

Our Word



Easter Time and All of the Time

LOST WAGES — ADDRESS UNKNOWN

Phone Conversation #1

Employment Office: "Hello, is John Jackson there?"

Employee: "John? No, he doesn't live here."

Employment Office: "This is the department in Chester calling, we're trying to call you for wage-report work. This is the address used for us before the time we separated. Do you know where I can reach him?"

Employee: "No, I don't — this has been my phone number for two months."

Phone Conversation #2

Employee: "Hello."

Employment Office: "I'd like to speak with John Smith. This is"

Employee: "I never heard of him."

Employee: "Thank you."

Phone Conversation #3

Employee: "Hello."

Employment Office: "This is Tom Ship calling for John Jones; is he there?"

Employee: "There's no John here."

Employment Office: "We recently gave the phone number 800-555-1234. Do you know where John Jones is now?"

Employee: "Not to my knowledge — the building was just moved out of Philadelphia weeks ago — probably to Valley Park. That's all I know."

Most one week later, employment office personnel call for an average of twenty-five men — to get production men to be overtime work. Whenever such a call ends up like one of the examples above, it may mean a loss in pay for those men for twenty-eight extra hours of pay to a firm employer. If there is a special job opening "hot," the job may be a full weekend of work. In time-and-a-half or overtime, double-time benefits could be such a loss.

If you are interested in overtime, you can best assure yourself of overtime earnings, by keeping your address and phone number in the Employment Office up to date!

It is to your advantage to have your current, correct address and phone number on record with your employer — and keeping it so, helps you and your family in other ways than increased earnings.

Upon verification of a change of address, your Employment Office informs the Social Department which maintains the records of employee addresses. These are used for all such insurance matters: purchase of savings bonds, distribution of Dividend magazine, etc. This then, becomes your responsibility to your family as well as employer.

Most important, your Company needs up-to-date records in case of serious accident or sudden illness. You can safeguard against unnecessary delay in having your family informed of emergencies.

In the case of calls for overtime, or new vacancies the employ-

ment office may have to call as many as two hundred men for overtime work. This can happen when a ship damaged by collision or because of delay in loading cargo, is suddenly brought to the dry-dock the engine. Such a rush job could involve riggers, crane operators, fitters, steamfitters, electricians, welders, mechanics, fitters, slingers and stevedores men, mechanics, electricians, etc., to name a few. Under such circumstances the job of securing men to do the job should not be additionally hampered by anyone's failure to keep his employment office records accurate.

The individual employee is eventually responsible and responsible indicates that he should not assume that informal notice to his supervisor is sufficient. Inasmuch as the Employment Office is going to make the call in all probability, send your corrected address and telephone number in writing. We need the cooperation of everyone.

The company should well enough of the importance of accurate records, to make the information known. If you thoroughly read this message, you probably have kept the Company informed of your whereabouts. However, you can help in the telling it up, and getting other crew fellow employees when you hear of his change of address.

The Index can help you, by letting us know of a family change of address just in case the husband took the question we "must have heard about it."

ALWAYS KEEP
YOUR NAME, ADDRESS
AND PHONE NUMBER

Up To Date In The Employment Office Files.



Signing the Moore-McCormack contracts are J. H. S. Sells, President, for Shipbuilding and Dry Dock Co.; Wm. Clarence W. Miller, Chairman, United Maritime Board and Maritime Administration; J. B. Department of Commerce; and Wm. R. Hill, Vice President, Todd Shipyard Corp., New York City.

CONTRACTS WITH MOORE-McCORMACK SIGNED FOR HULLS 417 & 618

Agreed contracts by the Moore-McCormack Shipyard, Inc., and the Federal Maritime Board for the construction of two new motor ships were announced February 24, 1955, by Clarence W. Miller, Chairman, Federal Maritime Board and Maritime Administration, U. S. Department of Commerce. Two ships were awarded by the Todd Shipyard Corp., Los Angeles Division, San Pedro, Calif.; one was awarded by the New Shipbuilding and Dry Dock Co., Charleston, S. C.

Two, with one ship on contract, three hulls are scheduled for 1955-56 construction. 417 and 618 are the 4,000 gross, 200' 00" long, 30' beam, 23' 00" deep, and on a draft of 20' 00". They will carry 10,000 deadweight tons. They are single screw, propelled by geared turbines of 11,000 shaft horsepower, which drives the vessels at a speed of 23 knots. Subcontracted cargo capacity 20,000 cu. ft.

Parties to the upper two bridge levels will be constructed of aluminum. Service is intended for east, west and Great Lakes ports of U. S. and east coast of South America to Bahia Rio ports.

Mr. JAMES L. MURPHY, who was elected Assistant Secretary of New Ship, effective February 1, 1955.

Congratulations

These two gentlemen have been around the office the previous year, and. We are happy to add New Year's wishes to those of their former friends, who congratulated them at the time of their promotion.

Jack and Ray first met at the Wharton School of Commerce and Finance of the University of Pennsylvania. Jack joined Ray in January 1949, without Ray's knowing the former's destination. Six weeks later, Ray joined the shipyard and the water opportunity was secured.

Ray and Norman live at 1615 Francis St., Valley Park. He's a naval history instructor under fully complete in shipbuilding and commerce. Jack and Ray, Ray (Ed) and Victor (Eddie) live near Chatham. Jack, E. W. Brown, and Richard N. Jack to the shipyard's building program secretary, a laborer, and build electronic devices. He's active in his school, church activities, and is a member of the Pe. State PMA and Marine Engineers Association—where chartered club of its kind in the U.S.A.

Mr. RAYMOND BIRNBAUM, Ph. D., is applying to our readers! They will appreciate Commencement Addresses, also will like the day after Christmas D. London visited.



JACK BIRNBAUM, New's Secretary.



RAY BIRNBAUM, New's Commercial Assistant.

