



*Our
Yard*

December, 1955

SUN SHIPBUILDING & DRY DOCK CO.
CHESTER, PA.



What Has Christmas To Do With America's Prosperity?

In one important sense it can be said that the American economic system – the system that accounts for America's prosperity – was born in a stable in Bethlehem 1,952 years ago.

The American people prospered as no other people had ever prospered before because they behaved as no other people had ever behaved before.

This behavior was and is the direct result of three basic beliefs that came to the Western world through the teachings of the child who lay in that humble stable.

THE first and most important of these beliefs was that man owes allegiance to no other man: he owes allegiance only to God.

Up to this time the "fact" that the great mass of people were born only to serve "their betters" had never been effectively challenged.

This challenge was written into the American Constitution: the first political instrument that declared the supremacy of the citizen over his government.

Thus was established the *climate of freedom* without which Americans would never have achieved their economic miracles.

SECOND, there was the new conception of honesty and decency in business relations that grew out of the Golden Rule.

The traditional and prevalent business principle of *caveat emptor* (let the buyer beware) was identified as a *sinful* concept: any American who cheated another man in a business transaction became both morally and legally guilty.

"Do business with others as you would have others do business with you," became the basis of American business philosophy.

It is not to be supposed that every American has lived up to this ethical standard, but *most* of them have, and the result is seen in the sturdy foundation of mutual confidence that exists between most business groups.

THIRD, is the American concept of private property, which sprang from the first two.

The fact that *man* is free supports his inalienable right to private property.

The fact that *man should deal honestly* supports the fundamental law that his private property should not be stolen from him by anybody – including government.

Here we have the crux of the matter – *America prospered because private property was safe.*

The most important form of private property (from the standpoint of prosperity) is found in the tools of production which enable man to multiply his productivity immeasurably beyond the capacity of his muscles.

IT is true that Christ was far more concerned with man's spiritual welfare than with man's economic welfare. But it is also true that when we follow His principles "all other things are added unto us."

He commanded us to be free of government.

He commanded us to be honest with each other.

He commanded us to protect private property.

Prosperity followed as night follows day.

But to keep it, we must keep those commandments.

The Greatest Christmas Gift of All

The following verses are written in Luke 2, 8-14:

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them, and they were sore afraid.

And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day, in the city of David, a Saviour, which is Christ the Lord.

And this shall be a sign unto you: Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

These verses are probably better known by more of us than any others that have to do with the birth of our Lord. Anyone quoting or speaking from these verses always puts emphasis on the "Tidings of Great Joy," and this is as it should be. Unfortunately however, too few have come to the realization that time and again in these verses the reference is to you.

The angel brought you "tidings of great joy" which shall be to all people," which includes you, and announced that "unto you was born a Saviour which is Christ the Lord." And so it has been from his birth, and during his life, and in his death and resurrection, and even in his ascension that these things were done for you—even for us in this latter part of the 20th Century—and to those in the future as the Lord tarries. It is not an abstract statement but a very personal one when we realize that it was addressed not only to the Apostles but to "all people," and to each individual person.

The Gospel of Matthew quotes his name before he was born that "he will be called Jesus for he will save his people from their sins." And the Apostle, writing under the inspiration of God says that "we are his people and the sheep of his pasture."

The realization of our prevalent thought of gifts at Christmas time is well taken since John 3:16 says that "God gave his only begotten Son" and those who came to see the Babe and the Child brought gifts. The noteworthy thing is that God first gave, and with our acceptance of his gift to us, then we give.

In the giving of gifts at Christmas time we tend to give to one another; sometimes as our ability warrants—and very often beyond our ability—sometimes expecting something in return. God gave—and this is in contrast to our giving—his Son to us. But, giving is never completed until an acceptance is made, and many have not accepted the gift. Many have refused to accept and scorned the gift. It is sometimes passing strange to understand why we are so eager to receive gifts and refuse the greatest gift of all—especially when it was neither deserved or earned, and was not given in trade or to receive anything in return. Some give to those who cannot possibly make a like return and this is not a very remote comparison to what God gave us.

The day that we celebrate as Christmas should be more of a Holy Day than a Holiday when we remember what we should be celebrating. It should be a joyful day as you and I sing the very familiar hymn "Joy to the World The Lord Is Come," but in our giving to one another, it would be well to take the time to determine, in appreciation for God's gift to us, if we have given our hearts, our lives and our talents to him to be consecrated by him for his service. It pleases him to work through the human instrument.

*There will be a doll for Betty
A football for little Mike,
And lots of bright confetti—
We're no longer out on strike.*

*There will be a dress for Polly
When Santa comes around
A home bedecked with holly
As joy and peace abound.*

*There will be a gun for Tommy
And a nice new shiny bike,
A smiling face for mommy
For daddy's not on strike.*

*The Christmas tree's all lighted
And beneath it heaps of toys,
No one will now be slighted—
None of our girls and boys*

*There'll be lots of cakes and candy
With everything just fine
And ready cash right handy
For there is no picket line.*

*These are the answers, you and I
Can give the kids because
We know, for sure, the reason why
There is a Santa Claus!*

A. J. BROWN

In Matthew 11, verses 28-30, we have the great invitation to all as follows:

Come unto me, all ye that labour and are heavy laden, and I will give you rest.

Take my yoke upon you, and learn of me; for I am meek and lowly in heart; and ye shall find rest unto your souls.

For my yoke is easy, and my burden is light.

You will notice that it is to you that the invitation is given to come in your weariness and with your heavy load, and it promises to you the transfer of your heavy burden for the easy yoke, the light burden and rest.

Most of the sayings of this Lord, who came to bring you joy, were personal ones to you and those, who have been willing to accept these gifts from the time that he came to the present time; have shown by their lives and their testimony that his witness was true. Great men of every age, and particularly in our own, have raised their voices against the materialistic and rationalistic tendencies of man and have told of the need of the Spiritual.

These warnings would not be necessary if everyone of us accepted by faith the gifts and the invitation that is offered, for by the acceptance of this gift, life is given meaning and purpose and everything that is worthwhile. It is not a life of sitting down and doing nothing, but a joyous, busy life with the promise of eternal life with him and felicity and bliss. To do something for him should be your life's motto after all that he has done for you, as the Apostle has said "we then as ambassadors for Christ."

If you have accepted his gift to you, you are his representative; you are the person through whom his Spirit speaks, and you are the instrument in his hands to do his bidding. His word to Joshua was "be willing and very courageous." If you are these at this Season of the year, you will already know what I mean when I say "Merry Christmas to you."

If, when climbing up life's ladder

You can reach a hand below,

Just to help the other fellow

Up another rung, or so;

It may be that in the future,

When you're growing weary too,

You'll be glad to find there's someone

Who will lend a hand to you.

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John Hart, Editor; Ann Smedley, Secretary. REPORTERS: Al Bagby, Harold Barker, "Fireball" Bentley, Frank Brooks, "Whitey" Burr, Dick Clendening, "Fifty" Fithian, Charles Grauel, John Hefflinger, Norm Kefford, Joe McBride, Peggy McKinney, Harry Sanborn, Eddie Wert, Bob Wilson, Mike Znuchko.



DO YOU KNOW WHAT IS GOING ON HERE?



By Charles Zeien
Supt., Plant Maintenance

On every new contract it is necessary to prove to the owners that the ships we build for them will perform according to the specifications of the contract. We have to show that the ship's engines will develop normal shaft horsepower and that the ship will travel at guarantee speed at normal shaft horsepower. In addition, we must show that our ship will not burn an excessive amount of fuel under the above conditions. We take the ship on builders' sea trials to demonstrate these three things.

Proving these three things to the owners requires first of all that we provide an accurate means of measuring the shaft horsepower that the ship is developing on her sea trials. We do this by measuring the small amount of twist that occurs in the line shaft as it transmits the power from the steam turbines and reduction gears to the propeller.

To understand the reason for this twist in the line shafting we must understand that the tremendous power of the steam turbines rotating at 6000 revolutions per minute is reduced to about 100 revolutions per minute through the reduction gears. Hull 598's turbines will develop 20,460 horsepower. The 20'-6" diameter propeller spinning at about 94 revolutions per minute transmits the rotating energy of the steam turbines into a thrust to drive the ship through the water at about 18 knots. Since all of the power developed by the steam turbines must be transmitted through the shafting to get to the propeller, the shafting provides a convenient place to measure this power accurately. In transmitting the power the 23 3/4" diameter forged steel shaft twists slightly since on one end you have a steam turbine turning the shaft through reduction gears and on the other end you have a giant propeller being driven through the water. This twisting action though so small as to be invisible to the naked eye, is nevertheless directly proportional to the amount of power the shaft is transmitting to the propeller. The more power applied to the shafting by the turbines and gears, the larger the amount of twist in the shaft.



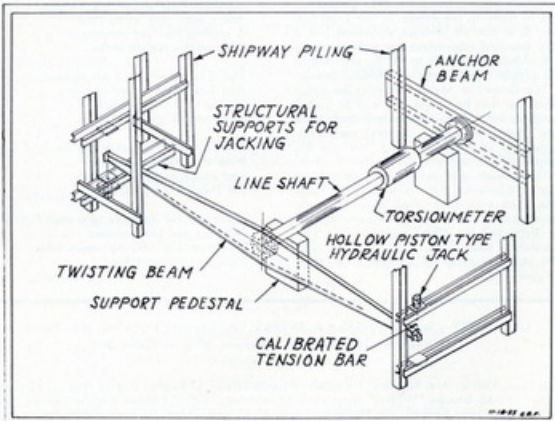
DO YOU KNOW what is going on under No. 2 shipway?

Of course an instrument is required to measure accurately the amount of twist. The instrument is called a "torsionmeter" since this twisting action is called "torsion." The torsionmeter consists of a husk which grasps the length of shafting at two places exactly 42" apart and can measure with electrical instruments the relative twist of the shaft between these two points.

Now we come to the reason for all of the activity under No. 2 shipway. The electrical instrument on the torsionmeter must be calibrated for each shaft so that we will know how much twist there is in the shaft at each

reading of the instrument when the shaft is actually used in the ship on trial trip. Therefore we are building a set-up under No. 2 shipway to enable us to apply a known twist in the shaft and check our electrical readings.

Since the twist that must be applied to the shaft involves extremely large forces (about 500 foot-tons in the case of Hull 598) we chose the underside of No. 2 shipway because the steel piling used to support the shipway provides a good firm structure to jack against. One flange of the shaft is bolted with regular coupling bolts as used



SKETCH of shaft calibration installation.

on the ship to an anchor beam welded to the shipway piling. (See diagram page 2). Now, a 500 foot-ton load is equivalent to a 500 ton weight pushing on a lever 1 foot long from the center of the shaft; or a 250 ton load on a 2 foot long lever. In order to get loads within the capacity of our hydraulic jacking equipment, we chose two 24" 3" long levers with approximately a 10 ton load on the jacks. Therefore, a 45' 6" long twisted beam is bolted to the other flange of the shaft and hydraulic jacks are used to apply a known force to the end of the twisting beam. Since the anchor beam restrains the other end of the shaft from rotating as the pressure is applied to the jacks on the twisting beam, a twist is built up in the shaft exactly as it is on the ship. Of course the shaft is not rotating as it would be on the ship but this does not affect the amount of twist that is in the shaft. It is only necessary that the torsionmeter be arranged so that the electrical meter readings can be read while the shaft is rotating.

With the shafting set up in this fashion, pressure is applied to the jacks with our air-operated hydraulic pumps. The jacks are of the hollow piston type so that they can pull a calibrated steel bar through their center. This steel bar about $\frac{3}{4}$ " in diameter will have been previously calibrated in our tensile testing machine in the 59 department welding engineers' laboratory. It is arranged so that we can use a special gauge to measure how much these bars stretch when a load is applied by the jacks. This enables us to know accurately how much load the jacks are pulling. Then, by knowing the pull of the jacks and the length of the twisting beam we can calculate the twisting action we are putting on the shaft. The reading on the torsionmeter is recorded at the same time. By increasing the pump pressure different loadings are achieved and by reversing the position of the jacks so that they pull the opposite way, we can calibrate the shaft for astern twist as well.

So, the set-up under No. 2 shipway is intended to duplicate the twisting condition of the line shaft so that all instruments for measuring the amount of twist can be accurately calibrated. On September 16th, 1955, the Company appropriated \$5814.00 to build the necessary equipment to set up to calibrate line shafting for future hulls. Men of Dept. No. 45 have been busy since then fabricating the anchor beam, twisting beam, support member, support pedestals, etc. in connection with this job. Dept. No. 8 has been machining the faces of the anchor beam and twisting beam while men of Dept. No. 36 and No. 84 have cooperated to machine and fit the many small machine parts involved.

