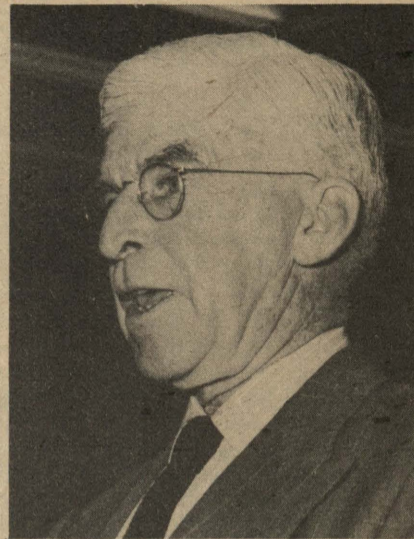


ASSEMBLY OVER HUMP

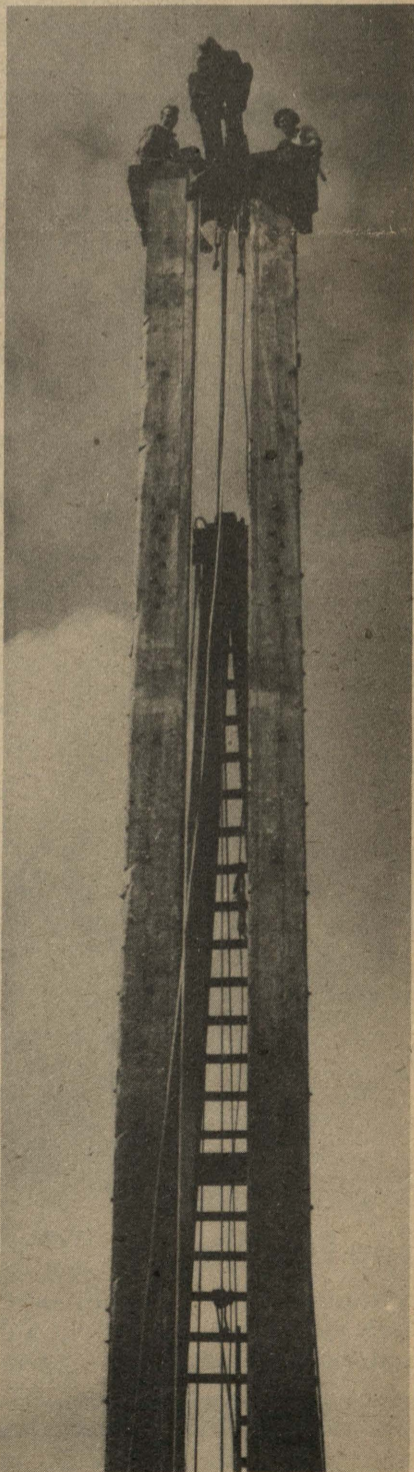
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Scrubbin' Up Eight feminine Assembly workers scrub shipyard grime from their hands at shift change time. Pictured from left around washbowl are: Viola Jacobsen, Gladys Carlberg, Ellen O'Flanagan, Freida Stills, Helen Meyers, Marge Manson and Shirley Cantrell. Drying hands is Ann Bertelson. All are day shift workers except Miss Meyers of swing shift. (Swan Island photo)

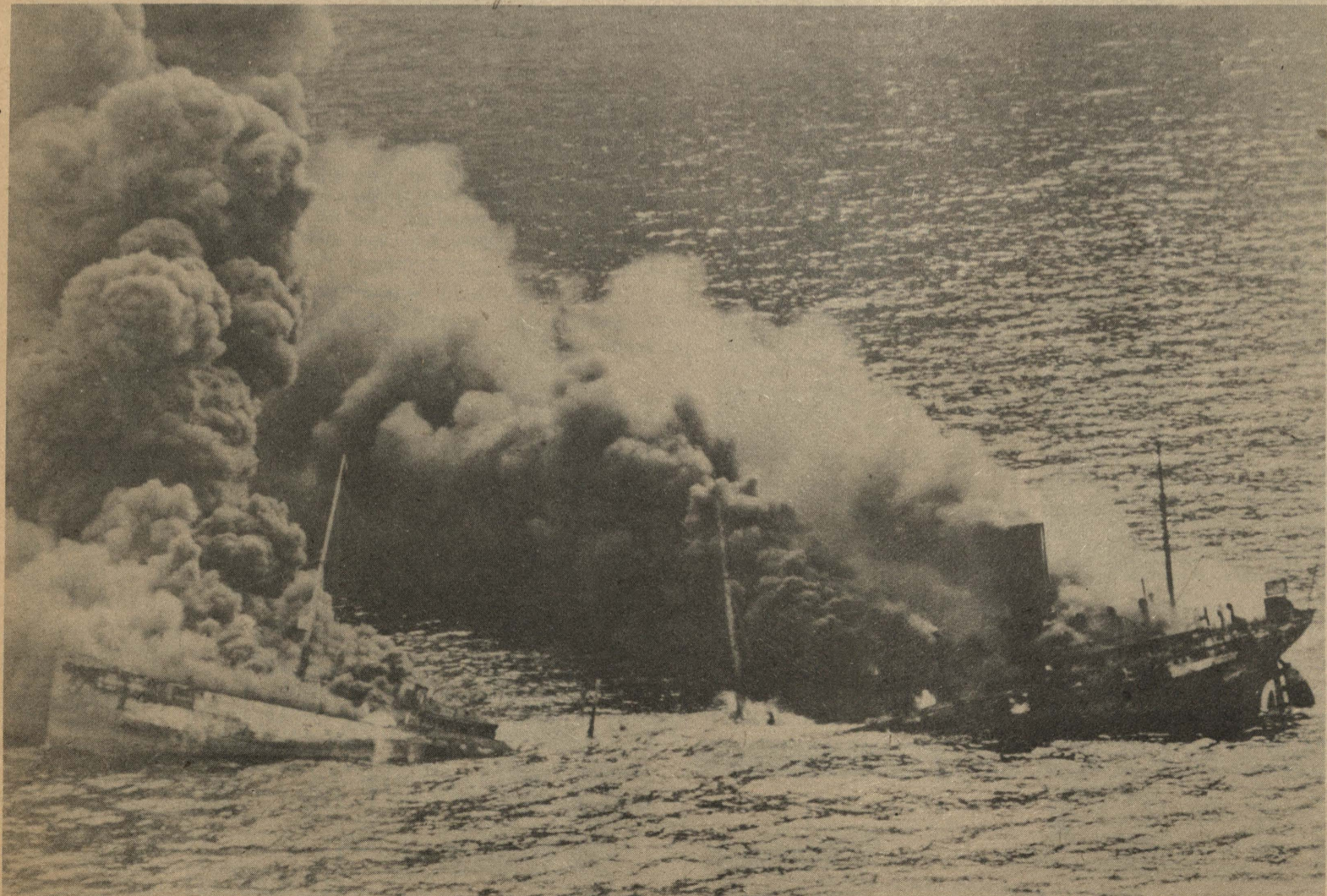


U.S.M.C. Chief Hull Inspector David Currier from regional office of Maritime commission at Oakland, California, was principal speaker at graveyard launching of S.S. Black Hills, September 28. (Swan Island photo)



Cloud Dusters

These two workmen perched atop a pile driver at Swan Island appear to be way up in the clouds because of a low camera angle. (Swan Island photo)



SOS To Swan Island This picture is an emergency call to tanker builders at Swan Island to turn out one more of the important vessels to replace this one shown above which was torpedoed by the enemy. Not only is it necessary to replace those sunk by the enemy, but more and more must be built to supply the ever-increasing allied forces on world war fronts. (Official U. S. Navy photo)

Be Alert for Fire Danger, Chiefs Urge

Fire has hit many times in the three Kaiser yards in this area but the vigilance of workers and high efficiency of yard Fire departments have so far managed to prevent any major conflagration that might have seriously slowed down the vital shipbuilding program. With National Fire Prevention Week scheduled for October 8 to 14, yard fire chiefs and their staffs are taking time to re-

