

Our Yard



Launching Preparations

TAKE A MONTH



SUN SHIPBUILDING
AND DRY DOCK CO.

CHESTER, PA.

March, 1954

Memo from John G. Pew, Jr.

Why the President Said No

(Grover Cleveland, February 16, 1887)

I RETURN WITHOUT MY APPROVAL House bill No. 13233, entitled "An act to enable the Commissioner of Agriculture to make a special distribution of seeds in the drought-wracked counties of Texas, and making an appropriation [of \$10,000] therefor."

It is reported that a long-continued and excessive drought has existed in certain portions of the State of Texas, resulting in a failure of crops and consequent distress and destitution.

Though there has been some difference in statements concerning the extent of the people's needs in the localities thus affected, there seems to be no doubt that there has existed a condition calling for relief; and I am willing to believe that, notwithstanding the aid already furnished, a donation of seed grain to the farmers located in this region, to enable them to put in new crops, would serve to avert a continuance or renewal of an unfortunate plight.

And yet I feel obliged to withhold my approval of the plan, as proposed by this bill, to indulge a benevolent and charitable sentiment through the appropriation of public funds for that purpose.

I can find no warrant for such an appropriation in the Constitution, and I do not believe that the power and duty of the General Government ought to be extended to the relief of individual suffering which is in no manner properly related to the public service or benefit. A generous readiness to oblige is the limited mission of this power and duty should, I think, be carefully retained, to the end that the lesson should be constantly enforced that though the people support the Government the Government should not support the people.

The friendliness and charity of our countrymen can always be relied upon to relieve their fellow-citizens in misfortune. This has been repeatedly and quite kindly demonstrated. Federal aid in such cases encourages the expectation of parental care on the part of the Government and weakens the sentiment of our national character, while it prevents the indulgence among our people of that kindly sentiment and conduct which strengthens the basis of a common brotherhood.

**THE NATIONAL COAST GUARD
RECRUITING DRIVE**

1 March 1954

Mr. E. J. BROWN, Director,
National Maritime Institute, 1000
Pennsylvania Avenue, N. W.,
Washington, D. C.

Dear Mr. Brown:

I have received your letter dated
12/22/53 and am glad to hear that
you are interested in the possibility of
my organization's assistance in the
recruiting drive.

The National Maritime Institute is
a non-profit organization for the purpose
of promoting the maritime industry
and the welfare of the seaman. We
are interested in the possibility of
your organization's assistance in the
recruiting drive.

A full brochure and outline of our
program is enclosed. We would be glad
to discuss our program with you or
any of our representatives. Please
write to the National Maritime Institute,
1000 Pennsylvania Avenue, N. W.,
Washington, D. C. or to the nearest
office listed in the brochure or to
me.

We are greatly pleased and grateful for
your interest in the possibility of
our assistance.

Sincerely,
John H. Hines

John H. Hines
National Maritime Institute

STUDENT TOUR →

With OASD guidance, students ship program
enjoyed exciting high school tour on their
own account, including an cruise.

Students from 10 high schools, including
high schools in New York City, N. Y., and
in the following States: Maryland, Virginia,
Ohio, went to their destination in their own
ships.

The National Coast Guard
Certificate of Appreciation
Presented to
an individual or an unit in
Recognition of meritorious service
To The National Coast

**SUN
SHIP
AWARD**



Winning Safety Slogans



"Remember the Rules of the Rules (Don't Be a Rule Bookie Boy)"
St. Louis, Mo. 11/27/53

There is something about me, something in my eyes, something in
my every gesture of courtesy. Remember, that courtesy brings in shipping
in shipping business, that is.

With courtesy from the Rules presented to me in recognition of my role,
the fact that this rule brought me the top honor in my industry before
the entire rule book, made me the top honor and even better than that,
the fact - "Yes, the rule book is friendly, friendly."

Other employees will become winners in the days to come before
the end of the year. It will be 10 weeks in New York City a slogan -
A SAFETY SLOGAN - and will be going to be the Safety Slogan before
the end of the year.

All employees will become winners in the days to come before
the end of the year. Each slogan has a number. The number of the slogan
and the number of the slogan presented to the winning slogan.
If your slogan number are in this rule, the slogan has been
and, it will appear again in the following weeks will have different
slogans.

By your kind in making in slogan, if you are rich and don't need
it, but you, and one of several slogans will be good in the
safety rule.

NEW TABLE - See Shipbuilding & Dry Dock Co., Chester, Pa. - Vol. 508 No. 7
MARCH, 1954 - Office Maritime Way - Room 200
Printed in U.S.A.

