

7 in December  
Means 70 in '44

**BOSN'S**  **WHISTLE**

**SWAN  
ISLAND**

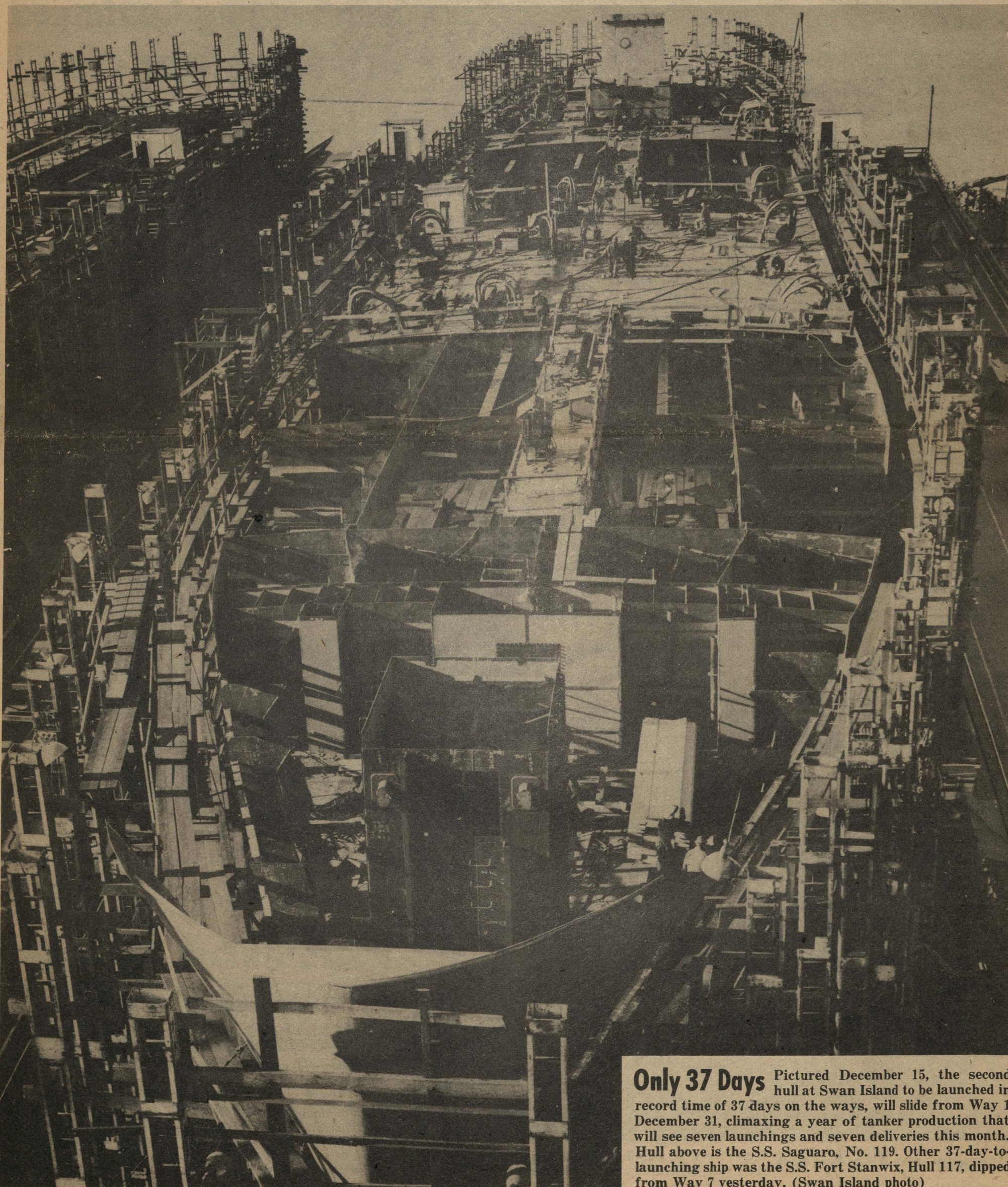
Volume 4—Number 46

FRIDAY, DECEMBER 22, 1944

8 Pages

# SWAN MAKES WORLD RECORD ON HULL 113

Story, Page 4



## Only 37 Days

Pictured December 15, the second hull at Swan Island to be launched in record time of 37 days on the ways, will slide from Way 1 December 31, climaxing a year of tanker production that will see seven launchings and seven deliveries this month. Hull above is the S.S. Saguaro, No. 119. Other 37-day-to-launching ship was the S.S. Fort Stanwix, Hull 117, dipped from Way 7 yesterday. (Swan Island photo)



# Holiday Cheer Fills Yards With Gaiety

Another Christmas for the Kaiser shipyards here, fourth for Oregon Ship and third for Vancouver and Swan Island, is about to be celebrated. Never before, workers agree, has Christmas followed such a year of high tension and "hot" schedules that began as "impossible" and ended with successful achievement. This week, the tension of Attack Transport construction was over at Vancouver

and Oregon Ship and both were launched on new tasks—OSC renewing its Victory schedule and Vancouver tackling the new huge C-4 troop transports. Swan Island is working furiously to regain the Tanker-Champ pennant. Departments in the three yards relaxed enough to erect Christmas trees in odd corners, to hang mistletoe and laugh as grizzled superintendents were caught with traditional results under the magic twigs.

## FEED PLANNED

At Oregon Ship Plate shop led the holiday festivities with plans for a giant "feed" at lunch hour today—turkey, a tree and presents exchanged under the huge curved roof more accustomed to the sounds of steel construction than gayly in-harmonious Christmas carols.

Painters, who had spread thousands of gallons of paint on steel hulls during the year, abandoned their broad brushes and stenciled fine lines on placards, to wish each other "Merry Christmas."

Electricians used any pretext to string lights from every conceivable projection in the shops, while expeditors paused in their rapid movements long enough to devise unusual gifts typifying each recipient's year's activity.

At Swan Island, where production is the keynote of the month as the yard strives to launch seven ships and deliver another seven, the most important Christmas trees are those encircling each of the ways. But whispered consultations and people running around with pen-

## No Ship Work On Xmas Day

By order of the Maritime commission, Christmas Day, Monday, December 25, will be observed as a holiday. All regular work except the necessary plant protection and maintenance will be suspended.

Although workers will not be paid for the day, they will receive shift credit towards the regular time-and-one-half sixth day.

cilled lists indicate many gifts will be exchanged.

Department offices all have small Christmas trees in addition to the huge one at Mock's Bottom with its unusual colored floodlights and the large white tree in front of the Administration building. With the children, the Child Service center also has its Yule tree.

Throughout the yards, as the festive days come nearer, sprigs of holly have "grown" suddenly out of steel piles and a cordial atmosphere fills each shack and office.

Then, at night, when scaffolding and crane lights shine down on the sprawling yards, in accents from every part of the nation, workers greet each other with the spirit of "Tiny Tim" of Dickens' immortal "Christmas Carol."

"God bless us, every one."

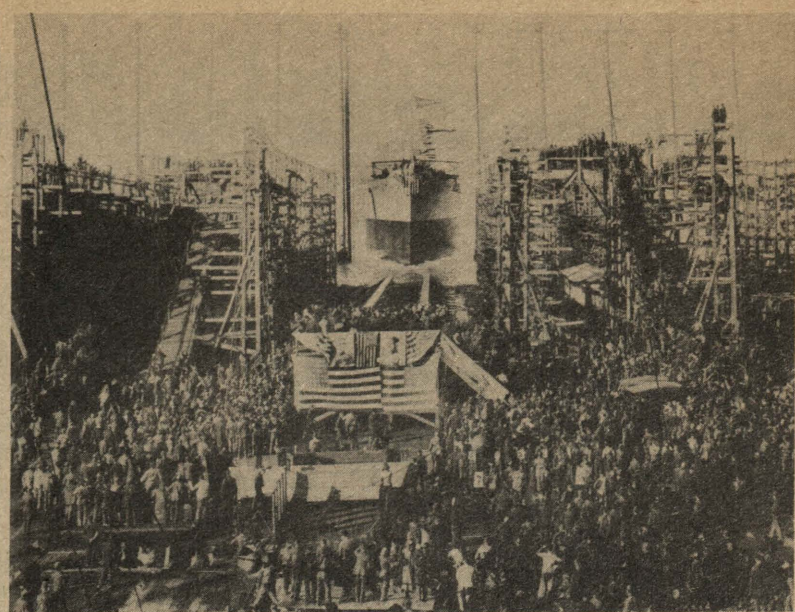
## Swan Man's Son Tells Of Victory

(SWAN ISLAND)—Gun crews of the S.S. Louis Weule, a Kaiser-built Liberty ship, knocked five Jap planes out of the sky, according to a letter received from their son by Mr. and Mrs. Joe L. McCann, Swan Island.

Jerry McCann, who is in the merchant marine, wrote: "I suppose from the news you should have guessed by now where I have been lately. And you can take it from me it was kinda rough. Our ship shot down five Jap planes. Not bad for a Liberty, do you think?"

