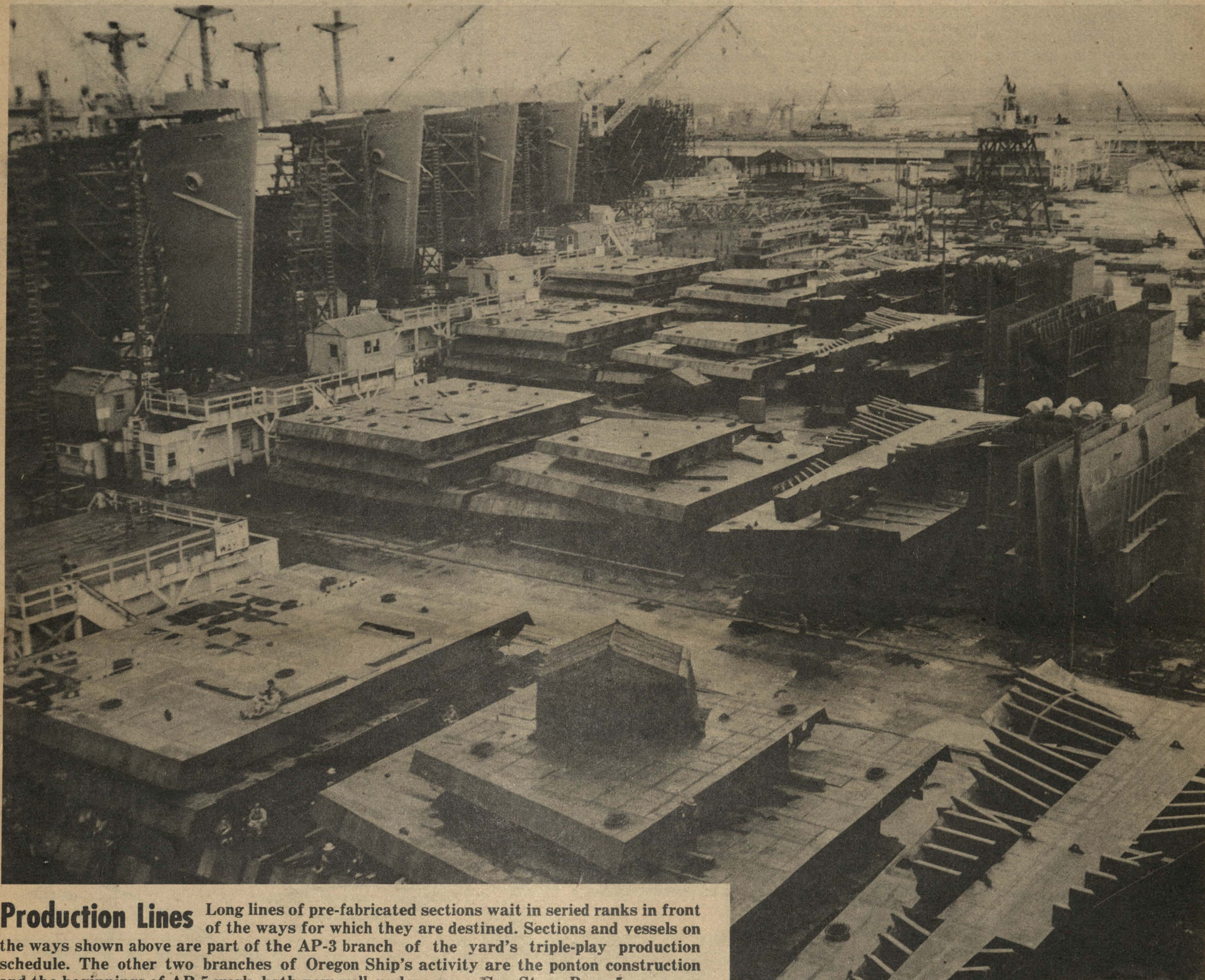


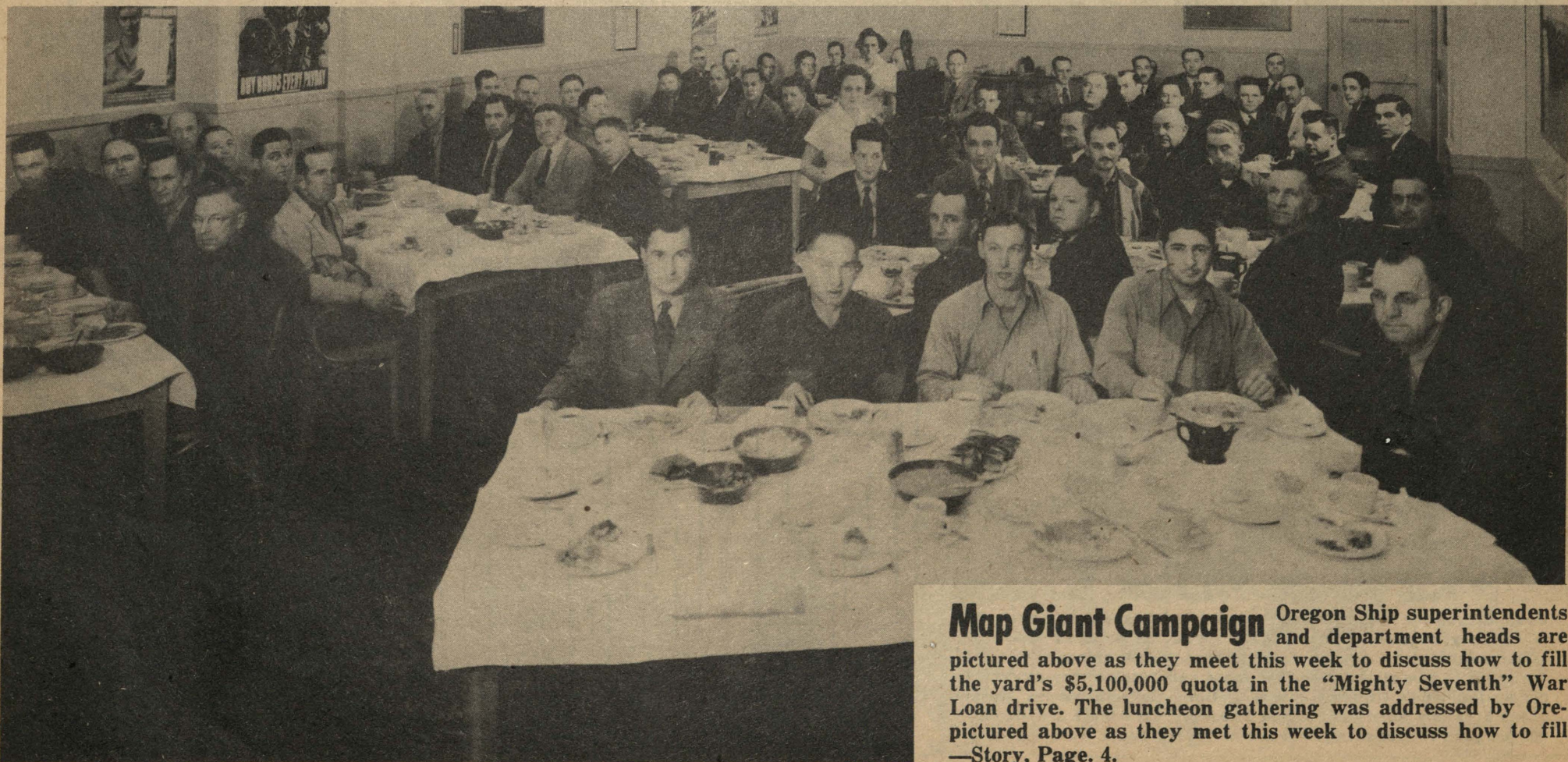


7th WAR LOAN PRIZES SET

Story, Page 4



Production Lines Long lines of pre-fabricated sections wait in series in front of the ways for which they are destined. Sections and vessels on the ways shown above are part of the AP-3 branch of the yard's triple-play production schedule. The other two branches of Oregon Ship's activity are the ponton construction and the beginnings of AP-5 work, both now well under way.—See Story Page 5.



Map Giant Campaign Oregon Ship superintendents and department heads are pictured above as they meet this week to discuss how to fill the yard's \$5,100,000 quota in the "Mighty Seventh" War Loan drive. The luncheon gathering was addressed by Oregon Ship's president as they met this week to discuss how to fill —Story, Page 4.

Clothing Donations Sought in Big Drive

An appeal addressed particularly to shipyard workers in the Portland area to contribute to the United National Clothing Collection drive for 125,000,000 destitute war victims in all parts of the world was made this week by George H. Buckler, Portland UNCC chairman. Today in dozens of war-torn countries virtually the entire population is hungry, homeless and nearly naked. At the

request of President Roosevelt, Henry J. Kaiser has assumed the national chairmanship of the drive to procure 150,000,000 pounds of good used clothing which will be sent overseas immediately.

Buckler, appointed by Kaiser to head the Portland drive, declared: "Every man, woman and child in

Portland should help to make this collection an outstanding success. It is one nation-wide clothing drive for overseas relief and, unless it is successful, thousands of war victims will die of exposure.

"The plain fact is that right now the very lives of millions of persons, who have withstood five harsh, horror-filled years of Axis tyranny, de-

pend upon the prompt filling of their clothing needs. The health of many millions of war victims has been seriously affected by lack of adequate clothing. Diseases are rampant among them."

Mayor Earl Riley of Portland has designated the week beginning April 8 as "Clean Out Your Clothes Closet Week."

"We realize that the people of Portland like every other city in America have been faced with one drive after another," the mayor declared. "But I don't believe there has been a more worthy cause than this one."

"I doubt if there is a clothes closet in Portland that doesn't contain at least one garment that could be donated to war victims. Let's all clean out our old trunks and closets and send all our discarded clothing and bedding overseas."

