



WELD SESSIONS START

Conferences Begin for 437 Welding Supervisory Staff

Story, Page 4



Safe Anchorage Carolyn King types many a letter each week for her boss, H. V. Peterson, Labor Recruitment office manager, explaining to prospective workers that Swan Island is a safe anchorage for war workers. Carolyn, herself a recent recruit, is a Portland girl. (Swan Island photo)



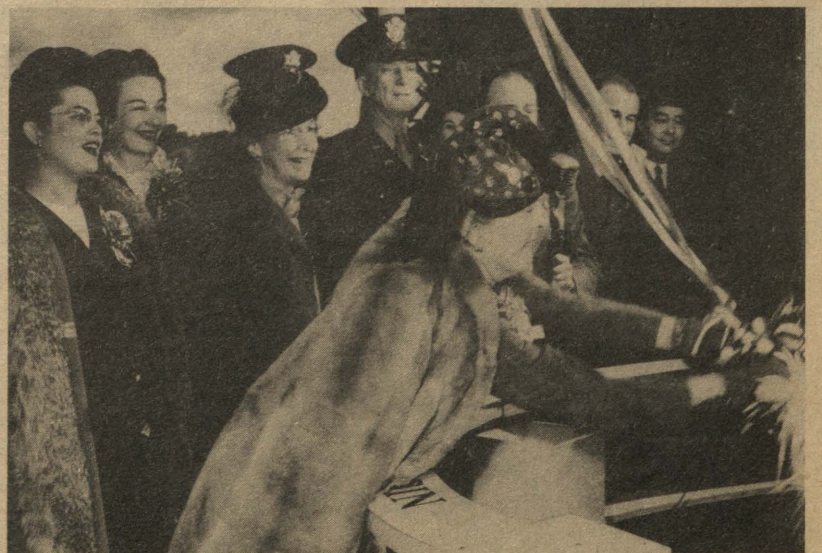
First Woman Welder Claiming to be one of the first two women welders hired at Swan Island is Betty Olson, now welding on assembly platforms, day shift. Betty reported for work August 17, 1942. In addition to having the distinction of being the first woman welder in this yard, Mrs. Olson also is the only woman to become a welding leadman in the Plate shop. (Swan Island photo) Story Page 8.



Examine Scroll Ken Anderson, flanked by Elmer Hann, general superintendent, left, and Herb K. Murner, assistant general superintendent, look at the scroll presented to Anderson Friday, April 7. Anderson left Swan Island to reenter the ministry after two years as executive secretary to Hann. Anderson and Hann were the first two employes hired for Swan Island. (Swan Island photo)



Donate 100 Per Cent Twenty-one women counsellors at Swan Island from the three shifts met Monday morning at the Red Cross Blood Donor center, Portland, to make a 100 per cent blood donation to the plasma bank. They are: Front row, seated, left to right, Lela Burwell, Margaret Jones, Assistant Personnel Director Virginia Lemire, Eugenia Hoffert, Isobel Hayes and Jean Essex; second row, Margaret Lynch, Maxine Faircourt, Virginia Durckel, Marjorie Gram, Ruth Flood and Margaret Buckley; third row, Frances Coleman, Mary Ann Christensen, Florence Rice, Lucille Decker, Claire Swartwood, Catherine McEwan and Rose D. Hardy; nurses, left, Ann Bell and right, Ruby Hanson. (Swan Island photo)



Near Miss Mrs. Mark Wayne Clark, sponsor of the S.S. Elk Basin, Wednesday, April 5, reaches arm's length to connect with the ship as it starts down the ways. Watching her are Mrs. James Ellis, Jr., and Mrs. Larry Lofton, both of whose husbands are serving in Italy with General Mark Clark, Mrs. George M. Parker, wife of Major General Parker, prisoner in the Philippines, Captain Gates, Tom Hoxie, Don Frederickson and Frank Coffin of Radio station KEX. (Swan Island photo)



At the Throttle Don John Wilsey is an engineer at Oregon Ship. C. C. Denney, yardmaster at Oregon Ship, says: "We've got the best railroad men in the country. Some of our engineers have pulled trains such as the Portland Rose, Cascade Limited and the North Coast Limited."

Vickery Punctures Shift Change Talk

Because the output of "rumor factories" has raised the threat of detrimental effects on production in Pacific Coast shipyards, the following statement of policy by Admiral Howard L. Vickery in regard to any change in shift operations in Coast yards has been received by Edgar F. Kaiser, three-yard manager.

"In the Pacific Coast area during recent weeks, various rumors as to changes in shifts have been causing confusion among workers in the yards engaged in new ship construction. Recognizing the detrimental effects of such rumors on production and seeking to clarify the governmental position in such matters, it is hereby definitely stated by the Maritime Commission that insofar as this agency is concerned, no changes in shifts on new ship construction will be made without full concurrence by management and duly accredited collective bargaining agencies for labor in the Pacific Coast zone.

"It is deemed proper by this agency that the whole subject be fully explored at the next conference between management, labor and government agencies, scheduled for May 1, 1944, in Portland, Oregon, in order that a satisfactory solution may be worked out with respect to the entire problem."

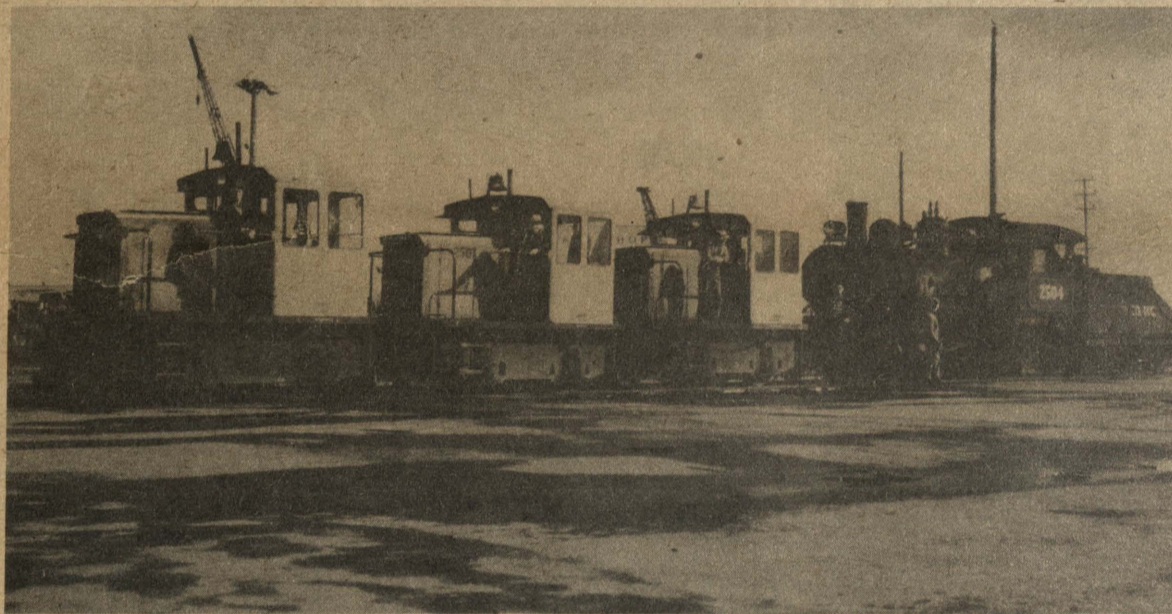
The above dated conference will be held in the Multnomah hotel to discuss such matters as vacations, health sanitation, safety and plant feeding.

UNNECESSARY PHONE TALK COSTLY

The telephone rang. "Hello," a voice answered. "Is this the Plate shop?" "Huh?" "I said, is this the Plate shop?" "Oh, yeah, yeah. This is it." "Is this Joe?" "Nah, this is Smitty. Joe isn't here." "Oh, is that you, Smitty?" "I don't wanna talk to Joe. I wanna speak to you. This is Pete." A conversation like the one above is costly, according to telephone supervisors in the Kaiser Shipyards. It needlessly congests a crowded telephone lines. The majority of the workers unconsciously waste 20 seconds on every telephone call by merely answering "hello." At the end of the day approximately 294 man-hours have been lost. Consider how great the loss is at the end of the month. By answering with the name of the department and who you are—such as "Plate shop, Thompson speaking,"—needless conversation can be saved.

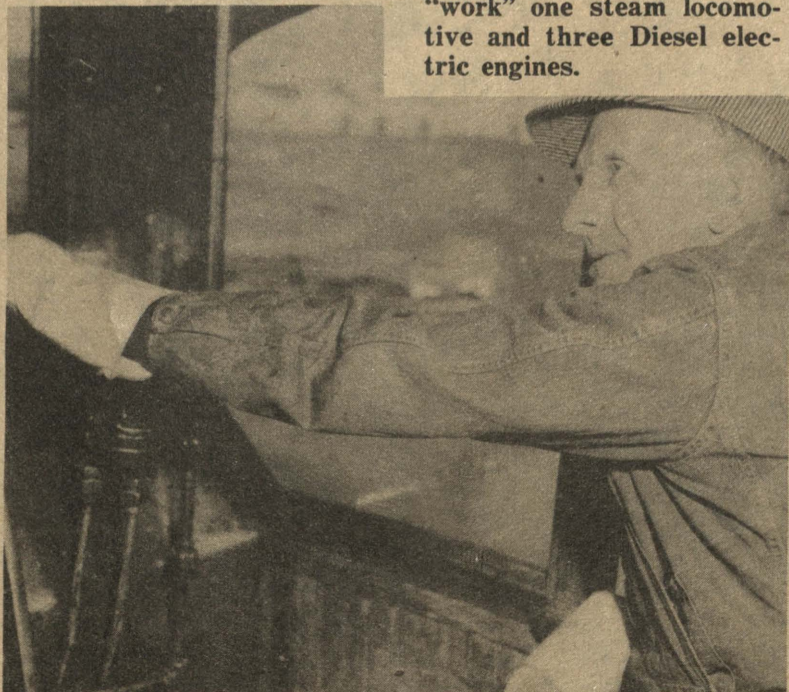
'Busiest Railroads In U. S.'

