



Not A Riot! They're just going home. As the roar of the 3:30 p. m. whistle dies away, fleet-footed workers make a sprint for the gate. The picture has some resemblance to an end run for a touchdown

in a football game. But safety officials frown on this practice, declaring the yard clears in 15 minutes under normal conditions. End runs, they say, are unnecessary. (Swan Island photo)

Published for the
26,000 Employees of
Swan Island Shipyard

BOSN'S WHISTLE



**SWAN
ISLAND**

Volume 4—Number 12

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8 Pages

SHIPFITTERS SET TONNAGE MARK

Story, Page 5

SAFETY CONTEST WINNERS NAMED



'PRESERVED COG' WINS

Mrs. Iva Brustman, day shift duplicator in Plate shop, won the \$100 first prize in the Swan Island Safety Suggestion contest. She is the lady who recently won national fame for her poem, Preserved Cogs.



SECOND PRIZE

Carl Stellwag, day shift painter, took second prize of \$75 with his entry in the Swan Island Safety Suggestion contest. Stellwag says he can use the money as one of his children is in the hospital.



THIRD PRIZE

M. B. Greisen, day shipwright leadman on the ways, was awarded third prize of \$50 in the Swan Island Safety Suggestion contest. Greisen came here on construction and stayed to build tankers.



FOURTH PRIZE

M. Rosenthal, who won the fourth prize of \$25 in the Swan Island Safety Suggestion contest, was born in Germany and received his citizenship papers Feb. 17 of this year. He is a law school graduate.



Waves Lash Oiler

A navy fleet oiler refuels a warship on the high seas as sea water cascades over the vessel. The oiler might well use a bit of its cargo for the old maritime device of "oiling the waters" to calm the waves before transferring the fuel during a battle mission in the Pacific. (Official U. S. Navy photograph)



"He used to be a surgeon . . ."

Freak Mishaps Prove Painful to 'Curious'

Although the accident rates at the three yards are favorable when compared to other industries, accidents and injuries still happen. Some of them are serious, a few are fatal and when Lady Luck throws the dice almost anything can, and does happen, sometimes with results that put men and women into the "believe it or not" classification in a hurry.

SEEKS WAYWARD DOMINOES

If you are one of the shipyard workers who doesn't believe that shooting craps is apt to lead to trouble, take heed of this shipfitter. When his dice inadvertently rolled into a section of pipe during a peaceful lunch hour session, the unfortunate gentleman pushed his hand and arm in after the wayward cubes. Result: The arm stuck and it took a special crew to chisel and peel the pipe off.



Not a casualty, but mighty uncomfortable.

A welder's helper absentmindedly pushed his index finger through a small rivet hole in a shell plate. It went in quite easily, but it wouldn't come out. When the first-aid car arrived, the situation was well past the joking stage. However, with the aid of thread and soap the finger was reduced in size and lubricated sufficiently to enable a very shamefaced welder's helper to get out of trouble.

CURIOS WELDER

Then there are shipbuilders who suffer from overdeveloped curiosity. Take for instance the welder who entered the first-aid station with a badly lacerated hand. After much urging he finally broke down and confessed. "I was just curious about what would happen if I stuck my hand into the nozzle of a blower. So I did! I ain't goin' to fool around with them fan blades no more!"

NEW WAY TO WARM HANDS

Safety departments in the three yards have always warned that wearing rings and jewelry was exceedingly dangerous. Not long ago a Vancouver woman was standing without gloves directly below a burner. The hot, molten slag fell, striking her hands and quickly welded two rings together. So thorough was the weld that the first-aid attendants had to cut off the rings in order to treat painful burns on her hands.

NOVEL BOLT-UP

Another rare one, reported several months ago in the Vancouver shipyard's Flat Top Flash had to do with a curious man who reported at the first aid station with a deep cut around his index finger. The injury was uncommon, but after questioning, the victim stated that he had put his finger into a nut which was attached to an impact wrench and in so doing he had accidentally touched off the trigger. The nut immediately screwed onto his finger as if it had been a bolt. It finally took the combined effort of Vancouver's machine shop, a vise and a hack saw to free the curious victim.



Well, I'll be

IN ORDER TO KEEP THE KAISER THREE-YARD PAYROLL AT A LEVEL-A NEW WORKER MUST BE HIRED EVERY 4 MINUTES

SEND YOUR SHIPYARD ODDITIES TO "WELL, I'LL BE" CARE OF THIS PAPER. WE WILL PAY \$1.00 FOR ANY WHICH ARE USED.

9,511.2 MILES OF WELDING ON LIBERTY'S IN 1943

ABOUT 150 HARD HATS ISSUED OR EXCHANGED EVERY DAY. 4500 A MONTH OR 54,000 A YEAR

THE 310 MILES OF PILINGS USED AT VANCOUVER WOULD REACH FROM VANCOUVER, WASH. TO VANCOUVER, B.C. WITH PLENTY LEFT TO SUPPLY THE NATION WITH TOOTHPICKS



Here is a group attending a lecture by the Rev. James Fogarty on world economics. Father Fogarty praises the interest of his listeners who take part in forum discussions. Persons from every trade in organized labor in the Portland area participate.

Lectures Offered On World Economics

The shipyard worker with an interest in the economic aspects of the world today might find the answer to some of his questions in the series of lectures now being offered at the Portland Labor Temple. Presented every Friday between 7:30 and 9:30 p. m. by the Rev. James Fogarty of Portland university, the lectures deal with the development of American industry, and a comparison of economics in the United States with those of Italy, Germany and Russia under totalitarian forms of government.

FORUM HELD

Father Fogarty uses census figures to present an impersonal view of American industrial growth. The current lectures are part of a series covering 10 weeks. Six more classes are to be presented. Portland labor leaders asked Portland university to inaugurate the series, and Father Fogarty, who has been teaching economics for 18 years, was assigned to direct the program.

A forum is held at the end of each lecture.

Father Fogarty is a member of

the public panel of the War Labor board and of the Post-War Planning board of Portland. He formerly was a professor of economics at Notre Dame university.

Tuition for the series of 10 lectures is five dollars.

Previous lectures have dealt with principles of economics and labor problems.

2 Tankers Launched

(MOBILE, Ala.)—Two tankers were launched in one day recently at Alabama Dry Dock and Shipbuilding company at Mobile, Ala. Addco has 12 ways, launches some of its tankers sideways into the Mobile river.

Rigger Spent 33 Days on Sea Raft



Benny Wallace relaxes at the Swan Island Riverside Dormitories after 33 days on a life raft when the Liberty ship carrying ammunition, on which he was serving as a merchant marine was torpedoed by a Jap warship. Benny is on a six months leave and has signed up as a rigger on graveyard shift. He has had five ships knocked out from under him since the war started. On the life raft he caught fish with safety pin hooks and squeezed them for water. One of the six men died on the 32nd day. Benny says the most appreciated equipment on the life raft was cigarettes.

Benny went on to explain that all survivors on the raft were sunburned and badly dazed. They spent two weeks in a hospital in Australia after being rescued, and were later transferred to a Honolulu hospital for two weeks. He will be shipbuilding until shipping out on another Liberty at the end of his leave.

Unemployment Pay Won't Provide Ease

(Although the Kaiser yards in this area have contracts that will keep them running full steam well into 1945, many far-seeing workers are now laying out their own personal postwar plans. To help them plan intelligently and clear up many confusions concerning unemployment insurance the Boss's Whistle herewith presents some of the more pertinent facts concerning this very important law.)

Every once in a while one hears a worker say, "When the war's over I'm going back home and take it easy on my unemployment insurance." That man's got a surprise coming. Unemployment benefits will help him all right but they won't give him a "life of ease."

Unemployment insurance is not to be confused with old age benefits. They are two separate things. It has one aim only—to tide a worker over from the loss of one job until he can find another. That is all. It is a federal-state system, that is the federal law was set up and then each state set up its own law to work with it. The state taxes employers directly to establish a fund (No unemployment deductions are made from the worker's paycheck). This fund is matched by the federal government and benefits are paid from it. Because of this the act varies somewhat from state to state.

How Much Does It Pay?

This is probably the most important question concerning unemployment insurance. Payments usually amount to one-half the worker's full-time weekly pay—except that there is a maximum and a minimum. In Oregon and Washington the maximum is \$15 a week. Oregon has a minimum of \$10 a week, Washington of \$7 a week.

It is plain to see that this will not provide a life of luxury for most workers. Average earnings at present in the Kaiser yards are \$60 a week.

How Long Does It Last?

Length of time during which a worker may draw his unemployment benefits varies according to the length of time he has worked and the amount he has earned during the base period. Here again, however, there is a maximum. The best anyone from Oregon or Washington can expect to do is 16 weeks. This means then, that the most any Kaiser worker can expect from these benefits is \$15 a week for 16 weeks.

Is This Paid Even If The Worker Moves To Another State?

