

*Our  
Hand*



**SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., AUG. 1960**

*Memo from* John G. Pew, Jr.

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# What Good Is History If We Don't Learn From It?

Feeding the people out of the public treasury is a practice thousands of years old. Pericles inaugurated it in ancient Greece.

A hundred years later Plato found the practice had so completely debauched the Athenians they were reduced to paupers. Instead of working they hung around the marketplace gossiping. Their characters were so weakened the State was forced to hire barbarians to defend it from invasion.

A paternalistic, welfare-state, socialist government (such as looms on the horizon for the United States) is bound to destroy the self reliance and self respect of its people. Those are the virtues which have made our country great and those virtues alone will keep us great. When those attributes go, everything goes.

Yet we have a most powerful group in this country which advocates just that. They would pay the farmers for doing nothing, support the aged so their children will not have to bother, and a lot of other things which add up to a paternalistic government mentioned in the paragraph above. Read it again. This group favors public housing, free medical care, let the Government pay for education. If we are out of work let the Government pay us. The cure for all our ills — let the Government pay!

With what?

Suppose you and I and all the people and all the industry in the country decided suddenly to stop paying taxes. Can you picture what would happen? Immediately our Government not only would be penniless but would have to continue paying out millions of dollars daily because of its debts. (And these are debts of long standing.) It would remain penniless until we started to pay again.

**THE GOVERNMENT DOES NOT HAVE A CENT IT DOES NOT TAKE FROM THE PEOPLE!**

So we can have public housing, free medical care, federal aid to education, retirement income — anything you are willing to pay for. Perhaps you should add up once again what this give-away plan is costing you even in its present limited state — and don't forget the hidden costs (taxes). It just might be we can't afford the luxury of being supported by the government.

*Hoping for the continuance of a stalwart, independent American people,*

*John G. Pew, Jr.*

# Welding Is More Than Meets The Eye

To most people welding always has been a matter of a man with a thingamajig in his hand which he holds against two pieces of metal which there is a big flash and now try to get them apart.

Something simple, at least, which should only take being shown a few times to make one a journeyman.

That is many a layman's view of the welding trade, and most definitely a wrong one.

Many years ago Our Yard turned out the first all-welded hull in the history of navigation. This would make it appear that welding is given out-of-the-ordinary attention here. And things are what they seem, in this case.

Welding has been given such special attention at Sun Ship that now we have a steady stream of welding "specialists" from other companies coming in to see how various problems are handled. The welding engineer has emerged along with many other types of engineers and welding has become a highly specialized craft.

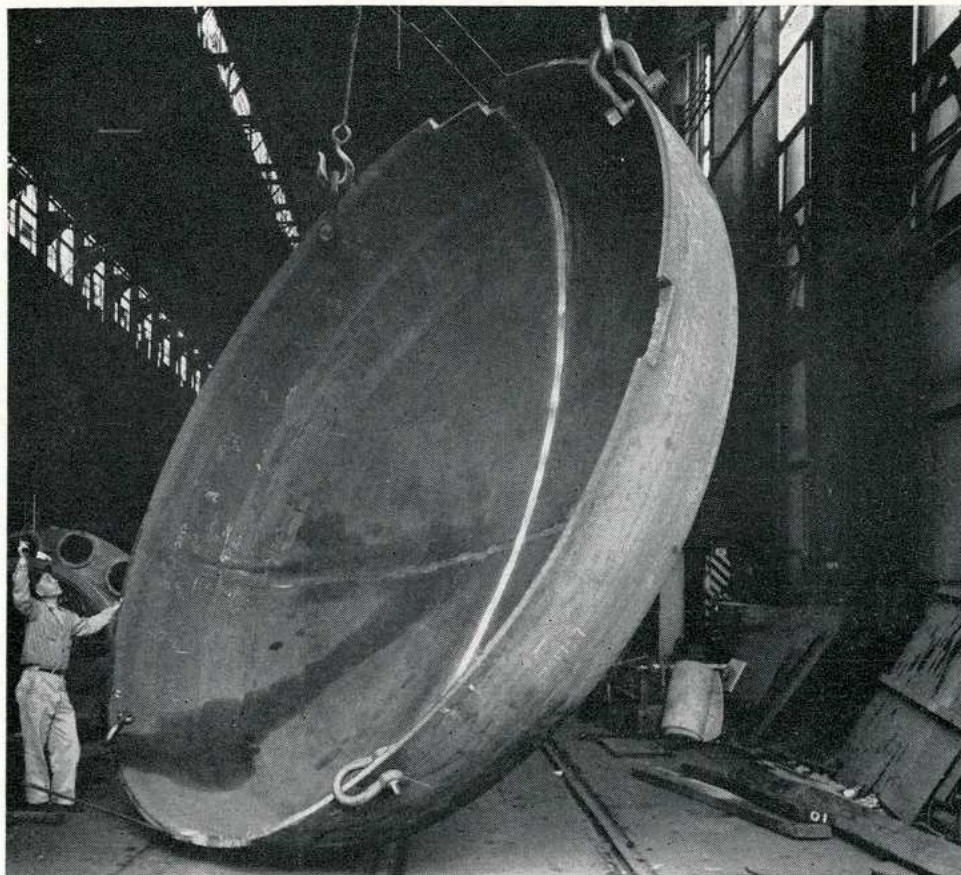
There are six welding engineers in Our Yard. They and Harry Dongel's welders are responsible for the way any type of welding job here is to be done. Welding is welding, you say. But it develops that different types of metal have to be treated in very different ways so far as how hot they should be, what type of welding electrode must be used, how stress and distortion can be prevented and many other elements which must be dealt with beforehand in order to ensure a permanent weld.

These things the welding engineers work out and pass the information on to Harry Dongel who takes it from there. Sometimes they even have to be selective about what welders will work on a given job.

Recently our boiler shop turned out a job which was an excellent example of a complicated welding problem. It required expert welders, chippers, electricians, magnaflux and X-ray technicians. The material to be welded was Class B armor plate (HY-80.) The first problem was heat control. A safe method of closely controlling pre-heat had to be worked out. A welding procedure had to be developed that controlled heat input to prevent overheating of the base metal. These were the principal heat problems which were worked out before the material to be welded even came into the yard.

When the actual work got underway, chippers had to be selected who could provide a manually chipped and ground groove that would permit sound welding in this exceedingly tough material. They had to be experts in their line.

After the welding area had been prepared the welders went to work. It required more than just laying on the weld.



**MASSIVE PIECE OF ARMOR PLATE** has just been given preferential treatment by one of our expert welders and is being moved out of the way by a crane. Bright vertical strip is weld which binds two parts of shell as though they had been made as one.

A welding bead sequence was necessary which would prevent a concentration of heat at any one point to the extent of overheating and yet would ensure tempering the preceding weld and the heat-affected zone. The matter of controlling and balancing welding stresses to prevent distorting the material being welded was a constant factor of concern in the operation requiring strict adherence by the welder to the instructions carefully worked out by the engineers beforehand.

Magnaflux technicians constantly checked the deposited weld metal to guard against surface imperfections and defects.

Then there was the matter of the welding electrode itself. A way had to be found to prevent this hygroscopic-type electrode from absorbing moisture from the atmosphere.

When all these problems had been dis-

solved, there remained that of X-ray. A technique had to be devised that would show up a defect as small as the head of a pin.

All these difficulties were dealt with handily. The welders were specially tested for the job by Albert Wagner, welding engineer in charge of the job. They had to be able to handle a very difficult welding electrode in the vertical position.

With all these elements dealt with and set up as an operational guide for an expert welder, the job soon was accomplished. And well, too, as the X-ray check-up proved later on.

This is the sort of thing that goes on all the time in the welding department of Our Yard. Makes it appear that a welding engineer is a handy man to have around.

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W. Dean Moore, *Editor*

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All unsigned articles are by (or with the collusion of) the editor



## GOSSIP AFTER RETIREMENT

By Clarence "Deacon" Duke

My country, 'tis of thee,  
Sweet land of liberty,  
Of thee I sing;  
Land where my fathers died,  
Land of the Pilgrims' pride,  
From ev'ry mountain side  
Let freedom ring.

My native country thee,  
Land of the noble free,  
Thy name I love.  
I love thy rocks and rills,  
Thy woods and templed hills,  
My heart with rapture thrills,  
Like that above.

As August is the month in the middle of our vacation period of the year, did you ever notice that "America" describes the ideal place for vacation? It mentions every place for our enjoyment, but above all it reminds us we have Freedom with God's protection that is to be had in no other place. SEE THAT WE DO NOT LOSE IT.

AUGUSTUS C. HEATH, formerly foreman of 30 Dept., of Walkers Schoolhouse Road, Townsend, R.D. #1, Del. writes in part:

"It is good to know that we 'old timers' are still remembered and that folks are interested in how and what we are doing. I know that I am always interested in hearing about people I knew at the shipyard and it is good to hear that others are interested in me.

"I came to Sun Ship about 1921 and because of illness have not been able to work since 1946. I still miss working at the 'Yard' (and the people there) and have left my tools there all this time in the hopes of being able to return to work.

"As to my hobbies—due to the nature of my illness, my hobbies are not the strenuous type. Keeping the yard in condition with its flowers, shrubs and trees accounts for a lot of my time from spring to fall. During the summer I am chief cook (but not bottle washer) for our cook-outs. I make small, fancy metal (copper and aluminum) ashtrays, etc., for friends and relatives as gifts. We have a weekly get-together with old friends for a pinochle session. In the evenings I like to read and watch television. Oh yes, I like to go fishing providing the boat doesn't go too far from shore.

"Hope to hear from you again and would enjoy hearing from some of the other 'old timers.'"

Thank you, Mr. Heath, for your nice letter for it reminds us of the nearby Eastern Sho', our old home "diggin's."

JACOB S. MILLER, formerly foreman in 45 Dept., of 1105 E. 11th St., Eddystone, Pa., says:

"I went to work at Sun Ship in May, 1918, and after some 29 years service was put on the retired list in March, 1947, and still cannot do much. Since I have retired my wife has passed away, and I have had two operations. I live here with my youngest daughter and as there are five cars in the family I do not suffer for lack of transportation.

"I have always been a baseball and football fan in my younger days, but now I take my sports by the TV method—which is a great deal of pleasure for me in my present state of health. Occasionally we make a trip to the shore at Wildwood, N. J. and do some fishing. On these trips we sometimes go off-shore for the deeper fellows—which is a pleasure for me.

"I recall a good many changes in the Yard among the men in 45 and the other departments and now there are not too many of our gang left. I would like to be remembered to all in the Yard, also those on the outside."

Thank you, Mr. Miller, for our visit and talk about the past Sun Shipyard days.

HARVEY WRIGHT, 1039 Leiper Street, Eddystone, Pa., formerly of 36 Dept. says:

"In my years of service at Sun Shipyard, I tried several things before I settled down in 36 Dept. I started as a painter then I went in the sheet metal shop work time I tried the Bolt Shed—but no longer than I could help it. About 1935 I went into 36 Dept. and stayed there until June, for a while and during the lack of 1958, when I was retired.

"Before the Yard was built we used to play and swim where the plant is now.

"We still go around a little—a trip or so up to Langhorne, trips down on the Eastern Shore at Greensboro, Md., where we have some very good friends. We have two sons still in the Yard so you see we have not lost contact with Sun Ship work and its folks. We send our best to everyone."

Thank you, Mr. and Mrs. Wright, for our little "gossipy" visit for our GAR column and also those Eastern Sho' blackberries were just like old times. Thanks again.

This reporter has been sending out addressed and stamped envelopes for return answers. If you do not care to write anything, will you mail back the envelope so we will know that you have received it. Thank you!



Jacob Miller



Augustus C. Heath



Harry Wright

JOHN S. MILLER, formerly guarantee engineer, of 28 Delaware Ave., Ridley Park, Pa., says:

"When I was a boy in Eddystone we used to go swimming off the wharf at the foot of Morton Ave. in Chester. When the Yard first started to build ships I worked at different jobs before I really went there as a regular employee. So you see, Sun Ship, before, during and after has sort of been home to me.

"While working in 36 Dept. I became guarantee engineer for the Yard and in that position I saw a good portion of this old world. Whenever a ship was to be delivered or time spent to see that the ship would live up to our contract, I would stay with that ship to the end of our guarantee period. That meant some times we would be in South America, Europe or elsewhere. We took ships to Port Said, Egypt; to the Persian Gulf; to different ports in Europe and to our own West Coast and Gulf ports.

"In 1958 I had my only bad trip. After delivering a ship to her owners in Amsterdam, I fell and broke my leg. They took good care of me and sent me home on another one of their ships instead of flying alone. I have always found that if you do your own job right the other fellow will see that you do not lose by it. I was out about 11 months from that accident.

"In January, 1959, I had a stroke. In November of last year I was retired after more than 25 years in Sun Ship's 36 Dept. I believe I took out more ships from the Yard than any other engineer and I have a little book—a sort of a log of these trips—stamped by the proper officials showing dates of sailing, destination, ships names and owners. This book gives me a great deal of pleasure now that I am in dry-dock for repairs.

"I can still get around some on one cane and a crutch. I go down the bay for some inside fishing. We are also planning a trip to Florida. Mrs. Miller is my fishing companion and my chauffeur so we make out very well. Mrs. Miller joins me in thanking the folks at the yard for their many acts of kindness while we were coming to the yard. They were greatly appreciated."

Well done, thou good and faithful servant. Enter thou into the joys of your retired life. Thank you, Mr. and Mrs. Miller.

### Well Done, John Lavery

This came too late to get a picture of John Lavery (80-62) to go with it, but it deserves high praise.

John G. Pew, Jr., received a letter from the Valley Forge Council, Boy Scouts of America, in which the camping chairman and the director of Camp Cedar in the Delmont Scout Reservation near Summerville speak highly of Mr. Lavery's work as a troop leader at the camp July 3 to 10.

A part of the letter might serve as a guide to a lot of us:

"You will be interested to know that Mr. Lavery came to camp voluntarily, giving up part of his vacation to help a group of boys enjoy a week of wholesome outdoor fun and adventure.

"His only pay, of course, was a word of praise and a pat on the back, so I have taken the liberty of letting you know of his splendid efforts in behalf of our boys."

Well done, John, says Mr. Pew.



# Rod and Gun News



The Safety Dept. takes two or three salt water fishing trips every year. As a rule the trips consist of members of the safety department only. They have a "kitty" they keep fattening all year just to cover expenses of these trips.

The first trip on the 25th of May was a hilarious flop to hear them tell it. They made two mistakes. First, they picked a bad weekend because when they got to Indian River the storm warnings were up. The second—and biggest mistake—was engaging the services of Bob Roath of the Welding Dept. as guide and advisor.

When Bob saw the storm warnings, he decided to take them to Ocean City. He missed a turn in the fog and played crack-the-whip through a gas station with his two-car caravan. He lost the safety boys as his tail light disappeared around a gas pump.

The second trip was almost a repetition of the first. The storm warnings were up so Bob decided to head for home, but the "safety first" boys went to Ocean City. As there were no storm warnings up, they hired a boat and enjoyed some good fishing, mostly trout or weakies and blues. Confidentially, they caught about 30, but when they tell about their success in front of Bob or Mike Znachko of 74 Tool Room they make the number of fish and the size just about double.

Included in these trips, along with the above named, were Gerald Evans, crane operator; Al Boyd, main office; Oscar DiSilvestro, Bill Feehan, Walt Moore, Curly Willis all of safety. Gil Widdowson, head of the Safety Dept., usually goes along on these trips but has been too busy on the farm to make it so far this season.

Curly Willis didn't make the last trip as he was too busy becoming a grandpop for the first time. Incidentally, don't grandpops hand out cigars? Here's a warning: Curly is very proud of his grandson, who weighed 8½ lbs. at launching time so if you don't want an ear beating don't ask about him.

Sylvester Mitchell, veteran groundhog exterminator of 59 Dept., is in Mercy Douglas Hospital at 50th St. and Woodland Ave. with miseries in his back. At this writing, he is in traction. Here's hoping you are on the mend by the time you read this, Mitch. Mitch does a lot of hunting for both large and small game with several buddies from the shipyard who don't shoot too well—with gun—that is. He thinks he is responsible for seeing that their families get to eat a lot of game, but I don't think toting home those large bags of game had anything to do with his present condition.

