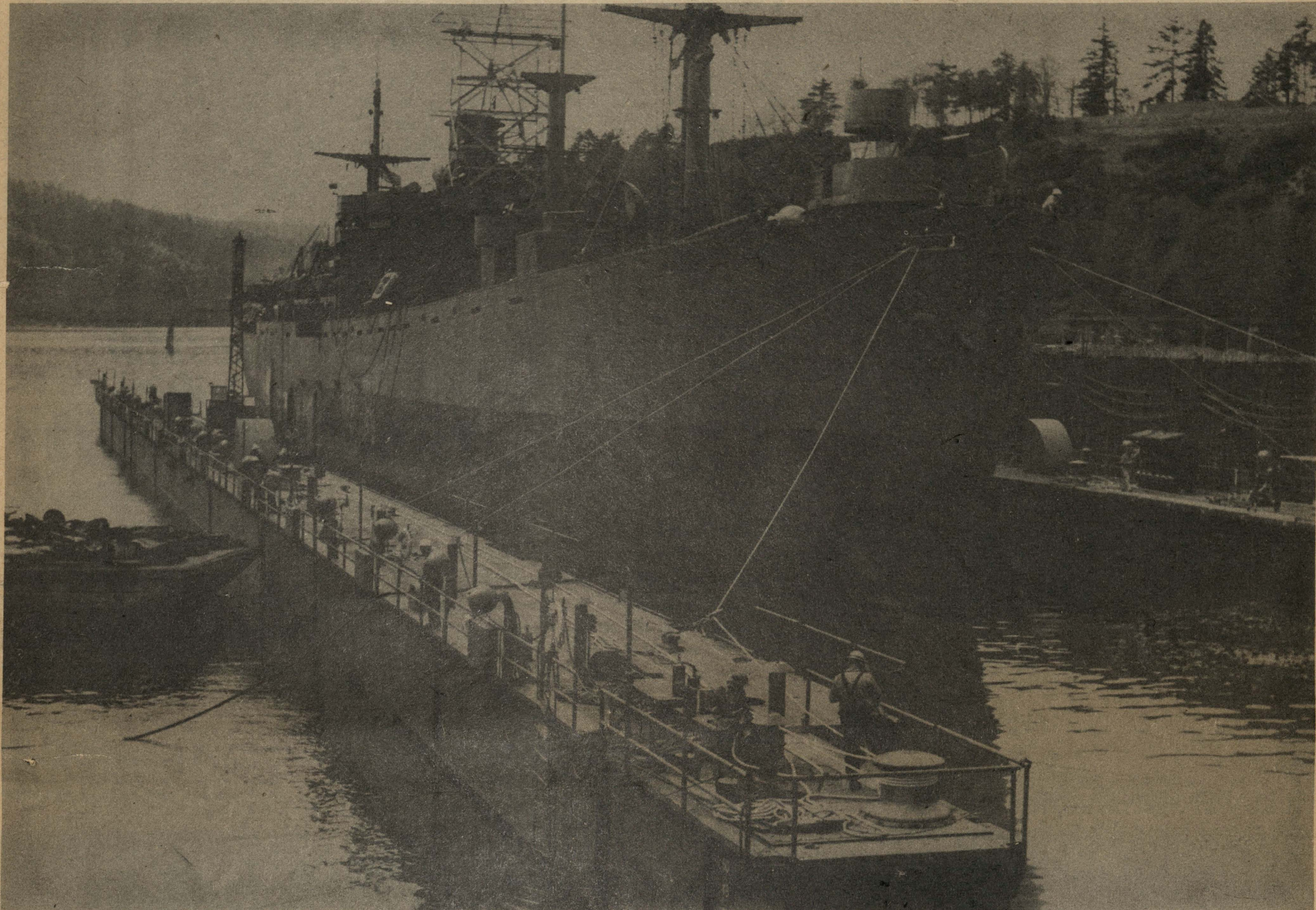


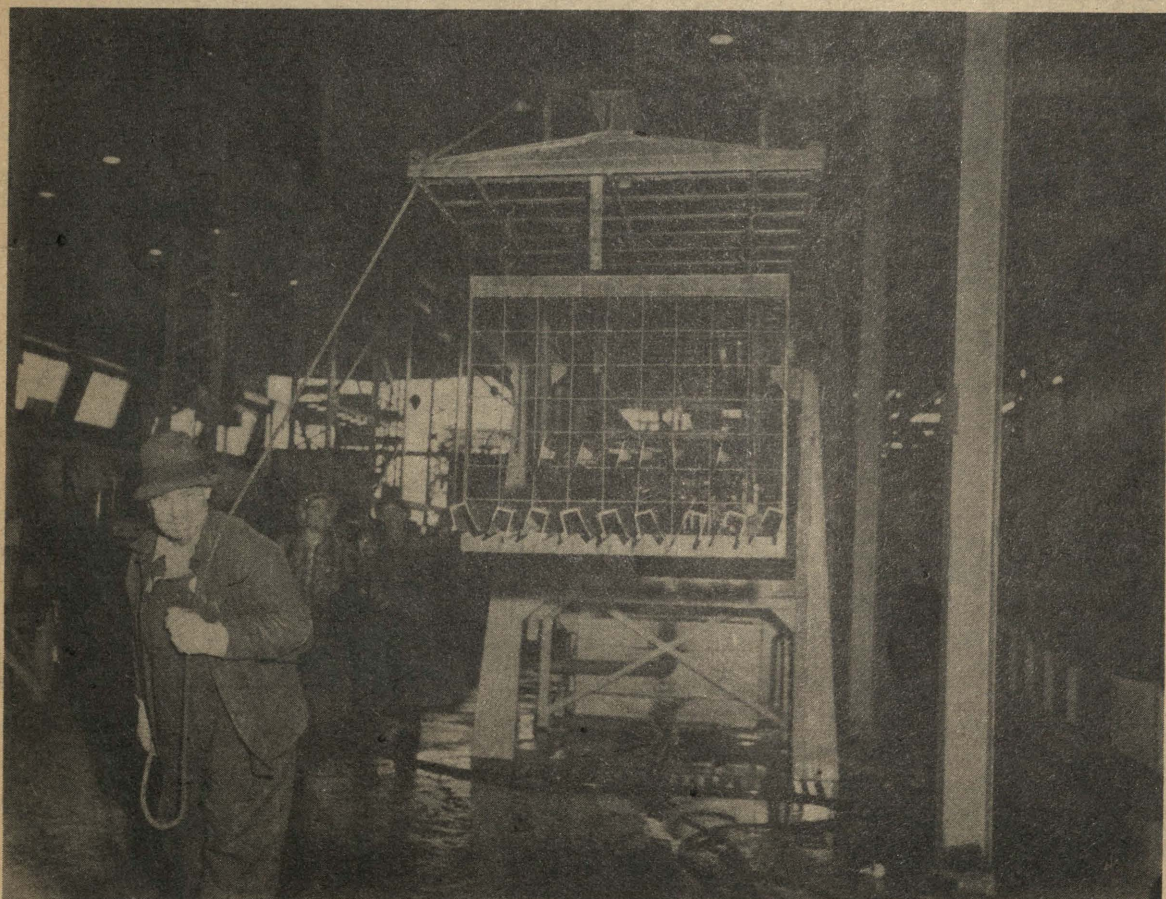


OSC MAY GOAL 800 PONTONS

— Story, Page 5



First Customer First vessel towed into the new drydock at Swan Island Sunday, April 29, was an Oregon Ship-built Liberty now in navy service. The dock is submerged while the ship is centered over the keel blocks, then raised to lift the craft high and dry.



Dip Rack With a cheerful grin, E. M. Garn, Plate shop, leans to the rope. The overhead trolley he pulls along the ponton bay of the Plate shop supports a rack full of ponton parts and carries them from one dip solution to another. Ponton parts are treated with caustic, acid, washed with sharp streams of water and given a primer coat of lemon-yellow paint.



War Loan Launching Opening of the 7th War Loan drive in the Portland area was observed at Oregon Ship last Saturday with the launching of the Victory ship, the S.S. Macalester. Above, Mrs. Larry Hilaire, who christened the vessel, is shown with Mr. Hilaire, Multnomah county chairman of the Oregon War Finance committee.

'STUBBY' SYNDICATED Last Name Now 'Stout'

(VANCOUVER)—Stubby Bilgebottom, ever an ambitious fellow, has changed his last name to Stout and gone to work for the Associated Press. As long as the war lasts Stubby is going to be working in two places—the Bosn's Whistle and the local papers. Stubby reports that he expects to be busier than ever, because he has taken on a job which he has all to himself on the comic pages of the nation—the field of the working man, the toiler in the factories that make America industrially great. Stubby knows those guys and gals. He speaks their language and he thinks he can do the job the way they'd like to have him do it.

Stubby first appeared in the October 8, 1942 issue of the old Bosn's Whistle magazine. He was the brain child of Ernie Hager, at that time an engineer's aide at Swan Island.

NAME FROM BOTTLE

"I got the idea for Stubby when I figured the shipyards needed a little symbol of some kind," Hager explains. "He had to be a lively character so I made him small. That way he'd have to get around faster. I got his name from a beer bottle that was sitting on my desk."

Since that time Stubby has engineered the workers of the three yards through the proper courtesies to be shown women shipyard workers on how not to observe the safety regulations. He has ushered the workers through many bond, production and safety drives until he has become truly, a part of every worker's way of life.

Hager has lived in Portland almost all his life. He is a graduate of Benson Polytechnic high school and spent two and a half years as a fine arts student at the Museum Art school.

Hager's life has changed with his recent entrance into the armed forces and transfer to San Francisco as a corporal with the army engineers—and Stubby's life has also changed with his acceptance by the Associated Press as a comic strip. Besides being a fondly-remembered, clumsy but well-meaning figure around the yard, he now will become a symbol to other industries in the country.

