



Our Yard.

SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., FEB., 1965

How About A Little Help For LBJ!

Here we are in Lincoln-Washington month. And much moreso than we realize at first thought. We are in the Lincoln-Washington month almost as though it actually was the time in which either of those great men lived.

Their wars were right here at home and our trouble is far-away—but the issue is the same in all cases: How to bring them to a quick and successful termination.

We can say now, "Well, Washington did this—" or "Lincoln did that—." We would be right, of course, because we can look back and see what they did. But when those great patriots decided to do those things the results still were hidden by the curtains of the future.

Future generations will say of this time that this or that was done. And they will have been done in our day—but at this minute they still are in the future and we have no more certainty about what the outcome will be than had Washington and Lincoln when the results of their decisions still were in the future.

Some would say we have been fortunate in most of our decisions down through history because of a willingness on the part of our leaders to seek Divine guidance. President Johnson has shown, I am sure you will agree, that same willingness. If the rest of us back him up by invoking Divine guidance for him in his decisions, our chances should be pretty good that history will speak well of this era when this era becomes a part of the ledger of time.

No. 631 Is #4 for United States Lines

It was a fairly cold day but otherwise acceptable when Hull No. 631 became the SS AMERICAN RELIANCE and slipped into the Delaware Feb. 1.

The crowd seemed larger than usual, at least on the launching platform when the zero hour, 1:30 p.m., approached. But there was ample room for the sponsor to do her duty which she did with great gusto (see OUR COVER) with the aid of Vice President Charles Zelen.

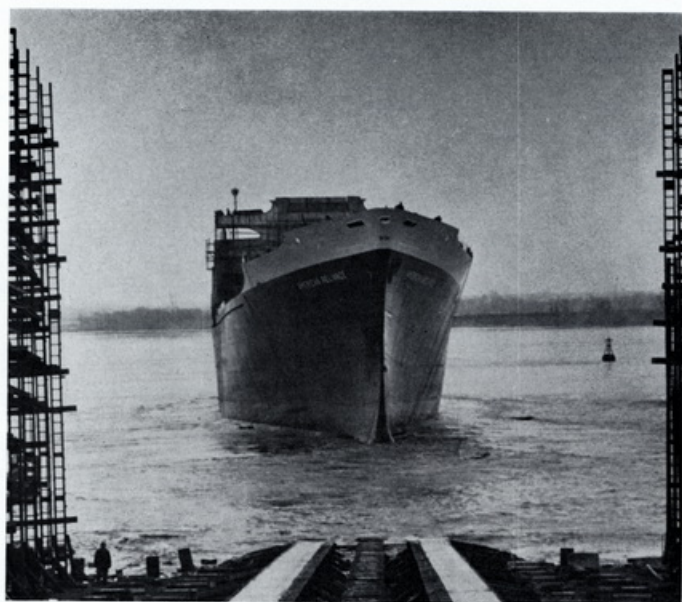
The sponsor was from the upper ranks of government. She was Mrs. Paul R. Ignatius, wife of the Assistant Secretary of Defense. Her daughter, Sarah, 13, was her maid of honor. Her husband gave her moral support as he stood close by during the moment between the breaking of the plates and the start down the ways. As may be seen by the picture on this page, the slide was smooth and uneventful.

Previous to the actual performance Mr. Zelen had coached Mrs. Ignatius in a couple of trial swings (see photo on next page.) The real thing made a beautiful splash as it fanned out from the fractured bottle.

The RELIANCE is the fourth of the five fully automated cargo ships we are building for United States Lines. Already at sea are the SS AMERICAN RACER and AMERICAN ROVER. The SS AMERICAN RANGER rapidly is nearing the sea trial stage beside No. 3 pier.

These are the first vessels to be planned from the start of construction for automation. Despite the fact they are giants in the cargo ship class at 13,300 deadweight tons, the engineroom could, if it were necessary, be operated by one man at the central control console, pictures of which we have used previously. As it is, there has been about a 25 per cent reduction in the crew. The vessels are 544 feet long, 75 feet in beam and 42'6" deep. Cargo capacity is 700,000 cubic feet including 1428 tons of liquid cargo space and a huge refrigerated area of 151,000 cubic feet.

Following the launching the principals and guests went to the Springhaven Club for a social time during which Mrs. Ignatius was presented with a painting of the vessel. President Paul E. Atkinson introduced a number of the guests including Mr. Ignatius and Carl C. Davis, general counsel and a member of the Maritime Subsidy Board, both of whom spoke briefly; Ashton C. Barrett, a Federal Maritime Commissioner; Cong. Edward A. Garmatz (D-Md.), Paul Riley, Deputy Assistant Secretary of Defense; A. Tyler Port, Deputy Assistant Secretary of the Army; C. D. Gibbons, chairman of the finance committee of United States Lines;



GOOD SHIP SS AMERICAN RELIANCE is waterborne.

William D'Olier and Donald Wierda, vice presidents of United States Lines.

Then Mr. Atkinson called on Mr. Wierda to speak. He did and so much to the point, it was thought his remarks would be of interest to many readers of OUR YARD. The following was his prepared text which he shortened somewhat in delivering:

Mrs. Ignatius, Secretary Ignatius, Ladies and Gentlemen. It is indeed a pleasure to welcome you and to thank you for coming to Chester today to take part in the christening ceremony for our great new cargoliner, the SS American Reliance.

I know that many of you in the audience are importers and exporters and that you have left a backlog of work and worry because of the continuing strike of longshoremen, to come here today. We of United States Lines are deeply appreciative of the fact that you have, nevertheless, elected to join with us in marking the launching of our latest ship, which is soon to be completed and join our fleet.

Just a little over two hours ago Mrs. Ignatius, attended by her lovely daughter,

Sarah, broke the traditional bottle of champagne over the American Reliance's bow and sent her grandly into the Delaware River. In so doing, she brought the sleek, 13,000-deadweight-ton liner one step closer to fulfilling her eventual role as one of the most fully-automated vessel in the American Merchant Marine.

Just think of it. The technological advances in this new ship are such that a single officer on the bridge will actually be able to operate and control her 18,750 horsepower engines through all speed ranges ahead or astern, by the simple twist of a wheel.

In actual operation, of course, many crewmen in various departments will be needed to man the American Reliance, but her automative features will permit a 25 per cent reduction in crew complement and afford a substantial saving to the Government in reduced subsidy for wages of some \$2,000,000 over her 24-year life span.

The electronic "brain" of the Ameri-
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Our Yard

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



FEBRUARY



MEASURING FOR THE KILL, Mrs. Paul R. Ignatius lays bottle of champagne on probable vital spot under tutelage of Vice President Charles Zeien. Sponsor's daughter, Sarah, 13, is an interested party.

MORE ON LAUNCH . . .

can Reliance is located in a huge console in her engine room which consolidates the major operating components, that formerly required individual handling, and provides remote control of engines, boilers and auxiliary equipment.

The console reports temperatures and pressures of equipment and gives the engineer on watch a composite picture of the ship's operating status at all times. Through a series of horns, bells, lights and other warning equipment, any malfunctions in any part of the engine plant and its auxiliaries are immediately reported to the console and the affected area pinpointed.

The automation of the American Re-

liance's engine room is major achievement for the American Merchant Marine and it will help us to remain competitive with foreign-flag vessels whose operating costs are much lower than ours.

Our new ship's glamor stems, of course, from her automation. But the American Reliance has many other fine features which I should like to touch upon, for I am sure all importers and exporters here are definitely interested in how our ship can help in moving your cargoes, speedily, efficiently and on frequent schedules.

To begin with, the American Reliance will have outstanding speed. She'll cruise at a service speed of 21-knots or if necessary she'll run at up to 25-knots as the Company's earlier Challenger Class ships

have done in setting Atlantic speed records.

Translated into shippers service this means she'll cut two to three days from a normal crossing of the North Atlantic with all that means in reaching markets on time and maintaining firm schedules.

Speed in our ship is not confined to knots, alone. All her holds are served by high-speed, electric winches. All hatch covers are of the automatic, push-bottom type. Two of the ship's six holds have triple hatch openings which are serviced by a two-way, 70-ton heavy lift boom. Decks have been reinforced throughout the ship to support fork-lift trucks for the fast placement of cargo.

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MORE ON LAUNCH . . .

All these features mean speedier cargo-handling, faster ship turnaround and with high speed at sea make for an outstanding triple-play combination.

For those of you who might like a few more statistics, the American Reliance has a cargo capacity of more than 700,000 cubic feet or the equivalent of one and one-half miles of freight cars. Included in this total is 151,000 cubic feet of refrigerated area, which is about equal to the capacity of 43 railroad cars.

That's an awful lot of cargo capacity and it is cargo capacity that is not only highly to be desired in peacetime service but also a definite asset to the nation in any national emergency. How vital an asset a large, high-speed ship with ultra-modern cargo handling gear and heavy lift booms like the American Reliance is in a war emergency, was dramatically demonstrated in the Navy's "Steel Pike" mock assault landing in Southern Spain last October.

More than 28,000 Marines and equipment, along with missile launchers, hundreds of trucks, heavy tractors and the Marine Corps' portable airport for tactical support were transported by ship.

Included in the armada, which number-

ed some 90 U.S. Navy vessel, were ten American merchant ships, among them two new cargoliners of my Company. The ten merchant ships plus seven ships of the Military Sea Transportation Service carried 90,000 measured tons of cargo from five U.S. ports, 4,500 miles to Spain in a 10-day crossing.

The entire Steel Pike exercise cost less than \$8,000,000, including the operation of the seven M.S.T.S. ships and the chartering of the ten privately-owned vessels for the 44-54-day period. The merchant ships also back-loaded and returned the military equipment to this country.

This amphibious operation compared to the Air Force's "Operation Big Lift" of October, 1963, in which 240 military Air Transport Service planes flew 15,000 soldiers from Texas to Germany in three days.

However, "Operation Big Lift" cost \$20,000,000 and required the transportation by ship, in advance of the arrival of the planes in Germany, of all heavy equipment, including some 12,000 vehicles used in the Air Force "Invasion." The planes carried only 504 tons of light combat equipment, such as rifles, machine guns, pistols, and grenade launchers. That's a far cry from 90,000 tons.

I think you will agree with me that the merchant ship, on the basis of the "Steel Pike" performance alone, would seem to have a place in the national defense picture, despite the aberrations of some in high places who would do away with the American merchant Marine.

I might say at this time that our shipping industry is the target today for another new series of investigations, studies, reviews and demands for information from various government sources associated with or should I say, controlling our industry.

There are strong rumors that construction and operating subsidies are to be reduced, despite the fact that American-flag ocean shipping could not possibly exist without government assistance to provide parity with low cost foreign shipping competition.

The Merchant Marine Act of 1936 specifically sets forth that it is the policy of the United States to foster and maintain a merchant marine as necessary to the national defense and development of its foreign and domestic commerce. These vital aims are impossible of attainment without Government subsidy assistance and Congress recognized this fact in writ-

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AMONG THOSE PRESENT at launching of SS AMERICAN RELIANCE were (l. to r.) Vice President Charles Zeien, C. D. Gibbons, chairman of finance committee of United States Lines; Donald F. Wierda, vice president, U.S. Lines; Mrs. Paul R. Ignatius, sponsor; William J. D'Olier, vice president, U.S. Lines (behind Mrs. Ignatius) and Cong. Edward A. Garmatz (D-Md.). In background between Mr. D'Olier and Mr. Garmatz is Mr. Ignatius, Assistant Secretary of Defense.

Keel of Second Grace Line Ship Is Laid



HULL NO. 634 IS SECOND OF GRACE LINE ships to reach ways. Keel was laid on No. 2 shipway on date noted. This Santa Lucia class at 570 feet and 13,800 tons will be among largest dry cargo ships afloat. No. 634 is slated for launching in late summer and delivery early next year. Among interested spectators at proceedings were (l. to r.) Robert A. Wood, manager of inspection and survey for Gibbs & Cox, Inc., designers of vessel; Joseph Czudak, construction representative for Maritime Administration; W. J. McNeil, president of Grace Line, Inc., and Paul E. Atkinson, president of Sun Ship.

MORE ON LAUNCH . . . ing the monetary assistance into the maritime legislation.

I think the time is ripe to reaffirm the principles of the 1936 Act—to encourage our industry, not to stifle it by regulation.

I don't mean to suggest that we in the shipping industry are perfect and that our activities should not be supervised by the Government but I do say that we have made an excellent record over the years and have contributed mightily to the growth of the nation's foreign trade,

which has doubled in the last 15 years.

But to get back to the theme of my talk, the 544-foot American Reliance is the fourth of five sister ships which we are building here at the Sun Shipbuilding and Dry Dock Company at a cost of some \$53,000,000.

It has been estimated by the Federal Maritime Commission that the expenditure of this amount for the five vessels would involve some 7,280 man-years of labor, about equally divided between the shipyard and its workers and suppliers in

the immediate surrounding area and among associated contractors and suppliers throughout the nation for labor and materials.

On this basis, about \$26,500,000 of the cost of the new ships will be spent in the Pennsylvania area and at Sun.

