

*Our  
Yard*



**SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., OCT., 1963**

*Memo from* John G. Pew, Jr.

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## Don't Let Heater Put You Out in Cold

If you keep back copies of OUR YARD and can find that for December, 1962, you will find there in this space a somewhat lengthy piece headed—"Cheap" and "Bargain" Not The Same Thing. The article talked about "Christmas buying and unscrupulous sellers go hand in hand." The "Christmas" just as well could have been left out. The warnings contained therein could apply any time.

I just received a Consumer and Business Protection bulletin from the Delaware County Chamber of Commerce. More on the same theme and some of us, I suppose, might be inclined to say, "Why don't they stop playing that same old tune," or think, "They pick on anything to fill up space." We imply this bulletin is wasted time and money because the warnings are not needed.

But right in the center of the bulletin I saw a line in large type—WARNING ON FURNACE REPAIR RACKET. And I remember my ears are hardly relaxed from listening to the story of how one of our fine old retired employees has just been bilked out of nearly everything he owns by a FURNACE REPAIR MAN.

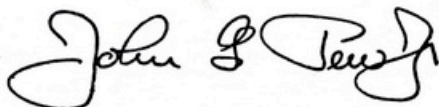
I am looking, also, at a large advertisement I just got in the mail offering me a battery-powered transistor radio with a battery charging attachment and equipped to be played using house current if desired. The price asked is 25 per cent of the quoted list price. They can be offered so cheaply because the firm deals in surplus and bankrupt firm commodities. It is only a few dollars for such a piece and I was just about to send for one when I thought I might as well check on the firm. My phone call saved me the money. The man I talked to told me if I got the radio for any less than I could in any of a number of places right around here, he would pay me the difference. The price was all the thing was worth.

We hear about these things and we say, "How could anyone be so stupid as to be taken in by such a proposition?" And the point is that it is not the stupid who are taken in. I don't think I am less than average in thinking ability and this retired employee was noted for his intellect.

It is not that those taken in by these crooked schemes are stupid, but that the crooked schemes are so plausible it takes a lawyer to spot the fraud. If you sell something and receive a large wad of cash money for it only to find later that the cash money is counterfeit, the counterfeiter's success is not due to your stupidity but to his ability to produce a product so near like the real thing that he could fool anyone but a specialist in money.

So it is the very "money's worth" appearance of the deal which makes it suspect. Therefore, let us make it a practice not to commit ourselves to any deal unless the other party is a business concern of proven integrity. Get out the December, 1962, OUR YARD and read the 10 guides to keep you from being defrauded. Heed the last especially—Don't hesitate to investigate before you buy etc.

*Hoping you have the sense that allow the dollars to take care of themselves,*



# We're Under Shooting Mark Again



**THERE STILL IS TIME IF YOU ARE ONE** of the few who are keeping rocket above their heads from reaching moon which indicates 100 per cent participation by Sun Ship personnel. You still can go to your solicitor (you should know who he is because, undoubtedly, you have turned him down once) and get your name on list with all the other humanitarians. Even if you only give a nickel a week, perish forbid, at least it will give us 100 per cent participation. Why not get to it and join us! In order that some of us may know just what our money goes for, company has permitted several groups like above to go and actually see United Fund agencies at work. The trips are called See-For-Yourself tours. Because every one can't go, those who do spread stories of what they saw. When you hear them you know United Fund is a worthy cause. On this tour were (l. to r.) Joseph McBride, plant chairman; Mrs. Wilson, of Red Cross, who was U.F. tour director; Paul Amalfitano, Ida Young, Erich Olssen, Ernest Radnor, Daniel Polisky, Grevirson Lynch, Frank Brooks, James Coleman, Dominic Niccolucci, Nathaniel Aiken, Al Briscoe, William Farrell, Joseph Venuto, Ernest Scott, John Stokes, George MacKenzie, Walter Kraft, Arthur Peoples, George Langill, Gordon Ricketts, Harry Reed, Jay Eichler, Ed Craig, Armando Marchegiano, James Madison and Charles Thomas.

## We Hope To See These Three Ships Come Sailing

Three tankers which first set keel in water from Sun Ship ways will pay us a return visit in the not too distant future—we hope. They are the SS MISPILLION, PASSUMPSIC and PACWUTUCK. Sun Hulls 526, 528 and 529 respectively. They

are twin screw vessels, 525 feet long, rated at 18,000 tons with a speed of 18 knots. The first two were launched in 1945 and the last in 1946.

The vessels were taken over by the Navy for use as oilers. Now the Navy has de-

ecided to enlarge them and has asked for bids to insert mid-sections more than 300 feet long. Their return to us hinges on our success in bidding for this work which will amount to several million dollars. Bids are to be opened early next month.

### Our Yard

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

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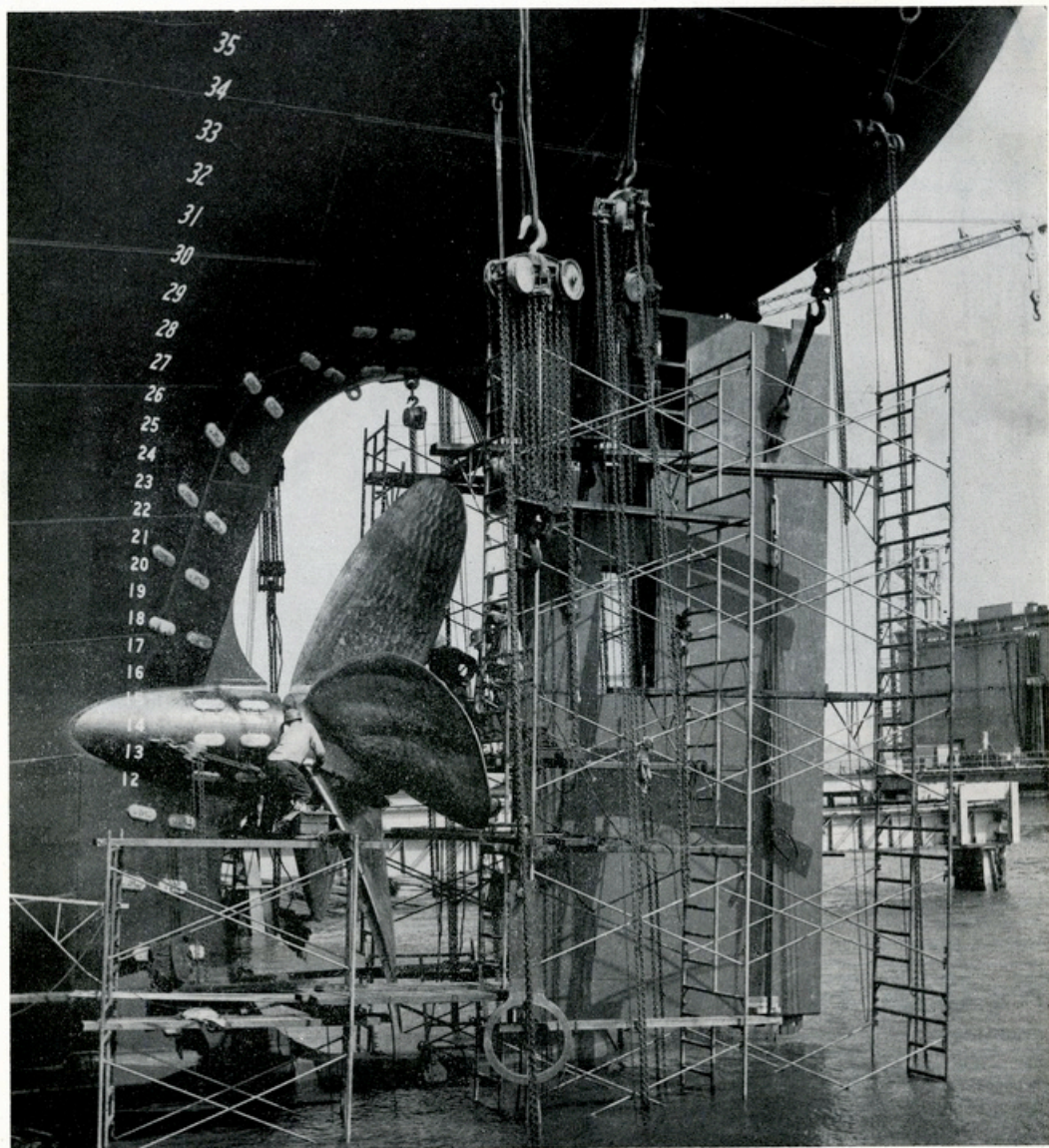
OCTOBER 1963

W. Dean Moore, Editor

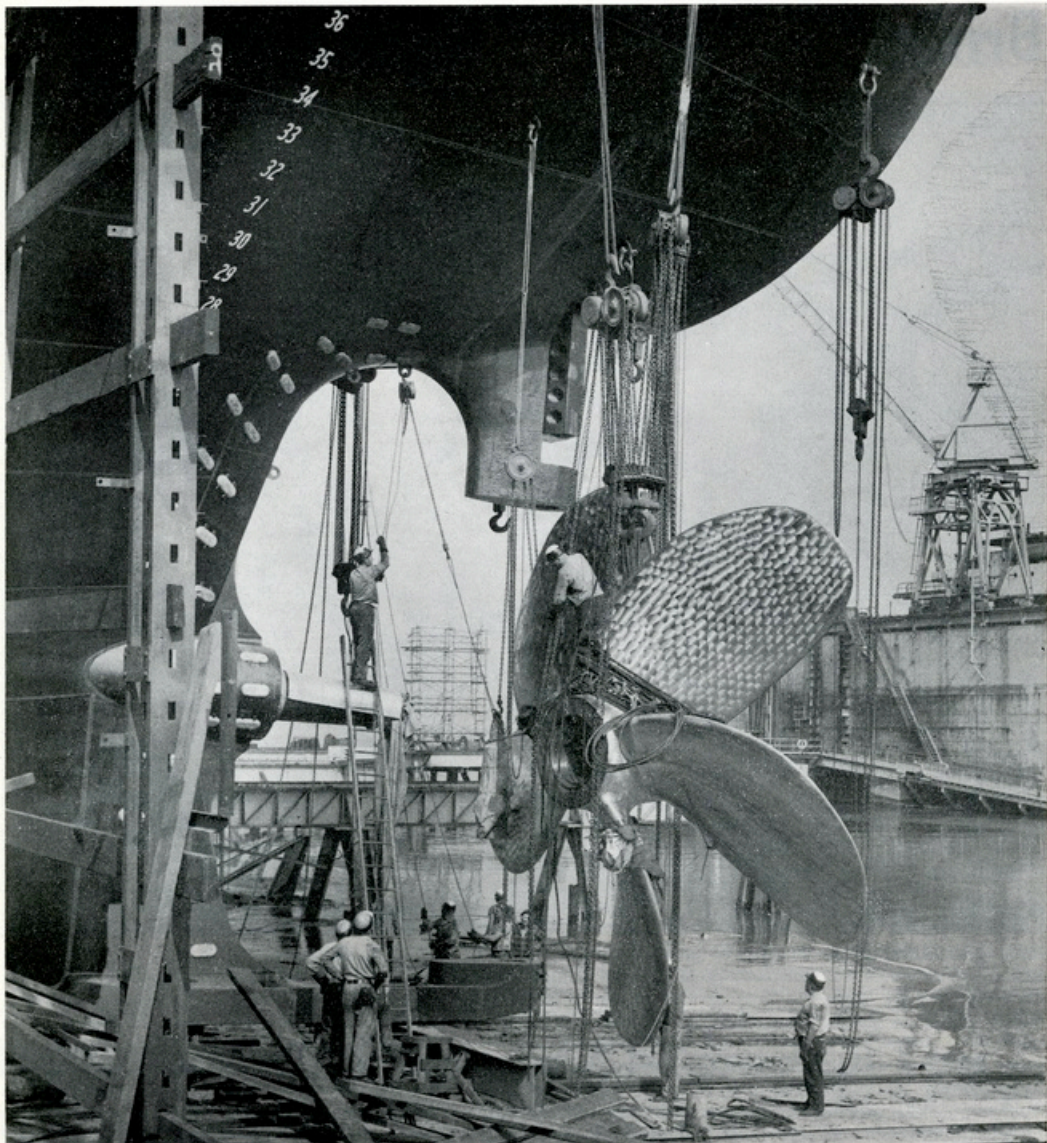
REPORTERS: John Aull, Stanley Boyda, Carl Browne, Harry Burr, James S. Falcone, Thomas Flynn, Lewis Hazlett, Joseph Hinkle, Edward Housley, Charles Jenkins, Joseph Kulp, Guy Kushko, Clyde Landis, Donald Logan, Albert J. McCann, John Rosati, Bruce Shanko, William Walsh, Frank Wilson and Robert Hahn, *Outdoor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

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



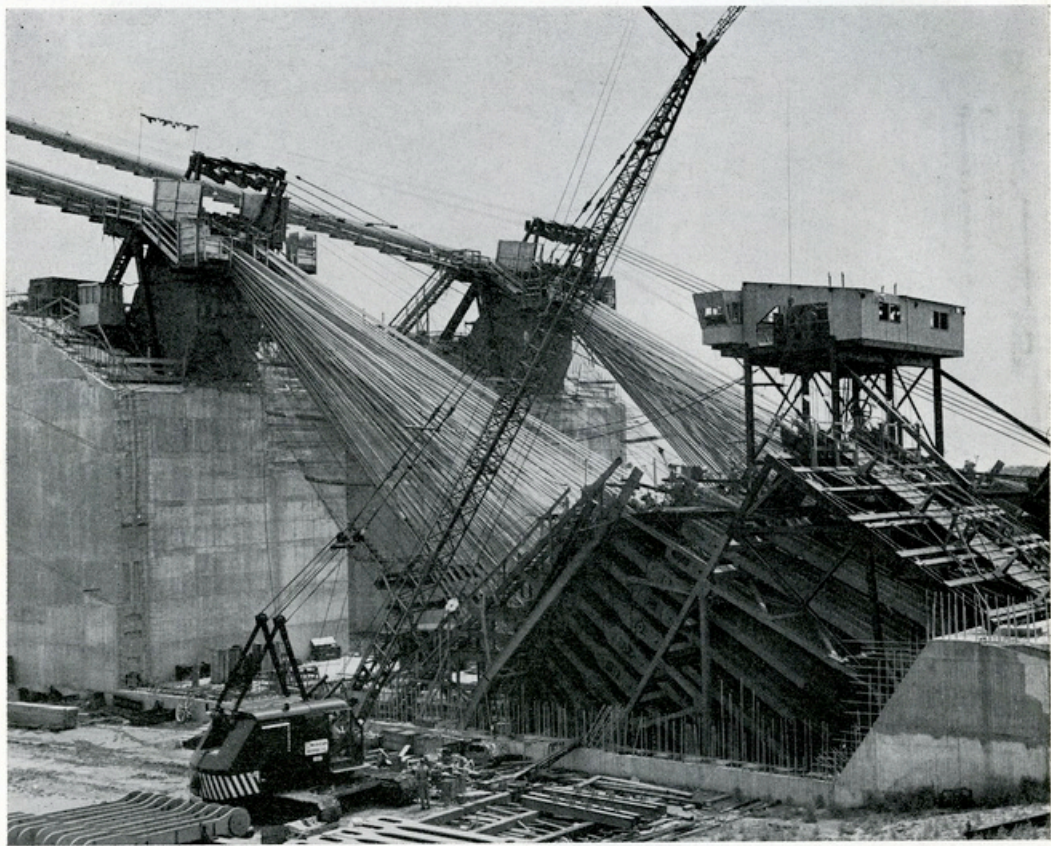


BY THE LAH-ah-ah-ah-ITE OF THE SILVERY MO-oo-oo-oo-OON most of this work was accomplished. Here you see bright and shining propeller — better known among its friends here as a wheel — being warped in under stern of SS ATLANTIC HERITAGE while she still was Hull 627. Rigger on hub of wheel is taking up on second chain fall preparatory to unhooking first. Man on end of shaft is taking up on single block hooked onto end of blade which will pull wheel over so heavy block beyond him can reach it. Then wheels can be centered and slipped on shaft. Wheel is 22 feet across and weighs slightly more than  $36\frac{1}{2}$  tons. If you ask what it is made of you get craziest answer — ABS No. 3. Your confusion is lessened but little when you are told that is name of alloy of which it is made. However, whatever it is, it will move vessel at better than  $18\frac{1}{2}$  knots which is what counts.



