

*Our
Yard*



SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., AUG., 1963

Memo from John G. Pew, Jr.

Here Is Toll for Month of July

Last month we took up the case of an employee (I almost said worker) whose attendance record was about as bad as that of a juvenile delinquent in school. Read it again right now then go on on this page. Then your memory will be refreshed and the significance of the figures I am going to present will be even more meaningful.

Having gotten the history of this case from my foreman friend who was not named Joe, I began to wonder what the overall picture would show. Therefore, each day last month I got the figures for absence and lateness from the yard as a whole.

In one month there were 421 LATENESSES for total time lost of 279½ hours. There were 1698 DAYS OF ABSENCE for a total of 13,584 hours, an average of nearly 74 each day.

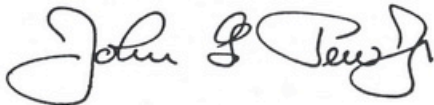
The lateness is, of course, the most damaging to the company. As I pointed out last month, this not only means time lost in rearranging men to cover the work assigned to the man who is not there, but means the time lost in shifting back to the original schedule when he walks in late.

Absence also is bad. Regardless of the size of a company, no person ever is hired just to have him around. If he is given a job it is because there is a job to be done. If the worker is not on the job it is not being done. That means someone else has to do it. In many cases it requires calling in someone to do it which means the job will not get started until well into the morning and the expense for the man called in begins as soon as he is called.

If a man becomes ill he usually is reported off in time for the foreman to allow for his absence in making up the day's assignments. It is the men who do not come in because they had a big night before and just stay in bed, that upset the apple cart. They make up the biggest part of the absentee list. Just get this—OF THE 1698 ABSENTEE DAYS IN JULY, 609 OF THEM WERE ON MONDAYS. That's about 42 per cent most of which probably were not reported before hand. These figures, incidentally, do not include persons on vacation or not assigned.

Now some of you thoughtless people—how about taking stock of yourself and how you look in the eyes of the company—and many of your fellow workers. A conscientious, diligent worker usually is disgusted by the disloyalty and irresponsibility of these careless ones. Have some pride in yourselves. The least you can do is get to work on time. If there is some legitimate reason for having to be absent, be sure you call in and report off well in advance of starting time. In that way you will develop a pride in your job which will make it easier to get to work on time without absence as time goes on. And you want to know something? The company will eventually get to where it will be proud you are an employee.

Yours for graduation of all 10 o'clock scholars,



Irresponsible Kids Would Do Better



OH! MY ACHIN' HEAD! says Harry (Whitey) Burr as he contemplates mayhem wrought on bikes used for fast moving about premises. And who can blame him. By looking at various types of damage it can be seen easily that anyone riding any of these vehicles when damage was done must have been hurt — badly (like landing on his head except that Whitey thinks it is place it would have hurt least). No accidents have been reported of such a nature. It follows, then, that no one was riding them. So cause of trouble can be blamed on only one thing — CARELESSNESS. Not on part of truck driver or lift operator who ran over them, but of persons who left bikes where they would be hit. This is one morning's take and will keep one man busy several days. That's expensive carelessness!

Grace Lines Is Just One Part of a Big Business

Last month we mentioned the contract to build four ships for Grace Lines. Now we will tell you something of the company itself. Many times we see the name of a company which is fairly wellknown. Under the name will be small print which reads: A division of . . . and then will come the name of an outfit we never heard of.

That is somewhat the case here. Most of us, because of our association with things maritime, know of the Grace Lines. The name W. R. Grace will not be familiar to nearly as many. Yet W. R. Grace and Company owns Grace Lines just as Sun Oil owns Sun Ship.

W. R. Grace basically is a chemical com-

pany which has become highly diversified. Besides being the sole owner of Grace Lines it has a half interest in the Gulf and South America Steamship Company. It also owns half of Pan American Grace Airways. The company also owns paper plants, textile mills and sugar estates.

SEE PAGE 15, COL. 1

Our Yard

A publication of the Sun Shipbuilding and Dry Dock Co., Chester, Pa.

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W. Dean Moore, Editor

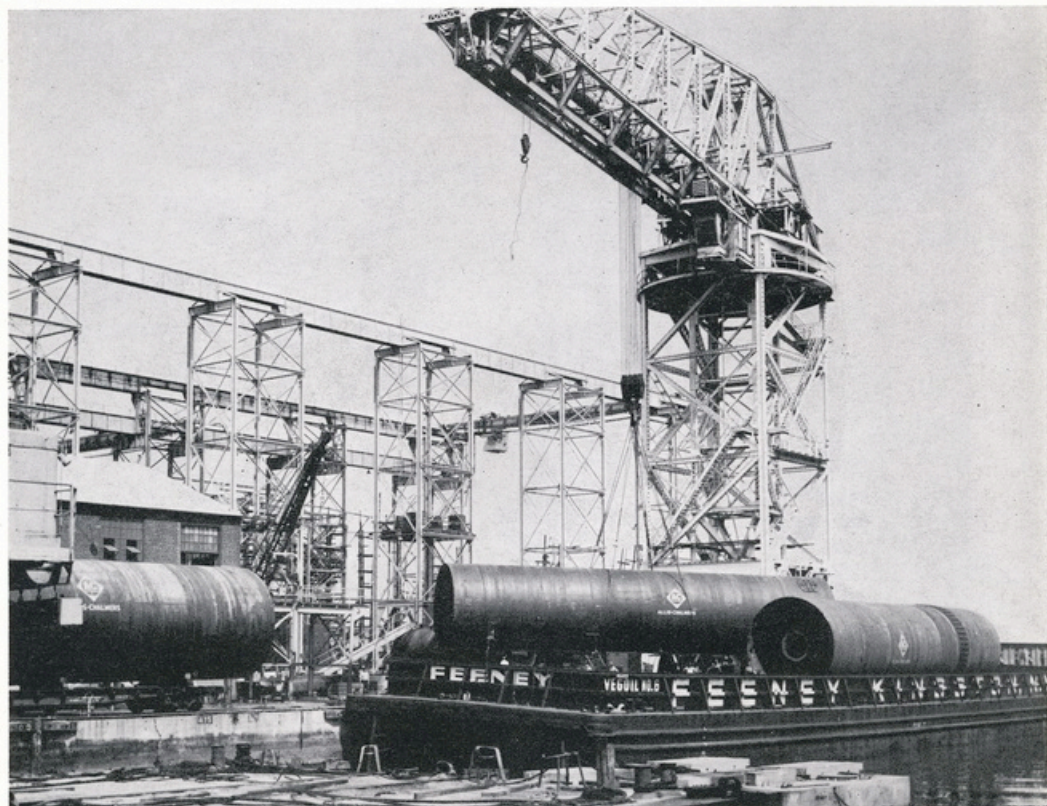
REPORTERS: John Aull, Stanley Boyda, Carl Browne, Harry Burr, James S. Falcone, Thomas Flynn, Lewis Hazlett, Joseph Hinkle, Edward Housley, Charles Jenkins, Joseph Kulp, Guy Kushto, Clyde Landis, Donald Logan, Albert J. McCann, John Rosati, Bruce Shanko, William Walsh. Frank Wilson and Robert Hahn, *Outdoor Editor*.

Ann Smedley, Secretary

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



Cement Kiln Goes To Sea On Time



Sun Ship has not gone into the baking business, but we are making ovens on occasion. You wouldn't want to eat what comes out of them, it would be a concrete example of the indigestible. In fact, that's what the one just completed will turn out—cement. Given time and the proper companions, cement becomes concrete.

This cement oven more properly is called a kiln (as most of you know the "n" is silent like the "H" in Hladky, our demon photographer's name). This kiln is slightly larger than the popular concept of an oven. It is 510 feet, looks like a big, long pipe, and weighs in the neighborhood of 900 tons. If you want to know the other 38-26-38 statistics, you may read them under the picture on the facing page.

Just reading the figures and looking at the pictures doesn't give you any idea of the fine workmanship which went into the making of this kiln. When the contract came to us from Allis-Chalmers, the designers, it was turned over to Jack Knowlton, a Sales Department project engineer. His job was to be able to certify to the

customer when the kiln was delivered that it was exactly what he ordered. That means that all tolerance requirements had been met, materials were of the specified quality, measurements were according to blueprint, etc. He reported to the buyer on progress and had to have at all times answers to all the buyer's questions. When you consider that seven times during the term of this contract, major changes were ordered and delivery still was made on time, you get some idea of the job accomplished by the project engineer.

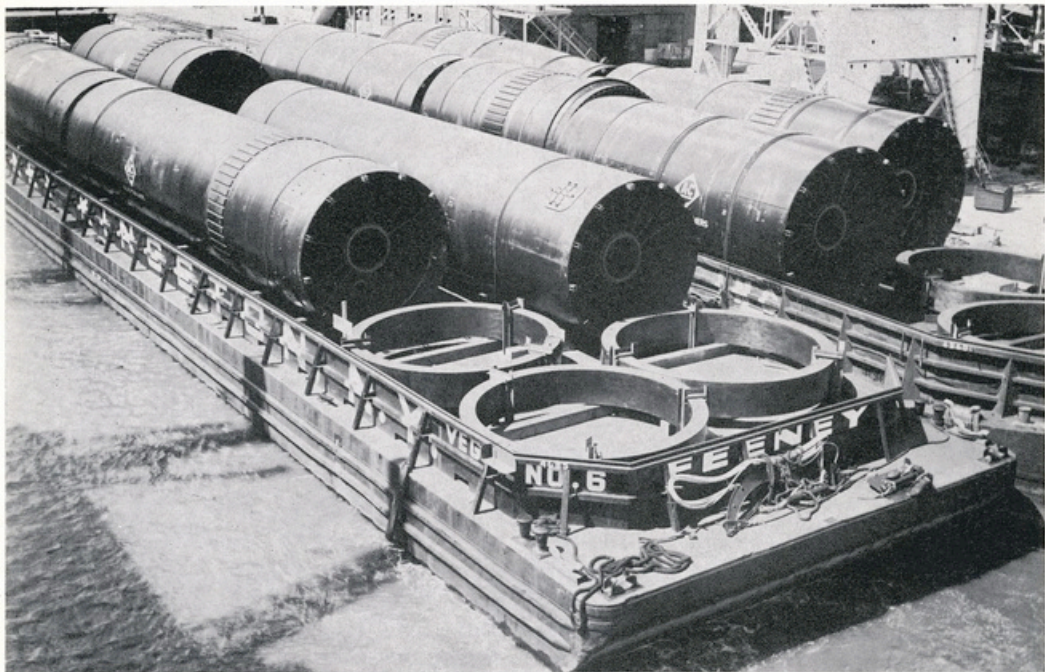
Tolerances were tight for this type of manufacture. There were nine sections. Parts of some of them were made of steel plate $3\frac{1}{2}$ inches thick. These plates were cold rolled in the boiler shop until they were circular. The diameter of the entire length was held to a tolerance of $\frac{1}{4}$ of an inch or a maximum variation of 6/100ths of 1 per cent. That, brethren, is fine work with coarse material. But that is what Howell Chetty and his boiler shop crew produce. Although built in separate sections it was constructed so that when per-

manently erected, the centerline will not vary more than $\frac{1}{4}$ " from true at any point in the 510 feet.

The Wetherill Shop boys had their crack at hewing to the line, too. It would sound impossible to most of us that the inside of a steel ring weighing 33 tons and measuring a little less than 18 feet in diameter could be machined on a vertical boring mill whose maximum capacity was 14 feet. But Superintendent William Smith's boys did it, coming up with a circle that varied no more than 30/1000ths of an inch from round. There were six of these rings. They are those ribbed parts around each section in the picture. They are the "bearings" over which the rings in the foreground will fit and within which the kiln will rotate. The rings were made by General Steel Castings Co.

In, out and around the kiln as it grew were, of course, the welders. Harry Dongel's boys under the immediate supervision of Harry Butler who holds sway over the boiler shop welders, had themselves a ball.

SEE NEXT PAGE COL. 1.



TO LOOK AT THESE THINGS YOU WOULD EXPECT that, laid end to end, they would make a long pipe. And who could deny it? "Pipe" they would make, however, would be slightly different than usual pipes. They will, in fact, form one of the largest cement kilns in existence. We built kiln for Allis-Chalmers who designed it for Alpha Portland Cement Co. Nine sections you see above weigh 900 tons. They vary in weight from 64 to 125 tons. Steel shells are from an inch to 3½ inches thick. Width (I.D.) is from 15 to 17½ feet. Finished kiln will be 510 feet long. Rings in front are those in which kiln will turn when in use. They weigh from 48 to 60 tons. Hammerhead loaded pieces without incident. Caterpillar crane in background (facing page) helped with heavier pieces. This plus fact they could not be moved by rail or road and we could guarantee delivery by water, helped greatly in winning contract. Two barges went south around Cape May, north along Jersey coast and up Hudson to Catskill near where plant is located. M. W. Kellogg Co. was responsible for erecting it.

They used a carload of welding electrodes and automatic welding wire in joining the plates.

Once all was finished, inspected and approved, there came the task of getting the sections to their destination. One of the factors in the awarding of the contract to us was our ability to deliver. Articles 18 or more feet wide cannot be moved by rail or highway. Air, also, is out of the question which leaves water. Not only must navigable water be available, but means must be present to get the extreme weights onto the water. This, of course, Sun Ship could do. When the sections were ready they were moved out under the hammerhead crane on #1 pier. Frank (Cap) Ferrell's riggers and Frank Mosser's carpenters took over.

The carpenters used timbers 12 inches square and 40 feet long to make a resting place for the sections. The timbers, several feet apart, were firmly attached from side to side of the deck of each barge. To these timbers were fastened cradles (wedges) built by the carpenters. They

were flat on the bottom to be fastened firmly to the long timbers, and fitted the shape of the kiln sections on the top. The cradles were in two pieces so that one side could be removed at unloading time and the kiln section rolled off onto the pier.

Once the carpenters had these foundations ready, it would appear to be merely a matter of dropping the sections onto them, and for the most part it was. But one 125-ton piece had to be handled like a prima donna. The engineers would say the weight was "eccentrically distributed" meaning that certain sections along its length weighed more than others. Take a fat man, for example, lying down. He would weigh more around the middle than at head or feet.