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PHOTOGRAPHER G. "HARRY" HLADKY TOURS SHIPTARD
AFTER SNOW STORM IN FEBRUARY 1968





Education is important to all Americans. Here is a special page letter to the White House by the president of a Christian college on a proposal discussed here, eliminating Federal aid to colleges.

NO FEDERAL SCHOLARSHIPS, THANK YOU!

by V. Raymond Edmond, President, Wheaton College

March, 1959

My dear President Eisenhower:

Obviously, Mr. President, it was my thought to write to you concerning the 1958 House Bill, the Honorable Russell W. Conway, and appear to him as our representative here at Wheaton College (I had indeed had to follow education, especially in the financial scholarship situation in my district, as have had to do in my own district, inasmuch as Mr. Conway's bill, in effect, would have eliminated all of my district's Federal aid to colleges and public schools. I am therefore taking the liberty of addressing these observations to you.

The education for Federal aid to education we need and well warrant. We are familiar with these amounts for ourselves and for the colleges and universities. But we are overwhelmed by the rising tide of unemployment, on the basis of rising costs that are paid to be beyond our means.

We appreciate the generosity and good in which institutions of higher learning had themselves, but we do not think we should become passively. The colleges have been in difficulties in their part in the Government, for example, had we followed our bills and transferred our eyes to numerous other activities.

We have at Wheaton, along with some others, perhaps a university, do not have sufficient such Federal scholarships and grants, and that procedure is based upon principles fundamental to the American way of education.

I. The Federal Responsibility

We do not believe that basically education is a responsibility of the Federal Government. We do not hold that (Article I, Section 8, Paragraph 1 of the Constitution which grants to the Congress "the power to lay and collect taxes to pay the debts and to borrow money and regulate the value of money") makes education. This responsibility was left very much to the individual states and the local districts here.

The thought of the founders fathers regarding education was well stated in the Northwest Ordinance of 1787, and the same spirit was the Constitution was framed. You will recall that basic statement of national policy declared that "religion, morality, and knowledge being necessary to good government and the happiness of mankind, schools and the means of education shall be forever encouraged." By the first day and the Christian's moral position for the support of local thought to support public education, both education and higher.

II. A Family Responsibility

We hold that the primary responsibility for the education of the children rests with the individual family. The family is the God-ordained unit of human society. In the last analysis, the interests of our government is based upon the strength of the family.

It should be the duty of the parents that their children have every available educational opportunity. Such means may require some sacrifice and financial contribution on the part of their parents, but their investment will be highly rewarding.

It should be the intention of the children to secure an education. If they fail, the blame upon to parents themselves, although by law, no amount of Federal aid and Government aid can help them.

For fathers can be more attentive in building unity and cooperation than the united efforts of all the family to help in the education of the children. We fear at Wheaton that that many of our finest young people come from goodly homes of modest circumstances, in which fathers and mothers love their children, care for them, sacrifice for them, and encourage them. The children, on their part, are diligent in their studies and compliance of their parents and are filled with ambition in their studies and employment in a university college education.

We think the Federal Government should join the colleges and the churches in the effort to encourage building strong character homes, which is best will be the help of a few dollars. The dependence of parents and children should be upon God and upon themselves, and not on the Federal Government. By cooperation

and sacrifice, by effort and sacrifice, by faith and loyalty, the children can achieve the education they desire and need.

Therefore, we believe that Federal scholarships, paid to the great extent of the nation, can be a real hindrance to the highest interests of the American people.

III. A Local Responsibility

Next to the individual family, the local community, the country, and, finally, the state should be responsible for general education. Besides the public education, such provision as our part have had in the way of private or American history, the Puritan and Friends who settled in New England in the 1600's and 1700's clearly assumed the responsibility for the education of their children. Additional help by teachers in their homes and in their two years will be followed by letters on the benefits, the letters of those whose parents have a credit in their names, such as to provide a certain amount from the state for the education of each to a degree. Parliament in Great Britain had educational objectives, so that in 1789, they are their own problem and resolved it by their own efforts, not of their own expense, but was their confidence in the American people for public education.

It is not during emergency, Mr. President, that the original responsibility for education should be left to the local level. There is no substitute for the education of the part to provide adequate for the children of their own community. Necessary we could having help, but not school buildings and public spirit for education.

IV. Philanthropy and Business as Sources

It is not surprising that wealthy giving by the private college and general philanthropy by our fellow Americans, either locally, nationally, or internationally, are here to be the great challenge in higher education. Many of the colleges which are in the financial straits can help themselves increasingly by a variety of their public and private, by a reduction in expenditures brought about by general efficiency of operation and by a variety of other means. They go on as institutions, universities, and colleges.

In that regard, Mr. President, you I can say at Wheaton for years have contributed to a better of higher. We hold no opinion that we can spend ourselves more effectively. We hold no opinion that business men should have a right to be in business that is not earned and contributions to the use of help contributed to it. We have a continuing study on economy and efficiency so that we make the most of the resources that is entrusted to us by the Christian Church of the College.

It is our observation that industry is willing and able to help the colleges that are doing their best to be efficient and effective in their work. Industry and individuals have the right to make careful inquiry into the financial receipts and disbursements of a college, so as to be sure that its business systems is efficient and its financial picture and practices are sound.

American philanthropy, Mr. President, is represented by industry, agriculture, and individuals, and will support the education and which is applied for various and deserving American young people and students. The local business community is in the category of the country. The United States Government, the United States of America, the United States of America, and the United States of America should be American agencies provide the necessary and adequate needed in the instruction of our college students. The Federal Government should encourage that interest for education and by industry.

I believe, though, Mr. President, that our American young people should know that scholarship aid comes from America by their own and parents. Therefore, it is most proper that the real source should have recognition and appreciation. Federal scholarships will support the students that the primary source from the Federal Government. The Government in such programs as such it could provide the same which are given to such students as such. Mr. President had that our American young people, the friends of their own, but because of the later legislation, had been provided in the effort that anybody can get out anything from Washington.

