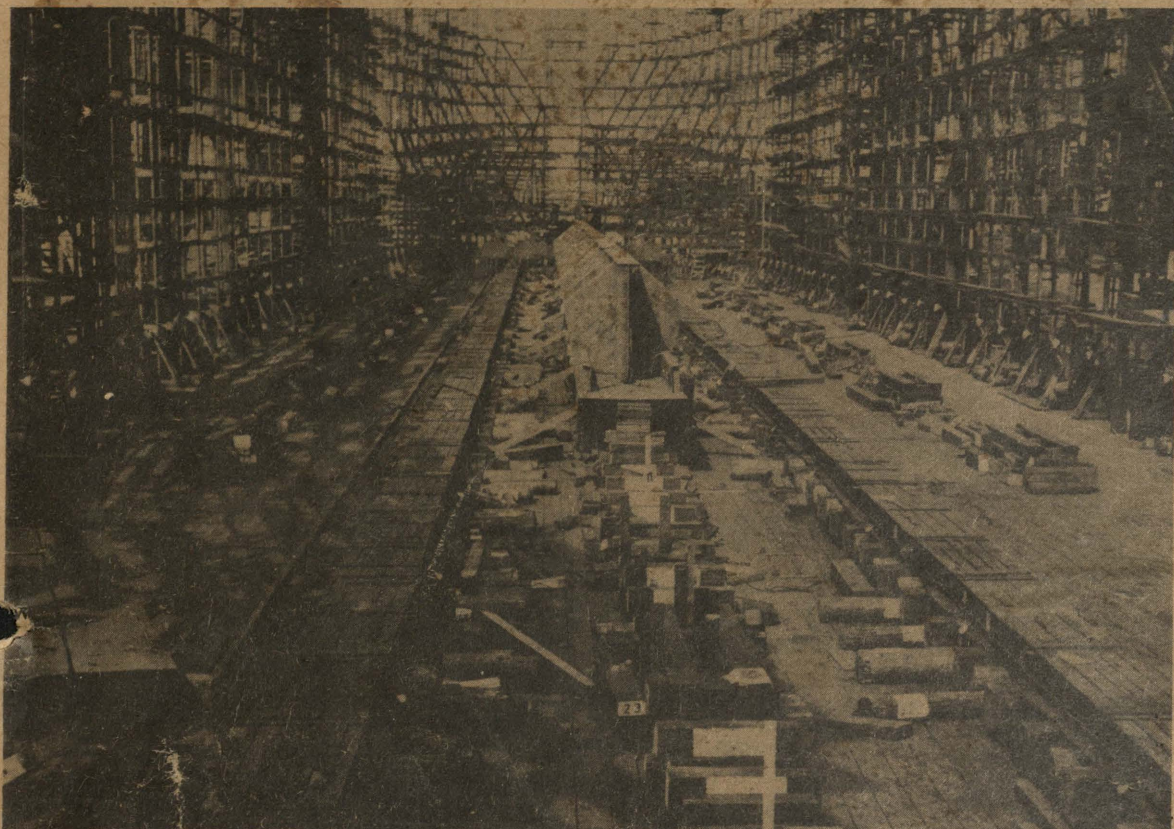




# REPAIR WORK EASES SHIP CUTBACK JOLT

Story, Page 8



**Parting of the Ways** Under the five-tanker cutback that followed declaration of peace, Way 4 was the first to cease activity. The keel started here will be torn up. There remain seven launchings. (Swan Island photo)



**Fabrication Folds** No tears were shed by these Swan Island Plate shop workers getting their quit slips last Friday. They were miles away in their job at the end of the war although many of them were undecided where to go from here. A small crew will be maintained to fabricate work for repair jobs.



**Center to Close Sept. 1** Swan Island's Child Service Center will close at the end of day shift Saturday, September 1, announces A. R. Nieman, assistant general manager. Reductions in the number of children attending make the move necessary, he said. The picture of a group of school age children around their instructors, Marge Gillis and Lovelle Downing, is typical of the center's activity. The children are relating their observations of a "science walk."



**Hail The Queen** Boilermakers cheered 30,000 strong when Viola Jacobson, Swan Island assembly burner, was named Boilermaker Queen at the union's annual picnic held Saturday and Sunday. With honors went a \$100 war bond.

## Those Who Have Left; Where Will They Go?

Story, Page 8



# Many Jobs Available In Northwest Region For Ex-Shipworkers

Although the sudden termination of the war left the employment situation somewhat confused, by the first of this week a few concrete facts were sifting to the surface for those who were laid off due to contract cancellations and for the greater number who will remain in the tapering-off programs in the three Kaiser yards. For those who were laid off, the U. S. Employment service was able to offer a variety of jobs in an employment market that was changing almost hourly. Most stable of demands at the USES were requests for several hundred workers for logging and lumbering. As other industries became adjusted to the quick change brought by the end of the war, USES officials anticipate additional requests for workers and suggest that employees who have been laid off should register immediately with the service.

## MORE REQUESTS APPEAR

Other requests for workers began to appear Monday. At Independence, Ore., the E. Clemment Horst ranch sent an urgent appeal for 5,000 families to pick hops, offering 3½ cents a pound and stating earnings up to \$15 a day for busy workers.

The hop season should last 30 to 45 days, and the applicants for help state that housing with everything but bedding and food are furnished. The concern has a grocery store and meat market on the ranch. Approximately 17,000 workers are needed in that vicinity for the hop season, they declare.

The Hood River Apple Growers association offers about three months of pear and apple picking, packing and storage work. A limited number of living quarters in addition to a trailer camp equipped with facilities are available. Rates are a minimum 80 cents an hour for men employed in packing and canning and 85 cents an hour for men working in storage. Overtime may be worked by men, but not by women, who are paid 66 cents an hour for packing and in the cannery. Applicants may get jobs by going to the employment office at Hood River, Ore., or the USES offices there or in Portland.

A miscellaneous assortment of odd jobs were listed, ranging from car washers to skilled craftsmen. For those families where several have been employed in the yards and where one or two have been laid off, the unemployed should have little difficulty in obtaining employment if they wish to work while the others in the family continue to finish jobs at the shipyards.

## OTHER JOBS OPEN

For those who stay to finish the shipbuilding job and anticipate unemployment in the future, there is definite indication that there will be jobs opening up within the next few months.

The lumber industry will continue

to offer jobs, according to experts who have feverishly surveyed the situation in the last ten days. Oregon's three-year \$36,000,000 post-war highway program is expected to get under way by November. State Highway Engineer R. H. Baldock announces. The first road contracts will be let in November with anticipated letting of contracts at the rate of \$2,500,000 a month the first five months so that construction will be in full swing by spring.

Additional work, especially in the building trades, will be furnished by planned expansion from private capital. Beall Tank & Pipe company plan to spend from \$500,000 to \$600,000 on a plant near its present facilities. A race track and stable are to be built at Jantzen Beach. The Dairy Co-operative association plans a number of projects that call for more than \$400,000 in expenditures. The Evergreen Theaters corporation plan to build a \$215,000 theater in Vancouver.

## BIG MILL PROGRAM

Crown-Zellerbach corporation contemplates spending \$12,000,000 to \$15,000,000 on buildings and equipment for its West Linn and Camas mills. The program will make the mills an all-year enterprise instead of a seasonal one and will provide continuous payrolls for those and adjacent communities.

Next in size to the paper mill project is the sewage disposal program calling for an expenditure of \$12,000,000.

Various other companies plan expansion, involving several in the \$150,000 to \$200,000 cost brackets. The Oregonian plans a new building that will cost about \$2,000,000 for plant and equipment.

## V-J Week Pay Is Explained

Workers who did not work Wednesday and Thursday last week, following the peace announcement, will not receive pay for the two days off, but will receive shift credit, it has been explained by company officials. In other words, if an employee worked all the other days in the payroll week, other than Wednesday and Thursday, he will receive time-and-a-half pay for the sixth shift worked and double time for the seventh shift worked.

Employees who worked Wednesday and Thursday last week, on maintenance and allied jobs, will receive time-and-a-half.

## Yards Won't Work Labor Day Holiday

Labor Day, September 3, will be a holiday in all Portland shipyards, it was announced this week. Work will be resumed with day shift, Tuesday, September 4. Only employees necessary for plant protection will work the holiday.

## WORKING RECORD



(SWAN ISLAND)—For the past four years and two months, John F. Jenkins, welding training supervisor, has been on the job every working day with no vacations and no time off. Jenkins hired at OSC June 23, 1941, worked there a short time and for one month at Vancouver yard before he came to Swan Island.

## VACATION NEEDS FULL 1200 HOUR

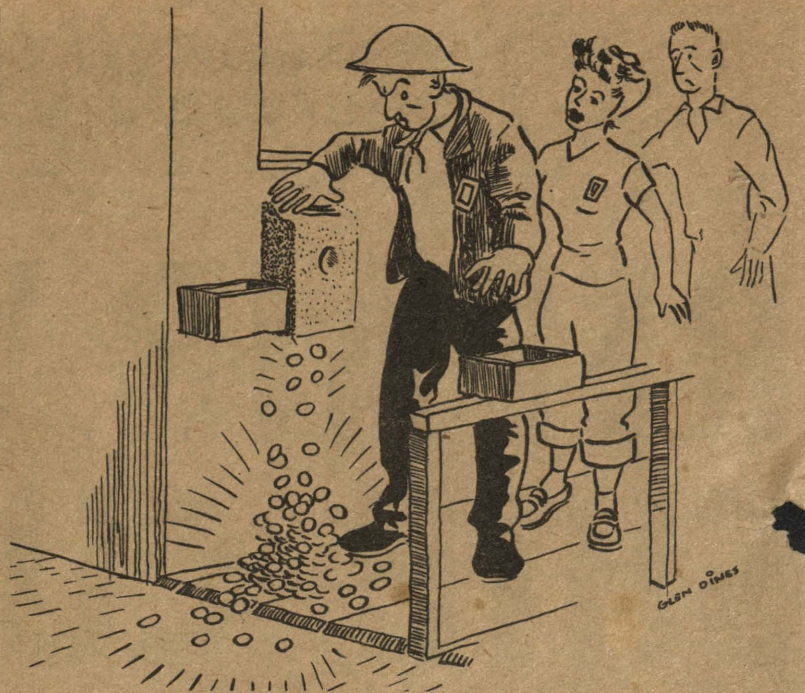
Hourly employees who are laid off or quit are entitled to vacation pay if they have worked 1200 hours within their last employment year. Those entitled to vacation pay will receive 40 hours in pay in accordance with vacation allowances stipulated in the master work agreement between the unions and company.