So far as Oregon and Washington are concerned workers will be paid their benefits no matter what state they go to after being discharged here. All they do is go to the nearest office of the United States Employment Service, register for a job, file their claim and explain about previous work. The Employment Security Agency in that state will examine the claims and forward them back here from where payments will be made directly to workers.

How Does One Qualify For Unemployment Insurance?

Just being out of work isn't enough. There are several important provisions that workers must meet before being allowed to draw unemployment benefits:

1. You must have been employed on a job covered by the state unemployment compen-

sation law. This is no worry to Kaiser workers because shipyard jobs are so covered. The act does not apply however to domestic and farm labor, railroad workers (covered by a separate law) public service, non-profit, educational, religious and charitable organizations.

2. You must have earned a certain amount of pay or worked for a definite length of time during a designated period called the base period. In Oregon, the minimum amount of earnings, to qualify, is \$200 and this amount, or more, must have been earned during the base period which is the first four of the last five completed calendar quarters immediately preceding the current benefit year (January 1 to December 31). For example: If you should become unemployed at any time during 1944, your eligibility would be based upon your employment and earnings during the period October 1, 1942 to September 30, 1943. If you had no earning in Oregon during this period you would not be eligible even though you had been employed subsequent to September 30, 1943.

Washington is somewhat easier than Oregon in this respect. In that state the base period is the first four of the last five completed calendar quarters immediately preceding the date of filing the claim. The benefit year, instead of being the calendar year, is the 52 weeks following date of filing. The minimum amount of earnings to qualify is \$200, the same as in Oregon.

3. You must be able to work. Illness doesn't count. Compensation for sickness or injury due to your job is paid under the Workmen's Compensation Law.

4. You must be available for work, that is ready and willing to take a job if a suitable one is offered you. Suitable employment generally means work in your line or at your own trade, with your usual wage and within a reasonable distance from home. However, if you have been out of work for a considerable time, or if the job offered is an essential war job you may be disqualified for refusing it even if it is not your usual trade, does not pay your usual wage, or is not convenient to your home.

5. Waiting Period. There is always a waiting period before a worker can begin receiving benefits. This period—two weeks in Oregon and one week in Washington—must start with the week in which the claim is first filed. For this reason, workers should go immediately to the local employment service as soon as they become unemployed. Weeks of unemploy-



ment prior to filing of the claim cannot be counted as waiting weeks.

There is no age limit for unemployment insurance benefits. If you have been holding a job and can hold another, you can draw benefits when unemployed, provided you meet the requirements of the law.

PENALTIES

In addition to the waiting period required in all states, a worker may be penalized by an additional postponement of benefits for any of a number of reasons (a) if you quit your job voluntarily without good cause; (b) if you were discharged for misconduct in connection with your work; (c) if you refuse or fail, without good cause, to apply for or accept an offer of suitable work. However, if you feel that any decision regarding your claim is unjust, you can appeal. Opportunity for a fair hearing, before an impartial tribunal, is provided in every State Unemployment Insurance Law.

WORKERS WARNED TO WATCH TIRES

Although periodic tire inspection is no longer required, Howard Young, Oregon Ship director of Housing and Transportation, warned OSC workers this week they must continue to obtain the maximum use from their tires.

"If old tires show abuse," he said, "application for new ones will be denied." Motorists should not fail to have tires recapped when the tread is worn smooth. Cuts and breaks in tires should be repaired immediately. Motorists also should guard against faulty wheel alignment which cause unnecessary wear on tires and should always maintain proper air pressure. When pressure is low it causes side walls of tires to break."

MENUS LISTED

Oregon Ship and Swan Island Child Service centers announce the following menus for the coming week. Orders must be placed at the Child Service center two days in advance. The menu includes:

Monday, May 1: Barbecued Spareribs (1 lb. ribs), Orange rolls, 50 cents; May Day Salad grapefruit, avocado and strawberry, 15 cents.

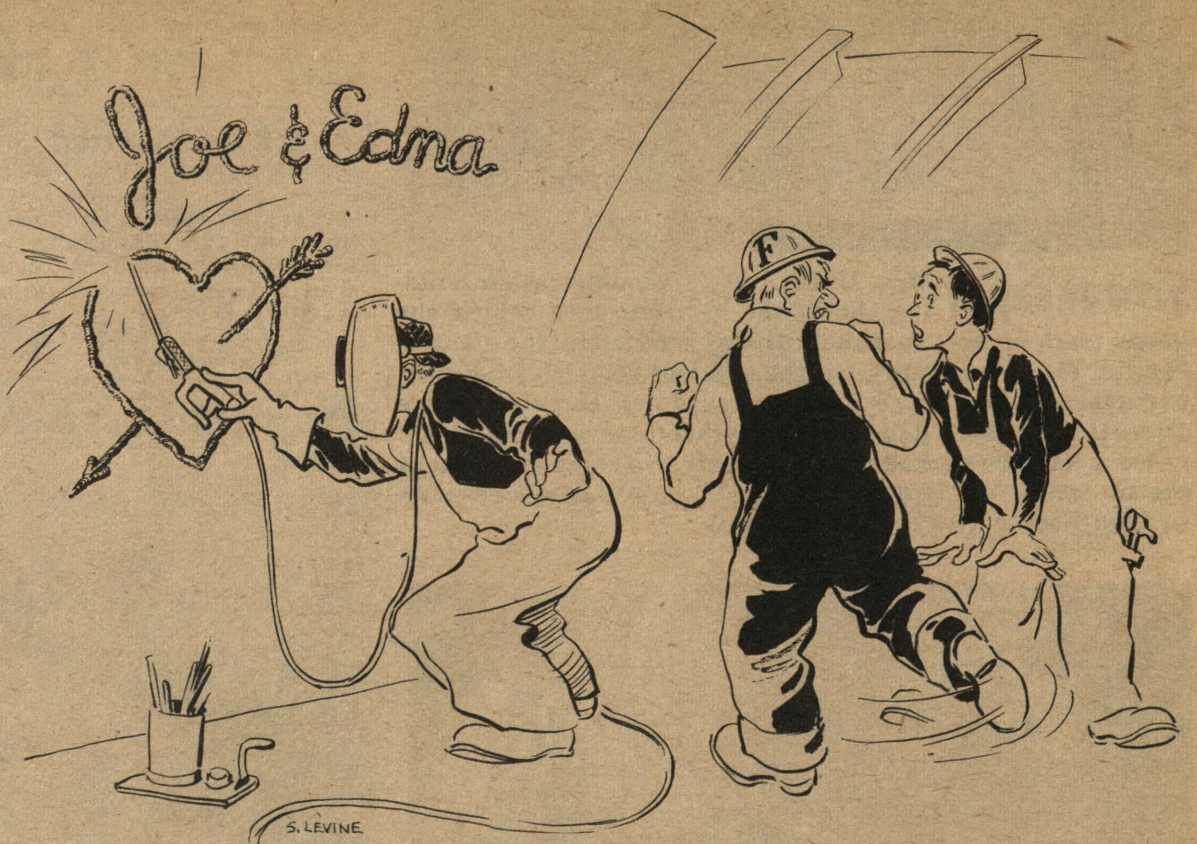
Tuesday, May 2: Italian spaghetti (1 1/4 lb. grade "A" beef), Cherry puff rolls, 50 cents; Potato Salad, 15 cents.

Wednesday, May 3: Swiss steak, brown gravy (1/2 lb. grade "A" beef), Spice cake with frosting, 50 cents; Spring vegetable salad, 15 cents.

Thursday, May 4: Baked pork chops with dressing (2 pork chops), clover leaf rolls, 50 cents; Fruit gelatin, 15 cents.

Friday, May 5: Baked beans and brown bread, ginger cookies, 50 cents; Cabbage salad, 15 cents.

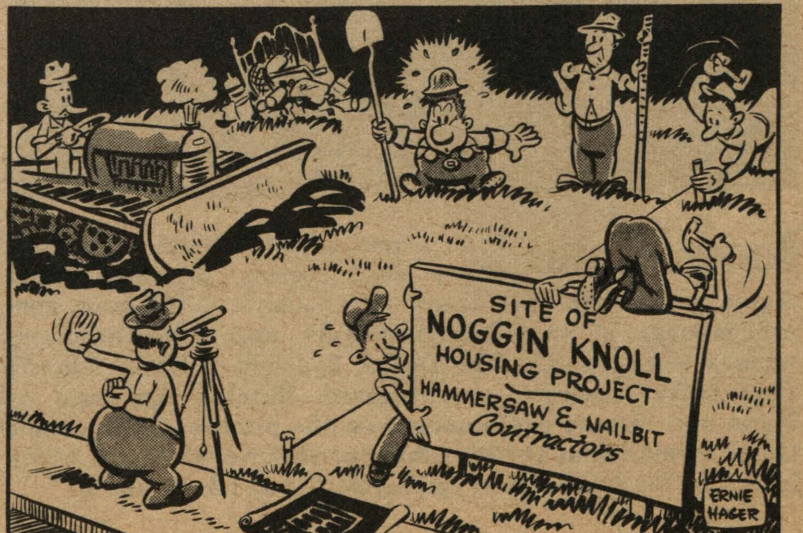
Saturday, May 6: Sauerbraten and gingersnap gravy, fruit nut bars, 50 cents; Mixed vegetable salad, 15 cents.



