

OSC's Final Vessel Leaves This Week-End

Story, Page 2

BOSN'S WHISTLE

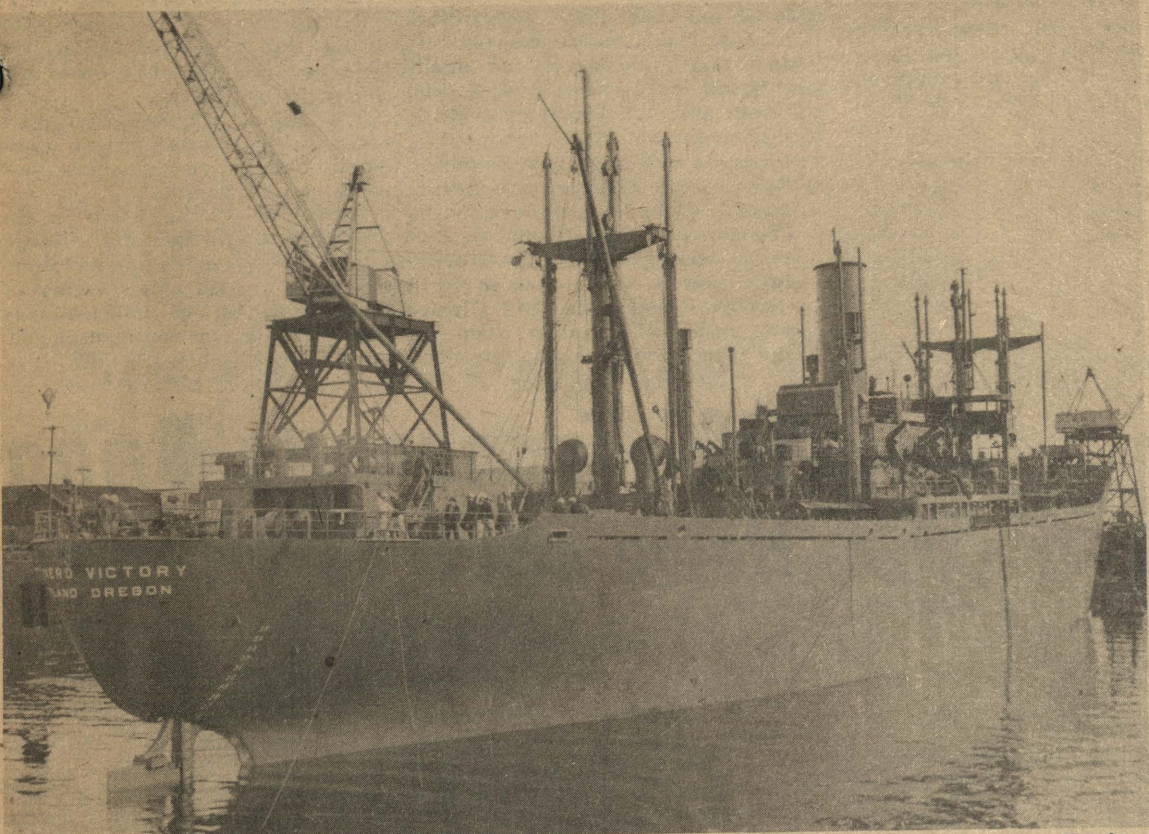


Published in Portland, Ore. for Vancouver, Oregon Ship and Swan Island Workers

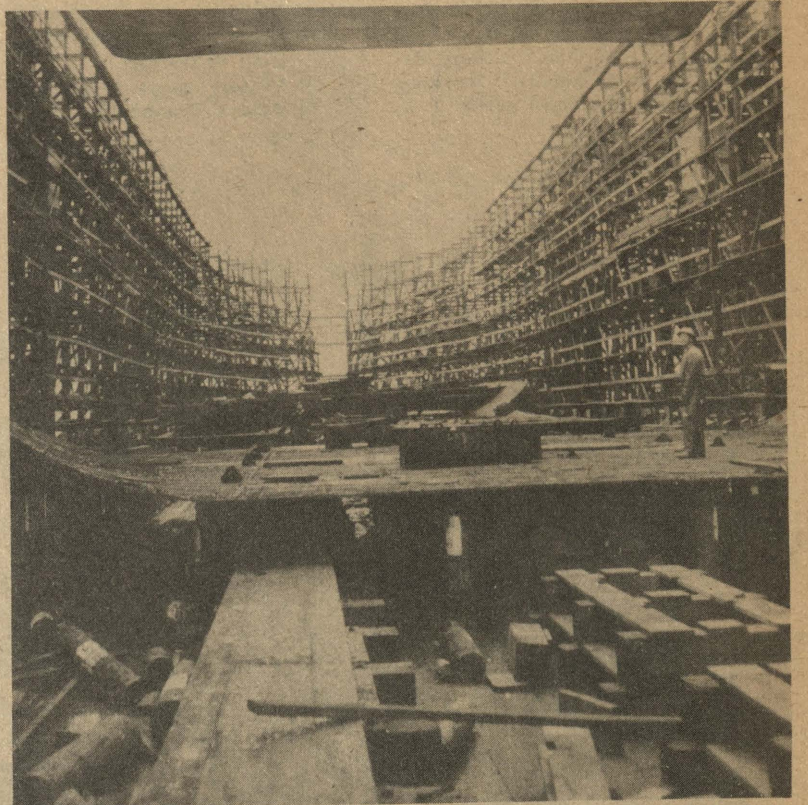
Volume 5—Number 47

FRIDAY, NOVEMBER 23, 1945

8 Pages



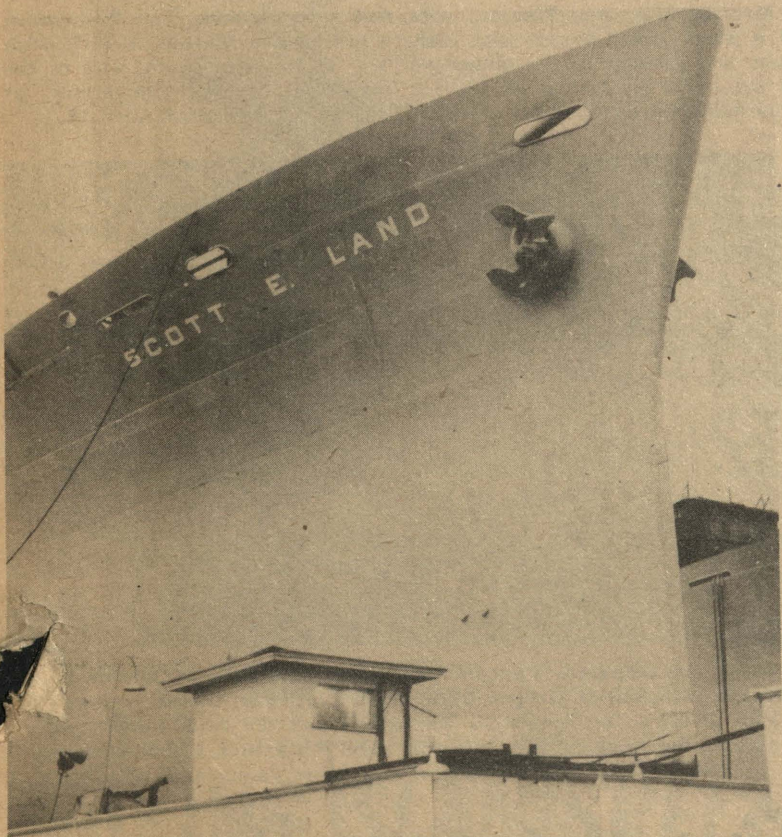
Final OSC Ship Readied Oregon Ship's 455th and last vessel, the Brainerd Victory, scheduled for delivery today or Saturday, is pictured from its stern in its final stages of outfitting. With the Brainerd gone, the OSC Outfitting dock will be empty of ships for the first time since it was prepared to receive the Star of Oregon, the yard's first.—(Story, page 2.)



Keel Plate Going Up Instead of laying a keel plate for a new vessel, this scene on Way 12 was taken last week when the last few sections of Hull 521 were torn up on one of Vancouver's cancelled C-4 vessels. The sections are piled on Way 13 where Vancouver's two drydocks were built.

Vancouver's Last Ship Slides Ways Saturday

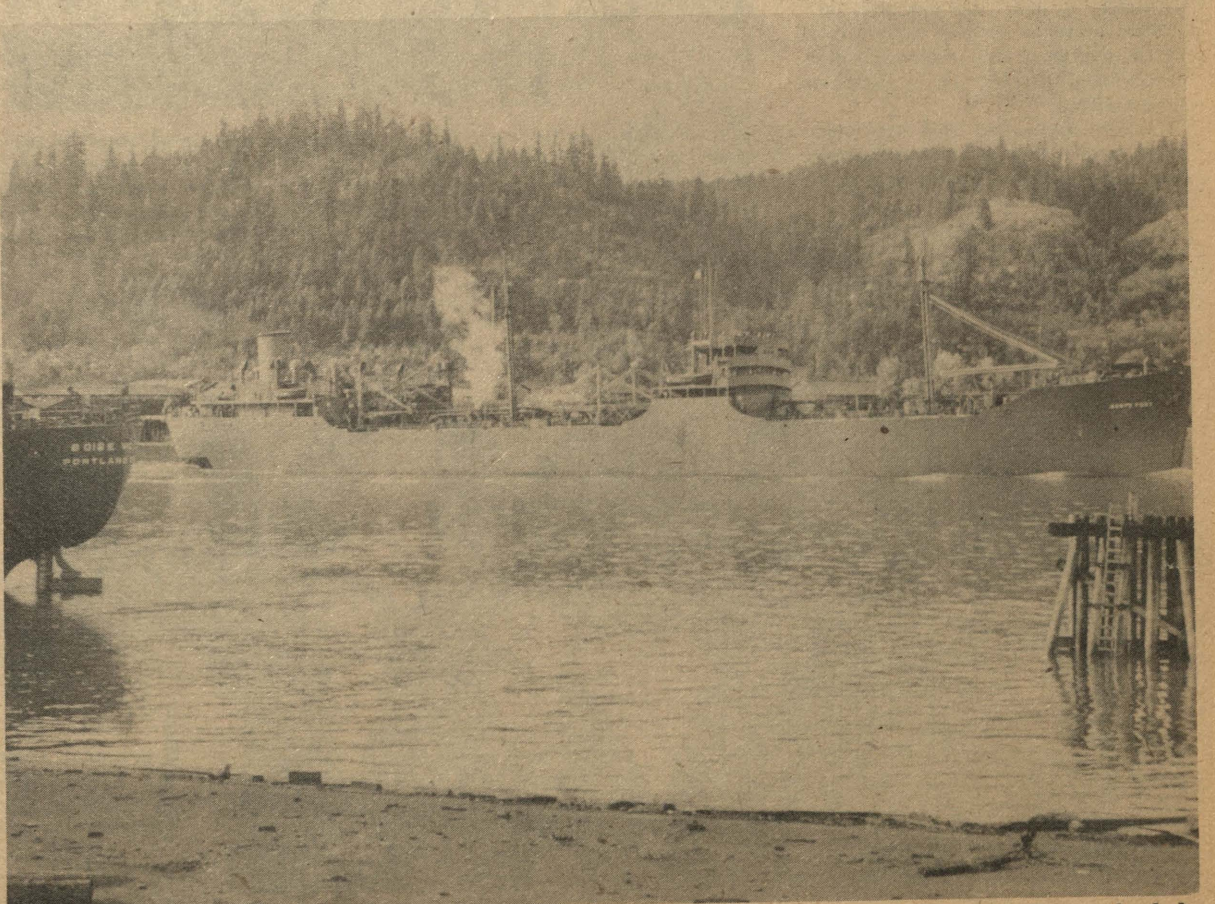
Story, Page 6



Last Vancouver Vessel Reaching the end of construction on the ways, Vancouver will launch this last C-4 Saturday at 6 p.m. The vessel honors the father of Admiral Emory S. Land, chairman of the United States Maritime commission. (Story on Page 6.)

