

*Our Yard*



300 SHIPBUILDING & DET DOCK CO.  
CHESTER, PA.  
*September 1984*

## Memo From

John G. Powe, Jr.

## Constitution Day Is September 17

---

# Worshipping God The Hard Way

**I**t would be hard for you to imagine a situation under which you would have to work off your church service in a court of lawment.

But millions of people alive today do not have to imagine it; they have seen it happen.

There are today many governments with the legal power to order their citizens to worship God as the government directs.

This, of course, has been going on for 5,000 years; so when the American people wrote and adopted their Constitution, the first item in the Bill of Rights was: "Congress shall make no law respecting the establishment of religion or prohibiting the free exercise thereof."

To the Colonial peoples who had just won their freedom at a frightful cost of blood and treasure, religious liberty was no idle theory.

Many of them had come to America only because they were determined to worship God according to their own consciences rather than according to the conscience of the state.

If it popular in America nowadays to look upon the Constitution as a dead document that sometimes acts as a drag-on progress because

it declares some very attractive "progressive" ideas to be illegal.

In a matter of fact, the Constitution of the United States is the youngest and most vigorous political formula in the world, and the principles it upholds are the very foundations of our progress and prosperity.

The so-called "new ideas" which are forbidden by the Constitution are mostly old, discredited ideas dredged up from the mistakes of history and given glittering new political labels.

Most of these ideas - if you examine them closely - involve giving more power to the government because "government can take care of the people better than the people can."

That is exactly what the Constitution was designed to prevent, and the reason it works so well is that it was designed by the most brilliant group of statesmen ever gathered together.

Make this well: if a suggestion for "improvement" of the American system runs counter to the Constitution, let's stop, look, and listen. It is probably a bad suggestion.

---

## REMEMBER THE "GOLDEN BIRD" BOY?

James Lindy, Jr., 27, 1943 Johnston St., Chicago, is still a hospitalized victim of the war. Approximately seven letters, received in 1946, from Jim Lindy, who has written seven articles in our "Walt Disney Stage" feature, was one of eight children and a "big" grade student at St. Michael's school where students, like our paper, are encouraged and have ideas well thought.

In all, Lindy has had over 125 blood transfusions, of which 120 are from his own blood bank.

Letters like the above, letters in medical circles in the "golden period" received by Lindy, through a fund, in such cases, feature him a chance for him to gain through mail. Lindy often writes about the children's view of the fund on home.

Fortunately you are one of the fortunate recipients who can give BLOOD—generating your own supply—write us at 4040 Maple Street, Chicago, Illinois, from your letter to a blood bank, a card which is a "golden" book to the world. Send us your letter at the "Golden Bird" to show us all your noble contribution to the war. BLOOD DONORS: 1000 1/2 MAPLE STREET, CHICAGO, ILL. 60642.

All recipients generally receive the same amount of money, but we request the fact, if they cannot, and cannot their families of emergency blood supply for the war.

I would like to extend my warmest thanks to Mr. E. E. White and Miss Jeanette for the blood donated to my brother during his recent illness. This acted immensely in his recovery.

Raymond H. Conner 40-470  
Furness Department

## OUR COVER

The editors please take to A. J. "Bud" Smith, our latest magazine cover, the picture on condition of an editorial department "improved" our picture to fit the cover size.

## Employees Memorial to John G. Peor

Since the death of John G. Peor, husband of employees in the East and Westfall Plant have expressed a desire to honor the memory of the man who played the game with them his and spent during his leadership of more than 22 years in the East Shipbuilding and Dry Dock Co.

This feeling has led to the formation of a committee, whose names appear below, to suggest a suitable memorial to Mr. Peor's home. This committee or any member thereof will be glad to receive suggestions from all interested employees, before September 26th, if possible.

One suggested idea that may appear to be favorable is a portrait picture of him, to be hung in the N.M.A. building which will bear the name: a plate bearing the inscription—"TO MEMORIAL OF OUR GREAT LEADER" presented by the employees of the East Shipbuilding and Dry Dock Company."

The committee hopes that a satisfactory decision may be reached by the middle of September. The names of the committee follow:

A. B. CHERRY  
FACE CHERRY  
FRANK MURPHY  
FRANK L. CHERRY  
JOHN HOLEY  
FRANK HENRY

ROBERTSON CLEMMENS  
BENNETTFIELD BLANK  
WILLIAM B. JONES, JR.  
FRANK LILLI  
FRANK JENSEN

MARK SATURDAY, SEPT. 11, 1946



## ON YOUR CALENDAR!

The East Ship Family Party, on Sept. 14, will start at 10 A.M. in the 12th floor with exhibits and refreshments from 10:30 AM to 11:30 AM. Young Women of the East.

At 10:30 AM, there will be a big treat for children of employees families. Remember, this is a family party and all kids should be present, around 10:30 AM, also around 10:30 AM, if you can. Kids' department your children that you will be sure the organization is working to see the organization and activities. Support the organization and improve the safety of the world by our world. Have your kids into the Safety Office now to make the most of the party.

"We'll have the party go around, there's a chance, a 75¢ long with money, some gifts and plenty of your kids." — our young children, Fred Smith.

You can't expect to be out and possibly enjoy night probably and you'll be John G. Peor, Jr. of all the committee is still working together for your children.



EVERY WEEK

East Shipbuilding & Dry Dock Co.

Chicago, Ill.

Vol. 107 No. 1

Office: Manhattan Bldg.

Please Print

Printed in U.S.A.



John East, Editor; Joe Smith, Secretary; ROBERTSON of Supply, World Editor; "Frank" Smith; "Whitey" East, Dick East; Young E. Roberts; "Toby" Wilson; Charles Conant; Lou Green; John Hoffmann; Joe McHale; Peggy Robinson; Sam Ruppert; Harry Robinson; Eddie West; Mike Smith.

# THE AMERICAN MERCHANT MARINE

By Frank E. Parké

## Maritime Prospects

The United States of America had a Merchant Marine before it had a Constitution's first ship, the *Arcton*. Freighters were built up in New York's Manhattan Basin in 1609. By 1775, there were 2,000 merchant vessels making 17,000 tons along the American coast.

Perhaps the Revolution's outbreak ship and sailing adventures were blood and salt sea and saltwater to capture in America.

But, try as she may in 1800 to "own Trade and Nation Rights."

The Merchant Marine continued to flourish, carrying sea trade to the far corners of the world. The United States Congress called across the sea at several points in the 1820's and 1830's. The formation of the New York & N. Atlantic States of Sea Ship Lines began the national effort to be free.

But the new shipping trade to Europe developed more slowly and not to America's sailing ships. By 1860 all but one of the American flag line was bankrupt. They could not compete with the low wages and government subsidies of Europe's steam.

By the time of the century's American people were carrying her from Europe east of American foreign trade.

## The Merchant Marine

### In World War I

In various countries you'll find "World War I" stamped on every shipping document.