There have been quite a few new men added to the Sun Ship family lately. We've been seeing lots of new faces and some familiar ones that have returned after being away two or three years or more. Naturally, there are bound to be some

**ACCORDING** to the fishermen, Walt Moore is holding four fish. At least tale told by Walt and his Safety Dept. buddies plus such "foreigners" as Al Boyd, Lord of the Lobby, and a few others, described a total catch about twice as large as number of fish anyone could find when they came in. Only

logical explanation is that they took to eating raw fish—unless someone would be cruel enough to suggest these boys were exercising fisherman's license. Well—perish the thought!

nimrods or Izaak Waltons among them. One of these is Sidney Smith of 34 Dept. Smitty parted company with Uncle Sam's navy just before coming to the yard and can't seem to get the salt water out of his blood so he goes salt water fishing quite often. In fact, most any time he can get someone to go with him. He's been having pretty good luck fishing out of Stone Harbor.

From all reports the fishing along the coast has been spotty while in the Delaware Bay they don't seem to be doing any good at all. I have been getting some pretty good reports from the Chesapeake Bay fishermen though.

Dave McCracken, sheet metal worker, must have faith in the Delaware Bay fishing coming back. This July, while on vacation, he built himself a cottage at Slaughter's Beach. Watch this column in the near future for an exclusive account about the housewarming.

Billy States, Jr., has been making an awful dent in the crab population at Wildwood if we can believe his dad who is a 34 Dept. man. Bill, Sr., claims the lad would rather catch crabs than fish. Just send out an S.O.S. if the States family can't keep up to that crab fisherman—at the eating end, that is—I'm sure there will be some takers. What we mean is, don't discourage the boy by wasting any of them.

If you should happen to wander into the Yacht Club at Brielle, N. J., and see the name of Frank Smith up there on the bulletin board as having caught the heaviest fish recorded there in 1956, we would have you know that after much snooping, sleuthing and arm twisting we finally found out that said Frank Smith and our own Smitty of the Counters are one and the same guy. Smitty admits it was just a fluke the way he caught this marlin.



The captain spotted this poor, lonely, lost fish ahead of them as they cleared the jetties at Barnegat Light on their way out after blues. He cut in front of him and Smitty had his line trolling behind. The poor thing was wet, cold, hungry and desperate so he grabbed Smitty's lure and that's about all there was to it except for the fact that he weighed in at 27 lbs.

## Pennsylvania Hunters Get Longer Season

The Pennsylvania Game Commission met early in June to set the dates for the gunning seasons. According to the calendar this year, there was a possibility of a five-week season on small game by pushing the buck deer season back to Dec. 5. The weather during the early nesting and growing seasons was to be the deciding factor.

This nimrod thought the first week in June was a little early to decide that the nesting and breeding season had been a good one, but we have to go along with them at the time of this writing as there seems to be a very good supply of young. One of the reasons for this is the large carryover of breeding stock from last year. Longer hunting seasons won't hurt our present crop of game as long as the daily and season bag limits aren't raised any.

The appalling waste of wildlife by autos and farm machinery is a lot harder on game than any extended hunting seasons could be. It's much better for game to end up on the dining room table than on the highway.

There will be a one-day doe season on Dec. 17. We predict that there will be fewer doe licenses issued on account of this even though it is a Saturday. Buck

SEE PAGE 24, COLUMN 1



By Harry "Whitey" Burr

Carl Weaver, of the 3d shift, met one of his friends going home the other morning. This friend was so glad to see Weaver that he forgot he was driving on the Industrial Highway and before he knew it he was over the centerline and right headon into our pal Weaver. We hear they are no longer friends.

Well, we have a final report on George (MG) Moyer's trip down south. Why things waited to happen until they went on their vacation we'll never know. But they sure did! On the way down he had three flats and maybe those garage men didn't take him over. He now believes those stories of how those rebels treat us poor Yankees. Because of car troubles, they did not go over the full route which they had planned.

We have just learned that a new street will be put in near his home and will be named Moyer Lane. The men in the shop are getting ready for the ribbon cutting at the opening of the street. George has told them he will put on a swell feed, etc., and they should come out. He is going to have a short parade with quite a few of his pals and their small cars in it.

George (Senator) Morgan, Arthur (Muddy Water) O'Connor, Jim Gallagher, Lew Laird, Frank Pepe and your reporter are wondering if he will have a contest for Miss Moyer Lane. We are all for it. Uncle Roy Haskell, Bill Browne, Ike Hamilton and Clarence (Pete) Sweigart would like to be the judges for this contest.

Jim (Weasel) Lynch, of the Wilmington group, is going to have his eyes checked. We hear he failed to see the stop sign going home a few weeks ago and Mr. State Police was waiting for him. The cost was \$15.00. We told you, Weasel, that you must keep your eyes on the road at all times.

Lew Laird tells us he sure is glad the buses are running again as it was no pleasure fighting traffic to get home with your car after work each day. We all hope the bus trouble is over for good for it sure hurt Chester's business while they were stopped.

Uncle Roy Haskell had the fever to own a boat so last week he got a very fine one. From stories we hear it is around 42 ft. He said the grand launching will be very soon and all the boys and their wives are invited to it. "Muddy Water" and his girl friend will do the honors of breaking the bottle over the bow. All we are waiting for now is the first fishing trip. What a party that will be???

Howard (Fifty) Fithian, one of our old reporters from 33 Dept., has found a new way to have your watch cleaned. Just take your pants to one of the laundromats and forget to take your watch out of the pocket. Brother, when the wash is finished you will have the cleanest watch around—even if it won't run any more.

"Sugar" Thomas hit it right for the money a few Saturdays ago and because of it just doesn't seem to know what day

it is. He is supposed to be willing to let some of his pals have a little of it if they are in need. Now, I say this is a fine way to help your friends in need, "Sugar." "Muddy Water" took his young son out to visit his older boy who is married and lives in Pittsburgh over the 4th of July. They had a very fine time. We even hear that "Muddy" now is going in for golf. Surely, he is not beginning to turn over and see Ike's way, too. They flew home and it is reported that was the highest "Muddy" will ever get. He said the old ground still looks good to him.

Archie Meriano would like to know why Dick Stewart makes his dear wife get up so early every morning and clean the front of their home. Dick reports he is boss of his ranch and when he speaks they jump. We hope he has his running shoes on when Mrs. Stewart reads this!

Bill McKniff, one of the fine softball players from our department, is giving a very good account of himself at all the games and helps to keep Noah Jones' team right up at the top.

Roy (Lord Chesterfield) Stewart came into some money while on his vacation but soon found out that it is not rubber and will not stretch too far.

Sam Mangeri, our master machinist, is working up at the garage to help out while some of the men are on their vacations. He reports he has everything under control.

Your reporter was off for a week of his vacation over the 4th of July and took a trip out to the southwest part of Pennsylvania, over into Ohio, West Virginia, Virginia and Maryland. I again hate to report that on the 4th I saw very few flags displayed.

On this trip I had the chance to talk to quite a few people and see different things and, believe me, those people living away from our large cities think this is the finest country in the whole world. I saw some wonderful scenery and down in West Virginia going over those mountains you had a chance to see scenery that is just out of this world. In Elkins, W. Va., we stopped at the Elkins Motel. It was the finest we have stayed in on any of our trips both up North or out West. It was just as you came into town, on the side of a mountain so you could look over the whole town from your large picture window and see the other mountains in the distance. We rode over very fine roads going over these and down into the valleys.

I could see there was work to be done in these forests which made me wonder why we don't put our boys and young men who get into trouble down there to help clear out a lot of old wood and streams. In this way when the storms come there would be no floods. At the same time we would be doing these boys and men a lot of good by not letting them just sit around in some jail.

The trouble with our people today is we don't take enough interest in what is going on. Because of this our young men and boys run wild. If we could put them to work cleaning up our streams and forests, we could save on taxes.

My fellow workers, maybe you think I am overdoing the bit of helping our veterans who are in the hospitals and writing so much about it. I feel that it is the duty of all of us who served in any part of

## 75 Department

By John Rosati

Vacation time is here and to everyone who has a vacation coming we extend these wishes: A safe journey, happy landing and a safe return. Mainly because your reporter noticed a sign on the back of a music store delivery truck—"Drive carefully, we are out of harps." Take heed, folks!

FOR BASEBALL FANS—A few years ago Mike Grady, third baseman for the Giants, made six errors in one play. With the bases full he . . .

- 1—Fumbled a batted ball.
- 2—Overthrew first base.
- 3—Muffed a return throw.
- 4—Threw wide to the catcher.
- 5—Dropped the return throw.
- 6—Threw wild to third base.

ANOTHER BASEBALL ITEM—The writer of this column is proud to announce that his son, Frank Rosati, has been selected for the All-Star Junior League team as a short stop along with team mates Jay Friska, Steve Stevens and Pete Fulginiti. Their first all-star game will be played in Media, July 25. Good luck, boys!

ODD BUT TRUE—11, 111, 111 multiplied by itself equals—123456787654321. Try it fellows, it's simple.

These are towns in the U. S. A. in order. Driver (Va.), Speed (Mo.), Accident (Md.), and Tombstone (Ariz.)

Harry: "I've got an uncle who's a plastic surgeon. He lifts faces."

McGarity: "'S nothing, pal. Me, I'm a sorta plastic surgeon too. I lift mugs in beer joints."

During the roaring boom days in the Old West, Virginia City had some really rowdy saloons. One day a resident returned from a trip and noticed sawdust sprinkled all over the floor of his favorite bar. "When did you start putting sawdust around?" he asked the bartender. "That ain't sawdust," the bartender answered. "that's yesterday's furniture."

our armed forces to help our comrades who can't help themselves. Don't you often wonder where the buddy is you served with? I can tell you they are the forgotten men and girls of our country and unless you and I help them it will be too bad. This is one program I have stayed with since I first started and I have yet to say I missed the money I put out for this cause.

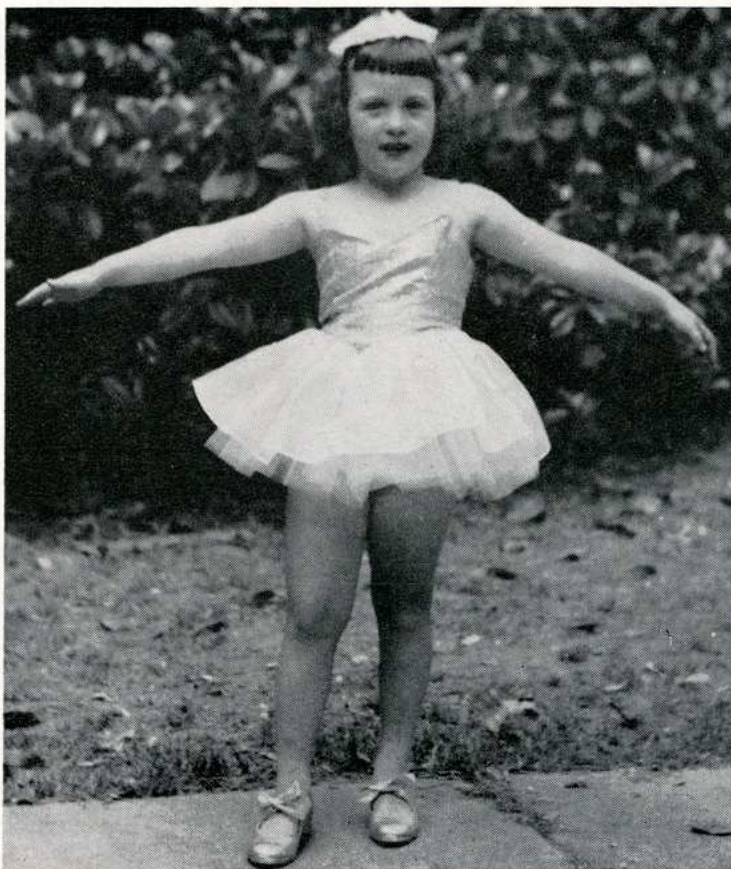
Some of us knock the Legion or VFW when something happens but very few give them credit for the fine work they carry on in our hospitals and helping others at home. I have seen reports showing where thousands of dollars each year are spent by the Legion and VFW on hospital programs. They also support Little League ball and a number of other programs. Sometime later I will tell you something about these programs in my news as I feel it would let you know what is going on and you would feel better towards these organizations. The men who do the work in these posts get no money for their service, but we all have the satisfaction of knowing we are doing this work without any reward to us personally.

# OUR

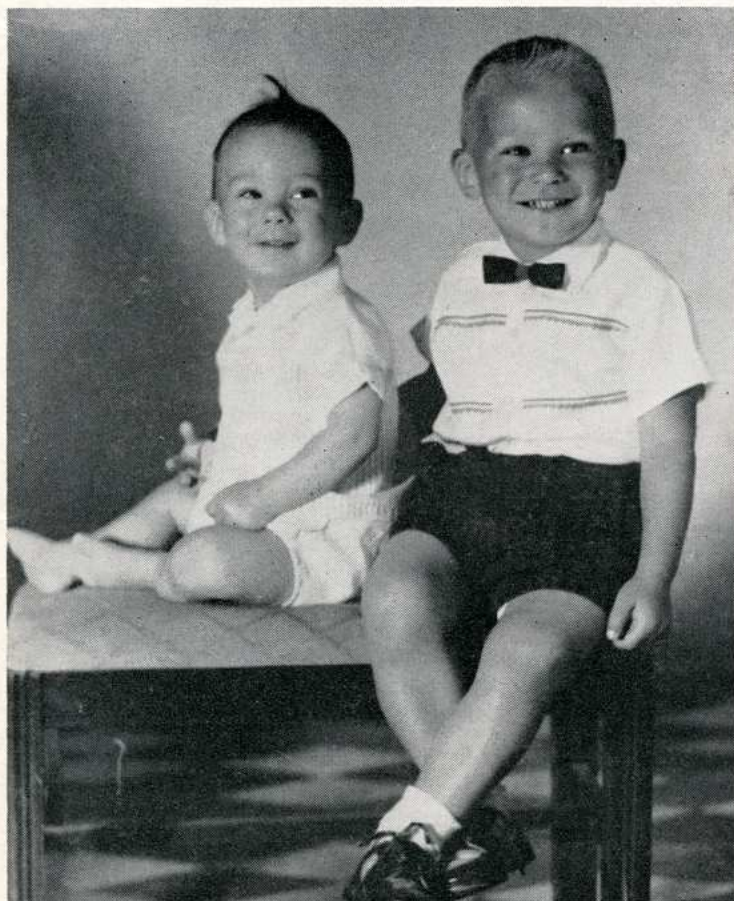


**GIVE ME THAT AGAIN, SLOWLY** — Timothy Jerome leans back in all dignity of his 2½ months and suggests photographer do his best, which was pretty good as you can see. He is a son of Terry Hayes, a 3d Shift Cleaner.

**READY** to make like a whirly-bird, this graceful little charmer pauses to satisfy camera man/woman before she goes pirouetting off into Florida landscape where she lives. Cheryl is a daughter of Anthony DeGeorge who used to be a welder in Our Yard. She still has a tie here, however, Nick DeGeorge, a 47 Dept. burner, is her uncle. All Nick needs is space between two of your words to get started on letting you know it, too. Cheryl is four years old and has been dancing since she was two.



# JUNIORS



**DEER** meat diet provided in season by Daddy (Joseph George, a guard) probably accounts for well fed look of Joseph Victor (2), and Brian Stephen (9 mos.) Osifat. (Remember picture of Joe and his deer last winter?) Mother was Elaine Littwin (Payroll). Victor Littwin (Cost Accounting) is their grandfather.



**GOOD START** toward being brawny men — at least that's impression you get from this shot of Robert, 1 (left), and Martin J. Slezak. Sons of Ruth and Martin B. Slezak. Grandsons of Tom Leeson, 76 Dept. Dad is a joiner in 65 Dept.



