

# BOSN'S WHISTLE



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## Mrs. Henry Kaiser To Launch Swan Ship

Story, Page 3

## Oregon Slides Last of Vessels

Story, Page 6

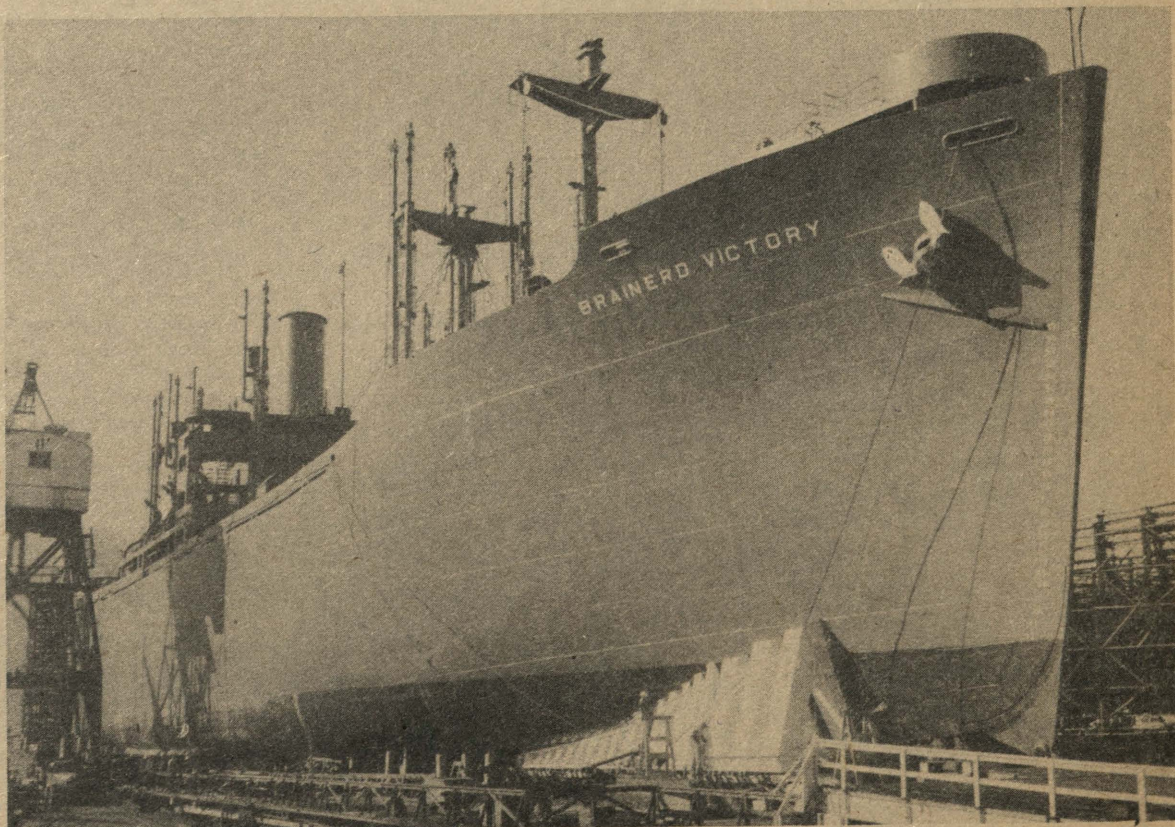
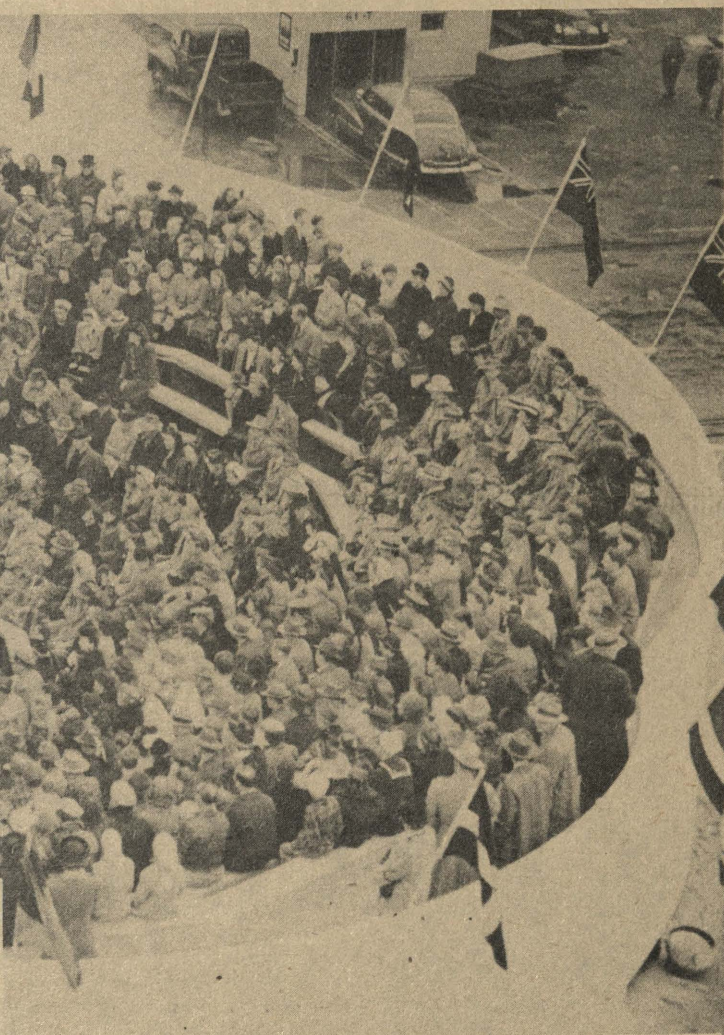
## Vancouver Ex-Workers Can Retain Permanente

Story, Page 7

**Closeup View** Almost a capacity crowd filled the big Swan Island launching amphitheater at the launching of the S.S. Coxcomb Hill on Saturday noon, October 20. The amphitheater seats approximately 660 people. (Story Page 3)



**Surplus Materials** In boxes, crates, bins and storage areas, surplus materials are sorted throughout the Vancouver yard. Above is a view of the mountain of material at Propulsion Storage building. Other pictures on Page 2.



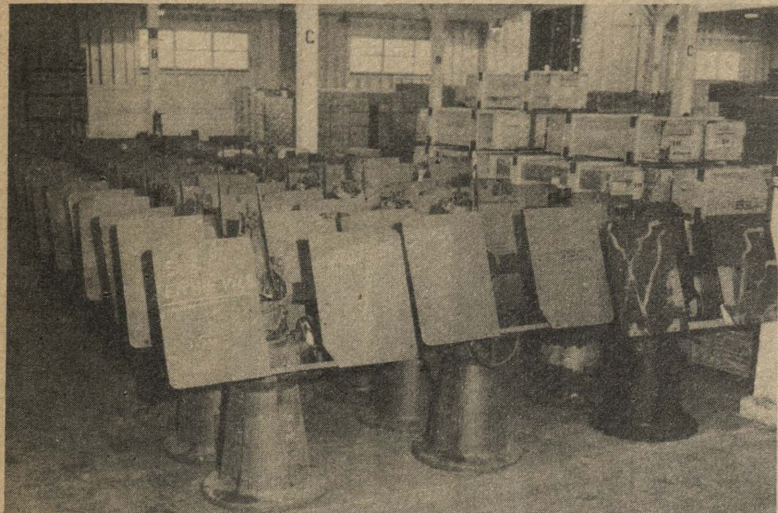
## OSC's 455th and Last

With all scaffolding torn off around it except the aft stairwell, the S.S. Brainerd Victory, Oregon Ship's 455th and last vessel, sits alone on the ways before its launching Wednesday. A big crowd was on hand for the open house event to hear for the last time at OSC the words of christening and the description of the plate-burning.

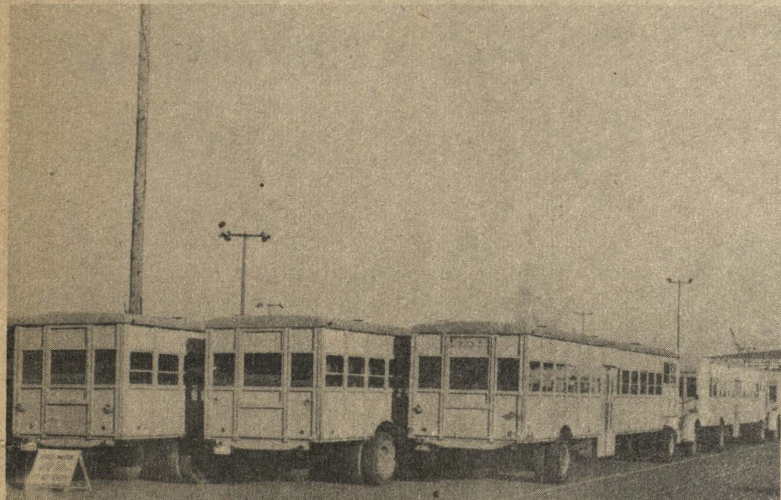


# Vancouver Yard Collecting Huge Material Surplus

(VANCOUVER)—Surplus materials from cancelled contracts and what remains of previous contracts, are fast being piled in high, neat stacks in key Vancouver yard buildings. General Stores personnel got busy collecting excess materials in earnest immediately after V-J Day, although much work had been done previously. Now the results are obvious at buildings like Deck Erection, East Warehouse and Propulsion Storage, not to mention open storage areas in the yard. The pictures below convey an idea of the work completed.



**Peace...and Off Come Guns** An indication that peace has come is this surplus stack of gun mounts originally destined for Vancouver's troopships. Most were planned for what are now cargo vessels, although the one in the foreground was slated to go on the S.S. Ernie Pyle, a transport.



