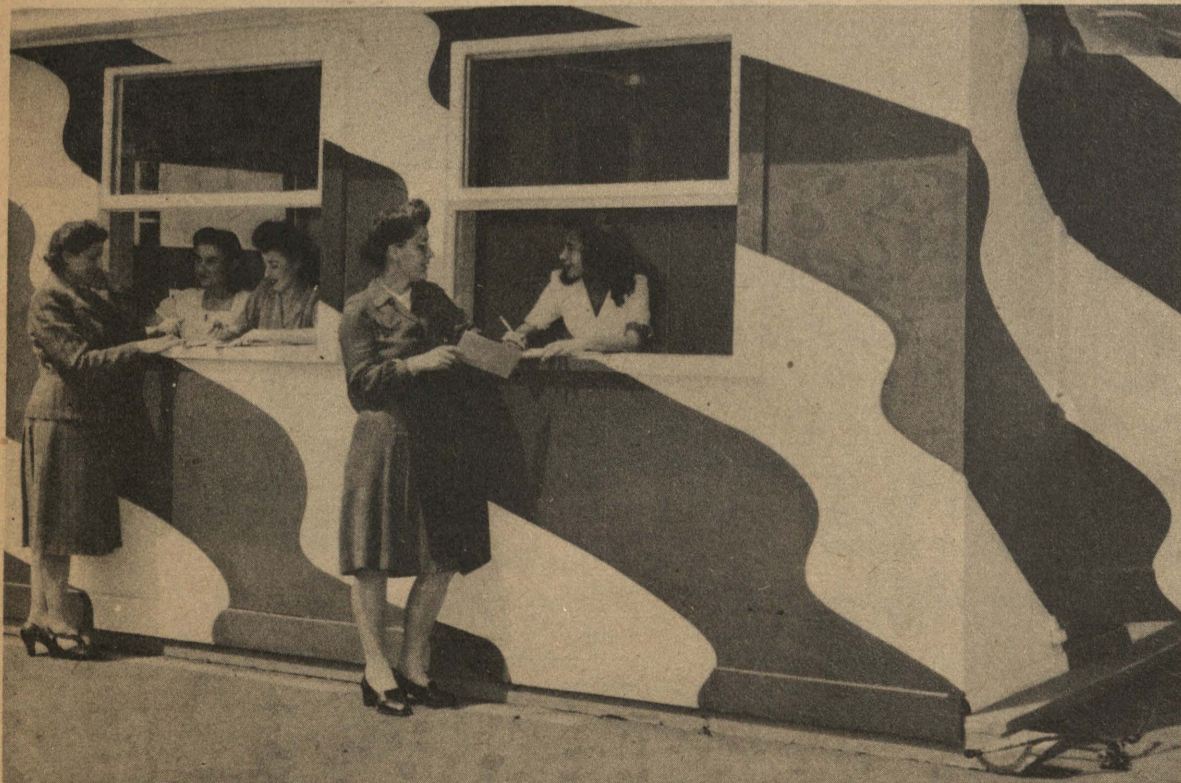


5TH WAR LOAN OPENS

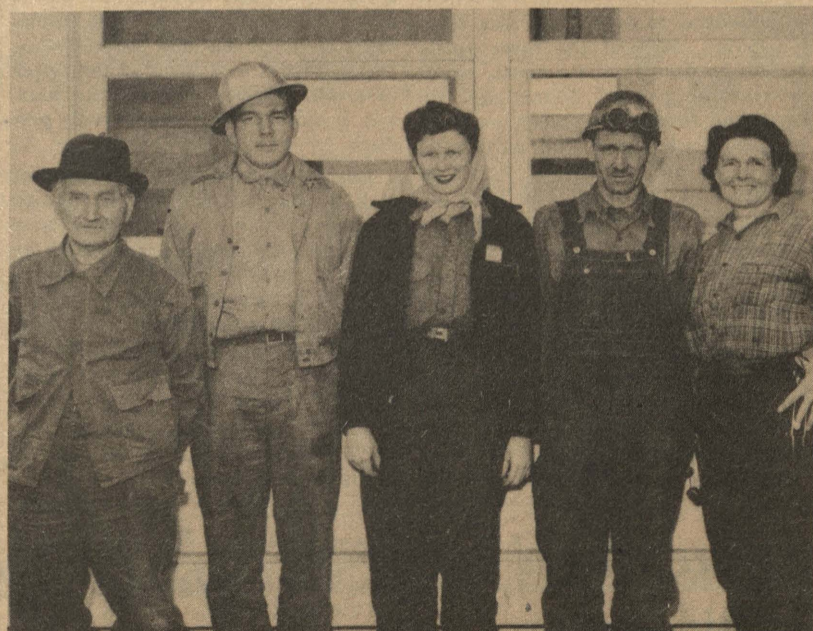


Blanket Security Tucked under a \$50 war bond as big as a blanket, these Swan Island workers agree that future security is only one reason for investing a regular part of their earnings in bonds. Reading clockwise from the upper left corner they are: Plate Shop

employees, Lucille Baum, duplicator; Edith Baum, Tool room; Lulu Pate, duplicator; Assembly duplicators, E. S. Walker and Arlyss Dolan; Template carriers, E. E. Ruby, Vicki Manicki and Pearl Kenzler; Electrical department expeditors, Ruby Fillinger and Sunny Jones.



Bond Booth Striped red, white and blue, a new bond booth at Victory Center next to the transfer booth is open for the convenience of workers. Among early buyers were two counselors. Girls pictured, left to right: Ruby Page Euwer, Alice Lyon, Nancy Martin, Isabel Hayes and Charlene Krane. (Swan Island photo)



Five Of A Clan Five members of the White family, representing three generations, have been employed at Swan Island's Assembly department since 1942, the year that this yard first started operations. Grandfather George White, at the left, is a grinder of chippers' tools. Next in line is Grandson Emerson, who is a burner, and his sister Patty, 17, a shipfitter tacker. Both son Frank White and his wife, Maude are burners. (Swan Island photo)



American War Might Spread out on the horizon as far as the eye can see is this powerful navy task force which smashed the heart of the Marshall Islands into submission. These nine aircraft carriers, some of which were built at Vancouver, a dozen battleships and cruisers, destroyer and supply ships were bought with the war bonds of American citizens. Thousands more such ships are needed to hasten the Allied triumph, and additional billions of dollars are required to pay for these and other tools of war. This money must be raised in the Fifth War Loan drive, opening in the three Kaiser shipyards this month. (U. S. Navy photo)

Uncle Sam Asks War Workers for Biggest Loan in Fifth Drive

Workers in the three Portland-Vancouver area shipyards will buy more war bonds than ever before in the Fifth War Loan drive—if quotas are met, and there isn't a man or woman in any of the yards who doubts that they will be. The Fifth War Loan drive is described as the most important yet staged, since it will be the civilian's way of backing the greatest invasion in the history of the

world by Allied military forces. For the nation, the goal is 16 billion dollars and six billions of this amount are to be obtained from individuals alone.

Although official dates for the campaign throughout the nation are June 12 to July 8, the three Kaiser yards will launch their drives ahead of schedule. In every past war bond campaign, each of the three yards has oversubscribed its quota, mainly through payroll deductions. Up until the first of this year, workers in the three yards had purchased nearly 44 million dollars worth of bonds, and the total has been increased steadily since that time.

SPECIAL PLEDGES, CASH SALES

Besides the regular payroll deductions, special pledges and cash purchases will be sought from war workers, who are well aware of the value of war bonds to themselves as well as the government.

War bonds are the best and safest insurance for the post-war future. These investments with the

government will help workers over the period when industry is converting from war time to peace time production. For some, it will mean purchases of farms, while others will buy homes or establish businesses.

Buying bonds can guarantee many other things—college educations for children, new automobiles, refrigerators and many other types of civilian goods now off the market because the nation must produce for war.

Best of all, there is no investment risk in war bonds. They are guaranteed by the United States government, and can be redeemed by the government alone. The bonds cannot be sold to private individuals or concerns, and thus the possibility of speculation is eliminated. There is no chance that the bonds will drop in value.

The government appeals to shipyard workers to lend more money to help speed victory.

Children Urged To Aid Farmers

Older grade school children and those of high school age are urged to combine summer recreation with helping farmers with crops this summer.

The plan is under supervision of the public schools and 4-H clubs and details may be obtained by calling ATwater 6451.

Camp May Be Opened In Vancouver Area

(VANCOUVER)—Children of Vancouver workers may take advantage of regular Boy and Girl Scout camps in the Portland area as well as the 4-H club programs. However, authorities announce that if the demand is great enough, a day camp will be opened in the Vancouver area. Those interested may call the Vancouver Housing Authority Project Service office at 3620, or the recreation office at 3210.



More than 2500 Kaiser shipyard workers in the Portland-Vancouver area who hail from Montana are expected to attend the Montana state picnic Sunday, June 11, in Pier park. Shown above are members of the picnic committee: They are, left to right, Lyle Downing, Del Von Zeuthen, Mae Feist, Roger Smith, general chairman; Jack Weber, Ken Fair and Anna McCullough.

LET 'ER BUCK, BOYS Montanans Set Picnic

"Powder River, let 'er buck!" The clarion call of the Montana range riders will shatter the pastoral quiet of Pier park, Sunday, June 11, when hundreds of shipyard workers in the Portland-Vancouver area from the Bitter Root state stage a Montana state picnic. An invitation has been extended to

Gov. Sam Ford of Montana to attend the celebration. Representatives of Montanans Inc., state-wide booster organization, and leading citizens of Montana cities have also been invited.

The picnic was scheduled by the Portland Park bureau at the request of a committee of Montana citizens headed by Roger Smith, Oregon Ship guard chief. It will be the first of a series of state picnics for Kaiser shipyard workers to be held in Portland parks during the summer months.

"Montana is starting the ball rolling," Chief Smith declared. "And I think it's a splendid idea. There are thousands of former residents of Montana working in the shipyards who would like to meet folks from their home state. We're going to make this a real picnic with all sorts of entertainment, dancing and sports events. Everybody will bring his own lunch."