The Sun shipyard has also won the award to construct five more vessels for my Company at a cost of some \$61,000,000. These would be even more highly-automated than the American Reliance

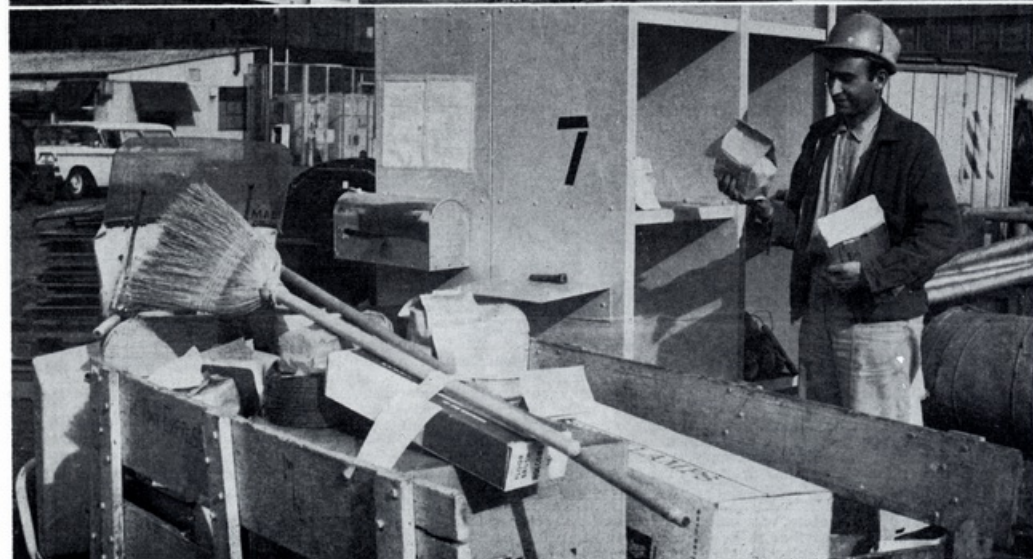
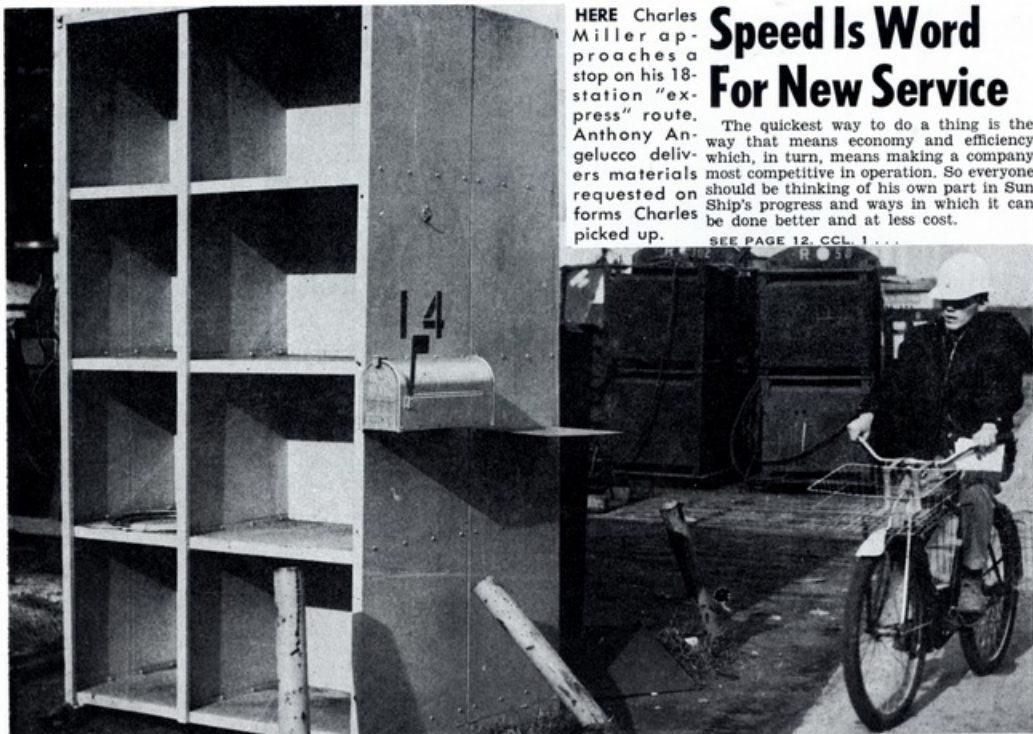
SEE PAGE 13, CCL. 2 . . .

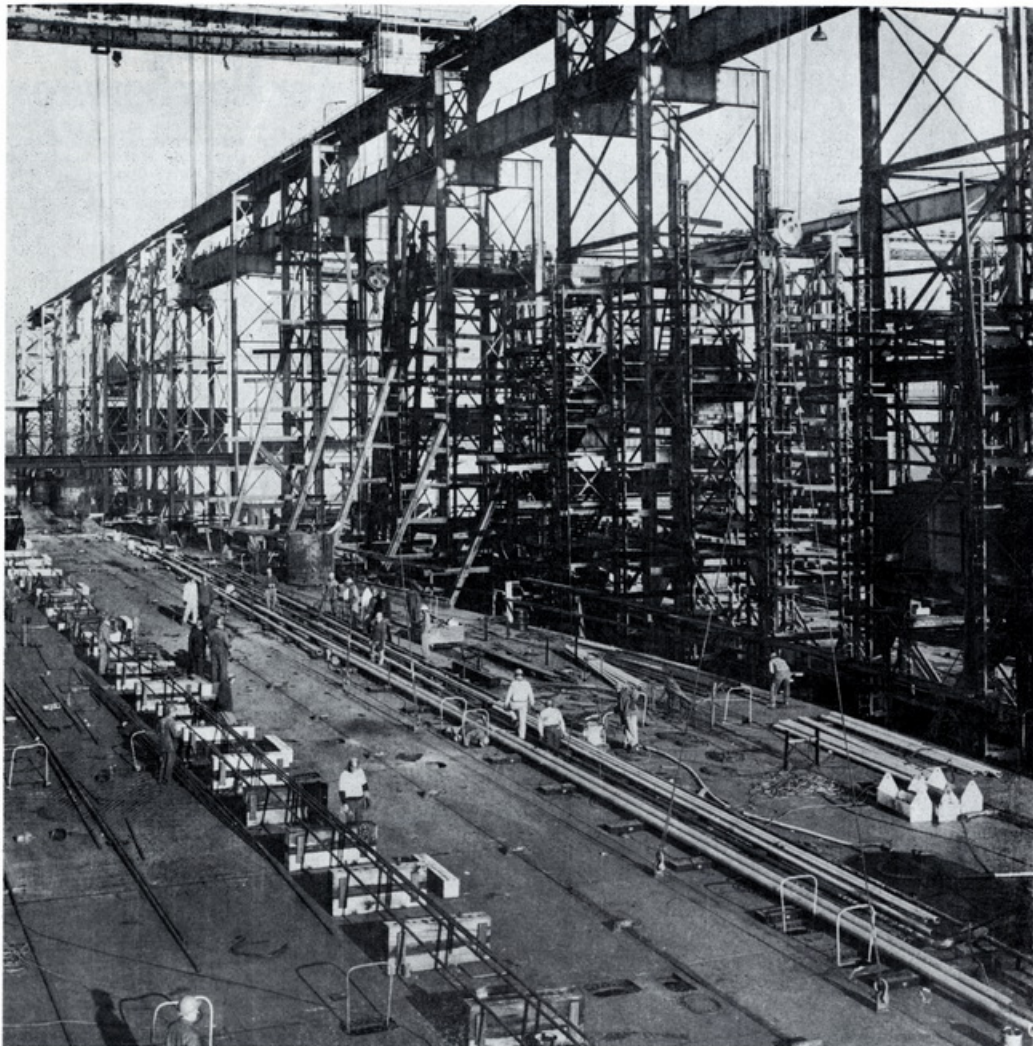
HERE Charles Miller approaches a stop on his 18-station "express" route. Anthony Angelucco delivers materials requested on forms Charles picked up.

Speed Is Word For New Service

The quickest way to do a thing is the way that means economy and efficiency which, in turn, means making a company most competitive in operation. So everyone should be thinking of his own part in Sun Ship's progress and ways in which it can be done better and at less cost.

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Construction of the Grace Line cargo ships, now well underway, has developed a new procedure. Heretofore the bilge was laid in sections. As each section was placed in position there was a wait before the next section came along. This wait was caused by the complex piping having to be installed in the section in place. When this was done, the next section was laid and the wait repeated for the same reason.

When Hull #633 was started this was changed. The keel or bilge sections were laid one after the other as fast as possible. As the deck grew the pipe sections

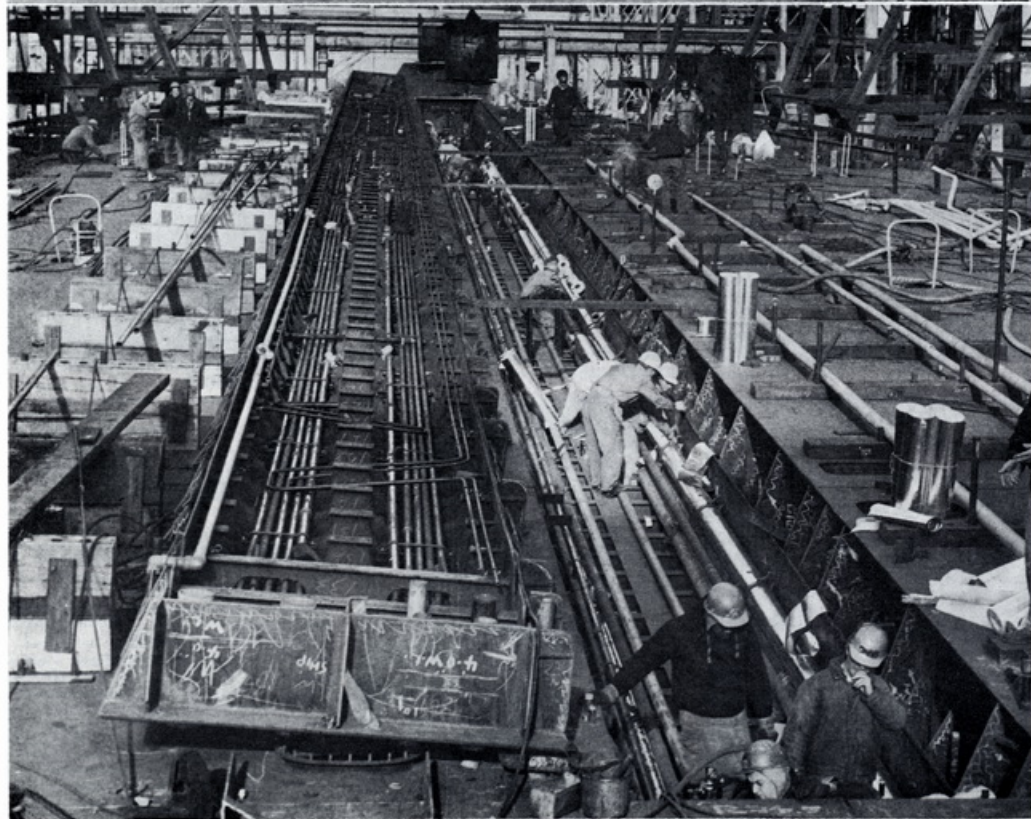
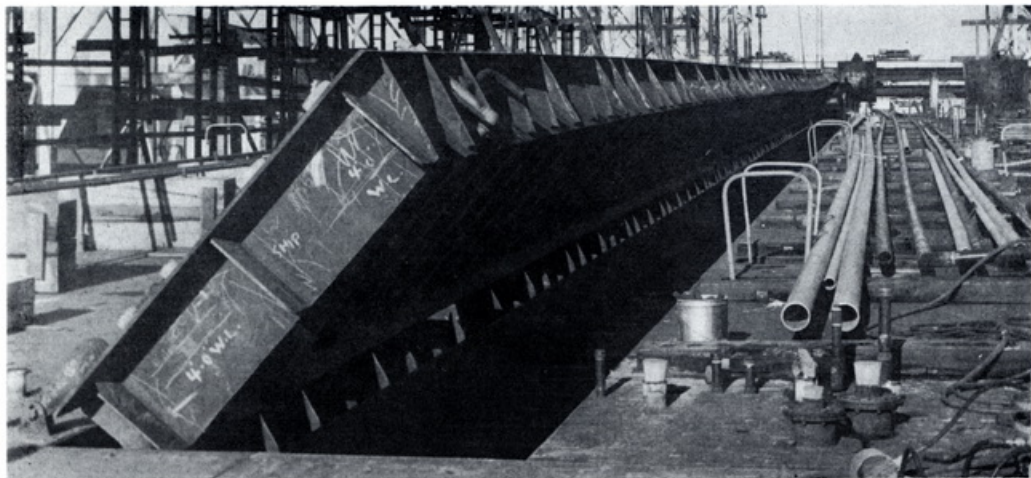
which were to go the length of the bilge were welded together. When the deck was finished the pipelines were also. The only task remaining was to get them through an apparently solid deck down into the bilge where they belonged.

Burners were put to work and they burned the long rectangular section down through the bulkheads and stiffeners. loose section and the solid deck beside it down one side. Eyes were welded at intervals along the opposite side of the loose section and four cranes lifted the entire section and turned it back on the deck as neatly as one of the assisting workman

would flip back the lid of his lunchbox.

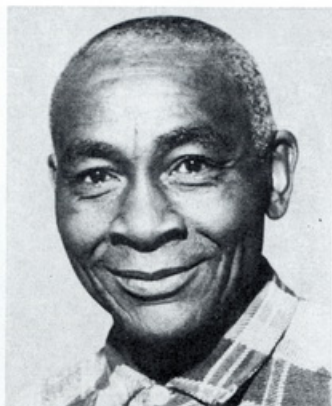
With the deck open it was an easy matter to put the pipe in place—not piece by piece, but the whole length at once. Then the crane artists reversed the lid-lifting procedure and the welders made the deck to be one piece again. The hinges and eyes, of course, had been bruned away when there was no further use for them.