YARDS TO ACCEPT CLOTHES

Every civic and fraternal organization in Portland is cooperating with the clothing collection committee. James Emmett of the UNCC planning committee announced that facilities will be set up next week for receiving used clothing at OSC and Swan Island.

Larry Bay, assistant to the general chairman, stressed the fact that clothing contributed must be in such condition that it can be distributed immediately in war-ravaged areas. The committee has no facilities for cleaning and repairing clothing.

Thirty-six Portland fire stations also have been designated as receiving depots for the clothing. Rudie Wilhelm and Jack Schlaht of the transportation committee, have arranged to have all clothing taken to the Pacific International Livestock pavilion where it will be sorted and packed for immediate shipment.

In Clark county, Vancouver's drive was taking form under the chairmanship of Vern Anderson. Extensive plans are underway by the Special Events committee headed by Frank Stewart of Permanente hospital.



No Use At least this money is no longer of any use to the Japs from whom it was taken. Al Bayly, Assembly office manager, received 17 denominations of it from his brother, M/Sgt. Harold Bayly, who obtained it in the Philippines where he is serving with the Army Signal Corps. The bills range from five centavos to 10 dollars, and the amount shown here, which is close to \$250, was just enough for a prisoner of war to buy one loaf of bread. (Swan Island photo)

Rat Fools Diet Expert; She's Mama Of 4

(SWAN ISLAND)—Remember Angus, the experimental rat? Angus was the unhappy little rattus-rattus who was playing "guinea pig" for an experiment in nutrition being carried on at the Child Service center at Swan Island.

Angus was being given the malnutrition diet while her partner, Bunny, was being fed the proper vitamins, in an experiment designed to show the

children the value of adequate diet.

The experiment was interrupted before it really had a chance to prove its point. Angus, most inconsiderately, became the proud mama of a family of four. Naturally, a mama of four little rats couldn't be subjected to the rigors of laboratory life—so she was put back on a regular diet, and last reports were that she was doing fine.

Twelve of every 100 American ships taking supplies to Russia in 1943 were sunk by enemy action. In March, 1944, the rate of loss fell to one in every hundred.



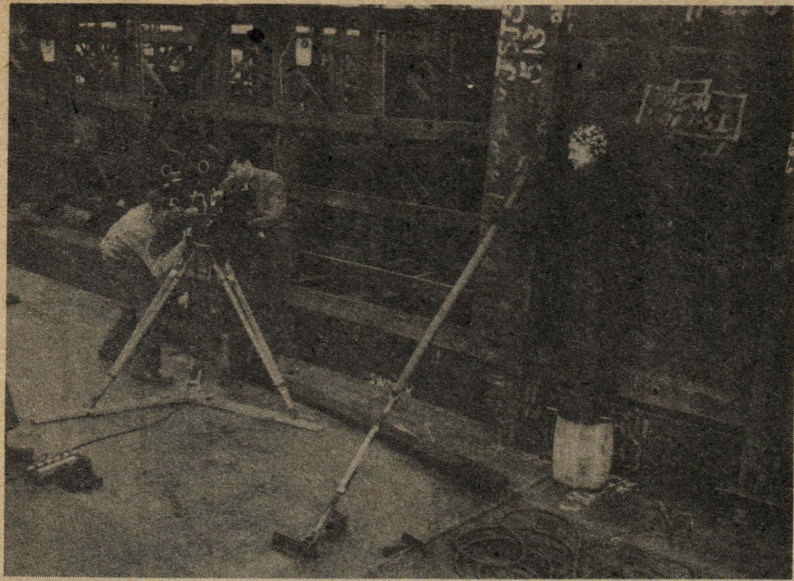
In response to an appeal from President Roosevelt, Portland civic leaders have perfected plans for participation in the United National Clothing Collection drive to aid millions of war victims in all parts of the world. Mayor Earl Riley of Portland has proclaimed the week of April 8 as "Clean Out Your Clothes Closet Week." Pictured above are George H. Buckler (left) UNCC chairman for Portland, and Mayor Earl Riley; standing (left to right) Jack Schlaht, A. F. of L. representative; Nathalie E. Panek, CIO representative, and Rudie Wilhelm.



Described as the "best dressed" boys in their war-ruined Greek village, the youngsters pictured above speak for Europe's 30,000,000 children who are in tragic need of clothing. Kaiser shipyard workers are urged to give all the garments, shoes and bedding they can spare during Portland's United National Clothing Collection drive, which opens officially April 8. President Roosevelt says there are 125,000,000 persons in war-ravaged countries facing death from exposure.



... But I'll be on this detail permanently — I used to be that sergeant's leadman in the shipyard. ...



Mrs. Robert Campbell, day welder, is a movie star in her own right, and a signal corps film of her family will be shown to the most discriminating audience in the world—servicemen at home and abroad—as representative of servicemen's families who have come to Vancouver to work in defense plants and who live in government-operated housing projects.

FILM 'STARS' WELDER Family Life Recorded

VANCOUVER)—Mrs. Robert Campbell, day welder, and her two children, Robert, 7, and Sharon, 4, have been picked to represent Vancouver wives and families of servicemen for an Army Signal corps motion picture that will be shown to 11 million members of all branches of the armed forces serving at home and overseas. A resident of McLoughlin Heights, Mrs. Campbell was chosen by the army authorities in charge as representative of Vancouver residents who have come to the city to work in defense plants and who live in government operated housing projects. She lives at 7513-A 6th street with her children and her father, Roy Ambough. Her husband, Robert Campbell, was an iron worker at the Albina yard in Portland before joining the Merchant Marine.

Motion pictures showing Mrs. Campbell at work were taken, Saturday, March 24, as were shots of the children and their mother enjoying recreation facilities at McLoughlin Heights community center. They were also filmed at the shopping center buying provisions.

Monday, Sharon, 4, was filmed while playing at the Marshall nursery school. Her brother, Robert, 7, was shown calling for her after studying at the Marshall elementary school, and their daily meeting on the bus when their mother returns from work also was recorded.

Working with Lieutenant Lerner, army signal corps, and his staff was Walter E. Pollock, project services director for the Vancouver housing authority.

Husband of OSC Employee Recounts Part in Sea Battle

(VANCOUVER)—Norman Hopp, FP 2/c on the U.S.S. California, was an eye-witness to the sinking of two escort carriers in the Battle of Lingayan Gulf, according to an interview with a Bosn's Whistle reporter last Saturday.

Hopp says that it was impossible to tell during action the names of the various ships. "When you're fighting a sea battle you don't have time to inquire into the antecedents

Hobbyist Asks Old Copies of Whistle

(OREGON SHIP)—E. L. Shelton, OSC shipwright, whose chief hobby—raising tropical fish—attracted some attention through a story March 16 in the Bosn's Whistle, has a problem in connection with another hobby.

Shelton collects copies of the Bosn's Whistle, and he is shy four issues. When he can get track of Nos. 1, 2 and 3, Volume 1, and No. 3, Volume 2, both old magazine style, he will have every issue since the Whistle's inception. Prior to the newspaper, the single edition served all three yards.

"Back in the early days we didn't realize how much we would appreciate the Bosn's Whistle, and I was careless with mine," Shelton admits, in making a plea for the missing copies.

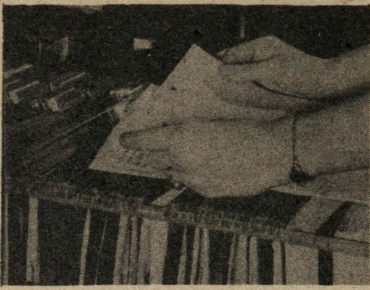
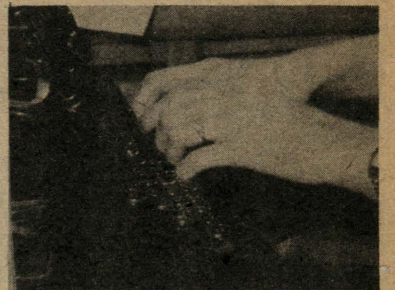
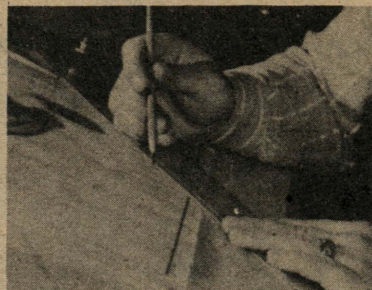
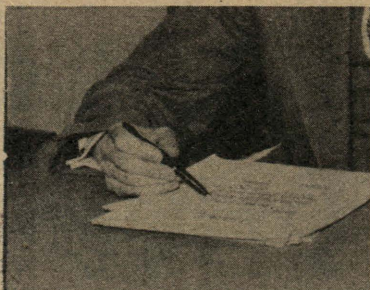
If any reader has extra copies of those issues, Shelton would like them. In exchange—or, for that matter, as an outright gift to anyone who needs them for similar collection or other purpose—he offers the following issues in which he has extra copies:

Volume 3, Nos. 3, 11, 12, 13, 16 and 24; Volume 4, Nos. 1, 2 and 4. Shelton lives at 1907 NE Wasco street, Portland. His telephone number is TRinity 2406.

of the ships engaged," he remarked. "You're concerned only with your ship and the enemy. That's all you have time for."

Hopp wears the American Defense, Pacific-Asiatic theatre, Northwest Frontier and Philippines ribbons with five stars for major engagements. He has been in the navy for four and a half years.

Hopp and Thelma Wright of the Bond Sales office at Oregon Ship were married recently. Mrs. Hopp has been employed at Oregon Ship for one year.



