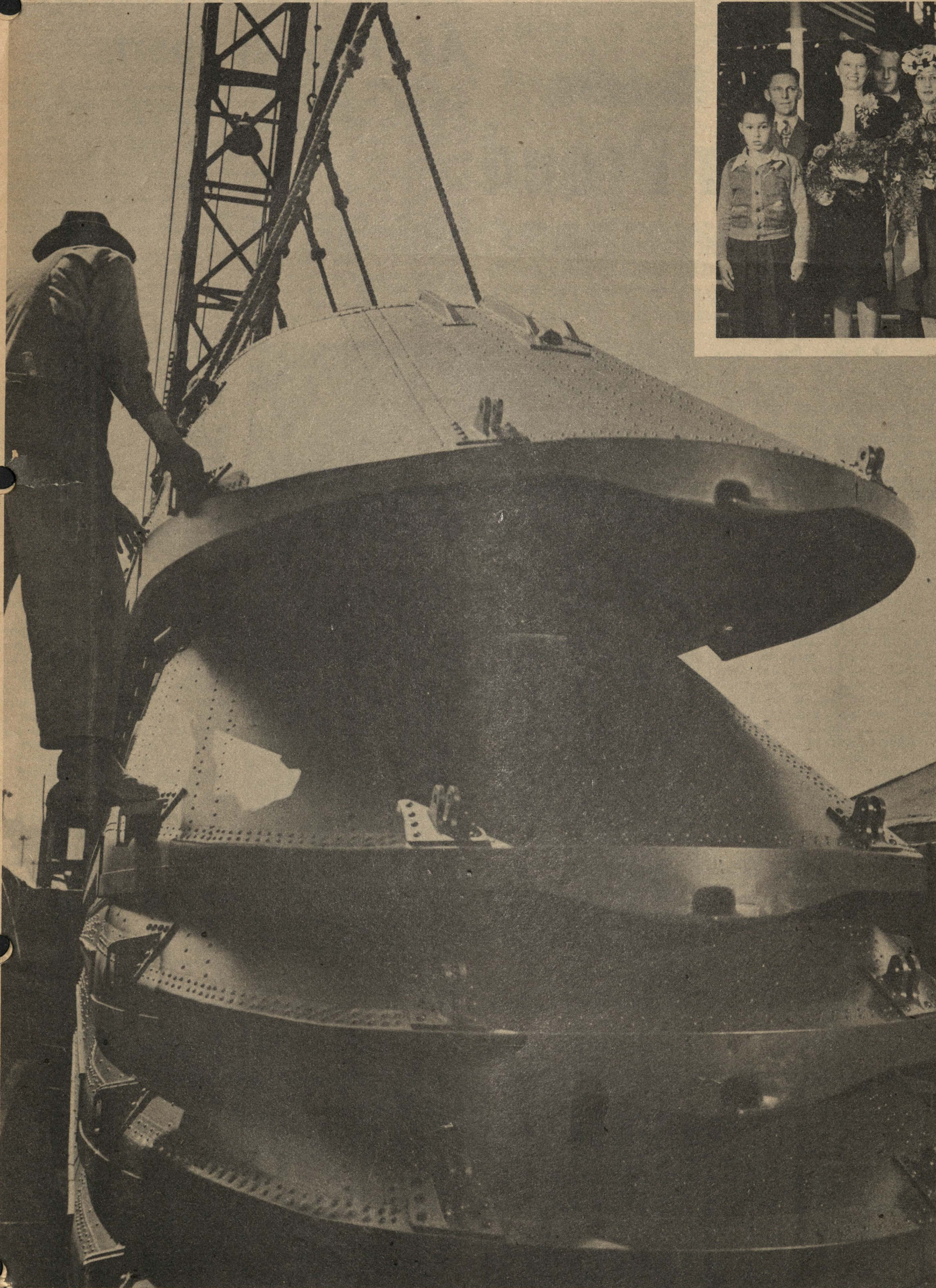




# OSC ONLY \$500,000 SHORT ON 7TH LOAN

Story, Page 5



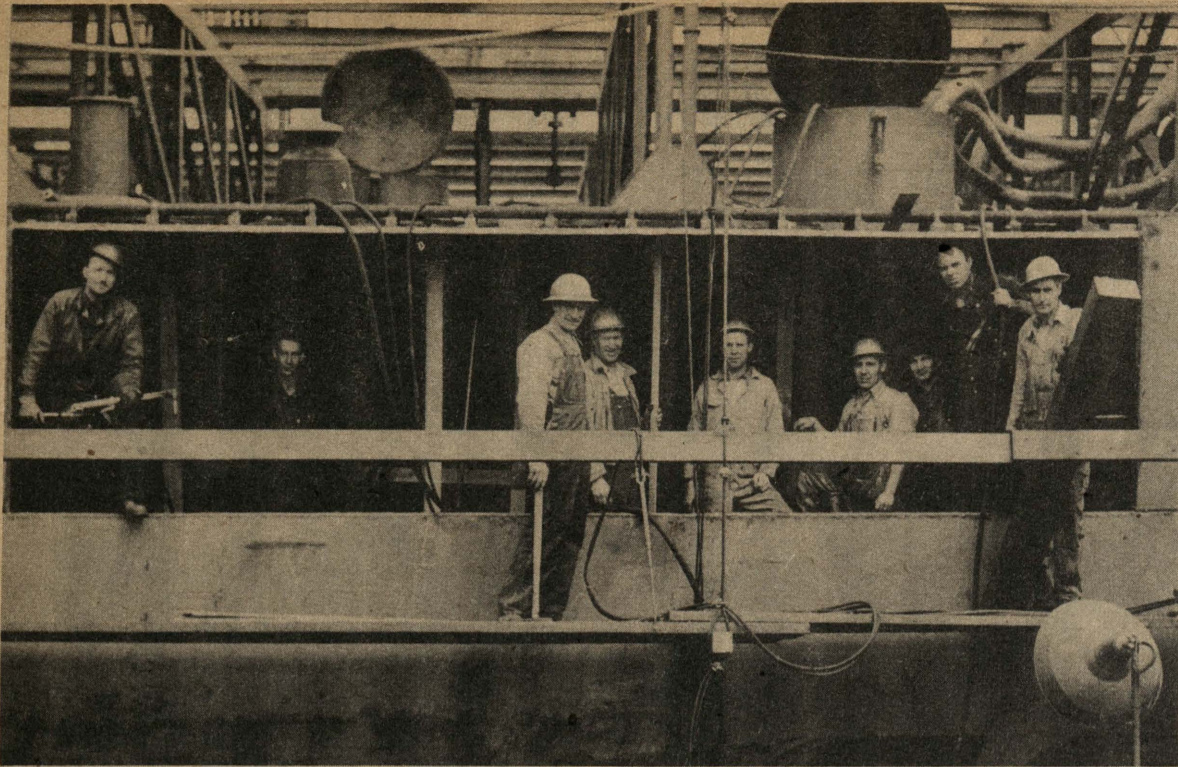
**Sponsors** Oregon Ship's Pipe department last Saturday celebrated phenomenal bond sales among its crews by sponsoring the launching of the S. S. Gonzaga Victory. A few seconds after the vessel slid down the ways the above picture of the sponsoring group was taken. They are, front row, Richard Davis, Mrs. Merlin Frost, attendant; Mrs. Albert M. Davis, sponsor; Mrs. Jerome B. Gillet, attendant; Fred Davis, and A. "Tony" Robinson, superintendent. With Al Bauer, OSC general manager, in the back row are the Pipe department workers whose wives composed the launching sponsor's group.—Story, Page 4.



**Old Glory** When the nation's banner whips to the masthead, proper respect is demanded in deference to the historic sanctity of the visible symbol of our nation. Americans should know the etiquette ruled proper for paying homage to the flag. With Flag Day nearing, (June 14), now seems a fitting time to review these rules.—See Story, Page 8.

**Four Deep** Oregon Ship now is turning out pontons at the rate scheduled when it received the contract to build 4000 of the aluminum half bridges for the army. The yard's goal for this month is 936, and if all materials arrive, officials and workers are confident it can be reached. Above, a rigger is seen helping to place a fourth ponton onto a pile in an open railroad car, hundreds of which will leave the yard each month for an army materials center. The pontons probably will be used in the coming invasion of Japan and China.—Story, Page 4.





One of the plates that was damaged when the Bladensburg collided with a troop transport is being replaced here by repair workmen. Those in picture are Alvin Johnson, Thor Hansen, R. W. Thomas, Nate Thompson, Leslie Westling, Dick Thomas, Guy Roley, Fred Schmauder and Jim Walker.

## First Swan Ship in for Repairs Tanker Skipper Proud

(SWAN ISLAND) — The first Swan-built ship to return for repairs, the tanker S S Bladensburg, came "home" last week to the Outfitting dock after 13 successful voyages in which she traveled approximately 250,000 miles and delivered 63 million gallons of petroleum to the front lines in the South Pacific. The vessel, 26th ship built at Swan Island, was slightly damaged in a collision with a



CAPTAIN HIRSCH

### Nobel Prize Winner Pays Yanks Visit

(OREGON SHIP) — Dr. Joseph Erlanger, winner of the Nobel prize in physiology and medicine for 1944, and his wife were visitors at Oregon Ship, May 29, and attended the launching of the S. S. Oglethorpe Victory. Dr. Erlanger is professor of human physiology in the school of medicine at Washington university in St. Louis.

The doctor also visited the Vancouver yard and the Permanente Foundation hospital. He is giving a series of lectures to the Portland Academy of Medicine on the nervous system and blood pressure.

troop transport during blackout in the Pacific. Traveling at a 45-degree angle toward the Bladensburg, the troop ship struck her forward with such force that the collision swung both ships' sterns together. Radio silence was maintained after the crash, but signals were used to learn whether either vessel needed assistance. The tanker was in ballast at the time, so no fuel was lost.

"I always had been suspicious of welded ships," said Capt. Lawrence Hirsch, skipper of the Bladensburg, "but after being hit with the force that we were hit, to me it was almost unbelievable that we had suffered so little damage. We've taken some long journeys from the Caribbean to the South Pacific. It's 10,000 miles. The Bladensburg handled remarkably well. Without the tankers that you people at Swan Island have produced, the war in the Pacific never could have been fought and won to the present extent."

#### DRYDOCKED ONLY ONCE

The Bladensburg was launched from Way 2, Aug. 20, 1943, just two months after keel-laying, with Mrs. Oscar S. Cox as sponsor. During 20 months of service, the Bladensburg has been in drydock only once.