Eight Rules to Prevent Fires

1. All debris, waste material and scrap should be removed as promptly as possible and not allowed to accumulate in the hulls, on the Outfitting dock or ways.
2. In the vicinity of hot work equipment likely to be damaged by sparks or molten metal or heat conduction such as electric motors, electric panels, machinery or ship furnishings shall be covered with flame-proofed canvas or a fire-resisting housing.
3. No burner or welder shall begin work in the vicinity of storage tanks containing fuel oil, without first obtaining permission from the dock supervisor. The Fire department will provide a fire guard and the necessary protective equipment.
4. No burner or welder shall begin work until he or his helper has examined the surroundings and removed nearby flammable materials and indicated that the work may be safely done. When necessary to burn or weld around inflammable materials the burner or welder must first obtain a fire extinguisher and place a fire-resisting shield between the hot work and the material.
5. Only safety solvents shall be used aboard ship for cleaning purposes.
6. Paints, lacquers and thinners shall be stored on the hulls in a readily accessible location devoid of combustible material. Foam or carbon dioxide extinguishers should be kept at this point.
7. Oily or paint-soaked rags and waste shall be placed in substantial metal containers plainly marked for such use. Contents of such cans shall be removed daily and burned in a safe place.
8. Oxygen and acetylene cylinders shall be stored in a safe and readily accessible location.

peat a few words of warning that have helped workers remain alert to the danger.

Ever since the yards first started the same causes have largely determined the majority of small fires. Heading the list are welders' and burners' fires, accounting for approximately 63 per cent of all the blazes in the three yards. According to the Fire departments these usually start in the following manner: A welder, working on a plate fails to look on the other side of it to see what might be lying there. Often times there is waste material. This ignites and another fire is started.

DEFECTIVE WIRING TO BLAME

Running close on the heels of the welders and burners are the electricians. Defective wiring and short circuits start a high percentage of all fires. Worn out from being dragged over concrete the covering on welding leads often break away and permits the "hot" wire to contact other objects thus causing a "short" and starting a fire.

It takes more than sparks and heat however, to start a blaze, the fire chiefs point out. There has to be something around that will burn. The real fire hazards are the oily grease-soaked rags used by machinists, plumbers, painters and cleaners. These should always be placed in the proper containers provided for them.

Paints and other volatile oils should be kept covered when not in actual use.

It largely boils down to a matter of good housekeeping, say the fire chiefs.

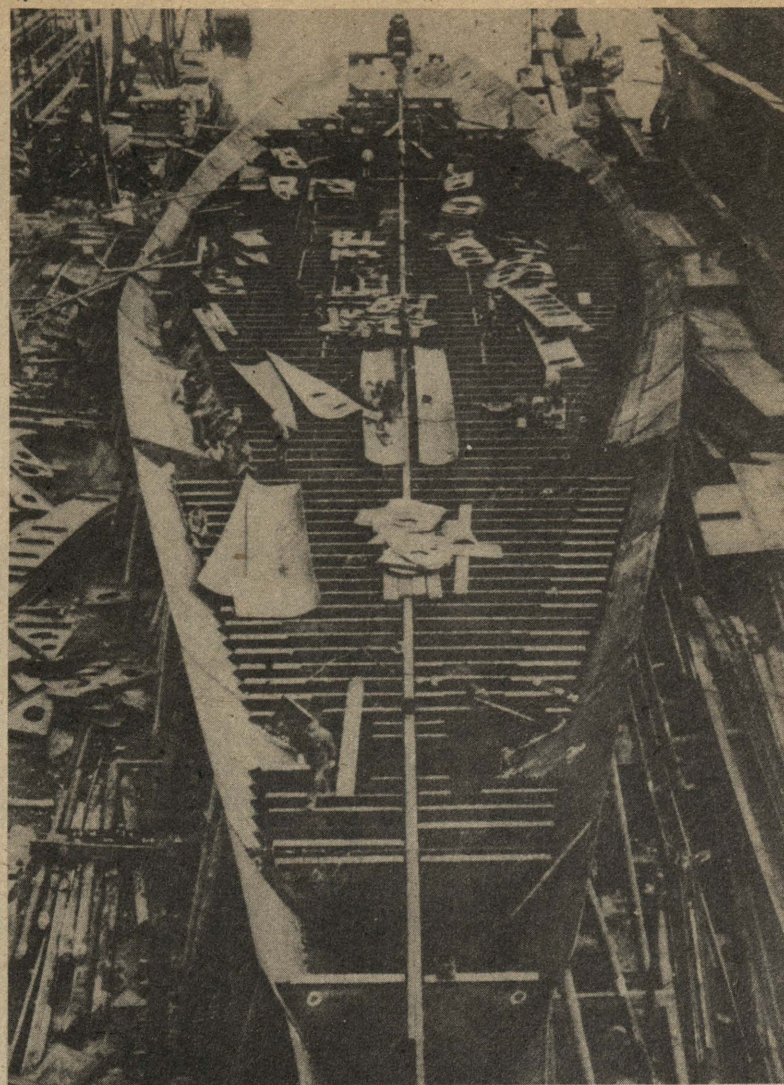
Don't Cash Your Bonds!

"It's sales we want, not cash-ins," Bond department officials are wailing this week.

Treasury department officials, in a move to encourage bond sales, last week announced a liberal policy for cashing bonds. Beginning October 2, they announced, bonds would be cashable at any bank instead of having to be mailed to the Federal reserve bank. Knowing that they could cash them in whenever they wanted to, it was felt that most people would convert all their savings into bonds.

But, it didn't work out that way. Through misunderstanding a few people rushed to cash in bonds they'd already bought instead of buying more.

"That's not the right idea," say bond officials. "Buy more bonds. Its the best investment you can make and there's no excuse for not putting all your savings in bonds now that it is possible to cash them in whenever an emergency arises. Don't forget that every 75c you spend in bonds will bring you a dollar 10 years from now."



This is your enemy! Here is the hull of the 13,000-ton liner Brazil Maru under construction in the Mitsubishi shipyards, Nagasaki, Japan, according to an article in the May, 1939, issue of "Japan."

Jap Article Cites Role of Shipyards

To a large degree the war between the United States and Japan boils down to a battle of shipyards. Adequate shipping and seapower is the most vital weapon possessed by either side. Little is known or has been told about Japan's shipbuilding activities since the war began. Here, however, are a few excerpts from the May, 1939 issue of "Japan," a picture magazine published by Asahi Shimbun-sha, Japan, which throws some light on the importance that Nippon placed on shipbuilding before it was even thought of on a grand scale on the Pacific coast.

"For a nation as poorly blessed with natural resources as Japan," says the article, "the striking development made by its heavy industries is one of the outstanding phenomena of modern times. Today, despite 22 months of warfare on the Asia Continent, the pace of industry continues unimpeded."

DESTINY BOUND WITH SEA

"The insular position of this country easily explains why it has a highly-developed merchant marine. The destiny of Japan has been,

and always will be, closely bound with the sea. As early as 1896 the government approved legislation for encouraging shipbuilding, providing a powerful impetus to the development of the industry. The World War boom lifted Japanese shipping to pre-eminence, and when the Sino-Japanese conflict broke out in July, 1937, the total tonnage of the Japanese merchant marine stood at 5,500,000 tons, the third largest in the world.

"Since then, the nation's shipyards have launched 170 new vessels with an aggregate of 830,000 tons. Now, two of Japan's foremost shipping firms, the N.Y.K. and the O.S.K. steamship companies are building larger, faster and more commodious vessels to meet increasing foreign competition. The N.Y.K. is constructing two 16,500-ton liners for the Japan-European service and is planning another 16,500-ton vessel, as well as to place two 26,500-ton luxury ships on the Pacific route.

"The O.S.K., operators of a worldwide service, is completing construction of two new de luxe 13,000-ton passenger vessels to circle the globe."



Top Fire Hazard Welders and burners cause over 63 per cent of the fires in the three Kaiser shipyards. The shower of sparks from a burner's torch, such as the one above, will quickly ignite any inflammable material that might have been carelessly left in their path.

3-YARD SCOREBOARD

	OREGON			VANCOUVER			SWAN ISLAND		
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	TANKERS	
KEELS LAID	322	32	26	10	30	50	24	102	
LAUNCHED	322	32	15	10	30	50	12	94	
DELIVERED	322 + 8 VAN.	32	7	2	30	50	6	89+6	Fleet Oilers



"Gee, I sure had to run for the bus this morning!"