## EX-VANCOUVER YARD WORKER ON VOX POP

WAVE Specialist 3/c Eve Betty Burns, daughter of Mrs. Madge Burns, Oak Grove, who was in the Personnel department at the Vancouver yard before enlisting in the WAVES nine months ago, was interviewed by Parks Johnson and Warren Hull on the Vox Pop program Monday. The program was broadcast over the CBS network from the WAVES' training school, Hunter college, New York.



Eleven days after the Armistice of World War I, Todd Shipbuilding Company of Tacoma, Washington, launched the freighter, "Jacona." The yard built 32 freighters and three cruisers on 11 ways. Notice ramp leading to decks, model T Fords and cables to carry sections.

## Shipbuilding Continued After First War's End

Joseph Stener, Swan Island shipwright, gives definite proof that shipyards do not close immediately when wars end. He brought to the Bosn's Whistle a picture of the Todd Shipyard of Tacoma, Wash., which shows a freighter being launched on November 30, 1918. The Todd yard built 32

freighters and three cruisers, which took from 1919 until months after the war's end, with all three cruisers and three freighters still to be launched when the war ended.

The Todd yard of that period employed approximately 8,000 workers. They had



eight ways for freighters and three for cruisers. Each cruiser cost about \$4,000,000, and was 580 feet long. The freighters were about the same size as those built at present at Oregon Ship. Stener declared that shipbuilding has come a long way since 1918. At the time, instead of hysters and trucks to carry small loads, a model T. Ford with a three-foot square

bumper would push small loaded carts around the yard. For the modern whirley crane, 72 poles, 125 feet high and costing \$1,000 each were set between the ways and assembly building with an inch-and-a-quarter cable connecting each set of poles. A steam driven winch that could lift up to 50 tons was used to pick up sections to be placed aboard hulls. Each block on the cable line had a 1,000 pound weight on the end to keep the steel from swinging.

When the United States first entered World War I, Stener was working as a carpenter in Wisconsin. He heard about the shipyard in Tacoma and didn't waste any time getting there. As a shipwright on construction, he received \$1 an hour. When shipbuilding started, he transferred to shipfitting and received 82 cents per hour with plenty of overtime. "I earned so much money in comparison with that in Wisconsin, I didn't know what to do with all of it," said Stener.

## EDGAR KAISER GETS CHILD CARE MEDAL

Edgar F. Kaiser, general manager of the three Portland-Vancouver Kaiser shipyards, won a medal last week. But this one wasn't for building ships, it was for taking care of children.

The medal is an annual award by Parents' magazine for outstanding service to children and was made to Kaiser in recognition "for his rare social vision in organizing the centers for pre-school children of shipyard workers." Kaiser was largely responsible for construction of the two child care centers at Swan Island and Oregon Ship which now accommodate 800 children of working mothers.

The award ceremony took place at a tea from 3 to 5 p. m. in the Swan Island Child Care Center. Kaiser, however, wasn't there. He was in Washington, D. C. on shipyard business so Walter de Martini, administrative assistant and George Wolfe, architect for the centers, represented him in accepting the award.

## NO SUNDAY OFF



(OREGON SHIP) — When OSC closed down last Sunday for the first time since the Attack Transport drive started, it didn't mean a day of rest for George Venables, pumping station engineer. He had to keep 1500 gallons of water flowing per minute despite the fact that work was at a standstill.



## Sprucin' Up The Spruce

Three Swan ad building girls added a few touches to the Administration Christmas Tree this week. They are Fern Trueb, Eleanor McMenamin and Joyce Anderson.

## Forrestal Lauds Work On AP-5's

Congratulations from Secretary of the Navy James Forrestal for work done in building Attack Transports was sent last week to Oregon Ship and Vancouver yards. The telegram said:

"The achievement of the men and women of the Oregon Shipbuilding Corporation and the Kaiser Company in Vancouver in completing 61 Attack Transports well ahead of schedule is worthy of highest commendation. Each one of you shares in the satisfaction of knowing that your success in handling this difficult APA assignment will help materially to bring victory sooner in the Pacific."



# Chest X-Ray Survey Finds Tuberculosis

Nearly 25,000 workers, or more than 90 per cent of those employed at Oregon Ship, and 18,000, or more than 90 per cent of the Swan Island employees were tested in a recent chest X-ray survey made by the Oregon State Board of Health in the two yards.

Approximately 100 cases of moderately advanced lung tuberculosis were discovered altogether. A similar number were found to have early lung tuberculosis and several score others had heart and lung ailments. Those requiring treatment have been assisted in contacting private physicians and lung disease clinics in this and other states.

According to health board advisers, the amount of tuberculosis and other lung ailments found among shipyard workers is proportionately the same as in other large groups of people in the western states.

Cost of the survey was about \$10,000. Some have wondered if such expense was worthwhile and whether this program is to continue. The answer to both questions is yes, according to Dr. R. R. Rieke, medical director in the two yards.

## FEW SUSPECT ILLNESS

Of the more than 100 workers with moderately advanced tuberculosis, only four suspected that they might be ill. All were surprised to learn of their condition and were grateful that the disease was discovered before irreparable lung damage had developed. Discovery of these cases has saved the lives of many of the workers and now that they are receiving medical care they no longer are spreading the infection to others.

Because tuberculosis requires complete rest and much expensive medical attention, those with this disease are cared for largely in tax-supported hospitals and clinics. Each moderately advanced case costs an average of \$10,000—thus those 100 persons in the survey represent approximately \$1,000,000 which must be spent for care. By the same token, the early discovery of 100 beginning cases represents the saving of a substantial part of another \$1,000,000 in care.

Savings of this degree—in lives, in prevented cases and in dollars—make it highly necessary that such chest X-ray diagnosis continue.

Both yards soon are to have chest X-ray machines of their own to be installed in the First Aid buildings. The Bosn's Whistle will carry further information about available X-ray services and advices about when, where and how often to take advantage of this preventive medium.

## VICKERY PROMOTED

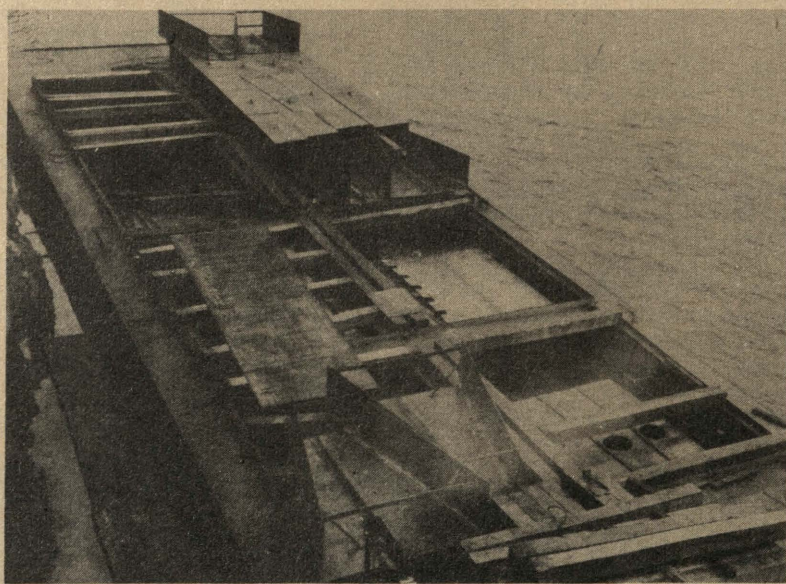
In recognition of his outstanding service with the United States Maritime commission, Rear Admiral H. L. Vickery has been advanced to the rank of Vice Admiral. The announcement of the new honor awarded to the vice chairman of the commission was made recently by L. R. Stanford, director of the Gulf Great Lakes region.



**KCIV--The Dalles** Looking north from the assembly plant at The Dalles, Oregon, toward the Washington side of the Columbia river provides this over-all view of the key up-river plant of the Vancouver yard. Work done here is shipped by barge to Vancouver.

# Big Sub-Assembly Job Carried At The Dalles

(THE DALLES)—Ninety miles up the Columbia river in this Oregon city of 6000 population men and women of farm and town are busy welding, shipfitting, burning, chipping, and laying out for the big C-4 troopships being constructed at the Vancouver yard. Two hundred employes on day shift, and an expected 150 more on a swing shift to start soon, are turning out small sections of the huge



**Vancouver Bound** Moored at the foot of The Dalles plant on the Columbia river is this barge onto which all completed work is loaded for shipment to Vancouver. One barge a week travels each way.

ships in a sub-assembly plant here.

Under the direction of Superintendent Ed V. Mitchelson and a capable staff, more than 1000 tons of material have been fabricated to date. First steel was laid on the floor of the Vancouver branch at The Dalles on September 20, and of the total tonnage fabricated thus far, 380 tons were for the AP-5 contract. Steel is shipped to the plant from Vancouver by barge each week, and the completed work returned to Vancouver the same way. Barges leave at Vancouver and The Dalles each week-end, Mitchelson reports. The trip upstream averages about 20 hours; the best run made to date being 16 hours. Downstream is easier, the average time being 15 hours.

