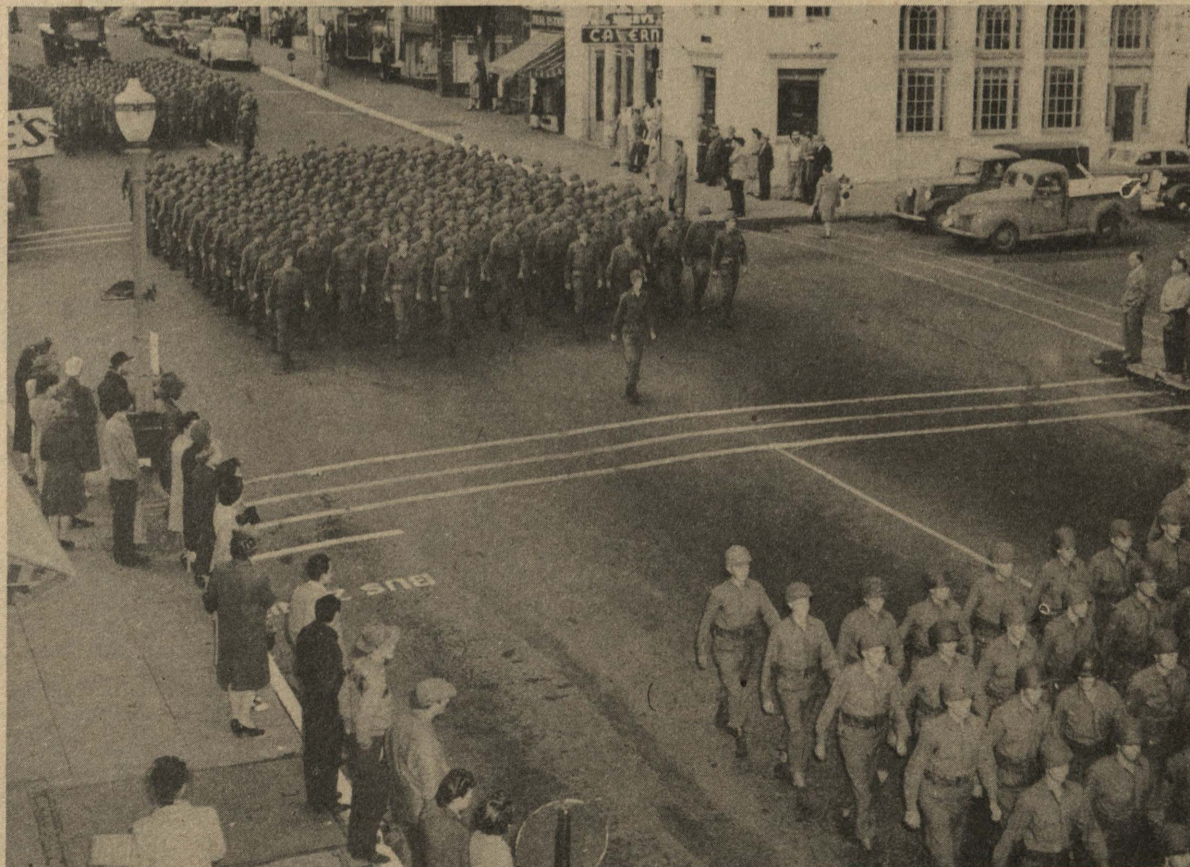
represented an average donation of \$2.34 per person as against an average of \$1 per person in 1944.

The drive ends tomorrow (September 29) at the close of day shift. All cards must be returned to the Tabulating department by that time. Payroll deductions for all pledge cards turned in between September 22-29 will be made on the checks received October 5. Cards received up to September 22 were included in the checks to be issued today.

JEEP MAIN INTEREST

Chief interest in the drive centered in the award of a postwar jeep to be given by the company to a lucky donor in the United War Fund campaign. The drawing for jeep will be held Monday, October 10, according to plans of the Yard Activities department. One chance has been entered for each one dollar contributed. The jeep will be delivered anywhere in the continental United States, in case the winner has left the yard before the drawing is made.

The United War Fund campaign in the yard helps provide funds for world wide organizations such as the USO, United Seaman's service, and relief for starving peoples in all the nations of the world. It also provides the funds for operation of such worthwhile local groups as the Boy Scouts, Girl Scouts, Salvation Army, Camp Fire Girls, Child Care committee, and Children's Home society.