Railroading and shipbuilding may seem far apart, but actually they are allied in the three Portland area Kaiser yards. Four steam locomotives and 11 Diesel electric "dinkies", operating over a combined trackage of about 30 miles, handle approximately 45,000 freight cars a year for the yards, and their crews lay claim to working on the busiest little railroads in the country. Here are some of the men—tops in their field—who make the wheels go 'round, and some of the rolling stock.



Swan Switchers Lined up and awaiting orders to switch and spot is this swing crew at Swan Island. Railroaders at this yard are especially proud of their excellent safety record. Al Nelson is day shift leadman; Charlie Holmes leads the swing shift, and Jack Gaskill is leadman on the graveyard "clean-up shift". Supervisor Howard Long says that during an average day, his line numbers more than 100 switches and spots.

'Casey Jones' Robert Johnson is one of the engineers in the Vancouver yard, which employs three throttlemen and six switchmen who "work" one steam locomotive and three Diesel electric engines.



Diesel Crew Here's Johnson again with his switchman, Harry Sheppard. Average incoming traffic daily at Vancouver is 40 cars handled with additional switching and spotting over 14 miles of track in the yard. L. D. Pitts is yardmaster and F. B. Scott assistant yardmaster.

Getting Up Steam George Williams, veteran yard locomotive engineer, operates at Oregon Ship. Jack Watson is swing shift yardmaster at this yard and his assistant is Neil Kelly, yardmaster on graveyard. Oregon Ship claims the largest number of cars handled in the three yards last year.

TIRE INSPECTION RECORDS NEEDED

(OREGON SHIP)—Although periodical tire inspection will not be compulsory after April 20, tire inspection records must be retained to get supplemental gasoline rations or new tires, it was emphasized this week by Wayne Taylor, OSC transportation chief. Purchasers of used vehicles must also have such records when applying for gas rations, he said.

"Employees should not regard the elimination of the compulsory tire inspection as a signal that care and conservation of tire equipment is no longer necessary," Taylor declared. "OPA tire quotas have not been increased and certificates for the purchase of new tire equipment will continue to be issued under the existing regulations. Failure to recap tires in time to save the carcass constitutes tire abuse, and rationing boards will deny certificates to replace tire failures caused by this neglect.

"Take extra care of your present tires, check air pressure once a week and recap or repair them before it is too late."

MENUS MADE AVAILABLE

Oregon Ship and Swan Island Child Service centers this week emphasized that the home service menu service is available to all yard workers, not merely to employees with children at the nurseries.

Menus for the coming week follow:

- Monday: Spanish beef with rice; cinnamon rolls; orange and apple salad in lemon gelatin.
- Tuesday: Swiss steak, brown gravy; Spanish bun; cabbage salad.
- Wednesday: Swedish meat balls and gravy; rhubarb tarts; spring vegetable salad.
- Thursday: Italian spaghetti; cherry puff rolls; gelatin vegetable salad.
- Friday: Home-baked beans, Boston brown bread; creamy chocolate pudding; carrot and raisin salad.
- Saturday: Barbecued spare ribs; spice and raisin cake; potato salad.

Boxing Tryouts

(Vancouver)—Boxing tryouts for the Bagley Downs smoker are being held at 10 a. m. and 7 p. m. daily in the community center gymnasium. Leo Randall, project services advisor, announced today. Men and boys of every weight and age are eligible for the tryouts, and may make appointments at the project services office.

VENEREAL ILLS NEGLECT SERIOUS

Danger Looms In Ignorance of Proper Treatment and Cure

... Health experts report syphilis and gonorrhea near top of list of most common communicable diseases; toll since war greater than total battle casualties

(The following article was written to bring before shipyard workers of this area, the serious problem which treatment and control of venereal disease entails. Material was obtained through cooperation of medical experts and by research into public records.)

It's no offense to have a venereal disease, but to neglect it or to infect others is a serious crime. Little known to shipyard workers is the fact that contagious syphilis or gonorrhea stand near the top of the list of the most common communicable diseases along with such ailments as measles, mumps, chicken pox and scarlet fever. Venereal disease cases reported by state health departments

throughout the nation in 1943 were almost 70% more than the combined total reported cases of diphtheria, malaria, meningitis, pneumonia, infantile paralysis, scarlet fever, smallpox, tuberculosis and typhoid.

Syphilis was reported as the cause of 17,728 deaths in 1942, 10,000 of which were among persons between 30 and 59 years of age. At this rate, the known syphilis death toll among Americans since the start of the war has been greater than the total of 32,017 American men reported killed in the army, navy, marines and coast guard.

IGNORANCE DISCLOSED

Even if the moral aspects are ignored completely, the prevalence of venereal disease is loaded with dangerous possibilities, especially if workers are not fully aware of the danger and proper steps taken to prevent or cure it.

A venereal disease educational program conducted in the shipyards by the Portland Health Bureau has revealed a surprising degree of general ignorance on the subject. Here are some of the questions most frequently asked:

"Can syphilis or gonorrhea be transmitted innocently?"

According to Dr. T. L. Meador, Portland City Health officer, from 90% to 95% of all syphilis and gonorrhea result from sex contact. This means that locating and curing the person who may transmit the disease is the only real way to stamp it out. Cooperation of the infected person is necessary. Whenever a case appears for treatment at a public health clinic, every effort is made to find out where and from whom the patient believes he contracted it.

EARLY TREATMENT NEEDED

Efforts to eradicate venereal disease through the control of prostitution and so-called "amateurs" who may be infected do not completely solve the problem.

Main results come from early treatment of individuals who may be infected so that they may not unknowingly spread the disease.

It is estimated by the Army Service Command that 68% of venereal disease infection among army personnel comes from non-professional "pick-ups" or "friends" rather than from professional prostitutes.

"What are the symptoms of syphilis and gonorrhea?"

Syphilis infection is usually made through the mucous membrane but can enter the skin at any point. A few days after the victim is infected, a small painless open sore develops. When not discovered and treated, the disease passes into the more serious secondary stage which consists of a body rash, mild headaches and a rundown feeling, and oftentimes painless sores appear on the mouth.

Then, even if not treated, the rash will disappear and the sores will seem to heal.

The third stage of syphilis, which develops several years later, is the most destructive to the body. It may damage the blood vessels, the brain, nerves, liver, bones or eyes.

How Prevalent is Venereal Disease?

No one really knows, but that syphilis and gonorrhea are more widespread than any other serious communicable diseases is well established. Following is a tabulation of the newly discovered cases of communicable disease (ignoring the mild children's diseases) reported to the Oregon State Board of Health in 1943. Figures for Vancouver and the State of Washington are about in proportion.

VENEREAL DISEASE—

Gonorrhea	1,929
Syphilis	1,666
Pneumonia	1,372
Scarlet Fever	1,123
Tuberculosis	585
Poliomyelitis (infantile paralysis).....	418
Meningitis	341
Diphtheria	122
Typhoid Fever	50
Smallpox	17

It can cripple, cause blindness and insanity.

Gonorrhea can enter only through the mucous membranes and causes acute pain, swelling and discharge. Gonorrhea also has the same dormant periods as syphilis. When the disease seems to be cured it is just actually preparing to strike again. It can be cured if properly treated during its early stages, but when it is neglected, gonorrhea will frequently cause sterility, a painful crippling rheumatism and internal complications. It also causes blindness in babies born to infected mothers.

DIFFERENT DISEASES

It must be remembered that syphilis and gonorrhea are two entirely different diseases. They are caused by different germs, they produce different symptoms in the individual and they are treated by entirely different medical procedures. The only thing they have in common is the usual manner in which they are contracted.

Most medical authorities caution persons who have been infected with syphilis to have their condition checked by a doctor or clinic at frequent intervals, since the disease frequently re-occurs after it appears to have been cured.

The biggest obstacle in attacking the whole problem of venereal disease is the apparent stigma attached to it. The important thing to remember is that to have a venereal disease does not constitute a crime, but to transmit it to others is definitely criminal. Authorities emphasize that most of the individual problems of persons having a venereal disease can be handled without resorting to law enforcement.

"Can syphilis be inherited?"

While this is possible it is extremely uncommon. Syphilitic infections, transmitted to a child by an infected mother during pregnancy, amounts to less than 1 per cent of all infections.

"Can these diseases be cured?"

Both syphilis and gonorrhea can be cured if treated early. Regardless of whether there are symptoms,

anyone who has been exposed to either of these diseases should have a blood test taken at six weeks and again at two or three months after exposure. When infected with syphilis, 10 to 15 per cent of men may have a sore so mild that it will be unrecognized, or if noticed, appears to be harmless. Among women, probably 50 per cent or more are never aware that they have become infected until months later.

In the case of gonorrhea many show such mild symptoms these may be confused with other infections.

