



# THREE DEPARTMENTS SHATTER RECORDS

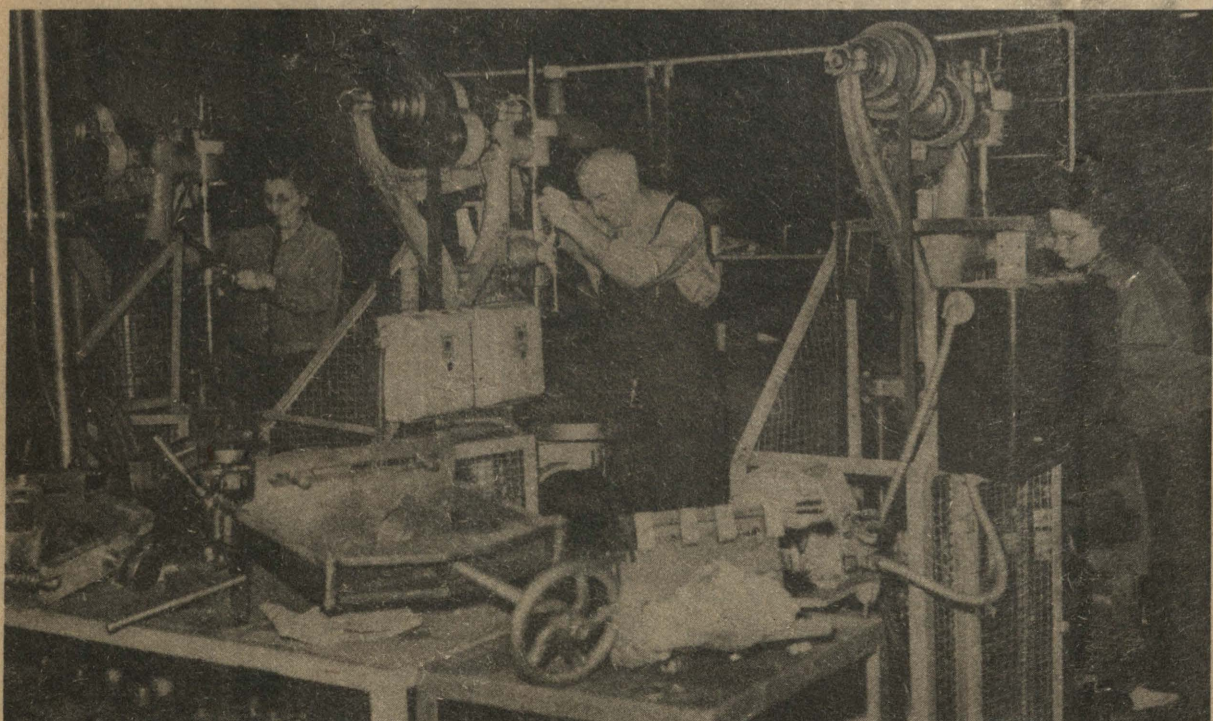
Story, Page 3



**Production Chiefs** Employees under these three Swan Island superintendents all shattered production records last week. They are, from left to right: M. L. "Red" Fulton, erection; W. R. "Rod" Wentworth, ways welding; and P. C. "Pres" Hiefield, assembly. See story on page 3.



**Record Breakers** This day shift shipfitter outfitting dock crew recently installed 110 different pieces of sighting steps in gun platforms on 'midship house in one-fourth the regular time required. They are, left to right: Leadman Fred Sparks, L. L. Fox, Jack King, Leo Grima, Louis Gadotti, A. A. Ivanczay, John Zimmerman, H. Moore and Thelma Holmes. The crew is under Foreman Jack MacEachron. (Swan Island photo)



**Marine Electric Shop** Swan Island's Marine Electric shop has many machines. The three 18-inch drill presses in this picture drill approximately 1,000 holes of various sizes on fixture boxes for each ship. Shown here from left to right: M. S. Fischer, A. L. Gibbens and Dorothy Kurtzbein. See story on page 8.

## Swan Island's Job For December

Three Down And Four To Go!

**LAUNCHED:**

Hull 113, Capital Reef .....	Dec. 5
Hull 114, Joshua Tree .....	Dec. 8
Hull 115, Platt Park .....	Dec. 13

**TO LAUNCH:**

Hull 116, Stones River .....	Dec. 16
Hull 117, Fort Stanwix .....	Dec. 21
Hull 118, Fort Frederica .....	Dec. 27
Hull 119, Saguaro .....	Dec. 31

**DELIVERED:**

Hull 102, Casa Grande .....	Dec. 2
Hull 103, Pilot Butte .....	Dec. 7
Hull 110, Bryce Canyon .....	Dec. 13

**TO DELIVER:**

Hull 111, Cedar Breaks .....	Dec. 18
Hull 112, Pinnacles .....	Dec. 21
Hull 113, Capital Reef .....	Dec. 24
Hull 114, Joshua Tree .....	Dec. 30



**The Whistle Is Printed** The above web-fed offset press, located in the Daily Journal of Commerce at S.W. 14th and Morrison, Portland, can shoot out Bosn's Whistles at the rate of 12,000 an hour. There is only one other like it on the Pacific coast and only a few others in the nation. Pressman John Meyer, above, studies ink distribution on the first few copies. Story, page 7.

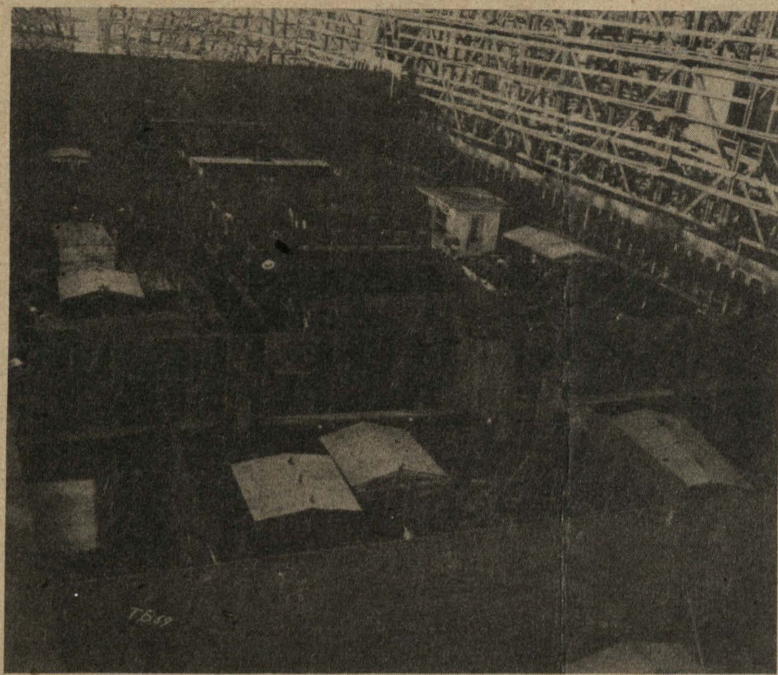
# Calship's C-4 Hulls Keep Vancouver Busy

(VANCOUVER) — As Vancouver's last AP-5s disappeared one by one from the dock and Calship hulls arrived to fill the vacancies, all manpower of the ways concentrated on the C-4 troopships last week. Week-end reports of the Progress department indicated that 18,222 tons of C-4 material had been fabricated, 9,614 tons assembled and 3,008 tons erected. The fabricated, assembled and erected

steel represented approximately three, one and three-quarters and one-half ships respectively, W. A. Shattuck estimated. Ten keels were laid by Saturday, December 9 and all twelve ways will be busy on C-4 work by the end of the current week. The last keel is scheduled to be laid Saturday, December 16.

Calship hulls began arriving Sunday, December 10. By Monday noon there were three at the Vancouver dock. The ships had been towed from Los Angeles harbor in seven days. Five hulls are due from the southern yard and will be outfitted here and delivered at Astoria. Additional outfitting work for the dock is expected when the Calship hulls are finished.

Meanwhile Vancouver's own Attack Transports continued to move to Astoria for delivery. "In spite of unavoidable delays," said John Hallett, general superintendent, "our AP-5s will all be delivered shortly after the middle of the month. The few ships that have been delayed have not affected our overall schedule very much. Work is going forward on the C-4 contract satisfactorily, and we are ready for the Calship hulls."



**C-4 Rises on Way** First C-4 to be built at Vancouver begins to take shape at Vancouver, as this picture demonstrates. Keels are laid on 11 ways and double-bottoms are going in at a fast pace.

## All Asked To Aid Traffic Safety

Shipyards workers are again urged to continue support of careful traffic practices that last year made Portland the only city on the Pacific coast that showed a reduction in traffic fatalities. The problem of immediate concern is that of December accidents, according to the Portland Traffic Safety commission. During the month of December, 1943, 11 persons were killed on Portland streets. Nine were pedestrians. Of 35 traffic fatalities in Portland this year, 16 have been pedestrians. Of that number, 12 were struck during hours of darkness.

"People apparently are thinking of the holiday season and Christmas shopping," Ben F. Heinz, secretary-director of the commission, explains. "This, coupled with greater throngs of pedestrian and motor traffic, makes December the most hazardous traffic month of the year."

"January and February follow closely due to longer hours of darkness and inclement weather. Streets are more slippery. Darkness, rain, fog, frost and dirty windshields make visibility poor."

The commission suggests the following safe traffic practices for motorists:

1. Give the pedestrian the right of way.
2. Keep your windshields clean.
3. Keep your vehicle in good mechanical condition with special emphasis on brakes.
4. Wait for the proper signal at signalized intersections.

5. Our progressive signals are timed for a 28-mile per hour speed. Proper use of the streets which have progressive signals system facilitates travel.

6. Keep your car lights properly adjusted.

7. Check your tires carefully before leaving the yard so that you will not have to repair a flat tire on some main thoroughfare where you would be forced to expose yourself to the heavy volume of traffic.

8. Watch out for children playing on or near the street. (Eight children under ten years of age have been killed in Portland traffic to date this year. This is over 200 per cent more than any previous year's child fatalities.)

The following suggestions for pedestrians are recommended:

1. Cross the streets only at intersections.
2. Cross streets on the proper signal.
3. While waiting for signals stay on the curb.
4. Do not step into the line of traffic from behind parked cars.
5. Running into the streets to catch a bus or streetcar is dangerous.
6. It is difficult for the motorists to see you at night. Wear something white in order to be seen.

