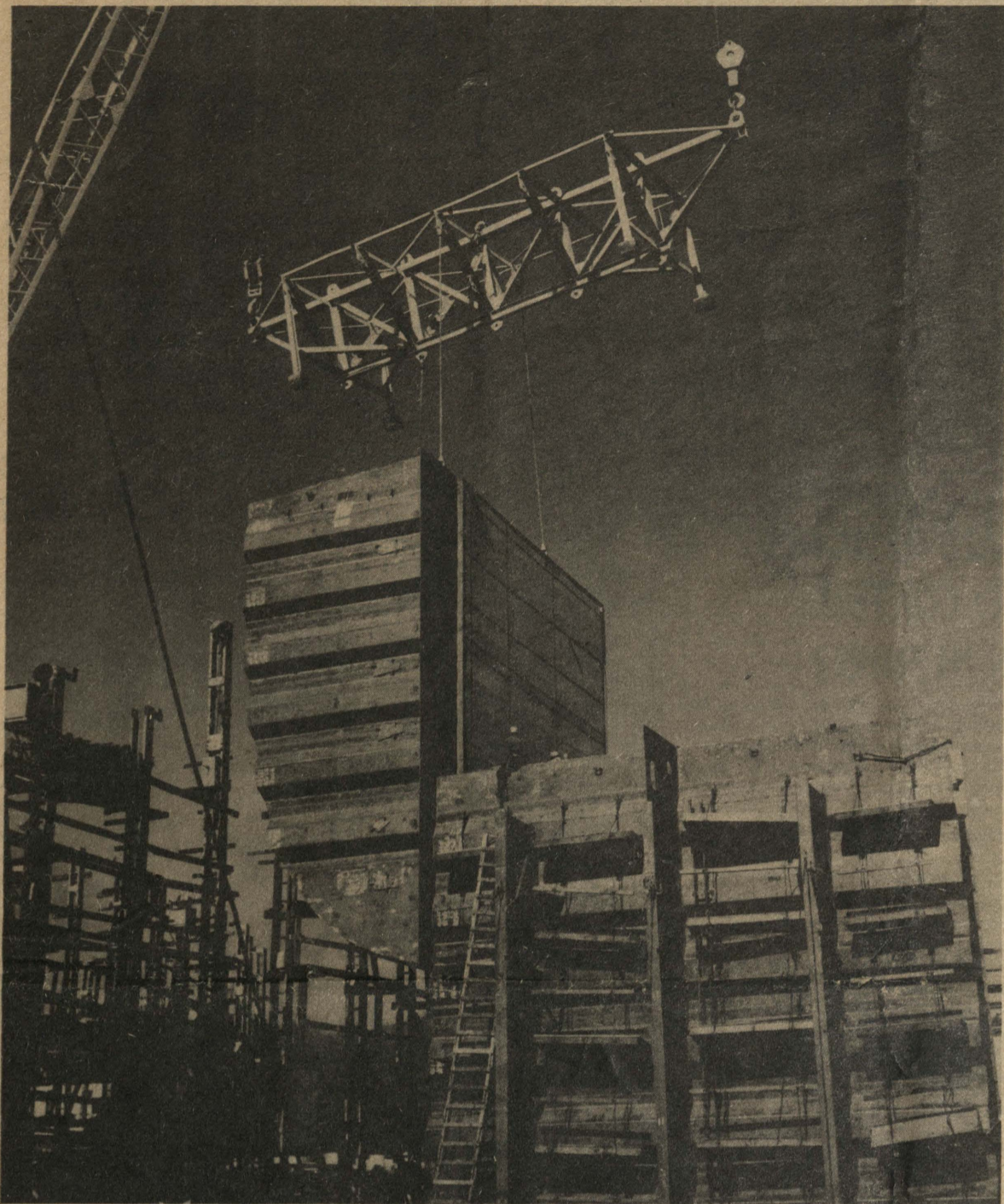
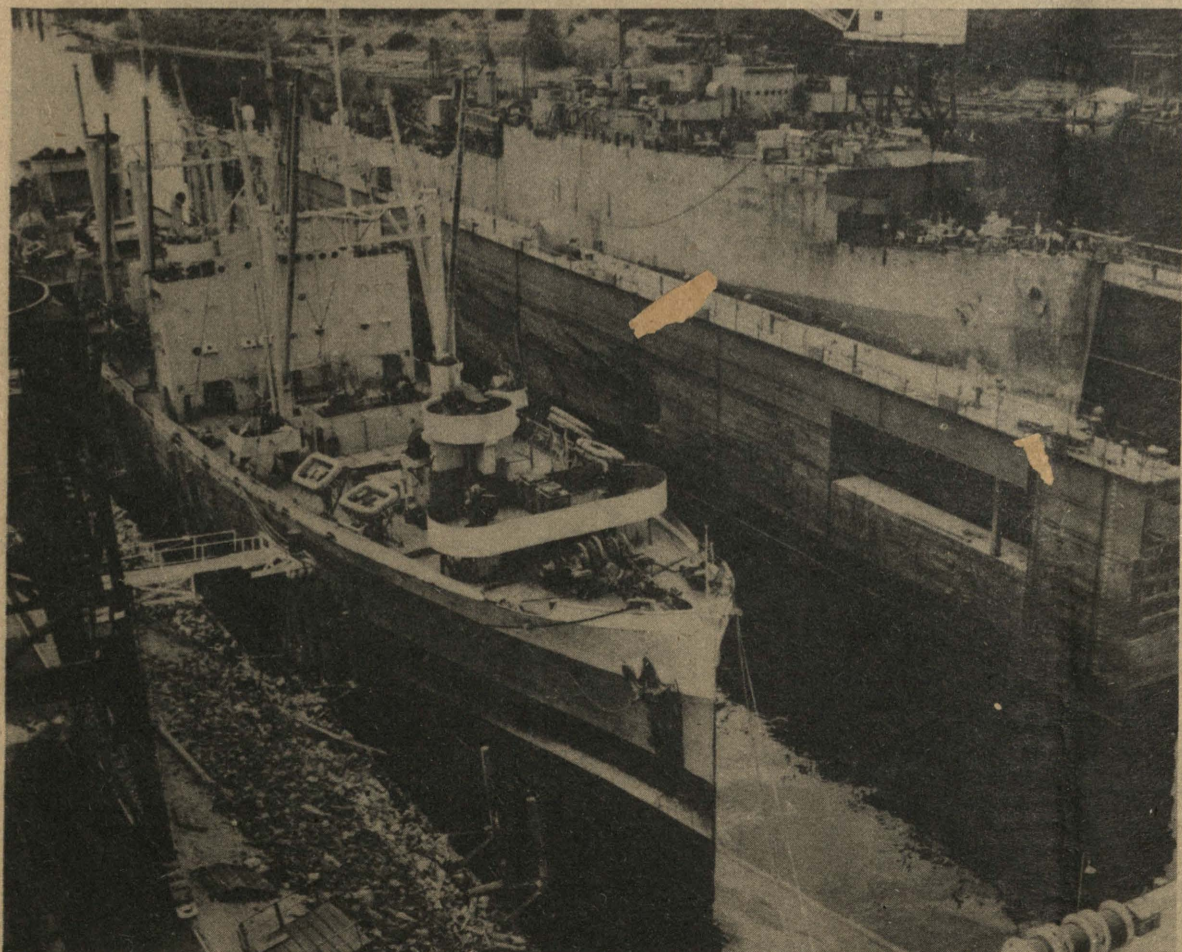