On previous ships we have sent the shafting to other companies to be calibrated in similar fashion. We are undertaking to do this work ourselves because the management and supervision feel that we can do the job for less money here at the yard and provide work for our own men in the bargain. With this in mind the \$5814.00 appropriation was approved and the departments involved have swung into action to get the job of building the installation completed on schedule.

SUN'S BELL BOTTOMS By R. J. F.



HAND WHEELS on the deck control the valves by shifting to the bottom of the cargo tanks. Deck stands are now fabricated in the shipyard some as bellmouths.



PIPE AND VALVE ASSEMBLY at bottom of a tankship's cargo tank, show: at top, the fittings which receive the shaft from hand wheels on deck forty feet above; and at bottom right, the bellmouth intake to the pipe system for pumping.

After the shaft has been calibrated over the entire range of power that the shaft will be expected to transmit in service, the torsionmeter is removed from the shaft and the shaft is moved from the underside of No. 2 shipway to its location in the ship. The torsionmeter is then installed in the exact same position it occupied on the shaft during the calibration under No. 2 shipway. Then, as the shaft is rotating and thereby delivering power to the propeller, we are able to measure the resulting twist by the electrical readings we made during our calibration. As a matter of interest, it is anticipated that the procedure outlined above will enable us to calculate the horsepower of the ship's power plant within an accuracy of at least 2% plus or minus, which is truly amazing when you realize the large amounts of power involved. So, we can look forward to Sun Ship taking another step forward in reducing the cost of the ships we build so as to attract increasing amounts of work for our employees.



A BELLMOUTH, as its name implies, is a bell shaped object usually a casting of iron or steel. The bellmouth is fitted to the end of a suction pipe in a tank or compartment used for transporting oil, molasses and other liquid products which must be pumped out as fast as possible to permit a quick turn around in port. The bellmouth is designed to permit pumping liquid cargo almost completely out of the tanks and at the same time provide an opening large enough to fill the suction pipe to capacity. The bellmouths now being used on Hulls 598, 599 and 600 were pressed from steel plates on a 250 ton press in the Boiler Shop in accordance with the desire of the company to provide work for the yard, especially when it is more economical than to purchase the same from the vendors of such equipment.

On Christmas morning, let none forget Mother; be she ever so far away; let some tribute of love be sent her. Time may have scattered the snowy flakes on her brow, plucked deep furrows on her cheek — but is she not beautiful now? The lips may be thin and shrunken, but these are the lips that have kissed many a hot tear from childish cheeks and they are the sweetest cheeks and lips in the world. The eyes may be dim, yet they glow with the softest radiance of holy love which never fades. The sands of life may be nearly run out, but feeble as she may be, she will go further and reach down lower for you, than anyone else on earth.

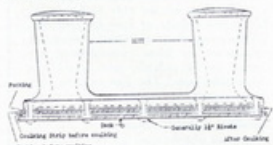
When the world may despise and forsake you, when it may leave you by the wayside to die, unnoticed, your dear Mother will gather you up in her arms and carry you home and tell you of all your virtues until you almost forget your soul may be disfigured by vices. Love her dearly and cheer each of her declining years with your tender devotion.

A BIT ABOUT BITTS

By Outfitting Supt.
Frank Hoot

The nautical definition of a "Bitt" is a fixed, vertical timber or metal casting, usually one of a pair, for securing hawsers, cables or any line used to moor a ship. During the early days of the shippard all "Bitts" were made of cast iron. Castings made of iron are smooth and require little cleaning, so this was a desirable feature as the lines running around the "Bitts" soon polished the surface and caused very little chafing of the manila hawser; however, the wire lines are smaller and since iron is softer than steel wire, deep grooves were soon worn into the Bitts, which consequently became weak and often broke.

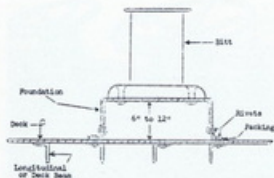
On most ships it is desirable to locate the bitts on the deck at a spot so as to obtain a good lead to one or more mooring rings, chocks, or fairleads. There were several methods used to fasten the iron bitts to the deck, but they all had their faults. Since welding was practically unheard of and even today the welding of cast iron to steel is not practical, all bitts had to be riveted or bolted. When a bitt was installed on the deck over an oil tank it generally covered a number of rivets. These rivets had to be flushed and caulked before installing the bitt, then the area under the bitt covered with tar felt or canvas packing for a double measure to prevent leakage, thru the deck, under the bitt. Since cast iron does not lend itself to caulking, a piece of steel about 1/2" thick was placed on top of the packing and made so as to extend about 3/4" out from the bitt all around, this was known as the caulking strip and would give the Caulker a hand of steel that could then be worked into the casting to seal the joint. Another layer of packing was then placed on top of this caulking strip and the bitt installed on top and riveted.



As you can see from the above sketch there was always a chance for any liquid cargo to work its way under the heads of the rivets that secure the bitt, and up around the hole and out into the various layers. Generally the deck was strengthened in way of the bitts by installing a doubler over an area about twice the size of the bitt.

Another way of installing a bitt was to rivet or bolt the casting to a foundation that was secured to the deck. This also had its disadvantages.

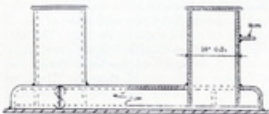
Before the bitt was installed the angles had to be packed and riveted to the deck, then the heel caulked along with any other rivets that may be under the foundation, then the flanged plate installed and riveted.



During the riveting of the foundation plate the caulking of the heel of the deck angle on many occasions was disturbed and was always a tough job to make tight. This was generally done by drilling a 1/2" hole thru the deck flange of the angle and forcing putty between the deck and angle with a putty gun. As you can see, once the bitt is in place there is not enough room for the Caulker to caulk the heel of the angle, nor is there sufficient clearance to properly clean and prepare the under side of the foundation and deck for painting or work on any of the rivets or seams that may become loose.

With the arrival of welded ships, all of the above methods were thrown overboard and the bitts made of cast steel. This simplified the job so much that it was just a matter of setting a bit on the deck, scribing and burning to fit and telling the Welder what size weld to make. Our troubles were not all over with the cast steel bitt however, as there was considerably more smoothing of the castings required to prevent chafing of the manila lines. On the other hand, though, if a groove was worn into them by wires, it was just a simple matter to fill up the groove with weld. There were several more objections to the cast bitt, either iron or steel, including the weight and cost.

Late in 1937 we decided to develop a fabricated bitt. This was made from standard tubing, steel plate and a standard dished head. The tubing made the posts, the dished head was cut in half and made the ends and the steel plate was shaped to make the center, headers, and tops.



This proved to be a very satisfactory bitt and was adopted and used by almost all shippards throughout the country. It is still manufactured and used today. To my knowledge, the only objection to this bitt was when the lead to the bitt came from a higher plane than the bottom of the vertical post, the lines had a tendency to work their way up the post, jam the top layer against the top plate, or even work off. To prevent this, a horn or stop plate was welded to the post on either end, about midway up. This did

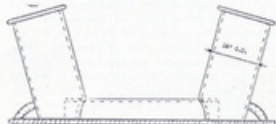


prevent the lines from working up the post, but in doing so, the lines, in some cases jammed or caught on the horn and damaged the lines.

With the signing of the contract for the three (3) Maritime tankers, it became apparent that other work would be needed to carry over the working force in the Yard until the ships reached the stage to carry the load. Again we thought we could build bitts here in the yard as cheaply as an outside contractor and decided to improve on our bitt with the following things in mind: Simplicity of fabrication, saving of weight, provide additional work for the men in the yard and eliminate the operating faults in the present bitt. Early this year we perfected the design and the pilot bitt was produced.

By making a jig to do all the cutting, assembly and welding, it was soon proved that we could fabricate this bitt right here in the yard with a saving in cost.

When the pilot model was completed it was secured to the top of #1 Dry Dock, convenient to a capstan, and a series of tests conducted.



We soon learned that as the strain was applied to the lines the slope of the posts forced the lines down even though we were pulling up at an angle of about 20°, far in excess of any leads obtained aboard a ship. This bitt is considerably lighter than the old style and with the addition of two bent pieces of pipe on either end, the bottom turn or layer of line is held off the deck as well as providing means for securing a stopper, instead of going around the post and interfering with the lines.

This presentation of "A Bit About Bitts" is a typical story in the constant evolution of deck outfitting toward simpler, more functional, more economical appearances on modern seagoing vessels.

NEW FRAMES FOR OLD

By Arthur Holzbaur, Hull Superintendent



The stern frames of ships have been cast since the introduction of iron and steel to shipbuilding and until the second world war castings were used almost exclusively for this purpose. Then welded stern frames made their appearance.

First used on only the smallest merchant vessels, they were usually very crude in shape and design. In recent years, however, their use on larger ships has brought with it efficient well designed structures.

In preparation for such natural development, Sun has had satisfactory welded designs on the drawing board for some years. However, where several castings can be made from the same pattern, the welded design is not economical in this country and duplication of ships in our building programs have delayed its use in our yard.

When we were awarded the three Navy tankers (Hulls 598-9-600) at over one million dollars per ship below our nearest competitor, all economies had to be reinvestigated. The main reason for taking these ships at so low a figure was to keep our organization intact and our work force as high as possible. In keeping with this policy, every piece of equipment and every part of the structure which could be made here was redesigned with special consideration to our operations so that we could compete with outside fabricators who had been furnishing these pieces on previous ships. The Stern Frame was no exception, and although the economy of first cost did not seem to justify it, the welded frame was adopted.

The Stern Frame is essentially the under-

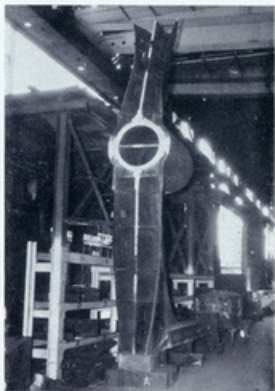
water portion of the ship at the extreme after end. Its function, briefly, is to provide a means of supporting the rudder. Needless to say this becomes an extremely important part of the ship.



Fig. 1 — COMPLETED WELDED STERN FRAME in 47 Shop. (Next operation Stress Relieving.)

The Sun Frame is quite heavy and has been designed to provide maximum rigidity as well as ample strength. The completed unit is shown in Fig. 1 and is about 24'-0" high by 20'-0" long. The lowermost piece,

the skeg, is a rectangular forged steel bar 15" thick by 23" wide, and of itself weighs over 7 tons. The barrel or bossing through which the tail shaft will extend is a cylindrical casting and weighs over 12 tons. These two pieces are connected by a weldment composed of 3" thick centerline plate and two side plates each 1-1/2" thick. It is to these side plates that the shell plating will attach. A similar weldment above the boss will connect to another casting which in turn will support the top of the rudder. The details of these weldments are shown in Fig. 2 which pictures the frame from the forward side or inside of the hull. The piece shown in Figs 1 and 2 weighs over 38 tons.



VIEW OF FRAME from forward or inside of ship.

Prior to fabrication, the boss casting was accurately machined, in the Wetherill Plant, on the after face and on the upper and lower faces where the weldments connect. The first step in fabrication was to fit and assemble the accurately burned plates in each weldment. This included the center line pieces and one transverse stiffening piece forming a cruciform or cross. After fitting, these pieces were welded to large pressure vessel heads for positioning. The large tank heads really acted like wheels so the weldment could be turned for down-hand welding of all joints.

After these sub-assemblies were welded, they were fitted into a jig with the pre-machined boss casting so that proper alignment could be maintained. After securely tacking these pieces together they were removed from the jig and welded. The side plates were then attached and welded.

After these three pieces were welded, they were sent to the Wetherill Plant for layout and machining of the bottom face for



NEW BITT (discussed on opposite page) is shown welded to the deck of the first of three new 30,000 DWT tankships being built for Maritime for U. S. Navy use.

attachment to the skeg or shoe piece. This was necessary since the large amount of welding would distort even such heavy pieces and destroy the alignment between the skeg, which supports the rudder. The boss, which supports the tail shaft, and dimensions between these pieces had to be correct.

When properly machined, the piece was returned to 47 Dept. Shop where the skeg was attached and welded. As a final operation certain closing plates, left off for access, were fitted and welded in place.