Captain Hirsch's experiences on the Bladensburg are not his first on a Swan Island-built tanker. He was skipper on the S.S. Elks Basin, Hull 61, which Mrs. Mark Clark sponsored. This ship was traveling at 18 knots when a Jap sub was sighted. "We gave her everything she had and got her up to 105 r.p.m.s and pulled away from the sub," said Hirsch. "She ran just as well then as she did at 90 r.p.m.s. I was really proud of that ship."



Guard William F. Spencer flexes nimble blade from among his collection, gathered during many years in the sport of gallants. He deprecates the fact that in fencing only the rules—and none of the dangers—remain.

## Labor Supports Building Project

Important units of A. F. of L. membership in Oregon have endorsed the state building fund proposal, which will come before the voters on June 22, according to H. J. Detloff, secretary of Machinists union No. 63. He said the measure has the backing of the Oregon State Federation of Labor, Steamfitters No. 235, Electrical Workers No. 48, Boilermakers No. 72 and the AFL Postwar Planning committee, as well as his own local.

In stressing the vital interest to labor, Detloff pointed out that the measure would authorize use of excess income tax funds now accumulated in the state treasury, utilizing them for construction and repair of badly needed state buildings.

"It is in the interest of labor to vote for the state building fund measure," he said. "The buildings

are badly needed and their construction will be of interest to the building trades, who are looking to post-war employment."

He noted that construction provided in the measure includes work at the state hospital for the insane, Oregon State college, University of Oregon medical school at Portland and the state penitentiary.

Polls will be open from 8 a. m. to 8 p. m., with voting to be conducted at the regular polling places.

## Guard Names Fencing As Finest of Sports

(OREGON SHIP)—With flashing steel blade held in his right hand, knees bent, left hand raised behind him, William F. Spencer, an OSC guard, last week demonstrated at his home the finesse of his favorite sport—fencing and swordsmanship. "No sport in the world has a higher code of honor

or more elaborate rules," Spencer said as he showed the thrust and parry used by nobility in the days of the "Three Musketeers" to settle their disputes of honor.

As a matter of fact, Spencer declared, it was while reading that book and others of the same period that he decided to take up the hobby. After seven years of study with the best teachers he could

find, Spencer continued with the light-footed sport until he had met and mastered some of the top-flight fencers and swordsmen of the 20th century.

#### GRACE DEVELOPED

"Fencing is a great sport," the quiet, elderly guard said. "It's the best of all for developing grace of movement, quickness of the eye and coordination." A good woman fencer can dance with the lightness of thistledown, he added.

Though duelling with rapiers now is outmoded, even as recently as the turn of the century the sport often had deadly intent, he recalls. In his early 20's, Spencer joined the famed Battery A, U. S. cavalry, and there learned to use a sabre.

"We weren't playing, either," he declared. "We were as much earnest in those sabre matches as today's young soldiers are in learning bayonet drill.

"But there wasn't much sport to that kind of fighting," he added. "It was all hacking and slashing."

And, he said, he much preferred the more delicate but equally deadly rapiers and foils.

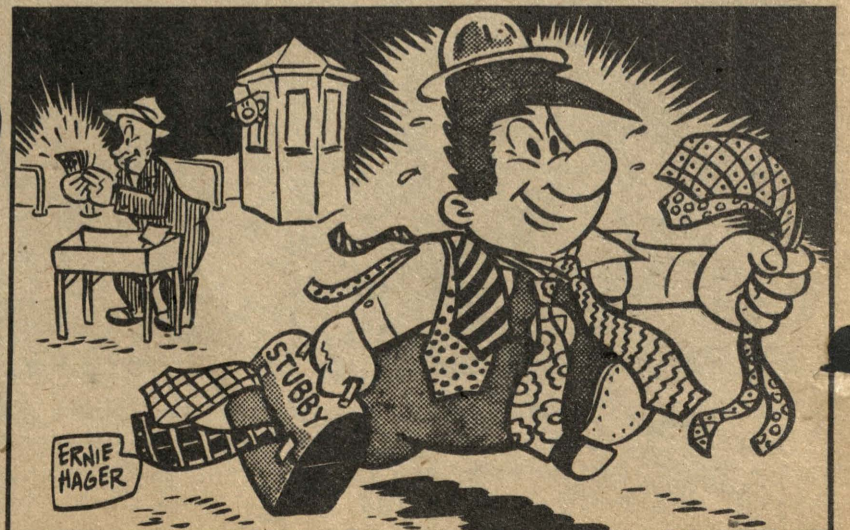
"Fencing nowadays is all done with buttons or guards on the ends of the blades and there is no danger to the fencer," he added. "Fencers maintain the code of honor but that's about the only vestige left of the days when a man's life could depend on his agility and skill with the blade."

### Sixteen Confirmed At Church Rites

(VANPORT)—Sixteen boys and girls were confirmed during church services of the National Lutheran council May 20 at Community building No. 2, the Rev. S. C. Siefkes, pastor, announces.

In the class were Jeanine Greenman, Helen Grotjohn, DuWayne Haugen, Richard Jackson, Joanne Leiseth, Ardean Nordgren, Marc Peterson, Elaine and Lowell Ramsdell, Jack Sackman, Eugene Seland, Herbert Siefkes, Lynn Skjel, Dolores Skovgaard, Vernis Thorstad and Annabelle Young.

### Stubby Bilgebottom



By Ernie Hager



## HIS BOTTLE WENT FARTHER THAN MOST OF OURS DO

(SWAN ISLAND)—H. A. Wildermuth, Electrical department, is pondering the answer to a mystery launched four years ago. While on a hunting trip at Brookings, S. D. on Sept. 20, 1941, he wrote his name, address and the date on a piece of paper, sealed it inside a bottle and dropped it into the Sioux river. Many have obeyed the impulse to see how far a bottle would travel before crashing against a rock or becoming lost in debris on shore. Wildermuth's bottle took quite a trip.

On May 22, 1945, a fisherman at Altoona, Wash., retrieved a bobbing bottle from the Columbia river. When he opened it and found the identifying paper he couldn't believe his eyes. The Sioux river is a tributary of the Missouri river, waters which finally enter the Gulf of Mexico. To have reached the Columbia, the bottle must have gone through the Panama canal or around the horn.

## Ribbons Approved For Merchant Fleet

President Truman has authorized the wearing of the Navy's Philippine Defense ribbon and the Liberation ribbon by officers and seamen on ships of the merchant marine participating in those operations, the War Shipping Administration has been advised.

Hundreds of Libertys, Victories, tankers and other merchant vessels have transported troops and supplies in the operations that have regained the Philippines. Many have been subjected to enemy attack and some have been sunk or put out of action with serious casualties among civilian crews.

## Chamber Offers Books To Advise Farmers

For all war workers who plan to take up farming after the war and desire information concerning farm possibilities in Oregon, the Portland Chamber of Commerce announces that a booklet "Farming in Oregon" has been prepared. Intent of the publication is to give a true picture of agricultural possibilities in the state, according to Wade Newbegin, chairman, agricultural committee.

The booklets are available at the Chamber of Commerce offices.

## Volunteers Sought

(VANPORT) — Women over 18 are needed as volunteers to take a training course during June to prepare as supervisors for the Girl Scouts' Camp day, which opens at East Vanport June 26. Three supervisors are sought for every eight girls at camp. Applications are being received by Helen Deppe, director of the East Vanport Community building.

# Tomorrow, What? Vancouver Has Its Answer

A FRESH, slack water harbor, which could store 400 or more Liberty or C-type ships, provide 17 miles of dockage, 3000 acres of industrial sites above high water, 1200 acres for an airport and a turning basin of 2800 acres, dredged to a depth of 35 feet. This is the major post-war project now being planned for the city of Vancouver by a citizens' committee representing civic organizations, labor and farm groups.

Vancouver, a sleepy little city of 18,788 before the war and now a booming city of 90,000, has been thinking about the postwar era for a long time. It has the "Little Moses plan" being developed by Joshua Vogel, city planner from Seattle, and the "Vancouver plan" for disposition of the war-time housing. Both have attracted nation-wide attention. But Vancouver leaders realized that most important is the need for creating real jobs beyond any public works that might be secured. The answer, they realized, was to attract new industry.



L. Henderson, former city engineer, as consultant. He found that industry is seeking sites in the northwest, all right, but industrialists wanted to know where the sites are to be found.

### HENDERSON HIRED

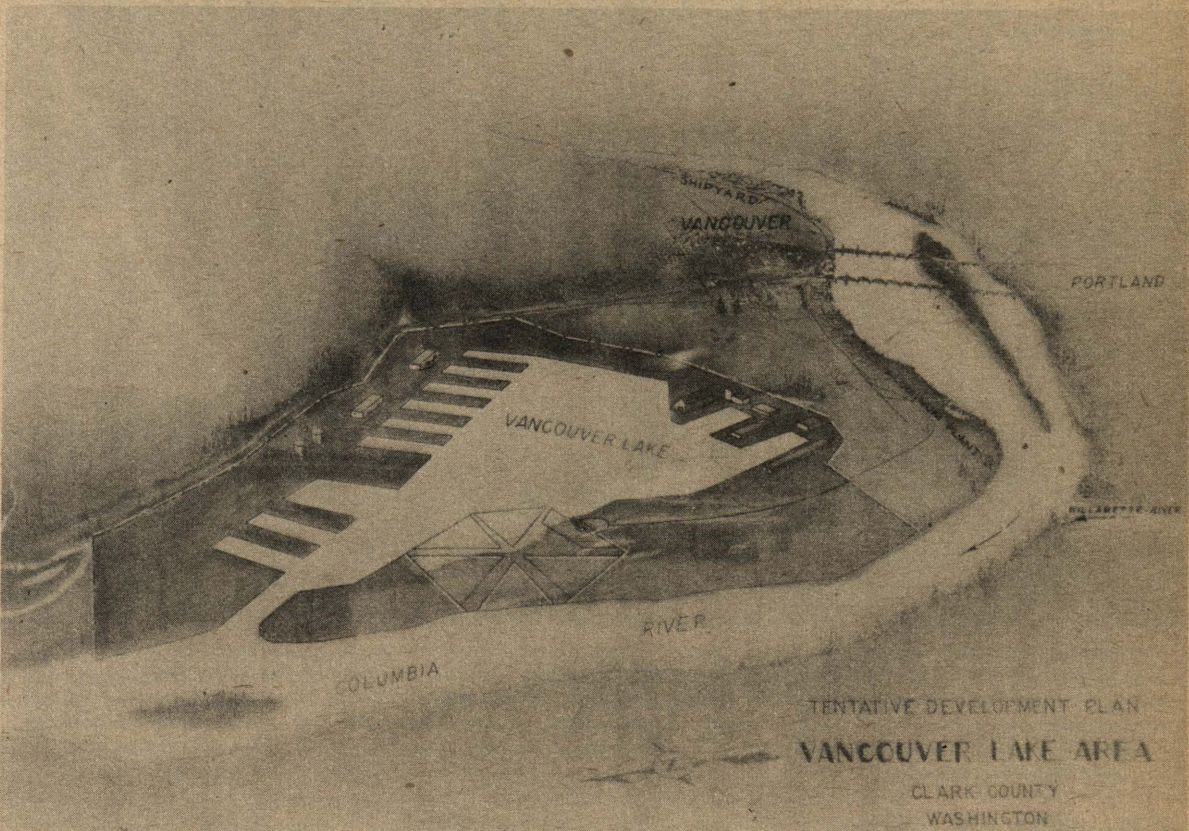
With this as a goal, the industrial committee of the Vancouver Chamber of Commerce hired Lowell Henderson, former city engineer, as consultant. He found that industry is seeking sites in the northwest, all right, but industrialists wanted to know where the sites are to be found.