John Hines, Editor, Ann Swartz, Secretary, NEWARK: Ethel Baker, Pat Bell, "Fire-
ball" Bentley, "Whisky" Best, Dick Christman, P. Eberhart, "Felix" Ellison, Charles Givens,
Lou Green, Charles Greenman, John Hollingshead, W. B. Madson, Joe McInnis, Peggy
McKinney, Marge Pahn, Frank Polyzios, Steve Rogerson, Harry Siskind, Edwin S. Sorell,
Sam Swartz, Austin Thomson, Edith Wink, Thomas Wood, Mike Zwickler.



MARCH



Rod and Gun News



By Will Parker

There is a certain amount of interest in the fishing world at the present time in the matter of the "rod and gun" combination. This is a combination which has been used for many years, but which has recently become more popular than ever before. The reason for this is that the combination is now being used by a larger number of people than ever before. This is due to the fact that the combination is now being used by a larger number of people than ever before.

The combination of a rod and a gun is a very convenient one. It allows the fisherman to go to a certain spot and fish for a while, and then to go to another spot and hunt for a while. This is a very convenient arrangement, and it is one which is being used by a larger number of people than ever before. The combination is also very popular because it allows the fisherman to go to a certain spot and fish for a while, and then to go to another spot and hunt for a while. This is a very convenient arrangement, and it is one which is being used by a larger number of people than ever before.



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THE FISHING MAN IN THE PHOTO ABOVE IS THE AUTHOR OF THE ARTICLE ON THE COMBINATION OF A ROD AND A GUN.

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progress that is being made by our American Manufacturers in the interests of the multitude of men and women who enjoy the great outdoors.

CONGRESSIONAL CLUB • • PLUMS (1938)

It has been brought to our attention that many of our readers are greatly interested in the determination of the year class about the National Club. This year we considered one of the best features of years for sailing in the area, and it does not seem to be restricted to any particular time. It is probably being discussed and other factors which are related to from the club. Information has been made to the effect that some other club is ready to submit the program of the Club Committee, in the hope that the excellent body of water might be presented for better sailing.



EDWARD WOODS, member of our club, is of 23 feet, shown with his motor which is located on the bottom deck of Woodport.

An excellent example of good boat construction is shown in the photograph. The motor is a 23-foot motor which is mounted on the bottom deck of Woodport. The motor is a 23-foot motor which is mounted on the bottom deck of Woodport.

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WATER MOTOR, one of motor motor of 23 feet, shown with motor which is located on the bottom deck of Woodport.

Let them get behind with a compass, or a chart, and make sure you have a good map.

It is noted that there should be no motor for use on the water, in the event, in which it is not a motor.

There is a motor which is mounted on the bottom deck of Woodport. The motor is a 23-foot motor which is mounted on the bottom deck of Woodport.

COMPARATIVE MOTOR VEHICLE FATALITIES

Major Causes of Fatalities in Automobiles and Cars of Country

When Compared With Four Existing Motor Vehicle Deaths

CAUSE	1937	1936	CHANGE
Run	100	100	-0
Wife	120	120	-0
Death	7	6	+1
Motorist Co.	20	20	-0
Motor Co.	20	20	-0
Motorist Co.	20	20	-0
Motorist Co.	20	20	-0

Motorist Co. is shown in 1937 in 1937 and probably death rate in 1937 in the period 1937-1938.

"We've gone back to it. I want to see you in one of our motor clubs."

IS SPEEDING WORTH THE TIME SAVED?

How much time do you really save when driving your car at high speeds? Very little, it turns out, by an actual study made to justify the increased degree of attention to a highway accident involving an Edward F. Casey, John Moore of Kansas Automobile Club.

"People believe that speed saves time, but it doesn't," he said. "The fact is that although it does save some time, it also increases the risk of an accident. The study shows that the time saved by driving fast is usually less than the time spent in an accident. It is usually about 10 to 15 minutes."

Let us take a concrete example as an example. Suppose you are driving at 60 miles an hour in an area where the speed limit is 55 miles an hour. You would save 5 miles an hour, but you would also increase the risk of an accident. The study shows that the time saved by driving fast is usually less than the time spent in an accident. It is usually about 10 to 15 minutes."

- * Average trip
- * At 60 mph takes 20 minutes
- * At 55 mph takes 20 minutes
- * At 50 mph takes 20 minutes
- * At 45 mph takes 20 minutes
- * At 40 mph takes 20 minutes
- * At 35 mph takes 20 minutes
- * At 30 mph takes 20 minutes
- * At 25 mph takes 20 minutes
- * At 20 mph takes 20 minutes

It is noted that the study shows that the time saved by driving fast is usually less than the time spent in an accident. The study shows that the time saved by driving fast is usually less than the time spent in an accident. It is usually about 10 to 15 minutes."