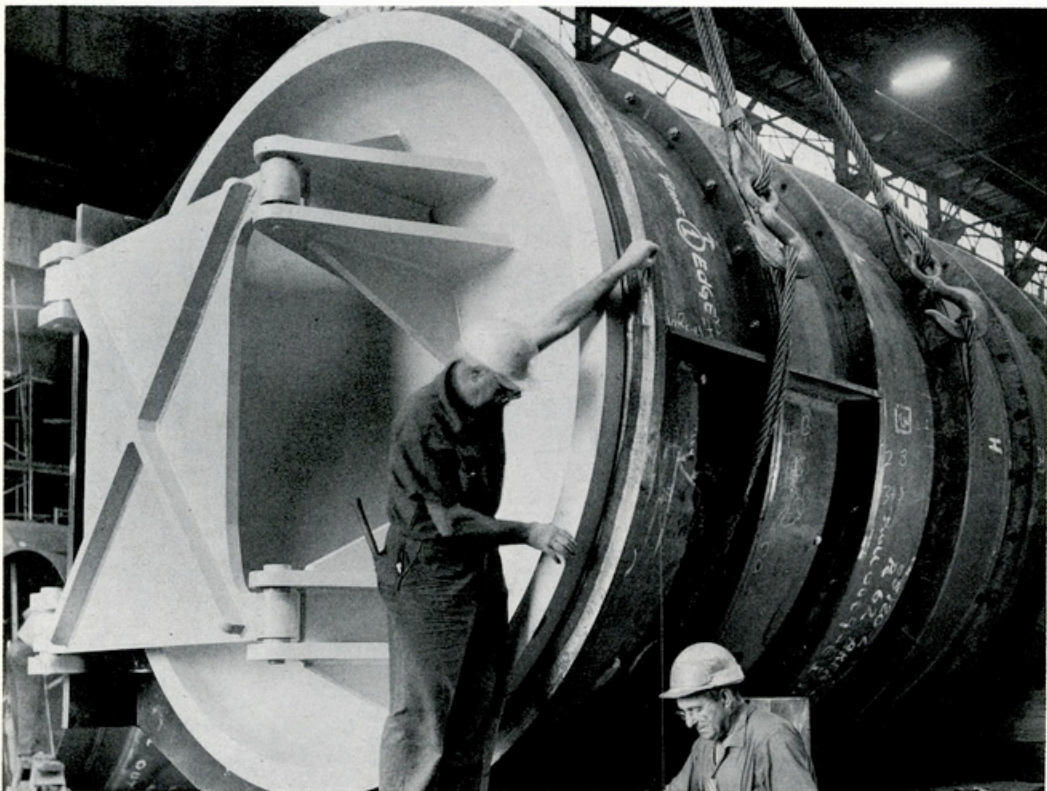
**AND THE DAWN COMES UP LIKE THUNDER, etc.** Rigging of propeller on opposite page started late one afternoon. By morning propeller was in place and rudder was hung which means things proceeded at a rapid pace with no unexpected obstacles arising. This is no mean feat when working with an oversize sliver of metal weighing 33 tons. Lower socket in skeg is plainly visible on opposite page and may be seen just above water here. Chains conceal upper joint but union is indissoluble you can be sure. Chain from hull to rudder at top is duplicated on other side. They will stay until testing time comes. Propeller still is being urged onto end of shaft. When it is finally in place, big wrench on end of chain just above water in center of photo will be used to turn on nut which will keep turning in place.

# Bridge Anchorages Doing Their Job



**HERE IS A TREMENDOUS PICTURE** of an installation a lot of us have been wondering about. This is Staten Island anchorage of Verrazano Narrows bridge nearing completion. Readily seen in lower right half are anchor bars which we turned out by hundreds. Only 34-foot double bars and 17-foot single bars extending them can be seen. This means 48-foot single bars and huge girders into which they are pinned are buried in concrete in extreme lower right. Notice upper three tiers of double bars do not have 17-foot extension added. These are lying on ground in lower left. Those standing on edge have strand shoes in place giving an excellent picture of how they work. Each strand coming to anchor bars ends at one of those shoes. If you can remember what you read in **OUR YARD** in September, 1961, you know there are four cables holding up this bridge. Each one is composed of 61 strands. (Each strand is composed of 428 wires 3/16" thick, if you want to get down to lowest terms.) Strands leave shoes separately, are drawn together as they enter cable saddles. We built cable saddles (47 tons each) and towers on which they rest. Towers are steelwork on top of concrete at left and center rear. Cable saddles sit on towers and are concealed by staging in picture. Structures above saddles are part of rigging by which cables were stretched across harbor. Each 3/16" wire went across separately pulled by a contraption hanging from one of these cables. Operation was controlled from house sticking out at right. When cables are no longer needed they will be reeled in, cut into proper lengths and used to hold up road bed of bridge. Eventually all but about four feet of anchor bars will be embedded in concrete. We are indebted for this picture to Frank O. Braynard, publicity director of Moran Towing & Transportation Co., Inc.

# Sun Ship Product Boon To Miners



FOR A SHIPBUILDING CONCERN WE CERTAINLY DO make the oddest contraptions. This, believe it or not, is a mine door—and what a boon to mining industry. It is first of its kind and a Sun Ship development. Installation is underground at any depth. This particular one is to go 1,000 feet down in mine of New Jersey Zinc Co. at Jefferson, Tenn. It goes down in pieces, of course, and when assembled looks like this. Cylinder goes back along tunnel and is anchored into solid rock. Door provides protection from water or gas and will withstand pressure up to 400 lbs. a square inch. Despite massive appearance (9' 6" in diameter) it is so balanced it can be operated easily by one man. John Poole grabs a stud to keep door closed while Ray Marcelline looks at blue print to see what is next move.

## Parents Should Remind Children Of This

The code of the road—safe and sensible driving at all times—applies to bike riders as well as to automobile and truck operators, the Keystone Automobile Club points out in an appeal to cyclists to do their part in cutting down highway hazards.

Bicycle laws and a bicycle code were drawn up by safety experts in a nationwide campaign against accidents. These laws and the code govern the use of bikes on public highways and thoroughfares, but too often they are disregarded or even unknown to many persons. It's very important that parents make certain that

their children realize that when riding their bikes in traffic they are responsible for their own safety and for that of others.

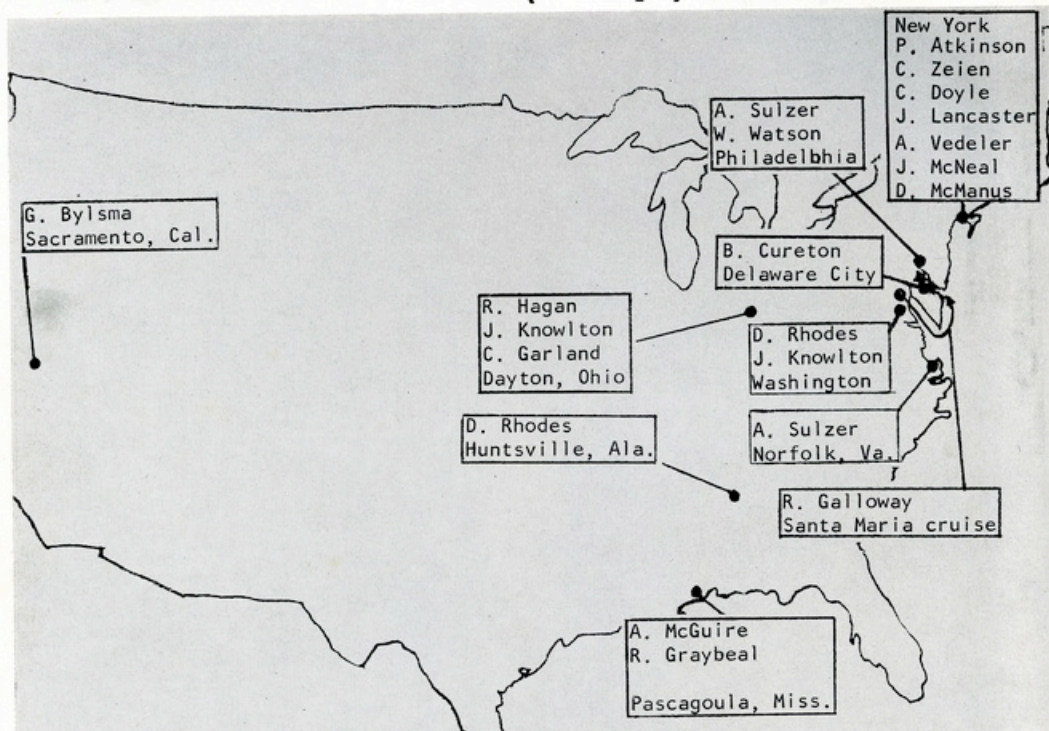
Bike riders are required to obey all traffic signals and signs, use proper hand signals for turns, ride on the right side of highways close to the curbs, park in safe places, stop and render assistance in case of an accident and report to police, assume liability for damages resulting from careless and negligent operation of bikes when other parties are not guilty of negligence, stop while passengers are boarding

and alighting from street cars, and keep bikes in safe operating condition.

Bike riders are forbidden by law to hitch on or hold fast to any other vehicle, carry an extra passenger on the handlebars or any other part of the bike, engage in any trick or fancy riding on highways, or ride bike on sidewalks unless local ordinances direct otherwise.

Strict observance of the code and laws by all bike riders will go a long way toward making highways safer for all who use them.

# Here's Proof Sun (Ship) Never Sets



Now and then it is necessary to seek information. The information can be about most anything connected with the business and sometimes can only be gotten by seeing several people.

On one such information seeking tour recently we had no luck in finding our people. "Mr. Who? Oh, he's in Oshkosh on business!" "Mr. Who? Oh, he's in Timbuctoo on business!" And so on with all the other misters. All were somewhere else and all on business. So we decided to take any given week, find out who was away, where and why.

We chose the week of Sept. 22-28 because it was nearest to publication. The net result was to indicate that Sun Ship people are on the hustle constantly looking for more and more contracts to keep us all busy. They go all over the country. The map above gives you the idea of this nationwide effort. All this activity was during the last week of September.

In New York were President Atkinson, Monday, Tuesday and Wednesday; Vice President Charles Zeien on business with U.S. Lines and Secretary and Treasurer Charles H. Doyle conferring with Atlantic Refining executives Thursday; John Lancaster, chief engineer, Tuesday and Wed-

nesday; Alex Vedeler, senior marine engineer, and James McNeal, electrical design engineer, Wednesday.

Vice President Robert Galloway was in New York Monday on business with U.S. Lines. He went to Baltimore Wednesday afternoon and sailed to Philadelphia representing the company on the maiden voyage of Grace Line's passenger lines SS SANTA MARIA. He returned to the yard Friday.

George Bylsma, a member of Eugene Schorsch's rocket project squad, was at Aerojet General's offices in Sacramento, Calif., all week.

Donald Rhodes, sales engineer, was in Huntsville, Ala., Monday and Tuesday conferring with NASA about the Saturn hold-down fittings we are fabricating. He moved to Washington Thursday for conferences at the National Bureau of Standards. He was joined there by Jack Knowlton, a project engineer, who had spent Monday and Tuesday with Richard Hagan, also a project engineer, at Wright Patterson Air Force Base in Dayton, Ohio, where they delivered a bid on a wind tunnel. They were followed there on Thursday and Friday by Charles Garland, of the rocket project squad, who attended meetings

about the treatment of steel.

Arthur Sulzer was in Norfolk, Va., Tuesday and Wednesday estimating repairs on a barge hoist and at the Philadelphia Navy Yard Thursday estimating another ship repair job. Bert Cureton was in Delaware City Tuesday for Ship Repair.

Donald McManus, a guarantee engineer, was in New York Monday making a survey.

William Watson, manufacturing engineer, spent Monday in Philadelphia at the Catalytic Construction Company offices.

Robert Graybeal, sheet metal shop foreman, and Andrew McGuire, maintenance superintendent, spent Tuesday and Wednesday at Ingalls shipyard in Pascagoula, Miss., observing the operation of new equipment.

We haven't worked out the number of miles covered or anything like that thinking these are things you might like to do for yourself. But no one will dispute the fact it represents a lot of ground. And it goes on all the time. It accounts for the reason we get most of the non-shipbuilding work we have which a few may have thought came to us just because we are so well known. That might explain a very small percentage of it, but keeping everlastingly at it explains the most.



# Time To Clean up For Fire Prevention

Do you remember (all you other old fogies) when you used to stand on the sidewalk and watch the old horse drawn fire engines go dashing down the street, horses' heads up and feet flying? What a thrill that really was to "us kids." And the fireman hanging on the back of the engine frantically trying to get the fire going under the boiler so there would be steam to run the pump by the time they reached the fire. And, by golly, there was steam when it was needed.