"No, no! Don't be too hard on him. You know, 'In spring a young man's fancy . . .'"

Stubby Bilgebottom

By Ernie Hager



Swan Assured Of New Work

(SWAN ISLAND)—Questioned Monday concerning a local newspaper story that Swan Island has a new contract to build 60 cargo ships, A. R. Nieman, Swan Island general manager, stated that he was unable to confirm the story. "Undoubtedly more work is in the offing for Swan Island," he said. "We have been outstanding in production and our record assures us of additional contracts."

"However, the nature of our next contract has not definitely been ascertained. Negotiations are in progress now and we expect news daily. Swan Island employes may rest assured that management is working hard to obtain new contracts best adapted to our facilities and our production setup. There is every reason to believe that work on the island will continue well into the next year following completion of our current contract."

"It should also be pointed out that management's present endeavors are not only to secure additional wartime contracts, but also post-war contracts for the yard."



Here are six members of the crew of eight in the rigging loft. They prepare the 20,000 feet of rope used on each tanker built at Swan Island. They are left to right, Leadman Hans Peterson, Louis Vadanais, Charlie Gunderson, Arnold Martin, Lars Tangen and Lyle Joy. Other members of the crew are Edward Olsen and Abil Sjogren. (Swan Island photo.)

LOFT RIGGERS KNOW THE ROPES

(SWAN ISLAND)—A bowline with a bight, a figure eight, a cat's paw, or a variety of splices suitable for windjammers or tankers are always available at Swan Island's rigging loft. For here Hans Peterson, leadman rigger, and his crew work with 20,000 feet of rope that must be cut, spliced and made ready for each tanker.

Peterson went to sea on windjammers when he was 14 and spent the next 35 years on sailing ships. He is surrounded by a crew of "salts" with the same sort of background.

"Rigging in the old days was much more intricate and called for more fancy knots and splices than we do now," Peterson said. In those days the "rope and canvas" men vied with each other in the number of knots and splices they could master.

Swan Pair Married

Carolyn Chementi, Field Cost department office clerk, and Leigh Gilbertsen, Progress department swing shift office leadman, were married Sunday, April 16. Both started in the Progress department in 1942.

CARD OF THANKS

To Bays 9, 10 and 11, Assembly, and Ed Webber and crew, I wish to express my appreciation and thanks for the beautiful floral offerings and expression of sympathy during my recent bereavement. — Inez Willingham.

Swan To Launch 5th For April Tomorrow

(SWAN ISLAND)—Swan Island's 65th tanker, S.S. Wolf Creek, will be launched tomorrow at 11:30 a. m. It will be the fifth ship to be sent to the Outfitting dock in April, and marks a production record of a ship from the ways on an average of every five days for the month. The Wolf Creek will be sponsored by Mrs. H. L. Feiock, wife of Swan Island's hull outfitting superintendent.

Maids of honor will be her two daughters, Barbara Joy, and Norma Gay. Miss Connie Campbell will serve as flower girl. On Tuesday, April 25, nearly 3,000 Campfire Girls and Bluebirds attended the launching of the S. S. Camp Namanu, 64th Swan Island tanker. The ship was named for the nationally famous Campfire Girls' camp located on the Sandy river 30 miles east of Portland.

Mrs. Edward J. Kolar, president of the Portland council of Campfire Girls, sponsored the 16,000-ton tanker. She was attended by Mrs. Walter Holman and Mrs. Mary E. Parker as matrons of honor. Eight-year-old Sandra Fleming, a Bluebird, was flower girl.

The entire program was dedicated to the Campfire Girls program. Their special demonstration of ceremonies and singing of campfire songs was under the direction of Ann Burgess.

CARD OF THANKS

To my friends in the Swan Island shipyard: I wish to thank you for your consideration at the time of the death of my son, Jerry Green. Your thoughtfulness was appreciated. — Mrs. Vivian Green.

Swan Worker's Son Cited For Heroism

(SWAN ISLAND)—For extraordinary heroism during the attack on Tarawa, Nov. 20, 1943, Pharmacist's Mate 3/c Robert LaVerne Winters, son of Mrs. Etta H. Miller, day shift shrinker's helper, Swan Island, was recently decorated with the navy cross by Adm. Chester W. Nimitz somewhere in the South Pacific.

In a letter to a friend Winters writes, "Our officer was killed just before we hit the beach and I got a piece of shrapnel in my shoulder at the same time. When we hit the beach I turned sick inside me to see all those fellows getting blown to pieces."

The next day Winters was wounded in the leg and was knocked out by concussion. But he made his way to the front line, and then went back for medical supplies.

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Scorekeeper Mrs. Hazel Kelley, Administration building, holds the scoreboard on which she keeps track of her husband's flying exploits in the Central Pacific. The 17 dots represent the missions in which Lt. Kelley participated. The plane replicas stand for three Japanese aircraft he has shot down, and the other drawing is an enemy vessel his bombs sent to the bottom. He was recently awarded the air medal. Mrs. Kelley came to Swan Island as secretary to Glen Rogers. (Swan Island photo)



See How It's Done Welding personnel heads at Swan Island are receiving visual instruction in a series of conferences that will continue until all 437 men have participated, probably another 13 weeks. Each group is meeting in five two-hour sessions. Meeting above are, left to right, Foreman George Ruschman, and Leadmen Ray Walker and Ed Sabin, all from Assembly; Frank Schmidling, Howard Mason, Andy Anderson and M. J. "Smitty" Schmidt, all leadmen on the ways; J. S. Beito and Archie Hodges, foremen on the ways; Hank Morgus, foreman Outfitting dock, and Instructor Stan Loye, supervisor, Production Training. (Swan Island photo)



Burned Plates F. L. Quiett, superintendent of the Carpenter shop (center) presents Elmer Hann, general superintendent, (left) and A. R. Nieman, general manager of Swan Island, plaques made from the plates burned when the S.S. The Dalles, last hull of Swan Island's first tanker contract, was released. Burning tips used by Hann and Nieman are mounted on the plaques. Quiett made the presentation at the launching of Hull No. 63, April 18, on behalf of the Swan Island employes. (Swan Island photo)



Service Station

Sir: I suggest that we have a service station to take care of breakdowns such as flat tires, running out of gas and other things that tend to congest the traffic near Mock's Bottom.—R. E. D.

Ed.: Management feels that this idea, which has been suggested many times, has considerable merit. At the present time, tentative plans are being formulated for this service and there is a possibility in the near future it will be available.

Vacation Pay

Sir: A great many workers, who after 1200 hours are entitled to a vacation or pay in lieu of, prefer to take the pay and continue working. The question arises—Why, if he takes the pay, must this amount be added to his weekly stipend instead of being paid in a separate check? The vacation pay is not pay for the week but an accrual over 1200 hours. By combining the weekly pay and the vacation pay in one check, the amount is in a higher tax bracket and the employee has a much larger deduction that would have been made had he received two separate checks.—R. D. R.

Ed: The Paymaster's office says that regulations allow

them to write not more than fifty-two checks annually for each employe. However, the question of withholding tax for the week should not be of too great concern. The actual income tax paid for the year, by the employe, is based on gross earnings and if the employe has had more deducted than should be, according to his income, we are told the amount will be refunded.

Barracks For Soldiers

Sir: Some of the barracks at Mock's Bottom are empty. Also there may be rooms vacant at the Riverside dormitories. There are plenty of service men who need places to sleep and there is plenty of room at the barracks and dormitories. Could not an exception be made for men on furlough and facilities at the barracks and dormitories be made available to them? I live at a hotel that would be glad to direct the many service men they have to turn away. I realize this is not strictly company business, but would appreciate your calling it to the attention of the proper officials.—H. S. Morriss.

Ed: The barracks and dormitories are open to service men. The charge is \$1.00 a night.

Fitters Set Mark For Placing Steel Tonnage

(SWAN ISLAND) — Fitting 1,168 tons of steel into place on April 20, the Erection department broke all existing "placed on ship" tonnage records for Swan Island. "The record is a direct result of stepped up production in Assembly," Erection Superintendent M. L. (Red) Fulton said in praise of the department that feeds the erection crews. "When they put out steel as they do now, we can break

plenty of records! We can handle even more." Fulton also pointed out that much credit for the new record must be given to riggers—working under L. P. "Moon" Mullins, supervisor of riggers on the ways—crane operators, shipwrights, pipefitters, machinists, and other workers who helped Erection's shipfitting crews do the job.