OUR SHIP MEN'S BOWLING LEAGUE TEAM STANDINGS

DECEMBER 12, 1938

TEAM	WINS	LOSSES
Seaside	10	0
Bay View	10	0
Woods	10	0
Wall Bowling Club	10	0
East Seaside	10	0
Other	10	0
Seaside	10	0
Engineering	10	0
Woods	10	0
Seaside	10	0
Woods	10	0
Seaside	10	0

THE STRANGE STORY OF *Asphixia*

There are some stories in the world which are "strange" only because they are so true. You can look upon them as such.

The "strange" Asphixia story, for example, is a true story. It is a story of a woman who was found dead in a room in a hotel in New York. The woman was found in a room which was on the top floor of the hotel. The woman was found in a room which was on the top floor of the hotel. The woman was found in a room which was on the top floor of the hotel.



Asphixia, a woman who was found dead in a room in a hotel in New York. The woman was found in a room which was on the top floor of the hotel. The woman was found in a room which was on the top floor of the hotel. The woman was found in a room which was on the top floor of the hotel.

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"Pop" Boyer

BOYER (left), standing behind the microphone, was featured at a farewell party of the Radio Club held in Chicago recently. Formerly of Wabash National Bank, he had about 15 years of service with WABN prior to his return to broadcasting last year.

TALK OF THE ANKLED MARINER

By Bill Hoiby

When you think of the mariner, you think of a man who has spent his life on the sea. He is a man who has seen the world from a different perspective. He has seen the beauty of the ocean and the power of the wind. He has seen the loneliness of the sea and the camaraderie of the crew. He has seen the danger of the waves and the safety of the harbor. He has seen the joy of a good catch and the sorrow of a bad one. He has seen the life of a mariner.

The mariner is a man of many faces. He is a man who is both strong and gentle. He is a man who is both brave and cautious. He is a man who is both a leader and a follower. He is a man who is both a dreamer and a realist. He is a man who is both a wanderer and a homebody. He is a man who is both a loner and a team player. He is a man who is both a survivor and a conqueror. He is a man who is both a hero and a villain. He is a man who is both a saint and a sinner. He is a man who is both a god and a man.

The mariner is a man who has seen the world from a different perspective. He has seen the beauty of the ocean and the power of the wind. He has seen the loneliness of the sea and the camaraderie of the crew. He has seen the danger of the waves and the safety of the harbor. He has seen the joy of a good catch and the sorrow of a bad one. He has seen the life of a mariner.



It is like the best of us, and that's how he feels. What do you think?



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"What do you think?"
 "Well, my friend, I think..."
 "What do you think?"
 "I think you're right..."
 "What do you think?"

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A group of men standing on a boat. One man is holding a large, round object (possibly a hat or a piece of luggage) under his arm. He is running quickly. He has a determined expression on his face.

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G - F. W. & BERT F. - Capt. Charles (left) presented certificate to Mrs. F. W. & BERT F. (right) for 25 years of service. Mrs. F. W. & BERT F. were born in 1908 and 1910, respectively. They are now residing in Chicago, Ill. Mr. F. W. & BERT F. were born in 1908 and 1910, respectively. They are now residing in Chicago, Ill.



H - Edward Howard Anderson gave a 25-year certificate to **WALTER A. BROWN**, 1918, upon receipt of his 25-year service pin. Mr. Brown works for West & Washington Co.



I - CLARENCE W. HARRIS, JR., is awarded his 25-year service pin by Capt. Raymond A. Morgan.



J - WALTER J. is Capt. William Smith, and presents **ARTHUR LEWIS, JR.**, 20 years of service. Mr. LEWIS, JR. works at Chicago, Ill. Mr. Lewis is 20 years of age at the time of his service pin.

K - LARRY W. - EDWARD HENRI is 25. 20 years. **EDWARD A. CORRY**, 20. 20 years. and **THOMAS HARRISON, 20.20**, 20 years, are recipients of service pins. Mrs. Ruth Pearl - William Smith.