The sequence of fabrication was planned by 47 Dept. and the Welding Engineering Section. All welding was under the direct supervision of the Welding Engineers. A constant preheat of 150 degrees F. was held on these heavy pieces during the entire welding operation. Even after the precaution of preheat, large electrodes of 5/16" dia. were used to insure that good fusion would



Fig. 4 — CLOSE UP OF DETAILS around boss casting (welded in Hull 598).

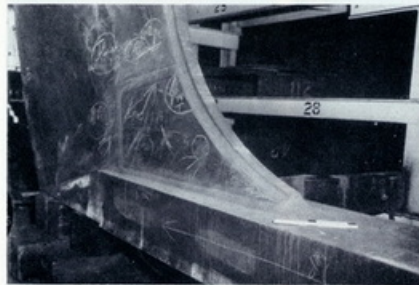


Fig. 3 — CLOSE UP OF WELD to skeg showing details.

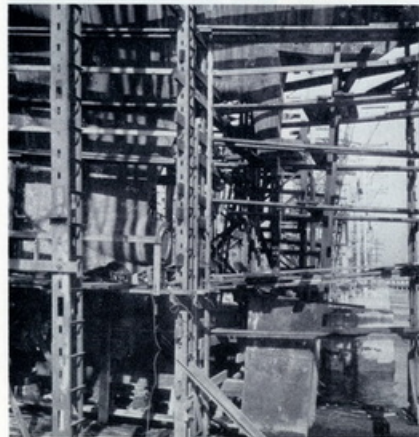


Fig. 5 — STERN of Hull 598.

be obtained to these very heavy, thick sections. The welding electrodes were of the new low-hydrogen type to insure crack-free welds. As a further check, every weld was inspected by the Magna-flux method for cracks and lack of fusion. The welding details and size of welds can be seen in the pictures of Fig. 3 and 4.

After all the welding was complete, the entire section was loaded on a furnace car and stress-relieved in our large annealing furnace. This stress-relieving consisted of heating the pieces slowly to 1200 degrees F., holding at that temperature for six hours, then allowed to cool in the furnace to about 250 degrees before withdrawing.

Fig. 5 shows the frame welded in place on Hull 598. It is somewhat obscured by the staging and platforms around it. The final fit and line check in this hull was excellent and attested to the care which had been exercised by all hands.

ONE OF THE BEST THINGS IN THE WORLD TO BE IS A BOY:

It Requires No Experience But Needs
Some Practice To Be a Good One

THE WORTH OF A BOY

Nobody knows what a boy is worth,
A boy at his work or play,
A boy who whistles around the place,
Or laughs in an artless way.

Nobody knows what a boy is worth,
And the world must wait to see,
For every man in an honored place
Is a boy that used to be.

Nobody knows what a boy is worth,
A boy with his face aglow,
For hid in his heart there are secrets deep
Not even the wisest know.

Nobody knows what a boy is worth,
A boy with his bare white feet,
So have a smile and a kindly word,
For every boy you meet.

Tall Men, Sun Crowned!

God give us men! A time like this demands
Strong minds, great hearts, true faith and ready hands;
Men whom the lust of office does not kill;
Men whom the spoils of office cannot buy;
Men who possess opinions and a will;
Men who have honor, men who will not lie;
Men who can stand before a demagogue
And damn his treacherous flatteries without winking;
Tall men, sun-crowned, who live above the fog
In public duty and in private thinking.

JOSIAH GILBERT HOLLAND (1819-1881)

★ A CHRISTMAS STORY ★

After they put the blaze out, firemen counted 12 dead—10 of them children.

The time?

Christmas, 1954—the worst on record when measured in terms of sudden death from traffic accidents, fires, falls, drownings, and other miscellaneous mishaps.

In all, 504 persons that Christmas week-end died as a result of accidents. And 60 of them were fire's victims.

A week later, New Year's 1955, 340 more met sudden death, this time 26 by fire.

And when fire was the cause, how had it occurred? Why?

Was it the gayly-lighted Christmas tree? Defective wiring? A lighted cigarette carelessly discarded?

It could have been any one of these causes or one of many others as well.

But when all are reduced to a common denominator, the cause, declares the National Board of Fire Underwriters, is carelessness. And this can be avoided.

Potential Hazard

Take the Christmas tree, for instance. It's a potential fire hazard and caution should be taken in its selection, placement in the home, and maintenance.

You can play it safe by choosing a small one. There will be 30 million on the market.

Keep it outdoors until a few days before setting up. During that time occasionally throw water over it. This will keep it moist, fresh.

When you bring the tree inside, cut the butt slantwise to open the pores, then stand it in a tub of water. Be wary of chemicals or other substances sold for "fire-proofing" trees. In some cases this process is ineffective.

In placing the tree, it's best to avoid "hot spots" such as those near the fireplace, stove, television set, radiator, or electric bulbs.

Never, warns the National Board of Fire Underwriters, use untreated paper ornaments or untreated cotton batting or gauze for decoration. Cotton and gauze can be made flame-resistant by dipping in a gallon of water mixed with nine ounces of borax and four ounces of boric acid.

Also, use only electric lights, never candles. Be sure, too, that wires are in good condition and bear the UL mark denoting Underwriters' Laboratories, Inc., which shows they have been tested for safety. Frayed electric cords, the National Board points out, are a fire hazard.

The switch for turning on the tree lights should be placed some distance from the tree. Never use an outlet or plug under the tree or run electric trains around the base.

Avoid Deadly Decorations

Here are some other suggestions:

If decorations are used about the house, do not permit them to be around or near to chairs and other places where people may smoke. It is preferable to have them up near the ceiling, well above the head of anyone standing up.



Keep plenty of ash trays about the house during the holiday season, as always.

If lights are desired in windows, never use candles. Keep curtains and other flammable material pulled back at least 6 inches from any electric light.

Use non-flammable decorations of glass or metal, and "fireproof" snow in decorating your tree for Christmas.

After you have opened your Christmas presents, remove all the gift wrappings and packing materials from your living room and dispose of them.

Caution with Costumes

A child wearing a gauzy costume and holding a lighted candle can be transformed into a flaming torch in a few seconds.

Santa's whiskers are also fuel for flames. A movie star who played Santa Claus for a children's party forgot he was wearing a big white beard and lit a cigar . . . The beard flared up in his face. . .

A New York girl wore a black net evening gown at a Christmas party. She brushed against a lighted candelabra which immediately ignited her dress.

These incidents emphasize the need for caution at Christmas. Wearing of flammable flimsy costumes and dresses of net or gauze-like fabrics should be discouraged. If they are worn, they can be made flame-resistant with the following solution:

- 9 ounces borax
- 4 ounces boric acid
- 1 gallon of water

The fabric should be well saturated with the solution, then wrung out by hand, and hung to dry. Fabrics so treated will retain their flexibility and softness. However, the flame-retardant qualities are lost when the fabric is washed again, and the process must be repeated after each washing.

When Dresses Catch Fire

When clothes catch fire—don't run. Throw the victim to the floor and roll her in a rug, a blanket or a coat.

Wrap the rug or blanket around the neck first, to keep the poisonous gases of combustion away from the face.

If no rug, blanket or coat is available, roll the victim over and over on the floor to smother the flames.

Running only fans the flames. Since all fire gases rise, a victim in an upright position tends to inhale the toxic gases.

It is in knowing what to do in these situations that will save your life.

Some of the 60 who died last Christmas didn't know.

Be Sure Toys Are Safe

Adults should insist that all toys they buy or give to children be safe—incapable of causing fire, shock, or explosion.

Your best assurance of getting a safe electrical toy is to look for the U.L. label or tag on the toy.

The U.L. label is especially important on toys producing heat. A UL-tagged toy will not shock the user or start a fire.

Adults should take care also in purchasing chemical sets for children. Toys requiring alcohol, kerosene, gasoline or carbide lamps may be hazardous in juvenile hands.

Parents should supervise any play with electrical toys or tops involving fuels and chemicals.

STUDY THE HISTORY OF HUMAN LIBERTY!

J. Howard Pew

Excerpts from his Commencement Address at Grove City College

When I graduated from college, America truly was the land of opportunity. Had the government at that time been disposed to control our economic activities, as they are today, the oil industry to which I have devoted over 50 years of my life, might well have been an entirely different industry than it is today. Let me tell you something about the development of the oil industry and its companion, the motor car industry; and at the same time speculate with you as to what might have been the attitude of a national economic planning board back in the year 1900, if one had existed at that time, toward these industries.

An Unhindered Vision

At that time there were being operated in this country some 8,500 motor cars, consuming approximately 85,000 barrels of gasoline a year. That is just about enough gasoline to keep the cars of today on the road for 2 minutes. Now let us imagine Mr. Ford, with his great vision of the automobile's future, appearing before that board and asking that in their program for the next decade they provide a few billions of dollars of capital along with the necessary labor and material, for his industry. The board would have recognized in Mr. Ford a mild lunatic. They would have asked him where he expected to get the gasoline for all those cars; and would have pointed out that neither the gasoline nor the crude oil from which to make it was anywhere in sight — and they would have refused Mr. Ford's request.

But fortunately for the 40 millions of families in this country who today derive pleasure and satisfaction from the operation of their cars, there was no such board in the year 1900. And so Mr. Ford, not worrying about where his gasoline was coming from, went right ahead building more cars and better cars, until presently he was turning out over a million cars a year.

Fortunately, too, for the petroleum industry that there was no such board, for oil men, too, went right ahead drilling more wells and deeper wells and sometimes finding oil. They brought technology to their assistance in the form of geology and geophysics, and by their aid discovered new oil fields. And so the oil industry, doing each year those things which would have been impossible the year before, was always able to keep just a step ahead of the thirst for gasoline of those multiplying millions of automobiles.

No Equalizing Taxes

I heard a little more about the developments of Ford's business the other day, which I checked up myself before I could believe it. Ford started with a small capital of \$28,000. The first year he turned out 1,708 cars. At the end of 20 years his enterprise was turning out over 2,000,000 cars per year. That happened because Ford plowed 68 per cent of his earnings back into his business. Today that cannot be done. The taxers and the equalizers do not permit it.

There were no corporation income taxes in Ford's day. Today corporations pay 50 per cent of their income in taxes. If the equalizers and the taxers in Ford's day had reduced the amount which he could plow back by one-half, the growth of his business would have been reduced, not by a half, but by 98 per cent. At the end of 20 years, under such conditions Mr. Ford would have been able to produce, not 2,000,000 cars per year, but only 40,000 cars. Had that happened, Mr. Ford would not have been the loser. His profit from the production of 40,000 cars would have been more than sufficient for his needs and even his desires. The loser would have been the American people. They would have lost the jobs and the opportunities created by his great enterprise. They would have been denied the benefits of a rise in living standards that comes from capital funds put back into productive work.

Attempting to equalize wealth is the way to destroy it.

Bill of Rights

In the summer and fall of 1787, the Constitutional Convention sat in Philadelphia. Their work was completed in September and the Constitution was then submitted to the States for ratification. Many of the States insisted that a bill of rights should be added to the Constitution before they approved it. Finally 11 of the 13 states did ratify the Constitution; but a number of them, like Massachusetts and New York, did so with the understanding that a bill of rights would be subsequently appended. The first Congress met in 1789 and immediately submitted the first ten amendments to the States. These were known as the Bill of Rights; and by the fall of 1791 they had been ratified by 11 States and became the law of the land.

Why were those early American patriots so determined to protect the individual citizen against that which the government might do? Why did the men who represented the sovereign States insist that the Bill of Rights be incorporated in the Constitution before they gave it their approval? Why were Washington and his contemporaries so insistent that our government should be limited to those activities — and only those activities — which the States and the people were unable to do for themselves?

Students of History

It was because our Founding Fathers were students of history. They knew that every government throughout recorded history had eventually fallen into the absolute control of unprincipled men who enslaved the people, confiscated their property, and threw the objectors into jail.

So our forebears gave us a Constitution which virtually said to those who subsequently might come into control of our government: "We the people are endowed by God with certain inalienable rights," and that this government was set up primarily for the purpose of protecting the people in

the exercise of those rights. In effect it said to them: "We the people will handle our own human relations and control our own institutions."

During my business life, I have seen the government gradually change its role of protector of individual rights, to one that has attempted, in the name of human welfare, to do those things which would be offensive if done by individual citizens.