## MORE MANPOWER

Like any other department within the main yard, the plant at The Dalles operates as an integral part of the Vancouver yard. It's distance from the main Vancouver yard permitted use of available manpower



**ED V. MITCHELSON**

Superintendent of The Dalles assembly plant for the Vancouver yard is Ed V. Mitchelson, who came there from previous Kaiser work. Immediately previous to assuming the position at The Dalles, Mitchelson was at the Providence, Rhode Island Kaiser yard, and before that with the Brewster Aircraft plant in Pennsylvania, another Kaiser operation at one time. Originally he was Shipwright superintendent at OSC.

in the upriver community. The 200 present employes are drawn from an area of 10 miles around The Dalles. All employes were trained in special schools set up in the Oregon city.

"The employes here are doing an excellent job," Mitchelson said. "Few of them had ever seen welding, burning or chipping before, but in short order they have knit themselves into an efficient organization doing an important war-time shipbuilding work. We are going to contribute an important part of the C-4 program from this plant up here."

# KNOW YOUR MERCHANT FLEET

(No. 3 of a series describing 30 different types of merchant ships.)



**C1-A (Cargo)**—This ship is designed for general cargo purposes. Length (over-all), 412'3". Beam, 60'. Draft (loaded), 23'6". Cruising radius, 18,900 (turbine) or 29,300 miles (Diesel). Net tonnage, 2,859 (turbine) or 2,876 (Diesel). Dead-weight tonnage, 7,416. Shaft horsepower, 4,000. Propulsion, turbine or Diesel.

**C1-B (Cargo)**—Designed for general cargo uses. Length (over-all), 417'9". Beam, 60'. Draft (loaded), 27' 6". Cruising radius, 18,600 miles (turbine) or 24,400 miles (Diesel). Net tonnage, 3,931 (turbine) or 3,979 (Diesel). Dead-weight tonnage, 8,909 to 9,398. Shaft horsepower, 4,000. Propulsion, turbine or Diesel.

**C3-S-BH1**—This ship is designed for general cargo uses. Length (over-all), 492'. Beam, 69'6". Draft (loaded), 29'6". Cruising radius, 12,550 miles. Estimated net tonnage, 5,700. Estimated dead-weight tonnage, 12,929. Shaft horsepower, 8,500. Type of propulsion used, turbine.

**C1-S-D1 (concrete hull)**—Self-propelled concrete barge designed for cargo purposes. Length (over-all), 366'4". Beam, 54'. Draft (loaded), 27'3". Cruising radius, 3,500 miles. Net tonnage, 3,405. Dead-weight tonnage, 5,310. Indicated horsepower, 1,300. Type of propulsion used on this ship, reciprocating steam.

**C2 or C2-S-B1 (Cargo)** — This ship is designed for general cargo purposes. Length, 459'2½". Beam, 63'. Draft (loaded), 25'9". Cruising radius, 16,200 miles. Net tonnage, 3,733. Dead-weight tonnage, (for C-2) 8,514, (for C2-S-B1) 8,981. Shaft horsepower, 6,000. Type of propulsion used, turbine.



# 61-Day Swan Tanker New Mark For Nation

(SWAN ISLAND)—Long recognized as the world's champion tanker shipyard, Swan Island will add another "first" to its list of laurels Sunday when the S. S. Capital Reef, Hull 113, will be delivered just 61 days from date of keel laying, October 24, to become the fastest T2 tanker yet built in the world. After a normal 42 days on the ways she was launched on December 5. Only 19 days will be required on Outfitting dock for a total of 61 calendar days from keel laying to completion.

Swan Island's nearest competitor building T2 tankers is Marinship at Sausalito, Calif., present holders of the tanker champ flag for having more productivity per way than Swan during November. Best time Marinship has ever made is 66 days. Several Swan tankers have been delivered in 66 days and less.

## ANOTHER RECORD SET

A year ago hulls 43 and 44 were each outfitted in 15 days and delivered 63 days from keel laying. Seven ships were delivered last December as they will be this month.

The other two T2 tanker building yards, Alabama Dry Dock and Shipbuilding Company at Mobile and Sun Shipbuilding Company at Chester, Pa., have as their best time 90 days from keel laying to delivery.

Still another record was smashed yesterday when hull 117, the S.S. Fort Stanwix was launched from Way 7 just 37 days from keel laying. Best previous time established on several hulls has been 39 days.

Not very long ago Marinship received national recognition for a launching 43 days from keel laying. Since hull 72 was launched last June only two tankers have remained on Swan Island ways more than 42 days.

## CHRISTENS HULL 116



CAPT. AND MRS. UTLEY

(SWAN ISLAND)—The S.S. Stones River, Hull 116, fourth to be launched this month, was christened by Mrs. Austin E. Utley, shown with her husband, who is chief of the guard force at Swan Island. Mrs. J. W. Carskadon and Mrs. H. L. Carlson attended Mrs. Utley as matrons-of-honor and Miss Sharon Johnson was flower girl.

## Ex-Filipino Fighter Still Aiding War



(SWAN ISLAND)—"Bingo" Balmilero, ways swing shift welder, has been more than active in this war. He served several months in the Philippine Army Reserve before entering the U. S. Army where he spent 16 months before being wounded at Guam. Because of a Japanese bayonet wound, Sgt. Balmilero was given a medical discharge.

Balmilero's father was adviser to the Resident Commissioner of the Philippines and was recently called back following the invasion of Leyte by American forces under General Douglas MacArthur. His mother and sister are Japanese prisoners. A brother was killed in action.

Outside of an 18-day leave to visit his father in Washington, D. C., "Bingo" has not missed a day at Swan Island. He is a heavy bond buyer, having had several checks that have totaled only a few cents, because of bond deductions.

## CARD OF THANKS

I want to take this opportunity to thank my many friends for the bouquets of beautiful flowers that found their way into my room at Permanente Hospital while I was convalescing from my recent illness. Thanks again for everything.—R. V. (Bob) Sweltzer.

## BOSN'S WHISTLE

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## WHIRLEY-GO-ROUND

(SWAN ISLAND)—H. R. Hutchinson, former telephone company lineman who is now employed in Marine Electric shop on swing shift, has been on the job every shift for the past 26 months. Hutchinson is 72 years old.

A day shift rigger, Robert B. Hunter, 17, enlisted in the Marine Corps December 11 through the Portland recruiting station and left immediately for San Diego "boot" camp.

Jay Mundy, field employment representative stationed in Louisiana and former employee of Suggestions Clearance office, returned home last week because of the illness of his wife.

S/lc Bob Campbell, former pipe engineer in Administration building visited his old friends at Swan Island recently when home on leave. Campbell is stationed at Alameda, Calif.

Two Swan Island sisters, Carmel and Evangeline Feyereisen joined the Waves a week ago. They are planning on leaving Portland sometime in January. Carmel worked in ways welding office while Evangeline was in the Machine shop office.

A boy was born at the Emanuel hospital to Mr. and Mrs. Dave Baird, December 10. Mr. Baird is a welder foreman on ways, day shift.

A son was also born to Mr. and Mrs. Al Emerich at the Portland Sanitarium, December 12. Al is a Vocational Training school supervisor. His wife, Winifred, formerly worked as an electrician on Outfitting dock.

Margaret Schubbe, Outfitting dock graveyard welder bought \$1,200 cash in war bonds during the Sixth War Loan.

A boy was born to Mr. and Mrs. Floyd F. Angelo October 25 at the Oregon City hospital. Angelo is a ways expeditor leadman on graveyard shift. He celebrated the occasion by buying a \$1,000 war bond.



**Non-Believers** Disregarding the safety sign over the exit to Mock's Bottom, these day shifters leg it to their check station as the 3:30 whistle blows. (Swan Island photo)

## PACIFIC VETERAN AT LAUNCHING

(SWAN ISLAND)—Norman St. Germain, S/lc U. S. Navy, veteran of many south Pacific battles aboard



the Vancouver built flat-top, the Gambier Bay, which was sunk October 25, attended the launching of Hull 115 at Swan Island last week. St. Germain spent 44 hours on a life-raft waiting for rescue after a

50 minute surface battle with an enemy ship. All but two planes escaped by taking off before disaster struck.

He is one of four sons of Mrs. Georgiana St. Germain, day shift production laborer on Outfitting dock at Swan Island. One son, S/Sgt. Orel, was on Corregidor from December 7, 1941, when the Japs attacked until May 17, 1942. He is now missing in action. A second son, PFC Dennis, was in the army when Pearl Harbor was first attacked, while a third son, George, is a staff sergeant in the Philippines. Mrs. St. Germain's husband is a Bartell's asbestos employe at Oregon Ship, while her daughter, Florence is also a production laborer at Swan.

## PRETTY PIGEON



(SWAN ISLAND)—"I must have slipped it a 'mickey'," said Aylcemae "Mickey" Finn as she stroked the back of a pigeon she had picked up while driving her truck at Swan Island.

"I was just driving along and noticed this pigeon walking in front of the truck. It didn't attempt to fly away, so I decided to see what was the matter. I still don't know what the trouble is, the poor little thing doesn't try to get away from me. It just sits here on my shoulder so nice and peaceful-like. I'm getting used to it now so I guess I'll have to take it home with me," she said.

Miss Finn drives truck for Transportation department, day shift.

## 'SMELLY' SUBJECT FRETS ALL SHIFTS

(SWAN ISLAND)—Al Bayly, assembly office manager, found the following note when he came to work the other morning.