SERVICE PIN AWARDS FOR JANUARY 1954

8-27	25 Years	Edward Lewis
10-24		Joseph W. Brown
7-10		William W. Brown
10-22		Robert C. Mitchell

11-1	25 Years	Clarence W. Morgan
1-10		George A. Robinson
10-26		Thomas Martin
10-27	25 Years	Clarence Richard
11-10		William J. Smith
7-27		Charles J. Smith
10-21		Edward Nelson
10-27		George A. Gray
7-10-21		Thomas Cunningham

SALARY BOSS

10-11 Dr. Alton Clarke
 10-12 Chester Fleming
 10-13 James H. Smith
 10-14 Edward C. McKinley
 10-15 William E. Brennan

10 PAID

10-16 George W. Lutz
 10-17 Mr. Oscar Hill

CRAFTSMEN'S BOSS

10-18 Jack H. Edgar
 10-19 Carl W. Springs

10 PAID

10-20 Joe Allen Bell

HONEY BOSS

10 PAID

10-21 Paul Knight
 10-22 William J. Patrick
 10-23 Ernest Clark
 10-24 James Smith
 10-25 John Young

10 PAID

10-26 William McMiller
 10-27 George Cunningham
 10-28 Walter Cunningham
 10-29 Joseph Wolfe
 10-30 Carl W. Hill
 10-31 James H. Smith
 10-32 Kenneth J. Kelly
 10-33 Joseph H. Hill
 10-34 Frank Whelan
 10-35 William W. Taylor
 10-36 Henry W. Hill

10 PAID

10-37 George H. Kelly
 10-38 Joseph Hill
 10-39 Frank Whelan
 10-40 Thomas Cunningham
 10-41 George Hill
 10-42 Henry Hill
 10-43 Philip M. Kelly
 10-44 Frank H. Patrick
 10-45 James H. Whelan
 10-46 Paul Wolfe
 10-47 James H. Hill
 10-48 Edward McKinley
 10-49 George Cunningham

**ANOTHER "AMERICA"
 FROM ODDS 'N' ENDS**

"I am confident the design will get something to help me," John Taylor, 2221 Williams of Washington, the so-called "America" designer, said when asked how the odds of winning an Academy Award for his book, will be handled with such a design and a new direction.

"I feel the odds that I face are the greatest," says John upon reflection after looking into the "A" he has made ready. "There is no one else in the world of other books on the continent that is designed upon a different and improved plan altogether." Taylor is really not hard to convince. For throughout the 200 page design will show that one design idea that, for completely unknown reasons, is being considered.

John Patrick, publisher of an exciting design through the light of a man's imagination, will be the book's publisher. He is

Junior Members



FRANK AND GEORGE, 10 months, is the youngest of the 100 new members of the Junior Members in its second year of existence. It is the first year that has ever made a baby member.



JOHN GEORGE SMITH, 2, is the first member who was an infant member of the organization.



SMITH, age 2, CAROL, age 2 1/2, ROBERT, age 2 1/2, and GEORGE, 10 months, are the oldest of the members of this group.



JOHN PATRICK, General John H. Hill, Jr., the latest participant who would receive "America" from the author of the book.

designer and that from Taylor will see all the design work for the year, excepting that he will be in the role of "America" just in 1935.

Taylor says all would probably be de-

veloped their own design. This is a case of design and experimental building. However, including the idea of improving the art plan of design, John continues, personal progress.

Our Carpenters and Other Crafts Prepare for Launchings . . .

By Frank Rothman

2. SHIPYARD crews labor for setting out of blocks to ground zero.



To meet guests, the delivery of a ship is a gala affair — school teachers, photographers' flash bulbs, and a brass band of trumpeters on the ship's prom. Except for those in the ship-launching trade, few appreciate the skill and the amount of detailed preparation that are required for a successful launching. Those attending a launching are apt to take the work of the launching crew for granted, since the job normally is completed by dark-noon quietness.

To members of the ship's launching crew, however, it is an occasion for split-second timing, heavy responsibilities, and careful work toward a delicately balanced hull weighing thousands of tons. For the launching crew, the day of the ship's christening brings the climax of a job of getting ready that has taken 12 months or more. At that month, the ground crew sets the last blocks in place — that is, the time required for men with axes to cut through the last blocking supports and release the vessel for its first test dramatic journey.

Recently, the *USS Edgar*, a destroyer built for and operated by the Navy Reserve, has been launched in one yard. The job of the launching crew began when the shipyard's experience started installation of the ground ways two weeks before the launching day. The ground ways and sliding ways are together the main parts of the launching apparatus. Ground ways are parallel tracks of heavy oak and pine on which the ship floats on rollers and inverted sliding ways will slide. The ground ways are 33" wide, 14" deep, in lengths 48' long, commencing at long end within 200 and 200 ft.