**'Cattle Cars'** Sharp memories will remain among thousands of Kaiser workers, of these trailer-type buses, provided by the U. S. Maritime commission to ease the transportation crisis of 1942-43. The buses early got a nickname that stuck—"cattle cars." But they kept workers moving to and from work at a time when buses, tires and gasoline were scarce in the Portland-Vancouver area. The ones shown above are stored in the Vancouver yard with other surplus material now being gathered up for the commission.



**Neatly Packed** Small surplus articles are neatly packed and stacked high in the Vancouver Deck Erection building, and marked with signs by the U. S. Maritime commission reminding "Do Not Remove."



**190,000 Hired at OSC** More than 190,000 persons have been hired and re-hired at Oregon Ship since the yard began employing personnel four and a half years ago. The above photograph, taken in 1943 at OSC's employment peak, never again will be duplicated. Only about 5000 now are at work in the yard on all three shifts.

## Ship to Slide On Monday At Vancouver

(VANCOUVER)—Another cargo vessel will be launched Monday, October 29, and after that the remaining three C-4s are expected to be launched in rapid-fire order. Monday's launching of the S.S. Mount Mansfield will see Mrs. William Griffin as sponsor. She is the wife of the U.S.M.C. inspection department head.

In brief ceremonies on Saturday, October 20, Mrs. E. C. Davis, wife of the senior hull inspector on the ways, christened the S.S. Mount Greylock. She was given the honor because her husband won a 7th War Loan employes contest among U.S.M.C. personnel on the Pacific coast. Present, as master of ceremonies, was C. C. Collins from the regional offices of the commission. Matron of honor was Mrs. John James; maid of honor, Miss Patricia Kogan; and flower girl, Miss Virginia Daly. The Rev. John W. Pressly, of the First Presbyterian church of Vancouver pronounced the invocation.



**USMC Honored** Launching of the S.S. Mount Greylock Saturday, October 20, honored U.S.M.C. employes for their 7th War Loan bond purchases. Winner of the coastwide contest was E. C. Davis, who named his wife as sponsor. Above (front row) Virginia Daly, Patricia Kogan, Mrs. Davis, Mrs. John James (back row) Dave Deihl, Rev. John W. Pressly, C. C. Collins and Davis.

## SOCIAL SECURITY FACTS DETAILED

The Social Security board has listed "What Every Family Should Know" about those building up insurance protection. A worker should tell his family:

1. That death may make survivors eligible for insurance benefits.
2. That the worker has a social security card.
3. That the family does not have to pay anybody to obtain the benefits.
4. That survivors should file their claim promptly in event of death of the worker.

The board lists something, also, that the worker should know: That his benefits are not automatic but that he must file a claim to receive them.

## Picture Book Sale Slated At All Yards

A special sale of the remaining supply of three-yard picture books has been announced by the cafeteria managers in each of the yards. These 32-page booklets, showing over 90 of the best yard pictures, will be available for 35 cents each or three for \$1 as long as they last.

The books have pictures of all the types of ships built by OSC, Vancouver and Swan Island. They list all the awards won by each of the three yards during the war.

In addition the yard cafeterias still have a supply of aerial photographs, which sell for 25 cents each.

## OSC 'Ad' Building Burned Year Ago

Next Tuesday is the first anniversary of the \$600,000 fire that swept through the Administration building at Oregon ship, when within 45 minutes offices of 900 persons were destroyed and valuable records and machinery lost.

The building, which was reduced to ashes, made a great spectacle as it yielded to the flames, but in short order makeshift offices were established throughout the yard, and work on ships went on uninterrupted.

Last summer, the yard took an even heavier fire loss when the Outfitting dock was destroyed in a \$32,000,000 blaze. Vessels nearing completion were towed from the Outfitting basin, and all were saved although not without some damage.

## Stubby Bilgebottom



By Ernie Hager



# Future Work at Swan Promised by Kaiser

(SWAN ISLAND)—A promise for the future of Swan Island in ship repair, ship construction and steel fabrication was made by General Manager Edgar F. Kaiser last Saturday at the launching of the S. S. Coxcomb Hill, Hull 152. "This is not the next to the last launching for Swan Island or the Kaiser company," said Mr. Kaiser. "We are going to get more work." Kaiser revealed that the company is negotiating with the Maritime commission to take over Swan Island to use for many years to come. He expects to have lease arrangements worked out by the first of the year.

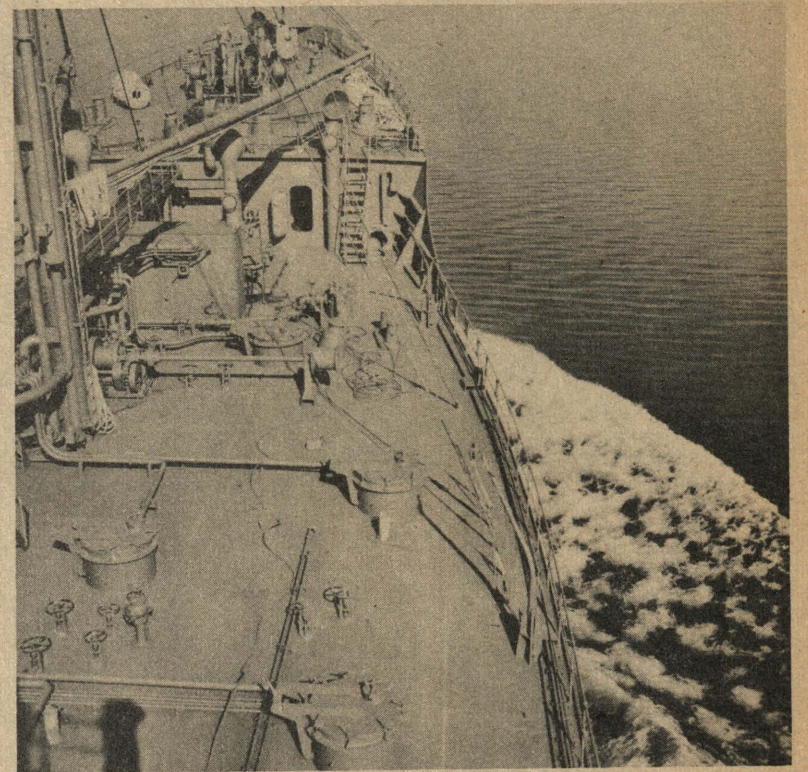
He spoke of the successful bid of Swan Island among seven shipyards for the construction of six ships for the French government and stated that design changes had been worked out satisfactorily, but instead of ordering the ships, the French negotiators bought 10 second-hand vessels from Canada.

The Kaiser design agent was notified last week of the purchase and dropping of the plans to build.

Swan Island is owned by the Port of Portland, which last March renewed the lease of the Maritime commission for seven years. The Kaiser company seeks to lease the island and the Maritime commission property on it until arrangements can be made for outright purchase.

## Sailors on Wheels

(SWAN ISLAND) — Sailors aboard some of the ships tied up at the Swan Island Repair dock have taken to roller skating for a means of sport and relaxation. On any dry day some of these skaters can be seen on the pavement behind the Administration building trying out their sea legs on roller skates.



**Tanker Wake** Heading down the Willamette river on trial run the S.S. Snake River is kicking up a wake while running at about 16 knots.

## Mrs. Henry Kaiser To Christen Tanker Bent's Fort Tomorrow

(SWAN ISLAND)—Tomorrow at 7 p. m. Mrs. Henry J. Kaiser will sponsor Swan Island's last T2 tanker on present contracts, the S.S. Bent's Fort, Hull 153, from way 3. Illuminated by floodlights and with all her own lights blazing, the Bent's Fort will stand out against the night sky. All "Christmas trees" and other scaffolding will be removed from Way 3 to allow an unobstructed view of the entire tanker.

Edgar F. Kaiser, general manager, as master of ceremonies will introduce his father, Henry J. Kaiser. Mrs. Edgar Kaiser will be matron of honor and Miss Gretchen Kaiser will present flowers. Invocation will be pronounced by the Rt. Rev. Noel Porter, D.D.

Admittance to the evening launching ceremony will be by invitation. These are being issued to all employees of the yard today with paychecks. Employees may bring their families.

Seats in the launching amphitheatre will be reserved. Mrs. Kaiser will sponsor the Bent's Fort from the new sponsor's platform built around the forefoot of the tanker just above the paravane skeg. Spectators will be allowed to stand the length of the crane-ways alongside the 523 foot tanker.

## Tanker Corvallis Escapes Damage In War Journeys

(SWAN ISLAND) — The tanker Corvallis, launched at Swan on October 22, 1943, is deemed as having run the gantlet of enemy warships for thousands of miles without damage from the foe or from the elements.

The 35th tanker launched at Swan, she was sponsored by Mrs. Homer E. Davis, wife of the Paint department superintendent.

The vessel has sailed on virtually all of the seven seas, and her voyages included dozens of crossings of the Atlantic, where she weathered attacks by Nazi submarines, and cruises over the entire Pacific area.

Pacific Tankers, Inc., to whom she was leased by the War Shipping administration, has announced that the 10,448-ton Corvallis will be kept in commercial petroleum trade, probably in the Pacific ocean.



**Housekeepers** At Swan Island two one-armed sweepers keep the Repair deck clean. They are Johnny Brown, left, who lost his arm in a cotton seed mill in the South, and F. M. Hamilton who lost his in a steel works at Pueblo, Colo. They are the last two left out of a crew of nine. Hamilton worked at OSC two years before coming to Swan last June.