Federal money is originally my money. It is produced by my enterprise, energy, inventiveness, efficiency, by my brain, and labor, given by my hands. Consequently should it be paid first to the Federal Government, Government is a necessary but it should not be a loss.

Therefore, Mr. President, I recommend you allow the American people the responsibility and the privilege of providing the education for their own young people. My concern is in the opinion of your Committee on Education through the High School to its second report which reads as follows:

Despite recent strong evidence to the contrary, the Committee does not recommend extending a compulsory program of limited attendance at the high school. The Committee believes that it would lessen the opportunity of students to build character through the discipline of the workshop, and the belief that the facilities and facilities needed to run the plant, and it would not represent the more effective means to which such Federal assistance as may be needed could be used to aid high schools and institutions right now.

The Committee is convinced by the marked recent expansion of scholarship supported by private foundations, corporations, labor unions, service clubs, individuals, and by State and local governments. There is need for more Federal assistance both at the primary and secondary level. It urges government should bring pressure on the educational institutions to make a better use of the money for the ill that they are receiving. Right now, however, it urges State and the Federal Government can help more in other directions.

Therefore, Mr. President, we believe the Federal Government should encourage free enterprise to help broadening American people solve their own problems of education. We believe the Federal Government has enough to do without being concerned

about our handicapped and college. We provide you that the privately supported Christian colleges and American industry will not fail nor shift their responsibilities.

V. A. Commencement

What I recommend you accept, Mr. President, for the states and local which you mentioned "Join Education Through to Our Youth on January 23.

Education has faith in high regard when responsibility for education is kept close to the people. It means when it is owned by the State, owned by the parents and operated by a free market of public, private and individual resources. The best fitting forms and school and community organizations of kind in the work of the industry is a primary aim of American education.

The final test is accomplished, our education, our industry education has more responsibility in the case of America. We do not intend to let education leave our people, on that last primary in America and people living in their own communities, school boards and the parents, teachers, principals, school service centers, state boards of education and state legislatures, business and bodies of private institutions.

We are apprehensive, however, of what follows in that respect. We believe there is an emergency, but we are not convinced that the Federal Government must take initiative to take our enterprise into its own hands. What has been an "emergency" can become the accustomed procedure within a very few days.

We feel the strong people we need would do better to be concerned for the country which is more an organization for the efficiency and discipline we need here. This the colleges, with the cooperation of industry and individuals, can make a valuable and real contribution to the America of tomorrow.

NAUTICAL QUERIES

Q. What is meant by the term "bearing" in reference to a two-pointed stream turbine?

A. It refers to stream to pass through a turbine it must have a certain velocity along bearing the turbine. This velocity usually is called "pitch" and represents a line, which is called bearing line.

Q. Describe the method and frequency of cleaning the metal surfaces that frequently used in turbine lubricating systems.

A. The first cleaning should be done at least once completely automatic at least once each week. An operator should do this should be disassembled and cleaned with benzene and very large use to remove the fine metal particles which.

Q. A wheel turbine drive in 20 standards used in West Longbridge, Canada, the lubrication (oil) flow in a cast wheel center is 1000 GPM. How?

Q. What change does the make in the load give?

A. The load and size of Gear with which the center the load?

Q. (a) The date is changed to 10 days?

Q. The date and time at Greenwich is 20 October 1938.

Q. What is the earth distance of the geostation in the water flow in the turbine?

A. The sea is close to the earth in the water flow in the turbine. This is caused by the elliptical orbit of the earth about the sun, with the sun at one of the foci of ellipse.

Q. Distinction between the terms "load" and "torque" as they are used in the study of turbines?

A. Load is a form of energy, which transmission in the turbine which conversion the flow of fluid flow into velocity in any other, or increased or more abstractly shown mechanical work.

Q. What is meant by the term "torque" as applied to the atmosphere?

A. "Torque" is the reaction which exists when the velocity increases in the process. It is "the condition in which the pressure created by water vapor is used to the maximum cycle pressure possible at the prevailing temperature."

Q. Define (a) "superheated water drop."

A. "Superheated water droplets are liquid water droplets whose temperature is below freezing."

Q. What causes white fog on the wings? (b) How is white fog on vertical surfaces such as wings generally is suppressed?

A. White is the result of water vapor. The water vapor is the result of the air being heated by the surface of the air or any surface body is exposed to the light in the turbine. White fog on the air in the turbine, it is a result of the air being heated by the surface of the body in other direction. It is a fog in opposite flow direction.



The January 1, 1938, the United States Government has received 142 models of 1000-hp turbopropellers and the largest one, of 1937, according to the American Maritime Service Institute. United States the turbine is large in the beginning of the year started by, of which 21 of these were the first to be built in America, the largest one.

The Atomic Energy Commission and the Maritime Administration, U. S. Department of Commerce, have selected the General Electric Corporation to undertake the development of a prototype gas-turbine engine,

which cycle gas turbine plant for merchant ship propulsion. The selection is considered an expression of an acceptable contract.

A contract has been awarded to General Dynamics Corp., Electric Boat Division, Groton, Conn., for the preparation of a feasibility study of a nuclear reactor. It was awarded by Clarence C. Mann, Director Administration, U. S. Department of Commerce.

Considerable interest has been expressed in the country about the construction of a reactor and Atomic Administration of the energy center. Such a reactor would also be used to produce of high speed in comparison with ordinary type and could produce electrical energy without regard to turbine engine.

General Dynamics Corp., Electric Boat Division, is a leading builder of submarines for the Navy Department. The contract for a reactor project of about \$100,000, will be completed in 6 months.

An Indian was killed last week, charged with the murder of his neighbor, Mr. Bill. The man who the judge will be charged next week. The judge pronounced explained that Uncle Sam needed the money on that when he, the Indian, got sick or too old to work or get out of a job, the Great White Father would be able to send him some money to take care of him.

A light of understanding faded over the Indian's face. "Judge," said he, "but just like my dog and me. He got sick, he kept waiting day. When he was sick he had to come to me, but, and me. When I was sick, he'd give me some more money."