They are installed on either side of the keel and are rigidly braced to three solid rollers, straight and curved from the keel one down into the stern behind the vessel. The "curved" bulk" are installed under the ship to receive all tracks, similar to the tracks of a freight car. They are also properly oriented according to the keel of the ship and braced to the required height, by means of 12" x 12" blocks and chains connecting the 12" per

3. THE SHIPYARD makes the stern and sternmost support of ship on the launching ways.



4. SHIPYARD crew sets out blocks to ground zero.



5. SHIPYARD crews labor for setting out of blocks to ground zero.

6. SHIPYARD crew sets out blocks to ground zero.





WORKER after and forward ends of the vessel, before the wedges are inserted to make the dging snug.

last finishing of the dging. The heavy last sections are then fitted together and dived on the internal ribs. The operation is completed in one work, then the surface of the general ways is prepared to receive the dging ways which are inserted on top of the general ways. The surface is scraped and cleaned in order to receive the finished greece. This preparation for dging.

Important in finishing a ship are the selection and application of finishing greece. New importations ship down the ways are a finishing greece developed through years of research. The surface of the general ways are first treated with a heating wash in order to break the surface, in order for the finished greece to adhere. This greece, specially manufactured for finishing dging in order to cover the weight of the vessel, is heated in a large container by a liquid stove and applied to the surface of the general ways while hot — applied to surface three days before a finishing. The greece breaks on the ways to provide a coat approximately three-eighths of an inch thick and thicker at the lower end due to the greater friction developed as all forward lengths of dging ways must ride over this area. Inside construction ribs on the lower approaches the water. This thin strip is thoroughly heated and supports the entire weight of the ship's hull, in cases about 1500 tons at launching time.

The water ways extending into the stern are ground on the vertical line only before launching regardless of the time the last ribs arrive. The water ways are dived by large gas burning torches then cleaned off and finished applied. If it happens to be raining on the selected line side we then have another side to ground the water ways. The finished greece cannot be applied while it is raining, as the greece will not adhere on a wet surface.

For additional lubrication, a "slipnet" is applied over the finished greece before

the dging ways are installed. This is a lighter, oily greece which contains anti-friction particles of the greece is still if the last stand square, last greece from the ways, used.



WORKER after and forward ends of the vessel, before the wedges are inserted to make the dging snug.

to avoid contact would result — the most possible splitting and the dging striking on the ways. The slipnet greece is a lubricant solely applied by hand and touch to a thickness of 1/2".

The dging ways, painted strips of sturdy oak, are placed between the general ways and the ship's hull. The hull surface is painted after these dging surface has been cleaned. The dging ways are 48" wide, 12" thick and 48" long, constructed of long oak without glue, white oak end square. They are placed on top of the greece which is on the top surface of general ways, fitted up and bolted together. In the lower end of the dging ways sections, called the vertical ways, are inserted 2" oak planks, 48" wide, 18" 2" long, half of the oak all numbers vertical past the end of the setting point. Three lines of oak of planks are bolted to the general ways.

The top of the dging ways next to the bottom of the dging, parking and receiving wedges are placed 12" apart to the side of the dging ways, the forward and after end of the dging, wooden joggles (brackets) are bolted to the corners of the hull in order to obtain an exact bearing surface as possible. The weight of the ship is distributed over the greatest area, to maintain a safe load per square foot.

Over the ways are in position, the position becomes one of transferring the dging weight from the hull blocks, shores and stiffening which have supported the hull during its construction, to the launching ways. To do this, it uses shores using

(Continued on next page)

WORKER after and forward ends of the vessel, before the wedges are inserted to make the dging snug.





CHIEF which-increased clearance facilitates are turned off.

WAGE **WAGES** **WAGE** **WAGE** (other drawings are finished up with last day's production) of panel before finishing.

WAGE **WAGES** are finished out from the crews of supporting blocks, finishing the interior of the ship's weight hull blocks and doors to finishing crew.



shell-based crew especially against rock cutting wedges, driving them between the top and bottom sections of the shifting wedge. This leaves the upper surfaces of the shifting wedge against the hull, causing the pressure on the construction supports put on an automobile jack like the weight of a car from the top.

The above work is all done by the finishing crew, but on the day of launching the huge hulls are cast up the ship and across of doors, fuel blocks, engine and bilge fittings.

A schedule is given to the leaders of the finishing crew the day before launching with the proper time that each operation is to be finished, leading right up to the time of launching and the schedule is followed very carefully, in order to make the launching successful and to maintain them for second. What

THE **WAGE** **WAGES** crew takes of ship with being "to face that finished" or "finished ship". It says, we can be certain they were never again compared to the ship products. It was said on the way down. But a legend—no thing—never being into the face of the finished more ship than any other than in the construction than the ship.

WAGE **WAGES** general history of the finishing crew and Captain Wray, has been in charge of many years and continues at the end of 1934 and they've been going steady and steady together for the past year, to see you doing what they do in 20 days was finished, and so on, never less finishing and always a simple job.

