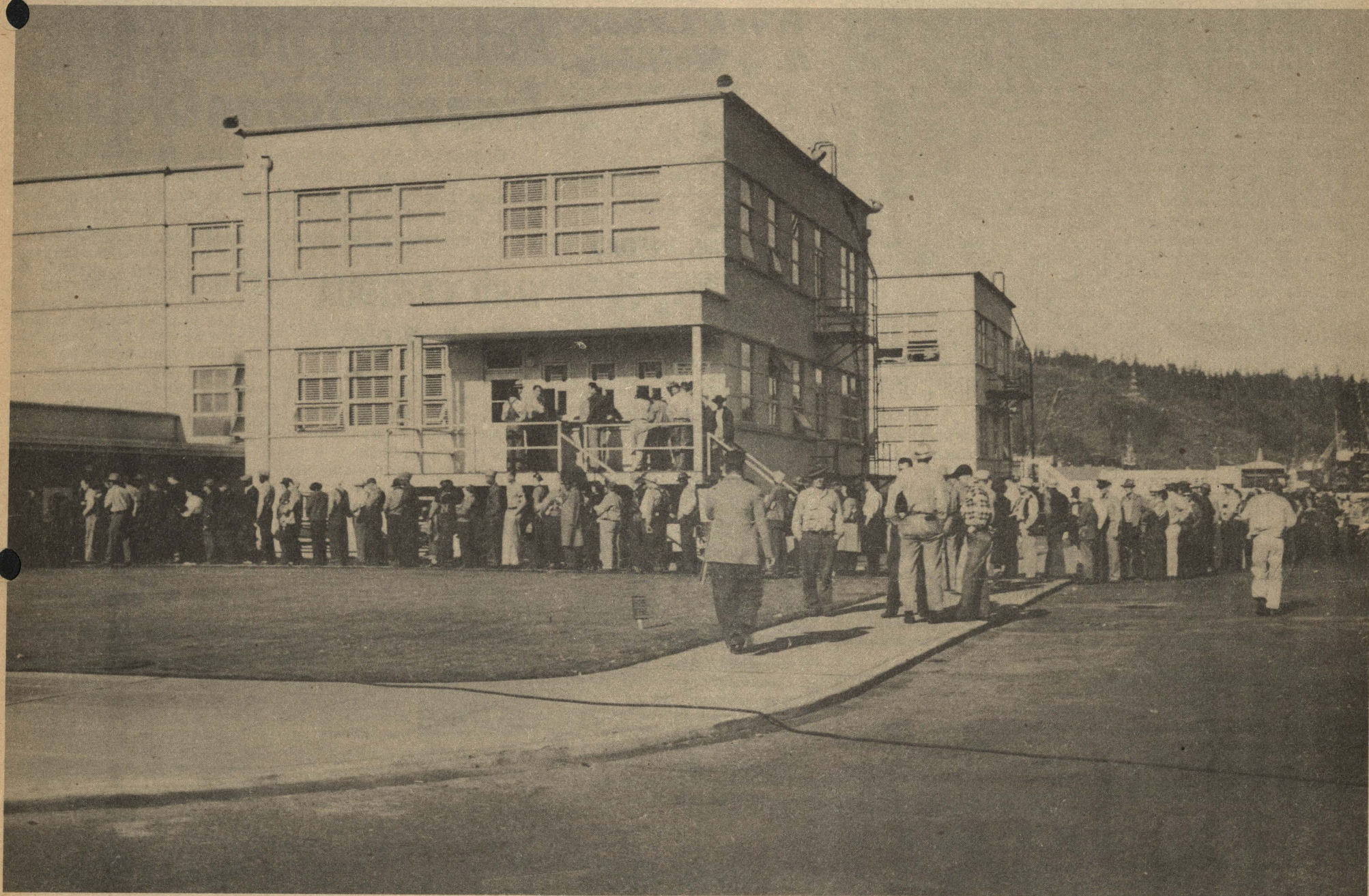




OREGON SHIP NEARS END OF WAR DUTY

Story, Page 8



Cutback Results Cutbacks in shipbuilding, which came as an aftermath of the sudden Jap surrender, hit heavily at Oregon Ship payrolls with the cancellation of 17 ships and OSC's barge contract. Above, workers line up for final pay-off at the paymaster's window.



This Is It This is the way one Oregon Ship crowd took the news of Japan's surrender. Workers milled around, talked, laughed and gave thanks.



V-J Day The peace announcement ended days of tense waiting for Oregon Ship workers last week. Crows formed daily, but this mass gathering on the Outfitting dock, above, was an indication that the big news was about to break. It did.

Many Jobs Available In Northwest Region For Ex-Shipworkers

Although the sudden termination of the war left the employment situation somewhat confused, by the first of this week a few concrete facts were sifting to the surface for those who were laid off due to contract cancellations and for the greater number who will remain in the tapering-off programs in the three Kaiser yards. For those who were laid off, the U. S. Employment service was

able to offer a variety of jobs in an employment market that was changing almost hourly. Most stable of demands at the USES were requests for several hundred workers for logging and lumbering. As other industries became adjusted to the quick change brought by the end of the war, USES officials anticipate additional requests for workers and suggest that employees who have been laid off should register immediately with the service.

MORE REQUESTS APPEAR

Other requests for workers began to appear Monday. At Independence, Ore., the E. Clement Horst ranch sent an urgent appeal for 5,000 families to pick hops, offering 3½ cents a pound and stating earnings up to \$15 a day for busy workers.

The hop season should last 30 to 45 days, and the applicants for help state that housing with everything but bedding and food are furnished. The concern has a grocery store and meat market on the ranch. Approximately 17,000 workers are needed in that vicinity for the hop season, they declare.

The Hood River Apple Growers association offers about three months of pear and apple picking, packing and storage work. A limited number of living quarters in addition to a trailer camp equipped with facilities are available. Rates are a minimum 80 cents an hour for men employed in packing and canning and 85 cents an hour for men working in storage. Overtime may be worked by men, but not by women, who are paid 66 cents an hour for packing and in the cannery. Applicants may get jobs by going to the employment office at Hood River, Ore., or the USES offices there or in Portland.

A miscellaneous assortment of odd jobs were listed, ranging from car washers to skilled craftsmen. For those families where several have been employed in the yards and where one or two have been laid off, the unemployed should have little difficulty in obtaining employment if they wish to work while the others in the family continue to finish jobs at the shipyards.

OTHER JOBS OPEN

For those who stay to finish the shipbuilding job and anticipate unemployment in the future, there is definite indication that there will be jobs opening up within the next few months.

The lumber industry will continue

to offer jobs, according to experts who have feverishly surveyed the situation in the last ten days. Oregon's three-year \$36,000,000 post-war highway program is expected to get under way by November, State Highway Engineer R. H. Baldock announces. The first road contracts will be let in November with anticipated letting of contracts at the rate of \$2,500,000 a month the first five months so that construction will be in full swing by spring.

Additional work, especially in the building trades, will be furnished by planned expansion from private capital. Beall Tank & Pipe company plan to spend from \$500,000 to \$600,000 on a plant near its present facilities. A race track and stable are to be built at Jantzen Beach. The Dairy Co-operative association plans a number of projects that call for more than \$400,000 in expenditures. The Evergreen Theaters corporation plan to build a \$215,000 theater in Vancouver.

BIG MILL PROGRAM

Crown-Zellerbach corporation contemplates spending \$12,000,000 to \$15,000,000 on buildings and equipment for its West Linn and Camas mills. The program will make the mills an all-year enterprise instead of a seasonal one and will provide continuous payrolls for those and adjacent communities.

Next in size to the paper mill project is the sewage disposal program calling for an expenditure of \$12,000,000.

Various other companies plan expansion, involving several in the \$150,000 to \$200,000 cost brackets. The Oregonian plans a new building that will cost about \$2,000,000 for plant and equipment.