One of the highlights of the Montana state picnic will be a beauty contest. The prettiest girl from Montana selected by the contest judges will be entered as "Miss Montana" in an all-state beauty contest to be staged at the end of the picnic season. The winner of this contest will act as sponsor at

a ship launching.

Serving on the general arrangement committee with Smith are the following former Montanans: Ken Fair, Anna McCullough, Del Von Zeuthen, Jack Weber and Lyle Downing.

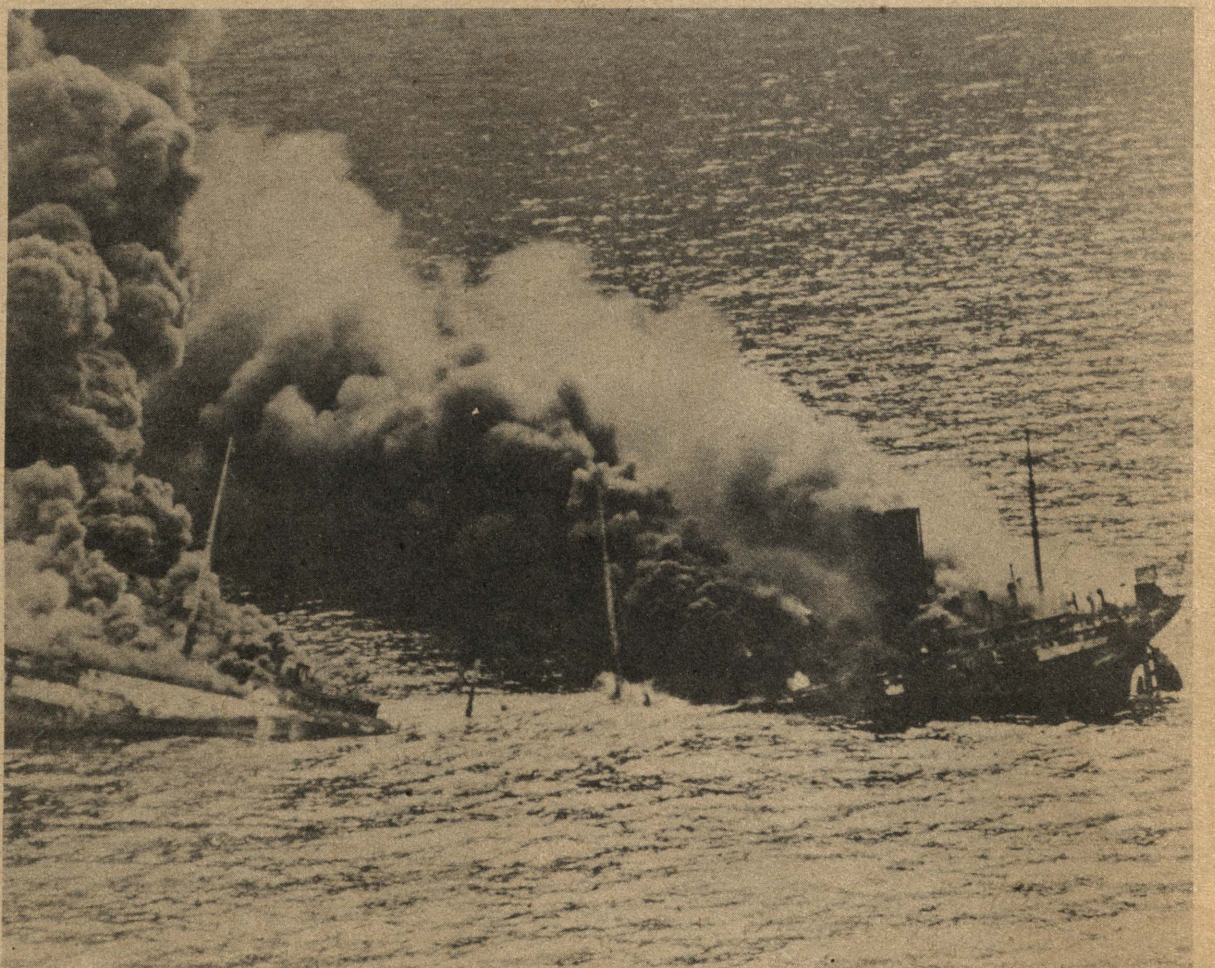
Smith wants Montanans who are willing to serve on various committees to communicate with him, or with Mae Feist, secretary of the committee, at the Oregon Ship guard station.

Del Von Zeuthen, chairman of the entertainment and sports committee, said there will be a continuous program throughout the day. Religious services will open the program at 11:30 a.m.

Bob Bateman and his orchestra will play for the free dance from 3 p.m. to 6 p.m.

"There will be all sorts of sports events," Von Zeuthen declared. "There is a fine swimming pool in the park, tennis courts, horseshoe pits and softball diamonds."

"And we're not forgetting the children," he continued. "There will be special games and contests for them and prizes will be awarded. This is a chance for the folks from Montana to have a wonderful time. Come early and stay late."



High Cost of War Here is why it is so necessary for Kaiser workers to buy bonds. Tankers, such as the one sinking here after being struck by a torpedo, have to be replaced. Swan Island workers have set the price of one tanker as their goal in the present Fifth War Loan drive. (Official U. S. Navy photograph)

SOCIAL SECURITY

Deductions Minimize Old Age Income Blues

"There isn't anything left after the deductions," many a shipyard worker complains after looking over the long list on his check stub. One of these "deductions" is for social security and old age benefits. To many workers it is a rather vague thing that they mentally write off as a dead loss. Social Security, however, is far from vague and far from a loss. It is very definite and will undoubtedly find new prominence in the days to come after the war production boom is over.

With nearly 90,000 Kaiser shipyard workers in the Portland area contributing each week, the federal Old-Age and Survivor's Insurance program is assuming tremendous proportions. The plan is designed to provide an income to the worker in the later years of life when earning power has decreased.

In addition, the deductions now being made assure the worker's wife and dependent children some income in the event of his death.

In other words, the deductions pay for insurance, just as war bonds provide a future savings.

Approximately a million people in the United States already are receiving monthly benefits under the plan, with 45 per cent going to families of deceased wage earners. In Oregon and Washington alone \$322,000 is paid out each month, \$110,000 in Oregon and \$212,000 in Washington. However in the nation there are 600,000 eligible persons who have not applied for benefits—apparently preferring to continue production for the war.

Every day as an American wage earner works, he builds up credits toward an annuity for himself and wife and insurance protection for dependent children. With this in mind, a social security account number card may be classed as an important document and those pay check deductions as valuable protection.

BENEFITS NUMEROUS

To the shipyard worker, as to any other worker coming under the program, that identifying number is the key to a myriad of benefits. In the first place, retirement payments are made monthly to qualified workers when they reach the age of 65, and if married, the wife is entitled, at the age of 65, to pay-

ments totaling one half of the sum paid to her husband.

Second, if this person has dependent children under 16, or under 18 if still in school, a one-half benefit payment will be made for each child. This is limited per family, however, to twice the amount of the worker's benefit, or 80 per cent of his average monthly pay, or, in no case, more than \$85 a month.

Third, regardless of age at death, benefits are payable to a worker's family if he has either fully insured or currently insured status. Currently insured status means that the worker must have received wages of not less than \$50 a quarter for at least six of the 12 quarters immediately preceding the quarter in which he dies.

CHILD BENEFIT ENDS AT 16

If the widow is under 65 but has in her care unmarried children under 18, she gets three-fourths of the worker's benefit and each child receives a one-half benefit payment.

As each child reaches 16 (or 18 if in school), his benefits stop and when all child benefits have ceased, the widow can draw no more until she reaches 65. At that time she will receive a monthly benefit of three-fourths of her husband's total. If she remarries, benefits stop. If the husband is currently insured, the widow draws monthly payments only while the children are in her care. If there are no children, the widow can draw the lump sum only.

If the worker leaves no widow or child under 18, his or her parents are entitled to benefit at 65, provided they were wholly dependent for support on the wage earner. Each qualified parent receives an amount equal to one-half the deceased worker's primary benefit.

When survivors, either because of age or for other reasons cannot qualify for monthly benefits during the month of death, a lump sum equal to six times the worker's monthly benefit may be paid to the widow or widower, or if none, to the children. If there are no chil-

dren, the payments may be made to the parent or parents. If no such relative survives, the person or persons paying burial expenses will be repaid up to an amount equal to six times the worker's primary benefit.

MUST STOP WORK

This means that if the widow is under 65 and there are no children in her care, she may at the time of death, draw the lump sum and then at the age of 65 pick up the regular survivor's monthly benefits—provided, of course, the worker was fully insured at death.

To qualify for benefits, a person at the age of 65 must stop work or engage only in certain "covered" jobs.

When the worker has qualified to file a benefit claim, or if he merely wants information about the program, he should go to the nearest Social Security board office. The local board for this area, including Vancouver, is located at 105 Old Post Office building, Portland.

SWAN WORKER FINDS HOME TOWN CHANGED

(SWAN ISLAND)—"It seemed kind of good to get back to Swan."

W. P. Station, CO2 pipefitter at Swan Island, has in that sentence a "bit" of advice for persons with feet itching to get "back home."

Station and his wife, a Swan Island cafeteria employe, returned to their home in West Frankfort, Ill., to visit their only son before his induction into the service. They had been here 18 months without a vacation.

"There's no work to speak of back there except in the coal mines and oil fields," said Station. "Most of my friends were flat broke with no work in sight. Brother, I'm staying right here, at least for the duration."



SHIPYARD QUIZ

Here are more common shipyard terms all mixed up with some that are not so common. The editors of the Bosn's Whistle will welcome contributions of unusual shipyard lingo along with the correct definitions. Send them to the Bosn's Whistle office. Correct answers are below.

1. HOOK AND JAW

- A.—Similar to hoof and mouth disease.
- B.—Type of turnbuckle with hook on one end, clamp on other.
- C.—Special type of fish hook, guaranteed to bring results.



2. RABBIT

- A.—Shipyard stew-meat.
- B.—New-hire afraid of scaffold climbing.
- C.—Groove or offset.



3. RCSE BOX

- A.—Container for flowers at launching.
- B.—End of a suction pipe.
- C.—Rigger's red material-storage chest.