Repair Work Being Accelerated at Swan Island Yard

Story, Page 3



Another Last One The Bent's Fort, last tanker on the construction schedule for the championship Swan Island yard, here pulls out into the Willamette river for its final trial run. The vessel was sponsored at its launching by Mrs. Henry J. Kaiser.

Last of OSC Ships Will Leave This Week-end

(OREGON SHIP) — Wartime shipbuilding at America's greatest mass-producing yard comes to an end either sometime today (Friday) or Saturday morning when Oregon Ship's 455th vessel, the Brainerd Victory, heads up the Willamette river on its delivery run. It actually is the yard's 463rd delivery, because OSC outfitted eight Libertys launched at Vancouver in 1942 and 1943. The Boise Victory, Oregon Ship's next to last vessel, was delivered Monday.

At Bosn's Whistle presstime, no program or ceremonies had been planned at the Outfitting slip for the Brainerd delivery. The few hundred workers remaining in the yard weren't in

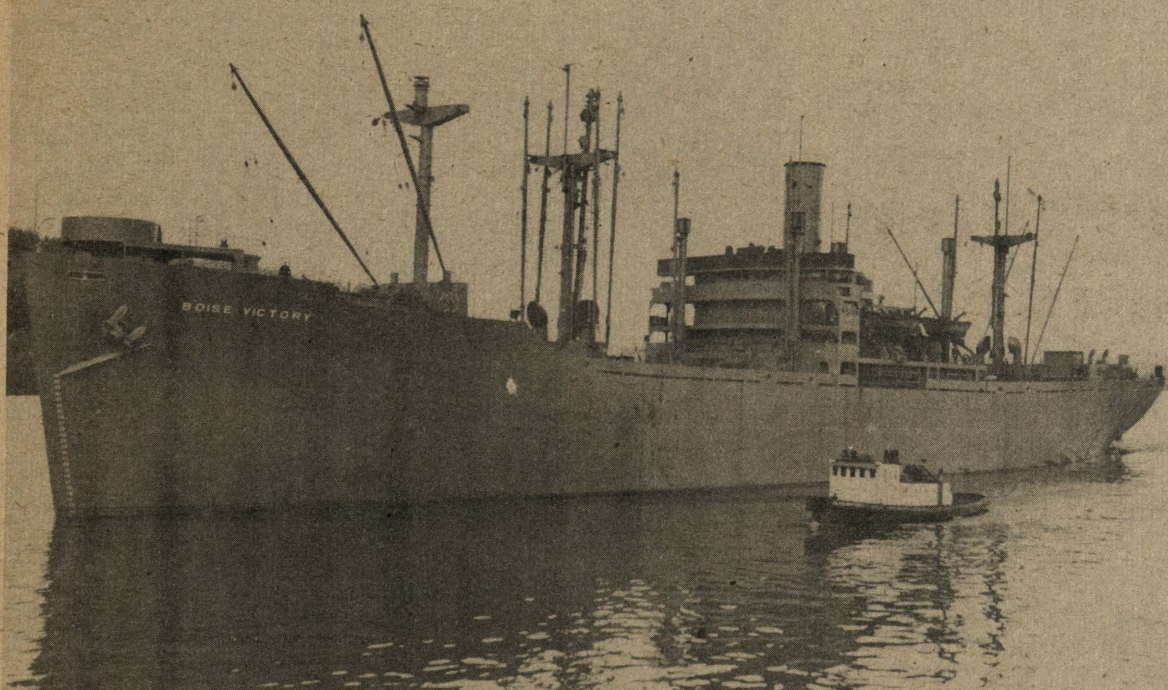
the mood for speeches, music or any of the things which usually go with such occasions.

With the Brainerd gone, Oregon Ship's production box score reads:

332 Liberty ships launched
(336 delivered)
99 Victory cargo ships
34 Attack Transports

Each of the yard's 11 ways produced an average of slightly more than 41 ships—far higher than any other shipbuilding yard in the world.

At press time, plans for remaining yard personnel had not been announced. The exact number still on the payroll was not available.



No. 454 Says Goodbye The next to last OSC ship, the Boise Victory, steams away from the yard on its delivery run early in the week. The Boise was the 454th ship launched by the yard.

Seattle Firm Bids Top Overall Price For OSC Metal

(OREGON SHIP)—Scrap steel which originally cost \$65 to \$70 a ton laid down at Oregon Ship yard was bid in at \$8.17 a long ton November 14 by Louis Dulien, Seattle, representing Dulien Steel Products, Inc. The 35,000 tons of steel, representing portions of 14 cancelled hulls, was offered for sale by the U. S. Maritime commission.

Final sale is subject to approval by the Oakland, Cal., regional office. Material Controller H. C. McVean told bidders.

Dulien explained that he plans to ship the scrap to Chicago to help strengthen the Northwest scrap metal market.



Louis Dulien, Seattle, here points a finger at a piece of steel in the 35,000 ton heap at Oregon Ship for which he bid \$8.17 a long ton. Others pictured are Irving Kulp, Dulien's Portland manager, and (right) A. C. McVean, OSC material controller.

OSC-Built Ship Dual Personality

Kaiser shipbuilders who can remember a long time back were astounded the other day to read that a ship named the George Clymer had berthed in San Francisco, bringing home 1321 veterans from the Pacific. Because Oregon Ship built a George Clymer early in 1942 which official War Shipping administration reports list as having been sunk on June 6 of the same year.

It is not unusual for the navy to christen a ship by the name of one which has just gone to the bottom, but the practice is different with merchant vessels. Until all insurance settlements are made on the lost ship, no other is supposed to be given the same name.

Nevertheless, another George Clymer was commissioned—just nine days after the OSC-built original was sunk. The C-3 cargo ship African Planet was converted into an Attack Transport at the Ingalls shipyard in Pascagoula, Miss., and turned over to the navy on June 15, 1942, under the Clymer name.

Oregon Ship's Clymer, launched February 2, 1942, and delivered April 8, went down June 6 in the Caribbean. A British sub sank it as a menace to navigation three days after it was torpedoed by a German U-boat. The OSC Clymer was loaded with lumber when hit, and many recall that its refusal to

sink was one of the tributes paid to the seaworthiness of the now almost-forgotten Libertys.

DUPLICATION UNEXPLAINED

How the two ships got the identical name is not known, but apparently the navy didn't know that the merchant marine already had a Clymer in service. That is not hard to understand, because at the time names were being assigned to hundreds of new ships.

The original Clymer was christened by Mrs. Charles Shea, wife of the late president of Oregon Ship, and was the 16th vessel delivered by the yard.

The second Clymer first saw action in the North African campaign, but in recent years has served in the Pacific.

Popularity of the name is attributable to the fact that George Clymer is an American revolutionary war hero. He was a signer of the Declaration of Independence and served in the continental congress.

OSC Transports Bring Home 3300 Servicemen

Two Oregon Ship-built Attack Transports arrived in Pacific coast ports this week, returning approximately 3300 high point veterans. OSC's third AP-5, the USS Laurens, berthed in Tacoma Tuesday and its ninth, the USS Darke, arrived in San Francisco Monday. A third Oregon Ship-built vessel, the La Grande Victory, which now is also being used as a troop carrier, docked in New York Monday after a voyage from Le Havre, France. It brought home 1971 European veterans.

The Laurens was christened July 11, 1944, by Mrs. James C. Black, wife of the vice-president of the Republic Steel corporation, and delivered September 6, 1944.

Mrs. Dorothy Bell Hansen, wife of a Sheet Metal department leadman, was sponsor at the launching of the Darke on August 29, 1944. It was delivered October 9.

The La Grande Victory has been at sea only since February 28 of this year. It was christened by Mrs. Jessie Rosenbaum in a Treasury department launching January 16.

Another OSC ship, the Willamette Victory, also arrived in San Francisco this week with cargo from the Pacific. However, it carried a few troops. The Willamette was launched March 30, 1945, with Mrs. G. Herbert Smith, wife of the president of the university at Salem, and delivered April 25.



Their work as painters put the final touch to the Star of Oregon, first vessel launched at Oregon Ship. Their continued efforts in production of ships for America's war effort and the final victory now gives satisfaction to (left to right) John P. Carlson, Chick Edwards, Carl Brown, Charles Sheets, and Einar Johnsen, leadman.

Five Veterans Recall OSC Painting Records

(OREGON SHIP)—Paint department, under the leadership of K. E. (Cap) Cail, was one of the largest and most important production units at work during the past four years of Oregon Ship's contribution to the fighting effort of embattled America and her allies. At the peak, approximately 2200 employees were active in the department. With peace, less than 300 are required. During the yard's existence a total of 463 vessels were painted. More than 40 kinds of paint and mixers were used, in addition to 846,798 pounds of various types of cement and red lead.

Other astounding statistics include: 1,279,875 gallons of paint, weighing 14,078,625 pounds and covering 543,946,875 square feet,

enough to cover 19½ square miles, provide two coats of paint for 142,208 five-room bungalows.

Five veteran painters had a hand in all the work, from the first ship in the yard, the Star of Oregon, to the last. They are John P. Carlson, Chick Edwards, Carl Brown, Charles Sheets, and Einar Johnsen, leadman.



Boiler Men Say Goodbye Here are all the last members of Oregon Ship's Boiler Erection crew, which built 910 boilers weighing 32,270 tons for 455 OSC vessels. Front row, from left, D. H. Ledford, K. M. Vincent, Frank Cour, department superintendent, Gladys Bjornstad, clerk, and Tom Caton. Rear, Herb Miller, Charles Remington; Foreman Roy Wilehart and Thomas Croke. Absent was Wm. Laughter.

