

*Our Yard*

SUN SHIPBUILDING AND  
DRY DOCK COMPANY  
JULY 1958

# ***HERE'S HOW FOLKS GET HURT***



*(Safety Department's Message to Summer Drivers  
Is "Be Courteous — Take Your Time")*

# BOWLING LEAGUE WINNERS GET AWARDS



ROW — President H. J. Burke and Vice President John B. Rose Jr. and Allen H. Burton delivering talks at banquet of Bowling League, May 18, 1955. — ROW — Left: Mr. Barry presents award to grand champion team, the Thunderbolts, who also were winners in 5 leagues. ROW — J. H. O. McFarland presents to 4 league winners, the Bowling Team.

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# TEAM CAPTAINS AND INDIVIDUAL WINNERS



TOP—LEFT: **SEYMOUR SANDSON** was lieutenant of Bowling League. 1—**THEODORE WIL CHAMBER** was selected to give prizes to the 8 Empire individual winners. 2—**CONRADIAN CHARLES BRYAN** made awards to 4 Empire prize winners. 3—**B. WIDENHART** captain of Radio Ship team, 8 Empire, is given prize by Executive Committee. 4—**CAPTAIN OF A SHIP** got prize from Controller Ship.



## GIRLS' BOWLING LEAGUE BANQUET



1. **STONY 101 (BRANDY)** when they were awarded by Vice President Dick Cheney in dinner with President Clinton. 2. **1999 2000 CHAMPAGNE**, 3. **50 C** (Shirley Stinson, Peggy Carter, Joe Bonad, Mr. Vice, Mike Stone, Mike Stryker, Ronson, 4. **1998 2000**, 5. **1998 2000**, 6. **1998 2000**, 7. **1998 2000**, 8. **1998 2000**, 9. **1998 2000**, 10. **1998 2000**, 11. **1998 2000**, 12. **1998 2000**, 13. **1998 2000**, 14. **1998 2000**, 15. **1998 2000**, 16. **1998 2000**, 17. **1998 2000**, 18. **1998 2000**, 19. **1998 2000**, 20. **1998 2000**, 21. **1998 2000**, 22. **1998 2000**, 23. **1998 2000**, 24. **1998 2000**, 25. **1998 2000**, 26. **1998 2000**, 27. **1998 2000**, 28. **1998 2000**, 29. **1998 2000**, 30. **1998 2000**, 31. **1998 2000**, 32. **1998 2000**, 33. **1998 2000**, 34. **1998 2000**, 35. **1998 2000**, 36. **1998 2000**, 37. **1998 2000**, 38. **1998 2000**, 39. **1998 2000**, 40. **1998 2000**, 41. **1998 2000**, 42. **1998 2000**, 43. **1998 2000**, 44. **1998 2000**, 45. **1998 2000**, 46. **1998 2000**, 47. **1998 2000**, 48. **1998 2000**, 49. **1998 2000**, 50. **1998 2000**, 51. **1998 2000**, 52. **1998 2000**, 53. **1998 2000**, 54. **1998 2000**, 55. **1998 2000**, 56. **1998 2000**, 57. **1998 2000**, 58. **1998 2000**, 59. **1998 2000**, 60. **1998 2000**, 61. **1998 2000**, 62. **1998 2000**, 63. **1998 2000**, 64. **1998 2000**, 65. **1998 2000**, 66. **1998 2000**, 67. **1998 2000**, 68. **1998 2000**, 69. **1998 2000**, 70. **1998 2000**, 71. **1998 2000**, 72. **1998 2000**, 73. **1998 2000**, 74. **1998 2000**, 75. **1998 2000**, 76. **1998 2000**, 77. **1998 2000**, 78. **1998 2000**, 79. **1998 2000**, 80. **1998 2000**, 81. **1998 2000**, 82. **1998 2000**, 83. **1998 2000**, 84. **1998 2000**, 85. **1998 2000**, 86. **1998 2000**, 87. **1998 2000**, 88. **1998 2000**, 89. **1998 2000**, 90. **1998 2000**, 91. **1998 2000**, 92. **1998 2000**, 93. **1998 2000**, 94. **1998 2000**, 95. **1998 2000**, 96. **1998 2000**, 97. **1998 2000**, 98. **1998 2000**, 99. **1998 2000**, 100. **1998 2000**, 101. **1998 2000**, 102. **1998 2000**, 103. **1998 2000**, 104. **1998 2000**, 105. **1998 2000**, 106. **1998 2000**, 107. **1998 2000**, 108. **1998 2000**, 109. **1998 2000**, 110. **1998 2000**, 111. **1998 2000**, 112. **1998 2000**, 113. **1998 2000**, 114. **1998 2000**, 115. **1998 2000**, 116. **1998 2000**, 117. **1998 2000**, 118. **1998 2000**, 119. **1998 2000**, 120. **1998 2000**, 121. **1998 2000**, 122. **1998 2000**, 123. **1998 2000**, 124. **1998 2000**, 125. **1998 2000**, 126. **1998 2000**, 127. **1998 2000**, 128. **1998 2000**, 129. **1998 2000**, 130. **1998 2000**, 131. **1998 2000**, 132. **1998 2000**, 133. **1998 2000**, 134. **1998 2000**, 135. **1998 2000**, 136. **1998 2000**, 137. **1998 2000**, 138. **1998 2000**, 139. **1998 2000**, 140. **1998 2000**, 141. **1998 2000**, 142. **1998 2000**, 143. **1998 2000**, 144. **1998 2000**, 145. **1998 2000**, 146. **1998 2000**, 147. **1998 2000**, 148. **1998 2000**, 149. **1998 2000**, 150. **1998 2000**, 151. **1998 2000**, 152. **1998 2000**, 153. **1998 2000**, 154. **1998 2000**, 155. **1998 2000**, 156. **1998 2000**, 157. **1998 2000**, 158. **1998 2000**, 159. **1998 2000**, 160. **1998 2000**, 161. **1998 2000**, 162. **1998 2000**, 163. **1998 2000**, 164. **1998 2000**, 165. **1998 2000**, 166. **1998 2000**, 167. **1998 2000**, 168. **1998 2000**, 169. **1998 2000**, 170. **1998 2000**, 171. **1998 2000**, 172. **1998 2000**, 173. **1998 2000**, 174. **1998 2000**, 175. **1998 2000**, 176. **1998 2000**, 177. **1998 2000**, 178. **1998 2000**, 179. **1998 2000**, 180. **1998 2000**, 181. **1998 2000**, 182. **1998 2000**, 183. **1998 2000**, 184. **1998 2000**, 185. **1998 2000**, 186. **1998 2000**, 187. **1998 2000**, 188. **1998 2000**, 189. **1998 2000**, 190. **1998 2000**, 191. **1998 2000**, 192. **1998 2000**, 193. **1998 2000**, 194. **1998 2000**, 195. **1998 2000**, 196. **1998 2000**, 197. **1998 2000**, 198. **1998 2000**, 199. **1998 2000**, 200. **1998 2000**, 201. **1998 2000**, 202. **1998 2000**, 203. **1998 2000**, 204. **1998 2000**, 205. **1998 2000**, 206. **1998 2000**, 207. **1998 2000**, 208. **1998 2000**,