## WAR BOND SALES HONORS AWARDED

(SWAN ISLAND)—The 7th War Loan drive is all but forgotten in most departments, but Leo Heath, welding superintendent, decided that two of his super-salesmen should be rewarded for their efforts "over and above the line of duty." E. Hamm, burner supervisor, was presented with one of those much-sought-after fly rod-and-reel outfits. Tank Supervisor Ernie Mohn got a 10-foot flexible steel rule.

The presentations were made last Friday. "All of the boys did a swell job," said Heath, "but Hamm and Mohn were really tops."

A Swan Island tanker carries enough gasoline on one voyage to supply the holder of an "A" ration book with gas for 35,000 years.



"Ye gods—I've hit the jackpot!"

## Rationing Still Under Transportation Division

(VANCOUVER)—Activities of the Transportation department have been curtailed since the elimination of gasoline rationing, but tires, shoes and rubber boots rationing applications still will be handled, it was announced last weekend by C. V. Patterson. The method of obtaining these remaining

rationed articles remains the same. For tires, according to the OPA, the applicant must have used his car for essential driving and also certify that he will continue to use it for such driving. Tire rationing is expected to continue for six weeks to 90 days. Applications must be presented at the Transportation department for certification, after which the applicant may either take it to his local ration board or have it mailed to that board by the department.

Work shoes and rubber boots may be obtained upon proof of need at the department by filing proper application.

## YARD CAFETERIA OPERATOR DIES

(SWAN ISLAND) — William Arndt, operator of the cafeterias for Kaiser company, died August 15 at the Swan Island barracks. Funeral services were held Monday in the Holman and Lutz chapel with Chaplain J. W. Beard of the Mount Tabor Presbyterian church officiating.

Arndt was born in 1895 at Cedar Rapids, Iowa, served in World War



William Arndt at Bonneville dam.

He began serving the yards as co-partner with Jack Luhn, Oregon food merchant, in 1941.

He was a member of American Legion post No. 131 at Mason City, Washington and of the 40 et 8. There are no known relatives.

## YARDS AT BREMERTON GO ON 40-HOUR WEEK

(SEATTLE, WASH.) — Starting September 2, workers at the Bremerton navy yard will go back on a 40 hour week basis, according to an announcement by Rear Adm. R. W. Christie, commandant.

Sunday work was discontinued August 19.

Christie said graveyard shift will be reduced to a minimum with 1600 third shift workers being transferred to other shifts. At the same time he predicted work for everyone who wishes to remain at the yard for at least a year.

## Swan Island Barracks May House Navy Men

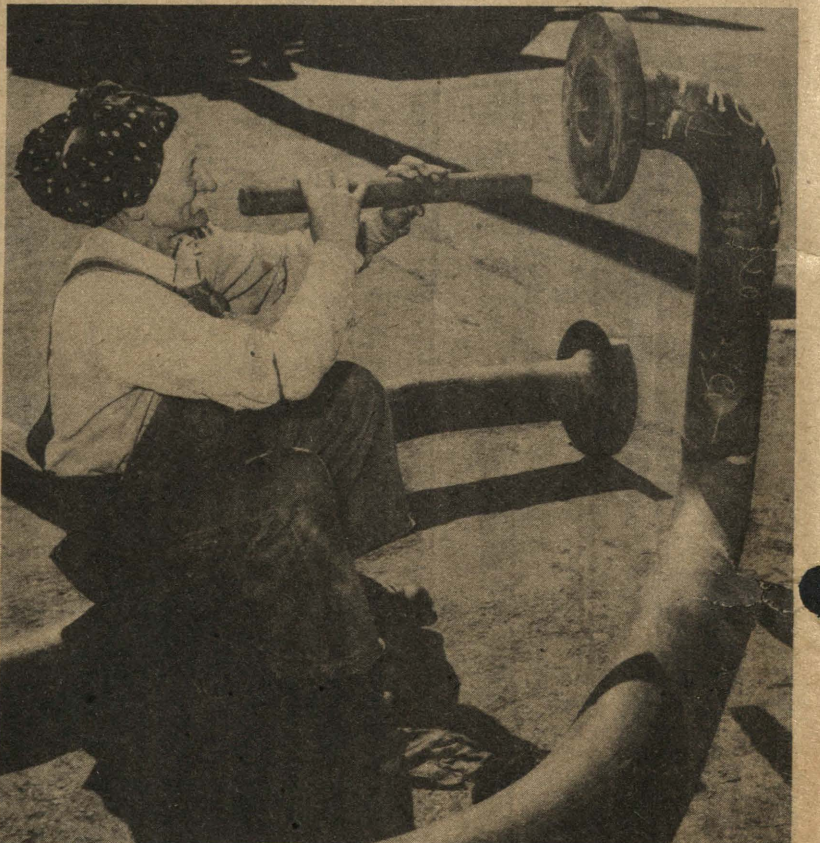
(SWAN ISLAND)—Navy inspection of the Swan Island barracks at Mock's Bottom basin may result in use of the now idle center for housing naval personnel. Navy officials said the units could be used by naval personnel being discharged to this area or stationed here pending reassignment.

The barracks have accommodations for 5046 persons in a one story building. Recreation rooms, a theatre, gymnasium and baseball fields are nearby.

Yard officials said the inspection of the site by 13th naval district officials was centered on the barracks facilities. They gave no attention to drydock, outfitting and shipyard equipment at the time.

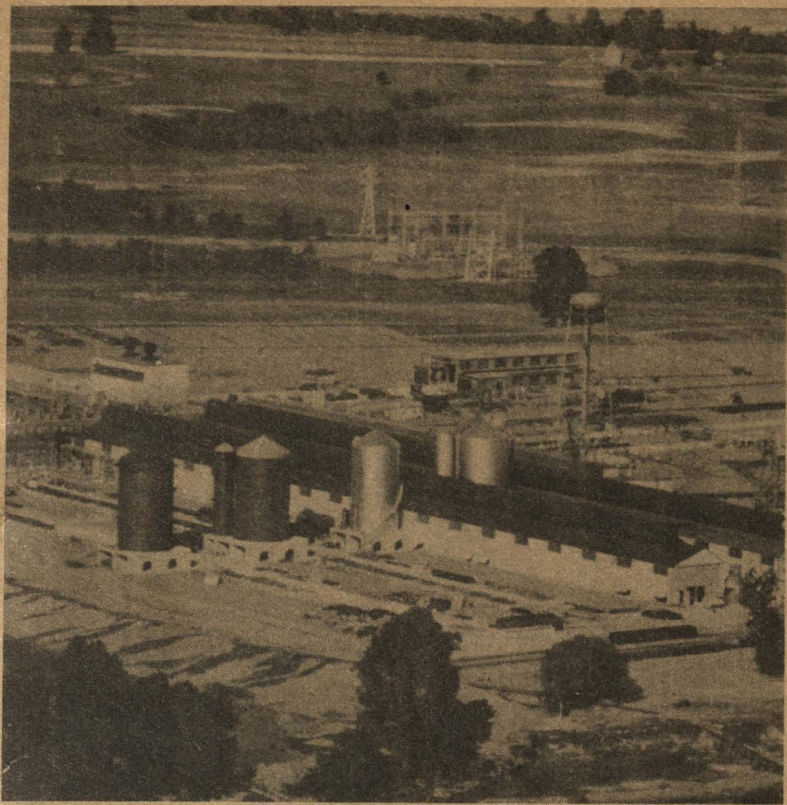
## Welding Supervisor Ill

(SWAN ISLAND)—Welding Superintendent Paul "Whitey" Kerr is being missed by friends and workers on the ways. He's been confined to the hospital for more than a week.



**Corny Cobra** Henry E. Holum, pipe tester, practices a little hokus-pokus on a main steam pipe that looks like a giant snake. Holum says this isn't the way he tests pipes. (Swan Island photo)





**Northwest's First** This is the Alcoa's original aluminum reduction unit at Vancouver, Wash., first plant built in the Northwest to utilize cheap Bonneville power. Northwest's plants can double America's pre-war tonnage.

**Fabrication Plants Key to Future of Industry in Northwest; Power, Raw Materials Available**

**P**ROMISE of a magic age of light metals puts a Pacific Northwest label on the cornerstone of that new world of tomorrow. No other region in the United States is endowed with an abundance of basic raw materials for the industry—aluminum bearing clay to replace rich but rapidly depleting domestic bauxite, and low cost electric power—second vital requisite for processing ore and alumina into aluminum.

Gigantic prewar public construction projects harnessed the mighty Columbia, gave the Northwest more power than it could consume. War brought great aluminum and magnesium plants.

Next must come fabrication industries to mold a third link in the chain hitching Washington and Oregon onto America's most promising rising industrial stars.

**FABRICATION MEANS PAYROLLS**

That means snagging one of the richest industrial potentials of the future. Businessmen and labor alike realize that a light metal fabrication means new profits and greater payrolls for Northwesterners at a time when their basic forest resources are 'petering out.'

Sustained yield forestry will not be thriving for 25 years—and anyway why not have both industries to supplement its prosperous agriculture economy?

Total jobs created by fabrication of aluminum into more than 2000 practical uses for which there is a

market put basic aluminum ingot production in a minor role.

Last year, for example, war booming aluminum fabrication plants employed more than 2,670,000 people while plants producing aluminum ingots checked off about 10,000 workers at the pay window.

The Washington State Planning council is doing something about the opportunity presented. For months, a special corps of research engineers, chemists and technicians have delved into the intricacies of aluminum and magnesium fabrication techniques.

