

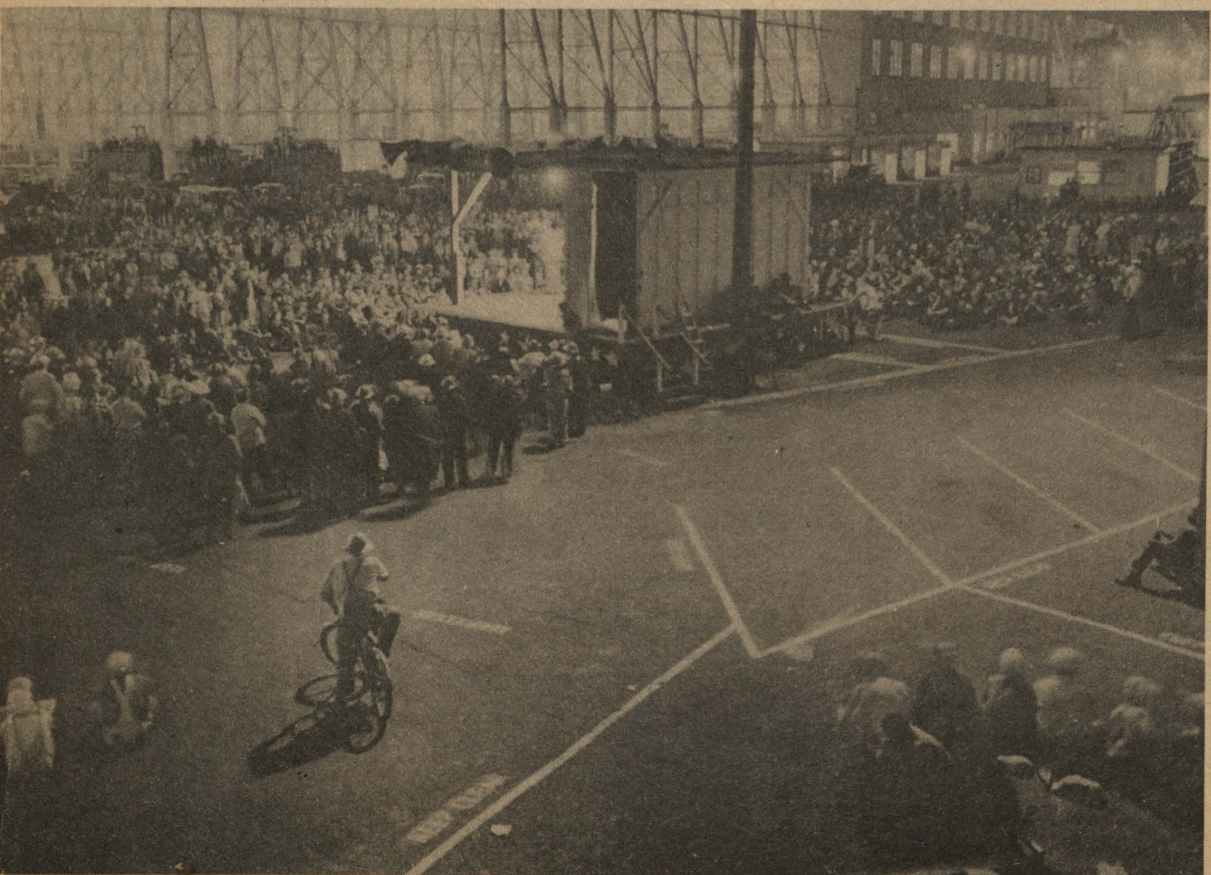
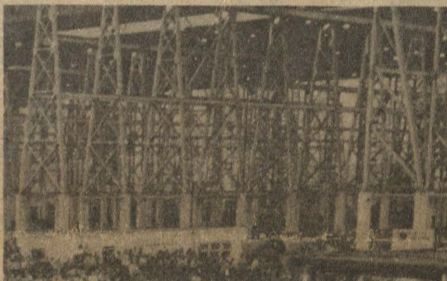


'GIVE YANKS FUEL'—KAISER

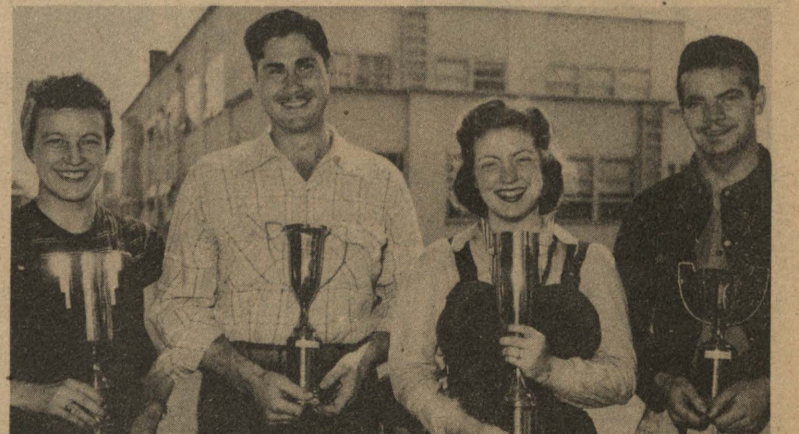
—Story, Page 4



Kaiser Calls Out Workers Addressing all shifts last week in unprecedented employe mass meetings, General Manager Edgar Kaiser informally told workers how need of gasoline in far Pacific theater of war demands 70 more tankers than United Nations can produce by the end of the year on present schedules. Picture above shows day shift workers, those below, swing and graveyard, respectively. (Swan Island photos)



Complete Record Outfitting machinists last week rounded out a record for installation of propulsion machinery on Swan Island tankers. Here day shift workers drill hold-down bolt holes in thrust bearing to complete one of the first operations in alignment and setting of main propulsion machinery. Left to right are J. Brockman, A. Solseth and J. Millner. For story and additional pictures see Page 8. (Swan Island photo)



Welding Champs Swan Island's champion welders, Nina Giles, S. Colbert, Joy Wilson and E. Darcy hold trophies awarded them at a Victory Center program, Monday. Colbert and Miss Wilson topped all welders in the yard with Mrs. Giles and Darcy in second place. (Story on page 4.)

2 National Officials Assure Shipbuilding After German Defeat

What effect will Germany's defeat have upon ship construction? Kaiser workers trying to estimate the duration of their future employment as shipbuilders had plenty of material to figure with this week. Two of the nation's top war production planners, James F. Byrnes, war mobilization director, and J. A. Krug, acting director of the War Production Board, each issued statements on the extent of reconversion should Germany suddenly fold up.

The most important statement, so far as shipbuilders are concerned, came from Byrnes who indicated Saturday in a report to President Roosevelt that shipyards employment will continue at a high level after victory in Europe.

BIG JOB AHEAD

"The Maritime commission, like the navy, has a tremendous job to perform in the war of the Pacific and the surrender of Germany will not lessen the necessity for the construction of certain types of ships," he said.

Krug's statement, made after a special meeting of the War Production board, set forth two specific purposes in reconversion plans that would follow Germany's defeat:

First, assurance of full military production until Japan is defeated. Second, to free civilian enterprise to the utmost.

ONE PREFERENCE RATING

Under the plan announced by Krug there will be only one preference rating, in addition to the present emergency triple A rating, and this will be reserved exclusively for military programs during the war against Japan.

The two statements left little doubt concerning the duration activities in the three yards here. The navy had long ago announced that tankers from Swan Island and Attack Transports from Oregon Ship and Vancouver were its greatest needs in the Pacific war. So great is their urgency that two of the yards are working on a steady seven-day week to speed up production. Hitler has long passed into history so far as the Kaiser yards are concerned. It is now evident that Hirohito is definitely the man of the immediate hour.

New Red Cross Office

(VANPORT CITY)—A Red Cross office has been opened in Vanport City to facilitate assistance to servicemen and their families. The office is at 3306 Broadacre.

Nazi War End Won't Affect Us, Says Kaiser

Kaiser shipyards in the Portland-Vancouver area will keep turning out ships at top speed when the war in Europe ends, General Manager Edgar F. Kaiser reiterated last week.

In a statement denying rumors that the yards would be out of work soon after Hitler's collapse, Kaiser pointed out that Oregon Ship, Swan Island and Vancouver are producing ships for the Pacific war and have contracts extending well in 1945. Said Kaiser:

"There have been rumors to the effect that with the end of the war with Germany, the work load at Oregon Shipbuilding corporation, Kaiser Company, Inc., Swan Island and Vancouver yards will materially decrease. These rumors are not correct. The end of the war with Germany will not, in any way, affect the work load at any of the three yards.

BUILD FOR PACIFIC

"We are building for the Pacific war theater. Adm. Land and Adm. Vickery have advised us that there will be no change in the contracts nor will there be any change in the demand for the ships that are to be constructed under those contracts. Vancouver yard is contracted for work through October of 1945. The Swan Island yard is contracted for work through June, 1945. Oregon Shipbuilding corporation is also contracted through June of 1945.

"In addition to this work now under contract for 1945, there remains to be constructed refrigerated cargo vessels and vessels for coastwise trade. We confidently expect that all three yards will have contracts for vessel construction in addition to those set forth above for 1945."

Softball Dance Set

(OREGON SHIP)—A dance will be held by the Assembly softball team, Saturday, September 16, at 9:30 p. m. in the Norse Hall, 111 N. E. 11th street. Music will be furnished by Mickey Weston's orchestra.