This difference in weight dispersal meant the lifting equipment had to be placed carefully with special rigging so the weight would be properly divided between two cranes. This merely took a little longer to do and all nine sections eventually were resting comfortably in their bucket seats. They were secured by cables thrown over

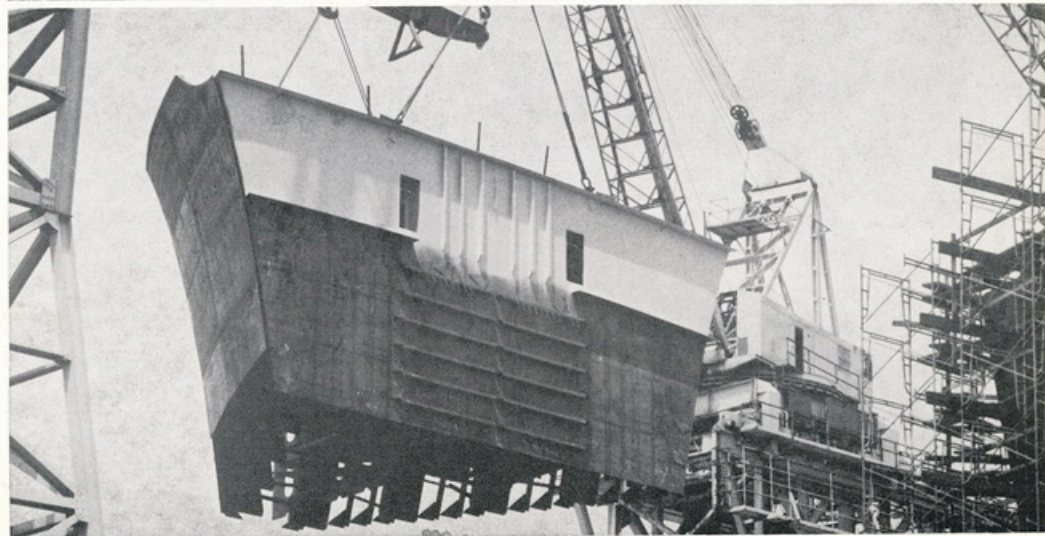
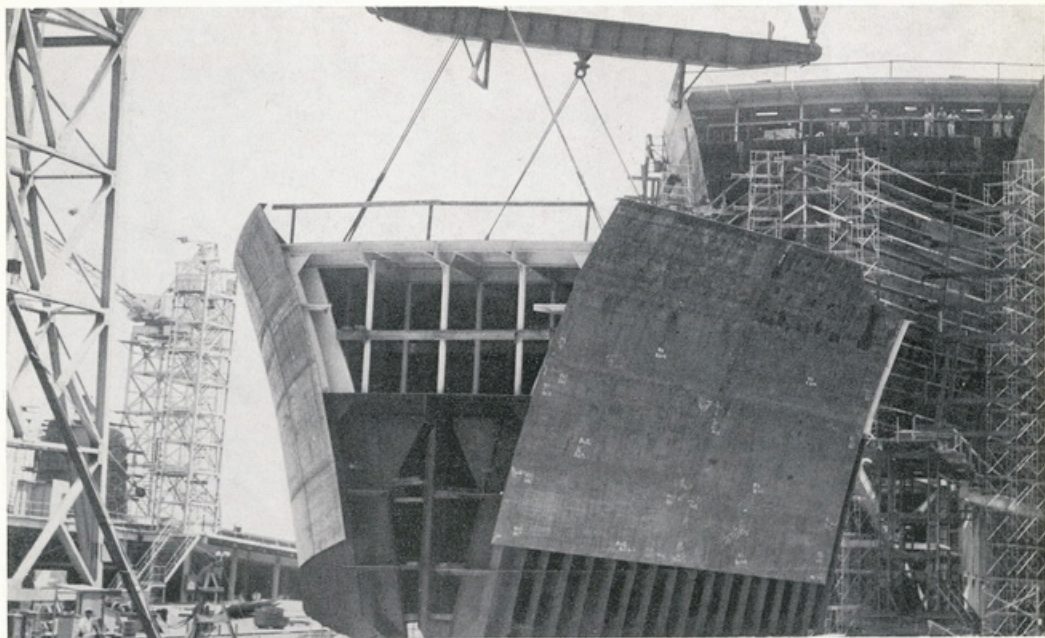
them and tightened by turnbuckles.

This loading and lashing operation took two days. Then a tug took the two barges in tow and the long voyage began. The route was down the Delaware, around Cape May, north along the New Jersey shore into New York harbor then up the Hudson to Catskill. The trip was made without incident and one of these days we hope to be able to show you the kiln in operation.

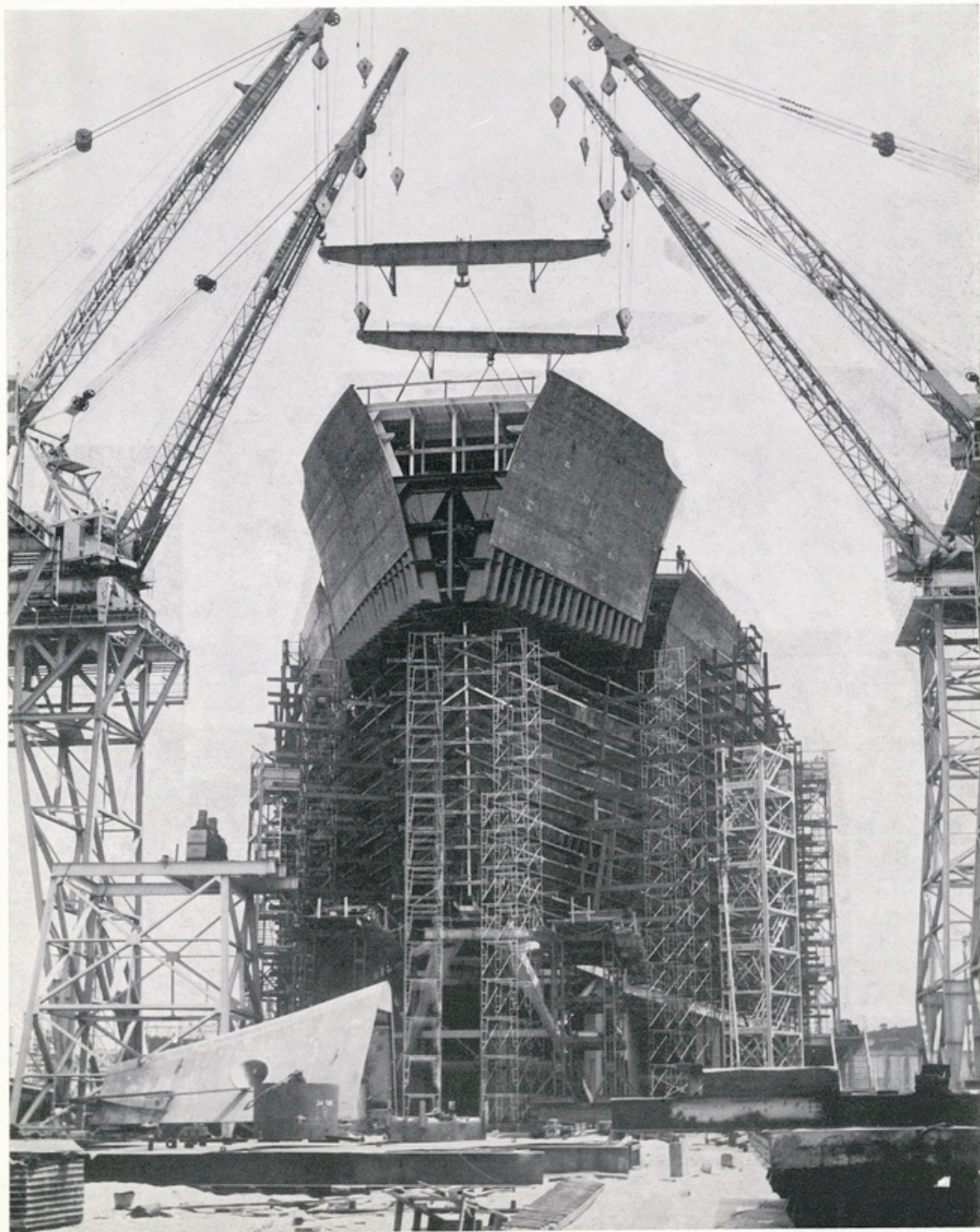
The day the cement kiln was shipped from the yard the following telegram was received addressed to Donald Rhodes, sales engineer, and Jack Knowlton:

"M. W. Kellogg Alpha kiln congratulations on kiln shipment today, Hearty thanks extended to all connected with this contract. Your assistance enabled us to meet the date promised our customer for delivery of the kiln."

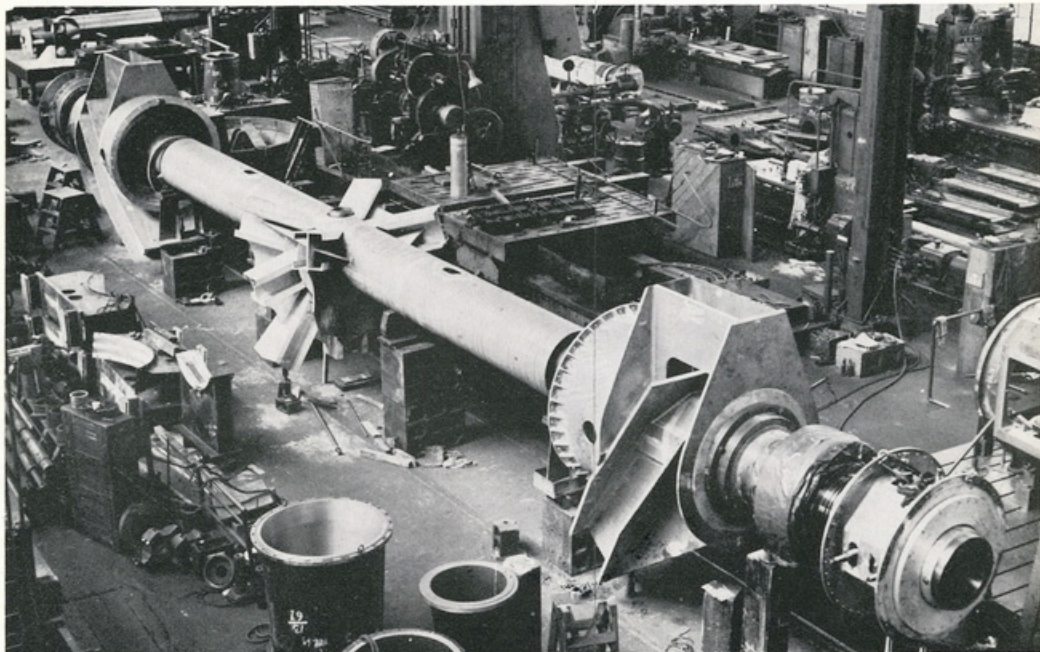
Allis Chalmers
Manufacturing Company.



HULL 627 WENT UP SO FAST AT THE END (bow and final) it must have had growing pains. Last month we showed placing of lower section which can be seen in position in background (top photo). Piece on ground is chain locker ready to go. This piece contains chamber into which anchor chain pours from anchor winch on deck above, hence its name. It is heavy piece of the two (by about six tons) weighing a little more than 180 tons. Cranes pick up about 200 tons in all. Lower shot shows section as seen from back alongside hull. Effort is crowned with success (facing page). See pages 12 and 13 for last act.



Radio Compass Job About Finished



YOU SAW THIS RUBE GOLDBERG ARRANGEMENT a couple months ago so you know it is a declination tube. Only difference is now it is finished. It is part of radio telescope. It goes across ends of yoke like a nail across ends of a horseshoe. Bearings at each end ride in ends of yoke arms. Yoke moves "dish" around horizon. Dish rests on declination tube which turns it to point anywhere between horizon and sky. To put it another way, yoke moves dish horizontally. Tube moves it vertically. We'll show you finished yoke next month.

The Best Vacations Are the Safe Vacations

When you read that there were more than two million persons injured last year on "off-the-job" accidents and that two persons were killed "off-the-job" for every one killed at work, you can realize that your vacation can be a real hazard.

After just covering about 7800 miles on an auto trip to the West, we feel thankful we were not one of these statistics and that we came home safe and sound. Others are not so fortunate. I read the other day where two persons were severely clayed by a grizzly in a national park. There are so many ways in which accidents can happen.

The most frequent cause is, of course,

By *John M. Tecthon*
Safety Director

the automobile. Falls of all kinds, fires, explosives, drowning while swimming, boating, fishing may take your life; poisons, drugs, machinery or tools for the stay-at-home do-it-yourselfer, one could go on and on with this list.

The U. S. Dept. of Labor in its recent "Safety Standards" reviews some of these hazards and I will try to bring them out to you. Remember, the famous saying, "The life you save may be your own" was never more true.

If you are vacationing by car, remember that it cannot be in "too good" condition. Have it thoroughly checked before you start. See that your radiator is functioning properly. See that those tires are good (to me, good tires are the cheapest thing on a car). Don't put your \$3,500. car on the road with a \$10. tire. Check weather and highway conditions and, above all, remember that you must keep alert every second

to keep alive.

At the shore—watch that sunburn. Take it easy at first—about 5 minutes—and gradually extend the time. Don't forget you can get well toasted on a cloudy day as well as on those bright sunny ones.

Don't swim alone, no matter how good a swimmer you are. The best of them get cramps and have to be helped. Know the area where you are going in the water, especially if in some rural pond or stream, and watch those currents if in the ocean.

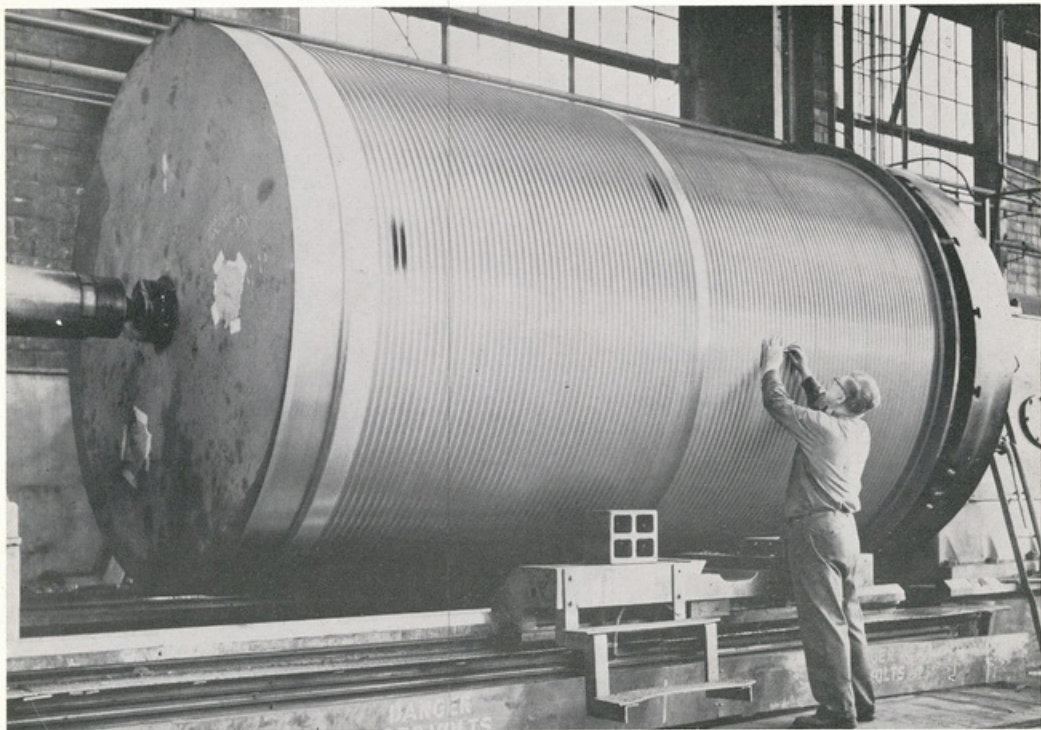
Don't mix liquor and swimming—they just don't go together. Don't try to attract attention by "horse play." Don't attempt to swim beyond your ability, and watch those youngsters.