By Eddie Wertz

Brother Gregory Grant, M.M., of Maryknoll Missions, New York, is the son of Mr. and Mrs. Jack Grant of 603 East 14th St., Chester. Brother Gregory studied five years at Maryknoll and seven years at Mountain View, Calif. He received his cross on departure day, June 12, 1960, and was assigned to Chile, South America, where he will teach among the Spanish-speaking people of that country. Brother Gregory sailed on the Santa Cruz of the Grace Line on July 29, while father, John Grant of



Brother Gregory

Wetherill goes into his 37th year of Sun Service. We extend best wishes to both for many more years of service.

Some kids had the idea that homework was over when school let out, but Mom fooled them.

Yes, Ernie Carr, as you read in the July issue, is learning about outboard motors. He now has a set of tools and oars as James Maitland will verify. James had to row back to get the gasoline Ernie left in the trailer so they could get the motor running.

At this writing Mr. and Mrs. Copper are enjoying their Florida vacation . . . Lloyd Johnson, taking Peter Ohrt, David Silcox and Ralph Denston to Cape May for a fishing trip, said, "Let's get an early start fellows." When they got off the ferry, they ran out of gas and had to wait until 7 a.m. when the gas station opened. Maybe he and Carr are trying to ween those motors. . . . As always, Johnny Kosmider caught a monster but it got away.

Harry Finck claims wives are the reason some men don't let grass grow under their feet.

"Butch," the cowardly cat, must be out making calls. Have not heard from him. Hope he gets results!

Conformity to the world has proved, in all ages, the ruin of the Church.

# 1 Story Of Which We Never Weary

Around Our Yard we take it for granted any job we do—build a ship, repair a ship or turn out something for another industry—is done at least as good as it could be done anywhere, probably better.

Even the artist, however, is curious about what other people think of his work and when they let him know, as long as they seem to be honest opinions, he is pleased. The same can be said for us, beyond a doubt.

So when the officers in charge of the two destroyer escorts which were in the yard several weeks prior to June 30 expressed themselves later about the kind of work done and the kind of people who did it, those concerned were glad to receive those expressions and are pleased to pass them on to us all.

A letter from Lt. Comm. W. H. Veit, commander of the U.S.S. VAN VOORHIS, read in part:

"I would like to express to you my sincere appreciation for the cooperation and effort put forth for VAN VOORHIS during her recent availability at Sun Ship. We had no previous experience with overhauls at a civilian yard and were, perhaps, apprehensive because we did not 'know the ropes.' However, there is no doubt in anyone's mind that the job your people did was superb.

"The crew of welders, riggers, electricians, craftsmen, technicians and the rest were one and all a fine group of people and their work shows pride in a job well done. I want particularly to thank Mr. (G. Wills) Brodhead for his personal interest and cooperation during the overhaul. His constant personal supervision insured success for this undertaking.

"I am pleased with the work you did and have recommended that your shipyard be utilized to the maximum extent for restricted availabilities for destroyer type ships.

"In closing I thank you again, gentlemen, for the effort you put forth during the VAN VOORHIS overhaul and for the friendly personal relationship which existed between shipyard and shipboard personnel throughout our visit at Chester."

From Capt. R. B. Fulton, Industrial Manager, Fourth Naval District, came a short note with three telegrams from various Navy sources. One was about the VAN VOORHIS:

"Request pass to Sun Shipbuilding and Dry Dock Co. my sincere appreciation and admiration for a job well done on VAN VOORHIS under most trying conditions. The interest and spirit of all Sun Shipyard personnel was a pleasure to witness. You and your personnel most cooperative and helpful at all times."

The other two were about the COURTNEY and were to this effect:

"Consider that Sun Shipbuilding Co. undertook a difficult job on short notice and under a trying situation completed the job in a minimum of time. Workmanship and 'can do' spirit of the highest caliber. Sun deserves much credit for a job well done."

In his covering note, Capt. Fulton wrote: ". . . I would like to add my own appreciation for the excellent manner in which Sun Shipbuilding and Dry Dock Co. performed this urgent work on the COURTNEY and VAN VOORHIS."

President Richard L. Burke replied to both communications expressing satisfaction that the work had met with approval and thanked those concerned for their expressions of it.

It was just another job to be done, for our workmen, and it was done as they would do any other job. The fact that our way of doing things evoked words of praise from the "customer" makes it that much more gratifying. Let's stay out in front that way so far as human effort can do it.



## SECOND SHIFT

By Charles "Pappy" Jenkins

The best dog-gone fed hunting dogs to be found in the state are owned by Charles (Ginkey) Hoffman of the Wetherill Plant. What happened to the three porterhouse steaks and three beagle hounds? For more information on this, see Charles.

Some wives have all the power of 40 dynamos and look electrifying by charging all their clothes, so claims Jack (Beanpole) Conner.

Tom Kelly claims how far your children go often depends on the amount of gas a father leaves in the car.

Jack (Firebug) Boyle went on a vacation to New Mexico, Texas and Oklahoma to visit the Indian reservations. He claims the first instrument used in this country

to manufacture a toupee was an Apache tomahawk.

Frank (Army) Armstrong of the Lining Dept. was stricken by a mysterious disease known as "aluminitis" but he is okay now since Doctor John (Playboy) Wyatt cured him of it.

Dell (Tank Sniffer) Morgan says no man goes before his time unless the boss leaves early.

"Big Jess" McDaniels spent a vacation down on the farm in Orange, Va., where, he is happy to say, they expect about 86 gallons to the acre of corn.

George (Blackout) Brown, of the Electrical Gang, bought a 14 ft. boat but had to use Robert (Admiral) Clegg's outboard motor so Clegg bought a Cris-craft with an inboard motor. Brown now uses his boat as a launch service to get out to the yacht.

Jack (Wyatt Earp) Wills claims more men have been tripped by tight sweaters than by banana peels.

George Howarth claims golf is composed of a lot of walking broken up by disappointment and bad arithmetic.

This month's question: How many parts are there to an anchor? Name them. Answer next month!



# INK SPOTS

FROM THE  
HULL DRAWING ROOM

By Harry Osman

Hull 617, built for Moore-McCormack Lines, Inc., has left our yard now. But all of the Sun employees are aware of the effort put forth to deliver it on the scheduled day.

Some of this effort was spent aboard ship testing. For this reason, the Ink Spots column will suffer this month. Everybody was just too busy to gather the news. However, everybody is on vacation and won't bother to read this column anyway.

Sue and Dave Longbine went away for a week's vacation at the end of the college term. In addition, they celebrated their 13th wedding anniversary. In addition, Sue celebrated her 21st birthday (that is the number she gave me.) Sue got a new hairdo for her birthday—she also had it cut curly.

Steve Slatowski, the student prince, read about Dave Longbine graduating from P.M.C. at the head of his class. Steve rented a room close to P.M.C. and moved in, hoping that some of the higher education might rub off on him. As of now, Studious Steve, has not passed the Guzinta tables. Five guzinta ten, two times, etc.

Two of our men were lucky last month. John Dougherty and Frank Raezer found their names printed on 50/50 tickets. It was not made known how many thousand were involved, but I certainly hope Alice and Betty heard about it before reading this column.

Virgil Trevison spent much time aboard Hull 617 supervising the installation and testing of his new rig. Virgil invented a new method of rigging booms, eliminating vang. The new rig can be operated by one man. After lifting a load from the hold, it is deposited on the dock by gravity only. We wish you lots of luck with your invention, Trevy, hoping many ship owners see the advantage and saving of your rig.

George Philson spent some of his vacation in Sacred Heart Hospital having an operation on his knee. His plans were to spend a few weeks with his daughter in New England, recuperating.

George made the mistake of bringing a grip full of clothes and toiletries to work going direct from the office to the hospital. Without George's knowledge, some of the boys added a few pieces of steel among the clothing to remind him of the shipyard.

Henry McDermott has not returned to work as yet. Henry had a nasty fall and is now recuperating at home.

In spite of Joe Carantonio's accident while trying to paint his house, Bill Wilson tried the same thing. Bill took off the first week of July and was much more successful than Joe. Bill put the paint on the house and not on himself.

Joe, wanting no more parts of painting, will spend his vacation with the National Guards.

Bob Filliben mentioned the other day that if he were not getting married in October he could now buy a Cadillac. It has been said that young fellows like Bob

## 66 Dept. Stage Builders Carpenters

By Frank "Shakey" Hickman

It hardly seems right to mention last month's issue (which I missed) for there is not a bit of hardship in this task. I sometimes think of this magazine as a feather in my cap—even to the extent of pride. Pardon me's and forgive me's are not excuses, so fellows, I goofed, okay?

Hull 611 is coming along rapidly now. She has a rudder and  $\frac{3}{4}$  of a bow. The day of launching is rapidly approaching. Many alterations have been made in order to prepare this beautiful ship. The extension of the shipway, the changing of the pipe construction—which by the way is considerably higher than 610. Credit also goes to Bill Marine who had a sizeable task to set up his launching skids.

Then we have made some terrific lifts with steel in a prefabricated shape. For this feat I would like to put a little praise and credit where it belongs. Ed Strzala is the man to whom it belongs. A lot of people say if this guy or that guy goes the shipyard will still progress. That is a certainty, but many of these men are not expendable, and in my estimation, Ed is certainly the backbone of the erectors. He certainly will be missed if he should ever leave us.

No, fellows, the ship is not 100 feet up from the ground. I'm sure the editor will back me when I say the top of the bow will attain a height of about 90 feet. (Nearer 100, Frank. Keel at the bow is 40 feet up. Main deck to keel is 51 feet. Then you have the distance up to the forecastle rail. Ye Ed.)

Many of the men have been on vacation and yet they offer no tidbits of information to me which I know many of you would be interested in hearing about. Come on,

have a choice. They can ride around in a Cadillac or wash diapers. We doubt that Bob really had the privilege of choosing.

Even though he still has till October to reconsider, the noose has been drawn tighter each day for several months so that now there is little chance of Bob ever owning the expensive car.

Each day, Sally tells him of another accomplishment that buries him a little deeper. "Yesterday I ordered the bridal gown." "Today we ordered all the bridesmaid's gowns."

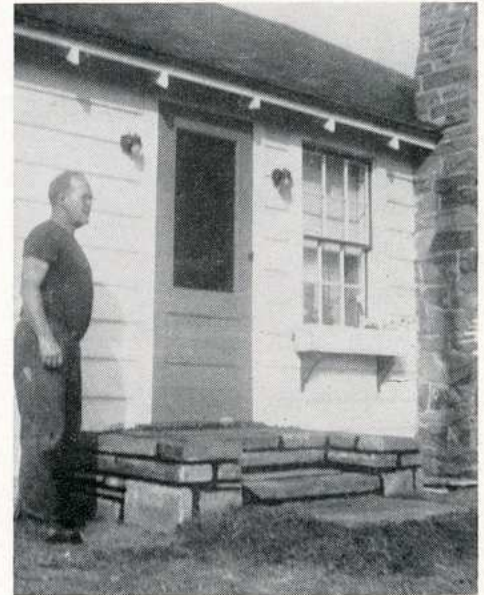
The hall has been rented, band engaged, announcements printed, breakfast ordered, drapes made, ceiling painted, wallpaper chosen, presents purchased, even something old, something new and something blue set aside.

In addition, Bob has been shown the mop he will use on the kitchen floor.

Own a Cadillac? Not a chance.

As of August 1, Bob, you have but two more months of freedom. Literally, you lost your freedom months ago when she took that ring away from you. Of course, we know you wanted her to have it and you are happy. We can tell you are happy by the resigned and confused look on your face every morning.

With only two months to go, we close, giving thanks to Ed Housley and Bob Filliben for tips.



**JACK OF ALL TRADES** and certainly pretty good at a couple is Roy Turner (66-95). He's standing beside stone steps he put in at his hideaway in deep woods—his deer hunting camp north of Carbondale.

men, loosen up those tongues.

Ed Clayton and Gordon Ricketts spent some time bay fishing and had hardly a nibble. I expect to get down soon and have a real fish story with the photo to prove it.

Norman (Apple Jack) Lloyd had a week's rest and he can hardly wait for his three remaining weeks. . . . Frank Mosser was off for a week and I am pretty sure he enjoyed himself. . . . Ed (Deacon) Brown had a nice restful week. I know, because he came in to work as chipper as a new baby.

We have a new group in our department. They are known as trainees. I will try to get their names next issue so you will all get to know these men.

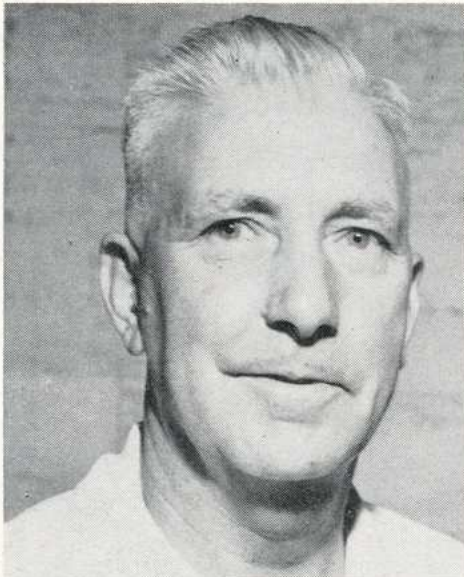
Till we meet again, enjoy living; but do it right!

## That's Where Our Money Goes

An interesting item just came to the editor's desk. It points out that, according to the annual report of the Secretary of the Treasury, financial "aid" from the Federal government to state and local governments in Pennsylvania in 1959 was \$320 million to receive which we paid \$447 million in Federal taxes. Oh, my aching pocketbook.

It cost Pennsylvania \$1.40 in Federal taxes to receive \$1 in Federal Aid. The old age assistance program was the most expensive. Pennsylvania paid \$82 million in Federal taxes for the \$26 million in aid, or \$3.17 for each \$1.

Incidentally, Louisiana received \$70 million for \$14 million in Federal taxes and Texas (of all places) got \$100 million for \$49.3 million. It's easy to see why the program is attractive to some areas.



WILLIAM GILMOUR, 8-625, 35 years



EMIL OWSIANY, 34-41, 30 years



FRANK SABOT, 55-255, 30 years



ANDREW SANETRIK, 59-46, 25 years



WILLIAM STEWART, 84-38, 25 years

## June Awards



### 40 YEARS

8-72 ..... Alfred Graham

### 35 YEARS

8-625 ..... William Gilmour

### 30 YEARS

55-255 ..... Frank Sabot

34-41 ..... Emil Owsiany

### 25 YEARS

84-38 ..... William Stewart

59-46 ..... Andrew Sanetrik

### 20 YEARS

8-109 ..... William Emsley

45-57 ..... Thomas Olkaski

59-54 ..... John Zabilowicz

59-849 ..... Charles Deppner

34-106 ..... James Adams

91-470 ..... Kathryn Coonan

31-72 ..... Louis Baynes

59-115 ..... John Boyle

60-144 ..... Wallace Zettle

30-104 ..... Walter Crist

33-295 ..... William Lappin

### 15 YEARS

69-67 ..... Herbert Baker

34-432 ..... Samuel Sharp

35-101 ..... Turner Robinson

47-259 ..... Herman Lipsius

31-93 ..... Robert Lidstone, 3d.

59-1165 ..... Luther Ward

59-798 ..... Ellis Hill

55-304 ..... Peter Demski

34-264 ..... Harold Baker

76-87 ..... George Lynn

### 10 YEARS

51-86 ..... George Hipple

47-141 ..... Arthur Peoples

45-170 ..... John Sample

60-54 ..... James Sanders

60-259 ..... Vincent Alston

59-258 ..... John Dewey

60-68 ..... John Beird

91-57 ..... Thomas McCarron

# If You Sleep, Don't Drive!

Highway hypnosis is an especially dangerous summer complaint.

What causes it and how can it be combatted?

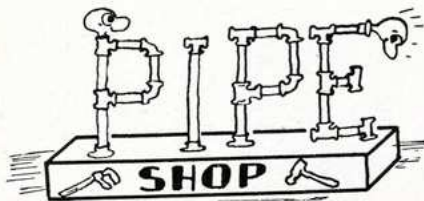
"Monotony, repetition and freedom from distraction are the relaxing factors which often lull motorists into a trance or self-induced hypnosis," warns Edward P. Curran, Safety Director of Keystone Automobile Club. "Other facts are sense-dulling summer heat and humidity, and superhighways and turnpikes that wind through the countryside for hundreds of miles without billboards, stop lights and intersections.