## Sportsmen Advised On Wildfowl, Fish

(VANCOUVER)—With hunting season well under way, Bill Fraher, day Electrical engineer, has gathered considerable information concerning what and where for the many sportsmen in the yard. "For the 12-gauge boys, the webfoot season is rapidly coming to an end," says Fraher, but with the fresh northern birds that came in on the storm last week, and dark of the moon for the next couple of weeks, duck and geese hunting should be excellent.

"Sprigs and widgeon are the most numerous this season with mallards and teal running a close second. The hunters on the lower end of Sauvie Island also have been picking up a few spoonbills, scaup and an occasional canvasback.

"The clubs in the Scapoose Dike district are getting their limits of geese regularly. The potato fields are flooded and you just can't keep honkers, brant and squealers away from those spuds. On clear, cold windy days shooters in the Arlington area are collecting their share of geese on the bluffs and in grain fields.

"If the weather stays clear and we have a good freeze-up, hunting along the lower Columbia, Willamette slough and other open waters should afford some good duck hunting.

"Also the gamest of game fish have started to run. We call him 'Steel'; to newcomers, he is a steelhead or sea-run rainbow. The big and little Nestucca, (Tucker to you) have yielded some nice catches already. Other streams that are famous for that finny silver torpedo are the Trask, Salmon, Cowlitz, Wilson, Kalama, Wind River, Kilches, Pistol, Rogue, Siletz and Umpqua.

"The best and most conventional tackle for steelhead is a casting rod and reel, 18-lb. to 25-lb. test line, 10 to 20-lb. test leader, and hooks running from size 1 to 2/o. A gob of salmon eggs tied on the hook with red thread is the best all-around bait. The bait should be about the size of a good-sized cherry.

"The usual price for fresh salmon eggs is 25c a pound. The choice of the fishermen is steelhead eggs, or small silver-side eggs, as the eggs stay on a hook much longer. If you are lucky and happen to catch a couple of female steelhead, here is a trick in preserving the eggs: Pow-

## SEAMEN GET NO YULE VACATIONS

No Christmas at home for the men of the merchant marine this year! Demands from the Pacific war fronts for an increased supply of ammunition and other war goods will require every available merchant seaman to be at sea, the War Shipping Administration has declared.

Ships arriving at coast ports are being reloaded in record time so they can put back to sea in a few days, while crews of the merchant ships are being asked to sign back on their same ships and sacrifice their earned shore leave.

"Because these merchant seamen have been delivering war supplies to the beachheads, they know how rapidly supplies are used up by advancing armies and how desperately more supplies are needed," declared Andrew G. Wilson, WSA manning official.

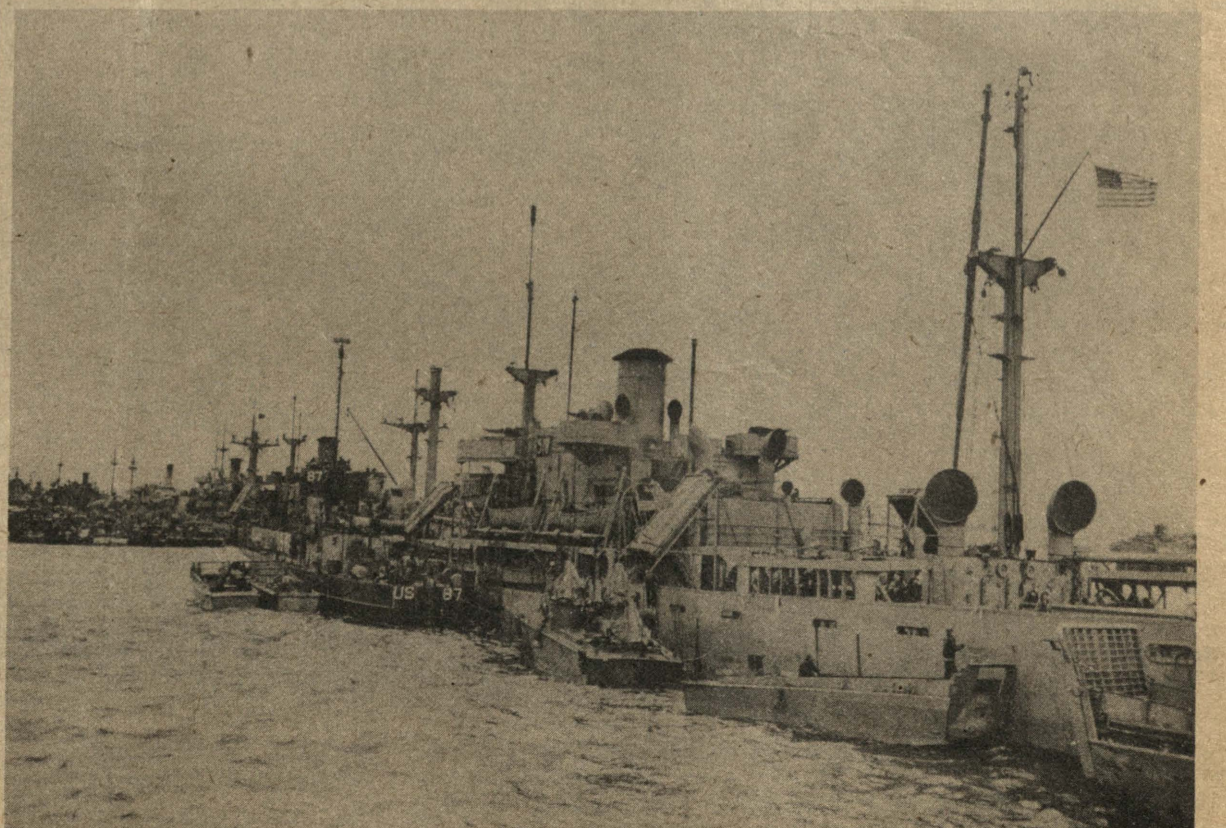
"Men who have been at sea for months, often under enemy action, who have been looking forward to spending the Christmas holidays with their families, are willingly shipping out again, when the present emergency situation is explained to them.

"Only if men who have left the sea, and are working ashore, volunteer immediately to return to sea, can we replace returning merchant crews," Wilson added, appealing to former merchant seamen to volunteer at War Shipping Administration offices to man the ships until the emergency is met.

der the eggs with borax and wrap each skein individually in newspaper. The newspaper will absorb the moisture from the eggs, leaving a soft, dry bait that 'milks' up the water. If kept cool, eggs prepared with borax will keep perfectly for three weeks."



**Improved Harbor** Heavy seas, threatening to demoralize the Normandy landings soon after D-Day, beat against a barricade of sunken ships a half-mile off shore. In a carefully planned operation carried through in the wake of the landings 23 ships including Libertys and old tankers, were loaded with cement and "scuttled" to form an improvised breakwater behind which landing craft were unloaded. Above, a mountainous wave spends its fury against the Centurion, key ship of the chain. Below, this is how the breakwater looked before the storm hit. (Official U.S. Navy photo)



# December Production Drive Tops 3 Marks

(SWAN ISLAND) — Meeting the challenge of stepped-up production to launch seven hulls and deliver seven tankers in December, Swan Island workers responded last week by breaking all existing records for "released assembly tonnage," "placed-on-ship tonnage" and lineal feet of erection welding. This was done despite the nastiest weather experienced in the yard in many months. The

three-way par-buster hit where the pinch has been the greatest. Assembly, getting back to normal stride after spending weeks helping out Vancouver as did the Pipe department, "sold" 6,179 tons for the week ending December 9. Ready and waiting for the extra sections was Erection department which topped all previous marks with a "P. O. S." for the week of 7,030 tons erected. Ways welders, next on the production line, bettered their previous high score of welding footage by 10,000 feet in round figures and totaled 158,023 feet or 30 miles of welding for the period.

Three weeks ago Erection welding made the news when they ran 148,365 feet of rod. The week following the best they could do was 144,542, but last week's total scored a high peak of production welding.

Erection department's 7,030 tons meant a daily average of 1,172 for the week ending December 9. Daily averages for the preceding weeks had been 1,034, 1,068, 1,083, 1,025 and 977 tons respectively.

Assembly, too, had its best week with a daily sold tonnage average

of 1,030. The previous week the average was 960 and daily averages for the preceding weeks were 938, 993, 961 and 883 respectively.

Pipe department maintained the tempo and completed its fabrication well ahead of Erection's call for the sections.

Meanwhile on the Outfitting dock all crews are giving just a bit extra, according to department heads, to make sure the seven scheduled hulls go out on time.

Machinists, pressed to make their installations in faster time, are responding admirably, say other crafts who also praise crane operators and riggers for "laying them down."

"Cooperation and team-work like this is necessary to make any job a success," said General Superintendent Elmer Hann. "I'm pleased that Swan Island is clicking like a championship team."

## Veteran Tankerman Back for New Ship

(SWAN ISLAND) — One of the crew who first signed on the S. S. Schenectady, Hull 1, and since then has sailed on four other Swan Island tankers is back in Portland to go out as chief pumpman on the S. S. Cedar Breaks, Hull 111.

He is W. F. Browning of 3006 Willis blvd., Portland. Wearing a "sheikish" beard of six weeks and a gold ear ring in his left ear which he said is an adornment acquired in the South Pacific, he visited the yard last Saturday to look over the Cedar Breaks.

Leaving the Schenectady, he shipped on the Sackett's Harbor, Wallowa, Camp Namanu and last, the Smoky Hill, which he said went through a drifting mine field without the skipper or crew knowing about it until they were several miles in the clear.

Before joining the merchant marine he was a machinist on Swan Island's Outfitting dock in the early days of the yard.

## Ex-Employe Decorated

(SWAN ISLAND) — T/Sgt. James H. Downs Jr., former electrician at Swan Island, recently was awarded the Oak Leaf cluster for meritorious achievement while participating in bomber operations over Germany. Sgt. Downs is a radio operator on a B-17 Flying Fortress for the 91st Bombardment squadron. He was employed here for four months before joining the air force in February, 1943. His citation was the second medal he has won.

## YARDS REQUESTED NOT TO EMPLOY VETERAN SEAMEN

Despite the urgent need for more shipyard workers, the U. S. Maritime commission has ordered all shipyards under their jurisdiction to refuse to hire any experienced seamen who apply for jobs ashore, it was revealed today.

An acute shortage of experienced seamen to man the ships of the merchant marine is expected to become so serious before Christmas, it was explained by Vice Admiral Emory S. Land, chairman of the Maritime commission, that drastic steps must be taken to get experienced seamen, now employed ashore, back at sea.