V-J Week Pay Is Explained

Workers who did not work Wednesday and Thursday last week, following the peace announcement, will not receive pay for the two days off, but will receive shift credit, it has been explained by company officials. In other words, if an employee worked all the other days in the payroll week, other than Wednesday and Thursday, he will receive time-and-a-half pay for the sixth shift worked and double time for the seventh shift worked.

Employees who worked Wednesday and Thursday last week, on maintenance and allied jobs, will receive time-and-a-half.

Yards Won't Work Labor Day Holiday

Labor Day, September 3, will be a holiday in all Portland shipyards, it was announced this week. Work will be resumed with day shift, Tuesday, September 4. Only employees necessary for plant protection will work the holiday.

WORKING RECORD



(SWAN ISLAND)—For the past four years and two months, John F. Jenkins, welding training supervisor, has been on the job every working day with no vacations and no time off. Jenkins hired at OSC June 23, 1941, worked there a short time and for one month at Vancouver yard before he came to Swan Island.

VACATION NEEDS FULL 1200 HOUR

Hourly employees who are laid off or quit are entitled to vacation pay if they have worked 1200 hours within their last employment year.

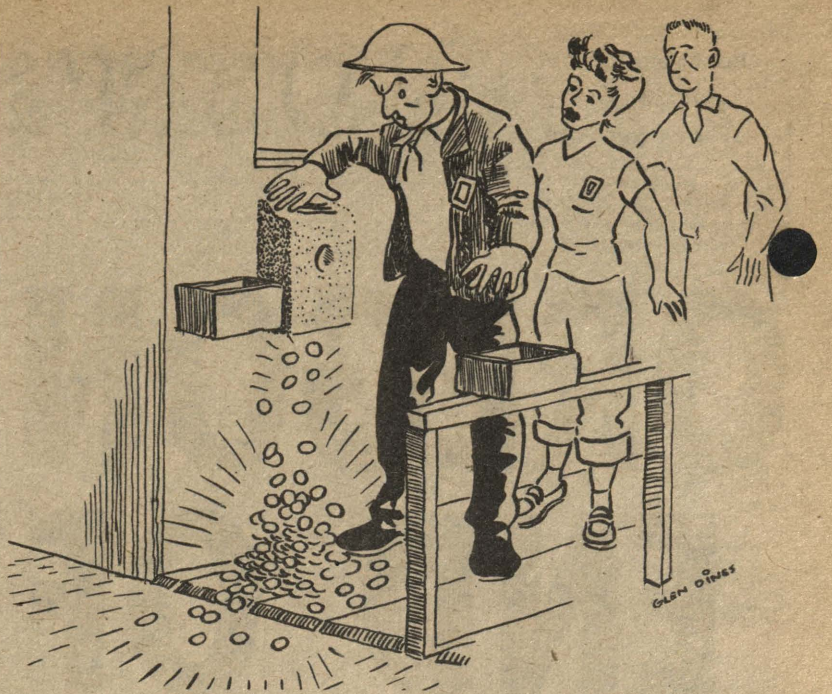
Those entitled to vacation pay will receive 40 hours in pay in accordance with vacation allowances stipulated in the master work agreement between the unions and company.

WAR BOND SALES HONORS AWARDED

(SWAN ISLAND)—The 7th War Loan drive is all but forgotten in most departments, but Leo Heath, welding superintendent, decided that two of his super-salesmen should be rewarded for their efforts "over and above the line of duty." E. Hamm, burner supervisor, was presented with one of those much-sought-after fly rod-and-reel outfits. Tank Supervisor Ernie Mohn got a 10-foot flexible steel rule.

The presentations were made last Friday. "All of the boys did a swell job," said Heath, "but Hamm and Mohn were really tops."

A Swan Island tanker carries enough gasoline on one voyage to supply the holder of an "A" ration book with gas for 35,000 years.



"Ye gods—I've hit the jackpot!"

Rationing Still Under Transportation Division

(VANCOUVER)—Activities of the Transportation department have been curtailed since the elimination of gasoline rationing, but tires, shoes and rubber boots rationing applications still will be handled, it was announced last weekend by C. V. Patterson. The method of obtaining these remaining

rationed articles remains the same. For tires, according to the OPA, the applicant must have used his car for essential driving and also certify that he will continue to use it for such driving. Tire rationing is expected to continue for six weeks to 90 days. Applications must be presented at the Transportation department for certification, after which the applicant may either take it to his local ration board or have it mailed to that board by the department.

Work shoes and rubber boots may be obtained upon proof of need at the department by filing proper application.

YARD CAFETERIA OPERATOR DIES

(SWAN ISLAND) — William Arndt, operator of the cafeterias for Kaiser company, died August 15 at the Swan Island barracks. Funeral services were held Monday in the Holman and Lutz chapel with Chaplain J. W. Beard of the Mount Tabor Presbyterian church officiating.

Arndt was born in 1895 at Cedar Rapids, Iowa, served in World War

I and later became food supervisor in a Chicago hospital. After restaurant operations in California he entered mass feeding projects with constructors at San Luis Obispo and

William Arndt at Bonneville dam.

He began serving the yards as co-partner with Jack Luhn, Oregon food merchant, in 1941.

He was a member of American Legion post No. 131 at Mason City, Washington and of the 40 et 8. There are no known relatives.

YARDS AT BREMERTON GO ON 40-HOUR WEEK

(SEATTLE, WASH.) — Starting September 2, workers at the Bremerton navy yard will go back on a 40 hour week basis, according to an announcement by Rear Adm. R. W. Christie, commandant.

Sunday work was discontinued August 19.

Christie said graveyard shift will be reduced to a minimum with 1600 third shift workers being transferred to other shifts. At the same time he predicted work for everyone who wishes to remain at the yard for at least a year.

Swan Island Barracks May House Navy Men

(SWAN ISLAND)—Navy inspection of the Swan Island barracks at Mock's Bottom basin may result in use of the now idle center for housing naval personnel. Navy officials said the units could be used by naval personnel being discharged to this area or stationed here pending reassignment.

The barracks have accommodations for 5046 persons in a one story building. Recreation rooms, a theatre, gymnasium and baseball fields are nearby.

Yard officials said the inspection of the site by 13th naval district officials was centered on the barracks facilities. They gave no attention to drydock, outfitting and shipyard equipment at the time.

Welding Supervisor Ill

(SWAN ISLAND)—Welding Superintendent Paul "Whitey" Kerr is being missed by friends and workers on the ways. He's been confined to the hospital for more than a week.



Corny Cobra Henry E. Holum, pipe tester, practices a little hokus-pokus on a main steam pipe that looks like a giant snake. Holum says this isn't the way he tests pipes. (Swan Island photo)

LIGHT METALS

and magnesium alloy for airplane parts for Boeing Aircraft plants at Seattle.

But project 53 is the planning board from which hope for the Northwest light metals future springs with monotonous regularity. Ideas have been popping from those college test tubes and designing benches like sparks whirling from an emery wheel.

Some 200 different aluminum and magnesium aircraft parts have been turned out by the project workshop for war and peacetime air age use.

AGRICULTURAL PRODUCTS

Putting heads together with Washington fruit growers, the professors produced a two-pound aluminum harvesting bucket which holds 40 pounds of fruit and will replace a four and three-quarters pound galvanized iron container now used in the Northwest's famous fruit country.

To make it even easier for tomorrow's apple pickers, they rigged up an aluminum and magnesium ladder which weighs less than 25 pounds and replaces the standard 12-foot wooden model weighing 38 pounds.

FURNITURE PROVIDED

Lumbermen will find a new light metal canthook a backache preventer. Hospital equipment, such as carts and wheeled stretchers, splints and braces have been put on the market. Canes and crutches are to come.

Lawn furniture and equipment—impervious to rain, dampness and sun—will be a major product marketing alongside of washing machines, mangles and aluminum window sills, sash and hardware of all types.