Ship Repair at Swan Rolls in High Gear

(SWAN ISLAND) — Ship repair work, now the bulwark of Swan Island operations, is on a definite increase both at the yard, where the dock is full, and in the entire area, with the jobs now being handled on a strictly competitive price basis of bidding. On Thursday, November 15, the navy announced that in the future all work on navy ships will be done on competitive price bids.

A few days earlier a similar announcement came from the War Shipping Administration.

"We have made our mark in new ship construction and we will make our mark in ship repair work," stated Elmer Hann, general superintendent. "We have the facilities and it is now up to every one of us to do his job thoroughly and to do it quickly. If we all do this we will have a full repair load at Swan Island."

Four Kaiser built ships have been docked here recently. Routine voyage repairs are being given the USS Mifflin, AP5 transport con-

structed at the Kaiser Permanente yard in California. This is a job for the navy as is the voyage repair work on the Vancouver built USS Menard, another AP5.

The USS Marine Falcon and USS Marine Lynx, both of which were made by Kaiser workers at Vancouver, are jobs for the War Shipping Administration. These two ships are of the C-4 class. Both are being converted to army transports. The Falcon has been in service a short time, but the Lynx has yet to make her maiden trip. American-Hawaiian lines operate the Falcon while Moore-McCormick has the Lynx.

Another navy job at Swan Island is the USS Carteret, a BD-1 built by Consolidated. New to workers at this yard, the BD-1 is a ship able to defend itself from attack by air or sea. A combat transport, it is designed as a complete fighting unit within itself. The Carteret is undergoing voyage repairs.

A multitude of minor alterations are in store for the Marine Falcon and Marine Lynx, calling for assignments to joiners, electricians, outfitters, painters, sheet metal workers, pipe fitters, machinists, shipfitters, canvas shop, riggers, and others.

'Secret Weapon' Revealed At Swan; Axis Outsmarted

Swan Island, whose championship in tanker building was known to the nation, harbored in its wartime files an activity which was nearly as secret as the atomic bomb, navy sources now reveal. This secret, virtually as vital as was the uranium death-dealer offensively, was the degaussing and deperming station operated at the upper end of the island. Only a few hundred long

piles and eight large dolphins gave any inkling to the public of anything unusual. Two barges, some floats and several small boats were berthed along the piles. Ships came there

from the ways of Kaiser yards, from the sea-lanes of the world. Some stayed only a few hours. Others—the larger ones—lingered as long as a day.

The vessels which took their

turns at the Swan Island degaussing and deperming installation gained security against sunken magnetic mines, like those military and naval aviators dropped in shallow waters the world over. There is no record at the station that any ship thus treated, was lost to mines. How many were saved is not recorded, either. So there's secrecy enough from that standpoint for conjecture today.

The station closed its operations recently after demagnetizing 844 ships. At its closure, the quarter boat—at one time the river steamer Annie Cummings—and a barge loaded with control apparatus and hundreds of high-powered storage batteries used in degaussing and deperming activities and calibrating were towed across the river to the Willamette Iron & Steel corporation's plant for decommissioning and dismantling.

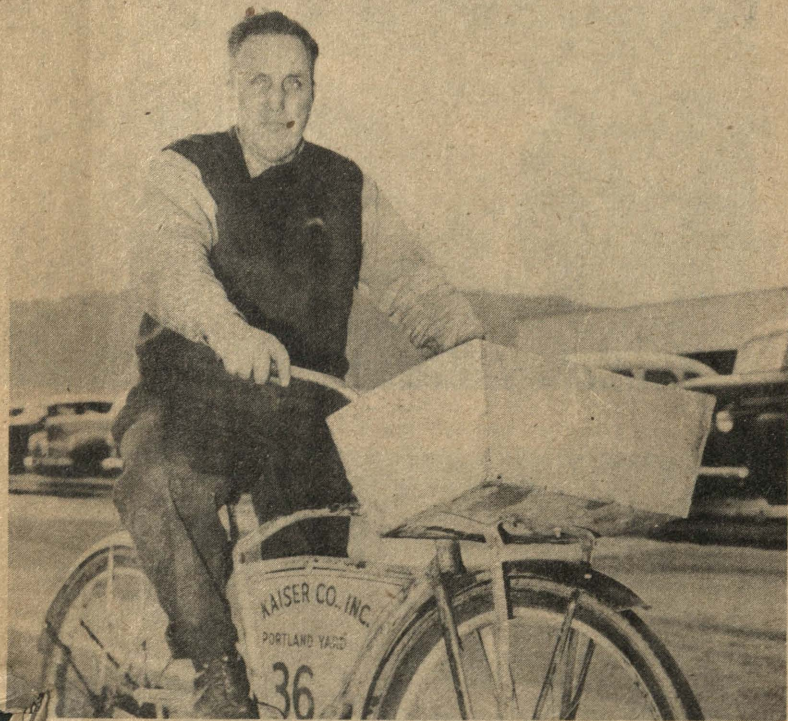
The piling and dolphins at Swan Island are to be pulled out. There has been no report on plans to recover instruments buried in the mud for use in calibrating ships. At any rate, the Axis has been defeated and the navy is not in further need of them.

Nearly a century ago Karl Friedrich Gauss, a German physicist, made discoveries of the magnetic unit of flux which led to the process known as degaussing. Cables, in this process, are coiled around steel vessels and electrical energy is run through them to overcome the ship's magnetic tendencies, each vessel being normally a huge steel magnet. The process provides permanent protection, and its operations are variable to the parts of the world where natural magnetism varies.

Deperming is a temporary demagnetizing process by winding cables around the vessel and turning on electrical current to remove some magnetic tendencies which are not overcome by degaussing. A year or so is the limit for this effectiveness.

Swan's station is not the only one of its kind. In fact, similar setups were established by the navy in most major shipbuilding centers. Most now are being abandoned, and in the northwest, service will be offered for continuance of the process at a permanent station and calibrating range at Seattle.

Lt. Comdr. R. C. Safranek, a Spokane electrical engineer who formerly was with the Washington Water Power company, has been officer in charge during the past



Twenty years of employment on Swan Island is the recollection of S. K. Swanson, pipe maintenance worker. He's a veteran of the days when craft flew, not sailed, from the island—and helped dig, dredge and turf the airport.

SEEKING ISLAND VET? He's Swan Swanson

(SWAN ISLAND)—Tanker builders who think of themselves as veterans at Swan Island have someone to compete with when they consider the record of S. K. Swanson who has been working on Swan Island since 1925. Swanson, who is in pipe maintenance and takes care of the heating plants, first worked on Swan Island in 1923 when he helped lay out the site here on a construction job.

In 1925 he came back when the Port of Portland started to build the island. He helped dig, dredge and sow grass for the airport.

Swanson remembers an early day flier by the name of Kelly who lived in Vancouver. "Kelly," says Swanson, "virtually built the air-

Inquiring Reporter

QUESTION

"Do you think that the atomic bomb can be kept a secret or should it be internationalized immediately?"

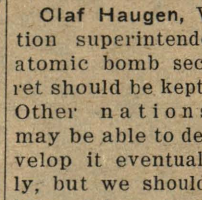
Hi Zering, Swan Island electrician: "I think the atomic bomb should not be kept a secret. However, it hardly matters because the knowledge of the bomb comes from science and other countries will soon coordinate the facts of the bomb's construction if they haven't done so already."



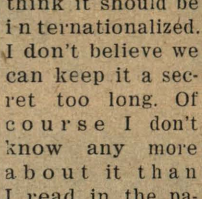
Carl Albers, Swan Island guard: "I say keep the atomic bomb a secret until world conditions are more stable. I agree with President Truman on keeping the atomic energy secret until other countries also agree to share with the United States their scientific findings. Don't give away something for which we get no return or insurance that it will not be used against us."



Olaf Haugen, Vancouver Excavation superintendent: "I think the atomic bomb secret should be kept. Other nations may be able to develop it eventually, but we should keep ahead of them and we have the head start. I think that will be this nation's safest way to proceed."



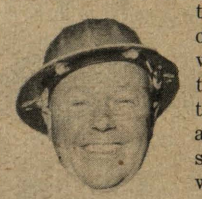
Jack Crane, Vancouver Electrical department superintendent: "I think it should be internationalized. I don't believe we can keep it a secret too long. Of course I don't know any more about it than I read in the papers. If we really can keep it a secret for all times—keep it. But if not—and the scientists should know—why pretend we can?"



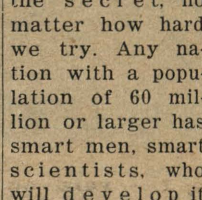
A. L. Pfannenstiel, Oregon Ship Transportation department: "It is my opinion that the secret of the atomic bomb cannot be kept, and should be shared immediately with all the nations of good intent and repute. This gesture will go far in creating good relations and eventually eliminate mutual suspicion among nations. Some outside nation might have the secret, and our attempt to monopolize it might have disastrous results."



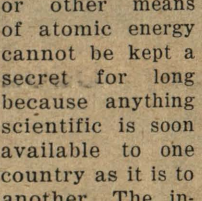
N. A. McNamara, Oregon Ship marine pipe control expeditor: "Until Russia and other nations are willing to show their good faith to cooperate by allowing us the same privilege we are willing to extend by inspecting their laboratories and sharing their scientific secrets. I say keep the atomic bomb a secret. We developed it and paid plenty for its manufacture. It will be a powerful means of maintaining peace."



Arthur F. Schultz, Swan Island electrical foreman: "We can't keep the secret, no matter how hard we try. Any nation with a population of 60 million or larger has smart men, smart scientists, who will develop it along the same lines we have. Atomic energy should be used for the benefit of the world as a whole and not used for wholesale death and destruction."



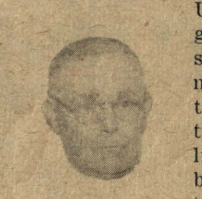
Helen Blackerby, Swan Island test recording: "The atomic bomb or other means of atomic energy cannot be kept a secret for long because anything scientific is soon available to one country as it is to another. The information on the basic theory is public knowledge. Our problem is to set up international controls on atomic energy."



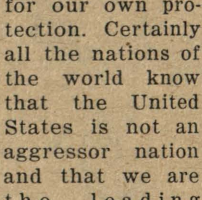
Rex Hamby, Vancouver Office manager: "I'm of this opinion. We probably can't keep the secret for a long time. Scientists of other nations have been working on the same general principle and they will have the answer eventually. Sharing it now would show good faith on our part and help establish better relations with other nations."