Vancouver decided it could supply the answer. A citizens committee of more than 50 members, including representatives of the Chamber of Commerce, Junior Chamber of Commerce, Central Labor Council, the Grange, and practically all other civic groups was organized. Then a concrete and far-reaching plan was developed, chiefly by Henderson, which would provide not only industrial sites, but would include a storage basin for maritime commission ships. It is known as the Vancouver Lake Port project.

The project is outlined in a brochure prepared for Governor Mon C. Wallgren of Washington which he took back to the nation's capital recently to present to Senators Hugh Mitchell and Warren G. Magnuson, Congressman Charles Savage, and to President Truman.

### PROVIDES FOR HARBOR

It is proposed to acquire, dredge and develop the Vancouver Lake area northwest of the city of Vancouver as a still water harbor, ship storage basin and an industrial port under Vancouver Port Authority



## Vancouver's Postwar Proposal

A Citizens' committee composed of representatives from civic organizations is now actively working to carry out this project for ship storage and industrial development. The tentative, long-range plan shown here brings out these salient points: a potential dockage of 17 miles, storage for 400 or more Liberty or C-type vessels, 3000 acres of industrial sites above highwater, 1200 acres for a possible airport site, and a turning basin of 2800 acres dredged to a 35-foot depth. (Vancouver photo).

management. The proposal provides a potential dockage of 17 miles, 3000 acres of industrial property above high water and an additional 1200 acres that could be used as industrial property, an airport to handle both sea and land planes, or any other use that may be more desirable. It would provide ship storage space for approximately 400 or more Liberty, Victory or C-type ships in fresh-slack water.

The site has railroad facilities of the Spokane, Portland and Seattle railroad and a common carrier line serving four major railroads. It is at its nearest point, only four miles from the center of Vancouver and 11 miles from downtown Portland. The total area involved, including port basin, is approximately 7000 acres. This is a greater area by more than 2500 acres than the entire city of Vancouver, including the Vancouver Barracks.

The lake is owned by the state of Washington, and the tidelands by the Vancouver Port Authority. Additional land necessary for the proposed plan is presently a low-land area used only for grazing and a few small dairy farms.

### IMMEDIATE POSSIBILITIES

Fortune Magazine (November, 1944) outlined the plans of the United States Maritime commission for storage of surplus ship tonnage. It said: "The Maritime commission estimates that Liberties can be maintained—by periodically turning over their engines, chipping and scaling their hulls, and towing them into drydock to be cleaned and painted—at an average cost of \$4000 a year."

Such ship repair and maintenance facilities could be located in the harbor immediately. This would produce annual work within the harbor in the amount of approximately \$1,600,000. Industrial sites should be provided, with modern dockage, for industries presently seeking sites in this area.

Representatives of many large firms have been looking over the Pacific northwest for plant sites. The proposed plan would meet the requirements of all these industries. Sites with adequate facilities are scarce at the present time.

### VICKERY OUTLINES NEED

In regard to the immediate objective—storage of surplus ships after the war—Vice-Adm. Howard L. Vickery, vice-chairman of the Maritime commission, outlined the desired requirements of that agency in seeking sites during his recent visit to this area. He listed four main requirements, and indicated he did not expect to find all four in

any one place. "But," he added, "the sites we select will be as near to these requirements as we can find."

Vancouver Lake appears to be pretty close to what Vickery wants. He said the storage basins should be in fresh-slack water. Vancouver lake meets that requirement.

He said the sites should allow room for approximately 500 ships in one place, and be fairly well secluded so that the ships could be well guarded and policed. Vancouver Lake provides space for 400 or more ships, is away from main highways and traffic and would allow excellent "fencing in" of the ships, as the project is tentatively outlined.

He said the site should be in a climate that is not subject to freezing temperatures. Vancouver Lake, while not meeting this requirement 100 per cent, is in a temperate zone where there is little freezing weather.

Finally, Vickery said that the site should be easily accessible to ship repair facilities. Vancouver Lake is located at the junction of the Willamette and Columbia rivers where a trip to present repair facilities at Swan Island or the port of Portland are handy. In addition, the site provides excellent potentialities of locating ship repair docks right in the lake area itself.

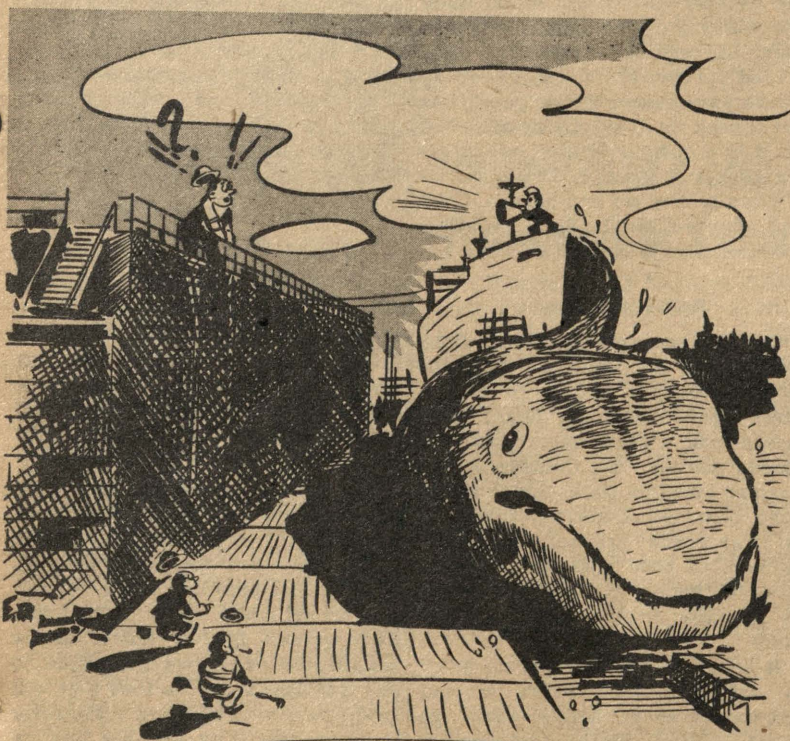
### NEW PAYROLL

Even with ship storage alone, Portland and Vancouver would gain

a payroll that would aid in taking up post-war employment slack. The dredging, estimated at roughly \$7,000,000 to \$11,000,000, depending on the depth the lake is dredged, would provide many jobs during the construction period. In addition, as Vickery pointed out, the storing of 500 ships is, in effect, the storing of half a billion dollars worth of physical assets. Property of such value would require not only necessary maintenance costs, but should be well guarded.

The purpose of ship storage plans was made clear by Vickery during his visit here. "This country," he said, "will probably never again be allowed the opportunity to build ships on the scale we have built them during this war without the hazard of air raids. Any future war will likely see this nation subjected to the type of raids that England suffered in this war, and England as a result, has been unable to build ships on anywhere near the scale we have. To have surplus ship tonnage 'laid up' and in good condition is one of the best types of insurance we can buy in case of war."

In scope and concept, the over-all proposal has possibilities unequalled on the Pacific coast. If oriental trade and industrialization of the northwest materializes, it can assume leadership in that progress. It can become the leading air-rail-water terminal on the Pacific coast.