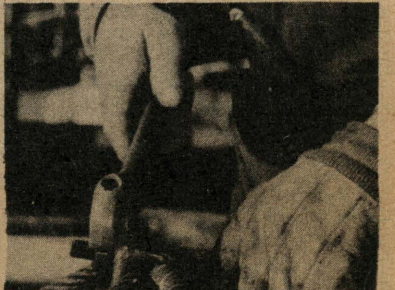
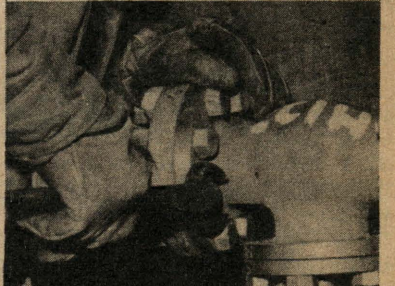
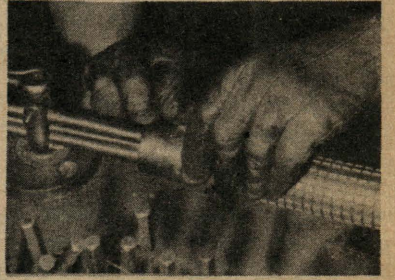
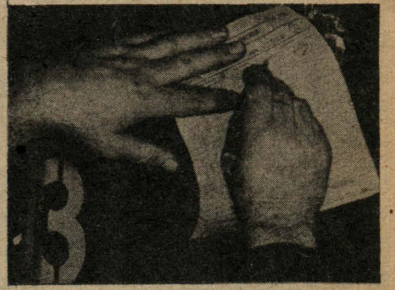
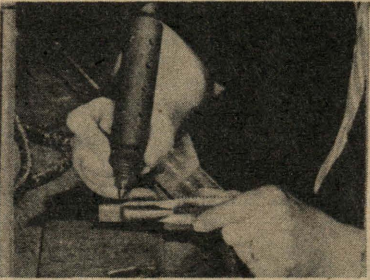
HANDS THAT BUILD . . .

(SWAN ISLAND)—These are the hands that build the tankers that carry the oil that feeds the engines that run the ships, planes, jeeps and trucks that plod the road to victory. Strong, steady, accurate and skilled, these hands are representative of the thousands of pairs that work in close cooperation, sending ships down the ways in a manner unprecedented in world history.

The guiding hand of the executive who starts the ball rolling; the draftsman who lays the plans; the typists and file clerks who keep records in order; the expeditor who handles the distribution of materials; the guards who keep constant vigil at our gates; the burners and welders who piece and seam sheets of steel as deftly as a tailor sews a coat; the chippers; the riggers who secure prefabricated sections for their slow-motion journey on a Whirley crane to the hull; the machinists; the handlers of delicate precision instruments; pipe-fitters; painters; inspectors who put their knowing okay on the finished work; doctors, nurses and attendants at the first aid station—these and others build our ships.

The hand of the sponsor firmly welds the bottle. The champagne splashes across the bow.

"Shake, brother! It's a job well done!"



Ex-Shipyard Nurse Receives Plaudits

(VANCOUVER) — A member of an all yard family, Lieut. Dorothy Barrows, flight nurse, was given a pat on the back by War Correspondent Keith Wheeler as one of the cheerful and efficient nurses who attended him and two other Iwo Jima wounded on an eight-hour leg of the trip from that island to Oahu. The article describing the trip was published in the Honolulu Star Bulletin on March 13.

Lieut. Barrows has been overseas since last December and in the army

nurse corps for two years. She was a nurse at Swan Island First Aid station before entering the war. She was trained at Sacred Heart hospital, Spokane.

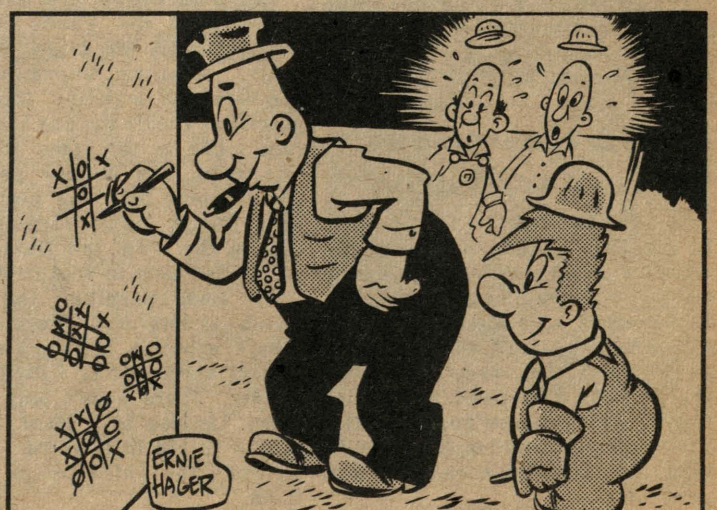
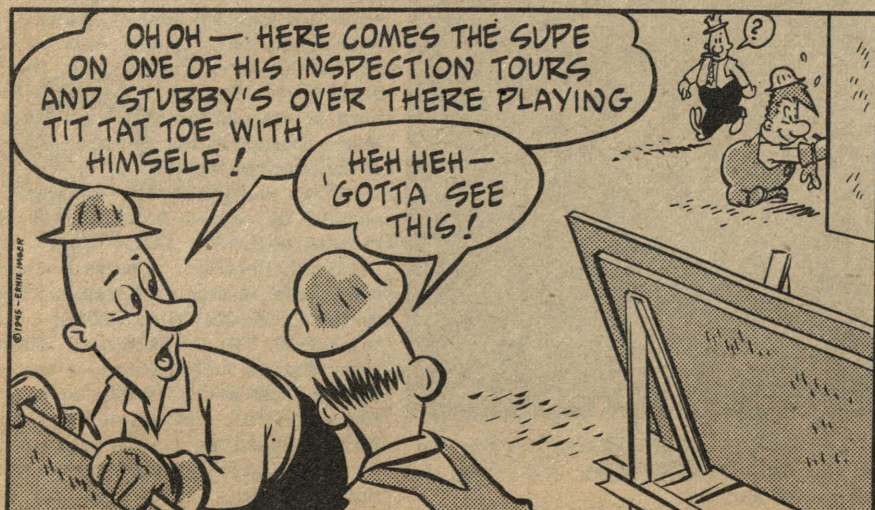
Lieut. Barrows' sister, Mrs. Gladys Anderson, is day timechecker on the Outfitting dock at Vancouver and her brother, Harold Barrows, is a swing welder leadman at Oregon Ship. Another brother, Sgt. Edward Barrows has been with the AAF service forces in England for 32 months.

Ten to twelve months were required in 1917-18 to build an ocean-going ship. Liberty ships, though a third larger, were built in 1943 in as little as 16 days



Lieut. Barrows

Stubby Bilgebottom



By Ernie Hager

\$1000 Bond Top Award In 'Mighty 7th' Drive

(OREGON SHIP) — A top prize of a \$1,000 war bond will be given to some fortunate Oregon Ship bond buyer at the conclusion of the Seventh War Loan drive, it was announced today by Ken Moyer, OSC war bond director. Other cash prizes, all to be given for purchase of bonds bearing the date of April 15 or later, will include a \$500 bond, three \$100 bonds, six \$50 bonds and twenty \$25 bonds. Tickets for these prizes will be enclosed with all bonds bought by Oregon Ship workers after that date and until the close of the three-month campaign, Moyer stated. Four launchings have been set aside to honor departments achieving highest percentages of their quotas, at intervals through the drive, he said. First awarding of a launching to a department will be based on quota percentages set on May 20, two other launchings will be based on figures of June 10 and the fourth launching will be given to the highest department on June 17. No department will be given the launching honor twice.

CARDS OUT MONDAY

The Seventh War Loan drive, nationally known as the "Mighty Seventh," will be launched at Oregon Ship next Monday with the first distribution of cards to workers, authorizing increased payroll deductions. Each card will carry the slogan: "For My Post-War Plan."

Plans for the campaign were started rolling last Monday when yard superintendents gathered in the executive dining room at 1 p.m. Principal speaker at the luncheon session was E. C. Sammons, state chairman of the Oregon War Finance committee of the U.S. Treasury department.

Sammons said: "The national quota is the highest it has ever been, and Oregon's per capita state quota of Series E Bonds is the highest in the nation." He emphasized the impossibility of raising the required funds through payroll deduction alone, and declared that personal savings of workers will have to be converted into bond savings.

"In Portland alone," Sammons said, "there are 299 millions of dollars in savings deposits." He also refuted rumors that bonds were being cashed excessively, stating that on January 1, 1945, nearly 90 per cent of series E, F and G bonds were still in the hands of the original purchasers.

DRIVE SET-UP TOLD

Organizational set-up of the drive was also explained to key workers in various departments at a dinner meeting at 6 p.m. Tuesday.

"Our quota sounds like an astronomical figure," Moyer said. "This \$5,100,000 goal is an enormous one, but no greater, proportionately, than that assigned to all industries in the country."

National quotas for this campaign, he revealed, are based on the individual income of workers. The average monthly wage of OSC employees is over \$250, setting the average individual worker's quota at \$187.50 for the three month period. During the same three months last year, average bond purchase per worker was \$161.50, Moyer said, and during one of those three months no bond campaign was in progress.

Departmental quotas, broken down into sub-departments and shifts, are set on the same basis as the yard's goal, he added.

Ex-Warehouseman Loses Life on Luzon

(OREGON SHIP)—The parents of Pfc. James Leabo, a former OSC warehouseman, tell of the loss of their son in the invasion of Luzon, February 16, 1945. He entered service on March 1, 1943, and was transferred to Hawaii three months later, going from there to the fighting fronts in New Guinea and the Dutch East Indies. His father, Lloyd Todd, is a swing leadman in the Steel yard office.