ACCENTS EFFICIENCY

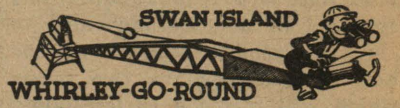
Manned by 1,105 employes, the department accents its efficiency with the new mark. A previous high record of 1,132 tons placed on ship was made January 19. Progress reports reveal that the April record more than doubled the 1943 daily "P.O.S." average of 525 tons. Since the first of this year, the daily average has jumped to a little over 900 tons daily.

Working under the Hull department and J. E. Gardiner, hull superintendent, Fulton's Erection department has built up a reputation for handling some of the largest steel



M. L. (RED) FULTON
Superintendent of Erection

sections and units assembled in any shipyard. Among the heavier prefabricated parts of ships that Erection fits into place on each hull are the 74-ton forward cofferdam, the 123-ton upper bridge deck unit, and a 17-section poop deck assembly.



Madge Raithel tells of a little boy at Vanport who has been saving his dimes to buy a horse. The youngster, son of Mrs. Ann Wells, found a purse with more than enough money to satisfy his desire, but returned it to its owner. Both Mrs. Wells and Mrs. Raithel are in the Labor department on the ways, swing shift.

C. W. "Hap" Pullen, engineering aide, day shift, has been named editor of The Shipbuilder. He has been the Swan Island correspondent for the tabloid. Pullen will continue to work at Swan Island and spend evenings editing the newspaper. Ginger Roatch, Forepeak Jig welder, and Sally Jones, Assembly burner, both on day shift, will be Shipbuilder correspondents.

Day shift electrical workers Jean Alvord, field clerk, and Roy Sundstrom, Fleet oiler foreman, announce their engagement.

Charles Laman, swing shift engineering aide, lost most of two teeth last week when he accidentally fell against a desk in the Hull Control department.

Three former Swan Island employes are now in the U. S. Marines. Floyd A. Bivens, welder; Everett T. Hayes, machinist; and Larry J. Thornton, graveyard shift guard, are in "boot" training at San Diego.

Painters honored Vic Downs, day shift, on his birthday, Wednesday, April 19, by serving lunch in the paint storage tent between the garage and shop.

John F. Bruns, principal hull inspector, recently returned from a month's business trip that included stops in Alabama, Louisiana and Florida.

Robert "Bob" Noble, former day shift painter in Paint shop recently transferred to the Poster department which is under the supervision of Keith Ward. Bob has been doing much of the stenciling and sign work for the Paint department.

Mrs. Doris Ralston, secretary in the Paint department recently returned to work after a short vacation.

D. D. Kuchenthal, foreman of electrical maintenance on the Outfitting since June 2, 1942, is leaving Swan Island to go into business for himself in Portland.

Timekeeper to Learn How Tankers Perform

(SWAN ISLAND)—W. E. "Bud" Lacey, head timekeeper, day shift, is going to find out how tankers



perform at sea. He joined the merchant marine Saturday, April 22, and has been assigned to the S.S. Silver Peak as quartermaster. Lacey holds an able-bodied seaman's ticket. He was the first timekeeper hired at Swan Island over two years ago and has worked with the department from the days when employes checked in by calling out their numbers as they filed by a window, to the present system of punching in and out on time clocks.

Lawyer, Writer, Soldier Now Clothes Designer



Col. C. R. Hotchkiss

(SWAN ISLAND)—Col. Clarence Roland Hotchkiss, swing shift expeditor in Assembly Bay No. 1, models his version of what the well dressed expeditor should wear. According to "Who's Who," the colonel, awarded the distinguished service medal in World War 1, has been author, newspaperman, lawyer and soldier.

In 1916 Colonel Hotchkiss was delegate to the Republican national convention. He was secretary of the Republican state central committee and served as a presidential elector in 1920. From 1922 to 1931 he was Oregon district U. S. Marshal.

He was a member of the War department general staff from 1933 to 1937 and then was admitted to practice before the U. S. Supreme court. He was editor of the Oregon Veteran from 1920 to 1922.

He designed the khaki twill uniform he wears in the picture at a cost of \$120.—(Swan Island Photo)

Brothers in Service

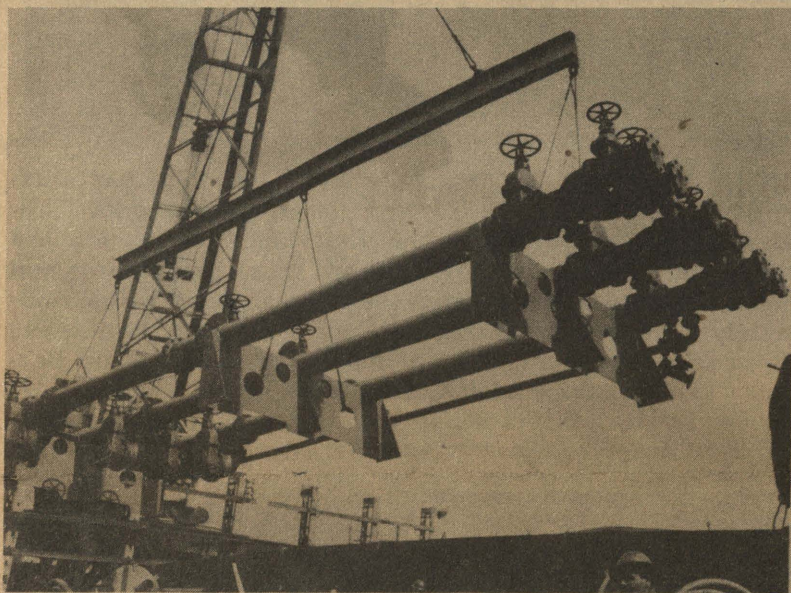
(SWAN ISLAND)—Florence St. Germain, day shift laborer, ways, has four brothers in the armed services. George, now stationed at Camp San Luis Obispo, Calif., is a staff sergeant, while Orel, another staff sergeant, has been reported missing in action in the Philippines. Dennis is a private in the army and is in a rest camp near Los Angeles, following four and one half years of overseas duty. A fourth brother, Norman, is on active duty as a seaman.

CENTER TO CARE FOR CHILDREN ON SATURDAYS

(SWAN ISLAND)—School-age children will be cared for Saturdays at Swan Island's Child Service center, James Hymes, director of the center, announced this week.

Children from 18 months through 7 years of age are accepted for regular or temporary enrollment 24 hours a day. One-day enrollment is also provided throughout the week.

Children may be registered at the center if their mothers, fathers or guardian are Swan Island employes. It is not necessary that both parents be employed at Swan Island.



'Pipe da Lift' Nine tons of cargo filling and discharge assembly piping are lifted onto a hull on the ways at Swan Island. Twelve-inch pipe and valve assemblies have been installed in this manner since Hull 34. (Swan Island photo.)

Counselors Keep Women on Job Service Aids 8,000

(SWAN ISLAND)—The Women's Counseling Service at Swan Island has grown from a single employe a year ago to 19 workers with three full-time offices. The first anniversary of the department was marked Wednesday, April 19, with a dinner. A year ago Swan Island's only counselor was Mrs. Virginia Lemire, now assistant personnel manager for the yard and co-ordinator for counseling

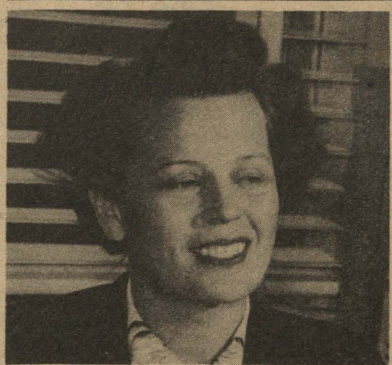
service in the three Kaiser yards. Six weeks later Mrs. Tyra Barfo was assigned to Assembly, and gradually the staff increased. The counselors, selected on a basis of experience and ability, now assist women workers in any part of the yard on all shifts.

The counselors now advise 8,000 women, about 32 per cent of the yard's total workers, and the highest percentage of women employed at any shipyard in the world, according to Mrs. Lemire.

ABSENTEE RATE DECREASES

"In the past year, the absentee rate for women has decreased about six per cent," Mrs. Lemire said. "And the labor turnover has dropped eight per cent. This marked improvement is due in part to the counselors who help the woman worker solve her problems and iron out difficulties which lead to absenteeism or quitting," Mrs. Lemire added.

Counselors at the induction center help orient the worker, and accompany her on a new job. Women



MRS. VIRGINIA LEMIRE
"Absenteeism Has Dropped"

are assisted in arranging proper child care and are advised regarding meal planning and shopping. Appointments are made with the dentist or doctor, transfers to more suitable work are arranged, and when a worker feels she is in need of rest the counselor makes a leave of absence possible.