## LANDLUBBERS AH-OY!

Seamen have a lingo of their own but many of their expressions have been adopted into the English language. The following article reproduced through courtesy of "Other News" tells how many of the sea terms originated. It was compiled by Ed Kopley.

**S**HEEP AH-OY! (Wait, mate! Look lively, lads, we're hoisting the Jolly Roger!)

Every juvenile under-16-year-old pirate knows such phrases and uses them, even though his parents cannot always tell him what they mean. ("Ship ahoy!" is a hail; "avast" means to stop; "the Jolly Roger" is the skull-and-crossbones flag used by pirates.)

Sailors' jargon has passed their flags down from generation to generation with much less variation than marks the language of landlubbers.

Seamen of all English-speaking nations share a common sea language. A sailor from Australia, for example, could go aboard a San tanker and immediately understand the orders. But landlubbers from that country have difficulty understanding American landmen's speech.

Probably the first thing a landman should know about sea language is the difference between a ship and a boat. A ship is any vessel too large to be transported on the deck of another vessel. A boat is any water craft that can be carried on a ship's deck.

Everyone should know, too, that there are no floors, walls, ceilings, windows, hallways, bathrooms, or stairs aboard a ship. The proper terms are "decks," "bulkheads," "overboards," "portholes," "passageways," "heads," and "ladders."