**LIGHT METAL EXPERIMENTS**

At the Washington State college laboratory and workshop, activity is centered on what are known in that state as projects 43 and 53. There is nothing secret about either. College professors and engineers would be tickled into ecstasy if every industrialist in the Northwest would come around and listen for a few hours while they demonstrate what they have done to prove it can be done — making almost anything from light metal.

Project 43 has been operating 24 hours a day producing magnesium

# LIGHT METALS

and magnesium alloy for airplane parts for Boeing Aircraft plants at Seattle.

But project 53 is the planning board from which hope for the Northwest light metals future springs with monotonous regularity. Ideas have been popping from those college test tubes and designing benches like sparks whirling from an emery wheel.

Some 200 different aluminum and magnesium aircraft parts have been turned out by the project workshop for war and peacetime air age use.

**AGRICULTURAL PRODUCTS**

Putting heads together with Washington fruit growers, the professors produced a two-pound aluminum harvesting bucket which holds 40 pounds of fruit and will replace a four and three-quarters pound galvanized iron container now used in the Northwest's famous fruit country.

To make it even easier for tomorrow's apple pickers, they rigged up an aluminum and magnesium ladder which weighs less than 25 pounds and replaces the standard 12-foot wooden model weighing 38 pounds.

**FURNITURE PROVIDED**

Lumbermen will find a new light metal canthook a backache preventer. Hospital equipment, such as carts and wheeled stretchers, splints and braces have been put on the market. Canes and crutches are to come.

Lawn furniture and equipment—impervious to rain, dampness and sun—will be a major product marketing alongside of washing machines, mangles and aluminum window sills, sash and hardware of all types.

U.S. mining bureau engineers plan a magnesium "pilot plant" at the new Albany, Ore., headquarters and experimental plant.

Ivan Bloch, chief of industrial and resources development for Bonneville Power administration, reports dozens of old Northwest firms have queried his office for help in straightening the wrinkles from their aluminum production kinks.

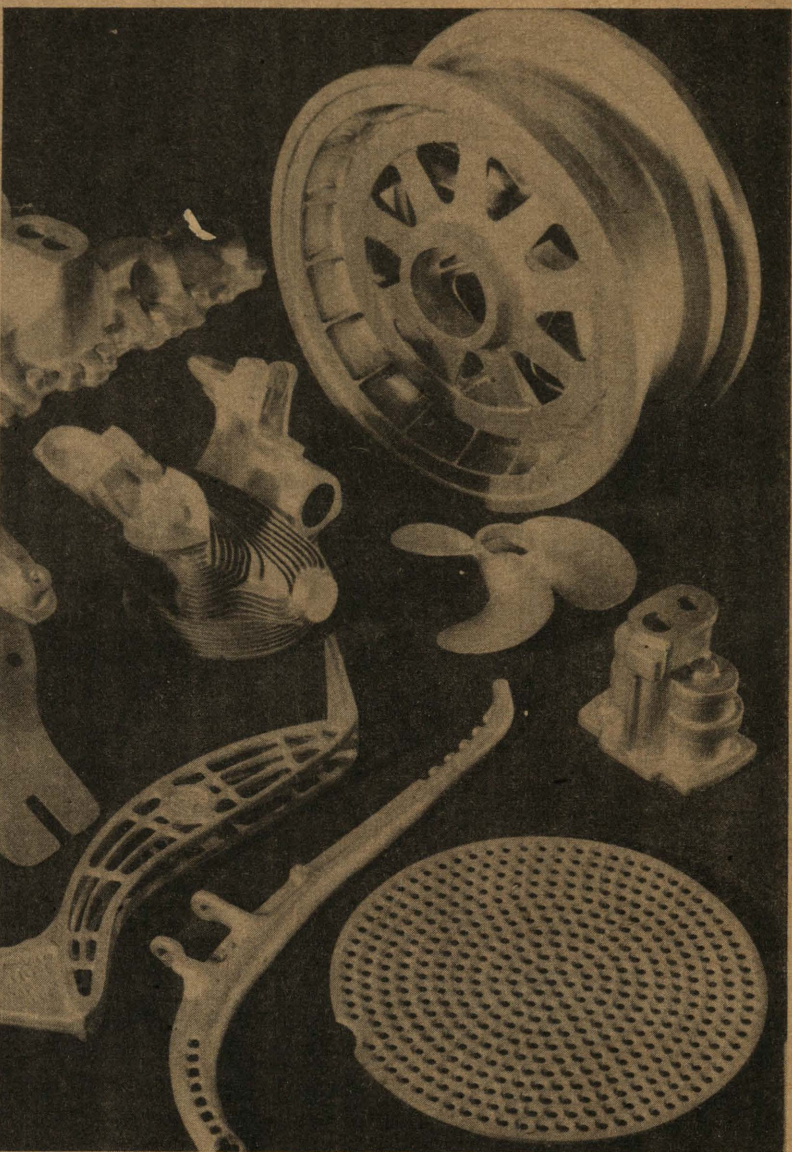
**TEN FABRICATING PLANTS**

Bonneville research is public property and anyone interested can ask questions. They go further, have sent engineers touring Washington and Oregon spreading the gospel of light metals and offering to work out formula and techniques for manufacturing.

There are relatively few plants now fabricating aluminum, either casting, forging or processing sheet. Fewer companies have their engineering finger on magnesium — brightest and lightest of the lights.

At Lake Grove, Ore., a small plant operating as the Gregg & Kelly Co. has been getting down to work making pots and pans. Aluminum toys are next.

Brown Industries at Spokane makes truck bodies. Lindeman Power Equipment Co., Yakima, pro-



**Fabrication** Light metals, largest source of jobs, are represented by these samples of aluminum and magnesium finished products.

duces power-driven units for farm and industry. Only the government and Boeing know how much aluminum went into the Seattle plants for B-29s and other Fortress models.

**EXPERIENCE AT OSC**

Oregon Ship workers who tussled with aluminum in the Ponton shop have gained experience that one day may be in demand for building truck bodies, frames or light metal railway or bus coaches and cars.

Fishing rods, golf clubs and tennis racquets are others.

Biggest immediate use of the nation's gigantic aluminum production is the packaging of merchandise in aluminum and magnesium foil. Cigarettes were only a starter on that line. Candy came next. Now the neat, clean self-insulating material will wrap a thousand different products to be found on store shelves within a few months.

The problem of Northwest planners is not on aluminum and magnesium so much as how to put these metals of promise to use here in Washington and Oregon and sell these products to Eastern and foreign markets.

**LOW COST POWER ATTRACTIVE**

Officers of the Aluminum Company of America on tour of company plants on the Columbia told Portland and Seattle industrialists that non-existence of fabrication plants in the region had no influence on decisions to locate aluminum reduction plants here.

Low cost power attracted Alcoa's Vancouver, Wash., plant at a time when Western aircraft industries were only beginning to think of big production. Private industry then saw advantages of power, tide-water basins for unloading imported bauxite and future Pacific-Orient markets. The war hasn't changed those factors.

Five electric aluminum plants, now operating regionally—two by private industry and three for the government—have an annual capacity of 300,000 tons of aluminum. One magnesium ingot plant produces 24,000 tons. One of the three largest continuous sheet rolling mills in the United States can produce 120,000 tons of sheet.

Prewar America consumed only 150,000 tons of aluminum from all reductions plants.

War gave the Northwest double the nation's peacetime aluminum

production, and not all of them will be producing.

But the aggregate job in fabricating any portion of this new regional industries product would more than make up the loss from curtailing aluminum reduction payrolls.

**EMPLOY ONLY 3500**

The five aluminum plants will only employ 3500 persons at peak capacity. The magnesium plant at Spokane employed 1000 at peak, the sheet rolling mill another 4000.

The jump from production of 300,000 tons of aluminum, employing 3500, to the sheet mill rolling 120,000 tons and employing 4000, illustrates the job increase rate when primary metal is fabricated to semi-finished sheet.

Job ratio in the last step—from semi-finished sheet, rod and tube to washing machines, airplanes and tools—was 70,000 in primary fabrication to 2 million men and women in finished fabrication last year.

There is the answer to the question of why the Northwest wants fabricating plants.

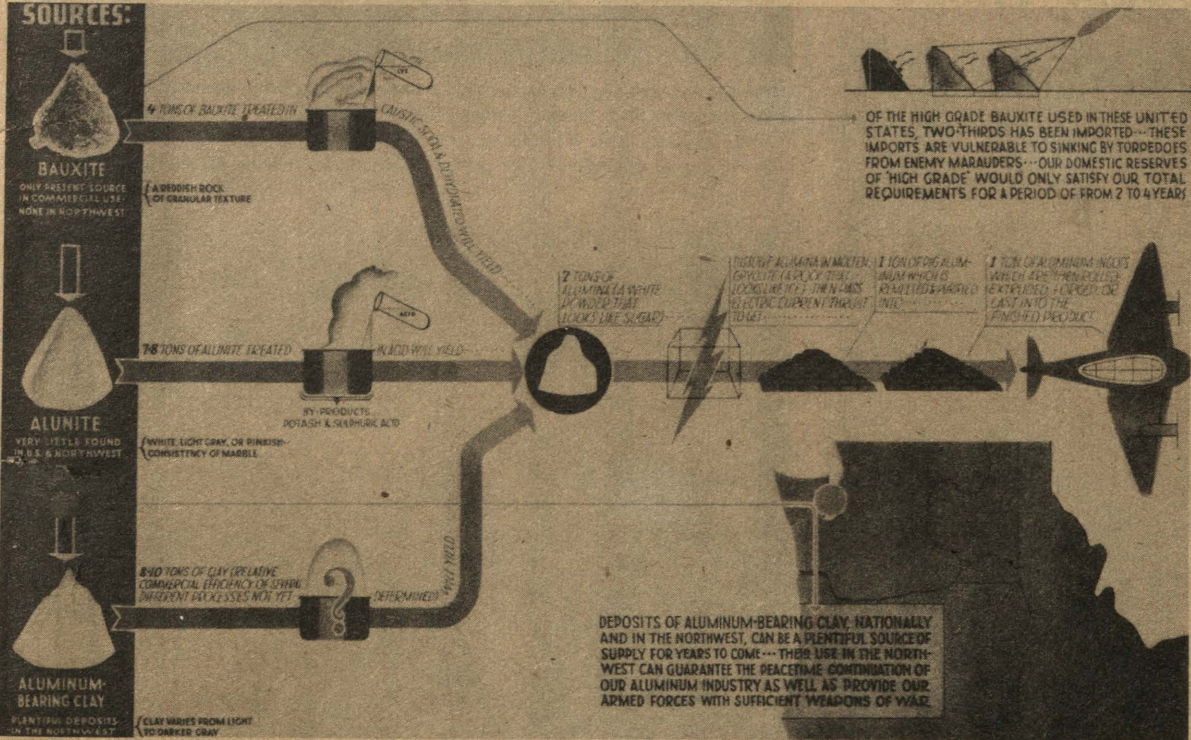
Right now Northwesterners are in the middle of the aluminum-magnesium industry. Alumina—a powder-like substance which pours into Northwest reduction plants and comes out aluminum—is imported from alumina-reduction mills in the bauxite producing areas of Arkansas.