Mortgaged to the Hilt

Our generation has failed to bequeath to you the heritage that was ours. Our State Legislatures foolishly approved a Federal income tax, little realizing that it would be used as an instrument to rob Peter in order to pay Paul. We are turning over to you a country which has been mortgaged to the hilt. The net debt of the Federal Government is now \$230 billion; the State and local sub-divisions \$30 billion; corporations \$180 billion; individuals and miscellaneous, \$150 billion. These, when added to the \$14 billion which the Government has taken in Social Security and spent, which is a mortgage against your future, total \$604 billion; which is almost equal to our national wealth of \$640 billion. Thus everything in America is, either directly or indirectly, under a mortgage for 93 per cent of its value.

When the government takes over the control or ownership of industry and land, we have Socialism or Communism. Forty years ago the government owned, exclusive of land, 3 per cent of our national wealth. Today it stands at 27 per cent. And the government now owns 25 per cent of all the land within the boundaries of the United States. So just to the extent that the government invades the field that our forebears reserved for the people, to that extent your opportunities are circumscribed.

But potentially we still have a great country. If the planners, equalizers and Socialists can be prevented from further encroaching on the rights of people, the opportunities which lie ahead for you are infinitely greater than at any previous time in the world's history; for as science learns the secrets of nature, new fields of human endeavor are opened up until they become legion.

America's Golden Age

And so I appeal to each and every one of you to make of yourself a student of the history of human liberty; that you devote a small portion of your time and energy to that of stopping this trend toward Socialism and Communism; and that you come to the defense of our American system of individual liberty and freedom. The 140 years following the Constitution and the Bill of Rights was America's golden age. During that period America grew and prospered as had no country previously in the world's history. No planning authority could possibly have foreseen, planned, plotted and organized such an amazing spectacle of human progress as the world witnessed right here in this country

during that golden age. No trust or combination, private or governmental, could have accomplished it. It could have been achieved only under conditions where there was a wide-open invitation to all the genius, inventive ability, organizing capacity and managerial skill of a great people. No one must be barred, no invention rejected, no idea untried.

In 1790, John Philpot Curran, the great Irish patriot, in a speech to his constituency said: "The condition upon which God hath given liberty to man is eternal vigilance; which condition if he break, servitude is at once the consequence of his crime and the punishment of his guilt." Now, Curran did not invent that idea. He undoubtedly acquired it from the letters of Saint Paul and from the teachings of Christ Himself.

Faith in God

Faith in God is therefore the condition without which individual liberty and freedom are impossible. Faith in God is the great heritage of our generation. What will be the heritage of the generations to come?

So my message to you today is, that you inculcate in your minds and hearts that you must first have faith in God before you can enjoy the blessings of liberty, for God is the author of liberty. And then, that your failure to fight for the preservation of that liberty is a crime, the punishment for which is servitude.

Corrective Letter To the Editor

OUR YARD:

We would like to call your attention to the article which appeared in the November issue of OUR YARD entitled "Hull 188 is Sunken Treasure." We don't know where Jim Thompson of 47 Dept. got his information, but we do know if John Wayne is putting \$100,000 into Sun Hull 188, he is making a very wise investment, as this ship is doing a thriving business as a passenger ship between the Mediterranean ports of Europe and Australia.

There were four ships of similar design built here at the same time bearing hull numbers 186, 187, 188 and 189. None of these ever saw service in the capacity for which they were originally designed; all being converted to escort-type aircraft carriers. Matter of fact NONE of them ever left this yard under their own power, having been towed away to other yards for conversion to baby flattops.

The following is a condensed rundown on the four Sun hulls. Please note that none of these four "Rio Boats" was ever called, could have been sunk while carrying a cargo of copper in 1944.

Sun Hull No. 186—Launched as "Rio Hudson," sunk by enemy action while in service with the British Navy under the name of H.M.S. Avenger.

Sun Hull No. 187—Launched as "Rio Parana," saw service with British Navy as H.M.S. Biter; turned over to the "Free

OCTOBER PINS FOR LOYAL SERVICE



Vice President John G. Pew, Jr. congratulates MRS. RACHEL STEVENSON, 93-20, on receipt of her 35 year Service Pin. Below, JOHN DAVIDSON, 78-30, is the recipient of a 25 year Service Pin from Chief Structural Engineer L. D. Collison.



French Navy" and saw service with them as an aircraft carrier; still in service with French Navy under the name of "Dixmude" as a training ship (still a flat top).

Sun Hull No. 188—Launched as "Rio-De-La-Plata," converted to aircraft carrier, saw service with U. S. Navy as the "U. S. S. Charger;" transferred to British Navy as the H.M.S. Charger. After war years was sold to the Alvin S.S. Corp. which converted her to a cargo passenger ship. She is still owned and used by them carrying immigrants from Mediterranean Ports to Australia, with the name M/S Fairsea; flies the Panamanian flag, and is registered there.

Sun Hull No. 189—Launched as "Rio-De-Janeiro" sunk by enemy action while in service with the British Navy under name H.M.S. Dasher.

We feel that it wouldn't be fair to have

criticized you for having made the error of getting two ships mixed up (especially when they bear the same names) without at least giving you the proper information on the ship that Mr. Wayne is risking his \$100,000.00 on.

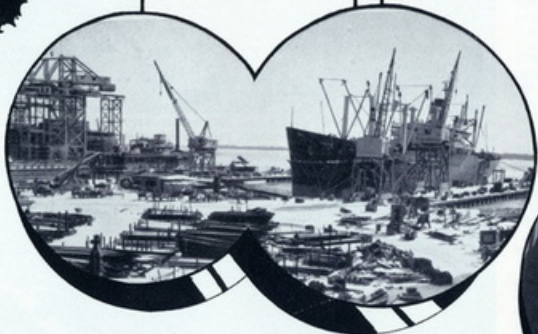
She was launched as the "Principessa Maria" at the Franco-Tosi shipyard in Taranto, Italy in 1923, as a cargo passenger ship for Gantz Navigation Co. She was registered at 8,918 tons and had four steam turbines, double reduction, geared to twin screws. Bought by the Argentine Government (Flota-Mercante del Estado) and sailed under the Argentine flag, being registered at Buenos Aires when she sank.

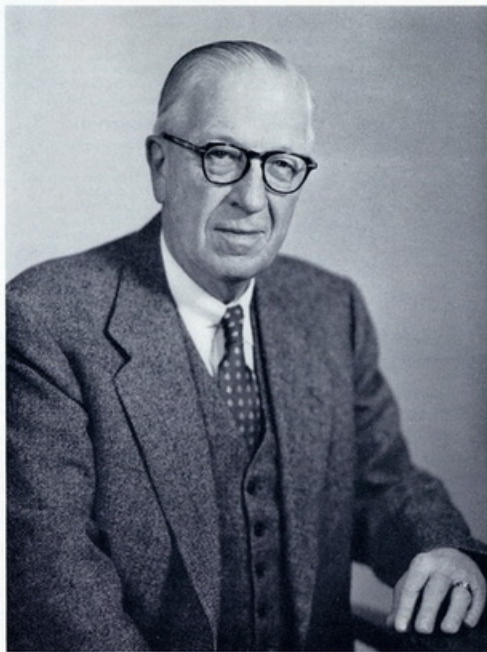
Respectfully,

BON WILSON (38 Dept.)

G. S. BLAIR (38 Dept.)

R. MORGAN (38 Dept.)





As we enter the Holiday Season the management of Sun Ship and I wish each of you a Merry Christmas and a Happy New Year.

Richard L. Burke

(Continued from preceding page)

conventional manner.

The bow has been constructed as a complete welded sub-assembly, mocked-up in a horizontal cradle on the ground. The stern frame is a welded sub-assembly which includes castings only in way of propeller shafting and rudder horn, with a wrought steel billet for the sole piece. A balanced type rudder, area 240 square feet, of streamline cross section, double plate, welded construction is fitted. To reduce panting and working of the rudder plating the thickness is increased over requirements of normal practice, and added stiffening provided. It has been noted that as a result of the panting action, coupled with mechanical and chemical erosion, there is a tendency to break down welds and seriously wear away castings in the rudder locality, and a definite effort has been made to minimize this condition in the new design. Rudder castings are welded into the rudder structure to house the pintles. The rudder stock is a steel forging, coupled vertically within the rudder to minimize eddy disturbances.

To help in providing work for Sun employees during an otherwise slack period for certain crafts, the Bridge Structure has been built as a ground assembly to be lifted aboard ship as a unit after launching.

ACCOMMODATIONS

The arrangement of accommodations is as shown in Fig. 1, for the following complement:

Deck	18 men
Engine	19 "
Stewards	12 "
Spares	3
Total	52 "

The accommodations have been designed to provide clean, comfortable and attractive living quarters for the personnel. Radio reception outlets have been provided in each room, connected to the Antennaplex system. Recreation rooms are provided for all ships personnel.

Fireproof construction has been generally employed throughout for ceilings, linings and divisional bulkheads. The grounds, trims, doors, frames, airport castings, etc. are of metal construction. Metal furniture or metal frame upholstered furniture of functional modern design is fitted. Airports are suitably draped.

The deck covering in staterooms, recreation rooms, mess rooms and navigating spaces consists of magnesite composition; ceramic tiles are used in the baths and toilet spaces, and non-slip tile is laid in the galley and in all pantries.

The "electric" galley is fitted with two ranges, a baking and roasting oven, hot water heater, stock kettle, dressers with stainless steel tops, etc. Pantries are fitted with 8 cu. ft. electric refrigerators, electric coffee urns and dressers. An electric dishwasher has been installed.

The accommodations are mechanically ventilated using axial flow fans. A zoned system of control is installed for the heating cycles, and the design air change period is between four and five minutes. All bathrooms and galleys are ventilated by natural supply and

mechanical exhaust systems, the latter is provided with a nominal air change of one minute.

Capacious reefers and a dry provision room are located on the Upper Deck, aft, with hatch over and boom service.

Electric lighting of the incandescent type is used for the illumination medium for all accommodations.

EQUIPMENT

Navigational aids include R.C.A. radar, Loran, radio direction finder, gyro compass with repeaters, gyro-pilot, magnetic compasses, echo sounding device, R.P.M. and helm angle indicators, engine and docking telegraphs, etc. A hydraulic telemotor system is installed. The vessel is equipped with a ship-to-shore phone set, docking loud speaker system and a complete radio installation of the console type.

For the life saving equipment there are installed steel boats stowed under single pivot trolley davits, using a gravity launching principle. The boatage includes: one—24 foot, 33 person motor life boat and three—24 foot 35 person out-propelled lifeboats.

The ground tackle includes Baldt, snug stowing, stockless anchors weighing 14795 pounds each, connected to 2- $\frac{1}{2}$ " Di-Lok chain cable.

The vessels have conventional tanker fire protection. A CO₂ system is installed for the machinery spaces and pump rooms. A steam smothering system is installed for the protection of the cargo oil spaces, fuel bunkers, etc., on deck salt water fire mains and hydrants are fitted.

CARGO OIL SYSTEM

The main cargo oil suction and discharge lines are 14 inches in diameter, fitted with necessary cross-overs, welded bell-mouth suction, valves, etc. The four main rotary cargo pump each have a capacity of 4000 G.P.M. and are driven by steam turbines of 450 H.P. at 1750 R.P.M. The turbines are installed in the engine room just aft of the forward bulkhead, and drive the pumps in the cargo pump room ahead.

PROPELLING MACHINERY

The vessel is propelled by a single, five bladed, solid, bronze propeller, 29' 6" diameter, of Slocum design. The screw is driven by a Westinghouse Electric Corp. set of cross compound, double reduction geared turbines, rated at 18600 normal shaft horse power at 101 R.P.M. The turbines, consisting of high pressure and low pressure units, with reversing turbine located in the L.P. casing, are complete with maneuvering valves, emergency interchange cross-over pipes, combined oil governor and low oil pressure trip regulator, steam strainers and hand and electric jacking gear. The power of the reversing turbine is equal to 80% of the ahead torque at 50% of ahead normal speed. All turbine blading and shroud bands are of best corrosion resisting material. Three bleeder stages take the steam extraction from the turbines. A flexible coupling is used between the turbines and the reduction gears.

The reduction gears are of the single case, double reduction, helical gear type, with thrust bearings of the Kingsbury design integral with the case.

The operating platform is located forward

of the turbines with controls and gauge board installed against the forward engine room bulkhead.

The Westinghouse main condenser is of the two pass type.

The two main boilers are of the Combustion Engineering Company, standard merchant marine, two-drum type, and supply steam at a pressure of 600 psig, total temperature 850° F.

A low pressure steam (basket type) distillation system is installed to meet the requirements for feed water, culinary and wash water.