Underground Has None Of Movies' Glamor

(OREGON SHIP)—If the famous "underground" movement among Nazi-dominated people in Europe were the glamorous business portrayed by Hollywood, Jacob van Berkel, former member of the Dutch underground, claims he never would have left the hazardous work. The tall, slim former Dutch spy for the Allies spoke at Oregon Ship during lunch hour, March 29, to a large crowd of workers. He would not permit photographers to take a front view of his face, for the security of his relatives in Nazi-occupied Holland. "You don't know how fine it is to live in a democracy until you have lost it," van Berkel declared. "But when you have lost your freedom—



JACOB VAN BERKEL

when you live each minute wondering if you or your wife or children might be taken to a concentration camp, when you can't find food, or drinking water—then freedom becomes the most important thing in the world, much more important than your own life."

PERSONALITY CHANGES

Thrusting out his stubborn Dutch chin, the young man said, "Before the Nazis came, I wouldn't have hurt a fly, but afterwards—" He finished the phrase with an eloquent gesture of his hands.

Van Berkel spoke briefly of his native city of Rotterdam, adding, "You think the atrocity stories are too bad to be believed. But you haven't heard a tenth part of the terrible things done to the people of the small countries."

The Dutch underground movement was not a "spy-ring" in the Hollywood sense, he declared, but a great rebellion of spirit among his people against oppressions and cruelty. Chief activities of the group, which included everyone who hated the Nazis, were to publish a newspaper giving true accounts of events, to care for American pilots shot down over Holland, and to keep the Nazis in such a state of unrest that they were unable to make bases for invading England from the Dutch coast.

PARATROOPERS WELCOMED

Van Berkel, from the time of invasion until the Yanks liberated Holland, made 60 trips into Germany, gathering information for bombers and invading forces. He described vividly the day the Americans came to the town where he was living, how he saw paratroopers dropping from the planes, and how, though many Germans were still in the town, the Dutch threw all caution aside in wild celebration.

As final warning, the young Dutch underground worker said: "Don't expect a German underground movement of Allied sympathizers. There aren't any. Today every German is a Nazi, and the people in the little towns will not welcome the Allied troops or help them."



"Bandaging" Pipes Most any asbestos worker would have a good start in the nursing profession if the technique shown above is any indication. A. W. Siemens, Bartells Company asbestos worker, shows a neat turn of the wrist as he applies a "spiral bandage" to the asbestos coated pipes in a Victory ship. Straight lengths are easy, he claims, but some of the joints and corners are hard to manage, "like bandaging the end of a man's nose."

Buffers Have Dirty Jobs, But They Just Laugh It Off

(OREGON SHIP)—One of the dirtiest, toughest jobs in the building of a ship is that of a metal polisher or "buffer," according to Art Morrel, metal polisher supervisor. But for at least one of the crews, the clouds of rust and paint particles that fly from their buffers have no dampening effect on spirits. "You can spot my crew by their singing or laughing at jokes that they shout at each other over the noise of their work," declared Martin Tomissen, leadman. At that moment the crew was in the starboard tank under Hold Five. All that could be seen through the deck manhole was a yellow haze of rust particles thick enough to obscure a light bulb two feet away.

LAUGHTER PREVAILS

Over the whirring roar of pneumatic metal brushes and emery discs came the echo of a loud jovial laugh. "See what I mean?" Tomissen said, as he momentarily shut off the air in the hose running to

the crew's power tools to attract their attention.

Each crew member, as he emerged from the manhole, was wearing a respirator and a transparent face shield, in spite of which every exposed inch of skin was caked with red dust.

Most buffing work is done on bare metal, although rough spots under paint also must be smoothed, Tomissen said. Tools used for the work weigh about 10 pounds, he added, and it takes a good pair of biceps to manipulate the heavy buffers through a working day.

Crews operating the power buffers supplement the work of hand scalers but do all the polishing for areas where magnesite or plastic armor are used on the ship, Tomissen stated.

STUBBY AND HIS FRIENDS



(OREGON SHIP)—Beckie Merkle, the pretty, red-haired secretary to Lloyd Maxwell, Personnel head, was dubbed "Vacation secretary" in the last issue of the Bosh's Whistle and Stubby comes to a point of order on the correction . . . a send-off was given Nel Kemp last Saturday in the Surplus Materials office. She is leaving . . .

Anyone who wants to know about the Red Cross can ask F. L. Wijle, welder layout man. He reports that his son Loren, an expert rifleman in the infantry on the Rhine sector was shot six times, with three bullets grazing his head. The youth is now in a Belgian hospital and has received several blood transfusions. Two other sons are also in the service. . . .

Mary Kemmerick, timechecker in Station 12, was given a birthday luncheon in the cafeteria last week with cake and all such . . . and another party was staged last week for two Texans heading for their home state. They are Connie Hillburn of transportation and Mrs. Myrna Hillburn, her mother, of the electrical department. . . .

Gordon Makin, former OSC guard, stopped by to say howdy, after 23 months with the Coast Guard in the South Pacific. . . . Louise Boehm, warehouse, is reported transferring to the U. S. Maritime offices . . . while F. C. "Buck" Batty, assistant supervisor in fitting stores, is transferring from swing to day work. . . . Ernie Wright's welders on Way No. 1 had themselves a party last week honoring a group of their crew leaving the welding trade.



Demonstrating the technique of operating a metal polishing tool is A. Jamison. His respirator protects him from flying dust and the face shield safeguards his eyes and face.



Looking like a medieval warrior, J. Kennedy is shown emerging from the cavernous gloom of a deep tank where he has been polishing the tank's steel skin in preparation for painting.



Art Morrel, left, metal polisher supervisor, and Martin Tomissen, leadman, discuss progress of the work being done by their crew in scouring steel surfaces.

INQUIRING REPORTER

QUESTION:

"How can we Americans most wisely shoulder our share of the responsibility for keeping the world at peace after this war?"

G. Ray, welder foreman: "Education among our people—but education based on truth and understanding, is the only solution I can see. I don't know what system we could use, but I think every child must be trained to understand what is going on in the world, and why these things happen. We must be awake to world events."

Elmer Smith, maintenance electrician: "Cooperation between nations is a must, but how we're going to work that out is another problem. It's a big problem all right, but if we could face the ship-building problem and settle it as we have here at OSC and other places, we can work out a system of world understanding."

John Wherley, electrician: "Sometimes I think the world is getting to the place where the nations are going to have to get together like the states of the United States—under one head. We have states' rights as well as federal and under a world government, we'd have world rights. That's a big order."

Howard Colton, shipfitter: "I say we should have a standing army and a permanent navy big enough to protect us at all times. And further, we ought to have compulsory military training for all men. It'll make us the big 'guy' whom the other nations will be afraid of, but it will prevent another war, I'm positive of that."

Dale Bartlett, shipfitter leadman: "Nobody picks on the big man who looks like he can take care of himself. And if that big fellow acts decently towards others, people aren't necessarily going to be afraid of him. I think the United States should be like that. Like Teddy Roosevelt said, 'Walk softly and carry a big stick'."

Bob Little, shipfitter foreman: "It won't be any use for us to keep these old sorrows on our minds when this war is done. I have three brothers over seas, and all they want to do—this goes for me too—is to go back to normal living as we did before. Perhaps this time the world has learned its lesson in suffering and trouble."

Reynold Vogel, welder leadman: "I believe we will have to organize a world court of some sort with every nation represented; yes, even Germany and Japan. Perhaps we'll have to keep a standing army too, but the most important thing is that there be some way for nations to settle their differences without fighting it out."

CARD OF THANKS

To all workers who expressed their appreciation for my work as counselor, I wish to state my deep gratitude for all their kindness and friendship. I only wish I could bring to each one the happiness that was given me.—Daisy Mae Natanson.

City Official Draws Honor At Launching

(OREGON SHIP)—One of Portland's leading officials, City Commissioner Kenneth L. Cooper, will be honored at the launching of the S.S. Simmons Victory scheduled for today. Commissioner Cooper will give the principal address and his wife will sponsor the vessel.

Also addressing workers at the launching program will be Janet Mecklam, Simmons' college graduate. Attendants at the ceremony will be Mrs. R. V. Turner and Mrs. Kenneth Ruppe.

Highlight of last Tuesday's ship launching ceremonies was the appearance of Cesar Romero, former film star, now a Coast Guard bosn's mate. Romero spoke following the ceremony, addressing the assembled crowd from the launching platform during the remainder of the lunch hour. He spoke under auspices of the industrial incentive division of the navy.

Ceremony at the launching of the S.S. Reed Victory, named for Reed college in Portland, honored the school's president, Dr. Arthur Scott. Mrs. Scott pronounced the words of christening as sponsor of the ship, attended by Priscilla Joubert, senior woman on the student council, and Jeanne Halsey, president of the Amanda Reed association. Flowers were presented by Elizabeth Riddle, president of the women's dormitory council. Speaker was Robert Sabin, Reed college alumnus.

April Fool! Sweet Stuff Chips Molars

(OREGON SHIP)—About two dozen workers forgot to look at the calendar last week when they accepted chocolate covered "nut" clusters and chocolate "chips" from a sack of candy passed around by Marietta Younger, Outfitting dock burner.

They also forgot to notice that Miss Younger wasn't having any, herself. It was the traditional fare for April 1—delectable-looking candy with jaw-cracking filling.

The "nut" clusters contained uncooked red beans inside a chocolate coating, the "chips" were chips of wood, also temptingly coated.

Seafaring Old-Timer Proud Of Son's Job

(OREGON SHIP)—When it takes a ship nine months to cross the Atlantic, and there's no refrigeration on board, a sailor gets powerful tired of the salt pork, beans and hard tack served three times a day, according to slim, balding Jack Moser, OSC paint inspector. "It was like goin' from 'ell into 'eaven when I left that old three-masted schooner for a ship with a reefer room," Moser said with a Cockney drawl as he described the first ship on which he sailed long ago as cabin boy from the East India docks in London.