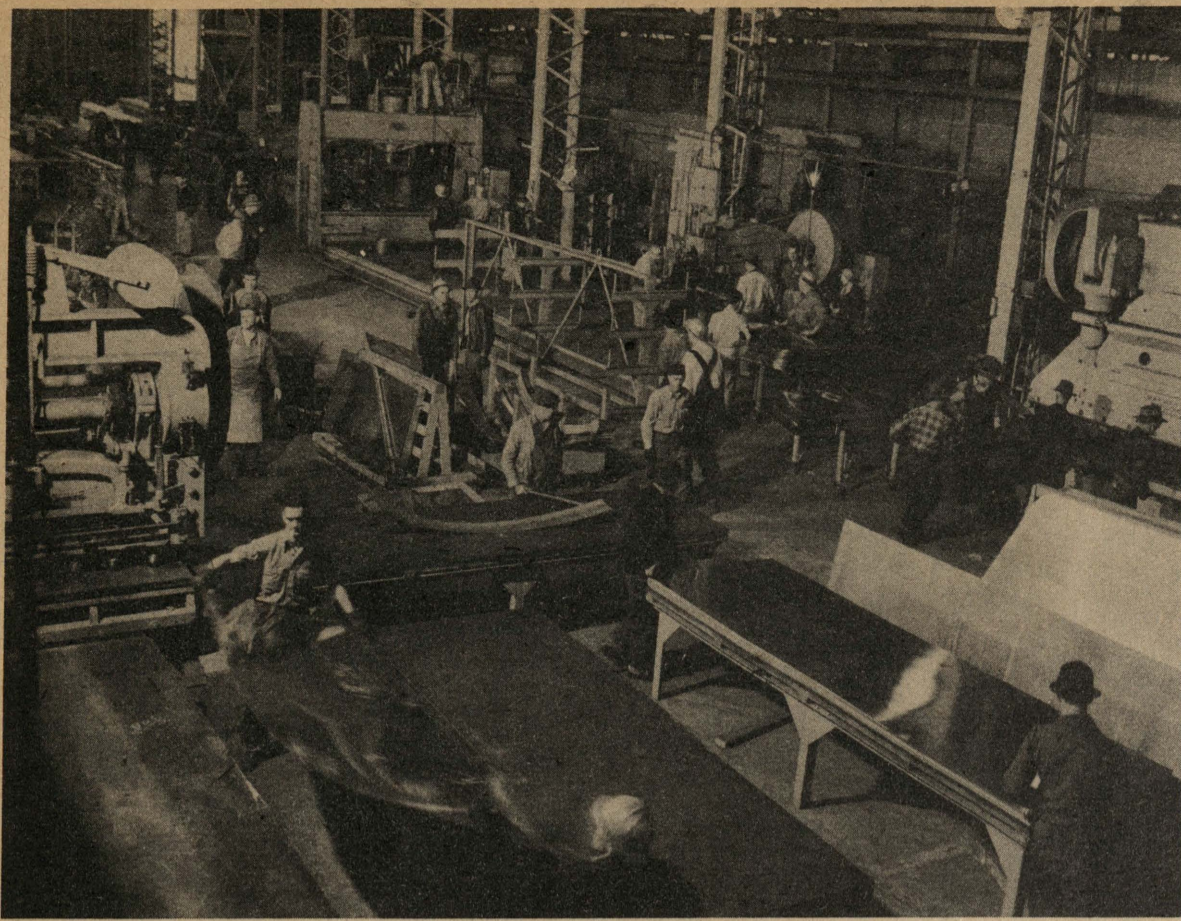


"Troubled with barnacles, I think. He came in with us from Okinawa."

## As It Is Now

This is an artist's drawing from maps of the areas to be developed as a proposed Vancouver Lake Port. The project would combine Vancouver (upper) and Shillapo lakes into one unit. In years past, the territory has been a favorite spot for fishermen and hunters. (Vancouver photo)





Fabrication of parts for pontoons keeps Bay O, Plate shop, shown above, in a business-like state of hub-bub 24 hours a day. The glistening sheets of aluminum seen in the foreground are being readied for the giant machines scattered through the fabrication area. When the raw slabs of metal are fabricated and chromodized completely, they will be ready for expediting to the Assembly area where finished pontoons continue to roll out at accelerated pace. The Plate shop, Assembly and all other Oregon Ship ponton operations now are meeting their schedules on the aluminum half bridges. (Oregon Ship photo)

# OSC Ponton Program Now Meeting Quotas

(OREGON SHIP) — Oregon Ship's ponton program now is on schedule, and it doesn't look as if the army will be kept waiting. The yard fell a few short of its 800 goal for May, but officials say the quota would have been exceeded except for failure of some castings and other aluminum parts to arrive in time for installation. A goal of 940 has been set for June, with officials and workers confident they can meet it given all needed materials. According to Russ Hoffman, general superintendent, OSC is only a little more than 200 pontoons behind the schedule on which it based its original bid for the job. Now that the Plate shop, Assembly and other ponton operations have hit stride, Hoffman hopes the yard can catch up.

Solution of the manpower problem and successful coordination of production have made it possible to abandon the seven-day week for ponton work. Sunday operation was carried on for six weeks and was an important factor in getting the ponton work on schedule.

## DSC Goes to Son Of OSC Couple

(OREGON SHIP)—Word recently was received by two Oregon Ship workers, Mr. and Mrs. Frank R. Paisley, that their son, Melvyn, a former OSC Plate shop employe, had been awarded the Distinguished Service Cross by General H. H. Arnold. Paisley is an Air Force first lieutenant whose plane destroyed eight German aircraft and damaged four others in two victorious raids. He is with the 366th fighter group.

Another Paisley son and former OSC worker, S/Sgt. Howard G. Paisley, also is overseas.

The senior Paisley is a swing shift rigger leadman on the ways, where Mrs. Paisley is a burner.

### CARD OF THANKS

(OREGON SHIP)—To the management and employes of Oregon Shipbuilding Corporation: Words are inadequate to express to you our sincere appreciation for the lovely flowers and kind messages which were sent for our father and brother, Guy O. Davis.—Dale Davis and Guy's brothers and sisters.

The first Liberty ship was named after Patrick Henry. The last 100 have been named for merchant seamen who died in wartime service.

## Bond Shows Numerous Despite Cloudy Skies

(OREGON SHIP)—The first week of June, at Bos'n's Whistle presstime, showed no signs of a change in the cloudy-to-rain weather, but in spite of gray skies, the week was scheduled for a full-time slate of lunch-hour entertainment, bond shows and special launching programs. Highlight of the

week's programs for those with a penchant for Hawaiian music was the appearance of the famed Hilo Hattie at the Mold loft stage on Tuesday. The attractive Hawaiian entertainer, who has for a number of years made the accurate interpretation of her native songs a specialty, delighted yard workers with her songs from the islands. She currently is appearing at the Cloud Room on the evening shows.

### DEMPSEY TO SPEAK

Sports fans were given a full week of entertainment topped by the appearance of Jack Dempsey, famed heavyweight, scheduled to speak at noon today. On Wednesday, heavyweight wrestlers staged an exhibition match on the Mold loft stage, while swing shifters saw a similar meet yesterday. Tomorrow at noon, Tex Ritter's band will entertain day shift.

A bevy of beauties, the Portland Rose Festival queen and her princesses, gathered on the launching platform yesterday during lunch hour to sponsor the S.S. Linfield Victory. Queen Joan Williams broke the traditional bottle of champagne over the vessel's prow after a program that paid tribute to workers who have set bond sales records in the yard. Launching of a ship by the queen of the annual Rose Festival has become a tradition at OSC.

Also on the program were representatives of Linfield college, located at McMinnville, Oregon, namesake college of the ship.

### CERTIFICATES GIVEN

High on the list of departmental activities during the week were the Plate Shop certificate presentations,



HILO HATTIE

made on all three shifts last Monday, by Hank Hockett, superintendent, to workers in the department who have bought \$1,000 worth of government bonds during the present drive.

Assembly workers feted the "launching" of their 1000th ponton last Wednesday with a unique bond sales program also on all three shifts. During the lunch hour period, any Assembly worker who bought a bond was permitted to autograph the ponton. Covered with the signatures of bond buyers, the ponton will be sent overseas as a souvenir to fighting men of the bonds purchased by workers at home.

In the warehouse tonight, the Singing Sentinels will present programs on both swing and graveyard lunch hours.

## Gonzaga Launching Honors Pipe Dept.

(OREGON SHIP)—The outstanding bond sales feat of rising from a \$65,000 slump a few days ago, to a point 15 per cent over its quota, was celebrated last Saturday by OSC's Pipe department at the launching of the S. S. Gonzaga Victory. Addressing workers gathered to watch the ceremony, A.

## Shipfitter Wears Medals for His War Achievements

(OREGON SHIP)—Sgt. John C. Martin, an OSC shipfitter until August, 1942, has returned to the United States after 27 months in the India-Burma theatre carrying out one of the toughest jobs in the AAF, according to an army release this week.

Though titled "flight clerk," his work was a back-breaking and hazardous duty that few men could handle, the report stated. Sergeant Martin's task was to kick overboard from a fast flying plane, packages of ammunition, food and other supplies weighing from 300 to 400 pounds. Through his efforts, troops in isolated positions were able to receive supplies.

"It calls for great physical effort," the release stated, "as well as expert timing and split-second operation. If the packages drop a few feet from the waiting troops, the supplies may be lost and a battle turned to defeat. The ship makes three or more passes over the target within 10 minutes, canted at a 45 to 90 degree angle."

For his work, Sergeant Martin wears the Distinguished Flying Cross with six clusters and the Air Medal with seven clusters.

"Tony" Robinson, department superintendent, thanked all workers in his department for their cooperation in making the department's drive a success.

Mrs. Albert M. Davis, wife of a graveyard leadman in the Main Pipe shop, sponsored the vessel. Mrs. Merlin Frost, wife of an Outfitting dock pipe welder leadman, and Mrs. Jerome B. Gillet were her attendants. The names of Davis, Frost and Gillet were chosen by drawing.

### SCHOOL HEAD SPEAKS

One of the principal speakers was the Rev. Francis Corkery, newly elected president of Gonzaga university at Spokane. He spoke with feeling of the many Gonzaga graduates scattered over the battle zones and harbors of the world and pointed out the pride that the alumni will feel when seeing in foreign port a Victory ship carrying the name of their university.

Also speaking on the program was Lieut. Lyle L. Morris, U. S. navy, stationed at Gonzaga university.

Other launchings in the near future will honor other departments that have outstanding records in the 7th War Loan drive, said Ken Moyer, Bond department head.

### CLASSIFIED

LOST—Ladies' Gruen wrist watch on the outfitting dock, graveyard shift, May 23. The name, Opal Gillespie, is engraved on the back. Finder please return to the Guard office.

## The WORKER SPEAKS

### Yo, Ho! Mate!

(Ed.—Following is a letter that shows what happens when a seafarer decides to turn land-lubber and take to a ranch. It was written to his former crew by Earl O'Bryan, ex-day shift trial run supervisor, now on a ranch near Rainier, Oregon.)

Sir: Will give you a rough abstract of the log as far as we have gone. Monday got the truck alongside and cargo aboard. Sailed under forced draft and arrived here 7 p.m. Got fires lit and cook finally got the bubble 'n squeak in the mess kit.

Next day turned-to to overhaul the garden. Started to rain. When we got through in that mud puddle results were no garden yet and weeds worse than ever. What garlic the mules didn't walk on shored up the best we could.

On the 11th, mules went adrift. Secured them for the night. In the morning no beasts, circulated over the country until noon, found them two miles over the horizon. Towed them in, secured everything, have stayed put ever since. I will show up at the yard June 8 if the pooch has not caused me to get my head kicked in. It is a question which one is going to get it first.

Time to ring off and secure. Cook has sounded the hammer. Best wishes—Earl O'Bryan.

### Believes in Bonds

Sir: I have been in fairly close touch with all sorts of shipyard workers over a period of nearly three years and have heard comments from a great many that convinced me there are thousands who have no idea that these bonds which have been persistently referred to as "war bonds" are not some special sort of bond that has been issued for benefit of the "big shots" to get the "little shots" to buy them.