**EXPERIMENTAL PLANT**

A huge alumina bearing clay reduction mill, erected at Salem, Ore., is the first full scale bid for reduction of the Northwest's unlimited supplies of medium grade alumina bearing clay into pure alumina. Known domestic supplies of high grade bauxite can only last four to five years. America must either turn to the northwest and alumina reduction for its basic light metal, or import bauxite from South America and the Orient.

The Salem plant hasn't turned a wheel yet, but now has vast piles of alumina clay stocked, most of it from Washington but some from the Hillsboro, Ore., vicinity.

Should the aluminum reduction plant prove economical under normal industrial operation and the Northwest fabrication industries progress as rapidly as its aluminum reduction industry the region has a box built around the core of that light metals world of tomorrow.



**Story of Aluminum** From bauxite, alumite or Northwest clays to alumina into pure aluminum ingots and then airplanes. Answer to light metals' biggest question mark is centered at the Salem, Ore., reduction plant of Columbia Metals where stockpiles of clay await reduction when the wheels start moving.



# Marine Pipe Over Three Years Old



Oldtimers in the Pipe department are these 50 employees who have been at Swan Island three years or longer. First row, from left: E. D. Day, Superintendent J. C. McLay, Everett Day, Fred Lennard, G. Teranova, W. Fugelson, Doug Price, O. Hofland, C. Staben, E. Beyers, J. Emily, J. Cunningham and R. Lounsbury. Second row: D. Mohn, R. R. Vollnagel, W. A. Hayes, W. K. Overholt, W. L. Cady, R. J. Hoyt, C. H. Hogan, J. Findley, E. O. Manor, R. E. Dolan, R. Bergholz, W. D. Jackson and A. J. Abraham. Third row: T. Cundiff, J. H. Holland, P. G. Smith, E. J. Ebner, J. Dyher, C. Althausen, H. M. Romnes, C. H. Callen and R. P. Skalbeck. Back row: J. Nelson, J. Schneider, L. Bethel, T. C. Jamieson, W. Morgan, M. Russel, R. Erdman, E. Lynes, J. Willard, V. Coogan, P. W. Phelps, W. Teppola, M. Rustom, L. Raney and D. Miller. Not present for picture were E. J. Hagen, G. Keller, C. D. Vanderzander, C. Waltman, E. G. Harrington, R. McFarland, D. Heald, H. Mock, J. Johnson, C. Stump, J. M. Lowder and Louise Chapman.



Here is a picture of most of Pipe department's personnel on swing shift but some employees were unable to be present. From left, front row: T. May, Leadman C. Grimm, Sam Evonchuck, Ray Medearis and C. C. Abstein. Second row: C. H. McMorrow, M. A. Shaffer, L. J. Arshon, Leadman C. A. Green, Foreman W. A. Sutton, W. L. Smith and R. C. Calvert. Third row: Leadman F. Wardley, C. Hackworth, R. Gallant, L. Gallant, George Phillips, Clyde Wicklund and Lee Ariss. Back row: Alice Hatton, Roberta Spindler, H. Olson, H. Bolger, R. Hennessey and Frank Bowen.



Pipe's large department requires many office girls. Here are 30 of them, from left reading up steps: Lillian Raney, Anna Foster, Sadie Muti, Jeanette Laundry, Esther Hendrickson, Wynne Teppola, Edna Mueller, Angella Candella, Aurelia Delorme, Irene Hahn, Madeline Rustom, Edith Rich, Kay Muller, Freda Hanlon, Louella Nelson, Clara Torgrimson, Ruby Hill, Pearl Smith, Esther Woody, Mary Spencer, Guila Missetich, Sally Sandwick, H. E. Yazzalino, Altha Chandler, Effie Boland, Susan Kaser, Dorothy Vick, Shirley Stout, Alma Metsala and Frances Forbes.

## Several Heads Came To New Department From Jobs at Oregon

(SWAN ISLAND)—The Marine Pipe department—consisting of six sub-departments—was established at Swan Island April 13, 1942, in airport hangar No. 4. On that date the present Marine Pipe superintendent, J. C. McLay, took over the department after transferring from Oregon Ship. The department moved to its present location in the Marine building and Pipe shop in May, 1942.

Pipefitters on the ways are under Assistant Superintendent P. G. Smith, who came to Swan Island on its opening date. Supervisor under Smith is Lloyd E. Donahoo. May 18, 1942, found Earl J. Ebner as assistant superintendent of Pipe shop. Pipe supervisor in charge of refrigeration is N. A. Furey.

L. B. Bethel came to Swan Island from Oregon Ship as Supervisor over Pipe Control, September 21, 1942. This department includes the Fabrication office, Hanger shop, Pipe store-rooms, Material expeditors and Marine Pipe engineers. Other supervisors in the department are H. J. Ditter and F. B. Lennard, material supervisors, and C. H. Callen, assistant Material supervisor.

The Pipe Welding department became a part of the Marine Pipe department in December, 1943, with E. N. Day as assistant superintendent. Day came to Swan Island May 7, 1942, when the Pipe welders were part of the Welding department.

Head of the Pipe Test Engineers is T. C. Jamieson, production engineer. His department does much work on ship repair.

Peak of personnel in the Marine Pipe department was reached in January, 1944, with 2971 employees. Included in this group were 830 pipe welders. Today, 875 employees make up the department. Eighty-seven of these are on ship repair.



J. C. McLay

## Pipe Blueprint Clerk Former Missionary

(SWAN ISLAND)—Frances Forbes, Pipe department Blueprint clerk, spent five years of her life among primitive, cannibalistic tribes in Belgian-Congo before the war.

Her duties as a missionary were teaching girls and women and caring for a small group of orphans. She returned to the United States in April, 1941. Her first shipyard work was at Oregon Ship. She transferred to Swan Island October, 1943.

Postwar plans call for a return to Africa where she will resume missionary work.



These are galloneers of the Pipe department, who have donated their blood to the Red Cross center. From left, front row: E. C. Feuerborn, J. K. Murphy and Kay Schmeer. Back row: M. Johnson, J. Gallagher, D. B. Love and G. W. Stearns. Glen Perrin was absent at time of picture.



Engineers in the Pipe department at Swan Island include from left, front row: Herman Becker, Stanley Torkelson, William Overholt, T. C. Jamieson and Adam Williams. Back row: Chester Johnson, Lloyd Butler, Norm Henderson, Matt Workman and Don Hewitt.

## Eight in Pipe Boast Three Years on Job

(SWAN ISLAND)—Eight employees of the Pipe department have been employed at Swan Island on swing shift for at least three years. They include Sam Evonchuck, C. A. Green, C. H. McMorrow, R. A. Medearis, W. A. Sutton, Earnest Stead, Leland Ariss and Henry Bolger.

Several outstanding perfect attendance records have been established on swing shift. C. H. McMorrow hired April 29, 1942, and has yet to miss a day, as have W. L. Smith, who hired August 24, 1942, and E. J. Bowen, October 13, 1942. One employee in the department, S. McCutchin, just misses being a three-year member by five days. He has a perfect attendance record except for one day when he missed eight minutes.

## Will Attend College

(SWAN ISLAND) — Carmen Synnes and Shirley Stout, both from Pipe Control office, will attend college during 1945-46 season. Miss Synnes will attend Whitman while Miss Stout attends an eastern school.