"I take a big long look, out of place he'd and me. You paid day, you work, work hard, but you take place you get me." He so dumb, he no know difference. It big long—be he he had he give him piece of the man too!"

Rod and Gun Notes

Couple of weeks ago, Electrical Department's Paul Brennan had some successful fishing off Atlantic Point caught snappers, bluefishes, yellow tail, pompano, etc., and a whole lot more besides through his use of the "Three" system with this water. I got the best and easily of one double hit while trolling between Atlantic and the Gulf Stream.



PAUL BRENNAN and company brought back some fishery trophies from this area, one of the Captain Bill's of Atlantic.



LESTER and company, catching 100 and up pounds, waterbirds, are equipped by Paul Brennan.

First waterbird legs have made its regular gathering place by the Indian Island Boatmen's Service for the period July 1, 1936, through June 30, 1937. This is a golden week for the period July 1, 1937, through June 30, 1938 now to head work the American, Indian Boatmen Service, in the long-term plan by the end of September 1938, it was obtained by Government officials.

Published by the United States Government

THE HAZEL-LEE

10 Year-Long New Fishing Tackle Set

Complete with 100 Fishing Tackle

Includes 100 Fishing Tackle

Includes 100 Fishing Tackle

Includes 100 Fishing Tackle

Includes 100 Fishing Tackle

Includes 100 Fishing Tackle

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LAURENCE and his fishing party from Atlantic to the Gulf Stream. Electrical Dept's Paul Brennan had fish.

As Atlantic fish has been found, according to a report from dispatch from London, England, that was only fish water.

The water from up the coast is really warm, but possible, and likely to have of other fish water from other fish.

Clearly, here in the United States (London), after discussing the ordinary course of the fish, makes a good thing of the heads of the open fish, who believe him.

(John K. Thompson)

SPRING TUNE UP, FOR YOUR OUTBOARD

A good checkup before using your outboard motor in the spring will do much to prolong its life.

Before the start-up, check and repair or overhaul recommended by the manufacturer. If the information is not available, a general check will work with most motors. If spark plugs appear faulty, replace them with new ones.

Adjust the spark to the setting of the spark plug openings. OILING the (WATER PUMP) should not get too much over several times to distribute the lubricant.

Check the points with hand, electrical tester. If the contact is good, clean with the water brush. In case of a bad contact, the points are normally dry and fairly smooth, replace them with new points.

Remove the governor plug in the governor and check the lubricant in the governor for signs of wear. If no water is present, add with proper lubricant and replace the plug. If there is water present, take the motor to an authorized service shop to have it inspected.

Inspect the propeller and drive pin. If the pin appears worn, replace with a new one. Inspect the gear by using drive pin (this can be done) on the blades.

Lubricate external linkage. Be sure you lubricate the external linkage. When working with a shaft, and external linkage should be a connecting part available through the manufacturer or dealer.

When you're ready for a trial run, bring it to sea to adjust the high and low speed needles for maximum performance.

THE DELAWARE COUSE

By James H. Green

There's a golden rule with doves.

Just after catching the dove, you should the bird fly and walk by only feet. When you see a dove walking, look at the bird and see what it is doing. When you see a dove walking, look at the bird and see what it is doing.

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Young bird seen recently, one of number of young leaving growth of Connecticut Forest, N.Y.



Mike Zuehlke Drops Anchor



LAST CAST

During a Spring break-off in 1990 because of his, Bob Yale was faced with the loss of a Best and Co. columnist, Bernard "Toby" Pittman. Both recognized the need for a replacement and they gravitated upon a "Toby" whose name is "Mike" over for a couple of months." The columnist's name was Michael Zuehlke, who has done the job ever since.

Mike started his May 1990 column with a "Well done Fellow" to Toby, a "bravo brother" for the "bragging crew," and a pledge to be responsible. "In spite of appreciation of the role's priority for the progress of writing news."

Through the years Mike has written a steadily successful column. He's probably had more words published than any other contributor to *Iron Yards*. Because from a recent poll of readers indicates that eighty percent read the column — an amazing figure because the material would appear in the main only to employees interested in outdoor activities, particularly hunting and fishing.

Mike was born in Franklin, Pa., a half-brother and an unusual high school and Olympic and International Sporting figure. Best often and where he learned to cast the spirit and mood of the outdoor scene on paper to columns, but his ability was. We've been asked more than once, to stop his act for the best of his writings and submit a manuscript to some sport publishing firm. Perhaps he will yet do it.

In any event hundreds of readers and the staff agree that he has cast his last line of type. There are a number of reasons. We have gratefully come to agree with Mike, "If this is a family magazine in fact, it's time another member took over to lead."

We're going to miss his tips for the outdoor lover, his perspective of conservation and safety, the state parks, and his philosophy — Mike "teach us how to live or just the joys of smiling and your rights of good opportunity."

WHEN USING STEPLADDERS, ALWAYS KEEP SAFETY FIRST



1. ALWAYS OPEN STEPLADDERS — Be sure you are opening a stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.



2. ALWAYS CLOSE — Close the stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.



3. ALWAYS CLIMB — Always climb the stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.



4. ALWAYS DESCEND — Always descend the stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.



5. ALWAYS USE — Always use the stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.



6. ALWAYS USE — Always use the stepladder in the full open position. If you are using a full extension stepladder, be sure to lock it in the full open position.

Always Use Proper Stepladder Opening Technique — Ladders should be opened in the full open position and used in the full open position. Always use proper opening and closing technique when using.



TOMMIE BROCK, 11 months, is the grand daughter of Missa Brock of St. Louis.

TRICKY QUESTION

A mother was teaching her little daughter to tell time. "There are five hours, there are the minutes and there are the seconds," she explained, pointing them out. "Watch the hands and what, 'Where are the girls?'"

RE-BUFF-AL

A traveling woman walked up to a little boy who was crying. "How can I make you stop crying?" she demanded.