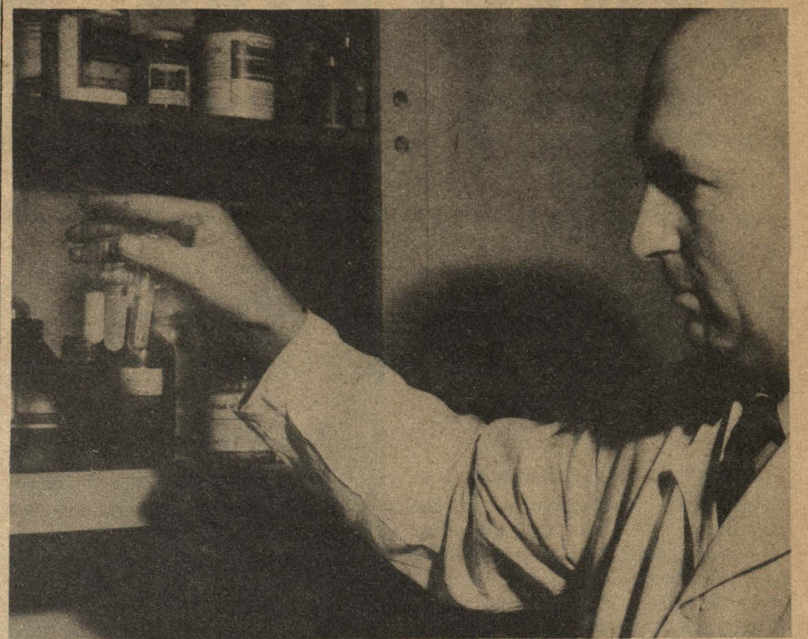
BLOOD TESTS IMPORTANT

The blood test is extremely important. It is quickly and easily made. There is no charge and every test may be made in absolute confidence. Such tests can be made by a private physician, at the Portland City Health department in the City Hall, at the Oregon State Public Health Clinic, at Vanport hospital, and elsewhere.

In Vancouver the health department in the Clark county court house will take blood tests on Mondays from 10 a. m. to 5 p. m. and 7 p. m. to 10 p. m., and on Thursday afternoons. Northern Permanente hospital also will provide this service free for all three shifts.

Much publicity has been given to a new short course of treatment for syphilis. According to Dr. Meador, this is still in the experimental stage. It seems to make the patient immune to infection but does not guarantee a complete cure. While the methods now in use stop the contagious aspects of venereal disease, an absolute cure can be determined only during the 15 to 20 years after the latent period has passed.

"A short course of treatment for syphilis is dangerous and severe," says Dr. Meador, "which should be given in a hospital under close observation. There are only a few selected cases which can be thus treated safely, and the type of treatment should be made by the physician depending on the nature of the individual case."



Checks Symptoms A health official examines blood specimen for evidence of venereal disease. The test tubes show three reactions (left to right) negative, doubtful and positive.

10 Commandments In Reverse On Gas

"We don't like to say 'DON'T,'" declares C. V. Patterson of the Vancouver Transportation department, "but sometimes we can save workers headaches if they know some of the complicated rules of gas rationing and transportation under wartime conditions." In this spirit Patterson made up

NAMES MEAN NOTHING DEPARTMENT FINDS

(VANCOUVER)—What's in a name? Not a thing according to the records of the War Bond department in Vancouver.

Clerks and bookkeepers have learned through experience that they cannot determine the sex of the bond purchasers by their first names. For instance, Rose, Opal, Lynda, Esther, June, Hazel, Dove, Pink and numerous others appear as perfectly legitimate names of men. On the other hand, there are women listed who answer to the names of Frank, Charles, Joe, Henry, William, Jerome, Freddie and Clyde.

RECRUITS NEEDED FOR VETS GUARD, PATROL

Portland's auxiliary police organization, known as the Veterans Guard and Patrol, urgently needs additional men, according to Sam O. Plunkett, recruiting officer.

He said that in the two years of its existence, the Guard and Patrol has become one of the most effective organizations of its kind in the nation. Volunteers augment the regular police department and are trained for the war emergency under the Office of Civilian Defense. Members have full police authority, but are not subject to call for duty during labor disputes. One night each week is devoted to patrol work and instruction.

Application blanks may be obtained at headquarters in the Sherlock building, S. W. 4th and Oak streets, Portland. Plunkett said hundreds of shipyard workers already are members.

Student Teaches

(Oregon Ship)—Amory T. "Slats" Gill, left, famous Oregon State college basketball coach, used to give out the pointers to Roy Pflugrad, night Oregon Ship template storage supervisor, when the latter was starring for him on the Beaver team a few years back. But when Gill visited the yard last week, Pflugrad was tutor and Gill the pupil, when the coach sought information on shipbuilding.

a list of "don'ts" that would avoid the most frequent problems resulting from action taken without advance understanding. The "Ten Commandments in Reverse" are as follows:

DON'T sell your car without obtaining a receipt for your "A" book, either from the ration board or the car dealer.

DON'T buy a car without obtaining a tire inspection record. Be sure the tire serial numbers check. Get receipt for "A" book.

DON'T buy a truck of any kind without first checking with Office of Defense Transportation to see if you can get gas for it. Many have found themselves with truck and no gas!

DON'T sell your old car in hopes of buying a 1942 model. You might have to walk for six months!

DON'T buy a car with the hopes of driving it home. You must own the car for several months before you can get gas for such a purpose.

DON'T quit until you have checked the possibility of obtaining gas to drive home.

DON'T quit until you have checked with your clearance officer.

DON'T plan to quit one day and leave the next. It will take at least three days to arrange gas.

DON'T purposely get discharged in order to obtain a clearance and gas. A new regulation says, "no gas to discharged employees."

DON'T think a clearance necessarily solves your gas problems. Consult with the Transportation department on all matters of gas for trips home, etc. before making any moves.

FISHER KNOWS FISH; INVENTS CLAM GUN

(OREGON SHIP) — After years of research, Captain Harvey Fisher of the Oregon Ship Guards, has perfected a clam gun which he claims will increase the catch of this type of shell fish at least 50 per cent. The gun, an ingenious contrivance, is attached to a shovel, according to Captain Fisher, and explodes under sand, thus stunning the clam.

Demonstrations of the clam gun in operation will be given free during the lunch period on each shift at the Guard House.

15-Week Welders' Conference Opens

(SWAN ISLAND) — A series of welding conferences started Monday, April 10, for 437 welding supervisory personnel and will be conducted for approximately 15 weeks. Approval for the conferences was granted by the Maritime commission April 1, Richard Faville, superintendent of training, has announced. Designed to acquaint the welding supervisory staff with the background and

"why" of various welding techniques, the discussions will be extended to leadmen, supervisors, foremen and superintendents who will meet in groups on all shifts. The groups will be restricted to about 15 persons and each group will meet in five two-hour sessions at the Yard Office building.

NOT USUAL COURSES

"Although the discussions will completely cover the advanced fields of welding they should not be misconstrued as the usual 'training' courses," Faville explained. "The outline of subject matter for discussion has been developed from authentic on-the-job sources and material compiled by qualified experts."

The group discussions will employ models, films, and a polariscope in explanations of advanced welding procedures, stresses, sequence, and welding problems that affect over-all production. The polariscope pictures welding strains in colors.

Special lens have been obtained so that the polariscope presentations may be shown on a screen to portray the effects of strains upon scaled celluloid models of welded joints and ship parts.

Inspectors from the Maritime commission and the American Bureau of Shipping have requested that they be permitted to take advantage of the sessions.

Among the subjects for discussion are: the history of steel, history and types of welding, development of electrodes, manual arc and automatic welding, welding ma-



RICHARD (DICK) FAVILLE Tests Polariscope

chines, effect of welding in design, framing welding symbols, use of different joints, strength of welded joints, welding inspection, choice of electrodes for requirements, weld metal and base metal structure, metallurgy, stresses, shrinkage distortion, control of distortion, residual stresses, sequences and general rules.

WHAT'S IN A NAME?

(SWAN ISLAND)—Jack Harris, Maritime commission inspector, believes in names. He called the Safety department for a safety pin and made known his need to Edna Duley, clerk. Edna was sorry but they didn't have any. She referred him to the Child Service center.

Ill Health Causes Duo To Retire From Swan

(SWAN ISLAND)—Leaving Swan Island after almost two years of steady work, G. D. Shay and his wife, Effie, are retiring from active war work. They will return to Central Oregon in the hope that Shay's recent failing health will improve with rest. Shay started at Swan Island as a construction worker in May, 1942 and soon transferred to the Plate shop, operating a flame burner. To improve the efficiency of this machine, he devised an adjustable head which has been adopted for all bevelling work. Previously, each mechanical adjustment of the head 'gouged' the edge of the plate requiring a weld job.

Effie joined her husband at Swan Island in September, 1942 and has been employed continuously as a helper in Template Storage. The Shays sold their dairy ranch at Redmond, Ore., to come to Portland. They have eleven nieces and nephews in the service, one a prisoner of the Japs in the Philippines.

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Captain of Torpedoed Ship To Take Tanker

(SWAN ISLAND)—Capt. O. W. Ekstron knows what it is like to be torpedoed and shelled by a submarine. He was captain of the first ship to be sunk by the enemy off the Pacific coast, December 23, 1941. His ship, an unarmed tanker, was too slow to run away from the submarine. The captain did not lose a man. A visitor at Swan Island last week, as he waits to take out the Swan tanker Grand Mesa, Captain Ekstron highly praised the island shipbuilders.

"After I was torpedoed I had your seventh ship, the New London," he said.

"How long were you on her?"

"Ten months."

"You could do quite a bit of traveling in that time."

"I did 65,000 miles!"

He recited the voyages of the New London to South Africa, the Persian Gulf, Australia, Durbin, Capetown, Madagascar, East London.

"She's a good ship," he declared. "We had no engine trouble, although we had a few scares from the enemy."

Asked how important he considers tankers in the war effort, he replied:

"This is a mechanized war—gas and oil are necessary if we are to win. Tankers are vitally important."

Captain Ekstron has spent 20 of his 35 years at sea on tankers.