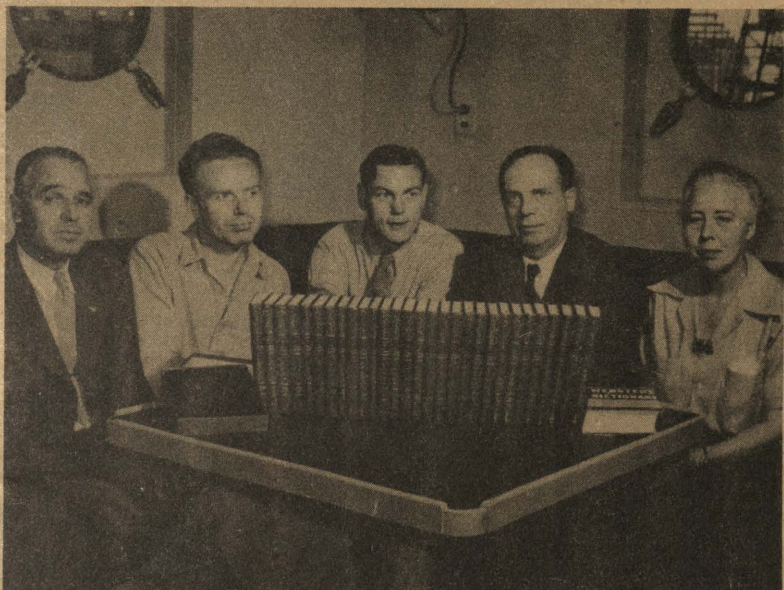




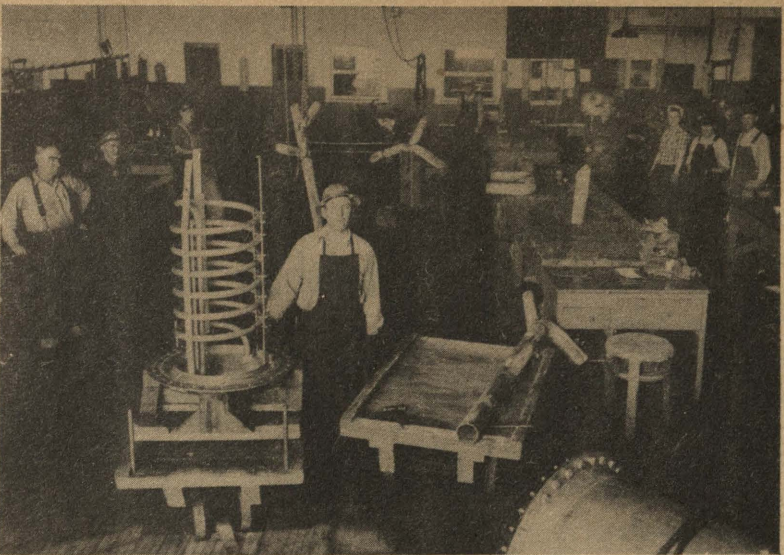
Here are the heads of the Pipe department. From left, front row: N. A. Furey, supervisor, refrigeration; E. J. Ebner, assistant superintendent, Pipe shop; J. C. McLay, Marine pipe superintendent; Everett Day, assistant superintendent, Pipe weld, and P. G. Smith, assistant superintendent, ways. Back row: H. J. Ditter, material supervisor, Pipe Control; L. B. Bethel, supervisor, Pipe Control; C. H. Callen, assistant material supervisor, Pipe Control; L. E. Donahoo, supervisor, ways; Don Mohn, welding supervisor; T. C. Jamieson, production engineer and Fred Lennard, material supervisor, Pipe Control.



These employees of the Pipe department hold a perfect attendance record for at least 18 months. They are from left, front row: R. Wolfe, S. McCutchin, C. L. Harris, W. R. Bailey, Roy Green, N. Kartheiser, W. H. Romeike and J. J. Fitzgerald. Second row: W. K. Overholt, Earl Ebner, G. Wilkinson, J. D. Reinhardt, H. E. Grimes, E. Bauer, N. A. Furey and A. Doering. Back row: C. C. Findley, Marie Dunkle, Ruby Wilson, Ole Olson, W. L. Cady, A. Odmark, George Ritchie, G. Perrin, Les Bethel and W. B. Hunt. Not present for picture were H. A. Segneboen, H. J. Ditter, F. B. Lennard and Thor Fagstad.



As a parting gift to the S.S. Halls of Montezuma, Hilda C. Robb presented a set of encyclopedias, the Bible and a Webster's dictionary to Captain H. Holmberg. She christened the ship recently in a Pipe department launching, and is pictured with, left to right, Captain Holmberg; Bob Livingston, Pipe shop; Assistant Superintendent of Pipe Earl Ebner, and Marine Pipe Superintendent J. C. McLay.



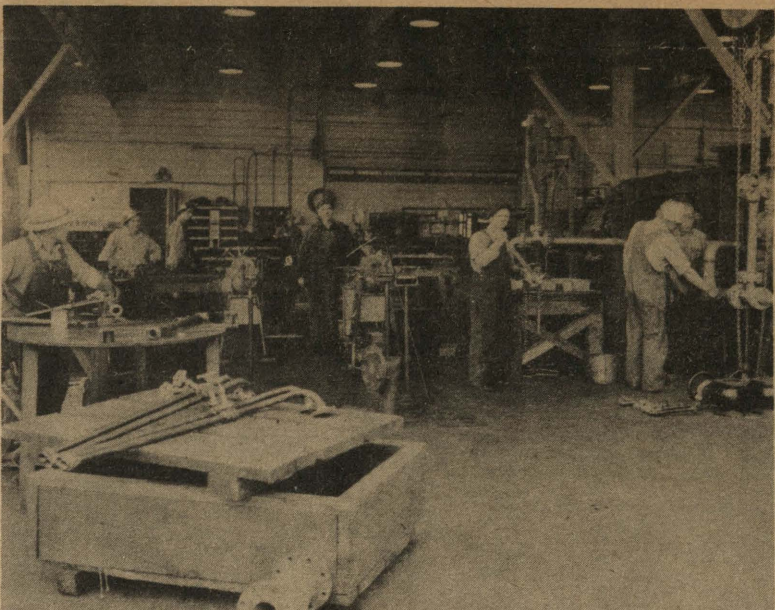
This picture shows a portion of the Pipe Refrigeration shop at Swan Island. Here all sub-assemblies for plumbing and heating systems, fabrication of lead pipe, carbon-dioxide fire extinguishing systems, telemotor piping, sheet lead for refrigeration systems and other small piping jobs for T-2 tankers are completed. Pictured are: W. H. Ray, E. P. Howard, Gordon Ferris, J. L. Johnson, Gertrude Lund, J. C. Chapman, W. L. Berg, O. Lamderholm and Herman Reichle.



Day shift foremen of the Pipe department are these 14 employees. From left, front row: A. E. Swan, Jack Findley, E. D. Day, A. Odmark, Doug Price, W. H. Romeike and J. R. Smith. Back row: M. C. Delashmutter, C. Althausen, F. Keller, R. E. Dolan, C. Stump, J. J. Fitzgerald and C. O. Taylor.



Pipefitter "bosses" on Ship repair under Foreman Arnold Odmark are these four leadmen. From left, Bill Harvey, Carl Harris, Foreman Odmark, Conrad Grimm and Lawrence Schuman.



This is one of four shops in the Pipe department, located in the Pipe assembly building. In picture are Pipefitters Joe Resseguie, Bob Taylor, A. A. Lynch, Charlie Orion, Joe Honl, A. F. Miller and Don Godfrey.



Practically all assembled piping done at Swan Island goes through this Pipe Weld shop before going aboard ship. Shop is under Ass't. Sup't. Everett Day.

## INQUIRING REPORTER

### QUESTION:

"What did you do with your first ration-free tank of gasoline?"

J. V. Garza, Marine machinist: "The first thing I did was to burn up all those old coupons. Then I took off for Mt. Hood and from there to Seaside. I guess that amounts to about 300 miles altogether, and that does

not count the cruising around town I did. Crowded? Boy! I'll say it was. At Mt. Hood and Seaside cars were practically bumper to bumper."

George Stack, Electrical department: "I didn't drive a very great distance. At first I thought it would be swell to drive down to the beach but I decided I'd wait a while. It would have been too crowded for me. But even though I didn't go any place special it was fun to just drive without having any definite place to go."

Steve Collins, Paint department: "Guess everybody had the same idea. I was going to fill the tank and just plain drive and drive. It seems my car couldn't stand the shock of having a full tank all of a sudden. I filled 'er up, all right, but she only ran a couple of miles and stopped dead. I still haven't found out what's the matter with her. I'm going to try it again though."

J. C. Schlador, leadman electrician: "Four of us went up to our cabin on the Abiqua river. That's about 15 miles east of Silverton. We drove around and took a look at the hop yards and then came back to Portland the next day. That's about 120 miles I guess. Doesn't sound like much so far, but it sure seemed good not to have to worry about getting any more gas."

H. M. Roberts, Marine machinist: "Boy! I tore that old ration book into a million pieces! I filled up the tank a couple of times. We drove up to Seattle. Couldn't do that on an A sticker so that was the longest ride I've had in ages. It was really fine to get away for awhile. The two days off was a real treat and plenty of gas on top of that made it perfect."

J. Kreezan, Riveting and Chipping department: "I pulled into a service station and said 'Fill 'er up!' for the first time in—well, I don't know how long. Then I drove to Salem and had my first look at the Willamette valley. That was really worth seeing. They were harvesting wheat down there. Except for the fir trees in the background it's not so different than the part of Kansas I'm from."

O. D. Drain, tool checker: "I didn't go much farther than usual. We used to save up our gas and take some trips not too far from home. Of course it seemed good not to have to worry about coupons. Our first trip after rationing went out was a drive to Hubbard to visit friends. That's only about 60 miles—but there's plenty of time for trips now."



## BARTELL'S STATE SOFTBALL CHAMPS



**State Champs** Winners of the 1945 Oregon softball championship which ended at Buckman field Sunday were these players for E. J. Bartell's, Swan Island and Oregon Ship sub-contractors. From left, front row: Frank Gallucci, Fred Titus, "Dipe" Michaels, "Stubby" D'Arcy, Walt Schlafle; middle row: Verb Hayes, Augie DeAngelo, John May, Neil Peer, Larry Fleskes; back row: Sponsor Ollie Abrams, Paul Muller, Don Skinner, "Red" Smith and Floyd Ferris. Bat boys in front, Jackie Schlafle and Mickey Peer.

## ERECTION TEAM WINS SOFTBALL RACE



**Swan Champs** Champions of the Swan Island softball league are these players for Erection-Scorpions. They've won 14 out of 16 league games. From left, front row: Manager Jack Workman, Augie DeAngelo, Ben Adams, Ed Pixler and Paul Muller. Back row: Don Skinner, John Molitor, Leonard Moore, Ed Geist, Wayne Rummel and Bill Hudson.

# Erection Cops Swan Pennant

(SWAN ISLAND) — Red Fulton's Erection-Scorpion softball team won the Swan Island league championship Monday by defeating Assembly, 3 to 1, in a play-off for the second half crown after the two teams had finished their regular season in a tie with

six wins and two losses. Erection had previously won the first half title with eight straight victories. The winners scored twice in the first inning to grab a lead never relinquished. DeAngelo opened by drawing a walk, advanced to second on Burbank's sacrifice and scored on Shortstop Sutter's two-base error on Skinner's grounder. Skinner then scored on a single by D'Arcy. Both sides went scoreless from then until the eighth when Erection counted its final tally on Molitor's walk, a passed ball and DeAngelo's line drive single.