West Coast Needs 25,000 More Workers

Over 25,000 more workers will be needed this month for west coast shipbuilding and naval repair yards, according to an announcement made this week by Paul V. McNutt, war manpower director.

The urgent need for cargo and troop transport vessels is held responsible for the new call for manpower. According to McNutt the Pacific shipbuilding program has been given top priority rating for recruiting workers from all parts of the country. It is expected that 65 per cent of those required will be obtained in areas other than on the west coast.

According to McNutt 9000 are needed immediately. The rest must be recruited before November 1. Both skilled and unskilled workers are in demand. McNutt further stated that transportation and housing facilities in certain west coast areas would be improved to take care of the influx of new workers.



WHEN IT RAINS

Our Doc says—
WEAR
WATERPROOF CLOTHING!

● You bet it rains here in the Northwest, and colds multiply fast during the rainy season. An important aid to general health is clothing suitable to this climate. Clothing should be heavy enough to keep the wearer warm without overheating.

Wear a slicker or other water-repellent clothing if you work out of doors in the rain.

PRODUCTION FLASHES

(OREGON SHIP)—Eight Attack Transport deliveries for October is the goal set for Oregon Ship, General Superintendent Russ Hoffman announced this week. The yard produced five of the combat vessels in September.

(SWAN ISLAND)—Swan Island delivered six tankers during September and as a result retained the right to fly the national Tanker Champ flag from its flagpole for another month. This makes the fifth consecutive month that Swan has been able to hang on to the coveted banner.

(OREGON SHIP)—The yard will launch the 17th of 30 Attack Transport ships next week. It passed the halfway mark in its AP-5 program by launching its 15th last Friday.

(VANCOUVER)—An all-time record in carloading was reached during July, August and September at Vancouver. According to Traffic Director R. E. Martin 3420 cars were unloaded plus 20,000 partial cars.

(VANCOUVER)—All Vancouver departments stood just a shade short of their required four-day schedule at the close of the week on October 1, but all crafts had gained over the preceding week, according to the Progress department.

(VANCOUVER)—A 20-minute keel was laid for the U.S.S. Lubbock at Vancouver Monday, September 25.

(VANCOUVER)—A specialty crew of welders and shipfitters completed the installation of hawse pipe in 3½ hours at Vancouver last week. This is a new all-time record according to Supervisor Joe Vidoni.

Woodland Citizens Doing 2 Jobs Produce Food, Ships

With 500 of its citizens in the armed services and scores of others engaged in war work, Woodland, Wash., is in the forefront of Northwest communities "backing the attack" on the homefront.

Almost every Woodlander is holding down two jobs these days. A large majority of the war workers from that community are employed at the Kaiser shipyard in Vancouver. Back home, they operate dairies, poultry farms and engage in other food producing enterprises.

The picturesque town is located two miles from the confluence of the Columbia and Lewis river. The Lewis river, named in memory of the intrepid explorer, Captain Meriwether Lewis, flows through the outskirts of Woodland. In pioneer days it was a busy shipping lane.

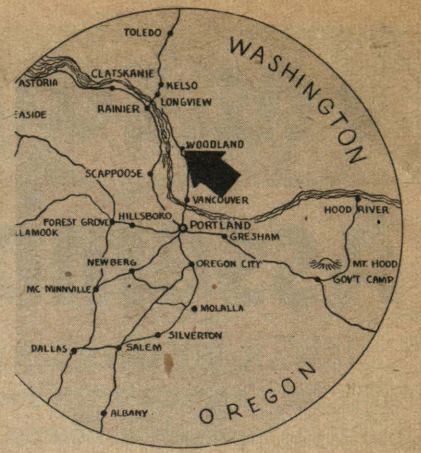
Woodland is the bustling center of a rich farming, dairying and poultry area. One of the largest bulb farms on the Pacific coast is located here. Before the war, daffodil, tulip, narcissus and iris bulbs from Woodland were shipped to all parts of the world.

"We certainly are proud of our record," said C. A. Night, president of the Lion's club. "I'll wager there are very few towns of this size that have more men and women on fighting fronts throughout the world. Woodland also is producing a large quantity of food for the armed forces."

"The people of Woodland extend a welcome to newcomers to the Pacific Northwest and would like to see many of them settle here after the war."

Woodland was never a "boomtown," but in 1901 its population was swelled by an influx of farmers of Finnish descent and traces of old world culture and speech are discernable. It was a big day in Woodland when Finland, Uncle

Sam's best debtor, swung back into the United Nations column. After the war, many citizens of Woodland expect to be united with friends and relatives now in the homeland. It won't be in Finland but in Woodland.

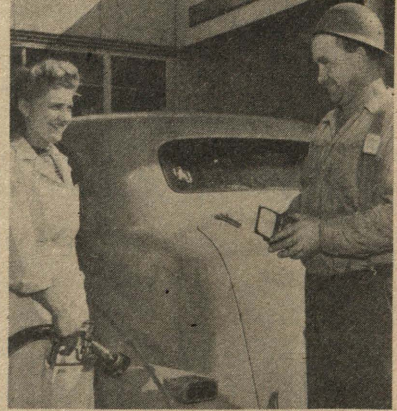


Off to Work Five buses are needed to transport swing shift workers from Woodland, Wash., to Vancouver. The majority of Woodlanders employed in the Portland Vancouver area are holding down two jobs. Besides helping build ships, they produce agricultural and dairy products for America's fighting men.



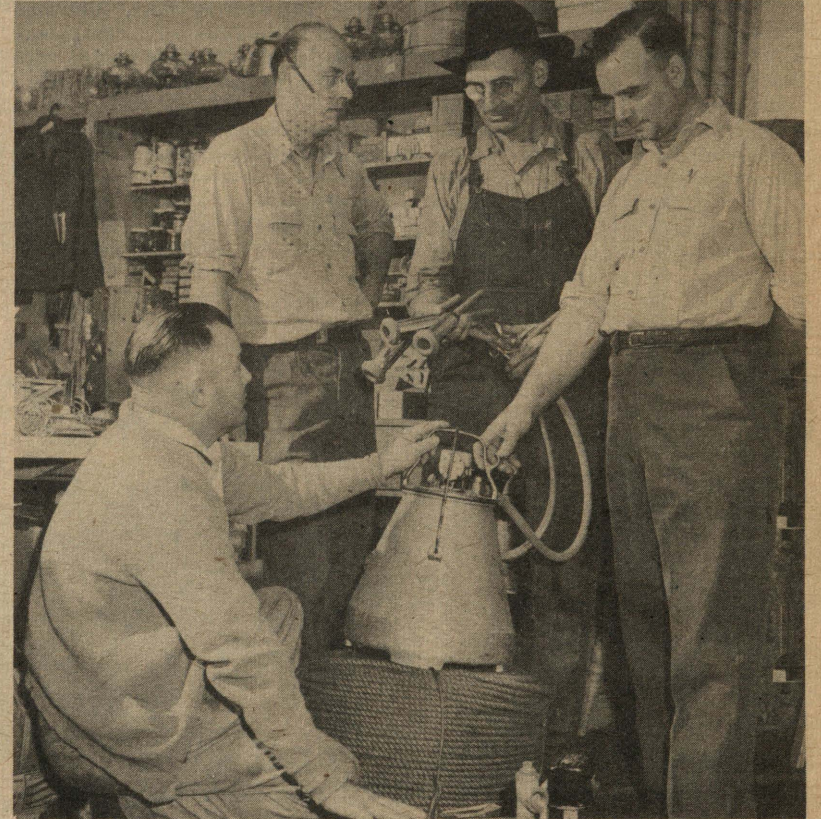
Getting 'Clipped'

Tonsorial artist William Engert of Woodland figures he's contributing to the war effort by keeping war workers well groomed. Here he puts finishing touches on Jens Poulsen, swing pipefitter on the Vancouver Outfitting dock. Mrs. Engert also is employed at Vancouver.