The pictures on these two pages give you an idea of the business. The photo above is a before-and-after shot. The other two show the lid-lifting and pipe-laying operations.





HARRY BURR, 84-49, 35 years



HENRY JONES, 81-87, 35 years



WALTER MARSHALL, 60-23, 35 years



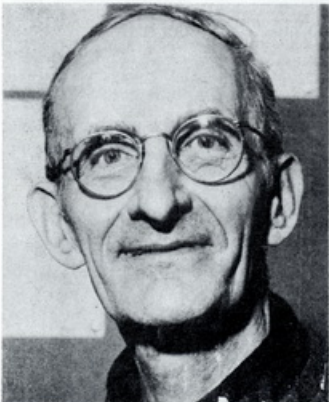
HOWARD WOOD, 33-806, 35 years



FRANCIS ZETTLE, 66-48, 35 years



JOHN KOSMIDER, 8-678, 30 years



PHILIP SCHAFFT, 36-774, 30 years



LEONARD BAILEY, 60-464, 25 years



December Awards

45 YEARS

77-1 Ernest Hosking
59-23 Charm Rucker

40 YEARS

55-20 Sigmund Picara
68-90 William Rhymes
79-10 Robert VanHorn

35 YEARS

84-49 Harry Burr
81-87 Henry Jones
33-806 Howard Wood
66-48 Francis Zettle

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Warwick, Osle Are Elder Statesmen



NOT ONLY WILL WILLIAM WARWICK get his clock in recognition of 40 years of faithful service but it will be telling right time when he gets it, compliments of President Paul E. Atkinson, Manuel V. Osle at left with I-made-it grin, already has his clock for same length of service.

William Warwick (8-508) has been in the United States nearly 41 years but if you shut your eyes when he talks to you, you easily can imagine yourself on the banks of the Clyde—or any place deep inside Scotland. Not that he hasn't become a loyal American in that time, but you know what they say: Some never lose it.

Bill was born and raised in Scotland and learned his trade as a machinist with the old William Denny Co. which is no more. Having learned his trade he got itchy feet. He knew about Sun Ship from others of his countrymen who had come over here so he took off—not for the U. S. A., but for Chester, Pennsylvania, U. S. A. He came directly here and got a job. He was 21.

His job was second class machinist outside. Jack Wilkinson was his superintendent and No. 58, the diesel dredge MacKenzie, was his first job. This was in November, 1923. He was laid off the following May and worked for E. G. Budd in Philadelphia building automobile chassis until he was recalled in February, 1925.

When he came back, however, he was assigned to the dry docks on the third shift. It didn't take long for him to decide this wasn't for him and he quit less than four months later. He was back at the end of three weeks and went to the Wetherill plant where he stayed. In time he became a layer-out, a leader and finally an assistant foreman, his present status.

He married a Chester girl, Helen Malloy, and they live in Sun Hill (26 years in one house, Bill says). They have one daughter who is a senior in Chester High School. Working second shift as he has for years doesn't encourage outside activity like seeing sports events or taking part in them Bill says, and he doesn't care for fishing or hunting. "I keep the house in order and have a coin collection of sorts and that's about it," he says.

He is quiet, efficient and a typical example of the excellent mechanic for which our yard has been famous. May his years run on.

MANUEL V. OSLE (76-111) started life as a Spaniard. He was born in Spain but

before he had much chance to realize it his family went to Cuba where he spent his formative years. He left Cuba on his own in 1917 and went to Massachusetts where he worked on the Boston and Albany Railroad two months. Being footloose he decided to see more of the country and headed south and west. It was the days of World War I and Hog Island was going strong. He went there for two months then came to Sun Ship. This was June, 1918. A number of things delayed his 40th anniversary until now.

His first job was as a laborer in 50 Dept. and the work was helping to build Sun Village. His two months complex appeared again and he quit in August.

This time it was the call of the sea which drew him. He made two trips on Sun Oil's tanker PARAGUAY between Marcus Hook and Texas. This probably did not take 16 months but it was that long before he turned up in our yard again this time as a laborer in 53 Dept. He was transferred to 75 Dept. as a hooker-on in

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JOHN KRIEGER, JR., 31-61, 25 years

MORE ON SERVICE

30 YEARS

8-678 John Kosmider
36-774 Philip Schafft

25 YEARS

60-464 Leonard Bailey
78-69 George Colesworthy
81-299 Marcelus Irving
31-61 John Krieger, Jr.
67-328 Joseph Rico
34-306 Charles Thornton
81-101 Charles Upchurch
38-43 Robert Wright

20 YEARS

33-1385 Charles Anderson
91-1761 Elizabeth Bonneville
47-422 Charles Cornog
68-430 Richard Keely
8-52 James Rooks
66-76 George Sipe

15 YEARS

58-64 John Burgoyne
34-349 Howard Coleman
67-115 Edwin Goldsborough
59-520 Edward Jenkins
34-466 Joseph Venuto
59-342 Philip Waites

10 YEARS

69-198 Horace Broughton
68-96 Joseph Dobrony
36-435 Joseph Eagan
59-772 Herbert June
75-40 Charles Lawton, Jr.
76-136 John Manko
47-163 Stephen Palma
34-241 John Sloss
33-238 John Slotowski
47-121 Jack Spanier
67-383 Raymond Taylor
65-192 Antonia Velcich
39-4 Robert Walls

A laborer working on a country highway said to the foreman: "I've been on this job two weeks and I still haven't got a shovel."

"Don't complain," said the foreman. "We've been paying you, haven't we?"

"It's not that," said the laborer. "All the other guys around here have something to lean on."



JOSEPH RICO, 67-328, 25 years



CHARLES UPCHURCH, 81-101, 25 yrs.

MORE ON WARWICK . . .

July, 1920, and stayed with it 14 years. Then he quit giving ill health as the reason and was out five years.

When he returned in May, 1939, he went into 76 Dept. as a crane operator. The only time he has lost since then was about 10 years ago when he was out several weeks for an operation. Manuel's recollection is that he first started on cranes in 1920 in steam. Now, he says, he can run any crane in the yard.

Manuel married a Camden girl in 1927. They have two daughters and seven grandchildren, five of them boys. One of his grandsons is a powerhouse operator at Williamson Trade School. He lived in Ed-dystone 11 years but moved to Lester when he married. Keeping track of his grandchildren is a full time job outside the yard he says.

"I wouldn't worry if your son makes mud pies. It's quite normal," said the psychiatrist.

"Well," said the mother, "I don't think it is, and neither does his wife."



CHARLES THORNTON, 34-306, 25 yrs.



ROBERT WRIGHT, 38-43, 25 years

YW Offers You Decent Hangout

Any of you young folks in the yard (the notice says up to 35 is young) who find it difficult to meet and meet with men and women of your own age may find this word from the YWCA of assistance.

The YWCA at Seventh and Sprout Sts. in Chester has opened the Anywhere Coffee House. "Now no one can say he/she doesn't have anywhere to go," the organizers say.

Anywhere Coffee House is a place just to sit around and talk with congenial people. Go in alone or with a group. Talk, sing, play the bongos, dance, read poetry or prose—anything goes at Anywhere. It is open from 8 to 11 p.m. Fridays. Call TR 6-8226 for particulars.

It takes a conscientious man to tell whether he's tired or lazy.



Jack Cochrane, Inspector for ABS, Retires

AWAY BACK IN 1942 John Cochrane came into our yard as an inspector for American Bureau of Shipping. In next few years he was sent to Wilkes-Barre for a while and spent about three years in England, all in way of duty. About 1950 he came back here and has been here since — until Jan. 30, that is. That's when John decided it was time to exchange his coveralls for a lounging jacket which is what he did. When his determination became known, a few of his friends got together, invited more and gave John a royal sendoff one noontime at the Colony Hotel in Chester. They presented him with a beautiful ship's clock and barometer which is casting reflections as John holds it at right. Gathered in his honor were those seen above. Beginning at lower left and going around outside they are Emerson Gatchell, Joseph McCay, ABS; G. Wills Brodhead, William Riley, United States Lines; George Maling, ABS; Frank Pavlik, William Riley practically hidden behind Frank, and Louis D'Ammon, both of Baldwin; Richard Gundeson, Atlantic Refining; Robert Galloway, John himself, James Shearer, ABS; Capt. Louis A. Grundler, USCG (ret.); David Archibald, Lloyds; Richard Campbell, Penn Steel; Ernest J. P. Wray, Lloyd's; Lt. Horton Gafford, USCG; Theodore Berckman, Sun Oil; John Melson, ABS; James Edward, ABS; around the inside from the right: Comm. Joseph Haines, USCG; Peter Bowan, Baldr Anchor; Donald Robertshaw, ABS; Sherman Ziegler, National Bulk Carriers; Arthur Seltzer, E. R.



Seece, ABS; D. E. Brown, ABS; Richard Hall, ABS; Ed LaCrosse, Arthur A. Holzbaur and William Smith. Those not otherwise designated are Sun Ship men.

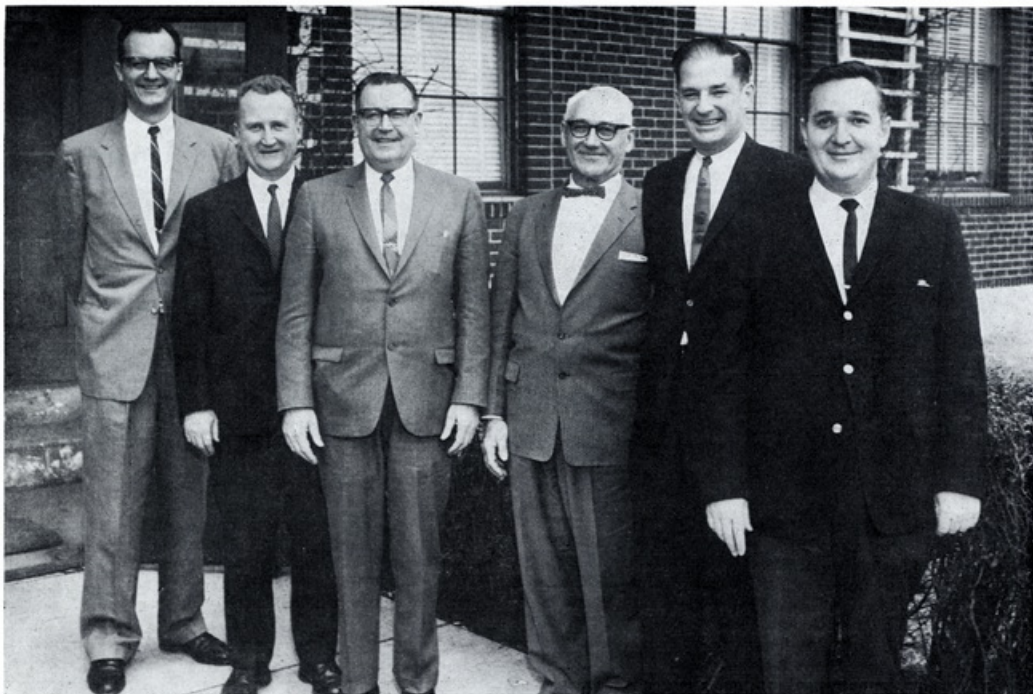
F. Waltman, Sun Oil, Retires

Franklyn Waltman, director of public relations for Sun Oil Co. since 1943, is retiring March 31 because of ill health. Robert G. Dunlop, president of Sun Oil, made the announcement. William W. Weston, assistant director of public relations since 1944, will succeed Mr. Waltman.

8 More Saturn Clamps Are Being Fabricated

Work is well underway on construction of eight Saturn V hold-down assemblies for NASA in Huntsville, Ala. We received an order for four last September which was increased to eight in December.

If you can find your magazine from September, 1963, you will find a series of pictures on the center pages which will give you a pretty good idea of these assemblies and what they do. We built four of them at that time.



LEADERS OF GOVERNMENT OF CHESTER visited our yard recently at invitation of our president, Paul E. Atkinson. They went through yard including rocket shop and were impressed by what they saw, particularly rocket fabrication. In party were (l. to r.): Vice Presidents Charles Zeien and Robert Galloway, James Lamb and Joseph Mielcarek, city councilmen; President Atkinson and Chester Mayor James Gorbey.

MORE ON SPEED . . .

Thomas Krawiec, foreman of the general stores department, came up with such an idea some time ago. It now is in full operation. Tom had been impressed with the time it took from the ordering of supplies from his department to the delivery of them. There were two ways to do it. Someone could be taken off the job and sent to the storehouse or an order could be dispatched through regular yard mail channels. The first accomplished prompt delivery at the expense of the time of a man who could have been more gainfully employed. The second way meant it was material you would not need at once.

Tom finally worked out what seemed to him to be the answer to the problem. It resulted in the establishment in the yard of the modern equivalent to the pony express. Other than the normal storehouse personnel involved, it takes only the time of one mail boy to operate it.

It is the explanation for those rural route mail boxes you see at various locations in the yard—18, to be exact. It is the reason why a leader or expediter can have material delivered to him in a half hour or a little more after he orders it. Here is how it works:

The leader or expediter puts his requisition

in duplicate in the mail box and puts up the flag. The circuit rider (on a bicycle) making his rounds stops and picks up the order which reaches the storehouse at the end of his run. The order is packed in boxes, the duplicate of the order is attached and it is delivered to the designated station by the storehouse runabout. The delivery point need not be the one where the order was picked up.