The rope attached to the ship's hull is one of the few phrases of nautical ship that may be called "rope." Most other ropes are called "lines" or "sheets." Small lines are called "small stuff," and large lines may be called "hawseers." But when cable is called "wire rope." Incidentally, a line never breaks — it "parts."



Hoisting a Small Boat.

Many landlubbers (a landman aboard, particularly an awkward or stupid one) are confused about directions on a ship. Facing the bow, the right side of a ship is "starboard," the left side is "port." The front part of a ship is "foreward," the middle part is "amidships," the back part is "aft." When something lies in front of the ship, it is "ahead." If behind the ship, it is "astern." "Dead" is an immediately used word to denote exact bearings; thus "dead ahead" means precisely ahead.

Sailors are famously good housekeepers (they keep things "ship shape"), but there are no "yards" or "meters" aboard ship. Instead, there are "fathoms" and "meters."

Many nautical terms have sea tales behind them. The goose pipe of the galley (not "kitchen") range is called "Charlie Potter" because a sea captain of that name in the British merchant service required such a high position on the copper stove pipe of his ship that he became famous for it.

"Caulking off" means to take a nap. Its origin is disputed by authorities, some of whom claim the term comes from the fact that sailors who slept

on wooden decks stained their clothes on the pitch used to caulk the deck seams.

Another term with a tale behind it is "dead horse," meaning an advance in pay. It stems from a discarded custom of burning the effigy of a horse at the completion of the first three weeks of a long voyage, that being the period required to work off a pay advance made at the time of signing on.

The expression "there a leg" (now corrupted to "shake a leg") arose in the days when sailors were permitted to sail aboard ships of the British navy. At the morning roll to "there and there," the women could continue to sleep undisturbed by showing a stockinged leg for identification.

Another expression which stems from the practice of carrying women aboard is "son of a gun." This term referred to children born along side the guns of the battleships. It is no longer peculiar to sea language.

To use sea terms correctly, one must learn the use of a few common (Continued on Page 10)

## Junior Members of the Sun Ship Family



**FRANCIS G. MEYER**, age 15, is the daughter of Thomas Meyer, retired shift machinist on the Westcott plant who has just graduated from Union County High School, High School, Oregon. His mother, (Marjorie) Meyer, has been years the wife the recipient of the gold medal prize the doctors and a partial scholarship to University College. She is a retired educator and was superintendent for the school districts for three years. She will enter in dentistry and intends to follow this fascinating profession. She and her father are employees of the Westcott plant for 32 years.



**MEMORIAL OF CARL LAMER** of 11 Duane Street, Mrs. Jacob Lamer and son, Carl, while on their vacation at the Seaside, Oregon.



**443 ELMER**, 15 years old, is the daughter of James Elmer, retired shift of "Sun Ship". Her mother is living in Japan and the youngest speaks both English and Japanese.



**JOSEPH H. WOOD, Jr.**, 12 months of age, is the son of J. H. Wood, 80 Department.



**F. E. BURKE**, 11 years old, is the son of Frank Burke of the Seaside.

## THAT'S NO JOKE, SON!

Families need lots of things.  
Clothes, insurance, bathing rings,  
Furniture and food and houses,  
Heating fuels and books and coats,  
Doctors, dentists, nurses, clerks,  
Medicine and reading books.



After the necessities,  
Families buy luxuries.  
But they always have to weigh  
Their ability to pay.

Nations too, need lots of things.  
Pay for presidents, for Kings,  
Congressmen, for commissioners,  
Raiders and local wars,  
Soldiers, fleets for defense,  
Nations' needs are quite enormous.



Nations too, must pay their debts,  
With such money as they get.  
They can't work for it, of course,  
So taxation is their source.

Nations, like a family,  
Can't afford a spending spree,  
Can't go throwing gifts around,  
Losing like their dough was bread  
Carving up a money tree,  
Not owned by guys like you and me.

When a government goes broke  
So do we — and that's no joke.

— L. S. S.

# SERVICE PINS AWARDED FOR MAY



**ORRIS BREWER SR.** is congratulated by Capt. Wm. Smith upon his completion of 30 years service.

**WILLIAM ROBERT SMITH** is awarded his 100 yr. Service Pin by Capt. Wm. Smith.

**AMOS C. BRIDGLAND SR.** is the recipient of a 100 yr. Service Pin, which is by Capt. Wm. Smith. Chief Barker, Engineer Ed White presents a. S. CROSBY SR., with a 25 yr. Service Pin.