Now, in our days of adulthood and the splendid fire fighting apparatus of today, we can still get a "kick" out of seeing them tearing along to answer an alarm. But when you are watching them do you ever stop to think, "What if it is my house?"

Statistics show there is more financial loss in this country every year from fire than from any other cause. And this becomes a double-barreled threat to us—it can cause us to lose our jobs and to have not only our home lost but perhaps our family.

Let's look at the shipyard first. With burning, welding, riveting and such operations being performed all over the shipyard, by several hundred men, we can readily realize we have a real fire hazard here and many places where a fire can start. On the ways, in the shops, on vessels in the wet basins, both new construction and under repair, these hazards exist and are ones of which we must be aware every minute of our working day. I could go on here for page after page and point out the various areas of the yard where we must be extra cautious and where a disastrous fire would mean the loss of many jobs.

One way in which we all can help to keep fires down is by being sure an area has been inspected before performing hot work there. Get in the habit of keeping your eyes open. Get a permit from the chemist for those restricted areas. Don't depend on someone else to look for fire hazards—do it yourself. The burn you save may be your own. Never perform hot work against a closed compartment and always know what is on the other side when you work on a partition, a bulkhead or a like area. Remember the Normandie? Someone failed to check.

Report any defective electrical equip-

**COUNT DOWN!** That man Hladky sees more not-often-seen picture possibilities than a film salesman around here. Depth gauge is being painted on side of ATLANTIC HERITAGE. Remember treatise on Plimsoll marks last month? Notice there are two here. One under C permits deeper loading. C means coastwise and applies to East Coast of United States.

ment. Get rid of that trash before you start it burning and remember it takes three things to start a fire—air (or oxygen), fuel, ignition. No fuel—no fire. See that you have adequate fire protection equipment right at hand. See that you check over the whole area. Never use solvents or cleaning fluids without proper authorization and do not use them in restricted areas. And don't light that "smoke" there—you can wait until you get to the pier.

Speaking of smoking, do you realize that careless smokers cause more than 200,000 fires and 1,200 deaths each year? Smoking is the largest single cause of fires known. Falling asleep while smoking, careless discarding of "butts", smoking near flammable materials and in hazardous areas—these are only a few of the causes of fire by smoking but, believe me, it is a real threat to your family and your job. Just watch the newspapers and see for yourself.

Home fires bring up the subject of fire traps. Do you have any fire traps in your home? A recent article I read states more than 550,000 home fires occur in the U.S. each year or more than 1,500 daily; more than 5,500 persons are killed each year by home fires and a loss of more than \$300 million occurs.

Where do these fires start? In the floors, in the walls, the attic, the bedrooms, in fact, anywhere you can mention. How can we help to prevent these fires? The best way to stop a fire is before it starts. Get rid of the fire traps.

Have that heater checked and cleaned every year. Get the chimney and flue pipe cleaned. Keep all wood, trash, paper and other burnables away from the heater area. Look over your electrical system. Don't have too many connections on one outlet (an octopus, if you please). Keep electric cords away from radiators. Don't put them under the rugs. Be sure to unplug that toaster and that cleaner and all such appliances. After you have finished ironing, disconnect the iron and put it in a safe place—never leave a hot iron unattended.

Never use flammable liquids for cleaning (like the man who put 10 gallons of gasoline in the washing machine to clean some drapes). He didn't need them after that—six dead. Get cleaning fluids that are safe from ignition and do not emit poisonous fumes. Remember, the vapor from one gallon of gasoline has an explosive force equal to 96 pounds of dynamite, and who would keep that around.

Again and again, I say, watch that smoking. Get matches where children cannot get them. They love to play with them and—another fire.

Just be on the alert at all times, everywhere—at home, at work, in your car, just everywhere. Use good common sense about the fire hazards you see around you.

SEE PAGE 24, COL. 3 . . .



# Mark's 40 Years Have Been Steady



**THREE GUESSES AND FIRST TWO** don't count! Looks as though President Atkinson is making Mark Williams guess what is in that envelope before he gives it to him. Of course Mark has his beautiful clock so he's probably not too concerned except that tie bar is a beauty, too, and he would certainly like to have both. (He got them, in case you wondered.) Actually they are discussing some of many memorable things which happen to a man in 40 years on the same job.

Formally his name is Mordecia Williams, but if you call him Mark he will know who you mean. He came to Sun Ship in April, 1923, and a little work with pencil and paper and an eraser will soon convince you he would have to be on the job pretty steadily to get 40 years in by August, 1963.

Mark first saw the light of day in Virginia. He was raised and educated there. When World War I came along he went into the Army from there, too. The 339th Depot Brigade . . . 14 months overseas. It was from some of the boys he served with that he heard about Chester but when he returned to the States he went to Pittsburgh. He can't remember why.

He stayed in Pittsburgh a year and worked on the maintenance staff of a downtown office building to keep himself occupied. Then were a couple of years of one thing and another until he finally

came to Chester. He had married in 1919 and he settled in the city and came to work at the yard. He started as a laborer in what was 62 Dept.

Things get pretty cold here in the winter—or it may have been he wanted to spend Christmas in Virginia. Anyway he quit Dec. 14 saying he was going home. Five weeks later he was back at the same job. He moved up to leader in 14 months, held that for 11 months and quit to take another job.

Like many another who tried the same thing, Mark found it wasn't nearly as wonderful somewhere else as he thought it would be. It only took him two months to find it out and when he came back he was a laborer again. He learned his lesson evidently, because that was his last defection. He was a leader again in three weeks. From 1933 to 1943 he was an assistant foreman. The next two years he was a

foreman. From 1945 to 1961 he was an assistant foreman again. Early in 1961 he suffered a leg injury which interfered with climbing so he took over as leader of a maintenance crew and still is hard at it.

Mark has a son and a daughter and one grandchild, a girl. Fishing is his favorite sport and now that he can't play it anymore, he watches a lot of baseball. He lived in Chester three years then moved to Philadelphia where he has lived since.

When the offering was taken, the lad watched his mother put a dollar in the plate. The lady on the other side of him put in a small envelope which the church provides for the purpose.

Turning to his mother, he commented in a loud whisper, "Mommy, that lady just uses her credit card."



HENRY PEARSON, 67-570, 35 years



DANIEL PETINO, 36-54, 35 years



JOSEPH TASKER, 68-33, 35 years



WILLIAM FORD, 47-56, 30 years



RUSSELL HUGHES, 47-1018, 30 years



DUTTON MacDADE, 90-240, 30 years



THOMAS BISHOP, JR., 97-6, 25 years



ELMER BOULDEN, 60-166, 25 years



## August Awards

### 40 YEARS

67-52 ..... Mordicia Williams

### 35 YEARS

36-54 ..... Daniel Petino

8-34 ..... John Stokarski

### 30 YEARS

47-56 ..... William Ford

90-240 ..... Dutton MacDade

42-212 ..... Charles Thomas

### 25 YEARS

97-6 ..... Thomas Bishop, Jr.

60-166 ..... Elmer Boulden

68-35 ..... Thomas McCabe

SEE PAGE 10 COL. 1 . . .



THOMAS McCABE, 68-35, 25 years



PETER SEVICK, 59-1545, 25 years



THOMAS SMITH, JR., 59-245, 25 years



CHAS. WORRILOW, 3d., 35-54, 25 yrs.

## MORE ON SERVICE . . .

59-1545	Peter Sevick
59-245	Thomas Smith, Jr.
55-263	Stanley Trala
35-59	Charles WorriLOW, 3d

## 20 YEARS

59-68	Charles Filbert
88-142	John Mahoney
47-677	William Payes

## 15 YEARS

59-116	John Campbell
31-86	King Lance
60-273	John Precia
47-666	Lawrence Talley
59-1112	James Young

## 10 YEARS

67-218	Solomen Davis
59-325	Willie Dowe
34-72	Andrew Kuchta
58-524	Rudolph Markel
67-655	William Mitchell
45-60	James Pitts
47-162	Herbert Whitfield, Jr.
68-120	John Zeigler

## INK SPOTS

FROM THE  
HULL DRAWING ROOM

By Ed Housley

Not since 1959 have the Hull Braves won the softball championship, but this year was their year again. I am indebted to manager Earl Moody for the following details of the playoffs.

"After a shaky start and with the regularly scheduled games completed, we finished the season in second place to Shipways. The first game of the playoffs we lost to Wetherill by a score of 3 to 0. The second game we won 11 to 6 and coming through with the same kind of hitting in the third game, took that one for an 11 to 2 victory.

"Shipways, which had won their semi-final playoffs, was our opponent in the finals. We took the first game of the finals by a 3 to 0 score with Bob Walls pitching a beautiful shutout and Joe Carantonio clouting a homer. The second game went to Shipways 11 to 6.

"The third and final game, with Bob Walls again pitching well, went to us by a 7 to 5 verdict and gave the Braves the championship. It was a great team effort all the way with a good bunch of fellows playing together and wanting to win."

We have two more new men in the Fittings Dept., John Pasco, a former mail boy here, and Robert Williamson. The Structural Dept. also has two newcomers, John Rainey and Dan Rogers. The latter was with us before for several months.

By this time Tom Winterbottom should have delivery of his new Ford which will be a great relief to the rest of the depart-



E. Housley

ment. For the past two or three months we have been getting an earful about his prospective new car so now we can hope to get a rest. Bill Cleland is buying Tom's old car which should be in extremely good shape as it was seldom taken out on the road and almost never was out in rain or snow.

Kenny Cadman made his vacation trip a little different from the usual. He bought a camper-trailer which hitches on to the car for traveling and at night opens up into a roomy tent with all conveniences. Their trip took the Cadmans through the New England states and on up into Nova Scotia. Kenny says it was really great.

We have had a couple of not too serious mishaps happen to members of the Drawing Room recently. Barney Faluvegi sustained a severely bruised shoulder when he took a tumble while playing tennis and John Pasco picked up a couple of broken fingers while out on the ship helping the Ventilation Squad. Better try to be a little more careful in the future, boys.

Carl Reynolds and Tom Winterbottom (this guy again?) have quit smoking. Now they are watching each other like hawks waiting to see who gives in first. Henry McDermott also has quit smoking again but Henry, like Earl Springer, has quit too often to be taken seriously this time.

Christmas is not too far away now and some of our people are beginning to discuss where we should have the yearly two-bit club dinner. Bob Scull says he has heard very good reports about a Chinese restaurant at Ninth and Butler Sts., in Chester. The name of the place, Bob says, is "Lin-Tons."

An exclusive item for Harry Osman. Why can't elephants ride bicycles, Harry? Well, the reason is that elephants do not have fingers to ring the bell with.

Now to close with a couple of totally irrelevant items. Bob Williamson is said to be the checker champ of Cape May Courthouse, and Charlie Grauel, after all these years, has finally been to New York City.

## 66 Dept. Stage Builders Carpenters

By Guy (Tuck) Kushto

Elmer Evans and Claude (Tex) Robinson went out to try their luck at dove hunting last month. Just about 80 rounds of ammo and two sore arms later all the game they shot could be stuffed into one pocket (which was four of them). Any of you fellows who think this is bad shooting just try to shoot one some time.

James Duffy (Safety Dept.) reports that John Sheeler and his 13-year-old son and himself went out trap shooting to teach John's son how to handle a gun. When the shooting spree was over, John's boy hit twice as many targets as he did. Jim Duffy didn't remark on how he did himself—maybe he got out shot too.

The question has been asked why is it that Norman (Applejack) Lloyd rides in the rear seat with his dog when his wife brings him to work in the morning.

Heartfelt sympathy is extended to the family and friends of Stanley Jaklik (a carpenter from our department who retired a few years back). Stanley passed away in September.

I'm sure everyone who has ever given blood knows the wonderful feeling in knowing that their blood may have helped in saving someone's life. From all information available, William (Popeye) Burton leads our department in that field having donated 22 pints of this precious liquid. Running a close second to him is Joseph Sage who has given approximately 20 pints.

Also regular donors but with not quite as many pints to their credit are: Stanley Carter, Walter Shanko, Harry Truax, Benjamin Morris, Melvin Clemons, Frank Hickman, Edward Clayton, Gordon Ricketts, Elmer Evans, Claude Robinson, John Suda, Albert Follett, Edward Tumolo, Hank Crielly, Daniel Smart and a few more.

Let's keep on the ball and maybe some day we'll be able to say that we passed the record set by the above two gents. Everyone at home is surely as proud of you as we are at Sun Ship.

As a car passed me on the highway. I noticed a small sign on the bumper which read: "Please drive carefully for the life you save may be mine. Thank you."

The giant tackle's semester report card was not good.

"Gee, coach, what am I gonna do?" With furrowed brow the coach studied the card intently. "Well, it say you got a 'D' and three 'F's—looks to me, Moose, like you been putting too much time or one subject."

## Titan Awaits A Purchaser

The huge tanker SS TITAN has been sitting at No. 5 pier so long people are beginning to ask whether we are rebuilding it sheet by sheet or what. To prevent anyone being overcome by curiosity we hasten to enlighten all.

The SS TITAN was built for the Kulakundis interests, one of the three big names in Greek shipping circles. It was built for a subsidiary company in the United States and the Maritime Administration granted a sizeable mortgage on it.

Things began to go bad for Kulakundis and the company finally went bankrupt. The TITAN was at sea. When it reached port to discharge cargo, it was taken over by the United States marshal acting on behalf of the creditors which were numerous. Agents asked Sun Ship to provide a berth for the vessel while litigation went on. We did and the vessel arrived here June 11 to lay up until she could go to sea again.

Late in July an auction was held on board the vessel but there were no acceptable bids and the Maritime Administration retained it. Then sealed bids were asked for with the minimum bid set at \$10 million. Only one bid was received and this was rejected on a technicality. It was readvertised and bids were to be opened last week. No word of the result had been received in time for publication here.

## New Department

Mr. A. A. Holzbaur, vice president in charge of operations has announced effective October 1, 1963, Department 45-1, Berthing, will be changed to Department 44. Identification badges will be changed accordingly.

The Berthing Department will continue to report to Mr. H. Hutchinson.

## OUR COVER

OUR COVER photo was taken just about a half hour after the ATLANTIC HERITAGE had become waterborne. A sister ship to the SS PENNSYLVANIA SUN and the SS TEXAS SUN, she looks from the outside like a finished ship. That is because her midship house and the stack already are in place. The stack being in place means that everything of any size—boilers, turbines, generators and the like—is already in place which means the wet basin time for this ship will be much less than usual. Atlantic moves Atlantic, if you notice the tug on the left. It is one of several in the Atlantic Refining fleet at the Philadelphia refinery.