When the United States entered the war in 1917, the nation had to become more than a passive force of shipping supplies from other nations.

Her American initiative and knowledge was to be recognized. Before then had the U.S. shipped "below the war," a kind of half-partnership in cooperation by American flag.

But even at the 1918 ship, was almost as far as it could go. During the war, more than 100,000 tons of cargo were shipped.

But even so the shipping line "The War" coming through the war was the ship was a shipping 1,000,000 tons — 10% of her own tonnage.

However, all these ships had made the United States again the largest merchant nation in the world. Unfortunately, she shipped roughly 100,000 tons of cargo, more than 10% of her tonnage, was shipped to other nations and the average amount of all made was the same as that.

### Between the Wars

The United States had 1920, when Congress passed the Merchant Marine Act which was the first complete policy of the nation. She set around and built

the nation's first a combination of a very extensive group of maritime interest in legislation, made by United States of the United States Club. It is not known in the spirit of making the member government industry for our country of the U. S. involving, but rather to change the Department's former political-economic prestige and future spending.

It's before the only owner for government's protection of life and property, and that the "United States of the United States" the nation that puts in some degree within that program. Including almost every one of the business interests for support of America's other products, such as the United States of the American flag under existing law.

U. S. government and sailing lines are determined to progress for its expansion to a possible third world war, as a result of continued-extended "war" was the world war in a 1917 of being going on American flag cargo being more than 100,000 tons, also ships are carrying in fact there up to the American people, almost a day in political independence abroad in fact for major part, but of our country, and other technological advantages against independence on the lower — ships are essential to national defense.

Circle



WALTER HANCOCK, OWNER, U. S. SHIP

second national trade routes offered help in shipping operations willing to share a large part of sailing and shipbuilding, the management the development of a merchant fleet "strategic for the nation's expansion and defense needs."

The "United States of the Merchant Marine" which is "strategic for the nation's expansion and defense needs" was the first national shipping program. The United States of the Merchant Marine, however, was not built in a shipping, including the world's largest shipping.

As in World War I, both the United States and her shipping lines were made more than 100,000 tons of cargo, more than 10% of her tonnage, was shipped to other nations and the average amount of all made was the same as that.

### World War II

After the outbreak of war, the United States continued shipbuilding to meet the government's shipping needs. The government's shipping needs were met by the United States of the Merchant Marine, which was built in a shipping, including the world's largest shipping.

But before the ship could be built in volume, there had to be shipping, the nation was made more than 100,000 tons of cargo, more than 10% of her tonnage, was shipped to other nations and the average amount of all made was the same as that.

The United States of the Merchant Marine was built in a shipping, including the world's largest shipping.

The shipping program was developed by the United States of the Merchant Marine and in 1917 the nation of World War I was shipbuilding for the war and all other shipping lines. In the United States of the Merchant Marine, however, was not built in a shipping, including the world's largest shipping.

The United States of the Merchant Marine was built in a shipping, including the world's largest shipping.

## The Merchant Marine in Korea

For the first time in the past 100 years the United States had made shipping in the beginning of a new nation. In 1950, the United States of the Merchant Marine was built in a shipping, including the world's largest shipping.

Although the nation had to bring more of ship and shipbuilding, merchant vessels carried the war and all supplies and by the war. After the war was over by us and the war was called an "unconventional war."

For the second, United States made shipping in a shipping, including the world's largest shipping.

## THREE SUN SHIP OFFICIALS TO HOST PROFESSIONALS

Frank Pfeiffer, Sun Ship's executive Naval Architect, has been appointed chairman of the Steering Committee for the 10th spring meeting to be held in Philadelphia at the University of Pennsylvania and Wharton Institutes.

Gene Wilkins, Chief of the Engine Operating Service, is co-chairman for the event to be held in the Ballroom, University Hotel in May 1985. J. D. C. McCrawley was named chairman for the Technical Session, which includes general topics such as shipbuilding and design, and design and shakedown.

These appointments were made by H. K. Brown, chairman of the Philadelphia Section. The U.S.A.M.E. has consistently made a major contribution to the development and refinement of vessels, which transport people and cargo throughout the world.

## The Merchant-Marine Turkey

Merchants and the Maritime Union have a special relationship. The Maritime Union, which represents the interests of the American Merchant Seaman, has been a vocal supporter of the United States Merchant Marine. The union has been instrumental in the development of the Merchant Marine Act of 1936, which established the U.S. Merchant Marine Academy. The union has also been instrumental in the development of the Merchant Marine Act of 1954, which established the U.S. Merchant Marine Reserve. The union has also been instrumental in the development of the Merchant Marine Act of 1970, which established the U.S. Merchant Marine Reserve.

The union has also been instrumental in the development of the Merchant Marine Act of 1980, which established the U.S. Merchant Marine Reserve. The union has also been instrumental in the development of the Merchant Marine Act of 1985, which established the U.S. Merchant Marine Reserve.

The only way to improve the Merchant Marine is to attract more people to the industry. This can be done by providing better training and education for the industry. This can be done by providing better training and education for the industry.

## What's Ahead?

The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.

- 1) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 2) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 3) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.

- 4) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 5) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 6) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 7) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 8) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 9) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 10) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 11) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 12) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 13) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 14) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.
- 15) The next program, Merchant Marine, will be held in Philadelphia, Pa. on May 15, 1985. The program will be held in Philadelphia, Pa. on May 15, 1985.

## Party Payments

Payments are paid to the party who is the beneficiary of the party. The party who is the beneficiary of the party is the party who is the beneficiary of the party.

The party who is the beneficiary of the party is the party who is the beneficiary of the party. The party who is the beneficiary of the party is the party who is the beneficiary of the party.

The party who is the beneficiary of the party is the party who is the beneficiary of the party. The party who is the beneficiary of the party is the party who is the beneficiary of the party.

There is a second issue.

The Government has an interest in the operation, but there is no interest in the party.

## Cost to the American Employer

The cost to the American Employer is the cost to the American Employer. The cost to the American Employer is the cost to the American Employer.

The cost to the American Employer is the cost to the American Employer. The cost to the American Employer is the cost to the American Employer.

July 1, 1984 to June 30, 1985

Category	Expenditure	Receipt
Costs	\$4,000,000	\$2,000,000
Income	\$2,000,000	\$4,000,000
Net	\$2,000,000	\$2,000,000

The net result is a net result of \$2,000,000.

The net result is a net result of \$2,000,000. The net result is a net result of \$2,000,000. The net result is a net result of \$2,000,000.

The net result is a net result of \$2,000,000. The net result is a net result of \$2,000,000. The net result is a net result of \$2,000,000.

## Shipbuilding Act

The Shipbuilding Act is the Shipbuilding Act. The Shipbuilding Act is the Shipbuilding Act. The Shipbuilding Act is the Shipbuilding Act.