The Vancouver Columbian is the first local paper to carry the new



ERNIE HAGER

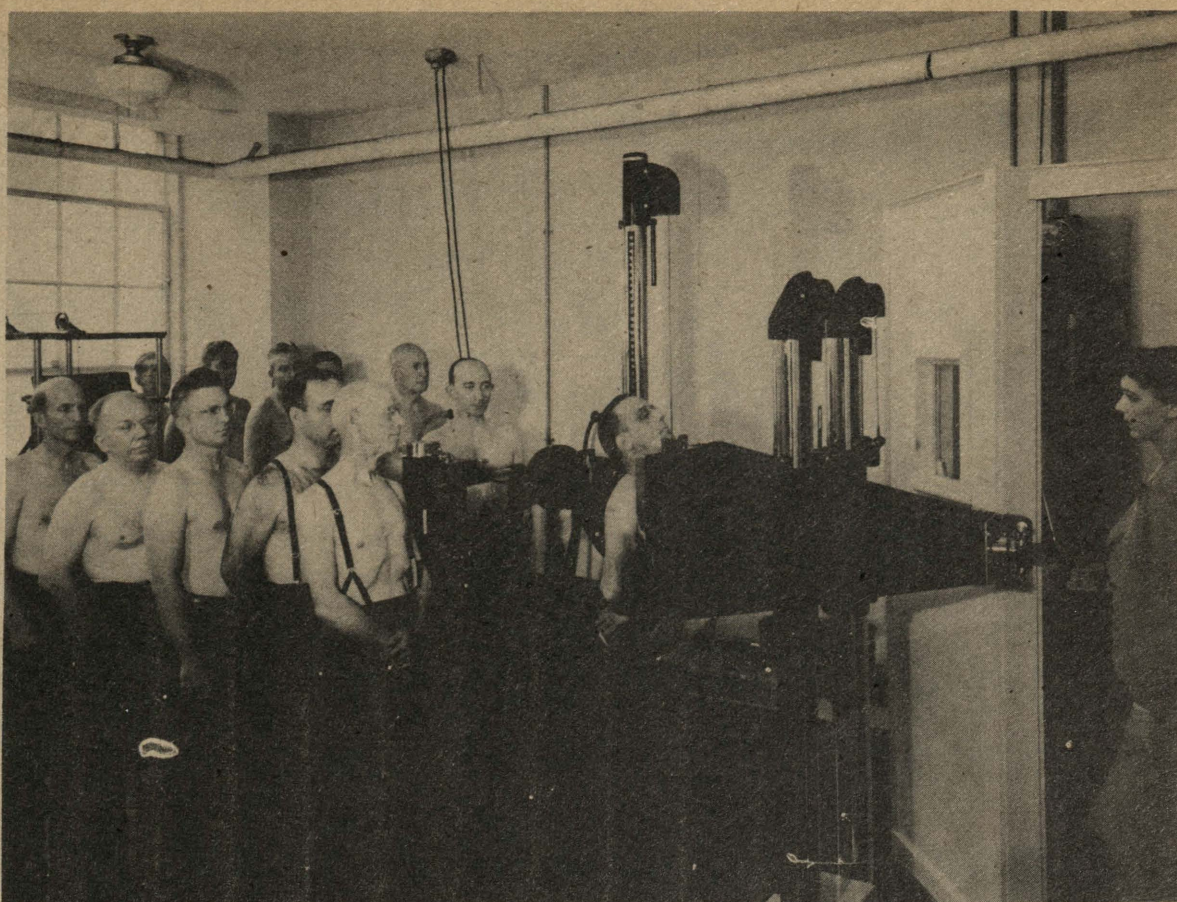
Stubby Stout comic strip. He made his first appearance in their paper Monday, May 30, 1945.

Vancouver Man's Son Has Served In Many Battles

(VANCOUVER).—RM 1/c Earl B. Gish of the 293 Joint Assault Signal Companies, is one the most widely traveled young men in the services. His service began in Tunisia and has taken him to nearly every important landing since that time. JASCO members have seen prior service in Tunisia, Sicily, Italy, and the Pacific. Gish is the son of H. Gish, day material supervisor.

The JASCO unit is comprised of men from navy and the army's artillery, air force and signal corps. It is primarily a combat rather than a signal corps, and provides naval gunfire and bombing support until the field artillery gets ashore, air strips are built and the army artillery and air force take over.

The JASCO unit is amphibious and it is the organization in which army-navy cooperation reaches its highest phase.



A man gets his chest X-rayed with the special machine at the downtown tuberculosis center, while others await their turn. There's no red tape connected with the X-ray, and it takes only a minute.

Tuberculosis Survey Successful Yards Consider Plan

The idea of a mass tuberculosis survey was first tried out in the Portland area at Oregon Ship and Swan Island last spring and summer, and the preliminary results were so satisfactory that in July a city-council tuberculosis survey center was set up in downtown Portland. Many of those at the center were trained in the work at the shipyards. During the first six months of the downtown operation, 22,000 persons

were given free chest X-ray pictures. After examining the results of the work in the shipyards and downtown the management of the three Kaiser yards decided to acquire chest X-ray machines, and plans for making the survey a permanent thing at Swan Island, Oregon Ship and Vancouver are now under consideration. In the meantime the downtown survey center is available to workers who want examinations.

The Portland area program is part of a nationwide effort to wipe out tuberculosis completely. Anti-tuberculosis work done in recent years has cut the toll of the disease to its lowest point in history, and it is felt if every one can be persuaded to use the free X-ray service being provided in many cities, the disease can be ended in this generation.

NATION GIVES THANKS

The downtown Portland center was established with \$12,000 in funds furnished to the city from the Oregon Tuberculosis association. The money was obtained through the sale of Christmas seals.

Not a clinic, the survey center is just what the name suggests. It is a place equipped and staffed to discover the one person in every hundred in Portland who has tuberculosis. Located at 830 S. W. 10th avenue, the center is open to the public Monday, Wednesday and Friday from 9 a. m. to 5 p. m., on Tuesday from 1 to 8:30 p. m. and

on Wednesday from 2 to 4 p. m. The service is free.

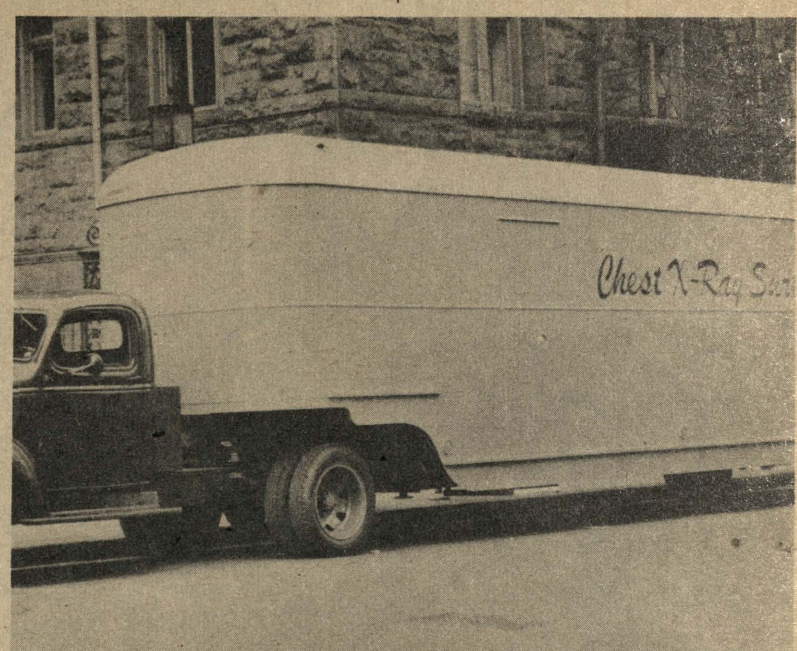
The picture-taking is an easy matter, takes only a minute. The pictures are the small 35MM type, which are read by the physicians at the Center. If the small X-ray shows any signs of disease, the person is recalled and given a standard size, 14 by 17 X-ray. After that the person is sent to his own physician for diagnosis and

advice as to treatment. Only the person examined is given the report.

If the small picture shows no signs of disease, a card of congratulation is sent to the person examined. On these cards there is a line which says; "You need a yearly check-up X-ray, come back next year and get yours free." The plan is heartily endorsed by the medical profession and by labor and management.



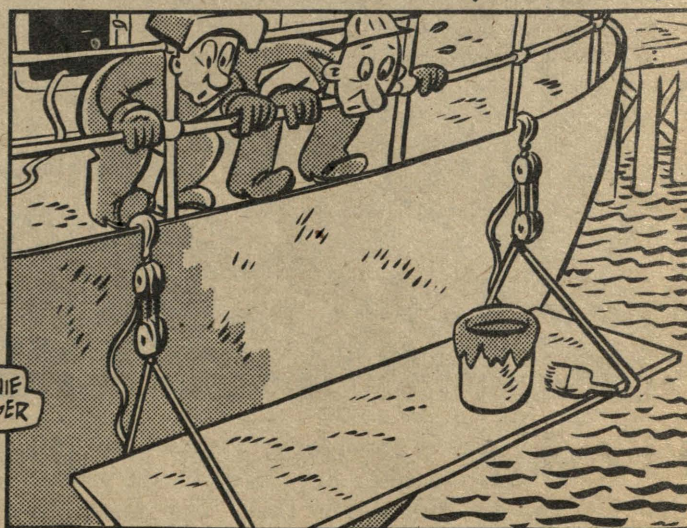
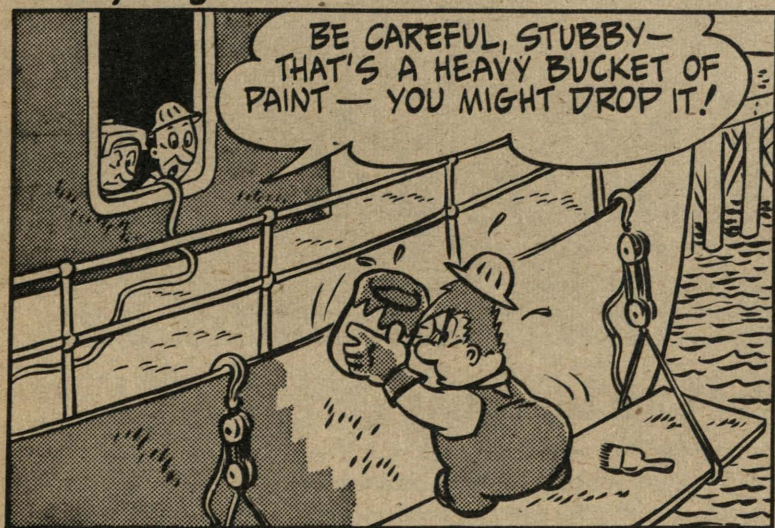
Seaman Injured A seaman attached to a ship at Swan's Repair dock fell between the ship and dock. Photo shows him being lifted from water to dock while ambulance waits to rush him to first aid. He was later hospitalized.



Here's the big mobile trailer which houses the Chest X-Ray Service unit. It is now stationed at a permanent location but can be moved from place to place if the occasion demands it.

Stubby Bilgebottom

By Ernie Hager



Honorably Discharged Vet Of K-9 Corps Visits Yard

(OREGON SHIP)--The name of "Smokey," canine pride of the United States army, has been added to the long list of distinguished vistor to OSC. Smokey, a German shephard that served with the quartermaster corps from August 14, 1943, until March 8, 1945, has been acquired by Lieut. Mike Smullen of the Ore-gon Ship guards. During most of his two years of service, Smokey was guarding Japs at a concentration camp near Great Falls, Mont. He was honorably discharged on March 8. Although he didn't receive any mustering out pay and no invitations to join any veter-ans' organizations have been forthcoming, Smokey received a lifetime certificate which protects him against the nemesis of all can-ines--the dogcatcher.

NO LICENSE NEEDED
Smokey for the rest of his life may roam the streets of any city in the United States without the usual license tag.
"Smokey and scores of other dogs like him did a fine job for the army," Smullen declared. "Smokey went into the service as a pup, and, after a course of intensive training, was assigned to duty in Colorado. Later he was transferred to the Montana Jap camp."