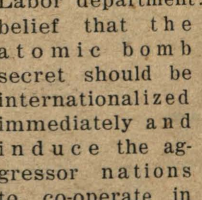
J. M. Macleay, Vancouver superintendent of General Stores: "The United States has gone so far and spent so much money acquiring the atomic bomb that I don't believe we should be giving away the information. Russia and the other nations that say they can learn the secret anyhow in four or five years may be bluffing. If they do, O.K. But maybe they won't find the answer, and in the meantime we can keep well ahead of them in our own studies."



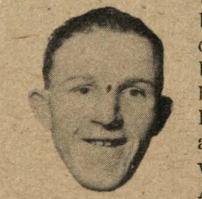
Hans Gaarde, Oregon Ship burner foreman: "I say keep it a secret for our own protection. Certainly all the nations of the world know that the United States is not an aggressor nation and that we are the leading nation in the establishment of peace. We have proven that we can be trusted and that the atomic bomb secret is safe in our hands."



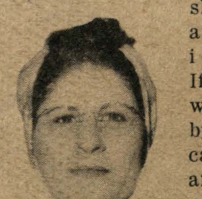
Inez Rutherford, Oregon Ship Labor department: "It is my firm belief that the atomic bomb secret should be internationalized immediately and induce the aggressor nations to co-operate in outlawing this monster and all other mass destruction weapons forever. Certainly every honest and peace loving nation would welcome such a move. A watchful eye could then be kept on those nations who refuse to co-operate."



Joe Reiter, Swan Island laborer: "I think the secret of the atomic bomb will have to be kept from other countries because if anybody else knows how to make it and use it they will use it on us. An enemy would drop atomic bombs on our towns and our shipyards and blow up all of the buildings in our cities."



Frances Brayton, Oregon Ship electrician: "The United Nations should pool their atomic discoveries immediately. If those nations who fought side by side for the cause of freedom and justice cannot show the way for mutual trust in establishing peace, then what can you expect of the nations who were defeated? I say let's share our scientific knowledge of the atomic bomb with any nation willing to reciprocate."



Do you remember . . .



The people? Most of all the people . . . the men and women who worked with you . . .

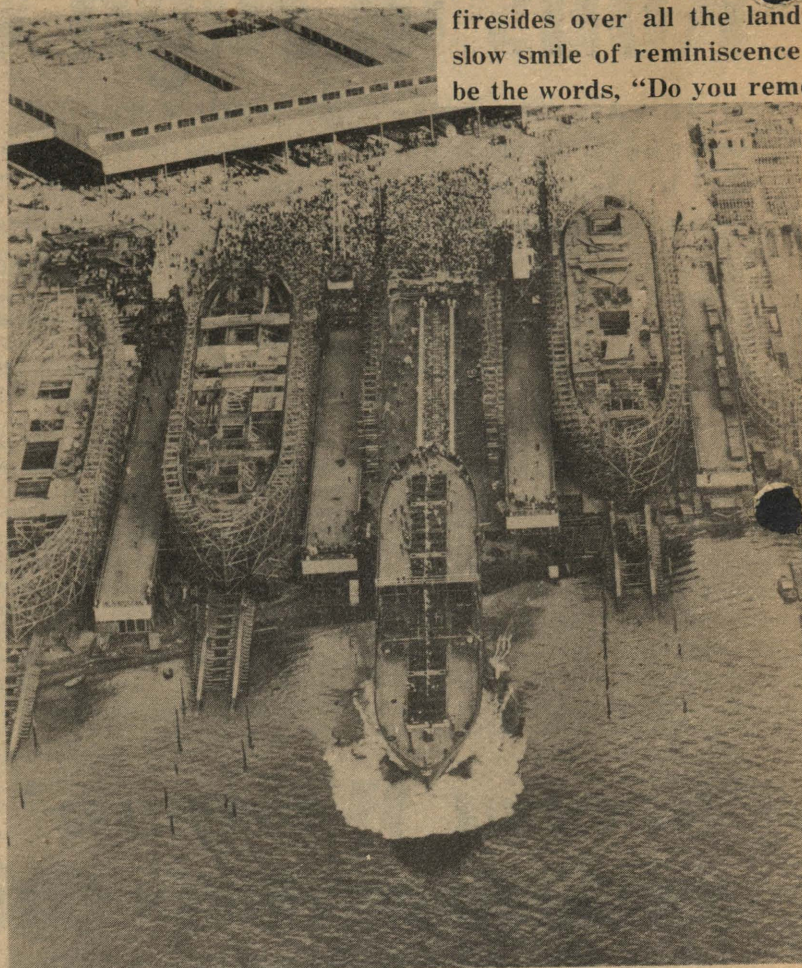


Night shift in full production? And the lights and sounds and the people . . .



The cranes? Outlined against the skies, dignified, patient . . .

Building ships during the war was a matter of materials and tools and people. In the years to come, at a thousand firesides over all the land, there will be times when the slow smile of reminiscence will come to lips and there will be the words, "Do you remember . . . ?"



The very first launching—the Star of Oregon? That was the beginning . . .



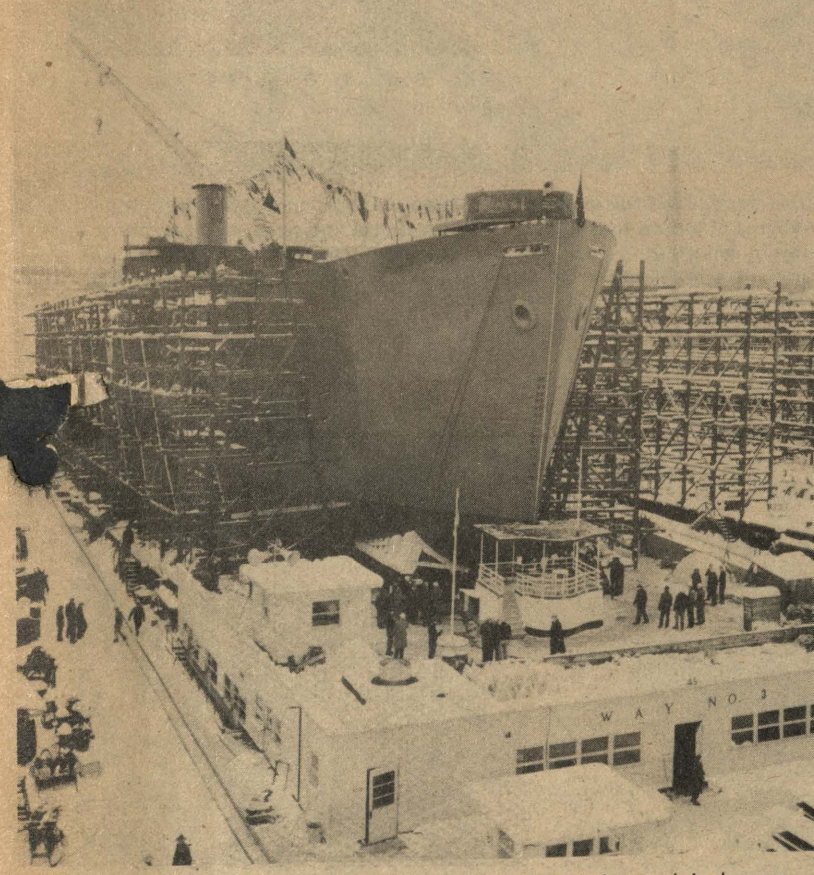
How a new propeller looked? The clean, symmetrical brightness . . .



The Oregon Outfitting dock? Busy as a crowded city street . . .



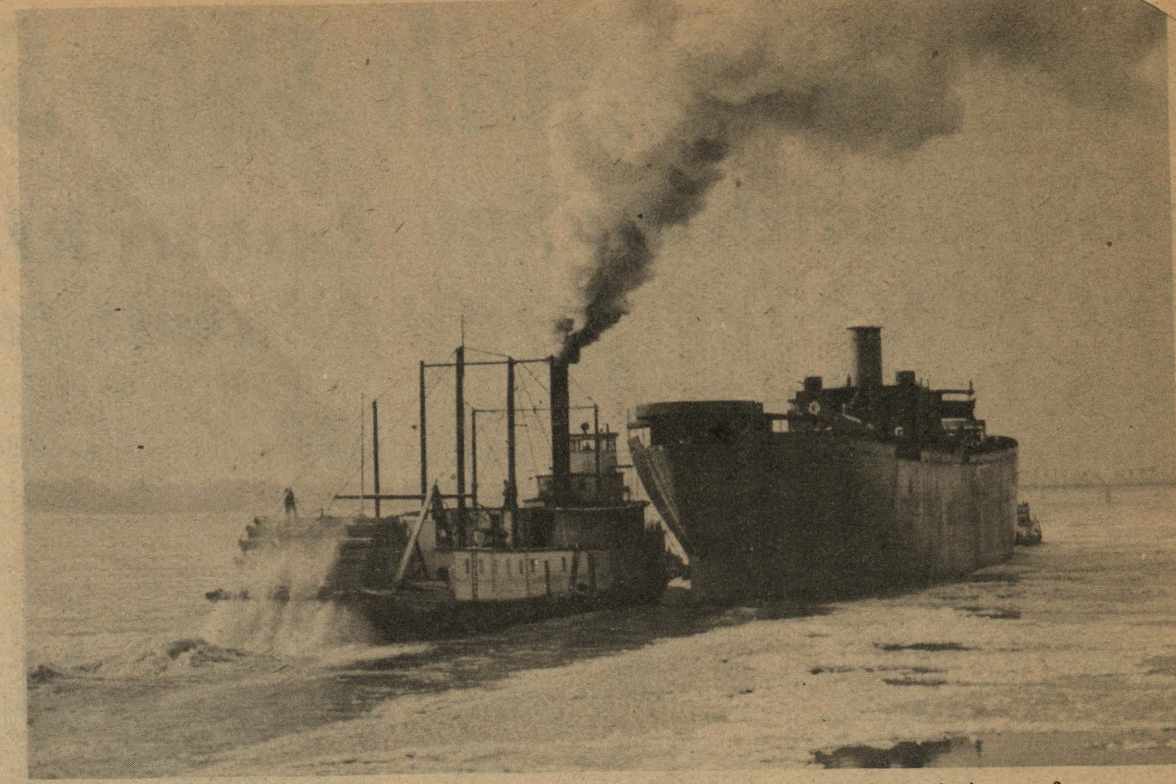
The state picnics at Pier Park that summer in 1944? Good, old-fashioned, American picnics . . .