From Washington, D. C., also comes the announcement that War Manpower Commission Chairman Paul McNutt, cooperating to prevent seamen from leaving their ships, has asked all employers to release immediately all men with previous sea-going experience. Employers are forbidden to hire experienced seamen seeking work ashore unless such employment is authorized by the U. S. Employment service.

Demands of the armed forces overseas for more supplies will require increased work for both ships and men of the merchant marine, it was stated at War Shipping administration control offices in San Francisco, so that men physically able to ship again must remain in the merchant marine.

## GETTIN' COLDER



Jo Elliott, Estimate department clerk, wondered just how cold it was last week so went to the weather recorder located by the dome of the old Administration building for a short consultation. It didn't take long for her to dash back into the office as the paper recorder registered just one degree above freezing. (Swan Island photo)



"He fainted when I told him I was on his welding crew"

(Idea by Gary Hartsock)

## Oregon Mist Won't Bother One Worker



Irene Thompson

(OREGON SHIP) — Having heard about Oregon winters and the annual rainfall at Oregon Ship, soft-voiced Irene Thompson, Oklahoma-born production laborer, claims she has no intention of catching cold or working in any more discomfort than necessary.

Mrs. Thompson, who helps sort waste material salvaged from ships, explained the various items of her weather-proof garments: "First of all, I have to wear this hard hat. That's to protect my head. And the dark glasses are for my eyes—they hurt because I got some fiber glass or something in them."

The white neck protector keeps the cold wind away from an aching molar, she added. Need for a rubber raincoat over a heavy jacket she

## Art Museum Exhibits Eight Famed Paintings

Representatives of periods from the 15th century to the present, and of many countries, eight masterpieces of painting are now on exhibition at the Portland Art Museum. Included in the rare grouping are paintings by El Greco, Peter Brueghel the Elder, Corot, Renoir, Cezanne, Rousseau, Bellini and Rembrandt.

The exhibition is open to the public and will continue through January 1. Museum hours are from noon until 5 p. m. every day including Sundays, and on Wednesdays from noon until 10 p. m.

## Tip Issued On Plan For Controlling Rats

(SWAN ISLAND) — Recent press releases from nearby Tacoma, Washington, report that United States Public Health officials found plague-infected rats in the dock areas and have placed a careful, preventive-type quarantine on shipping and the waterfront zone. Rats and rat-borne diseases are a constant threat to health and the Tacoma story calls forth another warning on rats from shipyard medical supervision.

Normally, large numbers of rats inhabit waterfront property, but quarantine of incoming ships and rodent extermination activity keep this source of disease at a minimum. Current rapid movement of ships through ports increases the possibility that disease-bearing rats may reach West Coast waterfronts from ships recently returned from the Orient.

Rats carry many diseases and may spread them by biting or by contamination of food supplies. Greatest spread of rat-borne disease, however, is accomplished by biting insects such as fleas, which are always present on rats. A number of severe illnesses, among them bubonic plague, are spread to humans by the bite of fleas that recently have fed on infected rats. Control of such disease lies entire-

ly in removal of available food for rats and rat destruction.

The United States Public Health service and local health officials carry on continual warfare against rats in this community. Thus far their efforts have been eminently successful. Local Kaiser-operated shipyards have contracts with control experts who regularly inspect the premises and exterminate rats by all known modern methods. Partially counteracting these efforts, however, are many shipyard workers who carelessly scatter food scraps and lure rats to the working premises.

Rats are found on shipboard, in dock areas, wharfs, warehouses, refuse dumps and grain elevators because of ready food supply. When food refuse is placed in rat-proof containers, these rodents go elsewhere in search of an easier living. Rats will not linger where food is not available.

The yard workers, and only they, have the power to rid working areas of rats and their associated vermin. The medical department asks that everyone serve as a one-man "board of health" to accomplish this end. Food should be put in metal waste containers to help keep the yard free of disease.

## KNOW YOUR MERCHANT FLEET

(No. 2 of a series describing 30 different types of merchant ships.)



**DELBRASIL** — Combination passenger and cargo type designed for routes between Gulf ports and South America. Length (overall), 491'. Beam, 65'6". Draft (loaded), 25'6". Cruising radius, 16,500 miles. Net tonnage, 4,542. Dead-weight tonnage, 9,021. Shaft hp, 7,800. Propulsion, turbine.



**ROBIN LOCKSLEY** — Combination passenger and cargo type designed for trade routes between New York and African ports. Length, (overall), 479'8". Beam, 66'. Draft (loaded), 27'. Cruising radius, 17,500 miles. Net tonnage, 4,258. Dead-weight tonnage, 10,048. Shaft hp, 6,300. Propulsion, turbine.



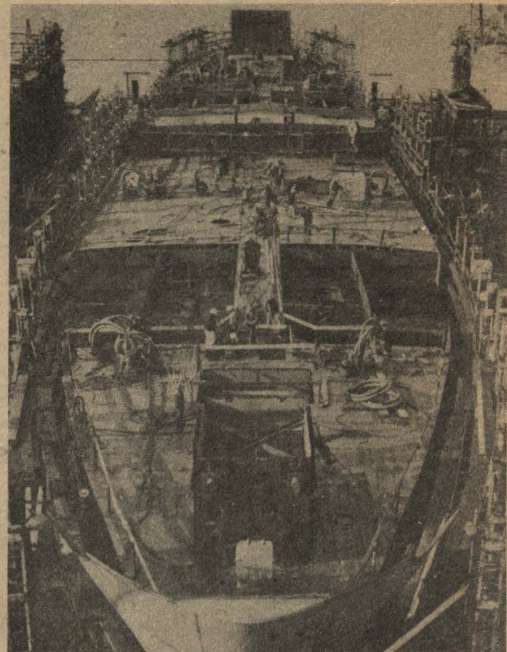
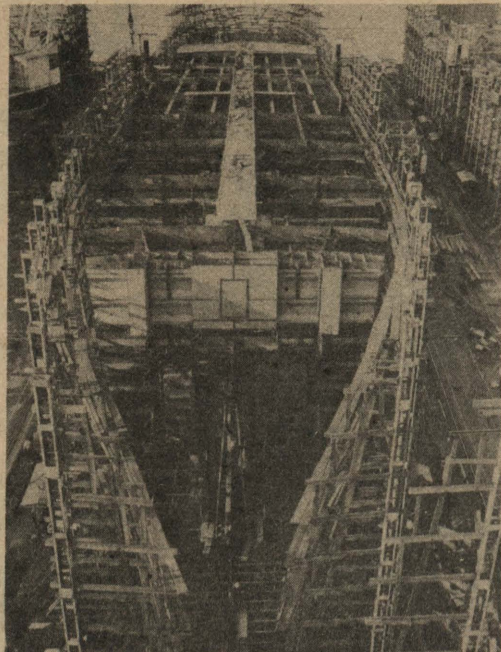
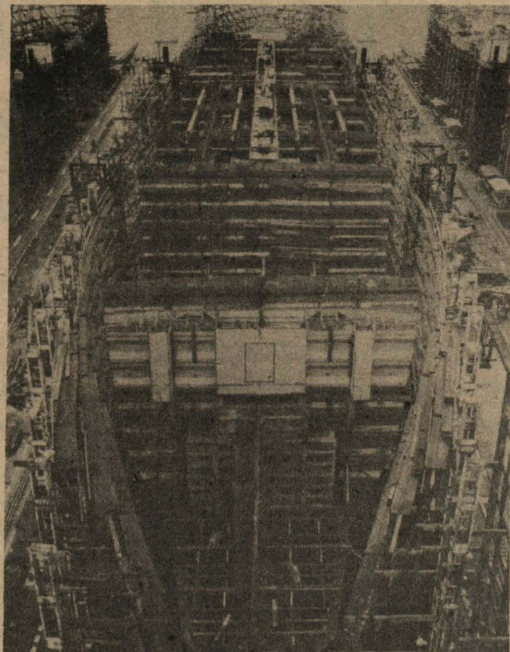
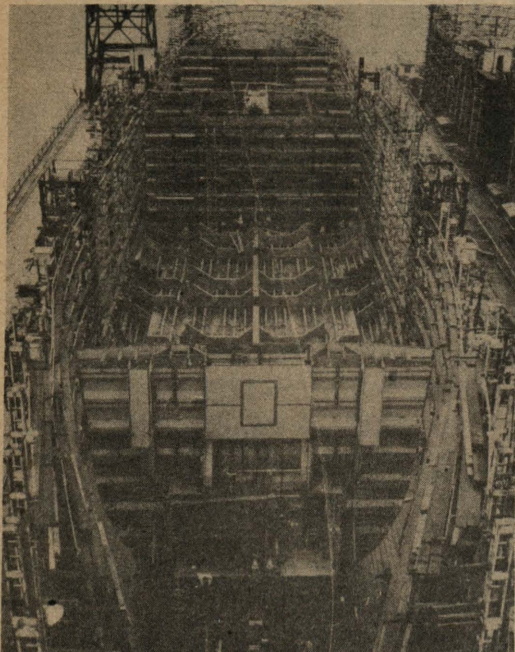
**EXPORTER** — Fastfreight steamer type intended for the New York-Mediterranean and Indian trade. Length (overall), 473'1". Beam, 66'. Draft (loaded), 27'. Cruising radius, 15,600 miles. Net tonnage, 3,996. Deadweight tonnage, 9,514. Shaft horsepower, 8,000. Propulsion, turbine.



**VC2-S-AP3** — The Victory type. Used for general cargo purposes. Length (over-all), 455'3". Beam, 62'. Draft (loaded), 28'6". Cruising radius, 20,500 miles. Net tonnage, 4,555. Dead-weight tonnage, 10,580. Shaft horsepower, 8,500. Propulsion, turbine. OSC is now building this type ship.



**EC2-S-C1** — The Liberty type designed for general cargo purposes. Length (over-all), 441'7/2". Beam, 56'10 3/4". Draft (loaded), 27'7". Cruising radius, 9,000 miles. Net tonnage, 4,380. Dead-weight tonnage, 10,800. Indicated horsepower, 2,500. Propulsion, steam-reciprocating.



**Hull 118** The Fort Frederica was 11 days old when pictured here. She will be launched December 27, two days after Christmas.

**Hull 117** The Fort Stanwix, due to slide the ways on Thursday, December 21, was 15 days along on November 29. Her keel was laid November 14.

**Hull 116** Twenty-one days after keel laying on November 8, the Stones River was ready for bow tanks. She will be christened by Mrs. A. E. Utley tomorrow.

**Hull 115** The Platt Park was 26 days old here, keel laid on November 3. She was launched Wednesday, sponsored by Mrs. E. A. Danford, wife of Tool supervisor.