West Coast Tops March Ship Output

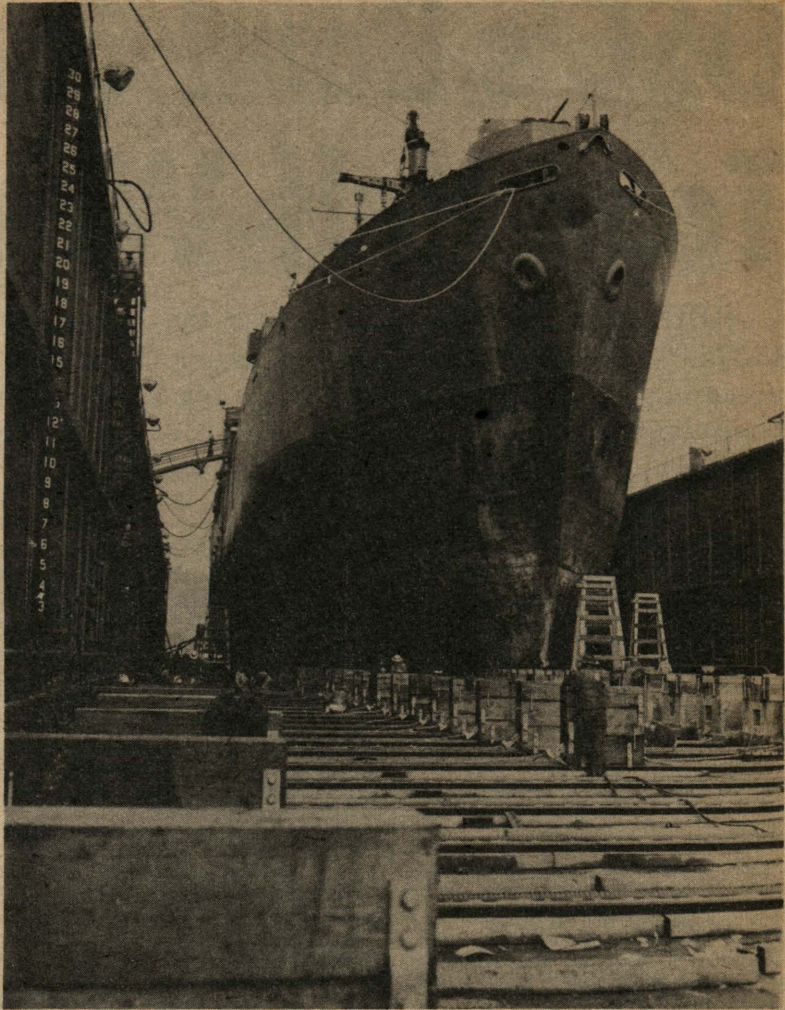
West Coast shipyards again led the nation in output of vessels added to Allies' strik-ing power during March, it is announced by the Office of War information. Of the 58 com-pleted ships delivered from the 11 U. S. Maritime commission yards listed in the Pacific Coast region, nine were built by Oregon Ship workers. A total of 126 vessels of 1,294,432 deadweight tons made up the fleet delivered by the nation's shipyards during the month. Ton-nage for the West Coast area ag-gregated 611,138, or 47.2 per cent of the total production.
In the three and a quarter years since January 1, 1942, shipyards of the United States have built 4,800 vessels for the nation's merchant fleet, at a total deadweight tonnage of 46,550,000. Of these ships, 2,651 were Libertys and 328 were the Victory type ship.
The release also noted that dur-ing February, 1945, an average of 519,550 workers, were employed in U. S. Maritime commission ship yards.



Lieut. Mike Smullen of OSC guard force, is shown above with Smokey, a German shepherd, that served two years with the United States army. Smullen purchased the dog after it was given an honor-able discharge by the quartermaster corps.

QUARTERMASTER CORPS
WAR DOGS
K-9 SECTION . . . U. S. ARMY
HONORABLE DISCHARGE
The War Dog Smokey Tattoo No. 8003
having served with the Armed Forces of the United States of America, is hereby awarded this Certificate of Faithful Service and Hon-orable Discharge.
Remarks
Enlisted: August 14, 1943
Discharged: March 8, 1945
Service: Sentry Duty
Serial No. 5403
MAJOR GENERAL THE QUARTERMASTER GENERAL

After two years of valiant service with the United States army, Smokey, now owned by Lieut. Mike Smullen of the Oregon Ship guards, received the discharge pictured above which was signed by a major general in the quartermaster corps. He spent two years guard-ing Japs in Montana.



Swan Docks Liberty Located at Swan Island, this drydock built at the Vancou-ver yard is docking its first vessel, an O re g on Ship-built Liberty which has been converted to naval use. The initial docking process was accomplished Sunday, April 29.



Enjoy Red Cross Milk Sailors from the crew of a large naval vessel that docked at Swan Island's Repair dock last week arrived straight from the most recent battle areas of the Pacific. Most of them had been gone from the United States from 12 to 18 months. Officers permitted men to land long enough to get a snack from the Red Cross mobile canteen.



Veterans of the Pacific The motor launch on which these boys from the Pacific are standing is aboard the naval vessel that arrived last week at Swan Island. Red Cross workers and mates ashore tossed milk and doughnuts to those who were not yet permitted to land. Note lace, giving ironic touch to windows of motor launch. (Swan Island photo)

3-YARD SCOREBOARD											
	OREGON			VANCOUVER					SWAN ISLAND		
	LIBERTYS	VICTORY CARGO	VICTORY TRANSPORTS	LIBERTYS	TANK LANDERS	ESCORT CARRIERS	VICTORY TRANSPORTS	C-4 TRANSPORTS	TANKERS		
KEELS LAID	322	85	30	10	30	50	31	16	137		
LAUNCHED	322	74	30	10	30	50	31	4	129		
DELIVERED *	322+8 VAN	66	30	2	30	50	31+5 CONV.	0+2 CONV.	127+6 FLEET OILERS		
					*YFD 69 (Drydock)			1			
					C4's outfitted			3			

Weekly Bond Savings Accumulation Shown

The chart below indicates what may be accomplished with regular weekly payroll war bond savings:			
Weekly Savings	Savings and Interest Accumulated		
	In 1 Year	In 5 Years	In 10 Years
\$ 3.75	\$195.00	\$1,004.20	\$ 2,163.45
6.25	325.00	1,674.16	3,607.54
7.50	390.00	2,009.02	4,329.02
9.38	487.76	2,513.42	5,416.97
12.50	650.00	3,348.95	7,217.20
15.00	780.00	4,018.67	8,660.42
18.75	975.00	5,024.24	10,828.74

OSC's Bond Campaign Tops Half-Way Mark

(OREGON SHIP) — Slightly over the half-way mark, with approximately \$2,375,000 yet to be raised, Oregon Ship's 7th War Loan drive took on added impetus this week. Special pledge cards for \$25 bonds were distributed May 3, and bond department officials state that an equal or greater response is expected than was given the campaign's first pledge cards when about \$250,000 in sales

resulted. Cash sales began with marked enthusiasm shown by nearly all departments, Ken Moyer, bond head, declared. Early count at Bosn's Whistle press time, showed \$90,000 in over-the-counter sales. Totals of cash sales and payroll deductions, both regular and special, continued to raise the total figure, Moyer said, though a giant sum still remained in the yard's quota.

"Enthusiasm and confidence has been much greater than was hoped for," Moyer declared. "There is every reason to believe that OSC will reach and top the figure of \$5,100,000 that once was thought practically impossible."

Among departments leading in bond sale activities were the electrical workers, who reported that on April 26, the department had achieved 88 per cent of its quota with eight crews and four departments already over the top. Leading the crews were the 24 members of Foreman C. E. Smith's swing ways and dock workers, who posted a 182 per cent.

First all-shift electrical depart-

ments to hit their goal were the expeditors with an even 100 per cent and the cable shop workers who showed 101 per cent. Soon following were the ways and dock workers on swing with 115 per cent and on graveyard with 104 per cent.

Crews in the department over the top are as follows: Lighting and I. C., graveyard, 103 per cent; layout, swing, 145 per cent; dock and ways, swing, 182 per cent; ways and dock, graveyard, 112 per cent; shop, day, 105 per cent; shop, swing, 101 per cent; expediting, graveyard, 102 per cent; cable shop, swing, 108 per cent. Total quota for the entire department is \$350,158.

\$12,000 IN PURCHASES

Another large department reporting more than 75 per cent of its quota is the pipe workers. Six members of the department have joined the \$1,000 club, according to Henry Miller, chief clerk, and shortly after cash sales opened, workers rolled up a total of \$12,000 in purchases. Pipe Supervisor John Sweynor reported this week that his department was four per cent over the top, while Supervisor Ray Clark announced his roster had hit the

107 per cent point. Leadman Joe Blumberg's swing crew chalked up a 107 per cent by the end of last week.

Among other departments reporting from the yard, a Plate shop swing shift crew under Leadman Frank Fyre announced they subscribed their quota in regular deductions and added 50 per cent with cash sales and special deductions.

Sam Spally, ponton template storage leadman, swing, reported that his crew has reached the 120 per cent mark.

Personally Precious Pin Lost By Clerk

(OREGON SHIP — Ethel Trueax, swing shift clerk, reported this week that a breast pin belonging to her recently deceased mother was lost Friday, April 20, in the vicinity of the cafeteria or Personnel building. The pin is set with a purple stone and has no value other than sentimental for Miss Trueax. She asks the finder to return it to her in the Personnel building.

IT'S FINE; IT'S HOME North Dakota Praised

(Ed: This week's account of OSC workers' home states highlights North Dakota. Other states will follow in future issues and workers are invited to bring anecdotes of their home states to the Bosn's Whistle office.)

(OREGON SHIP) — It's a state of rolling wheat fields and farms, dotted with farm houses and little country schools, according to pretty Sylvia Bezdicek, welder, who left Dickinson, North Dakota, less than six months ago. "The people are so nice and friendly," she explained with a shy smile. "And we're all so healthy back home—must be the altitude."

Sleighting parties in mid-winter when the prairies are snow-covered are among her happiest memories, she declared. After harvesting, when communities gathered for festival—Thanksgiving days on the farm—those are other things that Miss Bezdicek remembers of her North Central home state.

The cold winters and hot dry summers that she remembers, according to statistics, run in temperature from 44 degrees below zero to 106 degrees above. Average rainfall is only 18 inches.

North Dakota's wide farms pro-

duce seed potatoes, sugar beets, durum wheat and flax seed. In the state's western hills are large deposits of coal and pottery clay. On the northern border, above the Turtle Mountains, is a 3,000 acre tract of land set aside as a permanent Peace reserve, commemorating the continuous peace between the United States and Canada.

"Figures don't mean much to you when you live there," Miss Bezdicek declared. "It's home, that's all. I know we raise a lot of cattle back there, and I know too that we lose a lot of livestock in the blizzards."

WINTERS 'RESPECTED'

The famed North Dakota winters are no joke, she said. But to those whose lives are built around the Dakota prairies, blizzards are just a part of living. She recalled one snow storm when the family spent three days in the house unable to get to the barn or step out the door.