A man was boasting loudly of his son's astonishing success in business. "Five years ago he was wearing my old suits—now I wear his," he exclaimed

## Atlantic Heritage Is 22d Vessel By Sun For Its Owners

The 50,000-ton Atlantic Heritage will be the largest ship in The Atlantic Refining Company's tanker fleet and the 22d built by Sun Ship for Atlantic. A sister ship to the SS Pennsylvania Sun and the SS Texas Sun, the new vessel is 745 feet long, 102 feet in beam and is 51 feet from keel to main deck. It will have a cruising speed of 18½ knots. When delivered to Atlantic later this year, it will feature the most modern communications and navigation equipment available as well as single room accommodations for her crew.

The vessel will be the 15th ship in Atlantic's modernized supertanker fleet, and is a direct descendant of the tiny wooden brig which carried the first full cargo of oil overseas from the United States in 1861. This was the 224-ton vessel, Elizabeth Watts, of Camden, N. J., which carried some 1,500 barrels of oil to London from Philadelphia for a predecessor firm of Atlantic on a trip which took 51 days.

The 1,500-barrel cargo is in marked contrast to the 344,300-barrel capacity of the Atlantic Heritage. This is equal to 14,660,000 gallons. The liquid cargo, expressed in gallons of gasoline, would fill the tanks of about one million automobiles. If the cargo were fuel oil, it would heat more than 14,000 average sized homes in this area for one year.

Mrs. William M. Sparks was selected as sponsor of the ship through a system believed to be unique in American maritime circles. For the launching of new Atlantic ships since 1942, the names of either licensed or unlicensed sea-going personnel have been placed in a container and one has been selected by public drawing. The lucky man has the right to select the sponsor. In Mrs. Sparks' case, her husband's name was picked from those of 133 licensed personnel in the Atlantic fleet. He immediately nominated her for the honor. Mrs. Sparks chose their daughter, Virginia, 20, to be her maid-of-honor.

Prior to being assigned to the Atlantic Heritage, Mr. Sparks was chief engineer of the supertanker Atlantic Enterprise, Sun Hull 604, incidentally.

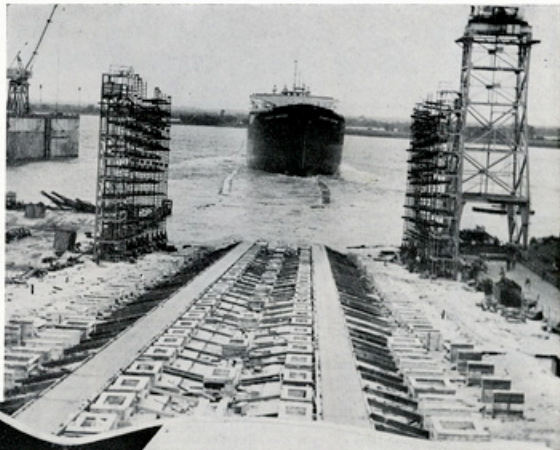
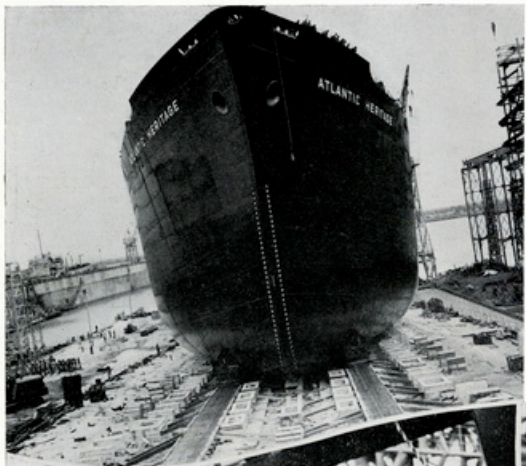
Sun Ship now becomes builder of the largest and smallest of the Atlantic Refining fleet. The smallest was the first one constructed and perhaps the most famous. The White Flash was the first all-welded hull in the history of ship building. It was sold in 1944 after 12½ years of service and is believed to be still in use on inland waterways.

A woman just got into the tub when the door bell rang. Thinking she'd send whoever it was away, she ran to the door as was.

"Who is it?" she called.  
"Blind salesman," came the reply.  
She immediately opened the door and the wide-eyed salesman asked, "Lady, where should I hang these blinds?"

## Bright Skies ... Smooth Sailing

It wasn't quite a typical Sun Ship launching day. There WERE a FEW clouds overhead. We continued not to have rain fall on a Sun Ship launching, however, and the launching itself was as smooth and untroubled as usual. Lined up in front of Hull #27 just before the big event were some very important persons (lower left): Henderson Supplee, Jr., president of The Atlantic Refining Co.; our president, Paul E. Atkinson; Mrs. William M. Sparks, sponsor of the ship and wife of the man who will be its chief engineer; her daughter, Virginia, 20, who was her mother's maid-of-honor, and John O. Pew, Jr., our vice president in charge of public relations and experienced sponsor's assistant. Very accidently, Mr. Sparks happened to be in background in such a spot that he may be seen between his wife and daughter. Shortly after that picture was taken, Mrs. Sparks went into action (below) and thoroughly transformed Hull #27 into the SS ATLANTIC HERITAGE. President Atkinson lost no time in telling her what a good job she did (lower right) and Mrs. Atkinson added her own congratulations. Smoothness of the performance is attested by pictures at left (on the way on the ways), and right (a ways out into the river — notice the sliding ways moving away from the hull) and on OUR COVER. Notice No. 3 dry dock in left photo swung out on upriver pivot so ship can be launched.





# Rod and Gun News



By Robert "Whitey" Hahn

## PROJECT 70

Project 70, known as the conservation, recreation and open space bill, was passed by the House of Representatives in Harrisburg the last week in June. It will now be placed on the ballot for the November election. The final decision is up to the voters of Pennsylvania.



R. Hahn

On Jan. 16, 1962, ex-Governor Lawrence proposed a \$70 million bond issue to build parks, reservoirs and other recreation areas near the major population centers of the state. The \$70 million is to be divided like this: \$40 million to the Dept. of Forests and Waters

and \$20 million to communities in all parts of the state on a matching basis for developing parks or for acquiring open space for parks or recreation areas near thickly populated centers; \$5 million to the Fish Commission and \$5 million to the Game Commission for the acquisition of vital wildlife areas and boating sites.

How will the money be spent?

The Department of Forests and Waters will spend most of its money to buy and develop public parks and recreation areas in and near densely populated centers. It has long been the aim of Dr. Maurice K. Goddard, executive secretary of the Department, to put a public park within 25 miles of everyone in this commonwealth. If the vote is right come next Election Day he might do just that very thing.

On Saturday, Sept. 21, Dr. Goddard was the principal speaker at the dedication ceremonies of Chester County's first public park just south of Oxford. It will be known as Nottingham Park and consists of 500 acres. Also under preliminary development is a new 700-acre tract in West Caln Township to be known as Hibernia Park.

In his dedication speech Dr. Goddard emphasized that Chester County ranks fifth in the state in acquisition of lands for park use. If one county can do this much on its own, what can it and other urban counties like it do if Project 70 goes through? If the Department of Forests and Waters didn't do anything but buy more land in the remote sections of the state with its \$40 million, it would be money well spent—if only to protect water sheds and help conserve our fast dwindling fresh water supply.

As stated above it has long been the plan of the Department of Forests and Waters

to put a recreation area within 25 miles of everyone in the state.

There are 12 dams on the planning boards for the Brandywine creek and its tributaries and the Department has plans for recreation areas on several of the lakes that will back up behind these dams. They have plans for parks and recreation areas on the lakes that will form behind the dams Uncle Sam is building on the Allegheny river at Kinzua, the Raystown dam on the Juniata river near Altoona and the Tocks Island dam on the Delaware river to mention a few.

The target year for completion of the Federal interstate highway is 1970. That is how come the name Project 70. The price tag being \$70 million was just a coincidence. The main idea of the whole project is to be ready when the interstate highway system is complete to keep Pennsylvania near the top as an attraction for tourists. If the fish and game commissions spend their share for improving game and fish habitat, Uncle Sam will match every dollar two and three fold.

The whole economy of the state will benefit right from the start if Project 70 is approved and will continue to benefit right on down through the years. There will be a lot of work to be done in the next seven years. This alone will create jobs and money spent by people enjoying these new facilities will help to improve the economy.

The Pennsylvania Federation of Sportsmen's Clubs is behind this thing 100 per cent. Individual clubs and county federations are giving it all the publicity they can. Come Election Day it will be up to you, Mr. and Mrs. Voter. It's now or never—well, almost never. Some claim it's too late. We have to agree it's about 30 years too late. Twenty million dollars would have done in 1933 what we hope \$70 million will do now.

There's been a lot of thinking and planning that went into Project 70 both before and after ex-Governor Lawrence proposed it on Jan. 16, 1962. We wrote about it at length in the March 1962 issue of OUR YARD. But we don't think it has been given enough publicity since. There will be plenty who will find out about it for the first time when they see it on the ballot in November.

It's just about that time of the year again. The trees are turning and Mother Nature has started to show off her most gaudy colors. There's a nip in the air these mornings, trigger fingers are beginning to itch as the opening of small game season draws near.

We expect to see a slight drop in the number of hunting licenses sold. We've talked to several who claim they won't pay it so maybe there will be more chance for the few of us who fork over the \$5.00. But the difference in the number afield

will be so slight it won't be noticed.

Those of you who think the license fee in Pennsylvania is high should read the Field and Stream for October. Some of the license fees would make you shudder even at today's prices. A resident license to hunt the same species of game we have here would cost in Nebraska \$17.50, in Nevada \$7.50, in New Mexico \$14. To get a little closer to home, in New Jersey \$5.15, New York \$6.50, Maryland \$5.35 plus a county tag of \$1.75. These fees could be higher than listed because in this list Pennsylvania resident license still is \$3.15.

According to the Game Commission and its game protectors the game supply this year is good to excellent. We heard two local game protectors declare all species of game in this southeastern division are in good supply in spite of the fact that they have hunting licenses to sell and \$5.00 ones at that. We have to agree with them on every one but rabbits. We have not been seeing many rabbits and we predict that the kill of rabbits will be below average this season. Pesticides and insecticides are responsible.

With less hunters buying licenses this year there will be fewer applications for antlerless deer permits. Who knows, maybe I might be able to get one this year but I wouldn't make book on it. In closing we want to remind one and all to hunt safely. Keep that safety on until you are ready to shoot after you are sure of what you are shooting at. If you get turned around out there and figure you are lost, remember you are not in any danger or trouble and you are not really lost until you lose your head.

## Travel Anyone?

Travel, anyone? If so read this carefully.

Travel bureaus always are setting up tours with different gimmicks. Some at a glance are impractical for our purposes. Others have merit. Right now on the editor's desk are three. Two are air tours of Europe. One is an ocean voyage on a Grace Line ship.

Next month we will present the contents of each proposition with costs and dates. What you can be doing in the meantime is thinking of your vacation time and the fact that you will need at least two weeks running to take advantage of any of these opportunities.

## Travel Anyone?

Reporter to man nearing his 100th birthday: "Tell me, sir, what exercise do you do to keep fit?"

"My boy, when you are pushing 100, that's all the exercise you need."



By Frank Wilson

Our golden moon rides high in October skies. Purple asters and goldenrod decorate its meadows; leaf fires lend an aromatic haze to its evenings, and sometimes, briefly of a sunny afternoon, it's summer again, warm and wonderful and still mostly green. Only the leaves betray the changing season, the smoldering sumac, the maroon of the blackberries, the yellow of the nut trees.

The falling leaves give October its most nostalgic symbol: the smoke of many leaf fires rising to screen suburban lights and spread a final aromatic signal of summer's passing.

A word to the wise about burning leaves: As a volunteer fireman, I can say this can be a very serious thing if it gets out of control. So, if you



F. Wilson

must burn, do it on a calm day, not when it is windy.

October's birthstone is the opal. Its flower is the dahlia and its least plausible story concerns the doctor in the accident who said to a nurse: "Get the name of that last victim so that we can tell his family."

Returning in a few minutes, the nurse reported: "He says not to bother, his family already knows his name."

In addition to Columbus Day, Halloween and the world series, there are quite a few birthdays to mention this month. In date order they are: Gertrude Higgins (Cost), 5th; Lillian Gagner (Eng. Draw.), 9th; Thomas Bishop (Prod. Plan.), 12th; Carl Boettger (Purch.) and Frank Griffith (Time Office), 13th; Grace Hite (Personnel), 15th; Jean Hudak (K.P.), 17th; Kay Schmidt (Payroll), and Edith White (Purch.), 21st; David Owens (Payroll) and Edith Killian (Tab.), 22nd; Jane Heavey (Ins.), 24th; Jane Scull (Eng. Draw.), 25th; Ann Miller (Payroll), date unknown, and Mike Walker (Prod. Plan.), date unknown. Many happy returns of the day to all of you.

After all that, anyone should be happy to hear about the woman who was trying to explain to a deaf man the type of leather she wanted for a jacket.

"A cow's outside," she finally shouted. And the deaf man naturally answered, "So who's afraid of a cow?"

**WELCOME ABOARD**—New employees who started last month are: Constance Fisher (Steno.), Owen MacIntyre (Mail), William Gardiner, 3d (Billing), Virginia Colburn (K.P.), Donna Davis (Mr. Schorsch's office) and Shirley Franklin (Ind. Eng.)

And it's goodbye to summer replace-



**NOTE WITH THIS PICTURE** said this man is not wanted by FBI which confirms us in our determination never to believe anything we read. He passes himself off as Anthony Lazzaro (32-35) concealed behind a drawing board in Electrical Drawing. Uses excuse that he just came in from a fishing trip to explain his beatnik appearance and shows 37 sea robins in case you want proof. Only thing you can't find out is where he caught them.

ments who left service to return to school. Mary Ann Grace (Payroll) and Donald Clare, Jr. (Mail). George Cox (Mail) also left of his own accord.

**VACATIONS**—Summer's saddest hour is returning from a vacation to discover how many of your friends didn't know you'd been away.

So in case you're wondering where the following were, they were on vacation. Douglas Shumaker (Mail) motored to California for two weeks; Charles Oettle (Cost) was in the National Guard training camp for two weeks and spent one week in Niagara Falls; George Turner (Cost), one week at home; Joe Wyatt (Inv.) took day trips here and there for two weeks; George Lawler (Emp.), one week in Wildwood; Nancy Moore (Ship Repair), one week in Wildwood; Anna May Sulger (Steno.), one week in Boston; Hester Archer (Payroll), one week in Wildwood; Mary Yaworsky (Emp.), one week in Longport; Dorothy Cauley (Mr. Pew's secretary), 1½ weeks in Louisiana, and Ann Miller (Payroll), one week in Wildwood.