## Seven Launchings Due in December

(SWAN ISLAND)—When the present December production drive for seven launchings and seven deliveries during December was announced, the ways looked about as above in pictures made for the monthly Progress department report.

By the end of December all of these hulls will have left the ways. This includes Hull 119, at far right. No. 119 is scheduled for launching on December 31, last day of the year.

Not only the ways, but the entire yard has stepped up production pace to meet the faster schedule. Three of the hulls pictured above will be delivered before January 1 along with the S.S. Bryce Canyon, delivered Wednesday; Pilot Butte, delivered December 7, and Casa Grande, delivered December 2. The Cedar Breaks will be delivered next Monday.

## Young Grandmother Title Honor Shifts



VIRGIE LOVEALL

(SWAN ISLAND)—Youngest grandmother honors at Swan Island were changed this week after it was reported to the Bosn's Whistle that Virgie Loveall is the youngest by six months. She replaces Mrs. Alice Brackenbrough, last week's title holder. Both are 35 years old, but Mrs. Loveall's grandson is six months older than Mrs. Brackenbrough's granddaughter.

Mrs. Loveall's mother is just 49 years of age, and her daughter, Geneva Owens, was 16 when her son was born. Incidentally, there are five generations in her family. Mrs. Loveall works in Pipefitter's supply room, Way 1, day shift.

## Ex-Swan Expediter Receives DFC Award

(SWAN ISLAND)—A former Pipe Shop material expediter at Swan Island, 1st Lieut. Andre E. Huycke, has been awarded the Distinguished Flying Cross for extraordinary achievement in aerial flight over enemy-occupied Europe. Lieutenant Huycke is a P-51 Mustang fighter pilot for the 479th Fighter squadron.

## Perfect Mark Posted

(SWAN ISLAND)—A perfect presentee record is reported for John M. Williams, swing shift burner on assembly platforms. Williams, a resident of Oregon City, was hired November 24, 1942, and never has missed a day or been tardy.

## SWAN COUNSELOR ENLISTS IN WAC

(SWAN ISLAND)—Mrs. Lucille Decker, counselor for the welding school on graveyard shift has enlisted in the WAC and will leave December 17 for the training center at Fort Des Moines.

Evaluating her experience here at Swan, Mrs. Decker said, "I wouldn't trade the friends I've made here nor the experience I've had for anything. I've always liked the graveyard shift and the people. The only thing I am sorry about is that I must now leave them."

Counselors gathered at the cafeteria Friday morning for breakfast in honor of Mrs. Decker.



**Tanker-building Grandmothers** Swan Island grandmothers from Plate Shop and Salvage department were the first group of the Grandmothers' club to hold a lunch-time gathering. Meeting in Template Storage last week were 55 "grammas", 32 of whom have sons and daughters in the service and four of whom have grandchildren in the service. Honors for the lady with the most grandchildren (13), went to Mrs. Claudia Wyer. Oldest was Mrs. Myrtle Hall, 66, and youngest, Mrs. Marge Zarr, 40. Mrs. Merle Molzom, Mrs. Joan Linsoborn and Mrs. Suzanne Tabor, each have gold stars for sons lost in service. In picture are:

Two in front, left, Cecil Paris and Lottie Bushnell. Front row, left to right: Elizabeth Emerson, Margie Zarr, Edith Olson, Peggy Robertson, Pearl White, L. M. McDonald, Alvina Bitterman, Nellie Budd, Wilhelmina Moffit, Priscilla Hall, and Mrs. Wyer. Second row: Alta Stanley, Harriet Kriara, L. Springstean, Cora McDaniel, V. Day, Elizabeth Owen, Nora Wright, Ida Christianson, Myrtle Hall, Beulah Denison, Mary Reese, Claudia Wyer, and I. Aplin. Third row: Mattie Herod, Hattie Field, Grace Jones, Kitty Miller, Florence Wyer, Mary Johnson, Rachel Armijo, Pearl Moslem, Mae Owens, Marie Christianson, Eva Vickery, Cota Kline, Marie Potter, Hattie Cain, Grace Pamperin, Cloe Lopat. Back row, left to right: Mrs. Field, Mae McLiman, Alice Bently, Jenny McCoy, Mary Brockman, Francis Brockman, Ada Crawford, Marie Paulik, Minnie Williamson, Eva Josslyn, Effie Sousley, Jossie Lohr and Clara Bell Balke. (Swan Island photo)

## The WORKER SPEAKS

### Seabee Wants Whistle

Sir: You don't have any idea who is writing to you, but I will try to tell you. I am from Portland, but now I am somewhere in the North Pacific and just a lonely Seabee who would love very much to get the Bosn's Whistle from you. I sure miss the Swan yard, for I used to work there before I went into the navy two years ago. I was a welder and liked it very much.

I have wished many times for something to read. If you will send the paper every week I would gladly send you the money. I see quite a few faces in the paper that I knew when I was there.

And the yard really looks nice now from the pictures. It is wonderful work they are doing there on the Tankers. I have seen quite a number of them out here.

News from home is wonderful, so if possible would like to get the paper. — Sincerely, Gilbert McAnulty, SF 2/c.

Ed: Who will adopt this Seabee and send him a copy of the Bosn's Whistle each week? Circulation has been frozen for Swan Island with no possibility of more papers. First person to make the request will be furnished his address.

### Record Impressive

Sir: During the progress of the Sixth War Bond drive, don't you think this Swan Island tool checker's inspiring war bond record should be reported to your popular weekly paper to serve notice that this woman is all out in her effort to end this war more quickly, and

also to put Swan Island's quota way over the top?

To date she has bought \$875 while her quota expected was only \$90 (maturity values). Mrs. Creta M. Terrill, in tool room No. 7 on graveyard shift, has two sons in service who sent her \$225 in cash to purchase bonds, also.

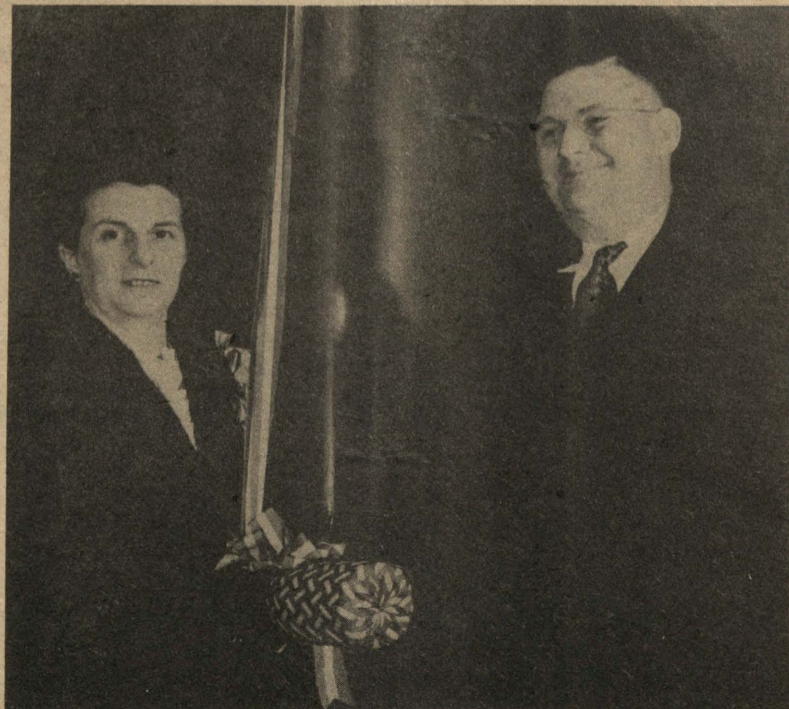
I can rest assured the Bosn's Whistle will use this woman's example as a notice to all workers at Swan Island yard that Uncle Same needs their money right now. The slogan should be, "Don't Delay—Buy Today."—Charles Treacy, leadman, tool room No. 4.

### Cold Shots Discussed

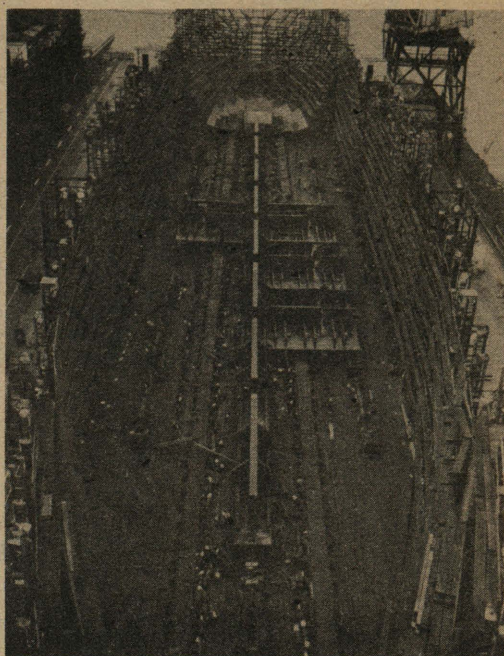
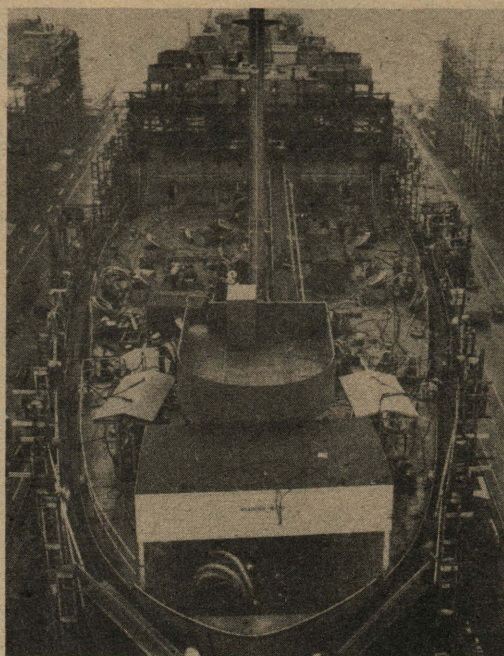
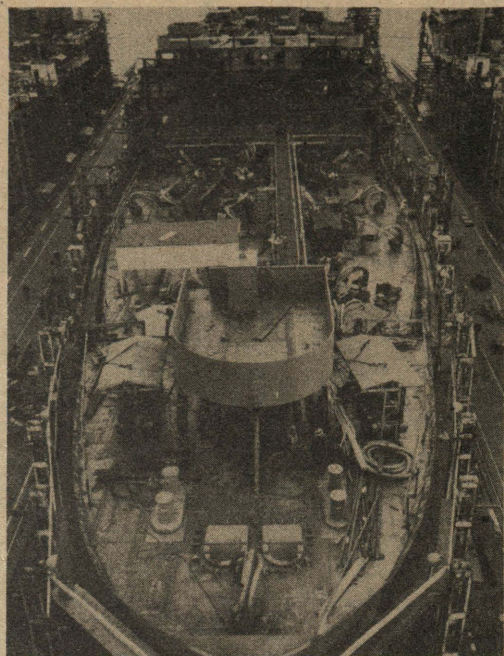
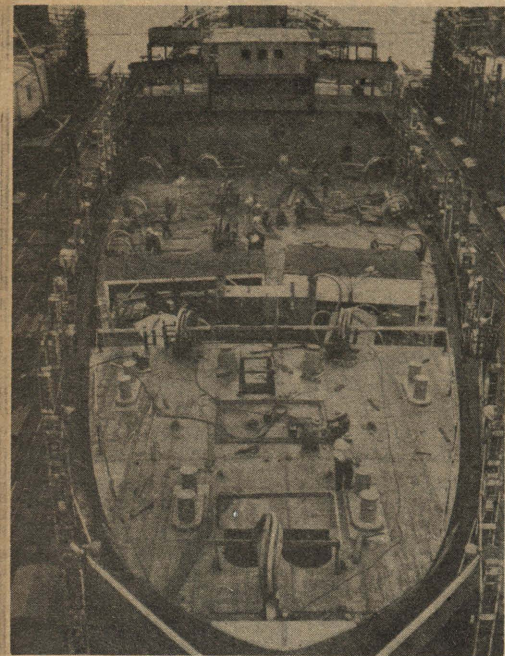
Sir: The company should arrange with the county health department to give employees cold and flu shots free on the job. I have worked in yards where such is the case. Due to crowded bus service and damp weather this would do for reducing absenteeism 30 per cent. The county has mobile Red Cross equipment which could take a craft each day.—V. M. Haggard, Machinist.