War Fund Parade Almost one thousand troops from Vancouver Barracks, hundreds of Boy Scouts, Girl Scouts, Camp Fire Girls, and other units of city-wide organizations, paraded through downtown Vancouver Friday, September 21, as the big United War Fund drive to raise \$90,000 opened. Shipyard employes have always been big contributors to the United War Chest, and this year is proving no exception.

Ship Surpluses Noted at Swan, Up for Purchase

(SWAN ISLAND)—Surplus ship material, now dribbling into the open market throughout the United States with other surplus war materials, would have been virtually non-existent at Swan Island if the end of the war had not called for the cancellation of five tankers on the last contract. As it is, a trip through the storage yard shows some surplus ships parts—and others are stored in the large new warehouse—but constant checking, cancellation of orders for materials, and rerouting of others to other industries have kept Swan's surplus from becoming a problem.

Daily the yard receives letters from Northwest firms who are seeking to buy everything from typewriters and desks to machine tools and sheet steel. The answer to all these inquiries is the same. "This material does not belong to the Kaiser company. It is the property of the Maritime commission and will be disposed of in time either through the commission, or in some instances through the Reconstruction Finance corporation." No set rule has been laid down for procedure in selling ships' material to the public. However, the Maritime commission publishes monthly the "Marine Surplus Seller," a catalog that lists goods available, their price and where they can be obtained.

RAFTS, FLOATS OFFERED

For instance heavy duty, reversible, Catamaran type life rafts, priced from \$10 to \$50 each are available at several points, the closest being Bremerton, Washington. Steel or balsa wood life floats are priced at \$10 to \$25. Nearest selling location is Richmond, Cal., and the price quoted is f.o.b. location. These rafts are much in demand for lake homes and some of the floats are said to be ideal for duck blinds.

Ash oars are priced at 25c per foot. Taking items in the catalog alphabetically one finds anchors, booms, brakes, cleats, distillers,

collision mats, gasoline and diesel marine engines. Item No. 16 is a Fairbanks-Morse 1400 horsepower diesel developing 300 r.p.m. There are three of these at Montgomery, Ala., and the price is \$50,000 each. There are others at less money. The Continental "Commando" used marine gas engines sell for \$575 each, f.o.b. Norfolk, Va. Also listed are used navy type V-4 marine gas engines for as low as \$250.

SPARE PARTS, TOO

Spare parts are included—air cleaners, controls, tanks, bearings, connection boxes, gauges, gears, governors, pumps and so on through the listing.

Do you want a blackout switch for your garage door? You can get one, marine type, for \$7.35. Sixteen-foot lifeboat masts can be purchased for \$26 each.

Propellers, shafts, steering engines and winches are on the market. Pilot house windshields and windows can be bought.

ADDRESS PROVIDED

If you are interested, inquiries should be addressed to materials disposal section, U. S. Maritime commission, Washington, D. C. This is a part of the Contract Settlement and Surplus Materials division.

It is the general policy of the commission to dispose of these materials under fixed prices which are established at fair market levels for individual users, dealers, wholesalers, exporters, manufacturers and the government. All items are available for immediate sale and no 30-day priority waiting period is required. When ordering, a certified check or money order must accompany the order.



These anchors are not yet for sale. Some of them will be used on the remaining Swan tankers. But when they are, they will be listed by the Maritime commission. Right now they set in the Swan Island Storage yard.



Steel life rafts have been declared surplus. This type is exceptionally large and has not had a price quoted to date. In Swan Island's storage yard, they probably soon will be included in the Maritime commission listing of surplus property for sale.



Leathers An estimated \$1500 worth of welding leathers, helmets, stingers, clothes and other tools were found in Swan Island Assembly building lockers cleaned out by guards recently. Each bundle, tagged with the locker number, is being kept at the Guard office for claimants. They also have a half-bushel of keys, numerous pairs of glasses, bill-folds and other unclaimed property. (Swan Island photo)

All Three Yards Now on Same Work Shifts

All Kaiser shipyards in the Portland-Vancouver area will be on the same schedule of hours effective October 1. It has been announced that Oregon Ship, as well as Swan Island, where the change was previously set, will return to the 8 a.m. to 4:30 p.m. day shift, with swing and graveyard hours revised accordingly. The new hours will apply to all workers except those in the Swan Administration building, who will have a one-hour lunch period and work until 5 p. m. At Oregon and Vancouver quitting time for day shift administration workers will be 4:30 p. m., with a half hour lunch period.

Each of the three yards operated on the 8 a.m. starting schedule when they were opened, but in mid-1943, to relieve transportation congestion, Oregon Ship instituted a 9 a.m. day shift and Swan Island one at 7:30.

The change-back was approved by labor, management and Traction company officials.