## Bond Pledge Cards Go Out November 1

(SWAN ISLAND)—Pledge cards for the Victory Loan drive will go out to Swan Island employees November 1, announces Don Frederickson, loan chairman. Distribution will be made through departments and leadmen. Cash sales will be handled, starting November 8, in the newly decorated bond booth located at Victory Center.

This service will be maintained through December 15. Cash sales will also be made at the two other bond offices in the Old Ad building and Personnel building.

Because of fluctuations in the number of workers on the payroll, quotas for the Victory Loan will be \$75 for the average-size paycheck and individual's quotas will vary with the amount of their checks.

With a possibility of eight payroll deductions during the drive, the average quota will be only \$37.50 per month.

Swan Island has been the champion bond-buying yard of the area throughout the war and during the recent 7th war loan topped all industries its size in the nation with a per worker sum of \$314.63.

The Victory Loan committee is looking for early return of pledge cards to assure the individual quotas and is planning to concentrate work on the campaign during the month of November so that it will be completed well before Christmas.

## Boiler Building Firm Honored at Launching

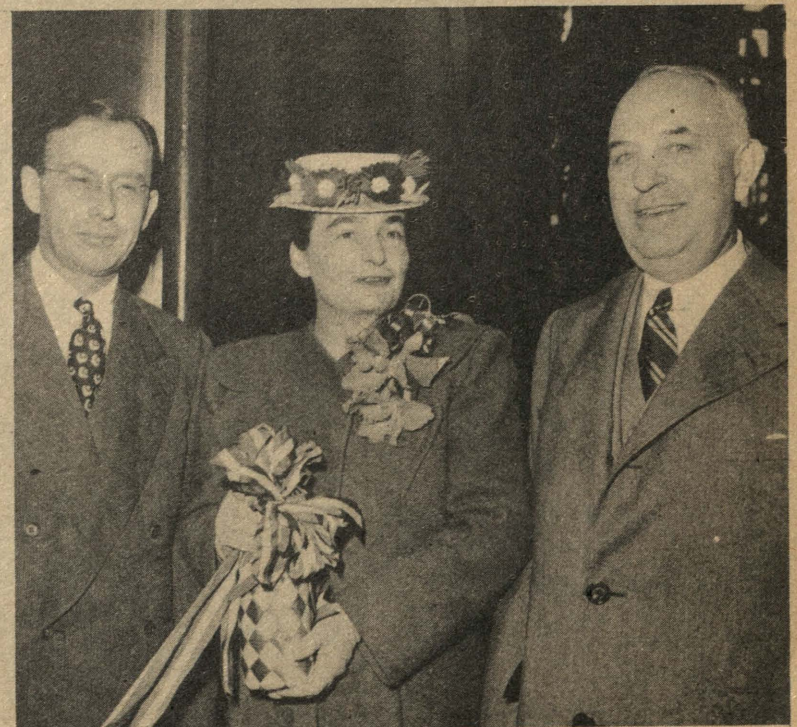
(SWAN ISLAND)—The wife of Joseph Vincent Santry, three-time winner of the Astor yacht cup and president of Combustion Engineering company, sponsored the S.S. Coxcomb Hill, Hull 152, at Swan Island Saturday noon, October 20. Master of ceremonies was Edgar F. Kaiser, general manager of the Portland-Vancouver Kaiser yards. Addressing approximately 500 launching guests, Santry said, "Our company is pleased with the contribution we have made to victory."

Combustion Engineering company started production of marine boilers in 1941. Since that time the firm has built over 4,000 boilers, 3200 of which went into Maritime ships and the others in to naval vessels. The company has produced about 43 per cent of all boilers used by the Maritime commission and half of those used in all the Kaiser yards. At Swan Island, 95 per cent

of the boilers came from the C. E. plant.

The three Kaiser yards in this area have used 1,080 boilers with a total weight of 52,424 tons, and the total output of pounds per hour of all these boilers is 34,371,000. They have a total horsepower of 4,757,410.

Mrs. Santry was attended by Matrons of Honor Mrs. Robert L. Johnson of Oakland, Calif., and Mrs. R. E. Chase of Tacoma, Wash. Her daughter, Margaret Louise, presented flowers. The Rev. James Fogarty of the University of Portland pronounced the invocation.



Before the launching of the S.S. Coxcomb Hill, Hull 152, Mrs. Santry, sponsor, holds the champagne bottle. To her left is general manager of Swan Island, Edgar Kaiser. On the right is the sponsor's husband, Joseph Vincent Santry, president of Combustion Engineering company.





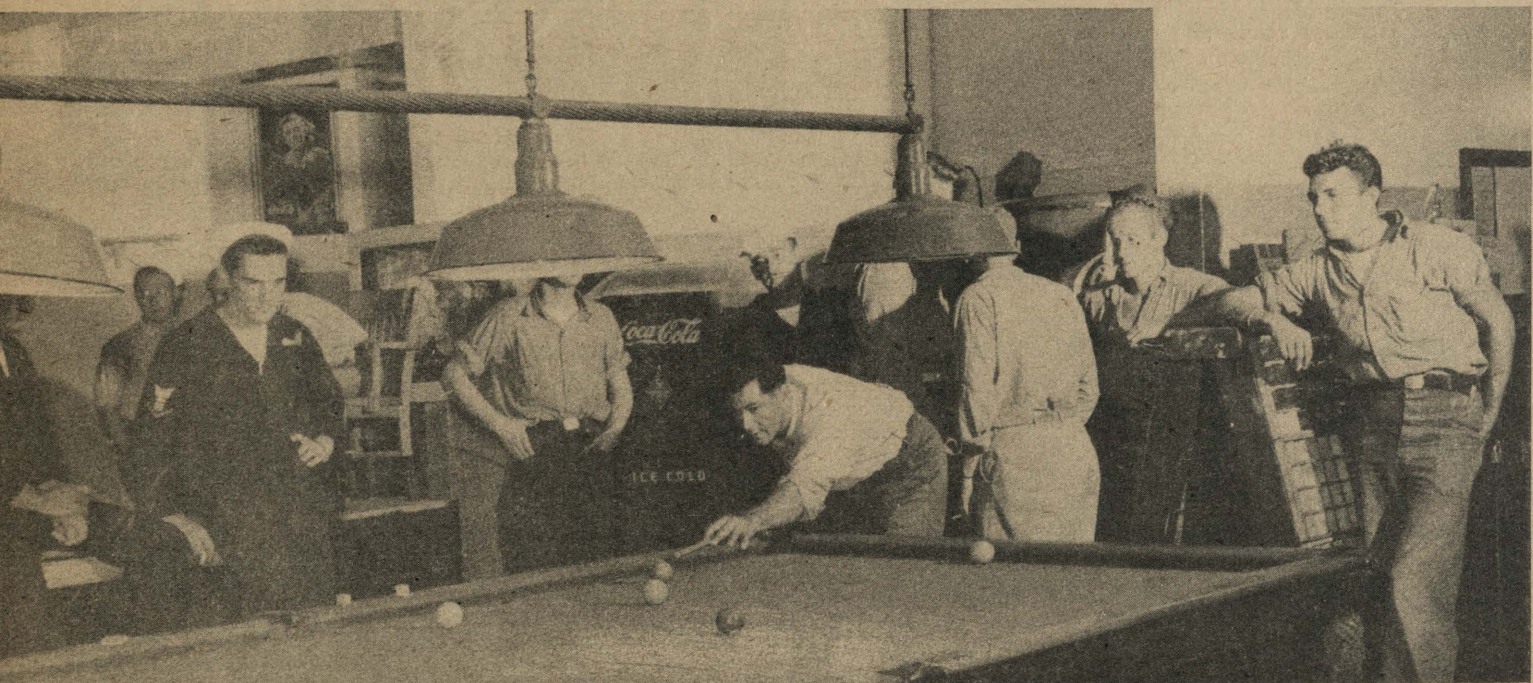
Most of these men are also members of the crew of the Barrow. They're shown here catching newspapers thrown to them by volun-

teer Red Cross workers as the ship pulls into a downtown Portland dock.



Having passed through the receiving center, these tars are headed for one of the separation centers. This group is loading its gear for

Minneapolis, Minn. Most of them came in on the U.S.S. Amsterdam, light cruiser here in Portland for Navy day.



Where once Kaiser shipyard workers relaxed in the recreation hall, navy men now take their ease. The 19 pool tables are popular. Man with the cue is James Bacarella, 23, S1/c of Monroe, Mich., who

will be discharged. He is at the intake center with 45½ points, having 35 months at sea and 10 points because of a dependent mother. Incidentally, he sank the eight ball in the corner pocket.



Alice Kaufman, civilian employee of the ship's service located in the recreation room of the intake center, waits on J. J. Barnhill, 29, S1/c of Oklahoma City, Okla., who is discarding his blues under the

new ruling that any man with three or more children can be discharged. Barnhill has six youngsters waiting for him and wasn't a bit unhappy when he received his discharge.

## Navy Uses Swan For Veterans

(SWAN ISLAND)—Where once 4000 Kaiser shipyard workers lived in the Swan Island Barracks the navy has now established the Swan Island Naval Barracks, an intermediate center for processing naval men returning from overseas. Contrary to the public conception of the barracks, no man can get a discharge here, but some are sent to separation centers, some are reassigned and redistributed to other ships and stations and others are given rehabilitation leaves.

A ship's company of from 400 to 500 men is on duty at the Naval Barracks under Commander E. F. Gallagher as housekeepers and to handle the thousands of men clearing through this point.