Ed: Dr. Pearson advises that after thorough investigation it has been shown that protection cold shots afford is temporary and only a few gain any appreciable immunity. In addition, cold vaccines are not without danger since some individuals develop severe reactions.

The American Medical association declared November 29 that none of the "so-called" vaccines now available for the prevention of the common cold has "proved to be of any value."



**Sponsors Joshua Tree** After 41 days on the ways the second tanker for December, Hull 114, S.S. Joshua Tree, was launched December 8. The ship was sponsored by Mrs. Gordon E. Graham, pictured with her husband, who is superintendent of the Swan Island Sheet metal department. (Swan Island photo)



**Hull 114** Thirty-two days after keel laying shows the Joshua Tree about ready for cat-walk and gun tubs. This hull was launched last Friday, December 8.

**Hull 113** Thirty-six days after keel laying and six days before launching shows the Capital Reef nearing ways erection and outfitting completion.

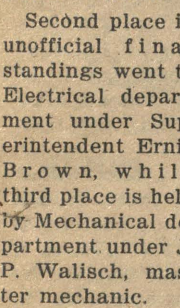
**Hull 112** The Pinnacles was launched on November 29 after 42 days on the ways. The picture above was taken shortly before the ship's decks were cleared

**Hull 119** Keel for the Saguro was laid on November 24 on Way 1. This hull will be launched on December 31 after only 30 working days on the ways.

## Administration Leads 6th Loan Effort at Swan

(SWAN ISLAND)—Buying 191.7 per cent of its quota, Administration department outdistanced 17 other departments to first place in Sixth War Loan competition. A last minute push brought three additional departments over the 100 per cent mark on the closing day to get into the select company of the 15 departments who made their goals. Only three departments failed to hit 100 per cent.

Administration, according to bond officials, won top spot because of unequalled organization of bond effort under George Clinton, office manager, Larry Pendergrass, steel control supervisor, Dudley Sercombe, chief clerk in Purchasing, and C. L. "Chick" Johnson, administrative assistant in Personnel, who organized the department into competitive teams.



George Clinton Johnson, administrative assistant in Personnel, who organized the department into competitive teams.



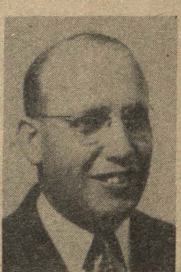
Ernie Brown

Second place in unofficial final standings went to Electrical department under Superintendent Ernie Brown, while third place is held by Mechanical department under J. P. Walisch, master mechanic.



L. Pendergrass

While Electrical department is comparatively a newcomer in leading bond circles, Administration won second place in the Fifth War Loan and Mechanical took first place in the Fourth War Loan.



J. P. Walisch

Representatives of the top three departments will each launch a Swan Island tanker and others will make up their launching parties.

Runner-up department to gain in the launchings should there be any changes in final standings would be Ken Crosier's Plant Protection and Maintenance, which took third place in the Fifth War Loan. This department is revealed to be only 8.5 per cent under Mechanical.

Fabrication, Assembly and Rigging cleared the quota hurdle in the final buying of the department competition. The semi-final sales report

shows the department standings as follows:

1. Administration ..... 191.7
2. Electrical ..... 156.4
3. Mechanical ..... 150.8
4. Plant Prot. and Maint. 142.3
5. All-Stars ..... 136.4
6. Hull Outfitting ..... 122.6
7. Welding-Dock ..... 122.1
8. Marine ..... 120.0
9. General Stores ..... 114.6
10. Shipwrights and Fac. 106.8
11. Erection ..... 106.3
12. Pipe ..... 104.9
13. Fabrication ..... 102.2
14. Assembly ..... 101.5
15. Rigging ..... 100.0
16. Welding-Ways ..... 89.6
17. Paint ..... 89.3
18. Riv. and Chipping..... 81.3

Bond Manager Ken James points out that the Sixth War Loan is not finished at Swan Island. Bond booths will be open for cash sales until the end of December, and although these sales will not change the standings of the departments, they will add materially to the overall showing of Swan Island. Quota for the yard was set at \$2,275,206. Sales on December 11 totaled \$2,638,660.00 for a figure of 116 per cent of quota.

Tickets for the free Plymouth sedanette donated by the Machinists union and for the 50 free \$50 bonds donated by Kaiser Company, Inc., will be issued for the remainder of the month with all bonds purchased at Swan Island. Drawing for the car will be made at the Portland Victory Center at noon, January 6.

Drawing for winners of the 50 bonds will be held at the yard Victory Center at 11:30 a.m. Tuesday, January 16. One does not need to be present to win.

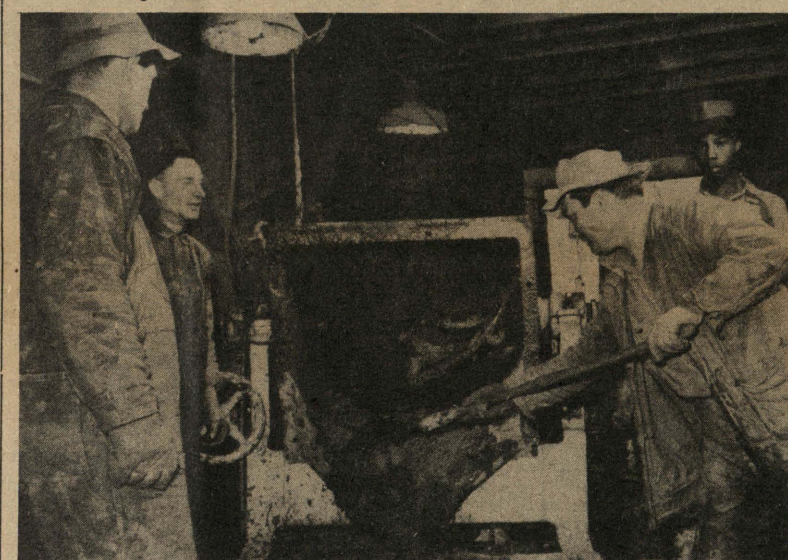
Congratulations were extended to workers in Assembly, Pipe and Ways Welding departments by Don Frederickson, chairman of the Sixth War Loan, for undertaking such huge quotas and coming out so well.

### Shipwright Sweitzer Returns After Illness

(SWAN ISLAND)—Master Shipwright R. V. Sweitzer, who has been at Permanente hospital, Vancouver, has returned to his job at the yard. "I wish to thank my many friends of Swan Island for the flowers sent to me at Permanente hospital while I was ill there following an operation," Sweitzer told the Bosn's Whistle.

# Launching Honors Subcontractor Boylan Proud of Crew

(SWAN ISLAND)—Consolidated Tile and Deck Covering company, one of Swan Island's subcontractors, was honored December 12 when Mrs. F. T. Boylan, wife of the company's president, sponsored the S. S. Capital Reef, Hull 113. "I'm really proud to have a crew working at Swan Island," said F. T. 'Phil' Boylan. "It is one of the few shipyards in the United States where a



**Here It Comes** Magnesite covering, which is spread on the aft quarters and 'midship house decks of Swan Island tankers, is mixed aboard ship by Consolidated Tile and Deck Covering company employees. In this picture are, left to right: Elmer Schriver, Emery Ferguson, Charlie Thompson and L. J. Spitzer. (Swan Island photo)

schedule is kept and my boys can depend on doing their job at a certain time."

Since Swan Island has been in operation, his company has laid approximately one million feet of magnesite composition flooring on Swan tankers. All tile work is also done by Consolidated.

Consolidated employees are on a four-day schedule on Swan Island's Outfitting dock. Three days are used covering the deck in the aft quarters, while the mid-ship house requires one day. Magnesite composition flooring is mixed at the yard. Its mixture includes talc, sawdust, magnesite, siltacoos sand, epsom salts, asbestos, coloring and chloride water.

Before the composition is spread on deck, a wire mesh is welded to deck and then painted with an asphalt base to prevent corrosion. The composition is three-quarters of an inch thick when completed. Eight men do the finishing work on day shift. Tile is laid on graveyard shift.