It seems to me there is no merit in assuming that every worker knows all about bonds. But the name "United States Government Bond" has always had considerable sales value, it tells its own story. Many who now buy these bonds don't realize that they are government bonds. If they did, there

wouldn't be so many of them turned back into the market and many more would be bought.

I have written this descriptive "Message from Uncle Sam" to explain it:

"This message is to bring before you the all-important fact that so-called 'war bonds' are U. S. Government bonds. They are issued for the specific purpose of financing, carrying on and winning this war. There is no safer investment in this world than a United States government bond. Every bond you buy and hang on to will help build for you a bulwark against want, worry and loss of peace of mind—will provide an emergency fund that will help a lot when post-war days crack down on us. And they will crack down any time, without warning. A people who have worked as hard, intelligently and steadfastly as we have worked these past years, set store by their country and want it safe, set store by their families and homes and friends and want them safe, and they want their independence and liberty assured. A United States Government Bond is good any time and any place, but don't part with one if you can hang on to it!"—W. B. Streeter, Plate shop.

### Finds Queues Irsome

Sir: America must wake up and take care of all her people before it is too late—not just veterans of the last war, or any other war, or any certain set of people; it should be all or nothing at all. Ration? Yes; but ration right, not as it's being done now.

We have some people who have no chance to get not only rationed goods but a cigarette that some think they can't get along without. Why not let men and women working day shift, and every shift, have a little chance to buy butter or its substitutes, or, better still, plan to see that they have the food that will keep them healthy—and a cigarette if necessary. Why all this line up for this, line up for that? We have nothing but chaos in people's minds. What are we going to do when the war is over, with nerves on edge?—E. B. Jenkins, Plate shop pontoons.



# \$500,000 Left to Go For 7th Loan Quota

(OREGON SHIP) — Oregon Ship workers this week were faced with one last big hump to climb before reaching the successful conclusion of the yard's 7th War Loan drive. Less than half a million dollars was all that remained to be pledged or purchased of the original \$5,100,000 goal, according to figures compiled June 1. Seven departments were listed as already being over the 100 per cent mark, and through the week departments with a heavy margin yet to go reported they were making drastic efforts to bring in the extra sales needed to meet their quotas.

Within a three day period, all departments combined added more than \$145,000 to the slowly growing yard total, bringing the total yard percentage to 91.06.

A number of outstanding purchases were recorded during the week, including those made by five members of Outfitting dock burner Andy Kanas' crew who each purchased a \$1,000 bond, giving the crew 283 per cent of their quota. Those and other sales boosted the energetic welders well over the quota they had set for themselves by the 1 p. m. deadline last Saturday.

## LEADERS OPTIMISTIC

As cash sales mounted during the week, Bond department officials and chief clerks expressed conviction that OSC would clean up the remaining nine per cent of the yard's goal, which is the largest industrial quota in the state.

To further stimulate large sales, the formation of a "Thousand Dollar Club" was announced this week. Members of the club will all be OSC workers who have bought \$1,000 worth of bonds or more during the 7th War Loan campaign. Latest figures showed membership would reach well over 300. Each member will receive a certificate.

"When we began the 7th War Loan drive here, we thought our quota was almost out of sight," declared Ken Moyer, Bond head. "But now it seems certain that we will make our goal with margin to spare."

Moyer pointed out that on June 1 the day shift led with almost 95 per cent of its shift quota of \$1,891,198. Swing shift showed 91 per cent and the graveyard trailed with 86 per cent. Highest of the yard departments was the Vocational school standing at 147.5 per cent while the Rigging department trailed the list at 71.34 per cent.

## STUBBY AND HIS FRIENDS

(OREGON SHIP)—Harrison Russell, Gadget shop pressman, was treated to a ride around the yard last week in Chinese style, via wheelbarrow, when he bought a \$1,000 bond. Pusher of the vehicle was Foreman Johnny Batsch, Gadget bay . . . another \$1000 bond buyer was W. T. Kushak, swing shipfitter, who brought his small change savings for the past four years to the yard in sugar sacks to the tune of \$750. . .

One of the yard's favorite lunch-hour programs, a wrestling match, was held last Friday and drew a good crowd. . . grunt and groan artists were Ivan Jones and Mitt Olson. . . John D. Randall, husband of Bonita Randall, one of OSC's chauffeuses, sent his wife a copy of the last message given to his troops by a Japanese commander on Saipan. Randall was given the copy by the commander of his ship which was in Saipan at the time. . .

Helen Berg, First Aide nurse, left the yard last week to join the Navy nurse corps . . . and S/Sgt. Archy Graber, USMC, son of Ralph O. Graber, swing electrical leadman, came back from the South Pacific recently. Among the things he brought back to show the family was a poem, "Conversion" which he had found on the body of one of the American soldiers killed in the New Guinea campaign. . . Pvt. Robert Rowe, former OSC acetylene



This certificate will be awarded to all Oregon Ship workers joining the Thousand Dollar club through purchases of \$1000 worth of bonds or more during the 7th War Loan drive. First of the certificates were issued at a lunch-hour program in the Plate shop last Monday, when 52 workers in the department were given the certificates by Hank Hockett, superintendent.



Here are some of the members of the Shipwright department's Thousand Dollar Club. Those shown above are, left to right, front, Edward Bjorkland, Tomas Sullivan, J. W. Williams, D. A. Tweed, O. O. Langford, Ray Jackson; back, Fred Malvick, N. J. Anderson, Milton Schrock, G. F. Hagman, A. G. Ernst, B. K. Worrall, R. W. Petrick. Members not shown are Ray Hausmann, William Ellis, W. S. Denio, M. Johnson, C. H. Green, O. L. Harlelid.



Among the \$1000 bond buyers in Assembly are the welders shown above, all from Bays 5 and 6. Their group purchase, Thursday, May 31, gave the department's total a \$9000 boost. They are, front, Harriet Compton, Lena Thornburg and Hilda Bordenkircher; back, Foreman Bill Simmons, Daniel Whybark, Supervisor George Saunders, Wallace Faris, Leadman Jake Heinrich and Bob Nelson.

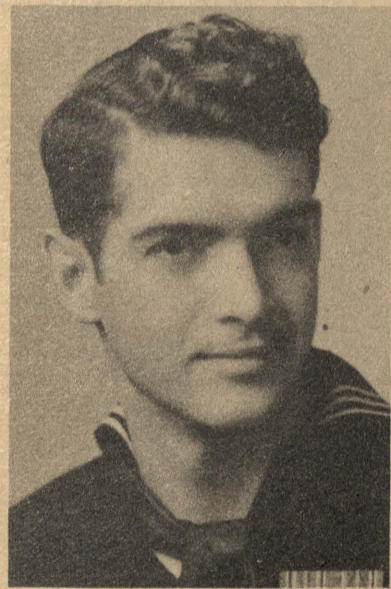


A few of the 52 Plate shop workers who have purchased \$1000 bonds and have become members of the Oregon Ship Thousand Dollar Club are shown above. They are, left to right, front row, Russell Harrison, Virginia Cotton, Edna Barnholdt, Effie Bernard, Margaret Hancock, Ruby Evans, Fred Schmitz; back row, W. W. Flanigan, Earl Wilks, Roy Wells, Charles W. Carver, E. P. Bennett, Stan Rabe, L. A. Hancock, George Dorr, A. L. Smock. Those not shown are:

Day Shift: George Miles, Effie Bernard, and E. Homer Niederer. Swing Shift: A. A. Petroff, Maud and David Jones, J. A. Nicholson, Lucille P. Rabe, Turney Pointer, Edwin White, Sr., Alma Myra, Eldred Niles, Albert Nihart, Anne Mae Adams, Inez Kneisler, Jack Kneisler, Gertrude Beal, Ben Zusman, Bona M. Whitley, Walter Connor, Jacob Gossen, Lester Davidson, Harold Peterson and Hamilton Aaris.

Graveyard Shift: Cornelius Sutton, Walter Eakin, Carl Martin, Dorothy Tennant, P. J. Lewis, William Murray, Gerald and Marion Nermaine, B. A. King, E. H. Boland, Myrtle Twist, Floyd French and R. G. Taunton.

## Guard Chief's Son Survives Wounds



ROGER D. SMITH

(OREGON SHIP)—Following official notification that his son, Roger Dulin Smith, had been wounded in action, Roger Smith, chief of OSC's guard force, last week received word from his son that the young seaman is "getting along okeh, and there's nothing to worry about."

Young Smith, a boatswain's mate 2/c on a sub-chaser, was injured in the left shoulder by flying shell fragments during combat in the East China Sea. He joined the navy in 1942 after almost a year at Oregon Ship as a Mold loft office worker. He has since seen action in the Caribbean, Atlantic and Pacific battle areas.

Another son, Morton, a former OSC shipfitter, joined the merchant marine after a year in the yard, and now is on his third trip across the Pacific, Chief Smith related.

## 6-7 Child Care Books to Close

(OREGON SHIP) — Due to an unexpectedly heavy registration of school age children for the summer at the Child Service Center, Norah Clancy, director, announces that all registrations for the six and seven-year-old group must be made before tomorrow, June 9.

The group was originally planned for about 25 children, Miss Clancy said, and by last Monday more than 30 registrations had been made. Limited facilities for children of that age group necessitates limiting the number of children registered for the summer, she declared.

## Hullworker's Son Wounded in Reich

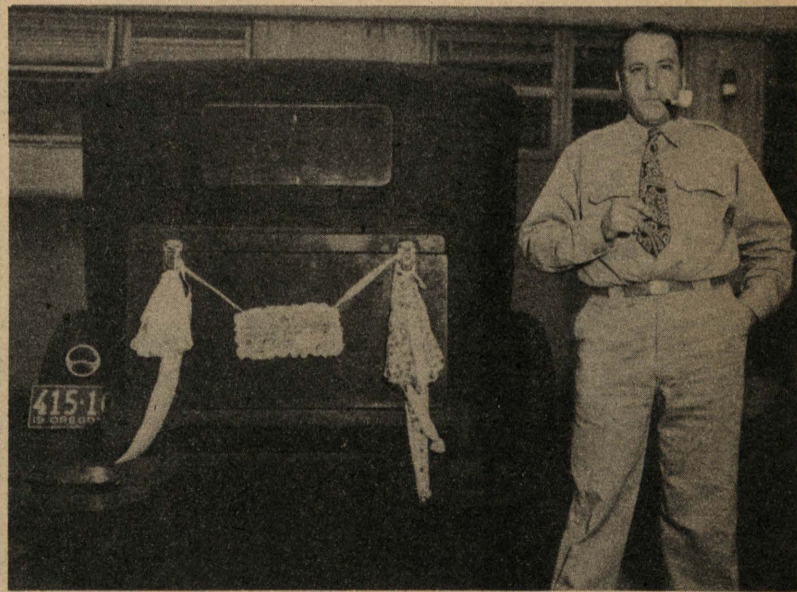
(OREGON SHIP)—Floyd Solders, Hull materials, received word recently that one of his sons, Pfc. Ronald Solders, was seriously wounded in Germany while seeing action with Gen. George S. Patton's 3rd Army. He was a worker at the Swan Island yard before enlisting in October, 1942.