Three things are necessary to make the system function properly and keep things flowing smoothly as it is intended to do, Mr. Krawiec said. The most important thing is that leaders and mechanics plan their work far enough in advance so that the material they need is on hand when they need it. The second thing is to write a complete description of the article needed. Put down the length of bolts or screws needed, for instance. If a particular shape is needed, put it down—hexagon heads, for instance. The third thing is to be sure to put down where the material is to be delivered—the station number.

If those three things are attended to carefully, it will help to make this the most efficient material supply system we have had yet.

Speaking without thinking is like shooting without aiming.

Rocket Program Continuing Here

An announcement by the National Aeronautical and Space Administration (NASA) Jan. 25 seems to have spelled an end to our work in the field of rocketry so far as the present contract is concerned. NASA announced it was discontinuing further development of 260" solid propellant motors now under contract to Thiokol and Aerojet-General because President Johnson's 1966 budget contained no appropriation for it.

This does not affect the work we are doing for Aerojet-General because, so far as is known, the budget restriction affects the fiscal year which begins in July, 1965. We are attempting to finish our work so the earliest possible delivery date can be made. If a successful demonstration of the feasibility of the 260" case can be made soon enough, it may show the wisdom of continuing this program.

In the old days if a man died with his boots on he was called a bad man, today he's called a pedestrian.

MAINTENANCE

34 DEPT. M

By Thomas Flynn

Our good will man, Joe Greco, is in Tri-County Hospital, but we are glad to report Joe is feeling much better. We hope to see him back in the yard real soon.

Bill Dougherty is chewing tobacco now. I'm sorry I let Bill work with Charlie Howley. Charlie taught Bill some bad habits.



Thomas Flynn

Walt Achuff and Paul Brown are going into the electric appliance repair business — they fix old grills for good, plus blow out all the fuses in your house. That is a good pair to steer clear of.

George Mumford got a new car. We wish you all the luck in the world with it, George. Make all those riders behave themselves and it might last more than one year.

Congratulations to Mr. and Mrs. Gene Polansky on the birth of their first child—a nice little girl.

Hard luck Charlie Howley's boy got hurt playing football in the field across the street from Charlie's house. The boy played all season never got a scratch. Charlie said the shoulder injury didn't hurt him though. I think the boy has some other ideas.

Frank Gaffney had a big time on New Year's Eve—it took him two weeks to get over it.

Joe Hubert is awful quiet these days. What's the matter, Joe, you mad at somebody?

Billy's mother asked him why he didn't play with the little boy next door. "He's a nice boy," she reminded him, "and I never heard him say naughty words."

"No," Billy admitted, "but you will tomorrow."

"Why tomorrow?"
"Because," boasted Billy proudly, "I just told him some."

The doctor noticed the patient's hands kept shaking during the physical examination.

"You drink a lot, don't you?" the doctor asked.

"No sir," the patient said, "I spill most of it."

A little boy boarded a bus wearing long pants. The driver charged him full fare. At the next stop a little boy got on wearing short pants. The driver charged him half fare. Next stop, a young lady boarded the bus and the driver collected no fare.

(She had a transfer, you dope.)



QUITE SOME TIME AGO U.S. Department of Labor certified Sun Ship for testing of cargo handling equipment. Recently they got around to giving us proof of our certification. Number on this one is 1. It was presented to Vice President Charles Zeien by Edward C. March (right), chief of the longshore branch of Bureau of Labor Standards of U.S. Department of Labor. Frank Ferrell (left) is quite interested inasmuch as his riggers do testing.

MORE ON LAUNCH . . .

which you just saw launched. They will also be much faster with a service speed of 23-knots and a top rate of 27-knots. This speed will make our next group of vessels the equal or peer of all passenger ships on the North Atlantic with the exception of the four superliners—our own SS United States, the France and the two Queens.

Prior to ordering the automated cargo-liners, my Company built and placed in service, eleven, high-speed, conventional cargo vessels of the Challenger I class at a total cost of some \$112,000,000.

Since approximately 50 per cent of this total of \$226,000,000 for the ships built, building or on order is a construction subsidy cost paid to the shipyard by the Government, this means that United States Lines has spent or ear-marked some \$113,000,000 for new ship construction. And our building program is only at the mid-way mark.

This is a very substantial investment for one Company to make, but we feel it is justified because we have confidence in the future of American shipping; because we have confidence that American shippers will lend us their support by routing their cargoes on our ship's; because we are confident we can provide the efficiency and excellence of service which will win shippers to our support; because we are confident the public interest requires and justifies the investment of public and private funds which our ship replacement program entails,

and because we are confident that the United States Government will foster and promote an American Merchant Marine adequate to the nation's needs for peacetime operation and for wartime emergency.

Thank you for being with us.

LETTERS

305 Crosby Street
Chester, Pa.
Feb. 3, 1965

Safety Department
Sun Shipbuilding & Dry Dock Co.
Chester, Penna.

Dear Employees:
I wish to thank you for your donations of blood during my recent illness. It was most gratefully appreciated. Once again thanks to each and everyone.

Most sincerely,
Thomas Frederick Fritz, Sr.

A lady stepped off the penny scales. Her husband eyed her appraisingly. "What's the verdict, Millie?" he asked. "A little overweight?"

"Oh, no," she said. "But according to that height table on the scale I should be about seven inches taller!"

"Do you go to school, little boy?" asked the lady.

"Naw," explained the little fellow. "I'm sent."



Rod and Gun News



By Robert "Whitey" Hahn
IT'S A BIG JOB!

Jan. 11th the Pennsylvania Fish Commission named Robert J. Bielo to the position of executive director. Promoted would be the right verb as he has been assistant executive director since April, 1963, and acting executive director since the big

shake-up in the fish commission last July 27 when Raymond M. Williams, commissioner of this Southeast Division, was named president of the commission.

The officers and delegates of the Pennsylvania Federation of Sportsmen's Clubs were very instrumental in bringing about this reorganization of the fish commission.



R. Hahn

Last June your scribe, as secretary of the Chester County Federation, was a very interested spectator when Chester County hosted the Southeast Division meeting of the Pennsylvania Federation in the Spring City Fire House, Spring City, Pa.

We sat there with our eyes and ears wide open and pencils flying taking down notes as the plans for reorganizing the commission were revealed. To say we were skeptical would be putting it mildly. We heard a disgruntled and disgusted Ray Williams ready to resign but the assembled delegates not only refused to listen to that kind of talk but assured him he was going to be president of the commission.

He has long been very active in the Pennsylvania Federation of Sportsmen's Clubs. He has a host of followers not only in Pennsylvania but throughout the nation in all phases of conservation work because of his fight for clean streams, more boating access areas and better fishing.

Mr. Bielo, the new executive director, is very well qualified having been employed by the commission since 1950—serving six years as a regional fishing manager and five years as a fish warden. He holds a bachelor of science degree in biology from Elizabethtown College and a master of science degree in marine sciences from the University of Delaware. As of the first of the year, he heads a force of 277 employees who draw wages or salaries so it's a big job.

One hundred and thirty-four men at nine fish cultural stations propagated and distributed 19 million fish last year, five million of which were trout and 2.75 million of these were legal size and averaged 9 inches. Most of the 14 million warm water species released were fry and fingerlings as it is too expensive to raise bass and muskies to legal size. For instance,

commercial hatcheries charge \$5 for a 15-inch bass. The fish warden force has a big job, too. Each warden patrols an average of 1000 miles of flowing water and more than 900 square miles of territory.

Pollution control and inspection of sources of pollution is another big job for your over-worked fish wardens. This is a job in which anyone can help. Proper taking of samples of polluted water above, at and below the source can be done by any interested person. These samples and information turned over to the warden or deputy warden can result in quick settlement of pollution offenses.

Making the good fishing and boating waters of Pennsylvania available to the public is a big job. There are more than 130 access sites along streams, rivers and lakes of the state. The acquisition and development of these areas has provided fishermen and boaters with access to many miles of fine fishing and boating waters.

Another big job is the maintenance of more than 16,000 acres of land and lakes owned and leased by the commission. A staff of only nine men handles this important work. A staff of five keeps the more than one million fishermen and boaters informed of the commission's activities to say nothing of the tourists and the non-fishing public.

The Benner Spring research station which is operated by the commission as a research station and a production hatchery is recognized as one of the finest. Discoveries made and fish management techniques perfected at this station have been acclaimed all over the world.



STEW, ANYONE? Here is a part of ingredients. Leo Miles, Jr., took daughter, Geraldine, 14, hunting in Bradford County. She got her first rabbit.

They are always trying through research to find better ways to propagate and distribute all kinds of fish. Everyone interested in this sort of thing should make an effort to visit Benner Spring or any one of the other eight fish cultural stations.

Serving the needs of more than 95,000 registered boaters and thousands of manually propelled boats which don't have to be registered along with about one million anglers when you include the kids under 16 who don't need a license on an annual budget of 2½ million dollars is a big job. This is mostly license money but can't do the whole job.

The people of Pennsylvania, through Project 70, voted to make \$5 million available for the commission to buy lake sites, access areas and pollution-free springs. The commission cooperates with the Vacation and Travel Bureau of the Department of Commerce in a joint effort to promote fishing, boating and tourism. All in all, it's a big job, but with the help of the deputy fish wardens who serve without pay, and the fish committees of some 750 sportsmen's clubs affiliated with the Pennsylvania Federation of Sportsmen's Clubs, the commission will go on doing it.

In the October, 1964, issue of OUR YARD we stuck our neck out by saying that July 27, 1964, was the turning point and that there would be a decided improvement in fish commission practices from then on with better fishing as the result. Well, this still goes only more so!!

POT SHOTS AND SHORT CASTS

William (Reds) Russell (59 Dept.) bagged an eight-point, 135-lb. buck the first day of the deer season in Snyder County near the old homestead. This makes a total of three deer the Russell clan got the past seasons as we wrote in an earlier issue about Bill's twin nephews who each got a la William Tell in the former Susquehanna Ordinance Grounds. Though we are really hurting for pictures we couldn't use the one Bill sent along with the info as it wouldn't have reproduced very well.

John Morris (36 Dept.) spent some time at his farm near Montrose in Susquehanna County during small game season. While sitting quietly waiting for squirrels he saw deer walk by on several occasions but where they got to during deer season is the big question. We've heard variations of this same story on numerous occasions yet, according to Pennsylvania Game News for February, the deer kill reports passed the 80,000 mark which is par for the course while as of Dec. 30, 490 bear were reported. This is 210 more than last year.

Geraldine, 14-year-old daughter of Leo Miles (59 Dept.), hunting up in Bradford County bagged her first rabbit. Regulator Henry (Whitey) Mager and his son, Bill, were in the party at their camp when she scored. Carl Finks (47 Shop) joined them

SEE PAGE 24 COL. 1.

OFFICE CHATTER

By Frank Wilson

Perhaps the best thing that can be said for the month of February is that it paves the way to spring with enough worries to make everyone as sad as the touring associate editor who was captured by cannibals.

Because he was so distressed, the cannibal chief tried to soothe him. "Cheer up," he said, "soon you'll be editor-in-chief."

Then, of course, there was the cannibal who had his teeth filled by a dentist during dinner.

This month's birthstone is the amethyst, its flower is the primrose and its most frustrated character was the clothing store owner.



F. Wilson

er whose doctor told him to count sheep in order to fall asleep.

"It just won't work, doctor," he reported later. "I counted up to 20,000 sheep. Then I got to thinking that they would give about 80,000 pounds of wool and that would make about 12,000 suits. And, doctor, who could sleep with an inventory like that?"

Feb. 2 is Groundhog Day. That's the day the groundhog lets us know if we're going to have an early spring or an extension of winter.

February's weather often is as deplorable as the Englishman who described the Venus De Milo as the girl who got the breaks, then added, "It's an armless joke."

Three important dates to remember this month are: Abraham Lincoln born in a log cabin in Kentucky Feb. 12, 1809. He served as 16th President of the United States from 1861 to 1865. George Washington was born in Virginia Feb. 22, 1732. He was known as the "father of his country." He was our first President and served from 1789 to 1797.

Feb. 14, don't forget to send your loved ones a valentine.

BIRTHDAYS—The following employees will celebrate their birthdays this month: G. Wills Brodhead (Ship Repair Sales) and Patricia Hutson (Keypunch 2d shift), 2/2; Blanche Hurst (K.P.), and Arthur Noel (Dispensary), 2/3; Crisula Skidas (Mr. Liacouras's secretary) and William Elliott (Outside Sales), 2/7; Grace Bartow (Data Processing), 2/12; McKinley Brown (Janitor), 2/13; Doris Frank (Purchasing), 2/14; Oscar Uzzle (Dining Room), 2/15; Ann Butler and Ethel Brown (Dining Room), 2/16; Wanda Grier (Insurance), 2/17; Frank Nyemetz (Dispensary), 2/23, and Edward Railsback (Employment), 2/28. Many happy returns to all of you.

WELCOME ABOARD—We would like to welcome the following employees who started with us last month: George Wood



TRUTH WILL OUT, believes Frank Wilson, writer of our bright Office Chatter column, so he might as well give it a push. Last month he said when Gene and Dorothy Koontz went hunting in Lycoming County all Gene brought out was one deer (Dorothy). So Dorothy agreed she might be a deer but Gene got a deer also and presented this picture for proof. This is Gene (Dorothy says) and deer he shot (Dorothy says (no affidavits, you understand)).