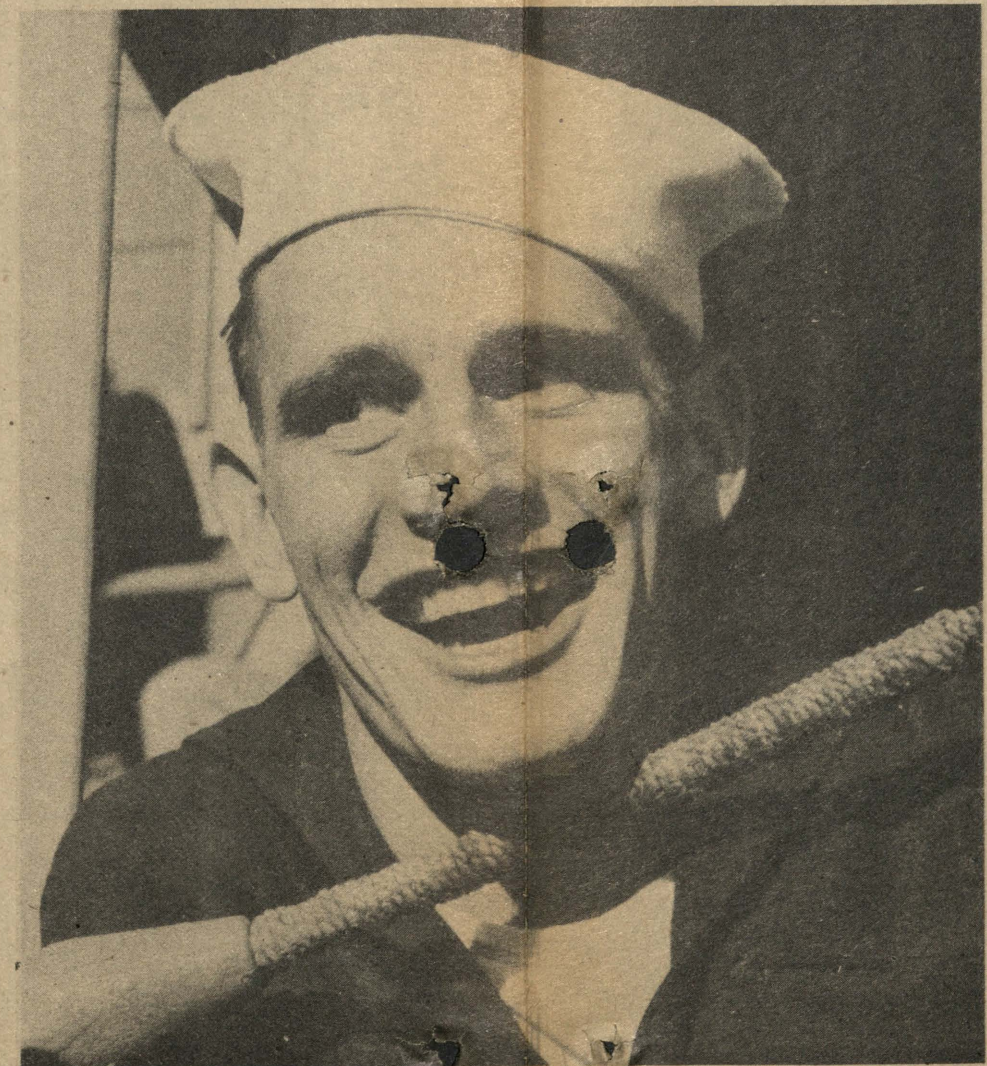
First stop at the barracks for incoming men is the redistribution center in the gym. Here, the men are assigned billets while the center works on their records, checks their points and processes their orders. The highest rated man in each group is put in charge and he is held responsible to muster in the men twice a day.

Seldom are any of the men held at the center for over 48 hours and many are cleared and put on their trains in shorter time than that. Most of them are headed for one of the 18 separation centers the navy has throughout the United States.

The redistribution center in the gym has cleared 1000 men in an hour and a half. Men are allowed liberty starting at 4:30 p.m. They do not do any work while at the barracks.



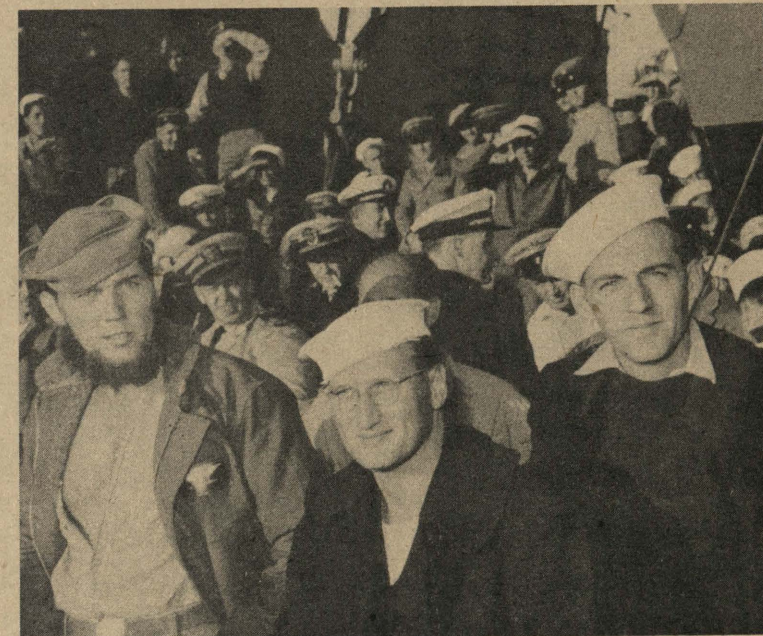
Chow is reported to be the best at the Swan Island Naval Barracks. In the same kitchens and mess hall that once served as many as 18,000 meals a day to shipyard workers, navy cooks now prepare meals. Holding tray of baked apples is Arthur Lotts, ship's cook 2/c of Crichton, W. Va.



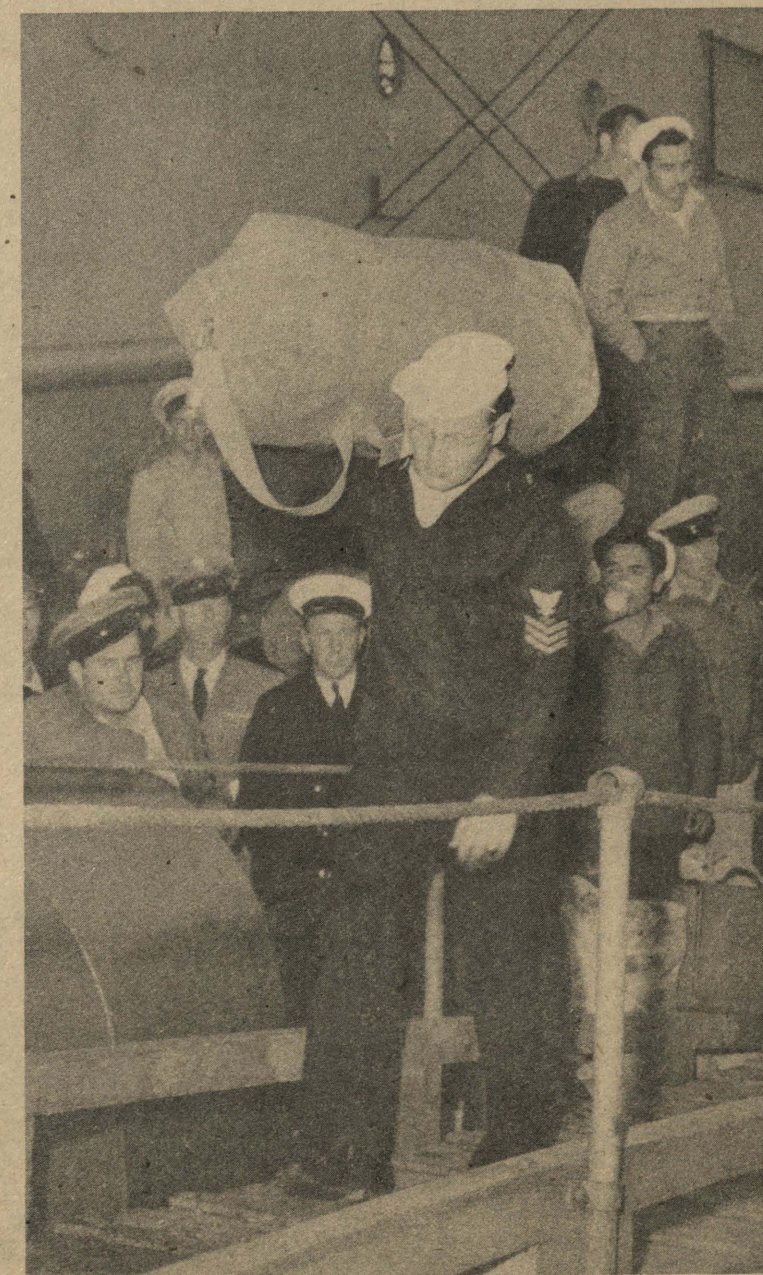
Here's a man for the intake center. Wednesday afternoon the U.S.S. Barrow, navy transport, docked at terminal 1 with 265 navy and coast guard personnel aboard. Some were destined for reassignment, but the majority were to receive discharges like grinning Jack L. Terrell, 24, of Portland. With six years in the navy and 63 points, this electrician's mate first class, expected to meet his wife at the dock, but she had gone to San Francisco, thinking he would dock there. Jack was on ship's company and would not go to Swan Island at once.



Many of these men reading in the telephone center of the Swan Island Naval Barracks, are waiting for long distance calls. The center has 15 long distance booths that handle around 300 calls daily during the 13 hours it is open. Eight long distance operators on five switchboards keep the calls straight. There are also seven pay booths and two Western Union telegraph pay phones. A library of 24 volumes of phone books is available to those who have forgotten their phone numbers.