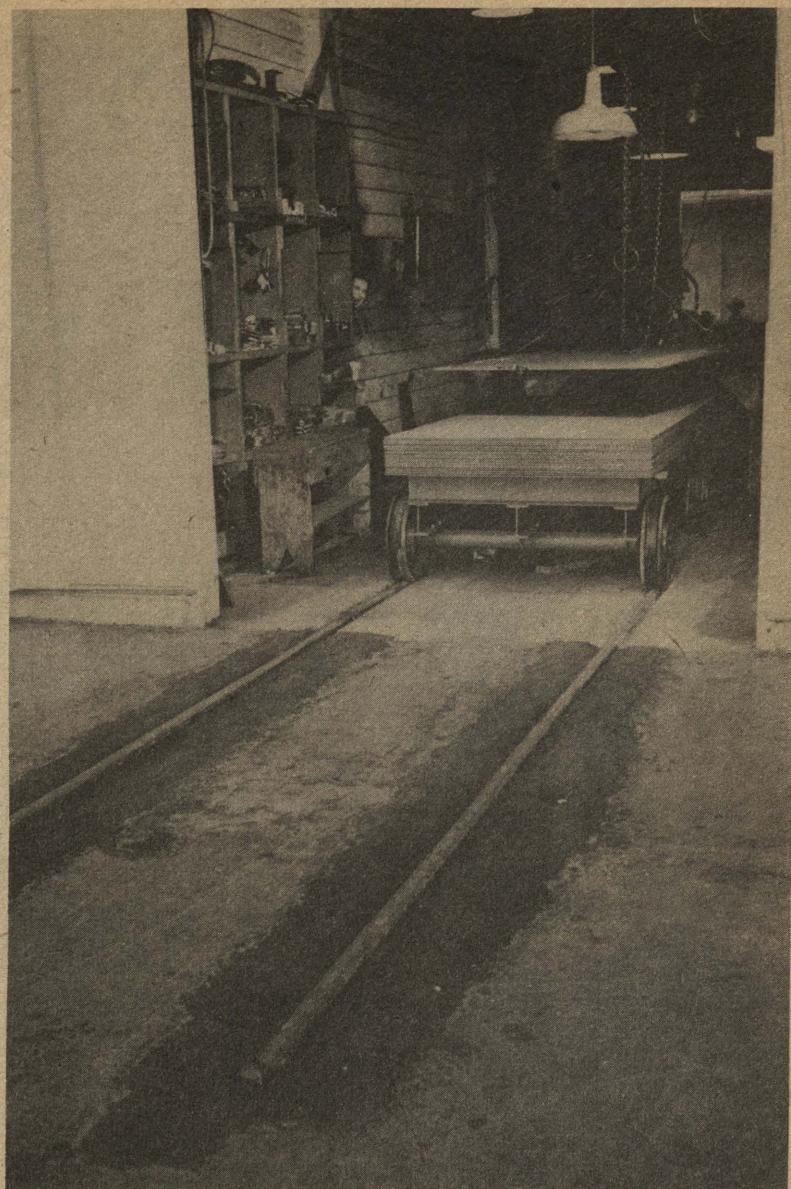
PRODUCTION FLASHES

(OREGON SHIP)—Oregon Ship workers are staying on the job more than ever before since the President issued his appeal for more AP-5s. From an average of 7.74 during the first 23 days of August absenteeism dropped to 5.77 for the remainder of the month. On Labor Day the absentee rate was only 3.6.

(SWAN ISLAND) — Outfitting machinists at Swan Island set a new record for aligning and setting turbo generators and propulsion machinery. The new record is 1245.9 man hours for the job.

(SWAN ISLAND)—Swan's Assembly department set an all-time week's high of 6,094.79 tons of assembled steel and 213,777 feet of manual welding last week. A new daily record was set on September 7 of 1,339.94 tons of assembled steel and 38,612 feet of manual welding completed.

(VANCOUVER) — Biggest improvement in meeting the schedule of 14 Attack Transports by November 1 went to the Electrical department this week. While still lagging "in the red," the Electrical department came through with a 10 percent increase in their schedule on the "hot berth" on Hull 404 over Hull 403 one week before delivery.



Short Railroad This 24-foot track and its seven-foot flat car was devised by Foreman Bert Croft, swing shift, at the Gadget shop on Swan Island's Outfitting dock. By its use, 61 floor plates weighing 10 tons can be brought into the shop at once. Previously each 8 by 4 plate was maneuvered into the shop by crane, frequently damaging the building en route.

Fund Honoring Polio Victim Aids Others

Jimmy Lou Butler, 11-year-old daughter of James Butler, OSC Rigging superintendent, some weeks ago died of infantile paralysis but, due to the generosity of Oregon Ship workers, she may be indirectly responsible for saving other children from a similar fate. On September 5, Hal Babbitt, Kaiser

yards' public relations director, sent a check for \$1,237.76 donated by Oregon Ship workers to the Shrine Hospital for Crippled Children and \$636.88 to Doernbecher hospital as a memorial fund in memory of Jimmy Lou Butler.

In a letter to officials of the two hospitals, Babbitt stated:

"Some weeks ago, the 11-year-old daughter of the superintendent of the Rigging department of Oregon Ship passed away suddenly after being stricken with poliomyelitis. A spontaneous expression of sympathy from fellow shipyard workers resulted in the donation of a substantial sum of money to be given jointly to the Shrine Hospital for Crippled Children and Doernbecher hospital as a memorial fund in memory of Jimmy Lou Butler, daughter of Mr. and Mrs. James Butler."

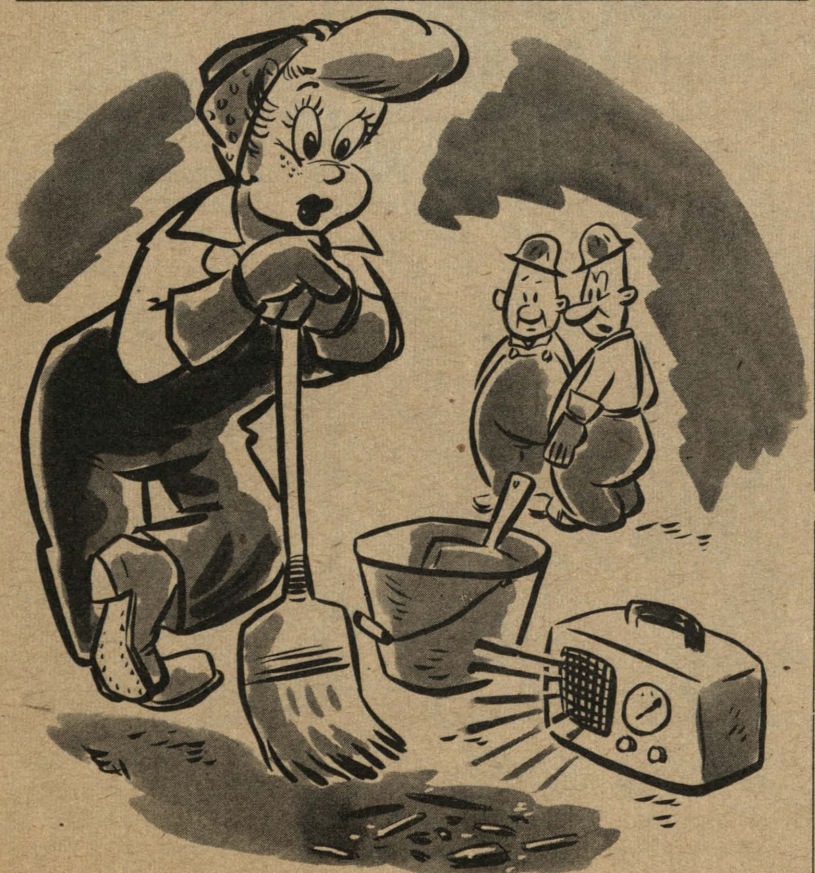
Mayor Earl Riley and Harvey Wells, on behalf of the board of governors of the Shrine hospital, declared that the contribution from OSC workers "will be allocated to the great work of restoring helpless little children to their inherent birthright of health and normal activity."

The hospital officials' statement concluded:

"Words cannot express adequately our appreciation for this splendid assistance and we feel sure that Mr. and Mrs. Butler will be greatly pleased to know of this donation, made in memory of their little daughter, Jimmy Lou, for such a purpose."

Dance September 23

(VANPORT CITY)—The Srega Neet dance will be held in community building No. 2 Saturday night, September 23. Mickey McCaffery's orchestra will provide music.



"Been carryin' it around all week... she's all wrapped up in one of those romantic 'soap' serials!"

Worker Coiffures Safe But Stylish

A woman's crowning glory is her hair. How to display it properly and yet keep it out of gears and machinery is a problem that faces every woman who comes to work in the shipyards. Forced into unflattering overalls and heavy work clothes Kaiser women use ingenious means to give some rein to individual expression in hair-styling. That they have been successful is shown by the following candid shots taken in the three yards. Shipyard hair styles fall into several popular classifications, bandannas, pigtailed buns, and snoods as suits the lady's fancy. Their common purpose is to keep hair safely protected from weather and entangling machinery.



For Tin Hats A tin hat is no Easter bonnet but is preferred to a split skull. Vada Malnar, on the Oregon Ship Outfitting dock solves the problem with upswept curls and a snood.



Glamour Untroubled by sun, breeze or machinery, office workers have all the advantage in hair styles and make the most of it. Paula Schmidt, Oregon Ship First Aid clerk, shoots the works with her classic sculptured waves.