MECHANICAL TO LAUNCH

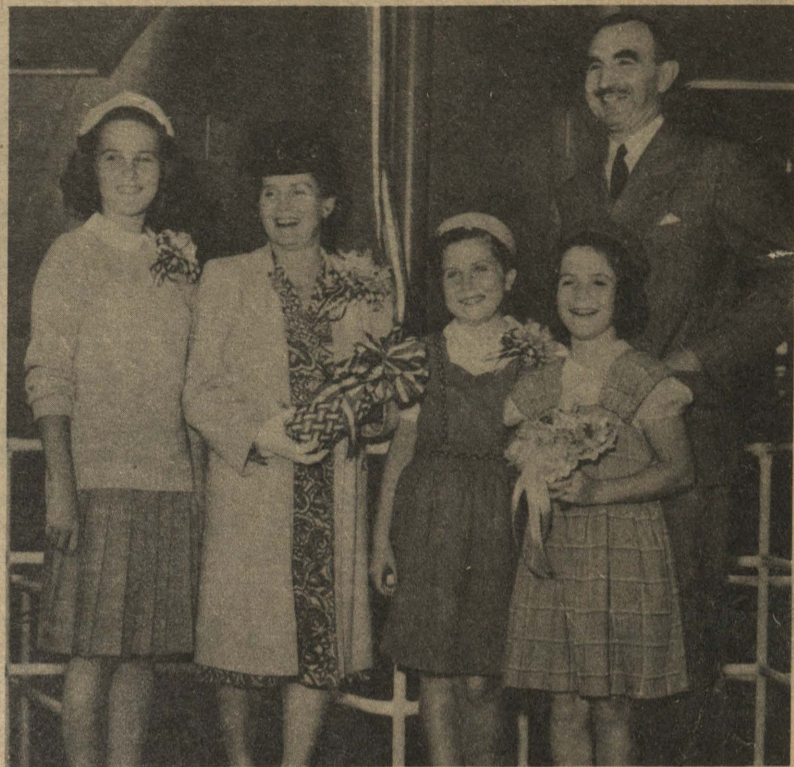
Story, Page 8



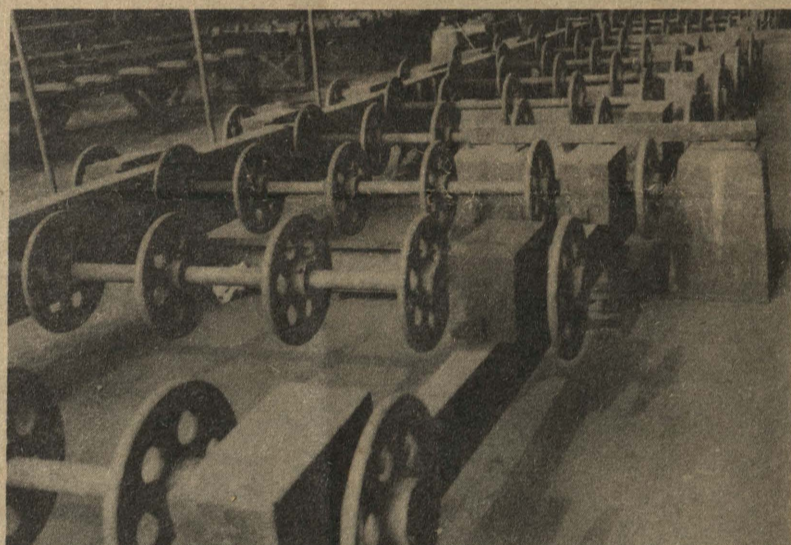
Heavy Section The 66.72 ton starboard fuel oil bunker tank on a Swan Island tanker, one of the heavier pre-fabricated sections, is set in place by a two-whirley hook-up. This section is welded to bulkhead 47 in foreground. Section is lifted by use of spreader-bar.



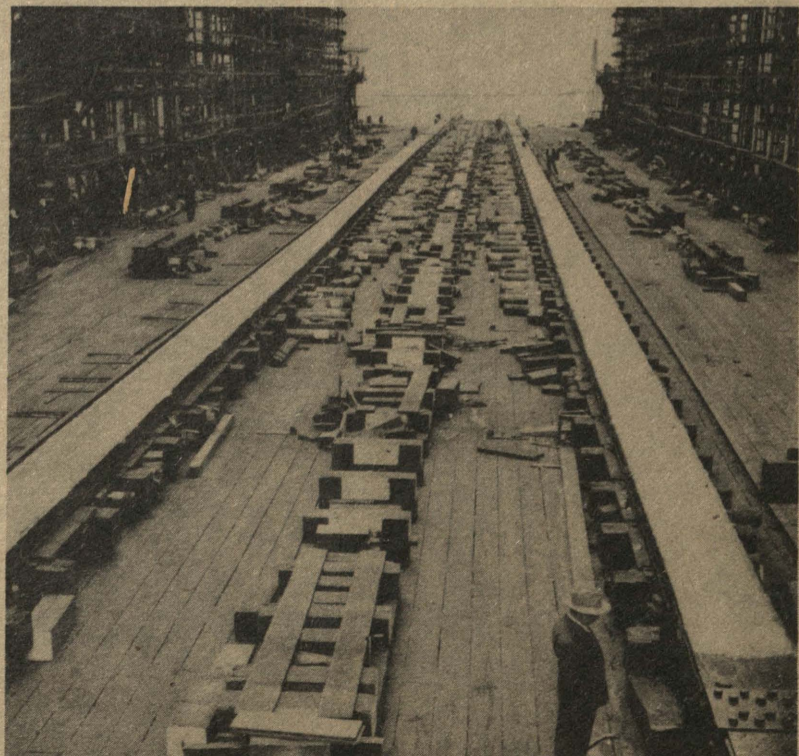
Veteran Workhorse This old riveted ammunition ship, the U.S.S. Nitro, has "passed the ammunition" in two wars. Berthed at Swan Island, officers and crew await word as to whether the Nitro will be overhauled or decommissioned. In drydock at right is an LSD.



Senatorial Family Mrs. Wayne Morse, wife of Oregon's Senator Morse, sponsored the S.S. Cannon Beach, Hull 147, Saturday, August 25. Attending her were her three daughters, Nancy, Judith and Amy. (Swan Island photo)



Idle Wheels Thousands of tons of steel have passed over these conveyor wheels in Swan Island's Plate shop where close to 2000 people once worked on three shifts. Today Fabrication has 88 workers on two shifts devoting their efforts to repair fabrication.



Open for Business Seventeen T-2 tankers have been built on Way 5 at Swan Island, but following the launching of the S.S. Cannon Beach, Hull 147, no keel was laid. Should the Maritime commission decide on postwar ships, here is a likely place to lay the first keel.

Shop Stewards Tour War Chest Agencies

In order for contributors to see their Community Chest dollars at work, a "Visit Your Agency" program of tours is being arranged by the United War Chest in preparation for the 1946 campaign, to be conducted this year, October 1-19. Last week four shop stewards of the Boilermakers union toured three agencies, visiting the Portland Fruit and Flower Mission day nursery, the United Seamen's Service Center and the Baby Lounge and Travelers Aid USO lounge at the Union Station.

Participating in the tour of the three agencies were John Rhind, shipfitter on swing shift at Swan, B. E. McNeill, Commercial Iron Works employe; S. V. Keller, welder layout on graveyard shift at Oregon Ship, and W. R. Phillips, welding inspector on swing shift at Oregon Ship.

LABOR WELL REPRESENTED

In a report prepared for fellow shop stewards, Phillips said, "Organized labor is well represented by efficient and capable men on the various Community Chest committees, trusted with the management and disbursement of such funds as go into the War and Community Chest. I can assure you that very little waste, if any, is experienced. These men are there to protect—and do protect—your interests."

Summing up his visits to the three agencies, Phillips reported: "We visited the Portland Fruit and Flower day nursery, devoted to the care of children from 10 months

to 6 years whose mothers are employed. I was informed that \$11,000 will be needed for the operation of the nursery next year. I assure you it is a necessary and worthy institution."

A new service inaugurated recently by the United Seamen's Service was praised by the group visiting the center, where merchant seamen may obtain food, recreation, housing, showers, and laundry service.

Summing up the visit to the Travelers Aid, Phillips said: "This is truly a worthy and highly essential organization, nationwide in scope and with ramifications too numerous to mention. They render every assistance to the traveling public, act as interpreters, information bureaus and, at present, render a most commendable service by assisting in the return of run-away girls who are traveling from military camp to camp."

Labor groups or individuals may visit Community Chest agencies at any time. Special arrangements for tours may be made through Mrs. Edith Collins at the United War Chest headquarters, AT 9181.



