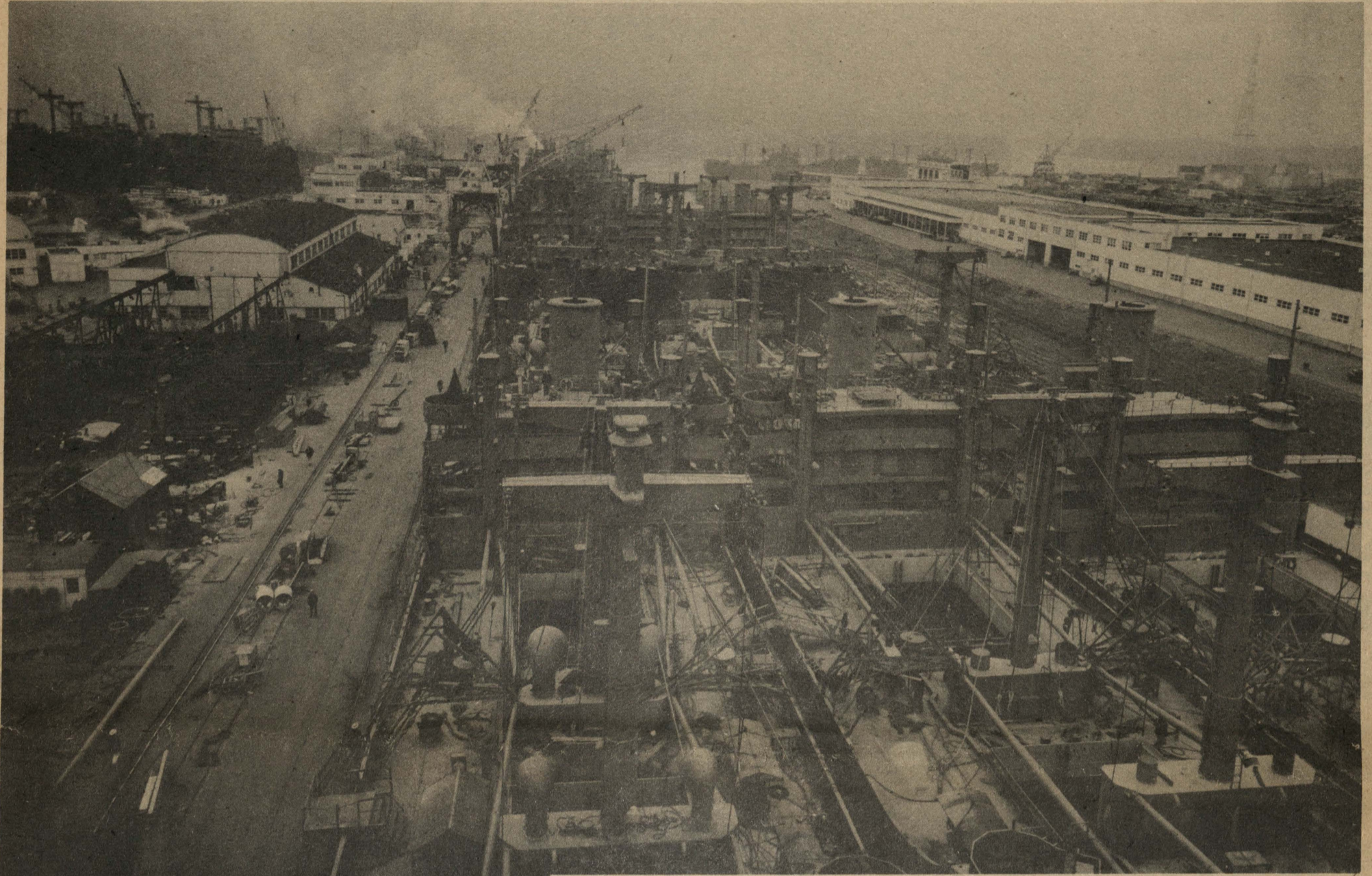


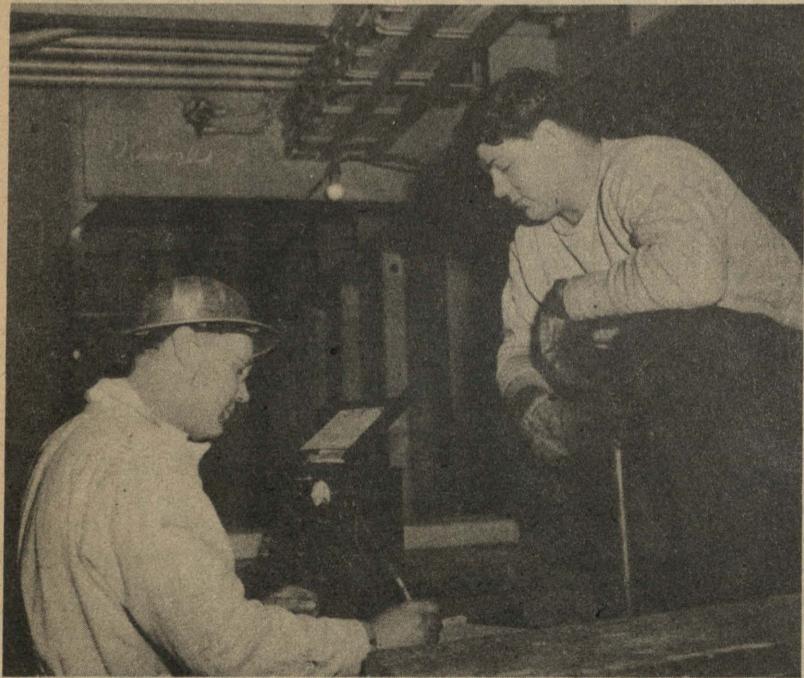


LEADMEN SPARK WAR FUND

Story, Page 8



400th Ship Goes Out Unnoticed by workers busy at the routine task of building Victory ships, Oregon Ship's 400th delivery was made February 28 without ceremony. The vessel, the S.S. La Grande Victory, was to workers, "just another ship for our merchant fleet." This unusually inclusive picture shows Victories on the ways, in the Outfitting dock and moored at the dolphins by the river's edge. The view was taken shortly before the La Grande Victory, one of the vessels shown at the far end of the dock, was delivered. (Oregon Ship photo)



Stress Hunters Here are two research workers studying weld stress at Oregon Ship under auspices of the University of California. C. W. Jenkins, former shipfitter, left, and L. Skelton, former rigger in Portland area yards, check to find amount of stress locked in the deck plates of the S. S. Dartmouth Victory.—Story Page 3.



Leadmen Spark Drive Here are some of the scores of leadmen in the yard who have assumed responsibility for distributing and collecting Red Cross War Fund pledge cards. Those shown above are specialty shipfitters. Back row, left to right, H. J. Lensch, Scott Woodard, Jack J. Jennings, Harry Pudgil, T. J. McBeth, D. Holbrook; front row, J. R. Lee, J. L. Douglas, D. L. Bartlett, Paula Schmidt, office girl, George Sabah, H. W. Hanson, and T. N. Monks, supervisor. Story page 4.

OSC May Launch Area's 1000th Ship

Story, Page 4

Research Crew Tests Stress Left In Ships

(OREGON SHIP) — The amount of stress left locked in a ship through various ship construction methods is the subject of research currently being conducted at Oregon Ship by five research technicians and observers under the auspices of the University of California. Earle W. Berry, engineer, is in charge of the project. "Our group definitely is not set up to criticize OSC's weld methods," Berry explained, "but is merely a fact-finding group seeking scientific data on weld stress for the National Research council of the War Metallurgy committee."

The weld stress research is being conducted in four coastal shipyards, Berry said, yards other than Oregon Ship being Richmond yards Nos. 1 and 2 and Calship.

Tests are made on hulls in groups of three, Berry said. Crews begin their tests on each three hulls one week after keel-laying, continuing to the ship's delivery.

"It is not as difficult as it might seem to measure the stress in a steel plate," Berry declared. He explained the procedure as follows:

"Wires finer than human hair are cemented to small spots on the deck under a protective pad, with the small units placed at regular intervals. A weak electrical current is passed through the wires and the resistance of the wires is read on an instrument that calibrates the wires in micro-inches or millionths of an inch."

As the plate stress causes a minute stretching of the wires, the resistance in the wires changes, and subsequent readings show the amount of stress placed on the plate by the addition of another section to the growing ship or by the placement of machinery, Berry explained.

The five men working under Berry are former shipyard workers in this area, chosen for their knowledge of shipbuilding, Berry said. The research program in the yard will conclude about March 28, the last ship on the schedule being the S. S. Brown Victory.



Running a weak electric current through fine wires glued under deck plates is the chore of P. B. Wright, shown above. His test wires are connected to the calibrating instrument being read by other crew members to determine weld stress in deck plates. Wright is a former OSC plant protection engineer.



"I understand they're going to use it to christen pontons."

Philippines Facing Reconstruction Job

(OREGON SHIP)—Sidelights on the unusual problems of reconstruction that will face the Philippine Islands after the war were told last week by Earle W. Berry, noted mining engineer now at Oregon Ship as head of the University of California weld stress research group. Berry, who developed the

Batang-Buhay gold mine and established the Berry Engineering company in Manila, has spent more than 10 years in the islands as a mining and construction engineer.