"The stock had plenty of feed and water so we just settled down and had a good time," she said. "We played cards, crocheted and invented games, and the time went quickly."

Like everyone else, Miss Bezdicek is convinced her home state "is the finest and the best place to live in the country."



SYLVIA BEZDICEK

Medics Inspect Aluminum Work

(OREGON SHIP) — Members of the Multnomah County Medical society were guests of Oregon Ship Wednesday, inspecting the Plate shop and Assembly ponton shops and attending a dinner at which Dr. Forrest E. Rieke, OSC and Swan Island medical director, spoke on health and safety aspects of the aluminum work. The doctors came at the invitation of Edgar F. Kaiser, general manager of the Portland-Vancouver area Kaiser yards.

Rieke reviewed the efforts of OSC management to build and maintain a safe, healthy work place for ponton employees. He said that while there are few hazards in the aluminum operation, workers who cut, drill, ream or rivet the metal are advised to wear a plastic face shield provided by the Safety department in order to eliminate eye injuries.

Aluminum and duraluminum are not poisonous, Rieke declared. In fact, he asserted, a form of aluminum often is used as a stomach medicine, and the latest and apparently successful treatment of lung silicosis contracted by miners is a daily breathing of fresh aluminum dust.



Dr. Rieke

According to Rieke, ponton work is relatively free from chemicals and paints which irritate the skin, although occasionally a worker develops an allergy to the yellow primer paint coat if work clothes become heavily stained with yellow drilling dust. He pointed out that this condition can be avoided by keeping the skin and clothes clean.

Dr. Rieke said that during the first few weeks of ponton work, drillers occasionally "harpooned" fellow workers. So mechanical guards were put on the drills and workers were cautioned to be careful.

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18-Year-Old Worker Buys \$1000 in Bonds

(OREGON SHIP) — Demure little Genevieve Houle last week bought \$1000 worth of bonds in the Electric office where she works as field clerk. The sale was not exceptional, in itself, because a score of electricians already had bought that much or more in cash purchases for the 7th War Loan. But the electricians decided that when 18-year-old Miss Houle bought her bonds, it was a departmental event



G. Houle

and that the sale proved a point many a worker has long maintained about bond purchases — it isn't always the size of the bond that proves the purchaser's merit.

"All the credit usually goes to the man who buys the most," one electrical journeyman declared,

"but we think it shows more self-denial for a girl just out of high school to save that much money out of her small wage than it does for a prosperous man to take five times that amount out of the bank for a big purchase that looks heavy on the books."

Miss Houle, recently from North Dakota, says it has taken several years of saving from her small wages at various jobs to gather together enough to make the bond purchase. She has no specific plans for the bonds, but expects to save them for a nest-egg for the day when she "goes to keeping house."



Stork Shower

Last week one of Bill Cox's friends hunted him up during lunch hour, asked him to "come and look at a situation that needs attention." Cox, an Assembly leadman, started across the open area in front of Bay 1 and was met by the "situation" shown above, a gift from workers in Assembly. With assorted infant paraphernalia flapping, Cox had to trundle the carriage to the Guard office before officially receiving it. There will be an addition to his family within a few days.

INQUIRING REPORTER

QUESTION:

"What's your cure for 'that tired feeling' everyone gets in the spring?"

Mae McCrum, electric personnel leadwoman: "I just sleep. I go to bed early and get up in the morning just as late as I can in time to get to work. When that spring-time tired feeling comes along, a person might as well sleep. One is in no shape for anything energetic. Ho-hum—I get sleepy talking about it."

W. R. Williams, electrician: "What I'd like to do is go fishing. Not energetic fishing, but just sit on a bank and day dream about landing a big one. Nothing can beat a spring day when the sun is shining and the fish are biting. But as a matter of fact, what I actually do is—just keep right on working."

F. English, dock pipe supervisor: "What do you suppose I do! I go fishing. Not during working time, of course, but I manage to get enough fishing done evenings and Sundays to take up the worst slack in my spring fever. It helps a man to stay on the job when he can look forward to a little relaxation."

Marietta Younger, burner: "I'll tell you—on the first nice day I start humming 'Take Me Out to the Ball Game,' and by the time baseball season gets around I'm all primed for the first game and a chance to holler 'Play ball!' I'm really happy when I can settle down with a hotdog in my hand and yell at the umpire."

George Reed, refrigeration foreman: "First I hide the garden tools. They aggravate my tiredness. Just looking at a spade makes me feel limp. Then I go play golf. And as spring goes on I get into a regular routine of 18 holes on Sunday and nine in the evening. I'm not tired anymore until the garden tools catch up with me."

Victor B. Gothe, U. S. M. C. inspector: "I tell you—I followed the sea-lanes for over forty years, and I never had time or chance to let go with a tired feeling. Too busy. It put me in such good shape that I don't know what spring fever is. I only get a fever to go back to sea sometimes."

Michael Laursen, machinery inspector: "I guess I was born tired. They say all Danish people are. But I have to keep right on working anyway, because when I get home at night I have a lot of those little three-cornered items to launder for my little daughter. She's only two months old but she keeps me plenty busy."

Lee J. Carver, National Tile and Marble worker: "You ask me about spring fever? Let me tell you, with four children, a big garden and a lot of wood to stack, I wouldn't know what to do about spring fever if I had it. But gardening is a pretty good cure for a tired feeling—it makes you so much more tired."



Until the ponton program came along, Oregon Ship never had any need for a chemist. But when one was required to titrate solutions for treatment of the aluminum boats in processing tanks, M. A. Larsen was called in as a leadman. Now, his pocket-size chemical laboratory gives an air of scientific research to one corner of the Plate shop.

PILOT HAS SEEN HIGH WAR COST; LAUDS OSC JOB

(OREGON SHIP)—On the fighting front a soldier can see where the money goes, and why it takes so much hard cash to run a war, according to Capt. Glenn Miller, member of the Fifteenth AAF, who visited Oregon Ship Monday while on a brief furlough in the United States.

Captain Miller explained that in his bomber group, composed of four squadrons, about 50 per cent of the net payroll of the men was being invested in bonds.

On his first visit to a shipyard, the officer was impressed with the scope and efficiency of work being done. He also praised highly the work and attitude of "the folks at home" in continuing to support the men overseas as long as the war lasts.

Captain Miller wears the insignia of the Yugoslav Royal Air force, having served as volunteer with the group. He also wears the pre-Pearl Harbor ribbon and the Distinguished Flying cross. He has completed 50 bombing missions over the Italian war theatre.

STUBBY AND HIS FRIENDS

(OREGON SHIP).—A letter from P. B. Wardell, brother of R. D. Wardell, graveyard leadman, written from a naval hospital on the other side of the globe, tells of receiving the Bosn's Whistle each week from his brother and his thrill at seeing OSC-built ships in foreign ports . . .

The weather gets notice from Dick Powell, sub-assembly expeditor, who reports he has a role in the Civic Theatre production, "It's Spring Again" . . . and a party was given last week for Ruth O'Bryan, graveyard guardette, who is leaving for the flight nurses' corps . . . at the other end of the yard, about 50 crew members gathered to farewell "Wild Bill" Kobel, specialty welder foreman who is joining the merchant marine as a radio operator.

Roy Beckedahl, swing guard, was married Saturday morning and is now on a brief wedding trip . . . seen at the launching under an improvised umbrella of wrapping paper was Ella Miller, First Aid clerk . . . and another new father is Everett Browning, executive secretary . . .

The death of C. E. McCurdy, a guard well-known throughout the yard, was reported this week by his department. The funeral was held Monday in Vancouver . . .

A number of poems and verses were received this week . . . "My Boy" brought in by a worker for a woman whose son had been home on a brief furlough . . . a memorial to the late president by Myrtle Tralord . . . a shipyard song written to the tune of "Marching Through Georgia," penned by Bertha Hopkins, Assembly laborer . . . "Our Post War Plan" about bonds by Carl Jacobson, Cost department . . . and "Tonight—a Graveyard Reverie" by Gene Smith, graveyard electrical leadman.

Work Stepup Needed To Meet Ponton Goal

(OREGON SHIP) — So much progress has been made on Oregon Ship's aluminum ponton program that Russ Hoffman, general superintendent, believes the yard has a good chance to meet its May schedule of 800 pontons for the army. However, he points out that to make the goal, production must be stepped up to 26 or 27 pontons a day, a pace which has not yet been hit. According to

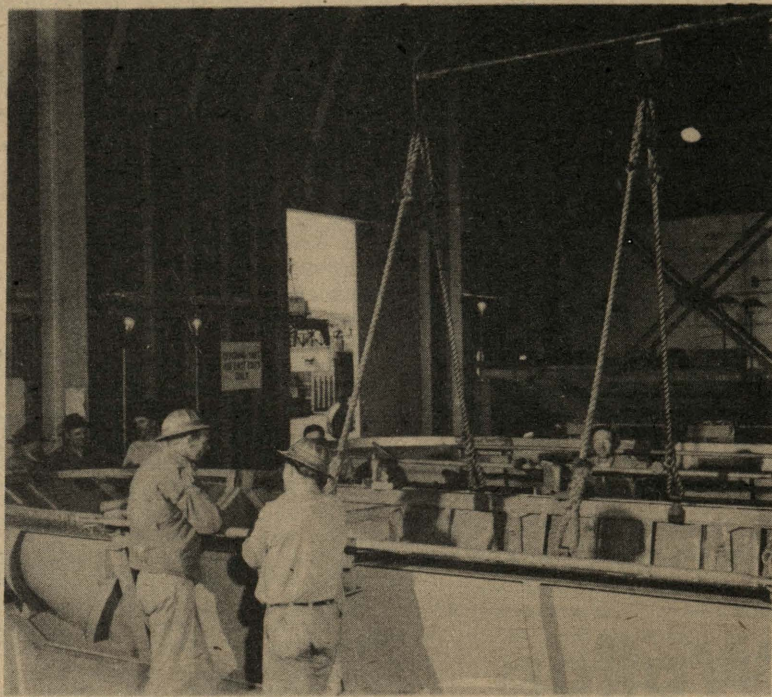
present plans, the seven-day week will be continued throughout May on the ponton operation. Hoffman says about 3500 men and women now are engaged in aluminum work. He feels that once this force is trained fully, it will be adequate to meet the demands of the program, which must be accelerated to a 40-a-day schedule in July. Altogether, 4000 of the aluminum bridges must be produced by Oregon Ship to fulfill one of the army's most critical needs.

SCHEDULE REVISED

In order to obtain needed additional space for fabrication work, half of Bay 2 of the Plate shop is being converted into a ponton area. Hoffman is working with H. W. "Hank" Hockett, Plate shop superintendent, on new plans for the routing of the aluminum plates.

The Victory ship construction schedule for May has been revised slightly downward because of the manpower needs of the ponton program and to conform with the flow of vessels' parts into the yard. Hoffman announces that eight deliveries and seven launchings are the goal for the month.