"There is apparently an 'odorously' dead rat or something in one of the lockers in the shack between Bays 8 and 9 in or about Nos. 410-420. We have no Sanitation department on graveyard. Soooo, can you do something about it"

(Signed) Thanks, Graveyard.

Day shift answered: "Yes, we always knew there was something about graveyard that smelled, but we are prone to pass off the matter lightly with your frank admission that you have no sanitation on your ghoulish shift. Very likely you are correct . . . that would bear out our contention that graveyard fitters pay no attention to cutting rat holes as per specifications."

(Signed) Day Shift.

Swing shift, when questioned held its collective nose aloft. "It stinks," was the consensus.



**500 Per Cent Crew** The crew with the highest percentage in war bond sales during the sixth war loan reported to the Bosn's Whistle included these day shift electricians on main switchboard. They are, left to right, kneeling: Ann Burris, Verna DeMent, Lulu Primm, Mildred Stevenson, Violet Schmidt, and Edith Howes. Back row: Florence Taylor, Hazel Hocking, Clarence Kuehn, Leadman Vern Crandall, Bert Linville, Edith Martin and Ruby Stansberry. (Swan Island photo)



**Three-Plate Welders** First crew in Assembly to become all three-plate welders is this group of swing shift employes under Leadman W. H. Wilhite. They do their welding on Jig 6. They are, left to right, front row: Sylvia Hart, Helen Sowers, Uarda Ferguson, Lucille Drain, Marion Thomas, Margaret Ward, Lucille Brook and Angeline Cooper. Back row: Wilhite, Vi Moore, A. H. Lidwell, Q. M. Gundersen, Eleanor Nelson, J. P. Easterly, Blanche Biele, helper, Betty Head and Carol MacKenzie, layout.



## INQUIRING REPORTER

### QUESTION:

"What is the merriest Christmas you have ever had?"

John Ramsey, ways rigger: "I believe last year was my most enjoyable Christmas because I got to see my brother for an hour and 20 minutes. I hadn't seen him for a year and a half. I was back east in Baltimore, Maryland, and went to Norfolk, Virginia, to meet him. He is in the navy and was being transferred from the Atlantic to Pacific fleet at that time. I was really happy to get a chance to spend that short a time with him on Christmas day."

Daniel Turner, Outfitting dock painter: "Mine was eight years ago. That was the Christmas of the month when I first became engaged. We celebrated together and had a swell time. I can remember that I gave her a fur coat. What did she get me? Well, if I remember correctly, she gave me a couple of silk shirts with collar and sleeve buttons to go with them, plus a tie."

Marie Duclas, Plate shop expediter: "I think every one of my Christmases were merry. I know I enjoyed every one of them. I used to especially like them when I was a kid and didn't know what I was going to get. I don't know about this year. I'll have a nice one if I can get back to Idaho to spend it with the folks and it would be complete if my boy friend in the Marines were here."

Helen Clinton, Plate shop burner: "I guess it was two years ago when my brother came home on leave from Camp Farragut. His leave put our whole family together for Christmas. We sure had a swell time. I'm not looking forward to this Christmas too much as my husband is in the south Pacific. I'm waiting for his return."

Melba Weston, Hanger shop burner: "My merriest Christmas was five years ago when we were snowed in at Mountain Valley near Bly, Oregon. My whole family and neighbors — there were 18 of us, spent the night together exchanging gifts, eating, and playing mountain music. That was such a beautiful night. We had a large fireplace and tree. It was so stormy outside and nice and cozy inside, it was just wonderful."

Marie Orange, Engineer aide, Test Recording department: "I believe last year when my husband came home on leave from the Merchant Marine. I met the boat and we had a wonderful day together. I'm no cook, but the chicken and 'fixins' came out perfect . . . or maybe it was that we were so happy to be together again that the food tasted so good. He'll probably be out at sea this year, but last year's memories will help a lot."

Lorena Heddal, Elmer Hann's secretary: "The merriest Christmas I've ever had is hard to decide because when I think back they all make me have a 'peace on earth, good will toward men' feeling. One Christmas that left an outstanding impression was when I was five years old. There

## Sinking Survivor Home On Leave



JIM FLEMING AND SON

(SWAN ISLAND) — Home on a 30-day survivor leave, Gunners mate 2/c, Wayne Fleming, son of Jim Fleming, USMC hull inspector, visited Swan Island last week.

A Jefferson High school graduate, Fleming was on the destroyer Abner Read 11-months before it was lost in action on the South Pacific. He was brought back to the states on a troop transport. The same transport picked up survivors of Vancouver's stricken flat-top, Gambier Bay.

"I was really surprised as to the warmth of the ocean," said Fleming. "I was in the water two hours before being picked up, and didn't think it a bit cold."

## Swan's Job For December

### Five Down And Two To Go LAUNCHED:

Hull No.	Date
113, Capital Reef	Dec. 5
114, Joshua Tree	Dec. 8
115, Platt Park	Dec. 13
116, Stones River	Dec. 16
117, Fort Stanwix	Dec. 21

### TO LAUNCH:

Hull No.	Date
118, Fort Frederica	Dec. 27
119, Saguaro	Dec. 31

### DELIVERED:

Hull No.	Date
102, Casa Grande	Dec. 2
103, Pilot Butte	Dec. 7
110, Bryce Canyon	Dec. 13
111, Cedar Breaks	Dec. 18
112, Pinnacles	Dec. 21

### TO DELIVER:

Hull No.	Date
113, Capital Reef	Dec. 24
114, Joshua Tree	Dec. 30

## ANSWERS CALL

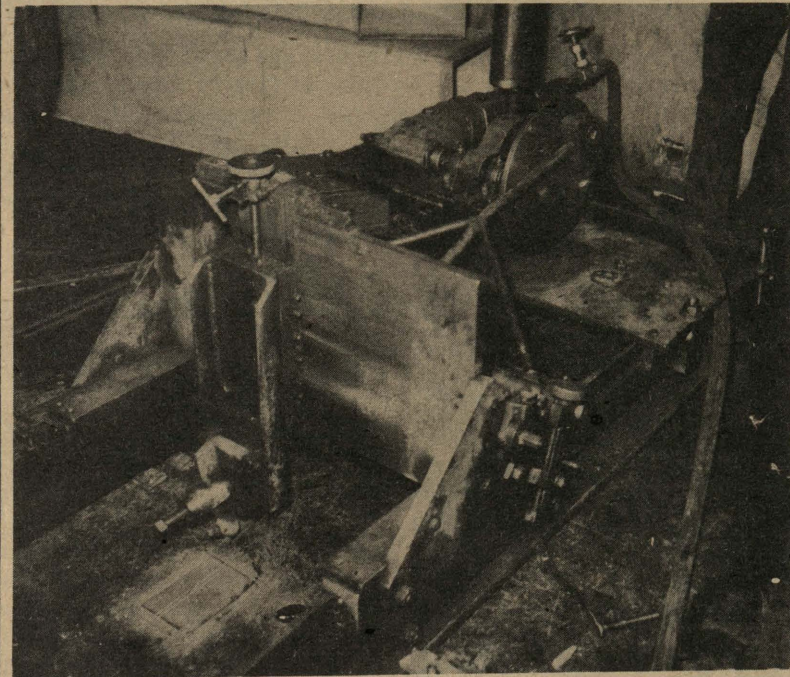


(SWAN ISLAND) — L. S. Goldman, locomotive fireman at Swan Island for the past year, left Swan Island this week to sail on the Swan built tanker, S.S. Cedar Breaks. Goldman, an able seaman after serving seven years on the seas, quit two years ago to get into defense work. The urgent need for seamen for the merchant marine called Goldman back to his former job as chief cook.

was a lot of snow, sleigh bells, a tree lighted with candles and Santa made me the proud possessor of a 'mama' doll two feet long and a cradle that rocked. The merriest Christmas is yet to come. That will be when the war is over and my husband comes home."

# Planer Brings Idea Prize To 3 Machinists

(SWAN ISLAND) — Three machinists split top prize of a \$75 war bond in the December suggestions contest. A shipfitter won a \$50 bond and a machinist, electrician and rigger each are richer by a \$25 bond. Awards are made monthly by the U. S. Maritime Commission following advice of the Labor-Management committee. First award, as announced by Vern Taylor, Suggestions Clearance



supervisor, is for a portable air-powered planer to surface foundation pads, which eliminates hand filing and grinding. The planer was developed by Foreman George Olsen, day shift, and Perry Browning, foreman, and Louis Knowles, leadman, both swing shift.

Don Bean, shipfitter leadman in Plate shop on day shift, was presented a \$50 war bond for a set of jigs to hold five bar plates to prevent their warping and crawling while in the process of burning with the travograph.

For perfecting five drill jigs to accomplish a faster and better means of drilling and reaming holes for body bound bolts, H. A. Verdieck, day shift machinist leadman, received a \$25 war bond. The new method eliminates using an "old man" for drilling.

To save "digging into" motors to locate trouble, H. A. Bohlmann, Plate shop electrical leadman on day shift, devised a "growler" made from an old car generator armature. He also developed a coil rewinder made from an electric hand drill that will rewind six coils in a day. For these suggestions Bohlmann was presented a \$25 war bond.