St. Johns Bridge and 'Baby' Beautiful Vancouver picture never before published is this view of the U.S.S. Sitkah Bay, framed by the St. Johns bridge in Portland. (Vancouver photo)

Underwater Weld Photographed

(CLEVELAND, OHIO) — A new underwater welding technique, which improves prospect for post-war salvage of damaged war vessels, has been successfully photographed for the first time. The arc welding and cutting process had literally been worked "in the dark" except to the diver and a helper

until the Lincoln-Electric company, Cleveland, developed a special tank with a porthole through which trainees observe the work.

Welding is done with a mild steel electrode especially coated to be impervious to water.

The training tank is now operated in the Panama canal zone, but other salvage training divisions soon will have others.

Cady Expected Home

(SWAN ISLAND) — Jack Cady, former USMC hull inspector at Swan Island, is expected back in Portland on leave from San Diego September 5. Cady is just completing "boot" training in the U. S. Navy.

SALE OF BONDS TO CONTINUE INDEFINITELY

The need for public purchase of Victory bonds—the designation that has supplanted that of War bonds—will continue indefinitely, a statement from the U. S. Treasury department stresses.

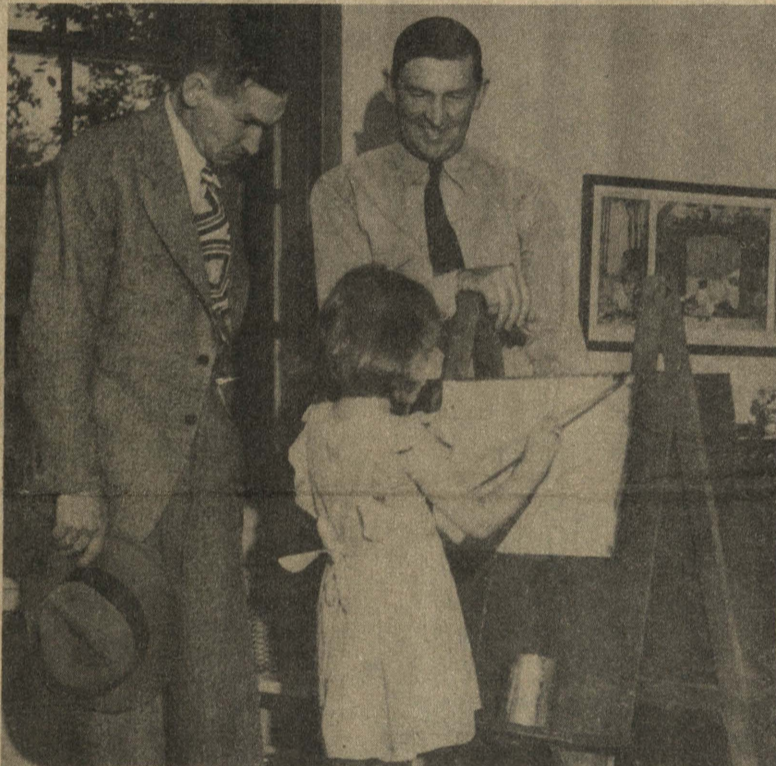
The statement, issued at Washington, D. C., quoted Secretary Vinson as follows:

"There are millions of our men overseas. Billions of dollars will be needed to bring them home, to provide their mustering out pay and to care for the disabled.

"Other billions will be required to provide for contract cancellations and to meet other cost incident to the liquidation of our war effort.

"All this will cost money. We should make the Victory Loan the last of our organized drives, but for the benefit of the country and for the benefit of its citizens, we should continue the sale of United States Savings Bonds, especially under the payroll savings plan.

"By buying bonds—and holding them—we will consolidate the victory and sustain our economy."



Inspecting local Community Chest agencies to find out how Chest dollars are spent, two Oregon Ship workers stop at the Portland Fruit and Flower Mission day nursery to observe the care given children of working mothers. At the left stands W. R. Phillips, swing shift welding inspector, and S. V. Keller, graveyard welder on layout. Both are shop stewards.

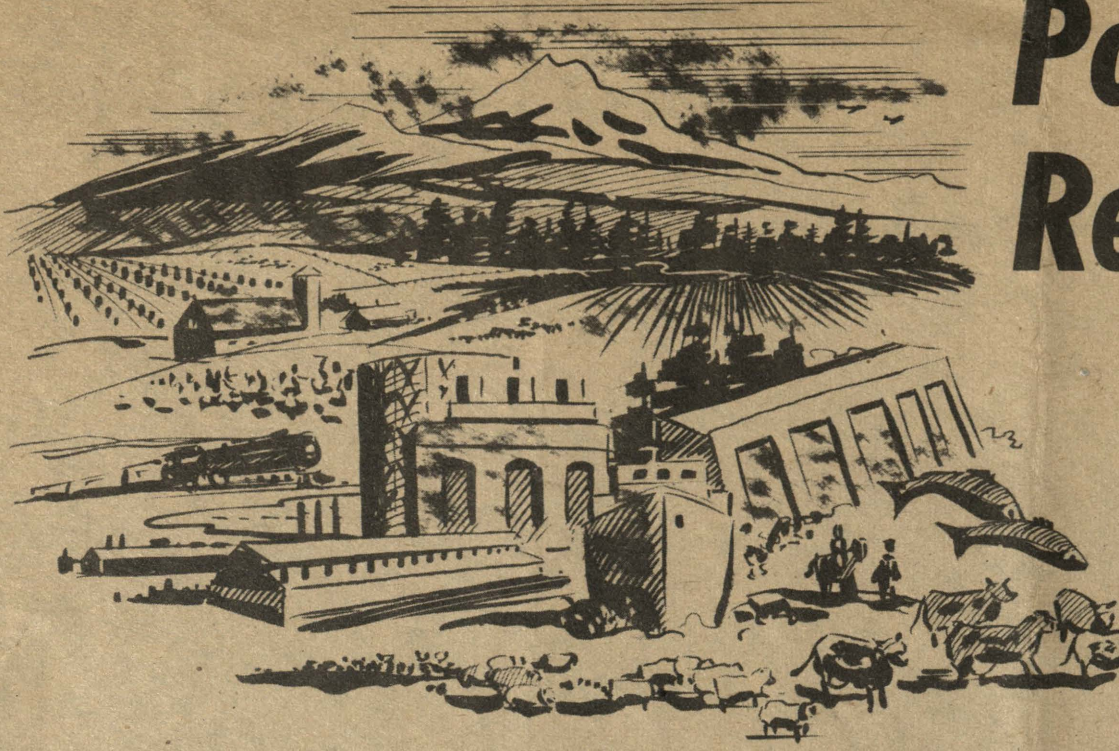


Recreation facilities provided at the Portland United Seamen's Service center are surveyed by two Kaiser shop stewards on a recent tour of Community Chest agencies. S. V. Keller, left, Oregon Ship swing shift welding inspector, and John Rhind, Swan Island swing shift shipfitter, were given a first-hand look at how Chest dollars are spent when they visited child care and servicemen's centers.



Underwater Job A diver demonstrates cutting and welding for trainees in salvaging of damaged or sunken war ships. Below, Master Diver W. Badders, who helped in the rescue of crewmen from the submarine Squalus before the war, and R. L. E. Cook, welder-diver (working in top photo) and assistants check diving gear before going down.

Postwar Plans Ready for Action



It's anybody's guess what is under those towering fir trees.

POWER ATTRACTS INTEREST

Hydro-electric power, abundant domestic supplies of ore and proximity to rich fields of Alaska and the Pacific-Orient have attracted interest in the chemical industry.

The Reichhold Chemical Company plans building an adhesive plant at Seattle and the Casein Com-

\$97,353,200 worth of projects in Oregon to open 468,515 acres of land; \$411,488,000 for Washington will irrigate 1,116,000 acres.

NEW ROADS APPROVED

The Federal Public Roads Administration will spend \$21,253,089 on roads in Oregon—the money to be matched by Oregon on a 50-50 share for three years.

Cities and counties in the Northwest will add another \$100,253,215 for streets and roads. More will

Editor's Note: The following article gives an overall picture of the general plans for Northwest post-war industrial development, supplementing and summarizing some articles which have appeared previously in the *Bos'n's Whistle*.

BLUE prints for industrialization of the Pacific Northwest are on the drawing boards of America. The planning tables of industry, government and business across the nation are stacked with papers, reports and bundles of data newly brought out of files marked Washington and Oregon.