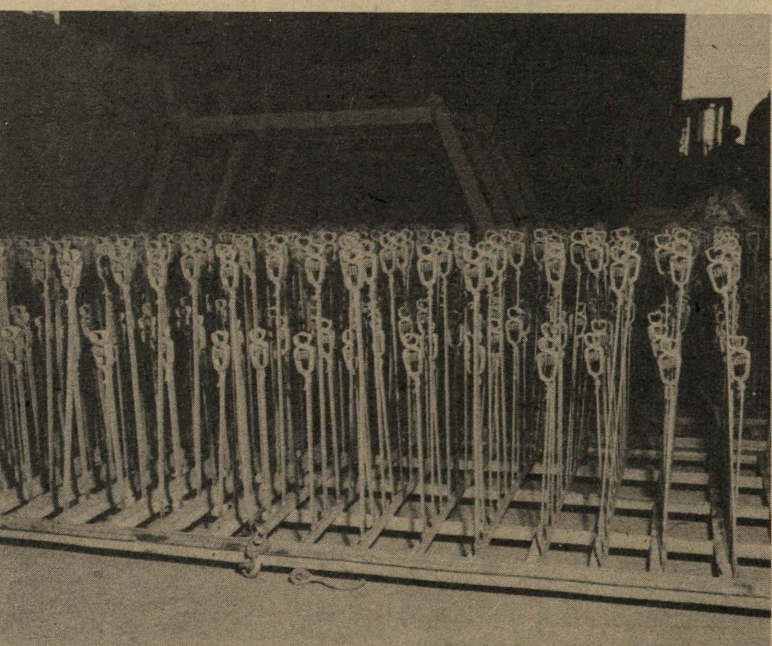
Under existing contracts Oregon Ship has 46 vessels left to build, 34 of which are Victories and 12 Attack Transports.



One of the final stages in building pontons is the "leak test." Hanging from rope slings, the ponton shown is being lowered in a bathtub shaped testing tank, where inspectors mark any slight sign of water seeping into the aluminum shell. Such slight leaks are quickly and easily remedied and the water-tight ponton is added to the line of completed pontons now being delivered to the army from OSC.



Here is a silver colored paste with aluminum base shown being applied to synthetic rubber strips, that will help seal pontons against leakage and also act as "shock absorber" for the army's floating bridges. The compound is used between plate joints and while forming a seal, remains in a semi-soft state.



Bed of Clips When a rack of clips, used in ponton construction for dipping small parts in solutions, was turned upside down to dry last week, one end of the Plate shop took on the wierd appearance of having sprouted into even garden rows of metal plants like those shown above.

Former OSC Man In Shuttle Raids

(OREGON SHIP).—Leon Schroder, son of H. W. Schroder, Assembly Union melt operator, has been seriously wounded in Germany, according to an official telegram. The younger Schroder was an OSC scaler for more than half a year before entering the service.

Four other former Oregon Ship men have been decorated for bravery and meritorious achievement at battle fronts around the world. First Lieut. Don Williams, former rigger leadman, of the 8th AAF, received his second Oak Leaf cluster recently.

At Leyte, Pfc Harold Gregory, a former shipwright helper, has been awarded the Silver Star for assuming command of his squad when the leader was killed in action.

Corporal Richard Zeisler, former rigger, has been awarded the Air Medal. He is an upper turret gunner on a B-24 Liberator bomber with the 15th Army Air Force in Italy. With the same unit as a mechanic is Staff Sergeant Andrew Heim, who now wears a second cluster to the Distinguished Unit badge.

Commerce Revived With Philippines

Revival of commerce between the United States and the Philippine Islands was signalized last week by an announcement that the War Shipping administration has ordered a surcharge of 35 per cent on berth freight rates. Surcharge is in effect on rates of September 1, 1940, as shown in shipping schedules of such companies as the Associated Steamship lines of Manila.

CARD OF THANKS

To the Management of Oregon Shipbuilding Corporation: I wish to express my appreciation for the floral spray and for the care you gave my brother in his last hours. It is comforting to know that industry operates with a warm heart as well as with an efficient hand. You were most kind in every detail.—Edna L. Sterling.

Vancouver Golfing Legion Raids Awards

Oregon Ship and Swan Island golfers trailed Vancouver last week, the fifth week of War Industries Golf league play over the Glendoveer course finding 10 out of the 14 "money" winners from the three yards hailing from the Washington city. Oregon Ship placed three in the awards while Swan Island trailed with only one. In the top AA league, Elwin Bowyer, Vancouver, ended up in a four-

way tie with three other par busters, all coming in with 35's. Another Vancouver linksman, Bobby Litton, won pin approach honors. Jack Tomlinson, Vancouver, tied for long drive in the American league while George Bottber of the same yard ended in a tie for pin approach.

In the National league, Bruce Woodell, Oregon Ship, and J. M. Kneisler, Vancouver, tied for low gross honors. Two other Vancouverites, G. E. Woolfer and Bud Swetman, tied for blind bogey, while long drive honors went to C. Sweisberger, also of Vancouver.

G. R. Smith, Oregon Ship, tied for low net honors in the Federal league. Blind bogey was shared by Clyde Holman, Oregon Ship. O. E. Sellon, Swan Island, and F. A. Ohman, Vancouver, tied for closest pin approach. Kaiser employees' scores:

AA league: Vancouver, Elwin Bowyer, 35; Robert Litton, 36; Oregon Ship, Ray Honsberger, 36; Hayden Newton, 38.

American league: Swan Island, Fred Frisch, 39-3-36; Ossie Enebo, 37-4-33; Robert Noble, 39-2-37; J. F. Bihl, 40-3-37; Art Sawyer, 38-3-35; Jack Tomlinson, 39-3-36; Vancouver, George Bottger, 38-2-36; Clarence Sowers, 39-3-36; Ed Vanderberg, 39-2-37; Oregon Ship, Tony Accuardi, 38-3-35; Donald MacPike, 38-4-34.

National league: Oregon Ship, Oscar Anderson, 50-9-41; James Didier, 45-8-37; L. R. Inman, 43-5-38; E. D. Logue, 43-7-36; W. J. Ramsey, 44-6-38; E. C. Rank, 42-7-35; Don Schmeer, 40-6-34; Al Stark, 41-6-35; Frank Twiss, 42-6-36; Harry Weiland, 42-8-34; Vic Wisner, 51-8-43; Bruce Woodell, 39-8-31; J. Barton, 44-6-38; Ted James, 41-5-36; Fred Schmiedberg, 46-7-39; Swan Island, Clinton Harris, 49-8-41; Leland Ariss, 47-8-39; W. J. Bonneville, Jr., 44-8-36; Larry Campbell, 42-6-36; R. M. DeGraff, 45-9-36; Bill Gabel, 42-5-37; J. M. Kneisler, 40-8-32; J. C. Lever, 46-9-37; G. A. Russell, 44-9-35; Lew Wallin, 45-5-40; Robert Weitzel, 45-9-36; Hal Carey, 41-6-35; Eldon Lents, 46-9-37; L. E. Mundt, 43-9-34; Ralph Phillips, 43-5-33; Vancouver, Dom Casciato, 43-9-34; Lee Drury, 47-6-41; Bill Holloway, 44-8-36; George Mielke, 52-9-43; E. E. Roecker, 43-7-36; Charles Sweisberger, 42-7-35; A. A. Walton, 41-7-34; Ran Wilson, 42-5-37; D. E. Woolfer, 49-9-40; Bud Swetman, 48-8-40; Floyd Lavender, 43-5-38.

Federal league: Swan Island, A. R. Chrisco, 56-12-44; Wm. Johnston, 49-10-39; Ed Ledgerwood, 45-15-30; O. E. Sellon, 50-13-37; John A. Stimpson, 50-11-39; Vancouver, Robert Adamek, 55-15-40; C. D. Brisbin, 53-15-38; Roy Cornelius, 47-10-37; Ray McAdams, 48-14-34; Dale Goff, 52-14-38; C. B. Hopper, 57-15-42; Carl Mabry, 44-11-33; Robert O'Brien, 52-14-38; F. O. Ohman, 50-11-39; J. W. Carey, 52-15-37; Walter Quoss, 60-13-47; Dave Paradis, 59-13-46; C. M. Payne, 62-15-47; Ralph Sammel, 48-15-33; Fred Pederson, 54-15-39; Ed Suave, 50-14-36; W. T. Southworth, 47-11-36; K. V. Thoreson, 57-14-43; Ira Tucker, 55-14-41; F. Woodbridge, 51-10-41; John Horn, 52-13-39; Wm. Ball, 51-15-36; Paul Dudley, 52-11-41; Charles DeGraff, 54-15-39; Oregon Ship, E. H. Wright, 53-13-40; Clark Bartholomy, 46-14-32; George Cusick, 52-12-40; Clyde Holman, 51-15-36; L. T. Huckstep, 45-13-32; C. H. Patchin, 52-15-37; A. Petroff, 49-11-38; Jack Pritchard, 46-11-35; G. R. Smith, 45-13-32.

Vancouver 10's on Final 'Shakedown'

(VANCOUVER) — Final "shakedown" of Vancouver shipyard softball teams were slated this week as the 14 squads of the league prepared for opening league battles.

A final week of practice games before the "play for keeps" slate starts has been arranged. First practice tilts indicated close competition. Initial scores were:

Pipe Shop 20, Testing 18; Marine Pipe 25, Assembly 1; Sheet Metal "A" 20, Naval Architects 21; Marine Engineers 21, Paint Dept. 7; Outfitting 1, Marine Pipe 19; Sheet Metal "B" 8, Plate Shop 10; Electric 11, Pipe Shop 0; Sheet Metal "A" 6, Testing 7.

Managers of the various teams in the league are: Marine Engineers, Ed Bruck; Electric, Ike Eisminger; Sheet Metal "A" and "B," Ed Sauve and Chuck Westergaard; Pipe Shop, Sam Fievez; Outfitting, Bob Ratter; Pipe-Dock, J. Bradbury; Paint Shop, J. M. Shaw; Plate shop, Tex Patton; Testing, Joe Guglielmo; Assembly, Don Ruppe; Naval Architect, G. L. Ramey; Marine Machinists, Bill Coffey, and Rigger, Charley White.

Accuardi Paces 44 OSC Golfers In Handicap Play

(OREGON SHIP) — At the first of three qualifying matches over the Colwood Golf course April 27, 44 Oregon Ship enthusiasts of the fairway and green turned in scores that put their names on the list for future play. Main idea of the nine-hole match was to set handicaps. Coming up with low gross was Tony Accuardi, a 38. Low net was taken by E. C. Rank, 39-6-33. In match play against par, Vic Wisner produced with a four-up, Ellis Morgan took the long

OSC Baseballers Cop Double Bill; Keck Hurls No-No

(OREGON SHIP) — Spurred by the masterly pitching of Joe Downey and A. L. Keck, OSC's baseball team won a double-header Sunday in its first pre-season showing. Downey held the Barnes Hospital nine to 5 hits for a 17-0 win.