Ribbons And Pigtailed Buns Pat Matzke and her cousin Clair Useldinger, swing shift clerks in the Swan Island General Stores Receiving department, exhibit two of the most popular ways to keep hair where it can be seen to advantage but still under control. A restraining ribbon guards Miss Matzke's blonde tresses while closely-tied pigtailed buns do the same for Miss Useldinger. Some jobs permit more lenient display than others.



Pigtailed Buns Pigtailed buns moved out of the school girl and into the adult class when women entered war work. There are hundreds of varieties. Charlotte Preble, Vancouver field clerk shows off a neat "single-tail" style with a big bow.



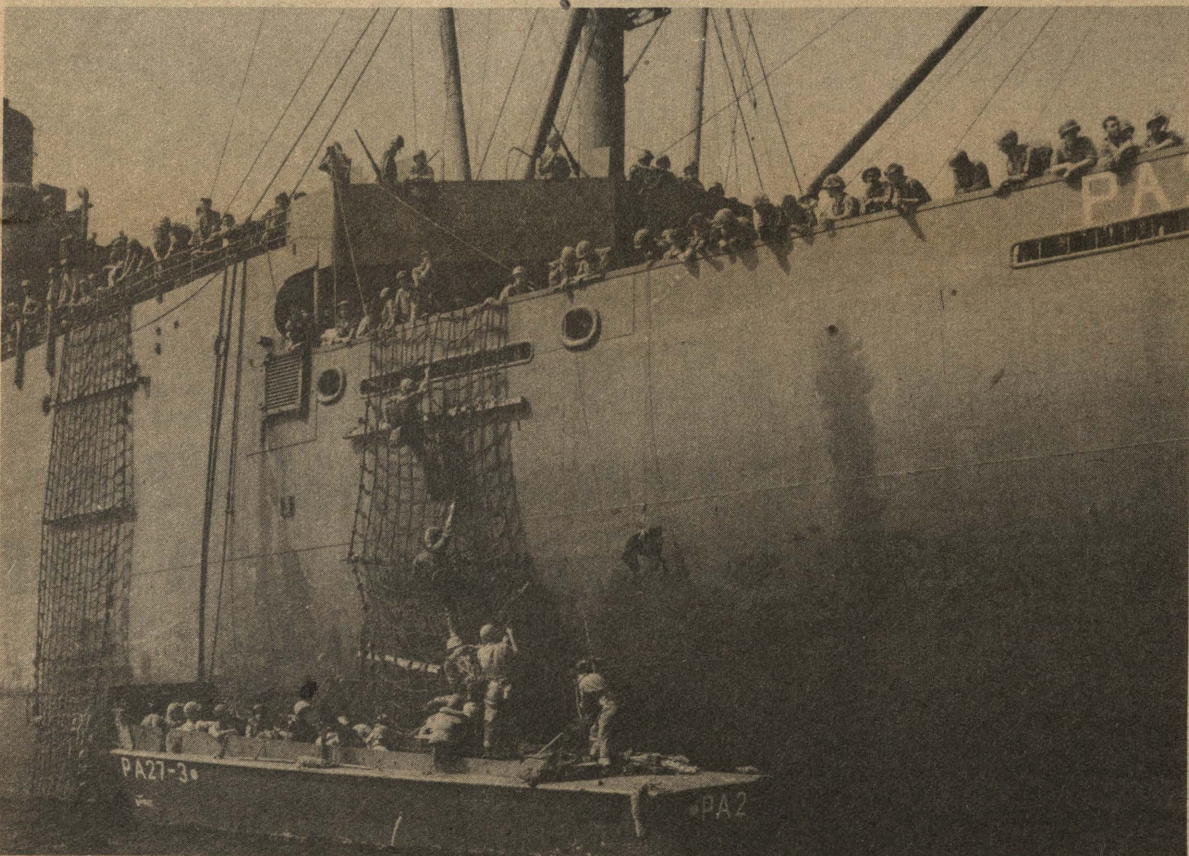
Buns The bun, like the pigtail, is an attempt to compress as much hair as possible into a small bundle to keep it out of trouble. There are various sophisticated versions to the bun such as the doughnut type modeled here by Florence Rose, electrician in the Vancouver Main Electric tool room.



Snoods A snood serves the same purpose as the bandanna but without hiding as much of the coiffure. Marguerite Rowe, Oregon Ship electrical expediter, adjusts it to her own fancy instead of following the more routine low-on-the-neck arrangement.



Bandannas Probably the most popular of all hair-dos is the bandanna style shown here by Lethia Bozarth, Vancouver burner's helper. All loose ends are safely packed away and kept out of trouble.



Attack This U. S. Navy photo shows American troops filing down a landing net from an army transport into speedy assault boats for the trip to shore in the U. S. attack on Jap-held Bougainville last November. A "dog of war" goes over the side in a special sling.

Shipping Future Causes Concern

(OREGON SHIP)—"What will happen to the merchant marine after the war?" is the question posed by Joe Roberts, tall, white-haired "major domo" of the Administration building sky room, in a recent interview. Remembering his own life at sea, and with two sons studying merchant marine navigation, Roberts feels he has "ample cause for worry."

"Living conditions now are good. The men could hardly ask for better. My concern and the concern of every sailor is foreign competition," Roberts explained. "Our wages always have been best in the world, which is one of the reasons we haven't been able to compete with other countries in the past."

Roberts believes the solution to the problem is government subsidies to shipping companies, enabling them to pay the American standard of wages and still compete with foreign lines in cargo rates.

He sailed as cabin boy "around the Horn" and spent 16 years on sailing vessels and steamships. He says he saw "many a time when cargo was consigned to ships from other countries while American boys were idle or forced to take such cargo as fertilizer which other lines refused to handle."

Vanport Buildings Used By Schools

(VANPORT CITY)—Vanport's community building No. 1 is being turned over to school authorities for use in connection with the physical education program between 8 a. m. and 5 p. m. Officials announce that special arrangements must be made for use of the building at Force and Broadacre for other purposes during the day.

However, programs for adults and children will be conducted at the building during the evening hours.

Community building No. 6 at Cottonwood and Lake also is to be utilized in the school program. It will be open from 5:45 a. m. to 5:30 p. m. to care for children of working parents under the extended service plan, without charge.

Army Nurse's Letter Describes New Guinea

(OREGON SHIP)—Life in New Guinea as seen by an army nurse is graphically described in a letter received by the daughter of C. H. Carlson, OSC shipwright leadman from 2nd Lieut. Evelyn Erickson, former Portlander. Meat may not be rationed in New Guinea, but "our freedom seems to be," she writes. "We can't leave our quarters without an armed officer, so there are no strolls through the jungle—too dangerous."

"Speaking of Oregon rain, you should see the 'mist' we have here. Just 24 inches in 30 hours recently. What a place! The jungle is alive with lizards, large snakes and small kangaroos. Two pythons have been killed near here that were 13 and 15 feet long. The boys are now skinning them for steaks."

"The natives are very small, five feet tall or less, and wear loin

clothes. What looks to be intricate tattooing proves to be scars from skin infections on closer inspection. Women love to bleach their hair, which turns from bushy black to fiery red, and they will give almost anything for a bottle of peroxide."

Speaking of sports she writes, "Football is one of their favorite games. They keep no score and have no goals, but just keep kicking the ball around with their bare feet, yelling with excitement. Disagreements often lead to village feuds."



How to Win Friends . . . AND . . . Influence People!

Kaiser Calls for Ships To Deliver Needed Gas

(SWAN ISLAND)—At mass meetings on all shifts last Friday and Saturday, Edgar Kaiser, general manager, gave Swan's 23,000 workers a two-fold message in "across the board" talks that emphasized the urgent need for tankers in the Pacific war theater and the assurance that Swan workers will have work well into 1945. Introducing Kaiser was Assistant General Manager A. R. Nieman who read a telegram from Vice Admiral Emory S. Land, chairman of the U. S. Maritime Commission, who pointed out that,

"No tank, no jeep, no landing craft can move forward without gasoline. Our great naval fleet would have to return to the United States after every battle if tankers failed to deliver oil, or if you failed to deliver the tankers we must have to win the final victory."



E. Kaiser

Amplifying Land's message, Kaiser explained that huge bombing operations necessary before AP-5 Attack Transports can make landings are dependent upon aviation gas carried in tankers. "You have the answer to this war in the palm of your hand," he said. "We have to stay on the job and stay at it and be on the job with everything we have."

He further revealed that although Swan Island is the champion tanker building yard of the world, Admirals Land and Vickery have stated that even if Swan Island makes its schedule by December 31 the United Nations will be 70 tankers short on that date. He brought a gasp from the crowd when he told them 3,000 workers had left the yard during August and that absenteeism has been running 11 percent. Those 3,000 terminations, he explained, mean one tanker that won't be carrying oil and gas to the Pacific war.

"Your absenteeism record—and we might as well face it—runs about 11 percent in production here in the field," he added. "That means 2300 to 2400 of you are absent every day. That is a serious thing when we are standing at the threshold of the most critical time of this war."

He likened the present stage of the war to Germany's position at Dunkirk when the Nazis could have utterly defeated England if they had pushed across the channel. The United Nations are now in the strategic position that calls for the final smashing blows at Japan to end the war. Ships are vital to the success of that strategy.

With utter frankness he spoke about Swan Island's future. "Now, another thing that you want to know is whether you will have jobs," he said. "You are thinking about that. I wish I could answer that question. There is no use kidding you and I might as well be honest with you. I can tell you the facts."