"The Philippine islands face a tough job after the war," Berry declared. "At war's outbreak, all mining and other facilities were demolished to prevent the Japs from using them."

If these firms were financed through American firms, re-con-

struction could start at once, he said, but all major capital for the islands' extensive mining work was located locally with stock holders living in Manila.

"Most of the holdings were by Americans who stayed on after the Spanish-American war," Berry said. "Whether there are enough young men who can bring in capital and commence rebuilding at once is a serious question for the future of the Philippines."

Berry added that he is planning to return to "look the situation over" as soon as possible, and do his part in the reconstruction program when it begins.

Presentee Record Rises as Foreman Notes Anniversary



(SWAN ISLAND) — Walter M. Pusc, welder foreman, day shift, has added another year to a perfect attendance record at Swan, making a total of three years and eight months for Kaiser company without being absent one day.

Pusc started working for Kaiser July 25, 1941, at Oregon Shipbuilding Corporation and transferred to Swan Island February 15, 1943, without missing a shift to make the change.

But that is only half the story. He came to Kaiser company from Fort Peck, Mont., where he was with the army engineers for five and a half years, holding the same perfect attendance record for that entire time.

Pusc was one of the welders who worked on the Star of Oregon, first ship built by Kaiser in this area.

Plasma is the clear, colorless part of blood, minus the red and white corpuscles. Processed into powder, it can be mixed quickly with distilled water and administered to wounded men dying of shock.

Ex-Prisoner Firmly Behind Red Cross



EVERETT OGLESBY

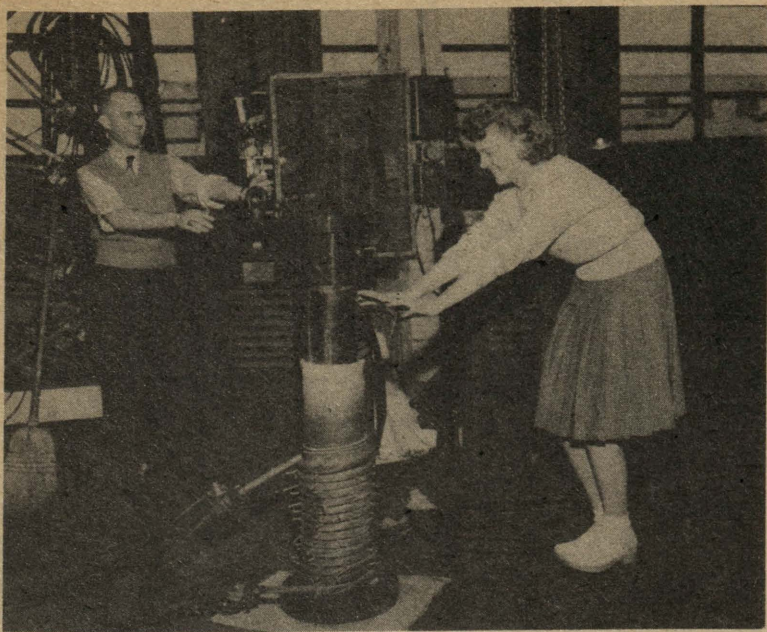
(SWAN ISLAND) — Vowing to give at least \$40.50 to the Red Cross every year for the rest of his life, Everett Oglesby, day shift assembly welder, finds it a small amount to donate after having spent 14 months in a German prison camp at Landsdorf.

"When you're a prisoner of war," stated Oglesby, "the Red Cross is your only salvation because the Germans don't furnish a damn thing. The prisoners really look forward to their weekly parcel from the Red Cross, which is the only organization that has access to enemy territory."

Oglesby said he was the first American to be repatriated from enemy territory during World War II. He went in with the Scotch Highland regiment in the armored division and was captured August 19, 1942, in the battle of Dieppe. He hails from Manila, Ark. The \$40.50 figure represents a one month disability check from the Canadian government.



Swing Shifters Sign Off While swing shift parents build ships, their children at the Child Care Center are given their suppers and put to bed. The three tousel-headed youngsters shown above are part of the Child Care Center's swing shift getting ready to go home at 1:30 a. m. (Oregon Ship photo)



For greater strength, more than 200 pipe welds on the C-4 require a heating process to "anneal" the weld, under regulations of the American Bureau of Shipping. So Ralph Knight and W. E. Carson, electrical superintendent, went to work and developed this simple "induction heating" process. Carson is shown with an experimental model, "turning on the heat," while Donna Eills, Main Electric field clerk, warms her hands.

Induction Heat Successful in Annealing Work

(VANCOUVER)—When Kaiser shipyard workers are faced with a new requirement, a new invention usually results. The American Bureau of Shipping requires that all welds on high pressure steam pipes on the C-4's be annealed by heating at least three inches on each side of the weld. So Ralph Knight and W. E. Carson, Vancouver, electrical supervisors, were quick to find a time and money saving method superior to the methods used elsewhere.

Their answer was induction heating rather than heating by furnace. The induction system was faster and by using a pyrometer, the degree of heat obtained was registered accurately. This was not possible under the old furnace system. The induction heating requires half an hour for each weld. There are approximately 200 welds of this type to be made on each C-4.

For their first experiment, Knight and Carson took a piece of pipe similar to the ones installed, packed asbestos around it and then wrapped copper wire of the proper thickness around the whole setup. They found that a pipe could be heated to the desired 1100 to 1250 degrees Fahrenheit in the astonishing time of 18 minutes.

USE HALF COILS

Deciding that the copper wire wrapping was a waste of time, Carson and Knight evolved the idea of having half-coils cast which would enable them to hinge the half-coils together and encircle the pipe completely. The coils are to be lined with asbestos. In this way, the job of preparation for the annealing process would be comparatively simple and easy to do.

Four sizes of pipe are handled and four hinged coils are to be made to handle each different size of pipe to be annealed.

The induction heating system will be put into operation in the Pipe shop just as soon as the forms are finished, according to Ralph Knight.

"Heating by induction is in its infancy," Carson points out, "and there are no complete manuals available for instruction, so a fellow has to get where he wants to go by the trial and error method. That's what we had to do with this problem and others of similar nature."

"At the present time, induction heating is being used to expand the steering gear crosshead which sets around the rudder shaft. We heat the crosshead to 700 degrees Fahrenheit for a minimum expansion of .035. Then we set it down on the rudder and let it cool naturally. Believe me, it's there to stay."

"Before we installed this method, six torches were used. This former system was most unsatisfactory because of the unevenness of heat and the time required. Using induction we obtain the desired temperature in three hours on the 4000 pounds of metal in the crosshead."

The Labor-Management committee reports that the induction annealing system is being considered for March awards.

Red Cross at Fighter's Side on All War Fronts

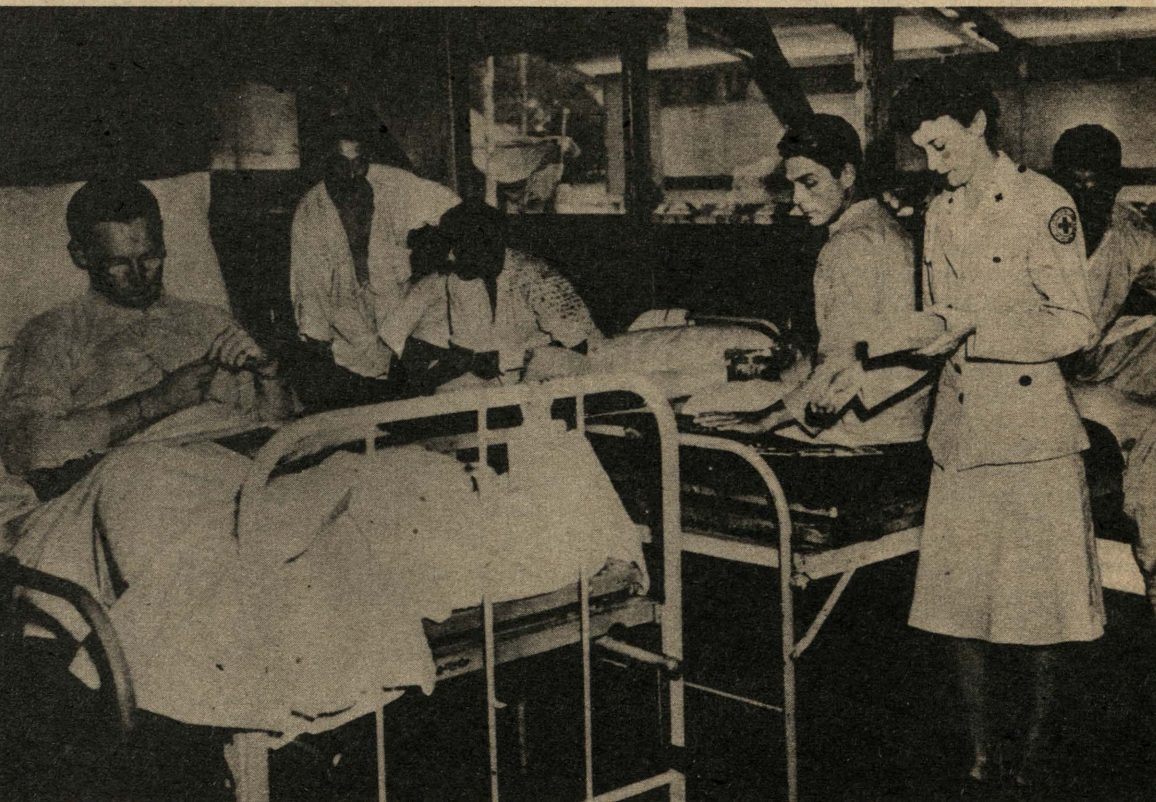
Wherever there is suffering to be relieved or aid is needed, you'll find the Red Cross. In the field hospitals, the canteens, on the battlefield itself, and on the home front, the familiar symbol of mercy is ever prominent. The photographs below are typical scenes of the Red Cross in action.