Keck pitched a no-hit game, beating Northern Pacific Terminal, 11-0. The next scheduled games will be Sunday, May 6, at Buckman field, with a game at 12:30 between the OSC Stars and McElroy's, last year's city champs.

The day's schedule calls for another game with Northern Pacific Terminal at 5 p.m. The contests promise entertainment for all ball fans, spectators at the first games report.

First league game of the season has been set for May 29 at Westmoreland's new lighted field, according to Herb Eyestone, manager. A possible preliminary fray is slated at Vaughn Street May 24.

Coached by Carl DeStefano, the OSC squad will include the following:

Pitchers, Keck, burner on Dock, and Downey, shipfitter, Shell Erection; catcher, Mel Peterson, machinist; Dock Maintenance; first base, "Alabama" (not otherwise identified), electrician, Maintenance; second base, Hess, Marine machinist; third base, Oberst (captain), Marine machinist; shortstop, Bennett (department not given); left field, Al Galipeau, crane operator; right field, Flanagan, Whirley operator; center field, "Lefty" Gomez, shipfitter, Assembly, utility infielder, Bizeau, rigger.

drives and Roy Pflugrad the approach to pin. Special prizes were taken by Jimmie Wright, Norm Steuart and Neil Cartwright.

All players and any other would-be golfer for further contests are urged to call one of the committee members for information. The committee roster lists Bob Jones, chairman; Ellis Morgan, Marine Pipe; Donald MacPike, Operator; Everett Browning, Administration; Vic Weitzel, Shipwright; Ray Honsberger, Plate Shop.

Those whose names were posted for the next two qualifying matches are listed below. Match games will be staged May 11 and May 25, with a 36-hole championship play later in the season.

Player	Scores	Results Match Play Against Par
Vic Wisner	40-8-32	4 up
E. C. Rank	39-6-33	3 up
Harry Weiland	42-8-34	2 up
S. A. Dougherty	49-15-34	2 up
Jimmie Wright	46-10-36	2 up
Tony Accuardi	38-3-35	1 up
E. G. Pillette	47-11-36	1 up
Don Schmeer	40-5-35	1 up
Alfred Stark	41-5-36	1 up
Glen Johnson	49-13-36	1 up
E. Morgan	39-4-35	1 up
J. Barton	44-6-38	1 up
E. Woodell	44-7-37	Even
Nell Cartwright	46-10-36	Even
Fred Gounnam	51-15-36	Even
Winston Massey	47-11-36	Even
Roy Pflugrad	45-9-36	Even
Al Referson	44-7-37	Even
Norm Steuart	46-11-35	Even
E. T. Thomason	51-15-36	Even
Dick Willey	45-7-38	1 down
L. R. Inman	42-5-37	1 down
Paul Tucker	49-11-38	2 down
A. Petroff	50-11-39	2 down
Clyde Holman	54-15-39	2 down
Paul Bliss	54-12-42	2 down
Frank Twiss	44-5-39	2 down
Jack Donnelly	41-3-38	2 down
Ted James	42-5-37	2 down
Jack Williams	47-5-42	3 down
Ed Bremer	43-4-39	3 down
E. Bosini	48-9-39	3 down
E. Browning	45-6-39	3 down
Bill Wallingford	45-5-40	3 down
Earl H. Murray	47-6-39	3 down
T. C. White	48-8-40	3 down
Wm. Tickle	49-9-40	3 down
C. F. Overstreet	52-14-38	3 down
Ray Honsberger	39-0-39	3 down
N. J. Davey	48-7-41	3 down
F. Schmiedeborg	45-6-39	3 down
Bill Agnew	50-8-42	5 down
F. McNeil	50-6-44	5 down
E. L. Veach	47-5-42	6 down

Graveyard Softball Loop Opens at OSC

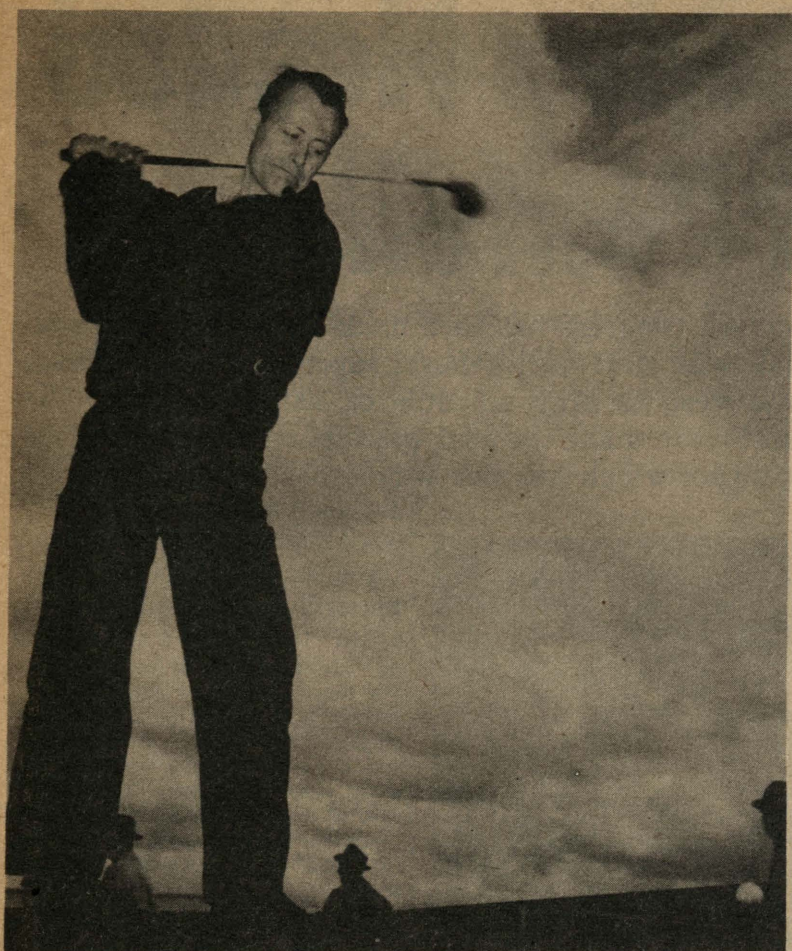
(OREGON SHIP) — Oregon Ship's graveyard softball league got off to a flying start Tuesday morning on a double round-robin schedule that places six teams in competition for a shift cup. Enthusiasm runs high throughout the shift, which features an all-Negro Outfitting club under the capable tutelage of B. Blalock, who promises plenty of threat for all comers.

UMPIRES NEEDED

(VANCOUVER) — Persons interested in acting as umpires for baseball or softball leagues in the local area were asked this week to contact C. A. Windsor, Vancouver telephone 550-R, for details of the newly formed Vancouver Umpire's association. The group met for the first time April 18. Members of the Portland Umpires' association will provide instructors for the local group if necessary, Windsor reports.

Al Ward, manager council chairman, assures a hot race. The six contenders and their pilots are Erection, Ward; Welders, Bill Young; Outfitting Dock, Blalock; Assembly, E. C. Rank; North 40, Mel Pritchard, and Riggers, Clyde Schubach. Jack Hyder is umpire.

The shift has also organized two women's teams, playing under the experienced managership of Frank Wilde from the Ways and Kelly and Collins of the North Storage. For games, players should contact the advisors board through Bob Jones, yard sports director.



He Hits 'Em Ossie Enebo, Swan Island Machine shop lead-man, is noted for his long tee shots. He shows here the form used to cop three prizes for long drives in the five-week-old American league of the War Industries Golf circuit.

Specialists Wallop Townleyites, 2 of 3

(VANCOUVER) — Kegling enthusiasts who filled the spectators' seats for the torrid match between the high climbing Specialists and the league-leading Townleyites saw the victory-minded Specialists win two of three games, the first by a margin of 122 pins. Joe Vidoni as anchor man rolled a neat 222, high individual score for the night. He was followed by lead off Chris Saylor with 194.

The powerhouse Townleyites came back strong, exhibiting a style of bowling that has kept them on top of the league for several months, and took the second game by 70 points.

The deciding game was a question mark until the last man rolled in the tenth frame, and only then were the Specialists victors by six pins. Here it was Saylor's 190 and Griffie's 181 that led the winners. Including 21 pin per game handicap, Vidoni had 584. Saylor with nine pins totaled 566.

Painters, led by Johnny Horn's 569 including 15-pin handicap, Ace Waldron's 599 with 29 pins per game, and Quoss with 551, gathered in two games from the hapless Supers.

With the aid of a 47-pin handicap, Layouts took two games from second-place Duncanites. This kept the Layouts in the running for third place, only one game behind the Specialists with only two more

weeks of play, which will conclude a 32-week session. Standings:

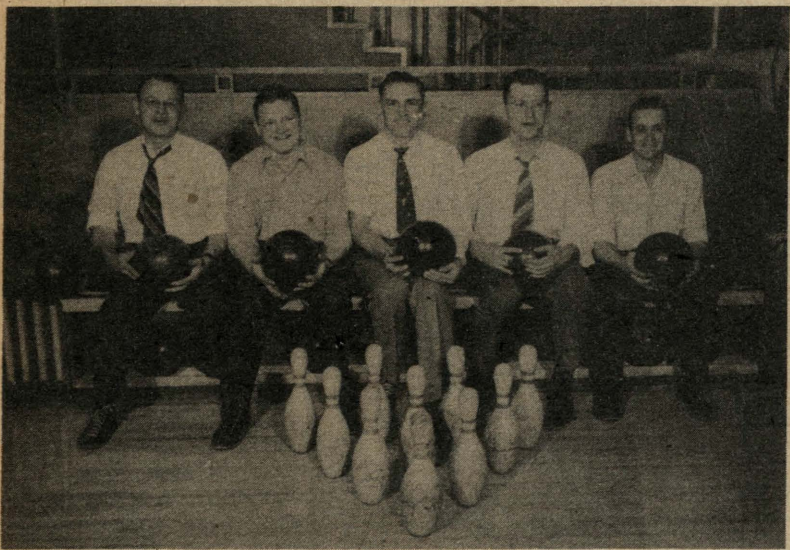
Townleyites	62	28	.609
Duncanites	51	39	.567
Specialists	44	46	.489
Layouts	43	47	.478
Painters	38	52	.422
Supers	32	58	.356

Swan Softballers Whip Prison Team

(SWAN ISLAND) — Behind the four-hit hurling of Joe Gette, Swan Island's All-Star softball team captured its opening game of the season in Salem last Sunday, when they clubbed out 13 hits good for a 6 to 3 victory over the Oregon State prison.

Led at the plate by Jack Workman, Gette, Leonard Moore and Jack Cady, the winners scored one run in the first, three in the fourth and one in each of the fifth and seventh innings.