Before the end of the week, congress probably will have acted favorably on President Truman's request that the nation return to standard time. If it does, there'll be an extra hour of sleep on Sunday night, September 30, because at 2 a.m. clocks will be set back.

Kaiser Car Firm Leases Willow Run

The Kaiser-Frazer corporation has leased the \$1 million Willow Run bomber plant near Detroit for five years and will convert the facilities for the manufacture of new low-cost automobiles. Henry Kaiser, Pacific coast shipbuilder, and Joseph W. Frazer, Detroit automobile executive, negotiated an agreement with the Reconstruction Finance corporation to operate the plant.

Plans still are being developed for the lowest-priced car to be produced at Willow Run. This model will be known as the Kaiser. An automobile to be sold at a higher price will be called the Frazer. Designs for the Frazer have been frozen.

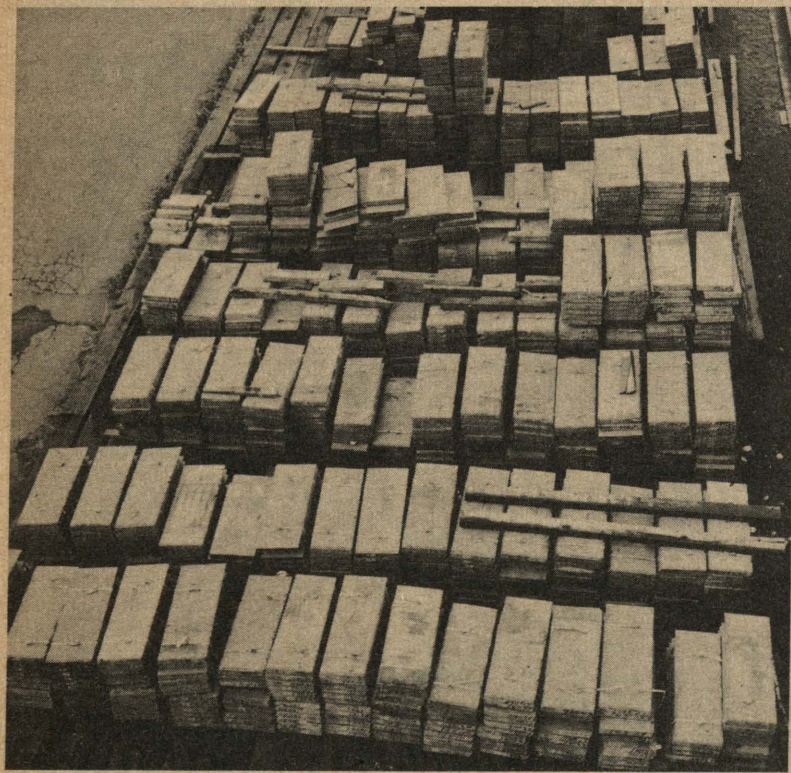
Frazer has announced that he will move the manufacturing facilities of Graham-Paige Motors, of which he is president, to Willow Run.

Orchestra Selected For Hospital Dance

(VANCOUVER)—Joe Dardie and his orchestra will provide the swing time for personnel at Permanente hospital in their annual dance, it was announced this week by Bob Rieke, office manager. The Congress hotel will be the location, tomorrow, Saturday, September 29 from 9 p. m. to 1 a. m., cabaret style, Rieke reports.

Gratitude Expressed

(VANCOUVER)—Mr. and Mrs. Oliver Lane extend sincere thanks to all the shipwrights and riggers who so generously helped them during his recent confinement as a result of an accident.