Many of you will go fishing. This is another place where you can be careful. Use your common sense about overloading a boat. Watch those fish hooks. Keep away from the deep spots in that innocent looking creek and don't fall overboard.

The Coast Guard and the small boat
SEE NEXT PAGE COL. 1 . . .



J. Tecthon



THINK IT MIGHT BE SPECK OF RUST which attracts Joe O'Neil to this minute search or could it be he saw a goldbug run across the silver? No, it's calipers he's using to see if gouges he is putting in that drum are according to specifications. It is the last of four drums like this Joe has been machining for use on a giant crane. They are drums cable winds on. You see a lot of different things on Joe's lathe and one thing is true of all of them. They are huge.

MORE ON VACATIONS . . .

Industry are doing everything today they can do to make boating safer. Despite their efforts, many people persist in going out in small boats not fit to carry one person let alone the many that are crowded into them.

Many states today have enacted boating laws and, together with the Coast Guard, require a life preserver of an approved type for every person on board, fire extinguishers, prescribe that you must stay clear of skiers and swimmers and that you must have a third person in the boat when pulling a skier in order to watch him. Always keep a life preserver on small children.

Gasoline handling is hazardous. Remember it is as bad as dynamite when not handled safely.

Don't forget that lightning kills many people each year. Vacationers are very likely to be caught out in a thunder and lightning storm—on the beach, on the golf course, almost anywhere. If this happens, get inside, keep away from stoves and other metal objects and, above all, do not take refuge under a tree.

I could go on and on mentioning the

These Were Friends in Deed

The telephone rang in the office of the Safety Department (as it does much of the time) July 24. Chester Hospital was on the line with an urgent request for O-negative blood for Jerry Johnson. Jerry Johnson was not, of course, an ordinary man. He was a Sun Ship employee (67 Dept.). As such he was qualified to call on the services of the Sun Ship blood bank.

O-negative is one of the rarer types of blood. There was none immediately available and Jerry being operated on so the need was now. The Safety Department has a little black book on all employees who have blood types out of the ordinary. A call went out to the men on the O-negative

things you should not do in order to have a safe vacation, but I think the most valuable aid in this is GOOD COMMON SENSE. Just keep safety in your mind. Show the children how to play safe and the things they should avoid, eat and drink sensibly and I am certain that YOUR VACATION will be as pleasant and happy one as mine was.

list. Eight responded. They were taken to the hospital where they gave Jerry all the help they could.

We would like to be able to report this was all that was needed to bring Jerry through. But there were too many other adverse elements which he was not able to overcome and he did not survive. But the Company, the Safety Department and certainly Jerry's family deeply appreciate the generous response of the eight men who are:

James Young (59-1145)
John Harris (59-356)
Howard Fithian (33M-258)
Joseph Crist (38-58)
George Coombs (65-70)
William Burton (66-128)
Thomas Aucott (34-647)
Guy Kushto (66-86)

All mankind is divided into three classes: those that are immovable, those that are movable, and those that move.

—Benjamin Franklin

Mr. Doyle Leads Officers in Service



THIS REALLY IS A DARK GLASSES situation, isn't it! President and all major officers in one picture. That's "brass" with a gold tint, wouldn't you say. Occasion was presentation to Secretary and Treasurer Charles H. Doyle of clock in recognition of 40 years with Sun Ship. To stranger within our gates - gentlemen are (l. to r.) Vice presidents Arthur A. Holzbaur, operations; Robert Galloway, sales; Charles Zeien, engineering; Mr. Doyle, President Paul E. Atkinson; Vice President John G. Pew, Jr., public relations.

Secretary and Treasurer Charles H. Doyle has reached that point at which few people in the yard can say to him, "This was before your time." Or "You can't remember back this far, but . . ." He now has been with the company 40 years.

Here really is a Sun Ship man. He never worked any place else. He started here in 1923 shortly after his graduation from St. Monica's High School in Berwyn. If you use all your fingers and take your shoes off you will find 40 years takes him just about back to the day after the last day of school in the spring of 1923.

The Plate Yard was his first chore. Then he moved into the side having to do with money—accounts payable, payroll, time and cost and the like up to 1941. Having been a regular attendant at University of Pennsylvania evening school until 1931 when he was graduated with honors, he was ready and qualified for the post of chief cost accountant when it was created in 1941. A year later he became works accountant and in 1945, comptroller.

His duties were enlarged in 1950 to include the duties of assistant treasurer in

SEE PAGE 10, COL. 3 . . .



June Awards

45 YEARS

91-2 Norman Fisher, Sr.
79-64 George Petchel

40 YEARS

42-55 Othello Stanback
94-12 Edith White

35 YEARS

68-210 Harry Lee
67-570 Henry Pearson

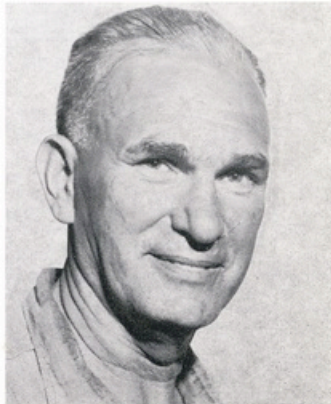
30 YEARS

47-1018 Russell Hughes
33-68 D. Worrall Jefferis
8-193 William Smith

25 YEARS

34-647 Thomas Aucott

SEE PAGE 10, COL. 2



HARRY LEE, 68-210, 35 years.

Norman Calls It A Day At 45 Years



AND I'M GOING TO HAVE A LOT OF TIME to look at it, too, Norman Fisher assures President Paul E. Atkinson as he accepts beautiful clock marking his 45th anniversary as a Sun Ship employee. Ceremony also marked end of Norman's time here—45 years to the day from his hiring.



D. WORRALL JEFFERIS, 33-68, 30 years



WILLIAM SMITH, 8-193, 30 years

The question before the House is: Which came first, time or Norman Fisher? When that is settled we will discuss: What will time do now that Norman is gone?

They would seem to be perfectly legitimate questions, too, to those who have been around the yard any time at all. Trying to imagine that time office without Norman Fisher, Sr., would be a strain. Although history proves time was before Norman, you still can get a pretty good argument on the subject in some quarters. Actually, Paul Ingham is giving a pretty good answer to the second question.

The Genial Gentleman started at Sun Ship June 1, 1918. He received his 45-year pin June 1, 1963, and retired the same day. He came in as a counter. He moved to the plate yard office in 1922 for two years. When Abram S. Hoffman (ret. 12/31/62) was put in charge of the billing office in September, 1924, he brought in Norman as his assistant because he wanted someone who knew the yard. Slightly more than 22 years later Norman was made head of the time office in charge of timekeepers, shop clerks and counters.

The yard was not his first place of employ. About 1914 he started to learn open hearth steel moulding at the old Federal Steel. He got \$0.04 cents an hour. That was \$2.20 for a 55-hour week.

He got the idea the future was dim in that trade and moved to Remington Arms in Eddystone in 1915. He started as a rivet heater. Being the size he is/was, his fellows probably were afraid they might one day mistake Norman for a rivet so he was taken into the time office. He was there until he came to Sun Ship.

He was a charter member of the bowling league and for years was chairman of the banquet committee when attendance ran close to 600. Outside of that he took things pretty easy beyond the confines of the time office and its duties.

He is native to these parts and was married when he came here. Norman, Jr., is in the copper shop and Robert works for Scott Paper. Junior's daughter will make Senior a great grandpa in November, an event toward which he is looking with great anticipation. Robert has two boys and a girl.

When he left the yard Norman spent the month's vacation he had coming in Florida. He and his wife have an idea it wouldn't be a bad place to live in the winter. For the summer they have the place at Locust Point on the Elk River in Maryland. But there is the place in Ridley Park, too. That could be sold but, as Norman puts it, "I'm attracted to Florida. My wife is attracted to the family." So it may be some time before the move is made. In the meantime moving between the various places keeps him from getting stiff.

"In England," said the Londoner, "we play a game called rugby, in which there is a lot of shin kicking."

"Well," said the American, "we play it over here, too, but we call it bridge."

People are funny. They want the front of the bus, the back of the church, and the middle of the road.



THOMAS AUCOTT, 34-647, 25 years



HOWARD BANTUM, 76-56, 25 years



HOWARD GRAHAM, 59-91, 25 years

Per Dahl Finishes Unfinished Business

A couple of months ago when the scene was heavy with mortar boards, sheepskins and other bric-a-brac of academic identity, one of our draftsmen was a part of it all. A small part, no doubt, but to him one of great importance. Per Adolf Dahl received his diploma in mechanical engineering from Drexel Institute of Technology.

Lots of other persons were similarly blessed, of course, and one may not be of more importance than another in an impersonal view of things, but to the individuals themselves the event may have varying significance. It would mean much more, for instance, to someone who had earned his own way—perhaps with a family to support—than to one who had gone right on from high school never seeing any bills nor having any idea how much it all was costing.

To Per it was like the tying of a loose end which had been dangling about 40 years. There was a space of 33 years between his last formal schooling and his matriculation at Drexel in 1956. The evenings spent in school and study between September, 1956, and June, 1963, if placed end to end would represent the loss of a lot of sleep. We have other men who have done it but rarely were they 52 years old when they started, with a "recess" nearly 30 years long behind them. You forget an awful lot about study discipline in 30 years.

Per was born in southern Norway about 60 miles north of Oslo in Hermanrud. The name of the post office was Kapp. He started in school at seven years of age and finished his elementary education in three years. He had to wait until he was 11 before he could enter high school from which he was graduated at 14. He went to work for his father to pass the time until he could enter college and ran head-on into Norway's great depression of 1921. His father's business failed and his prospects of college went by the board.

A scholarship and some help from his parents got him through a technical school in Horten, Norway. In three semesters the students had to get math, chemistry, physics, mechanics, strength of materials, thermodynamics and hydraulics. Before taking the final examination the student had to



Per Dahl.

design and draw the arrangement for a marine power plant including a Scotch boiler and a compound steam engine with essential auxiliaries complete with calculations. He was first in his class then could not find a job. He applied for a visa to come to the United States.

The visa came through three years later and on borrowed fare he reached Brooklyn July 2, 1929. Our own depression of the '30s was building up. He got a job in a blacksmith shop in Brooklyn running a steam hammer, a tool he never had seen before, at 50 cents an hour. A few weeks later he got a letter from Per Brath inviting him to come to Chester, Pa., where the writer would try to get him in as a draftsman at the company for which he worked, Sun Ship. Per Dahl never had met Per Brath but friends of each had mutual friends.

Per Dahl came to Chester and talked with J. H. Gordon McConechy, then chief engineer. Everything went well until Mr. McConechy asked Per if he had finished high school. High school to Per meant the highest school—college—so he answered negatively and things ended quickly. He did get into the yard as a pipefitter however. He thanks Dave Van Horn, Ed Sisson and R. J. Flanagan (all retired) for their forbearance which permitted him to persist. His English was bad but so was the noise. When Dave couldn't make himself be heard, he pointed. Per nodded. If the result was wrong, who was to blame?

SEE PAGE 24 COL. 1

MORE ON MR. DOYLE . . .

1950. Just about two years ago at the retirement of William Craemer, Mr. Doyle was elected secretary and treasurer and a member of the board of directors.

The soft-spoken gentleman is a native of Chester and now lives in Drexel Hill. He is active in the Philadelphia chapter of the Financial Executives Institute of America and is an associate member of the Society of Naval Architects and Marine Engineers.

MORE ON SERVICE

76-56	Howard Bantum
59-91	Howard Graham
60-64	Anthony Hudreck

20 YEARS

35-165	Guido Coppotelli
69-417	Edward Cubler
31-79	William Harvey
59-170	Claude Kneiple
31-76	Matthew Wegrzyn

15 YEARS

59-581	Lloyd Butler
30-390	Ralph McCann
59-354	Sylvester Mitchell

10 YEARS

91-617	Vera Burch
67-361	Donald Guy
8-106	Charles Hoffman
68-274	Joseph Lewis
30-131	Harry Manko
60-96	Anthony Mistecka
38-130	Victor Pajan, Jr.
67-449	Edmund Starkes



By Harry "Whitey" Burr

SICK REPORT: George (Senator) Morgan was home from the hospital for a few weeks but he had to go back for another operation. At this date we hear he is coming along pretty well and hopes to be home again soon. Well, George, we all miss you very much. All your friends have been asking about you.

Harry Kaylen is still out with that bad shoulder. He reports it is slowing him up some in counting his money and cutting off those coupons.

Archie Meriano had his wife in the Bryn Mawr Hospital for a few weeks.

He tells us you sure miss your wife when she is not around to get those meals. etc. She is home now and Archie is happy.

Floyd Hopkins brought his wife home from Crozer Hospital. He says she feels a lot better as it gets on your nerves when you are in a hospital a long time. We all hope her stay at home will be a long one and she may be up and around soon. We can tell you Floyd sure missed you.

NEWS: George Kelly is having his troubles with the auto he is repairing at home. Those engines must be just a little heavy because his hands look like a big fish was working on him. Somehow his hands got caught under the engine while moving it. We wonder if you had your hard hat and safety shoes on doing this job, pal.

Arthur (Muddy Water) O'Connor was off celebrating his brother's birthday. We can't understand how he does this as his brother is in Chicago. Well, anyway, Muddy had a good time and was feeling no pain. We also hear he was seen down at the shore walking along the boardwalk dressed to kill. We wonder if he hit on any of those horses while down there.

Ike Hamilton says his kids sure get up early to play baseball. It seems he heard some noises outside and got up to see what all the trouble was. Out the window he saw some kids playing ball. He looked to see what time it was and, brother, he almost fell over. It was just 5:30 a.m. We would like to have had a tape recorder right there to take down what Ike said. On top of all this the kids yelled up to Ike and asked if breakfast was ready. He should put up lights so the kids can play night ball. That way they may sleep a

little longer in the morning.