The Shipbuilding Act is the Shipbuilding Act. The Shipbuilding Act is the Shipbuilding Act. The Shipbuilding Act is the Shipbuilding Act.

The ship yard has been completely closed to allow the Government to spend more and to provide to cover the cost of defense projects built only for special needs, and it is available only to the construction of ships which are approved by American companies registered by American citizens under the American flag. In case of war emergency, all of these restrictions would be lifted and there would be immediately called for military vessels. Generally speaking, the Government builds the ships for its own purposes, and then sells it to a private operator.

Very little for construction projects are available for private industry companies and therefore to compete with the Government but except for foreign orders.

The most serious of shipbuilding and is determined by the military demand. The U. S. Maritime Service Order was approved in a direct manner through the War Department, it authorized ship of the 500,000 ton class, and of 350,000 ton to 500,000 ton to be constructed and also that the construction of all other types.

With the completion of these ships this year, there will not be a single ship under the Department's flag. In fact, not a single boat of any size is being constructed or to be scheduled to be laid.

## Trade

The general standard of living requires that there be a considerable and new labor force and which can often produced in other ways. The labor force in the construction industry is not as large as in other industries, but it is larger than in other industries. The industry is also being reduced in size. This is due to the fact that the industry is being reduced in size. This is due to the fact that the industry is being reduced in size.

The industry is being reduced in size. This is due to the fact that the industry is being reduced in size. This is due to the fact that the industry is being reduced in size. This is due to the fact that the industry is being reduced in size. This is due to the fact that the industry is being reduced in size. This is due to the fact that the industry is being reduced in size.

These ships were the first built after the war. They were built in the yard of the Navy. The construction of these ships was completed in the yard of the Navy. The construction of these ships was completed in the yard of the Navy. The construction of these ships was completed in the yard of the Navy.

## Essential to Defense

In the Chamber of the Admiralty, the U. S. Maritime Service, United States and Foreign Maritime Committee

will "to always ensure that when you stop and study the situation there is a balanced trade and an equal balance, but we only spend about one-third of our own cost of the ships built for the Maritime Service."

Year in the Square	
1940	\$1,000,000,000
1941	\$2,000,000,000
1942	\$3,000,000,000
1943	\$4,000,000,000
1944	\$5,000,000,000
1945	\$6,000,000,000
1946	\$7,000,000,000
1947	\$8,000,000,000
1948	\$9,000,000,000
1949	\$10,000,000,000

## Summary

The Government's plan to the adoption of a national production policy whereby American private enterprise will be encouraged to build military ships under the Government's control and operating out of the Government's control. The Government's plan to the adoption of a national production policy whereby American private enterprise will be encouraged to build military ships under the Government's control and operating out of the Government's control.

To accomplish this, the Government will be required to provide the necessary capital and labor resources, and also to provide the necessary capital and labor resources. The Government will be required to provide the necessary capital and labor resources. The Government will be required to provide the necessary capital and labor resources. The Government will be required to provide the necessary capital and labor resources.

## HOW THEY BEGAN

Scores of 1,000 successful men — and just money-makers but men who have made the world better by their work — showed that 100 started life as farmers' sons, 100 sold or started newspapers, 100 started as newspaper boys, 100 as printers' apprentices, 100 started working in factories, 100 began at the bottom in railroad work. Only 10 out of the 1,000 had wealthy parents to give them a start.

There are other examples for continued living: Good enough to support good work, strength enough to battle with difficulties and overcome them; grace enough to conquer your life and forgive them; patience enough to wait and wait; good to accomplish, charity enough to see some good in your neighbor; love enough to move you to be useful and helpful to others; faith enough to make and the things of God; hope enough to recover all mistakes from concerning the future.

JOHN W. WILSON, FORGIVENESS

## DEATH'S BEST FRIEND

### CARLETONS

to be full

"How many, how, get on the hill"  
This quote the voice of life —  
He made the play in his own life —  
"How can you from their life's breath."

"Oh, how is this, I must admit,  
But the girl really here —  
And I want you and older folk  
And children with their here."

"I want the bride, the happy bride,  
The mother and the child,  
The brother and the sister,  
The house and the hill."

"I cannot wait till all your old,  
I want them now and every  
I want the house, under their here,  
The youth, under the play."

"By the way, I must admit to the  
Bride, for the hill —  
We must be full and to be to get  
The hill and the hill."

"And as I said that CARLETONS  
I shall be my work in life,  
And I want you and older folk  
I should be under the profit."

"Encourage it, we believe in,  
Oh, how many, how and hills —  
And we must not be a moment that  
IT'S THE BEST THING THAT EVER"



"This is your favorite picnic spot when you're going to have some picnic!"

**Don't Forget  
Sun Ship Family  
Picnic  
Saturday  
Sept. 11, 1954  
Chester Park**

# Ins & Outs of the Berthing Department

By Ed La Cross

Many years ago, 25 years to be exact, it was decided by the shipyard management to create a department whose sole duty was to mark out the structural hull in small units, scrips a letter and number to each of these units to properly identify the location of each, and to inspect each operation as it is completed by such hull work, the work-monthly, cutting parts, etc.

Before explaining the work in detail, we would like to say why we had the present name was used, but after questioning several of the "Old Timers" we were unable to determine absolutely the original intent. We consulted Webster's dictionary and found the following explanation of the word berths: a room in a vessel, an allotted place.

In the department does divide the vessel into many small allotted places, as explained in detail below, the name seems well suited although many think misinterpreted.

The Berthing Department has worked out a series of letters and numerals which are used to designate, identify and locate almost any job normally done by the hull department during hull construction. Each number and symbol is called a berth. These berths are marked with yellow paint using a special or alternative color in the struc-



Detail in the berthing department, left, job to make flat massive mating hatch covers on tubular steel in working berth on ship. Flat panel assembly plant for allowing mounting berths to detail and paint. Flat structure being built for the next day. A shipyard's other departments handle and construct large plates.

ture correct name such as: P1 - Fore Deck, T1 - Deck Top, L2 - Long Mid, UDF - Upper Deck Framing, STS - Stringer, PS - "T" Stacks, F28 - F-Stacks Etc.

Examples of typical berths are as follows:

NR1 - This means a berth on job on top of the navigation bridge-deck.

TT - This means a berth on top of the tank top.

If a job has been completed but must be done over for some reason

or after the department adds an additional letter to the original berthing symbol, usually the letter "J" thus everyone seeing the letter "J" following a group of normal letter berths that this job is being prepared over again. (Examples - WJ, TJ, LBJ, etc.) Another letter normally added to a regular berth is the letter "X" this designates that the berth is marked in a special job and requires special attention. (Normally used for welding purposes). (Examples - HX, TX, LX, etc.)

The final letter added to the let-



NOTE: 100,000,000 (approx.) berths are marked throughout the hull of ship and during assembly used to identify each part. Berths are marked on hull and are used to identify each part. Berths are marked on hull and are used to identify each part. Berths are marked on hull and are used to identify each part.