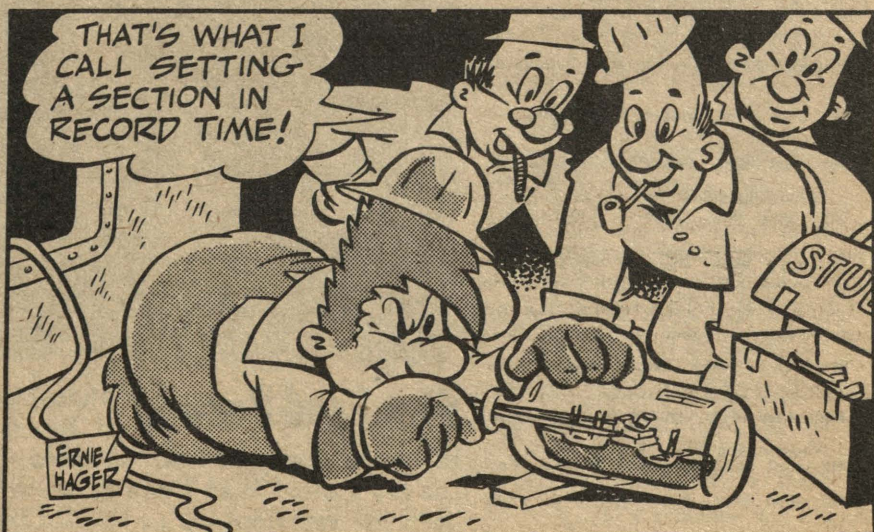


It is hard to imagine who will be in the market for the assortment of steel covered plastic armor formerly used to make gun turrets and protect the radio room and bridge decks of tankers before V-J day. But if you want plastic armor the Maritime commission undoubtedly will accommodate you. (Swan Island photos)

Stubby Bilgebottom



By Ernie Hager



What's to Become of Our War-Built Merchant Ships?

Bland Bill, Now Before Congress, Provides for Sale of Vessels in Plan to Revitalize World Shipping

THE world's greatest merchant fleet will be on sale when Uncle Sam's war shipping chores are finished. Ships may even be rented. Who buys and at what price will influence the maritime shipping of every nation in the world, and the United States' merchant fleet in particular. The future of American shipbuilding and ship repair industries . . . the jobs and war-learned trades of a hundred thousand and Northwest shipworkers—are a part of decisions now debated in congress in the Bland "ship sale" bill.

The policies to be administered by the U. S. Maritime commission have been taking shape ever since war time revival of America's once proud merchant marine.

Now that this nation has the greatest tonnage afloat under any flag, advocates of a thriving American fleet of merchantmen second to none insist the nation cannot let it die. World War II dictated building a massive fleet to move our armies and their military supplies to Africa, Europe, the Pacific and Asia. Keeping it during peace is something else.

What to do with some 5500 vessels is a bigger question than anyone wants to answer by snap judgment.

The patriotic American would favor keeping the world's biggest. National pride is like that. But Americans in prewar years could boast of only 125 to 155 dry-cargo vessels under the Stars and Stripes in foreign trade. Coastal, coastwise and others totaled about 800. Normal economic conditions saw only 10 per cent of American agriculture and manufacturing products crossing the ocean trade routes to foreign nations. A very small percentage moved in American owned ships.

SUBSIDIZATION RECALLED

What there was of an American fleet was heavily subsidized every single day afloat. Uncle Sam's 130 million people were also paying taxpayers' money for construction subsidies to encourage American shipping companies to build "American-made" ships. Every foreign nation with a flag on the high seas was paying one way or another to keep her merchant fleet operating.

What congress is trying to create, expressed in the Bland bill, is a policy that will keep almost everybody happy. The American fleet operator, the shipbuilder, our foreign allies and business and industry all over the world.

The bill provides for the sale of American merchant vessels now consigned to, seized by or built for the U. S. Maritime commission.

A year ago the Maritime commission estimated its fleet at 3695 ships afloat, 1855 on contract or under construction—a total of 5500—plus 1015 wooden barges and 200 smaller power boats.

The more than 1000 war-built hulls launched at Oregon Ship, Swan Island, Vancouver and other Portland area yards are listed with the others.

GOOD PRICE NEEDED

They will have cost the American taxpayer about \$20 billion—less \$600 million in shipyard facilities financed directly by the Maritime commission. It will be good business to get as much for those ships as possible, to recoup what can be salvaged for the American taxpayer.

And it's a seller's market. Every maritime nation in the world needs ships. America has more ships than necessary for its own purpose, even if congress decides to bring about the revival of America's supremacy on the seven seas. Glutting the market, however, would be certain catastrophe for the American shipbuilding industry. No fleet operator will order a new hull if he can purchase one already built almost as good, maybe battered a little during

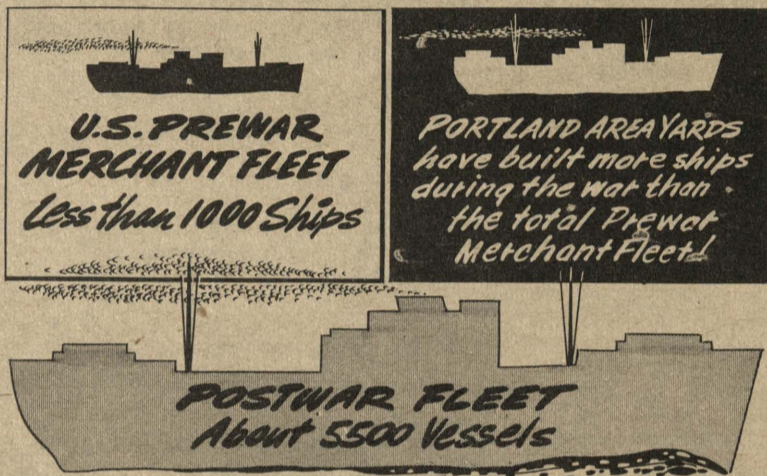
war service, and convert it to peacetime service.