For "postwar" is now—the gates are down, and the rush is on.

Months of waiting, weeks of exhaustive surveys and untold hours of preparation have piled up behind the log-jam of wartime work. Private industry now has top priority and first man, as well as best man,

wins. Within a few more months federal, state, county and city agencies will set signals for public construction.

The regional total—delayed by five years of war—rolls into an impressive two billion dollars plus.

Northwesterners soon will be making everything from plastic toys and aluminum nut-crackers to light metal trucks, heavy logging tractors and farm equipment. Giant flood control, power and navigation dams, sprawling irrigation ditches and scores of roads and streets and institutional buildings appear in that work pattern.

INDUSTRY GROWING

Industries that have been "war babies" will become peace time "step children." The family of northwest industries is growing.

Plastics, chemurgy, electro-metallurgy, electronics and synthetics

are war-fostered names moving northwestward to prime sources of raw material, low cost electricity and efficient manpower.

Those shipyard and aircraft plant production records at Oregon Ship, Swan Island, Vancouver, Boeing, Bremerton and Tacoma hold their lustre. Eastern and mid-west industrialists have their eye on our worker "know how"—the new basic resource of the region.

100 FIRMS SCOUT AREA

Most national industries mapping expansion into Washington and Oregon are keeping their ideas where competitors won't know about them until it is too late. That's good business. Firms big enough to command respect as potential job-makers have scouted the Columbia and Willamette valleys, the Puget Sound and Spokane areas.

More than \$50,000,000 worth of private industry for Oregon is tugging at the restraints of material shortage.

CHEMICAL PLANT PREDICTED
A Portland Chamber of Commerce report predicts new development of chemical and electro-chemical plants brought here by national defense necessity.

Two carbide plants, two aluminum plants, a ferrosilicon plant and a sodium chlorate unit have been installed in Portland since 1940. A fertilizer plant at Pocatello, Idaho, assures the region of a new source of supply. An aluminum chloride plant started at Tacoma during the war. The big Spokane magnesium plant is now producing metallic sodium.

Minerologists have declared that one of the bright stars in the Northwest's future development is locked up in the abundance and variety of both high and low grade ore of a dozen minerals. Rich deposits of iron ore in Idaho soon may be tapped to feed the cauldrons of a growing western iron and steel industry. Engineers have only scratched the surface of Oregon and Washington mineral wealth. Millions of acres of national forest land never have been prospected.

pany of America now has land purchased for a plant to produce glues at Eugene for that area's bustling plywood factories.

Others are in the negotiation stage, according to Chamber of Commerce officials. They include firms processing rayon, electrolytic zinc, cellulose acetate, artificial abrasives and a dozen products vital to modern industry.

Wood waste utilization hangs in the balance of government decisions to close down or complete the huge \$2,500,000 alcohol from wood plant at Springfield, Ore.

BID FOR FOREIGN TRADE

The Chamber of Commerce predicts too that sub-contractors for Portland-Vancouver shipyards are not going to toss war-learned tricks into the waste basket. Many will be bid for markets in the Philippines, Australia and China.

Oregon farmers and food processors, long harried by manpower shortages, soon can again resume promoting Oregon fruits and frozen vegetables.

New wrinkles in packaging, processing and marketing are injecting new life into Washington, Oregon and Idaho agriculture. Jobs will be created for those who succeed.

PUBLIC WORKS PLANNED

Government agencies have big plans.

The Army Corps of Engineers will spend \$299,400,000 on rivers and harbors improvement and flood control dams and reservoirs.

Bids for the Detroit dam, one of the six Willamette valley dams, may be asked next spring. In addition to the reservoir, 18 miles of the Santiam highway must be relocated. The same multiple job situation arises for all of the flood control projects. The Umatilla or McNary dam—when it goes in—would require relocating 87 miles of railroads, seven of Oregon highway and 14 miles of Washington roads.

The rivers and harbors bill enacted last February included ten dams on the Snake river costing \$58,625,000.

The reclamation bureau plans

come. Toll authorities, cities and counties have plans for 84 bridges costing \$28,459,710. Municipalities in the region have mapped 279 sewage disposal systems vitally needed for growing towns. They'll cost \$68,811,895.

Water supply facilities call for 258 projects totaling \$35,560,828.

Public Utility Districts are set to spend \$33,998,200. The Rural Electrification Administration plans \$7,000,000 in Oregon and \$7,750,000 in Washington. The Bonneville Power Administration tops those off with \$164,535,000 worth of lines, towers, transmitters and sub-stations.

BIG PEACETIME JOB

Oregon voters earlier this summer approved a state institution building program. Washington legislators gave Gov. Mon C. Wallgren a rubber stamp for \$50 million and set aside \$20 million more for counties and cities.

Oregon reported cities and counties plan \$116 million worth of streets, roads, sewers and buildings.

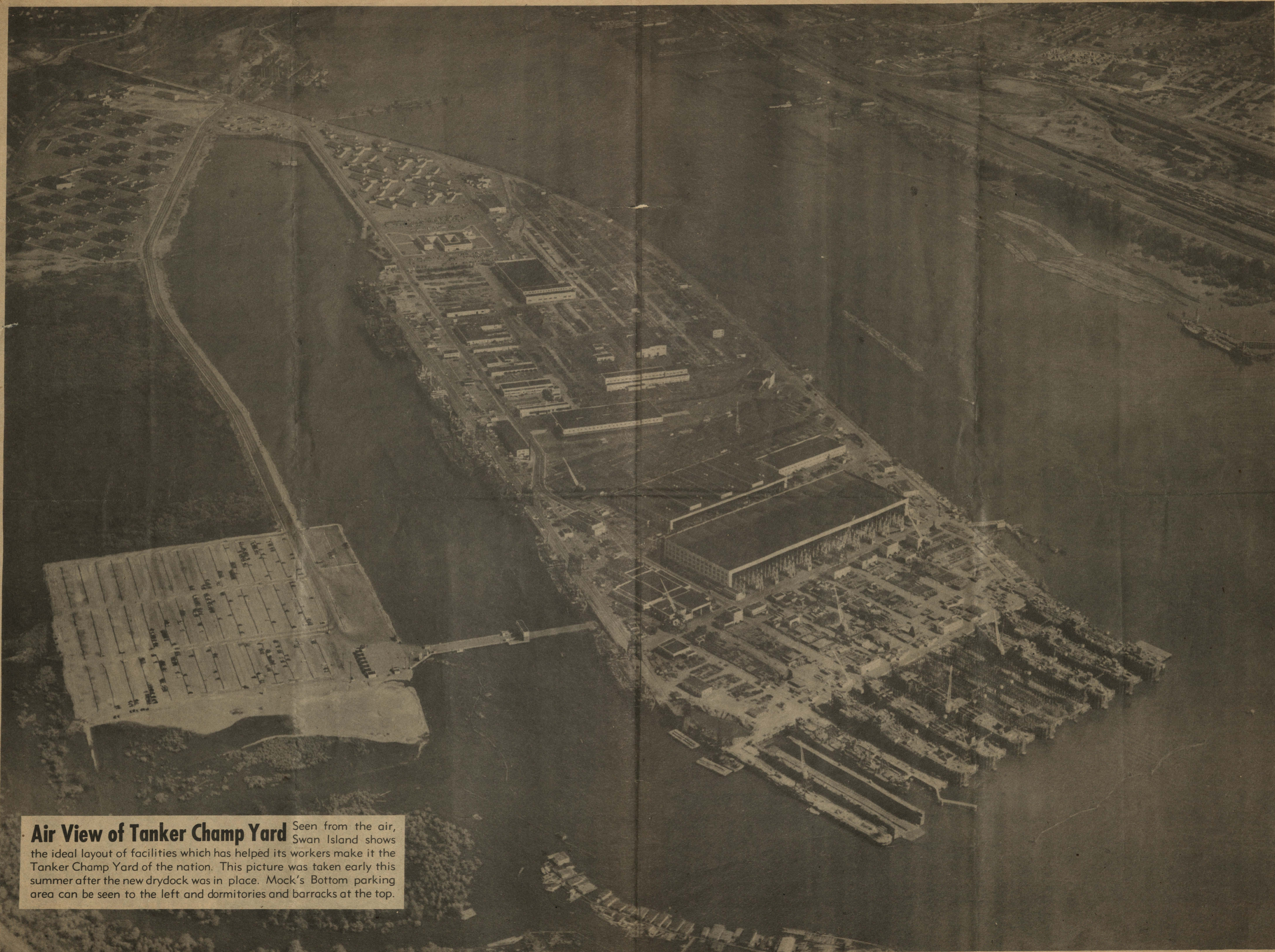
Northwest port commissions plan \$8,000,000 in improvements.