LOST HAIR OVER KIDS

For wages, the young Londoner, out to see the world, received 10 shillings (about \$2 gold) for each month's hard service. But in spite of popular comment on the Out-

fitting dock Moser claims he did not lose his hair from the steady salt-pork diet.

"I lost that raising eight kids after I settled down," he declared. "But I'm proud of 'em, and it was worth it."

He recently brought an armload of newspaper clippings to show workers the exploits of one of his sons, Alfred, now a major and squadron commander in the air corps, Pacific theatre, with numerous decorations for bravery.

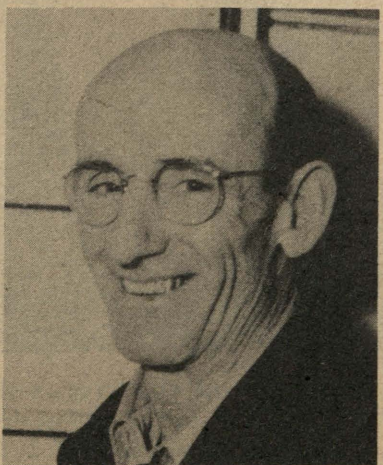
"Alfred—he's seeing some of the world, too," the old sailor declared.

CARD OF THANKS

(OREGON SHIP)—We wish to express our sincere thanks and appreciation to the double bottom crews, Ways 4 and 5 and crews in the inspection shack on Way 4 for the kindness and sympathy shown after the death of our beloved wife and mother, Iva Francis Ball, welder on the double bottom crew.—R. J. Ball and family.

BOSN'S WHISTLE

Published for the employees of the Oregon Shipbuilding Corporation.
EditorELSIE STOVER
SecretaryKAY SCARBROUGH
Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501.



JACK MOSER



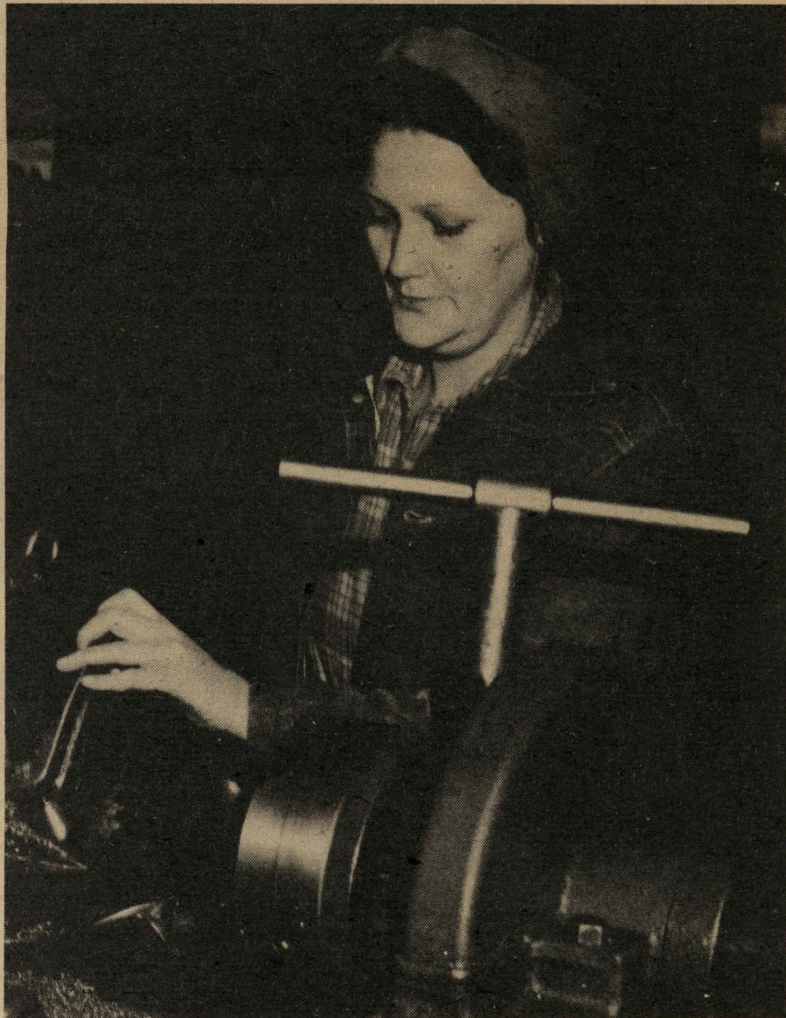
A well-kept manicure was one of the peacetime luxuries abandoned for the duration by the crew of pipefitters shown above. Thick oil covers their hands and fine metal particles dig into their fingers as they cut, thread and ream pipe for outfitting Victories. Crew members are, left to right, Nelta Paasch, Ethel Van Wart, Fern Krause, Ilene Scovil, Ora Cutaia, Sarah Pierce, Sally Stone. Not shown is Mary Whitney, absent.

Dishpan Hands Don't Worry Them Manicures A Memory

(OREGON SHIP) — "Radio announcers who warble about dishpan hands ought to watch us at work," say the eight girl pipefitters in the main Pipe shop who work with their arms buried to the elbows in splashing oil through the day shift. "We quit worrying about manicures when we first tackled this job," they declared. "All we care about now is keeping enough pipe cut, threaded, and

reamed so that the ships can be outfitted and our share of the work won't hold up production." Little danger of that was seen by Frank English, their supervisor who pointed out that the girls' crew, within one peak week recently, handled about 60,000 feet of pipe in all sizes and lengths.

"Those girls can really turn out the work," English declared. And his statement was upheld by the sight of eight pairs of flying hands that moved from one lever to another, sliding pipe into place, threading the lengths and reaming the openings, all done faster than the eye could follow. At each girl's machine, a thick stream of brown oil poured over the pipe in the threader, to prevent overheating and insure a durable piece of work.



Sally Stone, pipefitter, raises the reamer on her machine ready to insert it into the pipe opening. Her hands fly with dexterous speed as she manipulates the complicated levers of her pipe cutting and threading machine. Through such machines have gone as much as 60,000 feet of pipe in one week.

WITH HER LUCK, SHE SHOULD TRY FISHING

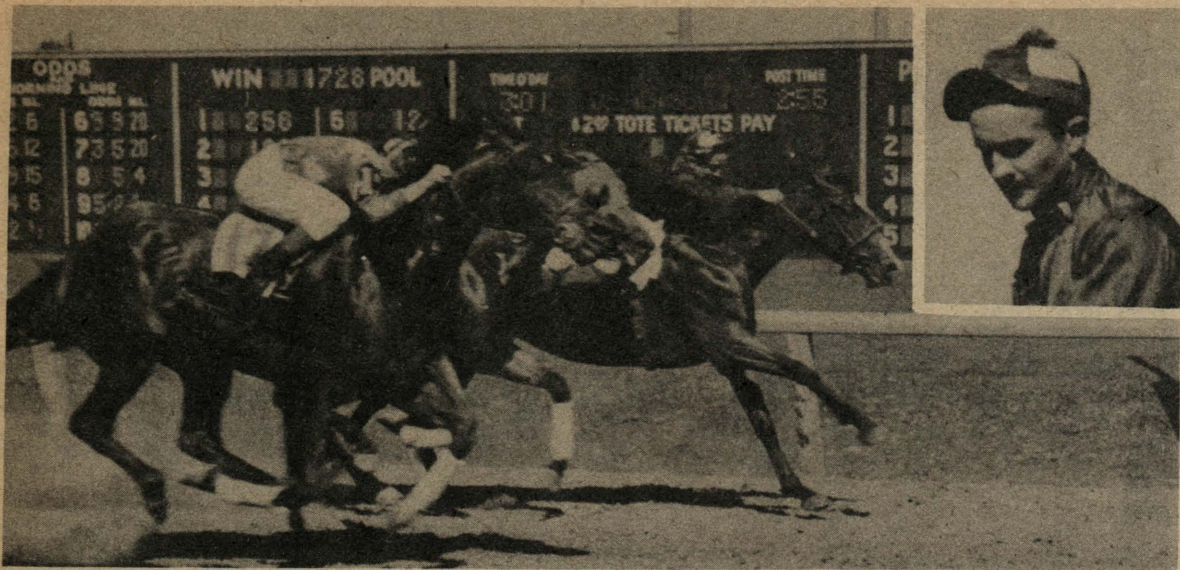
(OREGON SHIP)—The prize was a complete set of salmon fishing tackle, but "Mickie" Tewalt, little blonde expeditor helper on Way No. 1, put her name on the list anyhow.

She said she "didn't know the first thing about fishing, never expected to land even a minnow, but joined in the fun of the drawing just for the heck of it."

When the names were pulled out of a hat, Miss Tewalt found herself in possession of a first-class fishing outfit. But the stout rod and reel and other paraphernalia found good use. She gave them to her overjoyed father on his birthday a few days ago.



MYRON TEWALT



It may not be long now before Mervin Peery (inset), Unionmelt operator at Oregon Ship, is back in the saddle and booting mounts home on the nation's race tracks. Peery, a jockey by profession, expects to return to the tracks as soon as war conditions permit. Photo shows him bringing home Troubadora (nearest rail) in a six-furlong feature at Longacres, near Seattle, in a recent year.

Jockey Anxious To Gallop Again

(OREGON SHIP)—The roar of construction in the assembly bays is a far cry from the roar of spectators at the finish line when the favorite pulls into the stretch, but both sounds are music to the ears of Mervin Peery. The diminutive OSC worker is a Unionmelt operator "as long as they need me to build ships," but a jockey by profession.