SHOWN: 200 berths on each deck. Berths are marked on hull and are used to identify each part. Berths are marked on hull and are used to identify each part. Berths are marked on hull and are used to identify each part.

Fig. 1. Working Yard

No. of men		No. of men		No. of men		No. of men	
1	2	3	4	5	6	7	8
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8

systems used — that is, the working effort, shows how many feet of material of type required daily for each work and what number prepared to show on each bill work constructed.

For "B," this following are regular groups of working symbols means that the letter below each letter to be prepared. (Examples — FIBB, SIBB, FIBL, etc.)

Following the above letters are a series of numbers which give specific location to the letter. These numbers are established by dividing the ship into small sections longitudinally so that each section steps at a main bulkhead or deck. These sections are then numbered as near as possible to the correct number applied to the cargo holds or cargo holds. (Examples — 1 section in a tank would be No. 4 cargo hold, No. 5 section would be No. 8 cargo hold, while on a cargo hold No. 2 section would be in No. 1 cargo hold etc.)

These section numbers mean all jobs (letters) from head to the plate lower top, from shell joint to shell starboard. The last number appearing designates port and starboard. For main number 1, 4, 8, 8, 0, it starboard and odd numbers are portside.

We can therefore locate almost within inches the location of a job appearing on the Working Sheet by the letters and numbers it contains.

Examples and explanations were given above for the letters and numbers with their meaning. To complete the letter symbols we would have: NBB14 in which the NBB means Navigation Bridge Deck, the 4 means No. 4 section and No. 1 means Portside, and TT-115, in which TT means Tank

Fig. 2. The 11 means 11 section (mainly engine room) and the No. 2 means Starboard Side.

The duties of the department are divided into three separate operations. Although the present group of men under the able leadership of Ed Humphreys can perform any of these operations, it has been the practice in the past during a large construction program to assign certain men to each of the three divisions listed below.

**A — Office Work**

1. Blue print marking (dividing ship into sections and lettering and marking them on blue print).
2. Book and bookkeeping, recording, transferring (from one book to another) and entering the completion date.
3. Blue print reviewing and reworking.
4. Typing of daily sheet sheets.

- ing position of each job by each craft by area, section and berth marked.
5. Recording actual number of feet of working work accomplished or number of steel bolts prepared by each hull craft (daily).

**B — Booth Marking**

1. Marking all steel with lettering symbols and numbers (yellow paint).
2. Marking all plate thicknesses, plate numbers and weld sizes (white paint).
3. Spacing out and marking all work marks (white paint or yellow crayon).

**C — Working Inspection**

1. Inspect each job completed by a hull craft, making sure job or berth is properly done and all pieces are handled according to blue print, then passing job on to next craft. (Example — Erector to Ship plates, Regulator to Lines, Lines to Clipper or Welder) and recording same.
2. Inspecting any slips or work prepared for delivery to shipyard for completion, return and proper work done.
3. Record all work looked at, and disposition of same on Working Sheet sheet, and from each record into office each day between 11:00 A.M. and 11:45 A.M. and again at 4:00 P.M. to 4:45 P.M.



WORK SHEET — Red marking correct letter symbols on hullwork within Working Sheet symbol location — Red thickness marking complete job both in correct area by system of an area number (right pointing both upward on hullwork steel) and section from 01 feet, then being located by other Working Sheet symbols.





SHIP - In Forenoon (left) inspecting blue print for size of forenoon work, and taking orders of work to be done.

There are other important duties of the Scheduling Department and its operations that are a great help in preparing building schedules, and gauging production of the Hull Departments. Since every hull job has been assigned a building period, it is comparatively easy to measure and record in feet and inches the work necessary to complete each hull in advance. This is called pre-estimating and is carried out by the Department (Timekeeping), and recorded in books provided by the Scheduling Department. Using the figure the Production Department can work out a schedule showing just how many feet of work must be prepared each week by each hull crew (Division and Forenoon, Lines, Trunks and Weldeys) to complete any one section of the ship. Most departments depend on the Storage Department and the ready to work figure in judging the number of men they require.

Below is an example of a weekly work sheet, distributed daily by the Production Department. This shows the number of feet to be prepared (feet) by each crew. It shows just how much was prepared during the present week. It shows just how much remains to be ready to

be worked by the Lines or Weldeys. If the leaders of these gangs check the daily building report they will find under their department heading enough lengths listed which have been checked by the

Scheduling Inspector to equal the number of feet shown on the ready to work column. All this information is gathered and recorded by the Scheduling Department.

The Scheduling Department is always willing to give out information regarding the structural hull (plate steel, and thickness, proper level at plate joints, proper hull mold steel, spacing, etc.) to help prepare the design good work, suitable fixtures and as economically as possible. We are also required to

see men on the hull. He is required to inspect, and pass on each operation performed on any structural shape. He is able to point out any inaccuracies done job to the supervisors to change, which enables the supervisor to make necessary corrections before the job is passed on to another crew. He is able to control the quality of the workmanship by proper inspection and under-standings.

The Inspector's need is to whether a job is correctly done or not is usually found. However, a department foreman whose attention has been drawn to, and who has personally checked any disputed jobs, can make a decision that may alter the Scheduling Inspector's point of view.

The Scheduling Inspector is also the referee in writing disputes to.

(Continued on Page 20)



SHIP - ARE critical sketches prepared by the Scheduling Dept. for each hull work during these

provide sketches of the important large repair jobs, and to type and mimeograph any reasonable job for the Hull Departments.

The Scheduling Inspector, in most cases, is one of the most sought af-



SHIP - IN A Hull Forenoon (right) inspecting work prepared by the Dept. and reporting their results.

SHIP - IN A Hull Forenoon (right) inspecting work prepared by the Dept. and reporting their results.

SHIP - IN A Hull Forenoon (right) inspecting work prepared by the Dept. and reporting their results.

Crew	Prepared during week				Ready to work			
	Feet	Yds	Plates	Welds	Feet	Yds	Plates	Welds
1st	1,000	100	100	100	1,000	100	100	100
2nd	1,000	100	100	100	1,000	100	100	100
3rd	1,000	100	100	100	1,000	100	100	100
4th	1,000	100	100	100	1,000	100	100	100
5th	1,000	100	100	100	1,000	100	100	100
6th	1,000	100	100	100	1,000	100	100	100
7th	1,000	100	100	100	1,000	100	100	100
8th	1,000	100	100	100	1,000	100	100	100
9th	1,000	100	100	100	1,000	100	100	100
10th	1,000	100	100	100	1,000	100	100	100
11th	1,000	100	100	100	1,000	100	100	100
12th	1,000	100	100	100	1,000	100	100	100

SHIP - IN A Hull Forenoon (right) inspecting work prepared by the Dept. and reporting their results.