Delayed Honeymoon

(SWAN ISLAND)—After a full 33 months with the Kaiser company, first at Oregon Ship and now at Swan Island, Bob Low, assistant engineer in the Fabrication department, is on a needed vacation. It is also a honeymoon trip for Bob and his wife, Phyllis, swing shift crane operator. They were married in August, 1942. The couple left April 6 for California.

South Pacific Veteran Now in Swan Mold Loft

(SWAN ISLAND) — For a man who has been in 16 major naval engagements with the Japs, the Swan Island mold loft seems a quiet place, but that's the spot in which Neil Nadeau, day shift mold loft helper, finds himself, following medical discharge from the navy February 8. Nadeau, bosn's mate 2/c, enlisted in June, 1940, at the age of 18. The next four years he served on two destroyers in the South Pacific; was outside Pearl Harbor when it was attacked by the Japs.

Among other spots, he saw action at Midway, Coral Sea, Guadalcanal, Tulagi, San Christobal and the entire drive in the Solomons. Nadeau was a gun captain and watched many a Zero fall. Later he was placed in charge of a damage control party. Wounded in August last year, he was in two mobile hospitals overseas before being taken to Mare Island, Calif., and later to the Seattle Navy hospital.

"We were known as the luckiest destroyer in the Pacific," says Nadeau. "We had repairs from time to time, but as far as I know our destroyer is still in there pitching."

Ex-Swan Worker Weds in Florida

(SWAN ISLAND)—News has been received of the marriage, March 11, of Fathie "Hershey"

Hershberger, former engineering aide in Progress and Time Study departments to Captain Lawrence V. Pendergrass, U. S. army, son of Mr. and Mrs. L. A. Pendergrass of Portland.

"Hershey" was employed at Swan Island for over a year prior to leaving for Jacksonville, Fla., to be married. Her father-in-law is supervisor of the Steel Control center at Swan Island.

SWAN ISLAND INQUIRING REPORTER

QUESTION:

Will there be business expansion or depression immediately after the war? Why?

Mrs. Ella Nora Key, Chief Matron, Riverside Dormitories, said: "Naturally, I would rather think there wouldn't be a depression, and there really shouldn't be one. There is so much to build back; so many things people have been doing without and will want again—new inventions, new discoveries. Surely, progress along these lines will mean business expansion. I think the last depression taught us a lesson and this time we will be prepared."

J. R. Devers, resident attorney for Swan Island, answered the question briefly and to the point. "There will be expansion if for no other reason than to prevent a depression which might result from the cessation of war contracts. Normal industry must expand to give employment to the thousands of people now in war industries and to the men and women now in the service."

Earl Weiman, swing shift truck driver: "I don't look for a depression for at least 10 years after the war. There is much to be rebuilt in Europe. Our country is the only one with the natural resources and the manpower to do it. These European countries are burned, bombed, destroyed completely. They can't rebuild themselves, let alone help each other. It will take from seven to 10 years and there can't be a depression with that much to be done."

Mrs. Mabel Connelly, cafeteria worker, declared: "Depressions or slumps usually follow a war, and I don't see how a depression can be avoided this time. What will become of all these people now working? Service men will be given preference on jobs and, rightly so, but there will be a surplus of man and woman power—not enough jobs to go around. I guess we older ones will just go back to the old homestead, (if we have one) and hope for the best."

Sidney D. Porter, head janitor, Old Administration building, after a few moments of thought said: "I think there will be a depression after the war because thousands will be thrown out of these defense jobs when the war is over. A great many of them haven't saved a dime. They have just lived from day to day and when they are out of a job the lack of funds and the lack of immediate employment is going to leave them a burden on the community."

John Ferguson, swing shift pipefitter in the refrigeration and CO2 department, stated: "Immediately after the close of the war, I anticipate a certain period of readjustment. It will take time for factories to resume production for civilian use because so many kinks will have to be ironed out. Business may level off a little during this period but to no great extent; then there will surely be expansion."

Mrs. Vivian Bissell, office clerk, graveyard shift, Carpenter shop, returned recently from a vacation trip to Canada.



Know Them? This picture was taken July 1, 1942, the day the first keel section of Hull No. 1, the Schenectady, was laid. In this group of early Swan Islanders, many of whom are still here, how many can you identify? (Swan Island photo)



Unknown Cartoonist Caricatures on the wall in P. W. "Mickey" Beeby's erection outfitting office, Way End 5, are the work of an unknown artist who pins up his sketches without being caught. Marjorie Lester and Leona Halvorson check up on the latest additions.



Nightmare A Swan Island photographer pictures a bad dream often disturbing the sleep of R. M. DeGraff, supervisor welding rod control. Actually the rod salvage pile is no higher than Bob himself, and the picture is the result of the photographer's hocus-focus. "Welders are doing a good job of burning down rods, but there is room for improvement," says DeGraff. An average of one car load of waste rod a month is shipped from Swan's salvage yard. (Swan Island photo)

Sturdy Vagabond Does Heavy Work at Swan

(SWAN ISLAND)—The "Vagabond" and her skipper, Al Mason, are certain that a tug's-eye-view of Swan Island's production program is one of the best views. Arriving at Swan Island in the summer of 1942, the tug was dry docked near the Carpenter shop for overhauling. She was a battered and disreputable looking craft at that time and appeared to have served more than her three score and ten, or whatever tugboats serve.

Carpenters went to work on her. They repaired her wooden anatomy. She was given a land ride to a berth beside the garage where mechanics revitalized her "innards."

Sometime during this period wags unofficially christened her "Miss America—1942."

Painters took over and she blossomed out with a new facial and looked soundly rejuvenated.

Her true name of "Vagabond" was

bestowed upon her, she was taken to the Outfitting dock, and gently launched by the careful hand of a crane operator.

Since that time the "Vagabond" has been doing yeoman's service and getting her own idea about shipyards as Skipper Mason and helper Bill Jones, take her on important and varied chores.

"She's a good tug," says Al Mason, an experienced tug operator with a son with the Pacific fleet. "Sometime if you really want to see something about Swan Island, let the Vagabond show you!"



'Skipper' Al Mason, pipe in mouth, stands on the deck of his ship at Swan Island, ready to do his job with the aid of Helper Bill Jones, standing in the "companionway." The sturdy workboat, Vagabond, is the "jack" of all tug jobs at the busy Kaiser yard. (Swan Island photo.)

French Navy Veteran Now Buffer Leadman On Swan Island Ways

(SWAN ISLAND)—Speaking English he learned by asking, "How you say it?", Yves Victor "Vic" LePerron can tell many tales stored from his 30 years' service with the French navy. Day shift buffer leadman on the ways, LePerron wants to stay in the United States, become an American. Already he has taken out first citizenship papers.



Joining the French navy at the age of 13, LePerron sailed on the passenger ship, Lorraine. With the merchant marine during World War I, he helped transport troops and ammunition for the Allies, saw the sinking of three tankers and one cargo boat, all British.

He spent 13 months on the Black Sea following the war and was shipwrecked off the Greek coast. For 39 hours, within sight of land, he clung to bits of wood, finally managed to swim ashore. There he commandeered a boat, returned and saved ten of his companions. From a crew of 104, only 40 survived.

Sailing aboard the Winnipeg, April 25, 1940, LePerron left St. Nazaire. That was the last he heard from any of his family. When Germany invaded France, he was in New York on the Normandie. His mother, two sisters and a brother were all in Le Havre.

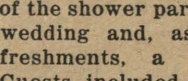
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Scotsman Recalls Shipyards at Home

(SWAN ISLAND)—Present-day shipyards are a great improvement over Scotland's shipyards where Ernest Stead, swing shift pipefitter in the CO2 and refrigeration department, worked over 30 years ago. It was at the Clyde shipyard, one of the largest in Scotland, that Stead first went to work as a duplicator and later as a riveter. In contrast to the speed with which ships are built today, Stead says in those days it frequently took as long as three years to complete one vessel from keel-laying through outfitting.



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Bride-to-Be Honored

(SWAN ISLAND)—Swing shift girls of I.B.M. key punch room held a surprise luncheon in honor of Miss Ellen Brown, supervisor, who left to spend a month in Florida, to visit her fiancé, Jim Barker, before his overseas assignment. Barker, former employee of Swan Island, is in the Seabees, shipfitter 1/c in a demolition unit. At Swan he was a time checker and later swing shift welder in the Marine Pipe shop.

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Shower Honors Bride

(SWAN ISLAND)—Friends of Mrs. Hazel Mulder, general helper, day shift, on the ways, surprised her with a shower, March 24, at the home of Mrs. Elsie Tomkins on Montana avenue. Mrs. Mulder will marry Raymond Bridges, Plate shop, in June and Mrs. Tomkins will be her matron of honor. Features of the shower party included a mock wedding and, as part of the refreshments, a decorated cake. Guests included members of Mrs. Mulder's crew.

Undergoes Operation

(SWAN ISLAND)—R. C. "Blackie" Allen, swing shift leadman at the Weld Test shop, underwent an eye operation at the Good Samaritan hospital April 3. His condition is reported as fairly good.

New Counsellor

(SWAN ISLAND)—Virginia Durckel, new counsellor at Swan Island on swing shift, has been assigned to the dormitories and the welding school. She will plan programs and organize other recreation for dormitory residents.

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Story of Swan Island Crane Minor Odyssey

(SWAN ISLAND)—Technically, the "hammerhead" crane in the general storage yard is not a "hammerhead." It is a double cantilever crane somewhat cropped from its original boom length of 330 feet to a mere 259 feet, 8 inches, which still approaches the length of a football field. This technical information was furnished by A. R. Nieman, general manager of Swan Island who has been able to look up on the job for the better part of six years and see the crane outlined somewhere against the sky.