Jean Cowdright (Cost) had a bit of tough luck on her vacation. The first day she fell and broke her arm. At this writing it is still in a cast.

**SICK LIST**—Karl Pippart (Sales) and Barbara Rahner (3d shift Tab.) are now back to work after being out for quite a while. And at this writing Thomas Bishop



By Morris Kalmus

This issue of OUR YARD marks the rebirth of a column strictly devoted to the employees and activities of Dept. 32.

Over the past four years many employees of this department of electrical engineering and drafting personnel have come and gone, but the things of interest in our ballpark have been reported by our neighboring Dept. 38 reporters, Bill Burns and Bill Walsh. We give them a vote of thanks for not forgetting us.

Now to let you in on what is going on:

The dart game at lunch time is still in progress. We thought it would have ended because of the mutilation of the old dart board but one day recently a brand new one appeared. Who gave it is a question, but we are not insisting on seeing the horse's teeth.

Dept. 32 can boast the fact that during the summer months we had a real live professor working with us. He is Prof. Kopf who holds classes in electrical engineering at Villanova University. We wish you luck, Dr. Kopf, in your pursuit of turning out engineers who some day may work for Sun Ship.

Tony Lazzaro, one of our draftsmen who sits next to our group leader, Carl Bender, has been seen at League Island golf course. His ambition is to break 100 on an 18-hole course. We would like to know when he is ready because Walt Nowak, president of the E.D.R. social club, wants to challenge him. Are you ready, Tony?

Mrs. Ernest Radnor sent a card of thanks to our department for the flowers we sent her while she was hospitalized.

(Prod. Plan.) is in the hospital.

**NEW CARS**—The only thing more disturbing than a neighbor with a noisy old car is a neighbor with a quiet new one. So it's happy motoring to Peggy Robinson (Storeroom) who traded her old Rambler station wagon for a new Ambassador sedan.

**WEDDINGS**—Marriage is like a girldle. It's easier to get into than it is to squirm out of.

But Jo Ann Robbins (S.R. Sales) is trying it anyway. She was married to Walter G. Conley on Saturday, Sept. 7, at 1 p.m. in Holy Trinity Lutheran Church in Nether Providence.

The happy couple are now living on Maple Ave. in Brookhaven.

Kay Holloway (Sales) was married Sept. 28, 1963. More to come on this in next month's issue.

Sympathy is extended to the family and friends of Eddie Wertz, former writer of the Wetherill Plant news.

Don't forget to turn your clocks back one hour on Sunday, Oct. 27. This is when you gain back that extra hour of sleep you lost back in April.





**HISTORY IS PARALLELING ITSELF** rather than repeating itself in this case. When Mrs. Chechila was plain Jeanette Swift she was the first woman hired to work out in the yard. She left and married Steve. Now he is working here. Children are Sonia, 17; Stephen, 15, and Wayne, 8.



By John Rosati

This month we have Columbus Day on the 12th and, of course, on the 31st is Hallowe'en. Trick or treat time for the youngsters and parties for grown-ups for those who wish to have them. As everyone knows, it is a big night for the children. When they call at your door they usually carry a bag. Be nice to them because the kiddies really knock themselves out for that one night.



J. Rosati

Speaking of youngsters, a teenager was chatting with her uncle and mentioned that one of her friends had received a friendship ring from a boy and that another friend had just received an engagement ring. "Tell me," said her uncle, "what is the difference between a friendship ring and an engagement ring?" "Well, you see," replied the young lady casually, "once you're engaged, the friendship is over."

Most of the men we write about in this column from month to month are old timers. They have up to 40 or more years of service. We're going to change all that this month and write about one with less than five years with the company.

STEPHEN CHECHILA came to Sun Ship as a crane operator in March, 1960. He had had a lot of experience with heavy equipment having been a foreman in that branch with the Government five years. He also was a staff sergeant with the U. S.

Army Engineer Corps from March, 1941, until 1945 and put in 44 months of that time overseas.

As a crane operator for Sun Ship you soon get to be known throughout the yard. You work on different cranes and with almost every craft. So we got to know Steve after a while and in the course of conversation asked him how he liked it by now.

"Oh, I've known about the shipyard for a long time," he said. "My wife's father has worked here for years and my wife was the first woman mechanic hired back in the war years."

Well, what do you know! Here was a guy with a claim to fame so far as Sun Ship is concerned and you have to dig it out of him.

Of course we were quick to ask about all this and found Steve's wife was Jeanette Swift of the Swift family which contributed much to the war effort 20 or more years ago. Four members of the family were on the Sun Ship payroll when she was here. Her father, William H., came here March 27, 1941, in 46 Dept. and still is here although his service has not been continuous.

A brother, William C., worked in 47 Dept. until he enlisted in the Navy. He served in the Pacific and was flown home from there on an emergency leave granted so he could visit his mother who had been taken to Chester Hospital. On his way home from the hospital he was killed in an automobile accident.

A younger brother worked in 33 Dept. until he, too, enlisted in the Navy.

Mrs. Chechila came here as the first woman to work out in the Yard Oct. 1, 1942. Back then she said her father had an application lying around the house and she filed it in. Where it asked type of work desired, she wrote, defense work of any kind for women, and sent it in.

There weren't any women in defense plants at that time so she promptly forgot about it. She was surprised about six weeks later to receive a letter asking her to come for an interview. She was hired as a mechanic's helper at 80½ cents an hour.

Her first job was at the Allison plant (down next to what used to be the Chester brewery) using a hand drill to put small holes in bushings. She was trained for the job by Carl Boettger, 36 Dept. foreman, now our purchasing agent. She remembers she gave the men a big laugh the first day by coming to work in white coveralls. They were white only the first day. Next she became a tube inspector at 88 cents. A year later she was moved to the tube mill in the Central Yard where she operated a welding machine and a drill press.

When she finally quit she was an expeditor in the sheet metal shop. She departed Sept. 4, 1945, just 24 days after Japan threw in the towel. Four days later she became Mrs. Stephen Chechila.

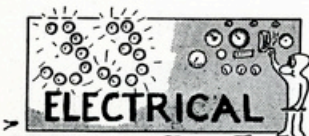
Steve and Jeanette now have a fine family of their own. Sonia is 17 and a senior at Brandywine high school. Stephen, 3d., 15, hopes soon to finish the climb to Eagle Scout. Wayne is eight and a southpaw pitcher. He plays for Naaman's Little League and had the thrill of his young life recently when the family went on a vacation trip to Canada and stopped in Williamsport for the Little League world series.

When the family doesn't manage to keep him busy, Steve has a lawn mower shop to putter around in. Also he likes to pitch horseshoes, swim and play cards.

We are going to close with a cheerful story. An elderly man decided to celebrate his birthday by taking an airplane trip to visit a daughter in a distant city. When he boarded the plane, he suddenly panicked and the only thing he wanted to do was get out and get his feet on solid ground. At that moment, the stewardess announced, "Everybody fasten their seat belts."

That was too much for the old gentleman. He jumped up and headed for the exit. The stewardess stopped him and asked what was wrong. He explained he was mortally afraid and was going to make the trip by train. The stewardess tried to cajole him by telling him about the accidents that occur on train trips and concluded her argument by telling him

SEE PAGE 24 COL. 1 . . .



By Carl D. Browne

Well, here we are back in the book again after taking the summer off. Most of our crew have had their vacations and a lot have been laid off. Before I forget, we



C. Browne

want to thank Cap. Lee Van Norman for the salt water taffies he sent us from Wildwood, N. J. We received them in first class condition and enjoyed them very much. Maybe some day we will be able to do something for him.

Roy (Gout) Irvine spent his vacation in the South picking grapes to make wine. He tramped

on the grapes so long now he has a bad case of wine legs.

We hear that Tommy (Greek) Smith is getting married some time in October so he wants to sell his dog—the one that Charlie Honchen gave him. We wish you all the luck in the world, Tommy, but what are the Greeks going to do?

By the time this goes to press maybe Columbus Day will be past. I just heard that our boy, Abe (Balloon) Wolodersky, will take a major part in the big parade. All he has to do is walk up and down past the reviewing stand yelling "Here's Abe, how many?"

One of our ship gang boys has been transferred to the crane gang as a crane inspector—our own Francis Reilly. When he was asked about the job he said he could not walk out in the river after those long-legged birds.

A lot of you fellows are always telling me about putting pictures in the magazine but as yet I fail to see any coming my way. Why don't you bring them in so we can put them in? That also goes for news, so don't forget about it from now on.

This is to let you know that Vincent (Jimmy) Orio does not have his recreation room finished as yet. The soda water dispenser has not been installed. I guess in a few more years we might be able to see it. He seems to be having a lot of labor trouble—no electricians, no painters—but we can wait.

George (Banjo) Hunt is back to work after being out some time on the sick list. We hear that he is in fine shape and we hope he stays that way. I guess you fellows all know that he lives away below the Mason Dixon Line.

Just heard that Ronald (Skinny) Augustine would like to move back on Parker Street in Chester. Hope to tell you why with pictures in next month's issue.

William (Two Gun) McDonald is driving



By Harry "Whitey" Burr

Harry (Speedy) Kaylen had a birthday Sept. 11 but he did not tell the men until the following day as he did not want them to give him anything. Well, just to show our hearts were in the right place and because we all knew Harry needed another pair of work shoes, with his money we bought him a pair at the Safety Office. Now Harry has good understanding—every morning in the locker room we find him shining his shoes. Don't you think that was very thoughtful of us to think of him that way?



H. Burr

James Gallagher, who was playing around with those whiskeys for the past month, was shopping around for a barber school so he could get them off and save money. He was not lucky enough to find one so he had to miss a few of those items over the bar. We tried to tell him to keep them on and he could get a job on the side as a Santa Claus.

William (Bud) McKniff sure doesn't take any chances even with Mrs. McKniff. Last week Bud won some money. That evening at the dinner table he asked her if she won anything would she give him half. She answered at once: "Sweetheart, you know me better than that; why sure I would." She then wanted to know why he asked. Bud told her he just wanted to make sure before he told her that he had won some money. When he gave her half his winnings she wanted to know if he was holding any back. Bud is convinced you can't pull anything over on the women.

Ike Hamilton's wife came down to pick him up the other evening. Just as they were driving away from the parking lot they saw our pal, James (Weasel) Lynch, standing on the corner as his rider had gone home at noon. He was trying to get a ride to Wilmington. Good hearted Ike stopped and picked him up, and told him not to holler in the car. They dropped him off over where he could pick up a Wilmington bus and Mrs. Hamilton said to

back and forth to work by himself. I used to think it was his favorite rider who drove all over the road but since his rider quit and William drives alone I now find out who hogs the road. That's the way with those Delaware hillbillies.

FLASH for you fellows who live in South Philadelphia. Abe Wolodersky runs a taxi service from South Philly to City Hall seven nights a week from 6 p.m. to 6 a.m. You never know when you might want to go some place in a hurry so look in the yellow pages for "Abe's Taxi Service."

Ike, "That man is the quietest person I have ever met and he sure does seem to be a nice gentleman."

Well, George (Senator) Morgan is back and is ready to work hard to get those birds out of Washington who are causing a lot of trouble in our country. We didn't think after his long stay in the hospital that he would have so much pep but he has more than when he left.

Kenzie Pennington has a boat down at Charlesstown, Md. The other weekend when he was out in the river he saw water coming in a hole in the front and asked George Griffith (74 Dept.), who was with him, what they were going to do about the water as they didn't have any bucket to get it out. After a few minutes Pennington decided to put a hole in the back so it could run out. Yes, you are right, my fellow workers, before long they both were in the water and working hard to get the boat into shore. They sure would be two good ones to leave on an island.

Bill McKniff is having trouble with the tractor as his 110 pounds and short legs has trouble trying to stop it. When he comes in at noon time or 4:25 he is so tired he can hardly change his clothes. Maybe, Bill, if you had those "Man from Mars" shoes that Sam Mangeri has you could get along a lot better.

Ike Hamilton tells that Bob Grear (68 Dept.) doesn't let anything stop his pleasure. It seems the other Sunday both he and his wife were watching a football game out in back of his place in Garden City. When the team who had the ball moved down to his end of the field his view was cut off by a very fine bush on his property—out came Bob with a saw and down came the bush. As they were in easy chairs upstairs and really enjoying things a little thing like a bush was not going to ruin the day.

Here's a good one on George Griffith of 74 Dept. It seems his roof needed some work on it. He asked Kenzie Pennington to lend him a ladder so he could get up on his top roof to tar it all over. Pennington lent him the ladder and Griffith went up and worked hard to get the tar all on before evening. But he made a mistake in his haste—he did the next door neighbor's roof and not his own. Now he is trying to get his neighbor to pay him for the job.

Sam Mangeri still is working hard on that house of his and he tells us he will have a picture of it for next month's OUR YARD. That is, if it doesn't fall down before he is finished.

They were driving home from a testimonial dinner in his honor. He was glowing and expansive.

"Dear," the man said to his wife, "I wonder how many important men there are in this town."

"I don't know, dear," his wife answered sweetly, "but there's one less than you think."

Clerk—"Please, sir, I'd like next week off if it's convenient."

Boss—"Oh, you would, eh? What's up?"

Clerk—"Well, my bride's going on her honeymoon, and I'd kinda like to go with her."



## SECOND SHIFT

By Charles "Fappy" Jenkins

ANSWER to last month's question: The oldest and still active military group in the U.S.A. is the Rhode Island Militia chartered in 1841 to beat back marauding pirates.



C. Jenkins

Next month's question: When was paper money used in the United States the first time?

A bird in the hand is worth two in the bush but, as Jack Conners remarked, "A bird in the hand can be a positive embarrassment when one is not in the poultry business."

It's true we have drive-in theatres, restaurants and banks. What we need today, with traffic the way it is, is a drive-in street.

It is estimated that Americans wrote 15 billion checks in 1962. Pulpwood required to produce the paper on which the checks were written would make a stack four feet wide, eight feet long and 25 miles high.

It figures if you want to live 100 years drink a quart of milk every day for 1,200 months. . . . You can't blame modern presidents too much for throwing money away. After all, George Washington started it all when he threw a dollar across the Rappahannock River.

In our modern age the only time you ever see a blushing bride-to-be is when the groom fails to appear. . . . Someone described a millionaire as one who has tainted money. Howard Foreman of the shop gang remarked it's tainted twice—'taint yours and 'taint mine.