Solders reports that two other sons are in the service on opposite sides of the world, and a son, Glenn, an OSC rigger, and a daughter, Mrs. Jean Boom, OSC ponton worker, "are carrying on the fight at home."

## CARD OF THANKS

Words cannot express our gratitude for your kindness to us since the loss of our home. God alone knows how it has touched our hearts and what a great help it has been. We pray our dear Lord will bless each one of you in some very special way. What you have done shall not be forgotten. Many, many thanks.—Mr. and Mrs. Emory Rowland and family.

burner, is member of a unit recently awarded the army's Meritorious Service plaque for outstanding work in New Guinea and the Philippines. . . among the verses on file is one brought in by William G. Weed, graveyard shipfitter. "To My Children on Father's Day" . . . Andy Hoffman, Ways painter, who left OSC in July, 1943, was killed recently in action in the South Pacific. His brother, Archy, is painter leadman on the ways . . . Glenn Gollihur, former head shift supervisor, graveyard, when last heard from was in China with the Army engineers. . . Lowell O'Connor, former timechecker supervisor, now is in the U. S. navy in San Diego boot camp.



**Service Medal** A medal bestowed for "outstanding service from 1930 to 1945" was hanging on the back of his "new" car the other evening when Dr. G. E. Waters, First Aid medical head, started to pilot his recent acquisition through the intricacies of homeward-bound traffic. Dr. Waters retorted to bystanders that length of service with cars, as with employees, improves working ability.

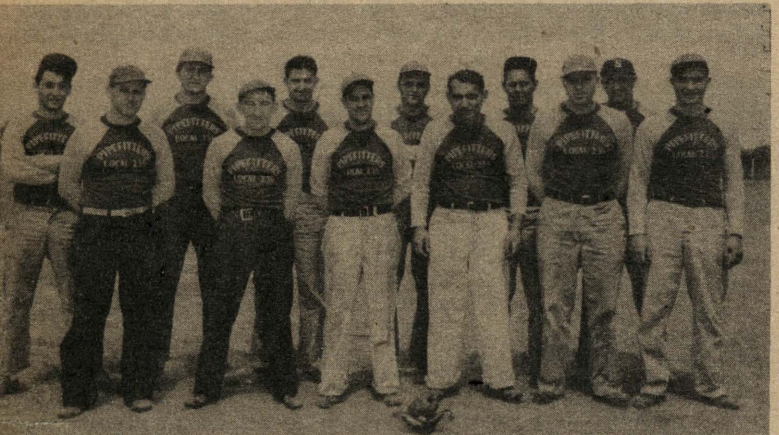




The girls are right up there with the men when it comes to softball at Oregon Ship. This is the day shift feminine diamond squad. Front row, left to right, Ruth Koleck, Lucille Sheele, Helen Peters, Dotty Clayton, Terry Davis, Annie Scotty, Ella Norris, Vera Gish, Jean Ashlock; back row, Tommy Thompson, manager; Jackie Goeden, Mildred Taylor, Cecilia Burg, "Tuffy" Gefers and Myrtle Medlock.



These 11 stalwarts of the mitt and mask represent the Sheet Metal team, swing shift, at OSC. Front row, left to right, A. Brill, W. Barker, A. Graff, K. Drenkhahn, T. Tyrrell, H. Myers; back row, L. Timmons, M. Wootan, J. Wright, J. Ness and T. Andrews.



Another OSC swing shift softball aggregation is this squad of Pipefitters. Front row, left to right, T. Pfau, M. Johnson, J. Costi, F. Mas-trangelo, H. Peterson, D. Layton; back row, D. Stoffer, W. Coey, E. Nolder, E. Roos, B. Dysinger and A. Anderson.



Ready for all comers on graveyard are these huskies of the OSC Warehouse softball ten. Front row, left to right, L. W. Eby, Glen Chisman, C. Hamlin, Earl Spencer, Joe ReKart, Leroy Schlamp; back row, H. Hanson, W. Newland, Don Peterson, Tom Bay, Elson Hunt, L. Shoup and Don Rivette.



**Assembly** In third place after the first week of play in Swan Island's softball league is this Assembly team. From left, front row, Jeramiah, Tracewell, Horn, Schlitt and Wilson; back row, Mayes, Craig, Johnson, Tews, Holliday and Manager Henderson.

## Erection 10 Takes Slim Early Lead Over Swan Foes

### SWAN ISLAND SOFTBALL LEAGUE

	W.	L.	Pct.
Erection	2	0	1.000
Pipe	1	0	1.000
Assembly	1	1	.500
Plate Shop	0	1	.000
Crane Operators	0	2	.000

(SWAN ISLAND) — Erection's Scorpions went into a slim lead in the Swan Island softball league after the first week of play on the Barracks diamond by virtue of close wins over Plate Shop and Crane Operators.

Pipe, with only one game under their belts, took second position after a hectic 16-14 win over Assembly that saw 10 miscues divided. It was Assembly's first loss after tripping the Crane Operators earlier in the week, 4 to 3.

Erection's win over a favored Plate Shop ten, came in the eighth inning when, with the score 3 to 1 in favor of Plate Shop, the winners batted around to score six runs on five hits, two walks and two errors. Scores for week ending June 2:

	R.	H.	E.
Crane Operators	3	3	2
Assembly	4	3	3
Willis and Merritt, Ashmead; Floyd and Jeramiah.			
Plate Shop	3	7	3
Erection	7	11	1
Laddrout, Gette and D. Walters; Geist and Adams.			
Erection	3	6	1
Crane Operators	2	2	4
Geist, Skinner and Adams; Willis and Ashmead.			
Pipe	16	10	5
Assembly	14	8	5
Rosenberg and Kimbriel; Johnson and Jeramiah.			

Next week's schedule.  
Monday—Erection vs. Pipe.  
Tuesday—Crane Operators vs. Plate Shop.  
Wednesday—Erection vs. Plate Shop.  
Thursday—Assembly vs. Crane Operators.

## Kennedy Appears At 'Aud' Tonight

(VANCOUVER) — "Moose" Kennedy's sensational fight against Joe Kahut May 25 has earned him the right to fight the main event at The Auditorium in Portland tonight when he meets Mike O'Grady from Los Angeles. Kennedy is a day electrician on Outfitting dock.

Kermit Stewart, Kennedy's manager, believes Kennedy is one of the hardest-hitting heavyweights he has ever seen and predicts he will go a long way up the fistic ladder. Stewart is assistant superintendent in the Chippers department.

If Kennedy wins tonight, he likely will get a return go with Kahut. He says it will be a different story when that happens.

## WELDERS BLANK FOE

(OREGON SHIP) — The OSC Welders and Burners team of the National league went on a hitting spree last week to trounce Colonna Drugs, 17-6, in a game at Buckman field. Ralph Sittel led the attack with two triples. The Welders played errorless ball and turned in two double plays. Score:

	R.	H.	E.
Welders and Burners	17	13	0
Colonna Drugs	6	6	6
Burkman, Reynolds and Redd; Special, Brusco and Campagna.			

## HE CAN SHOOT!



JOHNNY W. JOHNSON

(OREGON SHIP) — A car mechanic who "just likes to hunt and shoot" is Johnny W. Johnson, OSC Fabrication shop worker, whose liking for guns recently won him the top spot in the Oregon Gun Club's meet at the Portland Rifle Club range. Johnson took firsts in both expert class and the aggregate. He scored a 92 in ten shots off hand, and a 288 for the aggregate three classes—prone, sitting and standing.

## OSC Softball Scores Listed

	W.	L.	Pct.
Pipefitters	4	1	.800
Riggers	3	2	.600
Welders-Burners	3	2	.600
Sheet M. Wrhs.	3	2	.600
Erection	2	3	.400
Mar. Machinists	0	4	.000

	R.	H.	E.
Pipefitters	3	10	3
Sheet Metal-Whs.	2	4	1
Nolder and Costi; Brill and Tyrell.			
Welders-Burners	9	13	0
Erection	4	7	1
DeSart and Uhlrich; Baxter and Nickles.			
Riggers	8	9	2
Mar. Machinists	6	9	2
Dellage and Jefferson; Gatta and Gribble.			

	W.	L.	Pct.
Maint. Elec.	2	0	1.000
Sheet Metal	1	0	1.000
Assembly	1	0	1.000
Warehouse	1	1	.500
Paint	0	2	.000
Marine Elec.	0	2	.000

	R.	H.	E.
Assembly	13	14	3
Marine Elec.	6	8	2
Bristol and Ketzal, Maynard; Pectia and Shelton.			
Warehouse	6	9	7
Maint. Elec.	9	15	3
Budnick, Tullis and Mallon; Rivers and Vanderpool.			
Sheet Metal	11	12	4
Paint	3	5	7
Penny and Heitkemper; Counts and Morrell.			

	W.	L.	Pct.
Riggers	5	0	1.000
Erection	4	1	.800
Welders-Burn.	2	3	.400
Assembly	2	3	.400
Sheet Erection	2	3	.400
Outfitting	0	5	.000

	R.	H.	E.
Assembly	7	9	3
Warehouse	3	5	2
Rank and Gus; Spencer and Shoup.			
Riggers	3	5	4
Shell Erection	9	11	2
Jarvis and Coffey, Watts; Potter and Baumgarten.			
Erection	8	13	3
Welders	5	7	4
Jones and Skelton; Helser, Berg and Wade.			
Erection	12	14	2
Warehouse	3	8	9
Coffey, Jones and Rassmussen; Spencer, Peterson and Shoup.			
Welders	17	18	2
Outfitting	9	11	6
Mayer, Helser, Wade and Greer; Traniel and Norwood.			
Shell Erection forfeited to Assembly.			
Warehouse	1	4	6
Riggers	9	14	4
Spencer, Peterson and Jarvis (Riggers' batteries not listed.)			
Warehouse	0	4	6
Welders	20	14	0
Peterson and Shoup; Helser and			

## VANCOUVER'S 2 SOFTBALL LEAGUES GET PLAY STARTED

(VANCOUVER)—The Vancouver shipyard softball season got off to a flying start last week with both the Washington and Columbia league teams taking the field.