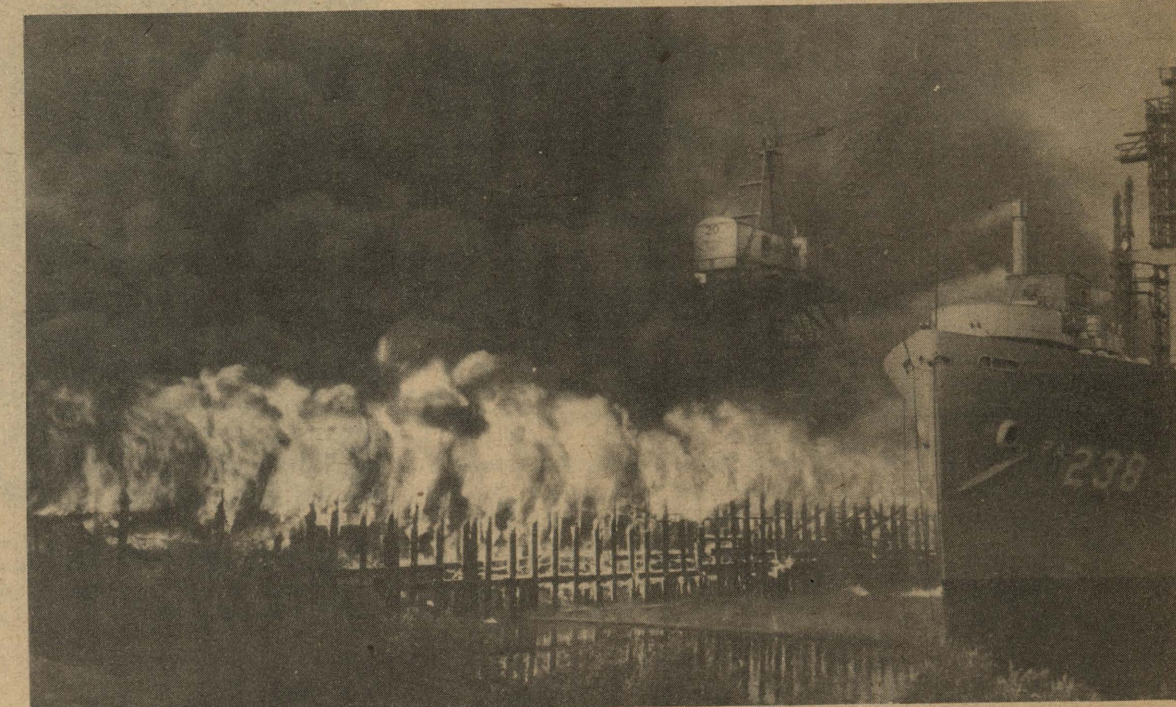
The big snowstorm? Some of the people were homesick because it reminded them of back home . . .



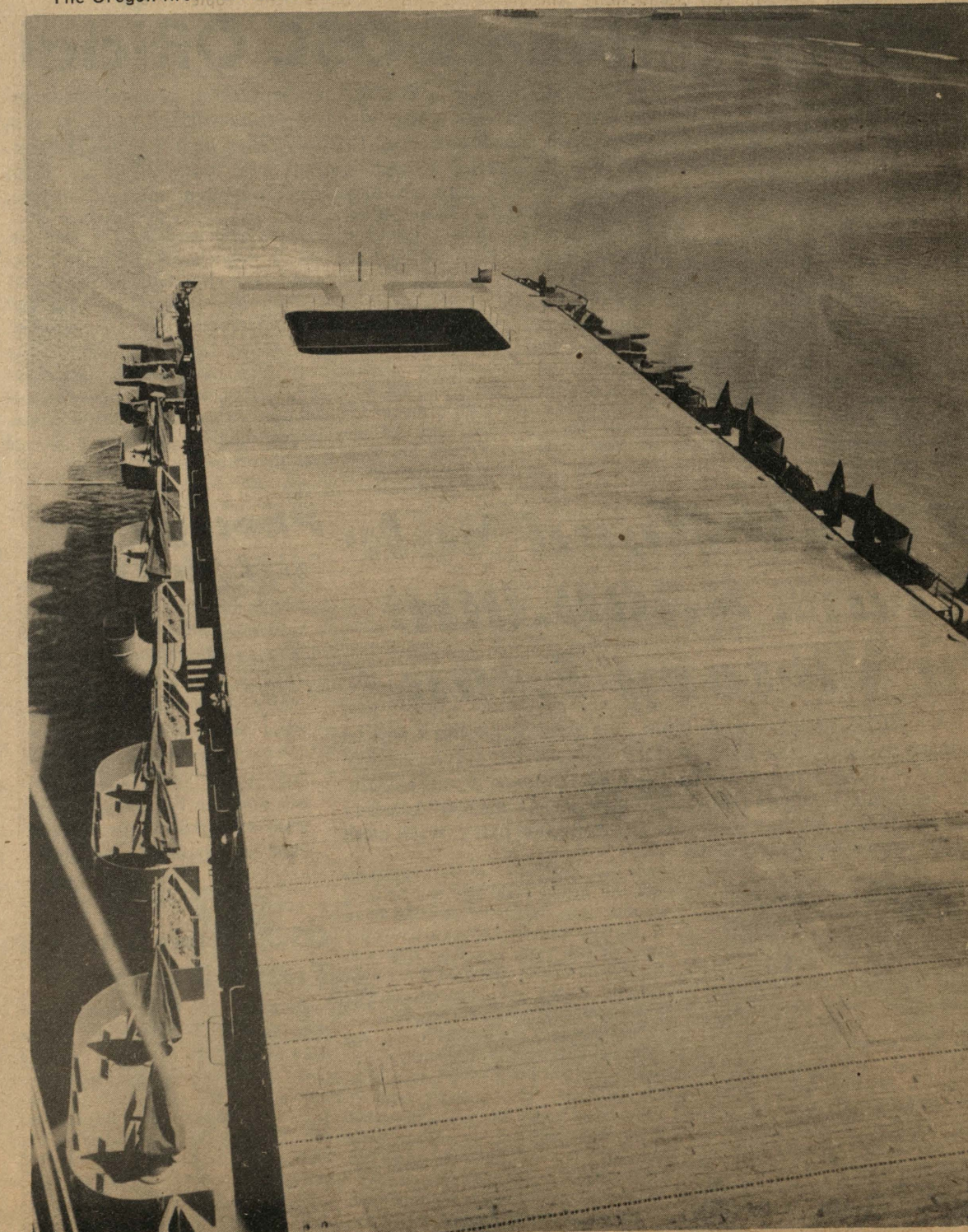
The night launchings? Ships fading out of light into the darkness of the river . . .



The stern wheelers nudging newly launched ships to the Outfitting docks . . .



The Oregon fire? How flames roared and smoke darkened the sky and deep inside you were sad . . .



The clean sweep of a flat-top deck? Planes roared from them later on to win the Philippines . . .

Last War-Built Ship Slides Saturday

Final Launching Set For Vancouver Yard; S. S. Land Ready

(VANCOUVER)—When the SS Scott E. Land, a C-4 cargo vessel, slides Way 11 tomorrow (Saturday, November 24), Kaiser Company Incorporated's Vancouver yard will see its last launching. It will be the last launching, as well, in all three Portland-Vancouver area Kaiser company yards, at least so far as war contracts are concerned.

The Scott E. Land will slide just three months and 10 days from the end of the war with Japan. It will slide three years, four months and 22 days from the date of the first launching—that of the Liberty ship George Vancouver. One of the last major USMC yards opened in the vast war shipbuilding program, Vancouver boasted a more diversified program than any other yard in the nation. Its streamlined planning combined with Kaiser company "know-how" and the help of the thousands of inexperienced hands from every state of the union resulted in the launching of 10 Liberty vessels, 30 LSTs, 50 Escort Aircraft carriers, 31 Attack Transports, 12 C-4 troopships, and eight C-4 cargo vessels. In addition the yard constructed two 14,000-ton dry-docks and outfitted seven vessels from California yards.

WAYS NOW EMPTY

The 12 ship ways, plus the extra way built for the dry-docks, will stand empty by 6:30 p.m. tomorrow evening. Already four of the "Christmas tree" scaffolding units that provided access to six different types of vessels on Ways 3, 4, 5, 6 are torn down. Way 13 is piled high with the dismantled sections of what would have been Hull 521, a hull well along toward launching when the end of the war resulted in cancellation of five of the C-4 vessels originally scheduled for construction here. There will be only the work of the clean-up crews on the ways beginning Monday morning, as the bulk of Vancouver's remaining manpower shifts to the Outfitting dock where eight vessels remain to be finished for delivery.

HONORS ADMIRAL'S FATHER

The last launching is the occasion for honoring the father of the man who directed the world's greatest shipbuilding and shipping program, Admiral Emory E. Land. As head of the United States Maritime commission and the War Shipping administration, Admiral Land has seen America's merchant fleet expand 100-fold since 1940, and has directed it in the task of moving mountains of supplies to the far corners of the globe. And

KCI-V Bond Sale Nears \$500,000 In Victory Loan

(VANCOUVER)—More than a half million dollars will be credited to Vancouver yard in the Victory Loan drive, according to C. C. (Si) Lindley of the Bond department. Final tabulations were not ready at Bosn's Whistle press time, but Lindley estimated total sales at well over the \$500,000 mark, with cash sales accounting for \$15,000 of the total.

In recognition of the bond buying record established at Vancouver in spite of the 40-hour week, 30 trial run trips will be awarded lucky bond buyers in a drawing to be held Monday noon, November 26, in the Tabulating department. Eight of the winners will be cash buyers only, and these eight will be chosen from a box containing only 300 cards bearing the name and badge number of cash purchasers. The remaining 22 free trial run trips will be awarded bond buyers in the payroll deduction division with approximately 10,000 cards bearing name and badge number of bond buyers placed in a huge drum. Date of the trial run

trip has not been set, but winners will be given identification papers so that they can make the trip even if not employed at the yard at the time of the river run. The trip will be on one of the first two C-4 cargo vessels which will journey to Astoria and back on its test trip.

The Victory Loan drive is the last bond drive for the yard. Once before, in the Fifth War Loan, trial run trips proved a popular spur to bond buyers. On that occasion, 200 trips were offered as prizes, and the winners rode the last two escort aircraft carriers to Astoria. Sales on that occasion were almost 10 times sales in the current drive. Total bond sales during the yard's history are approaching the \$333 million mark.

the choice of Vancouver for the building of the vessel that will bear his father's name is a testimony to the work of the three Kaiser company yards in this area—work that made possible a great part of the tremendous wartime task imposed upon him.

Hospital Station Wagon Use Reduced

(VANCOUVER) — A reduced schedule was announced this week by Permanente hospital for the station wagon that carries hospital patients from Main First Aid station in the yard to the hospital. Four round trips daily will be made. Previously a round trip was made every half hour.

The Permanente station wagon will leave the hospital at 8:15 and 9:45 a. m. and 1:45 and 3:15 p. m. each work day. On the return trip it will leave the yard at 8:30 and 10:00 a. m. and 2:00 and 3:30 p. m. every work day.