4. EASY-OUT

- A.—Excuse for getting out of hard work.
- B.—A screw extractor where the head is broken off.
- C.—Stock alibi for poor work.



5. BOSS (SHIP CONSTRUCTION)

- A.—Hull supervisor.
- B.—Fancy weld ending in clover-leaf design.
- C.—Curved portion of hull around propeller shaft.



6. FAKE

- A.—New-hire who bluffed experience in getting job.
- B.—Camouflage over engine-room machinery.
- C.—Complete circle of a coil of rope.



7. SHIP'S MAGAZINE

- A.—The Bosn's Whistle.
- B.—Storage space for ammunition.
- C.—Daily work and progress record of ship construction.



8. SPUD

- A.—Idaho baker.
- B.—Nickname for half-baked helper.
- C.—Heavy duty structural wrench.



9. OLD MAN

- A.—Aged shipyard worker drawing pension.
- B.—A device for fastening drill to posts in a shop.
- C.—Department chief.



10. JAM NUT

- A.—Hexagon nut used for locking purposes.
- B.—Jitterbug attending a jam session.
- C.—A person who is always getting into trouble.



ANSWERS:

- 1-B; 2-C; 3-B; 4-B; 5-C
- 6-C; 7-B; 8-C; 9-B; 10-A

How Much Will You Draw?

Payments under the Social Security program depend on the monthly average of wages earned and the amount of time worked on jobs covered by the law. Here is the method used to determine average monthly pay:

First, add up all wages received from covered jobs since January 1, 1937, until the calendar quarter in which the benefit claim is to be filed.

Then divide this amount by the number of months in that period, to obtain the monthly average. The maximum allowable earning is \$3000.

Next take 40 per cent of the first \$50 of the average monthly wage.

Add to this 10 per cent of the remaining monthly wage.

Finally take one per cent of the total obtained (40 per cent of \$50 and 10 per cent of the balance) for each year when annual wages totaled \$200 or more and add it to the monthly benefit total. This sum is the monthly payment the worker is entitled to receive. It is known as the primary insurance benefit, and is the basis of calculation for all additional benefits.

A primary insurance benefit cannot be less than \$10 a month or more than \$85.

3-YARD SCOREBOARD

	OREGON			VANCOUVER			SWAN ISLAND	
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	TANKERS
KEELS LAID	322	32	5	10	30	50	10	79
LAUNCHED	322	26	0	10	30	48	0	71
DELIVERED	322 + 8 VAN.	21	0	2	30	42	0	66 + 6 Fleet Oilers

Swan's Goal To Have Tanker Bear Its Name

(SWAN ISLAND)—This shipyard may be the first shipyard in the nation to have its own flagship, the "S. S. Swan Island," or, so officials here believe. Here is how it happened. The Oregon War Finance committee gave Swan Island a quota of \$2,581,700 cash for the fifth war loan campaign. Behind this giant-sized goal, a greater plan took shape. Workers began to suggest . . . "A Swan Is-

land tanker costs \$2,700,000; add about \$120,000 to our quota and we can buy a tanker." Suggestions came in a steady stream, finally welled into a demand. The yard campaign committee took notice. Other yards and industries were voluntarily boosting their own

quotas—let Swan buy a tanker. So Swan Island raised its sights to the new goal. This goal is actual cash loaned, not maturity value of the bonds.

When the United States Treasury department learned of the move, the word was noised around Washington. Then came action. A promise was wired to Swan Island workers: "If Swan Island buys its tanker—\$2,700,000 in bonds—the island workers can have that tanker, built and paid for by themselves, named the S.S. Swan Island."

If Swan workers make their goal the S.S. Swan Island will be flagship of a fleet of three "bond" tankers sponsored by the departments that top the campaign.

Honor of sponsoring the flagship will go to the yard department with the highest percentage at the drive's close. The two other tankers already had been set aside for sponsorship and will belong to the two runners-up departments. Only

qualifying demand is that a department must make at least 100 per cent of its quota to be eligible for sponsorship.

When informed of the upped quota, A. R. Nieman, Swan Island general manager, smiled happily and said:

"Great! It's a whale of a job, but the bigger the job, the better Swan likes it. Every war industry in the United States is gunning for us. They are doing this because we led the nation in the fourth war loan drive—the only major shipyard to go over its quota. The burden of leadership is continued leadership. The sky is the limit—the green light is on—let's do it again!"

General Superintendent Elmer Hann said: "Any time we fix our sights on \$2,700,000 we are sticking our necks out, but I feel sure that the men and women in the yard will do more than their part and we'll make that goal."

SWAN ISLAND INQUIRING REPORTER

Question

How do you like yard launchings?

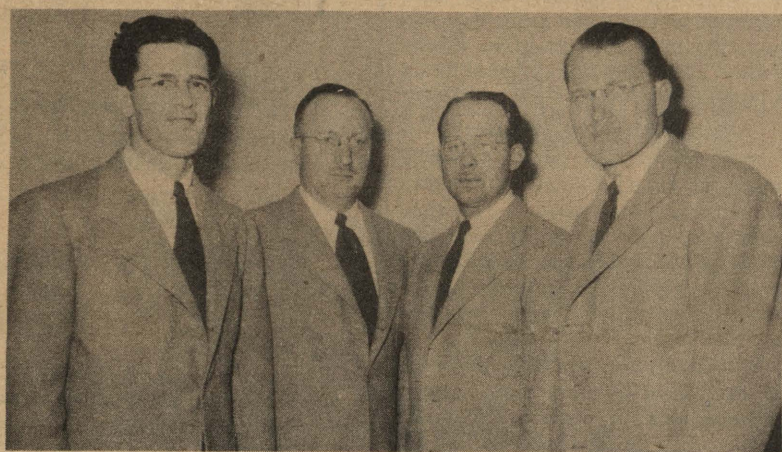
Margie Buxton, R. N., First Aid, day shift: "Well, they are all right. I always enjoy them, but I wish the platform was arranged differently. Only those who get there early can stand where they can watch the burning of the plates. Sometimes it is even difficult to see the sponsor when she breaks the champagne bottle. If the platform were higher, or sloped, it might help."

Robert F. Foster, swing shipfitter in Assembly: "I prefer seeing the ship when it hits the water. I used to work on the ways and I never bothered to watch the launching ceremony. Since I have been on this shift I haven't seen many launchings, but one that I did see had a bunch of politicians and I for one am not interested in listening to them."

Louise Weiss, swing welder, Assembly: "I like them, at least those I have seen. I wish there were more on swing. It's hard for those of us who stand on the ground to see any of the program. Most of us would rather go down the way and watch the ship hit the water. Arrangements should be made for more workers to see the launching from the platform."

John Dixon, day certified pipe welder, Outfitting: "I don't know, I never go to them. I worked on the ways at Oregon before coming here and saw so many launched it is an old story for me. Anyway, there is always such a crowd you can't get near and besides I think outsiders like to see them better than the workers. Unless you are on the platform, you miss the launching ceremonies."

N. A. Clifford, Assembly burner foreman, graveyard shift: "Burners get to cut the plates at the launchings and naturally we look forward to that job. The honor is rotated. Even though I am on graveyard shift, I have seen a dozen or more launchings, but wish we could have one on this shift so more of us night workers could be spectators if not participants."



Swan Island's quartette wants a name. These melody masters who entertain at launchings and other yard activities are, left to right: Everett Lawrence, electrician; Victor Stepanoff, electrician leadman; Arthur Payne, shipfitter and Al Ensign, shipfitter-welder. (Swan Island photo)

\$25 Offered For Quartette Name

(SWAN ISLAND) — As a winning prize for the best name suggested by workers for the Swan Island quartette, A. R. Nieman, general manager of the shipyard, has authorized the award of a \$25 war bond.

It's simple. No box tops, no soap wrappers are needed. Just submit your suggestion by letter to the Bos'n's Whistle before June 30.

The best entry will be selected by a committee of three judges to be announced at a later date. Here's one suggestion. Don't pin your hopes on "Singing Sentinels." They are at Oregon Ship.

Letters must be signed and carry the badge number of the writer. In case of duplication, the first entry will be the one considered.

Two Fabrication Men Get Supervisor Jobs

(SWAN ISLAND)—Preston Hiefield, fabrication superintendent, announces the promotions of C. C. Felt, day shift sub-assembly foreman, and Don Boone, swing shift zone 4 foreman, to day and swing supervisors, respectively, effective Monday, May 22.

Mr. Felt has been in the shop since June 18, 1942, and Mr. Boone started at Swan on September 1, 1942.

New foremen filling the vacancies are H. Hedblom, day shift sub-assembly, who has been at Swan since July 1, 1942, and A. O. Thompson for zone 4, swing shift. Thompson started here July 8, 1942.

OPEN HOUSE SLATED

(SWAN ISLAND) — Open house at the Swan Island Child Service center will be held Sunday, June 4, from 2 p. m. to 4 p. m. The program will feature a special exhibit of children's clothing.

All Swan Island employees and friends are invited to visit the center.

Welding Super's Wife Ship Sponsor



MRS. AL ENOS

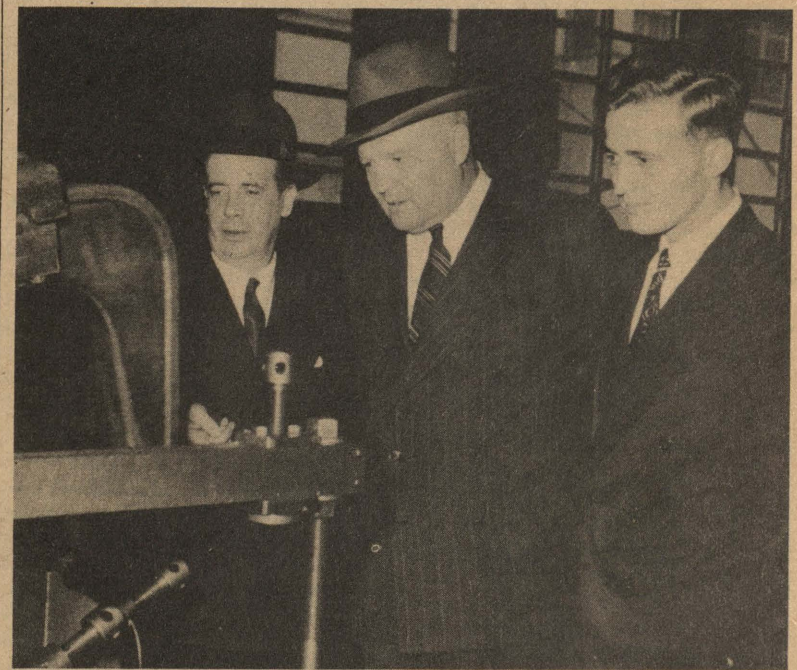
(SWAN ISLAND)—Two tankers were launched from Swan Island ways five days apart, S. S. Nickajack Trail May 26 and S. S. Shawnee Trail May 31.