Mrs. Lemire says that Swan Island's counseling service is gaining

nation-wide recognition. At the first anniversary dinner special guests were Mrs. J. O. Murray, wife of the industrial relations manager for the three yards; Mrs. Jane Martin and Maude Withers, assistant personnel managers at Oregon Ship and Vancouver.

Keep On Job

(SWAN ISLAND) — Two swing shift workers at the Shipwright department have outstanding attendance records. Roy Mann, leadman, has not missed a day for 15 months, and Lewis Schaffer, shipwright, has not been absent in 18 months.

Perfect Record

(SWAN ISLAND)—L. M. Holt, engineering aide in Field Cost, has completed two years of service with Swan Island, and has been neither absent nor late during this time. For 23 years Holt was a supervising engineer with the Department of the Interior, retiring in 1935.

Swan Softball Teams Poised

(SWAN ISLAND)—A. R. "Bob" Nieman, general manager of Swan Island, will toss the first ball and Elmer Hann, yard superintendent, will catch it—or know why—in ceremonies opening the Swan Island Softball Association season Monday, May 1, at 4:15

p. m. With all 10 of the league teams outfitted in uniforms and eager to go into action, a drawing will be held to determine the two teams which will play the curtain-raiser and decide the season schedule.

Bill Burbank's Burner team was the latest association entry. Other teams include Painters, Fabrication, Shipfitters, Welders, Chippers, Crane Operators, Erection and Outfitting. The tenth team will represent either Warehouse or be drawn from the graveyard shift.

The 4:15 starting hour will prevail in play through August. Teams will play five afternoons weekly.

MACHINIST PACES STATE RIFLEMEN

(OREGON SHIP)—William Manley, OSC marine machinist, won top honors in the Oregon state rifle shooting tourney held Sunday, April 16, on the range of the Oregon and Portland rifle club. Firing in the master class series, Manley won the grand aggregate over-all competition, defeating the best marksmen from every area in the state.

Roy Beckedahl, pistol instructor for the Oregon Ship guard force, won Match No. 2 in the expert class, and H. Wilkes, OSC shipwright, topped the sharpshooting class in the No. 3 match.

Vancouver Pinmen Near Season End

(VANCOUVER)—The Kaiser Vancouver Bowling league is ending a successful season with only two games to go—May 1 and May 8. The 30 weeks of play at the Marble Palace of the Portland Boilermakers' union, have seen keen competition by the six 5-man teams. Games begin at 9 p. m. each Monday night. Following is the schedule for the final two weeks:

May 1—Teams 1 and 2 on allies 1 and 2; 3 and 4 on allies 3 and 4; 5 and 6 on allies 5 and 6.

May 8—Teams 4 and 5 on allies 1 and 2; 1 and 6 on allies 3 and 4; 2 and 3 on allies 5 and 6.

Team standings:

No.	Captain	Won	Lost
1	G. Roth	51	33
2	Leese	47	37
5	Townley	46	38
4	S. Roth	39	45
6	Hanford	37	47
3	Otnes	32	52

After the last game May 8, \$250 in prize money will be divided among the winning teams. Weekly division of about \$20 is made each Monday.

USMC Tossers Beat Outfitting Dock, 6-5

(VANCOUVER)—The USMC softball team on the Outfitting dock defeated the Welders, 6 to 5, Sunday, April 23. The game was close throughout and a tip-off to thrills for softball fans in succeeding games.

The game between the Shipfitters and the Pipefitters was canceled because of rain.

Today (April 28) the Outfitters meet the Maritime at Columbia House at 5:30 and the Shipfitters tangle with Bartells on the Hudson House field. Following is next week's schedule:

Monday, May 1—USMC vs. Electricians, at Columbia House; Welders vs. Painters at Hudson House.

Tuesday—Shipfitters vs. Outfitters, Columbia House; Pipefitters vs. Expeditors, Hudson House.

Wednesday—Buckler vs. Bartells, Columbia House; USMC vs. Painters, Hudson House.

Thursday—Electricians vs. Welders, Columbia House; Outfitters vs. Expeditors, Hudson House.

Friday—Shipfitters vs. Buckler, Columbia House; Bartells vs. Pipefitters, Hudson House.

SCHOOL PLAYGROUND INVITES SOFTBALL

(VANCOUVER) — Softball players—boys and girls, men and women—may use the Marshall school playground on McLoughlin Heights three evenings weekly, according to Joe Otnes, recreational director at Mill Plain community center. The field is reserved Monday's, Tuesday's and Thursday's from 7 p. m. until dark. Mrs. Clara Massie, recreational worker, is available to umpire and give instructions to beginners. Teams will be organized to represent the center in the city adult and junior playground circuits.

Personnel Golfers Beat Electricians

(VANCOUVER) — Personnel golfers made good their boast by defeating the Electrical department in the first challenge match last week at Broadmoor, 394 to 368. Individual scores for the nine holes follow:

Personnel		Electricians	
R. Hamby	54	L. Peterson	45
G. Vette	57	E. Lynch	45
D. Sleaf	51	H. Montgomery	51
T. Greer	42	C. Kamback	49
S. McComble	46	S. Milna	52
B. Jensen	41	C. MacMurray	49
H. Murch	40	F. Maul	56
K. Hood	37	A. S. Mark	47
Total	368	Total	394

BOXING CARD DUE AT DOWNS MAY 2

(VANCOUVER)—Plans are nearing completion for the big boxing show to be held in the Bagley Downs community center May 2 under the auspices of the Bagley Downs Boys club. The show will attract boxers from Portland, Vancouver, McLoughlin Heights, Vancouver and Swan Island.

One of the feature attractions will be a rematch between Harry Hurley and Gilbert Kelsey. These lightweights engaged in a donnybrook at the Downs in a tryout bout, and Supervisor Lon Randall was so impressed he decided to give the boys top billing on the May 2 show.

NETTERS DEADLOCK

(OREGON SHIP)—The Progress department and the I. B. M. wound up in a deadlock for pennant honors in the OSC administration building volleyball league, and will play at the dormitories' gymnasium Tuesday night for the championship. A banquet for team players will be held soon. Final standings:

Team	Won	Lost	Pct.
Progress	6	1	0.857
I. B. M.	6	1	0.857
Paymaster-Accounting	5	2	0.714
Office Engineers	4	3	0.571
Hull Drafting	3	4	0.429
Timekeeping	3	4	0.429
Transportation	1	6	0.143
Cost	0	7	0.000

Softballers Challenge

(SWAN ISLAND)—The Swing Shift softball team of the Plate Shop is ready to challenge any team in the yard. They would like the Day Shift team of the Plate shop first but any team wishing opposition should contact R. Oleson on the slab in Bay Two or Three.

Competition, Please

(SWAN ISLAND)—Ned Towne, manager of the Swan Island steel yard riggers baseball team, is looking for competition for his nine, and is willing to meet any other swing shift teams or clubs from other yards.



Season Opens

Six of the eight teams in the Oregon Ship softball league lined up across the Pier park infield last Friday to await the drawing which determined the two teams to play the opener. The squads, from left, are Assembly, Marine Engineering, Materials, Plate Shop, Steed's Shipfitters and Thesman's Shipfitters. The latter two drew the initial assignment; Steed's won, 12-2. Right: Jerry Walters (left) league chairman and manager of Steed's ten, shook hands with Johnny Farrell (right), skipper of "Whitey" Thesman's outfit, as Elmer "Bill" Williams, business agent of Boilermaker's union local 27; Tom Louttit, Kaiser yards athletics director, and Al Bauer, Oregon Ship assistant general manager, looked on. Bauer tossed the first ball; Williams was his battery mate for the occasion. (Oregon Ship photos).



STEED'S DEFEAT THESMAN TEN IN OPENER AT OSC

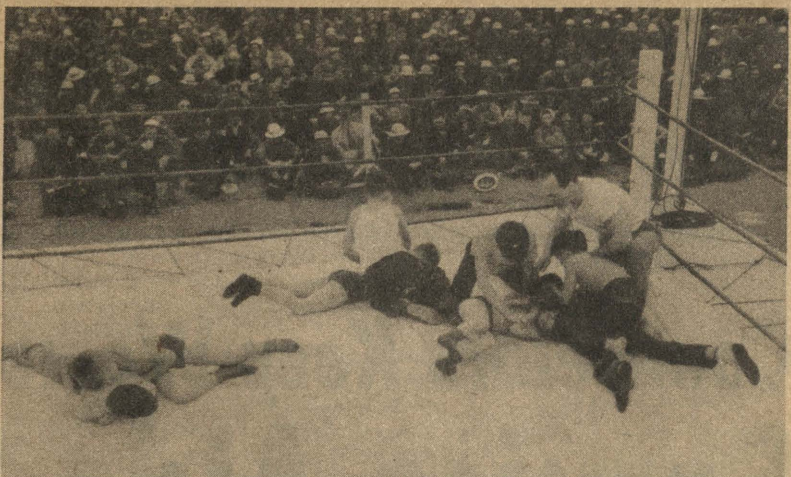
(OREGON SHIP)—Bill Steed's Shipfitters got a rash of base hits out of their system in the opening game of Oregon Ship's softball league season, defeating "Whitey" Thesman's Shipfitters, 12-2, at the Pier park field last Friday. Steed's sluggers pounded the offerings of Kletzel, Thesman pitcher, for 15 hits, while Ralph Sittel, Steed hurler, scattered 10 Thesman blows to coast to an easy win.