## TWO ROOMS, TWO MEN — SECOND FLOOR WALK-UP

By Frank Griggin  
Supervisor, Addressograph Department

All New Ship employees benefit from a versatile machine, the Addressograph, and few probably are familiar enough to operate it or understand how it really works. Yet it is the machine which makes out our individual time cards each day which we are paid. Every working day each and every employee comes in directly in contact with this department.

It is situated in two rooms atop the Store Office, and because of present working conditions in the plant, consists of only two employees. The largest number of employees ever used was sixteen, at which time we were handling 25,000 card employees, but whether 2500 or 25,000 hourly employees, the function of this department remains constant.

The primary process is the printing, handling, and distribution of hourly time cards each day and salary time cards each week.

Let's take a new employee to show you how we work. As he is hired he is passed into the yard, and given a red written time card, but the very next day, and every day thereafter, there will be a white printed time card in the paper

place in the card slot for him. This is achieved by embossing a metal plate for each employee. This plate has standard information on its top member, (Dept. and employee number), hole number, Name, Social Security Number, Withholding tax code number, Classification, and Rate. This plate is a permanent record and is used daily to print time cards, and weekly to print time cards. It is cut or embossed on a machine known as a Graphotype, and is done by means of metal punches and dies, which are inserted (permanently) in a die head, and controlled manually by a hand wheel. Its operating handle releases a stripper level which causes the die and punch to come together, thereby embossing that punch on the metal plate. It takes about two minutes to cut a plate with all the information desired, and each plate is cut to a specified size.

Now that we have a plate ready for use, it is inserted in a metal frame and fixed in an index number file. There is one file for each shift. Instantly, we need leave to read these plates backward, the reading something in a mirror, for everything is reversed and even the filing runs backward so that they are printed in the



Supervisor, Frank Griggin is supervisor of a job of many tools, and an operator of the Graphotype, in this file is shown, at top left one — addressograph punches, fixed for operation printing out one card for four or five in a machine turning a card in a mirror; top right one shows employee card prepared for the second time card run — every card is cut by means of punches of Griggin's Machine which read the card in plain mirror reflection.

In short, the card is first the mirror image, machine cut back to the card with a hole in mirror to work.

paper manner and impression.

The machine which prints time cards is fully automatic, except for loading (and unloading) metal trays that hold the employee record plates. It is known as a Model 2000 Addressograph, with an automatic single impression receiver attachment. The machine is set up so as to cut not only the pay rate on the plate, and print the individual's number, name, the code, and social security number — all of which you see on your time card.

We have two of these machines and they run at the rate of 120 impressions per minute. If you wonder why we have two machines that



With the Graphotype Addressograph punch card, every card is cut individually. Here you are shown in the store of right, while the other three show other card and machine back in the file cabinet.



Model 2000 addressograph Addressograph cut down machine which runs up to thirty times as fast.

one stamp a name almost every half second, you need machines that need automatic machines are intrinsic in construction. Every small part must be in alignment and operating just as, or you won't get efficient work. Because we need to have these units ready daily, the extra machine is expensive against delay. It frequently happens that one small part not ready recognizable gets out of adjustment, and if we are pressed for time we can switch to the other machine and fit the one in need of repair or adjustment at the first opportunity.

The beauty of these machines is



Our automatic-feeding machine comes off the line and runs half speed. (The other is a plain double-feed machine — but operating a color printing both table a double feed.)

the automatic-feeding stop-attack merit. This means that if for some reason the next line card to be printed is not in correct position, the machine will automatically stop! However, when it gets out of adjustment, and you are trying to figure why it works correctly 3 times in 4, but not the 4th, the man for the most responsible part of time. It's a "case of a missing line card" should follow through it would doubtless in turn cause a related employee, when he finds his line card isn't in the proper place. Especially if he had a quarrel with his wife to start the morning off.

After the cards are printed, operations have to be made. These include Wetwell Plant, loaders, compensation, and employees who work special shifts. New men and establishments are run by shopkeepers and left over are pulled out, machines taken care of, and

finally they are ready to be hung in alleys. This is where you appear, show your button and identification card, and take it for granted that your card is there. IT WILL BE!

We have two other machines that are used to print what we call run-downs, and time slips. These machines let twenty to thirty employees on one duty and run down information can be printed from one plate. We produce five different types of work from one plate. This is done by changing what is called the plate roller and the car, supporting ribbon gear! This is a cylindrical ribbon roller, about 8" long and 12" in diameter, that is easily removable. All the printing is done by passing the paper down against a ribbon, and a plate that is slowly underneath. Each roller must be set to do the specific job, and must have a matching alloy ribbon gear to go with it.

There is another lithograph machine in the main office, Payroll Department, where the checks are printed, and any work requiring addressing is done, such as Our Year envelopes. This is a separate department, and we have talking to do with the work done there other than maintenance and repair of the machines.



Printing machine, "MERRY MERRY," is used for address tags. In earlier illustrations the two employees in the lithography machine.

This office is also responsible for mailing and typing various reports and all Left Services are characterized through us, from which we manage an advance Left Service Report, which is used to control the work Force Report. Your Workload,

ing Tax Code Number is controlled from this office. A mimeograph control life is maintained to keep in supply all forms used by 33 Air Training Dept., and a few other scattered departments. We also run a small stationary supply room for 34 Department.

In addition to the above we take care of the Photography Room — taking the photos, developing same, and making identification buttons and cards.

Over the years a system has been devised, to keep all this running smoothly, and neatly it does, but when you make that even with the few work hours now in the yard we have to produce over one-half million time cards a year, things can get SNAPPY occasionally. And just like your job, when this happens, we take our hair down, run a bit and straighten it out.

## ADULT EDUCATION

In the interest of speed and better community progress for the working man in his leisure time, the Central U.S.A.C. of Chicago through its Adult Inland Education Committee, will again offer a number of "Inland" education courses this fall.

Included in the new popular "Inland Speaking and Publicity in Development" class, which runs for 12 weeks, "Speech Training" which covers the job and the workplace, "Business Methods Training," and "Advanced Business Courses" which will cover on Wednesday, "You're the Boss," a Thursday evening program, "You're the Boss" — also on Wednesday, also and "Living Religion in the World" which will meet Friday evening.

The courses will provide opportunities until the opening night, but interested persons who have sought in the U.S.A.C. for a number of years or have had considerable experience in their field or other fields.

For information or registration call the Program Office of Chicago U.S.A.C. at 414 W. Superior at the main lobby desk.

E. B. McBRIDE  
Program Director

McBride is the old hat that takes the lines out of life.



Karl Wolfgang Ström, the youngest volunteer, attended to each man placed for transport when he said, "Fellowship in the coming of hours was more than due to Swedish fishermen."

On Saturday, July 27, the expedition along with Gerald Brown of 22 Stage, Tom Finney and Milton Skold of 24 Stage, and one Walter Skold, Frank O'Neil and Walter Skold of 25 Stage and Eugene White, Skold, George McCaffrey of 26 Stage, Bill Niles of 27 Stage, and Frank Cole of Washington, par-



tyed themselves July 28th, at 10 feet, leaving a low ridge for one man, while the remainder of the party made tracks well above the sea level.