"There is enough contracted work in this yard, that will not be

HATS REDECORATED Craft Colors Listed

(SWAN ISLAND)—Redistribution of hard hats with color designation of craft is being made in the yard, according to Safety Engineer Jude Moreland, on orders from General Superintendent Elmer Hann. Original craft identifying colors are being used with some new combinations added. Distribution is the job of August "Bud" Rosow, safety inspector and the Safety Issue department which sterilizes and reconditions hats before they are repainted for release. Rosow is taking care of one department at a time with the repainted hats.

VARI-COLORED BANDS
Drillers, chippers and tank test get white bands with their craft name on the band.
Riggers' hats have red bands, burners, orange bands, and welders black. Marine pipefitters' hats will have a green band with a green stripe across the top. Hats for scalers have maroon rims. Shipfitters get blue bands. Pipefitters who work with copper will have green and copper bands on their hats while shrinkers' hard hats will carry blue and orange bands. Base color for these crafts will be either brown or silver.

Plain brown or silver hats will be worn without color bands by boiler inists and marine painters. Insignia of craft is to be painted on the hats in black. Electricians will be known by solid color hard hats. Marine electricians are to wear bronze and maintenance electricians, red.

Pipe-burners of this craft will wear hats with green and orange erection, sheet metal, marine mach-bands, while pipe-welders' colors are green and black bands. Olive drab colored headgear go to labor department, pipe maintenance and shipwrights with dots of various colors to mark the jobs. A white dot is for labor department, orange for Pipe Maintenance, red for Maintenance and Outfitting dock shipwrights, and blue for shipwrights on the ways. Fire department hats will be black instead of red.

White hats with black lettering will be used for ventilation workers. Plain hats O. T. R. are for oiler tool room; T. R. for tool room; safety inspector in red letter for safety department; steering wheel for K. C. I. inspection department and tan band for erection outfitting.

Names will be allowed on hats for leadmen and foremen only. Employees who deface or destroy government equipment are subject to fine under the law or can be charged the purchase price when lost or mutilated. Rossow explained it will take many weeks to complete the redistribution because of painting and sterilizing necessary.

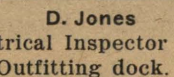
White hats with black lettering will be used for ventilation workers. Plain hats O. T. R. are for oiler tool room; T. R. for tool room; safety inspector in red letter for safety department; steering wheel for K. C. I. inspection department and tan band for erection outfitting.

Names will be allowed on hats for leadmen and foremen only. Employees who deface or destroy government equipment are subject to fine under the law or can be charged the purchase price when lost or mutilated.

Rosow explained it will take many weeks to complete the redistribution because of painting and sterilizing necessary.

Worker Joins Navy; Lands in Shipyard

Dick Jones, former Vancouver and Swan Island Electrician joined the navy to see the world, but landed in another shipyard — this time the Bremerton Navy yard where he is a seaman, 2d class. He joined the navy in April. Dick sent this picture to his father, E. C. Jones who is a day shift U. S. M. C. Electrical Inspector at Swan Island on Outfitting dock.



D. Jones

Fireman Sets New Presentee Record



E. CHARLES

(SWAN ISLAND)—Accepting the challenge made by crane operators that W. S. Johnston's record of 28 months perfect attendance couldn't be beaten, the Fire department this week submitted the record of E. Charles, graveyard fireman.

Charles first started work at Swan Island, April 20, 1941, when the Fire department was located in Hangar No. 4 now occupied by Hauserman company. A check of the records show that Johnston didn't come to work until ten days later, April 30. So until challenged E. Charles of the Fire department holds Swan Island's presentee record.

Martin Recuperates

(SWAN ISLAND)—Ken Martin, marine machinist supervisor is recuperating at home following a recent operation.

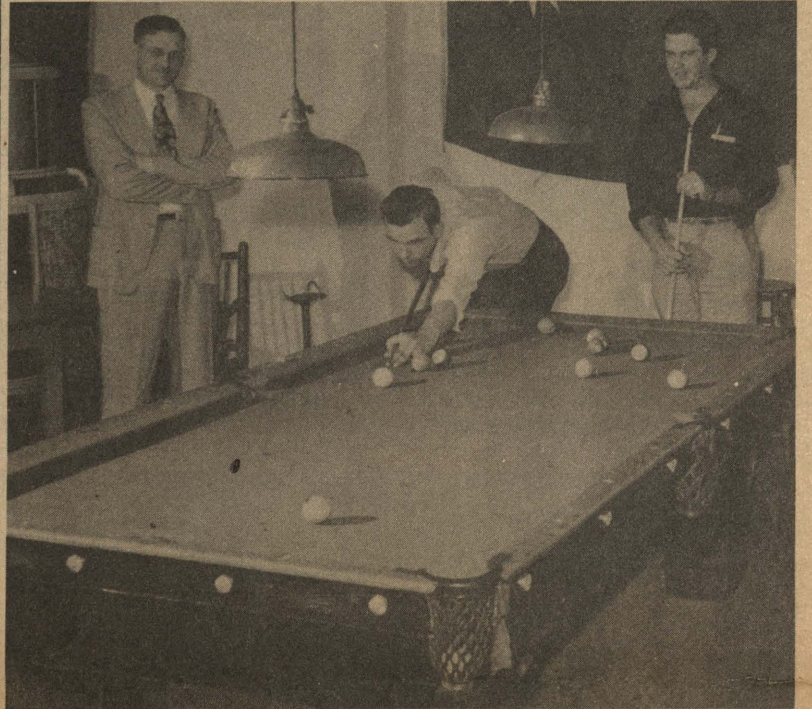
affected whether Germany falls tonight, to last through June of 1945, and don't let anyone tell you anything to the contrary. Admiral Land and Admiral Vickery have said that the winning of the war in Germany only makes our job more important."



Spar Returns Serena Platt, former shipfitter on Outfitting and now a Spar, stationed in Long Beach, Calif., visited Swan Island August 22. Here she poses on Outfitting dock with Shipfitter Foreman Jack McEchron, left, and Leadman Fred Sparks. (Swan Island photo)



Pat-a-Cake Lela Burrell learns fine points of bread and cake making from a student in the cook's and baker's school for merchant seamen and navy men. This government operated school makes possible large quantities of food for the snack bar at less than half ordinary cost. Figures for August show 21,384 pieces of pie, 30,880 pieces of cake and 573 gallons of ice cream consumed at George A. White center's snack bar. Bob Jones, behind Counsellor Burrell, and Dick Carlin look on with interest.



Man Our Ships Merchant seamen find United Seaman's Service ice another War Chest beneficiary offering everything given men in armed services by other agencies. Three operations are maintained: hotel, office and club. At club, Jones renews acquaintance with Merchant Seaman James E. Lowery (shooting), formerly a day shift burner at Oregon Ship. Frank Halling watches game.

First-Hand View Points Chest Need

They may not all be from Missouri, but Kaiser employees do like to be shown. With announcement that next Monday, September 18, will open the annual drive for United War Chest funds, six representative workers from Swan Island and Oregon Ship made a tour of a few of the many local agencies affiliated with the War Chest, to see for themselves where their money and your money will go.

From Oregon Ship there was Mary Haymaker, graveyard supervisor of counsellors; Bob Jones, Ways welding leadman, also on graveyard, and Dick Carlin, executive secretary to the yard superintendent. The trio from Swan Island included Frank Halling, materials supervisor; Tom Haggerty, swing

shift Assembly supervisor, and Lela Burrell, graveyard counsellor.

Before starting the round of agencies, the sextet was given facts about the National War Fund which is represented locally by the Portland-Multnomah County United War Chest.

One of the major objectives of the National War Fund is to provide services needed by men in uniform at home and abroad. This year, operations include a total of 3,035 USO service units, with a monthly attendance of over 30,000,000; USO camp shows touring combat areas and playing to 1,600,000 men a month; United Seamen's Service following invasion forces and operating 82 rest camps and clubs throughout the world, and more than 300 tons of recreational and educational supplies shipped to prisoners of war.

IT'S UP TO YOU TO SEE THEM THROUGH

1944 UNITED WAR CHEST FOR HUMANITY

FOR MY PERSONAL CONVENIENCE IN PAYING THE ABOVE SUBSCRIPTION, I HEREBY DIRECT MY EMPLOYER, THE KAISER COMPANY, INC., PORTLAND, OREGON, TO DEDUCT FROM MY WAGES THE AMOUNT INDICATED AND TO PAY THAT SUM TO THE UNITED WAR CHEST. DEDUCTIONS ARE SCHEDULED TO START WITH THE WEEK ENDING OCTOBER 1, 1944.

SIGNATURE _____ HOME ADDRESS _____

Photograph shows front side of Swan Island payroll deduction card for 1944 United War Chest fund. One or two weekly deductions are possible. By circling any figure opposite the arrow "two weekly deductions of," that amount will be deducted each week for two consecutive weeks. As indicated on card, all 58 charitable agencies are listed on back side. One can list exact amount of total deduction for agencies of his choice if he wishes.

6 Tankers To Honor Oregon Landmarks

(SWAN ISLAND)—Six out of seven names for tankers to be launched at Swan Island honor historical spots in the state of Oregon. These include Hulls 93 through 98. Names were announced this week by the United States Maritime Commission from Washington, D. C. They are:

Hood River, Hull No. 93—Hood River was named by Lewis and Clark for Captain Hood of the Royal Navy who discovered Mt. Hood in 1803. The city, Hood River, was founded in 1852 on a donated land claim and is headquarters for the famous Hood River apples and pears. Hood River county has a population of about 11,300, and the city, a population of about 3,200.

Black Hills, Hull No. 94—To the roving band of Sioux Indians in the Dakota Territory and along their border, the Black Hills were "PA-HA-SA-PA," or, mountains that are black, and so acquire the name Black Hills.