But if the price is too high the shipping company will turn to foreign shipbuilders who consistently have built ships at lower prices than American builders.

The Bland bill, or "ship sales" bill, is what congress hopes will partially repay the taxpayer's interests, protect the American shipbuilder and his workers and still provide American and foreign ship-



Victory These Victory models, many of which were built at Oregon Ship, will be most important for the United States in the post war world of commerce. Disposition of such ships is covered in the Bland bill, now before congress.



ping operators with vessels needed to rebuild world trade and prosperity.

DUAL PRICE PLANNED

It's a big order. To help facilitate transfer of this huge war fleet for peaceful service the Bland bill would have the Maritime commission estimate approximate cost of building each ship of America's expensive war-built fleet in prewar years. Each Victory ship, for example, would bear two price tags: pre-war "American-built" price and prewar "foreign-built" price.

Buyers are divided into two classes: citizens and non-citizens. Each buyer must purchase his ship for a specific purpose. The trade routes it will operate, the nations the operator will compete with and

whether or not the buyer is an American citizen will dictate the price and the terms.

Uncle Sam is trying hard not to be a "shyster Sam," but he doesn't want to be a "sucker Sam."

Sale must begin within one year after termination of the war—not V-J day, but the official end of the war emergency.

Those prewar construction prices—American and foreign—will be difficult for any present day shipbuilder to match. They will be determined on material costs and prevailing wages of January 1, 1937, to December 31, 1940. Congress has its eye on those prewar foreign costs, however. No prewar "foreign price" can be less than 50 per cent of the prewar American cost. Libertys

are the only exception. The Maritime commission, if the Bland bill is approved as written, may sell Libertys at a foreign-cost price which is exactly 50 per cent of American cost.

The possibility that American ship outfitters may profit by extensive repairs, improvements and conversions necessary is foreseen by shipbuilders favoring the Bland bill.

KAISER BACKS BILL

Edgar F. Kaiser, general manager of the Portland-Vancouver plants, has taken a stand urging support of the Oregon congressional delegation for the Bland bill.

In an address before the Portland Propeller club, Kaiser stated that without the bill shipyards in the area will not be able to compete in the future ship construction program. Also, he stated that yards here must scale down costs to a minimum in order to underbid established eastern yards.

Uncle Sam hopes the preference given American buyers will result in rebuilding the American maritime fleet, perhaps recapture the leading rank it held in the clipper ship area of the middle 19th century.

Any American may buy at the domestic price without operation restriction as to trades, services, routes and sailing schedules. Any American also may buy the prewar foreign price for operation on a specific trade route in foreign or domestic commerce. Operating tank-

ers purchased under the Bland "ship sales" bill policies calls for special restrictions. They may be purchased at the foreign-made price and operated in foreign trade without restriction, but if used in domestic trade additional adjustments in price are to be made by the commission.

"EASY PAY" OFFERED

Buying at the prewar foreign-made price calls for a down payment of 25 per cent; on the domestic price, 12½ per cent. The balance can be paid off in 20 years, with Uncle Sam holding first mortgage and interest at 3½ per cent.

The Maritime commission even will rent its ships. The rate is nine per cent of the prewar cost per year, plus 3½ per cent interest based on the vessel's prewar American or foreign price.

Ships not suited for American commerce and not acceptable for chartering by the U. S. Maritime commission will go on the auction block and may be purchased by non-citizens.

That puts our allies in the buying mood, but there will be no giveaways. No ship will be sold to a non-citizen at less than its depreciated prewar foreign built cost, except Libertys. The "ugly duckling" that gave Oregon Ship world fame in splashing production records seems destined for an ignoble future in world shipping. They may be sold by negotiation, instead of on the auction block to the highest bidder.

NUMBER UNCERTAIN

How many ships actually will have a "for sale" tag hung on the captain's bridge is uncertain. Ships seized from enemy nations under the wartime public law 101, ships transferred from private owner to the government and vessels transferred from Allied flags to American registry must be replaced. America's military defense policy will be determined by the secretary of the navy. These vessels will be held in reserve at such basins as the Maritime commission designates.