Assembly scored its only run in the ninth on Pitcher Glen Larson's long homer to right field. Swartzkopf followed with a single but was thrown out at home plate as he tried to score on Sylvester's double, halting a threatening Assembly rally. Box score:

ERECTION				
	B	H	O	A
DeAngelo, 3b	3	2	2	8
Burbank, lf	3	0	1	0
Skinner, 1b	4	0	15	0
D'Arcy, c	4	1	5	0
Muller, ss	3	0	2	4
Hudson, rf	3	1	0	0
Adams, 2b	2	0	2	2
Molitor, rs	2	0	0	1
Workman, p	3	0	0	4
Frazer, cf	3	0	0	0
Totals	30	4	27	19

ASSEMBLY				
	B	H	O	A
Winklepleck, 3b	3	1	2	2
Sutter, ss	4	0	5	3
Tracewell, c	4	0	6	2
Larson, p	4	1	0	2
Swartzkopf, lf	4	2	3	0
Sylvester, 2b	3	2	4	1
Johnson, 1b	4	0	7	0
Eisenberger, rf	3	0	0	0
Donlan, cf	3	0	0	0
Jordan, rs	2	0	0	0
Totals	34	6	27	11

Erection ..... 200 000 010—3  
Assembly ..... 000 000 001—1  
Errors: Muller, Sutter 2, Tracewell.  
Runs batted in: DeAngelo, D'Arcy, Larson. Sacrifice: Burbank. Bases on ball: off Larson 5, Workman 4. Strikeouts: by Larson 4, Workman 4.

## LITTON, REPEATING GOLF WIN, POSTS PAR-BREAKING 35

For the second straight week, Bobby Litton, Vancouver linksman, was the outstanding individual in the War Industries Golf sweepstakes. All Litton did in the 19th weekly play, over the Rose City course, was tie for low gross with a par-breaking 35, and walk off with honors in long drive and pin approach in the top AA (no handicap) league.

Ten prizes were won by Kaiser employees. Vancouver led the pack with five, followed by Oregon Ship's four. Swan Island placed only one.

In the American league, low net of 34 resulted in a five-way tie that included Oregon Ship's Budd Jensen. Fred Dorr, Oregon Ship, tied for long drive. Pin approach also resulted in a two-way tie with James Hogan, Vancouver, one of the winners.

Long drive in the National league produced a tie between Oregon Ship's Ed Logue and J. A. Russell, Swan Island. No other Kaiser employee placed in this division.

In the Federal league, Ralph Jacobson, Vancouver, captured low net honors with a 41-10-31. Jimmie Wright, Oregon Ship, tied for top honors in long drive.

## TOURNEY SCORES

The short scores of state champion E. J. Bartells and of the Welders-Burners, third place finishers in the state softball tourney held at Buckman field last week, are listed below.

	R	H	E
Bartells	11	11	0
Tillamook	0	2	5
Skinner and Smith; Tellock, Perry and Moriarty.			
Northwest Insulating	1	2	2
Bartells	2	3	4
Green, O'Rourke and Stiles; Skinner and Smith.			
Bartells	1	3	0
99 Tavern	0	1	1
Skinner and Smith; Ruscigno and Elsenbach.			
Bartells	7	12	3
Grimshaw Tire	2	6	2
Skinner and Smith; Hamlin and Minto.			
Blue Bell	0	3	1
Welders & Burners	1	10	3
Jordan and Petersen; Younger and Walker.			
Welders and Burners	15	13	1
Astoria	1	4	5
Younger and Walker; Blackwell, Steinboch, Ellertson and Whiskergoff.			
Welders and Burners	1	4	2
Grimshaw	5	9	2
Younger and Walker; Hamlin and Minto.			
Welders and Burners	6	11	5
99 Tavern	5	9	3
Younger and Walker; Ruscigno and Elsenbach.			

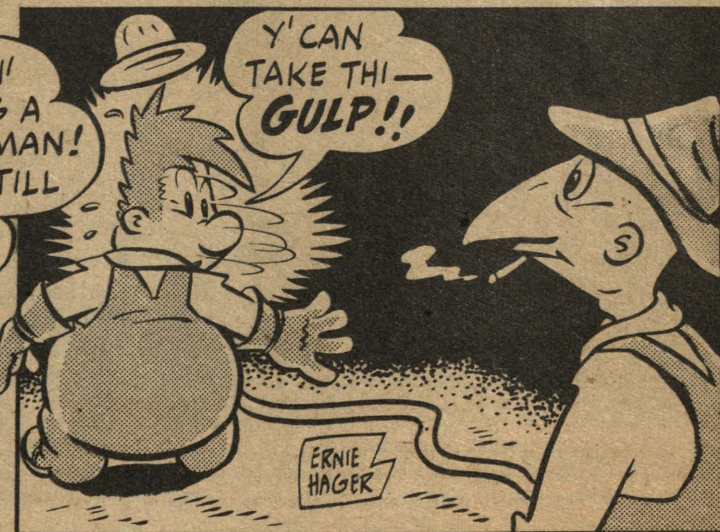
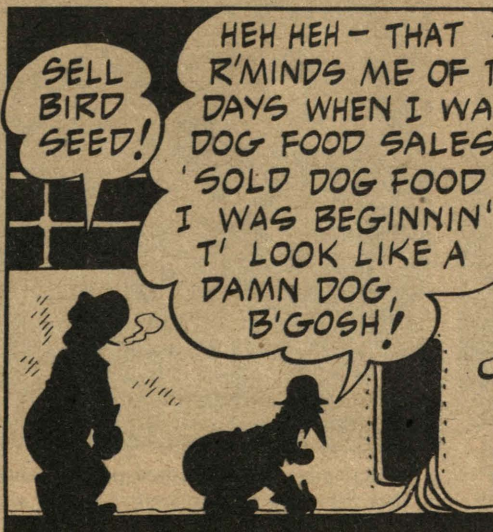
## State's Two Top Softball 10s Made Up of Shipbuilders

Teams composed of Kaiser shipyard workers copped first and third places in the Oregon state softball tournament, which was concluded in Portland Sunday.

The E. J. Bartells nine, composed of asbestos sub-contractors' employees at Oregon Ship and Swan Island, copped the state title by defeating Grimshaw Tires, 7 to 2, behind Don Skinner's six-hit pitching. Skinner was the hurling star of the tourney.

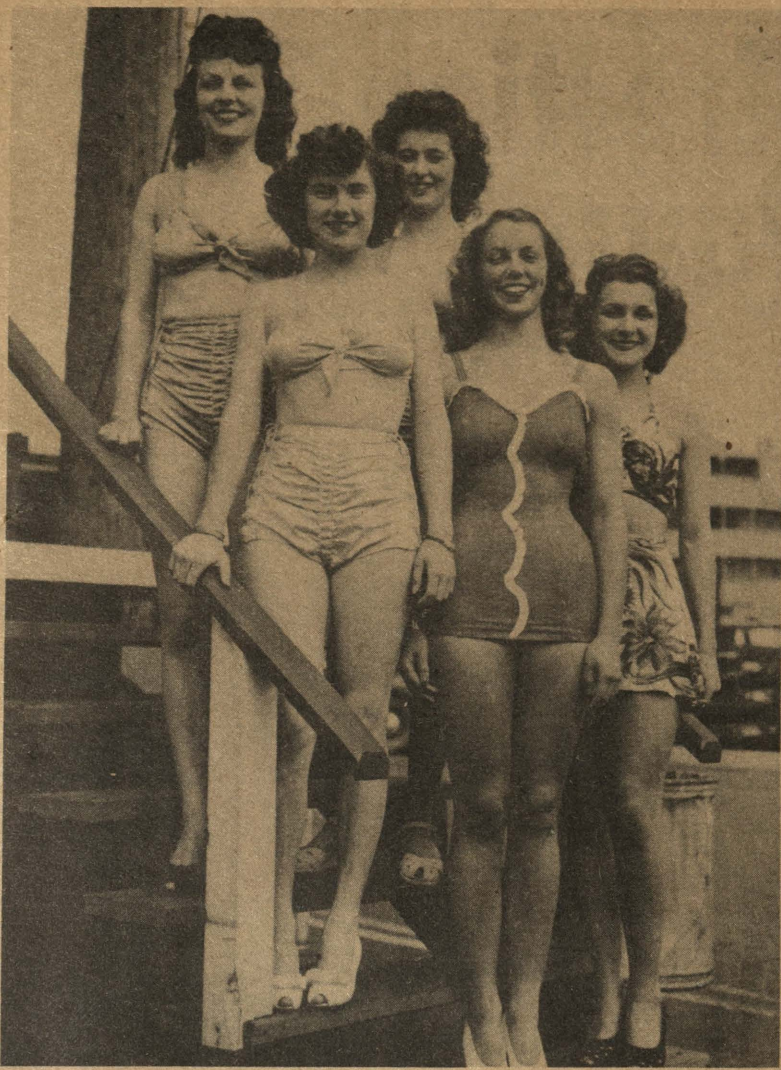
Oregon Ship's Welders and Burners nosed 99 Tavern, 6 to 5, defeating their pitcher-manager last year, Guy Ruscigno, who was on the mound for the tavern ten. The welders lost only one game in the competition, finishing third.

## Stubby Bilgebottom



By Ernie Hager





**Ship-Shape** Viola Jacobson, burner (front row, right), last weekend won a \$100 bond and the title of "Boilermaker Queen" in a beauty contest conducted at the annual picnic of Local 72, Boilermakers union, which drew a throng of 30,000 to Bonnie Lure park on Eagle creek. Other Swan Island representatives in the contest were (front left) Eileen Nelson, duplicator, and (back row, left to right) Hilda Taylor, expeditor; Elaine Dougherty, burner, and Phyllis Tuttle, welder.



Impartial to the finish were these girls in the Swan Island Housing, Rationing and Transportation department. Left to right: Edith Ballantyne, Bea Baynard, Helen Frank, Fern Stainbrook, Louise Pfund and Idamarie Freeman.

## Rationing, Housing, Travel Aid Cancelled

(SWAN ISLAND)—Among extra services provided workers during the war which were cancelled following surrender of the Japs are rationing, housing and transportation. Recently the department was honored with a citation from the Office of Price Administration for its efficient performance during the war emergency. The citation was presented to A. R. "Bob" Nieman, assistant general manager, at a luncheon at the Chamber of Commerce attended by representatives of 13 other Portland transportation agencies so honored. Edith Ballantyne and Louise Ffund also were guests.