Several in Indian River when we called on about the "Chaco" with Capt. W. L. Krumm as Chief Navigator. The trip was not 100% successful due to the extensive commercial fishing traps along the coast between and extending far beyond shores of the sea population. We did however return with approximately 200 lbs. of seal pup skins.

Ed Nelson of 21 Stage returned from Adak City, Alaska, July 28th, with a new catch of 11 good-sized Albatross and 20 Skuas. . . . One Nelson, former member of 22 Stage along with his brother, Mr. Nelson, appeared from an expedition along up to the Albatrosses of Alaska. They state that the trip was short with all the members of the world.

From a recent bulletin posted by the Spear Fishing Institute of Washington, D. C., we recall that the Western Confer-

ence Committee has come up with an interesting program to provide the "best" knowledge of the world for conservation. Right people, with 10 to 15 members each, were finally only which in an exciting fashion had demonstrated in planning and organizing comprehensive laboratories in the various key countries. They went with business and education, as individuals, and also through road trips where they combine business with full work. Their bills, when in total, also go to the thousands and usually work centers, demonstrating how the common man can be educated. Two of these people have made progress. They took complete in a matter, while thousands of others follow them in their steps.



the program - several years of 10 top ranked members of the Western Fishing Institute for the sea and shores of Alaska in order to help conserve it.

Even the Committee have made some advances in different areas, plus a better catch than usually. They have 22 seals pup skins, a variety of 22, deer, a possible program, and some progress and health in Wild, Class, Finney, etc. They produce over 100 seals pup skins this year. They have an exciting program for fish and deer, an excellent theory of Wildlife and pup skins and some special features for school children from the first grade up to an extensive program. Quality is an important quantity. The Marine Conservation Committee, a service, have both and should be recognized.

Be sure they if it is possible to see any special of the fish and deer?

For the past several months of this year, we have developed a series of the sea of our very photographs for illustrations in the volume. It should bring interest of "having our own home" in such an operation to collect our special photographs they can have valuable fish, a variety of years, immediately also population. We think you is interested in your cooperation.

A recent group release of the National High Association of America, indicate that the volume will be placed in complete for the first time in history in the late summer 1948 and 1949. Special effort will be held this year at various times, early from November 17 through December 20, from January 1948 to the end, one December 1948 of the Association stated that. The time of the first day now and more volume upon collection are becoming rapid expansion, the Committee think of only just that volume is



placed in quality for the United States showing from - they should have the opportunity to complete an report volume. THANK YOU AND GREET.

Have Single, 20 Stage, volume might, a speaking to several, fishing at Prince Point in the state of Delaware, where it has established a common camp for the Single and the children. They report some excellent catches of seal skin. How was the year?

Following the recommendations of organized fishermen, which the Peace Federation of America's Child, the Peace Union Committee has decided to illustrate the special Our House for the first time in six years. They writing with a complete Committee also for a special committee" that our their volume and the

(Continued on Page 14)



6 MONTHS OF 24 STAGE, shows negotiating with the forest member before entering the big world, in the state of Alaska.



ONE MONTHS WORK - two Stage members engaged in the first and lastest report of fishing the World.

# The Constitution Speaks

I AM THE CONSTITUTION OF THE UNITED STATES OF AMERICA—your title-deed to FREEDOM. I am the Magna Charta of the RIGHTS of the Republic, the RIGHTS of the States, and the inalienable RIGHTS of THE PEOPLE. I was ordained and established by THE PEOPLE, for the purpose of securing for you and your posterity, the blessings of unity, justice, tranquility, the common defense, the common welfare and the perpetuity of LIBERTY.

I am a government of LAW, a superior, paramount law, changeable only by those by whom I was founded and enacted—THE PEOPLE. My principles are fundamental and were designed to be permanent.

I bestow Legislative Powers on the Congress of the United States, and I definitely outline and define its duties and its limitations. I also lay restrictions on the powers of States.

I vest with Executive Powers, the President of the United States. These powers are not only designated but positively prescribed. He derives his power and his authority from me.

I confer Judicial Powers upon the One Supreme Court, to safeguard your lives and liberties. The powers are clearly defined and limited, and that these limits might not be forgotten or mistaken, I was written: The Supreme Court is my Spokesman and Interpreter.

I guarantee a Republican Form of Government, in every State in the union, a government of the people, by the people, and for the people, a democracy in a republic. I guard and protect your homes, and guarantee security from unreasonable search and seizure. I wisely give the control of the children to their own parents, and deprive the Federal Government of any control over them.

I guarantee to you, FREEDOM OF SPEECH, and FREEDOM OF THE PRESS. I protect the rights of minorities as well as those of majorities. I give the people the right to assemble peacefully and to petition for redress of grievances.

I guarantee RELIGIOUS FREEDOM, the right to worship GOD according to the dictates of your own conscience. My principles of Civil and Religious Liberty are like the Ten Commandments, perpetual and eternal, and applicable to every age and every station.

I am your birthright and heritage, bought and paid for in blood and sacrifice. I am your title-deed to FREEDOM, which is yours to hold in trust for posterity. If you fail to keep that trust inviolate, if I am nullified, destroyed or impaired, you and your children will cease to be FREE AMERICANS, and will become slaves to dictators and despots. Eternal Vigilance is the price of LIBERTY. Guard well your heritage, lest you perish.

—LUCIA HANNEY MAXWELL.



George Hays Jr. congratulates JOHN DONNAN, 54-71, 20 years for receipt of their Service Pin.



ARTHUR (TOM) BLAND, 27 years for receipt of their Service Pin.



SAM PHILLIPS, 57-24, 20 years for receipt of their Service Pin.



CLARENCE HAYS, 54-21, 20 years and JAMES (MACK) S. COODY, 54-20, 20 years for the recipients of Service Pin from their Memorial Hospital.



WILLIAM S. DONNAN, 54-20, 20 years for the recipients of Service Pin from their Memorial Hospital.



WILLIAM S. DONNAN, 54-20, 20 years for the recipients of Service Pin from their Memorial Hospital.



ARTHUR (MACK) BLAND, 54-21, 20 years and JOSEPH (JOHN) DONNAN, 54-21, 20 years for receipt of their Service Pin.



ARTHUR BLAND, 54-21, 20 years for receipt of their Service Pin.



WILLIAM S. DONNAN, 54-21, 20 years for receipt of their Service Pin.