The game followed opening day ceremonies in which Al Bauer, OSC assistant general manager, hurled the first ball to Elmer "Bill" Williams, business agent of Boilermakers' union local 72. The Steed and Thesman entries were selected to play the opener by a drawing.

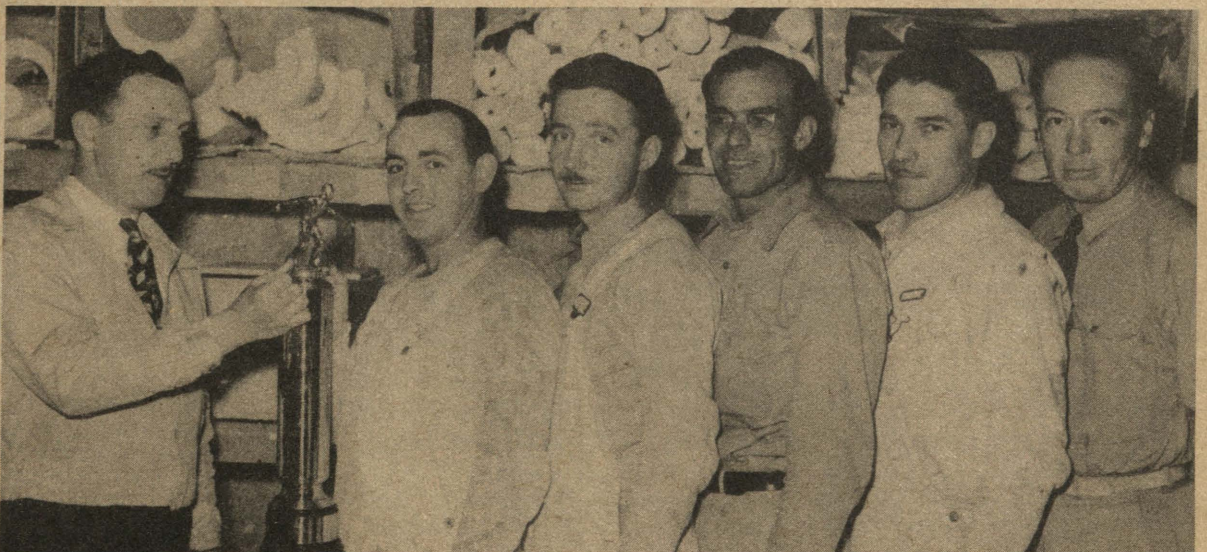
After the game, Jerry Walters, league chairman, announced that the contest scheduled for the week of April 24-28 had been postponed until the final week of the season because of poor weather.

Games next week: Thesman vs. Assembly and Superstructure vs. Marine Engineers Monday; Specialty vs. Materials and Steed vs. Plate shop Tuesday; Superstructure vs. Thesman Wednesday; Specialty vs. Plate shop Thursday; Steed vs. Marine Engineers and Assembly vs. Materials Friday.

Eight Ball, Side Pocket Erwin Rudolph, internationally known pocket billiard expert, appeared for the first time before shipyard workers in exhibitions Tuesday, April 18, at Oregon Ship and Swan Island. At Oregon Ship, he drew a crowd of approximately 1,000 in the recreation hall dormitory. About 600 Swan Island workers watched his cue prowess in the Bar-racks gymnasium. Rudolph, five times world champion, is touring service centers under sponsorship of the Brunswick-Balke-Collender company. (Swan Island photo)



Rough and Tumble Child tumblers from McLoughlin Heights, under the direction of Ivan Jones, staged a free-for-all for Oregon Ship workers at a yard show last week. No holds were barred as the kiddies threw everything but the ring posts at each other. (Oregon Ship photo)



To the Victors Breaking a three-way tie in the 12-man bowling league of the E. J. Bartells & Co., Kaiser subcontractors at the Portland and Vancouver shipyards, the Seagulls from Swan Island, won the season trophy being presented here by Jack Barnette, Swan Island superintendent for Bartells and secretary of the bowling league. Team members include Bob Burns, captain (accepting trophy), Dennis Wheeler, Walter Rudd, Al Adkinson and Joe Mahoney. Burns had high individual average for the season with 165. Oregon Ship entered five teams, Vancouver three, Swan Island three, and one team represented Bartells' Union avenue mold shop.

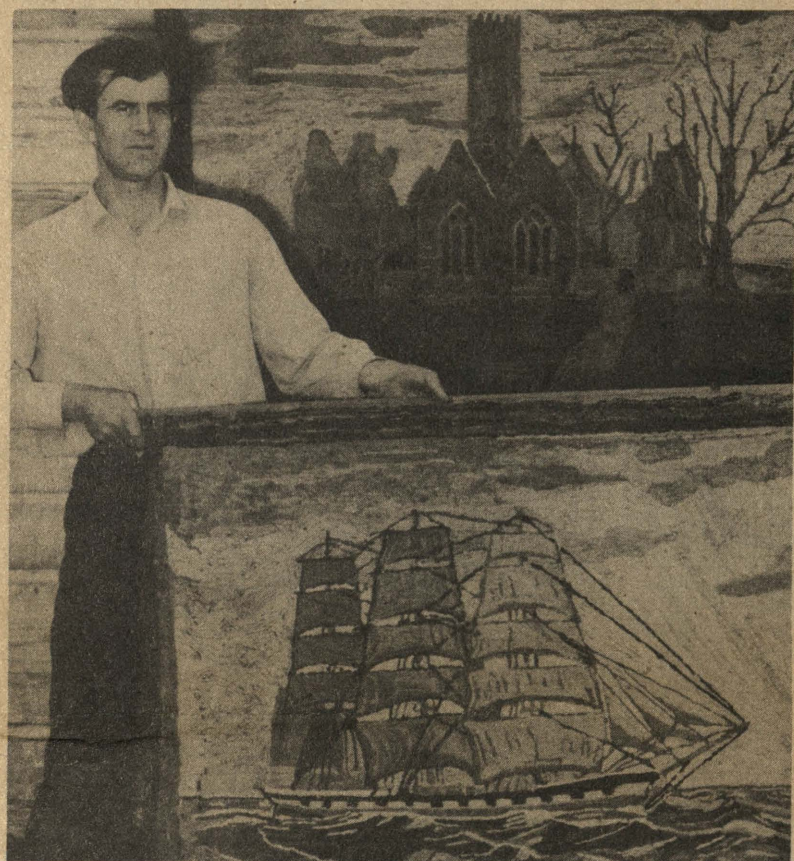
Shipbuilding in the Portland Area No. 1 of a Series

(In this series, the first of which appears here, Eosn's Whistle editors will describe some of the kinds of work and types of shipbuilding done by Commercial Iron Works, Albina Engine and Machine Works, Willamette Iron and Steel, Gunderson Brothers and others in the area.)