The Veterans Administration will soon announce plans to expand Northwest Veterans hospitals and clinics. A national veterans cemetery will be designated in each state.

Industry and government agencies will catch their second breath within a few weeks—then we'll go to work for peace.

It begins to look like a bigger job than victory.



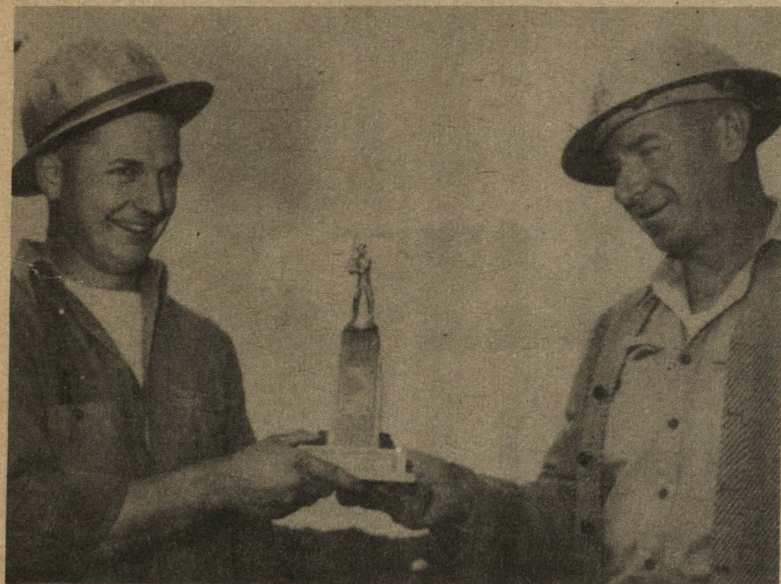


Air View of Tanker Champ Yard Seen from the air, Swan Island shows the ideal layout of facilities which has helped its workers make it the Tanker Champ Yard of the nation. This picture was taken early this summer after the new drydock was in place. Mock's Bottom parking area can be seen to the left and dormitories and barracks at the top.

Swan Maple Busters Wait Season Opening



Captains All These six Swan Island captains will lead their teams in the opening of the Swan Island Tanker bowling league September 14 on the Boilermaker maples. From left, Paul "Whitey" Kerr, Welders; Dan Fraser, Erection-Scorpions; Fred Epeneter, Burners; Mike Fader, Chippers; Lloyd Chapman, Erection-Sharks, and Walt Roth, Tank Test.



The 'Bacon' Manager Jack Workman (left), shipfitter leadman, receives the trophy donated by the Portland Softball Association from "Red" Fulton, Erection superintendent, for winning the Swan Island league championship. The Erection-Scorpion team won 15 and lost only two during the season just completed.

YARD PIN TEAMS VIRTUALLY SAME AS LAST SEASON

(SWAN ISLAND) — "War or no war, we're going through with our Swan Island Tanker bowling league as long as there's enough men," says Dan Fraser, president of the league.

The six-team league is scheduled to start action on the Boilermaker alleys September 14 with practically the same lineups that constituted the same teams last year. Back for another fling at the tenpins are Captains Mike Fader, Chippers; Fred Epeneter, Burners; Dan Fraser, Erection-Scorpions; Lloyd Chapman, Erection-Sharks; Walt Roth, Tank Test, and Paul "Whitey" Kerr, Welders.

Fader is vice president of the league, and Bud Berg, secretary.

Vancouver Duo Finish High in NW Pro-Amateur

Vancouver's Bobby Litton and Oregon Ship's Ray Honsberger fared well in the 1945 Northwest pro-amateur championships last Friday over the Riverside golf course.

Pro Litton teamed with amateur Joe Ahern and made a sensational comeback in their afternoon round with a 65 to finish with a total of 135 strokes, just one back of the newly crowned champions, Johnny Langford and Harry Bates. Litton and Ahern's par breaking round gave them second prize of \$350 in bonds.

In fourth place with a combined total of 137 were amateur Honsberger and pro Harold West. Their finish brought bonds totaling \$225.

Softball Champs Rate Regionals

(SWAN ISLAND) — The state champion E. J. Bartells softball team, asbestos sub-contractors at Oregon Ship and Swan Island, travel to Tacoma, Washington, this Saturday, Sunday and Monday for the Northwest regional tournament. Winner of the tourney goes to Cleveland for the national tournament September 13-20.

Litton Stays 'Hot' On Links

The 20th week of the War Industries Golf sweepstakes at West Hills last week resulted in only seven Kaiser divoteers placing in the money. The AA (no handicap) league found Robert Litton, Vancouver ace, in his usual par-breaking form as he toured the course in 34 for low gross honors. Kaiser employees dominated the American league. Low gross honors ended in a three-way tie that included Oregon Ship's Johnnie Turner and Don C. MacPike, both with 37's. Vancouver's Oliver Matson copped two prizes, low net with a 38-4-34, and long drive. Ossie Enebo, Swan Island, won pin approach. The National league was a whitewash affair as far as Kaiser employees were concerned. Ten players failed to place in the money.

Fulton's Men 'Latch' Most Sport Awards

(SWAN ISLAND) — Erection's Scorpions replaced Pipe as the most athletic department at Swan Island during the past year.

"Red" Fulton's men ended the 1944-45 bowling season by capturing the first half championship of the Tanker league. Then they stepped out to win the basketball championship and wound up by winning 15 out of 17 games to take the softball toga.

Master Files Leader Retires Next Month

(VANCOUVER) — Evadine Smith, lead woman in Master Files and one of the yard's present record holders, will retire from her present position in September, it was announced last week. Miss Smith has been an employe of the department since January, 1943. In her more than two and one-half years of work she has never missed a day, reports show.



CENTER TO CLOSE

(OREGON SHIP) — Oregon Ship's Child Service Care Center will close after day shift, September 8, it has been announced by Nora M. Clancy, director. Parents who wish to place their children in other care centers in the city during working hours may obtain suggestions from the personnel at Oregon Ship's center.

The Federal league was virtually the same, only Arthur Streit, Swan Island, coming up with a prize-pin approach.

The weekly sweepstakes, sponsored by the Portland park bureau, held their grand finale in a field day at Lloyd's golf course, Wednesday, August 29. Results will appear in next week's Bosn's Whistle. Kaiser employes' scores at West Hills:

AA league: Robert Litton, Vancouver, 34.