Nieman points out that G. L. "Spot" Simpson, now terminated and living in Salem, Ore., is the man who set up the Personnel agency and largely was responsible for its efficient operation. Since he left June 16, Edith Ballantyne, who had all ways handled the majority of the detail work, was left in charge.

The department always has had more than its share of "beefs," which have been handled cheerfully and with fairness to all. Rides and riders were joined, gasoline and shoe stamps and tire permits were

obtained for workers and their housing problems were satisfied as well as could be done in this overcrowded area.

Workers now are asked to go to their local boards for shoe stamps and tire permits. Some housing problems will be handled here, but this gradually will be taken over by the Portland Housing authority in downtown Portland.

## M & H Coverage May Continue

Terminating employees of Oregon Ship and Swan Island may make application to continue their medical and hospital coverage if they intend to remain in the state of Oregon and have been M & H members for three months or longer. Application cards are attached to the last paycheck of each employee who terminates. The applications must be mailed within 10 days of termination date. Acceptance or rejection of the application by the Oregon Physicians' Service will be based on the medical record of the

## Radio Program Gives Job Data

Pay dirt, the farm program on radio station KALE, Portland, twice daily, except Sunday, carries regular information on farm labor in Oregon and Washington. The broadcasts are 6:30 to 7:00 a.m. and 12:15 to 12:30 p.m. and present full and detailed data in cooperation with the farm labor offices in the two states.

## Layoffs at Yards Bring No Change In Public Housing

In spite of shipyard layoffs this past week, it is too early to forecast effects of war's end on public war housing in this area, according to Harry D. Freeman, housing authority director of Portland.

All projects still show an occupancy rate of 90 to 100 per cent with two or three exceptions. Returning veterans continue to seek homes in projects. More than 900 returning soldiers and families of servicemen have been placed and more than 300 are waiting for homes.

No family dwellings are immediately available at any project except Vanport and East Vanport where 1100 apartments remain vacant and at Fairview homes in Troutdale.

Apartments are being renovated for new occupants at Guild's Lake, Fessenden Homes and St. Johns Woods.

## Puget Area Gets Surplus Moorage

(SEATTLE, WASH.)—Washington state's Senator Warren G. Magnuson has disclosed the government plans a permanent moorage for capital ships in Sinclair inlet between Bremerton and Port Orchard, Wash.

The plan guarantees work for thousands of men as long as the nation keeps an "adequate peace-time navy. The navy will moor in Sinclair inlet all ships that can be repaired in Puget Sound shipyards—not just the Bremerton navy yard," Magnuson said.

## Lend-Lease Finish Finds Swan Cleared

(SWAN ISLAND) — When lend-lease ship repair operations were halted in the Portland port last Saturday there were no foreign ships in the Swan Island repair yard.

Swan Island has handled seven repair jobs on Russian ships for the War Shipping administration and one for Great Britain.

The repair yards that were working on lend-lease repair for WSA will assume the financial obligation for any work done in repair after 5 p. m. last Saturday, it was disclosed.

Giant oceangoing tankers, which in pre-war days required 10 to 12 months for completion, are now built for the Maritime commission in less than two months.



**Help Wanted** Farm jobs are plentiful in Oregon and Washington as harvests reach a peak. Pear pickers, like the one shown above, are in demand right now and will be until the latter part of October.

## 9000 Farm Jobs Offer Profitable Toil Opportunity

Shipyard workers who have already completed or are about to complete their jobs in war industry have an immediate opportunity to shift over temporarily to profitable farm work, reports J. R. Beck, state farm labor supervisor in the Oregon State college extension service. At least 9000 additional farm workers, and probably

more, will be needed within the next two weeks to make up the total of approximately 50,000 persons it is estimated it will take to harvest a half dozen of Oregon's leading seasonal crops, Beck says.

More than half of these are needed immediately to pick the highly perishable pole snap bean crop which is at its peak right now, and to harvest the 18 million-pound crop of hops which is ready for the driers.

### WAGES AT RECORD HIGH

The highest wages ever received in Oregon by farm workers are being paid this year, Beck points out, regardless of whether one is paid by the pound or the hour. Bean growers are paying 2¼ cents a pound, with a quarter cent bonus if the picker finishes out the season. Hop pickers get 3½ cents a pound, and incomes of from \$8 to \$12 a day per picker are not uncommon for both men and women. One Portland shipyard worker on a month's vacation last year earned \$368 at an Independence yard.

Bean-picking jobs are available in practically every Willamette valley county as far south as Eugene and Cottage Grove. Biggest demand, for the 40,000 hop pickers, is in the Salem and Independence areas.

Overlapping the bean and hop harvests will be the beginning of the pear harvest in the famous Rogue river valley around Medford in southern Oregon, the prune harvest in the Willamette and Umpqua valleys and the pear and apple harvest in the beautiful Hood River valley. The potato harvest across the Cascade mountains in Klamath county and central Oregon and the walnut and filbert harvest in the Willamette valley will about wind up the seasonal crops during October.

### LIST OF NEEDS

Here's the setup of the needs and approximate picking dates:

Beans—Throughout Willamette valley from now until about the middle of September. Growers can use virtually every picker they can get since a delay of a day or two may ruin tons of beans.

Hops—Harvest gets into full swing this week and will continue until about September 25. At least 5000 more pickers badly needed.

Pears—Picking of Bartlett's started last week in the Rogue river valley and late varieties will keep pickers busy until October 15. Can use up to 1000 men and women in orchards and packing houses.

Apples and pears in Hood River

valley—Harvest gets under way this week and will continue until last of October. Five hundred more men and women can be used in orchards and packing houses.

Prunes—About a thousand families needed in central Willamette valley and the Umpqua valley, centered around Roseburg in southern Oregon. Harvest will begin about September 10 and continue through early October.

Potatoes—Nearly 35,000 acres of potatoes will have to be harvested in the Klamath Falls area and around Redmond and Prineville in central Oregon. At least 500 more people can get good jobs in Klamath county from the middle of September to October 25, and around 300 more are needed in central Oregon all through the month of October.

Walnuts and filberts—Several hundred jobs will be available in October in the Willamette valley.

Even more jobs can be made available, Beck points out, if enough workers turn out to take the place of the Mexican nationals who have been brought to Oregon to help with farm work. These Mexicans will be sent back to Mexico just as soon as enough domestic workers show up to get the crops in, Beck says.

### HOUSING LIMITED

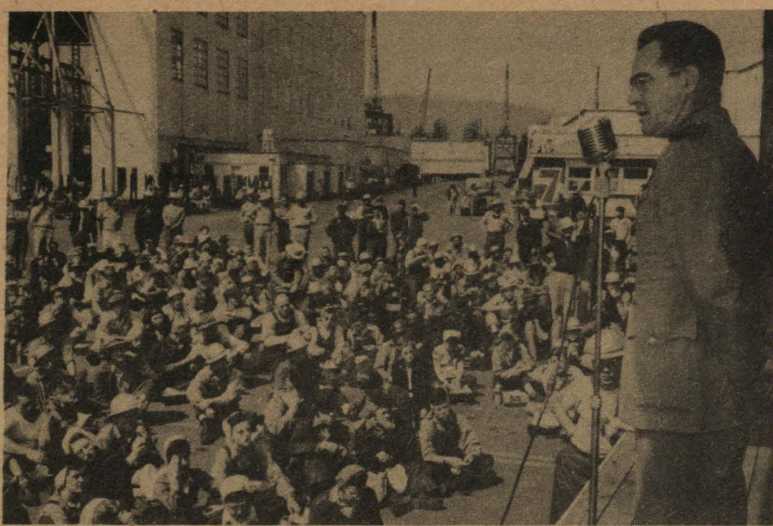
People with trailer houses or other housing facilities are desired particularly for these farm jobs, since living accommodations in most of these areas are limited, except for the hop yards. Cabins, fuel, lights and water are provided for pickers at practically all of the hop yards.

County farm labor offices in the principal cities of the state have complete information on farm labor conditions in their own localities. The Portland farm labor office at 114 S. W. 3rd avenue, will be glad to provide information and give assistance. Other farm labor offices in the Portland area that can help in placements are: Oregon City, 418 Main street; Gresham, county agent's office; Hillsboro, court house.

Kings Point—the U. S. Merchant Marine Academy and the nation's newest federal service academy—has graduated more than 6,000 young men as officers for the United States merchant marine. Kings Point, now in its seventh year of operation, is a permanent institution.

In one month of 1944, dry cargo carried to war zones on deck of outbound tankers equalled the capacity of 55 ships.





Lt. Comdr. O'Callahan, only surviving chaplain of the carrier Franklin, relates incidents of heroism following attack by a Jap dive bomber. (Swan Island photo)

## Franklin's Story Told At Swan by Chaplain

(SWAN ISLAND)—Last Friday Lt. Comdr. Joseph Timothy O'Callahan, chaplain of the famous U.S.S. Franklin, told the story of his ship to Swan workers who crowded the Victory center to see and hear this fighting padre of World War II. Modest regarding his own actions aboard the Franklin, he insisted that writers too often dramatize one person in an episode instead of emphasizing the mass heroism of all the men. Father O'Callahan, affectionately re-christened "Rabbi Tim" because of his very obvious Irish origin, told of the humor and good spirit that rose above even the horror of a ship set aflame by a Jap dive bomber.

In the explosion and the fire that followed 1000 men were killed and many more wounded. As the crippled ship steamed into Pearl Harbor after its terrific battle she was met by every admiral in Hawaii and every ship in the harbor saluted her.

### PARODY GREET'S SHORE

Those who waited on shore were surprised to hear the voices of even slightly wounded ring out with the parody O'Callahan had made up, "Oh the old Big Ben, she ain't what she used to be, ain't what she used to be, just a few hours ago." Big Ben is the nickname given the Franklin and that song was first heard, as it says, only a few hours after the flames were subdued.

"To pull together—that's the thing," said the priest. "The problems of peace will not be too great if we all pull together."