Some of that time it was outlined against a Grand Coulee sky where Nieman was construction engineer. At Swan Island it moved back and forth in plate storage for about six months and then was moved to its present working ground in general storage.

The travels of "Number 8"—its original Grand Coulee identification still is placarded on its framework—make a minor odyssey.

It was bought for Grand Coulee in 1938 and worked there 24 hours a day placing concrete. After being removed from the Coulee trestle it was rebuilt for 40 ton capacity. It was moved to Swan Island and erected in a slightly cropped version of its original self.

The move from plate storage to

general storage was a simple cross country jaunt that did not require dismemberment and reconstruction.

When the craneway was ready in general storage, temporary track was laid to steel storage. The crane was jacked up, trucks turned, and Number 8 was bodily moved across country, past the machine shop, to its new craneway where it now unloads shipments coming into the yard.

Technically speaking, Number 8 is built of double cantilever design; measures 43 feet from rail to rail; has a 219-foot maximum hook travel; is 50 feet wide at its base; 15 feet wide at the top of the boom; and measures 103 feet and 7 1/4 inches from the top of the rail to the top of the boom. It is rigged to handle 18 tons.

Number 8 still has an interest in Grand Coulee. She unloaded much of the equipment for the ship of that name launched at Swan this week.



'Hammerhead' Isn't That may look like a hammerhead crane, but it's really a cut-down double cantilever with a long construction record. The crane still has a boom stretch of 259 feet, 8 inches, nearly football field length. Originally it spanned 330 feet. That was in the days of Grand Coulee construction. (Swan Island photo)

'POP' REPAIRS ALL Bring Your Woes, Too

(SWAN ISLAND)—All day shift welders on the ways know "Pop." They run to him for help when the helmet doesn't fit, or gets broken, or their leathers get torn, or a stinger needs repairing. Pop sits in the welders' lunchroom under Craneway 2 and takes care of the welders' problems.

As one of the welders said, "Pop will even overhaul your disposition; anyone who walks out of his shack with less than a chuckle is nothing short of an old crab."

Born 72 years ago Ed Brotherton, is just "Pop" to the welders. He is a Swan Island pioneer, according to his claim of being one of the first on the ways, two years ago. He was a welder's helper then. At present he has charge of repairing the rod boxes and is assisted by a crew of five, including his wife, Bonita Brotherton, Lawna Robinson, who has been with him 13 months, Ann Case, Rena McGregor and George Weber.

He makes a specialty of repairing welding hoods and it is his claim that he can make a damaged hood "darned near as good as new." He will also repair a stinger, put the owner's name on his leathers, or stitch up a pair of britches. He also "plays the guitar and mouth harp and sings comical songs," he tells us.

"Pop" has had membership in the A. F. of L. for 50 years. He joined the Cooks, Waiters and Bartenders union in 1892. He has worked all over the country. When he came to Portland he became active as a union barber and had a shop in the Labor temple for 39 years.

"Pop" doesn't care to make a guess as to when the war will be over but he is looking forward to settling down on his little piece of ground near Oswego.



SWAN ISLANDER GETS THINGS 'BACKWARDS'

(SWAN ISLAND)—R. D. Follis, guard at Mock's Bottom, day shift, tells a Stubby Bilge-bottom story on one Swan Island employe.

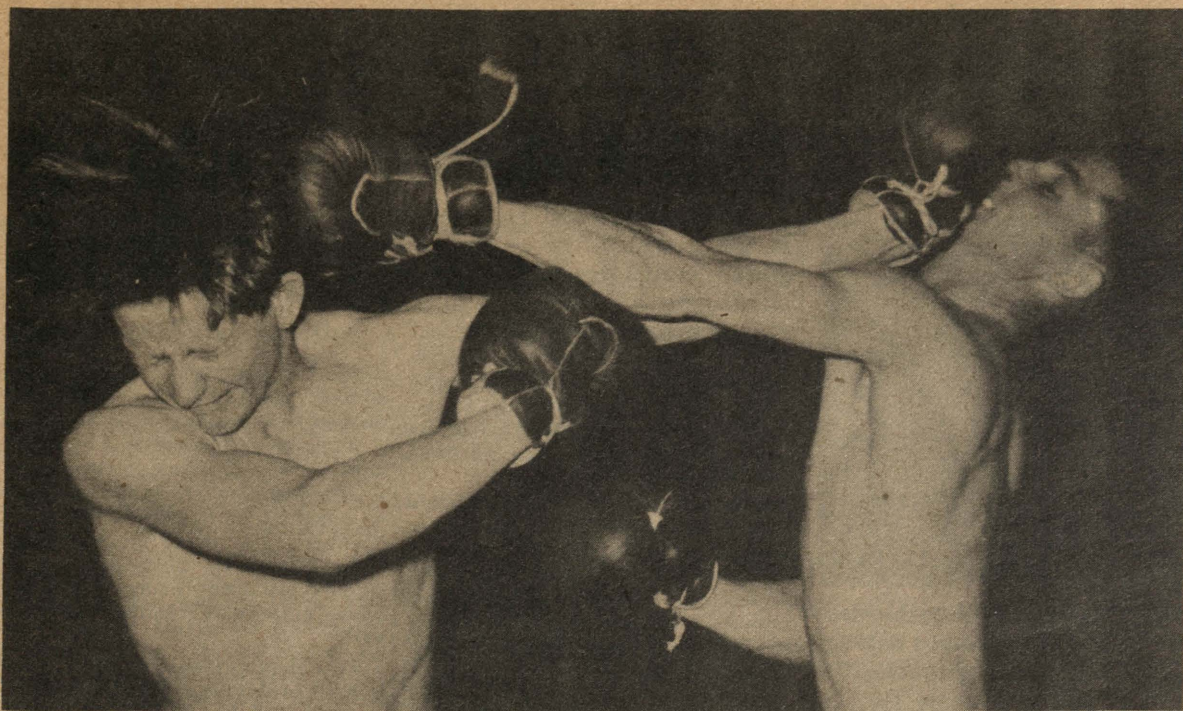
The worker opened his coat in confidence that his badge was on his sweat shirt when coming to work one morning. The badge wasn't there. It was the straw that broke the camel's back as far as the worker was concerned, since he complained of other troubles in trying to get to his job that day. The man was sure he'd lost it. Follis helped him look, put his hand on the back of the sweat shirt and there was the badge. The sweat shirt had been put on hinside front.

Returns to Swan Island

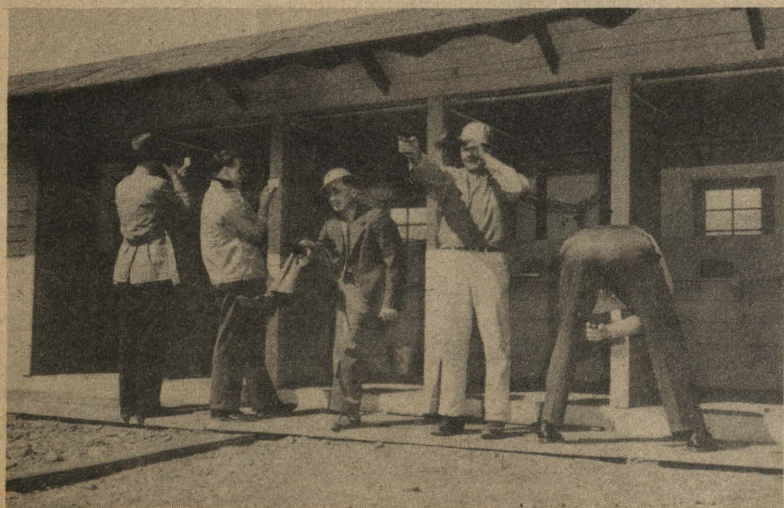
(SWAN ISLAND)—Harold Phillips has just returned to the Field Progress office at Swan Island on day shift after a year's absence. He says he is glad to get back although he liked his other work too. He was circulation manager of the Oregon City Enterprise and still lives in Oregon City.

Welder's Son Dies

(SWAN ISLAND)—Mrs. Vivian Green, welder in Bay 6, Assembly, recently returned to Rogers, Ark., accompanying the body of her sixteen-year-old son, Jerry, who died Tuesday, April 4, following an appendectomy. Mrs. Green has been a Swan Island employe since September, 1942.



Leather Tossers This action-filled picture should give boxing fans an idea of the plain and fancy leather pushing dished out by fighters at the regular Tuesday night slug fests at Swan Island barracks gymnasium. Here we see "Red" Swain, Swan Island, shaking off a rabbit punch while wielding a nasty left atop Hugh Skinner's chin. Skinner was judged winner of the three-round preliminary of the April 4 card. (Swan Island photo)



Everybody Duck! These fancy-shooting superintendents have issued a challenge to any comers, preferably the "pistol-packin' guards" of Oregon Ship to inter-yard matches. Left to right, Duncan Gregg, assistant yard superintendent; O. M. Mikkelsen, marine machinist superintendent; Jack Crane, electrical superintendent; Park Savage, Outfitting dock superintendent, and Mark "Guess Who" Antoncich, chief of guards. (Vancouver photo)



Play Ball! The curtain goes up April 24 on Oregon Ship's 1944 softball season. Shown above are members of Bill Steel's club after a practice session during the day lunch period on Way 1. They are, front row (left to right) Ralph Sittel, Wilson Cox, John Rekart, H. W. Herbst, and Leo Parham; back row, Harry Swan, Hank Elliott, Al Galipeau, Manager Jerry Walters, Arnold Shanahan and George Watkins. They will meet "Whitey" Thesman's team in one of the opening games. (Oregon Ship photo)

Sports Briefs

By TOM LOUITT

Oregon Ship's new gymnasium has informally unlocked its doors for the recreation of OSC employees, but until installation of equipment is completed, programs will necessarily be limited and without definite schedule. The gym will be open week days from 1 to 10 p. m.