F. C. Woolfe, day shift, rigging loft, figured out a cable serving spool to provide a faster means to service cables. It consists of a one inch piece of aluminum pipe split at one end to make a fork to hold a spool of marolin thread. It does in 50 seconds what took 65 minutes by hand. Woolfe won a \$25 war bond.



**Air-Powered Planer** This portable planer won top prize of a \$75 war bond in the December suggestions contest. Foundation being planed is at lower left in picture. Below are Perry Browning, foreman; Louis Knowles, leadman, and George Olsen, foreman, who combined their ideas to develop the portable planer. (Swan Island photos)

## 44-Foot Fall Fatal To Swan Rigger

(SWAN ISLAND) — Victor A. Toombs, 35, swing shift rigger, died in an ambulance enroute to a hospital, Friday, December 15, following a 44-foot fall from the level of the fidley hatch on Way 6 at 4:40 p. m.

Toombs was hanging on the slings, reached with one hand for a scaffold railing, missed and fell through the small access hole of the generator flat, according to Safety department reports. A resident of Riverside dormitories since he hired at Swan Island, December 2, he leaves no family.

His is the third death in the Riggering department in three weeks. Stanley I. Swanson, day shift, died following a fall on November 25. On December 6, John E. Kelly, graveyard shift, was instantly killed when he fell approximately 20 feet. All three were new men in the yard.

## Judson Back At Home

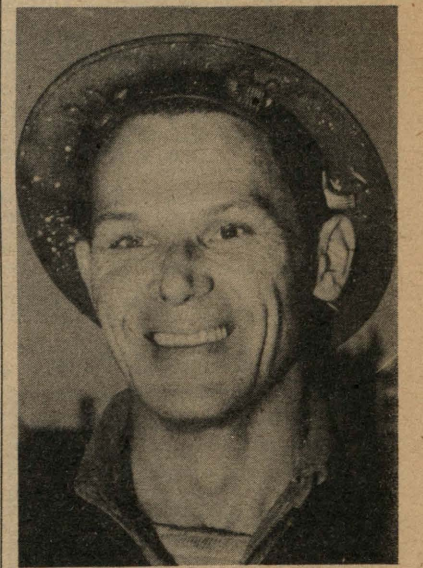
(SWAN ISLAND) — Larry Judson, Mast yard supervisor, returned to the yard after a two-week absence due to an operation performed at Emanuel hospital.

## 17 Per Cent For Bonds

(SWAN ISLAND) — For the week ending December 14, 17 per cent of the Swan Island payroll went into war bonds. Average bond deduction for the week was \$12.50.



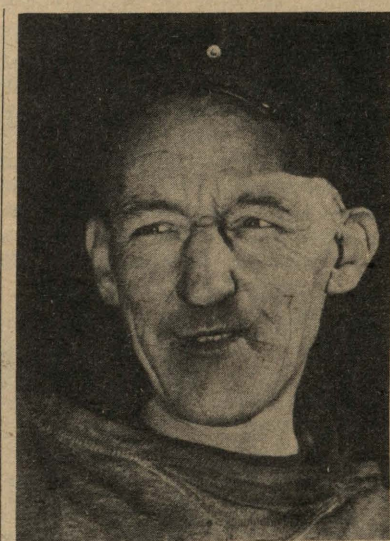
DON BEAN



H. A. VERDIECK

## How to Make Toys

(SWAN ISLAND) — Mrs. Lee Bean, director of Swan Island's Child Service Center, has announced that anyone wishing a copy of "Toys to Make For Christmas" may receive them by stopping at the center. The booklet illustrates the making of 19 different toys for children.

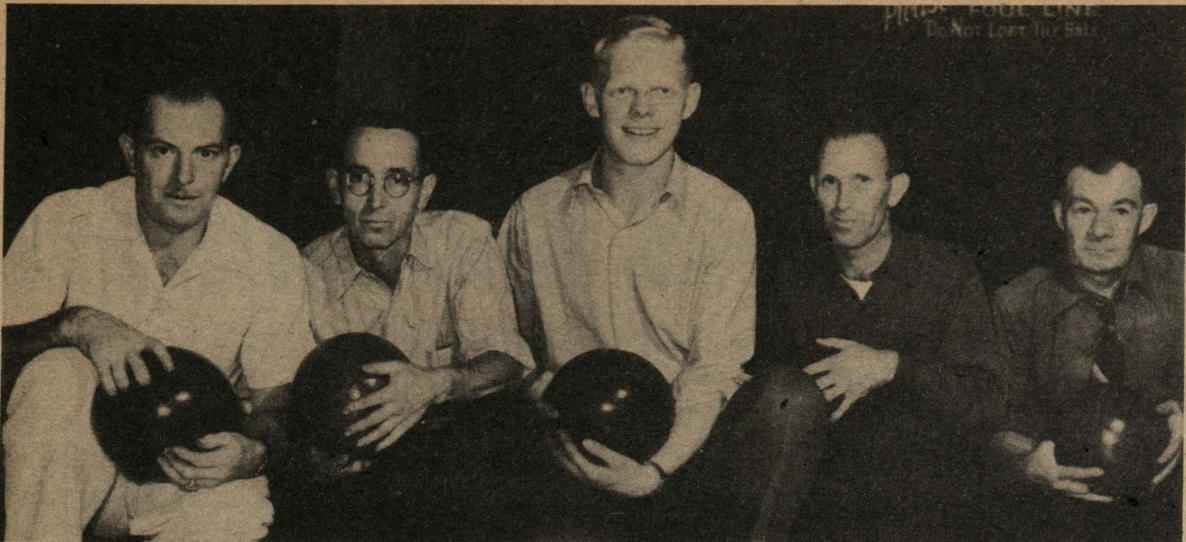


F. C. WOLFE



H. A. BOHLMANN





**First Division** In the second division of Swan Island's 16-team league most of the season, this Electrician team have become hot bowlers of late to climb into the select eight of the first division. From left: A. Dudley, A. Richards, J. Hansen, R. Cady and E. Michels. (Swan Island photo)

# Upsets Trail OSC Bowlers

OREGON SHIP LEAGUE			
Team	W.	L.	Pct.
Preerection	35	7	.833
Welders	27	15	.643
Chippers No. 1	27	15	.643

Sub-Assembly			
Team	W.	L.	Pct.
Shipfitters	23	19	.548
Gun Shop	22	20	.524
Chippers No. 2	7	35	.167
Gadget Shop	6	36	.143

(OREGON SHIP)—Chippers No. 2 took the spotlight in league play December 13 when they smashed into the maples to take all three games from Gadget shop and vacate their consistent cellar position.

Sparked by Laurine, the whirlwind Chippers topped the Gadget shop by nearly 300 pins. Sutton rolled a turkey in the last three frames to cinch with only a five-pin handicap lead. Welders also marked strongly in their play against Shipfitters, pulling back up from third spot to tie again with Chippers No. 1 for the league's second billing. Welders went down two games in the previous week.

Hot man for the Welders was

Veelman, who tossed a 219 in the second game.

Sub-assembly, trailing in sixth place, copped all three games to move around Gun shop and Shipfitters into fourth place.

"Scores for the evening show that league positions are far from in the bag yet," said George Sabah, who sparked league organization. "A few more upsets like that and the league leaders will be changing places with the cellar teams before long."

Scores: Chippers No. 2, 816, 865, 833—2514; Gadget shop, 728, 729, 730—2237.

Welders, 838, 963, 959—2752; Shipfitters, 767, 840, 885—2492.

Pre-Erection, 902, 871, 930—2703; Chippers No. 1, 830, 926, 860—2616.

Gun Shop, 819, 885, 795—2499; Sub-Assembly, 880, 888, 866—2634.

## Townley's Niners Take Sweep, Post New Season High

VANSHIP LEAGUE			
Team	W.	L.	Pct.
No. 4 L. Duncan	26	10	.722
No. 3 R. Townley	23	13	.639
No. 5 M. Cherf	17	19	.472
No. 6 C. Waddington	16	20	.444
No. 2 J. Horn	13	23	.361
No. 1 J. Hanford	13	23	.361

(VANCOUVER)—Townley's Way Niners of the Vanship Bowling league decided it was time to do something about getting on the top rung—only three games away—and they did en masse as four men registered over 500 and the fifth missed making it by 12 pins. Consequently a new season high for a three-game total, 2947 pins, was made. The above marks were made at the expense and distress of Johnny Horn's No. 2 team.

However, the league leading No. 4 team, captained by Lyle Duncan was losing no time itself, gathering in three games from Marv Cherf's Supers. Duncan registered 226-192-200 for a scratch 618. Next came runner-up Oscar Brenna with 190-195-186 for 571. John Mitchell of the Supers led the aggregation of officials with a 197-178-188 for a total of 563.

Waddington's Layouts were out to do big things, and did in setting a season record of 1086 for one game. They also hold second place in that category with 1023. The Layouts also boast having the only "fem" in the league, Maxine Roberts, who did herself proud with 177-188-149 totaling 514. Baughn was headed for record territory but weakened in this third game. His scores were 204-219-143—566.

Specialists were fortunate to pull one game out of the fire, taking the last game from the Layouts.