**Launching Party** Principals of the launching party for S.S. Capital Reef, Swan Island's 113th tanker launched December 12, included, left to right, front row: F. T. Boylan, Mrs. R. E. Brennan, Mrs. F. T. Boylan, sponsor, Mrs. J. Detrio, John Detrio and Mrs. Paul Kerr. Middle row: John Sutton, Bob Green, Miss Mary Lou Dicks, Ann Gwynne, Mrs. Louis Detrio and A. R. Nieman. Back row: Elmer Hann, Andy Devine and Father J. Fogarty. Flower girl in front is Miss Shari Kerr. (Swan Island photo)



**Defending Champs** Winners of the Swan Island bowling championship last year, this Welders-dock team has hit its stride and now is tied for fourth place, only six games back of the league leaders. Left to right, League President Paul Kerr, J. Jones, A. Grove and O. Frank. The fifth member, Don Miller, was absent when picture was taken. (Swan Island photo)

## 3-Way Deadlock Looms in Swan's Bowling League

(SWAN ISLAND)—With only two weeks left to play in the first half of Swan Island's 16-team bowling league, a possible tie for first place honors between three teams is foreseen. Only two full games separated the third place Painters-Dock team from Sheet Metal. With a three-game lead two weeks ago, Sheet Metal dropped two games to lowly Welders-General while second-place Pipefitters were winning all three from Clerical to pull within one game of the top. Painters-Dock gained one game on first place by winning two out of three from Outfitting.

Two tie games were recorded, Plate Shop and Electricians in one and the last place Shipfitters and Chippers-Dock in the other.

Six men went over the sacred 200

mark. They were Fred Spears, Plate Shop, 217; W. Grubb, Painters-Dock, 216; O. Olson, Main Machine Shop, 215; H. Cypcar, Welders-General, 213, and W. Thompson, Trial Crew and Toby Mendelson, Machine Shop, 202. Mendelson won high series honors with a 577. Other top series were J. Owens, Chippers, with a 568. H. Cypcar, 549 and Grubb's 544. Team honors were taken by Main Machine Shop with a 994 single and 2854 series.

### SWAN ISLAND STANDINGS

Team	W.	L.	Pct.
Sheet Metal	29	10	.744
Pipefitters	28	11	.718
Painters-Dock	27	12	.697
Chippers-Dock	23	16	.587
Welders-Dock	23	16	.587
Painters-Yard	22	17	.564
Electricians	21	18	.538
Main Machine Shop	21	18	.538
Plate Shop	20	19	.513
Trial Crew	20	19	.513
Clerical	17	22	.436
Outfitting	17	22	.436
Machinists-Dock	13	26	.333
Welders-General	13	26	.333
Welders-Ways	11	28	.282
Shipfitters	7	32	.179

Trailing their brother Scorpions throughout the season, Erection-Sharks finally took over the league lead in the Swan Island Tanker league by winning two games while the previous leaders were dropping two. A six-game margin still separates the first and last place teams.

The Burners, tied for last place with the Engineers, won team honors by rolling a 915 single game and 2456 series from scratch. Two Burner keglers won individual honors. Fred Epeneter had high single game of 226, while teammate Wallace shot a 533 to take high series honors. Standings:

Team	W.	L.	Pct.
Erection-Sharks	23	16	.590
Erection-Scorpions	22	17	.564
Chippers	19	20	.487
Tank Test	19	20	.487
Burners	17	22	.436
Engineers	17	22	.436

The third-place Toilers whitewashed the Gremlins last week for their sixth straight win from the leaders of Swan's women bowling league. The Gremlins still lead the league with a two-game margin over the Gay Divorcees, who forfeited to Bachelor Girls. Welder-Wildcats won all three from Scorpionettes to shove the latter into the cellar.

Thelma Cone, Welder-Wildcat, with a 170 won single game honors. Roma Rolston, Gremlin veteran, had high series of 444 pins. Bachelor Girls won team honors, rolling a 792 single and 2275 series. Standings:

Team	W.	L.	Pct.
Gremlins	17	7	.708
Gay Divorcees	15	9	.625
Toilers	14	10	.583
Bachelor Girls	9	15	.375
Welder-Wildcats	9	15	.375
Scorpionettes	8	16	.333

### Vanport to See Play

(VANPORT)—The Vanport Luther league of the National Lutheran council will present the play, "A Christmas Truant," December 17 at 7:30 p. m. in auditorium of Community building No. 2. There will be no admission charge. A social hour will follow the play.

## Welder 5 Climbs Another Rung in Oregonship Loop

### OREGON SHIP LEAGUE

Team	W.	L.	Pct.
Pre-Erection	33	6	.846
Chippers No. 1	26	13	.667
Welders	24	15	.615
Shipfitters	23	16	.590
Gun Shop	22	17	.564
Sub-Assembly	21	18	.538
Gadget Shop	6	33	.154
Chippers No. 2	4	35	.103

(OREGON SHIP)—This week's gold-plated ten-pin goes to Friesheim of Chippers No. 1 for sportsmanship.

November 27, Friesheim marked every frame of the second game against Gun Shop, chalking up 223 to take second place for high individual game. He wasn't mentioned in last week's story. Not only that, but another player was cited as the "only keglar to top the 200 mark." We're sorry—with apologies.

December 6, league play continued with two more joining the "Over 200" club, Schoenbeck, Chippers No. 1, with a 201, and Heilman, Shipfitters, 202.

Sub-Assembly, sparked by Donaldson, stopped Chippers No. 1 in the first game, but Chippers copped the last two.

McKillip and Sutton paced Gun Shop to halt Pre-Erection in the first bout, with Pre-Erection walking off with the last two matches.

Shipfitters walked away with their three games with Chippers No. 2, and Welders took their series from Gadget Shop. Scores:

Welders: 877, 831, 840—2548;  
Gadget Shop: 772, 702, 785—2259.

Shipfitters: 920, 807, 879—2606;  
Chippers No. 2: 782, 784, 780—2326.

Chippers No. 1: 892, 889, 969—2750; Sub-Assembly: 902, 824, 843—2569.

Pre-Erection: 816, 896, 895—2607; Gun Shop: 838, 835, 778—2451.

## VANSHIP LEAGUE SEES TIE BROKEN

### VANSHIP LEAGUE

Team	W.	L.	Pct.
No. 4 Way 8	23	10	.697
No. 3 Way 8	20	13	.605
No. 5 Supers	17	16	.515
No. 6 Layout	14	19	.424
No. 2 Painters	13	20	.394
No. 1 Specialists	12	21	.363

(VANCOUVER)—The three-way tie in bowling standing was taken care of with vengeance when the league-leading Duncan Way 8 team was put through the wringer for three games by Townley's Way 9 Hot Shots. Duncan's crew operated under a handicap deficiency of 35 pins. The win put Townley's team in second place, trailing the leaders only three games.

Waddington's No. 6 team rolled over the Supers in three games, pulling that aggregation out of second place. The Supers suffered a penalty of 53 pins per game. The three wins put the Layouts in fourth place and then posted a new season record by rolling a team score of 1023 in the second game and 987 in the third game.

Johnny Horn's Painters were inspired by their captain's neat scratch 574. Johnson's 549 and Jeross' 525 helped to down the Specialists two games, putting the latter on the bottom rung.

Horn inspired his group by holding before them the action picture of himself which appeared the preceding week and threatening to smear his mates with yellow paint if they didn't use his stance. From the scores registered, it worked.



**Tough to Beat** Opposing teams find this Painters-Yard bowling team hard to beat in Swan's 16-team league. They had won 19 of 27 prior to last week, to rise in standings from 14th to fourth place, then fell to sixth. Left to right, front row: F. McLaughlin, G. Avenson and B. Hopkins; back row: R. Ryan, F. Bachard and D. Hampton. (Swan Island photo)

### HERE'S THE ANSWER



(SWAN ISLAND)—This picture of a six-point elk answers last week's call from Oregonship hunters that Swan Islanders couldn't produce a "spread of horns like that." Harry Lance, swing shift burner in Plate shop, killed this "ELK" November 1. It weighed 580 pounds dressed. Said Lance, "You tell those Oregonship boys that we Swan Island hunters wait until the elk becomes a six-pointer before we kill. We don't go around potting little three-pointers."

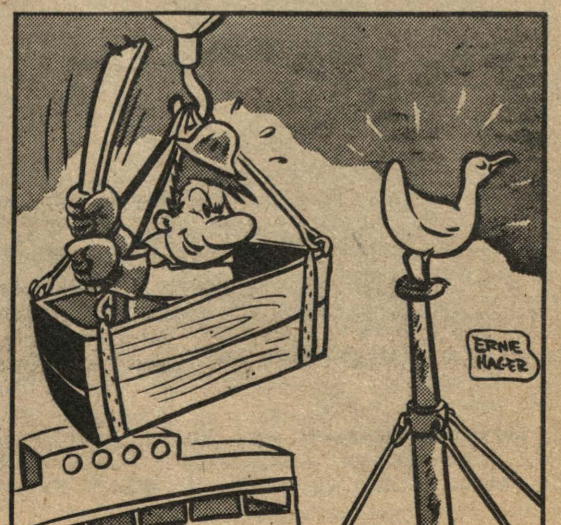
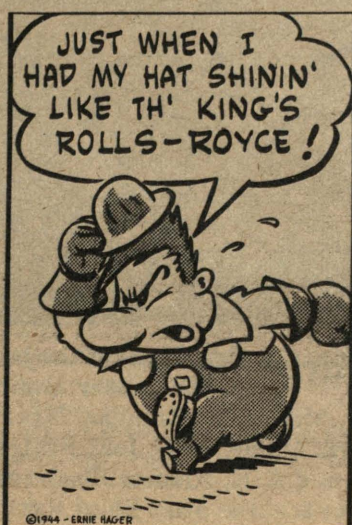
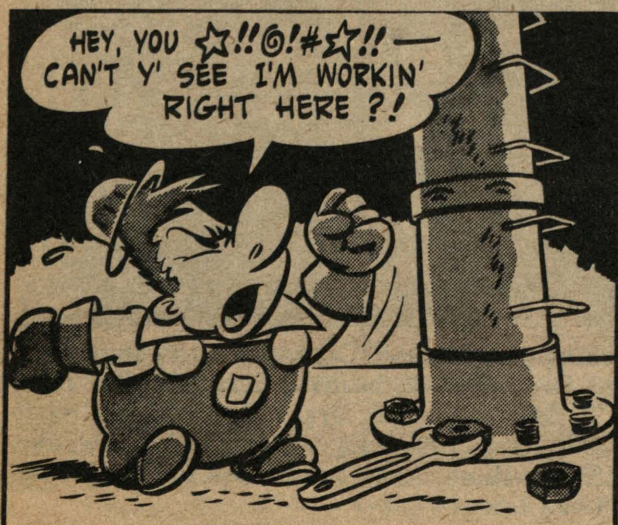


**Leader** Roma Rolston, newly elected president of Swan Island's women bowling league, leads all sister keglers with a 138 average for 24 games. Rolston does her pin-busting for the leading Gremlins.