The officers and men due to be taken to the Swan Island Naval Barracks were mostly on the main deck. They are shown here by the forward gangplank of the U.S.S. Barrow. We'll take the man with the glasses in the front row and stay with him.



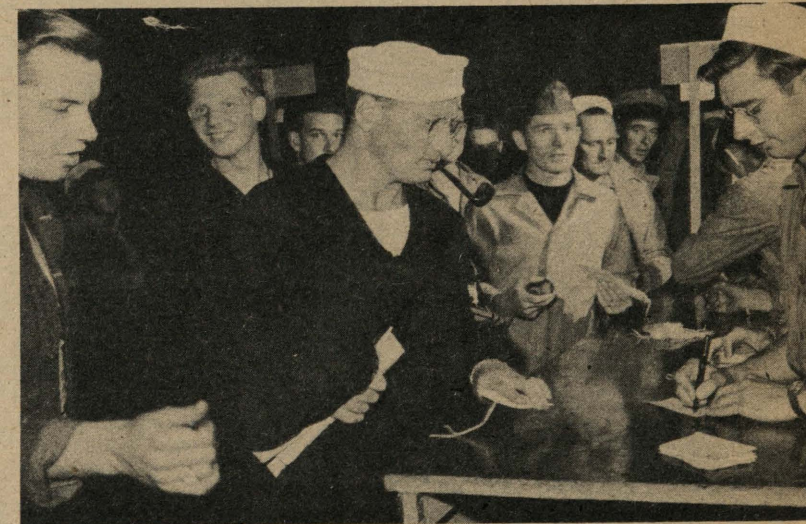
He's Frank Roth, pharmacist's mate 1/c, who with a score of men was picked up from the Liberty Ben F. Dickson when she dropped her propeller into the South Pacific sea 176 miles from Guam. The Barrow had started at Leyte, was 21 days enroute to Portland, but slowed up when she towed the Ben F. Dickson to a safe port. Roth leaves the ship.



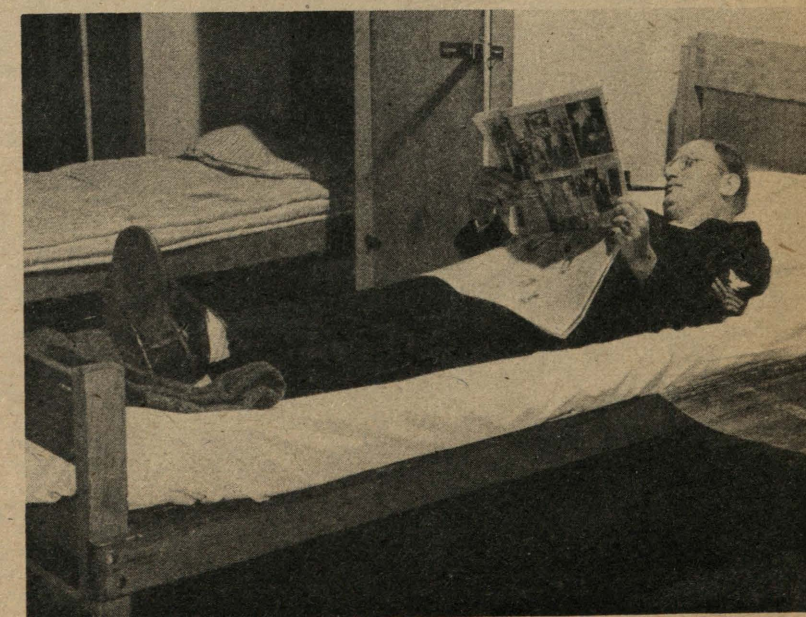
Men are called from the ship by their draft numbers and destination of separation centers. Roth is headed via Swan Island for Lido Beach, N. Y. He grabs some doughnuts and a bottle of milk from the Red Cross and boards a bus. One truck takes the gear of two busloads of men. With police motorcycle escort the navy starts for Swan Island.



First stop is the Swan Barracks gym where the newcomers are told they'll be cleared in less than 48 hours. They're told the rules of this intermediate center. When the Amsterdam docked over 1000 men were in the room at one time.



At the counter Roth gets a barracks assignment, is told where it's located and that his gear will be there ahead of him.



After locating his bunk, getting bedding, and carrying in his baggage, Roth stretches out to read the headlines before going over to the messhall. It's now 5:45 and only an hour and a half since he left the U.S.S. Barrow.



# Wife of OSC Head Launches Last Ship

## Mrs. J. A. McEachern Christens Brainerd Victory Wednesday

(OREGON SHIP)—The curtain went down on the outstanding shipbuilding performance of World War II Wednesday when Oregon Ship launched its 455th vessel, the S.S. Brainerd Victory. The sponsor, Mrs. John A. McEachern, had christened another OSC vessel—the Liberty S.S. John Barry—but that was 450 launchings before. And since the Barry is the only one of the first five OSC ships still afloat, it was quite appropriate that Mrs. McEachern should swing the champagne bottle, because she is the wife of the president of the Oregon Shipbuilding corporation.

Unpredictable weather didn't keep a huge crowd from gathering for Oregon Ship's last scheduled launching. It was open house for OSC workers and their families. Way 11 had been completely torn down to provide space for the spectators, and half of the scaffolding on one side of Way 9 had been removed for additional standing room. Hundreds of Oregon Ship employees' relatives and friends got a close-up view of the historic launching.

### DAUGHTERS ATTENDANTS

Almost tearfully, the handful of veteran workers who have stuck with Oregon Ship from the Star of Oregon keel-laying through the 10-

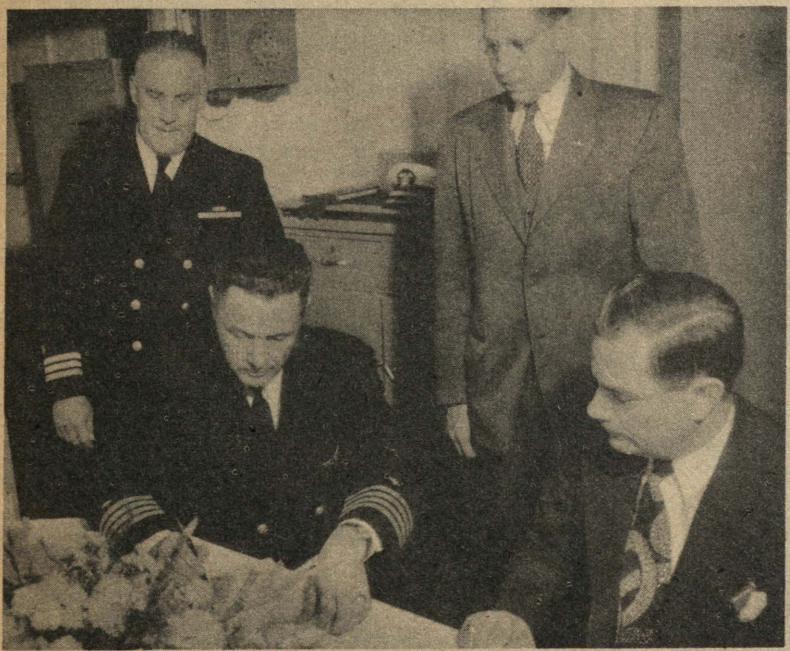
day ship, the 24-Liberty month, the Victory ship string and the championship Attack Transport drive, watched the Brainerd break loose, gather speed as it slipped along the greased launching keel blocks and lumber into the Willamette's waters. And when the tugs pulled alongside the Brainerd to pull her over to the Outfitting slip, there were more than a few choked throats among the workers who had helped smash all existing shipbuilding records.

For attendants, Mrs. McEachern had her two daughters, Mrs. E. K. Dawson and Miss Gertrude McEachern. A daughter-in-law, Mrs. A. B. McEachern, presented flowers. McEachern and Harry Dick, Portland banker who is vice-president of OSC, were the principal speakers.

General Manager Edgar F. Kaiser was the master of ceremonies and the Rev. Thomas F. Hudson of the Westminster Presbyterian Church pronounced the invocation.



**The Last Coat** Shipwrights M. Johnson, left, and Homer McDonough are shown as they put the base grease coat on the launching skids of Oregon Ship's Way 10 as crews get ready to slide the U.S.S. Brainerd into the water. It was the 455th and the last time this job was done at the yard.



**Navy Acquires OSC Ship** Capt. Leland W. Whitgrove, supervisor of naval shipbuilding in the Portland-Vancouver area, signs papers accepting U.S.S. Glynn, OSC-built Attack Transport, as part of America's fighting fleet. Watching him, from left, are the vessel's skipper, Comdr. Ben Koerner, OSC vessels delivery coordinator Drew Haines, and Pete Muntz, acting principal machinery inspector for the U. S. Maritime commission.

## OSC Guard's Son 'Returns From Dead'



PAUL RICHARDS

(OREGON SHIP)—Cpl. William R. Richards has paid a visit to his father, Oregon Ship Guard Paul Richards, following his release from a prison camp at Mitshushima, Japan, where he was confined for 39 months.

Captured by the Japs on Corregidor after an escape from Bataan by rowboat, the corporal was given up for dead by army authorities. His father received word in May, 1942, that he was missing, but two years later was notified that his son was in the prison camp.

Young Richards was freed on September 6, 1945, and arrived in Seattle October 12 from Okinawa. After a physical check-up he will be discharged. He wears the Presidential citation with two oak leaf clusters and several other honor badges and medals.

## Victory Loan Drive Will Open October 29

(OREGON SHIP)—The Victory Loan drive officially begins at Oregon Ship October 29, with the opening of cash sales at the bond booth and the issuance of payroll deduction cards to employees. The individual quota is \$94 per employee, but no aggregate goal has been set for the yard. Nor will there be departmental quotas as in the past.