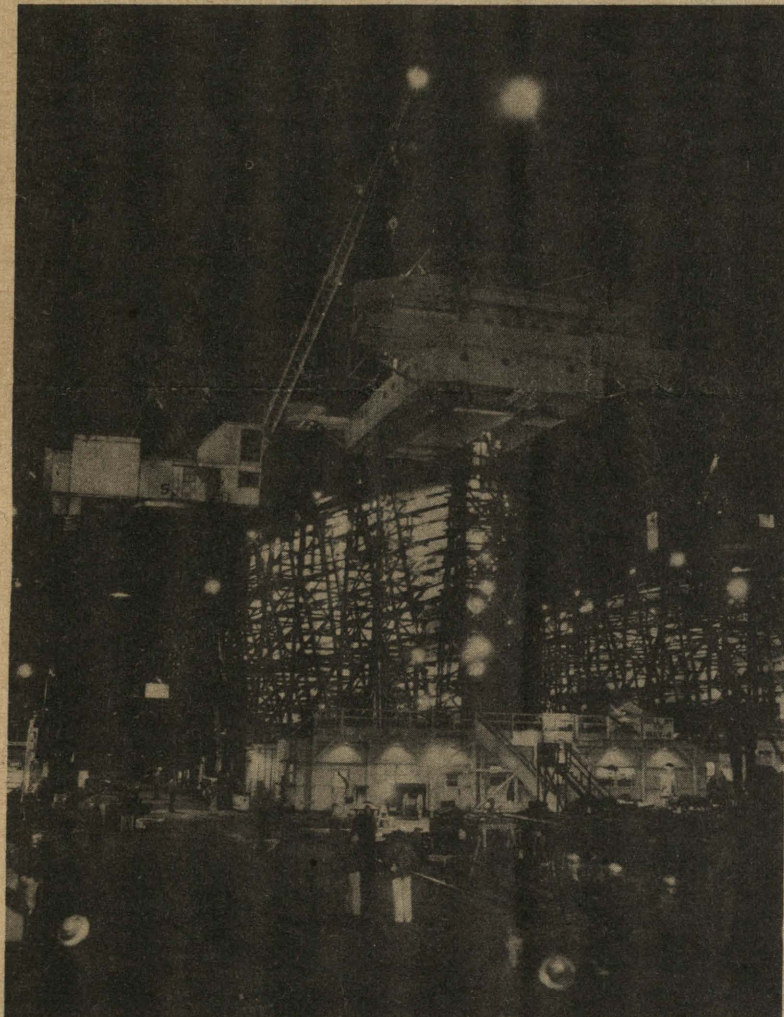
American league: Swan Island, Ossie Enebo, 41-3-38. Vancouver: Edward Vanderberg, 38-2-36; Oliver Maston, 38-4-34; James Hogan, 47-4-43. Oregon Ship: Donald MacPike, 37-3-34; Johnnie Turner, 37-3-34; J. S. Ball, 39-3-36.

National league: Oregon Ship: James Lidier, 42-5-37; Elmer Smith, 43-5-38. Swan Island: Leland Ariss, 46-6-40; J. Eldon Lents, 48-8-40; Robert Weitzel, 48-7-41. Vancouver: Dom Casciato, 50-7-43; Bud Swetman, 46-5-41; Ralph Moore, 44-7-37; Robert Houck, 47-8-39.

Federal league: Swan Island, E. R. Brillhart, 53-11-42; Arthur Streit, 50-11-39. Vancouver: Lavern Hoffman, 50-10-40; Ralph Bond, 51-11-40. Oregon Ship: W. H. Devereaux, 54-10-44.

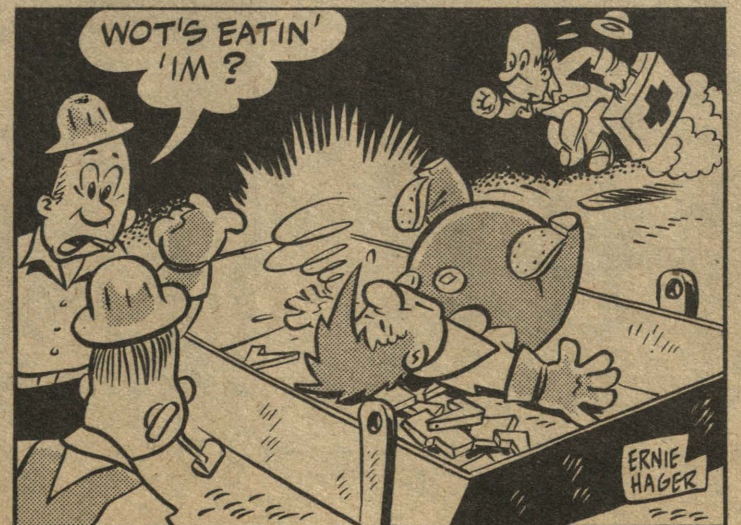
Daughter Born

A daughter, Judy Lynn, was born to the S. L. Schiermans on August 8 at Emanuel hospital. Schierman is a paint foreman on the ways.



Prize Night Photo Night time in the shipyards gave photographers opportunities for striking pictures such as they never before had seen. The one above, taken during the height of Oregon Ship's big Attack Transport construction program one year ago, was reproduced by publications all over the country and is generally acknowledged as one of the outstanding industrial photographs of the war. It is of a 90-ton AP-5 deckhouse. (Oregon Ship photo)

Stubby Bilgebottom



By Ernie Hager

1,350,000 Man-Hours Left in Swan Job

(SWAN ISLAND)—On new tanker construction Swan Island has approximately 1,350,000 man-hours left to go until delivery of hull 153, last tanker on the contract following the cutback of five ships. This amounts to 168,500 man-days. If the present force of about 7000 on new construction could be maintained until the last delivery, the tanker program could be finished in 24 work days, but that is not the program. As stated last week, about 1400 production workers have been on repair, and this number will be increased as fast as repair jobs are available. There is no ceiling to the amount of men who can be used for repair, but a safe estimate is a total yard payroll of 5000. So, instead of working everyone here 24 days—which is an impossibility with the number of hulls to work on decreasing—capable men will be shifted to repair.

Where quits do not balance manpower requirements, weekly layoffs will be necessary. From 400 to 500 workers each week will either (1) be transferred to repair, (2) quit, or (3) be laid off.

As of September 1, production records show the yard has an equivalent of 2.70 tankers to finish, when work on the remaining hulls is averaged.

Henry Kaiser Bids for NW Metal Plants

SPOKANE.—Henry J. Kaiser was among bidders for government-owned aluminum plants at senate sub-committee hearings here last week on disposal of the war-built aluminum reduction and rolling facilities.

The west coast industrialist reported he would seek to operate the plants either in cooperation with other western financial and industrial groups or alone.

Chad V. Calhoun, vice-president of Permanente Metals corporation, testified that Kaiser was interested in the huge alumina reduction plants at Hurricane, Ark., and Baton Rouge, La., the Troutdale Ore., aluminum plant and the Spokane rolling mill.

Kaiser engineers have reported the Spokane rolling mill, built for magnesium and aluminum sheet production, can be refitted to roll steel sheet until other western mills are erected.

RADAR USE EYED IN SEA SAFETY

Radar, which has served America at war, is being explored by the U. S. Maritime commission to eliminate hazards at sea during peacetime operation of the merchant fleet. Five sets of new type radar equipment, known as electronic navigators, have been installed aboard the S. S. American Mariner, training ship of the War Shipping administration training programs.

Major sea disasters have resulted from collision of ships at sea during fog or in darkness with icebergs or other vessels. It is expected that the electronic navigator will do much to eliminate this hazard.

In the last half of 1942, construction of dry cargo ship tonnage in United States shipyards was three times that lost by sinkings. In the first half of 1943, construction outstripped sinkings 5 to 1 and in the last half of the year the ratio was 10 to 1.

Supply Problem Keeps All Navy Yards Busy

Disputing dire forecasts of an industrial slump in the wake of peace, Admiral Royal E. Ingersoll, USN, commander for the Western Sea frontier, has pointed out that the vast supply problem of maintaining the world's largest navy and heaviest maritime tonnage will keep full forces on the job at naval establishments on the West Coast. Ingersoll's statement, released at Seattle by the Thirteenth naval district, follows:

"Predictions on the adverse effect of the termination of the Jap war on industrial activities throughout the country have appeared in the local press and been broadcast over radio networks. Whatever may develop in other parts of the country, it is obvious that on the Pacific coast these predictions are unjustified, especially in respect to those activities conducted by the navy in support of the forces afloat and ashore in the Pacific. That job was by no means ended on V-J day.

"There is still a tremendous supply problem to be met in connection with the forces that must be retained at the bases that have been won and that will be required to support the Allied control of affairs in Japan. Even when most of the personnel and supplies overseas have been returned to this country, work will continue in the overhauling, reconverting and maintaining of the largest navy and maritime tonnage in the world and in the salvaging, storing and disposing of equipment and supplies including surplus aircraft and ordnance.