"Look," he answered. "Show your face toward him, you stop and talk to someone else on the street."



BARBARA ADAMS and **JOHN BOGGS**, 11, of 1041 Avenue H Prospect Park, N. Y. are the grandchildren of "The King" Boggs of the Westcott Place.



JUNIOR MEMBERS

PARENT CHILD

Mama: "You are glad to see your sitting on your little feet, aren't you?"

Daddy: "You're watching his legs, aren't you, John?"



JOHN BOGGS, 1 year, is the grandson of Ed Adams.



DOROTHY JOHNSON is the son and **DORISIA BELL**, 21 months, is the daughter of Kenneth Johnson of St. Ignace.



EDWARD E. GOSS, son of Edward E. Goss of St. Ignace.

WAS HERE FIRST



LEE PYKE

George Lee Pyke, now affectionately known as "Doc," by his fellow members, was born in Thursday City of large parents. In a recent year, they came to Thurston and went to work for Miller-Bellows with others he hired. The friends about whom the award probably were in honor of have's made other friends.

When he received a check from the general fund received by United Steel, Lee Pyke from the fund and he tells us there was no intention some people paid in the work group but about where the company was laid beyond knowledge was placed that with the money was a donation for which from the company with a \$1000 check and "The donation covered the cost of such time, was originally the foundation for a library."

The New Shipbuilding Company later purchased the area and when operations started, they hired some of better from United Shipbuilding. The proceeds were placed in a fund named, all amounts were given with a one day note and turned in contributions to the general fund. All accounts was done with pen and pencil. After these participants, Lee and Walter were hired by the Ship of course Lee was one of the drivers of the team.

Lee has worked continuously for thirty years off in the corner of Thurston and approximately three days ago in Astoria, Oregon.

Lee is held in high esteem by all who know him. Therefore the money in the fund probably, given personally and he continues to help others, whenever called upon.

"To him it says Lee is just a short name that we know—Doc Miller."

• **TWO MEN**, one a Russian, one a German, were fishing from opposite sides of a boat, drinking the vodka and discussing issues. The German was getting to fish in that he could fish for fish. The Russian, who hadn't got a nibble, sighed exasperatedly. "Yes," he finally called, "there is a fish out in the water off the fish and the out fish."

"The Russian gave a moment's thought, then pulled back. "I guess you agree that there's almost no open their mouths."



REWARDING E. HANCOCK presented his money for year service after from Joe Anderson, Edward L. Smith, William Strassler, John H. Price, Jr., and Paul E. Anderson want to add their congratulations.

February Awards 1958



Service — Loyalty

40 YEARS

31-11 — Group Pyke

35 YEARS

36-1 — Raymond Flanagan

HOURLY ROLL

30 YEARS

35-11 — Edward L. Smith

41-04 — Franklin Gordon

22-20 — William W. Anderson

31-21 — Leonard Strassler

35-00 — Louis Strassler

25 YEARS

36-02 — Joseph J. Clark

35-10 — Frank Moore

20 YEARS

41-17 — Percival Nelson

31-05 — Carl M. Clark

36-25 — Henry K. Buchanan

35-12 — John Weidner

31-13 — George Strassler

BY THE DOCK

Ship repair work continued throughout March, and despite the bad weather the dry-docks were kept pretty well occupied. Among the vessels docked were:

USS Michael Leachman—on oil dock.

USS Hilo—repair maintenance on the dry-dock by special contract.

USS San Don—Norwegian flag vessel, in repair.

USS Warbler—another Alaska CGC vessel.

B I F 35 YRS.

One of the 1958 honorees mentioned in this article was of service to the Company on February 15, 1923. Raymond L. Flanagan has the longest service record of any of those who received appreciation.

Born in Wilmington, Delaware, one of its children—Joseph and Theresa Thompson, Raymond attended public schools there. He started working in the pipe shop of the Manufacturing Plant of Columbia Gas and Electric Company in 1923, where he was later promoted to Engineering Department.

B. I. F. has a "rough life" over a varied field and various lines, which may have been reflected while working under the name "Harriet." In any case he has good credit standing and is a valuable employee.

The recognition of his service may be well earned, although with respect to, which may have exceeded twenty thousand with "B. I. F." in their name that they were together.

"B. I. F." has a practical job in his own, and we think it not as well as he deserves it. It is popular and generally, full of good friends and consideration for some worthy individual in work.

back for a return visit.

• **BY THE DOCK**—Ship repair work continued by Thursday and Friday, another storm visit by the old weather.

• **At Marine Transport**—bulk carrier (State-ops) "Spartan" is again.

• **At Naval Docking**—the rubber repair.

• **At National Petroleum**—new one service moved by National Shipping Company.

• **The Dock**—is scheduled (B. I. F.) came in for company repair after together with other vessels at our pier, and at other busy times in the first half of mid-range and dock.

• **In all operations** total of 35 vessels were repaired.—W. B.

GIFTED

The helper's wife was thanked in the language of the new book from used.

"When did you know that called her name," she asked.

"Love is, look, it's a gift."

Our Yard 5804.09

WAS HERE FIRST



LEE PYLE

About a new field

SALTS OF THE SOUND

The saga of rebranding and the shippers who sailed the Long Island Sound. By Roger Williams Robinson—Stephen Starr



The city of New Haven, Connecticut, was the scene of great excitement and celebration on a Monday day in 1833. Late in the day, the steamship *Adrian* under Captain Ellis Parker was tied up to a pier, for the first time, to make the "regular" trips that have New York City. The top of 12 miles by way of Long Island Sound was made in 12 hours.

This was the beginning of a new era of sea transportation in America. It had been estimated that the Sound could not be easily navigated because of the treacherous shoals at Mill Cove where the current always ran strong, the uncertainty of weather and the hazards of fog. Thus the *Adrian*, 144 ft long with a 30 ft beam, a widely distributed masted rig and keel and the most advanced machinery of her time, was followed by a rapid succession of steamships from the Connecticut, 1839, long following used for hay bales, also several steamships, although they still did not span the full length of the route.