If the modern miss isn't seen in the best place it's not the fault of the bikini she wears. . . . Starting out as a two-celled creature in the ocean depths, man has progressed until today he's a multiple series of holes in office machine cards. . . . I read that nurses in an English hospital will try out paper uniforms for a year. They now take up running lessons in case of fire.

The state of affairs these days is enough to make the dove of peace a little cuckoo. Jack Boyle describes a suburbanite as a guy who has a patio where he burns leaves in the fall and steaks in the summer. He also said he received a smoke signal from his better half from down New Mexico way.

Memories are better than money when stored in the mind. They always draw a high rate of interest and, unlike money,

nobody can steal them. When money is spent it's gone forever but happy memories are never spent.

Did you know the first president of the United States to sign a declaration of war was James Madison, against Great Britain June 18, 1812.

The recent ruling by the U.S. Supreme Court and Justice Department that prohibits the reading of the Bible in schools makes me wonder if the words found on all our money, "In God We Trust" are legal.

One of the office gals remarked that anyone can get a pearl out of an oyster but it takes a mighty smart gal to get a diamond out of an old crab.

Buck (Shotgun) Deppner says no matter what the scientists say man's oldest fall out problem is baldness. . . . Remember, a man begins cutting his wisdom teeth the moment he bites off more than he can chew.

Everyone would like to know how big Walt (Bear) Prandeski can smoke those so-called cigars with his shield down. They remind me of burning hemp, smell like the odor of a smudge pot and set up an instant smog. He calls them colosso perfectos.

Coke Bell said his sidekick, Jimmie (One Punch) Kerrigan, took a vacation to Erie, Penna. and when he got there he found out his friends also took a vacation at the same time. Coke says Jimmie is not talking.

A little learning is a dangerous thing—ask any young boy who brings home a bad report card. Which reminds me—many a mother now sings while doing her house chores—reason, the school bell rings again for her young ones.

If the doctor tells you you're sound as a silver dollar it means you are half dead because that's all it's worth today. . . . A real genius is actually a nudist who can remember faces.

Making a living according to George Howarth is like playing golf. You drive hard for the green but often wind up in the hole. . . . If money is the root of half the evil in the world then it follows that the lack of it must account for the other half.

Did you know the guy who mixes drinks in a nudist camp, according to John Pastick (Regulating Dept.), is called a bare tender?

Now that the baseball season is over it's interesting to note that the first league game played was between the Phillies and Boston in Philadelphia on April 22, 1876, and was the first game to go into the National League's official records.

I'll close with these words. Remember, men are like steel—of little use when they lose their temper.

In a backwoods district, a farmer was helping at the delivery of his latest offspring by holding the kerosene lamp. When the doctor had produced not one but two fine babies, the farmer bolted out of the room.

"Come back with that lamp," shouted the doctor.

"I will not," was the answer. "It's the light that's attracting them."

## In Memoriam



FLOYD B. LESTER, 50, of 204 Marks Ave. Darby, Pa., died Aug. 29 after a short illness. He was born in Atlanta, Ga. A laborer in 67 Dept., he was a veteran of 23 years service with Sun Ship having joined 67 Dept. in July, 1939. From November, 1945, until December, 1945, he served as a cook in the U.S. Navy. Again in 1950 he left service and served in the Korean conflict. In November, 1951, he rejoined 67 Dept. where he worked until May, 1963, when he became ill. Survivors include his wife, Odetta; three brothers and three sisters.

GEORGE DOUGLAS HOLT, 51, of Andrews Ave., Glenolden, Pa., died Aug. 4. He was born in Buena Vista, Va. A burner with nine years service, he joined Sun Ship in February, 1942 and with the exception of three long lack-of-work periods was employed until March, 1962, when ill health forced his retirement. He was also part owner of Holt Motors, Chester, Pa. Survivors include two brothers, Therman W. and Millard R.; one sister, Violet Geraback.

RAYMOND J. CONSTABLE, 67, of 1836 S. 56th St., Philadelphia, died Aug. 30. He was a life-long resident of the Philadelphia area. A boiler-maker with 32 years service, he began his employment with Sun Ship in June, 1919, and in June, 1942, was made a foreman in the Boiler Shop. He retired in January, 1953. He also spent some time working at the Navy Yard, was a member of the Merchant Marine and was with the Pennsylvania Railroad for a time. In 1943 he was given the honor of choosing a sponsor to christen the S.S. Five Forks. He chose his wife. His favorite sports were baseball, football and bowling. Survivors include his wife, Helen M.; one daughter, Virginia Lee Watson, and one granddaughter.

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

GEORGE LOCKWOOD, 34-808, 45 Green Lane, Green Ridge, Pa., Sept. 8.

EDWARD WEITZ, 8-445, 67 S. 7th St., Darby, Pa., Sept. 9.

STANLEY J. CLARK, 8-25, 2523 W. 7th St., Chester, Sept. 15.

PEARSON EMBREE, 66-85, Wynwood Apts., Wynwood, Pa., Sept. 16.

JOHN LASKOSKI, 47-396, 2612 W. 6th St., Chester, Sept. 28.

## Who from Their Labors Rest



**GRANVILLE L. HALLMAN, 78**, of Knowlton Rd., Village Green, Pa., died Aug. 18. He was born in Phoenixville, Pa. A veteran of more than 41 years service, Mr. Hallman joined Sun Ship in January, 1919, as a draftsman. He was continuously employed until he retired in Sept. 1960. Before joining Sun Ship, he worked as a draftsman at Phoenix Iron and Bridge Co. He was a member of Mt. Hope Methodist Church; Wayne Council #16, Order of Independent Americans, Phoenixville, and Phoenix Lodge #212, I.O.O.F., Phoenixville. Mr. Hallman was active in Boy Scout work a number of years. His hobbies were growing flowers and roses, reading and listening to sports on radio and TV. Survivors include his wife, Alice; one son, Oliver L.; one brother, Furman; two grandchildren and one great grandchild.



**RAYMOND CONSTABLE**



**HUGH JOSEPH McLAUGHLIN, 63**, of 225 N. Linden Ave., Upper Darby, Pa., died Aug. 21, after a fatal yard accident. He was born in Carronagh, County Donegal, Eire, and came to the United States in 1926. A crane operator in 76 Dept., he joined Sun Ship in December, 1942, leaving our employ in 1945. In 1957 he was rehired and continued his employment until his untimely death. Before joining Sun Ship, he was J. Edgar Pew's chauffeur for many years and also served as a dealer in a Sunoco service station. Mr. McLaughlin was a member of the St. Laurence Holy Name Society, Upper Darby Lodge, Knights of Columbus, 3122; and Sir Knight of Cardinal Dougherty Knights of Columbus, 4th degree. Gardening was among his favorite pastimes. Mr. and Mrs. McLaughlin had returned July 14 from a five-week trip to Ireland and England—their first trip home together in 31 years. Survivors include his wife, Margaret W.; two daughters, Margarita M. Colfer and Josephine A. Nusbaum, and one son, Hugh James.



**GEORGE HOLT**



**JOHN A. McGRANN, 70**, of 913 E. 14th St., Chester, died Aug. 11. He was a life-long resident of this area his family having settled in Chester more than 100 years ago. A time-keeper in 91 Dept., he had 24 years service when he retired in September, 1957. Mr. McGrann was a member of St. Michael's Holy Name Society. He was an ardent baseball fan, fisherman and former bowler. Survivors include four sisters, Miss Annabelle McGrann, Mrs. Margaret Clarke, Mrs. Hannah Figgins and Mrs. Madeline Perkins; and two brothers, Malcolm and Leo.



**JOSEPH M. PENN, 64**, of 248 N. Wanamaker St., Philadelphia, died Aug. 26. He was born in Spencer, Va. Mr. Penn joined Sun Ship in November, 1942, as an erector in 58 Dept., and left service in October, 1943. He was an active member at Mount Carmel Baptist Church, Philadelphia, and a 32d degree Mason, Baseball, hunting and fishing were his favorite pastimes. Survivors include his wife, Elizabeth; one sister, Mrs. Mattie Martin; three brothers, Rucker, Saunders and Roosevelt.



By William Walsh

Just returned from a ten-day sojourn at the "Villas", a "suburban" section of Wildwood. The fishing was superb and every morning this scribe had either kingfish or weakies for breakfast. The days were most pleasant, only one brief shower during the entire vacation period. The family, of course,



W. Walsh

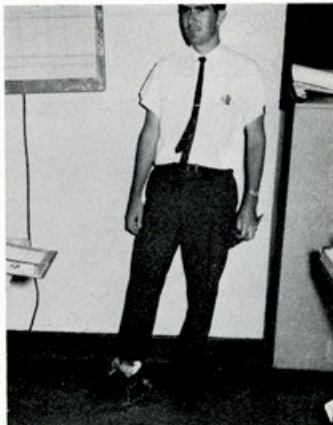
was along and we visited the beach every afternoon—yet no one suffered sunburn this year. Usually there is at least one case recorded. The evenings were spent on casual strolls on the boardwalk with occasional stops at the amusement centers. Our family group now has one "teddy bear" to show for the \$'s spent.

There would be some excellent pictures to place in the magazine were it not for the fact that this writer, after carefully loading the camera and placing it in a special bag also containing three extra rolls of film, reached the Rio Grande exit of the Ocean Parkway before realizing that the bag remained on the porch rocker. It was there on our return, this being ample proof to my spouse that no prowlers were on the porch during our absence.

By the time this reaches you, Ed Craig, who does his drawing in 38 Dept., will be married. His bride who, like Ed, is 21, formerly was Sandy Sweeney. This item is the more newsworthy because Ed can't remember the name of the church in which they will be married. He does, however, know how to get there so we may safely assume that the nuptials were performed on schedule. Good luck to both of you. Late Flash: Ed just informed me that the ceremony will be at St. Barnabas Church. The newlyweds will honeymoon in Cape Cod.

Jim Knox, 3d, is sporting a luxuriant red beard which he will not shave off until after the Aston Centennial celebration. Jim informs me that all residents of the area (males of course) must grow a beard and all the ladies must wear bonnets. Failure to comply with this local ordinance will result in a \$1 fine or a trip to the "hoosegow". One fact is evident—Jim will not have to pay—you can see that bright red beard of his a mile away.

Bob Scull of the Hull Dept. and his wife, Jane, who labors here in 38 Dept., were married five years Sept. 20. They also are celebrating the first anniversary in their own home. They live in Parkside.



POOR ED CRAIG got it from both ends this time. Camera man (Bob Klenk) scalped him and rest of his "friends" put ball and chain on his ankle. Last article was to emphasize to him forthcoming loss of liberty, freedom, individuality and what have you. This was two days before his wedding Sept. 14. It made no difference to Ed. He got married anyway. Some day we may learn who was his bride. Then we'll let you in on secret.

32 Dept. have a scribe of their own this month. Morrie Kalmus is narrating all the latest happenings in the electrical section of the second floor drawing room. Keep Morrie well posted men, it's been quite a spell since this group had a writer in their midst.

Welcome to George Schlosser who joined the draftsmen in 38 Dept. last month too late to make mention of it. George draws under the supervision of Jack Herbert and does refrigeration work for the most part.

Dwight Traub and Al Falasco have just returned from their first trial trip. They went out on 626 the Export Champion. Both are very pleased with the fact that neither suffered from sea-sickness and are looking forward to their next assignment.

The young lady was casting her first vote for President. "I can't decide who's the best man for the job," she confided to a fellow voter. "I like them both so much."

Outside the voting place a bit later, she appeared greatly relieved. "I just couldn't make up my mind," she told her friend, "so I wrote 'Good luck to both of you' across my ballot."

Two Boy Scouts hiking through the woods were faced with a choice of roads. "I do wish we had Emily Post with us," said one.

"Why?" asked the other.

"She could help us pick the right fork," said the first.



By Thomas Flynn

Another football season is here already. It seems like we just got done watching the Eagles get beat in 10 league games. Well, maybe they will do better this year.

One last note on baseball. Al Souder has a daughter who can tell you anything you want to know about the game. Her first love is the Phillies. If Al would break down and take her to a few more games it would be nice.

Mrs. John Hausmann should hear the way Jack complains about his lunch. First he complains about the sandwich not having enough meat in it, then he complains about the cake. If I were you, Mrs. Hausmann, I would cut off his lunch altogether.

My little German buddy, Nick Schwarz, is out sick. Nick has a kidney infection. We hope he is well soon.

Herb Artwell got a real surprise awhile back. We went over to Chester one Friday at noon time to get our checks cashed. As we walked into the bank Herb met his wife, Catherine. I would have liked to meet her—but no introduction from Herb. I could fix things up so she could meet him every Friday at the same time and place.

I feel sorry for Joe Hubert—no more baseball to watch. I saw Joe walking the dog out on the ball field. Joe looked like he was lost and the dog was taking him home.

George Urian had a nice two weeks vacation. Thanks for the postcard George. Some people go on vacation and just forget about you. Bill Snow has never sent a postcard in his life. That boss of ours is something.

A few kind words to Mrs. George Lawler. Please give George plenty of spending money during football season. He is going to need it, I hope.

We were sorry to lose Bob Dunlap. Bob took over 95 Dept. We hope he likes his new job. We were glad to hear Bob's boy, Jimmy, is better now.

We were glad to hear that Mrs. Harold Baker is well again after her experience in that automobile accident.

A man, chided by his employer for chronic tardiness, had an ingenious response:

"Boss," he said, "you have drilled me so thoroughly about never watching the clock here at the office that I've lost the habit at home."



Thomas Flynn



By Joe Kulp

We are now well into the football season with vacations behind us and plenty of cold weather ahead. But at least turkey day isn't far away—one of my favorite holidays (especially now that it amounts to a long four day weekend).

Hope by time of this reading Al Vincent and Jack Fite are back in the ranks after very lengthy illnesses.

Our sympathy is extended to Emil (Firpo) Owsiany on the recent passing of his brother, John, a well known police officer in Chester.

How did you like the handsome pictures of Sam Krupic and Stan Richele



J. Kulp

in September issue of OUR YARD? Congratulations on reaching 25 years service, fellows. May the next 25 pass just as easily and swiftly and no laughing! Just look at our champion, Edward Loveland. Also congratulations to Joe Fuhs, (76-51) crane operator in our department on reaching 30 years service. Also to Welphus (Jitterbug) Potter (34-205) and Adam Williams, Jr. (34-81) on 10 years service. I know Potter won't buy that stuff about the next ten years passing swiftly when most of it is spent in the innerbottoms. Right, governor?

How did you all like the surprise showing our Phillies made in '63 and how did the World Series turn out for you?