"The car's purring mechanical perfection, the seemingly endless stretches of bright road surfaces, the minimum of grades and curves, the rhythmic pattern of light at night, also add to the cumulative hypnotic effect. Then comes the danger; the driver has ceased to think and

be alert and the car literally is driving itself toward an accident.

"Several simple but very effective things help to avoid highway hypnosis. On long trips motorists should stop at regular, frequent intervals and get from behind the wheel for a cup of coffee or a 'stretch.' If driving alone, the motorist should lower the car windows in order to get or create a breeze, munch candy or chew gum, and turn on the car radio. One must be careful in using the radio, however; commentators and speakers will help to keep the senses alert, but such things as soothing music must be avoided.

"Passengers in a car can be a big help in overcoming the trance-like state of mind by keeping up an interesting flow of conversation. In fact, this is one instance in which back seat or side seat driving is highly excusable . . . if it isn't too distracting."



By Charles "Toots" Thornton

A gang of the boys from varicus parts of the yard hired a bus and went up to see the Phillies and Pirates play on Friday, July 8. They all seemed to be enjoying themselves very much until the hot dog vendors came around. A lot of the boys were hungry but they stuck it out until 12:05 when they made up for lost time. Anyway, it was a good trip.

Steve Kowalewski spent a week of his vacation on a ladder with a brush in each hand. He said he had two weeks painting to do in one.

Supt. Ray Flanigan took a trip to Wildwood, N. J., recently. Onboard was his son, Phil, and first mate Mac Mekenney. Traveling through Delaware Bay, Capt. Flanigan called out to Mac, "Box the compass!" Mac got a box, put the compass in and started nailing it up. It's a good thing he didn't tell him to shoot the sun. He probably would have grabbed the flare gun and blasted away. I think the captain should send Mac to maritime school for a course on nautical terms.

William (Windy) Lonnquist spent another enjoyable week at Springhaven. . . . Francis (Hank) Cunningham spent a recent weekend visiting friends at Ocean City, Maryland and Salisbury. Ed Woolsey is spending his vacation at Staunton, Del., throwing in a fresh supply of oats for next winter. Del Mahoney, his wife and son spent the long weekend of the 4th of July at Indian River. They had a nice catch with a 70-pound tuna as a prize piece. Nice catch, Del.

Lloyd (Cap) Lawson is still on the injured list. We all hope to see him back on the job in the near future. . . . Emil (Firpo) Owsiany had a wonderful vacation riding free lance at Delaware Park and Brandywine.

A fellow came in the shop recently and asked for Mr. Clean. Of course, he meant Bill Wallace. Someone told him Mr. Clean wasn't around and asked if Handy Andy (Andy Kuchta) would do!

## Quips from the 2nd Shift

By Stanley Boyda

Paul (Klondike) Dute has returned from his vacation trip to Alaska. Paul's adventurous journey was peppered with a few misadventures. His new "wagon" was beset by three blowouts within 20 miles of a paved road on his return trip. Two of the blowouts happened within 10 miles. A cracked spring was replaced with a helper spring which had to be flown in to him. But the trip, despite the mishaps, was taken in stride and his party of travelers voted the trip a successful one although they were quite happy to be home again. George Hannisick had one question to ask Paul: "Did you meet Silky Harris?"

Incidentally, George Hannisick's daughter, Carol, passed her driver's test the first



**THEY LOOK LIKE THEY WERE JUST ABOUT** to burst out into reprise of "How Dry I Am" or some such don't they! Actually it's a shot taken in our power house about 18 years ago. Ingersoll-Rand found it in their files and sent it along for what it was worth for which we are most appreciative. That's #4 air compressor they are standing in front of. Charles Eberly, at left, and Al Briggs, right, who was foreman of 33 Dept., have died since. Others are (from left): Charles Campbell, last known to be driving a bus for Notre Dame High School; Hoard Wood, still working in power house; George Mahan and John Yeager, about whom nothing could be learned.

time out which makes four drivers and two cars in the Hannisick family. George is shopping around for another car and a second-hand bike to get to work on.

Bill McKee says Harry Meister has become so attached to Bill that he (Harry) is contemplating taking out adoption papers on him.

Bob (Galloping Ghost) Morrison has been trying to sell Walt Painter at least four different cars but to no avail. Walt says every time Bob came around to demonstrate one so far he discovered he could outwalk it. Bob, why don't you give up?

Bill Carr came back from his vacation and told us he spent a quiet week at home and was very much rested. Good for you, Bill!

When Walt Seltzer gets excited he calls everybody Johnnie. How come? . . . Walt Oprouseck, The Czar, tells me he is quite angry at the way our policies in Cuba have turned out and that Castro closed the door on him. He was toying with the idea of vacationing again in Castro's backyard and renewing acquaintances with

some of those delightful people. Watch your step, Comrade!

We offer our condolences to Clarence Lauer whose father passed away July 13. Clarence's dad was a resident of York, Pa. That's it for now. See you later!

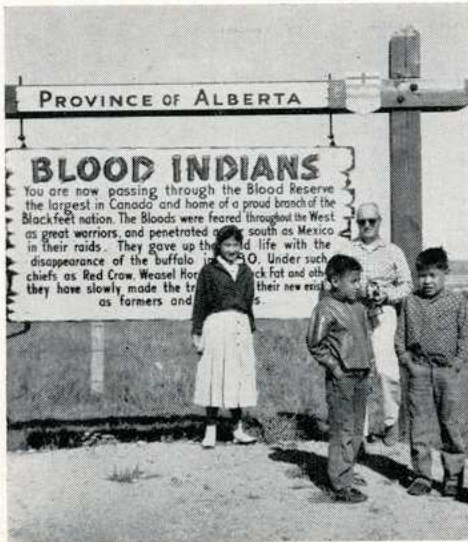
A Britisher, warned before leaving London that U. S. newshawks would probably try to make a fool of him, was being interviewed in New York.

"Are you going to visit any night clubs during your stay in New York?" was their first question.

"Are there any night clubs in New York?" parried the Englishman.

The next day he opened his morning paper to an account of his interview. According to the story the first question he had asked on stepping ashore was: "Are there any night clubs in New York?"

*Do not use extraordinary circumstances to do good actions; try to use ordinary situations. —Richter.*



**DID YOU EVER SEE A bald-headed Indian?** If you can answer that you can pick out Paul Dute, 34 Dept., 2d Shift, in this picture. Others are Blood Indian children who have just alighted from a school bus and are headed for home of another to watch TV—"just like our kids," notes Paul. He returned recently from a trip through this Canadian country and up into Alaska.

## Food For Thought

Information reaches us that Socony Mobil recently has added two tankers to its fleet—both built in foreign yards.

The MOBIL APEX was launched June 10 in Glasgow. She is a 19,000-ton steamer 549 feet long. The MOBIL ENTERPRISE reminds us of #610 and #611. It was launched June 14 in Sweden and is 735 feet long by 104 feet wide by 51 ft., 6 in. deep. That is 10 feet shorter, two feet wider and six inches deeper than 610 and 611. Her tonnage is 48,600 compared to 50,000.

Our Yard and a number of other yards we could name could have handled those two nicely, but they are for Socony's foreign trade and were built where the company could get the most for the least. A third vessel, the MOBIL ACME, a sister ship to the APEX, was delivered early in July.

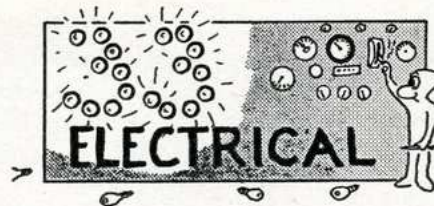
"I'm sorry, the manager isn't in," said the clerk to the pompous individual who had strutted in. "Is there anything I can do for you?"

"No," snapped the visitor. "I never deal with underlings. I'll wait until the manager returns."

About an hour later the pompous one became impatient. "How much longer do you suppose the manager will be?" he demanded.

"About two weeks," was the reply. "He just left on his vacation."

Some people get an awful lot of pleasure just from being shocked at other people's sins.



By Carl D. Browne

We want to congratulate Andy "Daddy-Oh" Cassidy on being made assistant foreman. We wonder if that will have anything to do with the dishpan job he has at home. Someone said he had trouble with the transmission on his car and found instead of oil there was only soapy water.

Mr. and Mrs. Louis Summa celebrated their 19th wedding anniversary on June 24. Good luck, Louie, we hope you and the lady can make the 50th one.

Our friend, Vince Orio, is going to send his family to California for a vacation this summer. Same old saying—nothing like having money.

Joseph Hasson, from the Crane Gang, spent a weekend in Washington, D. C., recently. He was looking for a Senator who would help pass a bill that the tobacco people would make a good 5¢ cigar. He says that's what this country needs.

Francis "Jelly Roll" VanHorn has given up his pastry concession at the Village Green pool.

William Butler went on the trial trip of Hull 617. They say he came to the yard the morning it was to leave all



**BUMPER CROP** of grandchildren for Richard Keely (68-430) help to keep him young he says. They are (rear, l. to r.) Thomas, 11; Edward, 9, and Marion, 6. In front (l. to r.) are Patricia, 3; David, 4; Bryan, 7, and Karen, 2½. David and Karen are children of Richard, Jr., and Roberta Keely. Others are children of Thomas and Catherin Mount.



**JAMES, JR.**, certainly picked up the marbles at St. James High. Senior class and student council president. Varsity Club secretary and member of Camera Club and yearbook staff. Three years of football, also in track and tennis. St. Joseph's College in fall as a psychology major. James F. Shields, Sr., is 34 Dept., 2d Shift.

dressed up in a sailor's outfit carrying a bag of sea sick pills. "Captain" Butler, we call him.

Walter Singles and Richard Wolesslagle are on their vacation. Singles is going up-state and Wolesslagle is going to help with the housework. . . . Bill Hadley just came back from his vacation. We just heard he bought a race horse but could not bring it home.

Ed Shisler, we hear, is raising peanuts on his place in the country. They say he is going to try and outdo the Planters Peanut Co. Living near the Chesapeake Bay, his peanuts will be salted when he digs them up. That will save a lot of time and money and consequently his peanuts will be lots cheaper.

Now that Hull 617 has left the yard Bill Drake is breathing much easier. We are sorry to hear Bill wore out two pairs of shoes walking to and from.

Since Joe Squitiere has been working in the ice boxes on the boats, everybody gets a cold shoulder from him—around the electric shop, that is.

Andy Anderson is running a taxi cab from Wilmington to Belvedere. Two trips a day, at 5:45 a.m. and 9:15 p.m. Anyone living in that direction just get in touch with Andy. Call Electric Shop and ask for 1385. Oh, I forgot. The trip is free!

Wilmer "Ozark" Stitt says walking up and down the gang plank is just like being home walking up and down the mountain side looking for squirrels.

Bob (You have a spare moment?) Cantwell is on his vacation and are we going to get a rest while he is off. We hope he is not like that at home.

Roy Irvine has been promoted from the bilge to the wheelhouse. I have heard some of the fellows call him "Master of the Ship."

Nostick Yaglinski is on the sick list and we hear he has been in the hospital. We hope that by the time this goes to press he is back home and feeling much better.

One snowy morning prior to his father's departure: "Mommy, can Freddie and I go out and listen to Daddy put on the tire chains?"

It's the little things that count and three of them give you an \$1,800 tax deduction.

Aug 1960



By Frank Wilson

This month's birthstone is the sardonyx, its flower is the gladiolus and its happiest character was a horse named Horace who had just won a race at Garden State. Horace, naturally, was gratified to have come in first. But he was even more pleased because he always got an extra bale of hay when he won a race. And that, as Horace pointed out to the other horses, "ain't money."

A happy birthday this month to James Donlin and Helen McLaughlin of Tab. and to Kathryn Coonan of Stores. Further congratulations to Kathryn on receiving her 20-year service pin last month.

Welcome to newcomers: Krisdean Moore (Tab.), who, incidentally, is our editor's daughter; Margaret Pescatore (2nd Shift Tab.), niece of Andy Pescatore (Payroll); James Hazel (Paymaster's), who replaced Tom Hazlett; Linda Wooley (Production Planning), daughter of Stu Wooley of 96 Dept.; and Joyce Hunt (Material Control), who replaces Betty Savage. Good luck to all of you and may you enjoy working here.

Josephine Andreoli (Keypunch) finally got tired of walking to work and bought herself a 1955 Plymouth.

**STORK CLUB NEWS:** Joan Emi (former telephone operator) gave birth to a baby girl, June 27. She weighed 6 lb., 2 oz., and was named Linda. . . . Kenneth McCormick's wife gave birth to a baby girl on June 30. This makes his fourth child.

Gloria Griz (38 Dept.) left service last month to join the Stork Club. A farewell party was given in her honor at the Town House in Media June 29. Twenty-nine Sun Ship girls attended and presented her with a gift.

Fannie Kenvin (formerly of Production Planning) left service after her marriage in June, took sick while on her honeymoon and at this writing is still in the hospital.

Some people think the proper age for a man to start thinking about getting married is when he's old enough to realize he shouldn't.

Pat Gibney (Moore-McCormack) was married to Vince Trosino, a student at Villanova College and a resident of Media, on June 18, at Churchville, Md.

When a man stops taking a girl out it doesn't necessarily mean they've broken up. It may mean he's married her.

Jean VanHorn (Keypunch) announced her engagement last month to James L. Burke of Sea Isle City, N. J. He is stationed now at McConnell Air Force Base, Wichita, Kan. June, 1961, is set for the wedding date.

Best of luck to Betty Towson (Purchasing) who just purchased a home in Chester.

With the outdoor cooking season upon us, many an amateur chef will be burned at the steak. But not in the office, now that the air conditioning system is in good working order. So far, it has been a fairly cool summer, but it's bound to get real hot sooner or later. And that's when we will really appreciate this fine system that the company has installed for our comfort.



By James S. "Brutus" Falcone

It is with pleasure that we note the wedding anniversary of three outstanding members of our great department. Veteran burner Al Bowers and his wife, Mary, marked the occasion of their 47th wedding anniversary with a pleasant stay in Atlantic City.

Machinist leader Charles Leutner and his wife, Eva, passed the 35th milestone of their marriage with a stay at Wildwood Crest.

The third member of this group, William (Bill) Ford and his wife, Frieda, joined by their children and grandchildren, celebrated 33 years of marriage at a family gathering in Baltimore.

Vacation news is coming in and some of our fellow workers can look backwards to rest and relaxation that was theirs—others can look forward to vacations as yet unclaimed.

Monroe Nelson (shipfitter) and his wife traveled to Niagara Falls, Toronto and Montreal. Monroe told me the trip was lovely—only one complaint—vacation days fly so fast.

It's still a lot better than fans which only blow hot air around.

**FUNNY THINGS THAT KIDS WILL DO:** Grace O'Neill (Tab.) went shopping one day with her sister and her sister's small son and two daughters at the Food Fair. When they were checking out, the little boy had a big box of cereal and a toy lawnmower. His mother knew she hadn't picked them up, so she reprimanded him and took them back to the counter where she thought they belonged.

After they were outside deciding where to go next, the little boy said to his mother, "Mommy, see that store over there" pointing about half way down the block, "That's where I got the lawnmower."

**VACATIONS:** Nothing passes more quickly than the second week of a two-week vacation. Otto Siegel (Purch.) spent one week in Pochville, Upland, Pa. . . . Hilda Gay (Stores), one week in Ocean City, N. J. . . . Lillian Pennington (Stores), one week in Winston-Salem, N. C. . . . Jack Johnson (Tab.), one week in Tyrone, Pa. . . . Thomas Bishop (Production Planning), one week in Hacks Point, Md. . . . Ann Smedley (Public Relations), one week in Ship Bottom, N. J. . . . Frank Wilson (Stores), one week in Cape Hatteras, N. C., and Kathryn Coonan (Stores) and Jane Heavey (Ins.) a three-week motor trip to Yellowstone Park.

Most men don't worry much about vacations. The boss at work says when and the boss at home says where.

And finally, to end on a warm August night, there was the little moron who cut a hole in the living room rug so he could see the dirty floor show.

George (G.I.) Layman, burner, used one week of his vacation to work on the house he is completing out West Chester way.