Warrior Point, Hull No. 95—Warrior Point and Warrior Rock are on the north end of Sauvies Island. They were named by Lieutenant Broughton, R.N., in October, 1792, because his party was surrounded there by canoes of warlike Indians prepared for combat.

Pulpit Rock, Hull No. 96—Pulpit Rock, in Wasco county, is a natural rock formation in The Dalles, Ore. It is about 20 feet high and resembles a pulpit. The missionaries used it as a pulpit when they preached to the Indians in 1838.

Fort Clatsop, Hull No. 97—Fort Clatsop, in Clatsop county, was established by Lewis and Clark for their winter quarters and occupied by them from November, 1805, to March, 1806. It was on the Lewis and Clark River about seven miles southwest of Astoria.

Laurel Hill, Hull No. 98—Laurel Hill in Clackamas county is one of the prominent landmarks on the Oregon Trail. The hill was so steep that wagons had to be let down by ropes.

Swan Island Leads Blood Donors Again

(SWAN ISLAND)—For the second consecutive week, Swan Island led all other industries in this area with over 50 per cent of blood donations at Portland Blood Donor center.

Pipe department topped the yard with a total 118 pints donated for the week. Other departments reporting group donations included: Fabrication, 46; Ways Shipwrights, 13; Assembly, 33; Rigging, 6; Ways Erection, 92; Dock Welders, 11; Administration, 24; Marine, 24; Paint, 4; Ways Welding, 53; Guards, 8, and Riveters and Chippers, 52.

This total of 574 is far from complete as many workers go as individuals or small groups not reported to their department. "Many departments have workers scheduled as far ahead as December," Bill Williams, Swan Island Blood Donor chairman, said, with Central Tool Room signing up 100 per cent of all eligible workers for future appointments.

Welding Footage Totals Increase

(SWAN ISLAND)—Ways welders poured on the heat in spite of hot weather the past two weeks and rang up a new record footage total of 288,679 feet of erection welding. Highest previous two week period was in May of this year when the total amounted to 282,155 feet. This is a gain of 6,524 feet.

The week ending September 3, with 145,552 feet, did not quite meet the top figure this year. Largest footage for one week was made during the period ending May 28 when ways welders went to an unprecedented 146,133 feet.

Although considerable tacking and outfitting welding is done on the ways, these figures are not included here.



Stars At Night Lights on this tanker at Swan Island's Outfitting dock look like stars. They were photographed through a piece of window screen by Grant Ridley, Bosn's Whistle photographer, on graveyard shift, recently. (Swan Island photo)

Welding Champs Chosen to Meet Georgia Leaders

(SWAN ISLAND)—Pipe and ways welders shared honors when results of the yard's welding contest were announced Monday at a noon time Victory Center program.

Joy Wilson, one of the first women to weld on the ways out-ranked all women in the yard to win the title of champion woman welder on Swan Island. Her runner-up was Nina Giles from the Pipe shop.

Topping all other men in the yard, S. Colbert, swing shift pipe welder won the men's championship, and E. L. Darcy, from the ways, was in second place.

Presentation of trophies to the winners was made by their respective superintendents, Rod Wentworth, ways, and E. Day, Pipe Welding.

Next week Miss Wilson and Colbert will meet Mrs. E. M. Bolding and D. C. Gambrell, champion welders from J. A. Jones Construction company, Brunswick, Ga., who will arrive in Portland tomorrow.

According to Richard Faville, Production Training superintendent, five plates overhead and vertical butts, and overhead, vertical and flat fillets will be judged on the following points:

Penetration and fusion, 10; freedom from slag, 10; freedom from porosity, 10; uniformity and appearance, 10; speed, 30.

BOSN'S WHISTLE

Published weekly for the 23,000 employees of Kaiser Company, Inc., Swan Island, Portland, Oregon.

Editor RALPH BACHMAN
Associate Editor, H. A. McCARTNEY
Offices: Shack No. 35, Victory Center. Telephone Yard Extension 739.

CLASSIFIED ADS ALLOWED ON NEW BULLETIN BOARD

(SWAN ISLAND)—Newly erected on the side of Time shack No. 38 near Victory Center is a central exchange bulletin board for Swan Islanders to use in buying, selling or exchanging goods.

Advertisements on the board will be handled through Suggestions Clearance office, Room 4, old Ad building. Copy for ads should be put on special forms provided at the bulletin board. These may be filled out and left there or turned in through the suggestion boxes throughout the yard.

Supervisor Tom Pumfrey says his office will type all ads on 4x5 cards. These will be left up one week. If the ad accomplishes its purpose before the end of the week, the worker is asked to notify Suggestions Clearance office to remove the card. Those wishing ads to be posted a second time must make such a request. Ads must have the worker's full name, badge number, job location, home address and home telephone or they will not be posted.

When cards are removed from the bulletin board they will be filed at Suggestions Clearance office unless the office is notified the goods are sold. If it is found that workers with outside interests are using the bulletin board to further personal business such a person will be denied the privilege of the board. Pumfrey says.

Janitors have been instructed to take down any advertising placed elsewhere in the yard.

Welding Footage Totals Increase

(SWAN ISLAND)—Ways welders poured on the heat in spite of hot weather the past two weeks and rang up a new record footage total of 288,679 feet of erection welding. Highest previous two week period was in May of this year when the total amounted to 282,155 feet. This is a gain of 6,524 feet.

The week ending September 3, with 145,552 feet, did not quite meet the top figure this year. Largest footage for one week was made during the period ending May 28 when ways welders went to an unprecedented 146,133 feet.

Although considerable tacking and outfitting welding is done on the ways, these figures are not included here.

CARD OF THANKS
To my fellow workers in Genefal Stores, Welding Supplies and Transportation: I wish to express my thanks for the thoughtfulness and generosity shown me while I was in the hospital.—John Wesley.

LOST AND FOUND
LOST—One red leather wallet with black leather lacing, containing \$3 and valuable cards. Keep money and return wallet and cards.—Beverly Bloom, 2138 N. E. Halsey, Office Ext. 1248.



Post Exchange First advertisements were coming in to Suggestions Clearance boxes this week for the new Post Exchange bulletin board on the side of time station No. 38 near Victory Center. (Swan Island photo)

SWAN ISLAND INQUIRING REPORTER

QUESTION:

What is your reaction to Edgar Kaiser's talk?

Minnie Bartlett, Marine electrician on Outfitting, swing: "I think it's just what we all needed. I didn't know what the score was before, but I think his talk will make us all wake up—I know it did me. It made me feel that I had better pitch in and do a better job."

Orvelta Skouby, swing welder on jigs: "I know he is right. There are a lot of us who could work harder, and I think we will. His talk gives us a better idea of what's coming up. I first thought it was V-day when I heard the whistles and I think a lot of others did too."

H. R. Sims, day sheet metal worker, Outfitting: "A talk from Mr. Kaiser makes us all think our job is important—that that our yard and our work is just as necessary as any other. I think we all need a pat on the back now and then. Too, knowing we will have a job for a long while will be incentive to work harder."

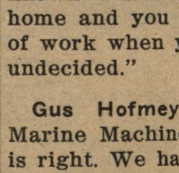
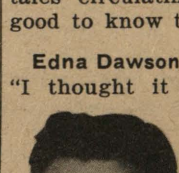
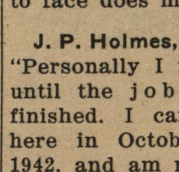
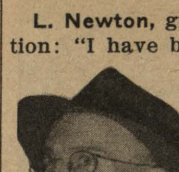
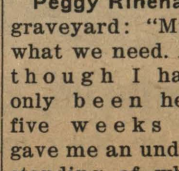
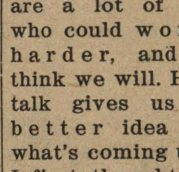
Peggy Rinehart, Assembly welder, graveyard: "Mr. Kaiser's talk was what we need. Although I have only been here five weeks he gave me an understanding of what we are up against. After hearing him I know that what I am doing is more than another job. He presented the picture of the war as a whole to me."

L. Newton, graveyard transportation: "I have been waiting to hear Mr. Kaiser say just that himself for a long time. Everyone in the yard has been wanting to know about their jobs in 1945. What we read about it in the newspapers doesn't count for a lot, but to have Kaiser tell us face to face does mean something."

J. P. Holmes, graveyard shrinker: "Personally I intend to stay here until the job is finished. I came here in October, 1942, and am not running out on my job. Kaiser's talk cleared up a lot of things for me. There have been a thousand and one different tales circulating in the yard. It's good to know the truth."

Edna Dawson, day shifter, Bay 15: "I thought it considerate of Mr. Kaiser to take the time to come out here and explain to us what we could expect in the future. So many of us are from other states—we have not known whether to stay on or go home and you can't do a good job of work when you are worried and undecided."

Gus Hofmeyer, day machinist, Marine Machine shop: "I think he is right. We have to stay on and build these ships. I lived in Germany and I know what it means to be here in a free country. It is up to all of us to help get this war over with for good."