The money the United States collects from sale of surplus war-built ships is earmarked for future ship construction. In years to come it will pour back into our merchant marine, offsetting the future payment of new tax money for construction subsidies to float new American merchant flag ships.

America's gigantic wartime merchant fleet has been an expendable part of billions spent for victory. Under provisions of the Bland bill the millions would circulate to breathe new life into the nation's maritime fleet of the future.

Ship Carries Name

(SWAN ISLAND)—First ship to leave Swan Island with its name on its bow is the S. S. Jordan Valley. Hull 148, delivered last Saturday. Prior to this time because of the war all tankers have been incognito.



'Ugly Duckling' The Liberty ship, like the one shown here, carried a heavy burden during the war, supplying Allied nations with war goods. But her future in the postwar world of shipping isn't a bright one, since the Libertys are too slow to compete in commerce.

Inquiring Reporter

QUESTION

"How far do you think the United States should go in feeding war-starved countries?"

Pauline Kehrer, tool-dispatch, swing shift, Vancouver: "I really don't think we should help feed them over there. We will have enough poor people over here that will keep us busy feeding them. I think food will stay rationed here until most of our boys are back, and that will be enough for us to do."

D. Visser, Swan Island Machine shop: "I have three sisters and two brothers in North Holland who because they have their own land have it easier than those in the cities. They trade their wheat and can get some meat that way. I have sent them tea and coffee. They need salt badly. We should send food to the cities. I don't understand why, but my letters to them are censored. They are still afraid to write very much."

Herb Miller, Oregon Ship welder foreman: "In order to keep peace in Europe and elsewhere in the world it stands to reason that war-starved countries must be kept fed. We should see them through with a food supply this winter until it is possible for them to produce for themselves."

R. C. Winter, swing shift ship-fitter, Vancouver: "I think we should go the limit providing the people at home don't feel too seriously affected by it. The congressmen, of course, need a donation first so they don't starve to death on their \$10,000 a year salary! But seriously, we must help feed these people."

John D. Petroff, Swan Island equipment maintenance: "Being born in Europe, I say we should furnish food through this coming winter up until March to give them a break. This winter will be the roughest time over there. Shoes and clothes are as scarce as food. But we should take care of those countries we occupy at least until next March."

Harold Stark, Oregon Ship clean-up foreman: "Charity begins at home, is my motto. Let us feed ourselves first and the surplus this country has left can go to people who will be short of food due to the war. We should follow this plan only long enough for them to get on their feet and then they can resume crop harvesting."

G. B. Stover, Electrician on swing shift, Vancouver: "I believe in our country first and then we can take care of the others. We are civilized and we do produce enough food so that we can do lots of good in helping the starving people over there."

H. R. Friswold, Swan Island burner: "Well, it's hard to say but I do believe in helping out with food and building material too so that the people in those countries will have a place to live as well as something to eat. We should not give it outright, but loan it and give plenty of time for them to pay it back."

S. A. McElroy, Oregon Ship rigger: "The United States should go far enough in feeding foreigners so that no one will starve in the critical months to come. On the other hand, we should look out for ourselves too and get by without too much rationing. I believe in giving the other fellow a helping hand though until things are back to normal."

Dolly Johnson, paint carrier, swing shift, Vancouver: "Well, I haven't given it too much thought. That all depends upon whether we continue rationing or not. I don't think we should ration too strictly now that the war is over. Europe started this war, after all."

Norberto Cruz, Swan Island ship-fitter: "It seems to me that we will have to be helping out with food to all of the countries that have been the battlefields for at least three years to come. That should be long enough for them to get their food problems solved. Send them plain food, nothing fancy, all who need food."

J. P. Vasil, Oregon Ship rigger: "War-starved countries need our help and they should get it, but not to an extent where we will be made too short. It shouldn't be too long before Europe can turn out foodstuffs again and then our aid should stop."

Marvin Ramsey, trial run mate, Vancouver: "We should help out to the best of our ability. Keep producing all the food possible and get all the food we can to them. We can do it with our ability to produce. How can we prove we are good neighbors if we don't?"

Margaret Hutchins, Swan Island timechecker: "Personally I hate to see anyone starve no matter what his or her nationality or beliefs might be. We have plenty of food in this country, I think, and we should share it. I always would rather be taxed for peace than for war. Let's not let anyone we can help go hungry while we have food we can ship to them."

"Tex" Norman, Oregon Ship, shipwright: "Sure, help the victims of war. But, don't go overboard on the thing and start extensive rationing here, due to it. No one should have to go hungry. Other countries ought to be able to assist us on supplying food too. We have carried the load of supplies a long time."