The ultimate program calls for a variety of competitive sports such as softball, baseball, basketball, volleyball, handball, badminton, bag punching, boxing, wrestling, weight lifting, horseshoe pitching (two courts), table tennis, shuffleboard and dart games. Workers taking advantage of the building must provide suitable gym clothing and shoes that do not mar or otherwise injure the floor. Recreationists, however, may rent necessary equipment for a small fee at the equipment room.

SOFTBALLERS READY

At least 10 teams will play in the Swan Island Softball association this season. Managers representing that many teams, as well as Mike Fader, Jude Moreland and John Moliter, board of control members, adopted regulations limiting teams to 15 players, with an entrance fee of \$50 for each team. Deadline for fees and team registration is Saturday, April 22. Copies of contracts and player releases are available at the Safety office. Teams already lined up include Chippers, Outfitting, Warehousemen, Welders, Burners, Pipefitters, Erection, Painters, Crane Operators, Shipbuilders and Fabrication.

Games twice weekly will be played on the Barracks field starting Monday, May 1, at 4:15 p. m. Managers are asked to call the Barracks gym to reserve the field for practice. Next meeting of managers is today (April 14) in Chuck Morrison's office.

Swan Island gym daily echoes the click of table tennis balls and the sport has many women as well as men devotees.

OSC SOFTBALL LEAGUE TO OPEN

(OREGON SHIP)—Oregon Ship's 1944 softball league schedule was announced this week by Gerry Walters, league chairman. Work is being rushed on Oregon Ship Recreation Center field but if it is not completed on Friday, April 21, games will be played at Pier park and Columbia Field No. 3.

Here is the schedule:

Opening Day Program	Friday, April 21
Steed vs Thesman	Monday, April 24
Plate Shop vs Material	Monday, April 24
Superstructure vs Assembly	Tuesday, April 25
Specialty vs Marine Engineers	Tuesday, April 25
Plate Shop vs Thesman	Tuesday, April 25
Steed vs Specialty	Wednesday, April 26
Superstructure vs Material	Thursday, April 27
Assembly vs Marine Engineers	Friday, April 28
Thesman vs Assembly	Friday, April 28
Superstructure vs Marine Engineers	Monday, May 1
Specialty vs Material	Monday, May 1
Steed vs Plate Shop	Tuesday, May 2
Superstructure vs Thesman	Tuesday, May 2
Specialty vs Plate Shop	Wednesday, May 3
Steed vs Marine Engineers	Thursday, May 4
Assembly vs Material	Friday, May 5
Marine Engineers vs Thesman	Friday, May 5
Specialty vs Superstructure	Monday, May 8
Assembly vs Plate Shop	Monday, May 8
Steed vs Material	Tuesday, May 9
Specialty vs Thesman	Tuesday, May 9
Marine Engineers vs Material	Wednesday, May 10
Steed vs Assembly	Thursday, May 11
Plate Shop vs Superstructure	Friday, May 12
Thesman vs Material	Friday, May 12
Specialty vs Assembly	Monday, May 15
Steed vs Superstructure	Tuesday, May 16
Plate Shop vs Marine Engineers	Wednesday, May 17
	Friday, May 19

The league is also calling for umpires with experience and a knowledge of softball rules. Persons interested should call Walters at Yard Ext. 631.

Outdoor Show to Mark Sports Project

(VANCOUVER)—A big outdoor demonstration will mark the opening of the six baseball diamonds athletic field and track at McLoughlin Heights community center, sometime in May, according to Walter E. Pollock, project services director.

He said the show will include tumbling and calisthenics exhibitions, music by a 100-piece band and singing by several chorus groups. Lighting equipment and bleachers will be installed.

Players Wanted

(Vancouver)—Wanted: Baseball players. Anyone interested in playing baseball should contact Walter Pollock at McLoughlin Heights, Administration building. Practice will be held Sunday, April 16.



He sold all his clothes and shouted hurray!
The Army said that he was 1-A,
But rejected he was the very day
And now he dresses this-a-way!!!

Vancouver Softball Plans Complete

(VANCOUVER)—The Vancouver Softball association will open a schedule of practice games May 1, in preparation for the tournament season which gets underway a month later.

Managers have decided to issue membership cards to players for a fee of two dollars. The money will be used to pay umpires and provide trophies. Members may obtain discounts of softball equipment.

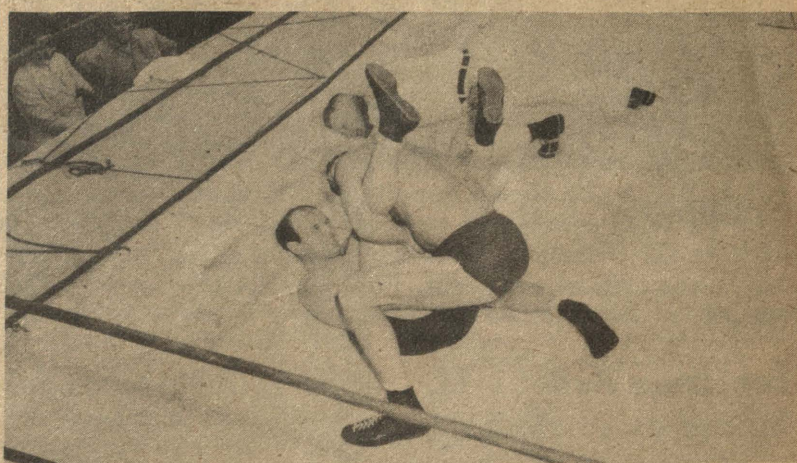
Gene Deluca has been appointed chairman of a grievance committee to settle disputes. Other members are Pat Ginnis and P. Mills.

Portland Black Sox Seek Baseball Games

(Vancouver)—A newly organized baseball club under the management of Henry Jones, boilermaker welder on the ways, graveyard shift, is working out daily at Vancouver City. The team to be known as the Portland Black Sox, is seeking games.

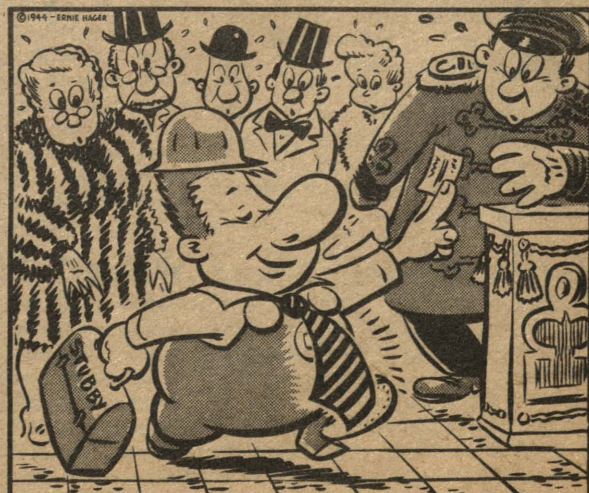
Croquet Challenge

(Vancouver)—E. J. Dewey, assistant superintendent at the Vancouver Paint shop, has challenged any croquet player to a match.



Nearly Pinned Featuring talent from Portland Western Athletic club cards, Oregon Ship yard shows are serving up some choice matches. On the day shift show March 31, Jack Kiser, former OSC shipfitter leadman and local mat headliner, defeated "Tarzan" Potvin (on mat) in one fall. Referee Percy Freeman of the OSC Fire department, watches Potvin's shoulders. (Oregon Ship photo)

Stubby Bilgebottom



By Ernie Hager

Pipe Covering Task Important Bartells Growth Told

"Bartells' Again." That sign over the cab announces the arrival of another truckload of pipe covering, boiler covering, lagging or firebrick for Kaiser-built ships at one of the three Portland-area yards, and it happens several times a day at each yard. More than that, the sign represents E. J. Bartells Co., an industry that has grown from 25 to 1200 employes in the Portland - Vancouver area with

the growth of the Kaiser yards. It is the largest user of pipe-covering materials, or lagging, in the United States, and has installed covering for pipes and boilers on 465 Kaiser-delivered vessels up to the time of this publication.

Placed end to end, the pipes insulated by E. J. Bartells Co. in the Portland area would reach approximately 830 miles. This does not include vast amounts of covering placed on boilers and tanks, enough, it was estimated, to extend 1200 miles if the boiler covering could be removed and reshaped as pipe covering.

20 Years Old

E. J. Bartells established the company in Seattle about 20 years ago to merchandise firebrick and refractory materials for factory boilers. It long has been affiliated with A. P. Green Firebrick Co., of Mexico, Mo., manufacturer of some 450 cars of brick installed under the boilers of Kaiser-built ships.

For 17 years the company has operated in Portland. It added the Johns-Manville line of insulation and boiler covering materials eight years ago and engaged in plumbing, heating and industrial work prior to the war.

When Oregon Shipbuilding corporation was organized, E. J. Bartells Co. became a subcontractor to apply insulation and lagging to boilers, hot, cold and steam pipes in Liberty ships. As the Vancouver and Swan Island yards were established, Bartells became a subcontractor in these yards, also. The company has completed its contracts in 332 Liberty ships, 58 tankers, 30 LST's, 35 escort carriers, six Victory ships and four fleet oilers to date.

Carriers Use Most

Carriers are the heaviest users of Bartells' materials, each requiring about 6½ miles of pipe covering. That is why more than one-half of Bartells' 1200 employes work in the Vancouver yard. The tankers take about two miles of lagging, fleet oilers about 2.3 miles, Victory ships about 1.8 miles, Liberty ships 1½ miles, and LST's less than a mile each.