James Gallagher was on vacation for one week but he never got anywhere but home. He said, "Why go away just to send you boys cards. I just saved money on this vacation." Last week he came in to work wearing a new pair of shoes. We found out his dear wife, Sarah, bought them as a surprise for him. Evidently she did not ask him the full size of the ones he wears. She got him the right length (size 8) but was on the narrow side in the width. But he must wear them even if they hurt. It looks like he is walking on eggs. After the boys kidded him he changed to an old pair which looked like sandals, he has so many slices in them. You would think Sarah would take James with her when she goes shopping.

William (Bud) McKniff and his wife went to Atlantic City for a few days. He said you sure can spend a lot of money there in a short time. He said they visited a few nightclubs. Well, your reporter told him for the money they spent there they could have taken a nice trip up in New York and New England and seen some of the wonders of our country. Right now that part of the country has sights you will never forget and the weather is good, too.

John Sauter must have a rubber rule. It seems that quite a few jobs he works on come out short. Boss Frank Ellis told him he had better get a new one that has numbers on. John would like to know where those skyhooks are he heard about for that job they have in North Yard as he sure will need them.

Paul Hermann of the Powerhouse now is getting orders from Harvey (Skin) Campbell as to what Harvey likes to eat. I have a hunch that pretty soon our pal, Skin, will be eating by himself. Harvey says that just because Miller has a bad stomach there is no reason why Paul can't still bring in a good lunch. Harvey's stomach is okay.

George (MG) Moyer is having things around his home put on a business basis. Those wonderful grandchildren staying at his home have a contract. They get paid one cent for every fly they catch. But he is wondering if they don't leave the screen doors open so the flies can get in. George, I can tell you you will have to get up early if you hope to keep ahead of the kids of today.

We wish to extend to Joe Hasson of 33M our sympathy over the loss of his dear wife who passed away a few weeks ago.

Joe Newman, our baseball champion, does not see things eye to eye with the umpires they have in some of the games he plays in. The other evening Joe was put out for the rest of the season. We know Joe gets angry quickly but we are sorry this happened for he likes baseball more than anything else.

Boss Weaver of the 3d shift is trying to get Sam Mangeri and Joe Kosinuk, his two workers, to take a ride with him in his boat but they just don't feel they should

INK SPOTS

FROM THE
HULL DRAWING ROOM

By Ed Housley

Last month I hinted, or more than hinted, that Joe Wahowski was being somewhat foolhardy in trying to teach Margie to drive. Well, it seems I was off base. Joe tells me she passed the driving test with

flashing colors and he should get some credit for it. Just one more thing: Joe; now that you both drive who has priority on the car?

The Structural Dept. has three more new men: Phil Stergin, Earl Hampton and Joe Golden. Welcome to all three.

The Hull Drawing Room extends its deepest sympathy to Mike Petchel



E. Housley

on the recent death of his mother. Any bereavement is hard but a mother especially so.

Lois Green, Mr. Pavlik's secretary, was hospitalized recently having some corrective surgery done. The latest report is that she is getting along fine and presumably will be back before this item appears.

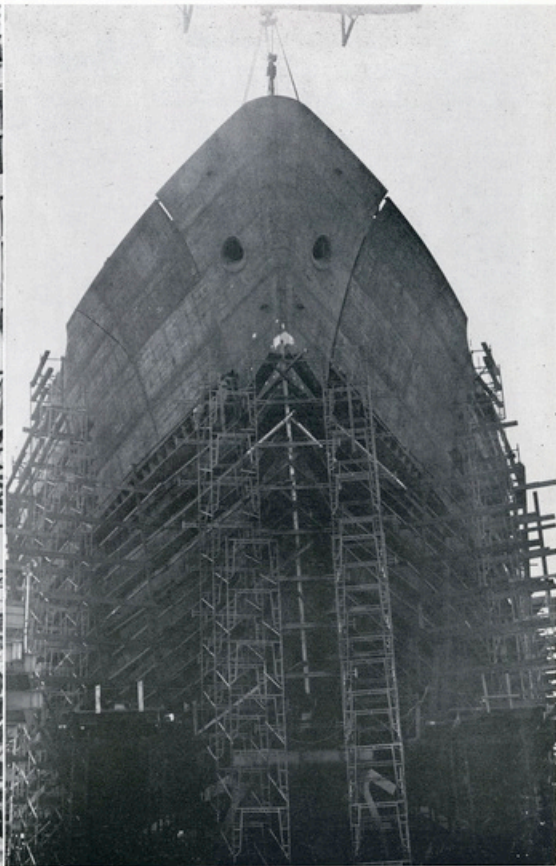
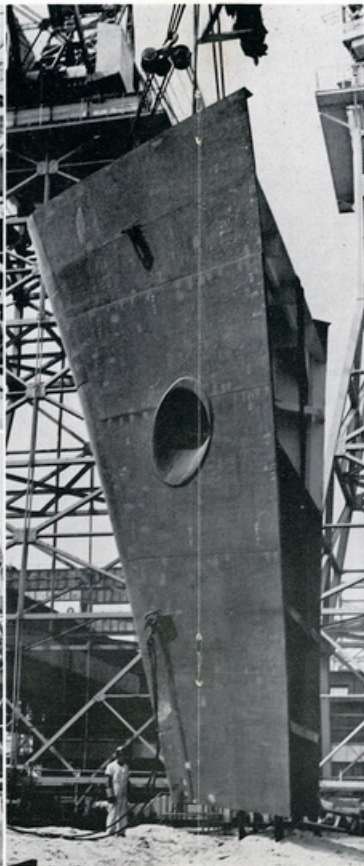
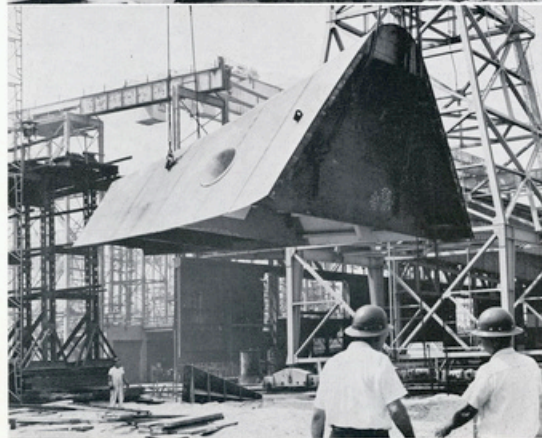
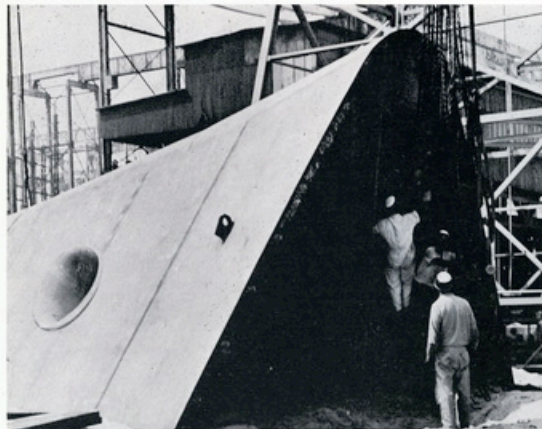
Have you ever noticed how some people are fanatical about certain makes or models of cars? We are blessed, or otherwise, with a couple of such characters in the Fittings section—one being a Chevrolet bug and the other having a Ford obsession. At times the arguments between these two become real educational and the rest of us hear things about these particular

SEE PAGE 24, COL. 1 . . .

go. They have an idea the boss thinks maybe this will be a good way to get some work done on his boat. They said when they go boating it will be for fun not work.

Uncle Roy Haskell is wondering if our George (MG) Moyer is trying to make our stockroom look like Broadmeadows. From the way he is putting locks on the door you would think that most of the thieves in town work here. It does seem funny that after all these years of never having a lock on the door it now is necessary to have three different ones. It makes the men feel like they are on the spot. If everyone coming into our shop who did not belong there was given a pink slip, and anyone having anything that did not belong to him was fired, the need for locks soon would end. That has been the trouble in our shop for a long time—men coming in and picking up anything they see.

PUTTING NOSE ON FACE OF A BEAUTIFUL LADY is a ticklish job. But operation was a success and Mlle. 627 looks much the better for it, you must agree. To give nose necessary lift, cranes had to be hooked on. This was no simple matter. If you look (turn page please) at narrow full length cut you see chains coming straight down and wire ropes going to each side come from same point above. Therefore chains had to be exact length when hooked on so that all would bear weight evenly when lift began. Top left shows hooking on in progress. Third crane already is hooked on rear. Cover photo and bottom left (page 12) show lift underway. Once piece was up straight third crane was unhooked. Two others lifted piece into place and soon it was permanent part of hull.





Rod and Gun News



By Robert "Whitey" Hahn

July 16, 1963, will go down in history as one of conservation's finest hours in the Commonwealth of Pennsylvania. At 2 p.m. on that day, Governor William Scranton signed into law House Bill 434 the Bituminous Strip Mine



R. Hahn

Bill, the strongest measure of its kind in the nation. This marked the end of years of struggle for sportsmen and conservation-minded people of Pennsylvania and set an example for other states to follow.

Another great victory was witnessed in the House with the passing of the Anthracite Strip Mining Bill. It will give the same protection to water and land resources in the northeast section.

On the same day House Bill 110 passed the House. This bill increases the fixed charges on all public lands in the state from 10¢ per acre to 20¢. This money is paid instead of taxes to the various counties in which the lands are located. So you can see the Game Commission will be shelling out about \$200,000 on the close to one million acres it holds, another good argument for the increase in hunting license fees which by the time you read this I am sure will be increased to \$5.25. But at this time there is some doubt as to whether the increase will be in effect for this season because in previous years the licenses were usually printed by the middle of July.

Things are moving fast at the Capitol as the General Assembly has set an early adjournment date so we look for some amendment to be tacked on this bill for an increase in hunting fees. Because some legislators introduced a bill to grant free licenses to all persons over 65, it was defeated in committee so we look for some trouble from them.

Right here might be a good time to point out the fact that both the Game Commission and the Fish Commission are separate and self-supporting. That is, they are supported with money derived from the sale of licenses. They don't receive one red cent from general funds yet every time they want to change a law or spend some money or increase the price of licenses they have to get an okay from the Senate and the House in the form of a bill. For example, the Fish Commission about two years ago wanted to appropriate \$75,000 for a survey of the Susquehanna River. They wanted to determine the feasibility of building fish ladders over the large dams along the river, such as the Cconwingo Dam, to re-establish spawning runs of anadromous fish such as shad, stripe bass, eels, etc. It had

to go through both houses. Now everyone of these \$75,000 came out of fish commission funds but the general public reading about it in the newspaper would never know it because we personally read about it in three papers and didn't see this fact mentioned.

Even small, insignificant changes in game or fish laws have to go through the mill. For instance, House Bill 1513—which advances the date and time for hunting woodchucks or groundhogs—was passed by the House on July 9. If it passes the Senate without some changes, you varmint hunters can pursue your favorite sport one hour earlier and one hour later during the months of June, July and August.

House Bill 889 and Senate Bill 85—two boating bills—brought the Senate and the House to a deadlock.

July 10 there was a joint meeting of the Senate and House committees to try and resolve the differences. Senator Confair, as chairman, made it clear that the two opposing groups—the Pleasure Boaters and Pennsylvania Federation of Sportsmen's Clubs—would have to compromise their differences or we might end another two-year deadlock without any boating legislation.

After hearing testimony from several interested groups, the committee went into a joint session July 15. It was resolved that H.B.889 would be amended in the Senate to include a ninth commissioner on the board of the Fish Commission who would represent the Pleasure Boaters and that Boating would remain in the Fish Commission.

One of the principal reasons the sportsmen in general have been fighting to keep boating in the Fish Commission's hands is to protect the money they have invested in access areas on all the principal rivers, lakes and other navigable waters in the state.

Personally, we think anyone using these access areas should be required to have a fishing license as these areas are financed with Fish Commission funds. Another important bill that passed the House by a 199 to 1 vote will protect the waters of Pennsylvania from further pollution by requiring that synthetic detergents comply with certain standards of decomposability and would impose the power of enforcement on the Dept. of Health. As of this writing it is going to the Senate for final action.

POT SHOTS & SHORT CASTS

Charles Filbert, a leader in 59 Dept., had a unique problem and called upon some good old-fashioned Yankee ingenuity to solve it. His problem was a grey squirrel who was expecting a visit from the stork and was determined to use the attic of his home as a nursery. In desperation, Charlie soaked some rags with ammonia and jammed them in the hole she had made under the eaves. Evidently she

couldn't stand that "white tornado" effect. We wonder if Charlie would have tried Mr. Clean if the ammonia hadn't worked.

Lou Komuves, that dyed-in-the-wool surf fisherman of 59 Dept., while fishing in the surf at Barnegat Light recently, was reeling in a ten-pound blue fish. He was surprised to see another blue about the same size following it. The fall one kept snapping at the lure in captive one's mouth until it snapped the line.

Lou lost both the fish and the lure. We know this sounds like a fish story and that's probably why Lou didn't tell it to us. We got it from Walter Achuff of 34 Dept. Lou evidently let it slip while welding pipe for Walt one day.

Walter Dilworth told us of seeing a very unusual sight near his hunting lodge in Sullivan County this spring. He saw a fawn following a doe. The unusual part was that the doe was sporting a six-point rack of antlers. There have been only seven or eight doe shot in the last 10 or 12 years in Pennsylvania with antlers. Walt is one of our guards.

Pipefitter Joe (The Bender) Regal has invited me down to go out on his boat which is berthed at Barnegat Light. Several others have advised me not to go as they claim Joe is afraid to go out more than a half mile. After some investigating we found out the truth—Joe claims those tightwads wouldn't put gas in it.

Joe's boat is a retired P.T. patrol boat. It still has gun mounts on it for 50-caliber machine guns and its two motors guzzle gas at the rate of 12 gallons per hour. It is 46 ft. long and weighs 19 tons. Joe and his wife, accompanied by two other couples, took it all the way up to the Thousand Islands during 4th of July week. They had a very enjoyable trip.

Most of today's detergents cannot be broken down in sewage plants and are posing quite a problem all over the nation. There is a lot of research being done by the manufacturers and your Uncle Sam is trying to find a solution to this problem.

First sheep: "Baaaa."

Second sheep: "Moo, moo."

First sheep: "You gone nuts?"

Second Sheep: Naw, I'm majoring in foreign languages."

It's great to be punctual, if you don't mind being lonely.

CLASSIFIED

FOR SALE: J. C. Higgins, 12-gauge, pump gun. 8-mm mauser sporter, Lynam peep sight, swivels for sling, 28 shells and 30 empty cases. \$100 for the lot. Mario Marano, 59-80. WANTED—Old firearms. Call LUDlow 6-4451.