U.S. mining bureau engineers plan a magnesium "pilot plant" at the new Albany, Ore., headquarters and experimental plant.

Ivan Bloch, chief of industrial and resources development for Bonneville Power administration, reports dozens of old Northwest firms have queried his office for help in straightening the wrinkles from their aluminum production kinks.

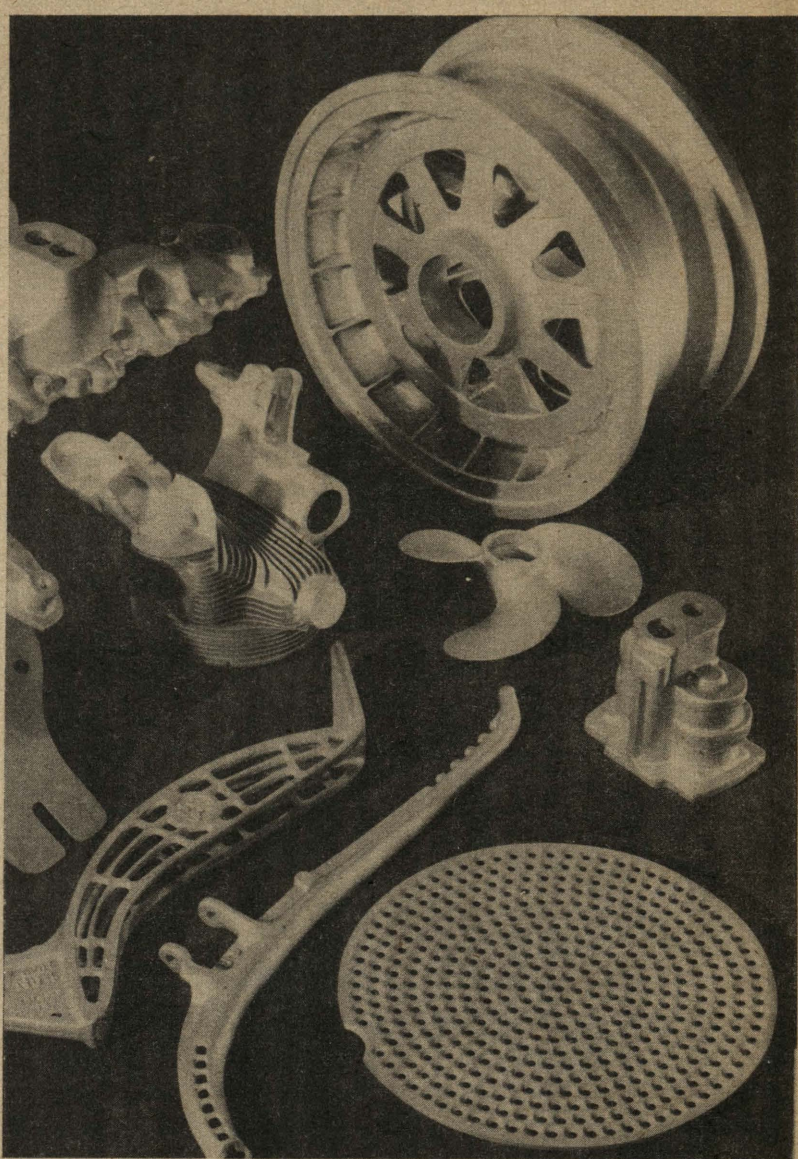
TEN FABRICATING PLANTS

Bonneville research is public property and anyone interested can ask questions. They go further, have sent engineers touring Washington and Oregon spreading the gospel of light metals and offering to work out formula and techniques for manufacturing.

There are relatively few plants now fabricating aluminum, either casting, forging or processing sheet. Fewer companies have their engineering finger on magnesium—brightest and lightest of the lights.

At Lake Grove, Ore., a small plant operating as the Gregg & Kelly Co. has been getting down to work making pots and pans. Aluminum toys are next.

Brown Industries at Spokane makes truck bodies. Lindeman Power Equipment Co., Yakima, pro-



Fabrication Light metals, largest source of jobs, are represented by these samples of aluminum and magnesium finished products.

duces power-driven units for farm and industry. Only the government and Boeing know how much aluminum went into the Seattle plants for B-29s and other Fortress models.

EXPERIENCE AT OSC

Oregon Ship workers who tussled with aluminum in the Ponton shop have gained experience that one day may be in demand for building truck bodies, frames or light metal railway or bus coaches and cars.

Fishing rods, golf clubs and tennis racquets are others.

Biggest immediate use of the nation's gigantic aluminum production is the packaging of merchandise in aluminum and magnesium foil. Cigarettes were only a starter on that line. Candy came next. Now the neat, clean self-insulating material will wrap a thousand different products to be found on store shelves within a few months.

The problem of Northwest planners is not on aluminum and magnesium so much as how to put these metals of promise to use here in Washington and Oregon and sell these products to Eastern and foreign markets.

LOW COST POWER ATTRACTIVE

Officers of the Aluminum Company of America on tour of company plants on the Columbia told Portland and Seattle industrialists that non-existence of fabrication plants in the region had no influence on decisions to locate aluminum reduction plants here.

Low cost power attracted Alcoa's Vancouver, Wash., plant at a time when Western aircraft industries were only beginning to think of big production. Private industry then saw advantages of power, tide-water basins for unloading imported bauxite and future Pacific-Orient markets. The war hasn't changed those factors.

Five electric aluminum plants now operating regionally—two by private industry and three for the government—have an annual capacity of 300,000 tons of aluminum. One magnesium ingot plant produces 24,000 tons. One of the three largest continuous sheet rolling mills in the United States can produce 120,000 tons of sheet.

Prewar America consumed only 150,000 tons of aluminum from all reductions plants.

War gave the Northwest double the nation's peacetime aluminum

production, and not all of them will be producing.

But the aggregate job in fabricating any portion of this new regional industrial product would more than make up the loss from curtailing aluminum reduction pay-rolls.

EMPLOY ONLY 3500

The five aluminum plants will only employ 3500 persons at peak capacity. The magnesium plant at Spokane employed 1000 at peak, the sheet rolling mill another 4000.

The jump from production of 300,000 tons of aluminum, employing 3500, to the sheet mill rolling 120,000 tons and employing 4000, illustrates the job increase rate when primary metal is fabricated to semi-finished sheet.

Job ratio in the last step—from semi-finished sheet, rod and tube to washing machines, airplanes and tools—was 70,000 in primary fabrication to 2 million men and women in finished fabrication last year.

There is the answer to the question of why the Northwest wants fabricating plants.

Right now Northwesters are in the middle of the aluminum-magnesium industry. Alumina—a powder-like substance which pours into Northwest reduction plants and comes out aluminum—is imported from alumina-reduction mills in the bauxite producing areas of Arkansas.

EXPERIMENTAL PLANT

A huge alumina bearing clay reduction mill, erected at Salem, Ore., is the first full scale bid for reduction of the Northwest's unlimited supplies of medium grade alumina bearing clay into pure alumina. Known domestic supplies of high grade bauxite can only last four to five years. America must either turn to the northwest and alumina reduction for its basic light metal, or import bauxite from South America and the Orient.

The Salem plant hasn't turned a wheel yet, but now has vast piles of alumina clay stocked, most of it from Washington but some from the Hillsboro, Ore., vicinity.

Should the aluminum reduction plant prove economical under normal industrial operation and the Northwest fabrication industries progress as rapidly as its aluminum reduction industry the region has a box built around the core of that light metals world of tomorrow.

Northwest's First This is the Alcoa's original aluminum reduction unit at Vancouver, Wash., first plant built in the Northwest to utilize cheap Bonneville power. Northwest's plants can double America's prewar tonnage.

Fabrication Plants Key to Future of Industry in Northwest; Power, Raw Materials Available

PROMISE of a magic age of light metals puts a Pacific Northwest label on the cornerstone of that new world of tomorrow. No other region in the United States is endowed with an abundance of basic raw materials for the industry—aluminum bearing clay to replace rich but rapidly depleting domestic bauxite, and low cost electric power—second vital requisite for processing ore and alumina into aluminum.