The Nickajack Trail, Swan's 70th, was sponsored by Mrs. Al Enos, wife of the welding superintendent of the Outfitting dock.

The second, was sponsored Wednesday, May 31, by Mrs. James L. Bates, Washington, D. C., wife of the technical director of the U. S. Maritime commission.



Gun Specialists This crew of machinists literally "stand by their guns" and rate as armorers or technicians, according to Leadman Cyril Kendrick. This quartet, working as a crew for over a year, are, from left, Elsie Bollinger, Pearl Miller, Florence Twyman and Bertha Rice. It is their job to have every gun on the ship upon which they are working ready for final inspection. They test fire, bore sights and dismantle, modify or assemble guns. (Swan Island photo)



Governor Visits Russ Wilhelmsen, steel expeditor, introduces Herbert B. Maw, governor of Utah, to J. C. McLay, superintendent of the Marine Pipe department when the governor visited Swan Island recently. In the picture, left to right, are: McLay, Maw and Wilhelmsen. Wilhelmsen was a student under Maw when the latter was dean of men at the University of Utah, Salt Lake City. (Swan Island photo)

Way Eased for Buying Bonds at Swan Island

(SWAN ISLAND)—The Fifth War Loan goal here is \$2,700,000! With the drive officially opening June 1, departmental quotas are set and the yard is poised for the campaign. Contests between departments and within departments are scheduled. Three methods have been arranged to buy bonds—

first, through the regular payroll deductions now in effect; second, through special payroll deductions for a specified number of bonds, and third, through cash purchases at the war bond booths.

Fast delivery is assured. All bonds bought through payroll deductions will be in the mail or ready at the Personnel building bond window on Tuesdays following the Friday's paycheck which completes purchase. Delivery on cash sales will be within 24 hours.

No matter how or where these extra bonds are purchased, the amounts will be credited to each departmental quota. Those war stamps the youngsters have been saving, a money order, savings stamps, personal check, payroll or cashier's check, extra pocket cash, can be used to help attain the quota. Regular weekly bond deductions during the eight weeks of the campaign also will be credited.

Special payroll authorization cards are for extra bonds during the drive. On these cards a circle must be drawn around the amount wished for the extra deduction and marked if the bonds are to be registered the same as regular ones. Space is provided for different registry. A space is also provided for instruction as to the number of weeks the extra deduction may be run.

Plate Shop, Assembly Hold Noon Parties

(SWAN ISLAND) — Plate shop and Assembly held lunch-time parties recently. In the Plate shop, day shipfitters and welders on sub-assembly Bays 8 and 9 had a get-together one noon and consumed over 35 pounds of hot dogs. Shipfitter Leadman Walt Bauer was master of ceremonies. Inez Prince, welder, and L. J. Brisdon, burner, entertained with an original dance. Agnes King, welder, sang and Bauer played several numbers on the accordion. About 100 participated.

Shipfitters in Bay 9, Assembly, helped Leadman Ivan Davenport celebrated his 35th birthday May 25. Highlight of the occasion was a huge cake decorated with a replica of a Swan Island tanker. A gift was presented to Davenport by Shipfitters L. Payson, C. Conner, M. Jones, K. Zipp, D. Jones, F. Olsen, M. Pedersen, K. Grina, B. Frazer, G. Allen, C. Kunz, L. Stewart, C. Kramer, B. Portinga, T. Exner.

Tanker Ball Saturday

(SWAN ISLAND)—The Festival Tanker ball will be held Saturday evening, June 10, in the sunken ballroom of the Masonic Temple with Dave Longton's band playing for the dance.

The WORKER SPEAKS



Name One For Swan

Sir: Regarding the naming of our tankers, I think we should name one of our tankers "Swan Island."—Fred A. Lenhart.

Ed: Swan Island tankers are named by the Maritime Commission. A request for this name has been entered on each of our contracts. The Treasury department has promised to work in our behalf on naming a tanker "Swan Island" if the yard makes its quota in the Fifth War Loan.

Where's a Barber Shop?

Sir: I suggest that a list of various personal services such as barber shop, laundry and cleaning depot, mens' haberdashery, shoe repair shop, etc. which are actually located on the island and in the Mock's bottom barracks area, be posted in the washrooms or on bulletin boards throughout the yard where they will be brought to the attention of the employees. The use of these services by other than those housed in the barracks and dormitories often is a great convenience, and if known to everyone would undoubtedly help to reduce absenteeism necessitated by too little time for shopping. I have been at Swan Island for nearly two years and only recently learned of the majority of these services. I have used several of them and found them entirely satisfactory as well as a great time saver. This is not a paid testimonial, nor inspired by anything but a real desire to help busy people save time.—Robert C. Beach.

Ed: This suggestion was acted upon quickly, Mr. Beach. Posters are now up in the yard calling attention to these services.

Oh-Oh, Wrong One?

Sir: On the Outfitting dock at Berth No. 6 there have been some embarrassing moments lately. The adjoining lavatories have been reversed for some reason or other. In walking towards the little white house from the ships the women's is on the right at all the rest of the berths and the men's is on the left. In this case at Berth No. 6 it is reversed. After a few visits a person becomes accustomed to the regular setup and doesn't look for signs. In fact after dark it is hard to distinguish the signs. I believe this ought to be straightened out before we have a calamity or something. On the other hand, to change the arrangement now would probably cause more confusion. Perhaps it could be settled by hiring a guide.—Joe Kerr.

Ed: No comment.

Wants Safety Lane

Sir: Can anything be done about having a safety lane painted across the Mock's Bottom road at the Child Service center? Parents usually have to fight through traffic going in with our babies and also getting back to the bus to continue on to the yard. A safety lane would be appreciated and would enable parents who ride the bus to venture forth without taking our lives in our hands.—E. Feldman.

Ed: Arrangements have been made to have all traffic lanes repainted. This will include the safety lane suggested.

Thirst For Knowledge

Sir: Why not have a reference library for crafts? There are workers in the yard who are interested in learning more about their crafts. Books could be checked in and out as in any other library. The Bosh's Whistle could publish a reference list of books available.—A. Jasper.

Ed: Richard Faville, production training supervisor, says, "In view of the multiplicity of textbooks necessary this would be a difficult task. The public library, furthermore, has a far better selection of technical reference books than we could hope to accumulate."

Ex-Worker Crosses Atlantic and Pacific

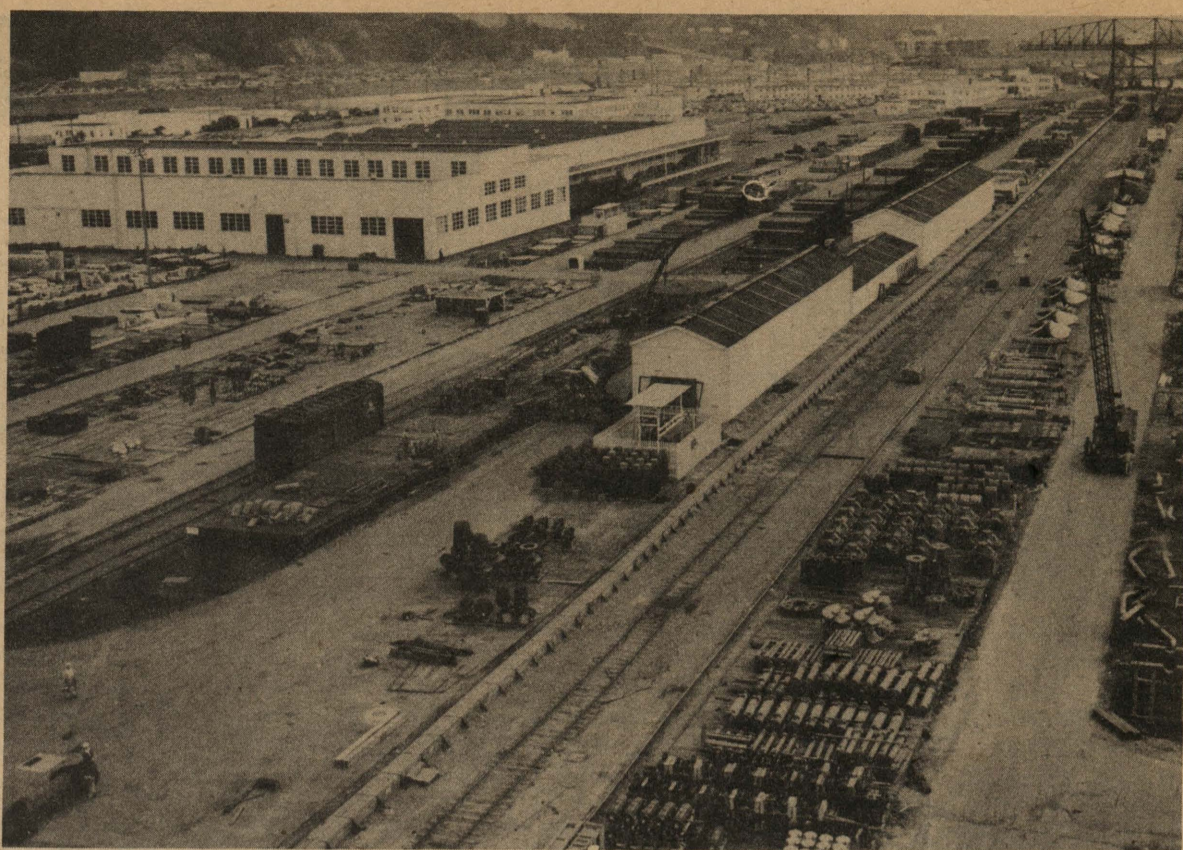
(SWAN ISLAND)—On his first two trips to sea with the Merchant Marine, M. J. Reneau, former Swan Island Outfitting dock electrician, crossed both the Atlantic and Pacific oceans.