Pipes covered range from 3/8-inch to 12 inches in diameter. The

company has developed methods of prefabricating flange fittings and turbine covers in a factory on N. E. Union avenue, near Lombard street, in Portland to save time. Materials are placed in molds and tamped into place. These ready-made coverings save 15 per cent of the time ordinarily required for placing them.

Pipe covering, which is shipped here from factories at Waukegan, Ill., and Redwood City, Cal., is 85 per cent magnesia, a material extracted from rock, and long fiber asbestos. The other 15 per cent is wire, metal strips, adhesive cements, wrapping and other materials necessary to hold the magnesia together.

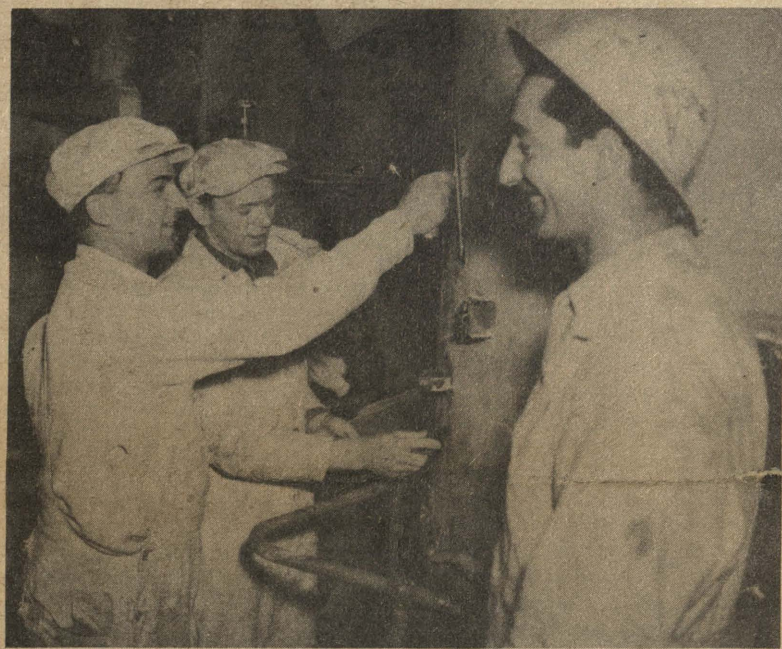
Last on Ship

Bartells' and the painters have the distinction of being the last working groups on the ships before they are delivered. Much of the pipe and flange covering must be left until after dock trials. Due to the great need for speedy operations at

this stage, Bartells' operations have not been able to shut down every Sunday like the main forces of the Kaiser yards.

Heading the company in the Portland area is O. A. Abrams, vice president and general manager, member of the firm for 10 years. Yard superintendents are Joe Churchill, Oregon Ship; Jack Barnette, Swan Island, and Basil Sinclair, Vancouver. Churchill is a former Northwest construction man, Barnette was a dealer and salesman of building materials before the war, and Sinclair is a veteran engineer who has worked in many foreign countries, including China and Russia.

The company maintains its main administration office at 611 N. Tillamook street, and has stock warehouses at two nearby locations, another at N. W. Twenty-second avenue and Vaughn street, the factory on Union avenue, near Lombard street, and warehouses at each shipyard.



Fire Protection Foreman Carl Miller (right) is shown directing members of a Bartell asbestos crew insulating pipe above the engine room of an OSC Victory ship. The workers are Perry Richards (left) and Jim McLiggott. (Oregon Ship photo)

CUPID LURKS HERE Bride Survey Shows

There is romance under many a battered tin hat and grease-smearred work clothes, according to findings of Mrs. Alexandra Potts, associate editor of Bride's magazine and a recent Kaiser shipyard's visitor. Mrs. Potts stopped off here while on a 15,000 mile trip to learn about brides, about brides-to-be, what they plan and how they think.

During her brief visit she interviewed 25 of them, six wearing wedding rings and the other 19 hoping to do so. Eight of them were welders, the others from office forces.

At least one-sixth of the states in the union were represented. A few of the girls planned early marriages with little or no fanfare and no honeymoons. The others, most of whom are separated by war from the men of their choice, are looking toward the future, if not through rose colored glasses, at least with dreams of old-fashioned weddings in traditional satin or lace, yards and yards of tulle, attendants and music.

Some of the things Mrs. Potts has learned on this trip:

That war brides are pretty matter of fact about their romances.

That informal clothes are the order of the day.

That the marriage age has extended in two directions, covering the field from 16 to 60 years.

That more women past 40 years old are getting married than ever before in history.

That women who work in the yards have a better opportunity to meet men than those who work in offices.

That the love bug nips through man-styled work clothes and behind metal helmets as easily as it pierces the smartest of costume or the smoothest of makeup, sometimes more often for those in the older group.

That in spring romance is having a big fling!

With First on Jap Soil

(VANCOUVER)—Corporal Raymond A. McComb, son of Mrs. Kathon graveyard, was among the first to set foot on conquered Japanese soil in the invasion of the Marshalls, according to a press release from the U. S. marine corps public relations department.

The dispatch, written by Sgt. William C. Harris, was sent to newspapers in Minot, S. D., and a copy forwarded to McComb's mother at Vancouver.

CROSSED BULB



Jack Thornburg, Swan Island day shift electrician, Outfitting dock, holds a 200 watt bulb that burned out the morning of Good Friday with the pattern of a cross on the inside of the glass. (Swan Island photo)

Shoe Stamps

The Office of Price administration has issued the following instructions regarding work shoes, according to C. V. Patterson of the Transportation department:

Beginning April 15th and ending May 15th, no special shoe stamps can be given to applicants. A new stamp will be valid May 1 and at that time employes in need of work shoes may use the current stamp if necessary.

After May 15, employes who have used all available current stamps in their family may apply for special stamps which must be marked "Work Shoes Only."



Asbestos Men Charles Snyder, Phil Smith and Hy Pifer fit asbestos insulation on boiler room pipes of a Swan Island tanker at the Outfitting dock. (Swan Island photo)



Bread Mixer An old bakery dough mixer is used here to mix "mud" for insulating tankers. Edwin Higham and R. E. McClelland dump a batch from mixer. (Swan Island photo)

Responsibility Law Vital to Motorists

Oregon's new financial responsibility law, not yet widely understood by motorists, makes it necessary for parties in any motor vehicle collision which results in property damage or bodily injury, to post proof of financial responsibility. Only exemptions under the law are a legally parked car or a vehicle operating on a private roadway. Administration of the law is vested in the Department of Financial Responsibility, Salem.

If an owner or driver of a vehicle has an accident, he must file proof within 45 days with the department that he was financially responsible when the collision occurred, or he will be responsible in the future. Proof can be shown by posting \$11,000 in cash, surety bond or automobile insurance.

NEED INSURANCE CERTIFICATES

Insurance policies, as such, are not accepted by the department. A proper certificate of insurance is required and these may be obtained by policy holders from insurance companies. Best procedure is to give your insurance agent a copy of the accident report filed with the police after the accident. This will eliminate any danger of incorrect dates, license numbers, names and location of accident, and often may prevent suspension of plates and operator's license.

Shipyards transportation officials

are familiar with the law and are prepared to advise workers.

Correct procedure to follow in event of an accident is detailed below. Workers are urged to read the suggestions and save them as a guide if they ever should come within the act.

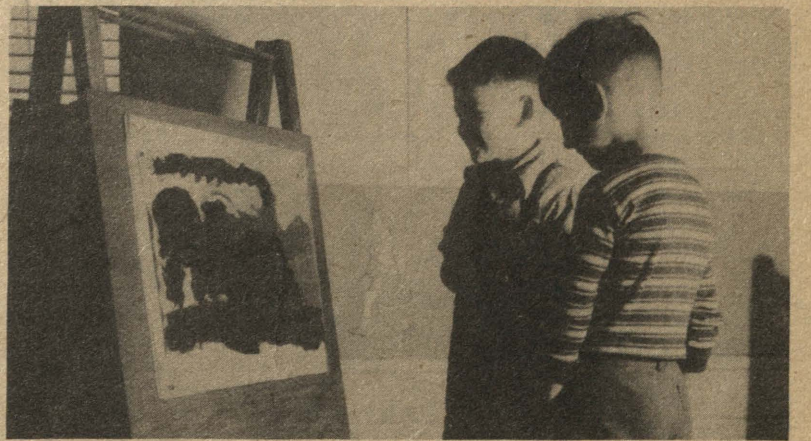
If, on any public street or highway of Oregon, you are involved in a collision resulting in property damage or personal injury, the accident must be reported to the nearest police station or sheriff's office within 24 hours.

If your car is insured you should:

1. Immediately report the accident to your insurance agent. The report to your company must be made even if you were not at fault.
2. Request your agent to file form SR 21 with the Department of Financial Responsibility, Salem, Oregon.
- (Form SR 21 must be filed for each accident and must show correct name of owner, of driver, date of accident, and correct description of car involved. Form SR 21 is furnished by your insurance company and can only be filed by company or agent.)

If your car is not insured you must:

1. Immediately furnish and maintain proof of future financial responsibility.
2. Furnish proof on each car if you own more than one.
3. Furnish proof to retain your driver's license if you do not own a car.
4. If you purchase liability insurance, request that a certificate be filed in your behalf with the Department of Financial Responsibility, Salem, at time of application.



Art Appreciation Billy Phillips, son of Mr. and Mrs. Donald Phillips, and Dale Moore, son of Mr. and Mrs. Angus Moore, Swan Island workers, admire Billy Altimus' painting of a Kaiser locomotive at the child care center. Young Altimus, son of Mr. and Mrs. William Altimus, isn't seeking any special honors for his work, but adult artists in the three Kaiser yards will be when they show their canvasses in the third-all-Oregon exhibition to be held at the Portland Art Museum May 26 to July 2. Entries must be submitted between May 10 and 14. Entry blanks are available at Bohn's Whistle offices. (Swan Island photo)



JEAN WILSON
Assembly, really likes designing clothes better.