"At navy yards, ordnance depots, air stations, supply depots, and at other navy facilities essential to preserving the fruits of victory, there is no prospect of any major

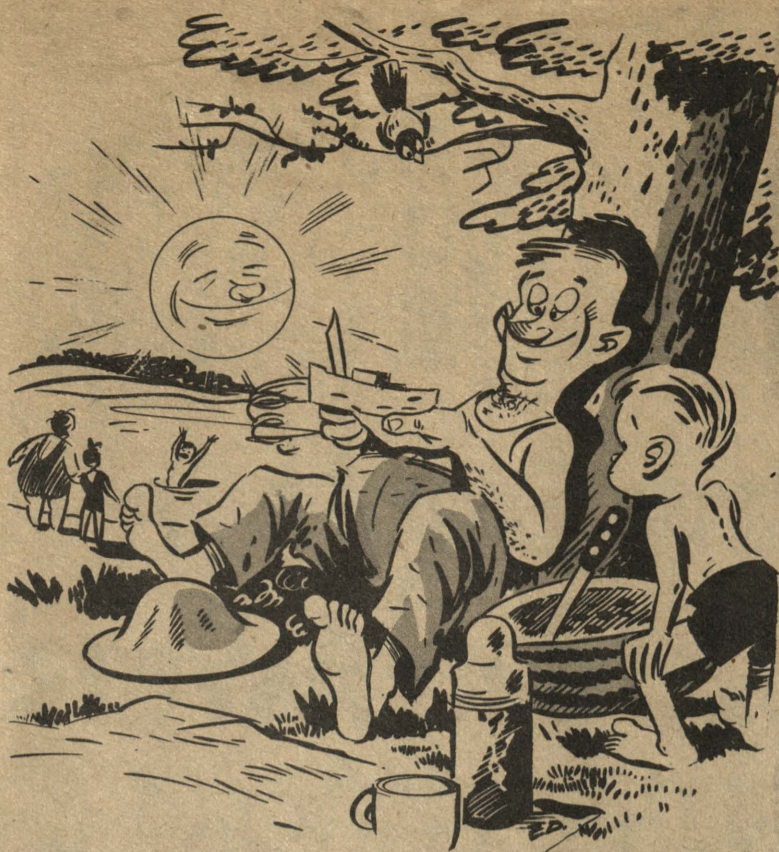
force reduction, although the removal of the urgency of wartime demands may permit the observance of less strenuous working schedules. Opportunities for steady employment will continue for a long time in all such navy facilities on the West Coast while working and living conditions will steadily improve with the passing of wartime restrictions."

48-HOUR WEEK WILL CONTINUE

There has been no change in the work week on new ship construction at the three Kaiser Portland-Vancouver area shipyards, and operations will continue on a 48-hour schedule unless the Maritime commission orders a change.

This announcement came from Kaiser officials this week after the 13th naval district had placed all yards under its jurisdiction on a 40-hour basis. The navy action, which affected all other plants in the area, has no bearing on new construction work at Oregon Ship, Vancouver and Swan Island.

Yard managers say the Maritime commission has given no indication on whether it will order the five-day week.



LABOR DAY HOLIDAY Oregon Led All States

Monday, September 3, shipyard workers will lay aside their tools to celebrate their first legal holiday since the beginning of the yards. With the exception of Christmas, holidays these past few years have been "just another day." Now, with no rationing on gasoline and a two-day holiday ahead, Labor day again will be celebrated in the good old way.

However, it is doubtful that any one place will see a celebration to compare with the first big celebration of Labor day which took place at Elm Park, New York, in 1882. From early morning until late at night, workers from all crafts thronged together for picnicking, speech-making, and general celebrating. The day started with a parade through the streets of New York and later on Americans, English, Irishmen, Germans and Italians joined in dancing, music-making and fireworks. Never before had so many workers gathered in one place to celebrate in their common cause.

CARPENTER STARTS MOVE

On May 8, 1882, at a meeting of the Central Labor council at New York, Peter J. McGuire, a carpenter and friend of Labor Leader Samuel Gompers, moved that a day be set aside to honor "those who from rude nature have delved and carved all the comfort and grandeur we behold." The first Monday in September was selected as the best day, as it came between the Fourth of July and Thanksgiving. A committee was formed to make plans and that first Labor day celebration followed on September 5, 1882.

Oregon was the first state to observe Labor day officially, at that time the first Saturday in June, 1887. In 1893 the date was changed to the one we celebrate now.

In 1894, on June 6 congress passed a bill making Labor day a legal

holiday. The bill was signed two days later by President Cleveland and the pen was delivered to Samuel Gompers, who for years had labored for the cause of the working man and who was one of the founders of the American Federation of Labor.

SENATOR URGES NEW ENTERPRISE

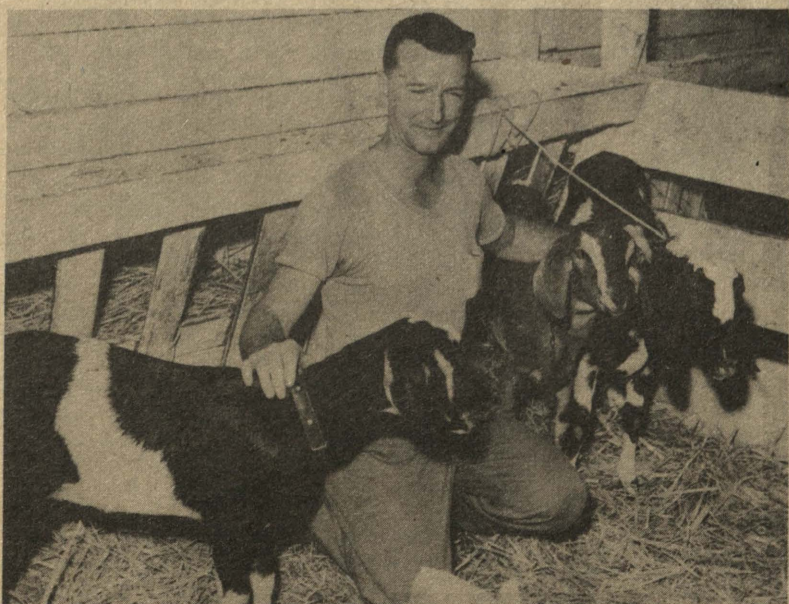
(SWAN ISLAND)—Free and new enterprise must be preserved under American constitutional government to "reap the harvest of our labor and sacrifice," U. S. Senator Wayne L. Morse, of Oregon, declared Saturday in the launching speech for the S. S. Cannon Beach.

The vessel was sponsored by Mrs. Morse. She was attended by their three daughters.

HEROISM CITED

"We have won a heroic miracle through heroic troops and magnificent home front production," Morse declared. "We must keep America a free America of representative government and free enterprise."

The Cannon Beach was the 147th ship launched at Swan Island since the yard's erection. Six more vessels remain on the launching schedule.



Nubians Swan Island Time-Checker H. E. Fuller, won one second and two fourth prizes with these Nubian goats at the Multnomah County fair at Gresham last week. Female goat in center took the second prize ribbon. (Swan Island photo)



Boom Testing Sixty tons of concrete and steel are lifted by the boom on this navy ship at the Swan Island Repair dock. This is three times as much weight as the booms ever are expected to handle.

INQUIRING REPORTER

QUESTION:

"Do you think Portland has a future as a world port?"

William McCarthy, switchman: "I think this could be one of the finest fresh water ports in the world. Seems to me Swan Island would be ideal for it, using both sides of the island. There's railroad facilities



and there could even be an airport right here. With everything so convenient I don't know why it hasn't built up more before this."

C. S. Zumwalt, Fabrication: "There are lots of things in this territory that could be shipped out and it seems that Portland would be the logical port. Swan Island would be a good place for it. Warehouses are already built, railroads run in and it's easy to get to. I doubt that Portland could ever compare with San Francisco as a port, however."



Lucille Thoe, welder: "I believe Portland will naturally become more of a world port as it continues to grow in other respects. With so many new people here there are bound to be new businesses, more houses and building in general. As there will be more available to be shipped out, it would be a good thing to have it shipped direct from here."



L. L. Johnson, Assembly: "Portland has a good chance of becoming a world port. Its situation makes it ideal, and much better for inland trade than San Francisco for instance. Portland has been too much overlooked in the past. Then too, there will be more produced here to be shipped in the future."



J. De Haas, machinery inspector U.S.M.C.: "There are great opportunities here and if people want that there's no reason why it shouldn't happen. With cheap electric power and industries being built up in the future, I think there's a good chance for it. Refrigerated ships could carry our agricultural products all over the world. Then there's lumber and light metals, too."