Art Peoples, burner, Master Sgt., "E" Co., 2d Battle Group, 28th Division, P.N.G., spent two weeks at the annual encampment at Indiantown Gap, Pa.

William Forster, burner foreman, his wife, Anna, and sister-in-law, Margaret, enjoyed the two weeks following the 4th of July at Orlando, Fla. The Forsters are partial to the Sunshine State to our south and have been frequent visitors there.

Dave Edward, burner, his wife and four children spent part of their two-week vacation at Wildwood, New Jersey. . . . Clifton Massey, machinist, distributed his week off, thus—a bit of sun and seashore at Rock Hall, Md., a little relaxing and some painting around the house here at home.

Verge Carpenter, shipfitter, conserved his energy by spending a week at home in Brookhaven, doing as he so aptly described it—"A whole lot of nothing."

Danny Faverio, burner and shop steward, who with his wife purchased a new home in '59, limited their major financial outlay for '60 to a new Ford Falcon. They like their classy, white-bodied economy car with its blue interior very much.

My wife and I purchased a new four-door, hardtop, Chevrolet Impala. The body is a tawny beige with a lustrous copper-colored interior, white wall tires, etc. The one feature of this auto that both amazes and frightens me is its magnificent digestive system—it gobbles up gasoline as though the stuff was going out of style. We bought the car last Spring.

Larry Tally, outside loftsmen, due to a little bout with gallstones lost a few pounds. He didn't object to a more or less restrictive diet, but when the good doctor cut his beer ration Larry was taken aback. After an excruciating period of days (one or two) in which it appeared he had lost the will to live, he made the miraculous discovery that the golden brew was not essential to life and if he would but face it bravely his could be a long and healthy life. It may be just my imagination, but it seems like "Big Larry" is putting more wood to the ball while leading 47 Fabs on the softball diamond. Is this a coincidence or the result of less malts?

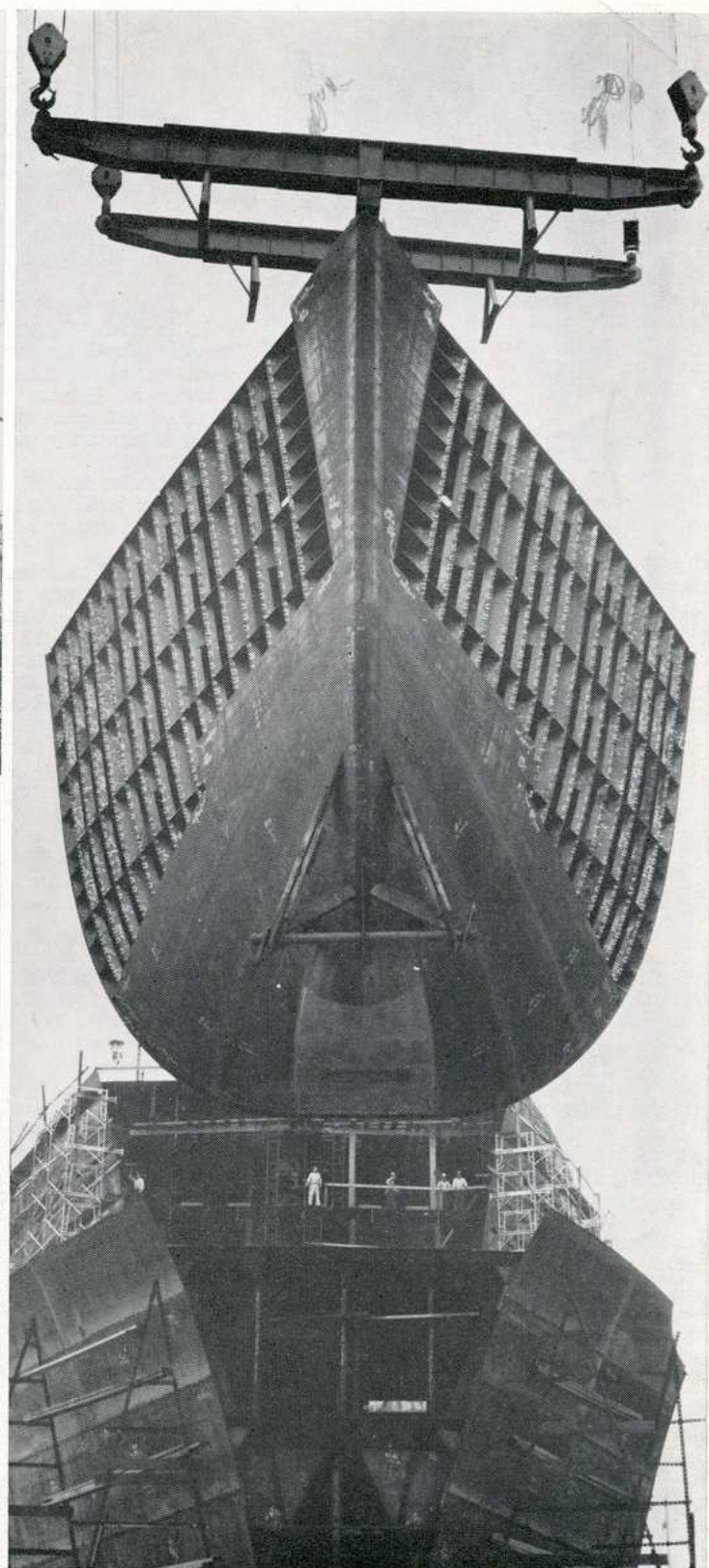
Maurice Orio, office loftsmen, bid his wife, Wilma, goodbye as she commenced a two-week vacation in Cleveland. Home alone, Maurice was able to concentrate on finishing his patio, pouring concrete, etc.

Eddie Whitman, office loftsmen, looks real good after a recent siege of illness which sidelined him for quite a spell.

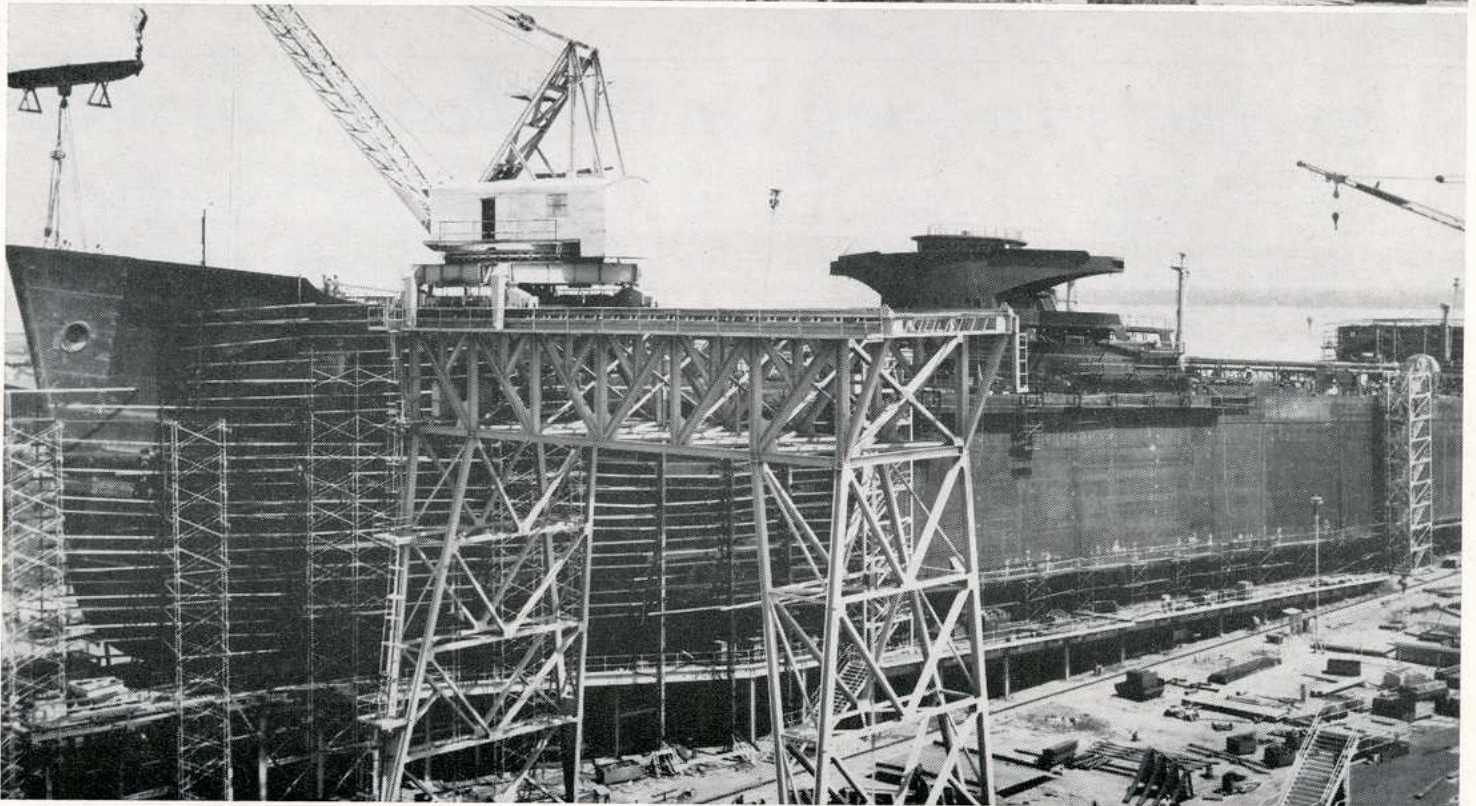
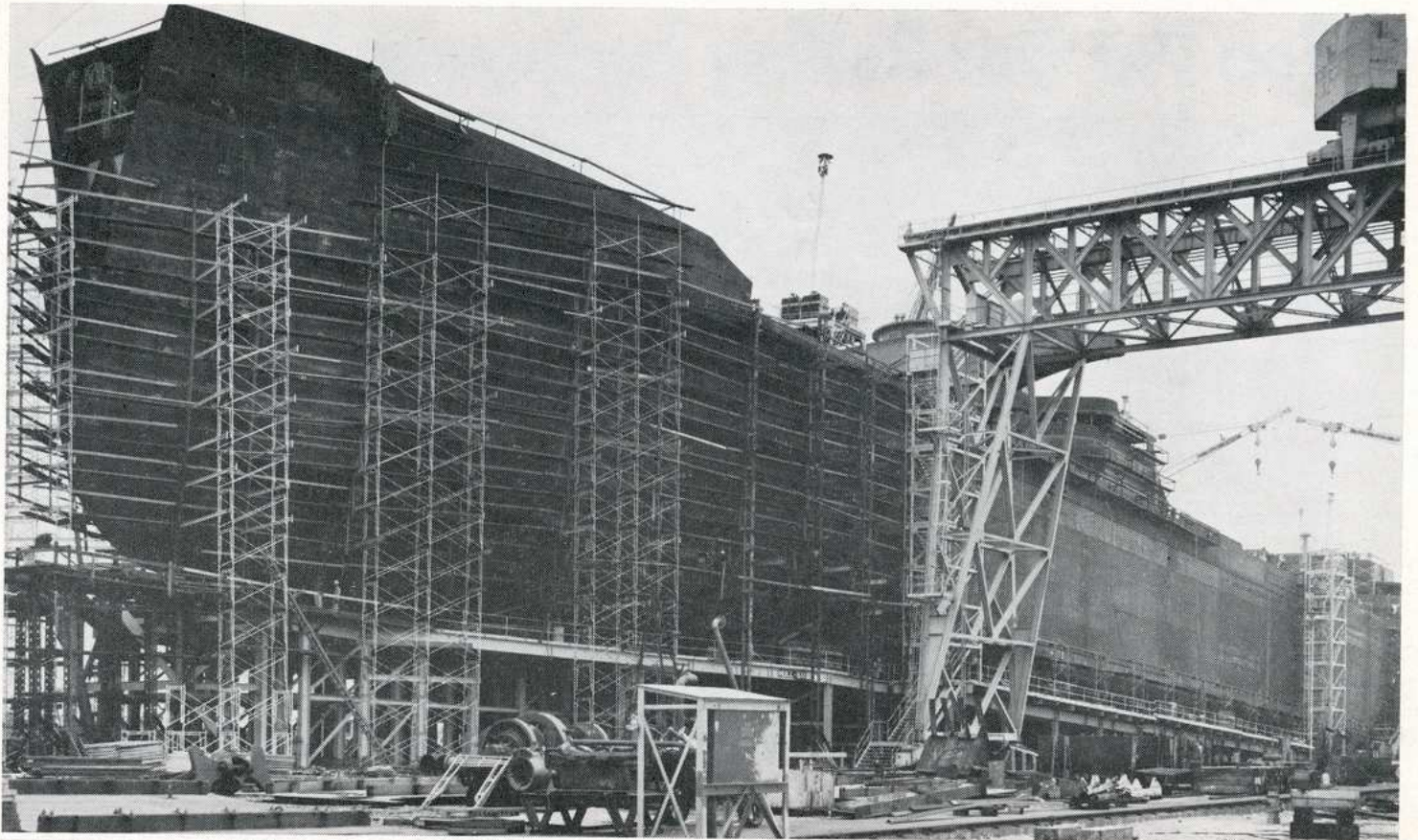
Vince DiLorenzo, expeditor, resisted the exodus to the suburbs while looking around for a new home. He found one a block from his present address in South Philadelphia. To Vince a move elsewhere is unthinkable. "Tis said that, "Home is where the heart is!"

Dick Hagen, office, whose marriage we reported last month, honeymooned in New York City. He and his recent bride availed themselves of the opportunity to see several Broadway shows and put in an appearance at the famous nitery The Latin Quarter. "Wonderful!"

SEE PAGE 24, COLUMN 1



**WHEN THIS PIECE IS IN POSITION** (upper left), the canoe should be about ready to float. This is bow section of #611 with rigging leader Ed Strzala giving sign to hoist away. (That's foreman Earl Bennett in foreground.) When job started piece was pointing to sky and had to be turned to "sitting" position. In this process rig at base of bow was used then hooks were re-rigged as shown. Cranemen hooked on were Sam Draper, Leroy Simpson, Leonard Cole and Marcus Hodnett. Obeying signal from Ed, they wafted this lower jaw high in air (right) over chain locker waiting to be lifted after this section was in place and secure. Back to open throat of hull it went to be eased into place just as though it were made for it. That's Art Sutton, Carpenter assistant foreman, in foreground making sure section goes right down on centerline.



**WITH LOWER BOW IN PLACE** (and a week or so later) boys hooked onto chain locker and went through same process. Result was the same too. All they had to do was hold piece in place while welders tacked it. No trying on for size or anything like that. Both pieces fit like they were intended to. Vessel looked like above after chain locker was in place. Lifting weight of both pieces totaled nearly 400 tons with chain locker being slightly heavier than lower bow. Now for the little piece—50 tons—and job is done. Only two cranes for this and they place nose in face with as much finesse as a plastic surgeon working on some wealthy dowager. Below you see accomplished fact.

# If You Put Our Rolling Equipment End to End



**SEEING THESE VARIOUS TRUCKS** and other types of vehicles dashing around all day it is hard to know whether each is new and different or you are seeing same ones over and over. This picture gives some idea of how many there are and the shapes and sizes. There are 87 different pieces and 54 of them are cranes. Not all other 33 are here but about all species are represented. Foreman Frank Ellis' office is off left.

## Who Wants To Land On the Moon, Anyway!

By Wayne Conger

Hardly a day goes by now that you do not hear or see on the television, radio or news reports, about the latest achievement of someone's sputnik or satellite. Truly the race is on to be the first one to reach, explore and to take possession of the moon.

The first attempt to reach outer space was made a few thousand years ago via the Tower of Babel. And according to the book of Genesis, chapter 11, verses 4 to 9, God did not see fit to allow the project to succeed. This became the first recorded disagreement between labor and management. However, history has a way of repeating itself time and again. This time man has thought to go there via rocket ships, sputniks or satellite. Call it what you will it is still a Tower of Babel. And the chances of success will depend upon, of course, the perfect agreement between labor and management (period).