## WEBFOOT 5 BOOKED

(VANCOUVER)—Vancouver Jaycees all-star basketball team, coached by Chief of Guards Mark Antonich, meets the University of Oregon at McLoughlin Heights gymnasium December 26, it was announced this week. The Jaycees-sponsored team will meet the leading casaba teams of Oregon and Washington during the season, Antonich reports.

## Hallerman Runs 623 For New Swan Mark

SWAN ISLAND LEAGUE			
Team	W.	L.	Pct.
Sheet Metal	31	11	.738
Pipefitters	30	12	.714
Painters-Dock	30	12	.714
Chippers-Dock	25	17	.595
Main Machine Shop	24	18	.571
Welders-Dock	23	19	.548
Painters-Yard	23	19	.548

(SWAN ISLAND)—Behind the heavy pin-busting of Joe Hallerman, Painters-Dock swept their three-game series with Trial Crew to go back into a tie with the Pipefitters for second place in Swan Island's 16-team bowling league and only one game back of first place Sheet Metal. Hallerman's 198, 223 and 202 single games compiled a total of 623 pins for a new league record.

Other sweeps were recorded by Main Machine Shop over Outfitting and Welders-General over Welders-Dock. The last-place Shipfitters won their first series of the season by taking two games from Welders-Ways.

Several good scores were turned in during the week's play. Toby Mendelson, Machine shop, had a 561 series; Rusty Redstone, Plate shop, turned in a 208 single and 546 series; Paul Muller, Pipefitters, a 200 single and 533 series; O. Olson, Machine shop, 218 single; J. Vogt, Clerical, 537 series; and two Welder-General team-mates, Hack Cypcar with a 546 series and L. Larson, with a 210-203-138—551 series led their team to top series honors of 2828 pins. Main Machine shop had high single team game with 1,004.

TANKER LEAGUE			
Team	W.	L.	Pct.
Erection-Scorpions	24	18	.571
Erection-Sharks	24	18	.571
Chippers	22	20	.524
Burners	20	22	.476
Tank Test	19	23	.452
Engineers	17	25	.405

First spot in Swan Island's Tanker league was tied again at the Boilermaker alleys after last week's play when the Erection-Scorpions took two of three games from Erection-Sharks. Chippers drew to within two games of the league's leaders by clipping the Engineers three straight. Burners, led by Nelson's 226 single and 595 series, won all

Electricians			
Team	W.	L.	Pct.
Plate Shop	22	20	.524
Trial Crew	20	22	.476
Clerical	19	23	.452
Outfitting	17	25	.405
Welders-General	16	26	.381
Machinists-Dock	14	28	.333
Welders-Ways	12	29	.288
Shipfitters	9	33	.214

three from Tank Test to rise to fourth place.

Erection-Sharks had high team single game of 392 pins from scratch while the Burners won series honors with a scratch 2523.

WOMEN'S LEAGUE			
Team	W.	L.	Pct.
Grenlins	17	7	.708
Toilers	17	10	.630
Gay Divorcees	15	9	.625
Bachelor Girls	11	16	.408
Welders Wildcats	10	17	.370
Scorpionettes	8	19	.296

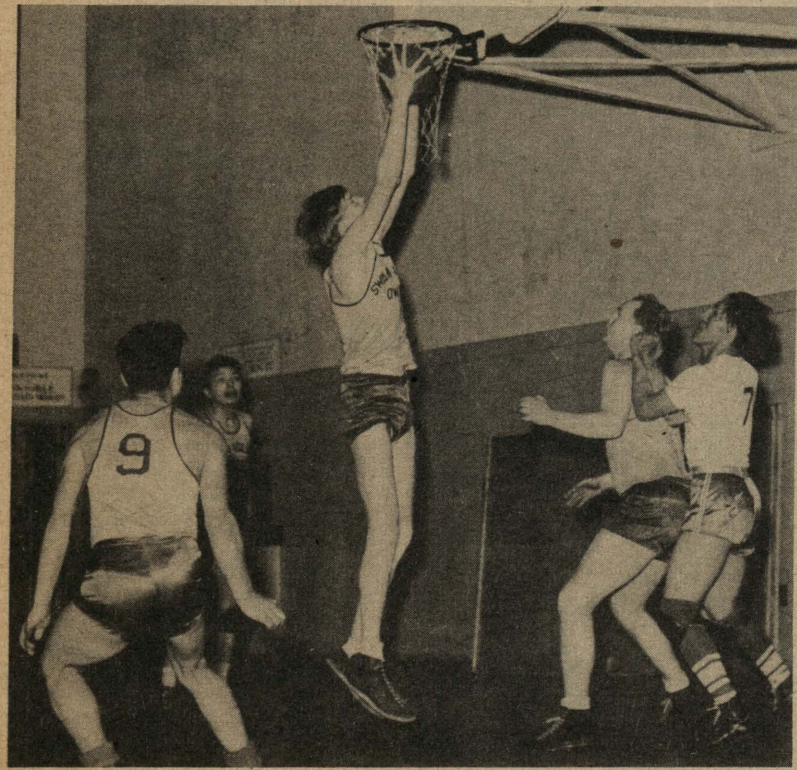
The Toilers moved into second place in Swan Island's women bowling league by virtue of a three-game win from last-place Scorpionettes. Bachelor Girls moved one game out in front of Welder-Wildcats by winning two of three games, breaking their deadlock for fourth position.

Thelma Cone, Welders, won single honors with a 166 while Jo Huston's 465 was tops for individual series. Toilers had high single team game, 773, while Bachelor Girls' 2155 series was tops in that department.

## 5 BASKETBALL TEAMS READY TO GO AT SWAN

(SWAN ISLAND)—With five teams ready to go, Swan Island basketball followers were waiting for at least three more teams to form for an expected league opening January 3. Oregonship has entered one team—the All-States—while quintets from the Plate shop, Barracks, Navy and Maritime Commission presently represent Swan Island.

Any department in either yard wishing to organize a team should contact the Swan Island gymnasium, Webster 2201, Extension 48, before Christmas so that schedules can be drawn.



**Looks Easy, Huh?** This bit of action came from the recent Swan Owls - Swan Globetrotters National City league game played at the Swan Island gymnasium. Ammerman, six-foot seven-inch Owl center, takes the ball off the rim as teammates J. Van Pelt (9), A. Van Pelt (facing camera) and Erkstrom wait for relay pass. Frank Tiyona, Globetrotter forward, is at far right. Owls won the overtime game, 50 to 46. (Swan Island photo)

## Swan's All-Stars Spill Vancouver

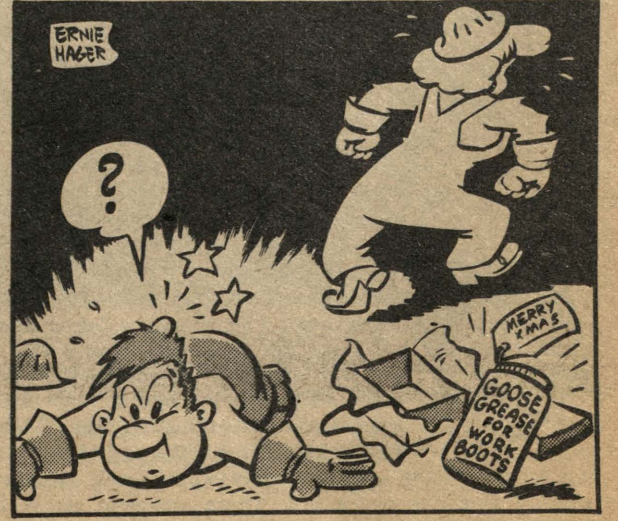
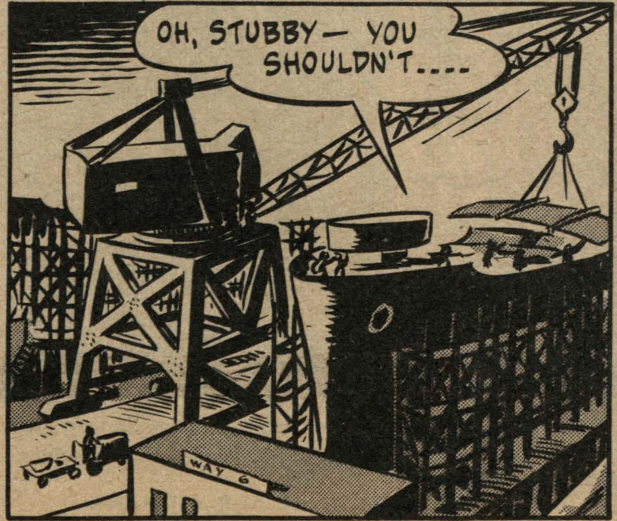
(SWAN ISLAND)—Swan Island's all-star bowling team found the Boilermaker alleys to their liking last Saturday night and went on to trim decisively the Vancouver all-star aggregation. With Rusty Redstone leading the way on a 256 single and 620 series, Swan's first team took all three games, beating their opponents by 385 pins. Swan's second squad, led by Jim Stewart's 547 series, won their series by 52 pins.