OSC All-Stars This is Oregon Ship's women softball all-star squad which won two of three games from the Swan Island all-star entry to capture the championship of the two yards. Back row (left to right), Bob Jones, Jerry Bureker, Ruby Thompson, Cecelia "Toots" Burg, Helen Strand, Rose Grace, Leona Cunningham, Eileen Buck, Kathryn Lukesh, Lila Lee and George Watkins; front row, Verna Klein, Audrey McClellan, Dorothy Clayton, Kit Hildebrand, Margie Stump, Rose Sager, Hazel Desvaux, Ella Spidal and Louise Tuttle. (Oregon Ship photo)

Yard Sports at Off Season Dip

The off-season slack hit the shipyard sports field last week, with a gap extending between virtual wind-up of the softball season and start of fall and winter sports. Heading up diamond sport activities was the Oregon Ship girl all-stars' second and deciding victory over the Swan Island feminine

All-Stars at Columbia Park, September 8. The OSC tossers took the third game of the two-for-three series, 5 to 4, after losing the first

fray, 7 to 4, and coming back to annex the second, 9 to 3.

Night softball championship of the three Kaiser yards went to Oregon Ship's Demons, who clouted out a 12-5 win over their Night Hawk rivals.

Vancouver got plans underway for a season of touch football, and sent out a call for persons interested in bowling, basketball and boxing, details of which appear elsewhere on this page.

Swan Island also got the court game "bug", and girls on all shifts were invited to turn in their names so that hoop teams and leagues could be organized speedily.

Vancouver Plans Touch Grid Play Starting Sept. 18

(VANCOUVER)—A program of touch football, to be played at the high school under the lights, is planned beginning Monday, September 18, according to Ralph Fisher, who will direct the activity for the Vancouver Recreation Association.

Deadline for entering the play will be Saturday, September 16, Fisher said. Any person interested can contact Fisher at Vancouver 3210, Extension 11.

STEWART INVITES RING CANDIDATES

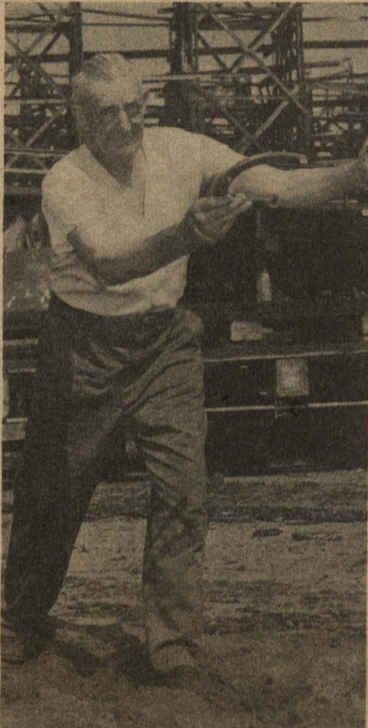
(VANCOUVER) — Kermit Stewart at the Chippers' office on the dock has requested that anyone interested in boxing contact him through the Bosn's Whistle office. Stewart can place boxers in boxing shows in the Northwest, and he also has access to the U. S. O. at 7th and Broadway in Vancouver for training quarters.

"Moose" Kennedy, of Oregon Ship, Oregon state heavy-weight champion; Norman Finch and Vern Hoffman are under Stewart's direction.

Vaudeville Monday

(VANPORT CITY)—The Vanport Vaudeville, an amateur production, will be presented Monday night, September 18. Acts are being auditioned at community buildings.

Horseshoe Expert



S. E. Hyre, OSC pipefitter, demonstrates the technique that won him all-Canadian horseshoe pitching honors and a galaxy of trophies and certificates. He practices every day by Way 5, takes on all comers, and at 74 insists the game keeps him in trim. (Oregon Ship photo)

Barnyard Golfer, 74 Still Top Ringerman

(OREGON SHIP)—"You can have your polo and golf—give me a good old-fashioned game of horseshoes any day," says S. E. Hyre, an OSC pipefitter for two years. "There's a game to keep a man in trim. I'm 74 years old, but I feel like I could lick my weight in wildcats any time." Hyre, former all-American horseshoe pitching champion, keeps his arm in shape with a 20-minute game every noon at the water's edge by Way 5. He plays with "anyone I can challenge to a match."

Still able to pitch a ringer with the accuracy of some of the more

youthful experts, Hyre has lost little of the form which won him a shelf of trophies and scores of certificates. Among the prizes he treasures most are the ones won three years running as champion of Manitoba.

OREGON SHIP GIRL ALL-STAR TOSSERS WIN SWAN SERIES

(SWAN ISLAND) — Oregon Ship's girl All-Star softball team won its best two-of-three series from the Swan Island All-Stars by eking out a 5 to 4 victory at Columbia Park September 8.

Swan Island won the first game of the series, 7 to 4. Oregon Ship unleashed a heavy hitting attack to cop the second game, 9 to 3, and even the battle.

"Pete" Smith, star Island short-stop, who has been the hitting star of her team, slamming out a homer in nearly every game, watched the championship game from the bench due to a wrist injury.

OSC Demons Stow Night Ball Bunting

Oregon Ship's Demons copped the night softball championship of the three Kaiser yards last week by blasting out a 12-5 victory over the OSC Night Hawks at the Swan Island field. The two teams were finalists in a tourney including teams from Swan and Vancouver.

Score:

	R	H	E
OSC Demons	12	13	3
OSC Night Hawks	5	11	2

Nolder and Morgan; Leabe and Tyrell.

Sundlie First Hoop Candidate at Swan

(SWAN ISLAND)—First basketball enthusiast to sign up for the coming season in Swan Island's women's league was Eleanor ("Lucky") Sundlie, graveyard welder in Assembly, Bay No. 9. Girls on all shifts are asked to turn in their names to their counselor, Benny Wallace, Assembly graveyard rigger, is lining up teams and schedules for a league.



Nothing Ventured, Etc. "Swede" Roucliffe, Oregon Ship, who plays softball barefooted, beats the throw back to first base after trying to make a steal to second. Nela Selzler, Swan Island first-sacker, reaches for the ball. (Swan Island photo)

WHERE'S THE HEAD?



(VANCOUVER) — The slightly quizzical expression on the face of T. A. "Ace" Waldron is brought about by the fact that the 32-pound salmon he caught at Astoria arrived by express minus the head, and the fellows on the Outfitting dock wouldn't believe he caught it. Waldron came back from Astoria on the bus and the fish followed by express. In order to get it into the box, the Astoria packer took the head off. The salmon was caught at the mouth of the Columbia.

HELLCATS CAPTURE VANCOUVER YARD GIRLS' SOFTBALL

(VANCOUVER) — Messenger Hellcats, behind the five-hit hurling of Potter, trounced Assembly Day, 12 to 2, on the Hudson House field Friday evening, September 11, to win the championship of the yard women's softball play.

The victory gave the Hellcats the best two-of-three games in the series, they having won the first contest, 6 to 3, and played Assembly to a deadlock in the second tilt. The largest crowd of the season saw the final fray, which was umpired by Frank Zgonc, Shumway Junior high instructor, and E. J. ("Jiggs") Jenkins, Vancouver policeman, appointed by A. C. ("Ace") Waldron, sports 'czar.'

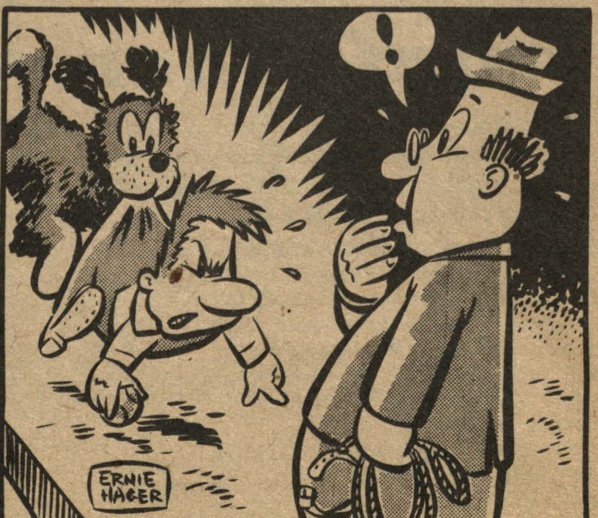
Marjorie Zimmerman manages the Messenger Hellcat ten and C. P. DiShaw of the USMC is coach.

Score:

	R	H	E
Messengers	12	14	0
Assembly Day	2	5	2

Potter and Quinlon; Harvey, Anderson and Felty.

Stubby Bilgebottom



By Ernie Hager

Shipbuilding -- 1918 --

Following are excerpts from shipyard newspapers of World War I.

Noon Whistles Are To Be Observed July, 1918

Instructions were issued last week by Superintendent Walter Brown that the workmen are to ring in at noon by the time the first whistle is blown, which is at 12:25. The purpose of the order is to have men at their places of work when the second whistle sounds at 12:30.

This custom had been observed by most of the workmen before, but some of the men had been in the habit of remaining outside the plant until after the second whistle. The number who waited outside was constantly increasing until finally there was a big congestion at the clock office after the prescribed time for the men to be at work. Some did not arrive at their places until long after 12:30.

Those who fail to ring through at noon on time are being docked a half hour. The number who had to pay the half hour penalty were very few. Now practically every man has rung in when the first whistle blows.

Wedding Note July, 1918

The Accounting department was thrown into a state of violent mental excitement one morning this week upon the appearance of a certain member of its personnel, looking like a man suffering from the combined effects of shell shock and being gassed. Upon the sufferer being subjected to cross-examination it was revealed that the said gentleman had just been married. After offering their condolences, the office resumed its usual placid calm.

CHILD CARE DEPENDS ON EARLY ENROLLMENT

Notice has been issued by the Portland public schools that the after-school and Saturday care for children at the schools is in a trial stage. If enrollment by September is not large enough to warrant the program, it will be discontinued, authorities stated.

They pointed out that cost for the extra care of children is only 75 cents per week, a nominal fee charged to cover added expense to the school system in salaries, fuel and equipment. Further details may be obtained from yard counsellors or school principals.