These tankers are A.C. ships; the current being supplied at 440 volts, 60 cycle, 3 phase. Power is generated by two General Electric geared turbo-alternators, each 500 K.W. capacity, 450 volts, 60 cycles, 3 phase, self-ventilated, marine type with direct connected excitors. The main and emergency switchboards are of the dead front type. A 75 K.W. emergency diesel generator is supplied.

Generally, the motors throughout the vessel are furnished by the Electro-Dynamics Company, and controls are by Cutler-Hammer.

The Machinery spaces ventilation consists of mechanical supply systems and natural exhaust.

CONCLUSION

The ability of these tankers to enter most seaports at their designed 32 draft, and to transport a goodly cargo of 25000 DWT at 18 knots speed, should mark them as valuable additions to our naval fleet.

Propaganda's Got 'Culture' Now?

We wonder how many of our readers get as disgusted as we do over the press build-up of Russian pianists and other entertainers appearing in American cities. It's had enough to have them on U. S. soil without having the leftist press try to pass them off as raving successes to American audiences.

It's especially unfortunate say authorities of communist propaganda technique, who demonstrate that the Party line can be (and is) propagated in any medium; theatre, movies, comics, etc. Aside from the veiled meaning, however, is the effect of having the real and potential enemies of mankind sharing vodka toasts with the so-called leaders of the free world or more particularly with representatives of Christian people.

While Geneva conferences eminently fail to sway the Reds from their announced goal of world dictatorship—as any thoughtful person knew they would—their effect is to smash the hope of subjected peoples everywhere. Suppressed Russians, Europeans and Asians generally, loose confidence in American leadership in the course of such fraternization with butchers—our real potential allies are thereby diminished.

It's an English matter when the Royal family of Britain is entertained by the theater company of Communist China, but do we have to be so deprived here at home? They're still holding hundreds of American prisoners!

MODEL SHIPS

By Harold Baker

Building model ships and boats is a hobby that thousands of Americans enjoy. Some of us model builders power our boats so they operate, while others enjoy making exact scale models for display purposes only. I have been making models for quite a number of years. At present I have about fifty ship models at home, which range in size from 13 $\frac{1}{4}$ " long to over 4 feet long. Some of my boats are powered, but most of them are dust collectors — display models.

There are many kits available for the model boat builders in the hobby shops these days, and anyone can find a boat that is suitable for his own skill. Some ship modelers look at these kits with scorn; however, I find that the free lance builder and the kit builder each has his own important place in the hobby.

There are many reasons for building model boats and ships. A ship model has a definite value as an educational project to those who are not familiar with real ships. A model ship is a challenge to the creative ability of its builder, and many modelers find this hobby a pleasant change from their daily routine.

A friend of mine once intended to build a small cabin cruiser. He had his plans and was almost ready to start building when someone pointed out some faults in the design and layout of the boat. A small scale model of the boat was built and the existing faults were corrected in the model. Thus my friend saved a good bit of time and money in the building of his big boat. Most of us in the shipyard know that every new hull design has a scale model built which is tested for performance characteristics before the design is used in the full size ship.



As a rule I buy and build kit models, the forty-two foot Chris Craft model pictured is one of these. This model is 14" long and has an electric motor in it which has been operating very nicely most of the past summer. The hull and fittings are molded plastic and easily assembled. The cost is a little under two dollars, less motor. Sterling Models of Philadelphia makes this kit which I recommend as a good buy for the beginner.

Revell Authentic Kits of Venice, California, makes quite an assortment of ship models. These are molded plastic and very easy to build. Their most famous model is the battleship Missouri. One of my newer

kits is a splendid model of the S.S. United States. This model is 21" long and very nicely detailed. The model I made of this boat I left unpainted—the white plastic looks like carved white ivory. I would advise anyone that desires to paint this model to do so before assembling it, as it is almost impossible to paint all of the details after the model is assembled.

The grand banks fishing schooner Gertrude L. Thebaud is another plastic kit, but this one is not for the beginner. There is such a wealth of detail on this model that mine is not yet complete. The completed model would look well on display in any home. Pyro Plastics Corp. of New Jersey manufactures this kit and they include the colorful history of the famous prototype. (See page 16)



Another Pyro kit is that of the Dispatch No. 9, a diesel tug of San Francisco. The tug boat, as was the schooner, is built to scale in that one eighth of an inch equals a foot of the real thing. My model is not powered; however it would not be too much of a job to install an electric motor in this one. The finished model is 14" long and stands 7 $\frac{1}{2}$ " high.



Several years ago I decided to build a model freighter. I had no particular proto-



type in mind when I was making my plans so I made some rough sketches from a number of small vessels, and from these I arrived at the final design. My freighter design has four cargo holds, is 384 feet long, 58 feet wide and draws 20 feet when loaded. The ship model is built to a scale of one eighth of an inch to the foot which makes the finished model about four feet long. The hull is made up of six pieces of 1" by 8" white pine shiving boards, these were rough sawn and shaped before being glued together. The hull is hollow and contains a small 3 volt D.C. electric motor. We use flashlight batteries to power the motor. An assortment of fittings were needed for the



deck. Some were purchased ready-made while others were made up of wood plastic, metal and cardboard. At present much rigging and handrailing is needed to complete the model and I have no name for it either.

The freighter has been sailed on many occasions, and it performs quite well. Whenever I sail this boat, it always seems to attract an audience whose comments are interesting. Most persons are surprised to discover that the bottom of a large ship is more or less flat. They usually expect to see a deep keel such as you might find on a sail boat.

I have a small tank built in my cellar and someday I hope to build a model marine terminal for my H.O. gauge model railroad. The freighter and tugboat will be a part of the waterfront scene. But that is another story!

In the future there are plans for building a small tanker. This will be about the same size as the freighter, and perhaps I shall

ROD & GUN NOTES



JACK LEE, of the Rigging Dept. and his wife, Helen, can always be found at Juno Beach, Florida about the middle of October. Three reasons: vacation, blue fish are running and bathing. Jack says during the day his wife is a fisherman's widow, but at night they generally visit a few hot spots together. Since youth Jack says he has told the truth, and the picture of 18 blues is authentic, not borrowed from others on pier for this picture. He caught ninety blues, using a surf rod with double hook and mullet for bait.

A Mississippi river boat stopped in the mouth of a tributary river because of a fog. A curious passenger asked the captain about the reason for the delay.

Captain: "Can't see up the river."

Passenger: "But I can see the stars overhead."

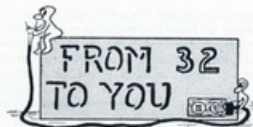
Captain: "Lady, unless the boilers blow up, we ain't going that way."



Blow-Me-Down Cottage (Longport, New Jersey) is the scene of many a tale. Recently our well-loved, former editor Bob Vale was visited by Mrs. J. Homer Graber (left), "Doc" Graber (center) and Ann Smedley. Bob met with some interruption (from Mrs. Vale, second from left) and laughter when reviewing his sportng expedi-

tions and future hunting plans.

We have Bob Jr., to thank for the latest flash: On the second day of the duck hunting season, Bob brought one down with two shots from a sitting position. Bob Jr., was off in the reeds preparing a blind but his congratulations preceded ours.



By Norm Kefford

November and December bring forth two significant days which are Thanksgiving and Christmas. Did you ever stop to think of these days in relation to the many ways in which they can increase ones enjoyment? For instance, join the name of these two days together this way: "Thanks For Christ." If you will keep this in your thoughts and show your appreciation of the meaning of these days, undoubtedly you will bring forth a more advantageous Holiday season.

As the big game season approaches, we find that our department has another enthusiast for this sport. We hear that he is all agog with the opportunity to go hunting. So

look out Tioga County, eh John?

W. C. is still thinking of getting a new car. Hope Santa brings one to him. He sure needs one. . . . C. B. expected visitors for Thanksgiving and it appears that he did not have to don his apron to serve. And since we are in the midst of this festive season, may we extend our thanks for our blessings and hope that you too had a very pleasant and safe Holiday.

Who is the big game hunter who lost his way in the woods the other weekend, who fell in the creek carrying a 22 that went off when he fell? . . . Who is the tall skinny Irishman who thinks he can sell real estat? . . . Everybody knows who bought a wonderful 24" TV set FOR CASH! . . . Who was it that suggested his wife wear slacks to the square dance and has been hearing about it ever since? . . . Who was it who wore a red hot shirt to the square dance just because he had to — his wife bought it? . . . Who was the little fellow who dressed twice to come to the dance? He looked good the first time.

THE SHADOW KNOWS

SQUARE DANCE



Bow to your corner lady
And Swing your partners all
Swing her around a little bit more
And promenade the hall.

This was all Greek to most of those who met at the Polish American Club on Friday evening, November 18th. The occasion was the Square Dance sponsored by the Engine Drawing Room Social Club.

(Continued from Page 15)



MODEL of the fishing schooner mentioned on page 15.

use a vessel such as the Dynafuel as a prototype.

There are quite a few model building hobbyists here in the shipyard and if they will cooperate we will be able to report on their activities in future issues. As a matter of fact we would be glad to read about your hobbies no matter what they are. So get in touch with me, or the editor. If you haven't any pictures we'll arrange to take them.



But with the aid of a good caller, Bill Heck, and a group of experienced square dancers, whom he had brought along, it wasn't long till everyone understood the various calls and then a real hoe-down was in progress. Everyone had such a hang up good time that another of the same is scheduled for January 14th. Superstitious, Hm-mm? Forget it! If you passed up this one, don't let the next one go by. C'mon dance. Wst. BUSS



By Bob Wilson

December—In this month we celebrate a day that is recognized by more people and more nations than any other national or religious holiday. I am referring, of course, to December 25, Christmas, and would like to take this opportunity to wish everyone a "Very Merry Christmas."

December is also, as everyone knows, the last month of the year; and as we end up 1955, I think back on some of the things that happened either in the Department or to members of this Department, while away on vacation or just "around their home."



Speaking of homes and houses, a real "eager beaver" when it comes to building a house is our good friend, Stanley. During the preceding months he has managed to erect a very nice home for his family in the Brookhaven area. Although the house is by no means completed, a check on the progress that was made during the summer can be seen in the two pictures. In the first one he can be seen pouring the footing for the foundation in May. In the second, putting the finishing touches to the chimney early in September. The surprising thing about this project is that very little professional contracting was done, the majority of the work being accomplished by Stanley and a few friends on week-ends and holidays. This is a credit to you and your helpers, Stanley—nice going! P.S. Consultants, and advisors on the heating system were Mr. A. Moyer and half of 38 Department.

Another member of this Department who was also busy this summer on improving his property was Ross, although in a different way compared to Stanley. Many of you will recall that this column referred to the swimming pool that Ross hoped to have in his back yard. He's got it—not the cement and tile type he wanted, but a twenty two foot diameter inflatable one, Ross had a little trouble getting it inflated and enough water to fill it, but after many attempts succeeded. It is now known as "Billstein's Doughnut."

Ross took a lot of needling over this pool,



but had the laugh on us during the heat wave. Of course, once the heat wave was over and there was plenty of water to be had from Carol and Diane, Ross had another problem—how to empty the pool and what to do with the water. After all what does a fellow do with 10,000 gallons of water and the cold weather coming on? Have you given consideration to an ice hockey rink? Or how about forming the "Sun

happy to say that Vic's attempts at injuring himself on these barrel staves were not very successful, and by the end of September he had become quite an accomplished skier. It was no mere coincidence that Vic was one of the boys responsible for the no speeding signs being posted on the channel buoys up and down the Delaware.

While some of us complained about the heat, either too much or not enough while on our vacations, one of our members certainly had no complaints about it being too hot. He even admits that he could have used some of the heat we had in this area during the summer. Per Dahl took an extended vacation this past summer and visited the land of his birth, Norway. Per had many happy reunions with members of his family and old friends, many he hadn't seen since his boyhood days. After spending considerable time with relatives in the southern parts of the country, he ventured on a northern voyage to the town of Tromsø, which is 220 miles inside the Arctic Circle. It was during this



Ship Polar Bears Club!" You would be charter member No. 1, Ross!

Maybe Ross had a swimming pool to cool off in during the hot months this past summer, but your reporter, like many other people had to be content with other methods. It was during those dog days of August that I happened to be taking a walk along the banks of the Delaware River, hoping for a little breeze when a strange sight made me stop and blink. Maybe the heat was getting me, for there skimming along the surface of the river chasing a motor boat at high speed, was a weird contraption that from a distance looked like a combination bird, sea serpent and "Father Neptune"; maybe the "Lock Ness Monster" had invaded these waters. But alas as it drew nearer it turned out to be none other than our own Vic Pajan, who this past summer tried various ways of breaking his limbs on water skis. We are

trip to the land of the "midnight sun" that Per could have used some of our hot weather.