**Sportsman's Paradise** Pacific Northwest has a national reputation as a sportsman's paradise, and here is visual proof of what can be taken in five days' hunting if a fellow really puts his mind to it. Bill Frahler (right), Electrical Engineer, Vancouver, and Walker Hudkins look well pleased, and who wouldn't? Frahler's wife, Alva, was also one of the party. The kill: 3 bucks, 8 geese, 16 pheasants and 27 ducks. The largest buck weighed 208 lbs. dressed. The others weighed 184 lbs. and 125 lbs.

### Stubby Bilgebottom



By Ernie Hager

# Here's What Makes the 'Whistle' Toot

Every Friday the Kaiser shipyards distribute the third largest newspaper in the state of Oregon from viewpoint of circulation. "Building" a paper has several differences from building ships. A ship is constructed from detailed plans. Every piece of steel, every nut and bolt is planned ahead of time. Not so with a newspaper. The raw material that makes the Whistle is picked up day by day as it occurs. Except for general layout, no one knows for sure what it will look like until it rolls off the presses.

For the Bosn's Whistle, anything is news that affects in one way or another the shipbuilding effort of the three Kaiser yards. This may range all the way from a full scale production drive to medical care for the baby. The Simon Legree of the Whistle staff is the "deadline." News is better when it's fresh, and the constant battle of the production staff is to try to get all the latest news in the paper and still leave time to get the 90,000 issues off the presses in time for distribution Friday morning.



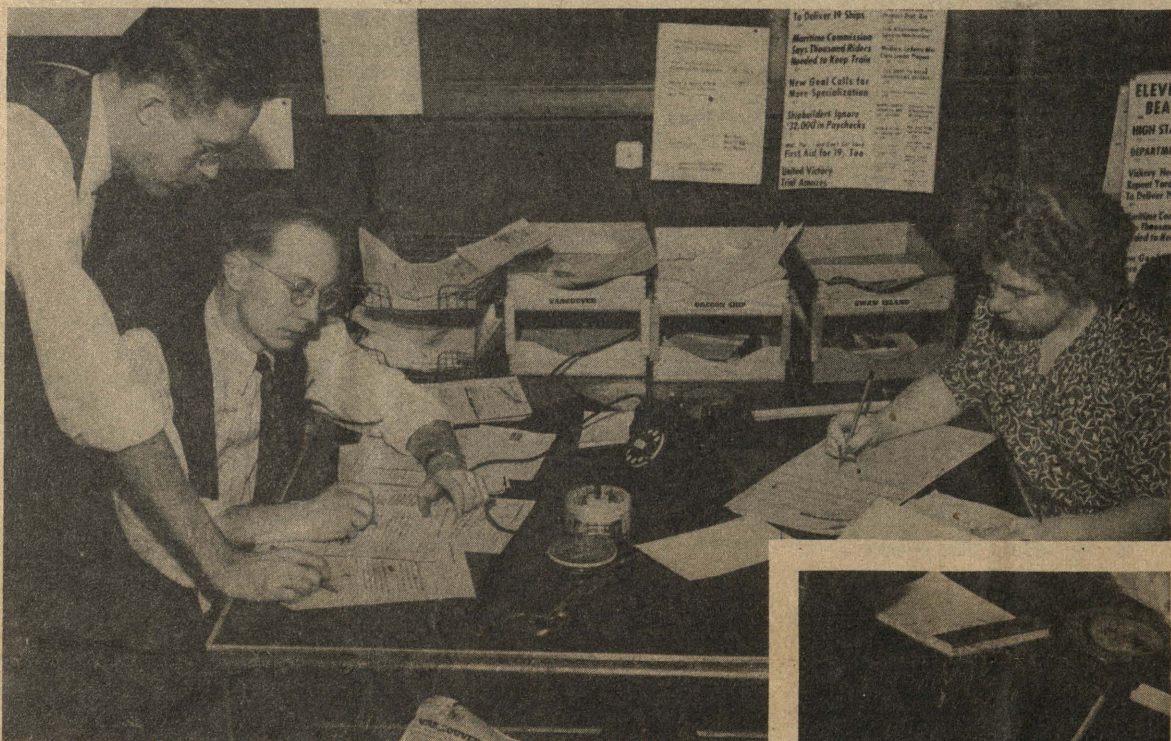
**Vancouver** The Whistle editorial office at Vancouver is located next door to the Machine shop. Above from left, are Dave Deihl, editor; Sybil Howell, secretary; George Connor, associate editor, and Louie Lee, photographer.



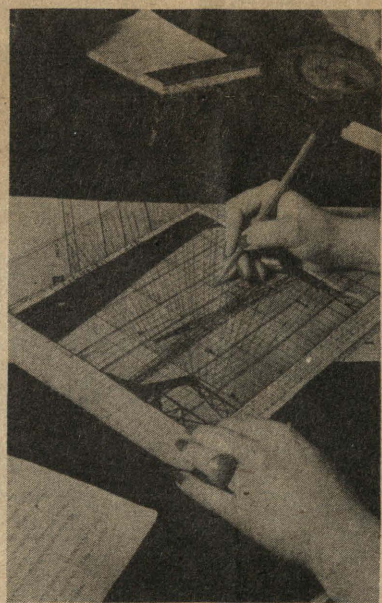
**Oregon Ship** The office at Oregon Ship is located just inside the main gate. Above, from left, John Fattu, photographer; Elsie Powell, associate editor; Lyle Downing, editor, and Kathleen Scarbrough, secretary.



**Swan Island** The Swan Island editorial office is located in a former check station at Victory Center. In the picture are, from left, Ralph Bachman, editor; Paul Muller, associate editor, and Bonnie Chappell, secretary.



**Copy Desk** Each week anywhere from 30,000 to 50,000 words of copy from all three yards pass over this desk. It is boiled down to about 25,000 words that appear in print. Above, Copy Editor Larry Hunter, left, discusses a rewrite job with Reinhart Knudsen, head of the copy desk. Across the table Kay Steward schedules the stories as they are completed and places them in the boxes to go out to the "back shop." Despite an elaborate system of checking and proof reading, the Whistle, like other newspapers, often lets a few "boners" get into print.



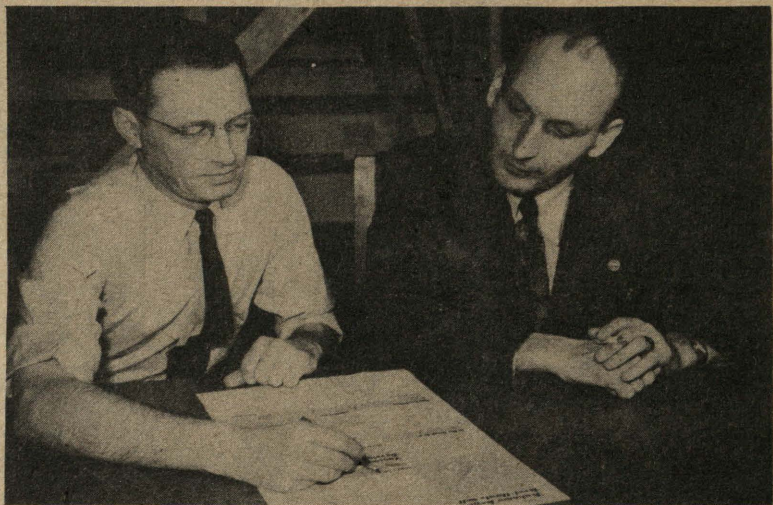
**Pictures** Each week the three combined Bosn's Whistles run approximately 140 pictures. All arrive at the copy desk in approximately the same size. This means they must be either reduced or enlarged to fit the requirements of the paper. Miss Steward, above, is figuring the proper percentage "blow-up" and depth of a picture with a scaling device worked out by Burton Durkee, former staff member. This little gadget simplifies make-up as well as saving man-hours.



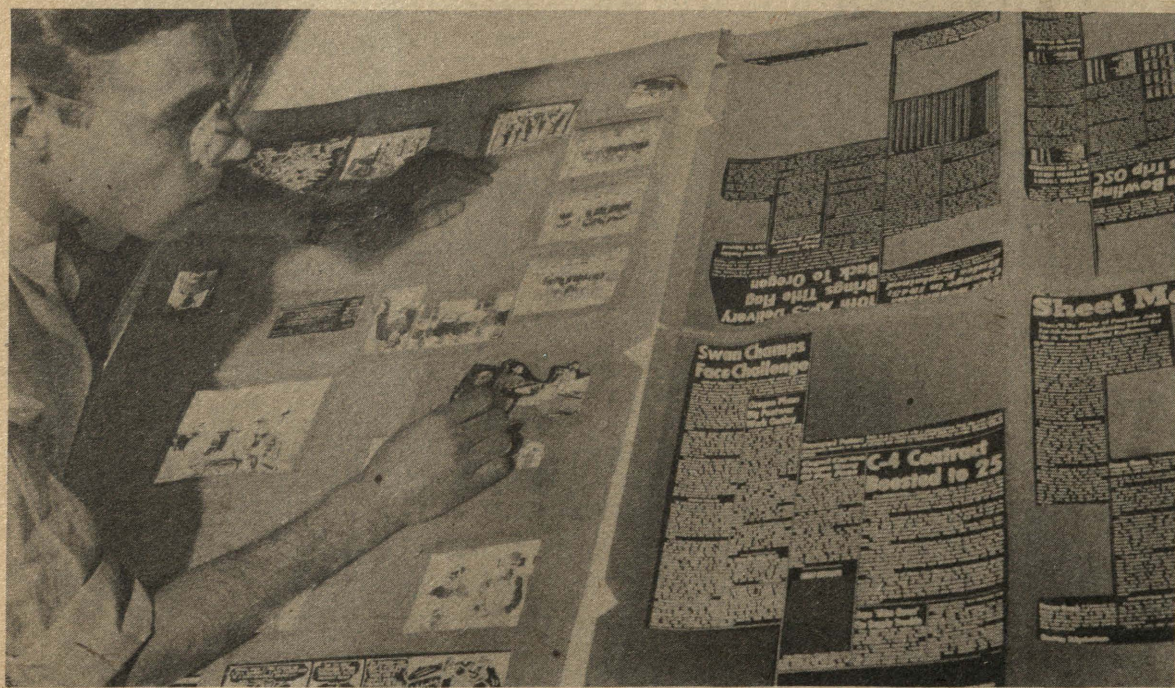
**Layout** The nearest thing to blueprint in producing the Whistle is the layout being drawn up here by Hector Fox, who also edits the sports page.