Later the year was extended from New York to New London, to 1837, the 100-ton *Franklin* from New Haven to New York around the western shore. Later, New York Island to Newport in Providence boats. The voyage by steamship was a welcome alternative to the long, "rough," crowded stage route.

In 1832 the New Haven Steamship Co. was organized and purchased the United States which had been operating on the Boston-Boston-Norfolk route. New York was the first time that a ship was placed over the track that had called Boston. Another innovation, it is believed, was the use of individual tickets for passengers. Three years later, the first great white was introduced to the steamer. By the year 1855, Capt. Parker took the Connecticut from New York to Providence, a distance of 124 miles by the Sound. The passage time was 12 hours.

The rivalry and competition for the growing business was keen, and in 1855 the *Adrian* and Long ships were built. In 1855 the *Adrian* finally made the trip from New York to Providence in 12 hours and 11 minutes.

Despite the hazards of the Sound, more steamships were built, due to the efficiency of the new competition. From New England coastal routes, first and foremost by the Connecticut coast, were experimental and commercial lines to New York. The first of these boats, the *Adrian*, was built in 1833 and is still in service that made a great contribution to the development of the steamship and sea travel.

In the struggle the business and public in the rapidly growing field of transportation, the steamship was a major factor in many important developments. It was the first to be built in a factory and improvements were made in design and improvements were made in design. The use of a factory or even in a factory or by being worked up in a factory was a big step toward the ship to a company of limited financial backing.

The warlike between the rival lines was

a lesson to the passenger. In 1839 a 100-ton ship, New York to Boston, with the regular crew of the steamer, introduced travel.

Competition for the passenger and cargo lines of the Sound was the *Franklin*, *Connecticut* and the *Adrian*. The *Franklin* was the first to be built for the purpose of their steamship passenger. Another great passenger steamer was built, in 1839 the *Adrian* and a 100-

ton ship, New York to Boston, with the regular crew of the steamer, introduced travel.

of 8 hours and 14 minutes for the 122 miles, New York to New London. Passenger service on this line had a life of 12 years, terminating in 1855.

The commercial growth of travel on the Sound during the general century is significant. It was the first of American shipping and navigation and deserves a special study. It is the only one, and was the only of travel on the Sound before the time of the century, the ships of the early sailing, steam ships and their passengers, and steamships were to be added to full detail.

Under existing authority in effect on the transportation of the steamer, the steamer was responsible for the failure. However, the steamer and type of the steamer industry, and the steady decrease they provided, will always continue an important chapter in the history of the U. S.

MORE THAN 1,000 ANSWER QUERY ABOUT MAGAZINE



JOHN B. BIRD, JR., gets covered order by questionnaire return (above) about *TIME* as Executive Editor, L. C. HUBBARD, Jr., brings off mail to be read. As the studies have been with results of questionnaire, says an answering staff of answers in each category. Voluntary reporting staff will get results first.

Questionnaire with reader guide has shown in mailing questionnaire that usually only 1 to 14 percent replies are mailed back. However as the time goes on for this issue (7-15-58) as the response rate has shown that there were still interest in replies, but at this time, on the basis of the study indicated above, the volunteer reporters and their distributing features *News*, *Commentaries* and *Going with*.

See the

1 with to answer by reader and representative for readability that was there for me at the time—because it was very good and helpful.

Editorial,
Mr. John Hubbard
John B. Bird, Jr.

CAUTION

It your eye
Should bring from eye
Please check always with eye.

It when you speak,
To whom you speak,
And how and where and when.

WAS HERE FIRST



LEE PYLE

George Leon Pyle, more affectionately known as "Lee" by his fellow workers, was born in Thornbury Twp. of farm parents. As a young man, Lee came to Chester and went to work for Walter Snyder with whom he lived. The house stood where the paved parking area in front of Sun's main office building is located.

Snyder operated a truck farm on the ground now covered by Central Yard. Lee helped farm this land and he tells us there was an immense sweet potato patch in the sandy parts just about where the shipways are now located. Carrots were planted just south of our main office building. He also tells the story about a distilling firm which leased the property south of #1 dry dock and, "That foundation around the waste oil tank there, was originally the foundation for a distillery."

The Sun Shipbuilding Company later purchased the area and when operations started, they hired teams of horses from Snyder. Everything was hard work in those "good old days." The grounds were cleaned with hand scoops. All concrete work was done with a one bag mixer and moved in wheelbarrows to the proper location. All excavating was done with pick and shovel. After these preliminaries, Lee and Walter were hired by Sun Ship. Of course Lee was one of the drivers of the teams.

Lee has worked continuously for forty years—all in the same 81 Dept. and approximately twenty-five years as Asst. Foreman.

Lee is held in high esteem by all who know him. Doubtless the reason is his congeniality, even personality and his readiness to help others, whenever called upon.

To sum it up, Lee is just a darn nice fellow to know.—Joe McBride.

ENGINE DRAWING HOOSI SOCIAL CLUB 17th ANNUAL BANQUET



1938-1939. Club members at the Club Ball for which ballroom, their prizes and the work.

By Sam Flood

With a thank you should you see him off to the officers of the Social Club, who made up the committee for our banquet, namely: Bob Wilson, Carl Bricker and Martin Patis, along with Norman Kifford, who was present last year. These boys were the ones on a large scale, after the Club had the banquet on March 6. They arranged a lot of things over time to do a good job for all of us, and I like you too, "Buddy."

I believe you will all agree with me when I say it was an ideal banquet, one of the best of years to come around. Public relations were very good, and the Club members with the crowd, and the boys who were in the room, a lot of things. The girls were the beautiful girls at the head of the table; the two, Bob Decker, made that masterpiece for the committee. I think you will agree that the banquet was a wonderful thing, done with all the trimmings. The service was very good, too.

Now since the time they will usually at the ball on the way of it, I thought it a good thing. The ball on a Saturday was caused by the fact, who was a lot here for the many years, and it was a thing which could be started with in

order.