(3d shift Tab.), Martha Jarman (Manufacturing), and a former employee, Doris Irwin, replacing Judith Waters as Arthur Holzbaub's secretary.

SICK LIST—Still on our sick list is William Hartman (Purchasing) and now Margaret McKinney of Data Processing who fell in the office a few weeks ago and splintered the bone in her elbow.

We extend our sympathy to David Owens (Data Process.) whose sister passed away last December.

Mabel Emmott, formerly of Stores Accounting, passed away last month. She was 77 years old and was a Sun employee for 35 years. She retired in 1955.

MISCELLANEOUS NEWS—Happy motoring to David Owens (Data Process.) who purchased a new 1965 Mercury last month.

Arthur Sulzer (S.R. Sales) took a group of boys called "Indian Guides" on a tour of the MSTs Maurice Rose while she was here for repairs. After the tour was over they were served ice cream and cake in the captain's quarters.

The same group of boys also visited my house at Christmas time to see my train display. Unfortunately, they did not receive any refreshments.

Good luck and a happy retirement to Robert Mitchell (82 Dept.) who retired from the company Dec. 31 after 46 years of faithful service.

And finally, to end on a shifty note, there was the man who changed his will as many as five times a year—obviously a fresh heir fiend.



By John Aull & Lew Hazlett

We were all saddened last month by the death of Charlie Grant. Charlie was one of the old timers at the Wetherill Plant and he will be fondly remembered by all.

It seems as though all our apprentice boys are getting out of their time all at once. Bill Glass and Joe Worm are the latest to finish. Joe also became a proud father last month. It seems funny but I remember getting only one cigar.

We see John Gorman back in the pattern shop. Welcome back, John, and Hank Weaver gives you a special welcome. He needs someone else to buy him coffee now that his allowance is down to a dime a day.

Nick Stewart really has a soft spot in his heart for his old Chevy convertible. He sold it to Norm Phillips so he still could see it once in awhile.

No. 3 shop has taken on a new look these days. After Bill Pettigrove's "clean up" campaign and Ernie Carr's painting, it looks like a new shop.

Harry Sinex reports the entire membership of the social club is back on their dues. He would like to have everyone paid up by July this year so let's all make an effort to catch up.

John Kosmider and Ned Kitchel are moving up in the world—about 150 ft. They are temporarily at the rocket shop machining the 260" case.

Hughie Coulburn is on a new diet—it's called "Missing Mangam's Lunch." He's lost six pounds already. Hughie doesn't think it is all the diet though. He gives some credit to a nervous condition caused by Tony Riccardo being transferred to the third shift.

Good luck to Bob Worrell in his new role as shop foreman. Bob Katein says now that Worrell has moved over to production he's shooting down Quality Control already.

The new look on the toolroom has brought a rash of bruised knuckles through the shop. Palmer better install a doorbell or make Butch a doorman.

Wife: "Mort, wake up! There's a burglar going through your pockets!"

Hubby: "Leave me out of it, Mabel. You two just go ahead and fight it out between you."

It is indeed desirable to be well descended, but the glory belongs to our ancestors.



Hazlett

INK SPOTS

FROM THE
HULL DRAWING ROOM

By Ed Housley

The first order of business this month is to offer belated congratulations to Warren Paschall and his wife, Dorothy, on the birth of Jayne Sally. The latest Miss Paschall arrived as long ago as Nov. 9 and only now have I got the word. The Pas-



E. Housley

challs now have three girls and one boy. If and when there is a next, Warren, be sure to tell me early enough.

We are still seeing new faces on the third floor. Linton Gilbert and Robert Cormier, both lately of the monopol shop, are new in the drawing room and James Preising in the blue print room. Wel-

come to the merry-go-round, fellows.

Bob Williamson is a big boy now having just celebrated his 22d birthday. Sue and Alice presented him with a three-layer chocolate cake adorned with two candles presumably indicating 22. Some of the girls from downstairs, Audrey, Toni, etc., came up for the occasion. The little blonde, Audrey, got carried away somewhat and gave Bob a kiss that could be heard the length of the room. Bob did not mind in the least as he thinks Audrey is pretty cute anyway.

On one of the real cold days just after New Year the heater in John Sperg's new car refused to give any and Barney, as usual, had a snide comment to make: "Just a four-thousand-dollar icebox." Now Sperg gives him so much heat in the car Barney is complaining the toes of his shoes are curling up.

Paul Bennett has left again, this time going to St. Louis. Bill Buckley is back from the rocket squad.

John Borsello's wife, Anna, was in Lanekau Hospital recently for a few days. She had been having some eye trouble but the hospital stay cleared it up and her eyes are now okay. John says Anna is counting the days until May when she is going to visit her mother in Italy.

Marshall Moody, Jr., also was in the hospital lately. Marshall was in Sacred Heart for two or three days having his teeth extracted. He looks okay but seems reluctant to talk for some reason.

The Monday after Christmas, Lee Eshelman went up to New York, caught a non-stop jet to Los Angeles and flew back the Monday after New Year. While there Lee saw the Rose Parade and the Rose Bowl football game on New Year's Day. He went over to National Steel shipyard to see Don Burkey, formerly of our drawing room, and later went down to San Diego. Also he visited a placer mining camp and did a little panning for gold. It all sounds like a great way to start the new

47 Department 2nd Shift

By Howard (Shorty) Foresman

Here we are entering into the second month of 1965 and it is mighty cold in the shop. The salamanders are going full blast and heavy winter clothing is still in view. Well, one cheerful thought is, things should be a little better or at least a little warmer next month.



H. Foresman

duce me to part with it.

Feb. 7, 1910, the Boy Scouts of America was founded. Whenever something bothers Edward Eustace in the future, I bet he will have it checked. He walked around with a cracked rib for a week before finding out he had it.

Mickey McLaughlin bought a new Ford Falcon. It is a nice little car and Mickey only had it about a week when someone banged into it and put a nice big dent in the right rear fender. Talk about the luck of the Irish, I guess Mickey can do without it.

Bill Cook is on the sick list. I sure hope he gets well soon.

Joe Secoda must have leather hands—the hot water he uses would scald the

year off.

Some people are forever having things happen to them and we have such a patsy in this department. Whenever I run short of material, such as now, I immediately think of Steve and my problem is solved. Steve, as you may or may not know, is very partial to a cuppa tea and likes it with a dash of lemon. Some ratfink got hold of Steve's lemon juice dispenser and refilled it with water.

Next tea time Steve brewed up, added a generous dash of lemon and imbbed, "Hmm, needs more lemon." Another generous squeezing of the dispenser and the tea still needed lemon. A glimmer of the truth dawned, a dash of supposed lemon juice on a finger, a quick sniff and taste and suspicion is a certainty. As I said before—these things happen to some people.

Keep it going, Steve, I am getting to rely on you for at least one item each month. I used to be able to rely on Carol for news items but any more she seems to clam up when I appear. Why Carol?

That Scientific Dept. is really something. Nothing, but nothing, newsworthy ever seems to happen in there—or maybe they are just shy and bashful and prefer not to be mentioned.

30 Department

By Russell Watkins

First of all a belated Happy Birthday to Emilio (Moose) Bonacquisti (December) and hope he has many more.

Congratulations to William (Kentucky Bill) Hellard and his wife, Rose, on their 25th wedding anniversary (Jan. 27). We wish them many more happy years together. We enjoyed our visit with the Hellards over the holidays. Bill did a beautiful job on his kitchen. He's really a professional at cabinet making.

Glad to see Thomas (Baldy) Hayes back on the job after breaking his toe. My how that smarts!

Sorry to see Bob Clark on the sick list. He was operated on in December. . . . Charlie Wagner's wife is in the hospital. Get well soon!

We had a party for the gang during the holidays and did you know that Moose Bonacquisti is working at the wrong profession. He should be a female impersonator and emcee. Dallas (Bo Peep) Searcy and his wife, Sara, brought his electric guitar and, boy, he sure can make it sing. Mr. Chetty could start a theatrical agency with the show business talent he has working in the Boiler Shop.

Our deepest sympathy to Arthur (Whitey) Smith on the death of his brother in January, and to Walter Crist and his wife on the death of her mother in February.

feathers off a tough old rooster.

I heard that in his younger days Charles (Pappy) Jenkins decided to become a boxer. After the fifth round of his first fight Charles asked his manager, "Do you think I hurt that fellow in the last round?" "No," replied his manager, "but keep swinging your arms like you have been and he might die of pneumonia from the breeze."



LEE ESHELMAN in Disneyland



By John Rosati

Winter is going to be with us for another couple of months for certain. Here is a new and simple method for curing frostbite. This is something that every outdoor man should file away for future reference. It is advice from Dr. C. A.



J. Rosati

Dean who says the very worst thing a frostbitten man can do is to rub the area with snow or anything else.

The new and most successful method is to get the victim into a warm place as quickly as possible and give him a hot drink. Then thaw out the frozen area as quickly as possible by bathing it in warm water. After

exercising gently the muscles nearest the site of damage. Any blisters that form should not be punctured. Handle the affected area with gentle care.

A cop stopped a man from jumping off a bridge. "If you jump in," he pleaded, "I'll have to jump in after you and while we're waiting for the ambulance we'll both get pneumonia and die. Now be a good fellow and go home and hang yourself."

TO MAKE YOU THINK—Many parents will agree that always we hear the plaintive cry of the teenager: "What can we do? Where can we go?"

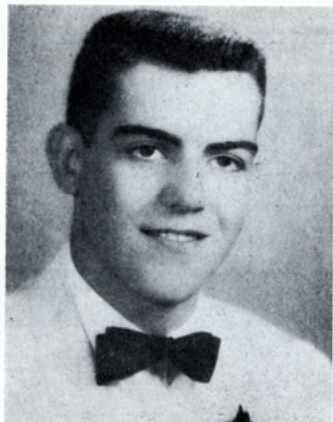
The answer is, "If you are away from home, go home! If you are already there, hang the storm windows, paint the woodwork, rake the leaves, mow the lawn, shovel the walk, wash the car, learn to cook, scrub some floors, repair the sink, buy a boat, get a job.

"Help the minister, priest or rabbi; the Red Cross, the Salvation Army, visit the sick, assist the poor, study your lessons and, when you are through and not too tired—read a book.

"Your parents do not owe you entertainment. Your city or borough does not owe you recreational facilities. The world does not owe you a living. You owe it your time and energy and your talents so that no one will be at war, in poverty, or sick or lonely.

"In plain simple words—**GROW UP**. Quit being a cry baby. Get out of your dream world and develop a backbone, not a wishbone, and start acting like a man or a lady.

"You're supposed to be mature enough to accept some of the responsibilities your parents have carried for years. They have nurse^d, protected, appealed, begged, excused, tolerated and denied themselves needed comforts so that you could have every benefit. You have no right to expect



Jack Carr

them to bow to every whim and fancy just because your selfish ego instead of common sense dominates your life, personality, thinking, requests, demands. In heaven's name—grow up and really get started in the right direction."

Display placard on a fruit stand: Please don't squeeze me until I'm yours!

Meet JACK CARR pictured in this column who resides at 259 E. Baltimore Ave., Clifton Heights, Pa. He was hired April 6, 1964, as a draftsman in 82 Dept. Previously he was employed by Riggs-Distler and Company, electrical and mechanical contractors in Philadelphia. His duties were as an estimator and assistant to the field superintendent.

After a few months of service with Sun Ship, Jack was assigned to 75 Dept. as assistant to Joe McBride. His attitude and willingness to help wherever he could made him very popular with the men. He returned to Drexel Institute of Technology the first week in January to continue his education.

He is a cadet lieutenant in the Reserve Officer's Training Corps at Drexel. His hobby is to take an active part in sports. He is a playing coach in the CYO senior basketball league. He also coached the CYO pony league football team at St. Charles School. To a fine and good-looking chap the personnel of 75 Dept. bids farewell and happy landing. Note to you young ladies, the line forms on the right!

Condolences are extended to Earl L. Bennett, foreman of 76 Dept., whose mother-in-law, Mrs. Laura V. Porter, died recently at the age of 91.

When Winston Churchill first was offered honorary U.S. citizenship, he said, "Thanks but let's wait until after April 15."

This question caused quite an argument between three of our fellow workers. One claimed that an unknown was the first buried at Arlington Cemetery; another claimed it was a soldier; then the third came up with a corker—how did Arlington become a cemetery?

Yours truly was handed the task of answering all three. Here we go! When Lee joined the Confederacy, Union troops

Feel Cold, Anyone

People often remark about the weather one way or another. Here is an item we picked up that should make our readers feel real warm in our coldest temperatures. Verkhoyansk, in eastern Siberia, has held the distinction for years of being the coldest inhabited place on earth. Temperatures there have dropped to a cool 93° below zero Fahrenheit. But last year another Siberian village, Oymyakon, 400 miles to the east, snatched the title by reporting a record 96 below. Well, do you folks feel any warmer now?

Here are a few highlights about this village. Schools close when it's 58 below. They start their meals with something cold because sudden contact with hot food or tea could cause your teeth to crack. Some of their foods are, pepelni, a dish much like our Italian ravioli; tchokon, big pale yellow balls made of frozen milk; stragenina, three types of raw fish all devilishly cold. Next time you complain it's cold think of those people in Siberia and their menu—you may warm up quickly.

seized Arlington (with its strategic command of the capital) so fast that Mrs. Lee barely got away. In the bloodbath of the Civil War the cemeteries around Washington were jammed by 1864 and the dead were being buried haphazardly where they fell—which outraged public opinion.