Swan's first team was in near championship form, posting a 1012

SWAN No. 1					VAN. No. 1				
	1st	2nd	3rd	Total		1st	2nd	3rd	Total
Mendelson	135	237	173	550	Mitchell	154	162	193	430
Owens	153	186	189	534	Brennan	185	146	193	524
Redstone	192	256	172	620	Griffe	122	188	160	470
Gorman	189	179	193	561	Roth	156	164	172	512
Grubb	147	154	183	484	Duncan	116	146	166	428
Total	822	1012	915	2749	Total	733	806	825	2364

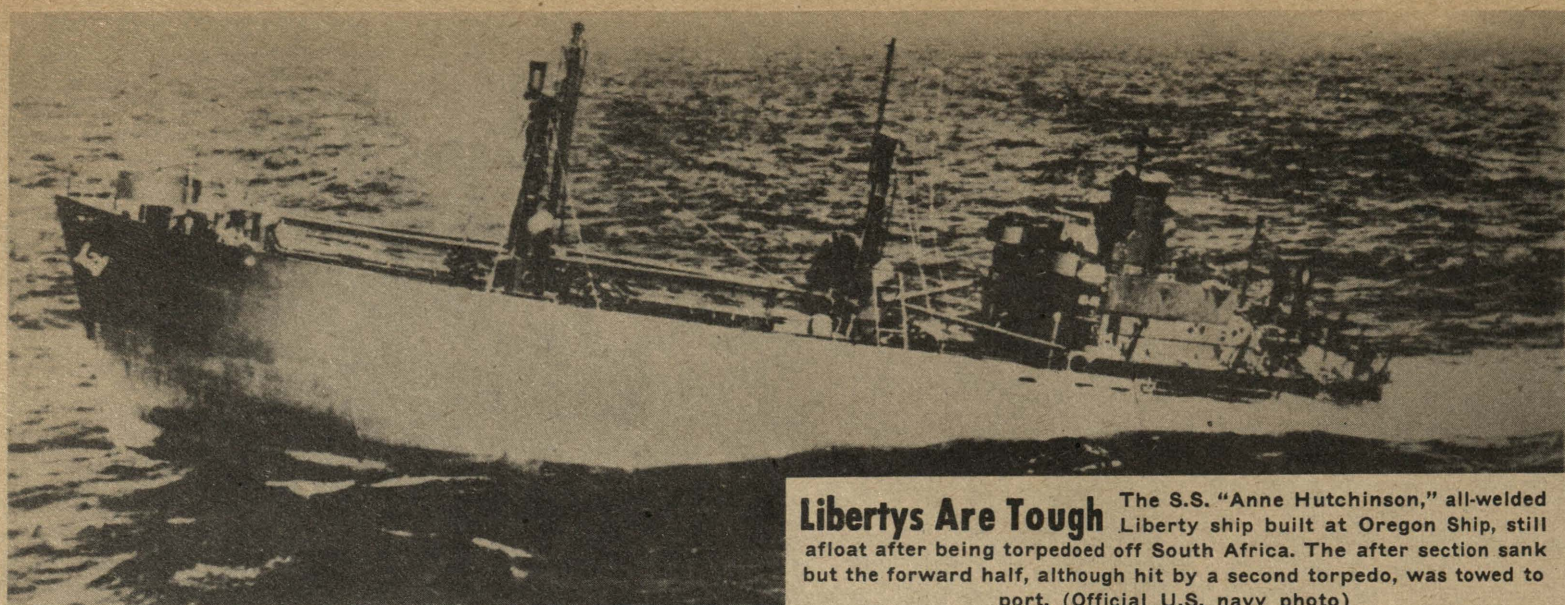
SWAN No. 2					VANCOUVER No. 2				
	1st	2nd	3rd	Total		1st	2nd	3rd	Total
Muller	136	149	169	454	Horn	157	158	167	482
Thompson	188	169	126	483	Quoss	166	146	131	443
Becker	196	179	147	523	Johnson	180	149	176	505
Stewart	174	196	152	522	Waddington	160	169	190	519
Cypcar	168	170	152	490	Dewey	148	185	163	496
Totals	862	863	771	2497	Totals	811	807	827	2445

## Stubby Bilgebottom



By Ernie Hager





**Libertys Are Tough** The S.S. "Anne Hutchinson," all-welded Liberty ship built at Oregon Ship, still afloat after being torpedoed off South Africa. The after section sank but the forward half, although hit by a second torpedo, was towed to port. (Official U.S. navy photo)

# Welded Vessels Prove Value in Test of War



**Down But Not Out** Flames rage around a big hole torn amidships on the port side of this merchant ship which later was repaired sufficiently to proceed under her own power to a safe port. (Official U.S. Navy photo, courtesy The Lincoln Electric company, Cleveland, Ohio)



**Welded Seams Hold** Crew members of this disabled ship prevent fire from spreading by pouring water on oil tank covers. Note warped deck with welded seams still intact. (Official U.S. Navy photo, courtesy The Lincoln Electric company, Cleveland Ohio)

## Officials Find New Construction Method Gives Lighter, Sturdier Vessels For Important War Duties

This story, based on findings of the Lincoln Electric company and approved by the Navy, the War Shipping administration and the Maritime commission, presents the facts on welded ships which long have been under close scrutiny to determine the advantages, if any, of this type of construction over conventional riveted vessels.

When historians record the full story of World War II, one of the most stirring chapters undoubtedly will deal with the amazing ability of welded ships to withstand the terrific impacts, explosions and frequent fire damage to which they were subjected by enemy action during the crucial years of 1942 and 1943. Besides actual combat service, many of these vessels, under emergency shipping conditions, had to hold up under the severe stresses and strains of long voyages through heavy seas in all kinds of adverse weather conditions.

Although a number of gallant seamen were lost during the height of Axis efforts to cut our vital supply lines, prominent naval authorities agree that the saving of an untold number of lives was undoubtedly due to the sound principles of ship construction made possible by welded design.

Some of the most dramatic stories in marine history have come from the logs of the famous Liberty type ships. Although many of these sturdy vessels have been blasted by torpedoes, bombed from the air and raked with enemy shell-fire, nearly all of them still are in active duty.

In evaluating these welded ships

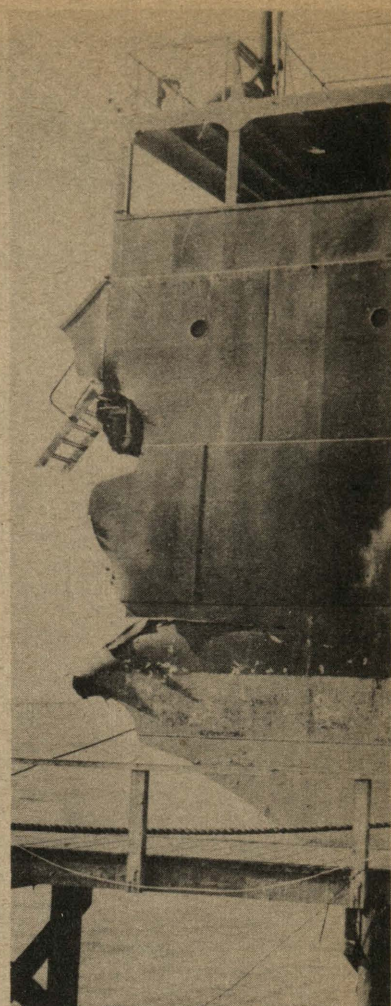
against vessels of the riveted type, Admiral Emory S. Land, chairman of the Maritime commission, had this to say:

"Every time a riveted ship goes into dock, you have a lot of repairs to do. You do not have them in welded ships. You do not have leakages. You do not have openings in your hulls with dozens and dozens of leaks, nor do you have to redrive rivets. Even if we have these fractured plates, it is not a handful compared with the casualties that go in riveted ships every time they go in for voyage repairs, something that everybody else seems to have forgotten.

"On combat damage, comparing Liberty ships and others, everything is all in favor of the Liberty ships. A lot of them have broken into sections due to combat damage. The percentage is entirely in favor of the Liberty ships because riveted vessels are apt to go to the bottom when they are bombed or mined or torpedoed. It is truly remarkable the salvage we have obtained from these Liberty ships in combat damage. Never mind about the fractures or cracks—they get into port."

### SHE REFUSED TO SINK

One of several Liberty ships that were torpedoed but refused to sink was Oregon Ship's own "Anne Hutchinson." Describing the incident in a production communique to the builders, Admiral Land said, "To you who built the S.S. 'Anne Hutchinson' goes credit for having built a sturdy Liberty ship. She took torpedoes in her stride and refused to sink. It was on her return trip when the first torpedo struck in number four cargo hold. The explosion almost lifted the ship out of the water, it severed the line shaft and practically tore out the ship's bottom. The vessel broke in half and it was only after being buffeted by storms that the after part sank. The bulkhead of the engine room held and the forward part of the vessel remained afloat. Later the second torpedo struck in the starboard engine room in the way of the boiler. Three seamen were killed. This explosion completely destroyed the starboard boiler and shifted the main engine from its foundation ten feet to port. Still your vessel would not go down, she remained in an upright position and was towed into port. The survivors said the buoyancy of the vessel after being sliced in two



**Where It Broke** This close-up of the torpedoed Liberty ship shows the forward section after it was towed to port.

parts was amazing. All of you who worked on this ship can feel justly proud of her. She proved she could take it. Keep building them like the 'Anne Hutchinson'."