Intrigued by the tankers he was helped to build, Reneau signed on as chief electrician with the SS Corvallis, Hull No. 35, after working at Swan Island from January 8 to September 1, 1943. Last week he sailed on another new Swan Island tanker, SS Camp Namanu, Hull No. 64. Reneau has high praise for Swan Island tankers. "It was marvelous how the ship handled at all times and especially through the Panama Canal," he said. He added that they sighted one sub in the South Pacific, but it lost the ship's trail in the dark. In the Atlantic they were convoyed. The tanker carried 100 octane gasoline and airplanes on both trips.

Chief Reneau is the son of E. L. Reneau, electrical storekeeper on the Outfitting dock. Because of the illness of his father, Reneau left the Corvallis at New York to return to Portland.



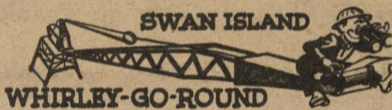
M. J. Reneau



Seen From A Whirley The orderly manner in which ship's material is arranged at Swan Island's storage yard is shown by this view from a whirley crane. Stacks of pipe sorted as to size and type are shown at left center. Small buildings house propulsion machinery and have portable roofs that are lifted when machinery is moved. The new warehouse is at the extreme left. (Swan Island photo)

Storage Yard Boasts System Everything in Order

(SWAN ISLAND)—When it comes to good housekeeping, Howard Jacobs, material supervisor of the Storage yard and his crew of warehousemen will hold up their yard as an example to anyone. Dealt out in an orderly manner, all ship's materials, except unfabricated steel, is available to departments requisitioning it. There was little order when material first began arriving in car



Mrs. Addie Field, day production laborer, has been released from the hospital where she was confined with a knee injury.

Back from San Francisco after a trip made on Fleet Oiler No. 108 are Arthur King, senior hull inspector, and J. F. Bruns, principal hull inspector for the Maritime commission.

Bill Britton, day welding foreman, Outfitting dock, was recently promoted to swing shift welding supervisor on Outfitting.

Florence Walker, swing welder on ways, is recovering from pneumonia at the Open Air Sanitarium at Milwaukie, Ore. Her husband, William A. Walker, is a husb machinist in the Machine shop.

Here's another Swan Island worker with a presentee record. Noble A. Cummings, day shift crane operator in Bay 2, Assembly, has a year's perfect attendance.

Charles 'Lenny' Tuttle and Kenneth Foster, day shift flange turners in Bay 9, Plate shop, were given a surprise party on May 22 during lunch. Both are waiting induction into the navy.

Clara Larson, secretary to Jerry Sloper, supervisor of hull control, is spending her vacation in Duluth, Minn. Clara has been at Swan Island since August, 1942.

Ruby V. Carlisle, Assembly sweeper, has announced her marriage, April 14, to Eugene C. Campbell, merchant marine, in Vancouver, Wash. Ruby plans to continue her job here, says she and her husband will make their home in Wichita, Kan., after the war.

Kenneth B. Koenig, day material expeditor, Assembly, returned to his job here following a wedding trip to Seattle, Wash., and Victoria, B. C. Kenneth's bride is the former Margaret E. Weaver. They were married at Holy Redeemer church, May 16.

load lots for tankers for it was, of necessity, stacked any place room could be found for it. When

a requisition came from the Pipe shop, Machinists, Plate shop or other department, the search for material began. Part of the material ordered might be at one end of the

Howard Jacobs yard—part at another. When found, it might need repairing, thus causing additional delay.

That is all changed now. In a short time, unloading platforms were built, mostly of salvaged material. Racks for stacking material were set up and the yard was laid out in sections—each properly identified by markers. Soon order came out of chaos.

Today, after material is unloaded from the flat cars or trucks to the unloading platform and checked against purchase orders, it is inspected for possible defects or damage, given a prime coat of paint when necessary and then sent to its own spot in the yard—in good

condition and ready for its ultimate use.

In laying out the yard every effort was made to arrange it so as to facilitate loading and unloading of material. Items are stacked where they are most accessible to cranes and trucks. All heavy material is stacked near the whirley crane with its 60-ton lift. Pipe is stacked uniformly according to size and type. Materials regularly called for on the same requisition are grouped together to speed up loading.

"The Storage yard is a service department maintained for the ship building crafts. If necessary, we will spend two hours getting our material ready if we can save even 15 minutes when it is time for the material to go on the hull," Jacobs explained.

In filling a requisition, effort is made to load the truck in such a manner that unloading sequence will best meet needs of crafts using material. Material is in good condition and ready for the ship.

"The Storage yard is constantly striving to improve service. But the warehousemen do not work alone. It is the splendid cooperation of various rigger foremen and leadmen, railroad leadmen and trainmen, Transportation department, crane operators and other crews that make it possible for our department to set up and maintain our standards."

From 200 to 250 requisitions are filled daily by the Storage yard and three requisitions usually make one truck load. The Pipe shop alone calls for about two carloads of pipe each day.

Women as well as men are doing a good job in the Storage yard, according to Jacobs. "One large crew of women warehousemen under Leadman Julia Post can never be accused of shirking," he said. "They are always busy and as a general roustabout crew can't be beat."

Approximately 100 employees are in the department, with close to two-thirds of them on day shift.

"All of our crews have good records as blood donors. The day shift workers are especially proud of their score since a very high percentage of them are five-time donors and expect to some day have the first Swan Island Gallon club," Jacobs declared.



Pastry Pushers Three ways machinists, with nary a tooth in the mouth of any of them, and machinist helper, Jean Shearer from Way end No. 3 Tool room, re-enact for the Bosh's Whistle a pie eating contest staged during the swing shift lunch time. Jean holds the stop watch for contestants, August Wolfe, left; H. P. Grad, and H. N. Carter. In the real contest, the contenders sat around a table with hands tied behind them. At the sound of the whistle, they dived into soft cream pies furnished by Machinist T. Dorrell. Grad was declared the winner with Carter a close second. Wolfe trailed far behind. (Swan Island photo)



Top the League Leading team in the Vancouver Yard Softball league is the Teamsters, boasting five wins without a setback. Front row, left to right, are Morrison, outfield; Littler, utility; LeManna, manager; Mills, shortstop; Vance, shortstop; Wannamaker, outfield; Roff, outfield; back row, Purvis, business agent; DeGagne, outfield; Hayes, first base; Machionne, third base; Thompson, catcher; Orloff, second base; Ryerson, utility; Peak, outfield; Wilson, pitcher. (Vancouver photo)



They're Improving The Marine Engineers' team of the Oregon Ship softball league hasn't won many games, but is showing improvement and promises to be a real threat in second half competition. Engineer tossers pictured are, front row, left to right, Mel Mason, Ray Chang, Jack Taber, Marvin Folsom, "Curly" Erickson, Clyde Cook, Rex Pelker; back row, Bob Weddle, Marvin Giese, Roy Erikson, Bob Nyborg, manager, Oliver Raikko, Leo Richardson, Jack Wassard. Absent were Willard Johnson, Frank Alexander, "Matt" Mattoon and Al Herndon. (Oregon Ship photo)

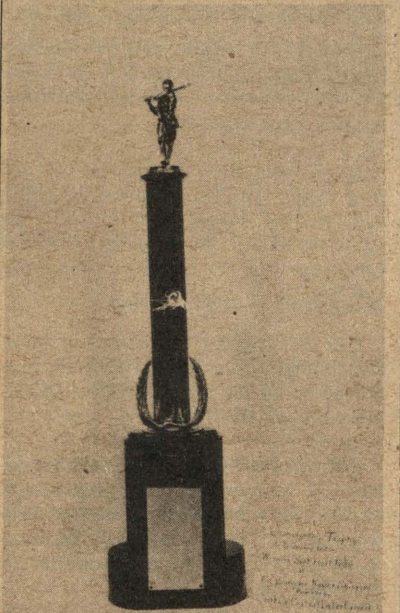


Pacesetters Leading the league at the start of last week were Hull Outfitting in the Swan Island Softball association. Left to right, front row, A. Stearns, Ben Adams, manager; D. Adams, C. Nearman, W. Cornell, G. Longus, Art Cornell, Chuck Cole; back row, R. Smith, R. Gholson, coach; H. Gabert, E. Blair, A. Bronsky and E. Lee. Rear, standing, Superintendent H. L. Feiock. (Swan Island photo)

Softball Transport Problem Eliminated

(SWAN ISLAND)—Girls at Swan Island who are interested in softball should contact their counsellor at once, Virginia Durkel, counsellor in charge of recreation, says all

practice and regular games will be held at the Swan Island barracks softball diamond, eliminating transportation problem faced last season. Department heads and others interested in organizing or managing teams are requested to notify one of the counsellors, or call the Bosn's Whistle.



Trophy This attractive bakelite and bronze trophy will be awarded the winning team in softball league competition. The award was purchased by the Teamsters. Jim Tatum, cafeteria manager, will fete the top ten, runners-up and their dates. (Vancouver photo)

Pipefitters Half Champ

(VANCOUVER)—The Pipefitters emerged first half winners of the Vancouver Outfitting Dock softball league, surprising many who had rated the Pipefitters as one of the weaker teams. After a week's rest, Outfitting dock teams will resume second half play, June 5, with the Shipfitters meeting the Pipefitters in the opening game. Standings:

UMPIRES NEEDED!
(OREGON SHIP)—An urgent call for umpires to officiate in Oregon Ship softball league games was broadcast this week by Jerry Walters, chairman of the league. A working knowledge of softball rules and some experience are required, Walters said. Umpires are paid for their services, he announced.