Fills Up E. A. Roane, pipe-fitter on the ways at Vancouver, is shown "filling up" for his daily trip to the yard. Miss Bonnie Bray, dishing out the gas, is a former welder. "I'm still in essential work," she declared. "If some of us didn't stay home, we'd have to fold up the town."

Welder Fishes Salmon were running in the Lewis river but they were too fast for Ruben Stoliby, a welder in the Vancouver Pipe shop, when the above picture was snapped. He takes the optimistic view however that "fishing is fun whether you catch anything or not."



Almost a Curio A. R. "Ace" Thomas, swing shipfitter at Vancouver, runs a dairy farm near Woodland. Milking a large herd of cows twice a day grew irksome so he was pleasantly surprised last week when he found an electric milking machine in Wood's hardware store. Examining the milker are (left to right) Walter Wood, Millard Hamblen, Ace Thomas and Cliff Knight, president of the Woodland Lions club.



Double Duty Marguerite Fisher hasn't much leisure time these days. She works eight hours a day in the Mold Loft at Vancouver and takes care of a big house in Woodland, Wash. Here she shops in a Woodland grocery store. The grocer is C. E. Works.

Vancouver Job Cuts Assembly Ton-Hours

(SWAN ISLAND)—When Swan Island's Assembly finishes the work being done for Vancouver the end of this month, it will mean Assembly workers have built the equivalent of one and two-thirds AP-5's. This ratio is figured at the Assembly delivery weight of 3700 tons per ship. All of this Attack Transport work has been accomplished without detriment to tanker construction. Additional construction for Vancouver has been done with an average of only 100 extra employees. Labor costs per ton of assembled steel have been reduced during the period. They show a reduction from 22.15 "hours worked per ton" on August 13 to 20.88 "hours worked per ton" at present.

Comparing tanker section assembly with AP-5 section assembly for Vancouver, there is a difference of only .06 "hours worked per ton" less on tankers, although tanker sections have become routine and the Vancouver work is comparatively new.

440 Vancouver Sections

Swan Island Assembly is building a total of 440 Vancouver sections or 44 sections for each of 10 hulls. These are mostly shell and deck sections averaging 11.5 tons. Smallest weighs 3.2 tons while the largest bulks 44.1 tons.

Vancouver work started August 23 and soon was progressing on three special platforms. Steel is fabricated at Vancouver yard, trucked here, assembled and returned to the Columbia yard by barge.

"Approximately 75 per cent of the Vancouver sections are now completed," said Superintendent Pres Hiefield, "All in all, we will assemble 5001 tons for Vancouver."

Cargo Ships Haul Fuel To Aid Job of Tankers

(SWAN ISLAND)—Transportation of oil in double bottoms and fuel bunkers of dry cargo ships, a wartime innovation developed by American ship operators and the War Shipping Administration, is an increasingly valuable method of helping to fuel the merchant marine, according to the War Shipping Administration. The excess fuel carried by these vessels to world-wide destinations has had results of great importance, WSA stated. It has supplemented tanker shipments to fueling stations by millions of barrels since 1942, thereby releasing tanker space for increased supplies of aviation gasoline to war fronts. In addition, it has greatly aided the domestic oil crisis on the Atlantic coast by allowing additional means of transport.

In pre-war days, WSA said ships ordinarily were fueled only for scheduled voyages. With the increased shipping after the United States entered the war, fuel supplies and available tanker transport became short. Old ship routes with their convenient fuel depots were wiped out.

Today virtually every merchant ship leaving the United States carries

an excess supply of oil. Bunkers and double bottoms are loaded to capacity. Before starting their return voyages all fuel in excess of their trip requirements is discharged at a fueling depot or transferred to other ships.

In the two-year period the plan has been in operation, more than 1,250,000 long tons of fuel were sent to England in dry cargo vessels, thereby releasing 128 tankers of 10,000 deadweight tons each for other services. This year the total is expected to reach more than 15,000,000 tons, releasing an increasing number of tankers for other services.

Swan Retains Tanker Champ Award Banner

(SWAN ISLAND)—For the fifth consecutive month, Swan Island retains the Tanker Champ flag as a result of six deliveries during September.

Flag raising ceremonies will be held simultaneously at the launching of the S.S. Pulpit Rock, hull No. 96, and at the new 100 foot Victory Center flagpole tomorrow at 11:30 a. m.

The Tanker Champ flag is awarded monthly by Admiral H. L. Vickery to the tanker building yard showing the highest delivery productivity per way.

The award is no longer a novelty to Swan Islanders who have held the flag, with the exception of three months since its inauguration 13 months ago. First given in September, 1943, the flag came to KCI-P, where it remained until January this year when fleet oiler conversion slowed regular deliveries from Outfitting dock. Marinship, Sausalito, Calif., flew the banner that month and recaptured it again in March. By virtue of a tie in April the California yard retained the emblem, returning it to Swan Island in May.

It has remained here since. During the history of the Champ Flag, in the past 13 months, Swan Island has flown it 10 months, lost it but two months to Marinship, and tied for possession one month.

Labor Crews All-Out For War Chest Funds

(SWAN ISLAND) — Two swing shift crews of production laborers, those of Leadman Maggie Culver and Lois Miller, went 100 per cent in the war chest drive with average contributions of over \$4.50. One crew has 23 workers, the other 24. Leadman Lillian Bennett's day shift crew of 21 workers also went 100 per cent.

CARD OF THANKS

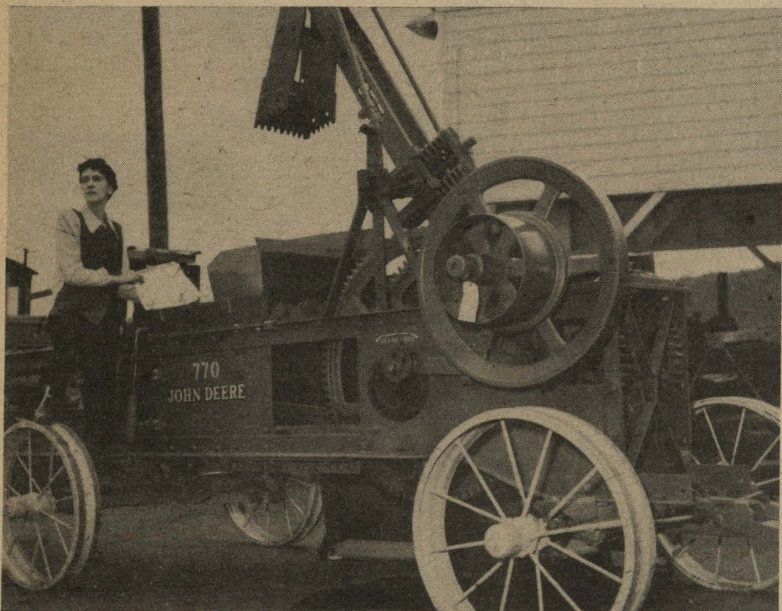
I wish to express my thanks for the gifts sent to me from the workers in the Plate shop and ways during my recent illness in the hospital.—Ruth L. Henry, Plate Shop, burner.



Three Sisters Attending Mrs. F. L. Quiett, center, sponsor of S.S. Black Hills on graveyard shift September 28, were her sisters Ida Irby, left, Time department, and Mrs. Lewis Ritch, day shift burner. Mrs. Quiett is wife of Frank "Baldy" Quiett, superintendent of Swan Island Carpenter shop. (Swan Island photo)



Fag Shortage Florence Millsap, counter girl at Swan Island cafeteria, reports good sales of "makings" since cigarette shortage hit Portland. The cafeteria has about 25 cartons of leading brands per day which are evenly distributed to oncoming shifts. The same holds true at Mock's Bottom concession stand. (Swan Island photo)



What's This? It's a hay baler, all right, and though there are no crops to harvest in the yard, the implement is put to good use. It was bought to speed the baling of waste paper. Field Clerk Connie Dickson, equipment maintenance, shows where the paper goes to be baled. (Swan Island photo)



Boilermakers Swan Island has thousands of women boilermakers, but these are the only three who actually help make boilers. Shown here tightening bolts on air heater are, left to right, L. S. Kilmer, Ann Grifinn and M. R. Worster of Boiler Erection department. (Swan Island photo)



Repair Pit Inspection and repair of locomotives is made easy at this repair pit, located on the platform near the pump house. Previously, locomotives had to be lifted by cranes to blocks so Equipment Maintenance mechanics could get at working parts. Now the engine is run out on tracks over a sheltered pit. (Swan Island photo)

Winter Sports Slate Drafted

An extensive fall and winter sports program is planned for the Oregon Ship and Swan Island gymnasiums, Tom Louttit, director of athletic activities for the two yards, announced this week.