In New Guinea A pretty Red Cross aide distributes sandwiches to American servicemen in New Guinea. There are now 727 clubs for servicemen overseas. This is one of the Red Cross' most important activities.



Headed for France These Red Cross girls, the first to leave for Southern France, are getting into an assault vessel which will carry them to the troop transport in the harbor. The girls were serving coffee and doughnuts to our troops from clubmobiles 20 days after the initial landing on the Normandy beachhead.



New Caledonia An American Red Cross worker calls off the numbers in a bingo game in a New Caledonia hospital ward. Keeping up the spirits of the wounded is one of the main tasks of Red Cross aides.

DONORS REJECTED Diet School Is Planned

(VANCOUVER)—Noting an increasing number of rejects among prospective blood plasma donors, particularly on the graveyard shift, the Clark county chapter of the American Red Cross will begin special nutrition classes Friday, March 16, at their headquarters at Eighth and Broadway in Vancouver. The announcement was made by Mrs. M. P. Brislaw, chairman of the nutrition committee.

Titled "Feeding For Vim & Victory," the classes will cover a 10-weeks period with one two-hour class each Friday. Classes will be available for all shifts, with a morning class from 9 to 11, an afternoon class from 1:30 to 3:30, and an evening class from 7:30 to 9:30. Nutrition teachers in charge will be Mabel Elrod (mornings), Mrs. Kenneth Peabody (afternoon) and Mrs. Sara Case (evenings).

Aiding the initial arrangements for the classes and surveying local nutrition work was Mrs. Ruth Palmer, Red Cross area nutrition expert from Seattle. She paid a visit to the Vancouver yard and

complimented it on its excellent blood plasma organization.

"Proper diet," Mrs. Palmer said, "will solve most of the deficiencies found among shipyard workers when they have their blood tested. Working night shifts, eating cold lunches, and skimping on other meals is certain to have its bad effect. A brief study and application of the seven basic foods principle will quickly aid in restoring energy."

Pamphlets on the seven basic foods are available at all women's counselor service offices, as well as other dietary information for shipyard workers. According to Chief Counselor Maude Withers, a new booklet, "Food Quiz," will be available next week.

Notre Dame Victory Launching No. 1000

(OREGON SHIP) — Launching of the 1000th ship in the Portland area will fall to Oregon Ship with the launching of the S. S. Notre Dame Victory, Friday, March 9, if all yards in the Portland area follow schedules outlined at Bosn's Whistle press time. It will be Oregon Ship's 413th launching. An extensive program at the Notre Dame launching has been planned, both in honor of the ship

and of the milestone reached by the community in having built 1000 vessels for the nation's wartime merchant marine fleet. Sponsor of the vessel will be Mrs. Paul de Kruif, wife of the famed scientist and author. Among Dr. de Kruif's recent writings is a book titled, "Kaiser Wakes the Doctor," dealing with the Kaiser program of industrial medicine.

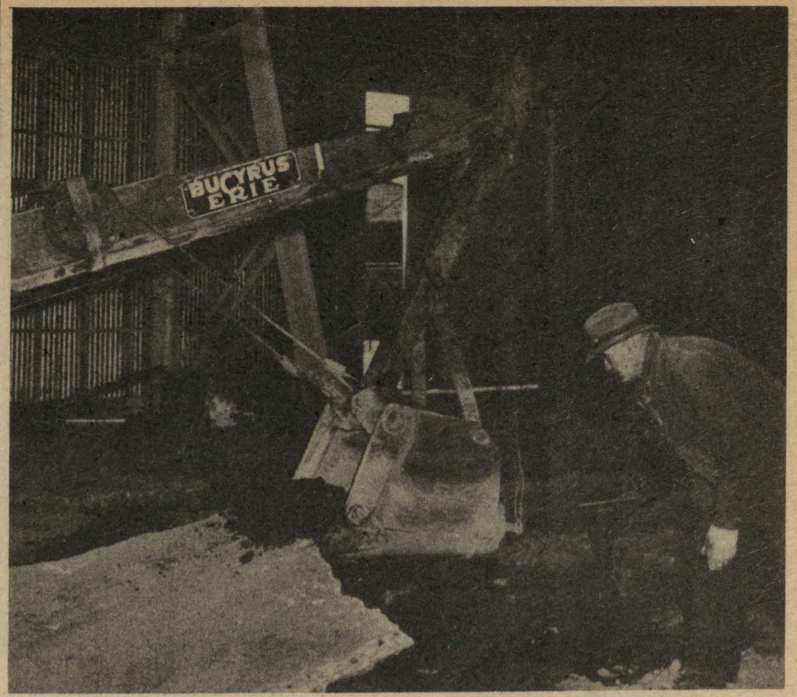
Mrs. de Kruif will be attended by Mrs. Sidney Garfield, wife of the director of the three Kaiser Permanente hospitals.

DOCTOR TO SPEAK

Principal speaker for the ceremony will be Dr. de Kruif. The invocation will be pronounced by the Rev. Charles C. Miltner, C.S.C., president of Portland university and a Notre Dame alumnus. Also speaking on the program will be Wil-

liam Schmidt, president of Schmidt Steel company of Portland and a Notre Dame alumnus.

The S. S. Furman Victory, Oregon Ship's 412th vessel, was launched Tuesday after addresses by Professor H. R. Crosland, Furman college representative, and Carl C. Donagh, U. S. attorney for the district of Oregon. Mrs. Donogh sponsored the Furman Victory as it slid down the ways. She was attended by Mrs. Fred Seston and Mrs. M. L. Owen.



Big Digger Digging at the roots of concrete slabs in the Assembly flooring is the "hoe" shown above excavating trenches for drainage pipes as part of the construction work being done in Bay 11 to install ponton building facilities. Watching the big hoe dig a portion of the old Assembly flooring is Marion Shaffer, Facilities laborer.



Batter Up! It's spring, no matter what the thermometer or the weatherman says, when someone pulls out the old "apple" and workers begin to warm up their pitching arms during lunch hour. First catch game of the season spotted by the Bosn's Whistle's roving photographer is the one shown above. Left is Chuck Irwin, welder foreman, waiting for the toss from Johnny Ferguson, welder foreman. Watching is "Sparky" Lawson, welder supervisor.

The WORKER SPEAKS

Clarifies Engine Article

Sir: On page seven of a recent Bosn's Whistle, my attention was focused on the article "Engines" and it made me hang my head in shame. The first picture showed a rough sketch of boilers and a triple-expansion compound engine. Let's try to straighten this oversight on the type of engine you have here. A compound engine is a steam engine in which the steam is expanded in two stages, thereby reducing the range of pressure and temperature in the cylinders and making the turning or mechanical effort more uniform.

The first cylinder is called the high-pressure cylinder (first stage of expansion). The second or large cylinder is called the low pressure cylinder. Now the operation is described thus: Steam is admitted to the h. p. cylinder at boiler pressure, then at a predetermined length of the stroke of the piston, is cut off; the steam expands, pushing the piston onward, and at another determined point, the expanded steam is exhausted at, of course, a low pressure and temperature, directly into the l. p. or larger cylinder, where farther expansion and exhaust at lower pressure and temperature complete the cycle.

Please understand that there are of course three cylinder compound engines, with the steam exhausting from one h. p. cylinder into two l. p. cylinders, but these engines should not be confused with a triple-expansion engine.

Now, a triple-expansion engine is

one in which the steam is admitted at boiler pressure into the h. p. cylinder, the first stage of expansion, is exhausted into the intermediate cylinder, or second stage, and then exhausted to the low pressure cylinder, or third stage of expansion, and then exhausted to the condenser.

And now the turbo-electric or the diesel-electric. The principle is the same. Your article says that the generator is aft of the turbine and turns the propeller shaft. Also, the generator does not transform the power of the turbine into electricity. The generator converts mechanical energy into electrical energy and a motor converts electrical into mechanical energy. Note the difference between a generator and a motor. Therefore, your sketch is correct but your operational explanation is wrong.

Your generator is not the equipment which turns the propeller shaft, but supplies the power to the propulsion motor which converts the electric to the mechanical energy to turn the propeller shaft.—John G. Llewellyn.

Ed: Mr. Llewellyn's criticisms are well-founded. However, the Bosn's Whistle presented the mechanical drawings and the article only to give the most general type of explanation of propulsion equipment and its operation. The whole idea was to give a simple summary which could be understood by persons with no knowledge of technical engineering.

Ponton Tests Exceed Records Load, Speed Increased

(OREGON SHIP) — Security restrictions that threw a military cloak of secrecy around publication of ponton statistics and the job that pontoons will do for America's invading armies were further lifted last week by the war department to reveal results of tests made on the completed structure. The new type bridge is lighter and wider than anything in use and greater both in load limit

and in construction speed at the battle front. Recent tests showed the completed bridge to be capable of carrying a 50-ton load in river current as rapid as 10 feet per second.