**ALFRED C. GRAYSON SR.** is congratulated by Capt. Wm. Smith on his completion of 50 yr. Service Pin.

**FRANK JR. BENT** is presented **JOSEPH SANDERS SR.** with a 50 yr. Service Pin.

**JOSEPH SANDERS SR.** receives his 50 yr. Service Pin from Capt. Frank Jr. Bent.

**JOSEPH BENT SR.** is presented with a 50 yr. Service Pin by Capt. Frank Jr. Bent.

## Humpty Dumpty, A Piker

WHEN 30,000 fellow Americans do their accidental falls in a single year, it's high time we take our feet off the desk and do something about it.

That's a total of about 30 falls a day — placing this typical accident at the top of the list. We must stop falls, and the only way to go about it is to find out what makes people fall.

Falls are caused by a number of things — little things, which jumped into our spell on the Eighth Command Sin — CARELESSNESS.

It took a long time to prove that carelessness was the criminal. For years safety experts searched for an explanation. They looked high and low — on stairways, floors, carpets, ladders, loading ramps and elevator platforms. They made graphs and charts, held long conferences, even wrote books on the subject "Why We Fall?"

Then, one day a couple of safety engineers took a long look around — and there, big as life, stood the dream-eyed explanation to *Why We Fall?*

The answer hit two-legged, two-eyed US! You and I were guilty — not the stairs, ramps, floors and elevator platforms. And high time it was that someone found us out and accused us of our wrong ways!

The safety people had their answer. And they went ahead to do something about it. They began to get on our trail; they observed how we walked, how we descended stairs, how well we kept our minds on what we were doing. Finally, after a long, long time, they were able to classify us in a sort of *Humpty's Gallery* — that shows the habits of five typical fall or groups:

*The Speedster* — the fellow without a clue to go to; the fellow who rushes everywhere, bumps everyone — and then wonders why people get angry at him. *The Speedster* usually winds up in a horizontal position — well-known speed.

*The Climber* — he'll think anything including wobbly chairs, tilted ladders

and broken ladders. Of all "fallers" — he drops the hardest, lands the hardest.

*The Dragger* — he can't pick up his shoes without dragging them. He's the fellow who inevitably spills a tray of food — then walks away leaving splattered glass and broken dishes strewn on the floor. He makes nervous wrecks of all of us and helps cause the rule of empire.

*The Dreamer* — most dangerous of all "fallers." Living in a world of his own, he walks in front of approaching cars, ignores state signs, collides with innocent pedestrians. Give the dreamer a wide berth — he's unconcerned.

*The Strangler* — in at least round one, he never fails to trip on something lying in his path. Either hands and bits of string serve to trip *The Strangler*. He's the fellow who gave Army sergeants famous orders. His weakness is chronic, practically incurable — which proves that the rest of us must prepare a clear path for him wherever he goes. That includes keeping

(Continued on Page 11)

25 Years	1-21	H. Sims	
3-71	C. Bodden	10-31	K. Lutz
26 Years	31-33	G. Richardson	
3-72	A. Graham	33-35	A. Soliman
33-5	G. White	35-37	W. Marshall
35-9	E. Lamberson	37-39	J. Oberdorf

41-10	W. Hunter	18 Years	
33-11	J. DeNigro	38-39	T. Mulhoney
39-3	J. Sandberg	39-40	J. Keane
33-35	A. Strickland	40-40	E. Hunter

21 Years		33-119	W. Ogden
33-124	J. Spahn	33-125	B. Burmest
33-21	A. Casey	47-126	S. Wickerson

### DRAFTSMEN'S BOB

10 Years		47-130	J. Seabro
35-23	J. Kishik	47-133	R. Kelly

### HOURLY BOB

20 Years		47-143	E. Hallman
4-12	G. Miller	48-155	H. Johnson
4-13	R. Taylor	47-155	F. Phillips
4-13	J. Kowalski	48-75	E. Quindlen



Left: R. J. Phillips heads E. R. GARDNER (35-4), his 20 yr. brother-in-law.

RIGHT: A. WHITE (41), cousin, his 10 year brother the late (33) Richard Eugene Thomas (4), brother.

## "It Would Be Nice If the Band Played a Hymn"

**F**or many years William E. Sharpless of the Electrical Shop Band has a number of the One Ship Band as transporter and when it was disbanded following World War II he joined the Pike Band of Cheshire under the leadership of Tommy Levens. He also played in several orchestras.