Let us suppose for a moment that man could land on the moon as an explorer. What would he find there? How long could he stay there? What would be his reaction to his findings there? How could mankind benefit by this expedition? Or would he simply find a large sign saying—**YANKEE GO HOME!**

Science and astronomy have known for years there are certain conditions on the moon that would hardly favor man's attempt to land there and set up any form of a base from which to operate.

To start with there is no appreciable atmosphere on the moon. The explorer would have to carry his own supply of oxygen to breath while there. This near state of vacuum would of course account for the total absence of clouds and rainfall on the moon.

Vegetation cannot grow without a water supply. If you are wondering about the "canals" and the "seas" on the moon, you must remember that these were names given to various parts of the moon by early astronomers who did not have access to large telescopes. They saw these things vaguely and assumed they were canals and seas. And again because of this near state of vacuum, the moon receives the direct and full blast of the sun's rays. Temperatures of 200°F. are the rule of the day.

Inversely temperatures of -200°F. are common on the dark side of the moon. Thousands of meteors flash into the moon like bullets from outer space daily.

The near state of vacuum would cause the sky to be black instead of blue, and the bright stars can be seen even while the sun is shining. The sun would appear as a very bright beacon light whose power could be felt like standing near the open door of a blast furnace.

However, there would seem to be a neutral temperature zone (N.T.Z.) at the point where sunrise begins and sunset ends. This N.T.Z. would be very narrow, because of the near state of vacuum.

There is no atmosphere to deflect the sun rays in all directions to cause dawn or dusk at sunrise or sunset on the moon.

And as long as you could remain in this N.T.Z. it would seem possible to be able to explore the moon at will.

However this N.T.Z. is not stationary but moves with the turning of the moon in relation to the sun as it goes around the earth once in 29.5 solar days. The moon always keeps the same face toward the earth.

The rate of speed that this N.T.Z. is moving at the equator of the moon is proportional to the circumference of the moon (6,785,8560 miles) divided by 29.5 days, equals 230 miles per day, or  $230 \div 24 = 9.6$  miles per hour!

If it were possible to land at one of the polar regions you would be near the axis of the perimeter of the equator of the moon, and the movements of the N.T.Z. would be almost negligible. Even in this position travelling would be very hard because of the mountainous and rough terrain. And to stop overnight in a local cave you would have to wait 14  $\frac{3}{4}$  earth days before breakfast, because a day on the moon is 29.5 earth days long.

These are only a few of the problems the explorer would have to be prepared for, not to mention the possibility of discovering upon landing that the moon was, say, 30% radioactive, etc. Life on the moon could be extremely dangerous, and there is no surprise like the unexpected.



# Let's Earn Some More Like This!

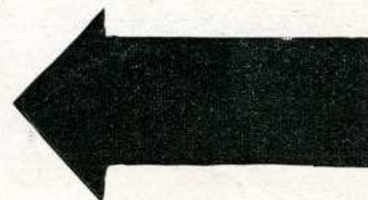
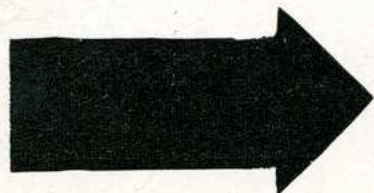


June 3, 1960

Dear Sir:

At this time I wish to express my sincere thanks to the many groups that were so thoughtful and so kind to us in our recent trouble. To the Blood Bank, I will be forever grateful! So again thank you very, very much.

Gratefully,  
Mrs. M. M. Bruggeman

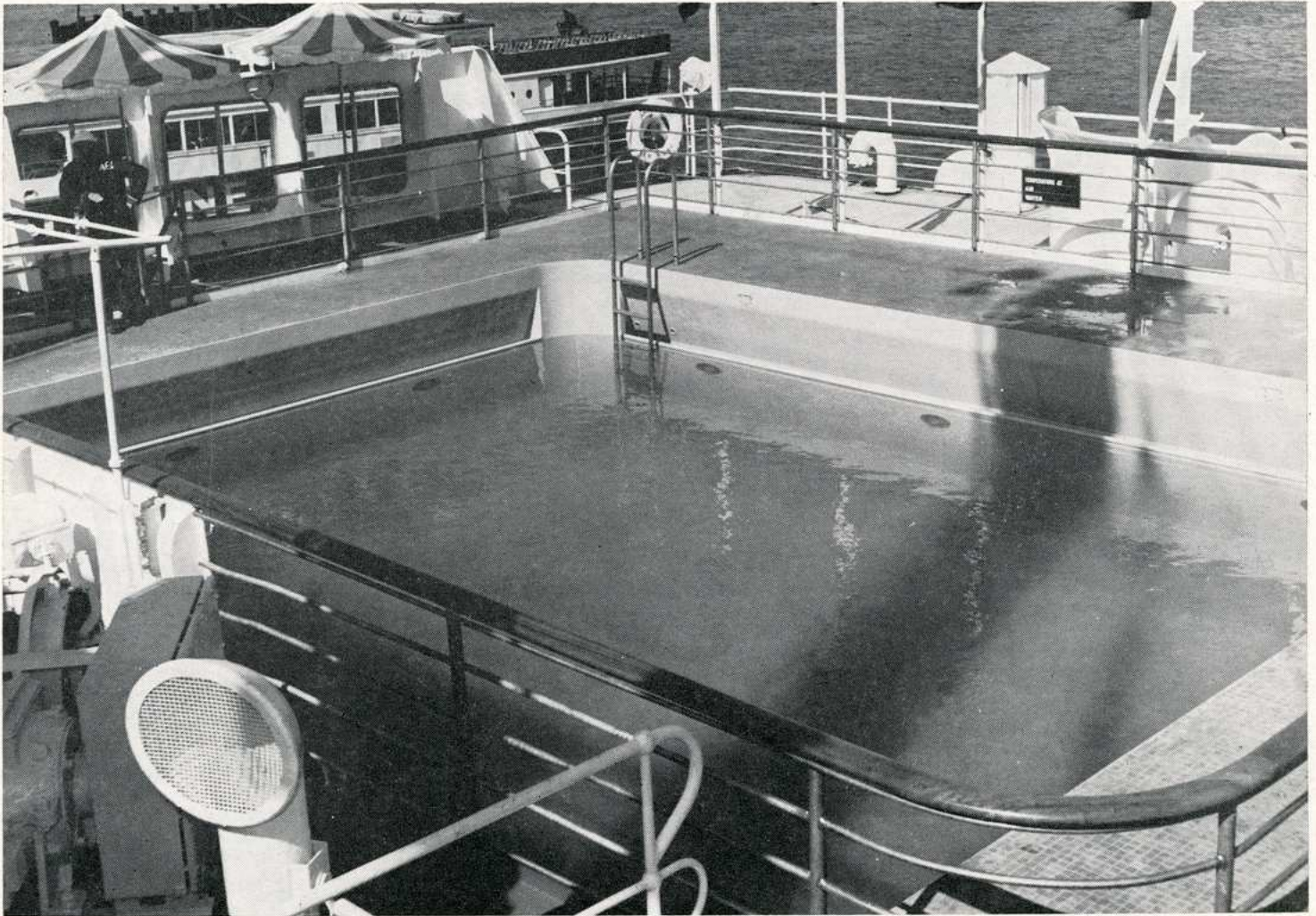


*Bloodmobile Returns Next Month  
See September Issue for Dates*



**MARILYN MONROE, DIANA DORS AND JAYNE MANSFIELD**, all rolled into one, wouldn't have drawn whistles S.S. Atlantic did as she glided down Hudson River (top photo) May 16 off on her first cruise for American Export Lines. All honors of a maiden voyage were hers and we in Our Yard know she is just beyond maiden class as ships go. Solarium we installed certainly is a swank unit with equipment in place (lower photo).





WE PROMISED YOU A PICTURE OF FINISHED swimming pool on S.S. Atlantic. It's a little late, but here it is. We couldn't wedge a shot into the crowded schedule of last minute items necessary to take care of to deliver vessel on time. American Export Lines, owners of the vessel, very kindly took us off the hook by sending some views taken as ship left New York on its first voyage as a cruise ship. Makes you want to go right out and start saving your pennies and vacation time, doesn't it!

## Tornadoes Getting To Close For Comfort

We used to think of a tornado as something that our Western cousins have to live with and why don't they live someplace else. More frequently of late, however, the twisters have been cavorting right in our own back yard, practically. Last month one started not far down the river from Our Yard and went across lower New Jersey causing considerable damage. It might be well for us to know something about them and how to gain protection from them.

A tornado usually travels southwest to northeast. It can be observed as a funnel-shaped cloud, spinning rapidly, and extending toward the earth from the base of a thundercloud. When close by, it sounds like the roar of hundreds of airplanes.

In office buildings, factories and industrial plants, tornado damage can be greater than normal due to high-powered electrical circuits and fuel lines and the presence of many loose objects that can be blown about. Where large groups of people

are gathered in one location, there is also a possibility of panic and mass hysteria, which frequently results in needless death and serious injury.

Should a tornado threaten locally, the American Red Cross suggests the following rules of safety:

1. Keep tuned to the radio for latest tornado advisory information.
2. Keep calm. It will not help to get excited. People have been killed by running out into streets and by turning back into the path of a tornado. Remember, chances of being struck are slight. The path of a tornado is usually 10 to 40 miles long and 400 yards wide.
3. For greatest protection remain near the southwest inside wall on the lower floors or basement. Stay away from windows.
4. Prepare in advance for shutting off electrical circuits and fuel lines should the tornado approach the

house.

5. Open windows on the north and east sides to permit rapid air pressure adjustment. Pressure within the tornado funnel is very low and can cause buildings to "explode" if the air pressure is not equalized.
6. Do not touch loose or fallen wires. Report such damage to safety officials.
7. Unless you are qualified to render valuable assistance, stay away from a disaster area where you may hamper first aid and rescue work.
8. If out of doors, seek inside shelter, preferably in a structural steel building.
9. If no shelter is available, move at right angles to the tornado's path. An automobile can usually outrun a tornado.
10. If there is not time to escape, lie flat in the nearest depression, such as ditch or ravine.

## 47 Department 2nd Shift

By Bob Willoughby

This part of the column is the best news I have had to report in a long while. Our sick list is down to zero members which hasn't been the case in over a year. Back from the sick list last month we have Ernest Morris and Bill Scully who still look a little weak in the knees.

There has been one new addition to the department this month in Bob Waters, a shipfitter . . . We have had one transfer to day shift—he is Jerry Dougherty.

There's a long vacation list consisting of 11. They are: Bill Green, automatic welding machine operator, who spent most of his time around his home rocking on the front porch then found a little time to take a trip to Maryland . . . Joe (Jumbo) Glowacki, burner, who used his time helping his wife paint their home . . . Charles (Donald Duck) Dick, shipfitter, was happy to see the Red Arrow bus company settle the strike on the buses on Chester Pike so he could visit his relatives in our vast surrounding area.

Bill Cook, burner, went from the sands of New Jersey to the nice quiet town of Lewes, Del. . . . Emilo (Joe) Monaco, driller, spent his time in his cottage down at the shore doing a lot of fishing—catching mostly shark. He also spent some time loafing around home . . . Ed (Santa Claus) Mokshefsky, helper, sat around home lounging and arguing with his wife . . . Howard (Shorty) Foreman, shipfitter, took a long trip to Florida and took in the sights in Fort Lauderdale, Hialeah and Miami where his relatives live. He had a wonderful time on the beach but he said it sure was hot. He should have stayed home—it really was hot!

Frank Pientko, helper, spent his time in the mountains of Pennsylvania at their summer home and did a little work around the garden. His wife did the most getting her tomatoes in eating condition—like last year . . . Bill Clerval, assistant foreman, year . . . Bill Clerval, assistant foresman, took a trip to the shore for some fishing and had a trip to Parris Island, S. C., all mapped out to see his son in the Marines but had to cancel it when his wife became sick.

Last but not least is your reporter who stayed around home and finished paneling my cellar and watching television.

Well, so long for another month and stay healthy!

After working like a slave for more than a year, the shy cutter approached his boss. "I'd like to remind you that when I came to work for you, you told me that I could expect a substantial increase within 12 months," he began.

"So I did," smiled the top man. "Well, starting next month there'll be an extra two dollars in your pay envelope—even though I think you still have a lot to learn."

"You're so right," grunted the unhappy employe. "For years I thought substantial was a \$10 word."

## Some Accidents Seem Hardly That

The quarterly report on lost-time accidents has come from Gilbert Widdowson, our safety engineer. It shows that 20 departments went through the entire quarter—April, May and June—without an accident. Among the others there were 29. Some of them are hard to believe. Read about them:

Fracture left ankle and both bones in left leg. Stepping from a board to a box, he missed the box.

Depressed fractures, frontal bone of skull. Using a small grinder in sheet metal shop. When wheel broke one of the pieces pierced his safety helmet and struck his forehead. Hard hat responsible for reducing the severity of the injury.

Low back strain. A light angle was being removed from hold with a rope. When angle iron caught, he leaned over hatch to free the load and strained his back.

Sprain of left wrist; denuded area left little finger. Operating a drill press, the reamer loosened from the chuck. He tried to put reamer back into the chuck while drill press was running.

Sprain both wrists. Tripped over rail on railroad track, in front of hull 618, and fell with both arms extended.

Strain right knee on hull 618. Standing with leg between two sections of pipe. Lost his balance causing the strain.

Abscess right thumb. Working on 3/4" pipe railing when a steel splinter penetrated his thumb. He tried to remove splinter. SIX DAYS LATER he reported to dispensary but the thumb had become infected. There was also a T.A.T. (tetanus-anti-tetanus) reaction.

Burn on left instep. He was brazing and a piece of hot solder fell into an opening he had cut in his shoe.

Fracture 2nd toe—left foot. Crowbar was being used to knock off lid on a crate. Bar slipped from box and fell on his foot.

Compound fractures of left index, mid and ring fingers. Making pipe hangers on angle press when his hand was caught under head of the press.

Strain right shoulder. While pushing a through bracket, through bhd., between #2 and #3 tanks on hull 611, it hit some obstruction in the slot and jarred his shoulder.

Fracture 6th, 7th and 8th ribs on right side. Trying to get into an opening in air compression machine in engine room to chip. Bumped into an operating rod. When rod was removed, he had ready access to his job and completed it.

Twisted right foot. Stepped on a piece of pipe, slipped and twisted. Reported that he was wearing a very bad pair of shoes.

Bruise of sacrum. He backed off end of a plank and fell about 8', landing on boiler flat.

Bruise left thigh. On hull 619, removing brace from longitudinal on frame assembly. Longitudinal sprung back and hit him.

Cuts of scalp with cerebral concussion on hull 611. Coming down ladder from mid-ship house. Fell about 6' and head struck partition channel.

Cut and bruised right eye in boiler shop. Placing air-blower in position, when air line separated from blower and struck his eye.

Possible strain right wrist. Stepped on a loose plank and fell to deck—about 5' or 6'.

Deep denuded area—lower left shin. Returning to job on bow section in front of 8 way. Stepped over shell frame, in darkness, tripped over welding rod that someone had welded on end.

Fractures right 6th, 7th and 9th ribs. Looking for a short plank, he fell about 10', striking innerbottom top, staging and then the ground.

Cerebral concussion. Walked into the corner of a metal hatch cover, striking forehead. No safety helmet.

1st and 2d degree burns around middle. Torch he was using had a leak. He laid torch on his lap, lit a cigarette and ignited trousers.

Broken left arm. Using ladder as a set of steps, fell off—about 7'.

Extensive cut on right arm, near elbow. Tried to pull air hose, which was underneath an upright crate, containing light sheetmetal. The crate tipped over and the sheetmetal from box cut his arm.

Muscle strain left thigh, knee and calf. Stepped into a hole.

Infected cut below right ankle. Caught foot between two planks, which had been placed over an open hole.

Contusion left wrist and forearm. Messenger line whipped off niggerhead, striking him on wrist and forearm.

Broken left arm. On truck pulling on pendant, while unloading hatch covers. Pendant gave way and employe fell off truck backwards to ground—approx. 4'.

Puncture wound sole of right foot. Stepping down from truck he landed on a nail in a board.

Overheard at cocktail party: "What happened to the dopey blonde your husband used to run around with?" The hostess replied, icily: "I dyed my hair."