The ponton bridge is made up of three separate types of parts: Half pontoons, removable gunwales and a hollow deck balk. In constructing the bridge, which is to follow on the heels of boat assaults in combat areas, half pontoons are locked stern to stern with connector pins.

Gunwales are laid over the pontoons, forming a flooring for the hollow aluminum deck balks. One complete M-4 bridge set will give 436 feet of floating bridge and 180 feet of fixed bridge. As aids in construction, tractors cranes and power boats accompany each bridge set to location.

At Oregon Ship, building of half-pontoons got under way last week "on a slow bell" according to Hank Hockett, Plate shop superintendent, with current schedules calling for the first structure to be ready for transfer to Assembly about Saturday, March 10. Initial stages in Plate shop, including the punching out of small parts on punching dies, and the cutting out of parts on Doall saws already were well under way, Hockett said.

Frames were being hand-bent on dies heated to proper temperature by clusters of infra-red lights. A swing shift began on the pontoons last Monday and a graveyard shift was planned for the later part of the week, according to Bob Porter, Plate shop assistant superintendent in charge of pontoons.

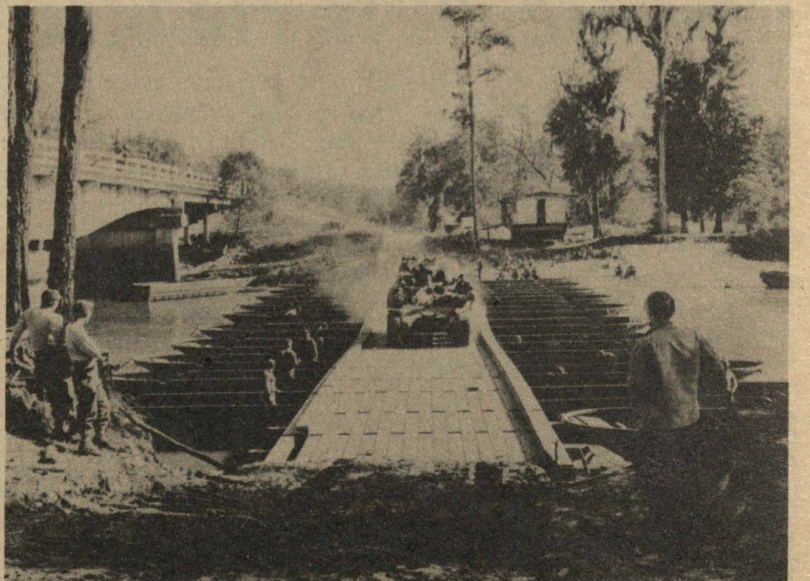
In Assembly 24, main jigs to be used in the last steps of ponton construction were being constructed this week.

NO. 7 BRINGS LUCK TO OSC SHIPFITTER

(OREGON SHIP) — A. L. Graustad, shipfitter, never thought much about lucky numbers until he came to Oregon Ship. "But from now on, No. 7 is my lucky figure," he declared. He went to work on March 7 as the seventh man on the crew. His first job was on Way 7 and he paid seven cents Social Security tax from his first check. He believes that not much could go wrong on a job that would start off like that.



Cutting of small aluminum parts for pontoons on the Doall saws began last week. The highly efficient power saws, such as the one shown above being demonstrated by Leo Redding, Plate shop foreman, welds, anneals and adjusts its own saw blade mechanically, completing the process in less than two minutes. Much adjusting of the machine is done by use of a "job selector" dial which can be set for file type, cutting velocity, saw temper, saw set, power feed and saw pitch.



Shown above is a recently released photo from the war department picturing a ponton bridge being tested by heavy military equipment. The ponton or M-4 bridges will be used to follow up boat crossings in battle areas where all bridges have been destroyed. The bridge, designed by U. S. Army engineers, is lighter, stronger and more maneuverable than any now in use in combat areas.—(U. S. Army photo)

INQUIRING REPORTER

QUESTION:

"How has the midnight curfew affected you, and what do you think of it?"

Frank Hays, material leadman: "I'm in favor of it IF it does the arm ed. forces or our home war industries any good. But it's kinda hard for me to see where any benefit is going to come out of the midnight closing. Me?"



Why, I outgrew night clubs years ago. I haven't been to one in eight months and I don't enjoy them."

Arlene Griffin, messenger: "I'm only 16 years old, so my curfew is 10:15, not midnight. I like the early curfew fine, because I believe in making young folks do the right thing if they won't do it themselves. And it is certainly right to be home rather than roaming around late at night. Maybe the government has the same idea for grown-ups!"



Bill Ireland, swing Unionmelt chipper: "I guess the swing shift is the government's step-child. It just means less recreation for those of us who are night-owls by necessity. Some of it seems pretty silly, like the signs on the juke-box that reads, 'Music may not be played after midnight by order of the War Production Board.'"



Ollie Secord, Assembly swing welder: "As yet it hasn't hit me. But the principle of the thing gripes me. I can't see where a lot of it is going to do any good. Oh, sure, if a place is heated by oil, and oil is scarce, it should close, but not all entertainment places are oil-heated. There's something about the order that has a smell somewhere of politics."



Dorothy Park, messenger: "Since my husband went away to the navy I haven't had any reason to go out late, so it doesn't bother me personally. But I wonder if this order is like what they say 'really necessary'.



Seems like the ones it'll hit most are the boys in uniform home having a little fun for a change."

C. D. Natalie, swing shipfitter: "Well, I very seldom go to clubs. We have our own parties, and I'd rather play poker with the fellows than go out spending a lot at night clubs. But I imagine the hotels will go a little crazy with the parties moving into hotel rooms after the clubs close."



Bob Bateman, assistant war bond director: "Personally, I'll get caught up on my sleep. All the dances scheduled by my orchestra are going to have to be over by midnight, where before I used to play into the wee small

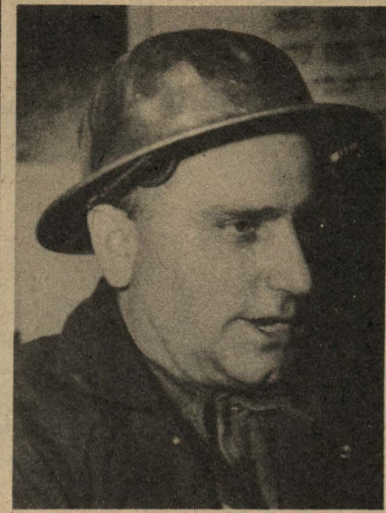


hours. For me personally that's going to be good. And if it'll help the war effort, I'm all for it."

St. Patrick's Dance Calls All Good Irish

(OREGON SHIP) — A group of Administration workers and chief clerks from all three yards will hold a St. Patrick's day dance, March 17, in the Pompeian Room of the Congress hotel. The dance will be open to "all good Irishmen and all true friends of Erin," according to the announcement. Dancing will begin at 8 p.m., and refreshments will be free.

Appetite For Beef Founded On Ranch



J. M. DAVIS

(OREGON SHIP)—The meat sold over the block nowadays certainly isn't what an old-timer from the cattle country is used to getting off the range, according to J. M. Davis, Oregon Ship pipefitter leadman.

"I should know what good beef tastes like," said Davis, former assistant superintendent of a giant Montana cattle ranch. "When our ranch sold out, we had 18,500 head of the finest Herefords in the country."

The ranch where Davis rode herd over tons of Grade A sirloin on the hoof covered 80 square miles, he said, with 5,100 acres of alfalfa on one "small" section. But the stocky ex-rancher claims he is not particularly homesick for the open range.

"Whether a man is pipefitting or herding cattle, the main thing is to do a good job where it's most needed," he declared.

Kin's Photo Brings Thrill

(OREGON SHIP) — When Eleanor Christenson, Outfitting Dock welder, picked up her copy of the February 23 Bosn's Whistle she says she "jumped a mile."

The face of her brother was on the back page of the Red Cross insert. The picture showed him playing checkers at a base hospital under the supervision of a Red Cross "gray lady." Miss Christianson, who reports that her brother was one of those wounded on Saipan, thought he looked happy and well cared-for in the picture.

CARD OF THANKS

I wish to express my sincere thanks and appreciation to all Oregon Ship employees who so generously contributed to the fund given me while hospitalized, and to my crew members for the very nice flowers.—L. C. Ellis, shipwright.

OSC Delivers 400th Ship Sans Ceremony

(OREGON SHIP) — Under blue spring skies on one of the few days of "sailor's weather" so far this year, Oregon Ship delivered its 400th vessel February 28. Absorbed in the routine of building ships, few workers realized, as the S. S. La Grande Victory pulled away from the Outfitting dock, that they had rounded out their fourth "century mark" of ships. Since January 1, the yard has delivered 16 Victory ships to add to the 330 Libertys, 30 AP-5's and 32 Victory ships that Oregon Ship workers have contributed to the tremendous American merchant marine fleet.

Letter Describes Joy Of Rescued American

(OREGON SHIP)—The emotions of Derrell Sharpe, an American soldier, upon being freed after imprisonment in the Philippines since the fall of Bataan, were described in a particularly moving letter received recently by his mother, Helga Sharp, ways expediter helper. The young air corpsman's

letter proved so interesting to Mrs. Sharp's fellow workers that her daughter, Alice Ellis, pipe control clerk, made several copies in order to preserve the original document.