Having crossed the Arctic Circle aboard a ship, Per was subject to an initiation, something similar to crossing the Equator and is now a bona fide holder of a "We Aegir" certificate (Ruler of Arctic Ocean).



Shortly after leaving the town of Tromsø, Per read reports in the newspapers that uranium had been discovered in the area. Could be you should have had a Geiger Counter with you instead of a camera, Mr. Dahl.

December is the month of the year that the ardent and hardy hunters wait for. Boys and men who lead normal lives the other eleven months of the year suddenly get a gleam in their eyes whenever anyone men-



tions the words "gun," "buck" or anything else pertaining to hunting. Most of the hunters in this Department head upstate for larger game, but we have one that goes to other states—especially for the Doe season



— Johnny Martin has gone DEAR hunting again. This time instead of the Poconos, it is Florida (see cut). According to the Florida Chamber of Commerce, Dear hunting is open twelve months of the year in that state, but is at its peak during the winter months. Well, who am I to disagree with them, when our boy Johnny sends back a picture of the "trophy" he got recently while on a safari in the sunshine state. With game like that open all year, it's no wonder there are more 38 Department sharpshooters heading that-a-way every year. Hey, Larry, you were wasting your time up at Buckhill.

As December is the end of the year, I too am running out of time and getting short of space, but before I close I should like to thank everyone for their kind consideration and help in getting these columns out during the months of 1955, and to everyone a "Happy New Year!"

INK SPOTS
FROM THE
HULL DRAWING ROOM

By C. J. Grauel

We put out the welcome mat for Jim Conners last month. Jim is a former member of our department, from the early forties.

Congratulations to Bob Filliben who completed his four years of apprenticeship last month. . . . Big Coke Carantonino has been making headlines on the sport pages of the Chester Times, racking up touchdowns to become the leading scorer as a hard driving fullback for the Chester Hornets football team.

We offer our condolences to Al Pierce's wife, whose mother passed away recently. Her death was attributed to her dress being made of a flammable material which caught fire from a match while rummaging in the cellar.

Ronald Fellman and Edward Clark who were part of a hunting party went to the Emporium of Cameron County to go bear hunting, only to have the same trouble that all hunters seem to experience. All the deer were in view, but no bears. I wonder why they don't interchange the opening seasons. They assured me that they would have a picture for the next issue when they go dear hunting.

Clas Edstrom left December 14th to fly to Gothenburg, Sweden, which is his home town, to marry his girl friend, Miss Madeleine Spoholm on January 19, 1956. They will return to the States later to spend their honeymoon in Florida. He expects to be back to work around February 14.

Department 78 along with Yours Truly wishes that yours will be a Merry Christmas and a Happy New Year!

Why I Am Glad To Be An American

By Evelyn Sanborn for 12th grade P.O.D. Class (daughter of Harry Sanborn).

I am glad to be an American because it is another name for opportunity. Our whole history appears like a last effort of Divine Providence in behalf of the human race. For the courage of our founding fathers in helping to make our country a free one; for all the men who have given their lives to preserve this freedom; for this I am thankful I am an American.

It is the home of freedom, the hope of the down-trodden and oppressed among the nations of the earth. This is what I call the American idea; a government of the people, by the people and for the people. A government of the principles of eternal justice; the un-changing law of God.

Since the day of the writing of our Constitution, our country has been growing in leaps and bounds. America is rising with a giant strength. Its bones are not yet fully developed. From the wealth and provisions of our nation a great part of the world is fed and clothed. We should be thankful for our harvest and industrial wealth. Our prayers of humble thanks goes up to Him who makes all this possible.

May our hearts be so full of thanks and gratitude for this great nation of ours. America has lead the way in all the peace efforts in the past years. May the name of America forever stand among the first nations of the world, for peace and prosperity.

Is it any wonder "I am proud to be called an American?"

EDITOR'S NOTE: We cannot resist commending young Evelyn for this fine essay. Of special significance are two points: she understands that America's greatness was founded on God's moral law, and she hasn't succumbed to the use of the now meaningless noun, democracy. We suggest the schools wake up and recognize the class: Significance of the American Republic.

COLD CAR?

Now is the time for all good motorists to come to the aid of their cars by preparing for Winter driving, advises Samuel T. Milliken, Service Manager of Keystone Automobile Club.

"Autumn's mild weather is the best time to take care of a car's vital parts," he declared. "Waiting until colder weather may be costly and dangerous. Here are some suggestions:

"1.—Motor Tune-Up: Routine oil change and brief check-up are not enough. Older cars become less efficient and require COMPLETE motor tune-up, including ignition system, carburetor, spark plugs, timing, generator and light connections.

"2.—Grease and Oil: Keep plenty of clean Winter grade oil in the crankcase. Have front wheels grease-packed if this hasn't been done for 5,000 miles. Have car greased every 1,000 miles, or at least every two months. A drop in oil pressure or a rise in temperature is a warning to investigate.

"3.—Battery: Cold weather gives your car's battery its worst beating of the year. Don't wait to find it dead on a frosty morning. Have the cells tested for their remaining life expectancy. Keep terminals clean and tight. Check water every two weeks.

"4.—Cooling System: High temperature brings excessive wear and high repair bills. Keep radiator full always. Use recognized standard brand of anti-freeze. Check fan belt and hose connections. After a boil-over, wait 5 to 10 minutes before adding water, slowly and with engine running. Cold water flooding an overheated motor can crack the block.

"5.—Brakes: Have them tested and adjusted now and at regular intervals. Avoid sudden stops. Investigate any disobedience when you press the brake pedal. It can be serious.

"6.—Tires: Check air pressure weekly. Replace worn treads. Avoid scuffing by curbs.

"7.—Wheels: Check alignment, tie rods and king pins if there is 'play' in steering.

"8.—Chains: Keep in tip-top condition and use in sleet and snow. They're lifesavers."

Teacher: "How long has your father been unemployed?"

Student: "We don't know; we can't find his birth certificate."





By Eddie Werts

Very glad to have this opportunity to wish each and every one a Merry Christmas and I sincerely hope a Happy and Prosperous New Year. . . . Going to be a mite tough doing this column with our boys absent from one another, but here are bits of news and questions gathered off and on from here and there. . . . Ousey I hear has become a proud daddy and we hope all his troubles are little ones from now on; although I must find out if it was a boy or girl. My informant slipped up on that point. No cigars, are forgotten at this time, Ousey.

Our congenial guard, Tar Heel Quartermaster, tells me Harry Finck was the biggest liar on the picket line. . . . Oh yes, Harry Buzzell was seen hanging around the corner of 6th and Upland Sts. waiting for who? . . . "Ye of fisherman," Mr. Weidner, Sr. and Don were down in Delaware fishing as usual. "Ye old fisherman" Emley caught the bass, although all caught pike. So you see, Al Robinson, while your baseball is kaput, fishing goes on and on.

Tommy Parker after reading about "Cinderella" Begley's millionaire vacation trip, did not go to Ireland this year but spent his three week vacation in Florida trying to find one for himself. Sure, and did you save any luck, Tommy? . . . Don Weidner invited your reporter for a weekend fishing trip, and when I refused said, "I know your old lady won't let you go." Is that right, Lill? Don also added on another year November 19th. Many happy returns from the gang, Don.

The day after elections Tamer Tucker, our staunch Republican, was seen trying to light our red hot Democrat's cigar with a book of Mayor Eyre matches, and telling Johnny Wolf now he is safely back at Gettysburg, not to go up and caddy for him again. Keep trying, Tucker. . . . At this writing no news of Bill Brengman's hunting trip, so cannot report if he came home with a bear or bare.

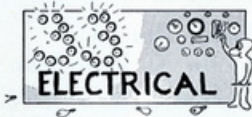
Rumor has it that Guard Allen is running a free all girl taxi service. Need any help, Earl? . . . Otto and Mrs. Neumann celebrated their 10 years of happiness on the 28th of November. Here's hoping you celebrate many many more. By the way, on the 16th of November Otto became one year older than TV's Jack Benny. Ott claims he is not dead anymore but is just beginning to live. But I wonder if he's seen TV's "Life Begins at 80?"

Ted Blake and Holmes were up to the "Old Mans Rest Home" hunting for bear. What did they bring home? A bear — heck no, they couldn't even catch a cold. Only thing they got was a car full of apples and Holmes has his poor wife worn out baking apple pies. Jackson is showing his nice white hands off saying "Nope, I don't work in a Machine Shop, got this way doing the wife's

washing." Don't do it too well Jim, or Herb will give you his overhauls. Speaking of Herbie Hughes, I'm told he is on his way upstate to fill his deep freeze, and the fellows claim they are all going up to Herb's house for Christmas dinner. You better put the apple in a large pig's mouth and start roasting him, Herb. The boys say if it's any good they will leave you the curly tail.

Jack Gillespie I hear would make a good looking "sandwich man," but he will need a longer board to keep his legs warm. . . . Hopalong, your reporter, was going to stop at Johnny Begley's house to see him but heard there were dire threats made against me; so me thinks I'll wait until Ma Begley simmers down or Finck tells the truth.

Do not know at this time if another issue of OUR YARD will be published soon again, but I close hoping the Sun Ship Family will once again be in close harmony. And again I wish to extend my personal wishes for a very healthy, happy and prosperous New Year!



By John F. Hefflefinger

Mr. Emil Roenne, our Assistant Foreman, reports having returned from a short vacation, part of which I imagine was spent hunting. . . . Andy Cassidy has a fine reel of 8 mm. motion pictures of our department as it circled the picket line during the strike. . . . Bill Lappin tells us he has just finished the planting and landscaping of his grounds. Too much digging he says.

Joe Hulton reported for his line of duty recently in very high spirits. How come, Joe? . . . Big Jeff has certainly been a tower of strength to the men at the Wetherill Plant. Good deeds always bear fruit, Jeff! . . . Mr. and Mrs. Carl D. Browne recently celebrated their 35th Wedding Anniversary.

Must include this month the details of the results of my flower growing this year. At the "Mum" show of the Norwood Horticultural Society, on October 22, 1955, I placed about forty entries in the different classes. Nine first-prize Blue Ribbons were taken, six second prizes, five third prizes, and three places in the Sweepstakes also secured. Over

three hundred entries were in the show and competition was keen.

On Saturday, October 29, I also entered the "Mum" show of the Delaware County Garden Club at Primos. Had thirty-eight entries and carried off eight first place Blue Ribbons, thirteen second place and four third place ribbons, as well as two Honorable Mentions. This show was also well attended and some very fine material was displayed, so I consider myself very fortunate and close out a successful season. Have about fifty-nine varieties in my garden from the smallest button at 1/2 in. diameter, to the largest balls about 7" across in all colors. And we were picking raspberries on November 10th this year — the latest we have ever done so. My neighbor George Gallagher handed over a big dish of strawberries on November 5th, which were of fine, large quality and well appreciated.

Memo to all! Had your car winterized and inspected yet? While we have had some very fine weather so far, we have also seen some vast changes for the worse. And is Christmas sneaking up on us! Just doesn't seem possible it's so close. . . . Very sorry I can't publish some of the remarks and comments heard from the men who were out on strike. Were personalities an issue?

Yours truly has been visited by Joseph Squittiere recently. He has been working near our home and stops on his way home from his work. He is doing fine and wishes to be remembered to all his friends. . . . Seems as if Joe Newman has all the troubles. We recently learned that Addison Hines enjoyed a two week vacation down in Florida. He reports having a wonderful time and taking in all the sights and interesting places. Intends to go again. . . . "Brown" gravy is still to be seen each morning sopping it up, while Andy Stevenson holds down the desk. Where Ole Clem fits in is not known. . . . R. Peet has also been enjoying a vacation, though we have no details.

From reports there sure is an epidemic of painting and papering going on in the homes of the men. Seems as if the little woman is finally getting those little jobs done.

This is about it fellows, glad we could get together!

The village police chief, patrolling in the town cruiser at 2 a.m., spotted a man walking up and down in front of a darkened house. He drove up and asked what the man was doing there. . . . "I forgot my key," the man explained, "and I'm just waiting for my children to come home and let me in!"



In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathies to the family of RALPH ENTRIKEN, 38-79, 6375 Woodbine Ave., Overbrook, Phila., Pa., who died on October 21, 1955, and

HARRY WILLIAMSON, 69-41, 526 Edgewood Ave., Folsom, Pa., who died on November 13, 1955.