Included in the long list of all welded oil tank ships with notable performance records was the motorship "Pennsylvania Sun" which has piled up a total of 506,000 miles in voyages. This vessel was torpedoed in 1942, suffering extensive damage to the hull, the superstructure being entirely gutted by fire.

### SURVIVED TORPEDOING

The Sun Oil Company, operators of the ship, told of this action in a recent letter which stated:

"The vessel was torpedoed at the midship house on the port side and the explosion tore away the side shell plating, one wing bulkhead and pierced the other wing bulkhead and opened approximately seven of the cargo tanks to the sea. However, when resultant flames were extinguished by the ship's officers and a salvage detail, the crew reboarded and after temporary repairs were made, the ship proceeded under its own power to a dry dock at Chester, Pa., for repair of damages. It was noteworthy in most cases plates would tear in half or would depart from a welded joint to tear through the middle of the plate—the welds apparently showing up stronger than the steel itself."

Ships such as these which exemplify the value of welded design and illustrate what an important part modern welding processes are playing in helping achieve final victory, were produced at the rate of more than 2,158 hulls in the relatively short period of about 40 months.

### RECORD PROVES POINT

It was this record which led the "Special Committee Investigating the National Defense Program" to report that, "The most material departure from the method of construction of the original ship was in the use of electrical welding instead of riveting. The adoption of assembly line methods and extensive prefabricating of parts also made possible the construction of a greater number of ships than ever before had been contemplated."

Further comment is found in a statement released by the War Production Board which reads as follows:

"Ugly Duckling (Liberty) type merchant ships were found to be 10 per cent to 15 per cent stronger in construction and smoother in line than the ships of 1919 which had 900,000 rivet bumps." This, despite the fact that welding used less steel, resulting in ships of considerable lighter weight.

"Welding saves 845,000 rivets and 1,790,000 rivet holes," continued the WPB statement.





## Asks M.H. Information

Sir: There has been a great deal of confusion lately in the yard as to which doctors are on the M.H. list. It is only through a great deal of trouble that a man can obtain a doctor from the list, and in most cases he is not a man whom he likes to trust. I can cite numerous instances where a man has gone to a doctor's office for treatment, has waited for several hours, and then was informed that the doctor will not accept M.H. I can further cite a case where a man in an emergency was unable to find a doctor on the list, had to resort to another and as a result has to pay his bill and pay his M.H. as well.

It seems to me that with the large number of people who pay into the fund a more competent and responsible group of doctors could be employed. Most of the workers here have no family doctor in Portland, and in choosing at random from a list they are at a loss as to whom to call. The First Aid or some qualified person should be available to guide these people. Also the list of doctors should be kept up to date, and posted at the First Aid stations.

At present the foremen and the leadmen are unable to give their crews adequate information regarding M. and H. and should be issued some sort of booklet which would enable them to answer the questions they are asked every day. Sincerely yours, J. D. Petroff, 23794 Machinist Foreman, Graveyard Equip. Maint. Plate shop.

Ed: Dr. Forrest E. Rieke, medical director replies:

Mr. Petroff voices a complaint frequently encountered during these war days when 50,000 of the nation's finest younger physicians are away with the armed forces. The civilians of Portland and the nation now have little more than half the physician care available in 1941. Local population gains have exaggerated this problem so of course delay is often encountered before a physician can answer your call.

Your Medical and Hospital insurance plan does not hire doctors. It is owned and operated by the Oregon State Medical Society and is the doctors. Your M and H list has minor changes as doctors enter or leave the community and is changed about every six months. Copies can be secured at First Aid or the Personnel bldg. Up to the minute information on doctors can be had by phoning the physicians' exchange (AT 4175) or First Aid.

Of the 350 physicians in the Portland area nearly 300 (200 general practitioners and 90 specialists) participate in your M and H plan. You are expected to seek care from one of these Oregon Physicians' Service staff doctors and by so doing you strengthen your medical and hospital plan. You are asked to help simplify M and H book-keeping when possible by securing a referral slip in advance from First Aid prior to going to an outside doctor. The staff at First Aid has in past and always will attempt to assist you in securing care from good outside practicing physicians.

Your M and H insurance provides payment for emergency care given by any physician whether a staff member of the Oregon Physicians' Service or not. When such emergency care is given by a non-staff member it is expected that a change will be made at an early date to an O.P.S. staff physician.

Complaints or questions about M and H insurance should be taken to First Aid, the Labor Coordinator or the M and H desk at the Personnel building. Labor-management suggestions on the matter are welcomed and receive close attention by myself and others. Report apparent abuses of M and H insurance to any of the above-named places or directly to the Oregon

Physicians' Service at the Pittock Block, Portland—AT 8691.

Steps will be taken to advise yard supervisory personnel of the various aspects of our M and H insurance plan so that they may better counsel workers on this confusing subject.

## First Aid Kit Asked

Sir: We need a complete first aid kit in the Machine shop. At this time of the year a lot of men neglect going to First Aid station for small cuts because of the weather. It would save a lot of time and trouble.—W. T. Slady, C. A. Lund, Eleanor G. Geske and M. J. Freeman.

Ed: According to Dr. Pearson first aid kits are not distributed to shops because small cuts are easily infected and can result in blood poisoning. To avoid infection best possible care must be taken and official record kept to protect worker if necessity for compensation arises. Even though it might seem to be a time loss from the job it eliminates necessity of future time loss and disability.

## SPONSORS No. 115



(SWAN ISLAND) — The third ship to be launched in December was sponsored by Mrs. Edward A. Danford, shown with her husband who is Tool Room supervisor. Attending her as matrons of honor were Mrs. Robert E. Hobert and Mrs. Francis Statter. Flowers were presented by Miss Barbara Hobert. Hull 115 was christened the S.S. Platt Park after a national park in Oklahoma.

## YOUNGER GRANDMAS KEEP COMING



(SWAN ISLAND) — Grandmothers working at Swan Island? Mere kids, lots of them, but claimant for the honor of youngest great-grandmother at the age of 56 is Mrs. Hester Westbrook, laborer on the Outfitting dock, graveyard shift.

In case you can't pick her out in the picture, she's the girl wearing glasses and holding Ronnie Grant Parks, 2½ months, whose father, Raleigh Parks, was a pipefitter at Oregon Ship and is now in the Mariannas. Mrs. Parks, the mother, stands behind Mrs. Westbrook.

Grandmother Mrs. Lulu Steegers is holding Ronnie Duane McClafflin, year-old son of Private Duane McClafflin, former Swan Island union-melt operator on graveyard shift, who is now in France. Mrs. McClafflin stands behind her mother.



**Install Ducts** This day shift Sheet Metal crew on Outfitting recently established a record for installing main vent ducts on the aft end of a Swan Island tanker. They are, left to right: R. C. Dudley, Leadman George Cason, Glenn Buzzell, Violet Smith, Joe Evans and Gilbert Grasmick. (Swan Island photo)

## Production Speed Record Shattered on Vent Ducts

(SWAN ISLAND)—Sheet metal workmen and Outfitting dock shipfitters teamed up recently to set a new production record on a minor job, but one that spells success for the "Seven Launchings-Seven Delivery" December production schedule of Swan Island if all other crafts and departments become inoculated with their spirit. Production speed was emphasized recently when Foreman Mel

Sanger's day shift crew on Outfitting dock under Leadman George Cason installed 130 feet of vent duct lines on the poopdeck and boat deck in four hours. Fabrication of material in Sheet Metal shop before placing it on the hull was one major reason for the ability of his crew to cut manhours, according to Sheet Metal Superintendent G. E. Graham. Formerly the opera-

tion required 32 hours aboard the hull.

Sheet Metal's speed has helped other crafts. They can now do their jobs on the ducts a day and a half earlier. In fact, it set the stage for a crew of day shift shipfitters on odd numbered hulls to step in and make a record by covering the same sheet metal vent duct with steel protective covering in exactly

three and a half hours under Foreman Harold Orton and Leadman Louis Schad. Hearing of this record set by Orton's gang, Jack McEachron, shipfitter foreman, whose crew does the same job on even numbered hulls, told his men to go "beat that time." They obliged by doing the same work in three hours, 15 minutes. This operation formerly took two days.



**Cover 'em Up** Here's the shipfitter crew along with welders and burners that followed up on Sheet Metal's crew by installing protection covering for the vent ducts in record time. They are, front row, left to right: Leadman Louis Schad, Lanty Huffman, Earl Mattson, W. W. McNeff, Lola McConnell, Ruth Montgomery, Lorna Plein, Nita Carlson, June Hottman and Burner Leadman Ben Harris. Back row: Ed Corvaleski, Porter Lewis, Roy Fowlie, Foreman Harold Orton, Walt Krake, Pete Peters, C. W. Griffin, Gene McConnell and Ben Stults.



**Beat Other Record** Shortly after Orton's crew set a record for covering vent ducts, this shipfitter crew under Foreman Jack McEachron cut it by 15 minutes. They are, from left, front row: F. B. Jamison, H. Moore, O. H. Osterman and L. Kuhnenn. Back row: V. Grove, Dick Thomas, Leo Grimm, B. L. Mitchell, Chuck Cole, Carl Theirl, R. E. Hannaford and Nate Thompson. (Swan Island photo)