Excerpts from the letter follow:

"We have moved to a rest camp and it seems like heaven to us here. This new army, and it is completely new and strange to us prisoners, not only has the greatest equipment but it also has the kindest, most understanding men, from the lowest private to the highest ranking officer.



Helga Sharp

"Not only are they giving us the best the richest country in the world can provide in food, clothing, equipment and medicine, but they also are giving us the kindest, most sympathetic treatment any people ever had, anywhere. When you really feel grateful, a lump comes in your throat and water in your eyes and when you try to give thanks your voice is harsh and you can't say much or you'll be crying out loud. I know for I felt this way within five minutes after the first Yanks broke through to set us free, and I haven't gotten used to their kindness yet.

FOOD GIVEN PROMPTLY

"The first Yanks were big tough infantry boys. They gave us all their food and tobacco as quickly as they could get it out of their pockets, then moved on to push the Japs a little farther away from us.

"The next day those same big

smiling fellows were helping the crippled boys through the chow line, giving help to get baths and wash clothes. No task was too disagreeable or too hard for them. That evening we evacuated the prison. Many of the prisoners were weak, but this was all right. The soldiers would carry your pack and if you were too weak they'd carry you too. We went out to a place where a signal outfit were staying. We surprised them, but they weren't surprised long, because they soon had us beds to sleep on and most of us tucked in. These fellows stayed around all night and helped weak ones to the latrines, gave us news, and hustled us beer and food.

"Infantry, tankers, signalmen, no matter what branch, they all are kind and seem to know just what we want. The pictures in our memories of the clean clothes, the excellent food and what suffering we've had will grow dim, but the pictures of these big, smiling healthy Yanks giving us help and understanding sympathy never will fade in our minds, regardless of the passage of time."

Delivery of the La Grande Victory also marked the 16th vessel for 1945, leaving 72 ships to be built at Oregon Ship according to present contracts.

Indicative of the conspicuous role played by Oregon Ship in the community's shipbuilding work is the disclosure that within a few days the four shipyards in this area will launch their 1,000th ship, putting the more than 400 ships which have come from OSC ways on a high percentage basis.

Delivery of the La Grande Victory also marked the 16th vessel for 1945, leaving 72 ships to be built at Oregon Ship according to present contracts.

Ex-Whirley Operator Gets Flier's Wings

(OREGON SHIP)—Robert Evans, former operator of whirley No. 26 at Oregon Ship, recently graduated from Marfa army air field pilot training school as a second lieutenant. Lieutenant Evans, son of Mr. and Mrs. R. C. Evans, welder leadman and welder on swing shift, began work at OSC, August 4, 1942, and entered the service August 4, 1943.



CARD OF THANKS

I wish to express my sincere thanks and appreciation to the swing shift chippers and friends for the thoughtfulness shown me while in the hospital.—Walter Winebarger.

Fire Destroys OSC Liberty at Leyte

(OREGON SHIP)—The destruction by fire of an Oregon Ship-built Liberty vessel was revealed this week by the War Shipping Administration. The ship was the S. S. William S. Ladd, launched on September 13, 1943, and delivered September 20, 22 days after its keel-laying. The fire was started by

exploding bombs of a Japanese plane while the war freighter was unloading cargo in Leyte Gulf a few weeks ago. No lives were lost in the disaster, but six merchant seamen were hospitalized for injuries. The enemy plane was shot down, it was learned.

Most of the military cargo had been unloaded when the attack came. There remained in the holds, however, several hundred barrels of gasoline and more than a hundred tons of ammunition. Exploding bombs wrecked the ship's engines and crippled its fire-fighting equipment.

The order to abandon ship had to be given when the flames menaced the highly explosive cargo remaining and the fire was not extinguished until the following day. By that time, the ship was gutted from No. 2 hold aft.

The William S. Ladd was sponsored by Mrs. Chris Wolsiffer, wife of a Riveting department assistant superintendent. It was OSC's 255th vessel.

CARD OF THANKS

To Oregon Ship workers: Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.—Harold Hales and family.

BOSN'S WHISTLE

Published for the 32,000 employees of the Oregon Shipbuilding Corporation.
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Associate Editor ELSIE STOVER
Secretary KAY SCARBROUGH
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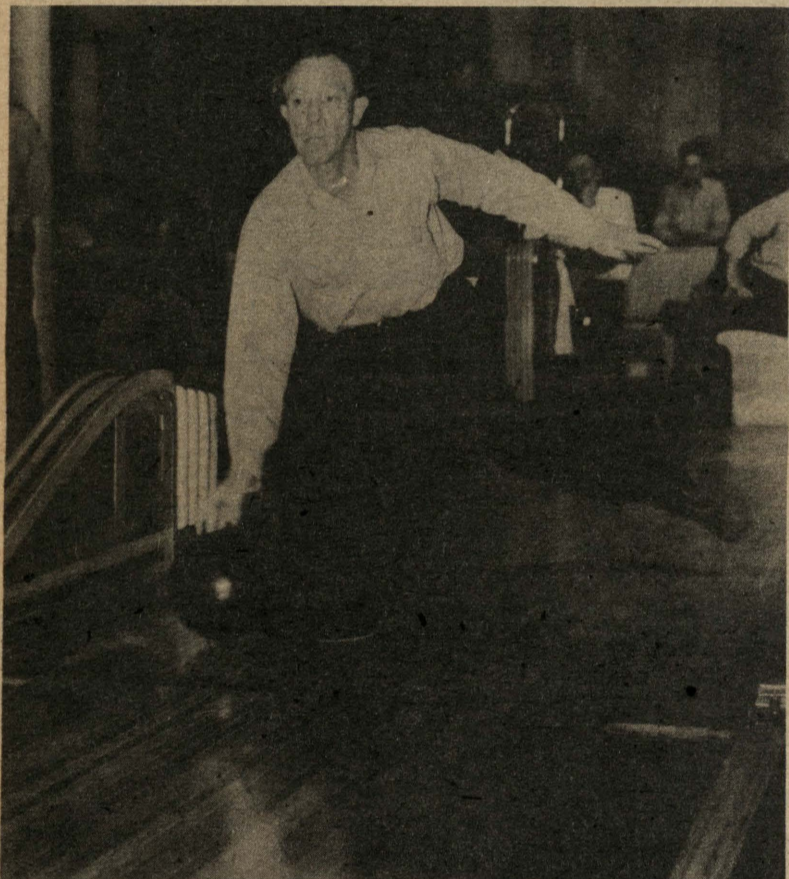


Cloud Sweeper As unconcerned as a housewife sweeping her front porch was this worker seen last week silhouetted against the first blue skies of spring. Though appearing to be standing on the edge of a roof he is actually tidying off the top of an Assembly crane outside Bay 11 with a broom and a bucket of water.

NEW OSC SPORTS PLANS SHAPED



Contenders Second-place team in Swan Island's Tanker bowling league is this Erection-Shark squad. They now are three full games back of the league-leading Burners. From left, front row, H. G. Roane, Dick Durdel and Les Doernig; back row, Karl Freerksen, Lloyd Chaplin and Al Lamb. (Swan Island photo)



Top Bowler Swan Island Tanker league's ace kegler is Al Lamb, of Erection-Shark, who packs a hefty 181 average.

OSC Bowlers Reach Cash Stretch Drive

OREGON SHIP LEAGUE

Team	W.	L.	Pct.
Pre-erection	58	19	.747
Welders	48	27	.640
Chippers No. 1	47	28	.627
Gun Shop	43	32	.573
Sub-assembly	40	35	.533
Shipfitters	37	38	.493
Chippers No. 2	19	56	.353
Gadget Shop	13	62	.173

(OREGON SHIP) — Only three nights' play remain in the Oregon Ship league before final scores are posted for the season and prize money awarded to winning individuals and teams.

Though Pre-erection dropped two games to second-place Welders in maple-busting February 28, the league leaders still held an eight-game lead over their rivals.

Heated contest for the next three rounds probably will be between the Welders and Chippers No. 1, as the now third-spot Chippers trail Welders by only one game. With nine games left to play, it's still anybody's money for second place.

Battle for fourth spot is between

Gun Shop and Sub-assembly with the ordinance boys now leading the "subs" by three games, after setting a sizzling pace for several weeks.

High team series rests with Chippers No. 1, 2882, followed by Welders, 2861, and Shipfitters, 2855. Chances, however, are good for an upset. High team game is held by Pre-erection, 1035, followed by Chippers No. 1, 1016, and Sub-assembly, 1006.

Among individual stars, Hielman, Shipfitters, leads with a 254, trailed by Friesheim, Chippers No. 1, 240, and Schoenbeck, Chippers No. 1, 237. Top individual series were posted by Friesheim, 657, Heilman, 640, and Brockel, Welders, 583. Scores:

Chippers No. 1, 825, 946, 868—2639; Shipfitters, 828, 911, 797—2536. Pre-erection, 815, 842, 927—2584; Welders, 872, 938, 861—2671.

Sub-assembly, 862, 890, 894—2646; Chippers No. 2, 741, 777, 828—2346. Gun Shop, 801, 854, 802—2457; Gadget Shop, 649, 817, 974—2380.