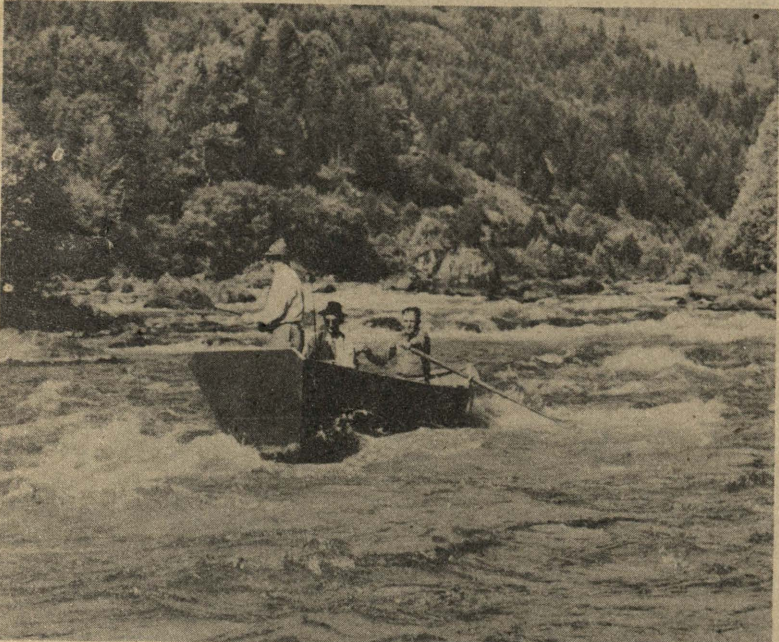
Score:	R	H	E
Swan Island	6	13	2
Prison	3	4	1



Up With a Rush Yes, that's the same caption that appeared on a picture of the league-leading Townleyites of the Vanship Bowling league last week, but that's where the similarity ends. The group above (unless we get crossed up again) actually IS the Specialists, who bumped the Townley outfit in two of three games the other night. From left, Capt. Joe Vidoni, C. Pilon, C. Saylor, E. Minoggie and H. Griffie. Townleyites in the wrongly captioned picture last week were, front row, H. Eatchel and G. Roth; back row, T. Roth, R. Townley and F. Fitch.



Here's a typical lineup of salmon fishing boats anchored across the river, less than three miles above downtown Portland.



Fishing for trout on the famed McKenzie river is a thrill even if you don't catch fish. The boatride, with a skilled man at the oars, is worth the trip.



Cast your hook and take what comes, sums up surf fishing on the Oregon coast. The varied fish are unusual, big and tasty, and the scenery is "best in the world."



This is fishing the easy way, for crappies, off a bridge on picturesque Sauvies island.

Northwest Offers Nearly Every Type of Fishing for Shipyard Workers, and It's All Among Nation's Best; Streams Close by Offer Finest Recreation for Anglers

NOBODY is going to be fat-headed enough to say that the Northwest is the fisherman's paradise it was a decade or so ago. The easier it becomes for fishermen to get to a fishing hole, the fewer fish are going to stay in it. But thanks to the fact that these are good-sized states with a whole of a lot of virgin country left in them, there still are many streams where the fishing is as good as it ever was. And thanks to well organized state fish and game commissions, all streams are stocked and propagated to the extent that you still can have as good fishing in Oregon and Washington as you can get anywhere in the country.

No matter if you are a purist, looking with ill-concealed disdain on the guy who's content to sit under the shade of an oak and slither a worm on his hooks, a surf fisherman who thinks you are a sissy unless a ton of ice-cold Pacific ocean waves are pouring down your neck, or a man who likes his fishing behind an outboard motor, with its rhythm, Oregon and Washington have your type of fishing and your kind of fish. There's crappie fishing, bass fishing, sturgeon fishing, bluegill fishing, cat fishing, trout fishing, salmon fishing, grayling fishing—why, there even are spots where you can snag a goldfish, come fall, and after all, there aren't many states where you can go out armed with a bird cage and come home with a load of tasty smelt, as is possible in this neighborhood of the Sandy and Lewis rivers.

STREAMS CLOSE BY

But let's get down to some good old trout fishing first off. It wasn't so many years ago that a fellow could hop out of bed a couple of hours early, dash out to Johnson creek, virtually in the heart of Portland, or at the farthest to the Clackamas, where it flows into the Willamette, and get enough trout before breakfast to feed all the neighbors. You can't quite do that now, but you can reach a number of streams within a half-hour driving from downtown Portland and get a fairly good basket of fish. The Tualatin is typical of all our westward flowing streams, and feeder streams of the Pacific slope, in that the predominant trout in it are cutthroat.

Some cutthroat trout are stay-putters and never leave a stream unless someone comes along and persuades them to. But most of them are migratory, and swim in from the ocean like salmon every so often. This migration occurs in the early spring, and during those months, one usually can get in some good fishing in streams frequented by the trout.

The fly purist is just out of luck on trout in the early spring. They go for eggs or worms in a big way. You just tackle up with a No. 10 single egg hook in places like the Tualatin, Scroggins creek, Dairy creek, Gales creek (any of these are within short driving range of the city) and use canned eggs and a light leader, weighted with No. 7 shot.

This early run also will appear in

dozens and dozens of coast streams within a couple of hours driving of Portland, including the Wilson river, the Salmon, Big and Little Nestucca, Miami, Kilches, Necanicum, Nehalem and the Trask.

FISHING YEAR AROUND

These latter streams offer fair fishing the season around. Cutthroat will take a number of flies, depending on the area and the time of the year, but the good old Royal Coachman is a good bet most of the time. Use No. 10—cutthroat are very small-mouthed. But brown and gray hackles, blue upright, McGinty—they're all good.

There is a much vaster area eastward, covered by the east Cascade slope streams, and these are populated with that flashing fighting beauty, the rainbow trout. You'll get the equally tasty eastern brook, too, but these have been introduced to our streams, and the rainbow is the natural denizen.

The Metolius, the Crooked river, and the Deschutes are rated as among the best fly streams in the west. Sure, you can catch 'em with bait, too—especially in the deep holes; a spinner baited with eggs or crawfish tails, or the ubiquitous worm—great stuff.

WILLAMETTE GOOD

This old Willamette river of ours looks pretty smelly as a fishing stream right downtown and it is, too (except for spring salmon fishing), but in its upper reaches above Eugene there is some "perfectly elegant" water and some marvelous fishing. The Willamette highway will get you fairly close to some mighty fine pan fry fish and there is also some mighty good lake fishing up in that neighborhood.

Fair fishing is found up the Mt. Hood slope highway, especially around the fall of the year, up on the Zig Zag. There are also a number of little lakes hidden up there that yield mighty well. Mirror lake, about an hour up a good trail about eight miles this side of Government camp, is a pretty spot, with the mountain mirrored perfectly on a calm day, and stocked with lovely speckled trout that seem to dote on worms and a spinner.

TROLL FOR CHINOOK

Maybe you'd like a whale-sized "trout"—one of the west's much-touted Chinook salmon. This murky looking Willamette will provide a terrific thrill when you tag onto 35 pounds of fighting mad Chinook. Formerly, there were two runs a year here, spring and fall. Now, due mostly to pollution, only the spring run remains. Thousands of Portlanders acquire callouses every spring sitting in a rowboat all day long trolling for these babies. Boats can be rented from any of a dozen places between Portland and Oregon City. Boats string out across the river, gunwale to gunwale, in a line-up that often threatens to block navigation, and families sit and swap tall stories until some lucky brother yells "Fish on!" and every one else in the line reels in quick-like.

On the coast streams salmon are taken with plugs, like overgrown bass plugs, but after they leave salt water, although they won't take any-

thing to eat, they'll take on anything that makes 'em mad. So use either a spinner or a wobbler that flashes lazily in the bottom of the river, held down by 8 to 16 ounces of lead. When a salmon hits you've got a good 20 minutes of furious battle on your hands before you bring him to gaff. He's the most delicious eating of any fish that swims.

CRAPPIES PLENTIFUL

Now getting down to the lower orders of fishes, and the more restful ways of catching them, did you ever eat a well-fried crappie? There's a trick to it. When you fry them, don't remove the fins. After they are done, you gently tug on the dorsal and pectoral appendages—and all the bothersome little fine bones come forth intact. You can get them lots of places hereabouts—and in the Willamette up above the Ross Island bridge, where the water is cleanest. They like to lie around pilings and under rafts, and bite best on moving bait. A wedge-shaped piece of bacon fat is good on a No. 6 hook—just lower it down about four feet and trail it very slowly so the bacon tail wiggles a little. Over on Sauvies island and in all the sloughs along the Columbia you'll find them, too.

In the same places you'll find catfish, a meat that many epicures consider tops in fish foods. But it's back to worms for catfish. Fling your line out, let her sink, and let that ugly old bewhiskered cat do the rest.

Early in the year there are good sturgeon holes in the Columbia river, but use no "small-bore" tackle with those babies. Take a 100-pound test chalk line, use a few Siwash hooks baited with smelt or liver (preferably very dead) and if a sturgeon is hooked, just hope it isn't too big. They've been caught weighing a couple of hundred pounds right close to where you live.

BAIT NATURAL FOOD

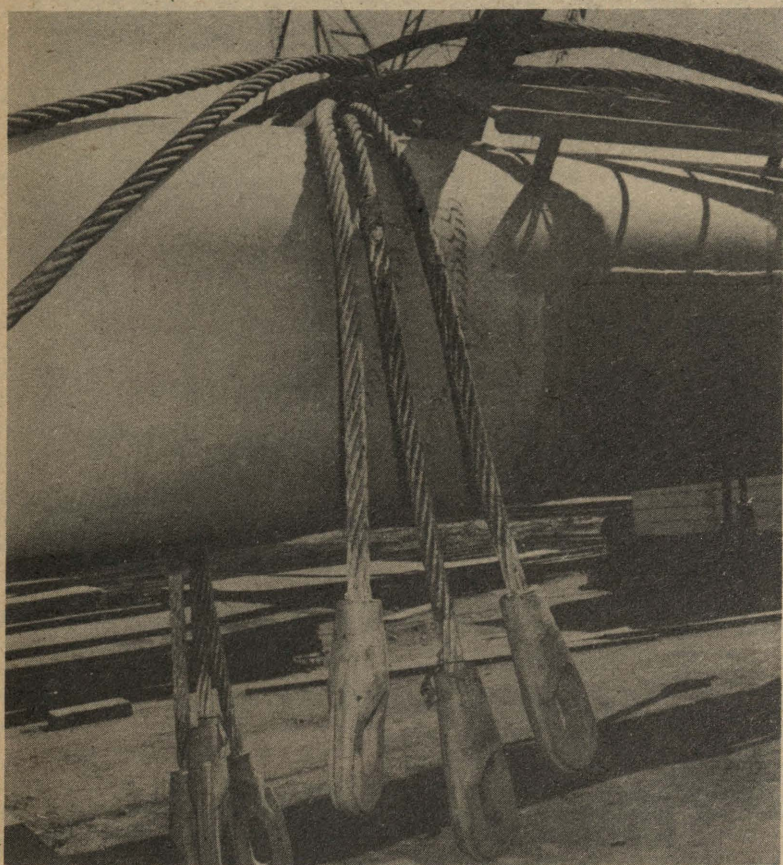
And if all this isn't what you're after (maybe you come from inland some place and want to smell salt spray), take any of the coast roads and try some surf fishing. There are hundreds of good spots all along the coast where you'll get almost anything. Best bait for them is their natural food, kelp worms, which you can scrape out from under the mussel shells at low tide. Don't use leaders. Use a stout line and a good weight, about No. 4 or No. 2 hooks, and either a good strong surf casting pole and reel, a very long bamboo pole, or a throw line.