Veteran Ammunition Ship Scheduled for Scrap Heap

(SWAN ISLAND) — Speculation on the fate of the U. S. S. Nitro, navy ammunition ship tied up at the Swan Island drydock finger pier, was answered last week when the navy ordered voyage repairs necessary to put the old girl in shape for a trip to the East Coast where she is to be decommissioned and scrapped. "Her hull leaks in every seam," say the men who have looked her

over. The Nitro has a long and glorious career. In the peacetime period preceding the war she was the only ammunition ship the navy had in service. Not much of her early history is known by the men aboard, but the records show she was launched December 16, 1919, and commissioned the first of April in 1921. She was the sister ship of the U.S.S. Pyro. The Pyro was decommissioned before the war.

REFRIGERATION USED

During peacetimes the Nitro served the fleet with ammunition. The ship is equipped with refrigeration that keeps deadly ammunition, or "popcorn", as it is referred to by the crew, from exploding in the tropical climates.

The vessel's last cruise of duty was from April, 1944 to August 24, 1945 when she arrived at Swan Island. Following the cruise her crew published a chronological story of the duty, parts of which are reproduced here through the courtesy of her officers, Capt. Foy Trimble, and Lieut. W. S. Parr, executive officer.

"To be candid, we've spent 17 months in the process of traveling half way around the globe and back. We've earned commendation in the invasion of Normandy, supported the invasion of Southern France and earned two ribbons for Pacific ocean duty including one during the liberation of the Philippines. This is not to mention carrying a heavy load of sensitive 'popcorn' all the way from Norfolk to Glasgow; from Oran to the Philippines and back to San Francisco. Also worthy of mention is that six months spent at hard labor in Ulithi in the southern tip of the Carolines."

IRELAND FIRST STOP

After leaving Norfolk, Va., in April of 1944 the ship's first stop was Bangor, Ireland, where she supplied a U. S. battleship with ammunition, going on from there to England where she loaded "Limey Coasters" with eight inch projectiles. Scotland, Wales and then back to England was the next step. The Nitro was on its way to Plymouth when the Normandy invasion took place.

Next trip was to Oran, Algeria, which was "the foulest smelling establishment so far visited." From here the ship went to Algiers, and then to Bizerte. "Remember that was the time when a radio broadcast mentioned the escape of 23 Nazi subs from the French port of



Gunner's Mate C. J. Sickert has the longest period of service aboard the U.S.S. Nitro for any enlisted man. In the navy for 19 years, the last seven and a half of them have been on this ammunition ship.

Tulon? Not too many slept soundly that night. We arrived in the morning and left the same day," the report says.

"The 28th of August we arrived at the little harbor of Propriano where we supplied many of the ships of the invasion fleet that were active in Southern France. There we received citations from the commander of the 8th fleet. On the fifth we left for Adjaccio, the historic port where Napoleon was born and the capital of Corsica."

Oran again and then St. Thomas were the next ports of call.

ROUGH SEAS RECALLED

"The 12 days of fairly rough seas will be remembered for the message received aboard that an enemy submarine was directly in our path. We'll remember fueling the two DEs at sea and the incident when one of them took a chunk out of our side."

Panama City was visited and then orders came to proceed for Pearl Harbor, alone.

"It was a 10 day trip from Pearl to Eniwetok. During this period the ship received notice to change its address to c/o Fleet Post Office, San Francisco.

SISTER SHIP HIT

"On leaving Eniwetok we arrived in Ulithi in convoy and remained there servicing ships for six months. The first week in the harbor gave us a scare when one of our sister ammunition ships was hit by a torpedo. Nobody seems to know the true story on what hap-

pened except that depth charges were dropped for the next 10 hours in every direction. The kamikaze attack on one of the carriers in the harbor with the death of 18 men marks the high spot in excitement when the movies were interrupted by a blaze and explosion that lit up and shook the harbor for miles around.

"Christmas came and went with little celebration and that afternoon an LCT came and went with a load of ammunition and there was little celebrating during the serious business of loading and unloading. The big dinner we had was special, though, and someone decorated the mess hall in an attempt to make things a little more cheerful.

After a trip to Guam the Nitro returned to Ulithi. "This time we stayed a little more than three months working the LCTs and once in a while going over to our old standby, Mog Mog, for a few cans of beer and a swim in that beach that guaranteed cut feet after 10 minutes in the water.