METALMEN KNOCK PAINTERS-DOCK 5 FROM LEADERSHIP

SWAN 16-TEAM LEAGUE

Team	W.	L.	Pct.
Sheet Metal	45	24	.653
Painters-Dock	44	25	.637
Pipefitters	43	26	.623
Welders-Dock	41	28	.594
Plate Shop	39	30	.565
Main Machine Shop	37	32	.536
Clerical	36	33	.522
Painters-Yard	36	33	.522
Electricians	35	34	.507
Chippers-Dock	35	34	.507
Trial Crew	33	36	.478
Outfitting	30	39	.435
Welders-General	29	40	.421
Welders-Ways	25	44	.362
Shipfitters	23	46	.333
Machinists-Dock	21	48	.304

(SWAN ISLAND) — Whitewashing Plate Shop in three straight games at the Hi-Way alleys last week, Sheet Metal took possession of first place in Swan Island's 16-team bowling league with a full game lead over the previously pace-setting Painters-Dock five. Only six games separate the top five teams with seven weeks of play remaining.

Main Machine Shop's two-of-three win from Painters-Dock put them in undisputed sixth-place position, and the Pipefitters remained in third place only two games back of the leaders by whipping the Electricians three straight.

Painters-Yard climbed back in the first division with a three-ply win over Welders-Ways, but Chippers-Dock suffered a three-game loss to Trial Crew to drop into the second division. Fourth-place Welders-Dock lost valuable ground when they dropped two to Clerical. Last place Machinist-Dock clipped 15th place Shipfitters for two games and the 'dangerous Outfitting team won their 10th game of their last 12 by defeating Welders-General, two of three.

Andy Sokolich, bowling for the Pipefitters, pulled an "unusual." The week previous against Welders-Ways, Sokolich rolled scores of 165-182-179—526. This time he rolled the same scores in the same order against the Electricians.

A single game score of 997 and a 2827 series gave the Pipefitters team honors for the week. D. Milliron, a newcomer to the ranks of the Painter-Dock five, led all individual bowlers. He turned in scores of 234 for high single and 593 for high series. Other top scores were rolled by G. C. Berg, Chippers, 539 series; LaSalle, Sheet Metal, 202 single and 543 series; Jim Vogt, Clerical, 200 single; Charlie Geenen, Pipefitters, 221, and Ben Adams, Outfitting, 217.

TANKER LEAGUE

Team	W.	L.	Pct.
Burners	17	7	.708
Erection-Shark	14	10	.583
Engineers	12	12	.500
Erection-Scorpion	11	13	.458
Tank Test	10	14	.417
Chippers	8	16	.333

Burners kept their three-game lead intact at the Boiler-maker alleys last week with a two-of-three win from the fourth-place Erection-Scorpions as the runner-up Erection-Shark team was winning the same number of games from third-place Engineers.

The Chippers, taking all honors for the week, made a bid to get out of the cellar by whitewashing the fifth-place Tank Test team.

The Chippers rolled a 960 single game and a 2805 series for honors in both departments. Two members of their team won individual honors, Fred Clark rolling a 212 for high single and John Owens posting a 559 high series. Hal Eason, Erection-Scorpion, rolled three games each of 156. Other top scores were turned in by Al Lamb, Erection-Sharks, 202 single and 542 series, and Wallace, Burners, 201.

WOMEN'S LEAGUE

Team	W.	L.	Pct.
Bachelor Girls	16	8	.666
Toilers	16	8	.666
Welder Wildcats	12	12	.500
Gremlins	11	13	.458
Scorpionettes	10	14	.417
Sparkies	6	18	.333

The Toilers jumped back in a first-place tie with the Bachelor Girls last week by whitewashing the strong Gremlin team, as the co-league leaders were dropping two of three to the last-place Sparkies. Scorpionettes tripped the Welder-Wildcats in two games.

Participation Program Wide

(OREGON SHIP) — The first meeting of the Oregon Ship day shift recreation council was held in the First Aid building auditorium Wednesday, February 28, when the new OSC recreation program was outlined and coming seasons' events discussed. The council, a representative group of workers from

CHOOSE YOUR FIELD

Activities listed at the recent meeting of the Oregon Ship recreation council for workers are as follows: Archery, badminton, baseball, basketball, billiards, bowling, boxing and wrestling, chess, darts, football, golf, handball, horseshoes, ice skating, medicine ball, pool, pistol matches, riflery, roller skating, shuffleboard, soccer, softball, swimming, table tennis, tennis, volleyball, weight lifting.

Among non-athletic recreation listed were picnics, parties, photography, canoeing and tennis court dances.

all departments in the yard, was organized to promote recreational activity among workers. The meeting extended an invitation to all OSC employees to contact their department representative regarding any of the planned activities, or to call Bob Jones, recreation director, Ext. 704.

A meeting of swing shift representatives was called Monday, Mar. 5, and the graveyard group met Tuesday, Mar. 6.

"We now have a three-shift recreation program covering all types of sports and recreation for every worker in the yard," Jones declared. "Anyone interested in any of the activities listed is asked to get in touch with the department representative, or with me, in order to make further plans."

Day shift department representatives are: Al Cole, welders; M. E. Peterson, riveters; Ed Weller, painters; Ed Munger, sheet metal; Ed Heitkemper, sheet metal; George Sabah, pre-erection; Pat Marshall, Unionmelt; Paul Cour, boiler erection; Lloyd Jackson, material; Kay Bristow, material; Roy Pflugrad, Plate shop; John Meskel, labor; Howard Boggs, shipwright; Jimmy Petrone, assembly; R. A. Van Scoy and George Kuvallis, assembly; D. Deckebach, electric; Bob Corcoran and Jack Collins, equipment.

Scorpion Quintet Strengthens Lead

SWAN BASKETBALL LEAGUE

Team	W.	L.	Pct.
Scorpions	8	2	.800
Globetrotters	7	3	.700
Crane Operators	3	8	.333
Pipe Shop	1	8	.111

(SWAN ISLAND) — A 38 to 30 victory over the Globetrotters at the Swan gym last week virtually sewed up the championship for the Scorpions in Swan Island's departmental basketball league. It was the Scorpions' third straight victory over the second-place club after having lost the first game between the two teams.

Each club has two games left, one each against the Crane Operators and Pipe Shop.

The Globetrotters held a six-point lead in the early minutes of the game, but the Scorpions, led by Leonard Moore, staged a rally to leave the floor at halftime with a 16-13 edge. The Globetrotters were never able to close the gap. Moore led all scorers with 18 counters. Cooper and Gordon each scored seven for the losers.

In the only other game of the week, the Globetrotters had a comparatively easy time whipping the Crane Operators, 38 to 26. The winners led at halftime, 19-17. Quintel Cooper, Globetrotters, was high point man with 13. Jack Cady and Curt Newell each scored nine for the losers.

SPRING (MEANING SOFTBALL) COMING

(SWAN ISLAND) — With spring just around the corner and Swan Island's newly turfed ball fields available for practice April 15, Tom Louttit, director of sport activities at Swan Island and Oregon Ship, looks forward to a banner year in softball and baseball at the Island.

"About 350 ball games were played on the three ball fields at Swan Island last year," said Louttit. "We plan on having two leagues again this year, one for swing shift and another on days. Swing shift games will be played in the morning, with day shift games probably starting around 4 in the afternoon. I'd like also to start a horseshoe tournament here if enough interest is shown."

Anyone interested in a horseshoe tournament should contact Louttit, Fritz Kramer or Tom O'Brien at the gymnasium.

VOLLEYBALL SKED GETS UNDER WAY

(OREGON SHIP) — Volleyballers this week launched an eight-week season of play between teams organized among OSC workers. Progress met Payroll Accounting Monday night, followed Tuesday by Hull Drafting against I. B. M. Wednesday's slate pitted Time-Bond sextet and Office-Engineers-Priority. Thursday found Cost-Invoice playing Transportation and Housing.

Games are played the first four evenings of each week beginning at 5:30 o'clock.

OSC Bowlers Win In City Tourney

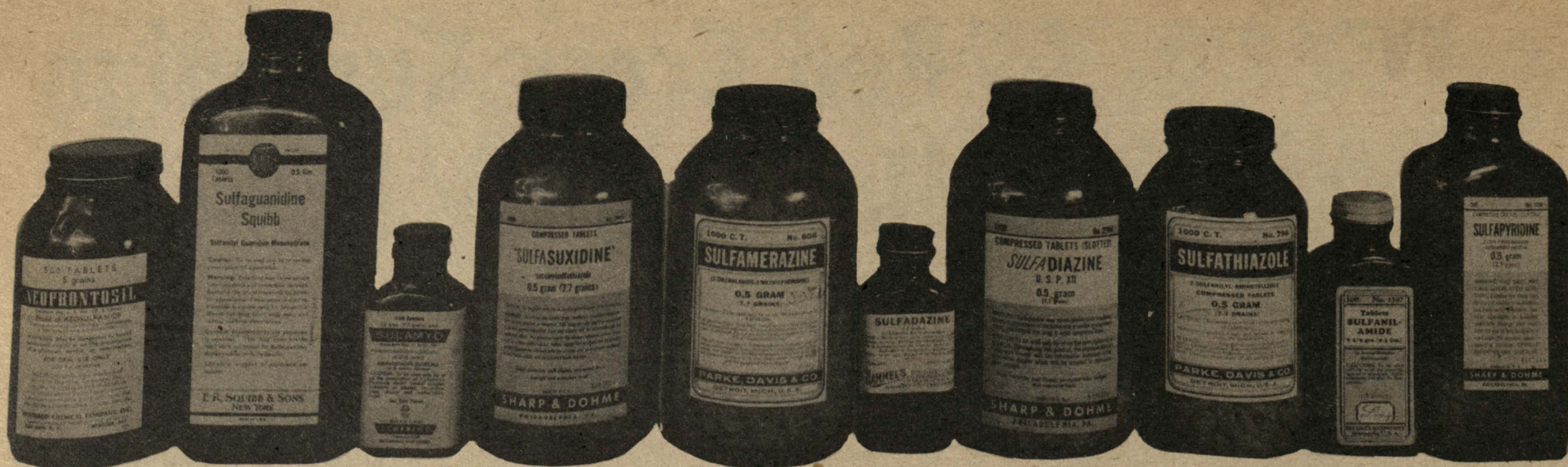
(OREGON SHIP) — Several Oregon Ship men chalked up scores that put them in the money last week in the Portland Bowling association's tournament.