Basketball and boxing are the first sports to come in for attention, Louttit said.

Workers interested in participating in either activity were requested by Louttit to call either the Swan Island dormitories, Webster 2201, Ext. 48, or the Oregon Ship dormitories, UNiversity 3635, Ext. 18.

Trained instructors are employed in both gymnasiums to coach and supervise both boxing and basketball, he said.

"Both gymnasiums have excellent facilities and are well laid out for these sports," Louttit declared. "It is to be hoped that workers will take advantage of them."

Meetings to organize basketball leagues, for both men and women, will be held in both yards as soon as enough interest in the sport is shown by workers, the director announced.

At the same time, it is planned to hold a series of boxing cards at both gymnasiums, featuring talent from each yard.

Tenpins Scatter; 'Sweetest Sound' To Alley Veteran



(OREGON SHIP) — The rumble of a bowling ball down the hardwood alley and the scattering of pins after a strike are the "sweetest sounds in the world" to George Sabah, ardent kegler and claimant to "some sort of title for the most hours spent on the alleys."

Sabah, Specialty shipfitter leadman, estimates that in the past seven years he has spent 5200 hours perfecting his foot work and delivery. In that time, he figures he has topped about 1,326,000 pins with an average of 170 pins a game.

In the season's finals last spring, Sabah bested all competitors to take first place in the Class B, all-events of the city tournament. He also took honors as high man in the St. Johns tourney.

"Last year, when I was married, I decided to stay home a little more, but the wife and I still go to the alleys about three times a week," Sabah said. The Sabahs are expecting an heir sometime in November and are planning to start the newcomer at the game "good and early," possibly at the age of three with an eight-ounce ball.

Bowling is not the only athletic field in which Sabah has won prowess. Handicapped by loss of one arm, he nevertheless is one of the first Oregon Shippers to appear on the practice diamond when spring softball turnouts are called.

During the recent season he served as player-manager of the Specialty team in the OSC softball circuit. He performed so creditably he was chosen on the league all-star team.

ENGINEERS PACING SWAN TANK LOOP

SWAN TANKER BOWLING TEAM STANDINGS			
	Won	Lost	Pct.
Engineers	7	5	.583
Burners	6	6	.500
Chippers	6	6	.500
Tank Test	6	6	.500
Erection-Scorpion	5	7	.417
Erection-Sharks	5	7	.417

(SWAN ISLAND) — The Engineers jumped from second to first place last week at the Labor Temple bowling alleys by winning two of three games while the previously league-leading Chippers dropped all three games to fall into a tie with the Burners and Tank Test for second place.

Foster of the Burners had high singles of the week with a lusty 231. Slatery, Erection-Scorpion, took high series with a 561. Erection-Scorpions had high team series, 2584, and also high single game with 946.

YES--THERE'S STILL SPACE FOR BOWLERS!

(OREGON SHIP) — Several inquiries have been made recently by Oregon Shippers regarding possible formation of additional bowling teams, and names have been left in the counselors' office by aspiring keggers, it is reported.

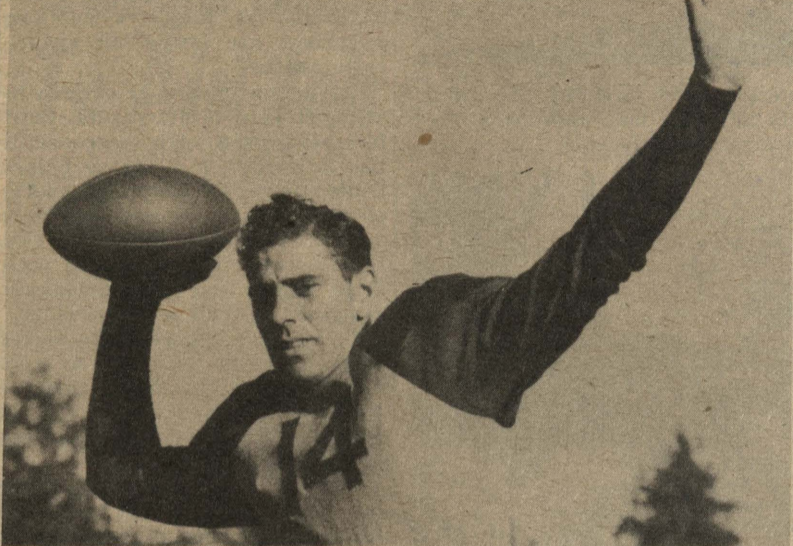
Although leagues are already started, a four-team league still could be formed for either men or women, according to George Sabah, specialty shipfitter leadman. All those desiring to join a new league are asked to contact him through the specialty shipfitters' office, Way 5, during the lunch hour.



League Leaders The "Gremlins," top woman team at Swan Island. From left to right, Eunice Griffith, Roma Rolston, Vi Baker, Jessie Huffman and Ann Steiner. (Swan Island photo)



Recruited Johnny O'Neil, fiery Portland Beaver, who is rated as one of the best defensive short-stops in the Coast league, started work at Swan Island Monday in test recording department as engineer aide. (Swan Island photo)



Pigskin Toter Two touchdowns—one each against the Los Angeles Mustangs and the Hollywood Rangers—is the creditable performance to date of Ed McGinley, stellar back for the Portland Rockets professional football team. McGinley, who hails from Wisconsin, is a material expediter in the Vancouver yard Plate shop on day shift. He has been with Kaiser company since coming to Vancouver last January. (Vancouver photo)

PRE-ERECTION FIVE TOP OREGON SHIP BOWLING ARTISTS

OREGON SHIP BOWLING LEAGUE TEAM STANDINGS			
	Won	Lost	Pct.
Pre-erection	9	0	1.000
Gun Shop	6	3	.667
Chippers No. 1	6	3	.667
Sub-assembly	5	4	.556
Welders	5	4	.556
Shipfitters	3	6	.333
Gadget	1	8	.125
Chippers No. 2	1	8	.125

(OREGON SHIP) — Pre-Erection chalked up three more victories Wednesday night, September 27, to hang up an unblemished standing of nine wins and no losses in the Oregon Ship bowling league. Closest competition was given Pre-erection by Gun shop keggers, who now have a total of six wins and three defeats.

Pre-Erection trailed Welders, however in total pins toppled in both game and series scores. The Welders posted a 955 and Pre-Erection, 922, for a game. Welders marked up 2587 in the series to lead Pre-Erection by a margin of 14 pins.

Solo star for the evening was Heilman, Shipfitters, with a 166 average, three-pin lead over George Sabah, Pre-Erection ace. Individual high men following Sabah were: Mowlds, Gun Shop, 160; Stover, Pre-Erection, 153; Donaldson, Sub-assembly, 151; Taylor, Gadget, 150, and Mesi, Welders, 147.

Trial Crew Cops Series, But Falls From Perfect List

SWAN ISLAND BOWLING LEAGUE TEAM STANDINGS			
	Won	Lost	Pct.
Trial Crew	8	1	.889
Pipefitters	7	2	.778
Welders-Dock	6	3	.667
Painters-Dock	6	3	.667
Clerical	6	3	.667
Chippers	6	3	.667
Sheet Metal	5	4	.556
Main Machine Shop	5	4	.556
Welders-Ways	4	5	.444
Electricians	4	5	.444
Plate Shop	3	6	.333
Outfitting	3	6	.333
Machinists-Dock	3	6	.333
Painters-Yard	2	7	.222
Shipfitters	2	7	.222
Welders-General	2	7	.222

(SWAN ISLAND) — All three top teams of last week—Trial Crew, Clerical and Painters-Dock — topped from the ranks of the unbeaten class at the Hi-Way alleys as league bowlers completed their third week's play. Trial Crew dropped one game to Sheet Metal and Clerical dropped all three to the up

Sutton, Gun Shop, rolled a 226 to cop high single game honors, followed by Van Donsel, Welders, who posted a 213. Heilman also took the individual series with a 550, trailed by Mowlds with 535. League competition will continue at the Hi-Way Alleys, Union and Alberta, Wednesday night at 9 o'clock.

and coming Chippers, who have now won six straight. Meanwhile, the Painters-Dock pinsters were dropping three straight to the Electricians. The Pipefitters slipped into second place by winning all three games from Plate shop.