I know Ed Fisher enjoyed the series. Every year, regardless of what cities, what teams, series time is one of his vacation weeks. I and many more are hoping in 1964 he will only have to go to New York (Yanks, American League—who else?) and Philly, National.

I met Tommy Leeson, wife and son and grandchildren on vacation at Wildwood. He looked fine and asked to be remembered to the boys in the yard.

Let's not forget to keep an eye out for the youngsters on the way to and from school. I always follow the rule—if a dog dashes out into the street, slow down because usually a little boy or another dog will be following.

Congratulations to Gene Polinsky who was a recent bridegroom. Now Gene can skip some of those 100-mile weekend trips up state to see the boss. I haven't had much chance to talk to Gene since the big event but I do know Mr. and Mrs. now reside in Prospect Park. How's chances for an "open house" fella?

P.M.C. football team suffered a serious set-back when George Frame, Jr., son of George Frame (59 Dept.), was advised by

doctors to pass up football this fall after receiving a head injury in practice. George, Jr., was an outstanding athlete at Ridley Township High 1960-61. Let's hope by baseball season George has recovered as he is a fine catcher, also.

I think George Lawler, employment manager, should take a walk into 34 shop and see some of the boys. We miss you from your old post, fella. Everytime I stop by to see George in the morning he is so busy with men returning from illness, men being recalled to work or making up temporary buttons for the boys who left them in the locker or home on the table, we only have time for "hello, see you later."

We also hope by this time Russ Dantinne has returned after undergoing a knee operation. Be careful of those staging planks when drilling, fella. Plenty of bounce to the ounce!

My five-year-old daughter recently had her teeth x-rayed. When I asked her what the dentist said to her, she replied, "Smile, you're on candid camera."

Seems funny to see Tony Passick back in the shop (fabricating) after spending so much time up in 47 shop making up innerbottom baskets.

Hope Tom Aucott has recovered from his back injury. You know, Tom, if you changed your brand of cigars to Dutch Master you could think of Edie Adams on every puff and maybe your back will feel much better.

Sure was quite a sight to see Jack (Tarzan) Weber crawling around the innerbottoms on 628 recently. Every so often he would pop out of the access holes on tank top and say, "Where am I? I started down up there and came out way back here."

## Quips from the 2nd Shift

By Stanley Boyda

One fellow who made the most of two weeks of his vacation was George Hanniswick. George treated his family to a few days at Ocean City, N. J., caught up on his gardening chores, attended an old-fashioned Polish wedding reception which usually lasts for at least three days and finally wound it up by purchasing a car for his daughter, Carol, who has just started on a nursing career. Incidentally, George, Jr., will soon enter the Air Force so George, Sr., may get a chance to drive a



S. Boyda

car on a weekend for a change.

For a long time Tom Quirk has been complaining about a labor shortage at the fort he's building up in the Poconos. It seems there's seldom anyone around when he needs a hand. Tom's wife made a suggestion, in a joking way, that he should take her dog, Boots, with him the next trip. He might be of some help. Tom did take him along for company one weekend and as it happened your reporter paid him

a visit.

When I got there I was very much surprised to see Boots come out the door with a six-foot rule in his jaws. He dropped it at Tom's feet and then went into the house returning a few seconds later with a hammer. I remarked that the dog just about filled the bill as a helper. Tom agreed he was a smart dog. But he can't read a rule yet and he already won't touch dog food any more. He just wants ham-burgers.

Harry Hulings spent three whole weeks of his vacation fishing off Beach Haven under perfect weather conditions. He still won't tell us about his luck one way or the other. We can only come to one conclusion —he's buying season tickets for Eagles' football games with a part of the profits from his fish peddling.

Walt Turnier tells us if he had had his helper, Willie Grubb, with him on his vacation at Reed's Beach, N. J., he could have married him off without any trouble at all. Even to a rich widow for a small commission.

Ralph Bocella (80 Dept.) says since he lost his car he's a much happier man. He doesn't have any parking problems, doesn't have to worry about anti-freeze for this winter or snow tires for the big snow that he's sure we'll have before long. And if he does need a car for anything he assures us he can borrow Bill McGee's car any old time. All he has to do is let Bill hold the deed on his property. That's what friends are for, old buddy!

Joe (Pess) Parker (36 Tool Room) stated that if he was in Gene Mauch's shoes the Fightin' Phillies would have won the pennant hands down. He would put across a deal with the umps before every game.

At the end of every week when Walt Seltzer pays Ed Lewis for riding home with him, Seltzer asks Ed for a receipt. Now, Ed tells us, when he gave Seltzer a receipt last week he was sounded out about green trading stamps for each trip.

If Ray Radtke still had a leaky roof on his house during his holiday week he certainly had plenty of time to check it out. It rained steadily for more than half his vacation. Better luck next time, Ray.

When Clarence Lauer returned from his vacation we asked him where he went. Did he have a good time? The answer was typical of Clarence and always good for a laugh. He replied, "I didn't go any place. I stayed home. And if you think I didn't have a good time come up to my house and see the empty beer bottles I got piled up alongside my porch. And, of course, there are a few that broke somehow, but it's a funny thing that I don't see any more cars around my yard. I guess something must have scared them off."

Jesse Holloway's wife bought Jesse a new hat to wear to work. He's a bit disappointed because just then the rule went into effect on safety hats and poor Jesse can't show off his new hat to the boys.

Charlie Ballerino sold his house a few months back and moved into an apartment. He's been homesick for the old place ever since. We got it that he went back a couple of weeks ago to ask the new owner if he would let him cut the grass just once so he could feel at home.

# Dons Rhode(s) To Victory In Golf

Peter Martin must be a regular reader of OUR YARD because we don't have to use his name this time in telling about our golfers. You remember last month we said this chore verged on boredom because we always had to start off by saying Peter Martin won. This time Pete took us off the hook by not winning. Of course, not having to use his name, we use it anyway.

Pete didn't go down fighting either. He completely relaxed right up to here and ended with an 88. Taking his place at the head of the class was Donald Rhodes, Sr., sales engineer, who toured Valley Forge in a neat 78 for low gross and a net of 72 which was low in that category also.

We break one kind of monopoly and another starts. Donald, Sr., brought Donald, Jr., along and the youth came in with the next low net so both titles were right in the family. Poppa is free to admit he won because he brought along also his younger son who kept score for him. He has no explanation for Junior's victory. None is needed, of course, because Junior has been playing with us all summer and shoots in the 80s as regularly as Pete Martin usually does in the 70s. We were glad to see him win.

James (Shamus) McSorley, assistant superintendent in the Wetherill plant, was the big shot in Class B. In totals he was tied with Raymond Burgess. Their gross was 91 and net was 74. Jim, however, had a five on the 18th hole while Ray had a six so low gross went to Jim. Ray, assistant secretary of the company, shot the best hole of the day when he got a two on the short fourth.

That short fourth, incidentally, had a varied experience during the day. One man had a 10 on it, there were two sevens, three sixes and a number of fours and threes.

Comm. George Treffs, USCG, just tripped over the upper edge of Class and landed in Class C with a 101 which was low gross. His net of 74½ was low, too, so this title passed on to Henry Weaver (Wetherill) who had 75½ net. He grossed 111. Complete results of the Sept. 14 outing were:

## CLASS A

	Out	In	Gross	Net
Donald Rhodes, Sr.	38	40	78	72
Donald Rhodes, Jr.	43	40	83	73
Harry Founds	43	41	84	73½
Ernest Wray	46	40	86	74
Stan Ulkowski	41	46	87	74
Jack Herbert	46	41	87	75
Tom Wilson	43	44	87	75
John Viscuso	43	42	85	76
Pete Martin	42	46	88	76

## CLASS B

Jim McSorley	47	44	91	74
Ray Burgess	45	46	91	74
Vic Pajan	46	46	92	74½
Bill Clerval	46	45	91	75
Walt Rowles, Sr.	44	47	91	75
Bill Carter	48	45	93	75½
Bill MacIntyre	47	45	92	77
Andy McGuire	47	47	94	77
Al Pruitt	49	46	95	78
Dan Malman	49	46	95	78



By John Aull and Lewis Hazlett  
All Wetherill employees don't forget that Saturday night, Oct. 26, is the night of our Fun Club dinner. Hope to see everyone there.

Everyone is glad to see John Anderson back on the job. We miss the old coot when he isn't around.

The Engineering Dept.'s water cooler problem finally has been solved. Ned Kitchel and Hughie Ward were banished from the drawing room while Whitey hooked up the cooler. No problems at all. Take note, Hughie.

New storyteller of the Wetherill Plant is Ned Kitchel—the beatnik of the Repair Gang. Every Monday he has new tales to tell about his lost weekend.

We were all saddened last month by the loss of our good friend and co-worker Eddie Wertz. Eddie will be missed by all of us from superintendent down. He was a friend to all and no one ever had a bad word to say about him.

He was a man who didn't just work with us but a man who worked for us. He took it upon himself to start the Wetherill Fun Club which brings us all together once a year for a night of entertainment. He ran the club almost singlehanded from the time it started until last month.

The Fun Club wasn't the only thing. He also organized and handled our yearly excursion to the Ice Follies which everyone really enjoys.

So in closing I'll just say what I know Eddie would, I'll see you at the dinner Oct. 26.

A man accidentally swallowed a ping-pong ball and he was rushed into surgery for its removal. The patient insisted on a local anaesthetic so he could watch the operation. He winced a little when the first incision was made, but he didn't actually feel it; nor did he feel the next cut, nor the next. However, he did become a little alarmed as the surgeon cut here and there rather at random.

"Why do you have to cut in so many places?" he asked. "They don't seem to be consistent!"

"Well," replied the surgeon, cutting away, "that's the way the ball bounces!"

	50	49	99	78
Jack Bartholf	50	49	99	78
CLASS C				
George Treffs	50	51	101	74½
Hank Weaver	56	55	111	75½
Otto Naumann	58	49	107	76
Joe Kleschick	56	54	110	77
Ted Berckman	60	59	119	77
Blaine Sheffield	54	52	106	78
Dick Hagen	58	52	110	81

## B League Has Two New Teams

At first glance B league appears the same as last season. When you examine it closer, however, you find two of the 12 teams are new. Shipways, which sailed the seas in A league last season, now shows up here. It remains to be seen just why. Perhaps they like to bowl Wednesday rather than Friday. Perhaps they just wanted to try the maples in another forest. Or, perish forbid, they could have the idea their luck may be better. (Notice how carefully everyone is not to suggest the competition might be less keen!)

A new team also shows on the roster. Piping Design sounds like something out of an Oriental hashish party. Actually it is a group of the men who do this work in Hull Drawing.

Room for these was made by the departure of Monopol Drawing and Welders B. Welders B moved to A league and Monopol dissolved with most of its personnel moving to Blue Print, a newcomer in A league.

Whatever Shipways reason for moving, they are doing well by themselves at the moment. They are tied for first with Pipe Shop B as of Oct. 2. Piping Design was in a four-way tie for seventh.

Family names show up on the record sheet right away. Marshall Moody, Jr., has high three and high three with handicap. John Muschelli has high single and Joe Blythe has high single with handicap. When action started Oct. 2 the teams were in this order:

	Won	Lost
1. Shipways	9	3
2. Pipe Shop B	9	3
3. Hull Drawing	8	4
4. X-ray	8	4
5. Berthing	7	5
6. Welders A	6	6
7. Piping Design	5	7
8. Pipe Shop C	5	7
9. Burners	5	7
10. Pipe Shop A	5	7
11. Electric Shop	4	8
12. Boiler Shop	1	11

## Season Records

Hi Three—Marshall Moody, Jr. (Hull Drawing)	623
Hi Single—John Muschelli (X-ray)	236
Hi Three w/hcp.—M. Moody, Jr.	641
Hi Single w/hcp.—Joseph Blythe (Burners)	249

A country couple visiting in Chicago headed for the elevator to return to their room. The wife was able to squeeze aboard, but the husband couldn't make it.

Seeing the door closing in her husband's face, the wife tugged at the elevator operator's sleeve.

"My husband, my husband!" she shouted. "Calm yourself, lady," the operator said soothingly. "This isn't the Titanic!"

# Bowling Starts With Bang As Usual

Bowling got off to a good start again this season. The Mixed league was first into action using the Chester Pike Bowlero alleys again. They started a 33-weeks season Sept. 10 with a 10-team setup. Team names are unchanged. The team rosters read about the same as last year.

The halves will be 17 and 16 weeks. The first half will run deep into January because Christmas and New Year eves are Tuesday. The second half will start Jan. 21 and the last night of the season will be May 5. That's bringing warm weather around in a hurry, isn't it?

The B league season began Sept. 11 on their old alleys, Ridley Bowl. This bunch has the longest season of any league in the yard. The 35 weeks is divided 17 and 18 with the first half ending Jan. 15 and the season ending May 20. They will bowl the night before Thanksgiving but not on Christmas or New Year's Day.

The lineup continues with 12 teams but not the same 12. Welders B and Monopol are no longer listed. Replacing them are Piping Design and Shipways. William Walsh, the indefatigable, is handling the affair of both B and Mixed leagues with Edward Setaro assisting him in ordering the finances of Mixed.

Without even a nod to superstition, A league got underway Friday, the 13th. Back to the 16 teams of two seasons ago, the league will roll 34 weeks with the Jan. 17 session ending the first half. The second half will end May 15. There will be no matches Nov. 29 because of the Thanksgiving holiday nor March 27 which is Good Friday. There will be a session Dec. 27, however. Penn Rec alleys will be used again.

Only one team has dropped out of last season's roster. Transportation disbanded but it was replaced and two new teams were added. The three new names are Welders B which moved from B league, Engine Drawing and Blueprint. Blueprint is out of John Dougherty's ballwick on the third floor of the main office building with help from some of last year's Monopol team in B league. John Dougherty, Jr., is A league secretary.

## Delri Team Is Way Up There

Sun Ship is starting off like a hot shot in the Delri Industrial league. The season began the first Thursday in September and they were 12 and 4 at the end of the month. They stand close to the top now.

Typical of the competition in the league was the match with Reynolds Sept. 19. We took the first game by four pins, 1053-1049; lost the second by 69 pins, 994-1063; won the third by the same margin, 1105-1036, and total pins by four, 3152-3148. Victor Pajan had a 232 single and a 600 triple.

In their match Sept. 26, they took four from Edystone Red. The scores were not available but Ed Bogucki had the best game with a 230.

## Mixed League Is Fluctuating

New season, new names showing through the old ones just laying back ready to pounce—they hope. In the Mixed league Duke has gotten away to an early lead having lost only three games up to Oct. 1.