Gigantic prewar public construction projects harnessed the mighty Columbia, gave the Northwest more power than it could consume. War brought great aluminum and magnesium plants.

Next must come fabrication industries to mold a third link in the chain hitching Washington and Oregon onto America's most promising rising industrial stars.

FABRICATION MEANS PAYROLLS

That means snagging one of the richest industrial potentials of the future. Businessmen and labor alike realize that a light metal fabrication means new profits and greater payrolls for Northwesterners at a time when their basic forest resources are "petering out."

Sustained yield forestry will not be thriving for 25 years—and anyway why not have both industries to supplement its prosperous agriculture economy?

Total jobs created by fabrication of aluminum into more than 2000 practical uses for which there is a

market put basic aluminum ingot production in a minor role.

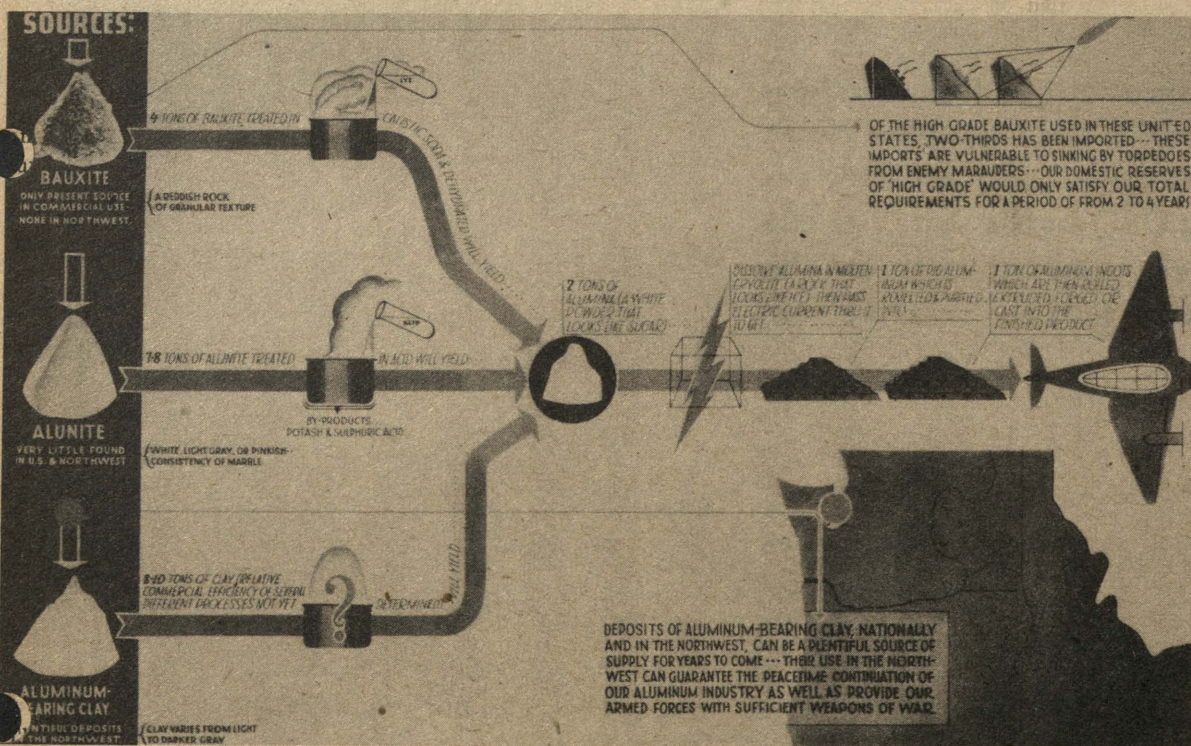
Last year, for example, war booming aluminum fabrication plants employed more than 2,670,000 people while plants producing aluminum ingots checked off about 10,000 workers at the pay window.

The Washington State Planning council is doing something about the opportunity presented. For months, a special corps of research engineers, chemists and technicians have delved into the intricacies of aluminum and magnesium fabrication techniques.

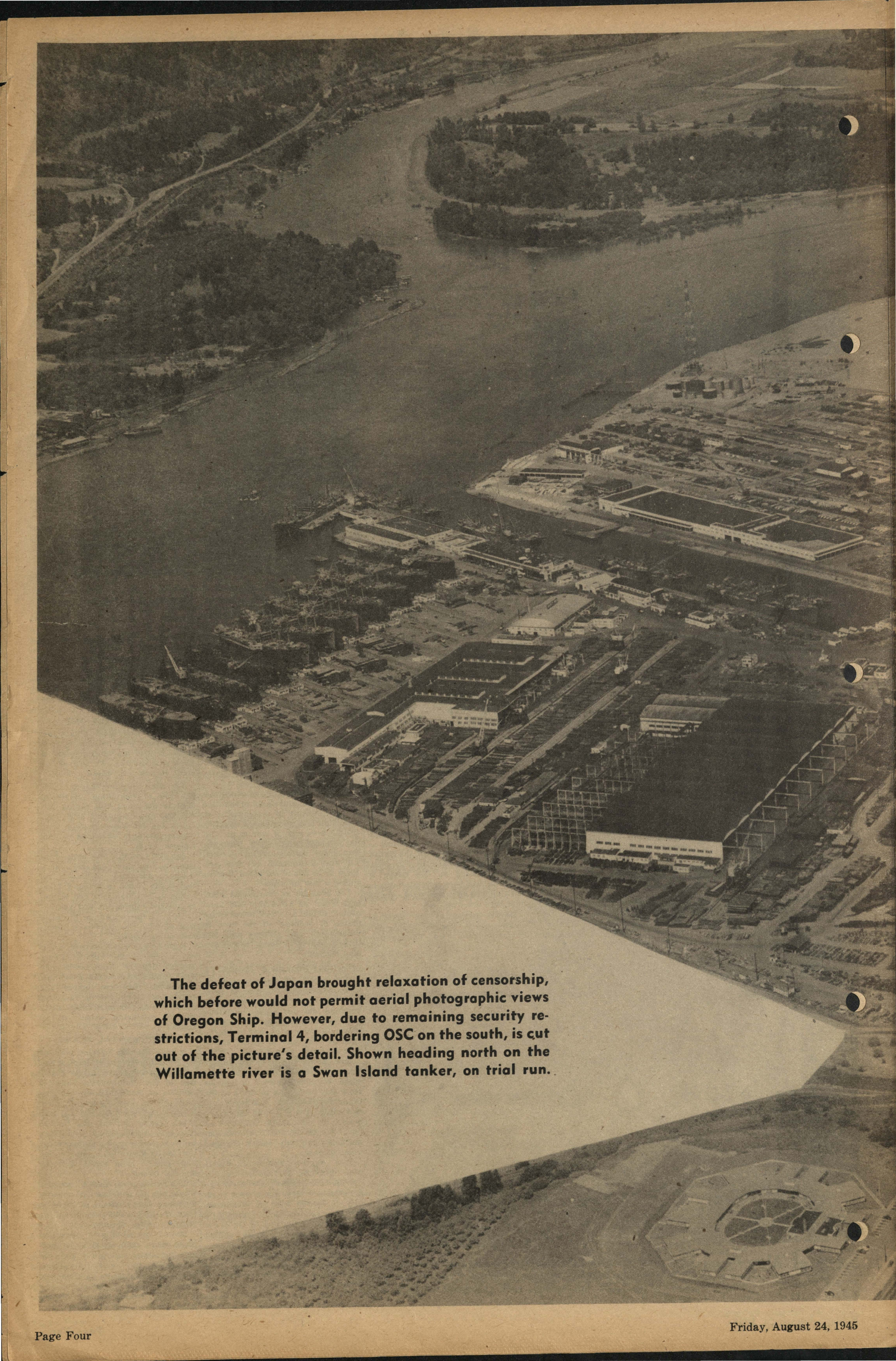
LIGHT METAL EXPERIMENTS

At the Washington State college laboratory and workshop, activity is centered on what are known in that state as projects 43 and 53. There is nothing secret about either. College professors and engineers would be tickled into ecstasy if every industrialist in the Northwest would come around and listen for a few hours while they demonstrate what they have done to prove it can be done—making almost anything from light metal.

