



# SWAN 'SELLS' SEVEN

Story, Page 4



**Will She Hold** Unseen by the launching crowd, intent on the platform program, is this drama pictured during the launching of the S.S. Idaho Falls Saturday noon. Leadman Ira Skillings removes starboard dog shore which leaves 5,000 tons of ship and sliding ways held only by the burnoff plates. Left to right, Foreman H. K. Ward, Andy Owens, Skillings, Chuck Martin, M. Tingum and Charles Hastie. For picture story of stages leading to this scene, see page 8. (Swan Island Photo)



**Props** That feminine voice sometimes heard over the Swan Island Public address system belongs to none other than petite Geneva Kehrli "Curly," who graces this tanker propellor. "Curly" is secretary to Bill Williams, radio room supervisor, and sometimes substitutes for him on the air. (Swan Island Photo)



**Keeps 'Em Apart** The tug Henderson noses Hull 54 away from Fleet Oiler 106 at Swan Island Outfitting dock Friday, March 24. Hull 54 was the fifth of seven ships delivered this month. (Swan Island Photo)

# VANCOUVER BUILDING DRYDOCK

## Kaiser Hopes for Moorage at Swan

Kaiser Company, Inc., has started work at the Vancouver yard on a \$2,279,000 floating drydock for the Maritime commission. Excavation is underway adjoining Way 12 at the east end of the yard. The drydock will remain the property of the commission, and will be constructed under a "no profit" contract. The commission announced that the dock will be turned over to the navy, but said its location has not yet been determined. However, it is believed in some circles that the drydock may be moored at Swan Island.

This belief was further supported by the statement of Edgar F. Kaiser, vice-president and general manager of the Portland area yards. He said: "The Kaiser company has agreed to build the drydock for the government for a guaranteed price with absolutely no profit involved with the hope that the navy will locate the dock at the Swan Island shipyard."

Assistant General Manager Mike Miller said the work will be done entirely with present employes, adding: "The drydock will take up any slight slump that might result temporarily in the change-over from the carrier to the transport contract."

The project indicates a major step in turning emphasis from ship-building to repair work, which will be greatly increased by the growing intensity of the war in the Pacific. The dock also may be used in conversion work after the war.

A new way, No. 13, will be constructed at Vancouver and another craneway added to build the 528-foot dock, according to Vancouver Yard Superintendent John Hallett.

### Composed of Three Sections

The drydock will be composed of three sections. The center section will be 368 feet long with 55-foot cantilever wing walls on each end. Each end section will be 79 feet long. The structure will have a 118-foot beam and will be 90 feet wide on the inside. It will have a draft of six feet loaded and will take about four months to build.

Capable of handling any vessel up to 14,600 long tons, and weighing 5,900 tons itself when equipped, the dock will be able to accommodate almost any ship entering the Columbia.

In operation, the shell of the floating dock will be filled with water to permit ships to be towed in. The water then will be pumped out to make the structure buoyant enough to lift the ship high and dry. End sections will be constructed so that they can be lowered and moved to-

## DANCE APRIL 8 TO AID SOFTBALL FUND

(OREGON SHIP)—A dance to raise funds for softball equipment will be held April 8, at the Norse Hall, N. E. 11th and Couch, according to Jerry Walters, chairman of the Oregon Ship Softball league. Dancing will be from 9 p. m. to 12:30 a. m. Bob Bateman's orchestra will provide music.

Funds from the ticket sale will be divided among the eight teams for the season's expenses, after a general working capital has been deducted.

ward the center of the dock to serve as pontoons upon which the whole structure may be towed.

### Suggest Possible Location

Engineers, discussing the possibility of locating the drydock at Swan Island, suggest that the location probably would be on the Mock's Heights side of Craneway 1. In that event, the Outfitting dock probably would be extended parallel to the craneway and the floating structure would be moored in the basin beside it.

To furnish additional ship storage area, it would be possible to dredge a storage basin between the extended Outfitting dock and Craneway 1.

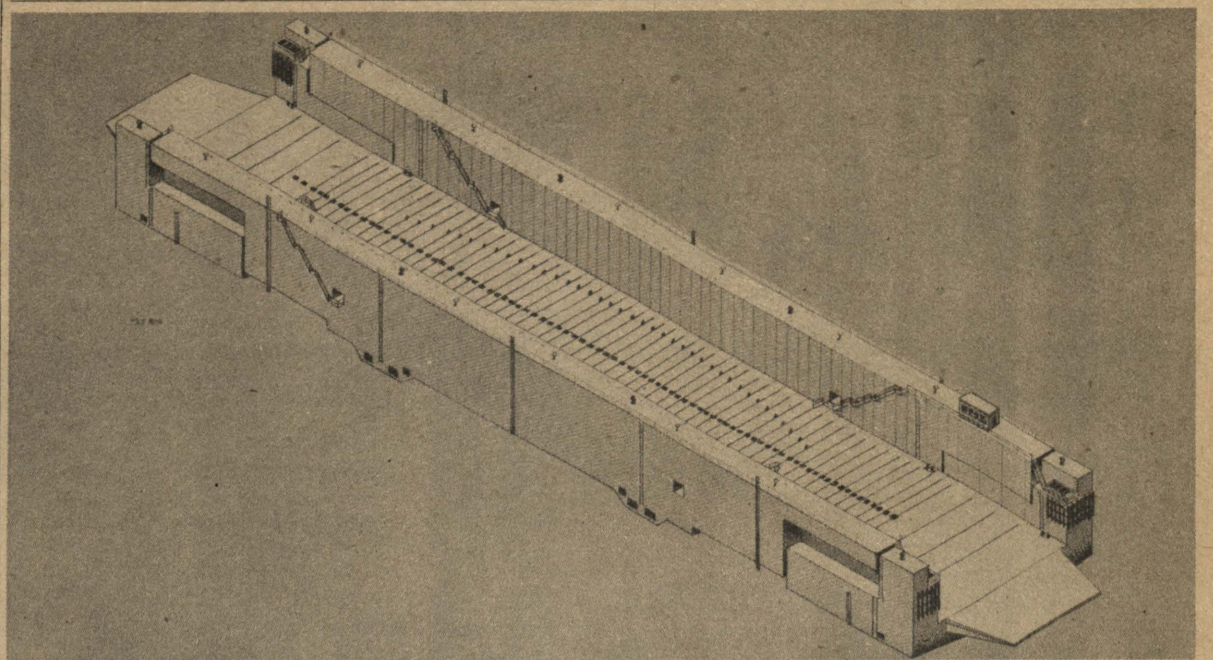
It is pointed out that the drydock is urgently needed in this area. If located at Swan Island, it would greatly broaden the scope of work already being done.

## Y.W.C.A. Starts New Spring Series

Those sports that made good fun AND figure are included in the new spring series of Thursday night specials which started March 2 at the Y.W.C.A. Besides there are classes in dramatics, Spanish, bridge and art appreciation. Courses every Thursday night from 8 to 10 o'clock will continue for six weeks.

Information on fees may be obtained by calling BE 6281, or visiting the building at S. W. Broadway and Taylor street.

The swing shift "Tuesdays-at-Midnight" continue.



**IT Floats** Here is a drawing of the floating drydock which is being constructed at Kaiser's Vancouver yard for the Maritime commission. Although that commission said the location of the dock after it is turned over to the navy has not yet been determined, it is hoped Swan Island will be chosen as the moorage site. (Vancouver Photo)

## BARRACK, DORM UNITS NOW OPEN TO NON-YARDERS



### REGISTERS

Merrill C. Roberts, manager of Swan Island Riverside dormitories, registers Claire Kauble as a new resident following announcement that the dormitories would be open to the public. Miss Kauble has lived in Portland a year. (Swan Island photo)

(SWAN ISLAND)—Designed to help alleviate Portland's housing problem by utilizing vacancies in the Swan Island Barracks and Dormitory units, housing officials last week announced that the Barracks and Dormitories will be available to non-shipyard workers on the prevailing basis.

Barracks-type housing is open to men applicants at \$2.80 weekly. Dormitory housing is available to men and women at \$4.90 weekly.

Residents have a choice of family-style meals, served in the Barracks dining room, for \$10.15 weekly—averaging 48 cents per meal—or service at the Swan Island Cafeteria. Use of the Swan Island gymnasium and other housing area facilities also is provided. A modern theatre is situated on the project.

Twenty-minute bus transportation to the city center is available at 15-minute intervals to 6 p. m., and every 25 minutes to 1 a. m.

Applications for room accommodations should be made at the Barracks or Dormitory office, or by calling WE 2201, Ext. 55.

## Oregon Ship Burner Once Top Fighter

(OREGON SHIP)—In the ranks of famed prize fighters on Oregon Ship's payroll, Plate Shop Burner

Harvey D. Colgin occupies a high place.

Back in the golden 'twenties Colgin fought under the name of "Young Johnny Martell." His dazzling speed and stabbing left jab earned him victories over such topnotch featherweights as Young Nationalista, Baby Farr and Pin-Boy Johnson. A loss to Terre Hautes's legendary Bud Taylor was all that kept him from a title shot.



H. Colgin

## Limit Tax Estimate Requirements Filing

A declaration of estimated federal income tax for 1944, along with payment of at least one-quarter of any difference between estimated tax and the estimated amount to be withheld, must be filed by many taxpayers before April 15. Those required to file are: Married persons who made \$3,500 or more in 1943, or who expect to earn in excess of that amount in 1944.

Single persons who earned \$2,700 or more in 1943, or who expect to exceed that figure in 1944.