Emergency service still is provided by ambulance or station wagon whenever necessary, it was announced.

KCI-V Launching Honors OSC Official

(VANCOUVER)—Russell A. Hoffman, general superintendent at OSC who supervised the construction work on vessels there, was honored Saturday, November 17, at Vancouver in a tribute by Edgar Kaiser, his "boss," and by John Tacke, OSC assistant general superintendent. Mrs. Hoffman was sponsor of the SS Mount Davis, Vancouver's next to last vessel to be launched. The ceremonies started at 6 p.m. on Way 11, and were followed by a banquet at Columbia House attended by Kaiser company executives.

Kaiser and Tacke both praised Hoffman's work, not only his part in such outstanding records as the 10-day Liberty ship and 22 deliveries in one month, but the more than four years of consistent work

Launching of Land Brings Finish to Vancouver Ways

(VANCOUVER)—The ways at Vancouver reach the end of their war work this weekend with the launching of the SS Scott E. Land. Swan Photographer Grant Ridley recorded some of the final activity with these pictures for the Bosn's Whistle, Friday, November 16.



Everything Must End — Tons of steel, fabricated for vessels that might have carried American boys to bloody shores of Japan had not the A-bomb ended the war, stand as stark testimony in front of Ways 3 and 4, now dismantled except for the one small arm of the "Christmas tree" scaffolding visible in the background. The sections in the foreground are keel plates and tank top for originally scheduled C-4 vessels.

of delivering needed ships. They recalled particularly Hoffman's day and night attention to the job, directing the organization that met one tough schedule after another.

Included in the sponsor's party was Mrs. Ray Yeager, sister of Mrs. Hoffman, and nine-year-old Jo-Ann Hoffman, flower girl. Father James A. Fogarty delivered the invocation.

Photog Lee 'Off Shelf'

(VANCOUVER) — Louis Lee, yard photographer, returned on Monday following a minor operation at Permanente hospital which kept him away from work two weeks. The illness resulted in his missing two launchings, the SS Mount Rogers and the SS Mount Davis. They were the only two launchings at Vancouver not photographically covered by Lee.

OSC Victory Sets Troopship Record

Oregon Ship's 12th Victory vessel, the Dominican Victory, is serving between Europe and the Atlantic coast as a troop carrier. In its most recent trip the Dominican returned 1676 servicemen from Southampton, England. That number is considerably higher than the capacity reported for converted Victories.

The Dominican was launched at OSC on April 4, 1944, and delivered May 3. It was christened by Mrs. E. C. Sammons, wife of a Portland banker.



Ways Near End — Vancouver's last two C-4s are barely visible between the piles of never-to-be-used inner bottoms and keel plates for a cancelled vessel originally slated for Way 4. The last of the two C-4s showing in this picture will slide tomorrow (Saturday) at 6 p.m.

Ernie Pyle Nameship Bringing Vets Home

The Vancouver-built C-4 troopship Ernie Pyle already is on the way back to the states with its first load of returning servicemen. The Pyle and another transport, the General Ernest, left Yokohama Sunday with 6608 army officers and men. Most of them are from the famed Americal division, which fought its way from Guadalcanal to Japan. The Pyle was launched only June 25, 1945, and delivered October 2, 1945. She was christened by Babette Johnston the niece of the famed late war correspondent for whom the ship was named.

Another Vancouver ship—the escort carrier SS Savo Island—also

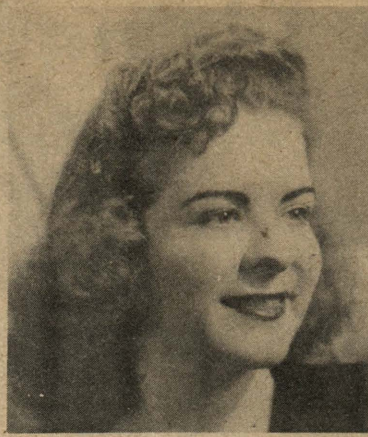
is serving as a troop carrier. On Sunday, it arrived in San Francisco with 1085 navy men. The Savo Island's sponsor was Margaret Taffinder, daughter of the former commander of the 13th naval district. The ship was christened on December 22, 1943, and delivered February 3, 1944.



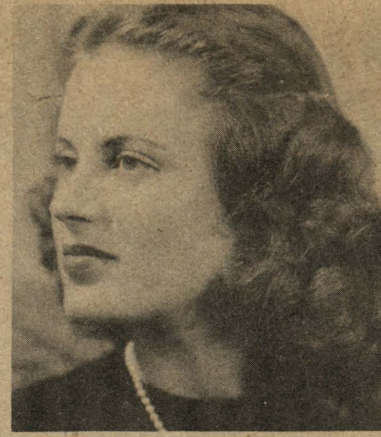
BETTY SULLINS
Sponsor, Charles F. Berg



BARI HODES
Sponsor, National Casualty Ins. Co.



CHARLOTTE PETERSON
Sponsor, Pago Pago Club



BETTY LOU MELBY
Sponsor, Willamette Iron & Steel



JOY VINTON
Sponsor, Jantzen Knitting Mills



DONNA STEINERT
Sponsor, Fred Meyer



DOROTHY KARAN
Sponsor, Portland Army Air Base



MARIJEN PETTIT
Sponsor, Safeway Stores, Inc.



BETTY IVERSON
Sponsor, Bedell Co.



BETHENE ROSS
Sponsor, Portland Milk Distributors

Victory Loan's Progress Soars At Swan Island

(SWAN ISLAND)—Despite obstacles that early in the month loomed large in the path of success of the Victory Loan drive at Swan Island, standings the first of this week showed employes already had pledged 85 per cent of the yard's quota and have a month to go on cash sales and special deductions. Two of the major departments, Materials and Administration, are over 100 per cent of their quota and in Administration II of the minor departments are over the hump.

Personnel is 375 per cent and Bond department 256 per cent. Other administrative groups that have made their quota include Bond sales, Telephone, Reproduction, Rate Control, Kaiser's office, I.B.M., Accounting, Messenger and deMartini's office.

Department standings the first of the week were:

MAJOR DEPARTMENTS	Per cent of Quota
Materials	105
Administration	104
Riveting & Chipp	93
Guards	91
Rigging	86
Mechanical	85
Electric	80
Erection	78
Shipwrights and Fab.	75
Marine	73
Pipe	73
Paint	71
MINOR DEPARTMENTS	
Mold Loft	149
Hull Materials	134
Assembly	125
Safety	106
First Aid	103
Welding Service	103
Lubrication	101
Yard Management	97
Welding, Dock	97
Test Recording	97
Welding, Ways	93
Outfitting	73
Port Operations	27

PERMANENTE BIRTHS

Mr. and Mrs. Richard Urguhart, Vancouver, a girl weighing 5 lb., 2 oz., on October 25, 1945.

Mr. and Mrs. Caley Cook, Vanport, a girl weighing 7 lb., 3 oz., on October 25, 1945.

Mr. and Mrs. Nick Piedmont, McLoughlin Heights, a girl weighing 7 lb., 12 oz., on October 26, 1945.

Mr. and Mrs. John Liddell, Vancouver, a girl weighing 7 lb., 6 1/2 oz., on October 29, 1945.

Mr. and Mrs. John Marcy, Portland, a girl weighing 7 lb., 1 oz., on October 30, 1945.

Mr. and Mrs. James Melton, Troutdale, a girl weighing 5 lb. 1 1/2 oz., November 7, 1945.

Mr. and Mrs. Claris Conley, Portland, a girl weighing 8 lb., 7 oz., November 7, 1945.

Mr. and Mrs. Forrest Pierce, McLoughlin Heights, a boy weighing 7 lb., 13 oz., November 7, 1945.

Mr. and Mrs. Robert Jefferson, Bagley Downs, a boy weighing 7 lb., 8 1/2 oz., November 8, 1945.

Mr. and Mrs. Elmer Hardwick, North Bonneville, a boy weighing 8 lb., 1 oz., November 8, 1945.

Mr. and Mrs. M. E. Peppers, McLoughlin Heights, a girl weighing 6 lb., 10 1/2 oz., November 9, 1945.

Mr. and Mrs. Jack Kroll, Vancouver, a girl weighing 6 lb., 11 1/2 oz., November 11, 1945.

Mr. and Mrs. Harland Strand, McLoughlin Heights, a boy weighing 7 lb., 13 1/2 oz., November 13, 1945.

Mr. and Mrs. O. L. McDaniels, McLoughlin Heights, a boy weighing 9 lb., 3 oz., November 13, 1945.

Mr. and Mrs. Milburn Shipp, McLoughlin Heights, a boy weighing 8 lb., 2 1/2 oz., November 13, 1945.

Vancouver Ship in Port

The Vancouver-built escort carrier Kitkan Bay is in Los Angeles after a voyage from Pearl Harbor. Coming home on the ship were 696 army and 500 navy wounded.

IRONWORKER VET AIDED OSC RISE

(OREGON SHIP) — Back in March, 1941, when the Japs still were in the preliminary role of a mere menace in the Pacific, a veteran ironworker was called to the task of assisting in the emergence of mighty Oregon Ship from the swampy wilderness of the Willamette river banks. Swan Johnson had experience, gained the hard way, and it was on such experience that Kaiser banked heavily in the effort which was to bridge the sea with ships and bring about the defeat of Nippon and Adolf Hitler's Nazi Germany.

Johnson, as supervisor of ironworkers, was in charge of unloading, erection and installation of all heavy machinery and equipment in the yard. His was the responsibility of founding the four-year record in which Oregon Ship and the nation takes pride.

Thirty years ago he worked in the mines at Butte, Montana, and there learned his trade. In 1916 he received his card as ironworker.

His accomplishments in the war effort he proudly shares with his sons, Paul, 25, and Phillip, 22, both of whom have been in the armed forces of the United States, after earlier employment as ironworkers at Oregon Ship.

Paul Johnson, private first class in the army, is an anti-aircraft gunner, located at MacArthur field, San Pedro, Calif. Phillip Johnson, recently discharged, was a fighter pilot for 16 months in the European theatre of war. He attained the rank of captain, and, for exceptional service, is the possessor of the Distinguished Flying Cross, 12 Oak Leaf Clusters, six major battle stars, a group citation and a Presidential citation.



Swan Johnson mines at Butte, Montana, and there learned his trade. In 1916 he received his card as ironworker.

Bond Queen Selection Aids War Loan Drive

Sponsorship of lovely girls for the title of Oregon Victory Loan queen is proving a major boost in the Portland area for the Victory Loan, and shipworkers have found particular interest in two of the candidates, Joy Vinton and Donna Rae, for reason of their close connection with the shipyards. Miss Vinton, presently a receptionist in a Vancouver radio station, once was an Oregon Ship employe. She is sponsored by the Jantzen Knitting Mills.