Project 43 has been operating 24 hours a day producing magnesium



Story of Aluminum From bauxite, alumite or Northwest clays to alumina into pure aluminum ingots and then airplanes. Answer to light metals' biggest question mark is centered at the Salem, Ore., reduction plant of Columbia Metals where stockpiles of clay await reduction when the wheels start moving.



The defeat of Japan brought relaxation of censorship, which before would not permit aerial photographic views of Oregon Ship. However, due to remaining security restrictions, Terminal 4, bordering OSC on the south, is cut out of the picture's detail. Shown heading north on the Willamette river is a Swan Island tanker, on trial run.



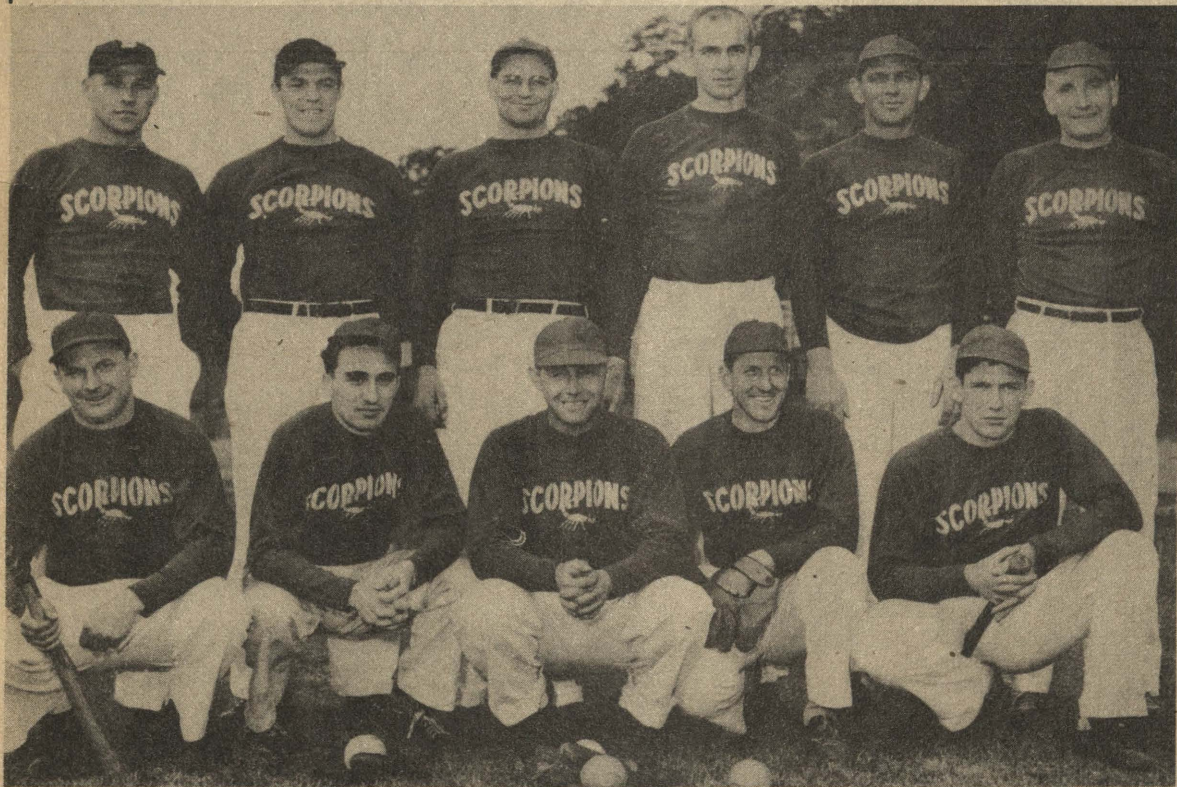
BARTELL'S STATE SOFTBALL CHAMPS



State Champs

Winners of the 1945 Oregon softball championship which ended at Buckman field Sunday were these players for E. J. Bartell's, Swan Island and Oregon Ship sub-contractors. From left, front row: Frank Gallucci, Fred Titus, "Dipe" Michaels, "Stubby" D'Arcy, Walt Schlafle; middle row: Verb Hayes, Augie DeAngelo, John May, Neil Peer, Larry Fleskes; back row: Sponsor Ollie Abrams, Paul Muller, Don Skinner, "Red" Smith and Floyd Ferris. Bat boys in front, Jackie Schlafle and Mickey Peer.

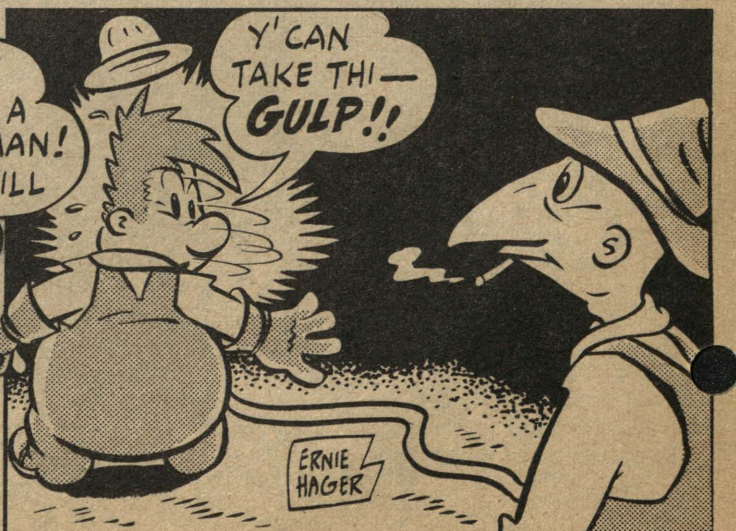
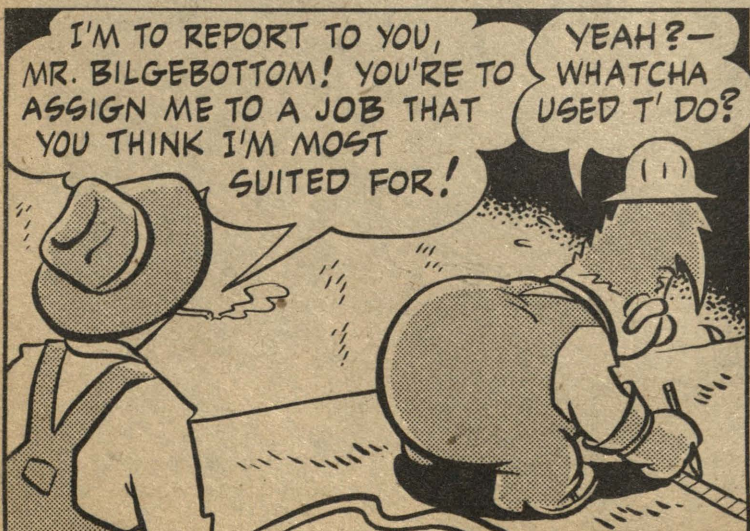
ERECTION TEAM WINS SOFTBALL RACE



Swan Champs

Champions of the Swan Island softball league are these players for Erection-Scorpions. They've won 14 out of 16 league games. From left, front row: Manager Jack Workman, Augie DeAngelo, Ben Adams, Ed Pixler and Paul Muller. Back row: Don Skinner, John Molitor, Leonard Moore, Ed Geist, Wayne Rummel and Bill Hudson.