Burt Dowden, Welders-Ways, had high singles games of the week with 210. Schmedding, welders-Ways, had high series again with 509, repeating his score of last week. Scores:

Shipfitters 2334, Outfitting 2470. High single: B Stutts, Shipfitters, 181; high series: J. Boyle, Pipefitters, 498.

Welders-Dock 2595, Painters-Yard, 2450. High single: D. Miller, Welders, 204; high series: P. Kerr, Welders, 483.

Trial Crew 2575, Sheet Metal 2511. High single: D. Blanchard, Trial Crew, 194; high series: D. Blanchard, Trial Crew, 483.

Chippers 2751, Clerical 2514. High single: R. Gholson and O. Maxon, Chippers, 178; high series: R. Gholson, Chippers, 470.

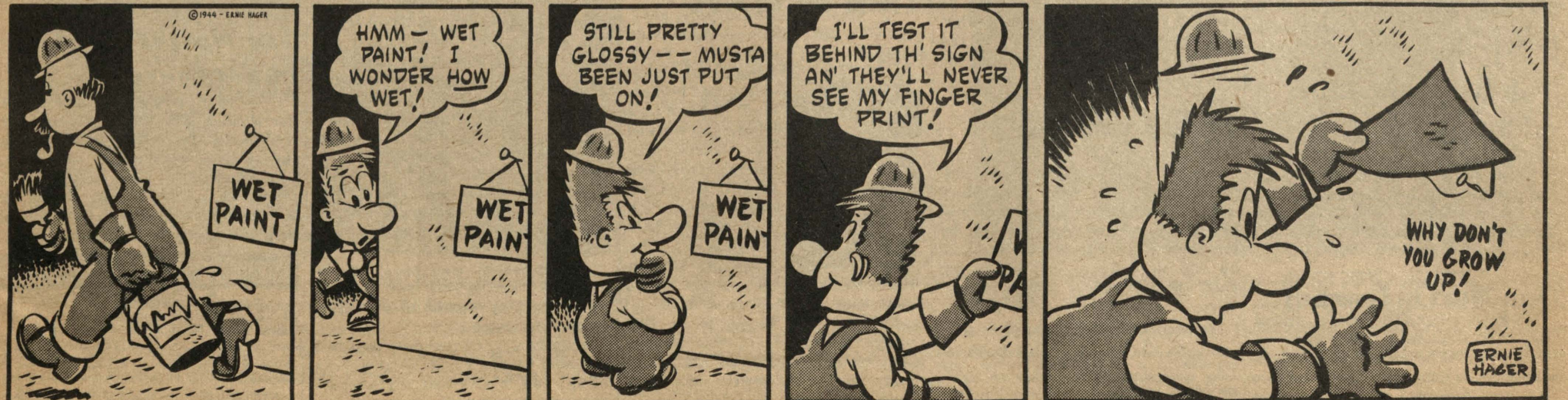
Painters-Dock, 2362; Electricians 2614. High single: Michaels, Electricians and Hallerman, Painters, 188; high series: Hallerman and Thompson, Painters, 487.

Machinists-Dock 2557, Welders Ways 2527. High single: Dowden, Welders, 210; high series: Schmedding, Welders, 509.

Main Machine Shop 2530, Welders-General 2468. High single: Mendelson, Machine Shop, 177; high series: Mendelson, Machine Shop, 480.

Next week's schedule: (October 9-11) Monday night: Machinist-Dock vs. Welders-General; Electricians vs. Clerical; Welders-Ways vs. Painters-Dock; Main Machine Shop vs. Chippers-Dock. Wednesday night: Shipfitters vs. Trial crew; Plate Shop vs. Painters-Yard; Outfitting vs. Pipefitters; Sheet Metal vs. Welders-Dock.

Stubby Bilgebottom



By Ernie Hager

Oregon Voter Registration Finish Near

Oregon citizens have only until Saturday night at 8 p. m. to register and obtain the privilege of voting in the November 7 presidential election, county officials announced this week. Registration offices in the county courthouse, 5th and Salmon, Portland, are open between 8 a. m. and 8 p. m.

Voting enrollment has been swelled in the past week, but officials fear that many shipyard workers will forfeit their franchise rights by failing to register before tomorrow night.

A state law requires that registration books must be closed one month before election day.

Meanwhile in Vancouver, voters were registering at the city hall, court house and housing projects. Registration in Washington does not close until October 23.

Overseas Yule Gift Mailing Deadline Near

Shipyard workers planning to send gifts to service men and women overseas are reminded by the post office department that packages should be mailed by October 15.

Overseas Christmas packages can be mailed without the written request previously required provided packages are marked "Christmas Gift Parcel."

WEIGHT: No package weighing more than 5 pounds, including wrappings, will be accepted.

SIZE: No more than 15 inches in length. The other size requirement is that length plus width plus height must not exceed 36 inches.

ADDRESSING: Print the address, using waterproof ink or other marking that can take it. Labels aren't so good. Enlose a complete duplicate address in each package.

POSTAGE: Pay full postage from your post office to the port of embarkation.

WRAPPING AND PACKING: Wrap each item carefully. Place in a stout box, then wrap that.

WARNING: Because of the various conditions to be encountered in transit the armed forces caution, that packages will be rejected if they contain such prohibited things as matches, lighter fluid, weapons, ammunition, perishable foods, or alcoholic drinks. None of these things are needed by men in service.

Only one package will be accepted from the same person to the same addressee during any one week.

WORKERS RESPOND TO 'GAG' REQUEST

(OREGON SHIP)—"I'm taking up a collection to help the wife of the unknown soldier," Bill Wright, marine supervisor, said recently, and received 25 cents apiece from the first three persons he solicited.

"Whatever else you can say about OSC employees, they aren't stingy," he commented. "Not one of the three I asked for money hesitated before dipping into his pocket."

Wright said he had made a bet that any three workers picked at random would respond to a request for charity.

"There is probably a moral to this," he said, "but I'm darned if I can figure out what it is."

Negro Choral Program To Be Given Sunday

(VANPORT CITY)—The Vanport Negro Choral society will present a program Sunday at Community Building 2 in Vanport City at 4 p. m. The program of sacred, spiritual, and secular music is under the sponsorship of the Vanport City Recreation department.

KNOW YOUR NORTHWEST . . .



Wheat In less than a twentieth of the nation's wheat acreage Oregon and Washington produce more than a tenth of America's wheat. On non-irrigated land, yield per acre is tops for the country.

AGRICULTURE---Present and Future

By ROBERT ORMOND CASE

THE average newcomer is unaware of the enormous size, diversity and stability of Northwest agriculture. He can be completely misled, in fact, by his first impressions as he enters the area by rail or automobile.

East of the Cascades he sees what appears to be a vast semi-desert broken only occasionally by irrigated valleys, rolling wheat-fields and stray bands of cattle or sheep grazing along the skyline. West of the Cascades he sees more farming communities, but they seem lost in an immensity of timbered hills — a beautiful and pleasant country, true, but far removed from all previous concepts of an agricultural region.

This is one of the Northwest's great illusions, rooted in the size of the country and the fact that its productive lands are scattered in relatively small tracts throughout the length and breadth of the area. The single exception is the Willamette Valley, whose area is about equal to that of the state of Connecticut and whose productivity, acre for acre, ranks it among the richest single bodies of land on the continent. A later article in this series will be devoted entirely to the Willamette Valley.

It is when the overall picture is analyzed that some startling facts emerge. It will then be seen that Northwest agriculture is a source of wealth on a par with its prodigious timber stand. Over half the population of both states is engaged in or supported by agriculture. The cash value of the farm crops of the two states in 1940 was \$256,300,000. The 1943 returns, swollen by war prices, passed the \$600,000,000-mark.