"Twas a dejected young miss who said: "He not only lied to me about the size of his yacht, he made me do the rowing."

Pat: "Have you christened your baby yet?"

Mike: "We have."

Pat: "An' what did you call it?"

Mike: "Hazel."

Pat: "Sure, and with 223 saints to name the kid after, ye had to go and name it after a nut."

# We Don't Need Cuba To Keep Us Sweet



A SUGAR beet (on the right)

All this sugar talk (but not sweet) that has been flying around since the Cubans

recently started biting the hand that has been feeding them, lo, these many years, has a lot of people perplexed.

What's going to happen now that President Eisenhower has stopped playing footsie with them and suggested, by cutting drastically the amount of sugar we took from them, that even with Uncle Sam there are lengths beyond which you cannot go? Is sugar going to be rationed? Is the price going up? Or what? Here's an encouraging angle and a little information that may help.

Certainly sugar will not be rationed nor is the price expected to rise. The cut in Cuban sugar will be made up by increases in imports from other sources for the present. But for the future, steps are being taken to make the United States independent of any outside sugar source.

This is by development of the beet sugar industry, which last year accounted for nearly 2,400,000 tons of sparkling white

sugar—highest production since the first successful sugar beet processing factory started operations in 1879. This is better than 25 per cent of the 9,400,000 tons we use annually. Sugar beets are a major crop in 22 western states.

And the way the experts see it, sharp increases in beet sugar production are now in the offing.

These increases will result chiefly from new varieties of seeds developed by American scientists—hybrid seeds, containing a mysterious extra vigor. Hybrid corn seed increased U.S. corn production by some 15 per cent, and expectations are that hybrid sugar beet seed will result in a similar marvel.

Some American sugar beet farmers have achieved yields as high as 17,000 pounds of sugar per acre, said to be a record for any area—beet or cane—in the world. And beet sugar is, incidentally, identical in every respect to sugar produced from sugar cane.

With that kind of production—and with even greater yields in the offing—the United States would seem to be in a position to do without Cuba and let the beet sugar industry make up all or at least most of the differences.

## TV Is Responsible For Many Ills

By M. M. Michie (34-189)

Almost every BIG STORY is a love story, one way or another, and even some little ones are. This little story is meant to show how television helped one LASSIE along the HIGH ROAD to love.

Constance Brooks was her name and she was one of the happy ones who have ADVENTURES IN PARADISE. When OUR MISS BROOKS was very YOUNG she kept house for her father at 21 BEACON STREET. Other nice people lived nearby, and these included OZZIE AND HARRIET on one side, and FIBBER McGEE AND MOLLY across the street. Another of her neighbors was PAUL WINCHELL, but his son was a dummy. Everywhere we go some PEOPLE ARE FUNNY, like BUGS BUNNY or GEORGE GOBEL, maybe.

Connie was nice, though, and she believed FATHER KNOWS BEST about LOVE AND MARRIAGE. She could just REMEMBER MAMA, who had a big TOPPER named MIKE, HAMMER her father and then ran away with CHARLIE WEAVER, THE THIN MAN. Connie stuck with her dad through GALE, STORM and fair weather and regarded him as a SUPERMAN. No wonder, either, because he would KEEP TALKING to her of his prowess. He told her he had been one of THE DETECTIVES with THE UNTOUCHABLES, who during THE LAWLESS YEARS, had helped MR. DISTRICT ATTORNEY land those two characters, AMOS 'N' ANDY, in the LOCKUP.

Papa said those men, elusive as THE GRAY GHOST himself, were WANTED—DEAD OR ALIVE. They had used a COLT .45 on PETER GUNN, who was trying to RESCUE 8 of their victims. These included a CIRCUS BOY and a girl named ANNIE OAKLEY from WICHITA TOWN. Just as in an ALFRED HITCHCOCK thriller, the sleuths came upon their quarry watching TRUTH OR CONSEQUENCES on television. They

BEAT THE CLOCK and the desperate pair were taken without GUNSMOKE. Maybe Mister Brooks was just a MR. LUCKY but his daughter thought he was PHILIP MARLOWE, PERRY MASON and the whole M-SQUAD all rolled into one.

Well, anyway, despite his fondness for reminiscing, the old LAWMAN was good to Constance. He warned her not to associate with DENNIS THE MENACE or let DONNA REED her diary. He explained what a BACHELOR FATHER is, and advised her to shun THE LIFE OF RILEY. He said when she was ready to wed, that sensible PEOPLES' CHOICE would be some MAN BEHIND THE BADGE or one of THE REAL McCOYS.

Secretly he feared she might MEET MCGRAW or some of the RACKET SQUAD and try a BOLD VENTURE, but not OUR MISS BROOKS. Somewhere she had read that diamonds are a girl's best friend, so she repeated this until it was as familiar to her as her FIVE FINGERS. One MAN WITH A CAMERA took pictures of Connie but she kept a TIGHTROPE on him. He might as well have been one of THE THREE STOOGES for all she cared. She even received letters from a gay blade named SABER OF LONDON and another man from SAN FRANCISCO BEAT himself black and blue over her to no avail.

Last year she saw a young HAWAIIAN EYE her, but she kept to her determined course. Suddenly, her quest ended! She met a real jewel (in the rough), one RICHARD DIAMOND. He loved her at once and asked her to become his DECEMBER BRIDE. Constance agreed and they were married at Christmas. He allowed her to be a QUEEN FOR A DAY, then they went to live at the HOTEL de PAREE.

Isn't that a nice ending for a true love story? Oh! I'VE GOT A SECRET. Connie is going to become a DING DONG SCHOOL teacher.

## In Memoriam



BERTRAM AUGUST DAHL, SR., of 2721 Hayes Ave., Camden, N. J., died June 13. He was a life-long resident of Camden having been born there in 1895. He began his employment with Sun Ship in October, 1936, and with the exception of several short lack of work lay-offs continued until June, 1960, when he retired due to ill health. A chipper and caulker, he had 22 years service with the company. Mr. Dahl was a fishing and gardening enthusiast. Survivors include his wife, Minnie; a son, Bertram, Jr.; a daughter, Mrs. Delores Sterner and five grandchildren.

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of these employees who died recently:

CORNWELL JONES, 35-64, of 622 McIlvain St., Chester, Pa., June 29.

JOHN CHERNOUS, 59-304, of 169 Youngs Ave., Woodlyn, Pa., June 30.

WILLIAM VAN TRECE, 34-276, of 1755 W. Thompson St., Philadelphia, Pa., July 1.

RUDOLPH CAMP, 59-314, of 1736 W. Oxford St., Philadelphia, Pa., July 2.



c Nick Pinto (I.E.)



S.F. Sam Summa (Hull)



Grody Berrian 1B. (Hull)



c. Fred Beebe (I.E.)



Paul ATKINSON 1B. (I.E.)



Dick Webb (I.E.) 3B.



Dave McKee (I.E.) C.F.



Louis Leach (welders) p



Bob Walls (Hull) P.



Page GROTON ss (Counters)



c. Jim DiCave (I.E.)



Gene Talley (47 Fabs) L.F.



P. Jim Cassidy (counters)



Albert Robinson 2B (Welders)



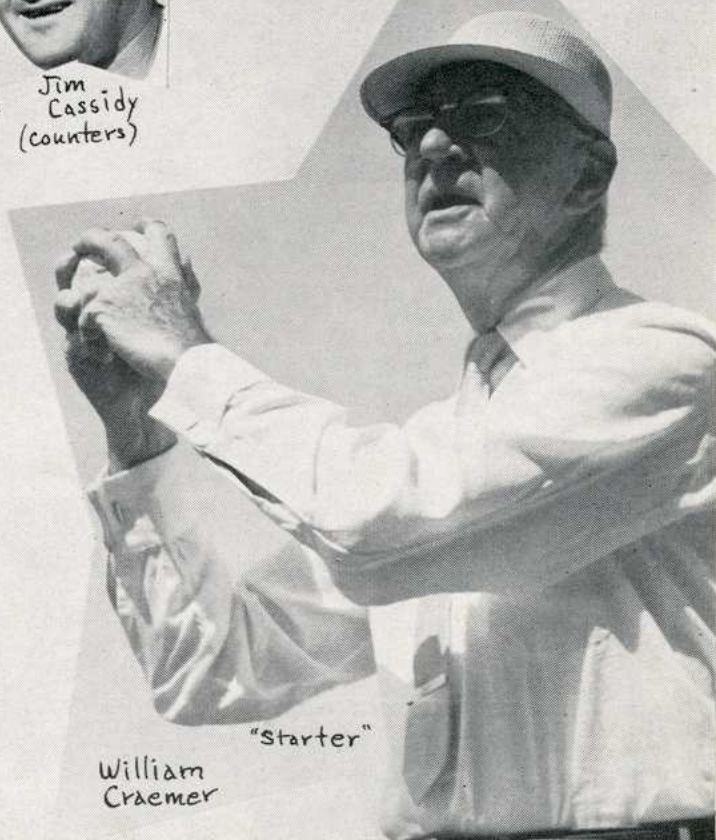
c. Harry Moore (47 Fabs)



ss Jim DeTulio (I.E.)



L.F. Bert White (Welders)



William Craemer "starter"

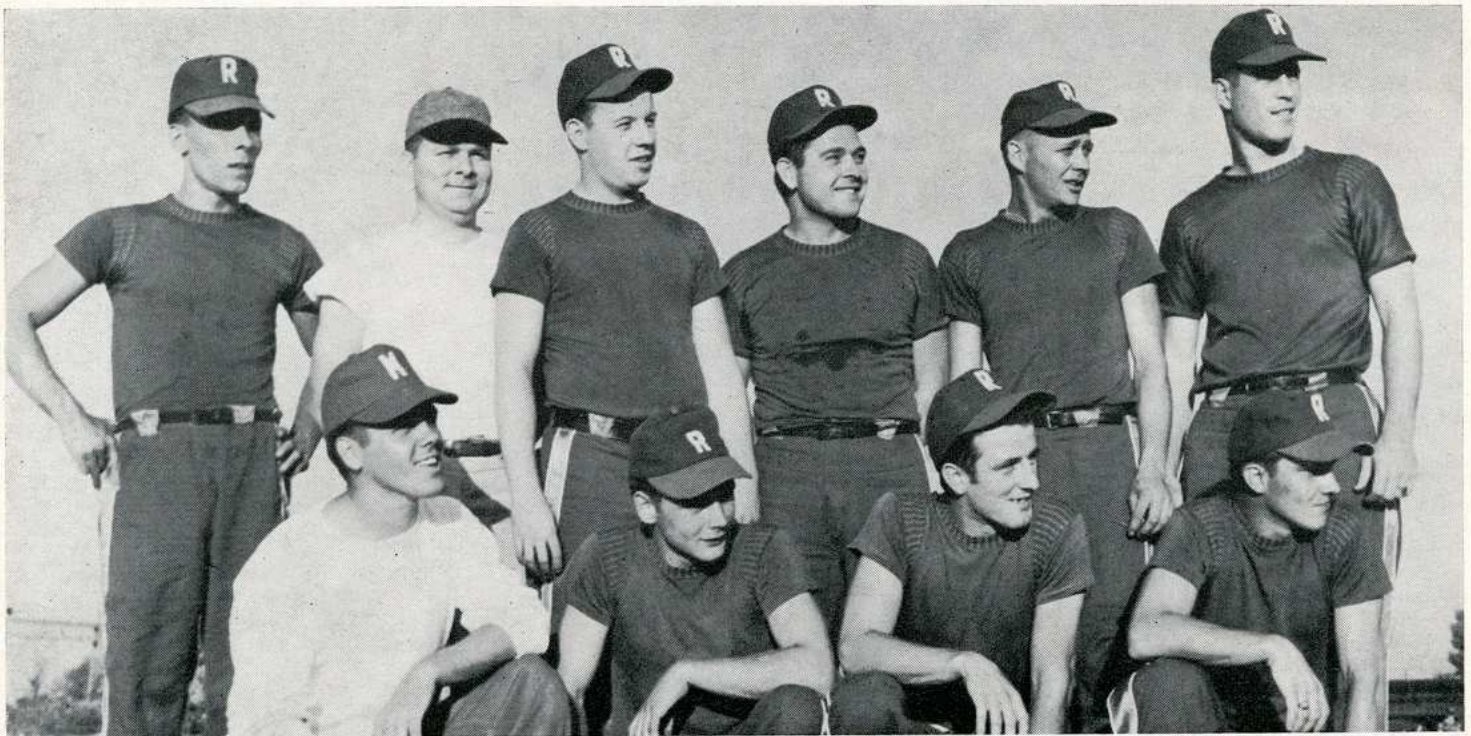


R.F. David Young (Counters)



Willis Glenn (mgr. I.E.) Asst. Manager

# All-Stars Really Were All Stars



**ALL-STARS ALL WERE STARS** in annual fracas between team leading softball league July 4 and cream of all other teams rolled into one. Leading team was 66 Dept. Carpenters (above) led by Guy Kushto and Walter Shanko. Players are (l. to r. rear) Clayton Newsome, Stuart Reppert, Donald Ryan, Tom DiNicola, Richard Kushto and Graham Ramsey; (front) Frank Spincic, Guy Kushto, Walter Shanko and Bruce Shanko. Most of the All-Stars are pictured on facing page around William (Connie Mack) Craemer, estimable treasurer of Sun Ship, who threw out ball which got festivities under way.

## All-Star Game Real Battle for 5 Innings

Independence Day week brought around the annual all-star game of the Sun Ship Softball League. This year it was played the day after the holiday on the constantly improving company field at 8th and Hinkson Sts.

The Carpenters, being in first place at the time, were the opposition to the cream of the league chosen from all the other teams. William Craemer, company treasurer, opened hostilities by serving up the first ball. The All-Stars, at bat first, put four walks and a single together for two runs. The Carpenters tied it up in their half then for the next four innings performed like the league leaders. They shut out the Stars while scoring in each inning but the third.

Came the sixth, however, and the Carpenters blew up higher than a kite. When the dust settled the Stars had 11 runs for that one inning. There wasn't much to it after that. The All-Stars proved themselves to be that by winning 22-10.

Jim DiCave (All-Stars) and Tommy DiNicola (Carpenters) led the parade with three-for-four. Jim and Willis Glenn (All-Stars) hit homeruns.

### ALL-STARS

	AB	R	H	O	A
Moore, c	2	0	0	0	0
DiCave, c	4	2	3	2	0

Berrien, 1B	1	0	0	5	0
Atkinson, 1B	4	2	2	8	0
Carter, 2B	2	1	1	0	0
Robinson, 2B	2	2	0	0	2
Carlantonio, 3B	1	1	0	2	2
Webb, ss	3	3	2	4	0
Zeigler, ss	1	0	0	0	1
Groton, 2B	4	2	2	0	0
McKee, cf	1	0	0	0	0
Kosmider, cf	2	1	1	0	0
White, lf	0	0	0	0	0
Talley, lf	3	1	0	1	0
VanHorn, lf	0	0	0	0	0
Young, rf	1	0	0	1	0
June, rf	1	2	1	1	0
Pinto, rf	2	0	0	0	0
Summa, sf	1	0	0	0	0
Armstrong, sf	2	1	1	0	0
Masusoff, 3B	2	1	2	1	2
Glenn, sf	1	1	1	1	2
Cassidy, p	0	0	0	0	1
Leach, p	3	1	0	0	1
Walls, p	1	1	1	0	2
Total	44	22	17	27	13

### CARPENTERS

	AB	R	H	O	A
D. Kushto, lf	5	0	1	4	0
Newsome, cf	5	0	2	2	0
Fithian, sf	4	1	0	3	0
T. Kushto, ss	3	2	0	3	2
W. Shanko, 3B	4	1	2	2	5
Ryan, rf	3	0	1	1	0

McKniff, p	4	2	2	1	0
Ramsay, 2B	3	2	0	2	3
Feusht, 1B	2	1	1	6	0
Powers, 1B	1	1	1	1	0
DiNicola, c	4	0	3	2	0
Totals	38	10	13	27	10

### Curtain Time 8:30 P.M.

Don't forget, if you are drama-minded—you can get tickets to Valley Forge Music Fair productions at 20 per cent discount through the Public Relations office. This is a courtesy extended to employees by the company for your convenience in getting good seats at a reduction and with a minimum of bother. If you cannot get to the Public Relations office call 471 for information.