Swan Maple League Lead Again Knotted

SWAN ISLAND 16-TEAM LEAGUE

	W.	L.	Pct.
Painters-Dock	52	29	.642
Sheet Metal	52	29	.642
Pipefitters	49	32	.605
Welders-Dock	47	34	.580
Plate Shop	47	34	.580
Chippers-Dock	44	37	.543
Clerical	44	37	.543
Main Machine Shop	43	38	.531
Painters-Yard	41	40	.506
Electricians	39	42	.482
Trial Crew	39	42	.482
Outfitting	37	44	.457
Welders-General	34	47	.419
Shipfitter	31	50	.383
Welders-Ways	28	53	.345
Machinists-Dock	21	60	.260

(SWAN ISLAND)—Swan Island's 16-team bowling league was all tied up again between Painters-Dock and Sheet Metal after last week's play. "Pot money" is divided this year among the first four teams and a red-hot race for fourth position is now on between Welders-Dock and Plate Shop, now tied and only two games back of the Pipefitters. Three more weeks of bowling remain on the 30-week schedule.

With a full two-game lead on Sheet Metal a week ago, Painters-Dock was expected to hold their league lead, but faltered against Plate Shop, losing two of three games. Meanwhile, Machinists-Dock were unable to field a complete team, and became easy pickings for Sheet Metal who won all three. Pipefitters edged Welders-General, two of three, but the second game required a one-frame roll-off, won by the pipemen.

Welders-Dock dropped two games to the Chippers, while Clerical's three-ply win over Welders-Ways put them in a tie with the Chippers. Despite winning two from Trial Crew, Machine Shop dropped to eighth place. Shipfitters posted a triple win over the Electricians and Painters-Yard took a double win from Outfitting.

Team honors were taken by the Shipfitters with a 977 single game and Sheet Metal with a 2827 series. Individual honors went to Paul Kerr, Welders-Dock, and Evans Lumsden, Shipfitters, for 199 single game. Al Remlinger, Sheet Metal, took top series with a 559.

TANKER LEAGUE

	W.	L.	Pct.
Burners	23	13	.639
Erection-Sharks	22	14	.611
Erection-Scorpions	17	19	.472
Tank Test	17	19	.472
Engineers	15	21	.417
Chippers	14	22	.389

Erection-Sharks gained a full game on the league-leading Burners in the Tanker league last week with a two of three win from the leaders. Good rolling in the first and third games gave the Sharks their win. Led by Lamb with a 228 and Doering with 198, the Sharks won the first game by 107 pins.

Tank Test's double win over the Engineers brought the former into a tie with Erection Scorpions for

"There isn't a thrill that can equal riding a good horse to a winning finish," the little ex-jockey declared. "You don't have time to be afraid of the spills when you're going 40 miles an hour, pitting your brain and your horse against a dozen others."

Peery, who expects to go back to the tracks when the war is over, has taken 12 serious falls, with broken bones resulting nearly every time.

"The closest call I ever had," he said, "was when my horse went down in heavy mud while leading the stretch. I was pinned under the horse while the rest of the field thundered over my head. I got a crushed chest out of that tumble."

Though Peery says he "couldn't count the months he has spent in hospitals," fascination of the sport has kept him racing horses of all types for 20 years. And though the soft-spoken follower of the silks claims to be "only a bushwacker," he has ridden on such mounts as Mioland, the horse that won \$159,000 for its owner in a recent year.

When the tracks open again—and it may not be long—Peery declares he is going to be one of the first jockeys to be up on a mount, and one of the first to line up at the starting post, ready for a hard-fought race and a winning finish.

ACTIVITY AT SWAN GYM IN CITY HANDS

(SWAN ISLAND)—In response to a request made to the Bureau of Parks and Public Recreation by Kaiser company, Portland, programming for the large gymnasium at Swan Island was taken over by the park bureau's recreational division April 2, Miss Dorothea Lensch, director, announced.

Boxing, wrestling, table tennis, softball, baseball, volleyball and other games will be carried on under the direction of Frank Gilman. Women directors will be assigned to take charge of women's activities.

All departments are asked to begin organizing softball teams for a two-shift—day and swing—league. Swan's newly turfed ball fields, two for softball and one for baseball, will be available for practice the middle of this month.

For the present, the gymnasium will be open between 1 and 9 p.m. The hours and schedules of activities will be changed from time to time to meet requirements.

third place. Scorpions dropped two to the Chippers.

Team honors for the week went to the Sharks with a 1002 single game and a 2809 series. High individual game was turned in by Lamb, his aforementioned 228. Chippers' Johnny Owens took series honors with 564 pins.

DUNCAN'S SEASON MARK PERILED AS BRENNA BUSTS 253

(VANCOUVER)—With only six more weeks of league bowling, competitive pressure seemed to be abundance as the runner-up, Lyle Duncan's Way 8, took three games from the Supers. Oscar Brenna, leadoff for the Duncanites, rolled 159-242-195—596 plus a handicap of 33 pins making a total of 629. His high game of 253 placed him second to Duncan's 271 season record established a week ago.

Lou Pratt, rolling in second position and carrying a 35 handicap, cut loose with a 604 series. The loss of three games put the Supers in last place.

Townley's No. 3, league leading team, and John Horn's Painters fought a close affair. Townley spurred his mates with 182-191-192—565, plus 69 handicap, for a total of 634. The third game ended in a tie—912 each—forcing an extra frame. No. 3 team won by four pins.

In a listless game, the Layouts took two games of three from the Specialists. The team standing:

	W.	L.	Pct.
No. 3	54	24	.692
No. 4	48	30	.615
No. 6	36	42	.461
No. 2	34	44	.436
No. 1	33	45	.423
No. 5	29	49	.372

Sweep Prizes Call Back OSC Bowlers

(OREGON SHIP)—Last echoes of Oregon Ship's bowling season were heard Wednesday night, March 28, when the league met for the last time at the Hi-Way alleys for a post-season sweepstakes.

Regular teams played as the previous Wednesday night, when season's final games were rolled, but were not matched against each other. The 40 men were out to pick off sweepstakes prizes offered the top five in two classes—those who rolled above 140 average and those who held marks below that figure. Brockel, with a 603, led the top

Golfing Legion Finishes High

Swan Island, Oregon Ship and Vancouver were well represented with 78 linksters at the opening War Industries Golf sweepstakes at Broadmoor March 28. Thirty-two divot-eers from the three yards were placed in the National league, 28 in the Federal and 18 in the American. Bobby Litton, Van-

Vancouver's Golf Tournament Opens

(VANCOUVER) — Brassie and mashie wielders were set to uphold shippyard honors as the 1945 golf tourney got under way April 1, according to Ralph Fisher, sports promoter for the Greater Vancouver recreational area. At the time of going to press a complete list of the Vancouver men to participate in the tournament was not available.

Rules governing play for the league are as follows:

All competition shall be match play with one point awarded each player for each hole halved, and two points for each hole won.

All league match score cards shall be left at the Broadmoor Clubhouse or with Fisher at the Vancouver Columbian the day of the match.

Contestants may play on any course mutually agreed upon, though in case of a dispute Broadmoor shall be the official course.

Contestants are urged to play their match during the week scheduled, but postponements or advancements will be allowed.

Should any player drop out of competition before he has completed his schedule, all his matches shall be voided.

Official U. S. Golf Association rules shall prevail (winter rules).

Each match shall go the full nine holes.

The second round of play April 8 brings together these men in the various divisions:

Par Pals League—George Lynch vs. Harold Cleveland, Bob Walters vs. Mark Antonich, Louie Cyr vs. Elwin Bowyer, Floyd Lavender vs. Gail Bowyer, Andy Hall vs. Zeno Katterle.

Bogey Busters — Art Kuzma vs. Charles Bender, Charles Rolling vs. Fred Gallas, Claude O'Donnell vs. L. J. Leonard, James Alwyn vs. Perry Lance, Erbing Higdon vs. Ralph Fisher, Bengston vs. Leonard.

Divot Diggers—Ed Sauve vs. Paul Barnes, Art Kohler vs. Walter Pollock, Earl Hamby vs. Bud Walters, Bob Coleman vs. Bill Lothspeich, Jim Milan vs. Max Snyder.

DANCE AIDS TOSSERS

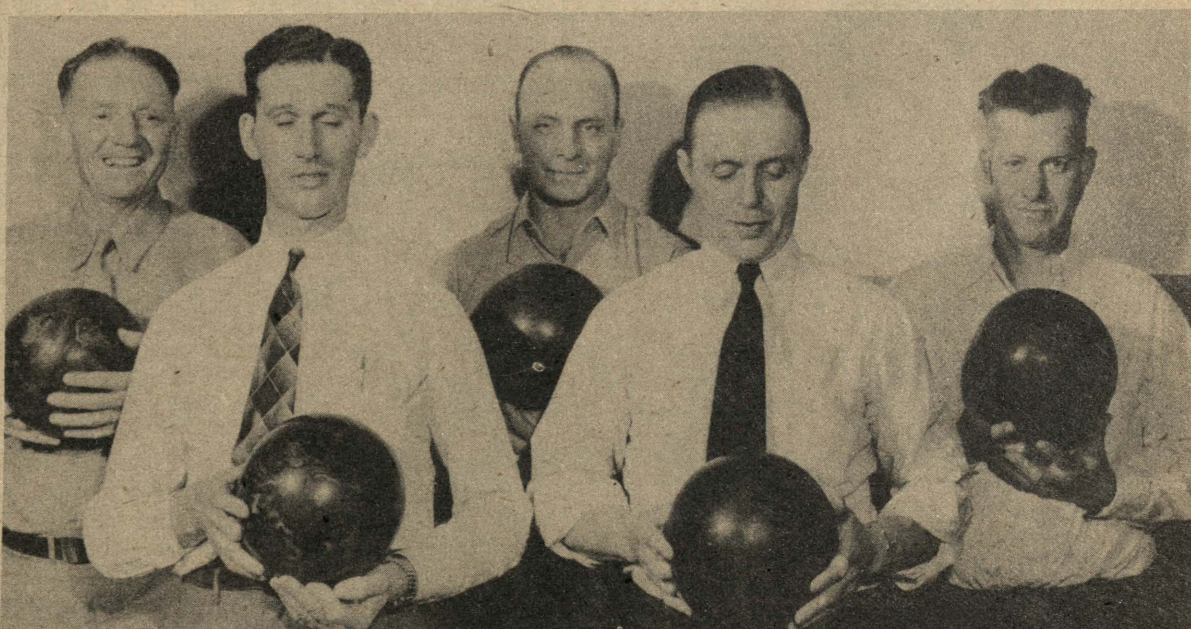
(OREGON SHIP)—Proceeds from the regular Saturday night dance March 30 held for Oregon Ship workers at the gymnasium was turned over to the OSC baseball teams for purchasing additional equipment, it was announced by Clarence Coddling, dormitory director.

five for the upper group. The others were Schoenbeck, Friesheim, Soelberg and Heilman. In the bottom layer, winners were paced by Groat, who chalked up a 585 for the three games. Trailing in prize money were Miniutti, Gettings, Wolfe and Stromgren.