### SPONSORS GLENN'S FERRY



Mrs. James Mott (SWAN ISLAND)—Mrs. James Mott, wife of the Oregon representative to Congress, sponsored the S. S. Glenn's Ferry, Hull 146, Saturday, August 11, with her three daughters attending. Mrs. John L. Sullivan and Mrs. Benjamin M. Wisenand were matrons of honor while Miss Beverly James Mott served as flower girl.

### Swan Welding School Completes Operations

(SWAN ISLAND)—Fifty-five students were enrolled in the Swan Island welding school when it closed its operations last Friday. The school was under the supervision of John Jenkins, vocational supervisor in Dick Faville's training department, which at one time had as many students as some colleges.

## No Bond Deductions From Today's Pay

(SWAN ISLAND)—Because last week was a short week due to the two-day holiday following Japan's surrender, no war bond deductions were made from paychecks for hourly employees.

## Sponsor Honor Goes To Senator's Wife

(SWAN ISLAND)—Tomorrow the wife of Senator Wayne C. Morse will sponsor the 16,500 ton tanker S.S. Cannon Beach, Hull 147, when it is launched from Way 5 at 11:30 a. m.

## MISSSES HAVE HURLED BUT NEVER A MISS

(SWAN ISLAND)—"Eight off on the right, eight off on the left," calls the master shipwright as two burners cut the steel that binds the tanker on the ways.

The sponsor stands tense, the bottle of champagne clutched in her hands.

She smashes it against the bow of the tanker, and though 140 women have christened Swan Island tankers not one of them has missed the ship. Each has made its trip down the ways with proper formality.

Bedraggled and grimy is the ribbon on the spare bottle that has been kept at each launching for an emergency throw should the sponsor miss, but it is becoming apparent that some day the champagne in the extra bottle will be used in a less glorious manner than christening a Swan Island tanker.

## Swan's Riverside Dorms Remain Open

(SWAN ISLAND)—The Riverside Dormitories at Swan Island will remain open as long as there is enough occupancy to justify their existence, declares A. R. Nieman, assistant general manager.

Bus transportation will be furnished for Oregon Ship workers who may move to the Swan dormitories. Oregon Ship dormitories were closed last week.

### Has Perfect Record

(SWAN ISLAND)—J. P. Boyd, Pipe Maintenance department, started work at Swan Island April 17, 1942, and has been neither late nor absent since that time.

# Contract Cut Brings Small Payroll Loss

(SWAN ISLAND)—Because the yard had planned a gradual tapering off of new construction and a shift to repair work, Swan Island was jolted less severely than other shipyards by cutbacks resulting from the end of the Japanese war. This is demonstrated in production schedules outlined this week as Swan backed up a claim that it would become a permanent yard in the Portland area. Swan lost less than 1000 employees the first week through cancellation of five tankers, but the payroll will be decreased on new construction and increased on repair as the remaining seven tankers are finished for launching, A. R. Nieman, assistant general manager, disclosed.

"Let me state again," said Nieman, "that every welder in the yard is needed. Welders are being transferred from other departments to Erection and the Outfitting dock. Those who have demonstrated skill necessary for repair work are being transferred there as fast as they can be used.

"We are also transferring men in other crafts who have proved their skill if their efforts can be utilized," he added.

### MANY TRANSFERRED

With the exception of a few specialized jobs, swing shift closed Monday on new construction work. Most workers were transferred to day shift. Repair workers will be increased on swing shift in the near future.

The manpower situation at Swan Island is outlined as follows by Nieman: Following the two-day holiday to celebrate the Jap surrender, Swan Island had a total of 10,670 employees, of which 9192 were employed on production. Of these production workers, approximately 1400 were on repair work.

By averaging the work on the remaining hulls, Swan has the equivalent of four complete tankers to build. From 400 to 500 workers will be released from new construction each week until the tanker program ends sometime well into November. These men will be available for repair work. Those who cannot be utilized will be paid off, unless additional contracts are forthcoming.

That means for new construction Swan Island will need 8400 workers on Monday, August 27; 7900 workers on September 3; 7500 workers on September 10, and 7000 the following week.

### REPAIR TO ABSORB MEN

But the repair program will absorb an unestimated number of men, limited only by the number of ships the navy and War Shipping administration will assign and the amount of skilled men available to handle the repair jobs.

For example, the Swan Island drydock is booked solidly for the next two months. In the near future, the WSA is expected to start reconversion of merchant vessels. Where substitute material was used in the haste of wartime construction, more lasting material must replace

it. Probably most of the armament on the merchant ships will have to be removed.

Consternation was felt around the yard last week when Vice Adm. Emory Land ordered a temporary stoppage of all facilities work for the drydock. However, this was for only so long as the work could be studied and an estimate made of the cost to protect the investment.

### WANTED TO MAKE ESTIMATE

The Maritime commission, navy and yard officials wanted time to refigure how much more money should be spent to have the proper facilities for the best possible peacetime drydock and repair dock layout.

The temporary stop involved work on the shore steam plant, completion of the substation, surfacing and paving of the finger pier, power and lighting, crane rails, air, water,

oxygen and acetylene lines and drydock building.

Completion of the finger pier would allow 16 large ships to be moored at Swan Island for repair with one in the drydock. This calls for double-docking at five berths.

### ASK TANKERS QUICKLY

Again on new construction, Nieman points out that Vice Adm. Howard L. Vickery wants the remaining tankers delivered as quickly as possible.

If the yard does not guarantee rapid delivery of these ships, they might be due for cancellation, he stated. This may mean that Swan Island will not reduce its 48 hour week as some West Coast shipyards have done.

"We plan to continue the 48 hour week and will carry it on unless we are directed otherwise," says Nieman.

## Most Swan Islanders Plan Staying in Area

(SWAN ISLAND)—Almost all Swan Island employees who were laid off during the past week will remain in Portland, according to a survey by the Bosn's Whistle. Of 16 employees questioned, only two plan on leaving their Portland home. Most were uncertain about postwar jobs. Answers to "what are your postwar plans?" follow: A. J.

"Red" Laddrout, Plate shop duplicator for three years: "I'm headed for Zillah, Washington, the fruit country. I have 80 acres there."

Orval Jensen, Plate shop slabman: "I haven't made any definite plans as yet. However, I plan to stay in Portland."

Oliver E. Raymond, Plate shop slabman for two years: "I don't know what I'll do. Guess I'll go back home. Where's home? Oh, up on Montana avenue."

Lamonte Aslin, young ways electrician: "I hope to get a job soon with the forest service."

P. J. Wallery, burner, Plate shop, a 25 month employee at Swan: "I was in the service for a year. My home has been here in Portland so I would naturally prefer staying here, especially if plenty of work is available."

Jess Barker, Plate shop pressman: "I'll stay in Portland if I can find work."

Roy Lee Gulleddge, Paint department scaler: "I haven't any definite plans but am quite sure I'll remain in Portland."

Gordon Swope, Plate shop slabman for 26 months: "I figure on entering the grocery business here as soon as I find a location."

A. S. Mason, Plate shop furnace operator: "No plans as yet, but I'll stay in Portland."

Walter B. "Doc" Rich, Plate shop boilermaker: "I'm going to go in business for myself. I'm a chiropractor."

Bob Taylor, three-year employee of the Pipe department: "I have several jobs in mind but haven't decided on which one to take as yet."

Barbara Tuttle, Plate shop burner: "I'm going to take it easy. Lenny will be released from the army before long so I'll just wait until he gets back."

Bobbie Crowe, Plate shop welder: "I'm going to rest for a while and then look for a newspaper job."

C. E. McKim, Plate shop duplicator: "Search me. I don't know what I'll do."

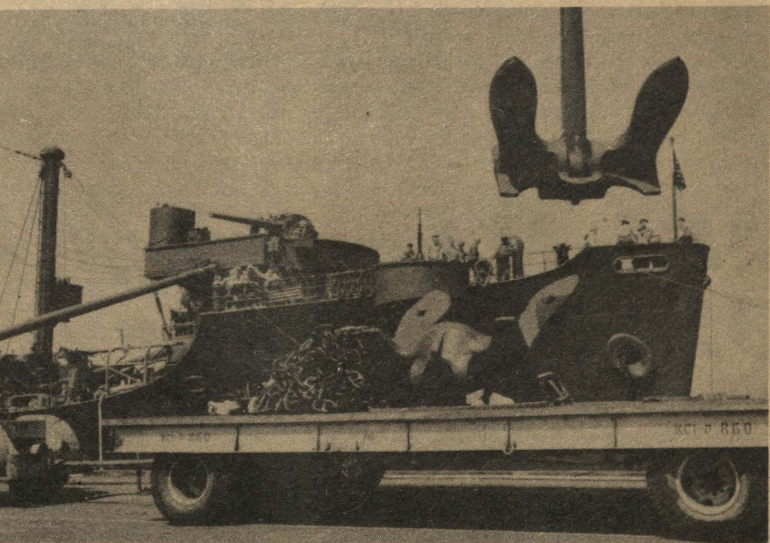
E. E. Lyman, Plate shop burner: "Well, guess I'd better look for another job right away. Yes, I plan on staying here in Portland."

## Swan Island Man Burned; Wife, Two Children Die

(SWAN ISLAND)—J. D. Dillard, 22-year-old burner in Assembly department at Swan Island, suffered third degree burns over three quarters of his body in a fire, following an explosion in the kitchen range which killed his wife, Marie Dillard, 20, and their two children. Their home was completely destroyed.

The fire occurred at 5:30 o'clock Sunday morning. Dillard had gone outdoors to feed the chickens and do other chores around their home near Gresham, while Mrs. Dillard prepared to light the range. The children were asleep in their bedroom. Dillard ran into the flame-enveloped house in a vain attempt to rescue the trapped victims.

Mrs. Dillard, the former Marie Porter, has four brothers working at Swan Island—Cecil Porter, leadman on bilges; Henry, welder, Bay 3; Otis, welder, casting; Vic, burner in assembly.



**And they weigh plenty, these hooks that keep huge transports steady.** Repair work continues at Swan Island at a steadily increasing pace.