	W.	L.	Pct.
Pipefitters	8	1	.888
Electricians	7	2	.777
Outfitters	7	2	.777
Painters	6	3	.666
Bartells	5	3	.625
U.S.M.C.	4	5	.444
Expeditors	3	5	.375
Shipfitters	3	6	.333
Buckler	1	8	.111
Welders	0	9	.000

YARD LEAGUE SCORES
May 22

Plate Shop	2	M. Machinists	3
Shipwrights	1	Material Control	1
Teamsters	3	S.P.&S.	2
Machinists No. 2	0	M. Machinists	21

May 28

Material Control	18	Machinists No. 2	0
S.P.&S.	6	Assembly	0
Plate Shop	6	Teamsters	27
Shipwrights	2	M. Machinists	10

	W.	L.	Pct.
Teamsters	5	0	1.000
S.P. & S.	4	1	.800
Material Control	3	1	.750
Marine Machinists	3	2	.600
Assembly	2	3	.400
Shipwrights	1	3	.250
Plate Shop	1	4	.200
Machinists No. 2	0	3	.000

HULL OUTFITTERS LOSE, BUT STILL PACE SWAN LOOP

(SWAN ISLAND)—Threatened by three other teams for top spot in the Swan Island Softball association, Hull Outfitting held the lead the first of this week with six wins and one loss. Pipefitters, Fabrication and Erection have only one loss each, but have not played as many games as Hull Outfitting. Pipefitters gave Hull Outfitting their first taste of defeat, 6 to 1.

SWAN ISLAND STANDINGS
For the week ending May 27.

	W.	L.	Pct.
Hull Outfitting	6	1	.857
Pipefitters	5	1	.834
Fabrication	5	1	.834
Erection	4	1	.800
Crane Operators	4	2	.667
Chippers	2	4	.333
Welder-Burners	1	4	.200
Shipbuilders	1	5	.167
Grease Terrors	0	6	.000
Painters	0	6	.000

Scores:

	R.	H.	E.
Chippers	3	4	8
Fabrication	22	22	3
West and Edwards; Gette and Foster.	6	7	1
Outfitting	1	4	5
Workman and Burquarn; Smith and Adams.	2	4	3
Erection	7	7	2
Schroeder, Gette and Foster; Moore and Chaplin.	7	4	2
Chippers	4	5	3
Geist and Smith; Kelley and Blanchard.	23	27	0
Fabrication	0	2	10
Gette and Foster; Baker and Ashmead.	12	13	1
Outfitting	0	3	7
Terrors	0	3	7
Smith and Adams; West and Peck.	18	12	3
Crane Operators	1	4	7
Shipbuilders	1	4	7
Crane Operators won by forfeit from the Painters.			

NEXT WEEK'S GAMES
Monday—Terrors vs. Painters; Hull Outfitting vs. Erection.
Tuesday—Crane Operators vs. Marine Pipe; Chippers vs. Shipbuilders.
Tuesday—Terrors vs. Fabrication; Painters vs. Welders.

OSC Welders Defeat Swan Assembly Ten

(OREGON SHIP)—The OSC swing shift Welders and Burners team supplemented Nolder's steady pitching with a 15-hit barrage to defeat the Swan Island Assembly ten in a game played May 21 at Peninsula park.

	R.	H.	E.
Oregon Ship Welders	9	15	1
Swan Assembly	2	4	5
Batteries: Nolder and Pasquali; David and Mayer.			

Materials, Plate Shop Neck 'n Neck For OSC Bunting

(OREGON SHIP)—With the Materials and Plate shop teams knotted in first place at the end of last week's play, the first half of Oregon Ship's softball league season approaches its close. A first half championship game between the circuit's two top clubs was to have been played last night.

Standings, as of May 27:

	W.	L.	Pct.
Materials	4	1	.800
Plate Shop	4	1	.800
*Steed	5	2	.714
Assembly	4	2	.667
*Thesman	3	4	.429
Superstructure	2	4	.333
Engineers	1	5	.167
Specialty	1	5	.167

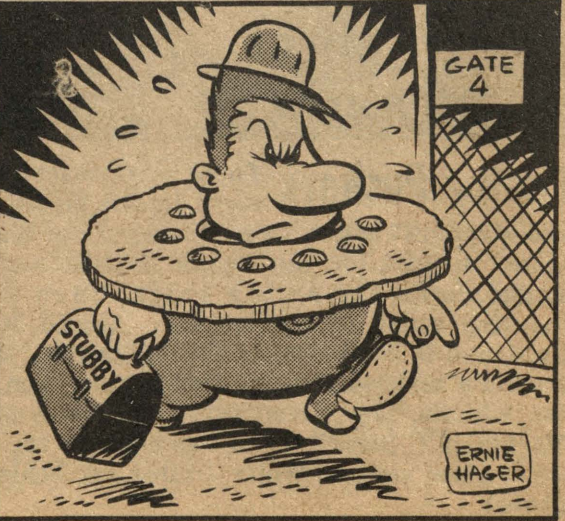
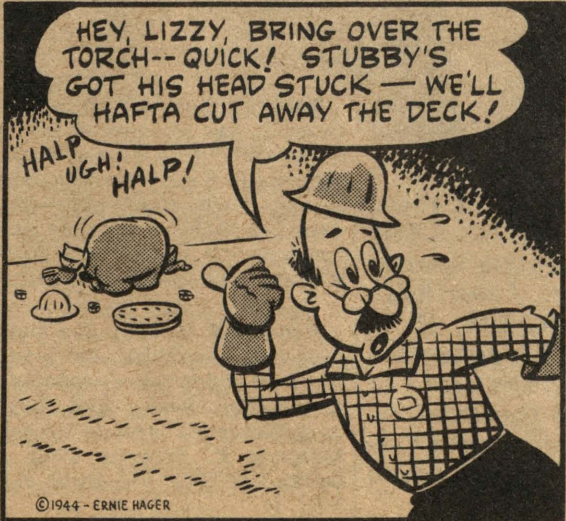
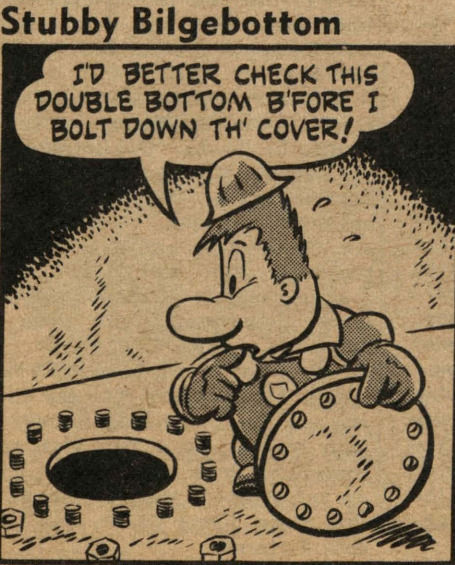
* Schedule concluded.

In one of the feature games of last week, Superstructure upset the Assembly ten, 3-2, knocking it out of first place. Jones banged a homer with two aboard to provide the winning tallies.

Rady pitched Specialty to its first win of the year, a 10-2 victory over the Marine Engineers. The Specialty club narrowly missed knocking off the highly rated Steed team, which finally walked off with a 6-4 decision on the strength of Galipeau's two-run homer in the eighth. Rogers of Steed had sent the contest into overtime with a score-tying four base drive in the sixth.

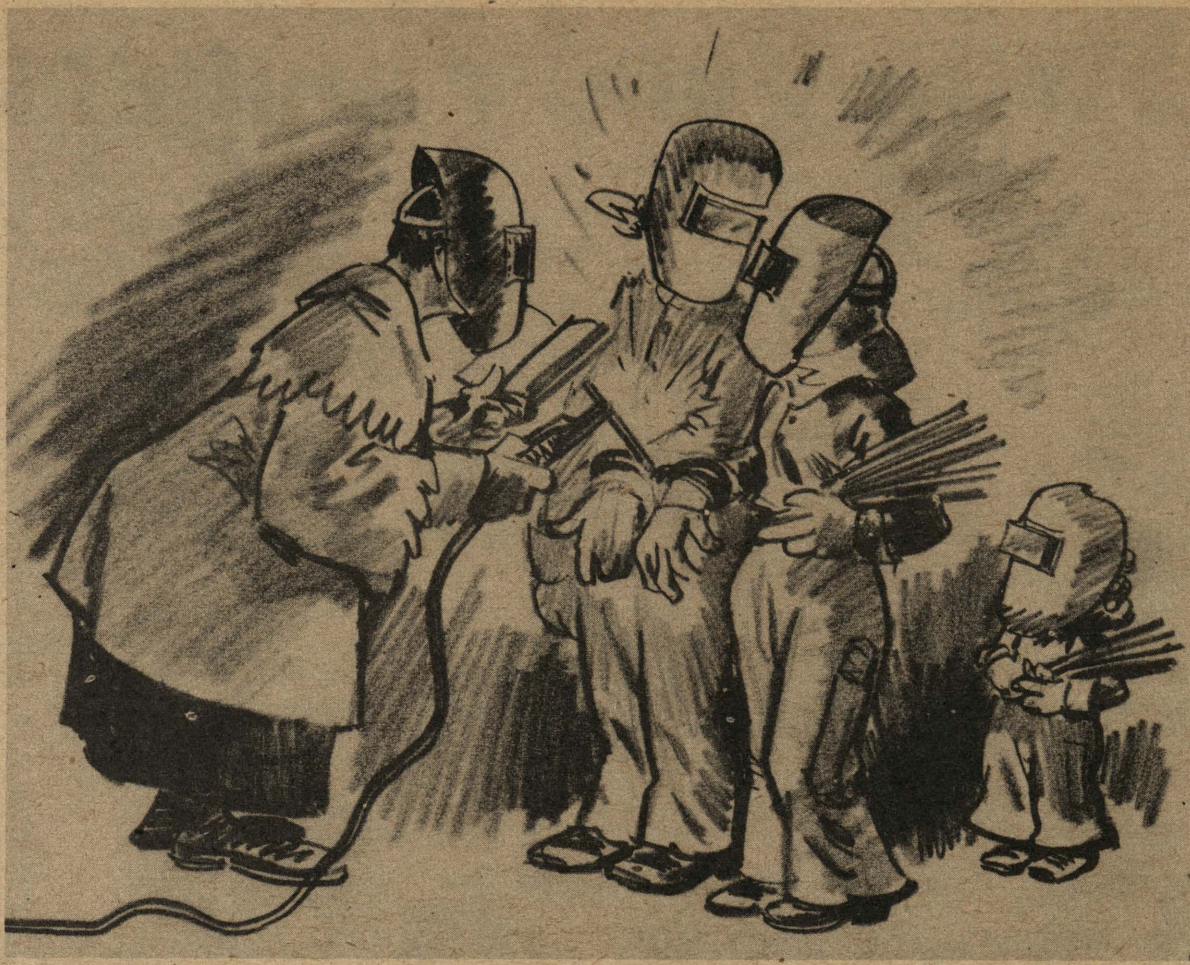
Scores for the week follow:

	R.	H.	E.
Superstructure	3	8	1
Assembly	2	10	3
Batteries: Butler and Sorber; Niece and Redd.	10	12	1
Specialty	2	6	3
Engineers	2	6	3
Rady and Woodard; Mason and Taber.	8	9	1
Plate Shop	2	4	2
Thesman	2	4	2
Dorr and Rinckhoff; Kletzel and Nachtsheim.	6	10	3
Steed	4	7	5
Specialty	1	5	1
Sittel and Jones; Rady and Woodard.	8	12	2
Materials	6	9	2
Superstructure	1	7	4
Sandercock and Agnew; Butler and Sorber.	12	13	2
Assembly	1	7	4
Engineers	1	7	4
Duniway and Redd; Raikko, Folsom and Taber.			