L. W. Larson, Labor leadman: "Seems to me Portland is quite a ways inland but as other industries build up the port will too. The thing is to have something to haul in and out. It will all depend upon the people and industry. There are plenty of railroads from the east. Unless a lot of opportunities are passed up I don't see how it could help being quite a port."



Dorothy Nolan, secretary, E. J. Bartell Co.: "That will be up to the business men of the town. They'll have to put up the money. They'll have to sell property cheaper and let some new industries get a foothold. Portland has been too backward. Sure, there are plenty of possibilities if business will not be afraid to take advantage of them."



Daughter Born

Welder Ernest "Double-bottom Sinatra" Mulberry became the father of a baby girl, Arlene Louise, born at Vanport hospital July 17.



L. C. BUCK



H. de CATHELEAU

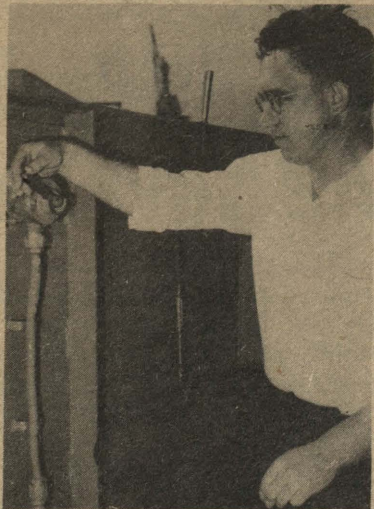


ROBERT HARGROVE



JOHN EVANS

HE'S OFF ON A TOOT



THOMAS CORRIE

(SWAN ISLAND)—With a flip of the wrist, Thomas Corrie, U.S.M.C. Electrical inspector, tests the tooting technique of ships' whistles. By pushing a button in the wheel house the whistle will blow for five seconds every minute. This prolonged blowing is used during fog when vision is obstructed. Besides four electrical stations, five manual whistle pulls are scattered over the ship. The manual pulls are wired direct to the whistle. As each puff of steam from the stack represents a considerable amount of fresh water, the whistles are not blown indiscriminately.

Three toots on the whistle is the combination used for testing purposes because that means nothing to river men, whereas a single blast is apt to throw a bridge open.

Trial Crew Employe Wins Top Idea Award

(SWAN ISLAND) — Two riggers, an electrician and a Trial Crew employe receive war bonds totaling \$250 for Labor Management suggestions during the month of August. Top prize of a \$100 bond goes to Robert C. Hargrove, Trial Crew, for his magnet to clean the lube oil system. A special flange with magnet bar running through it is placed inside the regular strainer trap in the lube oil



When Mechanical department won top spot in the Doughboy division and the honor of launching a tanker, Central Tool Room under Supervisor E. A. Danford was high in the department, thereby naming the sponsor. These employes were high bond buyers, purchasing in cash value \$14,825 on a quota of \$2,876 or an average of \$926.50 each for 515 per cent of their quota. They are, left to right, front row: D. A. Dougherty, J. F. Muncey, Wm. Simmons, John Luick, Ed Warren and I. J. Lawrence; back row: E. Jacobson, J. C. Mastrovich, F. E. Shaw, R. J. Schorzman, G. W. Miles, M. Croshaw, J. Perko and C. P. Commons.

system. The magnet is energized through a rectifier from regular electric circuit on ship. With this method, 24 hours allows sufficient time for removal of all foreign particles.

L. C. Buck, electrical maintenance, copped a \$75 bond for his feed line cable puller. His invention pulls 100-foot sections of electrical feed line to the welding machines after they have been placed aboard ship. This does away with the former method of pulling aboard by hand. The machine is used whenever a bank of welding machines is used. It has been in operation at Swan Island since April.

A drill jig for king posts won a \$50 bond for Rigger Henry deCatheleau. The purpose of his invention was to accurately align and drill bolt holes on king posts. By fastening adjustable rollers in a groove around end of king posts and making required adjustments, all guesswork is eliminated.

Fourth prize of a \$25 bond went to John Evans, rigger, for his invention of thimble jaws for a wire rope vise. Its purpose is to give a positive hold on the thimble and line when splicing cable.

Marine Inspector Back

(SWAN ISLAND) — Maritime Hull Inspector Jean Bigot returned to his job recently after undergoing a serious operation at a local hospital.

Jordan Valley Launching Honors Mechanical Dept.

(SWAN ISLAND) — Tomorrow representatives of Mechanical department will launch the 16,500-ton S.S. Jordan Valley, Hull 148, their prize for heading the Doughboy division at the completion of the recent 7th war loan. Mechanical, under the leadership of Master Mechanic John Walisch, ended the campaign with sales of \$244,728 or 237 per cent of its quota of \$103,112 for approximately 500 employes. Per capita sales in cash value in the department averaged \$460. Mechanical department has had an impressive bond buying record since the early war loan drives. The 4th war loan, which first instituted department competition, was won by Mechanical. In the 5th war loan the department placed fourth in the yard. It took third place in the 6th war loan and, by placing at the top of the Doughboy division in the 7th war loan, also was second high in the yard although the competition was within divisions and not yard-wide.

TOTAL OF \$667,114

In the four campaigns Mechanical employes purchased \$667,114 in bonds.

For a long time it looked as if the Doughboy tanker would be launched by Mike Fader's riveters and chippers, but Mechanical surged ahead for a strong finish and Fader's gang ended second best with 224 per cent of its quota.

Competition was keen within the Mechanical department among Central Tool Room under Supervisor E. A. Danford; Machine shop under Assistant Superintendent J. C. McDonald; Crane Operators under Supervisor Chuck Morrison, and Equipment Maintenance under Superintendent Bill Lanus. They finished in the following order:

Central Tool Room.....271 per cent
Machine Shop242 per cent
Crane Operators232 per cent
Equipment Maint.215 per cent

SPONSOR'S PARTY CHOSEN

Members of the sponsor's party



D. C. Bones



H. L. Morse



Ernie Woody



Mrs. Woody



G. C. Hagans



Clara Hagans

were chosen by lottery with Central Tool naming the sponsor by right of placing high in Mechanical. The sponsor named the flower girl and each of the other groups selected an attendant by lottery.

Sponsor will be Mrs. D. Chesley Bones, wife of a swing shift tool checker on the Repair dock. Bones has been at Swan Island three years tomorrow with no vacations in that time.

Esther Woody, office employe of

All War Gear Deleted From Incomplete Ships

(SWAN ISLAND)—Definite proof that the remaining tankers being finished on Swan Island ways are intended for peace and not for war is evidenced in the way the Maritime commission is pulling the teeth, or armament, from the ships. Guns, gun tubs, ammunition lockers and hoists, extra life boats, gunners' quarters and plastic armor are among the wartime defense items being deleted from the tankers.

Three days after Japan announced its intention of surrendering, Swan Island was ordered to stop installation of specific outfitting

Marine Pipe and wife of Ernie Woody of Equipment Maintenance, will be one of the matrons of honor. The other matron of honor will be the wife of Oiler H. L. Morse of the crane operators. Mrs. Morse was a shipfitter in Assembly until two weeks ago.

George C. Hagans, Machine shop, named his daughter, Clara C. Hagans, Erection shipfitter, as maid of honor.

The flower attendant will be William Bones, grandson of the sponsor.

THANKS!

Charlotte Johnson wishes to thank everyone who contributed to her stork shower.

items on which the installation was less than 75 per cent complete. Items substantially complete were to be finished.

SOME TUBS, NO GUNS

Some tankers will have gun tubs, but no guns. Others will have gunners' quarters without plumbing, bunks or other fixtures. Compartments intended for gunners will be finished for storage. Battle phones, blackout protection, searchlights, life rafts and launching skids disappear. Portable name boards are no longer necessary as the ship can identify herself—now the war is finished.

Where not 75 per cent complete, structural changes involve ¾-inch steel housetop and radio room bulkheads, defense bulkheads at doors and ammunition chambers and hoists.

With elimination of the navy armed guard of approximately 28 men and officers, the tankers will now carry a complement of around only 50 merchantmen and officers.