These totals are less significant than the acre for acre productivity. A fortunate combination of soil and climate west of the Cascades, plus irrigation east of the mountains, enables Oregon and Washington to produce every field, fruit and vegetable crop native to the temperate zone. Nowhere else on the continent, and perhaps in the world, can maximum yields be obtained in so many diverse fields.

Eastern Oregon and Washington, for example produce 10 per cent of the nation's wheat on less than half the proportionate acreage. The per acre yield is twice the national average. One Washington county leads the nation not only in total yield but in bushels per acre, with an Oregon county battling for sec-

ond place. This is on non-irrigated land.

Irrigation opened up new worlds east of the mountains, notably in apple, pear, alfalfa, potato and sugar beet production. Yakima County produces more apples and pears than any other county in the nation. Throughout Oregon and Washington the apple yield is four times greater per bearing tree than the United States average. During normal times Hood River apples and Rogue River pears command a premium on the domestic market, and direct steamship lines carry the cream of the crop to Liverpool for distribution to the epicures of England and the continent.

To early day Indians the region west of the Cascades was "Oyer-un-gen, or "place of plenty," and this appraisal holds good today. Chief factors are fertile soil and a moist, temperate climate in which extremes of heat or cold are rare. There are grown men in the coastal areas who have never seen zero weather nor slept a summer night through without blankets. Tornadoes, hurricanes or general droughts are unknown. Though the average annual rainfall at Portland and Seattle is less than that of New York City, its distribution throughout the year, plus the absence of killing frosts, results in an incredibly long and well-balanced growing season. Roses bloom at Christmas time on the Pacific slope, at the same latitude as Vermont.



Pears Oregon's pears are noted throughout the world and command premium prices wherever they are sold. Yakima county in Washington produces more apples and pears than any other county in the nation.

Figs grow in the Willamette Valley and palms in Southern Oregon.

These factors enable western Oregon and Washington to obtain maximum production of almost every crop which can be raised north of the tropics. Here is produced 20 per cent of the nation's loganberries, 73 per cent of the nation's hops and 20 per cent of the nation's cherries. Heavy yields extend through all of the field, fruit and nut crops, includes livestock, dairying and poultry and branches out into such promising specialty fields as flax and bulb production.

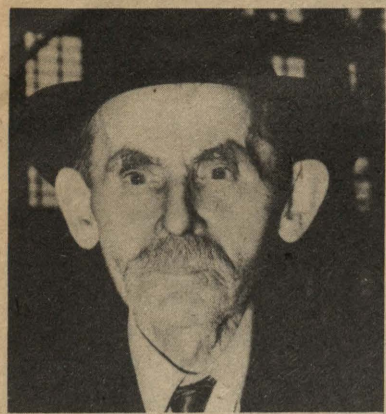
Dairying is so extensive and well established that it merits individual treatment in a subsequent article. Some indication of its scope may be gained from the fact that all world's records in milk and butterfat production in the Jersey breed have been held at one time or another in the Willamette Valley and that the nation's most successful cooperative dairy marketing organization is in Oregon. A curious tidbit for economists is this fact: in normal times the top world price for butter usually obtains in Portland—the trading center of one of the world's most favored dairy regions.

Future opportunity lies in both new land and old. Production of the Northwest's hundreds of agricultural items, with the exception of wheat, is still far from the possible maximum. The productive area is constantly expanding both east and west of the Cascades. The Grand Coulee project alone will add another 1,000,000 acres to the 2,000,000 already under irrigation east of the mountains. Development of many potentially rich sections in the western portion depends solely on the substantial but not prohibitive cost of clearing the land.

Most promising of all is the manner in which land now under cultivation can be put to more profitable use. A striking example occurred in the Walla Walla district in the early '30's. In the midst of the depression, facing ruin, vegetable growers there pooled their resources and started a small cannery. Included in their first year's pack were 60 cases of green peas. This item sold well and their next year's pack was 67,000 cases. The eighth season, after a "standing start," they packed and sold 2,650,000 cases, or one-sixth of the nation's output.

(Next week: Dairying.)

55th Anniversary Celebration Near

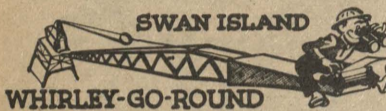


Jacob Hartwig

(SWAN ISLAND) — Next Tuesday, October 10, Jacob "Dad" Hartwig and his wife celebrate their 55th wedding anniversary.

Hartwig, 80 years old, runs the Burners' shack between Craneways 4 and 5 on the northwest side of Assembly building on day shift.

When he celebrated his 80th birthday recently burners presented him a purse of \$25 which immediately went into war bonds. Hartwig has been in the yard 27 months with an excellent attendance record. He is the father of eight girls and two boys, one of whom is a warrant officer in the coast guard.



(SWAN ISLAND) — LaVerne Spooner, Plate shop expediter, days, carries an Oregonian clipping, a picture of his brother Donald, who recently won a citation at New Caledonia. . . . Now in the army, Henry Hudson, former Plate shop shearman, came in from Fort Lewis to visit Swan Island friends.

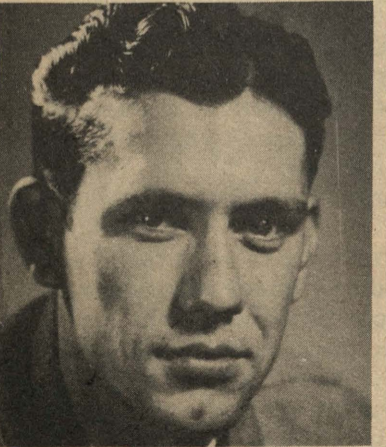
Este Morrison Jr., day shift loftman before entering the service, received his wings as a naval aviator upon graduation from the naval air training center, Corpus Christi, Tex., September 13. Ensign Morrison married Miss Nancy FitzMaurice, of the United States Cadet Nurse Corps, September 23. His mother, Virginia Morrison, is chief clerk Mold Loft, day shift.

Ira E. Hammer, retired minister of the Church of Nazarene, although 70 years old, has a presentee record on swing shift in Pipe weld hard to meet. He has averaged 26 working days per month for 22 months. Ira has three sons in service.

Helen Williams, for the past 26 months a field clerk in hull control, day shift, married Pvt. Clifford Ellis who is in the ground force of the Air corps at Spokane, Washington, September 15. Miss Williams was given a luggage set by employes in Hull Control office.

Bob Wilson, S/c, in radar at the Great Lakes Naval training station and former leadman in the drafting room, Ad building, days, returned recently for a short furlough at home with his wife and child. Bob had worked at Swan for 23 months prior to entering the service this summer.

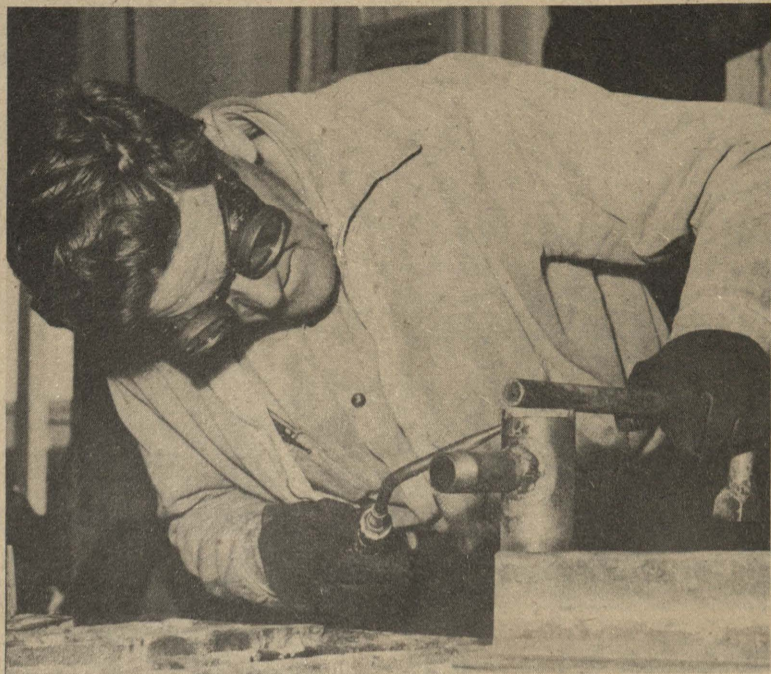
REPORTER



(SWAN ISLAND) — Paul Muller is newly appointed associate editor of the Swan Island Bohn's Whistle. At Swan Island since Dec. 3, Muller worked in Pipe department before his transfer. At one time he wrote sports for the Register Guard in Eugene, his home town. (Swan Island photo)

Sh-h! Swan Has an Underground Pipes Varied, Lengthy

(SWAN ISLAND) — Swan Island, too, has its underground, care of which rests for the most part with Pipe Maintenance department under Superintendent Archie Sharar. Swan's underground is not made up of patriots, but of pipes, which carry oxygen, acetylene, water, air and sewage through approximately thirty-and-a-half miles of pipe ranging from three to 18 inches in diameter.