Overalled Women News in 1st War Industrial Plant

(SWAN ISLAND) — Today, women in production are told to wear "pants." In fact, most industries won't allow a woman dressed in skirts to come on the job. Not so 25 years ago and J. R. Kelsey, day layer-out in Assembly, brought in a clipping from the Indianapolis News of March 4, 1918, to prove it.

The clipping reads: "Thirty-five girls employed at the Evansville plant of the Hercules Buggy Company will don overalls this week to wear at their work. Many of the girls who took the places of men who now are fighting in France or are at some military cantonment, have found that skirts interfere with their work. A mass meeting of the girls was held Saturday at the factory, and by a unanimous vote it was decided that they should discard skirts for overalls.

"A few girls and women have worn overalls in their homes and gardens, but this will be the first time members of the sex have worn them in an Evansville factory. The overalls to be worn will be uniform in style. They will be made of blue chambray cloth, cut in bloomer style, and gathered at the ankles. With them the girls will wear waists cut in the fashion of a bungalow apron.



KNOW YOUR NORTHWEST

By
ROBERT ORMOND CASE

(This series, by a well-known authority on the Pacific Northwest, is designed to give war industry workers in the Portland area a brief but lucid summary of the advantages enjoyed by permanent residents of Oregon and Washington.)

1. PROSPEROUS LIVING

As good Americans, many transient workers in the Portland area will stay on their particular jobs until the war is over. Nevertheless, as individuals, they have a growing fear of the future. It may be called, oddly enough, a fear of early victory.

Entirely logical and human questions root in that fear. The worker asks: "What will happen to me and my family when war industries close

down? Same say there will be post-war prosperity, but suppose there's a depression? In justice to my family, should I not pull out quietly before the war is over and get ready to ride out the storm in my own home locality?"

The last is the key question. The purpose of this series is to indicate, from the record, the factors which make the Pacific Northwest—Oregon and Washington—a good place in which to live in good times or bad. Most of all, if economic storms are brewing, it offers that extra and heartening margin of security.

Statistics tell the story. To avoid painting too rosy a picture we will not use wartime figures, but data taken from the "normal" years of 1939 and 1940.

In studying these figures let us keep two basic facts in mind. They are fundamental advantages peculiar to the Northwest.

The first is that Oregon and Washington are far from overcrowded. Although the two states increased their population 270 per cent since 1900—as compared to 70 per cent for the rest of the nation—the area could support five times its present population with ease.

Oregon, for example, ranks 9th among all the states in area but 34th in popula-

tion. Washington is 19th in area and 30th in population. Total for both states (1940) is 2,828,875, or less people than live in the city of Chicago. To put it another way: the two states have 18 per cent of the nation's area but less than three per cent of its population.

In a region of vast potential wealth, this means less competition, more individual opportunity. It is easier to "get a start," easier to "get ahead."

The second basic fact is that the permanent economic security of both Oregon and Washington is guaranteed by two essential items: lumber and agricultural products. There are other important and expanding industries whose future is assured in normal times, but in lumber and agriculture the two states produce a surplus which the rest of the nation must buy "whether school keeps or not."

A certain amount of upkeep and new building must go on during the worst depression. We will supply our share of the lumber, since half the standing timber of the United States is in Oregon and Washington.

People must eat, good times or bad. Oregon and Washington produce surpluses of wheat, beef, pork, lamb, canned vegetables and fruit. These are items which population centers MUST have. Some may be left off the national menu; not all of them. And there's a primitive but immensely satisfying angle to those surpluses: they guarantee that no man, woman or child will ever starve in the Pacific Northwest.

How do these two basic advantages work out in terms of Northwest production?

In 1939—with less than three per cent of the nation's population, remember—Oregon and Washington produced:

Nine-tenths of the nation's loganberries.

Three-fourths of the nation's hops.

One-third of the nation's lumber.

One-fourth of the nation's apples and pears.

One-fifth of the nation's wheat.

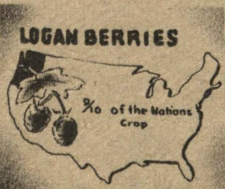
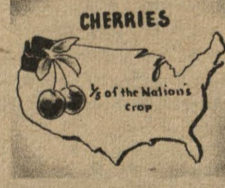
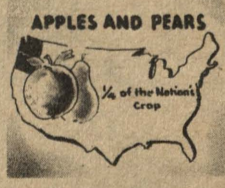
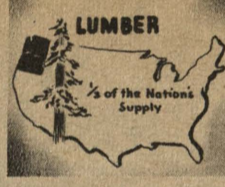
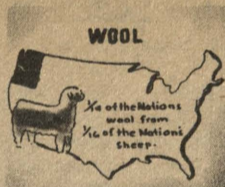
One-fifth of the nation's cherries.

One-fourteenth of the nation's wool—from one-sixteenth of the nation's sheep.

There were surpluses in other categories. What does such production mean in terms of individual prosperity?

More people own their own homes in the Northwest than in any other section of the United States. Portland is the nation's No. 1 city in that respect. The average value of farm lands and buildings in Oregon and Washington is far higher than the average for the nation. Per capita incomes and bank balances are higher. The farm uses more than three times the national average. There are more electric kitchen ranges in Portland than in New York City.

And here's a final item on the prosperous note. The Northwest ranks second in the nation in the per capita motor vehicle registrations. In 1939 there were more passenger automobiles in Portland, Oregon, population 305,000, than in all of Soviet Russia.



This is the first of eight articles to be written by Robert Ormond Case on the general subject of "Know Your Northwest." Other subjects in this series will include:

"What Lumber Means to the Northwest."

"Cheap Power."

"Agriculture—Present and Future."

"Dairying in the Pacific Northwest."

"The Willamette Valley."

"Recreation."

"Pleasant Living."

Marine Machinists Complete Record



1. First operation for main propulsion motor crew is the alignment of tail shaft in stern tube. Leadman Hunt and Delplanche take the measurements.



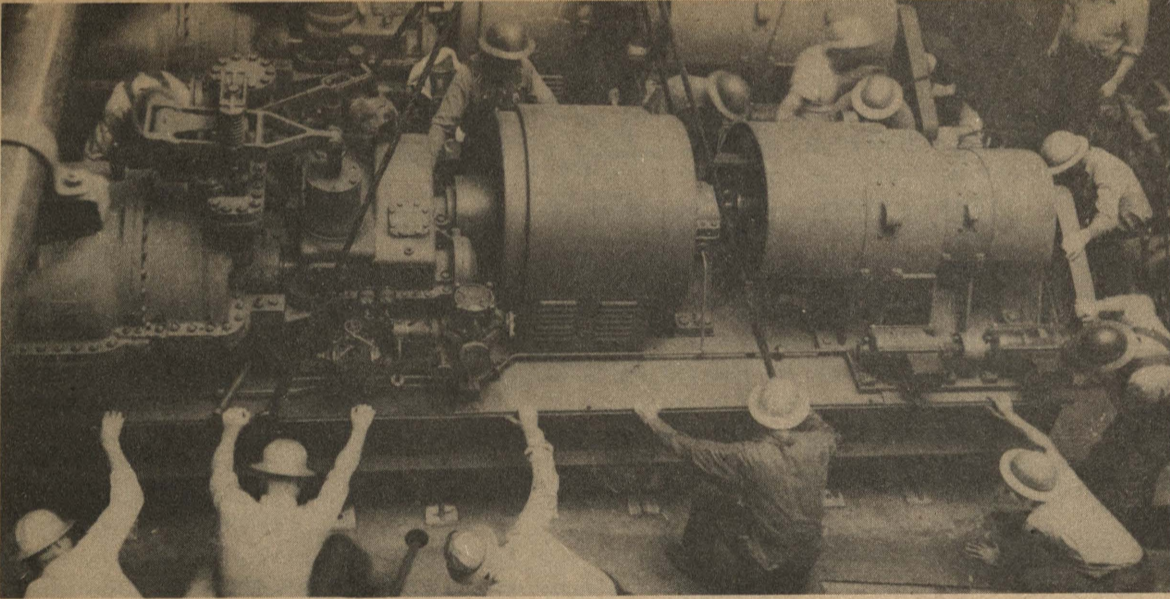
2. Type metal bars are melted by heaters in preparation for pouring of chocks under thrust bearing. At left, J. Millner, with torch. Cates holds melting pot while Foreman Smith adds another bar. At center back, Leadman Hunt heats a second pot of metal.



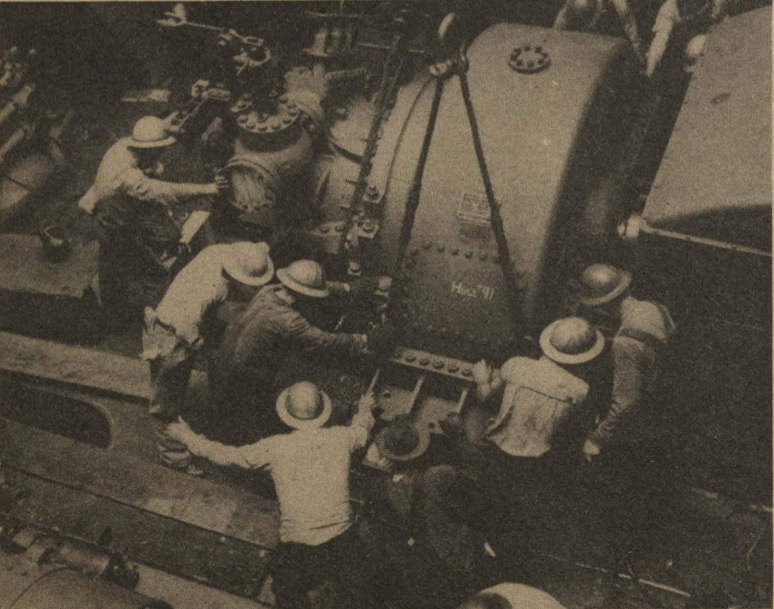
3. At end of swing shift, crew aligns pedestal bearing. Foreman Crozier is at back of pedestal. Machinists, back to front, are Johnson and Leadman Valberding and Goldworthy.