Just back in the shadow, however, is Lehigh tied for second with PMC with 8 and 4. The latter may or may not stick around for a while. Probably not, with Army next man on the totem pole with 7 and 3. Miami is tied with Army but unless Miami got a shot in the arm somewhere along the line that will be a matter of the moment. Slippery Rock, which closed like a rocket on ice last spring, hardly can be expected to stay down in eighth place so the settings as of now are temporary at best.

In the record columns all the men are new and we welcome back to the printed page a girl who was missing most of last year. Dorothy Allebach must have decided the recession is over so she might as well start picking up the marbles again. She has high three and high three with handicap. So far she is not being pressed in either spot. Joyce Regetto is carving her usual niche but having to be satisfied with high single at this point. Eleanor Adam has high single with handicap at a figure which will keep her there for a while.

On the men's side shows up a reason why Miami might stick around longer than usual. The newest member of the team is Fred Woodruff, a new man in 38 Dept. He has high three, high three with handicap and was only one pin away from high single with handicap. Of course his 28 handicap will change very soon and it won't be up, but until this is molded to fit he could zoom hither and yon in the upper regions. John Dougherty, Jr., has high single and high single with handicap—one of those nights, you know. He rolled 213 with an 18 handicap.

When action started Oct. 1 the teams were in this order:

	Won	Lost
1. Duke	9	3
2. Lehigh	8	4
3. P.M.C.	8	4
4. Army	7	5
5. Miami	7	5
6. Harvard	6	6
7. Cornell	6	6
8. Slippery Rock	5	7
9. Temple	5	7
10. Navy	2	10

### Season Records

#### GIRLS

Hi Three—Dorothy Allebach (Duke) ..	515
Hi Single—Joyce Regetto (PMC) .....	195
Hi Three w/hcp.—D. Allebach .....	602
Hi Single w/hcp.—Eleanor Adam	
(Slippery Rock) .....	233

## A League Is Pairing Off

Teams in A league seem to be in the mating stage, so to speak. They are pairing off. One pair is tied for first, another pair for third, the same for sixth, eighth and tenth places. Toward the end they get real chummy with four tied for 13th. The only places with lone occupants are fifth and 12th.

The first two teams actually are there under false pretenses. They have a postponed match against each other which would mean one or the other would take a dive. They could split, of course, which would make a four-way tie for first.

This is the big league in the yard with 16 teams. It also is large in skill. Only three matches have been rolled and the record games are way up there. William Kaminski has a 241 single followed closely by Ed Clayton with 236. John Singley has a 625 triple. Gordon Ricketts' 262 single with handicap puts him just a splinter ahead of Clayton with 260. James Allman has a 662 in the three with handicap category without much pressure. Those are pretty good scores in any league.

Three names on the roster are new to this league and Transportation has departed. Of the new teams, Shipways and Welders B moved over from B league and Blue Print is new although it has some of the features of last year's Monopol Drawing. The teams were in this order Oct. 4:

	Won	Lost
1. Blue Print	7	1
2. 47 Fabs	7	1
3. 36 Shop	9	3
4. Chippers	9	3
5. 33 Live Wires	8	4
6. Shipways	7	5
7. Hull General	7	5
8. 66 Splinters	6	6
9. Office	6	6
10. Wetherill	5	7
11. Riggers	5	7
12. Welders "B"	4	8
13. Engine Drawing	3	9
14. Welders "A"	3	9
15. Timekeepers	3	9
16. Supers	3	9

\* Postponed match not included

### Season Records

Hi Single—Walter Kaminski	
(Welders A) .....	241
Hi Three—John Singley (Hull	
General) .....	625
Hi Single w/hcp.—Gordon Ricketts	
(66) .....	262
Hi Three w/hcp.—James Allman	
(Eng. Drg.) .....	662

#### MEN

Hi Three—Fred Woodruff (Miami) ..	555
Hi Single—J. Dougherty, Jr. (PMC) ..	213
Hi Three w/hcp.—F. Woodruff .....	639
Hi Single w/hcp.—J. Dougherty, Jr. ...	231





By James (Brutus) Falcone

Is news getting scarce? Am I losing my touch as your reporter? The solution is to get Norman Garrett and Joe Hinkle, both expeditors, to ferret

the notes that are newsworthy and report the same to me for the column!

When we recall days of the not too distant past when 47 was working full blast—with many more men employed than at present—the comparison is almost like a boom town slowly becoming a ghost town. Yet the work is being performed as before in substantial quantity. I



J. Falcone

reckon if you can produce a spectacular without cluttering up the landscape with thousands of costly extras it makes good business sense to do so.

Seven-year-old Robin Lane Timberman, son of our own Henry Timberman (actor award winner circa 1963) underwent an operation for the removal of his appendix recently at Riverside Hospital, Wilmington, Del. While convalescing young Robin and Dad built a replica of the aircraft carrier Lexington—a great ship that came to an untimely end in the historic naval engagement between the U. S. and Japanese fleet, The Battle of Coral Sea.

Oct. 12, 1962, I smoked the last of a pack of cigarettes at 3 p.m. For 25 years I had been feeding this habit with tender and loving care increasing the addiction from less than a pack to over a pack and a half per day. At 3:10 p.m. the usual maddening, craving for a smoke engulfed me, then the thought occurred I was fresh out of them.

Pulling myself up to full stature—a solid 5'10"—138-lbs. of skin and bones, a momentous decision was made—no more cigarettes. I swore off privately to myself and publicly thereafter to all who would listen! A year has passed, the early stages were honestly hard to endure, yet not once since have I touched a cigarette. The cure

MORE ON 75 DEPT. . . .

about the train wreck the previous week in which 67 passengers had been killed and 43 were seriously injured.

"What happened?" the man asked.

"A plane fell on it," replied the stewardess.

Don't forget that the only thing harder than a diamond is making the payments on one.

is complete, my appetite is ravenous. Physically I feel capable of taking on the whole Russian army. My weight is a steady 160 to 162 lbs. It can be done. Won't you join me? Make your decision now.

Chic Cornog, shipfitter, as usual was in the forefront of those in 47 who donated during the visit of the bloodmobile to OUR YARD.

There are not enough men in our department in proportion to the numbers enrolled who donate in this worthwhile program. Next time let's all follow Chic's fine example and give blood!

Pete Nelson, shipfitter, was unexpectedly—to us at least—hospitalized. We hope everything turns out okay for our friend.

For those who like dancing, the Plesta Club of the Central YMCA is again featuring Latin and American dances in the beautiful, air conditioned all-purpose room from 8:30 to 11:30 every Wednesday night. Many Sun Ship employees have availed themselves of this opportunity to dance and learn to dance under a program planned for the enjoyment of all from 18 to 80.

The New York Yankees vs Los Angeles Dodgers world series is probably but a memory for '63. I trust your favorites didn't let you down. The Yanks have turned the American League into a monumental bore which is not good for baseball or attendance. I'll take the frisky, competitive National League for a season of prolonged suspense—God Bless 'Em.

Some of our marine riggers, burners and drillers were called back after a layoff of five months. They were warmly received and seemed glad to rejoin us for a spell.

Danny Favero, burner, relinquished his position as shop steward voluntarily and with mixed emotions. Danny served well during a time of many changes here at Sun Ship. The headaches were many, rewards few. The backbiters plied their trade on rare occasions—fortunately, they are in the minority. Danny, welcome to that select group of ex-47 Dept. shop stewards—senior member, Joe Grant, now some kind of big shot in Monopol, ret. 1952; James S. Falcone, ret. 1958, now nothing, 47 Fab. and, of course, the honorable Daniel Favero, ret. 1963. Take it easy Danny, relax for a change!

Fellows, let's get some pictures to print in the magazine. See Norman Garrett or Joe Hinkle if I'm not easily available.

The proprietor, moved by the sad story of the man with a large, hungry family, filled two big sacks of groceries and said, "These are on the house. I hope they will make your family happy."

The man started to leave, then paused. "Can I get you anything else?" the proprietor asked.

"You forgot my trading stamps," the man replied.

MORE ON FIRE PREVENTION . . .

But, if you ever do have a fire (and I hope you won't) remember this:

1. Get the family out and fast.
2. Then call the fire company and be sure to tell them where the fire is.
3. Do anything you can to fight the fire after the first two items are done.

—J.H.T.

## Use Your Head; Save Your Feet!

By John M. Techtton  
Safety Director

Oh, my aching feet! How many times have you heard someone say this? Many times, I'll bet. But it was probably because they walked until their feet were tired or they were wearing shoes that didn't fit right.



J. Techtton

We here at the Safety Dept. want to save you from these "aching feet" that are caused by injury. We want to interest you in the wearing of safety shoes not only here in the yard but at home, at play, in fact, everywhere except when you go to bed, and then, too, if you sleep

with your shoes on.

This month we are making available for the first time a number of new types of safety shoes that combine good wearing qualities, excellent protection and good looks all at the one time. Many of you (who don't wear safety shoes) think of them as heavy, cumbersome clod-hoppers that weigh a ton and tire you out just by wearing them.

Now we have good-looking shoes that will answer all your needs including the financial ones.

What is a safety shoe? Primarily, a safety shoe is one that will give the wearer protection from an impact or crushing injury by the use of a steel box on the toe. However, this "toe box" is built into the shoe during its construction and is a real part of the shoe. It is not something stuck on, or put in later. They will provide good protection for you anywhere no matter what your occupation is—shipfitter, welder, painter, clerk, machinist, draftsman and so on. (As for me, I wear them to work and for dress.) Here's a point, fellows. Those old ones will give you wonderful protection when mowing the lawn (mine did, believe me!).

Consider the cost. Dollar for dollar you can't beat the safety shoes you buy here. Why? Because Sun Ship sells them to you at their wholesale price—for exactly what they cost the company—not even 1¢ added for handling. So you can really save on the shoes you buy here. They wear longer and cost less—what more could you want? And you do not have to pay cash. The cost is deductible from your pay—in two installments if you want.

Here's the dope, fellows. These special types of shoes will be available to you and in stock at the Safety Store for just one month. After that time we can get them for you on order. If you show enough interest to warrant it, we will keep the popular styles in stock.

# Save Your Toes While Saving Money

R-20/R-30 recommended for office, engineering, drafting and supervisory personnel.



R-20. Black.  
R-30. Antique Brown.  
New Low-Line Moccasin, Viscosized Genuine Leather Sole, Non-Marking Hypalon Heel.

**NEW STYLE  
SAFETY SHOES  
Available at your  
SAFETY SHOE STORE  
for a  
LIMITED TIME ONLY!**

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**ALL SAFETY SHOES SOLD AT COMPANY COST WHICH ARE INDUSTRIAL WHOLESALE PRICES**



G-36. Burgundy Kip Upper Leather with Oil and Chip Resistant Hypalon Sole and Heel. Full Cushion Insole with Wing Arch Support for Maximum Comfort.

**TOP QUALITY WORK SHOE FOR THE MAN WHO STANDS ON HIS FEET ALL DAY!**



R-57. Soft Butternut Upper Leather, Neoprene Cord Sole and Heel, Full Cushion Insole. Flexible — Comfortable!



R-82. Genuine Rawhide Upper Leather with Oil and Chip Resistant Hypalon Sole and Heel.



S-477. Soft Desert Butternut Glove Leather Upper, Neoprene Sole and Heel. Fully Glove Leather Lined. EXCELLENT FOR WINTER COMFORT!



**HIGHLY STYLED  
9" WELLINGTON Safety BOOT**  
R-70. Dress Black. Oil and Chip Resistant Hypalon Sole and Heel.  
**LONG WEARING • FLEXIBLE DRESSY**

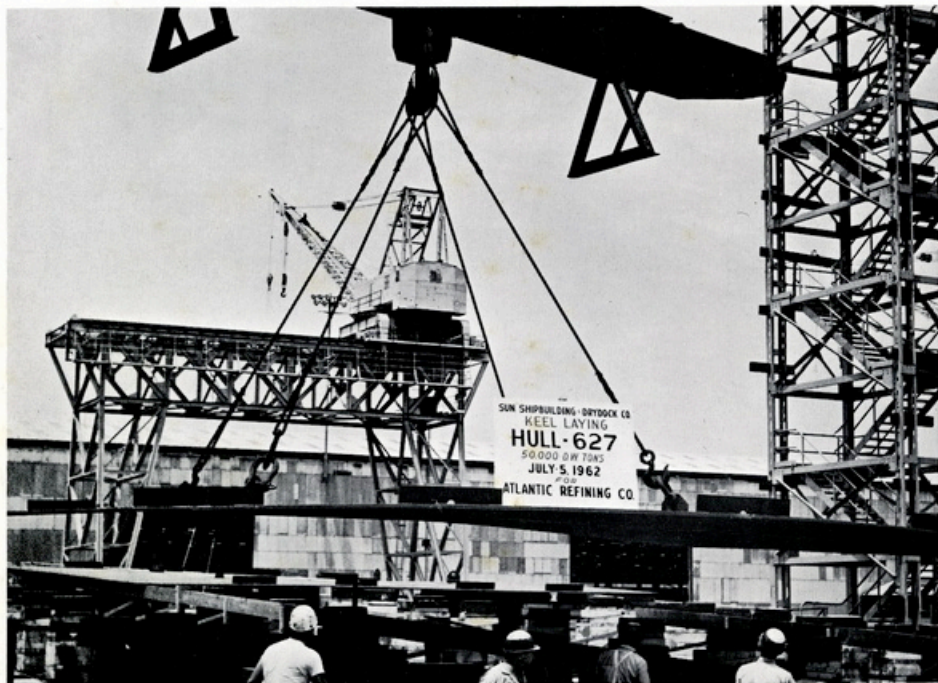


**INSULATED BOOT**  
R-55. 8" Brown Fully Insulated Boot. Oil and Chip Resistant Hypalon Sole and Heel.  
**PROVIDES EXTRA-SAFETY!**



G-40. Burgundy Kip Upper Leather With Oil and Chip Resistant Hypalon Sole and Heel. Full Cushion Insole with Wing Arch Support.  
**CUSTOM QUALITY WORK SHOE!**

# Sun Ship builds for America on the move



JOHN J. DOUGHERTY, JR.  
733 MICHELL ST.  
RIDLEY PARK, PA.

On the keel member shown in this photograph is being built the *Atlantic Heritage*, a 50,000 ton supertanker for The Atlantic Refining Company.

Carrying the most modern navigation, communication, and petroleum transfer equipment, this 745-foot ship is scheduled to begin service in 1963.

Engineering and building ships for every purpose have made the Sun name a hallmark of quality in heavy fabrication now known to hundreds of industries.

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