"Bill" Sharpless was deeply attached to his musical group and when his services were needed for any occasion he always responded cheerfully. They called him the "pat of everybody."

Here in the shipyard he was a crane operator with a fine record of nearly 50 years of service.

Then he fell ill and was removed to Cheshire Hospital where on Sunday, June 4, he died. Before he passed away he told members of his family:

"It would be nice if the boys in the band would come around to my funeral and play a hymn."

There were 25 of his former band members at the viewing of the body in the luncheonette funeral parlor. Led by Tommy Levens they played "Nearer My God to Thee," "Nimble With Me" and the Funeral March. One of the players broke down and



WILLIAM E. SHARPLESS

wept. It was an emotional tribute to a shipyard man who had tried to serve others and who over long years had been the first to volunteer as a musician at local rallies, picnics, amateur theatricals or other shipyard events.

Mr. Sharpless was born in Manchester, July 4, 1892, but he had been a resident of Cheshire for half a century.

He resided at 419 E. 1st St. and is survived by his wife, Kirby, two sons, George and Frank and two daughters, Mrs. Eleanor Langdale and Mrs. Dorothy Smith.

## 47—HOLD LOST NEWS

By Jack McCracken

We are sorry to hear that Bob Patterson who formerly worked in the lab for many years is ill in the hospital.

Well, vacation time is here again and the boys are getting ready to get their annual share of southern, sun poisoning, insect bites and sprained ankles.

Andy Spauld has opened up his cottage at Crystal Beach for the season. We hear that everyone is invited to stop there this year.



That team of all States—Federal, state and local—are now 25 times what they were only 25 years ago. Federal taxes increased the gross national product; they are about 50 times what they were in 1925. State taxes went up 25 times; local taxes 7 times.

The practice of gratitude, its cultivation and culture, is exceedingly important for the individual in this chaotic and thoughtless world of today.

—Steve Daily.

One reason why so many communities are having trouble finding enough money to support or enlarge their schools is that the Federal government in Washington, D. C., now takes about 27 out of every \$100 we have to pay in taxes—leaving only 73 to cover all the costs of state and local governments.

Women used to do 55 per cent of all the retail buying. But recent surveys show that now the male of the American species is doing more and more of the shopping—55 per cent, as against the 15 per cent of other days.

## Obituary

Sam Shipbuilding and Dry Dock Company extends its sympathy to the families of the following shipyard players who died during the months of May and June.

George W. Collingswood, 64, 65, 66 Silver Ave., Beller Park, May 15.

Charles R. Keyes, 44, 45, 46 N. 10th St., Philadelphia, May 16.

Wayne Deane, 60-62, 603 Parker St., Cheshire, May 17.

John Anderson, 54-55, 47 Penn. Ave., Martins City, Cheshire, June 1.

Donald, 55-56, 60-61, 608 West 10th St., Cheshire, June 1.

William Sharpless, 54-55, 419 E. 1st St., Cheshire, June 4.



Funeral services are scheduled in the Chapel of JAMES H. HENRY & SONS, who died May 7. Mr. Henry resided at Westfield, Maine.



# Rod and Gun News



By M. Zumbke

Most hunters have known, and valued the loyalty of a good hunting dog who has served them well, even unto death.

We, who have watched such a dog, believe that there is no much understanding, courage, and loyalty in some dogs hearts as in the heart of us humans. It is of little importance whether you go on two legs or four.

Few men would risk their lives for a dog, but we all know our good dog would not hesitate to risk his short life defending his master.

This column does not intend to go about eulogizing monuments to dogs, but hardly a man will read this, whose mind will not go back to some dog and his noble deeds.

I personally know of one old gent who refused to sell a portion of his land in the state for the construction of a new highway, because the line set for this new road ran directly over his dog's grave. He raised such a rumpus, that the highway engineers were forced to make a wide detouring course so as not to disturb the last resting place of a well loved and deserving dog.

Mr. Walter Hunt expressed his feelings for dogs in the following: "The 4 legged, who gave the dog to be the companion of our pleasure and our pain, both treated him with a mixture, subtle and transparent of deceit. He charges neither friend nor foe, treacherous, and with accuracy, both benefit and injury. He has a share of man's intelligence, but no share of man's inhibition. You may invite a soldier to stay a man with his sword, or a witness to take like he takes accusation, but you cannot make a dog treat his benefactor. He is the friend of man, only when man justly earns his friendship."