Those who had in 1943, or anticipate in 1944, more than \$100 income in addition to regular wages.

Penalties for failure to file, to pay, or substantially to underestimate are provided by law. However, it was pointed out that the average shipyard worker, who expects to remain on the same wage level for the entire year of 1944, will have to pay little, if any.

Should he unexpectedly receive a raise, he may file an amended declaration of estimated income and pay a portion of what he might owe.

Should there be a difference in a taxpayer's estimated tax and his estimated withholding figure, it may be paid in four quarterly sums, April 15, June 15, September 15 and December 15.

## Loftsmen Have Long Records Of Service



T. HEHN



E. T. ARMSTRONG

(SWAN ISLAND)—Two loftsmen, both leadmen, have a record for long time, continuous service in the Kaiser company's Portland ship yards of which they are justly proud.

E. T. "Army" Armstrong, worked on facilities at Oregon Ship before the Mold Loft building was constructed. He started in the Oregon Mold Loft four days after it opened and worked there until transferring to the loft at Swan. In connection with his regular duties in charge of the body plan, "Army" has designed, developed and made layouts and templates for special jigs now being used in Plate Shop and Assembly. He has a son, Allan T. Armstrong, ski paratrooper now stationed at Camp Hale, Colo.

The Loft and a small administration building were the only structures at Oregon Ship when Ted Hehn started work there. Prior to that time he was with the Navy yard at Bremerton, Wash. Hehn transferred to Swan Island in May, 1942, and was among the first 25 men to work on actual ship construction there. At that time all workers were checked at one time station. Ted has been instructor in blue print reading for some time.

## State Tax Return Deadline Nearing

(OREGON SHIP)—The April 15 deadline for filing of and payment on 1943 Oregon state income tax returns crept nearer this week, with thousands of shipyard workers still delinquent.

Although many persons are a bit groggy from the tussle with the March 15 federal tax return, they are finding relief in the fact that 75 per cent of their Oregon state tax for 1943 is forgiven.

Payment of the tax, if it exceeds \$10, may be made in four quarterly payments—April 15, July 15, October 15 and January 15 (1945), or in two semi-annual installments. Interest penalties are imposed for failure to file or to pay.

Because of a shortage of help, the state was unable to provide tax compilation service at the yards for workers. Oregon income tax headquarters for Portland are in the Oregon building, Fifth and Oak street.

## BOND MEN HONORED

Ken Moyer, Oregon Ship war bond director, and his assistant, Bob Bateman, were inducted as members of KOIN'S Million-Dollar club on that group's radio program Wednesday. Membership in the club is reserved for those who have sold one million or more dollars worth of war bonds.



S. LEVINE

"Dear, don't these swing shift dances DO something to you?"

## 3-YARD SCOREBOARD

	OREGON			VANCOUVER			SWAN ISLAND		
	LIBERTYS	VICTORY CARGO	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	TANKERS	LIBERTYS	VICTORY CARGO	LIBERTYS
KEELS LAID	322	22	10	30	50	68			
LAUNCHED	322	11	10	30	38	60			
DELIVERED	322+8 VAN.	5	2	30	32	55+3 Fleet Oilers			

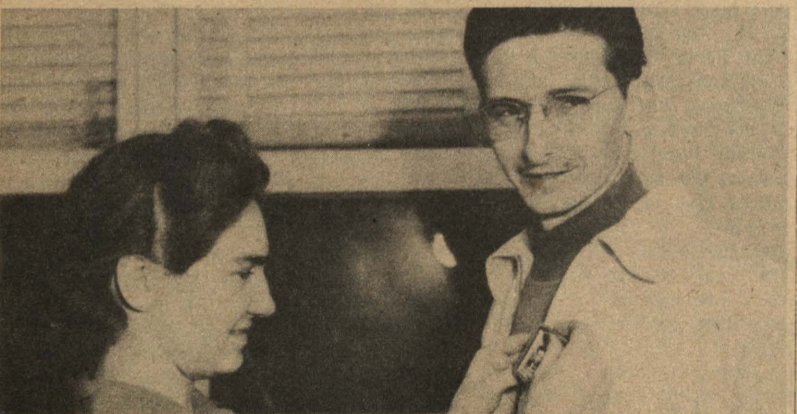
**Production Scoreboard** Swan Island topped off a record-breaking month by delivering seven vessels, while Oregon Ship and Vancouver rolled along to make a total of 457 vessels of all types delivered from the three yards.



**Glamah and the Lambah** Arlene Gregg, USMC chauffeur, rides an \$1100 lamb, gift from Idaho Falls, Idaho, to crew of the S.S. Idaho Falls, Swan Island tanker, launched Saturday. The prize lamb was auctioned at Idaho Falls and proceeds given to the Red Cross. (Swan Island Photo)



**April Fool, Mrs. Lindstrom** The object of Art's affection is Beulah, tall, quiet and efficient wax model used by the women's counselors to demonstrate proper shipyard clothing. Art can be excused for not being proper—his birthday is April 1. Art is Swan Island A.F. of L. Safety coordinator. (Swan Island Photo)



**Flew Over Germany** Curtis E. Ford, pictured above with Genevieve Rork, day shift timechecker, was a flying photographer for the United States Army Air Corps and shot many pictures of the French invasion coast and military installations in Germany. He came to Oregon Ship as an electrician after he was discharged from the army following a plane crash in which he suffered a broken back. (Oregon Ship Photo)

### Hi-Y Youths May Help In Shipyard Needs

(SWAN ISLAND) — A proposal whereby from one to two hundred older boys in the Northwest Hi-Y conference would work in the Portland area shipyards during summer vacation to alleviate the labor shortage was being studied by shipyard officials this week.

The proposal was made by Hi-Y leaders at the close of the fifth annual Northwest Hi-Y congress here March 24-26. Host to the 275 high school boys, principals and Y.M.C.A. officials was Swan Island dormitories.

Saturday, all conference delegates attended the launching of the S.S. Idaho Falls at Swan Island.

### 20s MARK DEATH OF SWAN PAINTER

(SWAN ISLAND)—The number 20 figured in the death last week of Luther E. Slawson, painter, graveyard shift.

Slawson, whose personal records show he was born October 10, 1891, came to Swan from Minnesota last October. He registered at Barracks 20, was assigned to bed 20. He died at 7:20 a. m., March 20. Dormitory Police Officer 20 investigated the report of his death. His billfold was found to contain one \$20 bill.

### REGISTRATION ARRANGEMENTS NOW COMPLETE

Voting registration books will be brought to Swan Island workers April 12 and 13 and to Oregon Ship employees April 14 and 15, James Gleason, Multnomah county registrar of voters, notified the Bosn's Whistle this week.

At O.S.C. Gleason's aides will occupy a booth in front of the main gate between the hours of 8 a. m. to 9 p. m. to register day shift workers and between 4:30 and 5:30 p. m. for swing shift employees.

Times for Swan Island registration, for which a centrally located booth will also be provided, will be announced later.

It will not be possible to bring the books to the yards for graveyard shifters, Gleason said. He emphasized, however, that the registration office on the first floor of the county courthouse, 4th and Salmon, is now open between 8 a. m. and 8 p. m., which gives workers on the third shift an opportunity to enroll.

Registration booths at the yards are being provided to the county by the tri-Kaiser Yard Labor-Management committee, which has been cooperating with Gleason and other officials to insure full registration opportunities for workers.

Gleason has also arranged for a mobile registration booth, in a trailer, to tour housing projects and other highly populated areas where registrations are low.

### DRIVERS WARNED TO CONSERVE GAS

(OREGON SHIP)—Fearful that spring wanderlust will lead to pleasure trips on mileage coupons allotted for driving to and from work, Oregon Ship's Transportation department posted warnings to workers last week not to "get caught with your gas down."

Notices placed on windshields of cars parked at O.S.C. reminded auto owners that "the maximum personal driving you are allowed is 120 miles a month."

"Supplemental ration (B or C) books are issued to last until the renewal date recorded on each book cover," the notice emphasized. "When misuse of rations is evident, application for additional gasoline before this date will be denied by the Plant Area board."

# Unglamorous Women Glorified by Swan Poet



MRS. IVA BRUSTMAN

(SWAN ISLAND)—"The stuff on our heads we fondly call hair, would look just as good on the old gray mare." So writes Mrs. Iva Brustman in a poem humorously glorifying the older, less glamorous women in the shipyards of America. The poem called "Preserved Cogs," has brought her national attention and was featured on Bob Burns' radio program last week.

Mrs. Brustman, by the way, was born in Burns' home state of Oklahoma, and came to Swan Island from St. Paul, Minn. For the past 13 months she has been employed as a driller in Plate shop Bay 2. She writes songs and music as a hobby, and was the author of the campaign song for Calvin Coolidge. She is 52. Her husband is a painter at Swan. Here is the poem:

#### PRESERVED COGS

We're from the ways, the bays, and plateshop table,  
We're over forty but willing and able,  
No one whistles when we pass by,  
Our combined sex appeal you could put in your eye,  
Our size forty suits fit in all the wrong places,  
We know we're not gorgeous—we merely have faces,  
The stuff on our head we fondly call hair  
Would look just as good on an old gray mare.  
We don't wear smart slacks nor open-toed shoes,  
We have nothing to gain, and what can we lose?  
We don't run to the rest room to powder and paint,  
Why try to make beauty where no beauty ain't,  
We don't wear false lashes, we know we're old dames,  
Why even the bosses don't know our right names.  
We just work at our places from seven to three-thirty,  
We don't hate our jobs, even if we are dirty,  
When the day's work is over, no car waits for us,  
We run like "All Hell" to catch the last bus.  
When we crawl into bed, we don't pray at great length,  
We make just one plea—"Lord, give us the strength!"  
So, call us the "Biddies" or "Old Hens" if you will,  
We've done a great job, and we're doing it still,  
As long as we work and send our boys plenty,  
They won't give a D— if we're forty or twenty!