A booster team, picked from top OSC league players, chalked up 2652 for three games to place fourth in Class B. Members of the quintet were Sabah, Pre-erection; Friesheim and Heilman, Shipfitters; Patchin, Chippers No. 1, and Donaldson, Sub-assembly. Scores were 982, 898, 782.

Hank Heckler, leadman marine machinist on Way 5, took the Class B singles championship, smashing the maples for 205-237-190—632. Topping Class C all-events was Carl "Swede" Donaldson, Plate shop leadman, who hung up 1636 for nine games.

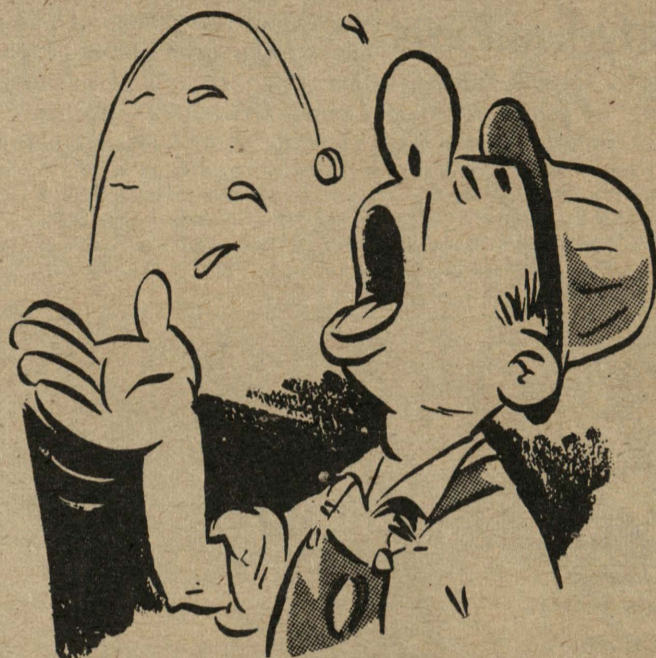
IT TAKES BAIT, TOO

(VANCOUVER) — Recent steel-head fishing trip reports from General Stores supervision have not been very promising. Among those to report are J. M. Macleay, Jess Sexton, Ed Broetje, Harold Lightle, Doug Wright, Ole Olsen, John Nelson, Kenny Bach, Harry Becksvort and Mac McCamley.



SULFA... 'DYNAMITE'

New "wonder drugs" pack a wallop and should be administered by doctor's prescription only or harm may result



By FORREST E. RIEKE, M. D.
Medical Director
Oregon Shipbuilding Corporation and
Kaiser Company, Inc.
Portland, Oregon

DURING the past three years many persons have become "sulfa" conscious to the point that they take a few tablets of a sulfonamide* drug to ward off oncoming colds. A certain semi-official encouragement of this dubious practice has been gleaned from press statements given out by naval officials at Camp Farragut in Idaho. Physicians there saw fit to give daily small doses of "sulfa" drugs to as many as 50,000 trainees at a time, though a whole winter season, and claimed reduction in diseases of the respiratory system as well as certain other infections such as meningitis which are also spread by droplet infection through coughing and spitting. Other medical reports have confirmed that daily dosage with "sulfa" drugs has definitely reduced the incidence of streptococcus (strep sore throat) and pneumococcus (lung pneumonia) germ infections at other military installations.

Why then don't we give shipyard workers a daily ration of "sulfa" drug and do away with epidemic sore throat, pneumonia and the like? The armed forces tried it as an experiment, knowing through past experiences that camp life results in a "Sulfonamide" is a family name used to describe the various "sulfa" drugs such as sulfanilamide, sulfathiazole, sulfadiazine, sulfapyridine, etc.

marked increase of such diseases unless precautions are taken. Their immediate results were favorable, the long range effects unknown; but there are several predictable kick-backs of an adverse nature which make it inadvisable to adopt widespread "sulfa" dosage for civilians.

POISONING EFFECTS

A fraction of one per cent of those taking sulfonamide drugs, no matter how small the dosage, become very ill from the medicine and a few die therefrom.

A much larger per cent of those receiving these medicines have milder upsets such as unsteadiness, visual inaccuracy, mental confusion and slowed reflexes. Certain air forces accidents have been thought to be due to return of pilots to flight duty too soon after medication with sulfonamides. Obviously, civilians too would be prone to more accidents while under sulfa influence. As with severe poisoning from the drug, symptoms and accidents need not be



dependent upon large doses but may be produced by one or two very small doses.

SULFA SENSITIVITY

About five per cent or more of those who take sulfonamide a second time are found to have become sensitive to the drug because of the previous treatment therewith. Sulfonamides have been a life-saving factor in serious illnesses such as septic sore throat, scarlet fever and pneumonia; sensitivity produced by use of the drug for a trifling ailment such as a cold may make its subsequent use impossible for a serious illness. Such a drug therefore should be saved for severe illnesses only.

It is known that repeated exposure to your neighbor's minor contagious ills and your own small ailments arising from such contacts do serve a useful function by maintaining bodily resistance to invasion by dangerous germs at a safe level. This is the same as maintaining the "condition" of a champion boxer by constant sparring and warm-up fights. It is presumed that the use of "sulfonamides" to do the small fighting for the defensive forces of the human body may permit general resistance to drop so low as to leave the individual wide open to attack by such tough germs as the streptococcus and the pneumococcus.

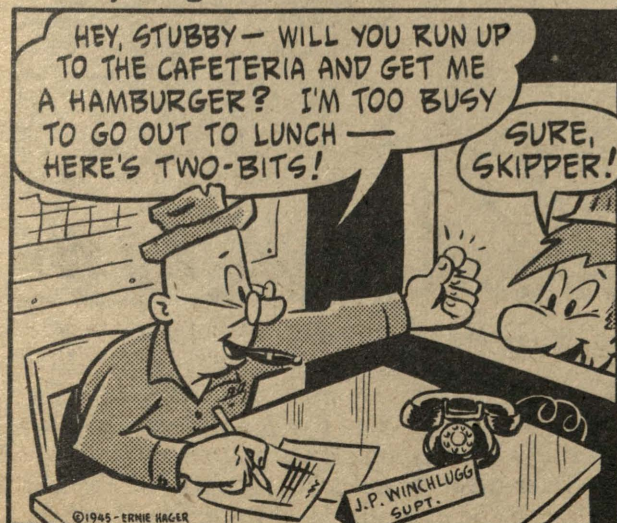
SULFA-RESISTANT GERMS

Bacteria multiply and grow with a rapidity almost unimaginable. When growing in the human body in

the presence of small doses of sulfonamide, many kinds of germs have the disconcerting ability to evolve new forms which become accustomed to living with the drug. In this way evolution produces so-called "sulfonamide-resistant" germ strains. This has already happened with a number of types of germs, among them those producing gonorrhea. Fortunately many of these "resistant" strains are vulnerable to penicillin but for how long a time is anyone's guess. It seems highly advisable to avoid those practices which create drug-resistant strains in order to prolong as far as possible usefulness of new antibacterial drugs such as the sulfonamides, penicillin, etc.

The above-listed reasons are of sufficient validity to make it entirely inadvisable for civilians to self-medicate themselves with sulfonamides, either as temporary or long-continued treatment. The only exception may be made when carefully controlled experiments are to be carried out on civilian groups for research purposes. This principle applies whether the treatment be for prevention of colds, self-diagnosed lung or kidney ailments, gonorrhea or other real or fancied illnesses. No matter what your good friends have to say about it, the best interests of the individual and the general public will be served if use of "sulfonamides" is reserved for prescription by physicians for treatment of specific and dangerous illnesses.

Stubby Bilgebottom



By Ernie Hager



Eighty-five Pints More than ten gallons of life-giving blood have been given to the Red Cross by the crew shown above. Sparked by Eddie Jones, shipfitter, the group of blood donors picked Washington's birthday as an appropriate time to make their latest contributions. Those shown above are, left to right, front row, Ralph Sittel, Verna Goodwin, Nancy Shafer, Dorothy Wright, Susan Pine, Helen Bowsen; second row, Charlie Creighton, Wayne Aldrich, Ed Soderberg, Sylvia Wilson, Bernice West, Velma Harmon, Chris Riecks; back row, Jack Miller, R. C. Grundy, C. A. Honstead, Eddie Jones, J. L. Weinbender, J. L. Meek, Orville Stalcup.