Stubby Bilgebottom



Erection Cops Swan Pennant

(SWAN ISLAND) — Red Fulton's Erection-Scorpion softball team won the Swan Island league championship Monday by defeating Assembly, 3 to 1, in a play-off for the second half crown after the two teams had finished their regular season in a tie with

LITTON, REPEATING GOLF WIN, POSTS PAR-BREAKING 35

For the second straight week, Bobby Litton, Vancouver linksman, was the outstanding individual in the War Industries Golf sweepstakes. All Litton did in the 19th weekly play, over the Rose City course, was tie for low gross with a par-breaking 35, and walk off with honors in long drive and pin approach in the top AA (no handicap) league.

Ten prizes were won by Kaiser employees. Vancouver led the pack with five, followed by Oregon Ship's four. Swan Island placed only one.

In the American league, low net of 34 resulted in a five-way tie that included Oregon Ship's Budd Jensen. Fred Dorr, Oregon Ship, tied for long drive. Pin approach also resulted in a two-way tie with James Hogan, Vancouver, one of the winners.

Long drive in the National league produced a tie between Oregon Ship's Ed Logue and J. A. Russell, Swan Island. No other Kaiser employee placed in this division.

In the Federal league, Ralph Jacobson, Vancouver, captured low net honors with a 41-10-31. Jimmie Wright, Oregon Ship, tied for top honors in long drive.

TOURNEY SCORES

The short scores of state champion E. J. Bartells and of the Welders-Burners, third place finishers in the state softball tourney held at Buckman field last week, are listed below.

	R	H	E
Bartells	11	11	0
Tillamook	0	2	5
Skinner and Smith; Tellock, Perry and Moriarty.			
Northwest Insulating	1	2	2
Bartells	2	3	4
Green, O'Rourke and Stiles; Skinner and Smith.			
Bartells	1	3	0
99 Tavern	0	1	1
Skinner and Smith; Ruscigno and Eisenbach.			
Bartells	7	12	3
Grimshaw Tire	2	6	2
Skinner and Smith; Hamlin and Minto.			
Blue Bell	0	3	1
Welders & Burners	1	10	3
Jordan and Petersen; Younger and Walker.			
Welders and Burners	15	13	1
Astoria	1	4	5
Younger and Walker; Blackwell, Steinboch, Ellertson and Whiskergoff.			
Welders and Burners	1	4	2
Grimshaw	5	9	2
Younger and Walker; Hamlin and Minto.			
Welders and Burners	6	11	5
99 Tavern	5	9	3
Younger and Walker; Ruscigno and Eisenbach.			

six wins and two losses. Erection had previously won the first half title with eight straight victories. The winners scored twice in the first inning to grab a lead never relinquished. DeAngelo opened by drawing a walk, advanced to second on Burbank's sacrifice and scored. Shortstop Sutter's two-base error on Skinner's grounder. Skinner then scored on a single by D'Arcy. Both sides went scoreless from then until the eighth when Erection counted its final tally on Molitor's walk, a passed ball and DeAngelo's line drive single.

Assembly scored its only run in the ninth on Pitcher Glen Larson's long homer to right field. Swartkopf followed with a single but was thrown out at home plate as he tried to score on Sylvester's double, halting a threatening Assembly rally. Box score:

ERECTION	B	H	O	A
DeAngelo, 3b	3	2	2	8
Burbank, lf	3	0	1	0
Skinner, 1b	4	0	15	0
D'Arcy, c	4	1	5	0
Muller, ss	3	0	2	4
Hudson, rf	3	1	0	0
Adams, 2b	2	0	2	2
Molitor, rs	2	0	0	1
Workman, p	3	0	0	4
Frazer, cf	3	0	0	0
Totals	30	4	27	19
ASSEMBLY	B	H	O	A
Winklepleck, 3b	3	1	2	2
Sutter, ss	4	0	5	3
Tracewell, c	4	0	6	2
Larson, p	4	1	0	3
Swartkopf, lf	4	2	3	0
Sylvester, 2b	3	2	4	1
Johnson, 1b	4	0	7	0
Eisenberger, rf	3	0	0	0
Donlan, cf	3	0	0	0
Jordan, rs	2	0	0	0
Totals	34	6	27	11
Erection	200	000	010	—3
Assembly	000	000	001	—1
Errors: Muller, Sutter 2, Tracewell.				
Runs batted in: DeAngelo, D'Arcy, Larson. Sacrifice: Burbank. Bases on ball: off Larson 5, Workman 4.				
Strikeouts: by Larson 4, Workman 4.				

State's Two Top Softball 10s Made Up of Shipbuilders

Teams composed of Kaiser shipyard workers copped first and third places in the Oregon state softball tournament, which was concluded in Portland Sunday.

The E. J. Bartells nine, composed of asbestos sub-contractors' employees at Oregon Ship and Swan Island, copped the state title by defeating Grimshaw Tires, 7 to 2, behind Don Skinner's six-hit pitching. Skinner was the hurling star of the tourney.

Oregon Ship's Welders and Burners nosed 99 Tavern, 6 to 5, defeating their pitcher-manager last year. Guy Ruscigno, who was on the mound for the tavern ten. The welders lost only one game in the competition, finishing third.

By Ernie Hager

Radio Program Gives Job Data

Pay dirt, the farm program on radio station KALE, Portland, twice daily, except Sunday, carries regular information on farm labor in Oregon and Washington. The broadcasts are 6:30 to 7:00 a.m. and 12:15 to 12:30 p.m. and present full and detailed data in cooperation with the farm labor offices in the two states.

Layoffs at Yards Bring No Change In Public Housing

In spite of shipyard layoffs this past week, it is too early to forecast effects of war's end on public war housing in this area, according to Harry D. Freeman, housing authority director of Portland.

All projects still show an occupancy rate of 90 to 100 per cent with two or three exceptions. Returning veterans continue to seek homes in projects. More than 900 returning soldiers and families of servicemen have been placed and more than 300 are waiting for homes.

No family dwellings are immediately available at any project except Vanport and East Vanport where 1100 apartments remain vacant and at Fairview homes in Troutdale.

Apartments are being renovated for new occupants at Guild's Lake, Fessenden Homes and St. Johns Woods.

Puget Area Gets Surplus Moorage

(SEATTLE, WASH.)—Washington state's Senator Warren G. Magnuson has disclosed the government plans a permanent moorage for capital ships in Sinclair inlet between Bremerton and Port Orchard, Wash.

The plan guarantees work for thousands of men as long as the nation keeps an "adequate peace-time navy. The navy will moor in Sinclair inlet all ships that can be repaired in Puget Sound shipyards—not just the Bremerton navy yard," Magnuson said.

Lend-Lease Finish Finds Swan Cleared

(SWAN ISLAND) — When lend-lease ship repair operations were halted in the Portland port last Saturday there were no foreign ships in the Swan Island repair yard.

Swan Island has handled seven repair jobs on Russian ships for the War Shipping administration and one for Great Britain.

The repair yards that were working on lend-lease repair for WSA will assume the financial obligation for any work done in repair after 5 p. m. last Saturday, it was disclosed.

Giant oceangoing tankers, which in pre-war days required 10 to 12 months for completion, are now built for the Maritime commission in less than two months.