ICE CREAM HELPS

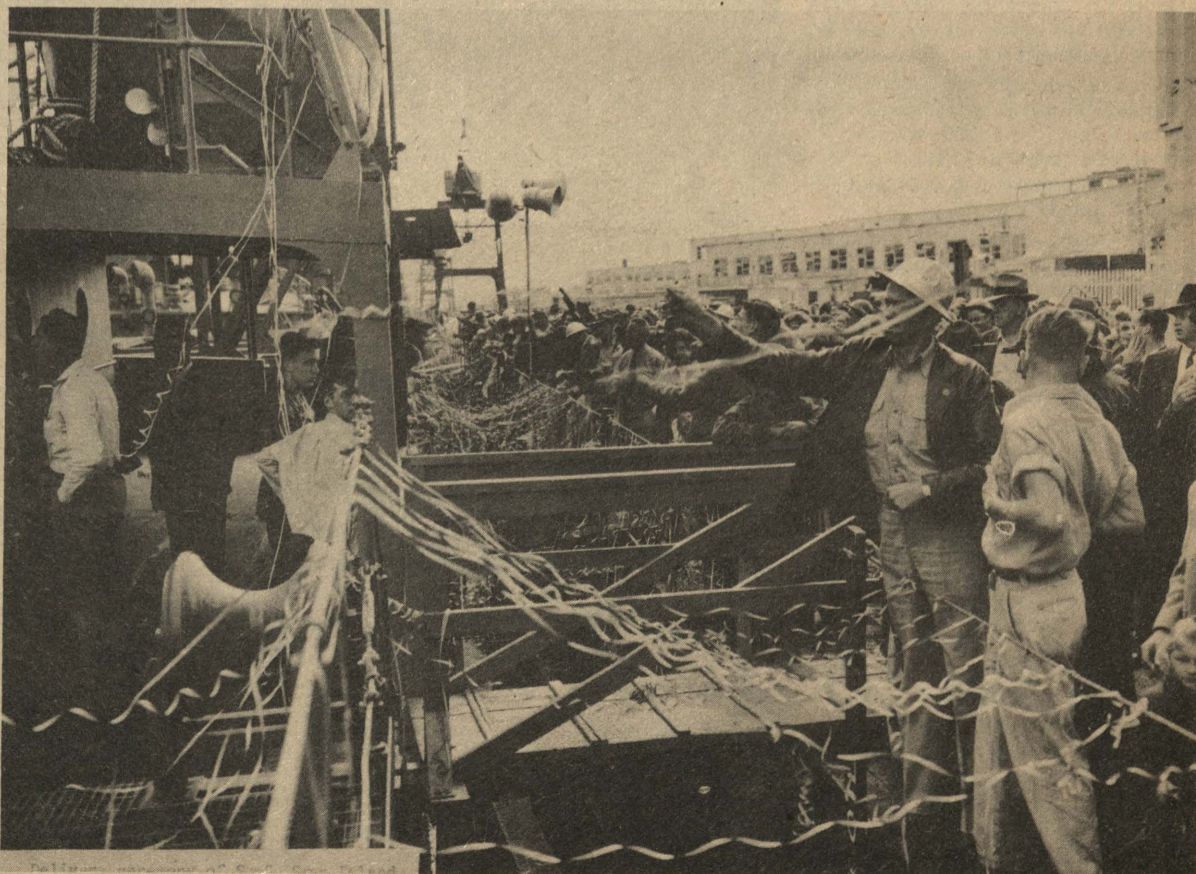
"An ice cream ship newly arrived in the harbor and the movies were new enough and regularly shown so even our worst port had some conveniences.

"Our arrival between Leyte and Samar at San Pedro bay took place late in May. The sight of a genuine girl on the beach was a real event. The climax of the whole trip came however with word from the captain, 'We've received order to return to Uncle Sugar.' From then on nothing could break our spirits. We were going home. One more month passed like a dream.

"It's going to seem strange to have to use proper English again and observe the common courtesies of civil life. A nice warm bed, good meals and an excess of women will be hard getting used to. Just the same I think we'll manage. We can sure try!"

Whistle Appreciated

(VANCOUVER)—Sgt. A. E. Hansen, son of A. J. Robinson, chief clerk in Excavation department, forwarded copies of "Stars and Stripes" from Germany with the note that perhaps his father would enjoy them as much as the boys in his outfit have enjoyed copies of the Vancouver Bosh's Whistle. Robinson has sent the "Whistle" to his son regularly.



Just a Year Ago On September 13, 1944, Swan Island delivered its flagship, the S. S. Swan Island, Hull 86. Prominent at right in picture are Superintendent Hal Feiock and Foreman J. J. "Pete" Peterson. (Swan Island photo)

BOSH'S WHISTLE

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