Red Cross Campaign Has Speedy Kickoff

(OREGON SHIP) — Oregon Ship leadmen took the ball last Monday to carry the 1945 Red Cross war fund drive over the line of the \$100,000 mark set for the yard. During the day, leadmen received cards for members of their crews, contacted as many of their workers as possible, and returned the cards to their department offices. Pledge cards turned in at the OSC Red Cross war fund headquarters by March 8 will be in time to authorize deductions from pay checks received on March 16. Cards for deductions on March 23 must be in the office by March 15 and all pledges received after that date will be deducted from the March 30 paycheck.

Highlight of the numerous yard shows and programs scheduled for the week is a half hour of music by Jan Garber and his orchestra during lunch hour tomorrow. Other

entertainment, that began at 8 a. m. last Monday featured Bob Bateman and his orchestra, the Singing Sentinels, local radio station musicians and war hero speakers.

NO SELLING NECESSARY

"We're not trying to sell the Red Cross to workers," declared Jim Emmett, OSC Red Cross War Fund chairman. "There is no need to sell an organization known throughout the world for the tremendous job it's doing. We only want to remind everyone of the importance of having his card filled out early in the campaign."

The enormous scope of service being given by the Red Cross is shown in figures released by the organization, which show that the quota set for Oregon Shop—\$100,000—will support the Red Cross services all over the world for four hours and 38 minutes, a little more than one-half the day shift.

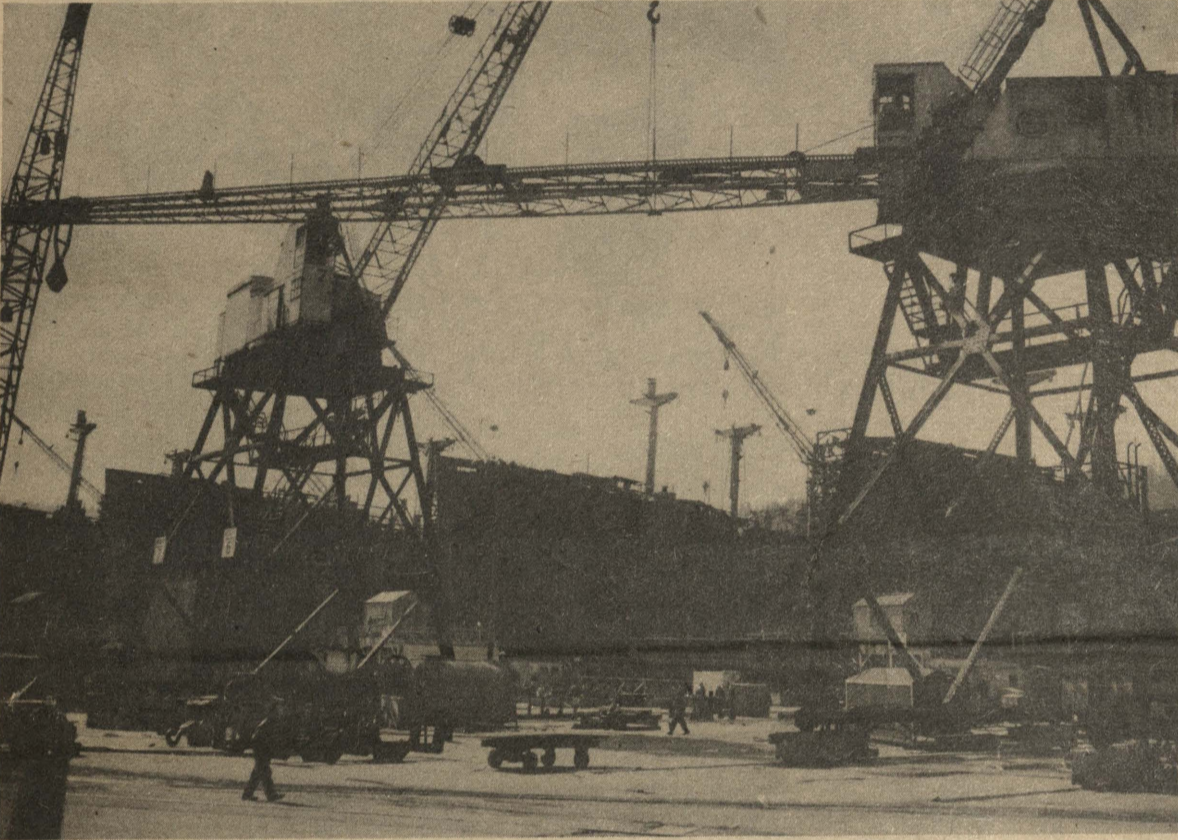
But figures also showed that a \$3 pledge will buy three kit bags for

embarking troops; a \$12 pledge will provide for 100 messages in inquiry and reply between an American and a relative in an enemy country, and an \$18 pledge will provide a "capture parcel" delivered to a prisoner of war soon after reaching an enemy prison camp. Each dollar that is given will collect and deliver blood for one transfusion to a wounded man.

SERVICES SUMMARIZED

The innumerable services and duties of the organization are summarized as follows:

- (1) To furnish volunteer aid to the sick and wounded of military branches in time of war.
- (2) To act as medium of communication between people of the United States and their Army and Navy.
- (3) To mitigate suffering caused by disaster and devise means of prevention.
- (4) To submit an annual report to Congress, with accounts audited by the War department.



More practical than the proverbial skyhook are the whirley and mobile crane hooks attached to the detached crane of Ways whirley No. 6. A crew of Facilities iron workers has just finished building a catwalk on the boom shown above and the lengthy structure is being fastened back in its customary place.

Whirley Booms 'Swapped' For Catwalk Installation

(OREGON SHIP) — Swapping the 110-foot booms on Oregon Ship's tall whirleys looks like a job for sky-hooks only, to many a worker on the ground, but a five-man crew of Facilities ironworkers claim it is no more complicated than welding a seam or fairing up a bulkhead. "It's just a little higher up in the air," said Swan Johnson, assistant superintendent in charge of the process.



Wide Coverage Day in and day out, summer and winter, the truck and crew shown above shuttle across the wide acreage of Oregon Ship. They are to the ship builders what a supply line is to an army, and their special job is keeping shipwright material on the move. All but W. Ward, standing right, are shipwright helpers. Left to right, standing, are F. W. Breninger, crew leadman, L. Russo, Ward; on the truck, Eddie Moore, Ralph Quayle.

"We've changed enough of the long booms now so that we have the job down to a routine." Reason for the current boom-swapping, being done on every whirley in the yard, is to provide catwalks for oilers who periodically must climb to the end of the long spidery arm, Johnson said. To avoid tying up a whirley for a long period, an extra boom was used at the beginning of the job. When one boom is disjoined from the body of the whirley, another is ready to take its place and the maximum tie-up is 6 hours, Johnson declared.

First whirleys to get new appendages were Nos. 25 and 26. Since Nos. 1 and 12 on the ways already had catwalks, the crew began with whirley No. 10, and now are progressing down the ways, having reached No. 3. Those on the Outfitting dock, in the Plate yard and North Storage are to follow.

Process for removing a boom is less involved than it looks, Johnson said. Two cotter pins hold the boom butt in place. When the cotter keys are removed the boom is lowered jointly by the yard's big portable crane and the neighboring whirley to the ground.

Red Cross Drive Goals Announced

(OREGON SHIP) — Amount of pledges for the 1945 Red Cross War Fund that must be received from each department if the total \$100,000 goal is to be reached follow:

Department	Quota
Assembly	\$ 7,900
Boiler Erection	775
Electric	8,050
Erection	7,075
Guards	500
Hull Material	1,450
Janitors	1,025
Labor	3,550
Machinery & Equip.	4,975
Marine	4,375
Mold Loft	150
Paint	5,600
Pipe	8,150
Plate Shop	\$ 7,325
Rigging	2,975
Riveting	3,700
Sheet Metal	1,850
Shipwright	4,300
Union Melt	1,075
Vocational	900
Warehouse	3,825
Welding	15,450
Misc. Yard	1,275
Administration	3,750
Total	\$100,000

Average daily attendance at the play centers was 9,392 for December, 9,821 in November. Spectators at various tournament and recreational events numbered 26,500.

Son Still Captive; Red Cross Assists

(OREGON SHIP) — One of the American prisoners of the Japs on the Philippines who missed out on



the coming of the Yanks and the ending of their long imprisonment recently, was the son of Morton Baker, graveyard electrical leadman.

Baker's son, Dick, a marine, was captured at the fall of Corregidor, imprisoned on the island. Baker believes it was about August, 1944, when his son was transferred to a prison camp on the main island of Japan.

He has been able to keep contact with his son through the Red Cross workers who have means of sending packages and letters to the prisoners in southern Japan.



Smiles Brighten It's bright smiles like these that help to relieve work fatigue and lighten the dark days of winter, workers claim. Evelyn "Jackie" Wiggins, welder, left, perks up a gloomy day for her crew in Bay No. 7, Assembly with her sunny smile, while tired shipbuilders checking through Station No. 41 get a lift to their spirits from the winsome twinkle in the eyes of Mabel Peterson, Time department clerk.