OFFICE CHATTER

By Frank Wilson

If Augustus Gaius Julius Casear Octavianus (whose parents must have been name-happy) could see what has happened to his namesake month, he'd doubtless commit the Latin equivalent of hari-kari.

For August has become synonymous with relaxation. It's a month when summer languor suggests doing as little as possible, a time for awnings and hammocks and cooling drinks and mulling over such unproductive thoughts as why the hot dog always feeds the hand that bites it.



F. Wilson

August's birthstone is the sardonyx. Its flower is the gladiolus and its least sensible story concerns the man who said to a friend: "I got a lovely Siamese cat for my mother-in-law yesterday."

"I wish," his friend said wistfully, "I could make a trade like that."

August always is linked to summer's sultriness. Whether you simmer in the city or summer in the mountains, the best and briefest bit of advice is to take things easy.

According to Anne Finnegan (Dispensary) the hot spell we had back at the end of June and the beginning of July was the worst in a long time. She said it was so hot that when she visited Grant's tomb in New York City the door was open.

One of those hot days John Anton (Mail) while on one of his mail trips around the yard tripped and fell down the steps in the Maritime Building. He struck his head on the way down. He then went to the hospital but was released soon afterwards. He had a good sized bump for a couple of days and now seems to be okay.

BIRTHDAYS: To those who will be one year older this month: Dorothy Allebach with a happy birthday; Dorothy Allebach (Compensation), 2d; Raymond Burgess (Fin. Acct.), 8th; Albert Ruggieri (Weth.), 12th; Robert Crompton (Paymaster-Hrly.), 13th; Helen McLaughlin ('Tabulating'), 17th; Russell Staley (Billing), 23d; Kathryn Connan (Stores), 28th, and James Donlin (Tab.), date unknown.

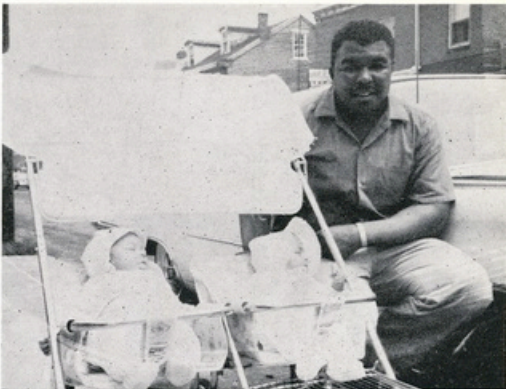
NEW CARS: In July, Janice Will was assigned to Eugene Schorsch's department (which is now located in the North Yard) as his secretary. She decided she needed a new car. Hence, a 1963 Tempest convertible.

It's strange that in the same month the Russian Government sent a woman into orbit a woman sent the British Government into orbit.

WELCOME: Welcome aboard to the following employees who started last month: Dorothy Hutson (Payroll), a former employee who left service in the early '50s; Joel Chanitz (Payroll), Michele Calloway

DOUBLY BLESSED

were Lavon Clark (59-411) and his wife about three months ago when Robert and Robin arrived. Lavon still has a look of wonderment, don't you think? — but like it was sort of nice to wonder at.



(Stenographic), a daughter of Agnes DeFelic (Ship Planning); and Jo Ann Robbins (former J. J. Henry employee).

SICK LIST: Jim DiFelic (Invoice) is back at work again after quite a battle with his ulcers. Grace Bartow (Payroll) has returned and Karl Pippart (Sales) still is out at this writing. Hope to see him back real soon.

Our sympathy goes out to C. Isula Skidas (Payroll) and John Petchel (78 Dept.) whose mothers passed away last month.

STORK CLUB: Two new members to this oldest and most famous club are James Wonnell (78 Dept.), now the proud father of a baby girl, born June 30, and Richard Hagan (Sales) whose wife presented him with a boy, July 6. Congratulations to all of you mummies and daddies.

VACATIONS: Have you had your vacation yet? If not, this is the month to do it before the kids go back to school next month.

Those who took and enjoyed their vacations last month were: Thomas Bishop (Planning), two weeks in Battle Creek, Mich., at a square dance convention; Germaine Bruggeman (Distrib.) one week, Skytop, Pa.; Kay Bordley (A. Millay's secty) one week Wildwood, N. J.; William Hartman (Purchasing), two weeks in Florida visiting his parents; Edward McGinley (Cost), two weeks, Winona, Minn.; Richard Wetzel (Acct. Pay.), one week Wildwood, N. J.; Anne Finnegan (Dispensary), one week in Margate City, N. J., and Jerry Kalinovich (Inv.), one week in upstate Penna.

HERE COMES THE BRIDE: Linwood—the marriage of Judith A. O'Brien (Mr. Holzbaur's secty) and James R. Waters, of Morton, took place Saturday, June 22, in Holy Saviour Catholic Church. The Rev. Jerome Logan, O. P., of Archmere Academy, Claymont, officiated.

The bride, who was given in marriage by her father, wore a silk organza gown trimmed with alcon lace. Its skirt had an overskirt effect with a wide border of deluceter satin. A satin-trimmed pillbox held her veil and she carried white carnations and stephanotis.

Patricia O'Brien, the bride's sister, was maid of honor and the bridesmaids were Sharon and Jacqueline O'Brien, also sisters of the bride.

Franklyn Jacoby, of Woodlyn, was best man and the ushers were John Hogan, of Wilmington, and Edward O'Brien, brother of the bride.

After a reception in the Parkside fire hall the newlyweds spent a week in Williamsburg, Va. They are now living in Glenolden.

And, finally, to end on a domestic note, there's the old English tale of the man and wife who were walking through the forest when suddenly they were surrounded by dragons.

"Well, don't just stand there," the wife snapped, "slay something."

MORE ON GRACE LINES . . .

Up to World War 2 the company realized 90 per cent of its profit from shipping. This has changed to where now only 13 per cent of the profit is from shipping and 75 per cent comes from chemicals. This does not mean shipping profits declined from 90 per cent of a stated amount to 13 per cent of that amount. Shipping profits probably declined somewhat but increase in profits from the other interests combined to make the shipping profits represent a smaller percentage of the whole.

Grace Lines operates on three trade routes: Eastern seaboard to the Caribbean; Eastern seaboard to the West Coast of South America; West Coast of the United States to West Coast of South America. The fleet has 26 cargo ships, four passenger-cargo ships and two passenger liners. The passenger-cargo vessels can carry 127 passengers and the liners, the Santa Rosa and the Santa Paula, 300.

These are the first new cargo ships being built for the company under an agreement with the Maritime Administration which calls for replacement of the entire fleet over 20 years. Much of the cargo space will be refrigerated and equipped with special gear for handling bananas which will be the chief cargo. Containers will be carried below and on decks. Some of these containers will have diesel driven refrigeration equipment to transport frozen shrimp, another cargo item of considerable importance.

The first of these vessels is scheduled for delivery in the fall of 1965.

47 Department

By James (Brutus) Falcone

The big news this month is that a sizable group of our fellow workers are back with us. The layoff did not last too long and the men are eager to resume where they left off. Welcome back compatriots!

Logan Miller (layerout) is a tru-blu N. Y. Yankee fan. He makes the scene at the Big City several times during the baseball season. He then comes back full of praise for his favorites. Unfortunately, we don't feel exactly as he does so it grates on us to hear how wonderful are those monopolists of whom he speaks. Personally, I'll stick with our Phillies who are putting out with an excellent brand of ball of late.



J. Falcone

Art Warren (leader 2d shift) was quite pleased with the daily double selected by his wife at Delaware Park on an outing during his vacation. It was a mere \$2 bet that paid a handsome \$620. These horse fanciers who study the charts—past performances, etc.—should listen to their womenfolk who like a horse's unusual name or perhaps are partial to certain numbers and back up their whims with a modest bet—and sometimes win!

Walt Kelly (shipfitter) who prior to our cutbacks served a long term in supervision is expertly applying his know-how in the rugged routine of a mechanic. His zeal exceeded its bounds recently and welder "Willie" Hamilton (a real oldtimer) was brushed back by an errant swing of the maul. "Willie the welder" struck a pose of martyrdom and try as they might he would not be consoled. Tho' not hurt, Willie played it to the hilt. Such moaning and groaning you'll never hear again—ever! He was on stage—he knew it—his cup was surely running over.

Speaking of high drama, 47 shop was surely missing its star actor, Henry Timberman, who was working for Hopeman Bros. while on layoff from the shop. We can once again rejoice for he has returned and can be seen running helter skelter up, down and around, on foot or cycling while pursuing the elusive demons that haunt all of us—production schedules and shop tonnage. He suffers through the whole gamut of emotions in the course of 8 hours. Hurrah! for a truly great show by a truly great performer.

Lawrence Tally (loftsman) used up two weeks of his vacation by gathering up his wife and children then heading for Northeast River, where his boat is moored—easy living afloat and quite readily admits he wasn't worried about nuttin'!

Whoever designated red as the official color of the safety hats we are now wearing did not take into consideration the political leanings of the men. Those who

Going to college is becoming so expensive that even football players are writing home for money.

are partial to Sen. Barry Goldwater because of their conservative views politically, deem it an affront to their dignity parading around in the color the left wingers rally around. The thought that we may be inadvertently espousing the "red" cause, causes many of us to perspire profusely.

The United Fund drive is starting to roll and once again Sun Ship is pushing hard to better last year's record. Pledge generously. If possible raise your weekly donation. The need for more funds becomes acute. Our money goes for many good causes—let's cooperate 100%—increase the amount of your pledge!

Sam Bellsy (burner) was suddenly stricken ill and had a rough time of it for awhile. Sammy took it in stride and bounced back more lively and robust than ever.

Albert Bowers (burner) and his wife, Mary, marked their 50th wedding anniversary with a remarriage ceremony and dinner with 150 guests in attendance. The original attendants and ring bearer again served in the same capacity. The Rev. David A. MacQueen, pastor of Upland Baptist Church, officiated at the anniversary ceremony. Al is a veteran employee of Sun Ship held in high esteem by all of us. To him and his wife, Mary, I extend in behalf of his legion of friends our warmest congratulations.

I just love to write about you fellows, but even my fertile imagination finds it hard to guess what you're up to. Whisper it in my ear—I won't tell anybody but the written word moves rapidly and soon everybody can share your pleasant experiences by reading about them.

FAREWELL: To George Buchan who did much to improve shop efficiency during his tenure as shop foreman. The men have a healthy respect for George and his ability to cope with everyday situations. Good luck and continued success.

WELCOME: To Blair Gibbs who replaces George Buchan. The mantle of leadership here in the yard and community-wise is no stranger to Mr. Gibbs. We can rest assured the efficiency level will be maintained and if possible surpassed under his experienced hands. We can do no less than cooperate with him 100%.

GOODBYE: This looks like the appropriate place to sign off. I have delayed taking any of my vacation and, if I can endure the heat, when the snows and winds kick up we will head for the sunny South (Florida) for two or three weeks while everybody is shoveling snow waist high.

"Jones is a cheat and I'm not playing golf with him again."

"How's that?"

"Well, how could he find his lost golf ball on the edge of the green when I had it in my pocket?"



THIS BEAR bearly managed to get both ends on picture when William Cleland (Hull Drawing) snapped it. Perhaps Bill should have used a larger camera but when you go away out to Yellowstone things you take along have to be as compact as possible.



By John Aull and Lewis Hazlett

One item we missed last month was the fact that Hughie Ward completed the first stage of his plumber's training by hooking up the Engineering Dept.'s water cooler under the "able" direction of Jack McCall and Joe Labbe.

We heard a worthwhile suggestion for use of our "plastic room." A hot house for blooming idiots.

To add to the comfort of our employees, #3 shop has been air conditioned. Just step out there when a propeller is being balanced.

Edna McKinney was in the hospital last month for a short stay.

Dick Friedrich has retired this month after many years of service with the shipyard. . . . Phil Masusock has been made setup man for the Tool Room.

Bud Palmer finally broke down and got a new car. He only had to pay the dealer \$50 to take his DeSoto in trade on a Rambler.

Dick Greenfield's brood has increased by another grandson. This makes number 26.

Anyone having a fishing reel needing repairs contact Leroy (Blakie) Blake on the second shift.

Vacations for the month are numerous and we will try to get some reports for the next issue.

Welcome back to Howard Rowles after his four weeks' absence. Things were awfully quiet for a month.

Attempting to park her car, a woman dented the bumper of an occupied car parked at the curb. She completed an accident report form for her insurance company, and asked her husband to check it.

He found everything in order until he came to the question: "What could the driver of the other vehicle have done to avoid the accident?"

Her reply was: "He could have parked his car somewhere else."



By John Rosati

Shipbuilding has come a long way since the first vessel was built. We would like to pay tribute to a man who was greatly responsible for what it is today, ROBERT FULTON, American engineer and inventor, from Little Britain, Pa. His interest being attracted to navigation, he designed a canal lock. Later in 1806, he returned to the United States from London intent upon navigation by steam power. He built the vessel Clermont, importing the engine from England. And on Aug. 11, 1807, he sailed up the Hudson to Albany in 32 hours.



J. Rosati

That was the first big step in navigation under its own power. His later years were devoted to coast defense engineering, including the invention of a submarine torpedo boat in 1815. While we are on the subject of ships, on Aug. 15, 1914, the Panama Canal was opened for ship traffic at a total cost of more than \$540,000,000 for construction and for modern improvements later.

And just think, the first public school in our United States was opened Aug. 20, 1840. Often wondered how reading, writing and arithmetic was in those days.

Here is a chap well known throughout the yard for many years. Meet FRANCIS APRIL pictured in this column who resides at 64 Randall Ave., Woodlyn, Pa. He was hired Oct. 5, 1925. Soon he will have 38 years of continuous service with the company. Before coming to Sun Ship he was with the old Chester Shipyard at Front and Kerlin Sts., in Chester. He also was employed at Baldwin Locomotive Works as a rivet inspector and later was promoted to foreman of the third shift there.

During his career with the company as a chipper and caulker he was only laid off once in 1950 for 30 days due to lack of work and in 1937 he spent a month in Chester Hospital. When work was slack in his department, he went to work in 36 Dept. and later on spent some time in 45 and 47 Depts.

Francis is from the old school, so to speak, when the all-riveted ships were being built. In those days the yard was well stocked with riveters, chippers and caulkers, holder-ons for the riveters, heater boys for heating rivets and passer-boys who passed hot rivets to their destination. All in all, it was a rough and tough outfit, but they got the job done. Francis shared in all of this and he claims they were the good old days.