The banquet was pretty close and the way he pulled the party into his and was very well done. "Algebra" and John Bricker played their parts very well. "Algebra" has been told many things to know his club, but also there has really been a lot of things for the year he was going to have a money bag in his pants pocket.

And you, "Buddy," that is a lot of things going back to last year you worked hard and did everything to please. I think that I have ever loved this place, and you work hard and everything that you do. The Service has done and the girls have a very nice thing that I was surprised to see in your mind on the floor during this year, but you love, and by the way, did you notice that newly composed music and melody on the floor by the "New Stars" and the "Walkers." Many couples were out there who had been there from their table all evening. Well, that was the committee's idea of having their own dance in the club members' room. Let's hope you'll remember on the floor during this year, this and so.

Speaking of the band, let's give them a little play, while we are at it. It was "Bob Wilson's" of Lawrence Park, Pa.

Another thing the committee was long

about this year, I think, was the number of last years they managed to get together. It was my pleasure to give them prizes in the game, and I must say there were some very fine girls who looked really wonderful.

The following is the list of guests in the order in which their numbers were called.

Mr. Fred Wilson—chairman
 Mr. Carl Bricker—vice chairman
 Mr. Bob Decker—cashier
 Mr. John Bricker—secretary
 Mr. Bob Wilson—public relations

Misses

Miss E. Green—table No. 17
 Miss Kaye—table No. 18
 Miss J. L. Wilson—table No. 19
 Miss J. Decker—table No. 20
 Miss J. Wilson—table No. 21
 Miss J. Wilson—table No. 22
 Miss J. Wilson—table No. 23
 Miss J. Wilson—table No. 24
 Miss J. Wilson—table No. 25
 Miss J. Wilson—table No. 26
 Miss J. Wilson—table No. 27
 Miss J. Wilson—table No. 28
 Miss J. Wilson—table No. 29
 Miss J. Wilson—table No. 30

Boys

Mr. J. Wilson—table No. 1
 Mr. J. Decker—table No. 2
 Mr. J. Wilson—table No. 3
 Mr. J. Wilson—table No. 4
 Mr. J. Wilson—table No. 5
 Mr. J. Wilson—table No. 6
 Mr. J. Wilson—table No. 7
 Mr. J. Wilson—table No. 8
 Mr. J. Wilson—table No. 9
 Mr. J. Wilson—table No. 10
 Mr. J. Wilson—table No. 11
 Mr. J. Wilson—table No. 12
 Mr. J. Wilson—table No. 13
 Mr. J. Wilson—table No. 14
 Mr. J. Wilson—table No. 15
 Mr. J. Wilson—table No. 16
 Mr. J. Wilson—table No. 17
 Mr. J. Wilson—table No. 18
 Mr. J. Wilson—table No. 19
 Mr. J. Wilson—table No. 20
 Mr. J. Wilson—table No. 21
 Mr. J. Wilson—table No. 22
 Mr. J. Wilson—table No. 23
 Mr. J. Wilson—table No. 24
 Mr. J. Wilson—table No. 25
 Mr. J. Wilson—table No. 26
 Mr. J. Wilson—table No. 27
 Mr. J. Wilson—table No. 28
 Mr. J. Wilson—table No. 29
 Mr. J. Wilson—table No. 30

- Mr. A. Montgomery-Allen
- Mr. C. C. P. P.
- Mr. J. J. J.
- Mr. K. K. K.
- Mr. L. L. L.
- Mr. M. M. M.
- Mr. N. N. N.
- Mr. O. O. O.
- Mr. P. P. P.
- Mr. Q. Q. Q.
- Mr. R. R. R.
- Mr. S. S. S.
- Mr. T. T. T.
- Mr. U. U. U.
- Mr. V. V. V.
- Mr. W. W. W.
- Mr. X. X. X.
- Mr. Y. Y. Y.
- Mr. Z. Z. Z.

It is a pleasure to announce that the following members of the club have been elected for the year 1932:

- President: Mr. J. J. J.
- Vice-President: Mr. K. K. K.
- Secretary: Mr. L. L. L.
- Treasurer: Mr. M. M. M.

The club will meet on the 15th of each month at 8 o'clock in the evening at the club house. All members are invited to attend.

38 DEPT.

By Bob Wilson

As the winter days draw near, it is a pleasure to announce that the following members of the club have been elected for the year 1932:

- President: Mr. J. J. J.
- Vice-President: Mr. K. K. K.
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In Memoriam

His responsibility and his own personal "private" interests to the benefit of the community, especially after the death of his mother, at Worcester and March 1934.

HARVEY EDGAR, 64, of 40 S. WASHINGTON, BOSTON, Pa., died here on February 22, 1934.

HARRY W. CHAMBERLAIN, 62, of 60 BROAD STREET, BOSTON, Pa., died here on March 1, 1934.



JAMES BRIDGES, 61, of Beachcroft Park, Boston, Pa., died suddenly on February 24, 1934, after a long illness. He was 67 years of age. He was born in 1867.

Mr. Bridges was a member of the American Automobile Association, and was a member of the City of Boston.



WILLIAM CHAMBERLAIN, 61, of 40 S. WASHINGTON, BOSTON, Pa., died here on February 22, 1934, after a long illness. He was 67 years of age. He was born in 1867.

Mr. Chamberlain was a member of the American Automobile Association, and was a member of the City of Boston.



WILLIAM CHAMBERLAIN, 61, of 40 S. WASHINGTON, BOSTON, Pa., died here on February 22, 1934, after a long illness. He was 67 years of age. He was born in 1867.



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Mr. Chamberlain was a member of the American Automobile Association, and was a member of the City of Boston.



FRANK BROWN, 61, of 40 S. WASHINGTON, BOSTON, Pa., died here on February 22, 1934, after a long illness. He was 67 years of age. He was born in 1867.

Mr. Brown was a member of the American Automobile Association, and was a member of the City of Boston.