M & H Coverage May Continue

Terminating employees of Oregon Ship and Swan Island may make application to continue their medical and hospital coverage if they intend to remain in the state of Oregon and have been M & H members for three months or longer. Application cards are attached to the last paycheck of each employee

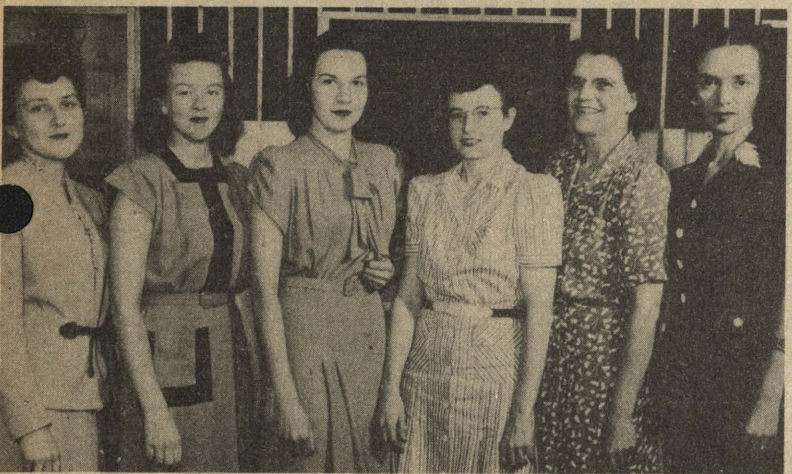
who terminates. The applications must be mailed within 10 days of termination date. Acceptance or rejection of the application by the Oregon Physicians' Service will be based on the medical record of the

applicant and notification made by mail of action taken.

Payments are \$2.50 per month to be paid in advance on a quarterly basis.



Ship-Shape Viola Jacobson, burner (front row, right), last weekend won a \$100 bond and the title of "Boilermaker Queen" in a beauty contest conducted at the annual picnic of Local 72, Boilermakers union, which drew a throng of 30,000 to Bonnie Lure park on Eagle creek. Other Swan Island representatives in the contest were (front left) Eileen Nelson, duplicator, and (back row, left to right) Hilda Taylor, expeditor; Elaine Dougherty, burner, and Phyllis Tuttle, welder.



Impartial to the finish were these girls in the Swan Island Housing, Rationing and Transportation department. Left to right: Edith Ballantyne, Bea Baynard, Helen Frank, Fern Stainbrook, Louise Pfund and Idamarie Freeman.

Rationing, Housing, Travel Aid Cancelled

(SWAN ISLAND)—Among extra services provided workers during the war which were cancelled following surrender of the Japs are rationing, housing and transportation. Recently the department was honored with a citation from the Office of Price Administration for its efficient performance during the war emergency. The citation was presented to A. R. "Bob" Nieman, assistant general manager, at luncheon at the Chamber of Commerce attended by representatives of 13 other Portland transportation agencies so honored. Edith Ballantyne and Louise Ffund also were guests.

Nieman points out that G. L. "Spot" Simpson, now terminated and living in Salem, Ore., is the man who set up the Personnel agency and largely was responsible for its efficient operation. Since he left June 16, Edith Ballantyne, who had always handled the majority of the detail work, was in charge.

The department always has had more than its share of "beefs," which have been handled cheerfully and with fairness to all. Rides and riders were joined, gasoline and shoe stamps and tire permits were

obtained for workers and their housing problems were satisfied as well as could be done in this overcrowded area.

Workers now are asked to go to their local boards for shoe stamps and tire permits. Some housing problems will be handled here, but this gradually will be taken over by the Portland Housing authority in downtown Portland.



G. L. Simpson

The department always has had more than its share of "beefs," which have been handled cheerfully and with fairness to all. Rides and riders were joined, gasoline and shoe stamps and tire permits were



Help Wanted Farm jobs are plentiful in Oregon and Washington as harvests reach a peak. Pear pickers, like the one shown above, are in demand right now and will be until the latter part of October.

9000 Farm Jobs Offer Profitable Toil Opportunity

Shipyard workers who have already completed or are about to complete their jobs in war industry have an immediate opportunity to shift over temporarily to profitable farm work, reports J. R. Beck, state farm labor supervisor in the Oregon State college extension service. At least 9000 additional farm workers, and probably more, will be needed within the next two weeks to make up the total of approximately 50,000 persons it is estimated it will take to harvest a half dozen of Oregon's leading seasonal crops, Beck says.

More than half of these are needed immediately to pick the highly perishable pole snap bean crop which is at its peak right now, and to harvest the 18 million-pound crop of hops which is ready for the driers.

WAGES AT RECORD HIGH

The highest wages ever received in Oregon by farm workers are being paid this year, Beck points out, regardless of whether one is paid by the pound or the hour. Bean growers are paying 2 1/4 cents a pound, with a quarter cent bonus if the picker finishes out the season. Hop pickers get 3 1/2 cents a pound, and incomes of from \$8 to \$12 a day per picker are not uncommon for both men and women. One Portland shipyard worker on a month's vacation last year earned \$368 at an Independence yard.

Bean-picking jobs are available in practically every Willamette valley county as far south as Eugene and Cottage Grove. Biggest demand, for the 40,000 hop pickers, is in the Salem and Independence areas.

Overlapping the bean and hop harvests will be the beginning of the pear harvest in the famous Rogue river valley around Medford in southern Oregon, the prune harvest in the Willamette and Umpqua valleys and the pear and apple harvest in the beautiful Hood River valley. The potato harvest across the Cascade mountains in Klamath county and central Oregon and the walnut and filbert harvest in the Willamette valley will about wind up the seasonal crops during October.

LIST OF NEEDS

Here's the setup of the needs and approximate picking dates:

Beans—Throughout Willamette valley from now until about the middle of September. Growers can use virtually every picker they can get since a delay of a day or two may ruin tons of beans.

Hops—Harvest gets into full swing this week and will continue until about September 25. At least 5000 more pickers badly needed.

Pears—Picking of Bartlett's started last week in the Rogue river valley and late varieties will keep pickers busy until October 15. Can use up to 1000 men and women in orchards and packing houses.

Apples and pears in Hood River

valley—Harvest gets under way this week and will continue until last of October. Five hundred more men and women can be used in orchards and packing houses.

Prunes—About a thousand families needed in central Willamette valley and the Umpqua valley, centered around Roseburg in southern Oregon. Harvest will begin about September 10 and continue through early October.

Potatoes—Nearly 35,000 acres of potatoes will have to be harvested in the Klamath Falls area and around Redmond and Prineville in central Oregon. At least 500 more people can get good jobs in Klamath county from the middle of September to October 25, and around 300 more are needed in central Oregon all through the month of October.

Walnuts and filberts—Several hundred jobs will be available in October in the Willamette valley.

Even more jobs can be made available, Beck points out, if enough workers turn out to take the place of the Mexican nationals who have been brought to Oregon to help with farm work. These Mexicans will be sent back to Mexico just as soon as enough domestic workers show up to get the crops in, Beck says.

HOUSING LIMITED

People with trailer houses or other housing facilities are desired particularly for these farm jobs, since living accommodations in most of these areas are limited, except for the hop yards. Cabins, fuel, lights and water are provided for pickers at practically all of the hop yards.

County farm labor offices in the principal cities of the state have complete information on farm labor conditions in their own localities. The Portland farm labor office at 114 S. W. 3rd avenue, will be glad to provide information and give assistance. Other farm labor offices in the Portland area that can help in placements are: Oregon City, 418 Main street; Gresham, county agent's office; Hillsboro, court house.

Kings Point—the U. S. Merchant Marine Academy and the nation's newest federal service academy—has graduated more than 6,000 young men as officers for the United States merchant marine. Kings Point, now in its seventh year of operation, is a permanent institution.

In one month of 1944, dry cargo carried to war zones on deck of outbound tankers equalled the capacity of 55 ships.

INQUIRING REPORTER

QUESTION:

"With the war over, what are your plans for the future?"

Isaac Pritchett, janitor: "I've been waiting a long time to lay aside my broom and call it quits. Now that peace has come and the shipyards are finishing up I think it's time to go into retirement. Why? Well, these gray hairs of mine are enough warning to me that it's time for a little rest. Portland is the spot I'll stay too, after 31 years as an Oregonian."

Ben Young, boilermaker leadman: "I think I'll go into railroad work when I am through here. I probably will change my occupation though, and go back into the machinery line. I'll sure miss the old shipyard after almost four years employed here."

Lorraine Childers, electrician: "It's back to housekeeping for me. I've sure been looking forward to this day, that seemed kind a long in coming at times. It will sure be wonderful to settle down to domestic life once more. Guess I won't be the only woman in the yard with these plans."