The Quartermaster, Gen. Montgomery C. Meigs, was told to survey possible new cemetery sites. A former friend of Lee's, Meigs now hated him for taking up the Southern cause. Apparently Meigs investigated just one site—the Lee-Custis estate in Arlington. Mrs. Lee owed \$92.06 back taxes. She was required to pay it "in person" but could not pass through the lines from Richmond to pay it. The government paid the \$92.06 and took the property. The estate had become a military camp and hospital and was a haven for starving slaves—the dregs of war. Many of them died there and are buried in Arlington as civilian unknowns.

June 12, 1864, Arlington officially became a national cemetery. (That is answer number one.) By then, the first soldier to be buried in Arlington already had been interred there—Private William L. Christman of Pennsylvania in grave 19 near the present Weitzel Gate. He soon was joined by Arlington's first "unknown" from a Virginia battlefield. That's it. Whew! Take it easy, fellows.

Here are some further statistics on the subject. When the hatred of war waned, a court ordered a repurchase of the property from the Lee family for \$1500.00 in 1883. And now 100 years later the Army is preparing 190 new acres for Arlington to meet new needs. The flag is always at half staff at Arlington since no day passes without fresh interments of men who defended their country. During the past year eight million visitors passed through the five gates of Arlington National Cemetery being the nation's number one focal point of historic, sentimental and patriotic interest and beyond question the most popular, most visited cemetery in the world.

A word to the wise is sufficient: Drive carefully and don't insist on your rites!



By Harry (Whitey) Burr

Well, our sick list is about the same as last month. Pete Sweigart and Kenzie Pennington still are out. From what we hear they are coming along pretty well. We have had quite a few of our men out for a day or two with this cold weather that is around. When you are out in it all day it does not take too long before it does get you down.

The past month of January saw your reporter and Arthur (Muddy Water) O'Connor have birthdays. Both say they are now just 39. If you believe this, we know you're nuts. The boys saw to it that a nice big



H. Burr

cake was in at noon for Whitey's party and as Muddy's was just one week later it was up to your reporter to make sure that he had a cake, too. We can say this—he does have to take off some weight as he is overweight now at 88 lbs. in his stocking feet. His pants and shirts won't fit him but we understand that boss Bill Browne said he will see that he gets that extra weight off quick.

George Kelly, one of Joe Newman's men, is going into the hospital for an operation in a few days and will be out for a couple of months. Pal, you sure will be missed. Archie Meriano, your co-worker, said even with all the trouble he has with you, you are one of the best men in our shop. To you also, we hope your stay will not be long and you will be back soon.

We are sorry to learn seven of our men will be laid off. Right now we are short of good men and with all the work we have it is just too much for the gang we have today.

Charlie Ulmer and William Thomas both are reported in the dog house. They better watch out. It is pretty cold to sleep outside these evenings.

Jim Gallagher doesn't care whose cigars he smokes. The other day while at the storeroom window up came one of our bosses. It was not long before our Jim had him getting the smokes out and offering him not one but two. On top of this Jim had him light it for him. He said they sure are better than the ones he rolls himself.

Floyd Hopkins, our admiral, was out to New York a few weeks ago. He visited the boat show and before he left he bought a new 32-foot boat with everything on it. Men, you better be good to Hoppie or he won't let you ride with him. From the picture he was showing around the shop it sure is a wonderful boat. We hope he has plenty of good luck with it. Maybe he will invite some of us for a ride. He said that

before anyone can go on board he will search him. Why, we just can't understand as no one in our shop drinks or even carries such stuff on them.

Who is the young man in the Safety Office who drives to work and gets out in front of the office and never kisses his dear wife goodbye? Pal, don't be ashamed to do this. We think she is a very nice person and I have heard men say they would never leave her without kissing her goodbye. Walter, just ask that tall one beside you what is the trouble.

Yes, during this month of February we will observe birthday anniversaries for two great men of the past. I often wonder if we will ever get men like them again. Today it seems we are looking out for ourselves and to h--- with the other person. With the country of ours like it is and with all the trouble we are having, surely if we just stop for a minute or two and think things over, how much better we may be able to do things and to help others.

No matter how little it is, the thing is to do something to try and make others happy. By doing this, you, too, will be rewarded with a better life and things. Everything is not just what we think it would be but when you stop and think of those poor souls in the hospitals and places like that we should feel a lot better.

I get around to these Veteran's hospitals and know you can say to yourself, brother, am I glad I am on the outside and have my health. We do have quite a few men in our yard who are servicemen and have spent time in these hospitals and know how it feels to be there with no one to come to see you and talk with you.

Yes, it does take a little of our time to do things like this but when you have done a good job of helping one of your buddies you feel great and can go out and face the world knowing that you did your part to help make life just a little better.

When you look over the list of men who have left our yard and passed on to the final resting place, it makes you stop and think maybe you'll be next. The reason I say this is that since coming to the yard in 1920 a lot of men have gone on their way. We can have our fun and jokes but at times we must stop and think that we are getting just a little older and we better take just a little better care of our soul and body for it is up to us to do this and no one else.

The bicycle business is just about the same as my last report on them. I just wonder if those who ride them keep their homes like they do these bicycles. They are coming in for repairs with only one wheel, a tire missing or the frame broken. This is a shame and no way to treat these bikes. These bicycles are for us to ride, not to haul material on like quite a few do. Then when they do break down some of you leave them where they are and the next morning come over and ask if we have your bicycle. Wow!

"I've been working here eight years," complained the employee to the boss, "and I've been doing the work of three men. Now I want a raise."

The boss objected. "I can't give you a raise," he said. "But if you'll tell me who the other two men are I'll fire 'em."



By Hugh Ryan

I'm very sorry fellows, but due to some fortunate and unfortunate incidents your reporter has omitted his column for several months. But with your help, I shall try to make it up to you.

Sorry to hear of Mike Bringel's loss—his brother passed away and we offer Mike our sincerest condolences. Another member of 59 Dept., Harvey Austin, a third shift leader, lost his brother a few weeks ago. Just one other bit of sad news—Moe Levinson of 45 Dept. lost his brother also. Alec Levinson passed away at Lewes, Del.

Here's a little bit of good news—three welders on 1st shift are the proud fathers of baby boys—Leo Pine, Jr. (59-239), Herbie June (59-772) and Bert White (59-238). Congratulations, fellows, and keep up the good work.

Our assistant foreman, Elmer Palo, is ill. Good luck and a speedy recovery from all of us.

We welcome back Dominic (Nick) Saetta. Nick had a very serious back operation. Take it easy, Nick, and watch that back. You only get one, you know. . . . Also a greeting to one of our old buddies, Luke Ward, who just returned.

It looks like the "old timers" out at the bowling alley are having quite a time. Art Sherrer (59-561) and Joe Blythe (59-194) are really knocking down those pins. Keep up the good play, fellows, you might get another trophy to add to your collection. Our old friend, Walt Brysiak (59-772) also is having a good year as is the sparkling money-maker, Herbie June. Herbie says it was just luck but we all know he was just laying down for a wager. Tom Newton (60-102) says as soon as his arm gets in shape he is going to really give you fellows a good race. So good luck, fellows, and keep 'em rolling and falling!

In case you fellows haven't noticed, Steve Stevens (59-324) gets the shakes every time he hears a phone ring. He thinks the Rocket Shop might call him at any time. Don't give up, Steve.

Congratulations and good luck to William Myers (59-300) who has just passed his certified acetylene test.

By the way, men, we all are very sorry to see one of our old timers and friends, Chester (Spec) Goudy, retire. We wish him a very happy retirement and best wishes for the coming years. Also, we would like to mention the appointment of Bob Evans to assistant foreman. He has taken over the reins that Spec handled so well.

In the United States today, the farmer is the only man who can lose money every year, live well, educate his children, and then die rich.

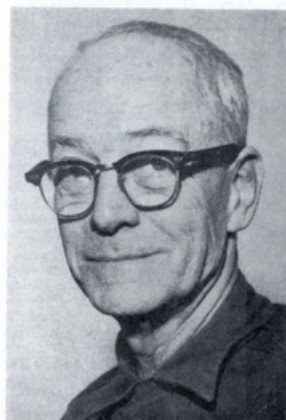
Who from Their Labors Rest



WILLIAM G. McMAHON, 81, of 622 E. Ninth St., Chester, died Dec. 31, 1964. He was born in P'acolet, S. C. A helper with 21 years service, he joined the Wetherill Plant in January, 1939, and was continuously employed until September, 1959, when he retired. Before joining Sun Ship he was employed as a weaver in the Aberfoyle Manufacturing Co. in Chester. Mr. McMahon is survived by one son, Clarence M.; one daughter, Mrs. Dorothy Birney; four grandchildren, and one great grandchild.



EDWARD MOKSHEFSKY, 47, of 717 E. Seventh St., Chester, died Nov. 27, 1964. He was born in Allentown, Pa. A veteran of 16 years service with Sun Ship, Mr. Mokshefsky began his employment in October, 1942, as a handyman in 55 Dept. and in the ensuing years served as a chipper and caulker in 55 Dept. from 1943 until 1952 and then served as a helper in 47 and 36 Depts., and was working as a shearman in 47 Dept. at his untimely death. He served in the Armed Forces from May 28, 1945, until July 21, 1946. Fishing and boating were his favorite pastimes and he was a member of the Sun Ship Bowling League. Survivors include his wife, Pauline; two daughters, Karen Mokshefsky and Susan Coupe; one son, Edward, two grandchildren.



CHARLES ALLAN GRANT, 66, of 845 Agnes Ave., Rutledge, Pa., died Jan. 4, after a short illness. He was born in Glasgow, Scotland and settled in the U. S. in 1925. A veteran Wetherill plant employee with 37 years service, Mr. Grant started there in February, 1927. With the exception of two months in 1929, he was continuously employed until September, 1961, when he was stricken. A leader at the time of his death, he also served as an assistant foreman for a time. He was a member of the Rutledge United Presbyterian Church and a Mason, Scottish Clan Ross. Fishing and photography were his favorite pastimes. Survivors include his wife, Mrs. Mary Grant; three daughters, Mrs. Thomas Crain, Mrs. Edward Pierce and Miss Sheila Grant; and four grandchildren.



CLINTON ROANE, JR., 42, of 3012 W. Poplar St., Philadelphia, died suddenly Dec. 31, 1964. He was born in Williamsburg, Va. A burner with seven years service, he joined 60 Dept. in 1952. With the exception of lack-of-work periods he remained until Dec. 30 when he was stricken. He also worked as a burner at Venango Auto Parts, Inc., Philadelphia, and Bethlehem Steel in Baltimore, Md. Mr. Roane's favorite pastimes were fish-



KONSTANTY (STANLEY) LAJCA, 70, of 2415 W. Fourth St., Chester, died Dec. 26, 1964. He was born in Po-

land, swimming and operating and repairing cars. He is survived by his wife, Catherine S. Roane.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of the following employees who died during January and February, 1965.

FRANK M. SWANTEK, 66-57, 473 Hibbs Ave., Glenolden, Pa., Jan. 24.

PERCEY YOUNG, 67-4347, 234 N. Gilmor St., Baltimore, Md., Jan. 25.

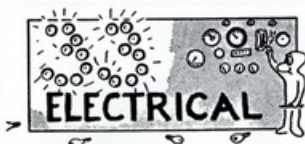
CLINTON J. WOOLEY, 47-149, 123 W. Forrestview Rd., Chester, Jan. 29.

WILLIAM J. REYNOLDS, 33-383, 915 Upland St., Chester, Feb. 1.

ROBERT SPEARS, 76-168, 1011 McCaffery Pl., Chester, Feb. 2.

GEORGE NICKERSON, 60-74, 1345 Bertha Ave., Verga, N. J., Feb. 3.

land and came to the United States in 1912 to Edwardsville, Pa., and in 1917 settled in Chester where he spent the remainder of his life. A chipper and caulker in 55 Dept., Mr. Lajca had 25 years service when he retired in March, 1961. He was a member of St. Hedwig's Holy Name Society, Polish-American Citizens Club and Polish National Alliance, Group 650. Survivors include his wife, Karolina; one son, Dr. Edward A. Lajca, and one daughter, Mrs. Iona M. Cyle.



MAINTENANCE

By Joe Ebright

There isn't much to say about Lent. Most of the people know what they are going to give up already. It will probably be the same as last year—they'll give up eating watermelon and things like that. Then there are those who are really sincere and will really make sacrifices.

Here is a word from our Temporary Light Dept. Mike Angelecco, our bench man in the shop, had so many jokes pulled on him that he doesn't trust a soul now. Mike finally let his suspicious mind get the best of him. One of Mike's friends whom he's done a few favors for came in one day with a box of cigars in a bag. Mike wasn't in the shop at the time so he left them with one of the other fellows to give to him when he got in.

Dick Daubert tried to give them to Mike when he came in but Mike wouldn't have a thing to do with them. Dick kept telling him someone left them there for him but Mike wasn't going to have any more jokes pulled on him that day. So he told Dick to give them to someone else. Dick asked everyone in the Temporary Light gang if they wanted them. They all told Dick to keep them if he wanted them—which he did.

A couple of hours later Mike's friend came in and asked Mike if he got the cigars that he left for him. Mike exploded. About 15 minutes later after Mike caught his breath and started speaking English again, he tried to get his cigars back but Dick wasn't having any part of it. Mike then went to see his boss to see if he couldn't get them back for him. He tried but to no avail.