Mother: "Johnny, this isn't a good report card. Are you really trying?"  
Johnny: "Yes, Mother, my teacher said I was the most trying boy in school."

The first motion picture actually was a "talkie," yet sound pictures did not become a reality until 1927. The first movie, made by Thomas A. Edison on October 6, 1889, was accompanied by sound, synchronized from a phonograph record, another Edison invention.

# Students See Shipbuilding at First Hand



**DRAFTSMEN? MACHINISTS? ARCHITECTS? ENGINEERS?** — May be some of them, could be all of them in this group. They are seniors from Williamson Trade School who toured Our Yard morning of April 7 under auspices of ACES educational program. Photographer Harry Hladky caught up with them at #2 drydock giving once-over to USS Sigourney which is being deactivated. Man at right is Mr. Heckler who was in charge of group. Our public relations director visited Williamson night of April 11 and discussed economics of shipbuilding industry with group.



By Clyde Landis

Our sympathy goes out to the families of John Chernous, 59-304, and Rudolph Camp, 59-314, who passed away recently. Peter McCarron, 59-11, retired recently. He probably has a good alarm clock for sale now that he won't be needing it.

Layman "Fireball" Bentley is all set for the corn crop this year now that he has

received his new set of choppers . . . If some of you fellows are planning to go fishing on your vacation, try the Susquehanna River. The television station at Harrisburg, Pa., is stocking the river with bass. Some of them have tags worth different amounts for advertising purposes. One young fellow caught one over the 4th of July weekend worth \$8,000. There were quite a few \$25. and \$50. catches, too. I think if I lived there now my wife would be a fishing widow.

I have been hearing about some pretty nice trips during vacation to the Skyline Drive in Virginia, the New England States, Canada, etc. Enjoy your trip, take a little extra time, stop along the way, see some of the sights you might miss if you were hurrying. Above all, drive with care. If you experience something unusual let me know about it as it might make good news for our column.

Congratulations go to Elmer Palo, 59-

143, on his promotion to foreman of 55 Dept. He had approximately 22 years of supervisory experience in 59 Dept. . . .

Robert Evans, 59-146, on his advancement to welding engineer. He is going to Drexel Institute. We wish them well in their new assignments.

James Neubert, 59-431, received his 20-year service pin. . . Charles Foster, 59-592, his 15-year pin, and James Madden and Dennis Taylor of 60 Dept. their 15-year pins.

Our 59ers softball team came up with a shut-out against the 34 Dept.—score 15 to 0. Louis Leach had 14 strikeouts. The team effort was right there with some good all around play. We are looking toward the play-offs.

A few of the boys in our department around this time of the year are proving that they can be very human. They have been buying a little hay for some of the horses at Brandywine.



# Both Golf and the Day Were Tops

Practice makes perfect, goes the old saw, and are our golfers out to prove it!

Under the gorgeous blue sky and bright sunshine of the third outing of the season, 42 of them chipped and chattered (hooked and sliced, is what was intended) over the 6,000-plus yards of the Valley Forge Golf Club and the worst score was 109.

When you consider that we had a 129 last year and 118 was high in the third outing, you have to admit that shows improvement. This was as noticeable up front as in the rear. Five "hotsots" were under 80.

Leading the pack was Dom Amoroso (Transportation) showing up for the first time this season. He had a 72, the same score which made him low gross in the tournament last fall. Pete Martin (47 Dept.), Wills Brodhead (Ship Repair), Donald Rhodes (Wetherill) and George Ridgley (59 Dept.) were the other sharpshooters.

Frank Mosser continued his "just enough to win" antics. Last month he tied with Walter Dilworth for low net in Class B. In a tie the rules say the man who won the last hole is the winner. This was Frank. This time Fred Heess (Moore-McCromack) was his victim under the same circumstances.

How about that Heess, incidentally? In June he was low gross in Class C. In July he tied for low net in Class B. Class A next?

Harry Founds (47 Dept.) made the winner's circle for the first time with low gross in Class B. Sal Pascal (31 Dept. foreman) was low gross in Class C when the tie-breaking rule eliminated Earl Watt (Moore-McCormack) and Frank Griffith (Time Office). Frank then collared low net in the same situation with Rgs. Kennedy (Lloyd's) losing.

The August outing on the 13th probably will suffer slightly from vacations but some of the boys will have to make it and the September one to qualify for the tournament. It now looks as though the tournament should go over the 50 mark. Given a good day what a ball those boys will have!

Twelve of the 42 players were in Class A with 89 or better and 11 were in Class C, 102 and up. The others were between 92 and 100 in Class B. Complete results:

CLASS A				
	Out	In	Gross	Net
Dominic Amoroso	37	35	72	69½
George Ridgley	39	40	79	72
Donald Rhodes	40	39	79	73
Pete Martin	36	40	76	73½
Wills Brodhead	36	41	77	74½
Jack Herbert	39	42	81	75
Charles Drennan	42	44	86	75½
Stanley Ulkowski	43	42	85	76
Joseph Begley	46	40	86	76
Dave Biddle	46	43	89	77½
Bill Clerval	41	46	87	78
Edwin Rhoades	46	43	89	78½
CLASS B				
Harry Founds	47	45	92	77
Frank Mosser	48	48	96	77
Fred Heess	51	41	92	77
Joe Boyle	48	48	96	78½
Joe Gillespie	46	46	92	79
Bill Feehan	46	47	93	79

## Softball Playoffs Are Underway

By James S. (Brutus) Falcone  
President, Sun Ship Softball League

As you read this issue the regular softball season will be at an end. The top four teams will be engaged in earnest struggle for the glory and prestige that marks a champion.

The team that emerges victorious in the playoffs will have merited the mantle of supremacy, for this year has seen four outstanding teams battle nip and tuck down to the wire. These teams, not necessarily in order, are Industrial Engineers coached by Willis Glenn—without doubt Sun Ship's answer to Casey Stengel. Of course, Willis always manages to sign up outstanding personnel throughout the yard for his team. And his ability to organize and plan ahead contributes to his and the team's success.

Next come the hustling Carpenters—the cinderella team throughout the season. Walt Shanko and "Tuck" Kushto are the playing managers of this "never say die" outfit. Ray Zalusky proved a pleasant surprise on the mound with his control pitching backed up by a superb defense.

59 Dept. Welders uncovered the finest pitcher in the person of "Lou" Leach whose supreme confidence even under adverse conditions becomes contagious and the welders get behind him, providing the impetus that means victory when defeat stares them in the face. The Welders have balance and are led by Mgr. Joe Blythe assisted by Nick Verruno. Joe has been associated with sports many years. His knowledge has enabled him to mold a formidable team in this their second year of competition.

Hull Drawing, perennial contenders and past champions, are again in the thick of things. Mgr. Steve Slatowski has done a good job of guiding this veteran team that has so many outstanding players and fine sportsmen.

No matter who wins, we are proud of these fine teams and players.

Let's doff our hats and acknowledge the fine job done by 47 Fabs, 33 Electrical, 34 Pipe Shop and the Counters who were the most improved team in the league at season's end. Were it not for the competition they offered, the top four teams could not possibly be where they are in the standings.

The championship finals will be played on Burke Field next Monday Tuesday and Wednesday. The contestants will be known by the end of this week and they will play one game each night in the finals. It may be ended Tuesday or it may take all three nights to decide the winner. In any case they will be well-played, hotly contested games and well worth getting out to 8th and Hinkson Sts. to see.

"My husband plays tennis, swims, and goes in for physical exercises. Does your husband take any regular exercise?"

"Well, last week he went out seven nights running."

## Funny How These Terms Spring Up

This interesting little squib appeared in the New York Times recently but came to us more directly from a little pamphlet called Nine Bells put out by Bull & Roberts, Inc., marine consulting chemists.

Seamen throughout the world are familiar with the suffix "Maru" in the names of Japanese ships.

But nobody—not even the Japanese it appears—is certain of the origin of Maru or how it came to be applied to ships.

Several theories appear in Hitachi Zosen News, an English-language publication of the Hitachi Shipbuilding and Engineering Company, Ltd.

According to one legend, the word came from China. During the reign of Emperor Ko of China a man named Hakudo Maru came down from heaven and taught people how to build ships.

Other explanations are derived from various uses of the word in Japanese. In ancient times it was customary to use Maru after a boy's name as a term of endearment. Another meaning of the word is round in shape, with connotations of simplicity and beauty.

A third meaning connotes male perfection, including the courage to face life's difficulties. Incidentally, Japanese ships, unlike vessels of other nations, are referred to as males.

Others believe that the word comes from the ancient Japanese word "Maro," which meant a possession. Thus, a ship owner named Fushimi would christen his vessel the Fushimi Maru.

And the speculation includes other theories with varying degrees of credibility.

Ernest Wray	47	46	93	79
Barney Nolan	48	49	97	79½
Mike Bonar	44	54	98	79½
Tom Larkins	43	50	93	80
Joe Sykes	46	47	93	80
James McSorley	49	46	95	80
Vic Pajan	48	47	95	81
John Viscuso	48	49	97	81
Blaine Sheffield	49	49	98	81
Paul Hermann	50	48	98	81
William MacIntyre	51	49	100	81
Lyle Reeves	48	52	100	81½
Joe Wyatt	50	49	99	83
CLASS C				
Frank Griffith	48	54	102	78
Rgs Kennedy	54	55	109	78
Dan Malman	55	53	108	79½
Salvadore Pascal	49	53	102	81
Earl Watt	49	53	102	81
Russ Staley	52	52	104	81
Jack Bartholf	56	50	106	81
Fred Cornell	53	51	104	82
Jim Knox	49	57	106	82
Lewis Stewart	53	54	107	83
John Burke	50	57	107	83

### MORE ON ROD & GUN . . .

season will be from Dec. 5 to the 16. Small game from Oct. 29 through Dec. 3 with the exception of wild turkeys which will be legal throughout the state from Oct. 29 through Nov. 12 and in 14 counties and parts of six others through Nov. 26.

There will be an additional one-week season on rabbits and grouse Dec. 26 through Jan. 2—just what the doctor ordered to try out that new shotgun that Santa left under the Christmas tree. Four weeks of archery season for deer, Oct. 1 through Oct. 28. One week of bear hunting Nov. 28 to Dec. 3.

The Pennsylvania Federation of Sportsman's Clubs had a lot to say in shaping up this program of gunning seasons. Among others the rights of farmers and forest product industries have to be considered in setting the seasons and bag limits, especially where the deer are concerned.

The federation is pushing for an earlier opening date for waterfowl because the game commission has been spending a lot of license money on improving waterfowl habitat through the construction of ponds on game lands and state forests. They have also been carrying on a very extensive restocking program with thousands of ducks. A lot of these ducks fly south before our sportsmen who foot the bill can get a crack at them.

For years we protected doves only to have them migrate south to provide sport for our southern neighbors, so I think we might get this duck law changed a little for our benefit in the near future.

If you are not already in a club affiliated with the federation, join one or better still start a new one and bring it into the federation.

A word of caution to you groundhog hunters. Wear a bright yellow or red cap so when you stick your head up above the alfalfa you won't look like a whistlepig to some other hunter. And don't forget that your present licenses expire at the end of August.

### MORE ON 47 . . .

It was with shock and an extreme feeling of sympathy we learned that Mary Ferguson, wife of John Ferguson (burner leader), passed away. John is deeply grateful for the flowers, mass cards and many expressions of sympathy he received from his fellow workers.

Jack Wonderly, office veep, has recovered nicely after an extraction from his rear pocket. (that's where he keeps his money). It seems he had to shell out more than \$100 for four new tires and the operation left him with a broken heart. It is a credit to his mighty recuperative power that the matter is almost completely forgotten!

Marion Davis, marine rigger, is back on the job after a two-months illness.

Bill Browne, general foreman of maintenance, poses the following question: "Why is it that 'Whitey' Burr (our brother columnist from 84 Dept.) sends cards on his vacation comings and goings all stamped—Postage due?" He claims that it's not one of life's highwater marks to be paying out good money just to be hearing from Burr.

I'm amazed and in behalf of Mr. Browne will personally nail the culprit to the cross with two or three thousand well

### SUN SHIP MUTUAL BENEFIT ASSOCIATION

Statement of Receipts and Disbursements  
for the months of April - May and June - 1960

Cash on Hand March 31, 1960 .....			\$ 27,447.90
<b>Receipts:</b>			
Dues from Members			
April .....	\$ 8,554.20		
May .....	8,677.00		
June .....	10,821.80	\$28,053.00	
Company Payment			
April .....	\$ 6,110.15		
May .....	6,197.85		
June .....	7,729.85	\$20,037.85	
Cash Dividends from Investments:			
Ohio Edison Company .....	\$ 220.00		
Bethlehem Steel Corp. ....	175.00		
The American Tobacco Co. ....	180.00		
Duquesne Light Co. ....	52.50		
American Telephone & Telegraph Co. ....	341.55		
The Pillsbury Co. ....	100.00		
American Smelting & Refining Co. ....	175.00		
United States Steel Corp. ....	175.00		
Delaware County National Bank .....	495.00	\$ 1,914.05	\$ 50,004.90
			\$ 77,452.80
<b>Disbursements:</b>			
Sick Benefits			
April .....	\$ 9,258.25		
May .....	8,816.00		
June .....	10,193.50	\$28,267.75	
Compensation Cases			
April .....	\$ 283.30		
May .....	233.35		
June .....	207.06	\$ 723.71	
Miscellaneous Expenses			
April .....	\$ 29.40		
May .....	71.92		
June .....	55.80	\$ 157.12	
Purchase May 3, 1960			
United States Treasury 4% % Notes .....	\$20,025.00		
Purchase June 10, 1960			
United States Treasury 4% % Notes .....	\$10,231.25	\$30,256.25	\$ 59,404.83
Cash on Hand June 30, 1960 .....			\$ 18,047.97
Securities as of March 31, 1960 .....			\$152,580.56
Purchase of United States Treasury 4% % Notes			\$ 30,256.25
Securities as of June 30, 1960 .....			\$182,836.81

## Beware of Children Riding Bicycles

Bicycling children are very evident on the nation's highways and roads now, as bikes provide a means of easy and enjoyable transportation to and from newly opened schools, for running household errands, and for attending school football rallies and games.

"Accordingly, parents must realize that there are additional hazards facing the bike rider at this time of year," said Edward P. Curran, Safety Director of Keystone Automobile Club.

"Dusk comes a little earlier each day, making it more difficult for motorists to

chosen words on his return.

Democratic convention, Republican convention—exciting. I enjoy watching them, but they rob you of sleep and make meeting deadlines very tough.

spot the cycling. So, if your child rides at this time of day, check his bike to see if the front light is working, and if there is a reflector on the rear fender.

"Parents must impress on their children also that bike riders must obey all traffic signals and rules. They must ride on the right side, close to the curb, and use proper hand signals when making a turn. They must not engage in trick riding on the roads, or carry passengers, or attempt to hitch rides.

"If all children follow such rules of traffic safety, bike riding will become the healthy and enjoyable sport it should be."

### Editor's Last Word . . .

Behind every successful man you'll find a woman who has nothing to wear.

# Same Letters, But The Meaning's Changed

**Q** is for Quality. People or things possess it or not. The degree of it springs  
From reaching for standards. The best you can do is strive for the quality  
label — for *you*.

**R** is for Reason, to which we appeal to bolster our causes, with fervor and zeal,  
Until it says no to our gain or our pride—Then Reason is ridiculed,  
damned, and denied.

**S** is for Satan, who used to be feared and hated by all who were properly reared;  
But Satan assumes many forms, and his double, Old Something-for-  
Nothing, accounts for our trouble.

**T** is for Truth, which is central in life, but seldom observed in its fullness. The  
strife  
of living obscures it, and over it falls the shadow of doubt — and yet  
ever it calls.

**U** is for Us and our Union of States, where each has the freedom to earn what  
he rates;  
But some who contend that the rates are unequal would tax, seize, and  
squander, ignoring the sequel.

Continued next month

FRANK A. WILSON  
BORTONDALE & HIGHLAND AVE.  
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