—IVA BRUSTMAN, Driller Bay 2.



**Poet's Inspiration** This is the crew whose uncomplaining work to help provide fighting ships for the United Nations inspired Mrs. Iva Brustman to write a poem, "Preserved Cogs," which has attracted attention throughout the nation and has been used on a national radio broadcast and in several publications. Pictured, left to right, are: (Rear), Mrs. Helen Griffin of Oklahoma, Mrs. Frances Buchanan of Oregon, Mrs. Ada Dufrene of Minnesota, Mrs. Ellen Teagarden of Wisconsin, Mrs. Zella Miesner of Colorado. (Front), Mrs. Lottie Allen of Iowa and Mrs. Brustman. (Swan Island photo.)

### NEW PLAN STARTS LIGHT PIPE AID MONDAY ON HOME TO OIL SHIPPING FOOD SERVICE

A new plan for handling home service food for Swan Island and Oregon Ship workers goes into effect next Monday.

The price of 50 cents per unit portion will remain in force, but an additional service will be offered permitting persons to purchase the items individually. The hot dish charge will be 40 cents, desserts and salads 15 cents, and hot breads 10 cents.

Orders must be placed at the Child Service Centers two days in advance. Next week's menu includes:

Monday, April 3: Ham loaf, chocolate cookies, 50 cents; spring vegetable salad, 15 cents.  
Tuesday, April 4: Individual pot roast, vegetable gravy, apple bread, 50 cents; grapefruit and orange salad, 15 cents.  
Wednesday, April 5: Spare ribs baked with sauerkraut, apple cobbler, 50 cents; mixed vegetable salad, 15 cents.  
Thursday, April 6: Seaman's steak (flank steak baked with potato and tomato topping), Oregon prune cake, 50 cents; carrot and raisin salad, 15 cents.  
Friday, April 7: Boston baked beans, Boston brown bread, chocolate rice pudding, 50 cents; Cole slaw, 15 cents.  
Saturday, April 8: Sauerbraten and gravy, fruit nut bars, 50 cents; apple-celery salad, 15 cents.

(SWAN ISLAND) — Importance of tankers in the war effort is emphasized by recently released information that over 60 per cent by weight of all battle supplies consists of oil and gasoline.

To transport the essential cargo to the front in the safest, quickest manner when a tanker has arrived, Army engineers have devised a light-gauge steel pipe. A 20-foot section weighs less than 100 pounds. Special couplings enable sections to be fitted in a minute and a thousand feet of the pipe can be handled by one army truck and crew. Complementing the pipes are portable pumping stations and collapsible storage tanks. Engineers can lay the line faster than an embattled army can advance.

The lines cut down road traffic and are less vulnerable to attack than trucks. A 100-pound bomb must hit within four feet of an above-ground length of the pipe to break it. In event of a break, pressure gauges locate the rupture and repairs can be made in a few moments.

# Swan Island Hits Record

(SWAN ISLAND)—With delivery of Hull 55 on March 30, Swan Island shipworkers equalled one statistical yard record and actually broke a production record with seven deliveries for the month of March. Seven ships were delivered from the yard in December, but deliveries in March are com-

posed of five T-2 tankers and two fleet oilers. Owing to the greater amount of work necessary to outfit a fleet oiler, the record of seven for the month represents a greater production record than the December mark.

The month also marked a milestone in Swan Island production when the last hull of the first contract, Hull 56, The Dalles, was launched March 7. The first ship of the new contract was launched four days later on March 11 when Hull 57, the Glacier Park, slid down the ways. The Grand Mesa followed on March 18 and the Idaho Falls on March 25.

With the ways hitting for a five-day schedule, the swing shift launching of the Silverpeak, scheduled for March 31, marks the fifth launching of the month to again tie previous records. Swan launched five ships in August and November in 1943.

The stepped-up schedule announced by General Manager A. R. Nieman earlier in the month calls for completion of the remaining fleet oilers by May 15. The production record for March indicates that Swan workers are getting into the increased production stride and that experience with fleet oiler outfitting has resulted in a smooth, correlated pace for deliveries of the navy ships.

## 5-Cent Customers To Get More Room

(SWAN ISLAND)—There will be more room for five-cent customers at the Swan Island cafeteria before long.

Much-needed enlargements are under way, offering separate departments of service to coffee drinkers and those ordering lunches in bags. The counter lines at present are too short, according to B. Coyle, who manages the Swan Island cafeteria for John H. Luhn, operator. The plan, which will be complete within the next ten days, will extend both lines around the outer corners and large new coffee urns will be installed at the end. Additional lines will lead to the coffee urns from the outside walls, thereby alleviating congestion around the cash registers.

Other cafeteria improvements include enclosing of the porch to offer space for tables seating approximately 75 more people. There will still be small porches on each end. At the rear of the kitchen, a room has been added to give the 100 women employes an adequate dressing room. New kitchen equipment is being installed, including stoves and griddles, while new refrigeration will be placed under the salad counters.

## Shipyards Girls Stay Together, Join Waves

(SWAN ISLAND)—Pals in the Transportation and Housing department are Pearl Davis and Ione Staley. Each has been at Swan six months; each has two brothers in the service; and now, together the girls have joined the Waves. They leave April 2 for basic training at Hunter's College, New York.

Miss Davis' brother, Lloyd, was a Swan Island welder before joining the navy, while her other brother, Roy, was a shipfitter at Oregon Ship and is now in the air corps. One of Miss Staley's brothers is a corporal, stationed at Attu, and the other is in the air-borne glider infantry.

## Hunt Back on Job

(SWAN ISLAND)—The Plate shop welcomes back J. W. "Jack" Hunt, boilermaker, day shift, who has returned after a month-and-half leave.

## Ex-Swan Worker Knows His Tankers

(SWAN ISLAND)—There are probably few people quite so much at home on one of Swan Island's tankers as Bennie A. Johnson. Until he joined the Merchant Marine last October, Johnson was dock trial supervisor for Marine machinists. His first assignment with the Merchant Marine was as chief engineer on S.S. White Oak, Swan's hull No. 31. He has now been transferred from the South Pacific to take out S.S. Rainier, Swan's Hull No. 54.

While in the yard, Johnson visited his old haunts. His wife, Alice, is employed here in the Marine department office.



**Last Coat** Day shift painters slap last coat of deck paint on Fleet Oiler 106 day before its trial run. Electricians are busy at mast. (Swan Island Photo)

## War Horrors To Be Told Swan Workers

(SWAN ISLAND)—Swan Island workers were scheduled to hear Major Allen V. Martini, famous army flier, today (March 31). On Tuesday, April 4, they will hear Gwen Dew, the only woman correspondent in the Far East when the Japs attacked; and the first WAC band, composed of 35 talented musicians. Major Martini, of the United States army air force, at 24 is one of the youngest majors in service. He successively piloted four flying fortresses, each named "Dry Martini" on historic bombing missions and has one of the war's great records. Major Martini was scheduled to speak to day shifters at Way End 4, 11:30 a. m., March 31.

Gwen Dew, correspondent, was in the Far East when Japs invaded Hongkong and was held prisoner by them. Her descriptions of what she experienced and saw are some of the most poignant that have evolved from the war. She will speak on Tuesday, April 4, during the day shift lunch period at Way End 4.

On the same day, April 4, the famous WAC band will play for swing shift at 7:30 p. m. at Way End 4. The WAC band is commanded by Captain Clara Sweaney and directed by Master Sergeant Joan Lamb.

The speakers and band are in Portland in connection with the Four Freedom war bond shows.

## Swan Tankers To Fuel Ships At Sea

(SWAN ISLAND)—Swan Island tankers are to be equipped with facilities enabling them to fuel ships at sea. Installation of the gear has been ordered by the navy and will be standard equipment on all Swan Island merchant tanker deliveries in the near future.

No major changes in construction are contemplated in fitting the ships for fueling operations, which will be similar to methods used by fleet oilers, but the additional facilities will greatly increase the value of the tankers.

Ships that otherwise might have to put into port for oil will be able to fuel at sea by contacting one of the tankers. It is not revealed whether it is planned to supplement fleet oilers with the merchant vessels in serving navy craft, but there is speculation that Swan Island ships may perform a new and vital

## Meet the Staff!



All the news that's fit to print—that's the aim of Mrs. Virginia Murry and Ralph Bachman, yard reporters for the Swan Island Bosn's Whistle. Mrs. Murry came to Swan August 5, 1943, as a woman's counsellor, while Bachman worked at the yard since February 10, 1943, as an electrician before changing to the yard newspaper. Editorial office of the Bosn's Whistle is at Victory Center. (Swan Island photo)

## Beam Fractures Skull

(SWAN ISLAND)—Weldon Barton suffered skull injuries while working on a tank test Sunday morning, when a 2 x 4 beam fell some 24 feet and struck him on the head, according to reports. The accident occurred on Hull 62, the ways, about 4:30 a.m. Barton was holding a flashlight on a seam on the port side of the main engine room. The beam fell from above where shipwrights were putting up a hand rail, the report stated. Barton was taken to Good Samaritan hospital and is reported to be in satisfactory condition.