Twelve teams reported for play when the organization was formed and from these teams the two leagues were formed. The Columbia league includes Outfitters, Electricians, Pipe Shop, Plate Shop, Marine Machinists and the Marine Engineers. The Washington league roster is Assembly, Painters, Testing, Riggers, Marine Pipe and the Vancouver Bus company.

Games this year are to be played on the McLoughlin Heights fields. The housing authority recreation setup will handle all details of the leagues. Walter Pollack, Project Services director, has immediate supervision.

Next week's schedule of play follows:

Day	Time	Teams
Monday	6:45	Painters vs. Marine Pipe.
Monday	8:15	Riggers vs. Assembly
Wednesday	6:45	Assembly vs. Marine Pipe
Wednesday	8:15	Painters vs. Testing

All games in the Washington league will be played on Field 4.

Day	Time	Teams	Field
Tuesday	6:45	Plate Shop vs. Marine Engineers (4).	
Tuesday	8:15	Electricians vs. Marine Mach. (4).	
Thursday	6:30	Outfitters vs. Plate Shop (3).	
Thursday	6:45	Pipe Shop vs. Marine Machinists (4).	
Thursday	8:15	Electricians vs. Marine Engineers (4).	

## Kilowatts Jolt Swan Plate Shop

(VANCOUVER) — The Kilowatts of the Electrical department journeyed to Swan Island Friday for a softball go with the Islanders' Plate shop and emerged victors by a score of 15 to 11. Both teams erred frequently during the first inning, but settled down to real ball the remainder of the game.

The Kilowatts were last year's yard co-champs with the Teamsters. The electrical outfit is fielding this year, with few minor changes, the same team that won laurels last year.

## 'OUTSIDE' PITCH

Oregon Ship welders are leading the Portland National softball league with four wins and no losses. In City league baseball, Oregon Ship bowed to Reliable Shoe June 3, 11-9, after holding a 7-run lead in the third inning. Score:

	R.	H.	E.
Oregon Ship	9	6	6
Reliable Shoe	11	10	5
Sussie, Downie and Keek; Schafel and DeSordi.			

Oregon Chippers in the Community league lost a 2-0 decision to North Pacific Terminal June 3. Score:

	R.	H.	E.
Oregon Chippers	0	1	2
North Pac. Term.	2	4	0
Amos and Sims; Allegretto and Walsh.			

## Baseball Passes Winners Listed

(OREGON SHIP)—Last week, the Bosn's Whistle told pictorially of the drawing May 23 for baseball passes to the Lucky Beavers' park to buyers of war bonds at Oregon Ship. Space prevented listing the winners then, but this week the story will be told completely by listing the lucky ticket holders. Following is the list, by departments, and in parentheses the number of daily passes awarded:

Assembly—I. Williams (4), Adeline Williams (2), N. G. Cazonis (1), Alfred Edman (2), John Schwartz (1), Emmet Whiteaker (1), H. D. Burkholz (1), C. S. Moe (1), D. Fox (1), Joseph C. Ronolo (1), Cecil Burns (1), C. H. Weld (6), J. O. Coffell (1).  
Pipe—John Steem (3), J. T. Christian (2), Arthur Tack (1), F. E. Holcombe (5).  
Electric—Mrs. F. W. Hanson (1).  
Welding & Burning—I. Miller (1), W. L. Pope (5), A. J. Zook (2), A. B. DeBeer (1), H. Warner (2), Sam Weitz (1), J. A. Roeser (1), A. W. Heinrich (2).  
Machinery—R. A. Eacles (2), V. Byerly (1), A. C. O'Leary (2), Jerry Filion (2), J. T. O'Leary (1), Ben L. Dow (1).  
Plate Shop—E. B. Miles (1), C. Bartholomy (1), John Kunnely (1), B. S. King (2), A. Arellano (1), Raymond Ballantyne (2), Irving S. Isakson (1), R. A. Huckins (1), L. Wells (3), D. E. Stark (2), V. H. Pool (1), R. Frasier (1), Earl D. Wilks (1), A. Bernard (4), Mary C. Pettersen (1).  
Labor—E. E. Granat (1), L. B. Cunningham (1).  
Sheet Metal—R. I. Reece (1), G. P. Wood (2).  
Guard—J. F. Roadhouse (2).  
Salvage—E. M. Shervold (2), M. O. Henderson (1).  
Marine—Earl Estep (1).  
Hull Engineers—Laura Adams (1).  
Shipwrights—G. Clophf (1).  
Time—W. W. Lindsay (2), J. Bartlett (1), M. Farquarson (1), Lou Prince (1).  
Season Pass—L. H. Wells, Plate Shop.



# You CAN do something about the Weather!

**The Good Old Summertime's Swell, All Right, But Beware of Hazards of Sun and Outing to Your Health**



## And Don't Forget That Beautiful Foliage May Turn Out to Be Poison

THE tall man from Texas looked across the river at the misty green hills with anything but admiration. With a drawl most pleasing to the ear he plaintively observed, "Look, mister, I ain't been warm since I got here two years ago, don't it ever heat up in these parts?" A pained expression crossed

the face of the native webfoot and he patiently started through it all again. "Now look, you gotta be patient. We're going to have summer pretty soon. It never has missed altogether. Of course it may rain till July and be a little uncertain after that, but—"

Tex interrupted him, "Uncertain, huh? That's a good word for it. This weather's uncertain as a war worker's future."

"All right, it's uncertain, but when that sun's out, boy, what weather."

That argument has been going on for years out here and no agreement seems close. But argument aside, we do agree with the old-timer; summer is our favorite season too. There's a lift in just getting out in the sun; in changing from heavy duds; and in picnics, garden work, fishing, fresh air, and what little vacation and short trips war work and the OPA will permit. But it isn't all beer and skittles. As you well know, summertime has its difficulties for the unwary (or foolhardy) so let's review them and then if you want to break all the rules, we can at least say, "I told you so."

### Poison Oak, Poison Ivy

Call it what you will, it's still poison. Every summer and fall newcomers to the Northwest, and lots of oldtimers too, yield to the temptation to bring a bit of nature indoors. They pick an armful of gorgeous, shiny green or scarlet and gold leaves from certain roadside shrubs growing over local fields and hills, and happily cart them home.

The next day they waken with swollen face, burning and itching skin and a blistering rash, and learn to their sorrow that the gorgeous foliage was poison oak.

This shrub has an oily sap which is irritating to the skin of the large majority of people. Contrary to rumor, the poison doesn't blow about in the wind. The oily sap may be spread in various ways—a person may touch the broken leaves, break off the plant, rub sap off the fur of a pet dog, and the like. The sap may cause skin trouble months later when rubbed from an old fishing

jacket, boots, a hand axe, or garden tools.

### Sensitivity Repeats

Poison oak sap stirs up skin "sensitivity" in most folks. Once sensitivity develops, contact with very small amounts of sap causes a fresh outbreak of itching and skin rash. Preventive shots have not been very successful. Protection is only partial, a long series of painful shots is necessary running through the whole spring and we don't urge them.

Your best protection from poison oak is to know its appearance, stay out of it if you can, and follow the rules if you have been into it. Don't be careless about cleaning off the sap just because it never bothered you before; "sensitivity" can develop anytime during your lifetime.

If you know you're "sensitive" and have been around poison oak, do this the same day:

1. Make provision for thorough cleaning of any garments that may contain the oily sap.

2. Take a careful shower bath, using lots of thick, soapy lather. Wash the whole body several times. The oily material washes away; you won't have to scrub hard.

If the rash develops it will clear up within a few days. Keep the skin clean, cover blisters with clean, dry dressings (no ointment) and use calamine lotion or baking soda paste to relieve itching. For severe rash see your doctor or go to First Aid for help.

Stay out of the stuff if you can.

### Keep Your Shirt On!

Sunshine is a great tonic, good for both body and soul. But take it easy! Sunburn seems funny, on the other fellow, but a burn is a burn, and too much sun can put you in the hospital. You're born with a skin that will either tan or

it won't and years of trying won't change the situation. If you do tan, start out slowly. Half an hour front and back is a maximum the first time out. Don't be fooled by warm,

misty days when the sun is hardly visible in a shiny haze; the ultraviolet gets through and can burn severely, especially at the beach.

Take good care of a severe sunburn. Keep the skin clean, dress all blisters carefully and don't hesitate to use First Aid for this painful ailment.

### Take Off Winter Woolens

As the oil companies say, it's time for a change. It isn't just a notion that light colors are cooler than dark. Science advises that light colors reflect the sun's rays. Keep your skin covered. Clothing shuts out sun, assists evaporation of skin moisture and produces positive cooling. Believe it or not, rolling up the sleeves and pant-legs gives only a false sense of coolness. Light-weight clothing is cooler than a swimming suit, you know.

And while we're on the subject, remember to keep your head covered on the very hot days. The Safety department reminds that loose shirt tails and sleeves are dangerous on the job—stay tucked in, for safety's sake.

### Not "Spring Fever"

Although true heat collapse is infrequent in this region, hot spells make some people ill. "Heat sickness" may feature weakness, dizziness, headache, loss of appetite and some trouble with vision. If the heat "gets you" head for shade and cool off. If that doesn't solve it report to First Aid.

In the Northwest heat more commonly is manifest as fatigue caused by too great loss of salt in heavy perspiration. The body needs a certain minimum of salt for the system to work right. When too little is replaced each day in hot weather undue tiring is noticed. Add extra salt to your food when the "heat's on" and take salt tablets with your meals. They may upset the stomach if taken between meals. If you perspire heavily take two or four salt tablets with each meal and put

down about 12 glasses of liquid each day.

### Your Summer Appetite

Food is the fuel that provides work energy and body heat. In summer less heat is needed so fruits, fresh vegetables, cheese, milk, buttermilk, and eggs can be substituted for energy-rich pastries, potatoes, fried foods and heavy gravy. Fat meats, such as pork, should be broiled. Too much raw fruit may upset the bowel causing diarrhea; if looseness occurs, raw fruits may be dropped from the diet and added gradually a few days later.

For what it is worth — alcoholic drinks don't really cool you off. Alcohol is an excellent body fuel, and like sugar, burns rapidly to produce extra body warmth. The various sweetened "cola" drinks afford less cooling than an equal volume of water.