Softball and Baseball Teams Sign Up at OSC

(OREGON SHIP)—Ample facilities for anyone with an urge to play softball or baseball now are available at the Oregon Ship barracks gymnasium, including a ball field reportedly one of the best in the community.

All OSC workers interested are asked to stop at the gym any time between 9 a.m. and 10 p.m. An attendant from the city park bureau will be at the gym to help would-be ball players "get organized." About 30 softball teams and three baseball teams already have signed up for the coming season. Information may also be had by calling Ext. 496.



Sixth-Place Finishers

Shipfitters of the Oregon Ship bowling league lined up for their picture on the last night of league play. Heilman (second from left) took top individual game and placed high in individual series during the season. Other team members are, left to right, Wolfe, Biggars, Gettings and Chafin.

Shipfitters of the Oregon Ship bowling league lined up for their picture on the last night of league play. Heilman (second from left) took top individual game and placed high in individual series during the season. Other team members are, left to right, Wolfe, Biggars, Gettings and Chafin.

So You Want to Be Your Own Boss!

With the End of the War, there Should be an Opportunity for 500,000 Individuals to Open Businesses . . . But new enterprises should be wary. Commercial and Industrial failures jumped 267% after World War I

"BREATHES there a man with soul so dead"—who hasn't thought at some time or another of running his own business? No clocks to punch—nobody to push you around—keep the profits from your own work. Today thousands of war workers with a stake in war bonds are planning to embark on the private business sea. With them will be thousands of veterans financed with government loans.

And, what's more, there will be plenty of need for new businesses. It is estimated that the number of enterprises operating in the United States declined from 3,400,000 in 1941 to 2,900,000 in 1943, or a decrease of about 500,000 in the first two war years. This decline has been particularly heavy among small firms. The number of retail establishments decreased about 18 per cent, the greatest decline being in household appliance stores, radio stores, meat markets, and filling stations. The number of service trades declined 15 per cent; finance, insurance, and real estate dropped 9 per cent. On the other hand, the number of firms engaged in manufacturing, mining and quarrying increased 3 per cent. After the war the Committee for Economic Development is hoping for an increase in production and distribution of 35 to 45 per cent over 1940.

PORTLAND LOSES STORES

Here in Portland wartime conditions have taken a heavy toll of retail grocery stores. A count made by the advertising department of The Journal shows that as of January, 1945 there were 619 independent stores and 82 chain units in the city proper, as compared with 886 independents and 82 chain units in January, 1941.

This represents a decrease of 28 per cent in total stores against an increase of 17.6 per cent in population as of May, 1944 census report. The present total of 701 grocery stores averages one for every 512 persons in the city limits. In 1941 the ratio was one for every 314 persons. In 1930 the ratio was one for every 253.

Small private business is the sort of thing that helped build America. It is one of the real hopes for postwar employment—but it's no bed of roses. It's not difficult to start in business but it's another matter to stay in. Even in good times failures are plentiful. Business is a hard competitive struggle and the yearly mortality is high. In normal times, about a thousand new businesses start up every day and about the same number close down.

The first year is the worst. In retailing, one out of three new concerns do not survive the first year and two out of three close their doors within six years. In wholesaling and manufacturing one out of five concerns discontinue in the first year and two out of three close within nine years.

A study by Dun & Bradstreet of retail stores in 207 Indiana towns showed that 25 per cent closed their doors the first year, another 18 per cent the second year, another 10 per cent the third year, an additional seven per cent the fourth year, another five per cent the fifth year, another five per cent the sixth year, and three per cent the

seventh year, leaving only 27 per cent still in business after seven years.

Failures hit all kinds of businesses but, as may be expected, those that are the easiest to start are also the most likely to fail. The University of Illinois Bureau of Business Research found that restaurants, garages and grocery stores, respectively, top the list of all business failures.

A Bureau of Foreign and Domestic Commerce study revealed that the average life of an eating establishment in San Francisco is 4.8 years, ranging from 2.5 years for a sandwich shop to 7.6 years for a cafeteria.

CAUSES OF FAILURE

Why do businesses fail? Many and varied reasons are given, but practically the only one recognized in the business world is lack of experienced and intelligent management. In the final analysis, management makes or breaks the enterprise. This fact cannot be stressed too strongly. The Department of Commerce made a study of 487 business establishments which went into bankruptcy and of that total 23.5 per cent kept no books, 29.4 per cent kept inadequate books and 39 per cent never took an inventory. Though many of these blamed failure on a depression, the real cause was inefficient management. Here are a few of the main weaknesses of management:

Lack of capital. Failure to properly analyze the financial requirements of a business is a frequent cause of failure.

Improper location. Be sure to locate in the right place. Analyze customers, site and building considerations, environmental conditions, transportation, etc.

Poor layout and arrangement. There is a fine art to laying out a store to insure adequate sales and customer convenience.

Excessive bad debt losses. Helping "temporarily embarrassed" friends has put many a small merchant on the road to failure.

Poor buying policies. Many retailers overbuy or handle too many brands of merchandise or fail to properly gauge their customers' preferences.

Slow stock turnover. Goods that stay on the shelves too long don't make for a successful business.

Inadequate accounting methods. Certainly a business cannot know where it stands if it doesn't keep books.

Excessive overhead. If expenses mount too high, they eat up profits and invite bankruptcy.

Inadequate sales volume. The Chamber of Commerce has found that 74.5 per cent of all independent businesses have a sales volume of less than \$25,000 a year. At an aver-

age net profit of 3 per cent of net sales this would be less than \$750 annual profit for a \$25,000-a-year store and only \$300 for a \$10,000-a-year store.

Failure to observe change. Times and situations do change, and merchants who are not aware of such changes will be left at the wayside.

Personal factors. Dishonesty, fraud, gambling, illness and personal extravagance all play their parts in precipitating business failures.

Inexperience. There are few substitutes for knowing your business, and many a failure has come because of a lack of this knowledge.

Ease of entry. Because many businesses are easy to start, their owners often enter unprepared and subsequently fail. It has frequently been suggested that examinations be required before persons can start a business. There are those who would require that grocers be licensed in the same way that barbers are now.

LOCAL OPPORTUNITIES

None of this, however, should deter the well-prepared and well-informed worker who wants to start a business. Right here in the Portland-Vancouver area there are many opportunities. The Portland Retail Trade Bureau expects to see many new enterprises launched. Among the possibilities are such things as a high grade house furnishings store, juvenile stores, exclusive toy shops, and made-to-order costume jewelry stores, of which Portland has less than its share at the present time.

BEWARE—THE SWINDLER

Huge war savings offer the swindler the greatest chance he ever had to make use of phony schemes and promotions, especially in business "opportunities" lines—and don't think he isn't getting ready to cash in. Shipyard workers, especially those with lack of busi-

ness experience, stand high on the list of prospective victims. The Portland Better Business Bureau reports that swindling activity is already on the rise. The swindler will try:

1. To rush workers into hasty action.
2. To prevent workers from making investigations.
3. When this is impossible, to discredit what the swindler knows in advance will be the outcome of such investigations.

Some business brokers, in acting as agents for sellers of businesses are irresponsible, unfair to prospective purchasers, avoid liabilities and are interested only in collecting a fee. Do not be rushed into a deal. Get all verbal understandings in writing from the seller. Put the deal in escrow with a third reputable, disinterested party. Before you sign an agreement to purchase, have all papers checked by your attorney and all books and records showing earning capacity, past profits, inventory, equipment, obligations, etc., checked by an accountant.

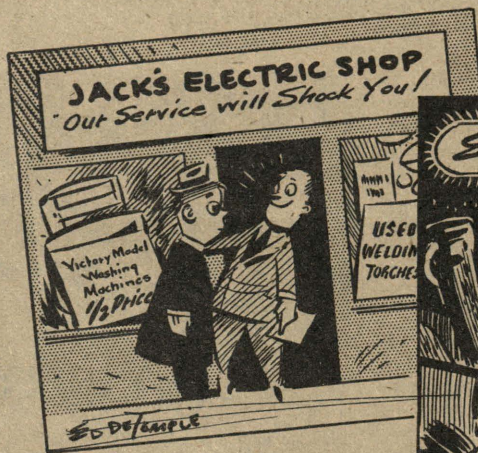
Be careful of the "buy-back contracts." Like money-back guarantees, they are no better than the guarantors. They are frequently worthless promises made by dishonest promoters.

Watch-out for "lucrative home work" employment which more often is a dodge to sell you some equipment at a huge profit.

Beware of "investing" in a business with the expectation of getting better than average salary. In this regard, look out for "partner wanted" propositions which may be nothing more than a deceptive fraud to get your investment in a supposedly profitable business. New inventions, patents or patent litigation ventures are often help up as great investment opportunities but sometimes turn up to be frauds.