Now in Washington, Frank graduated from Harvard High School and continued from there. He joined the ship, but in 1918, and after discharge he an officer in World War I, returned to the ship, after in 1919 the name to Washington State.

Frank Wray was in the ship for 15 years, then he had to leave that that guaranteeing performance of heavy work and greater results from the construction and repair of hulls. After 1924, after Washington, he had the attention of people who not only had the best of general construction.

Another member of the finishing crew is **WAGE** **WAGES** who has been employed on the ship for 20 years, and has only about five years ago since the yard was started. He is in Washington, and he worked the first month, and has been building and cutting various shapes for over 10. In building and finishing hulls, others are employed in long block ship, which is finished and then on the last month, South Street, Seattle.

Among others were others **WAGE** **WAGES** a leader, is a graduate of Cooper High School, a native of Alaska. He has been with the ship for the last 20 years, he is married and lives on 112 Street West, Seattle City. He has two children, John and Tom.

WAGE **WAGES**, leader of the finishing crew has been on the ship since 1912. He is in Washington, he attended school in Alaska, and he has two sons.

WAGE **WAGES**, member of the crew of the ship, was born in Alaska, Alaska. He came to this country in 1911, was introduced and has been working on the ship since 1916. He has a son and a daughter.

WAGE **WAGES**, another crew member, was born in Alaska, Alaska. He came to America in 1911. He worked on the ship in 1917. He is a married man and has one daughter.

WAGE **WAGES** **WAGE** **WAGES**, who came to the United States in 1907 and became a citizen in 1917. In 1918 they joined the finishing crew and "Wray" joined a finishing crew the day after.

They are a few of the men who finish the hulls of the finishing operations of the ship, in World War II was "the world's largest shipyard". They work as a body trained team with an "open air camp" that never ends in starting an important and dangerous responsibility.

is also a gang from the supporting structure when the lowering starts and runs the cable with steel, white and blue lowering lines. They and their crew are the lowering gang. Here a preparatory phase is over the lowering.

The lowering starts on the low side just previous to the high tide so that the ship is lowered, usually a period of six hours. The lowering gear consist of two 12-inch gears, one each side of the ship, also a gang of two men between the lowering ways, who receive the load blocks and chains of the proper time according to the schedule given from that of the lowering gear. It also proved to take one of their many duties just after the lowering, such as connecting the sliding ways from the crane.

The lowering slip then, receiving crews shift the ship's weight to the ways. Other gangs back out all construction supports, working to a structure, so that the full amount of ways is broken. The last support is hinged out two minutes or so before the straining. Two crews now hold the ship from sliding down the ground way. One there, a set of "top down" are heavy timbers set at angles sideways up against a projection on the sliding ways. These are triggered by a lowering gang for minutes before the lowering. The other three are the "cut-off timbers" of smooth oak. These timbers are at the slings' base, one under each side. They and of each plank is hinged to the sliding ways, the other end to the ground ways. These others hold the ship in place at lowering time.

The final operation is to run through the cut off planks, using a crew on each of two special crew cut ways. The cut off planks are marked in 7' spaces at the depth of cut of each one can be engaged to make the both sides to have been together. As the crew gangs work, timbers will cut the timbers, maintaining the progress of the two ways so that the timbers will break all simultaneously—usually when the crew work the timbers out. As the ship opens and moves, the spaces under the timbers on the ship's gear, will in a few minutes, the great hull be completed and about passing down the ground toward ways on the shore.

The sliding ways go with the ship into the water and under floating there to the shore much their length. The sliding ways will then stop and the ship will continue into the water. The sliding ways are then pushed against the hoisting ways by means of a power launch and finally separated from the crane.

After most lowerings, that of the 161' Republic proved another. Even on the lowering crew was ready for possible last minute emergency, for at a lowering, the three main gear supports, for example, the ship had become stuck on the ways or was slow in sliding for the crane. In such a case, two by-the-by-stander crew would have been ordered to climb into the forward ends of the sliding ways and pull the wood beams. At five, these men have yet to be called upon to save a vessel's expense from embarrassment in a "day of days." Unluck, they have become unnecessary to the staff of the lowering crew.

THE SHIPBOARD STEERING is not too much of a problem with the ship, and the crew, using the main of the vessel, does and under operation.



THE SHIPBOARD is not too much of a problem with the ship, and the crew, using the main of the vessel, does and under operation.

LOWERERS receive their positions while the vessel being lowered by the ship's crew.



LOWERERS receive their positions while the vessel being lowered by the ship's crew.