Miss Rae, who has the backing of the Portland Traction company, is the daughter of Vern Armstrong, with the Purchasing department at Terminal Repair. She will be pictured next week along with other candidates whose photographs do not appear.

BONDS REPRESENTED

Each official candidate in the contest, which runs through December 7, originally must have presented to Victory Loan headquarters ballots representing \$5000 in series E bonds. Each \$18.75 bond will provide a ballot to list the purchaser's choice for queen.

To date, 17 attractive misses between 18 and 26 are seeking the honor, which includes a trip to Hollywood, screen tests and a possible one-year movie acting contract. Two Oregon winners, one from Multnomah county and one from the rest of the state, will receive the tour to filmland's capital and the chance of continued honor in the movies.

Chances are two to seven that it will be an Oregon girl who will succeed in obtaining the acting contract among Western winners. The odds are arrived at by the fact that only four Far Western states, with a total of seven contestants, are participating in this phase of the Victory Loan campaign.

The contest is sponsored by the Oregon War Finance committee, with assistance of newspapers and cooperation of the movie industry. Betty Sullins, sponsored by

Charles F. Berg company, assumed an early lead in the race. Others giving the beautiful, blonde Berg candidate a stiff run for the honors include:

Bari Hodes, sponsored by the National Casualty Insurance company; Charlotte Peterson, sponsored by the Pago Pago club; Betty Lou Melby, sponsored by Willamette Iron and Steel; Donna Steinert, sponsored by Fred Meyer company; Dorothy Karan, sponsored by the Portland army air base; Marijen Pettit, sponsored by Safeway Stores, Inc.; Betty Iverson, sponsored by the Bedell company; Bethene Ross, sponsored by the Portland Milk Distributors; June Lines, sponsored by the American Engraving company; Zilla Frogley, sponsored by the Bonneville Power administration; Leonore Ryan, sponsored by Olds and King; Evelyn Greene, sponsored by the East Side Commercial club; Ann Nelson, sponsored by Union Pacific railway; and Betty Jane Love, sponsored by Commercial Iron Works.

BOSN'S WHISTLE

Published for the employes of the Portland-Vancouver area Kaiser shipyards, Portland, Oregon.

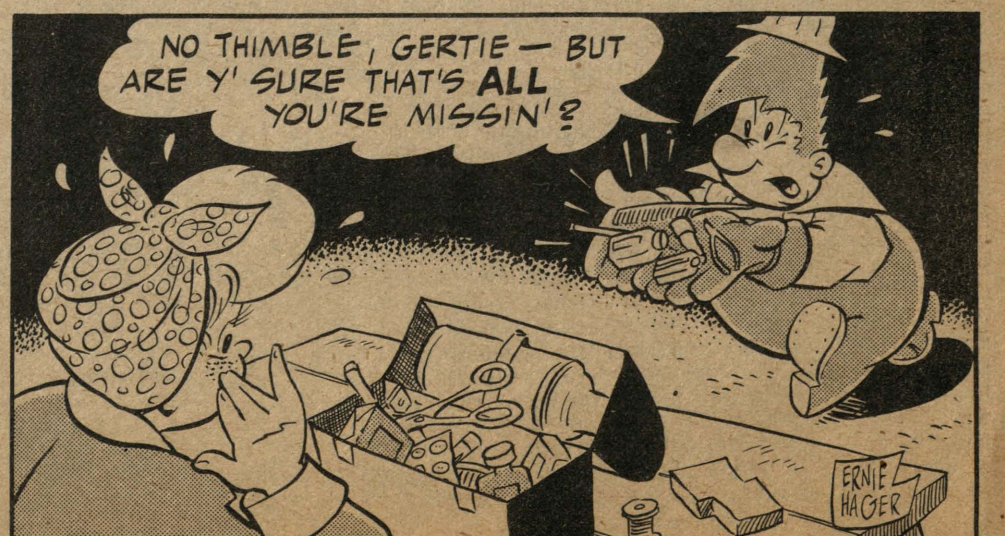
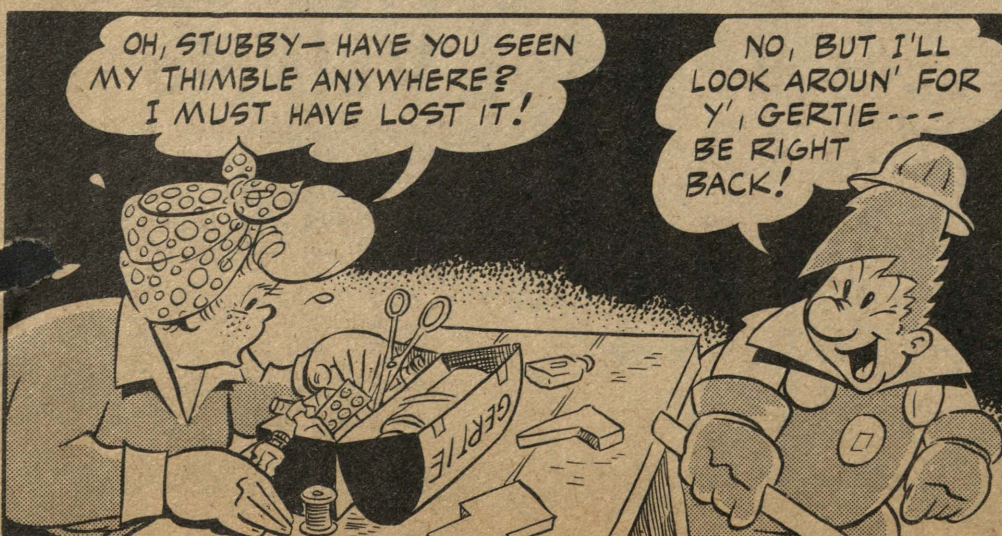
Director HAL BABBITT
Managing Editor DON JAMES
WE 2281, Ext. 281, P. O. Box 4259
Portland, Ore.

Oregon Ship
Editor JACK WEBER
UN 3611, Ext. 501

Swan Island
Editor RALPH BACHMAN
We 2281, Ext. 739

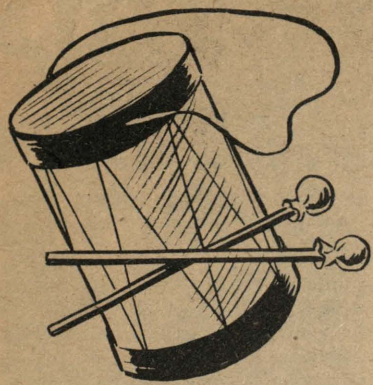
Vancouver
Editor DAVE DEIHL
Vancouver, 2456

Stubby Bilgebottom



By Ernie Hager

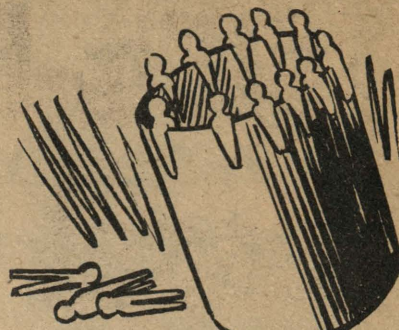
How About Giving Saint Nick A Helping Hand with Toys?



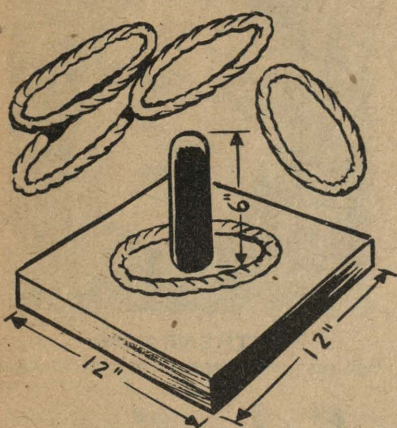
DRUM—Large, empty oatmeal boxes, painted and decorated, make drums. Make drumsticks by tying several thicknesses of cloth around end of a stick. Punch holes in sides, run a heavy cord through, knotting at each end.

With Christmas just around the corner, a good many parents are becoming worried about the scarcity of good toys and the high cost of many that are available. To give Santa Claus (and parents) a helping Yuletide hand, Bosn's Whistle presents this page of toys that may be made easily at home. They were designed by staff members of the Swan Island and Oregon Ship Child Service centers who drew on their experience

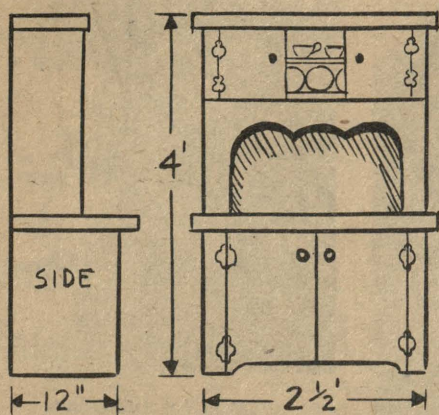
with hundreds of nursery school age children at the centers and on their previous experience with children in many parts of the country. These toys are consistently pleasing to children, will give them many happy hours of play, and are superior to many overly expensive commercial toys that are not sturdy enough and do little more than give children a few happy moments.



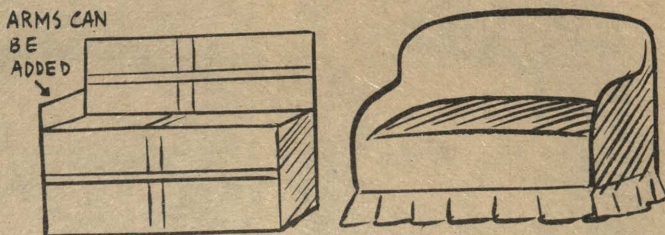
COLOR MATCHING TOY—Divide a quart size can into four sections. Paint each section a different color. Paint enough wooden clothespins in the same colors to go around the edge of the can. Three and four year olds will enjoy matching the colors.



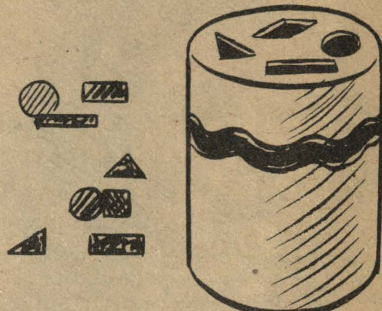
RING TOSS GAME—Use a flat piece of wood about 12" square and 2" thick, with a broom stick about 6" high inserted in the middle. Paint a bright color. Paint and shellac rings of rope.