A picture of Francis and his four brothers all employed at Sun was printed in OUR YARD in 1947. At one time there

IT'S ALWAYS APRIL for this family regardless of what month it may be. This is Antoinette close at right, wife of Francis, next in line. Below is son, Ralph, and his wife and children.



were seven members of this family in the same department including his father, Ralph April, and a brother, Vincent. Two brothers, John and Joseph, are still in 55 Dept. When you have that many of one family working in a plant at the same time and in the same department it is something to be proud of.

Now let's meet the attractive wife, Antoinette, who, we would say, is the boss of this wonderful family. Then we see his son, Ralph April, who works in 77 Dept., and his wife and three children, another son, Larry April, and wife and two children. We had no picture of Francis also has two other hobbies—fishing and baseball. All of his friends and co-workers join us in wishing Francis and his family the very best in life.

Inflation hasn't raised the price of everything—a penny still is the price of our thoughts.

While stationed in Japan a soldier visited a cemetery and placed some flowers on the grave of an old friend. At the same time he saw a small Oriental place a bowl of rice on a nearby grave. The soldier asked the man:

"When do you expect your friend to



come up and eat that rice?"

The man replied: "Same time your friend comes up to smell flowers."

So in closing, we leave you with these two reminders—that the commonest book-keeping error is a transposition. And the other is—the clothes that make men look their best are usually worn by the girls on the beach.

We're Glad You Enjoyed It

About a month ago by prearrangement, a bus load of youngsters stopped at the yard. They were from a summer school out Rose Valley way. They were not attending summer school for the usual reason—in fact, just the opposite—and visits to various industries in the area were a part of the program.

Because children of this age, about nine to 12 years, are not admitted to the yard when it is working, it was agreed the bus would take the children directly to the head of #6-way. There they got out and stood beside the bus where they could see more than they had time to have described to them. There was Hull 627 and the many stages of the building of a ship which could be pointed out. The largest floating dry dock in America had a ship on it. The rocket motor case was in full view. There were the cranes, the vehicles of different types moving about—well, they saw quite a bit without moving from the spot.

A few days after they were here, the editor received the following note:

Dear Mr. Moore:

I am glad that we got to go to Sun Ship. Everyone was amazed at the way you operate with machinery. There sure was a lot of noise.

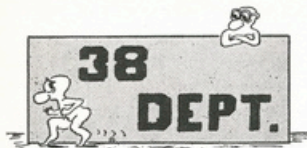
I was surprised to know that a Shipbuilding Company was engaged in the process of making a rocket!

Thank you very much,

Ross Worrell
David C.
Daniel
Nick Walter
Victoria Miller
Susie D.
Lee Shain

Jimmy Qualle
Keith Wrigley
Shelley Reed
David Howarth
Ronald Kauffman
Stephen Graff
Jimmy D.

The most impressive thing about the signatures was, of course, the handwriting. Very distinctive. And it was nice to know they found the visit of interest.



By William Walsh

Very strange is the manner in which your writer came up with this bit of news—after working overtime one night last week Bob Klenk asked if I would accept a ride to the parking lot with him. Having had a rough night in the office, the offer was quickly accepted. Bob took me to a 1959 Ford station wagon which he told me he has been driving since May. A question as to the whereabouts of his 1960 Ford sedan, brought a ready answer. Doris, his lovely wife, has secured a driver's license, and now has taken complete possession of the newer



W. Walsh

and better car. Bob is very pleased with the station wagon, however, and claims to have struck a real hard bargain. Sorry, no actual figures were quoted.

Jack Culley returned from a two-weeks stint with the Army Reserves at Indian-town Gap. Did I say returned??? He stayed with us for three days and then was off again—this time to Florida for a two-weeks vacation. Will supply more about his trip when he returns to the drawing room.

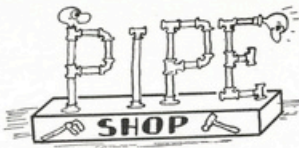
John Aitken also is back in harness after he and Mrs. Aitken spent a pleasant two weeks motoring to Canada and back. John has been too busy to fill in the outstanding events, but no doubt will in the immediate future. No pictures either—just color slides which I'm afraid we can't reproduce for the magazine.

Bill Burns also spent his brief vacation (eight days approximately) motoring in the Massachusetts area. Of course, Mrs. Burns was with him.

Tom Antonakis, who draws under the watchful eye of the aforementioned Mr. Burns, will leave this week for Fort Leonard Wood in Missouri for his annual two-weeks tour of duty. This fort, Ross Billstein informs me, is about 150 miles from nowhere and is not the ideal spot for a vacation. We will see what Tom has to say on his return. Ross has just returned to the drawing room after what he claims was an interesting and fun-filled two weeks at Fort Eustis, Virginia. Seems as though we could muster a whole battalion from 38 Dept.

Congratulations are in order for Per A. Dahl, who at the age of 59, has just been awarded a diploma by Drexel Institute (Engineering). You will be able to read a full account of this elsewhere in this issue. Lillian Gagner and Doris Covey have their hands full with the new central filing system.

The "Kool Aid Kids" haven't been themselves since the 38 Falcons lost three in



By Joe Kulp

Here we are heading into the final part of our summer season with only Labor Day to look ahead to. August has a special meaning in our household—Aug. 7 is my wife's birthday, but of course we never discuss age (hers, that is).

We all extend our sympathy to the family of the late Jim Knowles. Many of us learned a lot from Jim. There wasn't a pipe in the engine room Jim didn't know about.

It seems that a few years ago H. Walter (Skip) Bate-man, of hanger gang, got Oscar Scharnter interested in golf. Now Oscar has been defeating the teacher pretty regularly. Looks like our esteemed John Mifflin will be Oscar's next "foe." Watch him, Oscar, he's pretty good under pressure (\$\$\$ pressure, that is).

Certainly hope Winfield Toy has returned to work, also Joe (CO.) Dougherty. Lloyd Lawson was laid up for a short spell but is back with us again. I was laid up for a short while myself. We all know it isn't any fun to be sick, but if we had our choice I know we all would prefer to be in misery during cold weather and get away from the North Pole of U.S.A., Chester (water-front).

I saw Bill (Admiral) Kelly (retired) recently. He looks just fine—has lost plenty of weight and has been spending a lot of time at Annapolis Naval Academy visiting his daughter and family. Her husband is assistant band master of the school's fine band. He asked to be remembered to all the boys and said if anyone gets in around 68th & Greenway Ave., stop in and see how a pipefitter spends his retirement.

Pete Clark, of Hanger Gang, is interested in forming a Scotch bagpipe group. He would like anyone familiar with this music to get in touch with him. I, myself, think it is a very worthwhile endeavor, so let's look up Pete.

A row. Cheer up, Bob Stein and George Brown, better days are coming. These two youngsters are the co-managers. This writer has not yet learned where this pair earned their now famous collective nickname.

Thanks are extended to Walt Brysiak and Phil Masusock, who both stepped into the breach to replace this writer at the helm of the Sun Ship entry in the Delco League. Both of these men also manage a team of their own in the Sun Ship Softball League, Walt being in charge of the 59 Welders, and Phil the pilot of last year's championship Wetherill club.



By Thomas Flynn

George Urian is the best weather man around. If you see George bring in his umbrella, you can be sure it will stop raining before he goes home.

Frank Gaffney was at a cook-out in Norwood. I understand Frank was the cook. He had some steaks on the fire and the first thing you know Frank was wobbling around the stove and knocked it over and all the steaks went in the creek. I guess the smoke must have got the best of Frank.

Paul Davis is mad at his wife. It seems Mrs. Davis got her hair cut and Paul didn't like the new hair cut. Paul, you shouldn't get mad at your wife for that—does she tell you how to get your hair cut?

The weather sure was hot last month.

SEE PAGE 24, COL. 3 . . .

Two of our fine youngsters recently made the big step into matrimony—John Gianfield and William (Corky) Corkery. We wish them both the best. Speaking for myself—these two girls are getting the best.

Has anyone heard from Del Mahoney, our mayor of Claymont? You have been missing for quite awhile, fella. . . . We welcome the boys back on day shift who have just finished up a short stay on third shift.

I see where Herb Artwell is doing real well in the Delco Baseball League, also Billy Baker who was working in 36 Dept. last fall. Keep up the good work, boys.

Welcome back to Ted Gee after his recent illness.

See where Francis McCracken has his pipe fitting school going full blast with all the new men trying out for a rating.

Frank Thompson was elected finance officer of Post 696, Holmes, recently.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of the following employees who died during July:

ADAM B. HEMMINGGER, 36-47, 1719 Meetinghouse Rd., Boothwyn, Pa., July 1.

EUGENE FOUQUE, 8-530, R.D. #2, Boyertown, Pa., July 9.

JOSEPH KARMAN, 36-513, 113 Maple Rd., Garden City, Chester, Pa., July 19.

JERRY W. JOHNSON, 67-62, 225 Pusey St., Chester, July 24.

THOMAS RUSSELL, 47-2836, 1235 13th St., Eddystone, Chester, July 24.

A note from George Buchan, welding foreman, which is self-explanatory.

"I wish to thank my many friends whose generous gestures of sympathy helped alleviate my deep sorrow on the death of my father.

s: George P. Buchan
The editor, who had not known of the passing of Mr. Buchan, and the staff of OUR YARD wish to be included in an expression of sympathy.

Who from Their Labors Rest



LINDSAY B. WEBB, 44, of 38 Chester Pike, Ridley Park, Pa., died very suddenly June 8. He was born in Kentucky. A chipper and caulker in 30 Dept., he joined Sun Ship in September, 1942, as a handyman in 55 Dept. He left service in 1943 and returned in 1944 as a tank tester in 55 Dept. In 1960 he joined 20 Dept. as a chipper—working in that capacity at the time of his death. He was a chipper at General Steel in Eddystone and New York Ship in Camden before coming to Sun Ship. His spare time was spent deep sea fishing, bowling and enjoying his family. Survivors include his wife, Evelyn; two daughters, Mrs. Teri Butler and Linda Webb; one son, Richard, and a granddaughter Kimberly Suzanne Butler.



GEORGE PARKE ROUSE, 85, of Righters Mill and Mill Creek Rds., Gladwyne, Pa., died June 10. He was born in Kent County, Virginia, in 1877. A veteran of 30 years service, Mr. Rouse joined Sun Ship in October, 1917 as a shipfitter. He was promoted to foreman in 47 Dept.—the position he held when he retired in February, 1947. Before joining Sun Ship he worked at Newport News Shipyard in Virginia. Mr. Rouse was a member of the Ridley Park Methodist Church. He enjoyed gardening, fishing, woodwork, baseball and was very devoted to his family—especially his grandchildren. He was very fond of animals and spent a great deal of his time with his dog and cat, Rocky and Babsy. Survivors include one son, George P. Rouse, Jr.; one grandson, G. Parke Rouse, III, and one granddaughter, Anne Munson Rouse.

JOHN WOOLLEY, 68, of 1117 Brown St., Chester, died June 21. A veteran of 22 years service, he joined Sun Ship in December, 1936, as an electrician in 33 Dept. He was continuously employed in that capacity until January, 1953, when he retired. His favorite pastimes were baseball, reading mystery novels and playing in the band. He served in the Army from 1917 until 1919 and was wounded in France. Mr. Woolley is survived by one daughter, Mrs. Jessie Rubba, and three grandchildren. Also a sister, Mrs. Elizabeth Cheeseman, of Tucson, Ariz.

PETER A. KLEIN, of 624 Greenway Ave., Darby, Pa., died suddenly June 14 after a very brief illness. He was born in Austria-Hungary and settled in the United States in 1922. A sheet metal worker, he was a veteran of 27 years service with Sun Ship. He joined 31 Dept. in April, 1934, and was continuously employed, serving as a leader and assistant foreman at times, until his death. He served in the Army during World War I. Mr. Klein was a member of the Holy Name Society and Boy Scouts of America, Valley Forge Council. Survivors include his wife, Otto, Joseph and Eugene, and 15 grandchildren.



SAMUEL CHABAN, 77, of 2710 W. Third St., Chester, died June 13. He was born in the Ukraine and settled in the United States in 1910. A veteran of 40 years service with Sun Ship, Mr. Chaban began his employment in 1918 as a helper in 8 Dept. In 1946 he transferred to 33 Dept. where he remained until June, 1958, when he retired. He was a member of the Ukrainian Orthodox Church, Ukrainian American League and Ukrainian National Home Assn. His favorite pastime was spending weekends and vacations at Atlantic City where he enjoyed bathing and strolling on the boardwalk. Survivors include his wife, Stella Justine; two daughters, Mrs. Mary Barrett and Mrs. Catherine McMaster, and one sister, Mrs. Tessie Strunk.





By Clyde Landis

Our sympathy goes out to Harry Butler and his family. His wife, Eloise L. Butler, recently passed away. Mrs. Butler was a member of Prospect Chapter No. 301,



C. Landis

Order of the Eastern Star. She is survived by three sisters, Mrs. Laura Hostetter, of Folsom; Mrs. Helen Babe, of Prospect Park, and Mrs. Naomi Andrews of Crum Lynne; one brother, James H. Ennis, of Ridley Park.

Miss Judith Ann Palo, daughter of Mr. and Mrs. Elmer Palo, was recently given in marriage by her father. The wedding was held in St. John Chrysostom Catholic Church. The Rev. Patrick J. Dougherty officiated and Miss Patricia Synovec played the wedding music.

Her husband, Robert Rzewczkowski, was graduated from Collingswood, N. J. High School. Judith was graduated from Upper Providence High School. A reception was held at the Parkside Fire Company. The newlyweds then left for a trip to Atlantic City. On their return, Robert resumed his job at the Vertol division of the Boeing Co.

James Vincent (59-646) had the pleasure of attending the wedding and drove the newlyweds to the church and reception in his car. James told me she made a beautiful appearance in her floor length gown of silk organza and chantilly lace. The apron-style skirt had a chapel-length train, and a three-tiered crown of crystals and pearls held her elbow-length veil. She carried a white orchid. The bride's sister,



FINE, JUST FINE! That probably is how 5-month-old Leo, Jr., is doing, but it is his name also. Leo, Sr., is a welder.

Miss Barbara Elaine Palo, was her maid of honor.

Willis Glenn (59-25) has just become the father of a fine little girl, Susan Glenn. Willis' wife, Marjorie, and Susan are doing real well. While visiting a friend in Taylor Hospital I had the pleasure of seeing Susan when she was only three days old.

Paul Jones (59-200) and his wife, Marguerite, have just celebrated their 20th wedding anniversary. Paul told me it just seemed like it was the second year and he is looking forward to the next 20 years.

Albert (Little Fireball) Bentley (formerly 60-125) is still in the yard with us as I have been seeing him driving a truck for Hopeman Brothers. He likes to hear about the work we are getting because they only have to recall a couple burners to get back to him.

Henry Johnson (59-52) is the shop steward in the Boiler Shop. Anything pertaining to union business over there see Henry.