COMMERCIAL IRON WORKS



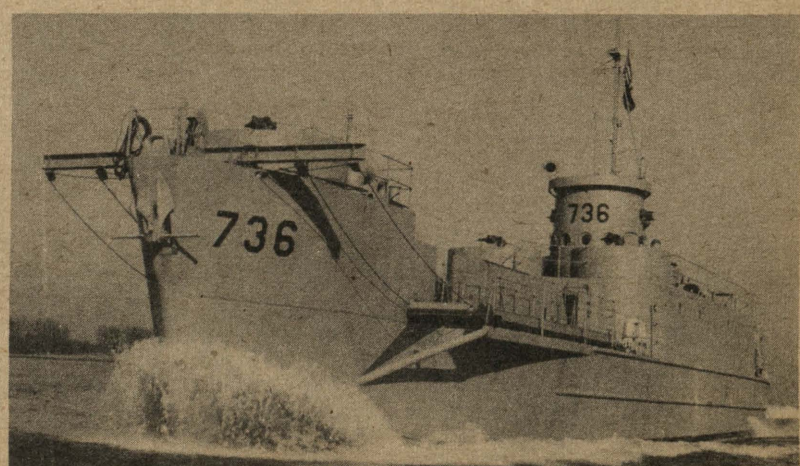
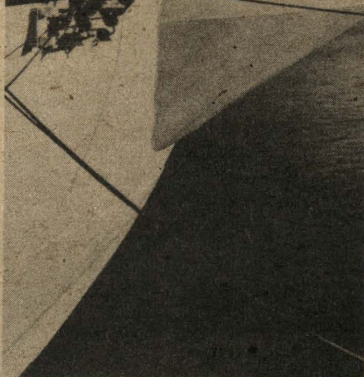
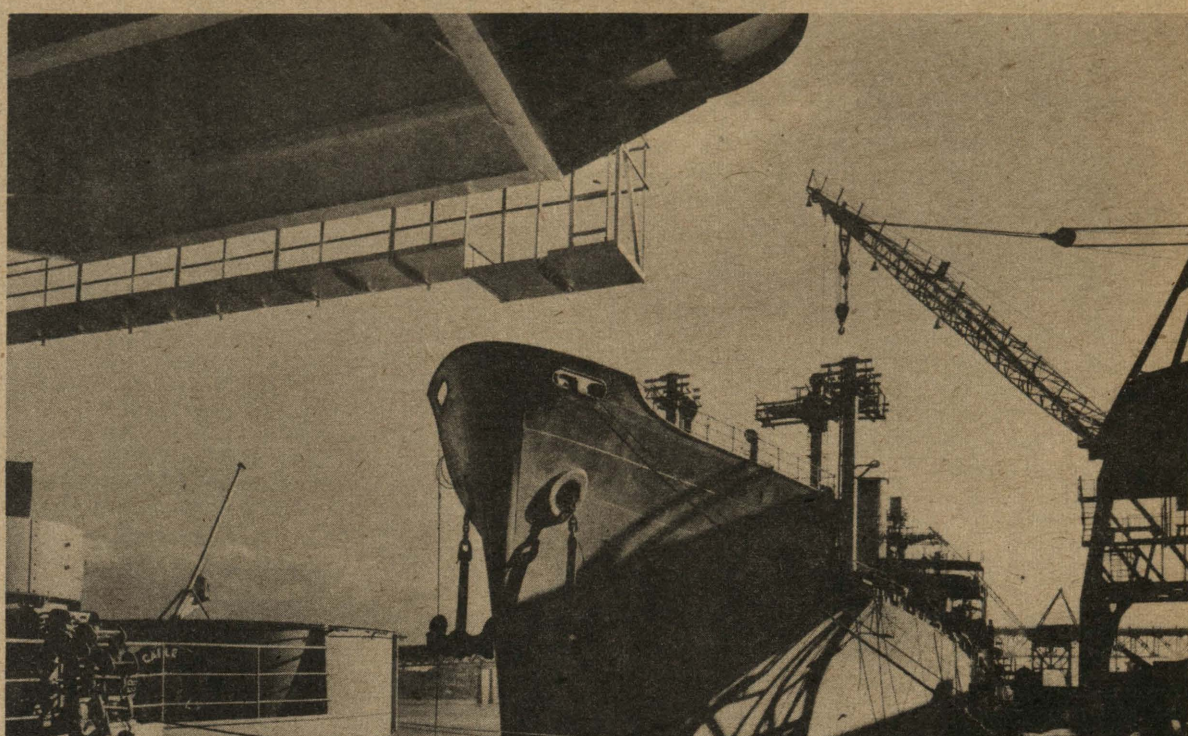
Veteran Trial Tripper Since Pearl Harbor Frank H. Parks has been the most consistent trial run man in Portland. To date he had made 470 river runs, most of them on Kaiser built ships. Parks has been on most of the Libertys and Victorys from Oregon Ship, about 20 carriers from Vancouver and all but one of Swan Island's tankers. He is a subcontractor on nautical instruments and sets compasses on the trial trips, having worked as many as three crafts in one day with the assistance of the coast guard in transferring him from one vessel to another. (Swan Island photo)



Hooks His Specialty Rigger James Lance, swing shift on the ways, knows his hooks—right, left, crane and rug. This former Irish coal miner shows two of the 15 hooked rugs he has made. Lance came from County Down, in 1929. His wife, from County Galway, joined him Oct. 10, the same year. The hooked rug behind Lance pictures a ruined Franciscan Monastery near his home. Lance won a first and two second prizes at a Pennsylvania county fair. Right now his crane hook keeps him busy. (Swan Island photo)



Puppet Makers Children at Oregon Ship Child Service center are busy making marionettes for puppet shows to be staged there soon. Shown at work are (left to right) Ramona Scott, La Vonne Bruce and Jacqueline Myers.



Builds 'Em All Since the war began, Commercial Iron Works has built or converted at least nine different types of vessels. At left, is the last of three merchantmen converted to aircraft carriers. At right is the first of three APA transport conversion jobs.

LC-1 Taking part in beach head landings around the world are these navy LC-1 (landing craft, infantry) vessels, some 150 feet long with ramps which drop alongside the bow, permitting troops to land on shallow beaches.

SINCE October 24, 1942, when the keel was laid for the first naval vessel to be built in the Portland area since World War I, Commercial Iron Works has launched a total of 88 vessels of various types, converted three merchant ships to aircraft carriers, delivered one APA transport and repaired many other craft.

Commercial Iron Works was built on the site of the old Northwest Steel and Columbia World War I shipyards. The company, now headed by Winston Casey, president, and Henry A. White, vice president and general manager, had done machine shop and foundry work prior to its entry into the field of ship repairing in 1921.

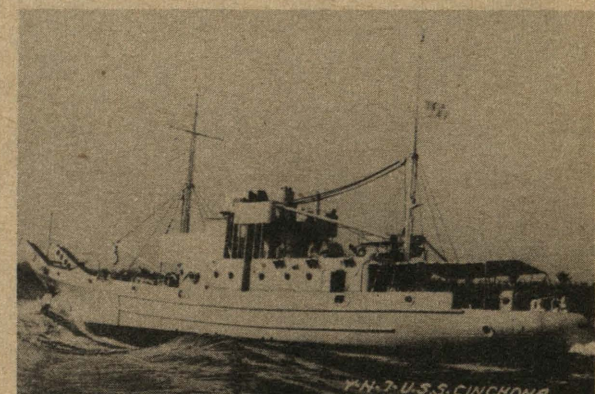
Building at least nine different types of ships and naval craft in one yard, Commercial lays claim to

being the most versatile shipyard in the area. In addition to shipbuilding proper, the yard continues to turn out a big volume of machine shop and foundry work, such as bed plates for Liberty engines, and winches of various types for other shipyards on the west coast and along the Atlantic seaboard. Other types of work carried on at Commercial include radar for other yards in the area, propellor shafts, stern tubes and struts.

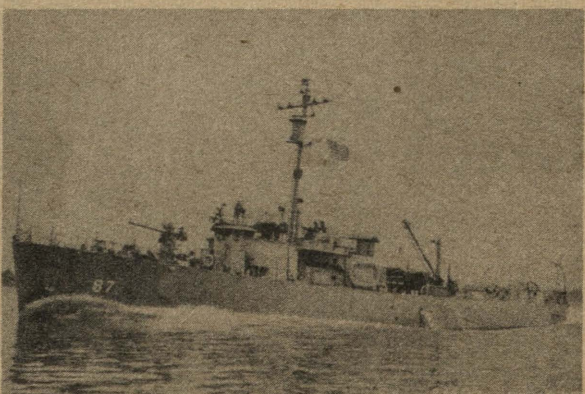
Ahead of the Kaiser yards by seven months, Commercial launched the first World War II naval vessel in the area on February 22, 1941. This was the U.S.S. Catalpa, a YN 5 type net tender. The yard gained prominence shortly before the outbreak of war by its speedy repair of "Leme," an Italian motorship sabotaged by her own crew in Portland's harbor.



Patrol Chaser Known in some circles as a "pocket destroyer," the P.C. sub chaser is fast, well armored and somewhat longer than other craft of similar types (172 feet). Commercial's contracts call for 42 of these.



Net Tender Designed to pick up and lay anti-submarine nets, this vessel the YN-7 U.S.S. Cinchona was launched by Commercial late in 1941. This craft is lightly armored, 160 feet in length.



Mine Sweeper The U.S.S. Daring was one of seven Type AM minesweepers launched by Commercial in 1942 and 1943. Built for the tricky job of clearing channels of mines, the Daring is 175 feet in length and well armed.



Navy Tug The versatile Commercial yard has built four of these sturdy craft, in addition to a navy Sludge Removal Barge and other types of navy vessels not shown here.

**SWAN ISLAND
INQUIRING
REPORTER**

QUESTION:

Do you believe war-time delinquency is as serious as we are lead to believe?

Arthur Buhrmaster, day shift, union melt operator, Assembly: "I believe it is serious. It's hard to explain why, but children have so much more freedom now than they used to have. It seems that parents give them less supervision than ever before and that, along with more money to spend, probably accounts for the increase in juvenile delinquency."