## Gudge Joins Navy

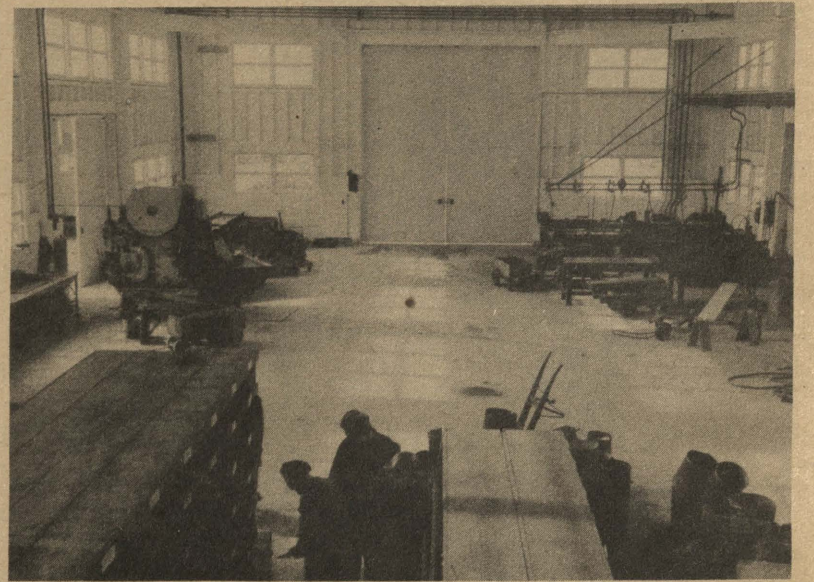
(SWAN ISLAND)—Claude Gudge, shipfitter leadman on the Outfitting dock, day shift, joined the navy last week. He has been at Swan since September, 1942.

operation in the war effort.

The additional equipment is the second major innovation to improve the functional worth of the tankers. The first was installation of "false decks" that have been highly successful in transporting fighting planes to foreign bases.



**New Quarters** Swan Island's new Salvage building was ready for occupancy last week when H. V. "Red" Sargeant's Labor department and J. A. "Archie" Sharar's Pipe Maintenance department moved in. The new building is located on the south side of the island across the tracks from Machinery storage. (Swan Island Photo)



**Interior View** Here is the inside of the Salvage building. Bolt and other salvage operations are housed at this end with the Pipe Maintenance shop at the other end. Upstairs in the center section of the building are spacious lunchrooms for the workers. (Swan Island photo)

## Funeral Services Held For Master File Clerk

(SWAN ISLAND)—Miss Mabel Workman, chief clerk of Master File at Swan Island, died Thursday, March 23, at a Portland hospital following a brief illness. Funeral services were held Saturday at the Little Chapel of the Chimes.

Miss Workman was one of the oldest employes at Swan Island, coming here March 18, 1942, soon after the yard was built. She started as file clerk and was made chief clerk June 13, 1943. At the time of her death there were from 50 to 60 employes under her.

Before coming to Swan, Miss Workman was for four years head of the file department and librarian for the Portland Chamber of Commerce. She was active in the Soroptimist club of Portland, serving as president of that organization in 1941 and was named "Soroptimist of the Year" by her fellow club members. She was also a member of the Business and Professional Women's club.

Miss Workman was born in Green River, Wyo., May 11, 1890, coming to Portland 15 years ago. Her mother, Mrs. Martha P. Workman, of Portland, and a sister, Mrs. Sarah Ann Rooney, of Omaha, Neb., survive.

## Cycle Built For One

(SWAN ISLAND)—Members of the Pipe Test crew are kidding their superintendent, V. Drorbaugh, about his latest means of transportation—a bicycle. He rides it around the yard, and the crew is wondering who is going to keep it and its accessories polished.

## SON BORN TO DANENBERGS

(SWAN ISLAND)—Mr. and Mrs. Mortimer "Dutch" Danenberg announce the birth of an 8-pound boy, Joel, Sunday at midnight at St. Vincent's hospital. Danenberg is burner, day shift, Assembly jigs.

## PERFECT PRESENTEE



(SWAN ISLAND)—Candidate for "employe with the best presentee record at Swan Island" is Walter M. Pusc, welder leadman, day shift, the Ways.

Pusc has not been absent or tardy in two years and eight months of welding for Kaiser. He started July 25, 1941, at Oregon Shipbuilding corporation, and transferred to Swan, February 15, 1943, making the change on his day off so as not to miss a shift.

His perfect record actually goes back before this. He came to Kaiser company from Fort Peck, Mont., where he was with the Army Engineers for five and a half years. He held the same perfect attendance record for that entire time.

Pusc was one of the welders who worked on the Star of Oregon, first ship built by Kaiser in this area.

## Counselor's Tale Told

(SWAN ISLAND)—Swan Island counselors come in for publicity in the March issue of Mademoiselle. An article entitled "Trouble Shooters" tell about women's counseling in defense industries and specifically mentions work Mrs. Margaret Jones, day shift Swan counselor, is doing in bringing absentees back on the job.

## LEAVES FOR WAVES

(SWAN ISLAND)—Betty Anne Crowe, shipfitter on the Outfitting dock, left March 19 for Hunter college, New York, to take training in the Waves. Her father is Harry Crowe, slab man, swing shift, the Plate shop.

# 4 Win Idea Awards, Save 12,000 Hours

(SWAN ISLAND)—Four Swan Island idea men cut approximately 12,000 man hours per month from the yard's work schedule and thus won the March Labor-Management committee awards. Robert Low, assistant engineer in the Plate Shop, was awarded first prize for completely redesigning the standard flame planing machine to increase speed, quality and efficiency of Isherwood plate prefabrication. By adoption of these changes, approximately 5,366 man hours per month have been saved since the plant was put into operation last November. Low, 26, has worked at Oregon Ship and at Swan Island for nearly three years as Plate Shop leadman and later as assistant engineer. He is married and has one child, a boy. Low's hobby is photography and his son is his favorite model. Before working for the Kaiser corporation he was an auto mechanic and a prospector.

## SECOND PRIZE

It is estimated that around 2,000 man hours per month are saved by the suggestion of C. H. Cleaver, shipfitter foreman, who won second prize. A composite jig was made on his suggestion, to facilitate the fitting and welding of shell frame sections. They are now assembled and fitted into the jig by merely putting the materials into the section with overhead cranes. The clips on the stanchions may be reversed, allowing both port and starboard sections to be fitted into the jig and permitting six of each to be assembled in the one jig.

## THIRD PRIZE

To quickly remove tubes from the main condenser so that they may be replaced, a mechanical tube puller which won third prize, was devised by J. F. Hewitt, machinist foreman. It is pneumatically powered and has two serrated wheels on which pressure is controlled by a cam and lever. Approximately 2,500 man hours per month are saved by the device which was put into operation in January.

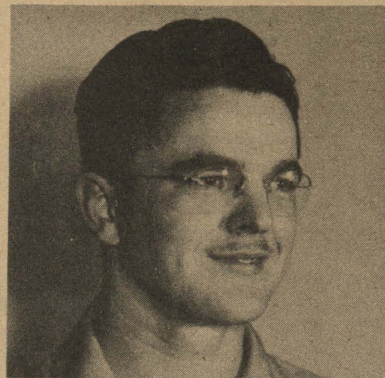
Hewitt is a former designer and builder of fire trucks. He has operated cranes, shovels, trenching machines and has serviced heavy diesels.

## FOURTH PRIZE

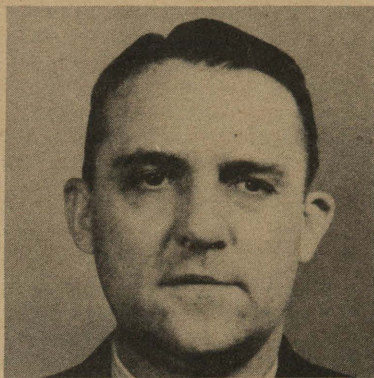
Fourth prize went to a pipefitter leadman, R. W. McFarland, for a heating ring that saves an estimated 2,160 man hours per month for the pipe welding department.

To relieve stress set up in pipes due to welding, a heating ring has been built that heats the entire periphery of the pipe evenly with positive control of temperature. It is operated on butane and compressed air at a much lower cost than the former method using oxygen and acetylene. It was put into operation last August.

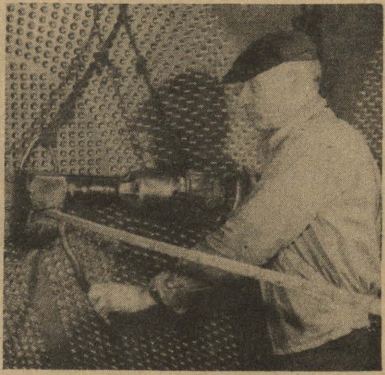
Ten workers received Labor-Management awards during March and



ROBERT LOW



C. H. CLEAVER



J. F. HEWITT



R. W. McFARLAND

23 received Awards of Merit given by the War Production Board.

W. V. Pruski, machinist—torch tip cleaner.  
J. M. Williford, pipefitter—nipple gauge.  
R. E. Harper, shipwright foreman—shores for supporting forepeak section.  
G. B. Fosbury, shipwright leadman—shores for supporting forepeak section.  
F. Harle, machinist—boiler tube reamer.  
E. R. Hogan, engineer—copper tube straightener.  
N. A. Henderson, engineer—copper tube straightener.  
C. F. Dorton, electrician—fire alarm system.