Bernice Rarick, welder: "Couer de 'Alene, Ida., here I come! When I get my quit slip from Oregon Ship I'll keep right on walking out the gate and head for the ranch I left behind to come here. It doesn't seem possible that everyone can go back to normal living again."

Vernon Alsop, truck driver: "This war ending will mean that I'll just have to find another job. Portland is my native city so I won't have to do any moving anyway. I have been driving truck in the shipyard so would like to keep right on doing it around town some place."

Billie Stroup, welder: "Beyond the hills in Idaho is my destination. I lived on a ranch there before war broke out and have been thinking about returning to it just as soon as the peace was won. Now that the shipyard boom is over my plans are already made."

George Jackson, truck driver: "Well, I'm going to stay on my job here in the yard as long as they want me and when I get notice I will start looking. I figure on getting a delivery job for some local concern. That's what I did in pre-war days and I like that type of work fine."

Lettie Russell, sweeper: "School days in Portland have been my post-war plans right along and I'm not changing them now. The war interrupted my education like it did a lot of other people's here. It will be swell to get back to the classrooms again."

BOSN'S WHISTLE

Published for the employees of the Oregon Shipbuilding Corporation of Portland, Oregon.

Editor PAUL COUR

Secretary KAY SCARBROUGH

Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.

Bond Deductions Resume This Week

(OREGON SHIP)—Bond deductions, discontinued this week because of the two-day holiday last Wednesday and Thursday, will be resumed on the current payroll week and continued as long as workers indicate, according to Paul Bliss, War Bond department.

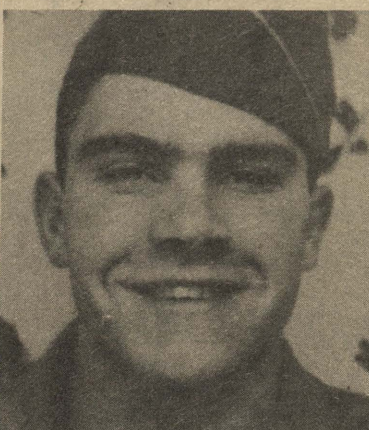
Child Care Will Continue, OSC Director Reveals

(OREGON SHIP)—Oregon Ship's Child Care Center will remain open as long as there is a demand for it, according to Nora M. Clancy, director. A sharp decline, resulting from wholesale terminations at OSC, is noted in enrollment, with an estimated 100 children reported on day shift Monday.

When this service was first started in November, 1943, 67 children were enrolled. By August, 1944, enrollment reached its peak of 400 children. The center was set up under the direction of Dr. Lois Meek Stoltz, former director of the Child Development Institute of Teachers' college, Columbia university.

Improved loading methods and speedup of turn-around added the equivalent of about 125 ships to the East Coast merchant fleet in each of the three months before D-day in France.

OKINAWA CASUALTY



PVT. COPELAND

(OREGON SHIP)—Pvt. Charles R. Copeland, former OSC rigger, was killed in action with the army's 96th division near Shuri, Okinawa, recently. Copeland left Oregon Ship in September, 1943, to enlist. He trained in Texas before going overseas.

BACHELOR DORMITORIES CLOSING IS SET SUNDAY

(OREGON SHIP)—The Oregon Ship dormitories, which at the peak of yard production housed approximately 2088 workers, will close Sunday. No plans have been made yet as to the disposition of these housing units. Demand for bachelor quarters for many OSC employees away from their homes brought about the barracks plan and the first occupants were admitted to the men's dormitories, January 9, 1944, when the units were half completed. Later in 1944 additional accommodations were added. At present only one-half of the barracks' capacity is being utilized.

Workers can secure rooms at the Swan Island dormitories. There is direct bus service for all shifts.

CHAPLAIN TELLS FRANKLIN STORY

(OREGON SHIP)—An address by Lt. Comdr. Joseph T. O'Callahan, USNR, of the U.S.S. Franklin, aircraft carrier which withstood Jap bombardment in one of the war's most heroic engagements, highlighted the launching of the S.S. Bellingham Victory, Oregon Ship's 450th vessel, Saturday.

Wives of Oregon Ship leadmen participated in christening ceremonies. Mrs. Sterling D. Cassidy sponsored the ship, attended by Mrs. H. L. Baker, Mrs. Milton Diamond, Mrs. Lena Thornburg, and Mrs. Ole E. Bruseth. Billy Hagey presented the flowers and the invocation was offered by the Rev. George Coopridge, of the Advent Christian church of Colton, Ore.

OREGON SHIP LED NATION'S YARDS

(OREGON SHIP)—Oregon Ship, in establishing itself as the nation's leading shipyard, captured many production awards. Here is the list, which includes every award created by the U. S. Maritime commission:

Navy "E" Award (only Maritime yard in U. S. awarded); Maritime "M" flag; Second Star Maritime burgee; Third Star Maritime burgee; Fourth Star Maritime burgee; Fifth and Sixth Stars Maritime burgee; Gold Eagle award; "200" pennant; "250 Club" flag; Maritime Gold Wreath award; Maritime "30 Day Club" award; and the AP-5 champ flag.

Oregon Ship, Winner Of Flags, Nears End

(OREGON SHIP) — With only 11 vessels left to complete, the fastest ship construction yard in the world's history is getting ready to close. Shutdown of the Plate shop, Assembly, Boiler Erection, Shell Erection, Mold Loft, Hull Materials, and various smaller branches of major departments resulted in reduction of Oregon Ship's payroll from 24,000 to well below the 20,000 mark. Workers

are leaving so rapidly that an accurate figure cannot be computed. Personnel will gradually be slashed as the work is completed. The yard's last ship, its 463rd, is tentatively scheduled for delivery, October 15. Five launchings remain while five keels, already laid, will be torn up. No plans have been made public concerning the disposition of these hulls.

When the last ship leaves the Oregon Ship Outfitting dock, Oregon Shipbuilding Corporation will have delivered 330 Liberty ships, 34 Attack Transports, and 99 Victory vessels. Aside from ship construction, OSC built 3000 pontons for the army this year.

PEAK EMPLOYMENT HIGH

At the peak of production Oregon Ship employed 33,985 workers in November, 1944. Of this total 24,192 were men and 9793 women.

Liberty ship output established OSC as a record-setting yard. In two and a half years of building total production time was narrowed from 226 days to 13 days. First keel

was laid May 19, 1941, and last Liberty delivered February 4, 1944.

When the need for faster cargo ships became apparent, Oregon Ship was designated by the U. S. Maritime commission to build the new AP-3-type vessel. The world's first Victory ship keel was laid November 19, 1943, at OSC.

CHAMPIONSHIP WON

Oregon Ship established itself as America's champion builder of navy Attack Transports during the last months of 1944. It won out over three other of the nation's top-ranking shipyards in competition for speedy completion of these ships. OSC employees gained permanent possession of the AP-5 Champ flag during this production drive.

In the first half of 1945 workers undertook construction of the 3000 pontons, along with another contract for Victory ships and Attack Transports.

Some lifeboats are now equipped with radio equipment permitting inter-boat conversation. It is operable by a hand-powered generator and requires no special skill.

WAR SERVICE CARDS For Shipyard Workers

(OREGON SHIP)—Like soldiers who have served on fighting fronts during war, Oregon Ship workers on the production front will receive, upon termination, service cards comparable to the honorable discharge for their part in final victory. The cards are wallet-sized, plastic enclosed, stating the worker's name, position and length of service. Applications are taken at the paymaster's window from all quit-slip holders.

"The management is attempting to give all OSC employees a per-

manent record of their stay here," states Jim Emmett, Administrative assistant, "and in so doing shows its appreciation for the job that each individual has done."



Launching Poppet

Riggers guide this huge piece of launching gear as a whirley crane lowers it to a vacant spot on Oregon Ship's Outfitting dock.