**SERVICE PIN AWARDS FOR JULY**

54-22	20 Years	Thomas G. McMillan
54-23	20 Years	Joseph Conly John Bland
54-24	21 Years	Richard Schuch
54-25		James Donnan
54-26		William Lyle
54-27		William Conly
54-28		George John
54-29		Richard P. Conly
54-30		Robert Conly

54-31		Clara Polley
54-32		Joseph W. Conly
54-33		William S. Donnan
54-34		Clarence Bland

**SALARY BOUL**

54-35	20 Years	Arthur Bland
54-36	21 Years	Joseph Conly

**HOUSE BOA**

54-37		Ray Conly
54-38		Walter Conly
54-39		William S. Donnan
54-40		Joseph Bland

**22 Years**

William Donnan
Albert F. Conly
William Lyle
Ray A. Conly
William J. Conly
George John
David W. Wiley
Thomas G. McMillan

**20 Years**

Edward G. Conly
William S. Donnan
Richard P. Conly
John L. Conly
Frank Conly
Frank Conly
George Conly
Walter Conly



Top: **WALTER WALKER** (second) congratulates **FRANKLIN ROOSEVELT**, as mayor of the 22 year Service Post in Washington, D.C. (left) and to the right, with **ROOSEVELT**.

Right: **WALTER WALKER**, 22nd, is congratulated by your Service Post by the President John D. Price, Jr., as a chief of the Service Post.



Top: **WALTER WALKER** (second) congratulates **WALTER**, as mayor of the 22 year Service Post.

Right: **WALTER WALKER**, 22nd, is the recipient of a 22 year Service Post (Washington, D.C.)



**FEELINGS** — is palpable in Washington, D.C. that will not drive back some time, called **Federal Post** (left) to **Walter** (right) the Washington, D.C. (left) and the government (right) will, here are some more drive examples of Washington as provided, especially, by **Walter** to the Federal Post in the Washington Post.

**CONFIDENT** — the confidence that can't be completed by one person call.

**CONFIDENT** — the fact that is an excellent way.

**CONFIDENT** — This year we're in.

**CONFIDENT** — To continue, continue with confidence.

**CONFIDENT** — One who does not while talking but then and staying at good health.

**CONFIDENT** — A year when the fact between two people.

**CONFIDENT** — A place where one creature is substituted for the direction of ideas and the direction of thought.

**CONFIDENT** — A confidence in a group of people who individually are in making but who are more collectively and again that nothing can be done.

**A CONFIDENT OF IDEAS** — A complete record while nobody talks.

**CONFIDENT OF IDEAS** — There's nothing in that you have to say as long as it doesn't conflict with what we've already decided to do.

**AN EXPERT** — An expert is a person who reads all the mail comes in to be sent forward to the great hall.

**CONFIDENT, MEMORABLE** — There's no time to interrupt the health of confidence.

## SUN SHIP JUNIORS . . .



**WALTER** and **WALTER** (left) are the children of the Sun Ship of 22.



**WALTER**, 2 year, and **WALTER** (left) are the children of the Sun Ship of 22. They are the great children of the Sun Ship, in addition that Walter, Walter, and WALTER with the Sun Ship.





## ELECTRICAL

By John F. Rignberger

Some of the things of our times that people really do not understand are electrical. Because that's what makes the electrical lines a creature in "Wonderland," it's "Electric" in a special way. . . .

... All right, it's true after the complete split electricity. . . . In Britain it also had to make for other three weeks after.

Could that have occurred here? Not through a complete breakdown in power, but through the failure of the electrical lines that are the life blood of our nation. . . .

And though that is not what might have happened in the United States, . . . the electrical lines in our nation are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

John D. Rockefeller is back starting an electric power company here after the war. . . . And what else will be done? . . . And what else will be done? . . . And what else will be done? . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

## DO YOU KNOW?

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .

... The electrical lines are not as strong as they used to be. . . . We know why the electrical lines are not so strong, and we can do something about it. . . . We know why the electrical lines are not so strong, and we can do something about it. . . .



Big big electrical lines are now being run in the cities of the United States. In the background, the new power plant is under construction. The new power plant will be built in the city of New York. The new power plant will be built in the city of New York. The new power plant will be built in the city of New York.

## Have You Considered Pennsylvania in These Terms:

Pennsylvania produces more pig iron, steel, and steel products than any other state, or than any foreign nation.

In the second World War, Pennsylvania produced more steel than the United States, and more than the entire United Kingdom.

The steel in the armor of some of our ships and in the guns that have won our other wars—has been Pennsylvania's.

Pennsylvania is one of the top three states in the production of steel. It produces more pig iron, steel, and steel products than any other state, or than any foreign nation.

The pig iron in the armor of some of our ships and in the guns that have won our other wars—has been Pennsylvania's.

Through the years, Pennsylvania has produced more pig iron, steel, and steel products than any other state, or than any foreign nation.

Among the industries in which Pennsylvania is famous are: pig iron, steel, and steel products. Pennsylvania produces more pig iron, steel, and steel products than any other state, or than any foreign nation.

Pennsylvania produces more pig iron, steel, and steel products than any other state, or than any foreign nation.

It is known that of New York, Massachusetts, Michigan, and Indiana combined.

Yes, world-wide a rather important factor in the world of another nation's war, wouldn't you?



# 74 DEPT. BULLETIN

By Mike Zamboni

The Board opened a new session before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

Charles King of 22 Dept. before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

Arthur Young, General Manager of... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

While the Board... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

George Matthews of the Board... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

We take the opportunity to extend... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

A kind of vacation period in the... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

Wesley Perkins of 27 Dept. along... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...



GEORGE L. MATTHEWS, 24 DEPT.

George Matthews... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

We would like to congratulate you... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

As a result of the... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

The... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

A friend is one who walks in when the rest of the world walks out.

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida... before the Board Room, Florida...

## FUN & REFRESHMENTS

AT SUN DEP

FAMILY PICNIC

SEPT. 11, 1954



### By J. "Winkler" Wheeler

It's a fact that every kid who reads this issue will begin to see the face of the man in the picture. There are three reasons for this. First, the man in the picture is the man who has been in the picture for the last 50 years. Second, the man in the picture is the man who has been in the picture for the last 50 years. Third, the man in the picture is the man who has been in the picture for the last 50 years.

The man in the picture is the man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years.

### "THE BUSINESS MAN"

The picture was taken when the man in the picture was in the picture for the last 50 years. The man in the picture is the man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years.

Let's not get together to "take" the picture. Let's get together to "take" the picture. Let's get together to "take" the picture. Let's get together to "take" the picture. Let's get together to "take" the picture.

Let's "get" together to "take" the picture.

Bring Your Kiddies  
To Chester Park,  
9.11.54

around when you look at the picture. It is a fact that every kid who reads this issue will begin to see the face of the man in the picture. There are three reasons for this. First, the man in the picture is the man who has been in the picture for the last 50 years. Second, the man in the picture is the man who has been in the picture for the last 50 years. Third, the man in the picture is the man who has been in the picture for the last 50 years.

When "the" picture was taken, the man in the picture was in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years.

A picture was taken of the man in the picture for the last 50 years. The man in the picture is the man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years. He is a man who has been in the picture for the last 50 years.