By Dick Clendenen

Well, here we are again wishing one and all a Merry Christmas and a Happy and Prosperous New Year.

We haven't been able to get much information regarding the results of the hunting trips of the nimrods among our number. Ralph reports fair success and missed his buddy Bennie, who Ralph says, has fallen victim to the "Old Rockin' Chair". . . . Johnny Taylor was up in the wild turkey region and had to settle for one poor shot; while Al Wagner, gunning with Dan Clendenen, bagged the limit of small game in almost no time at all.

Johnny Lawrence has been enjoying an extended visit to Florida, and from all reports has fallen a victim to the lure of that sunny and interesting state. . . . America is marching back to Church. Were you and your children at services last week? If sincere, it could be America's answer.

Observation: The best thing some self-made men can do is deny it.

Hughy Ward was among those who vacationed in Florida this year and unfortunately encountered nothing but rain—which made him glad that he resorted to the airways rather than roadways. . . . Of a great and wise statesman it is said "that he can hold his tongue in ten different languages".

We were sorry to learn of the death of the father of Mac Scott (formerly of OUR YARD Staff) and wish to extend our sincere sympathy to the family. . . . The Bill Wallaces were overjoyed at the return of their son Bobbie who has been stationed in the far East, and are eagerly awaiting the return of son Atwood, who spent most of his time in the European theatre and whose return is imminent.

In an article published in local newspapers last October 24 announcing the sale of the Penna. Sun, mention was made of the fact that all 15 of the present Sun fleet were financed by the Sun Oil Co. — built in Amer-

ican yards, manned by American crews and flying the flag of the United States.

It would seem to the writer that this display of real Americanism is worthy of more than passing comment. It would really be enlightening to the workers in American yards to be handed a list of the tankers and cargo vessels being built abroad for some of the leading American oil companies and steamship line owners — in many cases with government funds (our taxes). Then — to the amazement of some they manage to sell their products right here at home. Here is

a comparison which should be studied a little and should add much to the fine reputation built up by Sun Oil — especially those who earn their livelihood building ships.

Hughy Ward's son, John M., has joined the ranks of the benefactors and we take this opportunity to wish them many years of happy marital bliss and trust that all their troubles may be little ones. Incidentally, they have honeymooned in the Poconos.

We wish to extend our sincere sympathy to Webbie Sherman and his family on the recent death of his father-in-law.

SUN SHIP MUTUAL BENEFIT ASSOCIATION

The following is a statement of the Receipts and Disbursements of the Sun Ship Mutual Benefit Association for the month of July, August, and September 1955.

Securities as of June 30, 1955	\$182,426.43
Balance on hand June 30, 1955	\$ 15,717.03

RECEIPTS:

Dues received from Members:	
July	1,418.45
August	1,233.90
September	1,272.60
	3,924.95
Equal Amount from Company:	
July	1,418.45
August	1,233.90
September	1,272.60
	3,924.95
Cash Dividends from Investments:	
Dividends a/c A. T. and T. Co. Stock	225.00
Dividends a/c Sun Oil Co. Stock	1,192.50
Dividends a/c U. S. Steel Co. Stock	350.00
Interest on Defense Bonds	125.00
	1,892.50
Redemption of 10 Defense Bonds Series "G"	10,000.00
	19,742.40
	\$ 35,459.43

DISBURSEMENTS:

Sick Benefits:	
July	4,560.02
August	3,587.19
September	3,522.89
	11,670.10
Miscellaneous Expenses:	
July	24.63
August	9.48
September	10.26
	44.37
A. T. and T. Co. a/c Debentures	1,314.64
	13,029.11
Balance on hand September 30, 1955	\$ 22,430.32
Securities as of September 30, 1955	\$173,741.07

TOTAL BENEFITS PAID:

1920 — 1949	\$1,802,633.95
1950	50,599.55
1951	45,007.58
1952	73,408.22
1953	98,924.56
1954	73,780.94
*1955	37,813.07
Total benefits paid to date:	\$2,182,168.27

*First nine months of 1955

OBSERVATIONS TO AND FROM THE WEST

(59 and 60 Departments)

By L. "Fireball" Bentley

Our plans had been made, it was no time to change them now, even if Hurricane Connie was roaring up the Eastern Coast in a northeasterly direction.

We left Chester shortly before six in the evening, our destination being North Bend, Nebraska, a small farming community about sixty miles west of Omaha. As we drove along the snaky route to the Downingtown Interchange of the Pennsylvania Turnpike, the wind and the rain buffeted the two tons of steel on the road like a cork in the ocean. But the car held her course steady and true, as the windshield wipers worked furiously to perform their task and we sped along in the twilight, listening to the singing tires on the wet concrete.

It wasn't until we reached "The Gateway to the West," as Pittsburgh is still considered, that the sky became clear again. The activity of the vast industries which stretch for miles along the three rivers is most apparent at night. It is then that numerous huge furnaces and converters belch forth great yellow-red flames which are reflected on the water and in the sky. And did you know that Pittsburgh by reason of its extremely hilly site has more bridges and viaducts than any other city in the world?

But one doesn't mind the hills anymore, as the Turnpike gently rises and falls over the terrain we headed for the Ohio line and their connecting Turnpike, which now is open to the Indiana line. Since the completion of the Ohio Turnpike, the traveling time across the State has been cut by at least three hours.

While traveling through Ohio we went through the city of Akron. As a matter of interest, we note that Akron is the rubber center of the world, today consuming in its twenty odd rubber plants about forty percent of the world's crude rubber supplies.

On we went into Northwestern Ohio and Bowling Green. In the sports world Bowling Green is noted for the great basketball teams it produces. It wasn't too long before we were in Indiana. Just a few miles east of Gary, the car was headed south for seven miles to get on Route 30. This takes you eighteen miles south of Chicago in the outer beltline.

When traveling east and west across the state of Illinois it doesn't take long—the distance being about one hundred and fifty-seven miles. In 'no time' we arrived at Fulton, Illinois on the east bank of "The Father of Waters," the broad Mississippi River. Across the toll bridge (20¢) on the west bank lay Clinton, Iowa.

On our journey we begin to notice the corn in Illinois was browned at the bottom of the stalk. The further west, the browner and higher the brown on the stalk. Occasionally one would see the usually green acreage, but only where it was irrigated. Yes, they were having a drought. It hadn't rained for weeks. These seemingly endless undulating hills of rustling corn were not rustling

in their usual luxurious green. Nubbins could be the best expected from a lot of the acreage.

Now we are going through Cedar Rapids, the second ranking manufacturing center in the State. West, many signs let you know you are approaching Tama, site of a large Sac-Fox Indian reservation. Next is State Center, the geographical center of the State which is approximately 467 miles long from Clinton to the Blair Bridge on the west.

As one approaches Ames, Iowa, eyes gaze upon the stately buildings and beautiful campus of the University of Iowa. We leave Ames and head west to Boone. The elevation there is eleven hundred feet. Quite a change from the near sea-level elevation in Chester. Boone was named for Colonel Nathan Boone, son of the famed backwoodsman and pioneer, Daniel. It is surrounded by one of the richest corn growing regions in the United States and noted for its cattle and hogs.

But as you look around you, the soy beans have even started to brown at the bottom, along with the corn, and you begin to wonder about the abundance of water in the east and dearth of it in the west.

After paying the fifty-five cent toll we crossed over the muddy Missouri from Missouri Valley to Blair, Nebraska. As almost always is the case the longest miles are the ones just before you get to your destination. It was found to be true in this case. As the highway, still Route 30, turned north into town (hence the name) we were in North Bend, Nebraska. We had just a mile-and-a-half north and a half-mile west to go—and so it was at midnight, Saturday, we arrived at the place where the next ten days would be spent. Total elapsed time was thirty hours. During the 1300 mile trip, the car consumed 68 gallons of gas and one quart of oil.

The next day being Sunday was a real day of rest for all of us. Went to church in the morning, and stood along with the rest of the town and country folks as they chatted outside after the services were over.

When you live on a farm there is no denying you eat well. Why not? Everything is right in front of you. So in just a few words, which is not double-talk, a farmer always remains secure in his insecurity. If he has his place and can grow his own food, he will always be secure. Being his security is in the land, he must protect it to the best of his ability. Some do this with fertilizers, contour plowing, rotating crops, etc. But in the final analysis all depends on nature. This is where the farmer is the biggest gambler of all. Sometimes they hit the jackpot, sometimes they don't. This year was one of the poorer ones. Corn was cut and ground up as early as the first of August. Some was shocked, to be used as silage. Cattle were turned loose in the fields. A shortage of corn usually means a higher beef and pork price to the consumer.

Since farming has been made into a highly scientific and mechanized operation, fewer farmers can produce more food. So young men on the farms are being encouraged in schools of higher learning to prepare themselves for a place in engineering fields in

which there is a drastic shortage of engineers.

While we were there the children picked eggs, shelled corn, ground feed, fed the cows and pigs, drove the tractor and helped cut and rake hay in their own small ways. It is my belief that a child should have plenty of room to run, even if for just a few days or weeks. The farm offered a wonderful opportunity for mine to do just that.

The days were dry and hot, but the nights were nice; cool and quiet. The night in the country is very still, the stillness being punctuated by the crickets, katydids, locust, and other insects. The night seems blacker, too. The stars hanging up in the sky look as if they shine brighter in the clean air, and as though, if you made an effort, you would be able to pluck one down.

The ten days flew by. It was time to leave. We decided to travel back on the same roads we had come on. We left about five in the afternoon. It was still rather hot and dry. But the sun didn't break through the clouds the next day; that made the trip quite comfortable.

As the car ate up the miles, a myriad of things raced through our minds. Such things as, the new farmers who had just started in the spring for themselves and would have nothing for their work come November. They have bills to pay, too. Then there is the problem of (government) price-supports, over-production (at the desired market price) the different percentages of (government) crop allotment, and (government made) parity just to mention a few of the things a farmer is up against.

We arrived back in Chester thirty-six hours after leaving North Bend. We all agreed it was a wonderful experience.

All the opinions expressed herein are my own, as it was lived and is now written about. But for all the troubles we have, not only the farmer but all of us, someone once wrote a very appropriate verse:

*This old world we're living in
Is mighty hard to beat,
We pick a thorn with every rose
But aren't the roses sweet?*

Anyone desiring to learn welding in the evening school program at Chester High School of Vocational Training contact Al Wagner, 59 Dept., in charge of the welding program in the yard or any evening 7 to 9:30 at the High School Annex, 9th and Ridley Creek, Chester.

Enrollment is now open for the following courses: electric arc welding, oxyacetylene welding, and bell-arc welding. Classes are from 7 to 9:30 P.M., Monday through Thursday.



A Christmas Cake for Every Occasion

When friends come to call during the holidays, you'll find sweet yeast-raised breads or cakes attractive and taste-tempting for serving any hour of the day. They can be made well ahead of time, and since they are all decorative as they come from the pan there's no time-consuming frosting to cut into other activities. It's easy, too, to bake with yeast when you use the new batter method which requires no kneading. Following are three completely different sweet cakes to serve for special or impromptu holiday treats.

Perhaps you'll have a "decorating the tree get-together" on Christmas Eve. This Holiday Fruit Ring can be prepared while you're getting dinner and will be all ready to serve by the time your guests arrive. Arrange your Christmas decorations on the table and around the cake for a festive feeling. Serve plenty of hot coffee or punch with thin slices of the cake.

HOLIDAY FRUIT RING

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| 1½ cups warm, not hot, water (lukewarm for compressed yeast) | 1 teaspoon salt |
| 2 teaspoons sugar | 1½ teaspoons cinnamon |
| 2 packages or cakes yeast, active dry or compressed | ¼ teaspoon cloves |
| 4½ cups sifted enriched flour | ¼ teaspoon mace |
| 1 cup sugar | ½ teaspoon nutmeg |
| ¾ cup margarine or butter | 1 cup raisins |
| 2 eggs | ¾ cup glacéed fruit |
| | ¾ cup chopped nuts |



Measure water into a mixing bowl (warm, not hot, for active dry yeast; lukewarm for compressed). Add and stir in 2 teaspoons sugar. Sprinkle or crumble in yeast; stir until dissolved. Add 1½ cups of flour and beat well. Cover with a cloth and let rise in a warm place, free from draft, until very bubbly, about 30 minutes. Cream margarine or butter with 1 cup sugar. Add and beat in eggs. Combine with bubbly yeast mixture. Sift together salt, spices and remaining 3 cups flour, and add to yeast mixture. Beat until smooth. Use mixer or beat by hand. Add and stir in fruits and nuts. Turn into a greased, lightly floured 10-inch tube pan or into 2-well greased 1½ quart molds or casseroles. Cover with a cloth. Let rise in a warm place, free from draft, until doubled in bulk, about 1½ hours. Bake tube cake at 375°F. (moderate oven) for 1 hour; bake molds or casseroles at 350°F. (moderate oven) about 1 hour. Cool cake in pans 5 minutes. Turn out on cake rack.