There will be two features in the Victory loan sale. With the purchase of every \$25 bond, a chance will be given on a new Dodge automobile. In the raffle, yard workers will be included with bond buyers throughout Oregon in a competition sponsored by the state war finance committee.

Also, for every \$150 purchase, a \$200 bond with a picture of the late President Franklin D. Roosevelt will be given.

The drive will run through November and December. Weekly payroll deductions will be counted toward the individual's \$94 quota.

## Machinist Foreman Goes Back to Old Job

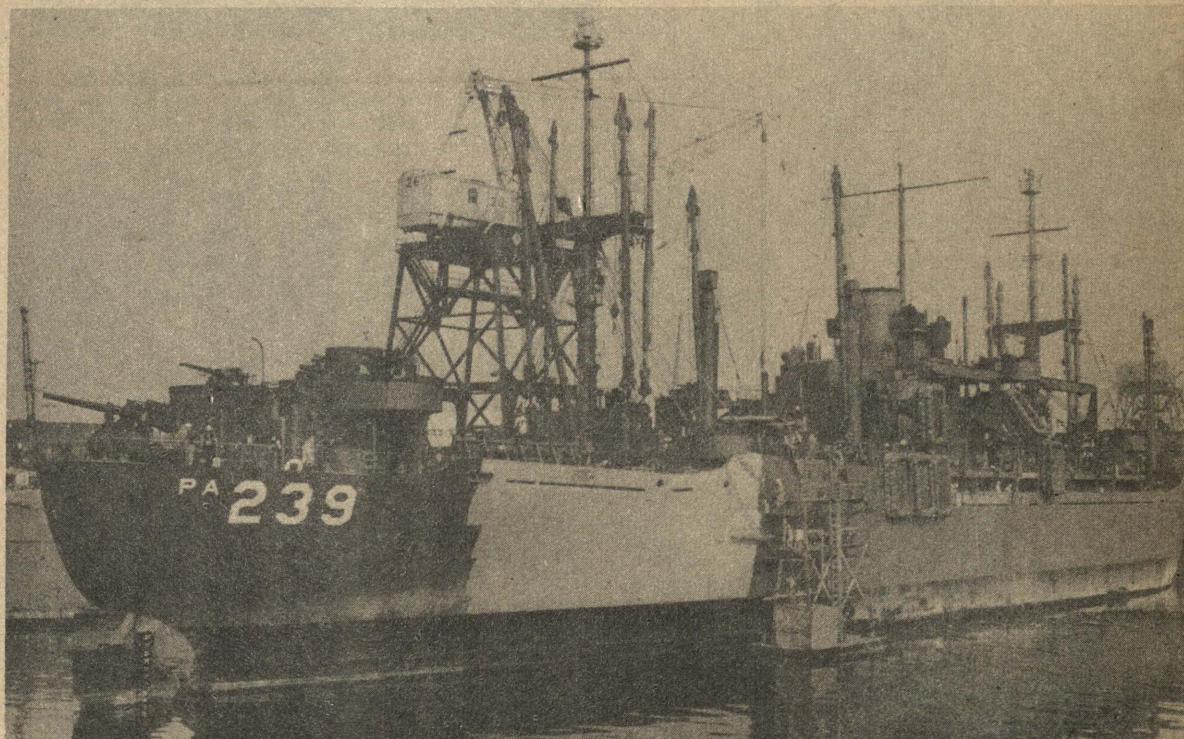
(OREGON SHIP)—M. C. McLain, senior marine machinist foreman on swing shift, has resigned to return to his former position with the General Construction company. He began work at Oregon Ship on its first vessel, the Star of Oregon, and soon was promoted to direct shaft gear and turbine alignment, regarded as the most precise installation on a ship.

McLain was noted for the numerous time-saving special tools and jigs he invented.

## Brink New Head of Building Maintenance



(OREGON SHIP)—R. F. Brink has been promoted from window washing foreman to superintendent of Oregon Ship's Building Maintenance department. He replaces Bill Maskell, who retired. Brink started at Oregon Ship in October, 1941 as a janitor and soon became foreman, a position he held until his recent promotion. He resides at Sherwood, Oregon. A son, Harold, who formerly was a duplicator in the OSC Plate shop, is in the navy and stationed at Mandalay, Calif.



**Latest Addition to Fleet** Oregon Ship's latest contribution to America's fighting fleet is the transport U.S.S. Glynn, commissioned October 17. She is shown above at the OSC Outfitting slip as workers applied finishing touches. Originally designed as Attack Vessels, Oregon Ship's AP-5's now are returning thousands of veterans from the Pacific for discharge.



**The Glynn's Crew** Before the commissioning ceremonies in downtown Portland, the U.S.S. Glynn's enlisted personnel stirs a little impatiently as an officer strolls before them with orders. The ship's destination isn't known, but the boys shown above could be headed for the Pacific to return high-point veterans.





**First and Last** The first four women hired in the Paint department are still hard at work on Berth 6 and Stencil shop, and expect to be among the last at Vancouver when the contract nears completion. They worked on every ship that was outfitted on Berth 6. They all celebrated their third anniversary October 22 by serving a lunch at Stencil shop. Left to right, are Mary L. Town, Opal Conaway, Hazel Beall and Elcy Gray.

## Ex-Vancouver Burner Airs Prison Horrors

(VANCOUVER)—The horrors of being a prisoner of war in Japan were graphically brought home by Glenn Cawley, ARM 1/c, former Vancouver burner, when he arrived thinner, but in good spirits after the experience. Cawley was in the same prison as Lt. Col. Gregory (Pappy) Boyington and he attributes the fact that he is still alive to the daily word of courage the famed flier passed to his fellow prisoners.

Downed over Kyushu on March 18, Cawley was reported missing in action. His mother, Mrs. Grace Cawley, is engineer's aide in Pipe shop. No word was received from him until he gained his freedom five days after V-J day. His sister, Barbara Cawley, is secretary in the Photography department.

### THROWN IN PIT

The first few days of his imprisonment were spent on public exhibit in the streets of Kyushu and other southern Jap cities. Bound tightly he was placed where Japanese civilians could poke him, run their fingers through his hair, and spit at him. Later he was taken to an unregistered prison camp and for a small infraction of the rules was thrown into a dark pit for 30 days. His only food was marigolds and occasionally fish heads. When

dragged out of the pit and taken to his cell, he found a picture of a B-29 bomber on his wall. At showing pleasure over the picture, he was thrown back into the pit for 20 more days. He lost more than 60 pounds during his internment.

His hunger drove him to nightly dreams of his mother preparing a big dinner for him, and just as he was about to sit down and eat it, she would take it away.

He told his mother and sister, on his return home, that he had that nightmare every night of his imprisonment after he came out of his 50 days in the dark pit. It was during these final months that he met Boyington and saw him briefly each day—long enough for Boyington to give him a word of cheer.

"I used to live for that brief meeting each day," he told his sister. "I think it is the one thing that gave me courage to go on living."

## Destroyer at Vancouver For Navy Day Ceremony

(VANCOUVER)—The surviving one of the three destroyers, the U.S.S. Heerman, that aided 14 baby flat tops in the famous battle of St. Bernardino strait in defense of landing operations at Leyte in October, 1944, is visiting Vancouver for Navy day and is tied up at Terminal 2 north of the railroad bridge, navy officials stated Monday.

The Heerman was the only survivor of the three destroyers participating in the battle in which 11 Vancouver carriers took a leading role. The Vancouver carriers—the St. Lo and the Gambier Bay—were sunk as well as the two destroyers. The doughty little Heerman made a daylight run against cruisers and a battleship of the Jap navy in the battle that broke the back of the enemy at a crucial moment in Pacific war history. The task force was commended by Admiral C. A. S. Sprague.

The public is invited to inspect the vessel while tied up at Vancouver. Friday visiting hours will be 1 to 4 p. m., and Saturday (Navy Day) hours will be 10 a. m. to 4 p. m. Navy day chairman for Vancouver is Ken Billington, assistant Personnel manager and president of the Vancouver Junior Chamber of Commerce.

### PERMANENTE BIRTHS

Mr. and Mrs. Leo Hood, Vancouver, a girl weighing 8 lb. 6 oz., on October 10, 1945.

Mr. and Mrs. Edwin E. Nygren, Ogden Meadows, a boy weighing 7 lb. 14 oz., on October 10, 1945.

Mr. and Mrs. C. Carter, McLoughlin Heights, a girl weighing 8 lb. 15 oz., on October 10, 1945.

## Ex-Vancouver Workers Can Keep Medical Service

(VANCOUVER) — Former employees of Kaiser Vancouver yard and their families can continue to participate in the prepaid complete coverage health plan at Northern Permanente foundation, Dr. J. W. Neighbor, medical director, announced Monday. The Permanente staff voted to extend the health service following a conference in Chicago between Dr. Neighbor, Henry J. Kaiser, Edgar F. Kaiser and Todd Woodell of the Northern Permanente foundation, and Dr. Olin West, secretary and general manager of the American Medical association, and Dr. Morris Fishbein, editor of the Journal of the American Medical association.

### STATE NOT REFUSED

The foundation had formerly advised former employees of Kaiser Vancouver shipyard, who were health plan members, that coverage would be terminated in 30 days. This decision, Dr. Neighbor said, was made following refusal of the Washington State Medical association last September to approve extension of the health plan to the

community at large. The request had been made of the Washington association following demand by union representatives of Kaiser Vancouver employees for such an extension.

The Washington association, in refusing approval, stated that "an interpretation of the code of ethics of the American Medical association is that any contract practice which creates unfair competition in a community is unethical."