Let's "get" together to "take" the picture. Let's "get" together to "take" the picture. Let's "get" together to "take" the picture. Let's "get" together to "take" the picture. Let's "get" together to "take" the picture.

bring pictures. . . . Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture.

Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture.

Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture.

Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture.

Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture. Let's "take" the picture.

OUR TWO kids made a copy of the February, August and November 1954 issues of OUR TWO. Anne's bring them back again, she wishes to contribute them to a program for the 50th year with OUR TWO kids.

## 67 CLEANERS

By Al Hays

Oh Father, let me wash my sins with clean water. For if I could but have the "water," Man's life on earth for the last century, You still would be in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

Walter Smith, General Secretary of the Christian Alliance, and W. A. Jones, General Secretary of the Young Men's Union for the United City, are English men for the "water," and will be with them. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

Frank Smith and Lady M. Smith were in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

The Conference, August 1936, I was in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

As arranged from a wonderful note by the "water," and I was in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

"What's the matter with you?" he said. "You're not in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.

I don't know of any more men in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife. And so they were. I was told that the 67th Annual General Conference will be held in the City of New York, and will have a very good and a very bad side to the side of the water. It will be good for the water's "water," and it will be bad for the water's "water." There are two men who are in to me of those that wish you had died, do you? Well, then: That was a hypocritical man and his wife.



Back Column (left to right) 67th Annual Conference, 1936. Front row (left to right) Al Hays, General Secretary of the Young Men's Union for the United City, and W. A. Jones, General Secretary of the Christian Alliance. Middle row (left to right) Walter Smith, General Secretary of the Christian Alliance, and Frank Smith. Back row (left to right) Lady M. Smith and other members of the Young Men's Union. (Note: The caption text is partially obscured and difficult to read in the original image.)

## OFFICE CHATTER

By Peggy McKinney

The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman."

Then the other side of the coin, the old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman."

Then the other side of the coin, the old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman."

Then the other side of the coin, the old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman." The old saying is that in the Spring a young man's "love" comes to him, then goes—then the time of the year, all proper women to have on the mind is to be a "woman."

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"

Editor: "What's the matter with you?"



**In Memoriam**

The Department and the Board of Trustees of the University of Illinois are proud to have had as a member of its faculty one of the outstanding scholars of our time.

**DAVID HENRY HAYES, Ph.D.**, died on September 27, 1964, at the age of 77.

Dr. Hayes was born in 1887 in Illinois and spent his entire life in that state.

Dr. Hayes was a member of the American Philosophical Association and the American Historical Association.



Dr. Hayes was a member of the American Philosophical Association and the American Historical Association. He was a member of the American Philosophical Association and the American Historical Association. He was a member of the American Philosophical Association and the American Historical Association. He was a member of the American Philosophical Association and the American Historical Association.



A memorial service for Dr. Hayes will be held at the University of Illinois on October 1, 1964, at 10:00 A.M. in the University Chapel. The service will be conducted by the Rev. Dr. J. Edgar Hoover, Jr., and will feature a reading of Dr. Hayes' will and a presentation of a portrait of Dr. Hayes to the University of Illinois.



**DAVID HENRY HAYES, Ph.D.**, died on September 27, 1964, at the age of 77. He was a member of the American Philosophical Association and the American Historical Association. He was a member of the American Philosophical Association and the American Historical Association.



A memorial service for Dr. Hayes will be held at the University of Illinois on October 1, 1964, at 10:00 A.M. in the University Chapel. The service will be conducted by the Rev. Dr. J. Edgar Hoover, Jr., and will feature a reading of Dr. Hayes' will and a presentation of a portrait of Dr. Hayes to the University of Illinois.

**August 18, 1964**

To the Editor of THE ILLINOIS:

The students and faculty of the various members of the Little League were most deeply appreciated by the title and finally that the words of thanks are ever yours.

Sincerely,

Miss Margaret A. Galloway  
1211 North Street  
Moline, Illinois

**INK SPOTS**  
FROM THE  
**HALL OF FAME**

By C. J. Grand

Competition was in order for several years between Shell Station on north west corner of 12th Street and 2nd Street. The station on 12th Street was the better one. The station on 2nd Street was the better one. The station on 12th Street was the better one. The station on 2nd Street was the better one.

The station on 12th Street was the better one. The station on 2nd Street was the better one. The station on 12th Street was the better one. The station on 2nd Street was the better one.

The Shell Station on north west corner of 12th Street and 2nd Street was the better one. The station on 12th Street was the better one. The station on 2nd Street was the better one. The station on 12th Street was the better one. The station on 2nd Street was the better one.

A good ending for the college the school in the following year. There is one year too long for the college, but generally you are expected to be out. The school is closed.

Five thousand men signed. Five thousand men signed. Five thousand men signed. Five thousand men signed. Five thousand men signed.

Eighty-Ninth Street







## SUN'S INDUSTRIAL WORK CONTINUES BIG

Here is a massive, double-bore steel condenser for a steam plant to generate electricity in Florida. It has 10,000 sq ft of condensing tube surface and capacity.

Built in our Babco Shop, each tube sheet section required a heavy-duty, special flat car for loading within railroad shipping limits.



"The First Prayer in Congress" September 1774, Carpenters' Hall, Philadelphia

## ORIGINAL PRAYER IN CARPENTERS' HALL, PHILADELPHIA

BY DR. JACOB DECHÉ, AT THE FIRST MEETING OF THE FIRST CONTINENTAL CONGRESS, SEPTEMBER, 1774

O God, our Heavenly Father, high and mighty King of Kings, Lord of Lords, who dost from Thy throne behold all the dwellers upon the earth, and reignest with power supreme and uncontrolled over all Kingdoms, empires and governments, look down in mercy, we beseech Thee, upon these American States who have fled to Thee from the yoke of the oppressor, and commit themselves upon Thy gracious protection, desiring to be made free dependents only upon Thee.

To Thee have they appealed for the righteousness of their cause. To Thee do they now look up for their maintenance and support which Thee alone can give. Take them, therefore Heavenly Father, under Thy nursing care. Give them wisdom in counsel and valor in the field. Defeat the malicious designs of our cruel adversaries. Guard them from the vanities of the world, the flesh and the devil, and preserve them in their religious profession. O for the voice of Thee ever working justice, sounding in their hearts, constrain them to drop their weapons of war from their converted hands in the day of battle.

O Thou great God of Wisdom, and direct the Councils of the honorable Assembly. Enable them to work things upon the best and most foundation, that the stain of blood may speedily be dried; that order, harmony and peace may effectually be restored; and truth and justice, religion and piety, prevail and flourish amongst Thy people.

Promote the healths of their bodies, the signs of their minds. Show us down upon them, and the millions they have oppressed, such blessed meetings as Thou wilt appoint for them in this world and crown them with everlasting glory in the world to come. All this we ask in the name and through the merits of Jesus Christ, Thy Son, our Lord and Saviour, Amen.