### Get Eight Hours Sleep

During "dog days" there is a temptation to skimp on sleep. Evenings are long, there is more to do and rest is curtailed. For a few very hot days sleep may not come easily. Get your rest anyway. Spend eight hours in bed and don't overtax your energies. Loss of sleep and insufficient rest show up in accidents on the job and lowered resistance to illness.

In summer, especially, a daily soap bath in warm water is restful and contributes to skin health by removing the day's collection of extra salt, oil and dust.

### About Swimming

First look out for shallow water. There isn't a quicker way to break your neck than to dive onto submerged rocks or a shallow bottom. Diving is safest at a regular spot designated for the purpose. Wade into strange waters first and know where the bottom is.

Swimming and diving are forbidden if you have a cold or sinus flare-up. The sudden pressure changes and cold water spread the infection to the deepest sinuses and the ears.

Be certain that the swimming place is far enough from human habitation to assure water free of sewage contamination. Typhoid and other serious illnesses can follow the swallowing of such germ-containing water. The Willamette near Portland and other streams within five miles below major towns are not safe for swimming. The safest and cleanest place to swim is a regular pool, frequently inspected and maintained in a sanitary condition.

It is medically sound to refrain from plunging in for an hour after eating. After a meal the body requires extra blood flow to digest the food and cannot spare blood required to supply energy for the muscular activity of swimming. Wait an hour, "rest and digest," and you'll have energy and swim in safety.

There is no great danger for a young person to plunge in for a swim while warmed up from exercise. Don't stay in long enough to become chilled. Middle aged or older persons should avoid the shock to the heart of a plunge into an ice cold stream, but swimming in moderation is an excellent form of exercise for any age group.

### Insect Bites

Most insect bites cause itching but are not dangerously poisonous. A few people are "allergic" to certain insects and may get a terrific jolt from a simple sting or bite. If such an injury causes widespread itching or distress, don't hesitate to seek medical attention. Call on First Aid, your doctor, or go to a nearby hospital where a house doctor can assist you.

And now that we've told you all about it, excuse us, while we go pick some poison oak, fill up on hot dogs and mustard and dive into a shallow stream. Oh, yes!

### Resumes Leadership

(VANPORT) — Dorothy Clifford, formerly employed in recreation activities at several community centers, has resumed leadership of Community building No. 4.



## INQUIRING REPORTER

QUESTION:

"What are you going to do with your first extra gallons of gas?"

Byron C. Sherrill, Sheetmetal worker: "I'm going to take the car to the service station, stand there and watch the precious stuff trickle into the tank, start up the car and—go fishing. I only have an A book and in the past four years I've had to use all of that to go to the grocery store once a week. I just can hardly wait."

Myrtle Murphy, timechecker: "I'm going on a fishing trip to the Deschutes river. Do you know, it's been at least two and a half years since I've been on any kind of a trip. No gas and mighty little time to go anywhere, if I had the gas. Now—I'm going to take a nice little weekend trip and relax and enjoy myself."

Bert Wright, dock bullgang: "The moment I get a chance I'm heading for Prineville—that's over in Central Oregon—to see my daughter. We have been trying to save up enough for the trip for an awful long time, but every little bit of gas I'd get would have to go for a trip to the grocery store. That alone uses up my A stamps."

Earl Humphrey, Guard: "The first thing I'm going to do is relax. I live in Vancouver, and it takes every gallon I get to make the trip to work. A lot of mornings I've held my breath expecting to have to walk the last couple of miles to work. Nobody knows what a relief it's going to be to me to know I'll get to the yard."

Leona Wilson, assistant expeditor: "I don't have the time to take a trip yet. I guess I'll just be able to get my car out a little oftener, and quit riding the crowded buses. It sure is going to help my disposition, though, to be able to take a little ride once in a while. I've looked forward to that a long time."

Harold Pederson, duplicator: "I want to go to the coast and I believe that extra A gas will just manage it. I guess the wife and I and our little girl will take a little vacation at the beach. It's been a long time since we had any gas to go anywhere at all except to the grocery store, and that's no fun. We'll have a good time."

A. C. Feller, welder's helper: "Since I've been in this part of the country I haven't had a chance to see the coast or any of the famous scenery around here. I have a B book, but chores for the farm take all that and could take more. Not until after the war will I take the best trip though, home to North Dakota."

Joe Brant, truck driver: "I have a C card, but believe me it takes every drop I get for driving to and from work. I've been planning a long time to go up on the Mackenzie, and so now that's just what I'm going to do. There's no trout fishing anywhere like what's up on the Mackenzie river."



## Bond Buyers Get Tickets To Two Shows

(OREGON SHIP) — All OSC workers who have earned their quota pins for the 7th War Loan drive are invited to stop at the yard bond booth, or at the office of Harry Steele, Administration building, to receive tickets for a giant "Iwo Jima" show to be held at the Multnomah stadium Wednesday, June 13.

Tickets will be given to each pin holder for all members of the family if so desired.

At the extensive military display, the four remaining men of the group who raised the flag on Mt. Surabashi at Iwo Jima will be present and a spectacular program with various military bands and groups has been planned.

## 7TH LOAN PROGRAMS MARK PONTON FETE

(OREGON SHIP)—Last Wednesday O.S.C. ponton workers celebrated construction of the 1000th of the aluminum craft to be built in the yard. In place of a mock launching ceremony originally considered for marking the event, bond programs were held at lunch hour on all three shifts.

During the half-hour period, workers in Assembly were urged to buy bonds and earn the right to put their signatures on the completed craft. Covered with the names of OSC Assembly workers who bought bonds during the program, the single unit of a floating bridge will be sent to a war zone as a token to the men overseas of the bonds being bought by home-front workers.

## Gonzaga Victory Gets Large Gift Library

(OREGON SHIP) — When the S.S. Gonzaga Victory puts out to sea for its first trip as part of America's supply line, aboard ship will be a library of several hundred books donated to the ship's crew by Gonzaga university. The books were obtained through the American Merchant Marine library association.

## Workers Snub Flag, Then Feel Rebuked

(OREGON SHIP)—A few seconds after 1 p. m. on a recent work day, Oregon Ship wore its usual ready-for-lunch appearance. Launching ceremonies were scheduled and a crowd of workers at the head of the ways were preparing to eat their lunches while watching the program. Late arriving visitors to the yard were hurrying through the gate, past two workers leaning against the Gun shop. Among the late-comers was a soldier, walking alone.

Suddenly, through the lunch-hour quiet, came the first notes of the "Star Spangled Banner" and the flag began to rise to the top of the mast at the head of Way 1. Oblivious of workers scurrying around him, the soldier stopped, came to attention and saluted the flag.

He was a tall man, and stood in the path of workers as conspicuous as a tree on a plain. Many stopped to stare at him, others glanced at him and hurried by embarrassed.

### WORKER ASHAMED

When the anthem was finished and the soldier had gone on to the launching, one worker leaning on the wall of the Gun shop commented, "We ought to be ashamed, having a soldier show us up like that."

"Most of us are just plain ignorant," answered the other. "We don't know what's right to do so we just go about as if nothing were happening while they play the National Anthem."

For those who feel the embarrassment of ignorance about proper conduct during the flag raising ceremony at launchings, a Bosn's Whistle reporter who overheard the conversation dug up the following guides for civilian conduct during any ceremony that involves the flag, or the National Anthem.

Both men and women should stand erect with the right hand over the heart when out of doors, when the national anthem is being played.

If the flag is being raised, and



Lois Fredrickson

Charlotte Clapper

Beth Bailey

Nona Clark

Anne Harkins



Grace Anderson



Betty Allmon



Mary Merrick



Lydia Burghardt



Peggy Friday



Mary Jane Lockington



Dorothy Hochhalter



Romania Ruggles



Margaret Farris



Arlene Shampine



Marcella Spaulding

## UNITED VICTORY BEATS OFF FOE

(OREGON SHIP) — The S. S. United Victory, pioneer of the hundreds of Victory type merchant vessels carrying supplies to the Pacific war zone, again has triumphed over enemy efforts to sink her, according to the War Shipping administration.

This time the United Victory, launched at OSC January 12, 1944, was discharging cargo at Okinawa when attacked by enemy planes. The enemy aircraft flew over the famed ship at mast height with great speed, but the vessel's gun crews were ready. They opened fire and one plane was downed immediately.

Direct hits were scored on two others, which lost altitude rapidly and were listed as "probables." No serious damage was done to the ship.

## Pick Their 'Pin-Up'; This Is Last of List

(OREGON SHIP)—Here are the rest of the pin-up girls who were nominated for an honored niche in the military "pin-up" hall of fame. The picture in either this issue or the issue of May 25 that draws most votes from yard workers will be sent to the machinegun squad of Pfc. Ben Silkmitter, to become the official pin-up girl of the group. Pfc. Silkmitter, when asking OSC workers to pick the group's mascot, last had seen action with his squad of machinegunners on Iwo Jima. Ballots, available at the Bosn's Whistle office, must be in before Wednesday, June 13.



**Electrical Workers** The Outfitting dock maintenance electricians shown above report purchase of more than 233 per cent of their quota in bonds. Many of the crew have worked on every one of OSC's ships. They are, left to right, front, B. Murray, R. Winczewski, J. Winczewski, J. Dewey, M. McFarland, Leadman A. Brill and J. Spates; middle row, C. Winczewski, F. Lee, B. Hayden, W. Miner, Foreman C. E. Smith, J. Moline, Leadman B. Gardner; back row, L. Kluth, F. Sipe, D. Welker, M. Taylor, M. Mendenhall, H. Brown, E. McFarland. Not present were R. Arnold and C. Carlson.



**School's Out** During the past two weeks more than two-thirds of all new-hires coming through the gate to work at OSC have been high school students determined to earn part of their college expenses by working through the summer on ponton construction. Shown above is part of the line of 36 new-hires taken one day last week. Chief trait of the young graduates, according to Harold Rief, Induction Training head, is a jubilant enthusiasm at the prospect of entering the realm of industrial construction.

## Former Kaiser Engineer Gets Chamber Position

A former chief engineer for the New York office of the Kaiser company, C. H. Spiering, is the new industrial development engineer for the Portland Chamber of Commerce. With headquarters in the chamber's Washington, D.C., offices, Spiering will contact firms on the Atlantic seaboard in an effort to secure new industries for the Portland area.

Spiering will leave for Washington late this week.

## BOSN'S WHISTLE

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