L. C. Buck, electrician leadman—temporary lighting system.  
L. L. Cowan, shipfitter leadman—burner's gauge.  
WPB AWARDS:

T. Mitchell, shipfitter—device to hold clips.  
A. F. Lippy, pipefitter leadman—jig for installing hangers.  
W. B. Caulfield, engineer—visual production control.  
C. E. Van Horn, shipfitter—device to hold clip for welding.  
H. F. Fox, welder lay-out—intermittent weld marker.

J. A. Lanigan, assistant supervisor—lead clamps.  
Claude Kaye, electrician—bar for locating centers.  
H. A. Pettimermet, pipe weld leadman—"cut down" burning torches.

O. De Rousse, shipwright leadman—hanging scaffold stop.  
E. C. Soderwall, marine machinist—portable drill press.  
B. K. Salme, pipefitter—adjustable pipe jig.

H. J. Becker, pipefitter—support for chain hoist.  
P. M. Buchanan, pipefitter—lifting device for tees.  
H. Littlefield, pipefitter—adjustable hangers.

G. W. Ward, machinist—seat protection for valves.  
R. Vigin, shipfitter leadman—longitudinal positioner.

F. W. Birkenfield, painter—glue heater.  
L. B. Heath, machinist leadman—spool setting.

Grace Leona Nell, electrician—micarta board vise.  
E. W. Pruitt, machinist—lifting bridle for ladders.

L. C. Bolce, pipefitter—weld ring cutting.  
C. E. Bissell, welder leadman—inverting stiffeners.  
T. E. Bothwell, pipefitter—choker of chain block.

S. C. Allen, laborer—loss of welding flux.

## ADOPTS TWINS

(SWAN ISLAND) — Accustomed to seeing things done "on the double" at Swan Island, Frank Palmer recently adopted twin boys. The eight-months-old twins are named Tommy and Timmy. Friends of Frank presented him with a pair of high chairs and a cartoon showing "Pappy Palmer" walking the floor at 3 a.m. with a child under each arm.

## Eyolfson Recipient

(SWAN ISLAND)—Deciding that all persons involved needed some fun and relaxation after completing their income tax reports, members of the Accounting department and others in the Administration building gave a birthday party for Urlah Eyolfson, assistant chief clerk.

# The WORKER SPEAKS

## Public Address System

Sir: Inasmuch as most of the Outfitting dock workers eat in lunchrooms under the dock, why are there no loudspeakers there so they can enjoy the noon broadcast.—B. J. Adams.

Ed: Bill Williams, radio room supervisor, reports that loudspeakers were ordered some time ago, but due to WPB restrictions, they have been held up. They are expected soon and will be immediately installed.

## Early Pay-Off

Sir: I suggest that the day shift be paid on Friday morning from 6 to 7 a.m. The fellows not lucky enough to get their checks then could get them from 3:30 to 4 p.m. At night when everyone is in a hurry, people are liable to get stampeded.—Nancy J. Polard.

Ed.—According to P. M. Kotschenreuther, paymaster, it would be impractical to do this, due to the reduction in the staff of timecheckers. Day shift checkers would have to report at 5:30 or 5:45 a.m., an impossibility for many of them due to transportation difficulties. There are not sufficient graveyard check-

ers to do this work and man the time clocks, too, on just one day a week. There has been considerable thought given the plan and it has been decided by everyone concerned that the present procedure is the most adequate way of paying off and at the same time keeping the greatest number of employes satisfied.

## Ship's Library

Sir: I would suggest that each ship put into commission be donated a small library of about 100 books for the men to read during their hours off watch. Anyone who has been to sea knows these hours are very dull. A place could be designated for contributions of books and magazines to be left, and the suggestion could be given publicity in the Bosn's Whistle. It would be the least the workers could do for the Merchant Marine, unsung heroes of the war.—M. F. Hull.

Ed.—The ships' captains are being contacted to see what extent they would appreciate such a service. Working out the mechanics for collecting the books is another problem. The Bosn's Whistle will be glad to cooperate in publicizing the plan if it is put into effect.

# Swan Tankers Praised By Veteran Captain

(SWAN ISLAND)—An old friend arrived for a visit at Swan Island last week. Captain George O. McGrath, First Officer of the Schenectady and subsequently captain of the Quebec, Fallen Timbers, and Plattsburg, returned for another Swan Island tanker, the Rainier. "Do I like Swan tankers?"

He replied to a questioning "I wouldn't come back for them if I didn't like them!"

Since Captain McGrath has spent 15 of his 20 years at sea on tankers, and at present is training new deck officers for tankers, his opinion is highly valued.

**One Breakdown in Three Trips**  
He said that Swan Island shipbuilders "have learned a lot about building tankers" since the first few hulls and commented on the soundness of the ships.

"On the Plattsburg we had only one breakdown of 20 minutes in three voyages," he added.

Asked how it felt to take a tanker into war waters, he smiled and replied cryptically, "It's not pleasant to sit on six million gallons of dynamite."

The captain was even more cryptic in his explanation of what would happen if a torpedo would hit a tanker laden with a cargo of 100 octane aviation gas.

**Tankers Doing Big Job**  
He told of some problems of a tanker captain in war time or peace time when his ship carries the high powered gas, especially in hot climates where the cargo gets hot, expands, and "boils" over if cooling precautions are not taken.

Reluctant to speak of what he has seen in war areas, he intimated that Swan tankers are doing a big job in the war in the Pacific.

He also said that he has not heard



CAPTAIN McGRATH

of a single Swan tanker being lost, although one returning in ballast did run into some trouble but made port under its own power.

He added to the "saga of the Schenectady" with the statement that it was last seen in a Pacific coast port. Swan's first hull was reported in the Atlantic during the Tunisian campaign and later sank one submarine and presumably ran over a second when attacked on a return voyage, from England.

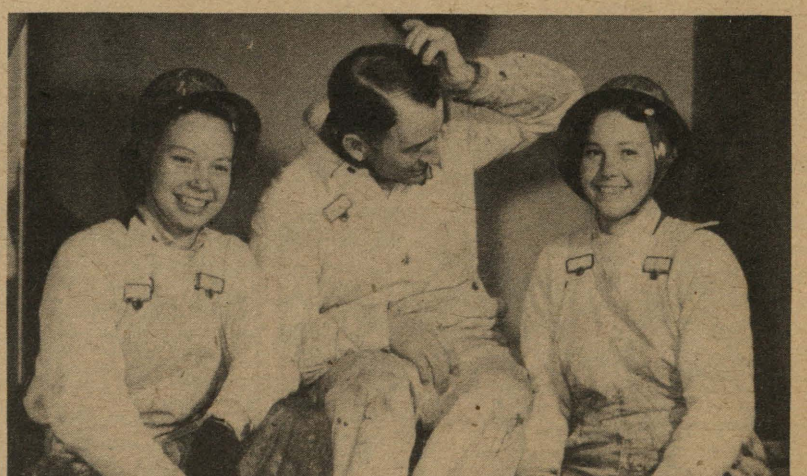
## Prefers Tankers

Captain McGrath also has had experience on Liberties. He took the 13th Liberty out of Oregon Ship, the John Jay.

"But I'd sooner be on a tanker any time than a freighter," he commented.



**"Template Packin' Mamas"** That's what these Template Storage girls call themselves. They all wanted to be in the picture so there are actually three times the number that would ordinarily be used to carry one 35-foot template. Template-packing can become an awkward and cumbersome task if there is a slight wind blowing as the women round the corner into the Plate shop. (Swan Island Photo)



**Puzzlement?** Every day in the year is April Fool's day to Swan Island's perplexed Painter Leadman Paul Slaybaugh, who scratches his head and wonders who's who. Is it Mary or is it Margaret? If Margaret is Mary, then Mary is Margaret or Mary is . . . The identical twins, Mary (we think she's on the left) and Margaret Hurlburt, day shift painters on the ways, work for Slaybaugh. All three are from Iowa. (Swan Island Photo)



**Looks Like 'Moider'** When a boxer meets a wrestler in a grudge fight anything is likely to happen. Such a meeting is slated for the day shift Yard show, Oregon Ship, April 4, when "Killer" Hal Srofe head garage mechanic and former Multnomah club amateur wrestler (left) meets a co-worker, Jackie Drady, who fought such ring notables as Charlie White and Pancho Villa. Each contender has threatened to "kill the bum" in the meeting. (Oregon Ship Photo)

## FISHING FACTS

By D. W. "Chief" Bennett

(VANCOUVER)—Now that fishing season opens in the Washington lakes Sunday, April 2, for trout, bass, crappies and whatever kind of fish that happen to be in there, here are a few hints that will help some of our fishing pals.

We know that after working all day or night in the shipyard a fellow doesn't feel much like working after he goes home and, of course, he wouldn't want to ask his wife to help him get ready for his fishing. So why not get you a tin can and go out where she is spading the garden and pick up some worms? Also, as long as your wife expects to do some spring house cleaning, you have an excuse to go through a lot of old boxes and trunks, and see if you could run across some of that fishing tackle you bought back in the good old days. Of course, as long as you have it all torn up, she could put it back the way she wants it.

I overheard some of the boys discussing how they are going to lick the gas shortage. Quite a few of them bought horses and saddles. We know if a fellow doesn't ride quite a bit it makes him pretty sore. So if one of the boys comes to work Monday walking like a camel, or wants to stand up all the time, don't think he sat down on a porcupine. Instead he and his horse have been fishing.

# Oregon Ship Riflemen Win Three-way Match

(OREGON SHIP)—Sergeant Larry Webb's eagle-eyed Oregon Ship guard riflemen outshot the Portland Rifle club and the Iron Fireman in a three-way match recently on the O.S.C. shooting range. Because they used iron sights while their opponents employed scope sights, the Oregon Ship sharpshooters were given a three-point-per-man handicap, but they didn't need it to win. Their five high marksmen shot a total of 918 against 888 for the Portland Rifle club and 845 against the Iron Fireman.