You'll hook anything from sea-trout (kelp fish—a zany with green meat that turns white when you cook it) to a 20 pound ling cod, one of the best eating sea fish in the world. And if that doesn't satisfy your craving for Ole Man Ocean, go to any one of a dozen fishing coves, go out on a deep sea fishing excursion, and get to look a red snapper in the eye.

In any event, rest assured there are many, many fish left that have yet to be caught. Get a license, and get out and see this God's country of ours. And as a parting thought, brother, watch that match and put out that campfire—we want to keep the Northwest green so our kids can have good fishing, too.

Reduction of Electrical Manhours Sparks Contest

(OREGON SHIP) — Reducing manhours in electrical shipbuilding operations has been turned into a game by the yard's journeymen according to workers in the Marine Electric shop, who have been active in sparking the "contest." Keeping their own charts on manhour costs, crews report that keen interest has been aroused in completing jobs as cheaply as possible.



Bow Knot This graceful arrangement of shrouds and cables on a mast lying prone in the storage yard is definitely accidental, according to riggers who stored the tall Victory ship mast. Ends of the shrouds may hang with airy symmetry, but the riggers do not recommend trying to make the arrangement with delicately arched fingers.

Launching 'Launches' OSC Mighty Seventh

(OREGON SHIP) — With "The 7th War Loan" painted in giant letters on her bow, the S. S. Macalester Victory slid down the ways Saturday to open officially the yard's cash bond sales program in the current bond drive. A crowd of shipbuilders and yard visitors, considerably larger than usual,

ONE OF MANY



Standing by one of the 7th War Loan posters in the cafeteria is Mary Garvin, a sandwich maker, who is one of the 85 million U. S. bond holders and also one of the many Oregon Ship workers who plans to put "at least \$1,000" of her savings in bonds for the current war loan campaign.

Bronze Star Awarded To Former OSC Guard

(OREGON SHIP) — Heroism in helping to fight off repeated assaults by 50 German soldiers while he was on outpost duty has won the Bronze Star medal for William "Bud" Sennett, former OSC guard and nephew of H. F. Kaller, paint supervisor.

Kaller received word of the award given his nephew through newspaper clippings sent him by Sennett's wife, living in Lewistown, Mont. The account stated:

"Firing accurately and repeatedly, Sennett and four companions wounded or killed 20 of the enemy, destroyed two machine guns and three rocket launchers."

gathered around the vessel's gray prow unheeding a misty rain that had begun shortly before the noon whistle.

The lengthy launching program, which took nearly the full noon hour, began with the playing of the National anthem by the 468th Army Service Forces band. As master of ceremonies, Albert Bauer, OSC assistant general manager, introduced the speakers—E. C. Sammons, state chairman, and Larry Hilaire, Multnomah county chairman of the Oregon Far Finance committee, and Miss Grace Gullford, representative of Macalester College.

Edgar F. Kaiser, general manager, also spoke briefly to the intently listening crowd, stressing the big job yet left before the war is won.

High praise was given OSC workers by Sammons for the high standards set by the yard both in shipbuilding and in supporting bond campaigns. He pointed out that Oregon Ship has scheduled the highest contribution towards the 7th War Loan of any industrial plant in the state.

Hilaire, in thanking Oregon Ship workers for their enthusiastic support in the early part of the "Mighty Seventh" campaign, stated that OSC always has set the national pace for other industries to follow.

Mrs. Hilaire sponsored the vessel, attended by Mrs. N. A. Broeren and Mrs. Gordon Morris. Miss Carol Jean Broeren was flower girl.

BOSN'S WHISTLE

Published for the employees of the Oregon Shipbuilding Corporation.
Editor ELSIE STOVER
Secretary KAY SCARBROUGH
"Offices: New Naval Ordnance Bldg., inside yard gate. Telephone: Yard extension 501."

taneous drive is a heightened interest among all the workers in doing a craftsmanlike job," declared Mel Hord, superintendent. "The quality of work being turned out never has been higher and the speed with which the men are helping build and outfit the ships shows that they are planning job-layouts with greater care."

Electrical rolls carry only about 200 more workers now than during the Liberty ship program, Hord said, while the amount of electrical work on nine AP-3s would have built 28 Liberties.

The impromptu competition between crews in setting an economical standard of manhour cost came about when workers stated a desire to hit a normal peacetime pace, Hord said. A study of operations was made by supervision which, combined with the now lengthy shipbuilding experience of the workers, has resulted in a fast, efficient work program.

Daily manhour figures are made available to members of all crews and close record is kept by leadmen of time required to do a job, he declared. As a result, many a journeyman now carries a day-by-day chart in his pocket, and competition is keen on finding ways to reduce time needed for a wiring or maintenance process.

Secret Released; Ewoniuk In Tunis

(OREGON SHIP) — Censorship regulations that have hitherto prevented public mention of the exact location of a former OSC worker, Pfc. Emil Ewoniuk, were lifted for the first time this week. Pvt. Ewoniuk is stationed at the newest and most elaborate air base in Africa, known as the "crossroads of four continents," an airport until recently shrouded in military secrecy.

The huge airport, situated in Tunis, serves passengers and vital cargo for all parts of the world and in one recent month planes from the base flew 45 million miles. Private Ewoniuk is a message center clerk and is responsible for the correct routing of all communications for the Air Transport Command.

ROMANCE FLOURISHED



MR. AND MRS. H. C. HALL

(OREGON SHIP) — Not in any spring-time park but in the clamorous atmosphere of ship construction on the ways, two OSC workers, H. S. Hall, welder, and Myrl Poland, scaler, became acquainted. Romance flourished in spite of smoke and confusion, and the couple report this week that they were recently married after a 10-months' courtship. They eventually plan to make their home in Kansas.

Ex-Worker Decorated

(OREGON SHIP) — A new unit award given to the army service forces for achievement, the Meritorious Service plaque, has been awarded to a former OSC warehouse leadman, Arvin Hanson, now stationed in France. Private Hanson's brother, Harold, is also a warehouseman.

Supervisors' Groups Exceed Bond Quotas

(OREGON SHIP) — Among the many crews now beginning to report an "over the 100 per cent line" in 7th War Loan bond purchases are two groups of leadmen and their foremen:

Foreman A. E. McCoy, graveyard Ways and Docks Electrical department and his four leadmen, and Foreman W. P. Dawson with three leadmen. McCoy's crew hit the 112 per cent mark last week while Dawson announced 145 per cent in pledges and cash purchases.



The "over-the-top" marine electricians shown above are, left to right, R. P. Garvin, W. E. Kennedy, Albert Eloheimo, leadmen, and W. P. Dawson, foreman.



Responsible for putting their crews over the top are the ways and dock electrical workers shown above. They are, left to right, front, G. E. Krauser, leadman, A. E. McCoy, foreman, E. W. Roney, leadman; back, R. B. Sprague and L. W. Rigg, leadmen.

Homesick for Chicago, Says OSC Field Clerk

(OREGON SHIP) — Home, to pretty, blonde Lydia Burghardt, OSC field clerk, is a giant, modern city as streamlined and efficient as tomorrow's automobile—Chicago, Ill. And because she is just 18 years old and on her first trip away from home, she is finding her first dose of homesickness pretty hard to take.

"Some people probably remember Illinois as a farm state with green hills and big

herds of dairy cattle—but that's not what I remember," she said. "I shut my eyes and see towering buildings, subways and elevated railroads, throngs of taxis and people rushing

thing about Oregon that suits her fine—the weather. If she ever goes back to Illinois she claims its going to take her quite a while to get used to winter blizzards and the blazing heat of Chicago in the summertime.



Lydia Burghardt everywhere."

"I'll bet Chicago is the most modern city in the world," she declared. "We even have streamlined streetcars that go as fast as trains."

There is adequate justification for the excitement that is connected with her home state in Miss Burghardt's memory of "so many places to go and things to do all the time."

Chicago is second only to New York among the cities of the United States, and is one of the greatest railway centers in the world. Downstate from the sprawling industrial city are the level prairie farms that Miss Burghardt remembers were so "cool and peaceful looking" in the summer. Exactly how level the country is, is shown by railway figures that tell of one 100-mile stretch of precisely straight and level track laid where scarcely a dirt cut was necessary.

"And don't forget all the parks and rivers," the homesick little field clerk cautioned future visitors. "We're awful proud of all the places connected with the memory of Abraham Lincoln."

In spite of all her nostalgia, however, Miss Burghardt finds one

Former OSC Man Wounded in Reich, Father Informed



SGT. PAUL FONTANA

(OREGON SHIP) — Staff Sergeant Paul Fontana, now stationed with the Eighth Air Force bombers in England as a crew member on a B-17 Flying Fortress, wears the Air Medal with three Oak Leaf clusters for his part in bombing attacks on Berlin, Munster, and England-Africa shuttle bombing raids. He is a former OSC worker.

ca May 7, 1945

● **Two Down, One to Go! Japs Continue to Fight!**

EXTRA BOSN'S  **WHISTLE EXTRA**

NAZIS QUIT



While allied forces in Germany pause for breath following the surrender of Germany, the fury of fighting continues with mounting tempo in the Pacific. A large part of the allied forces will now be shifted to this action.



Mighty warships of the U. S. navy ride at anchor in an allied port. Ships like these will be used to transport and convoy troops from the European to the Pacific theater of war as soon as the men can leave conquered Germany. (Official U. S. Navy photograph)

Kaiser Says, 'Give Thanks, Stay on Job'

Here is the statement issued by Henry J. Kaiser upon the surrender of the disintegrated followers of the fanatic Adolf Hitler in Allied-conquered Germany:

"The word which the world has so long awaited has come at last. Germany's surrender is now officially confirmed.

"Our first reaction is an immeasurable sense of relief; then the urge to express our gratitude in prayer.

"The honor of victory goes first to the fighting men, living and dead; then to the military commands which have guided them; and to the governments which have sustained and supported them.

"Then a grateful world will remember the men and women who have kept the armies supplied with all the essentials and ministered to their needs.

"The urge to rejoice in the news of victory will surely be tempered by the knowledge that millions of our loved ones are still fighting—on land, sea, and in the air—in the vast reaches of the Pacific.

"Today, their claim on us is greater than ever. They now have the right to all the support we can give.

"Millions must be transported from the Western front. A vast new army of men and equipment will move toward the Pacific.

"The greatest tribute we can pay to all who have won our fight will be our willingness to stay on the job.

"I would be unfaithful to my duty if I did not lay great emphasis on the fact that every one of us—in the plants, in the yards, and in the offices—must remain at our posts. In due time we will all be relieved by direction of the government to return to our civilian pursuits, but until that day, we should follow the dictates of conscience, which compels us all to be faithful until the final goal is achieved."