John Kochinsky (59-1313) who was hired Friday, the 13th, says he has double troubles. He handles 13 welders in his gang. He is not superstitious but if a black cat crosses his path on the way to work he is going back home and go to bed the rest of the day.

Dennis (Choo Choo) Childs (60-48) took his vacation in Virginia. While he was there he helped to settle an estate of the family.

James Madden says he can go in the tomato business on a larger scale now. Some crop he must have.

Welcome back to James Yacono (59-985). He sure looks good and is in the peak of condition. Hope he is around for a real long time.

I asked Harry Dongel if he had gone anywhere on his vacation. He said he stayed on the farm and commuted from one state to the other. The Delaware and Maryland state line goes through the middle of the farm.

Attention you new men who have just been hired in the Welding Dept. We have an unwritten law here at Sun Ship—al-

66 Dept. Stage Builders Carpenters

By Guy (Tuck) Kushto

Well, here we are in August—the favorite vacation month of the year and maybe by next month we'll have some pictures to submit with this article.

I must start by letting you in on a few of the fellow's favorite sayings—like, Charlie McKernan says the reason elephants have flat feet is from jumping out of trees. And there's George Johnson who says there's only one way to catch a rabbit and that's to lie still and sound like a carrot.

Albert (Fred) Follett spent part of his vacation in Atlantic City. He took his 16-year-old sister, Sandy, to see her idol, Tommy Sands, at Steel Pier. He remarked



G. Kushto



IF THINKING ABOUT COOL THINGS brings relief from heat, Rodleigh Walker (59-453) never should have to suffer long. This is an Eskimo kayak in which he is floating down Schuylkill River with son, Jibril. Rod built 11-foot craft himself.

ways respect the man who is working below you. The time will come when you will be working below and the other man will look out for you.

Drive with care on your vacation. Bring back some nice pictures of interest of your trip. We will pick out the most interesting one for OUR YARD magazine.

about how excited she was when Tommy shook her hand and spoke to her.

Herbert Hatton has parted with a few of his pennies and went out and bought himself a big four-door hardtop Cadillac with air conditioning and full power. Good luck to it, Herb.

Also, Norman Lloyd reports that he also bought a new car—a Pontiac. Good luck with it, Applejack!

Henry (Hank) Crielly is still telling stories that keep everyone guessing. He reports his tomatoes were so large last month one fell off the vine and broke his dog's toe. How about that?

It's been reported that Donald (Legs) Logan was picked as an escort in the Miss Universe contest. He left for Miami July 8, so the facts won't be known until the next issue. Congratulations, Legs!

It seems that John Poole (carpenter) has been out because of some trouble he's having with his legs. We hope everything shapes up for him and he returns to work real soon. . . . Raymond Toll (stagebuilder) also has been out ill for a spell. I can't seem to find out how he's doing so if any of you fellows hear let me know. John Sheeler and family spent his two weeks' vacation at a lake near Augusta, Me. They just took life easy fishing, boating and swimming. John reports a wonderful time was had by all.

Pictures have been promised me (as usual) but when it's time to send them in for publication I still don't have them. Let's try to remember to bring them in, okay, fellows?

There are people so addicted to exaggeration that they can't tell the truth without lying.

Martin Is Sun Ship's Arnold Palmer

It soon will be all chiefs and no Indians if our golfers continue the brand of game they played at the second outing July 13. There were 29 who teed off and 17 wound up in Class A.

The third outing will be Aug. 17. It will be interesting to see how the play holds up. Right here is a good place to point out that any men wanting to play in the tournament who have not played in either of the first two outings, will have to make both of those remaining to be eligible. It always was three out of five but having only four outings this summer reduced it to two of the four. The September round will be on the 14th and the tournament will be Oct. 12. All play will be at Valley Forge.

Pete Martin, our automatic machine operator who probably could do all right as a golf pro if he ever got the notion, had to share low gross this time but corralled low net all to himself. Robert Ross, formerly a Coast Guard inspector in the yard and who gets back for every outing he can, tied Pete for low gross. Each had 74 but Pete started the day with a seven while the worst Bob did was a six. The half-hole handicap allowed by the Calloway system of scoring used in all Sun Ship play, gave Pete low net by a half stroke.

There were seven men in Class B. Three of them tied for low gross with 94s. Applying the rule of the winner of the last hole being the lucky man eliminated Frank Griffith, Sr. (Time Office), who had a six. Raymond Burgess, assistant secretary of the company, and Jack Bartholf, a painter, tied the last hole with fives. Ray had a five to Jack's six on the 17th so Ray was declared low gross. Joseph Kleschick, a guest of Thomas Wilson (Electrical Drawing), had a 73 for low net.

Walter Nowak (Electrical Drawing), another budding professional, was low net in Class C with 73½. Walt had a gross of 121 and how do you make anything professional out of that, says someone. Well, this was the second outing Walt played in his life. His first score was 148 so figure out what that rate of improvement will make him by the end of the summer—Arnold Palmer for a caddy maybe?

Edward Herbert, brother of Jack who used to run the outings, was low gross in Class C with 102.

The 29th player was Dan Malman, our friend from Babcock and Wilcox who has been playing with us for years. He was late in finding out what was the date so was the last one to come in. Every man in the seven full foursomes showed up so Dan went off with strangers immediately after but we didn't get his card so we can just guess he played his usual sharp game.

Bill MacIntyre, incidentally, is running the outings now and all the golfers should get to know him. Then they will have no excuse like "I don't know the guy," to account for why they didn't get their money in on time. Money for this month's play must be in by the 9th—to Bill or the Public Relations office whichever is handier. Complete results last month:

CLASS A			
	Out	In	Net
Peter Martin	37	37	74 70½
Robert Ross	38	36	74 71

33 Department

MAINTENANCE

By Albert (Mac) McCann

This month we find many vacations in full swing. Norman Fellenbaum has taken his family to Ocean City, N. J., for two weeks. He told me he was just going to sit on the beach and enjoy a leisurely vacation. However, having a teenage daughter can upset the best laid loafing plans. When they tell you you are the best daddy in the whole world, you are licked and you give in to their slightest whim.



A. McCann

Richard (Bucky) Stebner is on vacation at this writing. He is busy making a foundation for the trailer he just purchased. A good place to get away from it all, right, Reds?

Dick Woieslagle from electronics shop is checking this month, so, too, are Bill Walls, John (Moon) Mullen, Lee Thomas of 2d shift, Charles McCune (the kid with all the pills), Clint Miller of cinder block fame, Joe Bonaventure (the boy with all the teeth and beautiful smile), Charles Swenker (chasing fires, I think) and Jeff Jafferis getting his Mercury fixed. Have a good time, fellows, we will see you when you come back.

Harold (Baldy) Baldwin is on the sick list and at last reports was coming along

John Viscuso	41	41	82	73
Frank Griffith, Jr.	40	42	82	73
Donald Rhodes	42	41	83	73½
Ernest J. P. Wray	37	43	80	74
Stanley Ulkowski	43	43	86	74
Walter Rowles, Jr.	40	46	86	74
Victor Pajan	41	46	87	75
John Herbert	43	45	88	75
Andrew McGuire	43	42	85	76
Thomas Wilson	40	45	85	76
Paul Hermann	44	45	89	76
Frank Mosser	45	44	89	76
Harry Foundis	47	43	90	76
Otto Naumann	45	44	89	77
Alfred Pruitt	44	45	89	77

CLASS B

Joseph Kleschick	48	48	96	73
David Anspach	51	48	99	75
Raymond Burgess	48	46	94	75½
Jack Bartholf	47	47	94	76½
Frank Griffith, Sr.	48	46	94	77
Blaine Sheffield	46	51	97	77
William McIntyre	46	52	98	77

CLASS C

Walter Nowak	60	61	121	73½
Theodore Berckman	54	57	111	75
Edward Herbert	49	53	102	77½
Richard Hagan	54	51	105	78½

nically in the hospital. By the time you read this he should be back home with his family. Here's hoping so anyway. Rest up, Harold, and enjoy all the pretty nurses.

It was a boy for the Al McCanns June 20, weighing in at 8 lbs., 14 ozs., and going by the name of Ian Theodore. Thank you, Mrs. Mac.

Also a new addition for Richard Bumpford and his wife, Sandy. Don't have any particulars on this newcomer as yet. Congrats to you, Bump, and your wife. Contact me and give me all the data.

Rudy Rodomonte is taking off the last week in August to be with his family. He hasn't said what his plans are but methinks it will be just loaf. Rudy has sort of a built-in vacation spot where he lives. He has beautiful Lake Garrison right opposite his house and plenty of secluded woodland all around him—plus a brother-in-law that lives right next door. What else could a man ask for in a home?

Lionel (Whitey) Sellers had such a good time camping out last month he has decided, along with his wife, of course, to give it a bloody go again this month. Promised Land is the name of the place and you can't beat it for quiet and restful living. It's nice to get up early in the morning in the crisp mountain air and have a nice breakfast outdoors. Gives you a tremendous appetite, too. Well, have fun Whitey and Lois.

Do you know why elephants trumpet? It's because they don't care much for pianos.

Do you know why elephants use their trunks in the water? Because they don't like swimming in the nude.

If you know any good elephant jokes, pass them along and we will use them. They're quite the thing, just now, you know.

Lee Thomas of 2d shift is headed south on his vacation. He is going home to one of the Carolinas, South, I think. He is going to visit his folks. Stay away from those corn squeezin's, Lee, you have been away from it too long now and it might go hard with you. Have a good visit and we will see you when you return.

That's about it for this month. Have good vacations and play safe. Many people are injured on their holidays—don't you be one of them.

The lady of the house had bought a new can opener but could not install it properly. Finally she gave up and went to get her glasses for a better look at the instructions. When she returned, she saw the can opener neatly in place, with the cook using it.

"Mary," she asked, "how did you manage to do that?"

"Well, ma'am," replied Mary simply, "when you can't read you've just got to think."

Borrower—"I used to know Mr. Smithers who was with your bank. I understand he is a tried and trusted employee."

Banker (coldly)—"He was trusted, yes; and he will be tried, if we are fortunate enough to catch him."

We Take Salvation Army Benefit 5-4



THE SHOT HEARD 'ROUND THE WORLD! That's Joseph Carlantonio (Hull Braves) blasting triple which won Salvation Army benefit game with Sun Oil. Ball is departing scene near top of right edge. Blow scored two runs which crowned Sun Ship efforts with success. Also shown are boys who did it — Sun Ship All Stars. Left to right (front) are Earl Moody (Hull), Marshall Moody, Jr. (Hull), Hugh Coulbourn (Wetherill), manager Leo DeJohn (Shipways), Walter Shanko (Shipways), Guy Kushto (Shipways); second row, James Cassidy (Welders), Philip Masusock (Wetherill), Joseph Carlantonio (Hull), James Rouke (48 Monopol), Theodore Ziegler (Wetherill), Robert Parkinson (48 Monopol), Bert White (Welders), William Farrell (Shipways), Sam Summa (Hull), Richard Kushto (Shipways); third row, Richard Gibson (Welders), Alfred Pruitt (Shipways), Louis Leach (48 Monopol).

Carlantonio's Triple Beats Sun Oil 5-4

Jim Rouke and Lou Leach held the Sun Oil sluggers to six hits as Sun Ship rallied to turn an apparent 3 to 2 defeat into a 5 to 4 victory in the second annual Salvation Army benefit game. Frank Cassell was the victim of Joe Carlantonio's tremendous three bagger with two on which actually decided the game. Bob Hannum also hurled well for the losers.

Phil Masusock banged out three of Sun Ship's eight hits to lead the attack. One was a run producing double which kept Sun close to the oilers in the early stages of the game.

Guy (Tuck) Kushto, who was shifted from third to first base by manager Leo DeJohn, justified the move by being the defensive star of the tilt.

The Sun Ship players are all to be congratulated for a well played game. All were outstanding in their performance as Sun Ship evened this annual affair. Oddly enough this year's winning pitcher, Lou Leach, was the loser last year and Frank Cassell, who won last year, was beaten for the first time this season.

Bowlers, Attend!

The Sun Ship Bowling Leagues will be swinging into action early in September. In all probability the Tuesday night Mixed league will open the season on the tenth of the month, and the Wednesday night B league will pry off the lid Sept. 11. The Friday night A league will, no doubt, begin on a most unlucky night, Friday the 13th, of September.

These dates are as yet tentative, and must be checked out with the three bowling establishments.

Final details will be worked out in meetings which will be held before the next issue of OUR YARD goes to press. Any questions you have as a team or as an individual can be quickly cleared with a call to 274.

Ask for Bill Walsh for information on the B league or the Mixed league. Consult John Dougherty, Jr. (also 274), for details concerning the Friday night A league. In any event make certain you are connected with a team before the first ball is rolled on opening night. Last season several bowlers were relegated to the role of spectators because they waited too long.

Both the Tuesday night Mixed league and the Friday night A league would welcome new bowlers this season. Either as team units or as individuals seeking to join a team. Get your group together now and get in touch with either of the secretaries for the pertinent information. IT'S EASY AS CALLING 274. DON'T BE AN ON-LOOKER THIS SEASON. Make your connections early.

And in closing: "We do not live to extenuate the miseries of the past nor to accept as incurable those of the present."

Shipways Is Shoo-in In Our League

By the time you read this the play-offs already will be scheduled, but at this point of the season only Shipways seems assured of a berth in the championship series. Should they lose all their remaining games, Shipways would finish fourth with only seven losses. Wetherill must win three more games to be certain of playing in the finals. The Hull Braves need four wins and 48 Mold Loft a half dozen to stay in contention.

The 38 Falcons and 59 Welders must go all out to reach the play-offs but are not out of it as yet. Thirty-eight can lose two before they are mathematically eliminated while the welders can lose three before they are counted out.

On the basis of past performances, however, it appears the top four clubs will do battle for the 1963 crown with Shipways a decided favorite. Wetherill after a shaky start has made a very strong comeback and will give the leaders a tussle. The Hull Braves after languishing in or near the bottom for the first round have stormed back and are at present playing the finest brand of ball in the league. This club could upset any of the top contenders and must be considered a real threat. The 48 Mold Loft club has real potential and must also be given consideration if they are at their peak.

The 38 Falcons play championship ball on occasion but are too inconsistent to be labeled championship material. They have good power but are weak in the pitching department. The 59 Welders are like them. Without Cassidy almost any team can and does defeat them. Undoubtedly by the time the next issue appears we will know all and the title winner by name.

	WON	LOST
Shipways	13	1
Wetherill	10	4
Hull Braves	9	4
48 Mold Loft	7	6
38 Falcons	5	8
59 Welders	3	7
33 Live Wires	2	8

Sun Ship Gains Delri Playoffs

We had a chance to be giant killers but couldn't swing the axe. Back on July 23, Sun Ship met up with Scott Paper's 20-in-a-row record in a Delri Industrial League game. Going into the last inning it looked like that was where it would stop for Scott, but they showed their record is no fluke by chasing across two runs to win.