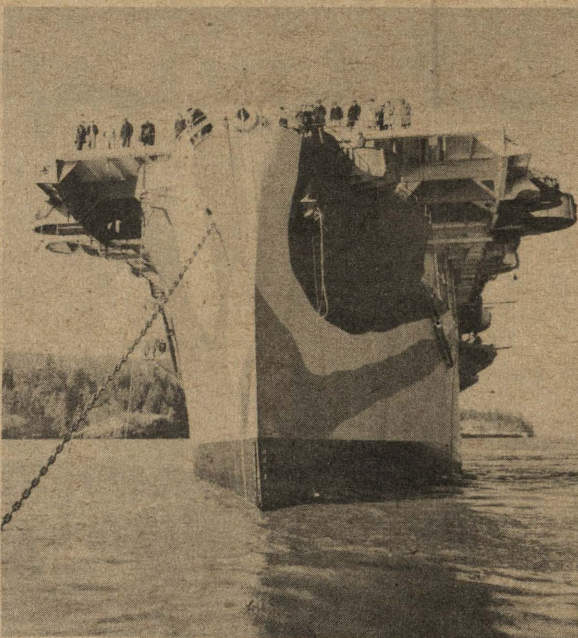
On a Bender Gargantuan Jerry Zollo, strong man of the Oregon Ship Pipe shop, is pictured above demonstrating his prowess. Bending pipe by hand is his specialty. Zollo, a swing shift pipefitter, tips the scales at 287 pounds and claims he can duplicate any feat of George Atlas and other muscle men. He attributes his Herculean strength to the fact that he eats the seven basic foods and is a teetotaler. (Oregon Ship photo)



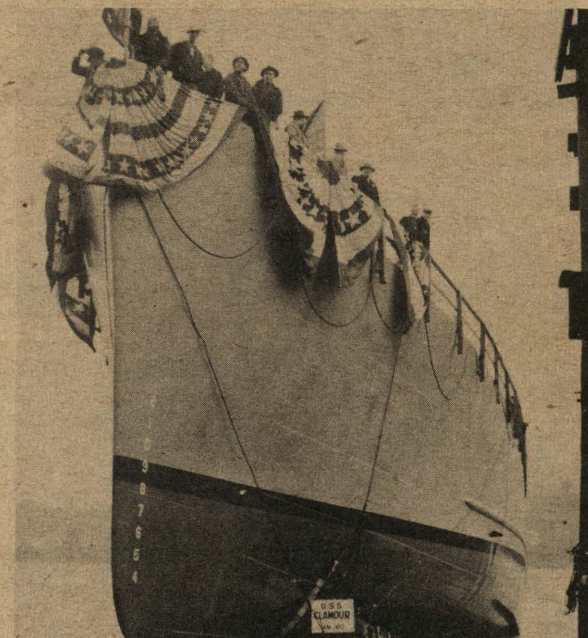
Shipbuilding in the Portland Area No. 2 of a Series

(This is the second of a series on types of ships and kinds of work done in various shipyards in the area. Necessarily, many interesting facts have been omitted because of naval restrictions.)

WILLAMETTE IRON AND STEEL CORPORATION



Carrier First carrier to be built in the Portland area was the "H.M.S. Tracker," converted by Willamette from a cargo ship hull and delivered to the British navy over a year ago.



Mine Sweeper The U.S.S. Clamour is one of many mine sweepers launched by Willamette in 1943. When completed she would be well armed and outfitted for navy duty.

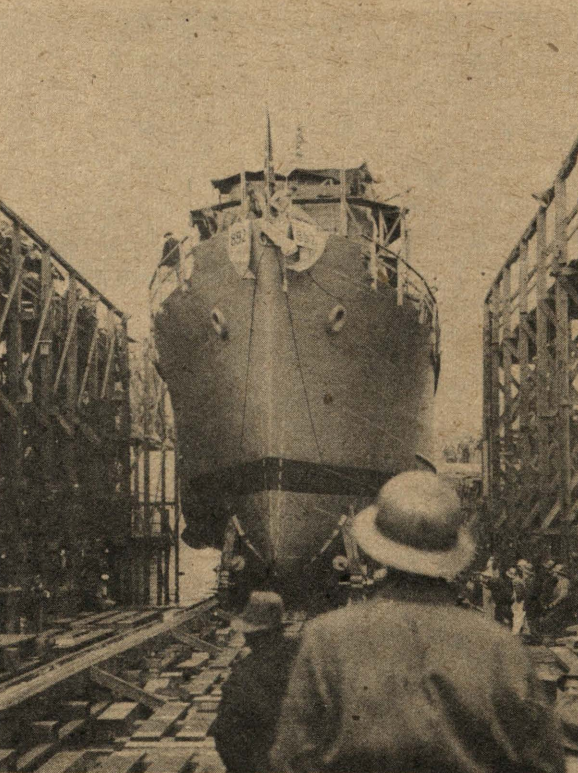
WILLAMETTE Iron & Steel corporation, better known as WISCO, was born in time of war—1865.

In the first World War this plant furnished the machinery for ships and fitted vessels after launching.

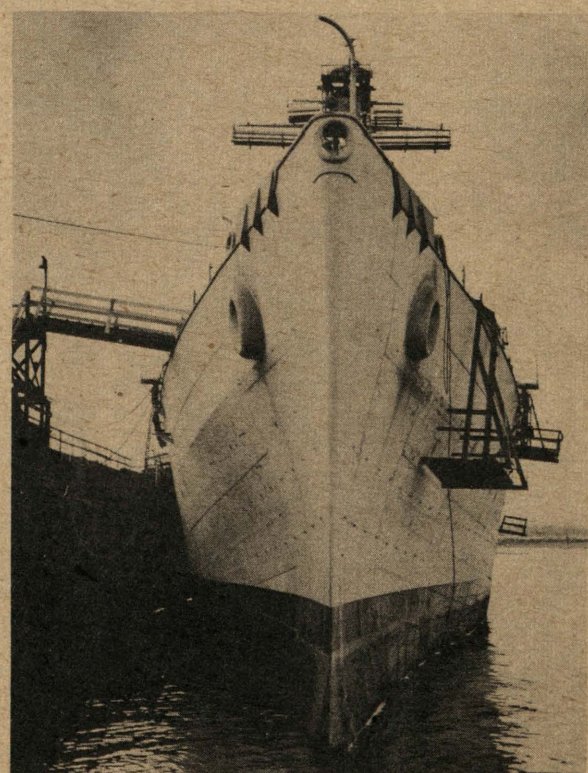
Today, Portland's oldest and largest Navy shipyard is engaged in building

Navy ships and supplies for other yards.

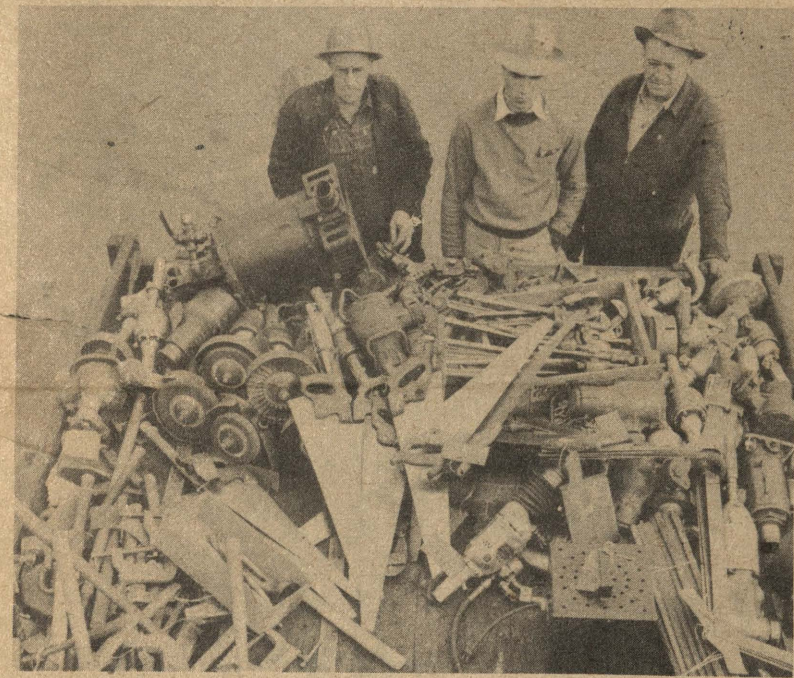
Since Pearl Harbor Willamette has converted passenger liners for transport service; the shops have built scores of engines for Liberty ships. Delivered and now under construction are troop transports, aircraft carriers, minesweepers, patrol escort vessels and submarine chasers.



PCE Willamette has built an undisclosed number of these speedy PCE (Patrol Craft Escort) type submarine killers.



Transport Changing tides of war caused Willamette's first mine layer to be converted to this AP type troop transport.