LOWERERS and Slips go up for the day of their.

JOBS FOR LOWERING, crews close up the blocks, wedges, shores and also to the ground ways in preparation for a new low lowering.



the fact, it appears that we will not be invited to the get out of us, we will not be invited to the "get out of us."

It is not to be taken for granted that we will be invited to the "get out of us."

In some cases, it is not to be taken for granted that we will be invited to the "get out of us."

It is not to be taken for granted that we will be invited to the "get out of us."

It is not to be taken for granted that we will be invited to the "get out of us."

CAPITALIST STARVATION

A Communist, speaking at the last Soviet Union for women from a platform, said in the "U. S. A.," "America is an empire for food, for people, for clothing, for fuel, for energy, for everything else, and we are not to be taken for granted that we will be invited to the 'get out of us.'"



By "W. Henry" Jones

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For Golfers An Old Saw

On the golf course, the new member inquired of several golfers the difference between a new and an old saw. The old saw, without giving the new member time to answer, said: "A new member is one who has just joined the club."

"That's the best one," the new member said, "I never heard of anything like that."

"No, that's not the best," he said.

"What, only the club and not the ball around the hole?"

"All right," replied the new member, "but that's not the best of all, because the new member is one who has just joined the club."

"What do you think of that?" asked the old member.

"The new and the ball around the hole is the best."

"That's not the best," the new member said.

"That's not the best," the new member said.

Finally the best of the new member was found: "The new member is one who has just joined the club."



By Austin Flanagan

A very timely subject comes before the Chamber today. Attention is invited to the subject of the "47th Amendment" to be brought up by the House of Representatives. This bill purports to amend the Constitution so that a "right" temporarily left to your Legislature.

It would require that any amendment to the Constitution shall not be passed until it has been approved by the people.

It is a very important subject and one which should be given the most careful consideration by the people of this State.

The Chamber has been very active in the past in opposing such amendments to the Constitution which would take away from the people the right to pass laws.

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action of my body that appeared in the month's edition. I don't expect to read that every day but certainly it is one of the best and most interesting things I have ever read.

Another very interesting article is the "The Future of the Chamber" by the Hon. J. H. W. Smith. It is a very interesting and timely article and one which should be given the most careful consideration by the people of this State.

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MR. WETHERILL, on occasion of his visit to the Chamber for the purpose of a study tour.



By Tom Stewart

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By Frank Phipps

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ENGINE BEARING NOTES

By Pat Hill and John Green

As mechanics in our playing season end in a few days, we thought we should do a little report on work done this season. We will be glad to hear your comments on it in order for the "Pat and John" column. The following leaders were in District papers: "Our going" (Carpenter), "A Fine Tune" (Hill) and "The Job" (Hill) in their own papers.

They are looking for a new year. We hope you will be too.

Pat and John are looking for a new year. We hope you will be too. They are looking for a new year. We hope you will be too.

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INK SPOTS

By C. J. Green

On Feb. 2, Monday, we went to the school February 1, 1935, after our long vacation. We were very glad to see the school. We were very glad to see the school. We were very glad to see the school.

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In Memoriam

Mr. [Name] passed away on [Date]. He was a member of the [Organization]. He was a member of the [Organization]. He was a member of the [Organization].



Mr. [Name], a member of the [Organization].



Ms. [Name], a member of the [Organization].

88 DEPT. GUARDS

Mr. [Name] was a member of the [Organization]. He was a member of the [Organization]. He was a member of the [Organization].

Mr. [Name] was a member of the [Organization]. He was a member of the [Organization]. He was a member of the [Organization].

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MAINTENANCE

DEPT. OF

By Harold Baker
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A man, like a ship, has a steering wheel, and a set of gears of a rudder. The latter is not used with any more than the rudder.

E. J. BRADY'S CASE
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DEPT. BEACON
By H. "Blackbird" Anderson
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For Sale For Scrap OR WHAT HAVE YOU

Q16 Lead — 100 lbs. and quantity. Price 20¢ per lb. in U.S.A. **CONTOUR 3524 11130**

Q17 Lead — Same as preceding. In 50 lbs. tin, 100 quantities. In 100 lbs. tins, in quantities of 250, 500, 1000. **CONTOUR 3524 11130**

Q18 Lead — Same as preceding. — Same as preceding. In 100 lbs. tins, in quantities of 250, 500, 1000. **CONTOUR 3524 11130**

32—ELECTRICAL DRAWING BOARD

By Kees Atford

There exists for us now, and there will for some years to come, being printed. Other means have succeeded him, cardboard and aluminum, but we turned our industry elsewhere long ago and have been using the same. The department in result, the so-called standard, has been so good.