The win officially wrapped up the championship for Scott but left Sun Ship no worse off than before. We still will be in the playoffs. Perhaps there we will turn the tables. We are third behind General Chemical in second and just ahead of Reynolds Metals where we must stay to get an

Boy! These Women Are Envious

By Bill Walsh

Last month this writer mentioned the fact that many wives were attending our softball games this year. Unfortunately, only the spouses of the 38 Falcons were mentioned. What happened then caused this scribe to wonder—eight women were all but swinging bats at his head because of his failure to mention that they also attend every game (both Wetherill and the Delco All Stars league contests). To more or less make certain that he may finish the season without being clobbered, here are the softball adherents who have perfect records of attendance (including the Delco League away games).

A good beginning is with the Wetherill manager and playing coach—Phil Masusock. He has two ardent rooters in his recent bride, Sandy, and his mom, Mrs. Margaret Young. Mrs. Janet Coulbourn and her three children are always on hand to root for Hughie and, of course, Wetherill's number one rooter, Hughie's dad, is always on hand to act as the official scorekeeper. (How did he get in this article about women?)

Marty Worrell and the two small fry are also always in attendance rooting for Bobby—Wetherill's hard hitting third baseman. Mrs. Joe Lynch never misses an opportunity to cheer for her husband and the Wetherill team. Ted Ziegler, Wetherill's fine pitcher, has to be just that or he will no doubt hear from his Ginny and the two little Zieglers who never miss a game. Diane Matthews is always on hand to cheer her husband, Joe, as is Mrs. Pat Kosmider, who, of course, roots for Wetherill's fleet outfielder, John. One rooter never gets all the way to the ball park. Mrs. Richie Settine roots from inside the family car.

There are women rooters for the Shipways club also, but I haven't been introduced and therefore can't say just who they are. Perhaps by next issue we can identify these fans by name.

Further proof of the Wetherill women's love of the game was proved July 24. That night 33 live wires failed to field a team against Wetherill so the girls stepped into the breach and played a few innings with their husbands to keep them razor sharp for the soon coming play-off. No wonder Wetherill won the title last year and are right on Shipways' heels this season. You just can't lose much with such lovely and loyal fans rooting at every game. And it certainly adds to the pleasure we players derive from our softball leagues.

other crack at Scott.

Sun Ship has done well to stay where they are. We suffered five losses in a row and looked to be out of the running. But the boys kept clubbing away and we just might be very near the top when the season ends. As many friends as possible should come out to see the last games. A little rooting helps a lot. Sun Ship faces Switch Control on Pew Field Tuesday, Aug. 6.

MORE ON DAHL . . .

Per was out of the yard from July, 1931, to September, 1933, it being a slack time. He returned as a pipefitter and stayed until January, 1941, when he went to Pennsylvania Shipyards, Inc., Beaumont, Texas, as a pipefitter foreman. A year later he was assistant superintendent of the pipe department. The ships were being built for the Maritime Commission and the Navy. The boom burst when the war ended in August, 1945, and the yard closed.

The next eight years were spent with a manufacturing company in Darby followed by a short stretch in Philadelphia as a draftsman. He heard by radio one day that Sun Ship needed draftsmen and he headed for home. Chief Engineer David Myrrea took him on. One day he asked L. Tribolletti for a chance at doing calculations. When it came Per found the barnacles were thick on what he had learned 30 years ago. He enrolled at Drexel.

He accidentally came by a wife early in his life in the U. S. The accident happened on Memorial Day, 1930. His motorcycle and an automobile collided resulting in a broken ankle for Per. He was taken to Taylor Memorial Hospital and more than a year later married his nurse, Evelyn Irons. They had three children. A daughter, Mrs. Charles Leinheiser, lives in Alden and a son, Edwin Sigvard, lives in Santa Fe, New Mexico. A second daughter was killed in an automobile accident 10 years ago just after her 20th birthday. Per and Evelyn were divorced in 1942 and he has been going it alone ever since.

MORE ON INK SPOTS . . .

makes of cars that are almost unbelievable. Well, the third floor front finally has made some news for the column. Jim Wonnell and wife, Edith, now are the proud parents of a baby girl, born Saturday, June 29, and named Diane. Congratulations.

The vacation season is in full swing. It is tough trying to keep track of who is going or coming back but here are some of them. Frank Raazer has been to Florida. Barney Faluvegi is back from somewhere. Fred Keller is back from every day while he was there. Fred bought a new and expensive camera to take on the trip hoping and expecting to get some real good pictures along the way. He says that he might just as well have left the camera at home.

Bill Cleland is back from a camping trip through the Rockies. He says he and his party had a wonderful trip and saw some great scenery and some wildlife also. As a matter of fact, some of the wildlife worried them at times. Such as the bears who would come prowling around their tent in the middle of the night.

Bob Scull has been painting his house this summer. I hear he has the only house in Parkside with a pebbled roof. His helper was painting the dormer windows, with Bob holding the ladder, and somehow the can of paint upset. Some of the paint stayed on the roof and that which ran off Bob caught at the bottom of the ladder.

We have bowlers, tennis players, hall players, fishermen, etc., in the department and now we have a badminton enthusiast. Jim Seery (Scientific Dept.) played badminton quite a bit before coming to Sun Ship and would appreciate meeting other badminton players or knowing where one can play around here.



SECOND SHIFT

By Charles "Pappy" Jenkins

Answer to last month's question: The metal used by most home owners and all industries is tungsten which must have white hot heat to melt. That's why it is used in electric light bulbs.



C. Jenkins

moon. Ike can't see rushing to a place that has no golf course.

A cocktail party is where alcohol removes the polish from the furniture, also from the people. . . . A gossip usually gets caught in his own mouth trap. . . . Those remarkable computers won't be really life-like until one makes a mistake and blames it on another.

Is it true George Howarth put up a toll gate at his swimming pool? Del Morgan (the tank sniffer) claims it is because he has the hot dog concession. He serves delicious franks well seasoned with flies, bugs and ants.

The reason Jack Willis, our genial procrastinator, is quiet of late is that he thinks everyone has the audacity to doubt the veracity of his sagacity—that should lift him off the launching pad.

John Pastick invented a Castro cocktail—five parts vodka to one part Cuban rum, mixed in a red china bowl and topped off with a nut.

Next month's question: When and what was the first torpedo boat used by the U. S. Navy? . . .

About the only thing you can get these days for a dollar is a picture of George Washington.

John Viscuso (91-303) duplicated a feat of last year this past June 16 at the Valley Forge golf course. He made a hole-in-one on a 185-yard hole. Attention George Howarth—he is willing to give you lessons—for a nominal fee of course.

Remember—eternal vigilance is the price we all pay for safety!

Walt Momot gave his '53 Pontiac a '63 paint job and finally got up nerve enough to remove his snow tires. On the paint job he must have been spying on Earl Scheib.

Saleswoman to teen-age customer: The bikinis are \$15.95 and a note from your mother.

Reading from the suggestion box to his secretary: Wish the employees would be

more specific on what type of kite and what lake.

Next time you give a toast make it to the iron curtain—may it rust in peace. . . . He can't park his car for fear some crooks from the finance company might drive it away.

Buck (Gun Powder) Deppner, on his recent vacation spent in his backyard sipping a few cool ones, claims he watched so many Westerns he could outdraw Billy the Kid.

Jack Godo, who recently retired, is wished the best of luck and many happy years before him.

Big Pat Pandreski returned from a vacation in Miami, Fla., with a sun tan. He divided his time between fishing and oogling the chippies in bikini suits.

'Twas once the robin's chorus that aroused me from my bed, but now, alas, it's early birds with powermowers instead. . . . We wouldn't have to worry so much about civil rights if more of the right people were civil.

MORE ON 34M . . .

We even got Charlie Smith to shed his sweatshirt. It has to be over 100° for Charlie to come out of his shell.

Charlie Guarracino went to Alabama on his vacation. Jack Hausmann said he was taking his second honeymoon. We hope Charlie and his wife had a nice trip.

The big news in 34M last month was Jack Hausmann's nose. How did Jack get his nose all skinned? If anybody knows the real story, I wish he would let us know. One story was that he fell down. The other story was that he was hit before he fell. I thought Eddie's Cafe got rid of those swinging doors, Jack.



Thomas Flynn

George Lawler might be a good personnel man but he's a better sanitary engineer. When we built the new rest room for the Personnel Office George checked everything we did. You were a big help, George.

Earl Rollison had a scare last month. His wife was in an automobile accident. A tractor-trailer ran into their car. We were glad to hear nobody was hurt.

We should give out some award for being on time for work. Harold Baker has never been late for work as long as he has worked in the yard. I should ride with you, Harold. I average about three times late a month.

Ronnie West gets the award for missing time. Ronnie tries to leave for the shore at 4 o'clock in the morning and be back in time for work. You just can't do it, Ronnie.

Joe Hubert has a boy who finished first in his class at a service school in Georgia. He must take after his mother.

Bob Dunlap and family spent two weeks on a Florida trip. We were glad to hear they had a good time but sorry to learn they didn't catch any fish.

What Is This Freedoms Foundation?

(OUR YARD won a Freedoms Foundation award in 1961 and again in 1962. Since then we have been asked frequently what Freedoms Foundation is. Recently the Foundation has put a detailed account of itself, its origin and its goals. The account is in three parts of which the following is the second.)

Each year hundreds of individuals, companies and organizations win cash awards and honor medals for things they have written, said or done in behalf of the American Way of Life. Through the national and school awards programs sponsored by Freedoms Foundation at Valley Forge, more than \$100,000 is presented annually to those who have helped to build an understanding of the American constitutional system.

One of the Foundation's top awards went to a soldier who wrote to his young son: "Today there is a man called Nikita Khrushchev, who is trying to spread his diseased ideology throughout the world. Today it is Khrushchev, yesterday it was Hitler, and the day before that, Genghis Kahn; tomorrow it might be O'Brien, Sanchez or Goldberg."

These words won Pfc. Gerald I. Silverman, stationed in Bremerhaven, Germany, a \$1,000 award from Freedoms Foundation for his letter pointing out to his youngster the responsibilities in maintaining the American System of free men.

William A. Wynne of Cleveland, an amateur photographer, snapped a busy intersection of a typical American city and his photograph, captioned "Three Touches of Freedom" which symbolized the freedom of expression, freedom of enterprise and freedom of religion, won him \$500 and an Encased George Washington Honor Medal.

These are just two examples of the more than 900 awards which were presented by Freedoms Foundation in the 1962 National and School Awards covering 26 categories from letters and essays to cartoons and photographs, from sermons and public ad-

resses to television and radio programs.

Freedoms Foundation, formed in 1949, devotes its full energies and resources to stimulating and encouraging a better understanding of the American Way of Life. It accomplishes these aims through a broad-scale annual awards program. In essence, the awards program of Freedoms Foundation uses a vital ingredient of the American System—Incentive and reward—to generate a broader public awareness and understanding of the system itself.

This program draws upon the potential "brainpower" of 180 million citizens for ideas, programs, projects, creative writings and other communications activities. These same 180 million people are a receptive market for each of these ideas.

There are three basic awards programs: 1) National Awards Program; 2) School Awards Program; 3) Classroom Teachers Medal.

The National Awards categories consist of projects, programs, activities and expressions which effectively contribute to a better understanding of America's heritage of liberty. They consist of a number of modest cash "incentive" awards, George Washington Honor Medals, and Honor Certificates.

This program encompasses the following areas: Community programs, college campus programs, public addresses, sermons, cartoons, editorials, essays, letters-to-editors, photographs, television and radio programs, motion pictures, non-profit publications, magazine articles, youth projects and writings, letters from armed forces personnel, economic education training projects.

The School Awards Program recognizes constructive education work in building intellectually capable, morally sound, patriotic young Americans. An exceptional classroom program which teaches the values of the American System, for example, would be eligible.

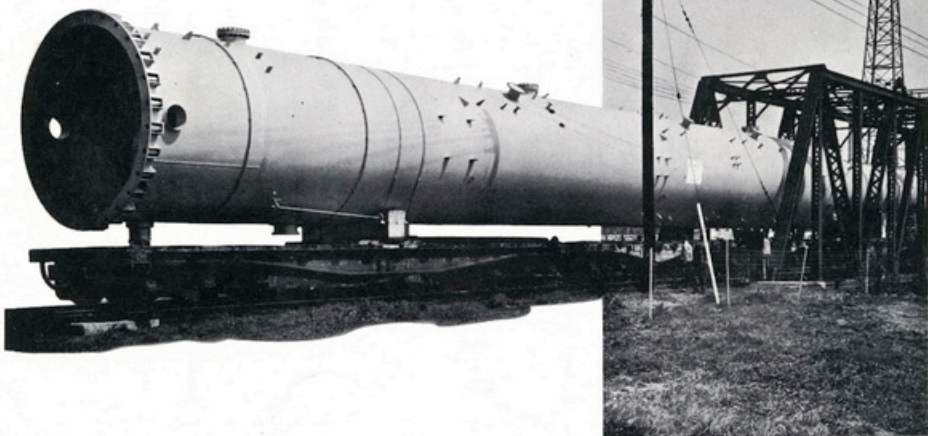
The Valley Forge Classroom Teachers Medal Program is presented to classroom teachers for outstanding work in teaching our way of life to their students. It is hoped that eventually this category will be extended to one teacher each year in every county of the United States.

Some 1,000,000 nomination forms are distributed yearly through veteran and patriotic organizations, schools and service clubs. Or, they may be requested from Freedoms Foundation at Valley Forge.

Upon receipt, all award nomination materials are judged by an eminent, non-partisan jury of from 30 to 40 persons. The jury is composed of state supreme court justices and heads of national veterans, patriotic and service club organizations. The jury meets for one week or more each year for the brain-taxing job of analyzing and judging the multi-thousands of nominations sent in. The evaluation of all awards nominations is accomplished by determining their effectiveness in advancing an understanding of one or more rights of "The American Credo."

Presentations of the top awards in each category are made in special ceremonies at Valley Forge. All other awards are personally presented by Freedoms Foundation directors, volunteers, and awards jurors in approximately 125 local ceremonies. These local programs take the form of special service radio and television programs, meetings of state legislatures, service club luncheons and school assemblies.

By singling out the affirmative work of individuals and groups who speak up, act up and think up in behalf of the American Way of Life, other people are stimulated to interest and activity. The end product, of course, is a collection of materials—programs, projects and writings—which is the best work done annually on the American scene in behalf of the freedoms we enjoy. They are housed at the American Freedom Center at Freedoms Foundation and are available at all times to the public.



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