For Christmas morning breakfast you'll want something very special. This traditional Italian Christmas cake can be mixed up quickly the night before. It will rise in the refrigerator overnight as you sleep and will bake while gifts are being opened in the morning.



ITALIAN CHRISTMAS COFFEE CAKE

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| ¾ cup warm, not hot, water (lukewarm for compressed yeast) | 2 cups flour |
| 1 package or cake yeast, active, dry or compressed | ½ teaspoon salt |
| ¾ cup margarine or butter | 1 teaspoon vanilla |
| ¼ cup sugar | 2 tablespoons candied citron, chopped |
| 4 eggs | ¾ cup seedless raisins |
| Milk | 2 tablespoons almonds, chopped |
| | 2 tablespoons candied orange peel, chopped |

Measure water into a large mixing bowl (warm, not hot, water for active dry yeast; lukewarm for compressed yeast). Sprinkle or crumble in the yeast. Stir until dissolved. Cream butter with sugar. Break eggs into a 1 cup measure; fill up with milk and beat slightly. Sift flour and salt; add the fruit. Stir flour mixture alternately with eggs into the creamed butter and sugar. Add yeast and beat until smooth. Blend in vanilla. Pour batter into a greased 8-inch tube pan. Cover tightly and let rise in refrigerator overnight. Bake at 375°F. (moderate oven) for 50 to 60 minutes.

For Christmas day open-house a fruit ring will provide lots of holiday cheer. It's made just like an upside-down cake with your choice of canned fruits, bright red maraschino cherries in a buttery sugar syrup. The hostess who enjoys entertaining with ease will deck her table in her prettiest china and silver and serve just a beverage to accompany the cake.

PEACH COFFEE CAKE

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| 3 tablespoons soft butter | ½ cup warm, not hot, water (lukewarm for compressed yeast) |
| 2 tablespoons brown sugar | 2 packages or cakes yeast, active dry or compressed |
| Maraschino cherries | 2 eggs, beaten |
| Sliced peaches | 1 teaspoon vanilla |
| ¾ cup milk | 4 cups sifted flour |
| ¾ cup sugar | |
| 1½ teaspoons salt | |
| ½ cup shortening | |

Melt butter in a 9" round or square cake pan. Sprinkle brown sugar in the bottom of pan. Then arrange the fruit attractively. Scald milk. Stir in sugar, salt and shortening. Cool to lukewarm. Measure water into a large mixing bowl (warm, not hot, water for active dry yeast; lukewarm for compressed yeast). Sprinkle or crumble in yeast. Add lukewarm milk mixture. Add beaten egg, vanilla extract and flour. Stir until well blended, about 1 minute. Carefully turn batter into the prepared cake pan. Cover; let rise in a warm place free from draft 1 hour and 15 minutes until doubled in bulk. Bake at 375°F. (moderate oven) about 45 minutes.

IMPORTANT—Your job is important, don't think it is not. So try hard to give it the best that you've got. And don't ever think you're of little account. Remember, you're part of the total amount. If they didn't need you, you wouldn't be there. So always, my lad, keep your chin in the air. A digger of ditches, mechanic or clerk. Think well of your COMPANY, yourself and your work.

One Solitary Life—Son of God

"Here is a man who was born in an obscure village, the child of a peasant woman. He grew up in another obscure village. He worked in a carpenter shop until He was thirty. And then for three years He was an itinerant preacher. He never wrote a book. He never held an office. He never owned a home. He never had a family. He never went to college. He never put His foot inside a big city. He never travelled two hundred miles from the place where He was born. He never did one of the things that usually accompany greatness.

"He had no credentials but Himself. He had nothing to do with this world except the naked power of His divine manhood. While still a young man, the tide of popular opinion turned against Him. His friends ran away. One of them denied Him. He was turned over to His enemies. He went through the mockery of a trial. He was nailed to a cross between two thieves. His executors gambled for the only piece of property He had on earth while He was dying—and that was His coat.

"When He was dead He was taken down and laid in a borrowed grave through the pity of a friend. Nineteen wide centuries have come and gone and today He is the centerpiece of the human race and the leader of the column of progress.

"I am far within the mark when I say that all the armies that ever marched and all the navies that ever were built and all the parliaments that ever sat and all the kings that ever reigned, put together, have not affected the life of man upon this earth as powerfully as has that one solitary life." — Author unknown.

A Make It Yourself Christmas Tree For Home or Office



Frame

MAKE-IT-YOURSELF FRAME: Use poultry wire or light hardware cloth, 32" x 46". Fold into cone shape, tucking excess corner under circular rim at bottom. No stand is necessary.

Carnations

MATERIALS NEEDED:

- 1 large box (300 sheets) of Pond's facial tissues
- 1 box of paper clips
- 1 bottle of metallic glitter (comes in a selection of colors, including gold and silver)
- 2 bottles of colorless nail polish for applying glitter to carnations
- 4 boxes of pipe cleaners for attaching carnations to frame.

HOW TO MAKE THE CARNATIONS:

1. Unfold two sheets of Pond's tissues and place one on top of the other, creases running left to right.
2. Fold in half, left to right.
3. Fan-fold the tissues to make a pleated strip about $\frac{3}{4}$ of an inch wide and 5 inches long.
4. Fasten tissues in center with a paper clip.
5. Separate strip in fanlike fashion at both ends and tear off $\frac{3}{4}$ inch for each end of strip.
6. Gently separate each sheet of tissue from top edge up toward center where paper clip is.
7. Brush edges of carnations with colorless nail polish and sprinkle with glitter before polish has dried.
8. Run pipe cleaners through paper clip hooks on bottom of each carnation and attach to frame, completely covering tree. Place star or other Christmas ornament on top of the tree.

No matter whether it's your job to plant a Christmas tree for your office or your home, one of your biggest problems will be to bring the tree inside, without upsetting everything and everyone. That is why this Pond's suggestion for an attractive tree you and your friends can make has such an appeal. The following instructions make a table tree; if you would like a larger one, just make a bigger frame and buy more of the simple materials required. Here is all the information you need to make this tree, which is really a light frame covered with snowy white, glistening carnations.

Luke—the Physician

As a doctor tries to diagnose our ills by telling us to stick out our tongue, listening to our heart beat, and giving us a physical check-up; so Luke, the beloved physician, tried to diagnose the ills of the world of his day.

Having looked carefully at his times, Luke proffered as the medicine for the world's disease the Lord Jesus Christ. For he found that mankind was infected with the disease of sin, and the only proven antidote was Christ by faith!

So Luke wrote a special note through his friend Theophilus that would go out to all the poor, the lonely, the outcast, and the oppressed. God had provided in Jesus the way back to healthy life.

But Luke did not write for his day alone. His cure is as applicable today as it was then. Our diseases have not changed either. We may give it another name, but it is still sin.

The diagnosis has been made and the right cure offered. You can have it whenever you are ready to make Jesus the Lord of your life!

"People haven't changed much over the years," is the plaintive cry we constantly hear. We fight the same wars, only with more lethal weapons. We harbor the same hate, only with greater intensity. We fall prey to the same greed, only with more enthusiasm. Is there no answer to this continuing misery?

Luke's answer to that question is his Gospel. True to his profession, he put his finger on the pulse of the world to diagnose its ills. And as he looked to the medicines that others were offering, he knew that none of them would do. The might of the Caesars bred only terror. The nationalism of the Jews spawned only more hate.

Christ was the only answer. In Him the physician saw the love, gentleness and compassion to knit the shredded spirits of men and restore their wholeness.

You too have the opportunity to share Luke's Christ in the life you live. He is still the best medicine for our times.

HARRY D. SANBORN, 68 Dept.

Room 312
Chester Hospital
Chester, Penna.

Mr. E. E. White
A. Cressy
Dr. Feddeman
First Aid Staff
And Others

We wish to thank those responsible for the Blood Donations in time of need. A friend in need is a friend indeed. I could not have survived without it.

We surely appreciate this help in a time of crisis and again I say thanks to ALL.

Sincerely yours,

Mr. and Mrs. Harry F. Bishop, Sr.

P.S. — I want to thank all my friends for the wonderful flowers and cards I have received.



He's alive and you helped

People still die from tuberculosis—this year one American every twenty-seven minutes!

Yet the money which you give for Christmas Seals has helped to save thousands of lives.

Christmas Seals fight tuberculosis year-round—through education, case finding, patient rehabilitation, and basic research on TB control, treatment, and possible prevention.

Make Christmas Seals a part of *your* holiday giving. From now to Christmas send no card, letter, or package without the Seals that save lives. And send in your contribution today.

Buy and use Christmas Seals



SUN SHIPBUILDING AND DRY DOCK CO.
CHESTER, PA.

PRAYER

Eternal God — our Father — giver of all good gifts and graces, it is to Thee we fly in time of great danger, difficulty and distress. We are most thankful for the gift of Thy son, Jesus Christ — our Lord and Saviour.

Grant, we beseech Thee, that we may be ever mindful of His promise: "Lo, I am with you always even to the end of the world."

Unite, inspire and guide us in our feeble attempts to transform our thoughts into words for dissemination among our fellow men.

Grant that we may be humble and considerate, and that we may assist in some small way in fulfilling the command of our Lord and Saviour who said "Feed My Sheep."

We thank Thee for the blessed privilege of living in a country where people of like mind might meet together without fear of being molested and pray that we may so conduct ourselves as to be worthy of Thy commendation and that we — and all mankind — may learn to follow the teachings of Thy Word and deal fairly one with the other.

Forgive us our selfishness, O God. Forgive us that in a world where men starve for food — we have eaten our bread alone and with a deaf ear to the "Still, sad music of humanity."

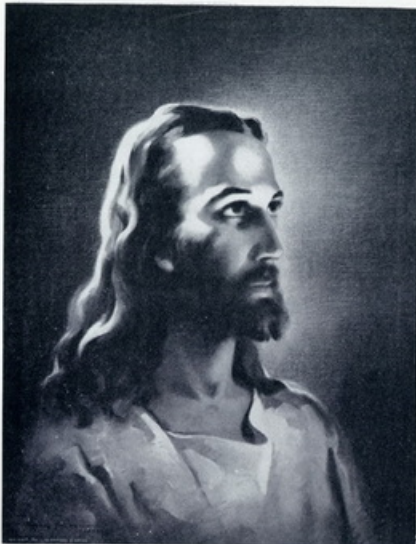
Forgive us that we — who know Christ, Who went even to the cross for Thy Kingdom's sake, and for us — have been reluctant to walk the long, hard way with Him.

Deliver us from those pitfalls of blindness of heart, from pride and hypocrisy, from envy, hatred and malice, and from all uncharitableness; and grant, rather, that we be made modest and humble and faithful in our ministration. We pray Our Father that it may please Thee to succor and comfort all who are in danger or in need.

That it may please Thee to defend and provide for the fatherless children and widows and all who are desolate or oppressed.

Bless us as we pray that all Thy people may realize that all things good, both material and spiritual come from Thee. Grant us, O God, Thy gift of loyalty — for our homes, give us love and obedience; for our country, sacrifice and service; for our church, reverence and devotion; and in everything make us true to Thee, through Thy Son, our Saviour, Jesus Christ. Amen.

(Written by DICK CLENDENING)



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A Prayer of Saint Francis of Assisi

Lord make me a channel of Thy peace that where there is hatred I may bring love, that where there is wrong I may bring the spirit of forgiveness, that where there is discord I may bring harmony, that where there is error I may bring truth, that where there is doubt I may bring faith, that where there is despair I may bring hope, that where there are shadows I may bring Thy light, that where there is sadness I may bring joy.

Lord, grant that I may seek rather to comfort than to be comforted; to understand than to be understood; to love than to be loved; for it is by giving that one receives; it is by self-forgetting that one finds; it is by forgiving that one is forgiven; it is by dying that one awakens to eternal life.

Grant that we may realize it is in the big things of life we are at one; it is the little things that create differences. And may we strive to touch and to know the great common human heart of us all and, O Lord, God, let us not forget to be kind.

MARY STUART'S PRAYER • (Sent in by VIRGIL BAYLESS)