Now Mike is accusing everyone of stealing his cigars and if you think he was a little tough to get along with before you should try asking him for something now. Let this be a lesson to you, Mike. Better luck next time and be a little more trusting with your fellowmen.

Howard (Mush Mouth) Gibson is having the time of his life since Tom Clark gave him a walkie-talkie to take out on the job with him. The only trouble now is no one can understand him when he uses it. Someone will have to tell him it's to talk into, not eat.

In last month's issue we had an article about Mike (Black John) Muro making a killing on the horses. Well, Mike's mother read about it and being on the conservative side wanted to know what Mike did with all of it. Maybe we exaggerated a little on what Mike won. It wasn't as much as everyone thought it was. We found out what the exact amount was—it was \$478.

Here is a word from behind the iron curtain and believe me getting any information or news from Emil's Navy is like getting missile secrets out of Washington.

66 Dept. Stage Builders Carpenters

By Walter Shanko

William (Bill) Logan, carpenter, has left Sun Ship many years of service. We all wish Bill the best of luck and many happy years in the new home and half-acre of ground he and his family have purchased in Richmond, Va. Bill said he is going to lay around and just take it easy. He will be missed very much by everyone who knew him not only for his humor but also for his contribution as a working man.

Sincere sympathy to Rocco Damore, carpenter, whose father passed away. He was 91 years old.

Congratulations to Albert (Abbe) Gregas and Charles (Charlie Cigar) Koslosky (stagebuilders) who took their last steps of freedom and now join the ranks of the ball and chain brigade. Rumors are that John DiCave (stagebuilder) is the next one in line sometime this summer. Somebody better talk to this boy.

Congratulations also to Albert (Fred) Follett, carpenter, and his wife who are expecting their first child.

Art Sutton (stagebuilder assistant foreman) and Ben Morris (stagebuilder) have just purchased new cars. If you happen to see Art or Ben driving along the road somewhere and you hear a growling noise, it's not the tiger in their tanks but they are thinking of the monthly payments coming up.

Our department was well represented on the first half championship teams of the Sun Ship bowling leagues. Edward (Honest Ed) Clayton and Richard (Dick) Kush-to (stagebuilder leaders) were on the champion Shipways team of B league, and Joe Sage (carpenter shop leader) was on the PMC team, champs of the Mixed league.

Note the photograph of Jack Suda's (carpenter) pretty little daughter in this issue. She must take after her mother.

Bring out the crying towel for Charles (Muff) McKernan (stagebuilder). Muff still is crying about Notre Dame losing its last game of the past football season. Your story of woe has really touched my heart, Muff, but you see I am a Southern Methodist man.

It seems the guys with all the money get all the breaks, too. William (Popeye) Burton, carpenter, sent a lot of Christmas cards this year. This is a good and friendly practice—I think we will all agree—but also an expensive one. For some reason unknown, Popeye sent his Christmas cards without any stamps on them. You guessed it—everyone of them was delivered and not a word said about the missing stamps.

Emil keeps everything and everyone pretty well suppressed down there. The fellow went home from work one night and the next day when they returned they found all the little boxes that they were using to sit on at lunch time thrown out. Tough luck, fellows, I guess you'll just have to sit on the cold floor now.

To make a long story short, there's nothing like having the boss walk in.

Seer Walsh Ends B League Season

By Bill Walsh

Why did Shipways win the first half championship? The answer is right in the statistics and here are some startling facts about how it was done.

This club averaged 2451 points per three-game set or 817 per game. But look what happened on their "off" nights. Sept. 12 the Shipway's team had a three-game total of 2217 or 739 per game yet they won four. Oct. 1, the team could only topple 2253 pins, a 751 average, and again they won four points. Nov. 16, the champions of the first half only accounted for 2387 pins averaging 795 per game (22 below their average) and again they won four.

These 12 wins on bad nights spelled the difference between champions and also-rans. Sept. 18 this club set its first three-game high of 2638 as it "waffled" X-Ray and won four. Then on the final night of the first half they toppled 2659 pins to set the league standard for high three as they turned back Electric Shop's belated bid for the title.

Shipways boasts three bowlers with averages of 172 or better. But the other three men with the lower averages all have been up on the nights the big men were down. On each of the occasions when Shipways totals were below par, these "little men" came through with big series to turn the tide and keep the club in contention.

For example: Sept. 10 Ed Clayton, who has an impressive 174 average, rolled three games of 143, 143 and 149 for a 435 total. (87 pins below his average.) However, that night Dick Kushto, captain of the team, scored a 197, 167, 153 for a juicy 517 and Dick's average is 154. His series was 55 pins above his average. Don Smith whose average is 145, rolled 157, 144 and 177 for 478 on that night—not very impressive, but it was 33 above his average so Don and Dick held up the team on the night Ed was "off target."

Don't sell Ed Clayton short because of the one night mentioned. Ed holds the high single, a 256 Oct. 8, 1964, while enroute to a 610 series. Tex Gibson (174 average), Vic Pajan (173) and Walter Brysiak (166) round out the roster of this hard to beat Shipways team.

Pipe Shop B, the first half 2d place team, compiled the league's highest average per team with handicap, 820. This club, however, when off, were really off. Series of 2214 Sept. 10, 2211 Oct. 1 (against Shipways), 2074 Oct. 8, 2206 Oct. 29, and 2201 Nov. 5, proved very costly. In those matches the club dropped 17 very important points. As they only lost 23 in the half you can see these off nights proved to be the difference between the first and second place finish.

Delving further into the statistics we can come up with several interesting facts. These well may prove to be very instrumental in shaping up the second half. First is the team that finished 14th, Berthing. This club finished 80 pins under their 1963-1964 average. If these men pick up the pieces, Berthing would be a strong

SEE PAGE 24, COL. 3 . . .



SECOND SHIFT

By Charles (Pappy) Jenkins

The ANSWER to last month's question: The world's largest office building is the Pentagon in Washington. It covers 34 acres.

Next month's QUESTION: When and where was daylight saving time first put into effect?

Maybe it's the chip some men I know carry on their shoulders that makes dogs bark at them and makes people avoid them. Remember when people saved up for something then bought it. Nowadays they buy it and save to pay for it.



C. Jenkins

The cause of most automobile accidents can be traced to high octane and low I.Q. Remember gals, if a husband's words are sharp it may be because he is trying to get a word in edgewise. . . . A beauty parlor is where our wives get a face full of mud and an earful of dirt. . . . You are middle-aged when you look back on your youthful mistakes and wish you could repeat them.

A perfect example of minority rule is



MEMBER OF LAST mid-year graduating class from West Philadelphia High School, Janis L. Mays hopes to major in political science at Penn State. Dad is Grady Mays in 59 Dept.

32 Department

By Morris Kalmus

Walter Schmid returned with his family from a whole month visit to his native Switzerland where he visited his folks and former cronies. He took in some real winter sports along the slopes of the Alps. Walter didn't forget us. He brought back some native chocolates and cigars which he gladly handed out to us. I wonder what his people and friends from the landlocked country thought when told that he was involved in shipbuilding—something rare for the Swiss.

George Bromall, Jr., who had been with us a short time, was drafted into the Navy. The only thing we have heard from him is that he is in the Great Lakes boot camp. The day before Christmas Eve, Mary

the baby in any house. . . . Everybody believes in progress. For example, autos go twice as fast as they did 10 years ago, planes three times as fast and money four times as fast.

Jim Dougherty claims it's a fact that a real fat man will never stoop to do anything low. . . . The State Highways Department claims statistics show there are more automobile drivers on the roads today and a lot more pedestrians on the alert.

Bill Corter says prosperity is that short period between the time you hide money at home and the time your wife finds it.

Most secretaries are satisfied with their salaries but they want more over time, leisure time, more primp-up time, coffee time and lunch time.

Bill Niehaus says instead of putting a tiger in their tanks a lot of guys wind up with a tigress in the front seat. Wonder how come he knows about it?

Charlie Pennewell says there should be a law against the trash can bashers that show up at the crack of dawn. . . . Pete Sevick remarked politics makes strange bedfellows but they soon get accustomed to the same bunk.

Only fools and dead men never change their minds. Fools won't and dead men can't.

You have heard of the employer who hung up a sign: Do It Now. By the end of the week the cashier skipped with \$60,000; the head bookkeeper eloped with the boss's private secretary and three clerks asked for a raise.

On quite a few occasions I have had the pleasure of meeting John Pastick, retired regulator leader, while down town. He asked me to tell the gang he is okay. I asked him how he passed the time and with a sly grin he remarked, "Standing on the corner watching the cuties go by." Watch your blood pressure, John, and best of luck.

A math problem: What is the number of blasts that comes from auto horns in a traffic jam? Answer: It's equal to the sum of the squares at the steering wheels.

It's a fact, the number of accidents in the homes is increasing. Tom Kelly says that's because people aren't spending enough time there to know their way around.

Carroll and Helen Super, secretaries of our group, prepared in their homes and then brought in a delicious holiday luncheon for all the members of our department. We all contributed the cash for the

event but there are no words of thanks that can tell our appreciation for their tireless work and the long hours spent the previous night making the salads, homemade cookies, candies and cakes for our gastronomical enjoyment. So again, our group wishes to give these two ladies a hearty note of thanks in appreciation for the exceptional job done.



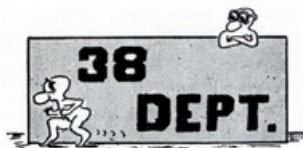
M. Kalmus

My wife, Gertrude, who has been in the hospital and now is convalescing at home wishes to thank with all her heart the E.D.R. Social Club members for their thoughtfulness in sending her the beautiful bouquet of flowers.

All of us in our group are now looking forward to the annual social club banquet Feb. 27 at the new Brass Rail in the Philadelphia International airport motel. Judging from the previous affairs we are sure this present administration of officers have prepared a gala time for us. We hope!



CALIFORNIA, WE ARE THERE!!! This is Roosevelt Glass and family taking it easy in Beverly Hills. Roosevelt, Jr., is next to Dad. He flew in from Korea to meet them. His wife, Jodi, is between him and his mother. He bought a nice new car and drove them all back to Philadelphia. He is a career man in the Army and will head for Germany soon for his last five years before retirement. Dad and Mother plan to visit him there.



By William Walsh

You may think this very selfish, but in this writer's opinion my daughter's marriage was THE event of the very young new year. Judith Ann became Mrs. Augustine John Holzmueller Jan. 9. The wedding took place at St. Cyril's of Alexandria Roman Catholic Church in Lansdowne, Pa. The young pair (John, as he is known to those close to him, is 23 and Judith is 21) were made one during a nuptial mass which can now be enjoyed by non-Catholics as the greater part of the ceremony is in English. In fact, several couples from Sun Ship have told this writer they were both surprised and pleased to find they



W. Walsh

could follow the mass without any difficulty.

Immediately following the double ring ceremony came the reception at St. Alice's Social Hall (well known to local teenagers for weekly dances). Bob Monastero (of 38 Dept.) provided the music with his group (the Meltones) and they were at their best. Attending the wedding from Sun Ship were Mr. and Mrs. William Burns, Mr. and Mrs. Jack Dougherty, Mr. and Mrs. Dwight Traub, Mr. and Mrs. George Broomall, Mr. and Mrs. John Russell, Mr. and Mrs. Robert Klenk, and Mr. and Mrs. William Hollywood, all from 38 Dept.

Judith was attended by her older sister, Mrs. John Zurzola, who was matron of honor. The bridesmaids were Misses Kathy Zimmerman and Kathy Breslin, two of her closest friends.

Old Dad, of course, gave the bride away and my other son-in-law, John Zurzola, was the best man. The couple will reside in Augusta, Ga., as John is an Army man stationed at Fort Gordon. They honeymooned by driving leisurely (6-day trip) to Augusta, their ultimate destination.

One of the highlights of the wedding was the polka as performed by Jack Russell and Mrs. George Broomall.

Now news of future weddings — Miss Georgette Covey and John Robert Culley (38 Dept.) have announced their engagement. No date has been set as yet for the wedding. . . . Bob Stein, an apprentice

in 38 attending Penn State, has announced his engagement to Linda Shepherd, a graduate of Ridley Township High School. They plan to wed in September.

Sixty-four girls from every department in Sun Ship all chipped in and gave a surprise "dinner-shower" for Jane Scull of 38 Dept. (Jane is expecting her first child in May). Forty-nine of the 64 managed to attend the spaghetti dinner at the Towne House in Media. Then when Doris Covey of 38 Dept. finally persuaded Mrs. Scull to have dinner with her, the surprise was complete.

Jane was presented with the following gifts for the coming baby: a play pen and pad, a lounge-a-matic (you girls will know what that is), a baby blanket, comfort and pillow, three sheets, a puddle pad, a quilted crib pad, two towel sets, two dozen diapers, a diaper bag, a terry cloth suit and the ever present (at these baby showers) diaper pins.

Mrs. Sue Longbine of the Hull Dept. purchased all the gifts and everything in a ye low and white color scheme. There are several beautiful pictures of the affair but unfortunately they are all in color and would not reproduce well in OUR YARD because they are color photographs. However, anyone who wishes to see these photos can do so by simply requesting Jean Walters, of the Planning Dept. to show her beautiful set.