Frank Wells, shipfitter leadman on the ways, day shift: "It's bad all right, but no doubt all this publicity is a little exaggerated. It shouldn't be played up so much, even if it is true, because the kids read the stuff and then figure they have to live up to their reputations. People are always talking about picture shows influencing children and newspaper and magazine publicity is just as bad."

Barbara Plaisted, day shift field clerk, ways: "Yes, I do. It's due to upset conditions brought on by the war, but it is only a temporary condition. I have faith in the young people of today and when things settle down, the kids will snap out of it too. They are no worse than the grown-ups. Everyone is going at high speed today."

Fred Epeneter, assistant boat supervisor on the ways, day shift: "I think it is. I have read a lot of statistics which prove it to be true. There are so many broken homes now—the father in service, the mother working, or both working. Parents seem to take the 'I don't care' attitude and let kids run wild with the thought that somebody will look after them."

Mrs. Mary P. Merrick, guard on the ways, day shift: "I have been a social worker for 25 years and I think there is definitely an increase in juvenile delinquency. Parents are both working and very little provision has been made for the supervision of children from 6 to 14. As supervision decreases, juvenile delinquency naturally increases. Fortunately, many cities are taking steps to care for children in this age group."

Gene Rapp, day shift junior engineer in Welding Control: "Certainly, it is what they say it is. It's a natural reaction from the war. Everything else has speeded up and so have people, including the kids. After the war, the older ones will slow down and the kids will too. They are just following in the footsteps of the older group."

Mary Louise Meng, Ways booth checker, day shift: "Young people today are no worse than they ever were. If parents bring up children right, war time won't affect delinquency. The delinquents in war time would probably have been delinquent, even in peace time. War, or other temporary conditions certainly won't change the child who has had a good home life and who has been taught right from wrong."

GEE! HONEST, FELLOWS!



HENRY KAISER

Henry Kaiser, day shift chipper, Plate shop, is considering wearing a dog tag or carrying around his birth certificate to prove to skeptical people he really is Henry Kaiser. Recently he has had trouble getting material from various departments that questioned the validity of his signature. (Swan Island photo)

PAPER SEEKS MOTHER OF MOST FIGHTERS

(SWAN ISLAND)—The Bosn's Whistle with the help of all Swan Island employees is seeking the working mother at Swan Island who has the most sons and daughters in the armed forces of the allied nations. Make nominations to the Bosn's Whistle, Victory Center, or use the many suggestion boxes in the yard. Mother's Day this year will be May 14 and the mother with the most children in service will be honored in the May 12 issue of the Bosn's Whistle.

EXPERT TO HELP SPEED PHONING

(SWAN ISLAND)—C. E. Leeb of the Pacific Telephone and Telegraph company will explain to Swan Island workers Tuesday, May 2, how they can make room for some 10,500 additional calls on the local switchboards. Leeb, who is assisting in a yard-wide improved telephone usage campaign, said that the calls can be handled if only 30 seconds are cut from each conversation.

He will address department heads, chief clerks and telephone receptionists at 2 p. m. in the Yard Office building, room 200A.

Worker's Son Has Distinguished Record

(SWAN ISLAND)—The flying son of L. L. Pollard, Plate shop foreman in Zone 1 on swing shift, has a distinguished record in air combat over the European war theater. He is the pilot of a B-26 Marauder bomber, "Multnomah's Dull Tool." He was featured as the "Hero of the Week" on a local radio program and one of his four crash landings was described in press dispatches.

Lieutenant Pollard started training in Santa Ana, Calif., in June, 1942, and received his wings from the Roswell, N. M., Army Training school on February 6, 1943. After two months training he was sent to North Africa. He crash-landed his first ship on the desert without injury to the crew.

The lieutenant has been in England since July, 1943. He has received the air medal, several oak leaf clusters and the distinguished flying cross.

Daughter Born

(SWAN ISLAND)—A daughter was born to Mr. and Mrs. Benny Knopp, April 13, at Wilcox Memorial hospital. He is labor supervisor on the ways. The Knopps have another daughter, 2.

**Medical Marvels Rout Disease
Rieke Urges Shots**

(SWAN ISLAND)—"An ounce of prevention is worth a life." So says Dr. Forrest E. Rieke, medical director for the three Kaiser yards, who describes protective shots and vaccination as the "twin medical marvels." He declares that adults who have witnessed the successful fight waged by men of science to transform the dread childhood diseases into threats rather than killers, do not bother to

debate the value of such treatment. "Protection from certain diseases by preventive methods is now so easy that some forget the almost miraculous nature of these life-saving processes made all the more astonishing by their sheer simplicity," Dr. Rieke says. "And because protection is commonplace, we sometimes forget that the germs of small pox, diphtheria, tetanus and whooping cough still have their deadly power to damage the unprotected."

CHILDREN INNOCULATED

Shipyards physicians under Rieke have been busy these last several weeks quietly but effectively inoculating the youngsters at the child care centers at OSC and Swan Island. The doctors have been quiet, but the kids—that's something else again. Here is the way Dr. Rieke explains the program:

"Laws in many states are lax in their enforcement of disease prevention and as a result many children are crippled for life or die, through misunderstanding or par-

ent neglect. In a state like Pennsylvania, where the law leaves no doubt and every child is vaccinated for smallpox at an early age, there is only one case of smallpox for every 100,000 persons each year. By contrast, Oregon, Washington and California, with less strict laws, have 10 to 15 times this number of cases and not infrequent deaths.

"Some parents who don't want their children to be 'hurt' by the doctor work a harsh cruelty on the child who may later be stricken with an illness which is easily and completely preventable."

Dr. Rieke adds: "About February 1, 1944, we began to immunize children at the child care centers at OSC and Swan Island against smallpox, diphtheria, tetanus (lock-jaw) and whooping cough."

GIVE COMBINED TOXOID

"The Schick test, which tells how much resistance a person has to diphtheria, has been freely used. Protection for lockjaw is something new which has proved its life-saving

value in the battles of the present war and has recently been made available for civilian use. Smallpox vaccination is too well known to require comment and yet some people still harbor a lingering fear that it may somehow injure their child. Such is not the case.

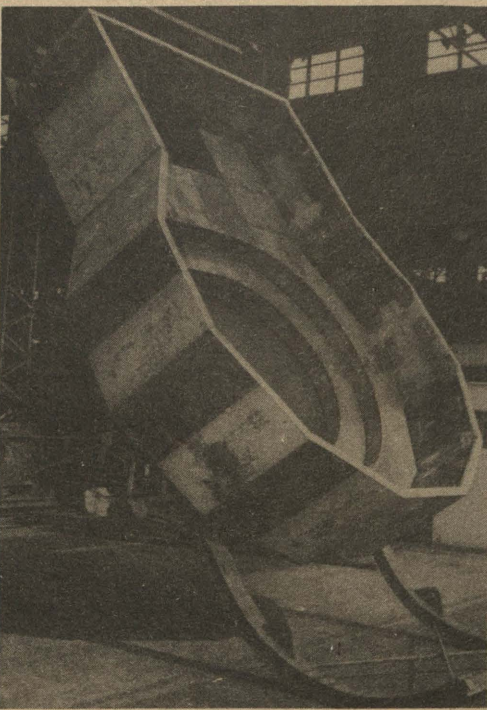
"A recent improvement makes it possible to give tetanus, diphtheria and whooping cough toxoid in a combined form in a series of three shots with as little reaction or sore arm as any one of the three alone."

The medical director and his staff have administered shots to nearly 300 children, and he says most of them have had little or no reaction.

Dr. Rieke urges all OSC and Swan Island parents, whose children are not enrolled at the child care centers, to arrange with their physician or the City or County Health department clinics for administration of vaccination and shots to their children, at the earliest possible date. He says this will prevent unnecessary suffering by children from the four diseases.



Rub-a-Dub-Dub Three men in a tub, says the Mother Goose rhyme. But here you have four men in a tub of another variety. It's the 12th T2 tanker gun tub Swan Island has built with new plastic armor plating for protecting gunners. Left to right are Walter Bauer, shipfitter leadman; W. H. "Steve" Perrin, engineer leadman; William Mitchell, welder leadman, and C. C. Felt, foreman of the sub assembly in the Plate shop where the tubs are constructed. The Mother Goose tub had no women in it, and those shown fore and aft weren't supposed to be seen in this one either. They forgot to duck. (Swan Island photo)



Bottoms Up The tub, left, is turned over on its rocker jig base so that supporting column can be welded to bottom side. Double thick steel walls are filled with plastic armor. Engineer Leadman Perrin designed the jig to build the tub and the other to turn it over. At right is the Plate shop shipfitter crew, day shift, standing beneath the inverted gun tub. Left to right, kneeling, are: R. Anderson, O. Dinsdale, R. Vogt and W. Sweeny. Standing, left to right: L. Guest, A. Thoe, Leadman Bauer, Andy Thorburn and Jack Potter. The crew works on sub-assembly in Bay 7. (Swan Island photo)