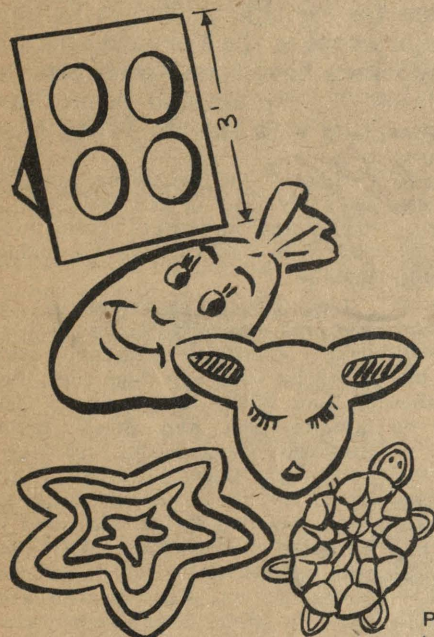
PLAYHOUSE CUPBOARD—Three, four, and five year olds will enjoy a kitchen cupboard made from sturdy pieces of scrap wood. Doors that open and shut are an added attraction and provide a place for pots and pans. These may be added inside with a few hinges which are not difficult to put in place.



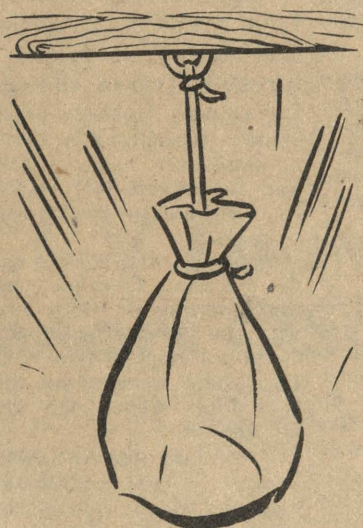
PLAYHOUSE FURNITURE—Children's furniture which can be made from orange or egg crates includes a stuffed sofa and chairs. For the sofa, use one crate for the seat part and two slats from another crate to make the back. For the chairs you will need two crates. Stand the box on end, and then take off the two side pieces of the top portion to make the back of the chair. One roll of cotton batting is sufficient to pad the furniture. It takes approximately three yards of unbleached muslin to cover the padding. This is tacked over the cotton for the seat and back. You will need four to five yards of material—a washable cotton percale or chintz is practical and good looking for upholstery. Other play furniture which can be made from orange or egg crates are book shelves, toy cupboard, doll bed, stove or ice box, and small closet for a child's clothes.



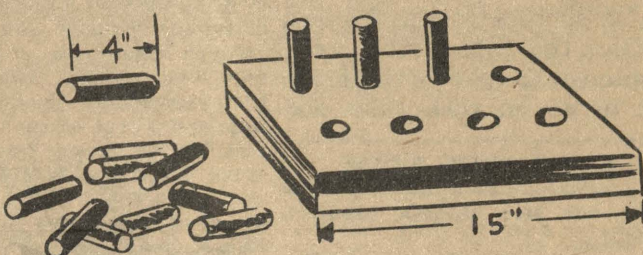
Paint a quart-size round cereal box. Cut a square, a circle and a triangle in the top of the cover big enough so that the same size and shape wooden beads will drop through. Cut a slit also on the top so that flat pieces of colored paper or heavy cardboard may be dropped in.



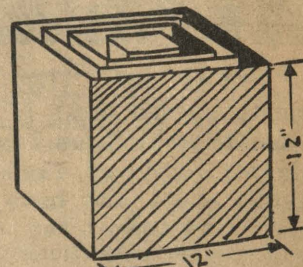
BEAN BAGS, BEAN BAG GAME—Colored felt cut into various shapes, such as animal heads, make sturdy bean bags. Old felt hats could be used. Use colored yarn for eyes, nose, and mouth. For bean bag game, use plywood or heavy cardboard, about 3 ft. by 1 1/2 ft. for the board, braced by a wooden piece at back. Cut holes in board through which to throw bags.



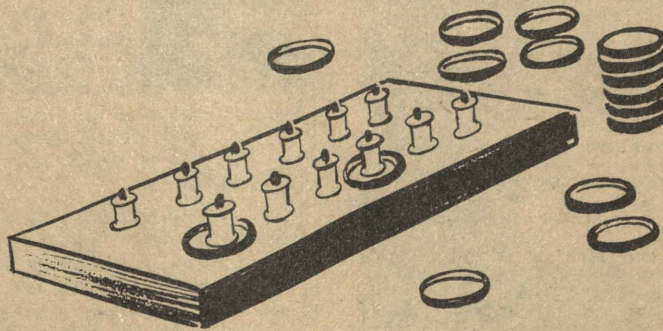
PUNCHING BAG—Stuff a heavy paper shopping bag with newspaper which has been crumpled up. Cut the bag to about 15" or 20" in length and tie the top together with a strong cord and let the cord extend long enough to hang so that it is the right height for the child.



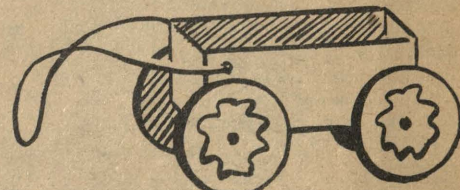
PEG BOARD—Cut holes in one board of about 3/4" to 1" thickness, then nail this board onto another of same dimensions. This will make holes for pegs to sit in. Use pieces of broomstick about 4" high for the pegs. Paint pegs bright colors.



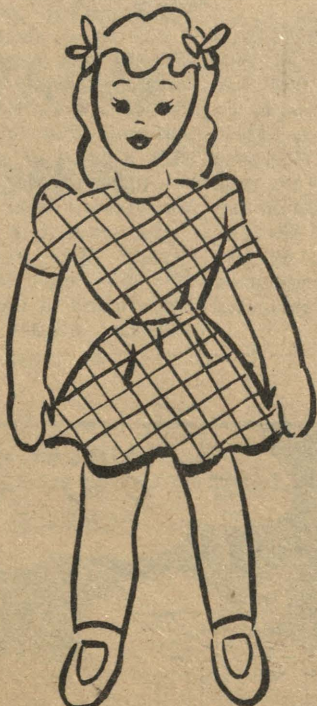
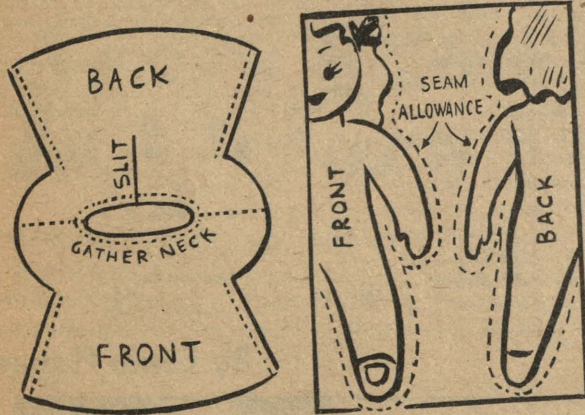
NEST OF BOXES—Use thin wood to make boxes fit inside one another, so that they can be lifted out comfortably. A set of five boxes painted all different colors will make a good play-toy for an eighteen-month, a two or three year old child.



PEG BOARD—Make a peg board of thick wood. Put painted spools on board with brads. Painted curtain rings can be used for child to place over spools. Peg boards are especially good for two and three years old.

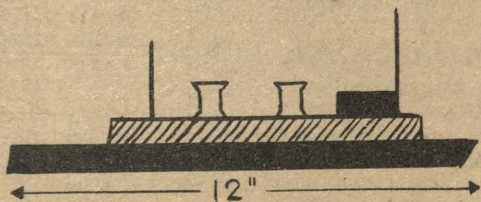


BOX TOYS—If you can find cheese boxes today, you can use them in several ways. Put wheels on a cheese box for a small pull toy. These also make good trains, with hooks on either end to hold together. These boxes are light and will be most satisfactory toys for the eighteen-month and two-year-old children.

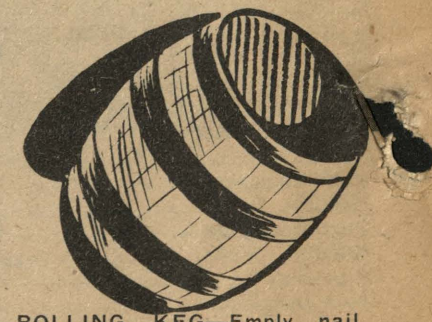


DOLLS—Several of the commercial pattern companies have excellent doll patterns, some 18"-26" high. These dolls can be easily laundered if an extra slip cover is made with face and hair embroidered on, so that the whole covering can be zipped off and laundered.

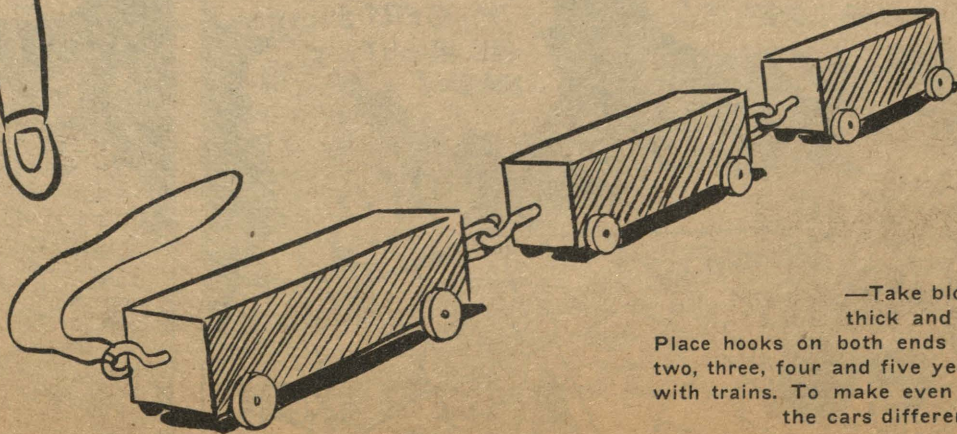
Materials: Two 6" x 9" scraps of muslin, crayons or embroidery yarns, cotton batting, colored scraps for doll's dress. Place two patterns on fold of cloth, cut. Embroider or crayon-in face, hair, and shoes. Baste back and front of doll together with embroidered or crayoned sides facing each other, leave a small opening on one side, so doll can be turned right-side-out after machine stitching around edge. Stuff doll with cotton, sew up. Then cut out dress, fold at shoulder line, sew side seams and gather neck. Any size pattern may be sketched from drawing.



BOATS—Two year olds to five year olds love to play with boats—ferry boats, tugs, barges, tankers and all. They can be made from scrap wood with spools attached for smoke stacks.



ROLLING KEG—Empty nail kegs painted brightly make good outdoor rolling and pushing toys. Cable spools painted bright colors are good for active outdoor play.



INTERLOCKING TRAINS—Take block of wood about 1 1/2" thick and about 4" or 5" long. Place hooks on both ends to lock together. All two, three, four and five year olds enjoy playing with trains. To make even more exciting, paint the cars different colors.