## Yard Volleyballers Gird For Officemen

(SWAN ISLAND)—Preparing to take on Captain Walter DeMartini's Pencil Pushers, a team of Elmer Hann's department heads and superintendents from "the other side of the fence" has been tossing the volleyball around over at the Barracks gymnasium.

According to W. I. "Doc" Carmel, who captains the yard team, the boys have been exercising their muscles after shift this week and are ready to show up the challengers. He says the Pencil Pushers came out on top when they cleaned up on Oregon Ship, so he asked for a practice workout with the yard superintendents. Doc thinks it'll be a wiser gang across the fence when the time comes for the playoff.

Business manager of the yard team is Ed Lay. Both he and Doc

Webb, Beckdahl High Webb and Roy Beckdahl, with 187 counters, were high for the O.S.C. guards. E. B. Dick, with 182, Bill Myers and Don Elliott, with 181, and Bill Christian, with 176, followed.

The Oregon Ship riflemen also hold victories over the Swan Island and Vancouver guard teams. Sergeant Webb expects to arrange several matches for his group in the near future.

are interested in getting the yard boys and girls interested in a league of mixed teams. Doc says he'll help them get started if they phone him at 1173.

## Sports Briefs

By TOM LOUITTIT

Interest in softball is running high in Kaiser yards, as plans for Oregon Ship, Swan Island and Vancouver leagues materialize. In each yard, teams representing various departments will compete to determine the yard championship. Later inter-yard play will be arranged.

Tom Louttit

At Swan Island, meetings have been held to form leagues for both day and night shift workers. Swan's maintenance crews promise to have the athletic field ready for the first games of the schedules now being drafted.

Jerry Walters, shipfitter leadman, has successfully organized an eight-team Oregon Ship league which will receive our full cooperation, and a baseball field adjacent to the O.S.C. gym will be available. Meetings will be held this week to organize day and swing shift circuits. A Vancouver committee has been set up to launch a yard softball program, thanks to C. E. Peterson, dock boat supervisor, who took the initiative.

### GOLF TOURNAMENT

Golfing war workers again have a chance to enjoy tournament play in the city's War Industries Golf league. Last year each of the three Kaiser yards was represented in this fine competition, and workers are again invited to participate in a program offered for their pleasure.

### RING SHOW GOOD

Boxing shows crammed with action were staged during the past week at McLoughlin Heights and Swan Island. At McLoughlin Heights, unusually talented high school youths displayed ring and mat prowess. Ivan Jones and Jim Coffel have done a fine job developing these youngsters.

Last Tuesday night at Swan Island, amateur boxing fans saw some action-filled bouts. These kids put out and HOW! If you enjoy fights with real competitive spirit and pep, don't miss the next Swan Island ring show.

## Vancouver Prepares Golf Tournament

The Portland area's War Industries Golf league is getting under way again, and shipyard workers are invited to enter preliminary rounds at the Eastmoreland Golf Course, 2714 S. E. Bybee Blvd. The entry fee is 25 cents.

The preliminaries, which started March 29, are being played to determine handicaps of players, who will be paired and placed in the proper league about May 1. There will be four leagues: American, with 0 to 6 handicapped players; National, 7 to 12; Federal, 13 to 18; and the Victory, 19 to 30.

Ken Hood, in room 200 of the Personnel building, is Vancouver golf chairman. Links director for Oregon Ship and Swan Island are being sought by Walter Nagel of the city recreation department, who is directing the league. Nagel's telephone is ATwater 6141.

## Golfers Invited To Enter Preliminaries

(VANCOUVER)—Swinging into the golf season at the Vancouver yard, Ken Hood chairman of golf activities, Room 200, Personnel building, announces that inter-department tournaments are being organized.

Any golfer who is interested should contact department representatives and secure a classification card.

Representatives are:

- Administration building ..... Rex Hamby
- Personnel building ..... Tony Greer
- Yard Office ..... Don Ruppe
- Assembly ..... Howard Denhart
- Chippers ..... Fred Ryan
- Electric ..... "Monty" Montgomery
- General Stores ..... "Tip" Zachrisson
- Hull Erection ..... A. W. Jones
- Hull Materials ..... George Harbert
- Marine Installation ..... Ed Graham
- Salvage ..... V. E. Marble
- Machine Shop ..... D. D. Cooper
- Yard Maintenance ..... Bill Bennett
- Marine Pipe ..... Gene Deluca
- Mold Loft ..... A. C. Barnett
- Naval Architect ..... Bill Hanawalt
- Outfitting ..... Parke Savage
- Paint ..... John Horn
- Plate Shop ..... Bill Griffith
- Rigging Loft ..... Stan Bergeman
- Sheet Metal ..... Bob Pretlow
- Shipwrights ..... Phil Doumitt
- Vocational Training ..... Bud Jensen
- Welders & Burners ..... C. Farnand
- Guards ..... Mark Antoncich

## OUTFITTING DOCK SOFTBALLERS SET

(VANCOUVER)—Four Outfitting dock softball teams will clash Sunday, April 23, 1944 for the first game of the season. The Maritime commission meets the welders and the pipefitters tangle with the shipfitters. The diamond for the games has not been selected. Participating teams were chosen by lot Friday, March 24, at a noon meeting of the Outfitting dock softball association.

C. E. Peterson, boat supervisor on Berth 6, was chosen general manager and W. M. Frahler, electrical engineer, was handed the assistant manager's berth. Managers present at the meeting decided to send Peterson and Frahler as representatives to the Saturday noon meeting of Vancouver Shipyard Softball association on Way 7 to gain more information regarding available fields in close proximity to the yard.

It was also decided to send a petition signed by all the managers to the Athletic committee of Hudson House and Columbia House asking for the construction of a field or fields at Columbia House.

## I.B.M., Progress Tied For Volleyball Title

(OREGON SHIP)—The I.B.M. team went into a two-way tie with the Progress department for the leadership of Oregon Ship's Volleyball league, when it defeated the previously undefeated Office Engineers' team Monday night at the OSC gymnasium.

Games for the coming week follow:

Monday, I.B.M. vs. Hull Drafting; Tuesday, Paymaster-Accounting vs. Transportation; Wednesday, Progress vs. Office Engineers; Thursday, Cost department vs. Timekeeping.



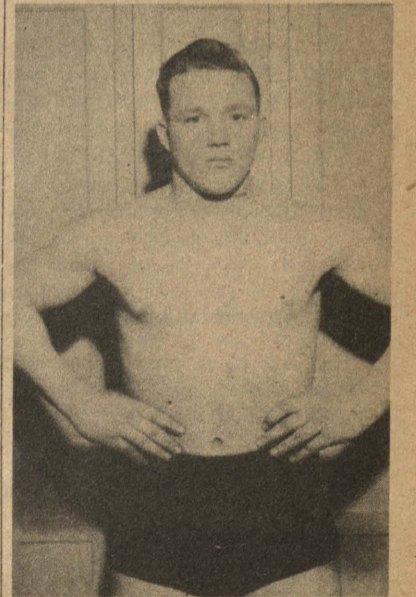
**Rifle Packin' Papas** Even Wild Bill Hickok and other renowned gun-slingers of the Old West couldn't show these marksmen any tricks. Members of the Oregon Ship Guard Rifle team, they are: front row, Bill Myers (left) and Bill Christian. Back row (left to right), Don Elliott, Sergeant Larry Webb and Roy Beckedahl. (Oregon Ship Photo)

### Before the Battle



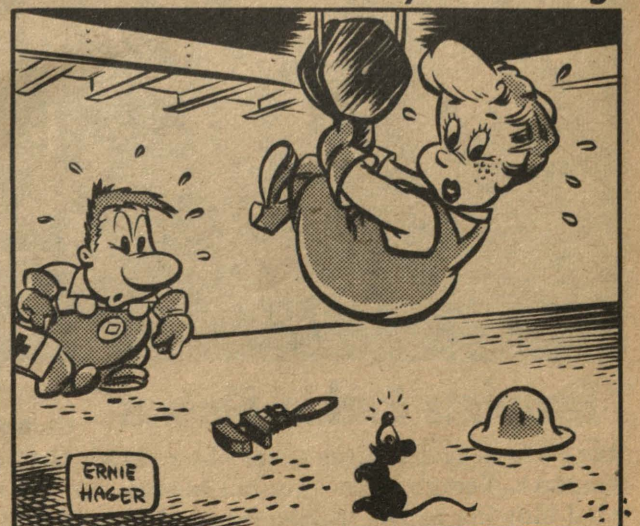
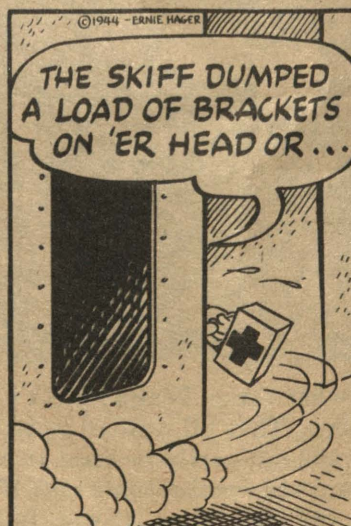
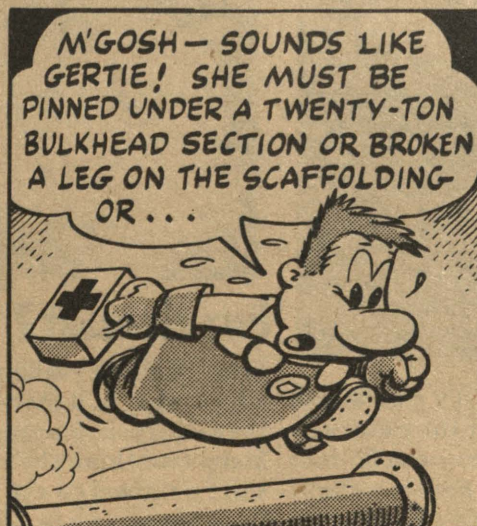
Tom Ernest of Vancouver and Leo Sieglock of Swan Island chafe hands before starting the main bout of the evening last Friday night at McLoughlin Heights. Sieglock won for his second time over Ernest on a decision. It was a slug-fest for the two middleweights.