DARLENE CADE
Outfitting, has been welding eight months.



ALICE LIVENGOOD
Plate Shop, is old-time triple-plate welder.



LETHA SMITH
Ways, has been welding for over a year.



FRANCES TYLER
Pipe Shop, works on the swing shift.

WOMEN DO HALF SWAN WELDING

Plate Shop Pioneered

(SWAN ISLAND)—Nearly half the man-hours of welding at Swan Island are turned out by women. When production first started at the yard in June, 1942, there were no women welders, so the term man-hours was correct. But since that time the "woman-hours" have increased until welding superintendents report that about 47 per cent of all welding now is done by women.

Lady welders who pioneered at Swan starting in August, 1942, were Betty Olson and a woman known as Clara. Her last name could not be learned, and it has not been determined whether she still is at the yard.

Betty Olson first worked in the Plate shop where she became the only woman welder in the yard to serve as a leadman. She now is welding on the assembly platforms. The task of these two was not an easy one, but they made the grade and paved the way for the thousands of women who now play an important part in Swan Island's ship production.

PLATE SHOP PIONEERED

The Plate Shop pioneered in the use of women welders and still leads the yard with 88.8 per cent. In addition, according to Pres Hiefield, superintendent of fabrication, this department has the highest percentage of three-plate women welders, who have passed a maritime specifications test on three plates including flat, vertical and overhead welding.

Assembly was the second department to use women welders with the arrival of Pat Robinson in October, 1942. Pat is now in the Waves, but there are many others



Elders and Youngest Mrs. Mattie Mills, Plate shop, day shift, is probably the oldest woman welder in the yard. Although she won't tell her exact age, she admits she's old enough to draw social security. She is one of the highest bond-buyers in the yard and in addition to welding has a part-time job evenings. The youngest is Shirley Larson, 16. Shirley also works in the Plate shop and so do her two sisters, Marian Melich and Phyllis Daline, both welders. (Swan Island photos)

who started a short time later and are still employed. J. E. Jeremiah, superintendent of welding in Assembly, says women welders are as good as men and that a very high percentage have passed the three-plate tests.

Rod Wentworth, superintendent of welding on the ways, has at least 130 women welders who have been in the department a year or longer. The gals really have to take it on the ways, working in double-bottoms or at the top of the superstructure.

295 ON OUTFITTING DOCK

Although women were used as tack welders as early as August, 1942, it was not until March, 1943, that they were first used as production welders according to Wentworth. Joy Wilson day shift, was the first woman production welder at Swan Island.

On Outfitting dock there are 295 women welders under the guidance



of Al Enos, superintendent of outfitting welding. He declares: "Sure, my girls are as good at welding as the men and besides they can win Swan Island softball championships. Some people have the idea welding on outfitting might be a snap. If you think so, just take a stroll over one of the hulls and watch the girls at work."

Another department where women are used extensively is in pipe welding. E. N. Day, superintendent, has about 30 per cent women on his crews and says that although women can do any of the welding as far as technique is concerned, there are some welds women are not asked to do, because of the working positions.

Most of the woman welders at Swan Island received their initial training from the Vocational school where, according to J. F. Jenkins, co-ordinator, the enrollment runs from 50 to 75 per cent women.

The WORKER SPEAKS

Saturday Night Off

Sir: Replying to a letter in "The Worker Speaks" by Mr. V. I. Weeks, entitled "Saturday Night Off," and your editorial comment. . . .

There are not any plausible reasons why Saturday night off for Graveyard shift is not practical. . . . Excessive absenteeism, very apparent Saturday nights, would be almost eliminated and work momentum maintained, rather than retarded. . . . Having worked on all three Swan Island shifts in supervisory capacity, I consider graveyard shift efforts carry responsibility at least as great as day shift. . . . The (24 hour) schedule here ceases to function when an entirely new work outline and new impetus must be developed every Monday morning for the week's operation. . . . graveyard shift pickup is similar to that of other shifts. . . . week-end rest does not alter the mode of cooperative follow-up controlled by cards, reports and verbal contact. . . . Supervisors, foremen and leadmen who report before the whistle blows do so to maintain the swing of continuous operation. . . . We "night owls" are capable of accepting full responsibility for our share of the 24 hours. . . . We know that our position on the calendar would, under no circumstances, retard momentum if we achieved the distinction of starting up each new pay week.

Since we are approaching our 63rd launching, it's high time that we all know the sequence of work. . . . Don't you think the management could be induced to let us launch a ship on graveyard; swing shift has been so honored. . . . I

suggest that now it is daylight at 7 a. m., on an early Sunday morning, at the end of a week, we launch a tanker then have a christening breakfast. . . . If, in order to give us a Sunday morning launching, (the management) would care to move the launching date forward a day or two, the "graveyarders" will make it and be proud of the job.—Sincerely, one of the night owls, James Childs, No. 618.

Ed.—Possibility of a grave-shift with General Superintendent Elmer Hann. Said Hann, in effect, consideration is being given to a graveyard shift launching during the summer when details can be worked out. He explained that suitable weather, transportation for persons attending and other vital matters are involved.

Auto Jam Bad

Sir: I suggest that boarding of passenger cars by "hitch-hiking" employes just above the viaduct be thoroughly investigated. . . . prospective riders wait at the curb just below the former bus stop. . . . Every time a car stops (many do every morning) the outer lane is blocked. . . . Cars come at a fair speed, often quite close together, traveling down hill. . . . It is definitely a hazard. . . . drivers should be encouraged to stop at the old bus stop and riders urged to wait there. . . . observation pertains to 8 o'clock crowd.—Office Worker.

Ed.—Good suggestion. Remedy lies with Portland Police and worker cooperation.

Ex-Head Office Worker Gets Master Files Job

Mrs. Nan Harness, formerly in the office of Swan Island General Manager A. R. Nieman, has been named chief clerk in the master files department, taking the place of Miss M. B. Workman, who died March 23. Mrs. Harness continues to handle the administrative typist pool along with her new duties. She came to Swan Island November 15, 1943, from the OPA offices. (Swan Island photo)

File Clerk Resigns

(SWAN ISLAND)—Freda Blake, chief file clerk in the office of Edgar Kaiser, was honored at a no-host dinner and handkerchief shower at the Canary Cottage on April 5. Mrs. Blake who resigned her position on Saturday, April 8, has been at Swan Island since the yard opened, transferring from Oregon Ship.

Back at Work

(SWAN ISLAND)—Richard Walker is back on the job as supervisor of the electrical trainee program. He recently underwent an operation at the Good Samaritan hospital.

Views Production From High Perch



Agnes Hall, swing shift crane operator in Plate shop, has been at Swan Island 18 months, starting in the Template Storage department. She's pleased to see production rates rise at Swan Island in the hope that her husband in the army may return home soon.

Soldier Visits Mother

(SWAN ISLAND)—PFC George Cronyn recently spent a week's furlough with his mother, Mrs. Lura Cronyn, day clerk in the Erection office. Private Cronyn is connected with chemical warfare and has been stationed at Camp Siebert, Ala., for the past several months. He expects to leave for overseas duty soon.

Gumps Make Big War Contribution

(SWAN ISLAND)—There might be other families in the yard with a better service record, but they'll have to tell it to Edward J. Gump, Guard No. 179.

Gump has six boys and three girls. One daughter, Mrs. Ethel Marie White, is a corporal in the WAC. Two sons, Albert and Calvin, are in the navy. Another son, Leslie, is with the army in India, and a son-in-law, Ernest White, is in the air corps.

Mr. and Mrs. Gump both have donated blood twice to the Red Cross. They have a ranch at Globe, Ore.

Accepts New Post

(SWAN ISLAND)—C. H. Thomas, assistant boat supervisor in the Erection department for the past year-and-a-half, has accepted a position with an engineering firm making the preliminary investigation in connection with the proposed sewage disposal project of the Moses Plan.

Dorothy Ortloff Weds

(SWAN ISLAND)—Dorothy Ortloff, day shift laborer on the ways at Swan Island, and Phillip Matross, Sheet Metal worker at Oregon Ship, were married on Sunday, April 2.

Swan Scaler Finds \$1.24 Pay Check Is Only Nuisance

(SWAN ISLAND)—A paycheck is a pleasure to most everyone else, but to Mrs. Maude M. Robinson, day shift scaler on the ways, it is just a nuisance. Mrs. Robinson's paycheck amounts to only \$1.24 per week and if she had her way about it she wouldn't bother with a paycheck at all. She



asked to have her entire salary taken out in war bonds but the War Bond department couldn't figure out any other system than to charge her up with one full bond a week plus a regular small deduction on another one. With other deductions this left her \$1.24.

Mrs. Robinson lives with her aged mother, shares her car with five other passengers, and offers housing accommodations to 20 other people.

Joins Women Marines

(SWAN ISLAND)—Vera M. Springer, clerk in the General Stores receiving department, enlisted as a private in the Marine corps women's reserve, April 8.

COULD IT BE?



It is suspected by many that the girl pictured above may be responsible for the partial revival of the graveyard shift in the Swan Island Plate shop. Dorothy Duncan was an expeditor on graveyard when this shift was eliminated in the Plate shop last November 13. When a few hook tenders, crane operators and roll men were returned to graveyard, she immediately asked for her old job and the shift has been increasing steadily ever since. The Fabrication department challenges all shifts, all departments to show them a more lovely Swan Island worker. (Swan Island photo)