Broken Tools This truck load of broken tools is typical of many loads transferred daily from Swan Island's tool rooms to the Machine shop for maintenance and repair. In the picture, left to right, Harry Nelson, helper; E. J. Wells, expeditor and L. J. LaFontaine, truck driver. (Swan Island photo)

Girl Scouts Plan Friendship Camp

Girl Scouts plan to hold their first World Friendship camp at Camp Wildwood from July 30 to August 13 this summer. The program is to be dedicated to Juliette Low, the founder of Girl Scouting in the United States, and girls of all races and nations will participate in the program.

Additional information may be obtained on the camp from the Portland Council of Girl Scouts on the 10th floor of Meier and Frank company.

METAL TRADES BOOSTS BONDS

The executive board of the Portland Metal Trades council has appealed to members of its organizations to meet their individual quotas in the Fifth War loan campaign.

The board's statement added: "Free unionism is one of the principles involved in this yard. Each union member is obligated not only to perform his duty on the production front but to share in the financing of the war effort. The Metal Trades council of Portland and vicinity stands united with the rest of the community in a common determination to oversubscribe the county and state quotas."

FEIOCK'S SCULLERS DEFEAT USMC CREW

(SWAN ISLAND) — Hal Feiock's Outfitting Dock scullers remain the undisputed, but not unchallenged, champions of the lifeboat landlubbers, defeating John Brun's USMC Inspectors by three lengths Tuesday noon, May 30 in a Memorial Day race. The Maritime boys finished with only seven oars in the water, one breaking in the effort of competition.

J. C. McLay's Marine Pipe gang ran away from M. L. Sleeper's Assembly crew in a trial heat following the main race.

Irwin's Homer Wins

(OREGON SHIP)—A lusty seventh-inning home run from the bat of Chuck Irwin broke up a pitching duel between Guy Ruscigno of the 99 Tavern team and Kletzel of "Whitey" Thesman's ten, giving the tavern tossers, composed of Oregon Ship welders and burners, a 2-1 victory last week.

Ruscigno permitted four hits, while Kletzel was yielding only three. It was the sixth straight victory for the welders over an OSC softball league team.

Swan Bond Pluggers

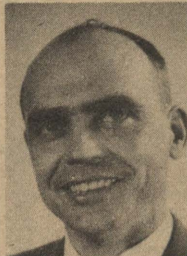
These men will spark the Fifth War loan campaign for their individual departments, seeking the departmental top spot for the honor of sponsoring the proposed "S. S. Swan Island." Their aim will be directed first toward filling the yard quota of \$2,700,000 and then will turn to their own departments where they will center efforts on the sponsorship. The men and their comment:



J. SHARAR (left) — "Pipe Maintenance is going over the top, of course." R. WENTWORTH (right) — "Welders on the ways are going to eat turkey. We are going over the top."



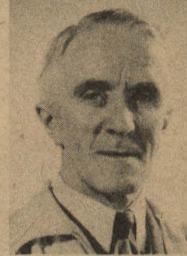
R. SWEITZER (left) — "Facilities and Construction departments are confident of going over the top." R. GRIDLEY (right) — "Over 200 per cent is the shiprights' goal."



S. SIMON (left) — "With the riggers, actions speak louder than words." M. FADER (right) — "The Chippers and tank testers are going to sponsor the S. S. Swan Island."



A. ENOS (left) — "Outfitting welders will have competition between shifts as added incentive." J. TANNER (right) — "Material Expediting will go over the quota as they have in the past."



D. GARDINER (left) — "We, in the Mold Loft, intend to exceed our quota greatly." H. MERRILL (right) — "Outfitting workers believe in winning with their money as well as their labor."



J. MORELAND (left) — "The Safety department will buy bonds until it hurts." A. UTELY (right) — "The Guards are going to launch the S. S. Swan Island. Our campaign is already under way."



R. FAVILLE (left) — "Production Training challenges any department in the yard." M. SLEEPER (right) — "Assembly is organized to put over its share in war bond drives."



E. BROWN (left) — "The other departments had better make way for Electrical, for we are going by." M. FULTON (right) — "Ways Erection wasn't behind before and won't be this time."



H. FEIOCK (left) — "Competition in Outfitting Erection will be tough. It's 'all out' for us." P. HIEFIELD (right) — "Way over the top is the goal of the Fabrication department."



C. MCEACHRON (left) — "Last the last time, the Marine department will be first this time." D. JONES (right) — "General Store was third in the Fourth but will be first in the Fifth."



E. DANFORD (left) — "It's going to be a hot fight but the Tool room will be one of those at the top." R. DeGRAFF (right) — "Welding Rod Control will go over the top."



F. PETERSON (left) — "The Deck department is going to do its best." G. CLINTON (right) — "Administrative departments are determined to sponsor the S. S. Swan Island."



K. WARD (left) — "The first to pass the quota is the goal of Hull Control." C. EDSTROM (right) — "Test Recording believes in lending dollars to hasten victory."



J. WALISCH (left) — "The Mechanical department will go over the top again." J. McDONALD (right) — "Slogan of the Machinists is 'We are going to win.'"



W. LANIUS (left) — "Over 100 per cent in the first two weeks is the goal of Equipment Maintenance." C. MORRISON (right) — "The Crane operators had highest percentage last time."



BOND BROADCAST TO HONOR SWAN

(SWAN ISLAND) — This shipyard will be honored Sunday evening, June 11, at 9:30 with a broadcast from station KGW on the stage of the Broadway theatre. Appearing on the half hour show will be service men and a musical act from Swan.

Entertainers wishing consideration for a spot on the broadcast are asked to contact Morry Merriweather, radio room basement of the yard office building.

According to a schedule set up by the public relations office, movie stars, war heroes and outstanding Swan talent will be presented at Victory center on all three shifts.

Suzanne Burce (Jane Powell of the movies), former Portland girl, will appear at Swan sometime before June 5.

Maj. Richard I. Bong, top South Pacific ace with a score of 27 Japs downed, will appear during the programs.

To open the campaign, station KOIN will present a program Monday, June 5, at 11:30 a. m., followed at 7:30 p. m. with a big show presented from stations KGW-KEX. Graveyard shift will have a talent show at 3:30 the morning of June 6.

All day shift programs will be repeated in front of the main Administration building for the benefit of Personnel and Administration building employees.

A series of additional programs, six big shows for each shift, plus special appearances of other famous persons will guarantee entertainment for all Swan workers throughout the campaign.

CARD OF THANKS

(SWAN ISLAND) — I wish to thank the swing shift Maintenance electricians on the Outfitting dock for the kindness shown me during my recent illness. — Alene M. Huff.

Swan Welders, Like Marines; Situation Well In Hand

(SWAN ISLAND) — Welders on the ways in this shipyard emulate the Marines — they have the situation well under control. They call it "welding control" and they operate it by a card and chart system that gives them all the answers in a matter of minutes for any specified question on sequence welding, laying out work, progress, and sundry problems. Welding on the ways has been brok-

en down into jobs and each is listed on an individual card with complete details of what is to be welded, where, footage, and other information pertinent to the welders under Rod Wentworth, welding superintendent.

At the start of each shift, the cards — or jobs — are assigned to welders from the Welding Control office whose employees, through their system, can tell immediately if the job is in welding sequence and that the welders are not laying themselves open to criticism by welding a seam or section out of sequence to endanger the ship. Through the system, the Welding Control office knows what is fitted and ready to be welded from a similar system set up by the Erection department and coordinated with the welding control.

NO GUESS WORK

There is no guess work about what has been welded on a ship at a given time. A rapid survey of progress charts in the welding control office gives welders a complete, visual picture of what has been done on any hull. It also tells who welded it. If a crew welds in the wrong place and the weld is out of accepted sequence, the "boner" stands out like a sore thumb.

Because the cards have footage



AL QUINE

listed for each job, and spaces for checking completion data, welders and crews are certain to receive credit for the amount of completed work with information pertinent to it.

The system dates back to the late summer of 1943 when E. L. Hann, general superintendent of Swan Island, anticipating that confusion and chaos might result from constantly increasing demands on the production schedule, tightened the less exact system then in use.

DOES OUTSTANDING JOB

With complete agreement of the Welding department, he assigned the problem to the Yard Coordination department, under H. K. Murner, assistant superintendent, and

Al Quine, outfitting supervisor on the ways, was given the job.

Quine, as Superintendent Hann says, "—did an outstanding job" in meeting the eight point requirement list which included: An established order of sequence welding to meet the approval of the American Bureau of Shipping; an erection cycle as set up by the Production department; a breakdown of weld footages into units that could be completed in a 24-hour cycle; a daily progress record of welding performed and by whom; the daily condition of any hull; a system simple and flexible enough to permit control under conditions of expanding production and necessary plan revision; the elimination of "hot hull" conditions and a system in operation by November, 1943.

Such exacting conditions required the utilization of men completely familiar with all sections and weldments of the ship. Since the Progress department, in the normal performance of its duties, had such personnel, Quine obtained the services of Hal Howard, Henry Haggard, and Murray Marquiss from Progress to work on the new project.

ORGANIZERS PRAISED

"Much credit must be given to those men for the initiative, resour-

Top Bond-Buying Department Will Sponsor Tanker

(SWAN ISLAND) — Technically, the fifth war loan drive started here June 1, but the main campaign will get under way Monday, June 5, when all departments in the yard break from the starting line in the yard contest to see which will launch a promised S. S. Swan Island and which runner-up departments will sponsor two other tankers.

Eighteen main divisions will participate in the drive toward the \$2,700,000 goal. This goal, expanded to equal the cost of one tanker, which would be named the Swan Island, is 22.5 per cent of the total yard payroll during the 8 weeks of the drive. Each department's quota is relegated accordingly.

All bonds purchased in the yard from June 1 to 7 a. m. July 23, will be credited toward these quotas.

cefulness and knowledge displayed during the set-up of the program and its subsequent successful operation," Quine states. "They were ably assisted by Gene Rapp and William Sakrison with officials in the Progress department who fully cooperated in placing facilities of the department at their disposal."

From a study of the procedure involved, it soon became evident that a close tie-in with erection fitting in sequence must be observed to utilize the full possibilities of the system.

M. L. Fulton, erection superintendent, realizing the necessity, set up within his own department a complete card system of erection fitting directly paralleling and tying in with the Welding Control card system.