### Grappler



Curtis Johnson, 185-lb. Vancouver outfitting electrician, heavy-weight, won over Sandy Rosendahl in a match at McLoughlin Heights last Friday, March 24.

## Stubby Bilgebottom



By Ernie Hager

# War Veterans Given Jobs at Kaiser Yards

(Rehabilitation of veterans is one of the most important problems that will face postwar America. This week the *Bosn's Whistle* presents a carefully-prepared report on how this problem is being met and solved at the three Kaiser shipyards in this area.)

When Johnny comes marching home from war these days, there is a job awaiting him as soon as he is ready for it. That job may be in one of the Kaiser yards of Portland and Vancouver, where some 2500 war-time Johnnies already have found work since leaving the armed services. There will be many more of them as the struggle continues, men who for one reason or another are forced to

bow out and return home to recuperate from wounds, injuries, illnesses and the rigors of military life, and finally to seek jobs. The Kaiser shipyards have set up an organization within the personnel department to fit men to the jobs available, and, when it is possible, jobs will be made to fit the men.

This program to furnish employment for veterans of World War II was mapped out in January in meetings between L. C. Stoll, war manpower director for Oregon; Loren H. Andrews, director of rehabilitation and apprenticeship for the Portland Metal Trades Council; and L. P. Randall, personnel manager for the Kaiser yards of Portland.

## VETERAN DEPARTMENT

As a result of these meetings, a veterans' rehabilitation department was set up in each yard under the general supervision of the yard personnel managers but in the direct charge of the yard clearance officers. These clearance officers are: at Swan Island, Hal Vaughn; at Oregon Ship, Vince Kinkade; at Vancouver, Joe Ewing. Each of these men now has a staff of men trained and experienced in the handling of disabled veterans to interview applicants for jobs and to seek to fit the men to the jobs they appear most likely able to fill.

Veterans come to the shipyards in two ways: some directly through the unions which clear them for shipyard jobs, some through the United States employment service, which is the only government agency now handling rehabilitation of veterans.

The overseas veterans, who have been wounded or shell-shocked, and many of the men who were "washed out" in training camps in this country through illness, training injuries, nerve and heart strains, and for similar reasons, come to the yards through the United States employment service. The USES has a veterans unit office at 1135 S.W. Washington street, under the supervision of Lee Hulbert, with a staff of 11 persons who register and interview veterans before they are sent to the yards.

## WORKERS ASKED TO RECRUIT VETERANS

Any worker who knows of ex-service men who might be willing to work in the shipyards and who are physically able to do so, is urged to inform such men of the opportunities in the Kaiser company the Personnel department suggests. A severe manpower shortage is arising from draft demands and thousands of vacancies are appearing in the Kaiser yards.

## SERVICE GROWS

During January, the veterans' unit interviewed 456 men, and referred 385 of them to industries for further interviews and jobs. Ninety per cent of these men were placed. The number of cases handled by the USES has grown steadily.

Upon appearing at the shipyard personnel office, the newly-arrived veteran is interviewed by the yard's placement officer, who makes a close study of the applicant's qualifications to learn what he can and cannot do. The object of this is to fit him into a job he can do equally as well as anyone else. In this connection, each of about 200 jobs in the yards now is being analyzed for the physical demands and environmental factors required of persons doing the work.

For example, a hand painter must be able to lift, carry, handle, push, pull, climb, walk, stand, stoop, crouch, kneel, sit, reach and see. But it is not necessary for him to jump run, twist, recline, feel, talk, hear or have depth perception. These are the physical factors by which each shipyard job is being classified, and by which the veteran applying for work will be considered.

Sometimes the veteran is taken into the yard by a representative of

the placement office and shown the job for which he is recommended. If he agrees to attempt it, he then is reported back to the USES, which refers him to the proper union for a referral card to the prospective employer.

## DUES POSTPONED

The unions issue 30 or 60-day permits to these men, which permit them to work temporarily without the necessity of meeting the usual union dues and initiation fees until they become more or less permanently attached to the job. Five Portland unions now waive the initiation fee for all honorably discharged ex-servicemen. The unions also cooperate by frequently permitting men to change unions when it becomes necessary for them to change jobs to fit their personal qualifications and temperament. Questions among the unions regarding a man's clearance at the time of his initial hiring are referred to Loren Andrews, at the Labor Temple, but questions which arise after a man has gone to work are handled by the yard labor coordinator at the yard in which he works.

The war manpower commission allows veterans the privilege of shifting about in jobs during the first 60 days after they have returned to employment, as a means of getting them better settled.

## FOLLOW-UP

Important factors in the Kaiser yards' rehabilitation program are the follow-up service given newly-employed veterans, and the special medical and safety programs now being set up as safeguards for these men. The follow-up service provides a weekly check on each veteran during his first 60 days of employment in the yards to determine how he is succeeding, and whether he is in the proper job. At Swan Island and Oregon, counsellors call upon the men or consult their leadmen or foremen; in the Vancouver yard, this call is made by department clearance officers. When counsellors or clearance officers find veterans ill-suited or unhappy in their work, an effort is made to shift them to other jobs.



**Looking for a Job** Pvt. Jay Parrett is interviewed by C. L. Sawdey, veterans placement officer at Vancouver shipyard, with Maj. Louis A. Allen, USMC retired, new assistant counsellor at the Kaiser employment office in Vancouver, an interested spectator. Pvt. Parrett got the job.



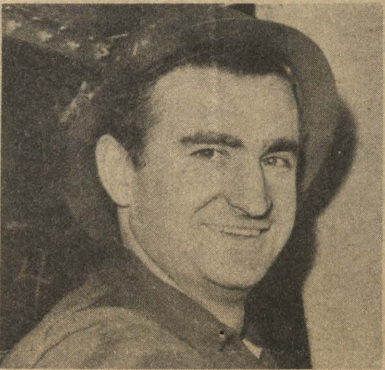
## Won Silver Star

G. A. Jordan, an oiler in the Oregon Ship Engineering department, saw desperate fighting on Guadalcanal and at Buna, New Guinea. Malaria and stomach ulcers caused by irregular eating in front line fox holes got the best of him. He holds the Purple Heart medal for wounds received in action and the Silver Star medal for exceptional gallantry.



## Waist Gunner

Now a sheet metal worker at Vancouver, Mike G. (Chico) David saw action high above New Guinea as a waist gunner. Jap flack hit his Flying Fortress and injured him. He was discharged from an army hospital at Fort Sam Houston, Texas, and came here to work. He also was recruited by Kaiser field agents.



## Paratrooper

William C. Westergard, sheet metal worker on the ways, Vancouver, likes his new Kaiser job. Injured in a training jump at Fort Benning, Ga., he came to Vancouver last December. He is a former amateur boxing champion of North Dakota.



## Fought Japs

L. E. Barton, now an Oregon Ship guard, found Jap soldiers at their worst in New Guinea. They refused to quit fighting even after being mortally wounded. Honorably discharged last October, Barton started work here in December.



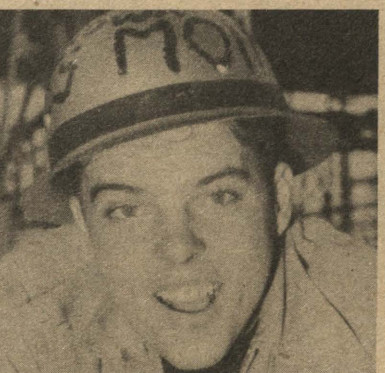
## Hit By Shrapnel

Lt. Richard VandenHeuvel, now a supervisor of clerks in the Vancouver yard general stores building, was disabled by shrapnel that hit him in the head at Attu. Upon his recovery and discharge from a hospital at San Antonio, Texas, he was recruited for work here.



## Lungs Injured

W. H. "Dusty" Rhodes saw the Coral Sea battle from the deck of a destroyer which spread smoke screens to hide United States warships from the Japs. He lost the use of one lung as the result of breathing acids and chemicals from the smoke screen. Rhodes drives a truck for Oregon Ship.



## Ex-Coast Guard

Gene W. Watters, 18, ex-coast guardsman, discharged owing to nervous stomach, now is a ship-fitter helper in the Swan Island assembly, and he likes it. He says the job also likes him. He found welding unsatisfactory to his nervous condition.



## Injured Hand

Marion L. Ankrum graduated from army private to welder trainee at Swan Island. Discharged because of an injury to his right hand, Ankrum now says welding is the first job he has found that does not bother his hand.



S. LEVINE

"I just KNOW I forgot something."

# IDAHOANS FETED AT LAUNCHING

(SWAN ISLAND)—People of Idaho took personal interest in "their ship" Saturday when they helped launch the S.S. Idaho Falls from Swan Island's ways with gifts, honors and fanfare.