### PLAN DUE DELEGATES

Dr. Neighbor said the representatives of the A. M. A. said the Washington association decision had not been referred to the A. M. A. for approval, and therefore did not represent an official opinion of the A. M. A.

The entire problem of the health coverage offered by the foundation will be presented to the house of delegates of the A. M. A. at its meeting in Chicago in December.

Dr. Neighbor said the presentation would be made because the medical staff of Northern Permanente foundation "does not wish to be placed in the position of operating on a plan that is declared unethical by the American Medical association." The medical director said he was aware that legal approval of the A. M. A. was not necessary to continue operation of the health plan.

"The staff doctors," he said,

# 30 C-4 Trial Trips Set As Victory Loan Prizes

(VANCOUVER) — Thirty trial run trips early in December will be awarded-ed. bond buyers in the Victory Loan drive beginning Monday, October 29, it was announced this week by the committee in charge. The "surprise package" announcement is expected to spur sales in the final bond drive of the yard's history among the more than 10,000 employees remaining on the payroll. "Rules of

the contest," said Ken Billington, chairman, "will be almost identical to the rules established during the 5th war loan drive of 1944 when trial run trips were awarded on our last two carriers. The ship will be a C-4 cargo vessel and the trip will be to Astoria and back. The more bonds each employee buys, the better is his chance to win a trip. All Kaiser Vancouver employees are eligible — men and



Ken Billington women."

The Victory Loan drive will get underway Monday. A cash sale window will be opened at the south end of the Personnel building, and payroll deduction cards will go out early in the week to all employees. Foremen will distribute them, as in previous drives.

### SHORT DRIVE

The drive will be the shortest in the history of the yard. Only three weeks will be provided for payroll deductions. As a result, special arrangements have been made for the purchase of \$25 bonds as well as \$50 bonds. A special payroll deduction of \$6.25 a week for the three weeks will purchase a \$25 bond, or a \$12.50 special payroll deduction for three weeks will purchase a \$50 bond. Spaces will be provided as well for deduction of \$18.75 a week for two weeks, or \$37.50 a week for one week, for the purchase of \$50 bonds.

Eight of the trial trips will go to cash purchasers of Victory bonds. The remaining 22 will go to payroll deduction purchasers under rules identical to those in the previous trial run trip contest. The eight trips awarded to cash purchasers will be on the basis of one chance for each \$50 bond purchased. The chance of winning through cash purchase will be considerably greater than through payroll deductions.

### RULES EXPLAINED

Rules of the contest for the 22 trial run trips for payroll purchases are as follows:

(1) Each employee now signed up for regular weekly payroll deductions for the purchase of bonds will be given one chance toward the free trial run trips.

(2) Each employee who increases his regular payroll deduction dur-

ing the drive (October 29 to November 17) will be given one additional chance.

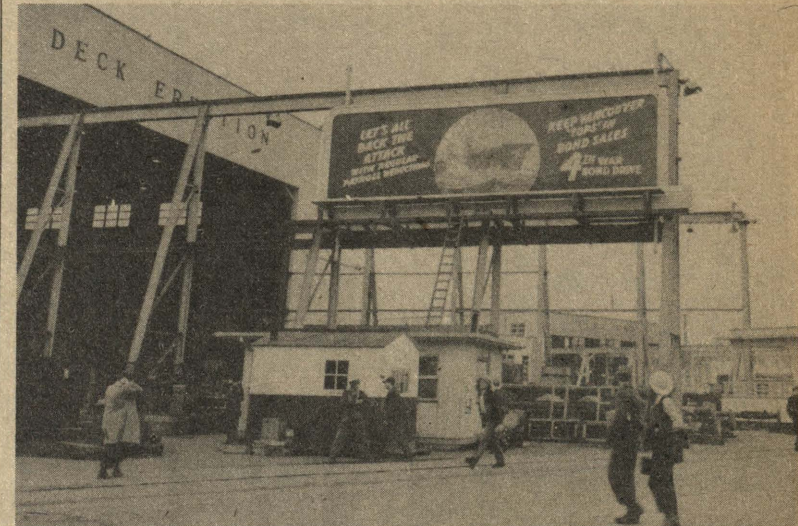
(3) For each \$50 bond purchased through special payroll deductions during the drive one additional chance will be awarded.

(4) For each \$50 bond purchased at the cash sale window, one addi-

tional chance will be given.

(5) Every time an employee completes payment on a \$50 bond on the payroll deduction plan, another chance will be added to his credit.

To enter the contest, however, you must be signed up on the regular payroll deduction plan, Billington emphasized.



Campaign followed campaign during war years for the sale of bonds, and Vancouver employees never let down Uncle Sam's appeal for funds. In the 4th War Loan drive the sinking of the Liscombe Bay, second Baby Flat top, was a spur to war sales. The 8th and final bond drive, to be known as the Victory Loan, begins next week.

## Vancouver's Bond Purchases Near 33-Million Mark

(VANCOUVER)—Employees at Vancouver shipyard purchased an average of \$1300 in bonds per capita during the war years, figures released this week by the Yard Activities department showed. From the first day bonds were deducted from paychecks, on June 27, 1942, through the week of October 14, 1945, workers had purchased a total of \$32,973,880 in bonds. Average number of employees throughout those war years was approximately 25,750.

Payroll deductions accounted for the greatest part of the total, or \$31,409,473.75, while cash purchases during war loan drives accounted for the balance of \$1,564,406.25. Cash sales during the war loan drives were distributed as follows, the report showed:

2nd War Loan drive	\$ 63,506.25
3rd War Loan drive	289,987.50
4th War Loan drive	128,756.25
5th War Loan drive	318,956.25
6th War Loan drive	291,206.25
7th War Loan drive	472,893.75

The Victory Loan drive that will start October 29 will add to these figures before the final history of the yard's purchases is written.

### CHARITABLE GIFTS

In addition to laying away comfortable nest-eggs through war bond savings, Vancouver employees gave liberally to such organizations as Red Cross, United War Chest, Infantile Paralysis fund and cancer drives. Average contribution per employee to such causes was \$14.75, the figures reveal. Total amount donated by the employees has been \$368,974.61. A breakdown of the figures shows the following:

### UNITED WAR CHEST

Year	Amount Con- tributed	Total Em- ployes	Partici- pating
1942	\$33,024	21,899	13,796
1943	69,453	33,536	21,027
1944	38,431	34,926	11,830
1945	16,821	11,926	6,941

### INFANTILE PARALYSIS

1943	\$ 2,592	26,937	13,468
1944	3,709	36,298	18,149
1945	7,584	34,653	30,646

### RED CROSS

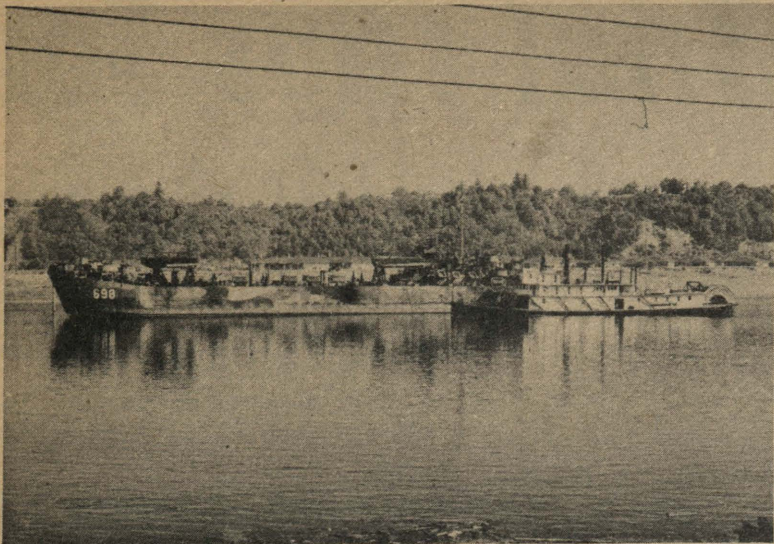
1943	\$41,982	28,669	14,667
1944	60,432	32,608	18,072
1945	92,439	30,371	26,334

### CANCER FUND

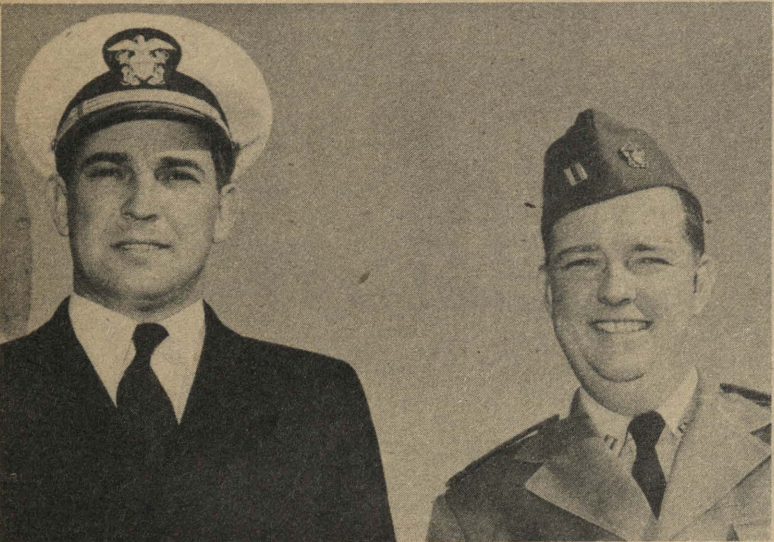
1945	\$ 2,507	31,254	14,500
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"recognize that their membership in the American Medical association is voluntary, but nevertheless it is considered essential by many individual physicians to be a member in good standing."