"Scotty" Kimball, Pipe Maintenance shop, welds air-main manifold for hose outlet. Kimball has been at Swan for 15 months.



Fred Lofting, pipefitter days, Pipe Maintenance, reseats valve in shop.



Walter Moore, Pipe Maintenance welder for 24 months, welds downspout which will go on Carpenter shop building. (Swan Island photos)

When a worker washes his hands, takes a drink of water or hooks onto air, oxygen or acetylene lines, he is dependent on Pipe Maintenance. This department with 130 workers comes under supervision of Swan's master shipwright, R. V. Sweitzer. Included in their work



Archie Sharar are plumbing, sheet metal, tank filling, heating, air conditioning, sewer cleaning and laying of track for whirleys and trains.

There are approximately 200 drinking fountains throughout the yard. "Each of them," says Sharar, "are definitely on 'Bull Run' water." River water is used for fire fighting and tank filling.

WATER TESTS TANKS

About seven million gallons of water are used to fill the tanks of a tanker for testing before launching. This is supplied from the Willamette through a pump plant now located where the old ferry slips stand on the river side of the island. It was moved there early this summer from the Outfitting dock side to make room for other facilities. These pumps also supply 150 pounds pressure for 175 fire hydrants in the yard.

Biggest pipe in Swan's underground system is a 96-inch corrugated pipe used as a utility tunnel. This tunnel is a convenience to pipe maintenance crews, and is used to house service lines. Air, water, oxygen, acetylene lines, high voltage and telephone wires run through the tunnel which is located on the ways beneath the office buildings and runs full length of the ways, between Craneways 1 and 9.

The task of servicing acetylene lines is especially important. Extra precautions are taken, especially in inclement weather. Protection from back flash is given by 53 water seals. All accessible valves and points are inspected daily. Throughout the yard, there are over 4,000 gauges on oxygen and acetylene lines alone.

There are ten other different sizes of pipe under Swan Island's surface. These include: 3, 4, 6, 8, 10, 12, 14, 15, 16 and 18 inch, and different types used are corrugated, corrugated combination, concrete sanitary, spiral weld and corrugated sanitary. Approximately nine miles of piping are used for city water, which is more than any other line used.

Electrician Thinks Swan Tankers Tops

(SWAN ISLAND)—John Vauthirs' love for Swan Island tankers brought him back to the yard recently to shop out on Hull 88 as chief electrician.

At sea in the South Pacific for the past year, Vauthirs has come to know Swan Island tankers thoroughly. He first shipped on the S.S. Plattsburg, Hull 24, which went into coastal lanes. Later he signed on the S.S. Gervais, Hull 36. On it he saw Port Moresby, New Guinea. It was on the Gervais that he had the only scare from the enemy. An unidentified craft came up at dusk, failed to identify herself.

"It was then we gunned our tanker and left the unknown craft standing still," Vauthirs said. "Going into Port Moresby we had several alarms. We were carrying high octane gasoline. Fortunately we missed any action and delivered our cargo to the thirsty planes on New Guinea."

Vauthirs saw one of Swan's recently delivered ships in the South Pacific attempting to pull another vessel off a reef.

SWAN ISLAND INQUIRING REPORTER

QUESTION

"What should be done with war time houses after the war?"

Al Morton, Maritime hull inspector, Outfitting dock, says: "Well, that's kind of a hard question to answer because of the fact that the cost of improving and transportation from their present location to some other

part of the city would be so high. I think that the houses of inferior quality should be razed and the lumber and materials used in rough construction. Some of them would make darn nice house boats."

William S. Johnston, swing whirley operator on transfer track: "I'd say that the housing projects like Columbia Villa, that were built for permanent use, should be kept intact, but temporary buildings like at Vanport should be razed. There has been quite a bit of talk of shipping sections of the houses to other countries, and I think it's a good idea. The razing of homes would help employment after the war because quite a few of the shipyard workers are saving their money and would like to build new homes where these war time houses are now."

Shirl Kirk, junior engineer, Pipe department, days: "There are a number of things that could be done with them but I think that I'd tear them down and salvage all materials. There are a lot of people in remote districts

who would like to buy used materials, fittings, lumber, etc., and that would give them a chance to build a comfortable cheap home. I'd keep Columbia Villa intact and give the tenants first chance to buy."

R. H. Hollingsworth, swing shift welder, says: "I believe I'd put the more permanent ones up for auction, and sell to the highest bidder. Then the people who bought them could move their homes to some other location. A lot of the people would, if purchase were cheap enough, tear them down and rebuild with the same lumber and materials, and make more modern homes of them."

Marion Cason, Marine Pipe department secretary, Ad building, days: "Well, I'd tear them down and build new, modern homes in the same location. They could sell the lumber and materials. Some of the people from

out of state might possibly want to live in some of the nicer defense homes, so I'd give them first chance to buy."

Mildred Barrett, graveyard welder in Assembly Bay 9: "Gee, I don't know, the way I feel about them shouldn't be printed in a newspaper. I know I'd get rid of them one way or another. You could salvage fixtures, but as for the rest of building I'd get a bulldozer and shove them in the river or throw on some gas, light a match and watch 'em burn."

Field Clerk, Soldier Take Vows October 1

(SWAN ISLAND) — Ernestine Giles, for the past year a field clerk in ways welding office, day shift, and Pfc. Dale Wertz, army, stationed at Corvallis, Oregon, were married Sunday, October 1, at the bride's home.

War Chest Plea At Swan Raises \$3 Per Capita

(SWAN ISLAND)—Pledging a total of \$65,000 to the United War Chest, Swan Islanders wound up participation in the national drive with an average donation of more than \$3.00 per worker. This exceeded by 66 cents the average donation at Oregon Ship which ran \$2.35 per capita and doubled last year's per capita donation at Swan Island. Among all Swan island employes, 63.2 per cent participated in raising the \$65,000 which amounted to 80.5 per cent of the quota voluntarily set by the yard.

Administration led all other departments, pledging 107.7 per cent of its quota with the highest participation amounting to 78.5 per cent.

Only division of the Administration department to go over 200 per cent of its quota was Bond Sales with 205.7 per cent. Thirty-four of the 43 administration divisions pledged over 100 per cent of their quotas.

Breakdown of War Chest results was as follows:

Department	Pledged	Percent of Quota	Percent Participation
Administration	\$ 6,070.50	107.7	78.5
Allstars	2,424.15	98.8	77.7
Plant Prot. & Main.	2,249.50	95.2	79.0
Mechanical	2,852.00	94.9	67.2
Welding—Dock	1,241.00	90.7	71.1
Assembly	10,808.90	90.2	73.7
Erection	4,712.00	83.8	62.6
Welding—Ways	6,172.00	82.2	68.4
Paint	2,631.00	80.2	63.7
Riv. & Chipping	1,744.00	75.2	71.8
Electrical	3,436.50	74.8	53.5
Shipwrights & Fac.	3,793.00	73.5	65.5
Fabrication	3,065.50	72.6	61.8
General Stores	2,166.50	67.9	51.2
Marine Dept.	3,220.00	65.7	54.1
Pipe	4,882.50	62.8	51.2
Hull Outfitting	1,282.00	55.2	50.1
Rigging	1,229.00	49.9	36.9