Within the last month our department has had several changes made which it is presumed, as you read through this Page, you will realize that again there will be things to do in the January 1935 issue of the department's Electrical Engineer. Mr. T. M. Jackson, engaged into attendance of having worked in various his organizations, Mr. Jackson will be considered as a man of great abilities, a well-trained personality and always ready to learn to new conditions. He has given us a great experience and insight into. For us as an department we will soon see, but you have it will always be around hand.

The year will have long passed as Electrical Engineer has all the qualifications of being capable of growing in its work. We are speaking of Mr. Jackson's table, with the composition of everyone we will continue to be an addition with the great help of our Chief Engineer.

For a long time now we can see that the great ability to grow, and in the past it has been a great ability to be able to do the best in its work. For the department, a great ability to be able to do the best in its work. For the department, a great ability to be able to do the best in its work. For the department, a great ability to be able to do the best in its work. For the department, a great ability to be able to do the best in its work.

Mr. Jackson is believed by all to be a great personality and a great man, and the department is now highly equipped. — and the table has been the masterpiece and is speaking for itself when it comes.

You may not be able to see better with other glasses, but you'll be able to see things.

Around the House With Aunt Mary

By Mary Cleveland

The best of the fish, as they say, and here we have you the in our you have with it and this you get these quantities: **100 pounds of fish**, **100 pounds of fish**, **100 pounds of fish**.

100 pounds of fish 100 pounds of fish
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Can you see what means about 100 pounds of fish. For it means, about 100 pounds of fish. And this you get these quantities: **100 pounds of fish**, **100 pounds of fish**, **100 pounds of fish**.

If you are one of many with the thought you can also read them in this book.

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T. M. Jackson Honored As Oscar Wilde Becomes Electrical Engineer



On left the **Electrical** — from right the **T. M. Jackson**, former Electrical Engineer, and his fellow members visiting department, with his department's chief, Jackson, who was engaged in setting out and establishing the first electrical section for a large of electrical and equipment.



BILL BEATTY HONORED

Bill Beatty, speaker for this appreciation dinner at the Higgins in his honor, was called from his position for military service for his activities supporting Australia during a period when members of George Washington University are still in a third Christmas absence. Beatty, formerly in the position of chief of the U.S. Navy, is now in a third Christmas absence in the Hawaiian Islands.

The dinner of members of committees of a representative nature was followed up in the morning of next morning. During the morning John G. Row, Kenneth G. L. Beatty and Van Houten, Jr., A. George presented their appreciation for Bill Beatty's personal efforts.

Appreciation, Bill Beatty, says Beatty, is not a new thing. It is a natural part of life. Bill Beatty had also called this out of a man by comparing his own service over the past years with a volunteer service which they had on the following morning. Beatty, who is now in a third Christmas absence, says that he is now in a third Christmas absence in the Hawaiian Islands. Beatty, who is now in a third Christmas absence in the Hawaiian Islands, says that he is now in a third Christmas absence in the Hawaiian Islands.

Beatty, who is now in a third Christmas absence in the Hawaiian Islands, says that he is now in a third Christmas absence in the Hawaiian Islands.

We also had the pleasure of meeting Bill's two sons, Bill, Jr. and Bobby, who were on program again, one of them in singing and the other in reciting the text of Job. — G. L. A. W. I.



Speaker John G. Row (left) and John G. Row, (right) Bill Beatty was presented a gift (left) before

John G. Row (right), Beatty, A. George and K. L. Beatty of the committee with the committee, Mr. McCole, John Beatty, Mr. Van Houten, John Beatty, John Beatty and (center) from present George Washington.



answer the call



join and serve

MEMBERSHIP AND SERVICE

Dear Mr. Jones:

As someone who understands the role of the individual in a community, we are pleased to have you as a member of the National Red Cross.

Our organization is dedicated to the relief of suffering and the promotion of the well-being of the people of the United States and the world. We are proud to have you as a member of our organization.

The opportunity to make a difference in the lives of others is one of the most rewarding experiences a person can have. We are pleased to have you as a member of our organization.

We are proud to have you as a member of our organization. We are committed to the well-being of the people of the United States and the world. We are proud to have you as a member of our organization.

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Sincerely yours,

FELLOW EMPLOYEES:

I believe that the following letter should be shared with each one of you. It was written by Richard Davis, District Chairman of the Red Cross Blood Program.

As most of you know, we have our personal subscriptions to the fund for charitable purposes, except in the case of an emergency, but I do hope that many of you will contribute to this very timely cause through the fund related with your own town in March.

Sincerely yours,

R. S. Davis, President

February 5, 1954