4. On graveyard shift, shaft brake is being drilled. At left are Machinists Schultz, George, Nyre and Bahn.



6. Riggers and machinists "land" inboard auxiliary turbo-generator set, weighing 12 tons. In back can be seen the outboard set lowered by cranes a few minutes earlier. Guiding base to foundation are left to right, Machinists Fox and Reed; Rigger Foreman B. Cummings; Machinist Foreman Olson, Rigger E. Feldman and Machinist Burke. Standing between sets are, left to right, Machinist Wood, Machinist Leadman Jelmsberg, Machinist Roberts, Machinist Leadman Brownson, Riggers A. Gilbreth and R. Porter, Machinist Krasnozyn and Rigger L. Byington.



8. The main turbine, furnishing propulsion power for the ship, is eased to foundations by riggers and machinists. Left to right around turbine are: Rigger Zubzeyeta, Rigger Foreman Cummings, Kalblinger, Riggers Feldman, Jalmsberg and Wood.

(SWAN ISLAND)—Marine machinists are in the news again—this time the Outfitting machinists. Last week, turbine crews and main propulsion motor crews set out to better their previous records for aligning and setting turbo generators and propulsion machinery. The crews work independ-

ently. Turbine crews start operations with landing of first generator or by riggers, and finish on Outfitting with recheck of alignment and closing up of generators. Main propulsion motor crews begin where Bill Wood's ways machinists stop. Their record, last week, of 1245.9 man hours for alignment and final installation rounds out the record set May 3 by Wood's crew for rough installation of the 86 tons of propulsion machinery.

The crews usually start work on the ways, with bulk of operations completed at the dock. Jack Johnston, Outfitting machinist supervisor and his crews cut time materially by completing most of the work on the ways in one continuous job, rather than in elapsed time intervals. The propulsion motor crew cut its actual time approximately 20 percent, while the turbine crew's time will be about half the usual time, at conclusion of two shifts yet required after launching.

Elmer Hann, general superintendent, said, "Supervision and workers are to be commended for the outstanding record performed on this installation. It shows complete harmony and coordination between supervisors, workers, maritime machinery inspectors and

General Electric representatives. It is the kind of teamwork that will beat the Axis."

PROPULSION CREW STARTS

The main propulsion motor crew began operations at 7 a. m., Wednesday, September 6. They aligned the tail shaft, poured type metal chocks for thrust bearing, and drilled and reamed holes for hold-down bolts. Swing shift completed bolting down of thrust bearing, made main shaft alignment with U. S. Maritime inspection, aligned rotor, and 'miked' chocks for pedestal bearings.

A half hour before midnight, graveyard crew took over. They trued shafting to pin alignment, and installed coupling bolts. The ring bearing was aligned, poured, drilled and reamed for fitted bolts. The cooler crew landed the main motor cooler and aligned for copper pipe templates. By 7 o'clock the following morning pedestal chocks had been fitted under main motor bearings.

The second 24 hour period began with alignment of main motor stator under watchful eyes of General Electric and Maritime inspectors. The close of day shift showed this job completed and foundation chocks measured for swing crew. Swing workers completed chocking and work was inspected. Forward and aft pedestals of main motor were aligned and the latter drilled and bolted down before the second shift of graveyard workers took over to fit down the forward pedestal; drill and fit bolts under the main stator and start work on bull gear and turning motor alignment.

On day shift, Friday, main motor stator was inspected, bull gear completed and turning gear bolted down. Swing shift installed and fitted pedestal seal rings and shaft cover and bull gear guard. Graveyard crew wound up the job by completing the main thrust collision chocks and cooler installation.

TURBINE WORK RAPID

Turbine crews, operating on day and swing, began operations a day later than the first crew. At 8 o'clock Thursday, they and riggers landed the first of three turbo generators—two auxiliaries and one main—onto the generator flat. By the end of the shift outboard and inboard auxiliary, main turbo generators and main turbine had been landed; tooth contacts had been checked on outboard and inboard motors, chocks placed under outboard generator, the main turbine was lined up, condenser hung, and generator and turning motor set.

Swing shift finished the first day's work by setting remainder of chocks on auxiliaries and main turbine. Work was resumed by day shift Friday when the crew set and chocked high pressure bearing support on main turbine, and started work on generator stator and turning motor.

The second swing shift completed chocking and bolting, and operations were ended until after launching when approximately two shifts will be required to re-check alignment and close up the generators.

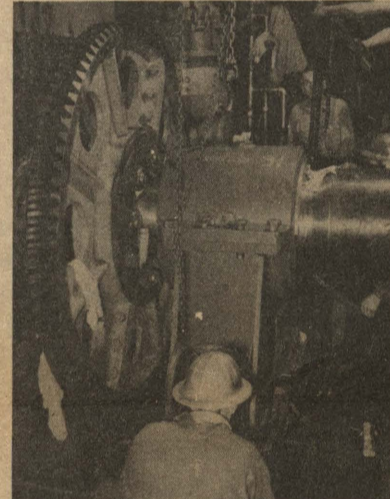
Main propulsion motor crews included: Day shift Foremen C. Smith and C. Johnson; Leadmen W. Hunt, R. Smith, H. Delplanche, and A. Saxen; and Machinists M. Lewis, T. Hancock, F. Rieth, H. Edwards, J. Jones, C. Faulkner, R. Curtis, H. Roberts, G. Robinson, J. Millner, E. Engstrom, A. Solseth, R. Albee, J. Brockman, F. Cates, G. McDaniels; and Helper M. Jacobson.

Swing shift Foreman S. Crozier; Leadmen F. Volberding and H. Goldworthy; and Machinists B. Schlipp, M. Freeman, E. Christensen, J. Jasa, O. Osland, S. Haugdahl, J. Bradock, E. Johnson, and C. Mathews.

Graveyard shift Foreman M. Holling; Leadmen O. Corbin, A. Dalton, and E. Pierce; Machinists E. Ziegler, J. Heglund, D. Shipp, G. Weatherby, A. Vogelsang, S. Mienka, V. Brewer, C. Mathews, R. Metzler, T. Flint, J. George, J. Pepperman, P. Baker, C. Broyles, C. Moore, A. Schultz, W. Davis, F. Luciano, R. Coleman, K. Klien, O. Barske, S. Anderson, R. Rider, A. Adams, H. Smith, P. Dunn, H. Ellis, C. Dangwill, A. Esler and E. Shumway.

Turbine crews included: Day shift Foreman G. Olson; Leadmen E. Jelmsberg, J. Bronson, and M. Brumm; and Machinists C. Fox, C. Reed, G. Kalblinger, M. Krasnozyn, H. Roberts, W. Cogswell, C. Staples, G. Osmer, R. Breyette, A. Wood, R. Burke and C. Spink.

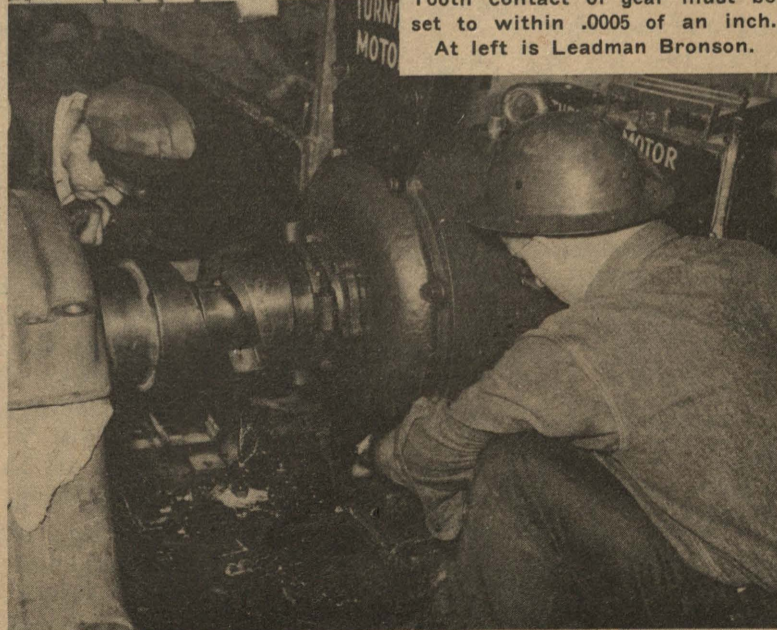
Swing shift Foreman P. Browning; Leadmen L. Knowles and R. Martin; and Machinists G. Gunn, A. Anderson, F. McCormick, G. Elms, L. Cramer, and O. Browning.



5. At start of third day shift, workers finish installation of bull gear and turning motor. In front Cates watches operations. At back Machinists Selseth, Jacobsen and Leadman Delplanche prepare typemetal chocks.



7. Gear cover has been lifted, exposing reduction gear. Tooth contact of gear must be set to within .0005 of an inch. At left is Leadman Bronson.



9. Friday's swing shift puts finishing touches to the job. Browning, left, and Knowles fit chocks to turning gear. (Swan Island photos)