Postwar Business Ideas Wanted

A free interchange of ideas among workers for starting their own postwar businesses will help minimize failure and may suggest many other ideas. If you have a suggestion for a postwar business send it into the Bosn's Whistle. Prizes of \$10 will be paid to contributors of ideas which are of sufficient originality and merit to be published. Recognized business experts in Portland will act as judges. Drop your suggestions in the Labor-Management suggestion boxes or bring them in to the Bosn's Whistle office in your yard.



The worker can protect himself by making sure he deals only with legitimate business, reliable persons and responsible concerns. This he can be sure of doing by following the slogan of Better Business Bureaus—"BEFORE YOU INVEST—INVESTIGATE."

Anyone contemplating starting his own business can find help and assistance from the Retail Trade Bureau and the Trade and Commerce committee of the Portland Chamber of Commerce and from the local Better Business Bureau.

GI'S PLAN POSTWAR BUSINESS VENTURES

What plans are service men making for entering business after the war? A recent tabulation made by the Information and Education division of the Army Service Forces shows that of 20,000 servicemen sampled, seven per cent want a business and five per cent want a farm of their own.

Among those who want a business or farm, 42% previously had been independent operators, 45% had been employed in the field of their choice, and 13% were inexperienced.

For the most part, GI's primarily are interested in relatively small enterprises. Half of the definite planners said that they would invest up to \$4,000—approximately one-fifth of them also saying that they have all the required capital and an additional one-third figuring they will have at least half enough. However, plans for borrowing additional capital were mostly nebulous, only one-sixth stating that they intended getting the money from banks or loan companies and one-tenth counting on loans from friends. Many were still unfamiliar with the GI Bill of Rights and its provisions for government guarantee of 50% of amounts up to \$4,000 borrowed for farms and business.

Of the potential retailers and farmers six out of ten were interested in retailing and service enterprises. Complete list by groups includes: Retailing, 45% (food, 10%; automotive, including repair services, 13%; all other, including eating places, 22%).

In addition to the 12% of definite planners, another 6% of those canvassed were definitely interested in such prospects but were not as certain, while another 25% had vague plans or hopes for enterprises of their own, but were also considering other possibilities after discharge, including employment in business or industry, with the government, on a farm or returning to school.



Triple Construction Schedule in Progress

(OREGON SHIP) — Ingenuity of Oregon Ship workers was highlighted this week as yard workers got under way on a three-way construction program — building Victorys, Attack Transports, and pontons for the army engineers. At the center of the "three ring circus" this week was the Hull Materials department, one of the first of the yard's departments in the construction assembly line. "The confusion is only an illusion," declared Jerry Coombes, Hull Materials superintendent. "Under the hubbub of activity, the three separate lines of production materials are moving smoothly into their proper channels."

The bulk of shapes needed for three AP-5 hulls already have been turned out by the Plate shop, Coombes said. The parts, such as angles and stiffeners, have been broken down into sections and scattered in small bunches through the storage space ready to be moved into the Assembly area.

PONTON WORK ZONED

To keep ponton material flowing steadily into construction areas, Coombes said Assembly bays used for ponton construction had been divided into seven zones, with a material man assigned to each zone.

"Quite a bit of the AP-3 material is already available for Victory

hulls up through No. 1263, and is moving steadily along the usual construction channels," he added.

In Plate shop, the three-way job is being taken in stride, according to Hank Hockett, superintendent.

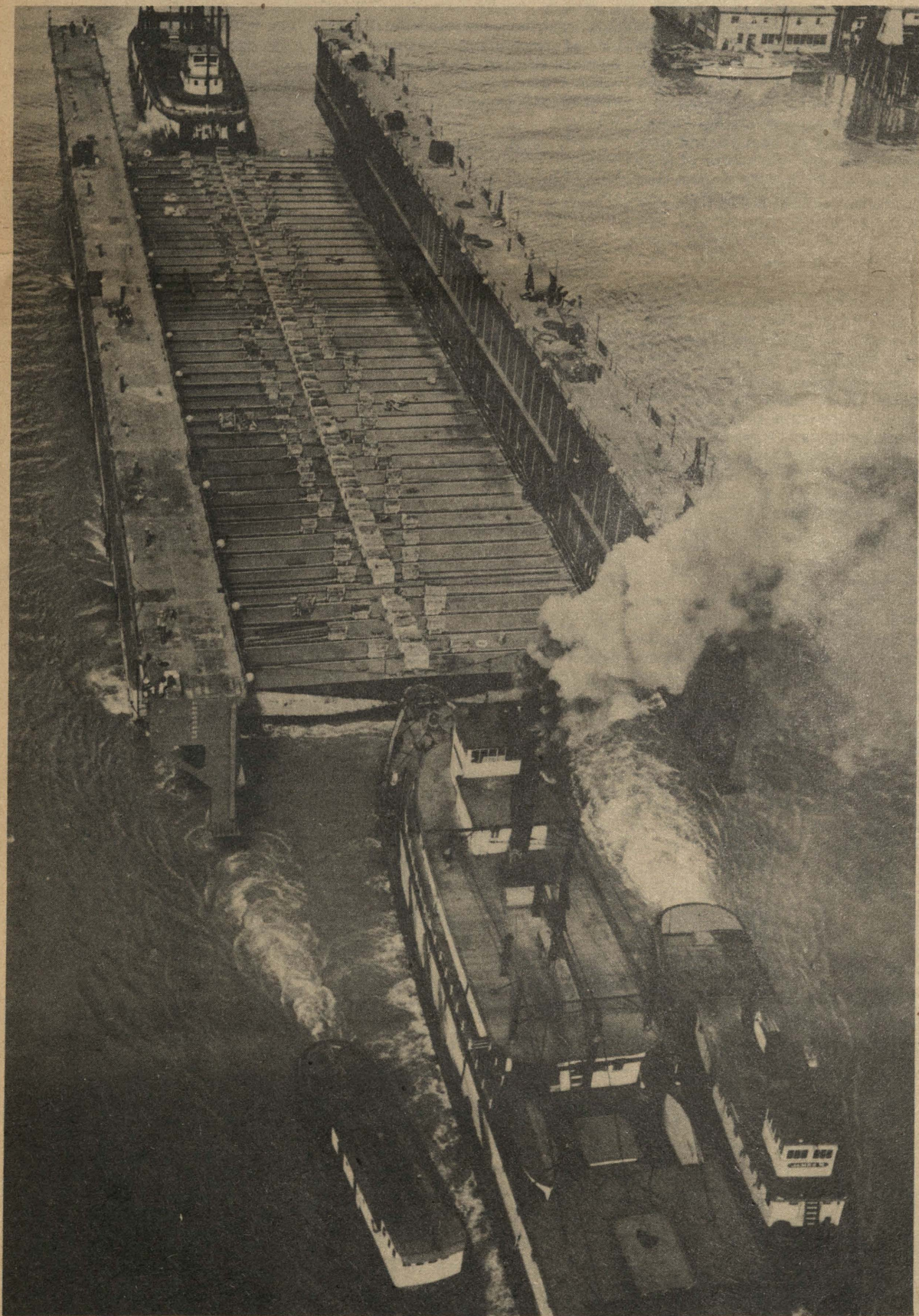
"When the time comes to lay the first AP-5 keel, the keel and all

parts that go with it will be on hand," he said.

Attack Transport ventilation systems were also under construction in the Sheet Metal shop this week, with a reserve supply being built up in readiness for outfitting the vessels this summer.



Two ponton builders are the riveters shown above working on the edge of a bow assembly. They are Anita Ballestad, left, and Irene Sailer. Also under way in the ponton end of the Assembly building is work on web floors, main jig work, stern assembly and transoms.



Tug-Power The most powerful tugs in the Portland harbor ganged up to move the YFD-69 drydock from Vancouver to Swan Island. This view was taken from the St. John's bridge just after the huge center section passed Oregon Ship. Tug in foreground ran the 13 miles in reverse. Rivermen said the drydock was the largest structure ever moved in this port.

The WORKER SPEAKS

Mayor Comments

Sir: After reading the copy of the Bosn's Whistle which you so kindly sent me I find that three complaints seem to be in the minds of newcomers. One is the rain. I really

don't know what to do about this.

The second is what is claimed to be an unfriendly attitude on the part of the people. In a town suddenly thrown into industrial and war time turmoil, perhaps the newcomers expect too much. Portland people always have been noted for their hospitality.

The third complaint is lack of preparation for post-war. I feel that these complainants have been too occupied to note what has been and is being done. Portland is farther ahead in after war development plans than any other city in the country.

The newcomers are expecting a miracle that will perpetuate the present manpower shortage and the surplus of jobs from which all may pick and choose. I'm afraid they are due for disappointment not only in Portland but wherever else they may choose to go.—Earl Riley, mayor, city of Portland.

Ex-OSC Workers Star In Reports From Air Forces

(OREGON SHIP)—Among reports of former OSC workers now in active military service is the army announcement that Cpl. Thomas Rouse, a former boiler-maker helper, has arrived in Italy to serve with a Fifteenth AAF heavy bombardment squadron. The 20-year-old flier will act as gunner on a B-24 Liberator, helping to pound at communication centers in Germany.

Also in the Mediterranean area is 2nd Lieut. Leonard Klawa, pilot of a Flying Fortress. Lieut. Klawa left his work at OSC in November, 1942, to join the air force.

Recently awarded the Bronze Star was Tech. Sgt. Fred Ciochetto, a non-commissioned officer in charge of a photo laboratory at an Eighth air force B-24 Liberator station. Sgt. Ciochetto is in charge of a laboratory that must work with intense speed and precision in turning out hundreds of prints.

"Aerial cameras are removed from the bombers almost as soon as the planes come to a halt. Films are developed, printed and examined at high speed and then rushed to waiting staff officers at headquarters," the release stated.

Sgt. Ciochetto is the husband of Bobbie Ciochetto, OSC clerk.



CPL. THOMAS ROUSE