Interest in the program was divided among Captain Dan Thompson, to whom the ship is assigned, a delegation of Idaho Falls citizens who came nearly a thousand miles to the

launching, two large groups of boys, visitors to the yard, and gift to the ship of a half ton of potatoes and other Idaho grown or manufactured supplies. Many Swan Island employes from Idaho turned out to greet their friends.

Mrs. Victor Craig, sponsor of the ship, lived in Idaho most of her life. Craig, also from Idaho, is the Material controller for the U.S. Maritime com-

mission at Swan Island.

Captain Thompson, who addressed the large audience, has sailed tankers of this general type for 30 of his 43 years at sea. He has been in four wars, was seaman on Admiral Dewey's flagship at Manila in the Philippine campaign.

The delegation from Idaho Falls was headed by Mayor E. E. Fanning, and included K. P. Slusser, president of the Ida-

ho Falls Chamber of Commerce; Jack R. Gobble, manager of the Chamber of Commerce; Ralph Albaugh; Larry Crabtree, president of the Eastern Idaho Falls Older Boys conference; Tad Hopkins, president of the high school student body; Mr. and Mrs. Stanley Crowley, Mr. and Mrs. Russel Freeman, Mrs. Eugene Miller and Mrs. Aden Hyde.

## SWAN ISLAND INQUIRING REPORTER

Question of the week: Do shipyards break up marriages?

Mrs. Wynn Anderson, swing burner on the Outfitting dock, has a decided opinion and says so. "I think they do. Very definitely," she said. "Men get so much attention from the ladies it turns their heads from their wives and that works the other way around, too." She added, "And I'm married, too. My husband works graveyard at Oregon Ship."

A. T. Danielson, electrician on fleet oilers, day shift, believes, "A lot of marriages were ready to smash before the couples came out to Swan Island. Probably these people weren't any happier before they came here. A fellow I know was divorced by his wife. After listening to his griping for a few days, if I had been the woman, I would have left him, too."

Mrs. Harold Farmer, swing machinist in labor department, didn't have a ready answer, but told the inquiring reporter after a bit of hesitancy, "I don't think shipyards break up marriages more than any other war industry does. My husband is a transit man on swing shift here and we two haven't had any trouble."

Ida Kirby, transfer control tin checker on the day shift told the reporter, "I don't know why so many people do blame the shipyards for marriage breakups. Divorces are not fostered by the shipyards any more than by any other place. If there are divorces because of men and women working together it's the people themselves who are to blame, not the yards."

Jake Kautz, swing shift painter, claims the shipyards "have broken up a lot of marriages, but not mine. We have four children and my wife is busy taking care of them. Not that she doesn't want to work," he added. "She would be tickled pink to come down here and make a weekly check in addition to more directly helping the war effort."

Mrs. Mary Chester, labor department, Outfitting dock, says, "The shipyard hasn't broken up our marriage. I don't work for my husband, but we work the same shift. He is a foreman at the salvage yard in the labor department. We've been happy here at Swan Island, probably because we don't listen to gossip."

## Watts In Hospital

(SWAN ISLAND)—W. P. Watts, Marine department, is ill at Providence hospital, and while progressing satisfactorily, is not expected to leave the hospital for at least six or eight weeks. Watts was employed at Marine Machine on graveyard for more than a year and was transferred to Charles H. McEachron's office where he served as engineer and draftsman.



**7:30 a.m.** Diver "sweeps" ways prior to launching of SS Idaho Falls. For 1600 feet out and to a depth of 24 feet he explores the river bottom and at 9:30 a.m. reports condition of ways underwater. Divers are Devine and Zimmerman.



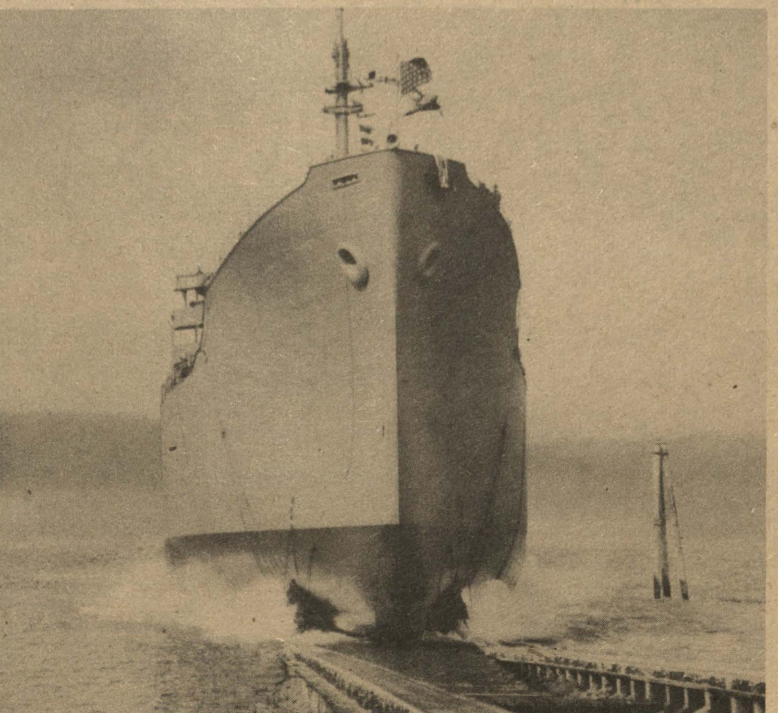
**8:30 a.m.** Grease irons are removed allowing sliding ways to contact standing ways. Shown here are F. J. German, Dick Lahti, John Johnson and Joe La Gregor. The half-inch iron straps were previously placed between the standing ways and the sliding ways at regular intervals.



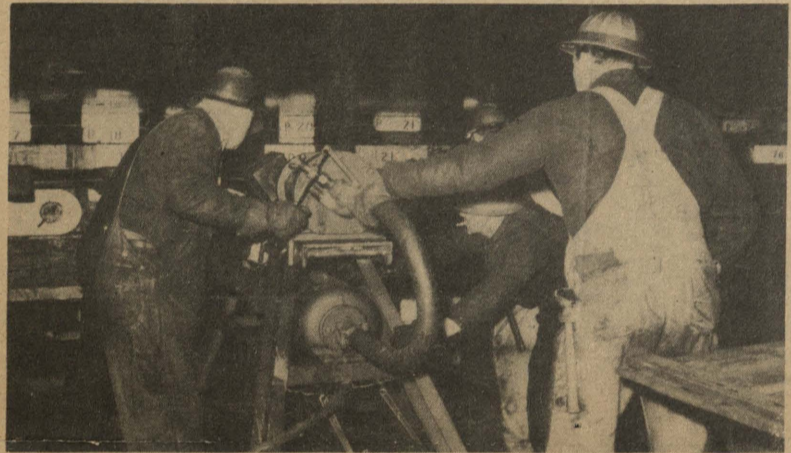
**10:30 a.m.** Under the stern Fred Michaels, M. Larson and Leadman H. Johnson use air driven chisel to split wedges. Johnson is using sledge. At the same time other workers knock loose shoring and keep blocks except bilge keel shores which later are ordered removed by Master Shipwright R. V. Sweitzer, who controls launching by telephone.



**11:42 a.m.** Mrs. Victor Craig, ship sponsor, hefts the "magnum" just before cracking it across the bow plates as the tanker slides down the ways. Flanking her are her husband, Material controller for the U. S. Maritime commission at Swan Island, and Capt. Dan Thompson, the vessel's skipper.



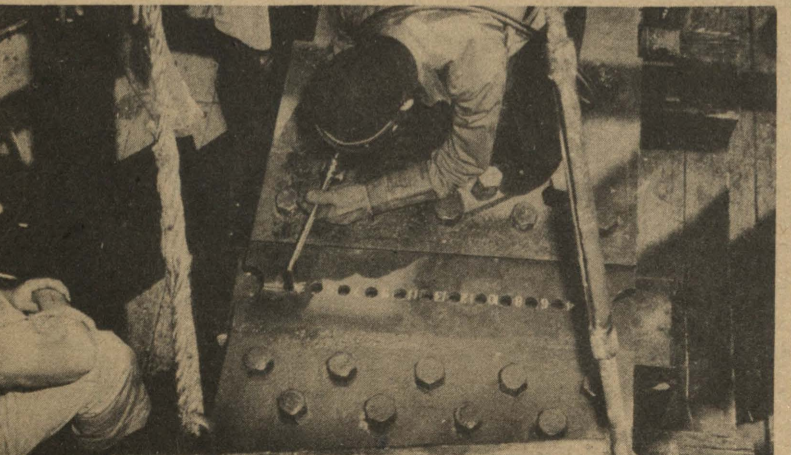
**Seconds Later** S.S. Idaho Falls takes her maiden dip in the Willamette.



**9:00 a.m.** Crews start ramming wedges to transfer weight of ship from keel blocks and shores to standing ways. With the air pressure rammer they smack each wedge twice, make five trips up and down the ways. In the picture are Dick Lahti, H. L. Snell and W. G. Burge.



**11:00 to 11:30 a.m.** Tingum and Martin are removing bilge cribs prior to removal of dog shores (shown on front page) which takes place at 11:40. When dog shores are removed ship settles back with entire weight on burnoff plates. Standing ways slope 5/8-inch per foot and are cambered 3/4-inch per foot.



**11:43 a.m.** The ship is now held by the two burnoff plates, one of which is shown here, the burner having severed the first increment. Swan Island tankers usually snap the plate at No. 11 but don't place any bets on 11. Cold weather sometimes thickens the grease to a point where the ships have to be pushed off by jacks.