A stern-wheeler alongside, the embattled LST 698 is shown berthed in Swan Island's Outfitting basin across from the Administration building. It was towed 8000 miles across the Pacific after developing engine trouble.



Commanding officer and executive officer of the LST 698, now in the Swan Island basin, are Lt. Glen Gilbert, left, and Lt. Kenneth Saunders. (Swan Island photo)

## LST 698 May Be Retired; Towed 8000 Miles to U.S.

(SWAN ISLAND)—That LST in the basin across from Swan Island's Administration building was a sitting duck on the beach of Okinawa, but after living unscathed through the fire of heavy kamikaze air attacks, she was brought back to the west coast at the end of a tow line, a distance of 8000 miles. Since D day plus 2, or last April 6, injuries to her engines have kept the 698 from activity.

Now the ship has lost over one-third of her crew on the point system and half of the remaining officers and men are on 30-day leaves. It is expected the LST will be decommissioned, but no official word has been received by her 27-year-old skipper, Lt. Glen Gilbert of Grayson, La., and his executive officer, Lt. Kenneth Saunders of Morgantown, W. Va.

### IN BIG FIGHTS

LST 698 ran through enemy fire up to the beaches of Leyte, Lingayen gulf and Okinawa. She missed the big sea-battle at Leyte by one day, having pulled out in late afternoon of the day preceding the glorious fight of the escort carriers.

The 698 was constructed on the Mississippi river at Jeffersonville, Ind., and delivered May 28, 1944. She was commissioned at New Orleans, La., and made her shakedown trip to Panama City, Fla.

Her first orders were to take men of the 96th Infantry division from Pearl Harbor to the island of Yap, but this was called off and the ship headed to Eniwetok and

## Vanport Families Switch Quarters

(VANPORT) — Fifteen hundred families living west of Lake street at Vanport will be moved to apartments east of Lake street in an effort to improve services, under a plan announced at the office of the general manager.

The consolidation, affecting less than one-third of the Vanport population, is designed to improve service in utilities, commercial facilities and transportation. School and Community buildings in the western half of the project will continue to operate as long as they are needed.

## Personnel Offices Being Shifted To Ad Building

(SWAN ISLAND)—Starting this week, offices in the Personnel building were being moved to quarters in the Administration building to consolidate those doing the administrative and paper work of the shipyard.

IBM machines will be transferred to the Ad building as fast as accommodations can be readied for them.

Probably the last departments to make the change will be those of the paymaster and others with windows opening on the porch of the Personnel building. Arrangements are being worked out to install these windows in the Ad building.

Considerable maintenance expense will be saved by the transfer. There is nothing definite at this time regarding the disposal of the Personnel building.

## 2 Transports Arrive At Yard for Repairs

(SWAN ISLAND)—Monday afternoon two transports arrived at Swan Island for repairs. The day before they had debarked hundreds of troops at the port of embarkation. The vessels are the Troopship Calloway, PA35, and the Troopship Arthur Middleton, PA25. The Arthur Middleton was tied up at the drydock finger pier and the Calloway in the drydock slip.

### CARD OF THANKS

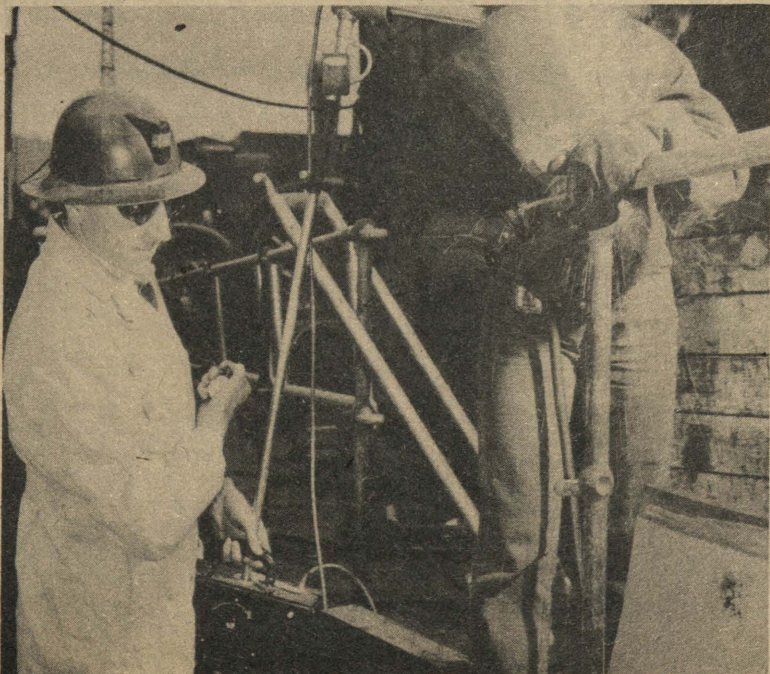
I wish to extend my sincere thanks to all the kind friends at Oregon Ship who expressed their sympathy during my recent bereavement.—Mrs. Effie Wilson.

## Industry Shares In Safety Week

Welfare of industrial workers is one of the objectives of Oregon Safety week, October 22-27, which Governor Earl Snell launched Monday with an appeal for greater personal responsibility and further scientific study.

Groups promoting the campaign include the Portland Traffic Safety commission, the Oregon Safety commission, the American Red Cross, the state board of health, the state industrial accident commission, industrial concerns and the Portland police and fire departments.

Safety week included daily noon-hour programs on the stage at Victory Center.



An inspector uses a mechanical "sniffer" to conduct dust and smoke tests as a demonstration during Oregon Safety week. A girl welder, H. H. Spencer, creates the stir.

## Inquiring Reporter

### QUESTION

"When they become available, what will be your first, second and third important purchases of commodities denied you during the war?"

Evelyn McClusky, Swan Island General Stores:

"Really I haven't been denied anything during the war, but I do want a new car with four good tires and a motor, any kind of a car, new or used at the right price. I also want a discharge for my fiancé who is in the navy aboard the U.S.S. Gunston Hall. Yes, I met him while the ship was being repaired here."

Lester M. Hawkins, Oregon Ship Joiner: "A good worker must have good tools, so in order to carry on my trade the first and most important purchase will be to replace a lot of high grade tools I lost in the dock fire, then I am going to make the wife happy with a new electric refrigerator to replace a broken down ice box and finally new and up-to-date living furniture."

Leonard Miller, Swan Island pipe welder: "I want to get an electric refrigerator, probably a G.E., and I'm looking for a new home when I can find one not selling at war inflated prices. Third thing I want is to take a vacation trip to the state of New York and through the Midwest to visit a lot of my relatives."

Sue Donely, Oregon Ship electrical expediter: "What do you think will be my first and most important purchase? Why, nylon hose to be sure; secondly a wardrobe of post war clothes made of honest-to-goodness fabrics, and then a brand new 1946 car to get around in and go places I have missed for such a long time."

S. J. Sether, Vancouver trial run mate: "My wants are strictly non-essential. I'll be glad to see some good sports equipment such as rifles, fishing tackle and stuff like that. And some good whiskey would be welcome, too."

F. E. Brady, Hauserman employee at Swan Island: "The first thing I want to get when the market is open is an oil burner to replace the sawdust burner I have in my house. After that I want to buy a new radio with a phonograph built in, but no television. As to a third, I don't think I will have enough dough to go any further."

Margaret Henry, Vancouver print clerk, Berth 6, Outfitting dock: "I'm not married or engaged, but I sure want a nice, new electric iron. I'd also like a new combination radio-phonograph—for both jive and classical, you know. And of course nylon hose. Don't forget that!"

### BOSN'S WHISTLE

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Charles Wishart, Oregon Ship shipfitter:

"The old 'jalopy' hain't what she used to be, so my first important purchase will be a 1946 Chevrolet. Our home is getting old and weather-beaten and a new one will be next in order. Then to make the wife real happy we must have a new electric range. They certainly cook the food the way I like it and my wife knows how to prepare it too."

D. M. Steppe, Vancouver warehouse clerk, Propulsion Storage building: "First thing I want will be a new automobile. That's for sure. Then, if all goes well, I want most of all to build a new home here. I'm not from this part of the country but I hope to stay here and have my own home. After that an electric refrigerator will be high on the list."

A. K. Behrens, Oregon Ship production laborer: "It took my husband and I the past two years to build a new five room home in our spare time, so the first important purchase we will make, will be a new automatic oil furnace, secondly a new electric refrigerator and last but not least a new rug for our living room. We have worked hard to get these things too."

L. L. Crawford, Swan Island rigger: "Tell you what. I want a new car as soon as they are on the market. First choice is a Chevrolet, but if I can't get that, a Pontiac or Buick. That's all. I figure on holding

my war bonds and haven't been denied much. Was even lucky enough to get a new lawn mower last year. Having had my home here several years, we are pretty well stocked up on the necessities."

Kenneth Cook, Oregon Ship Transportation department: "I really have not been denied very much during the war but the first thing I want to do is to take flying instructions, then purchase an airplane. Instead of herding this galloping 'Handy Andy' around, I want to take off and go places. Then of course I want a new fishing outfit with all the trimmings, and this is not just a pipe dream."

Virginia Howard, Swan Island General Stores: "You can put it down that I am going to get some nylons to take the place of these baggy rayons and hobby sox I have been wearing to the yard. Then I'll be happy when I can get all the big thick steaks I crave. Along with these I want to get myself a car and a discharge."

H. E. Drake, Vancouver Painter leadman, Outfitting dock: "Well, I got a car and don't expect to need one for awhile. But we might want a washing machine. What I'm waiting for most, however, are building supplies, so I can build a tourist camp site at the beach. That's going to be my post-war business."