**Too Short!** E. G. Kirkpatrick, a make-up man on the Whistle, has to do a bit of juggling to get this page to work out as planned. The pages are set up in the traditional method except that blank spaces are blocked out for pictures. Clear glossy proofs are then pulled and sent to the Plate department.



**Blue Pencil** Best-read men in the yards are Don James, left, three-yard managing editor of the Whistle, and Hal Babbitt, public relations director under whose supervision the paper is published. Each week they read and approve every word of copy.



**The 'Negative' Side** Where the ordinary newspaper is printed either directly from type or from stereotypes, that are merely reproductions of type, the Bosn's Whistle is printed by a photographic method called "offset lithography." Here is Frank Tracy, head of the camera department, studying a set of four pages of a recent issue. On the left are the negatives of pictures that will appear in the paper. On the right are negatives of the type matter. The reader will notice that if one set of negatives were laid on top of the other the pictures would fit exactly in the blank spaces on the type pages.

**The Plate** The two sets of negatives shown in the previous picture are then photographed one after another onto the same sensitized thin zinc plate. Joe Miller, right, washes off the plate just before putting on an emulsion that will protect it until it goes on the press. In the actual printing process the ink is first picked up on this plate and then "offset" onto a rubber roller which in turn contacts the paper. That is why it is referred to as the "offset" process.



# Pre-Assembly Expedites Work For Electricians

(SWAN ISLAND)—Electricians on Swan Island tankers find their work simplified with pre-assembled equipment from the main Marine Electric shop. Even the casual observer can at once sense the current of efficient organization in the shop. Under Supervisor Ed Arrowsmith, the shop itself is divided into various departments where production is the "key" word. Sub-departments include: Welding, painting, material orders, inter-communication, hangers, machinery, repairs, strap, layout, degaussing and storage.

Approximately half of the 150 employees on three shifts are women. "Most all of them are journeymen, too," said Arrowsmith, "I'm really proud of them, they do fine work." The department is always high in war bond sales. Shop-designed equipment for efficiency has won employees many labor-management prizes.

Due to changes in ship construction, the shop works five hulls in advance on some items. By this simple method no materials or time are wasted. Each shift has its own jobs to do; consequently there is no overlap of work from one shift to another.

Three strap press machines designed by workers in the shop turn out more than 15,000 strap hangers of 10 different sizes for each Swan tanker. For this operation, more than 800 dies in thousandths inch sizes are kept on hand. These dies represent all cable sizes and are used in varying combinations.



Mildred Stevenson prepares cable-ends. There are 35 of this type cable for each ship. Cables are stripped, harnessed, wrapped, varnished and cut to proper size for installation.



Howard Adams operates one of the strap-presses in Swan Island's Marine Electric shop. Approximately 15,000 straps are required per ship. This press was developed in the shop by employees and turns out 5,000 straps for each tanker.

## Vancouver Transport Repaired At Swan

(SWAN ISLAND)—The Attack Transport moored at Swan Island's Outfitting dock Monday morning when day shift came to work was moved here from Vancouver's dock for minor repairs prior to delivery. This was done to make room for several unfinished AP-5s which were towed to Vancouver for outfitting work from a California shipyard.

All inter-communication equipment such as telephones, gun alarms and engine and boiler order supplies are worked over and tested in the shop before installation on ship.

When ordering materials a leadman does not get more or less than needed, for in the order department, bins are filled by numbers, and the required quantity is placed there ready for installation.

The Receiving department disassembles equipment to be sent to

shop for fabrication. It is then returned to be requisitioned to each hull. On day shift, this operation is entirely operated by women.

In addition to three 18-inch drill presses in the shop, there are also two 10-ton punch press machines and a shear machine.

Under Arrowsmith the shop is operated by three foremen, Harry Wiggers, days; Lowell Todd, swing, and Eldon Hanks, graveyard. Degaussing runs day shift only under Foreman Ted Fricke.



In the lay-out assembly shop, cable hangers, raceways and kick pipes are pre-assembled to be sent to ship in kit form ready for installation. The four above are part of day shift crew. They are, left to right: Margaret Baker, Juanita Sharp, A. L. Freeze and E. L. Reneau.

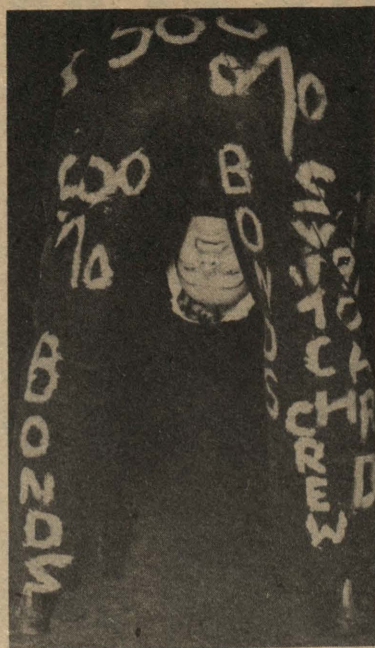


Almost half of employees in Electric shop are women. Here Olive Street operates a one-quarter inch tap gun on terminal block base while Leadman Floyd Englet looks on. At right, C. R. Gill prepares hangers.



These girls dis-assemble equipment so it will be ready for shop fabrication. Pictured are, left to right: Eloise Cox, Vera Dittmore, Mary Reese and Leadman Sybil Schramel.

## PAYS OFF



When the main switch-board crew reached 200 per cent in the Sixth War Loan drive, Lulu Primm, above, said that if the crew ever reached 500 per cent she'd let 'em paint her slacks. The crew just did make it on the last day. The results are pictured here. (Swan photo)

## EXPEDITER CREW TRIPLES QUOTA FOR SIXTH LOAN

(SWAN ISLAND)—When quotas were established for the Sixth War Loan, one crew of material expeditors on day shift in Assembly found they were already 100 per cent on regular payroll deductions, each member having a deduction equal to his quota for the drive.

Not satisfied with this, the crew authorized extra deductions and bought bonds for cash, ending up with \$7,782 over their quota. This amounted to 301 per cent of the goal.

The 21 men are under Leadman C. E. Jansen and Supervisor J. La Velle in Jim Tanner's Materials department. They are: H. Sprint, O. H. Eschenroder, C. C. Hahn, V. A. Goucher, N. D. Douglas, E. W. Horton, E. A. Pearson, C. E. Loll, C. E. Leck, J. L. Hanseth, C. N. Briggs, C. L. Johnson, G. B. Dyde, R. J. Johnson, C. G. Falkingham, R. L. Parrott, E. J. Becker, C. Hudson, J. D. Patrick, W. Bolton and R. Kramer.

## Many Bond Buyers Pass \$1000 Mark

(SWAN ISLAND)—Among bond buyers who bought \$1,000 or more during the Sixth War Loan, the following have been reported to Bosn's Whistle: On day shift, C. O. Rieben, assistant superintendent in boiler erection; A. Holst, boiler erection foreman, and O. H. Anderson, boilermaker.

On swing shift in Fabrication department: George Bohus, rigger, bay 2; Mrs. Nellie Jones, duplicator, bay 5, and A. B. Cain, Plate shop office.

On day shift in Materials Expediting: C. E. Loll, C. E. Leck, R. J. Johnson and J. D. Patrick.

Swing shift workers on Outfitting dock: Foreman G. A. Simpson, Leadman William H. Kenny, L. Wiedewitsch and C. P. Gentry.

## Graveyard Shift Fall Fatal to Newcomer

(SWAN ISLAND)—John E. Kelly, graveyard rigger on ways, was killed instantly December 7 on Hull 115, when he fell approximately 20 feet.

Kelly hired at Swan November 27, 1944, and resided at the barracks. He is survived by his wife and nine year-old son who reside in Center, Texas.

## BOSN'S WHISTLE

Published weekly for the 23,000 employees of Kaiser Company, Inc., Swan Island, Portland, Oregon.  
Editor . . . . .RALPH BACHMAN  
Associate Editor . . . . .PAUL MULLER  
Secretary . . . . .BONNIE CHAPPEL  
Offices: Shack No. 35, Victory Center. Telephone: Yard Extension 739.

## INQUIRING REPORTER

QUESTION:

"What is your favorite city?"

Gerry Grant, welder, says: "I'll have to take Portland because I've lived here practically all my life. There are a lot of nice homes. It's a clean city. I'm a sports enthusiast and there is a lot going on in the world of sports

in Portland. We are close to the ocean, mountains and rivers which makes Portland a marvelous recreational center."

W. H. Gilbert, Assembly janitor:

"I'll take Denver, Colo., any time. I like everything about it. The sunshine, climate and altitude suit me. I never lived in Denver, but I've been there many times, because I was born in Colorado. It is a nice clean little city. I don't think I'll ever have the chance to live there 'cause I'll probably spend the rest of my days here in Oregon."

W. P. Stallions, Copper shop, pipefitter: "That's easy, I'll take Chicago, Ill. That city is really something. It has everything. Good fertile land, lots of water and good transportation in every way. In fact, Chicago is high on to perfect. I like the weather there, when it gets gold in the winter, it stays cold and you get used to it. There are so many different types of employment, a worker can practically choose his own employer."

Ed Caulfield, expeditor, Pipe shop: "Give me good old San Francisco. It is the one real cosmopolitan city on the west coast. The people there seem more friendly. There are so many more attractions there than any other place I've been. Their cable cars, Nob Hill, the ocean and beautiful bay make Frisco an ideal city. It's a real center of life. I used to live in Los Angeles, or I should say the suburbs of L. A., but got tired of living in search of a city there."

Millie Watt, Plate shop expeditor: "I like sunny Los Angeles. The climate appeals to me except when it is raining. They have every kind of sport all the year around down there. L. A. is the ideal place to live. I've always found that the average wage there is much higher than Portland. I do like Portland pretty well, however."

Jane Haycock, transportation: "Oh, I guess I like Portland best. I was born and raised here so I couldn't very well pick some other city. Our climate appeals to me. Everything is so convenient. Living so close to Mt. Hood, the ocean, and rivers where a person can find so much to do, but I liked Portland much better before the war came along."

A. B. Lucian, painter, Outfitting dock: "I like that city on Lake Superior — Duluth, Minn. I was born in Minnesota and spent 25 years in Duluth. It's a city of approximately 100,000 with a lot of work going on most of the time. It is a lake port so consequently does a lot of shipping. To sum it up, Duluth is a beautiful city with a lot of hunting and fishing close by."