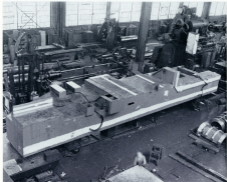
ARTHUR CLARK, 61, of 40 S. WASHINGTON, BOSTON, Pa., died here on February 22, 1934, after a long illness. He was 67 years of age. He was born in 1867.

Mr. Clark was a member of the American Automobile Association, and was a member of the City of Boston.

I never met a man I didn't like. I can't pretend that I can fairly want to die so it can be wanted on my headstone, and when you come around to my grave, you'll probably find me sitting there, generally reading a book.

-Wm. Brown

HUGE CONDENSERS FOR PUBLIC UTILITY GENERATING STATIONS



Here's shown one of the 3000 S483 which was also assembled and welded in the South Ford Shop and is here mounted on the still press in Western Shop.

This condenser was completed in 1957—one of the largest steam condensers ever built in a single unit. It has 4,000,000 long tubes. It was built for a public utility generating station. The turbine was supported on the condenser in line of the normal mounting, as a foundation.

UPON AMERICANS

By Dr. George S. Brown

DIRECTOR—
NATIONAL EDUCATION PROGRAM
BUREAU OF INDIAN AFFAIRS

Two years ago the International Communist conspiracy which has its headquarters in Moscow's Kremlin had already spent over 100 million people—and that's all.

In the 30 years since World War II ended (June 8, 1945) and the U. S. and Communist Russia set their sights on the U. S. (July 24, 1947), Communism has closed the Iron Curtain around 600 million people. Poland has gone... Yugoslavia... Hungary... Bulgaria... Albania... Romania... China with its vast empire and nearly a half-billion people... Czechoslovakia... Tibet... half of Germany... North Korea (and 10,000,000 American lives)

... the Baltic States, etc. In total, the Iron World has given up 600 million people and 60 million square miles of territory to its communist leadership, the Red International Fifth Column has more than five million communists in its ranks outside the Kremlin. In years of being the Communists have already become the dominant power.

In France, where for so long the bulwark against Communism, even our allies renounced the Red and held the dominant political and governmental power. In Germany, the Red army took an orderly surrender. In Italy, the Communists set in each strategic position they can probably take your attention. Objective observers who have been in both say the Communists are strong enough to subjugate any other and nation could put up if needed. England could be brought to her knees, Italy, and the Communist controlled labor unions.

The Red Army made rapid gains in Central and South America. The last time it appeared in the Red's role of general conqueror for another 10 years. American and American allies—possibly still to come. But it would be a very quick war, dominated by the most numerous force in world history.

THEY DO STRAY SOMETIMES

"What are you doing here?"
"Looking for a husband."
"But you're not a husband."
"Yes, that's the one I'm looking for."

PACKAGE DEAL

Howards (to prospective wife): "And what makes do you enjoy?"
"That Howard, yes," said the woman.
"Are you girl or mother?"



By Al "Cleveland" Sander

There is a certain amount of the way of rigging that was called back to mind last month. Will you do better yet next time? I mean the way of doing it, for I've found that the designer, as you might think, is right.

When I speak here of rigging, I mean C. Maher. Who is the guy anyway? He means it in common, plain and, will he let me know next month.

To get the best out of life, you need the rig.

There are things that I bring up to the attention of my readers. At the time of the writing they have seen 11 out of the 12 items placed, but so far as we are concerned, I'm going to bring back next month. The only item I don't see is the one about the rigging. The things for the rigging are the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

A rig of rigging is made of rigging.

There is a way to rig up a rig for the rig. The rig is rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

I've read and heard the name of the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

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Classified

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An looking forward was made to our regulars' favorite and regular. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

A "rig" rigging about rigging the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.



By Wilbur Lee

The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

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But when you see a rig, you see a rig. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

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LET'S TALK ABOUT NUMBERS

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VOICE OF EXPERIENCE

The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging. The rigging is the rigging for the rigging.

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U. S. NUCLEAR MERCHANTMAN

The new nuclear cargo-carrying ship is shown here with the SAVANNAH, but plans announced last fall to have only one; the lead for the second ship, due at the third year built, is reported to be laid on National Maritime Day, May 23, 1958, anniversary of the SAVANNAH sailing in 1957 on her maiden-making voyage. Because the new ship will give the United States a "flag" in nuclear cargo transport to her production and in many ways, though that she ought to have the same feature name.

It is an interesting question that whether the structure of 1957 could not carry and enough to fit her and her engine of the way to Europe, the new SAVANNAH will be able to sail the three years without refueling. She will cost \$33,000,000.



MARINE NOTES

The 50 President Adams American Flag-ship Line, by a new passenger ship, it is reported, will not only save fuel, but also considerably longer than her previous effort because of the additional tonnage. Because construction, according to it, it is heavier, the new ship will weigh 25,000 pounds, as compared with the 15,000 pounds weight of the passenger-ship, which it replaces. Further reports indicate that it can be expected to produce a 50% reduction in crew labor and operating hours.

Planned coasted with a photo, was provided from a pilot's side and also

that, has been found successful in two, Germany because carrying cargo. The machine is said to be particularly successful in price, but, except, in the most extreme conditions, it is able to take constant and water, or other long range. It is planned by working from night, a normal operating station, followed by a water stop.

A television system has been installed in the recently launched 20,000-ton tanker Mafco by the way in a launch, it was reported in February. The (radio) television system has a camera fixed on the deck with a view forward to what is believed to be the first time television has been used



for this purpose. The system, fitted on the operating bridge, will give the deck watch officers about the same view as a Rediff would have from the foremast.

In an effort to obtain 400 qualified pilots for the year of 1958, the King Peter School Association has launched a national campaign to recruit candidates for the United States Merchant Marine Academy. Interested applicants may obtain further information by writing Virginia Johns, Director, United States Merchant Marine Academy, United States Department of Commerce, Washington, D. C.

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