78 Dept. Ahead of 38 Dept.-in Some Ways

It was supposed to be an upset, although no one seems to know who decided who was the favorite. At any rate there was a basketball game played not long ago—the duel of the century, the participants would have you believe—between

the Hull Drawing Room and the Engine Drawing Room. Hull won 56 to 46.

Ed Bryant, for the losers, was THE man of the day with 24 points. Perhaps his teammates were too busy watching him, but they forget to do much in the

point-making department. Dave McKee and John O'Brien each did a good job for Hull. The loss is more strange when you learn Jack Herbert was referee and Charlie Twardowski was official scorekeeper. (Both 38 Dept. men, you know.)



THESE WERE CONTENDING JUGGERNAUTS in battle between drawing rooms. When creaking of bones (oops! Mr. Herbert only refereed) — when pounding of feet was stilled (victors were Hull team (left) made up of (l. to r., front) Robert Walls, Gabriel Moretti, Joseph Carantonio, Charles Smith; (rear) Sam Summa, Robert Filliben, David McKee and John O'Brien. Vanquished was Engine Drawing team (same order) Edward Bryant, Victor Pajan, William Eaton, Peter Abdalla; (rear) Jack Herbert (non-partisan referee), Thomas Brennan, Robert Stein and Robert Parkinson.

A League Underdogs Coming To Life

Generally speaking the second half so far has proved the standing at the end of the first half was a matter of class and not fly-by-night, flash-in-the-pan lucky bowling. True Welders A, the first half champs, are not in first place. But they are only two points out. The amazing thing is the bunch that is tied with them for third—Timekeepers who finished 11th in the first half.

More consistent is the performance of the 33 Live Wires who carried over second place from the first half and are only one-half point out of first.

Just as inconsistent as the Timekeepers—perhaps moreso—is the play of 47 Fabs. From eighth right into the driver seat is quite a hop and the second half is about a third gone. Office also has bettered its position from 10th to a tie for fifth and first place only three points away. In fact, Welders B in ninth place is only four points out of first.

There have been a couple of reversals of form. Wetherill has gone from third to eighth but they are only five points out. The Chippers and 36 Machinists also are down a bit especially the latter. There were no changes in season high holders—that 676 scratch three of Phil Masusock's is going to be pretty hard to catch anyway.

The boys have started a pot to go to the man participating who gets six strikes in a row. It was over the \$30 mark last week and still standing. When friction began to build up Feb. 12 the standing was as follows:

	Won	Lost
1. 47 Fabs	12	4
2. 33 Live Wires	11½	4½
3. Welders A	10	6
4. Timekeepers	10	6
5. Riggers	9	7
6. Office	9	7
7. Hull General	9	7
8. Wetherill	8	8
9. Welders B	8	8
10. Chippers	7½	8½
11. Shipways	7	9
12. 36 Machinists	3	13
13. 66 Splinters	2	10
14. Supers	2	10

Season Records

Hi Single—Emil Touring (Timekeepers).....	252
*Postponed Match	
Hi Three—Philip Masusock (Weth.)....	676
Hi Single w/hcp — Harry Radabaugh (Timekeepers).....	266
Hi Three w/hcp.—P. Masusock.....	721

A visitor to the county jail saw a prisoner who appeared to be quite distressed. "Tell me," said the visitor to the sheriff, "what terrible crime has this fellow committed?"

"No crime at all. He was going down the street one day and saw one fellow shoot another. He's being held as a material witness."

"Really? And where is the man who did the shooting?"

"Oh, he's out on bail."

Berthing Upper In B League

A look at the B League standings at this moment makes one wonder if he is not supposed to do it with mirrors. Berthing, which ended the first half a comfortable last in the 14-team setup, is leading the pack. Not by much—just two points—but the sixth week is coming up fast.

Some other elements of this topsy turvy situation are X-ray, from 12th to fourth spot; Hull Drawing, from 10th to a tie for second. Also the fact some teams are where they are. Boiler Fabs, for instance, with two of the highest average men in the yard (W. C. Owens and John Muschell) plus two others who make the record sheet consistently. Feb. 11 they rolled 1047 and 2752 for high single and high three. But they are down in eighth place behind teams like X-ray with only one man with a higher average than lowest regular and Berthing with only two. Certainly funny how the ball bounces.

The boys finally noticed Tom Flynn was riding high in the high three plus category and—Wow! One tied him and two beat him—one by 27 pins. Ed Clayton continued his hold on the record sheet and retook high three from which he had been displaced momentarily by Marshall Moody, Jr. Harry Manko gave Tom his comeuppance with a 689.

The boys have been building up a pot to go to the man who makes six strikes in a row. At \$34, it was getting attractive so Ed Clayton took that along with high single. As they got things rolling Feb. 18 the teams stood thus:

	Won	Lost
1. Berthing	15	5
2. Hull Drawing	13	7
3. Shipways	13	7
4. X-ray	12	8
5. Burners	11	9
6. Rocketeers	11	9
7. Electric Shop	11	9
8. Boiler Fabs	10	10
9. Piping Design	9	11
10. Pipe Shop C	9	11
11. Pipe Shop B	9	11
12. Rocket Shop	7	13
13. Hull 77's	6	14
14. Pipe Shop A	4	16

Season Records

Hi Single—Ed Clayton (Shipways).....	256
Hi Three—Ed Clayton.....	641
Hi Single w/hcp.—Ed Clayton.....	270
Hi Three w/hcp.—Harry Manko (Boiler Fabs).....	689

Two doctors were discussing the trend to specialization, which conservatives consider has gone too far. "I suppose," said the older doctor, "that you are going to be a specialist, like so many youngsters these days."

"Yes," said the younger. "I am going to specialize in diseases of the nose."

"Fine," the older snorted. "Which nostril?"

Teams Mixing It Up in Mixed

Any resemblance between The Mixed League of today and the end of the first half just ain't—to be ungrammatical. It could hardly be more scrambled if it had been stirred with a spoon.

Winner PMC is fourth. Runnerup Harvard is ninth out of 10. Last place Army is third. Sixth place Cornell is first. Temple is closest to its first half spot moving up one to second. This is bound to change, of course. Fifth place is only four points back of first; eight place is only six.

There has been only one change in the season record holders among the girls. Eleanor Abate displaced Judith Paige for High three plus. The men stick with the same old lineup. John Singley is in the high average saddle for the moment which clears Peter Martin off the sheet.

When they began mixing it Feb. 9 the order of the teams was thus:

	Won	Lost
1. Cornell	13	3
2. Temple	12	4
3. Army	10	6
4. PMC	9½	6½
5. Miami	9	7
6. Duke	8	8
7. Navy	7	9
8. Slippery Rock	7	9
9. Harvard	3	13
10. Lehigh	1½	14½

Season Records

Girls

Hi Single-Dorothy Allebach (Duke).....	202
Hi three-Kay Schmidt (Lehigh).....	504
Hi Single w/hcp.—	
Jean Cowdright (Miami).....	231
Hi Three w/hcp.—	
Eleanor Abate (Army).....	632
Hi Ave.-D. Allebach.....	148

Men

Hi Single-Hugh Coulbourn (Navy).....	245
Hi three-Jack Culley (Miami).....	609
Hi Single w/hcp-John Aitken (Cornell).....	269
Hi three w/hcp-Henry Peter (Temple).....	668
Hi Ave.—John Singley (Army).....	170

CLASSIFIED

FOR SALE—21" T.V. table model R.C.A. Victor guaranteed one full year. \$45.00. See Dom Settenbrino, 47-146, 2d shift or call GR 3-8656. Also T.V. repairs.

FOR SALE—Bell tape recorder—excellent condition. Call Tom Bishop, LO 6-5105. \$75.00.

"You're fired," said the advertising agency head to the account executive. "Turn in your ulcer."

MORE ON ROD AND GUN . . .

for a couple of days. Carl has a house trailer on a lot near their camp.

Joe Osifit (Guard Dept.) got back in the scoring column this past deer season when he bagged a spike buck near his old homestead in Schuylkill County. So all his buddies in the Guard Dept. enjoyed some venison again, we think.

Ralph Cook (59 Dept.) was another successful deer hunter when he in his own words, "got a little ole spike buck" in Bradford County.

Wildlife Week will be observed this year March 14-20. The theme is Pollution, one of my pet peeves. As we expect to give it a big play next month, we won't say any more now.

John McRae (60-95), while fishing out of Barnegat Light in the Miss Barnegat Light, got two nice cod weighing 35 and 18 lbs. The party took about 40 codfish but the 35-pounder took the pool for John.

MORE ON SEER . . .

second half contender. Another club, Piping Design, is 74 pins under 1963-1964. If they jell as a unit, they also could be in the top echelon come April 29.

Hull Drawing is another team far below last year's totals. If Marshall Moody, Jr., Joe Abrosino and Stu Woolley hit for significant figures, they could walk away as champions. Last year's champions, the Burners, could cause plenty of woe to opponents if Joe Blythe and George Ridgley begin to match last year's averages. Based on the presumption that these clubs will do just that, here's a statistical projected view of the second half finish:

	Wins	Losses
1. Berthing	41	19
2. Hull Drg.	40	20
3. Piping Design	39	21
4. Shipways	38	22
5. Burners	37	23
6. Pipe Shop B	35	25
7. Rocketeers	34	26
8. Rocket Shop	32	28
9. Pipe Shop C	30	30
10. X-Ray	28	32
11. Boiler Fabs	25	35
12. Electric Shop	24	36
13. Hull 77's	20	40
14. Pipe Shop A	18	42

Save this to see if the figures prove accurate.

Boy Friend: "We're gonna have a swell time tonight. I've got three tickets for the movies."

Sweetie: "Three seats? What do we want with three seats?"

Boy Friend: "One for your pop, one for Mom, and one for your kid brother."

A guest at a hotel was awakened early by a knock on the door.

"Who's there?" he inquired sleepily.

"Bellboy. I've got a telegram for you, sir."

"Slip it under the door!"

"Can't! It's on a tray!"

Teacher: "Johnny, do you know Lincoln's Gettysburg Address?"

Johnny: "No, ma'am. I don't think they numbered the houses in those days."

SUN SHIP MUTUAL BENEFIT ASSOCIATION

Statement of Receipts and Disbursements

for months of October—November and December—1964

Cash on Hand September 30, 1964 \$ 32,879.41

RECEIPTS:

Dues from Members		
October	\$13,260.90	
November	11,101.50	
December	13,691.90	\$38,054.30
Company Payment		
October	11,366.50	
November	9,515.55	
December	11,735.95	32,618.00
Income from Investments:		
American Telephone & Telegraph Co.	601.00	
The American Tobacco Co.	180.00	
Duquesne Light Co.	52.50	
Ohio Edison Co.	220.00	
American Sugar Co.	249.75	
Bethlehem Steel Corp.	175.00	
American Smelting & Refining Co.	231.25	
Consolidated Edison Co. of N. Y.	125.00	
United States Steel Corp.	350.00	
U.S. Treasury Notes	693.75	
Delaware County National Bank	792.00	3,670.25
		74,342.55
		107,221.96

DISBURSEMENTS:

Sick Benefits		
October	22,229.60	
November	21,559.80	
December	28,242.40	72,031.80
Compensation Cases		
October	136.95	
November	233.93	
December	997.68	1,368.56
Miscellaneous Expenses		
October	96.97	
November	47.90	
December	101.23	246.10
Purchase December 17, 1964		
5-4½% Subordinated Debentures @ \$100.00		
Bethlehem Steel Corp.	500.00	500.00
Cash on Hand December 31, 1964 (Delaware County National Bank)		33,075.50
Savings Fund (Phila. Savings Fund Society)		10,000.00
		43,075.50
Securities as of September 30, 1964		226,553.93
Purchase December 17, 1964		
5-4½% Subordinated Debentures @ \$100.00		
Bethlehem Steel Corp.		500.00
Securities as of December 31, 1964		227,053.93

Box Score For Basketball Skirmish Between Hull-Engine Drawing

Hull	Pts.
David McKee	20
John O'Brien	16
Robert Walls	6
Joseph Carlantonio	4
Robert Filliben	4
Charles Smith	4
Gabriel Moretti	2
Samuel Summa	0

Engine	Pts.
Ed Bryant	24
William Eaton	8
Peter Abdalla	6
Robert Parkinson	4
Robert Stein	2
Thomas Brennan	2
Victor Pajan	0

Judge: "I hereby fine you \$25.00 for picking pockets."

Defendant: "Your honor, I have only \$15.00."

Judge: "Officer, turn the prisoner loose in the crowd until he gets the other \$10.00."

Wise Guy: "Does your orchestra play requests?"

Conductor: "Certainly. What would you have us play?"

Wise Guy: "Pinochle."

Jointure

A man walked up to a girl sitting alone at a bar.

"May I join you?" he asked.

"Certainly," she replied. "I didn't know I was coming apart."

"Say, what's that crawling up the wall?"

"That's a lady bug."

"Gad, what eyesight."

It used to be a fool and his money were soon parted. Now it happens to everybody.



Girl Scout Week
March 7-13, 1965

Hey, Mister!

Lend me a dollar to help me walk
and I'll make
you feel good
all day

(P.S. I'll pay
you back when
I'm rich)

Giving to the Easter Seal Kid, here, besides making you feel good in the mysterious way that giving does, enables him and 250,000 others all over the U.S.A. to keep coming to us for help in overcoming these crippling disorders—accidents, poliomyelitis, cerebral palsy, multiple sclerosis, muscular dystrophy, arthritis, birth deformities, speech defects, and many others.



Easter Seal Fund Appeal

address: Crippled Children, c/o your local postmaster

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