The following epitaph written by Lord Byron was inscribed on the monument of a Newfoundland dog.

"Near this spot are deposited the remains of one who possessed beauty without vanity, strength without insolence, courage without brutality, and all the virtues of man without his

vices. This statue, which would be increasing fatigues, if inscribed every human virtue, is but a just tribute to the 'Memory of a Dog.'"

This column requests you hunters to give your dog a break. He can keep him chained or penned up until the opening of the gunning season and expect him to work miracles for you. Make a pet of him, exercise him, take him out during the training season, so he can gradually toughen the sides of his feet. Make him as comfortable as possible during the hot spells, and give him a nice clean pen to sleep in.

When you are gunning, do not forget that your dog also expects a bite to eat. It would suggest that the next time your dog makes an exceptionally good point or retrieves a lost bird, you reward him with a pat on the back or some little tidbit, and then look into his eyes, and if you do not see a look of adoration in them, then I don't know my dogs.



Leon Kennedy of 78 days, spent the holidays out fishing at Humpert Beach. Leon reports the March fish fishing close to shore and making some nice catches.

Pete Derick, 36-388, in company with Peter Jr. and other friends, spent the December days angling on the Jacksonville River. They report a catch of 10 catfish, 4 croaker bass, and an assortment of various other fish.

John Stevens of Fisher Ship-Tail House, in company with Mrs. Stevens,

spent the holidays at Cape May. While on the beach John decided to do a little cod fishing. When this reporter questioned Mrs. Stevens as to the results of John's fishing expedition the only comment she had to make was, "Well, we had good things for dinner."

Oliver Velt, Gerald Evans, Billy McElroy, Bob Fleming, R. Venson and others took a jaunt down to Jordan River Lake over the holidays. They report having quite a success, what with being out in a heavy fog for four hours, and five of the nine men being completely intoxicated. They managed to intercept a little covey of sandhill from the trip with a catch of 300 partridge.

The party is of ten belief that the fishing career of Venson has come to a sudden end, but after hunting for light breezy in a hotting boat the last part of the day, Venson discovers now that he has developed a certain fondness.

Charles Fawcett, of 42 department, headed a party of 30-388s Light, the trip turning out to be a dud, as the inclement weather made it too risky to enter into the bay, thus leaving them to return home empty handed.

Charles Gandy, of 39 department, headed a party of twenty down to Cape May over the holidays. Charles reports very poor luck as the bay was very rough, and the fish in the lake are demanding more cards, so they may have their choice of fish.

Lee Ginn, of 36 department, spent the weekend fishing at Barns, got Branch. Lee reports that the beach was swimming with one fisherman who were making some exceptional catches. The fishermen claim that they have not seen this or drawn fish feeding close to shore as extensively since 1942.

At Barnsack, Bob Lee and others, enjoyed a trip to Shagbush Beach in Delaware. They reported very poor luck, in fact, so poor that Lee spent the day sleeping in the boat.

For the benefit of those anglers who have to prove to the little woman that  
(Continued on Page 24)

(Continued from Page 1)

verbs which seamen apply to many different situations.

"To make" for example, may mean to grow or to increase. Thus a tide makes—but it, *comes in*. The sea makes up—it gets rougher and more threatening. A point of land makes out from the shore.

Or "to make" may mean to copy. The seaman makes a headfall, meaning that he rights himself. A third meaning of "to make" is to catch or to obtain. The vessel makes port and then makes fast to the dock.

Another familiar verb which is important in sea language is "up." A ship gets under way by weighing anchor (the anchor is weighed as soon as it breaks away from the bottom or ground) or by casting off (the lines). When the ship has momentum, she is said to have way on. In a boat, the captain begins tacking in "Mee way!" and to stop is "Way enough!"

"Secure" is another of these verbs. It means to lock (never "tie") something well or to make it fast, or it may mean to finish or to stop. "Secure the boat!" might mean to stop there fast so they will not carry away in a blow.

The landman's "there" and "now" are replaced by "there" almost ship. "He here is overboard!" means he there it over the ship's side.

A verb with a particularly nautical flavor is "lay" in the sense of to proceed. "Lay off!" means to proceed to the after end of the ship. "Lay to!" means to halt the progress of a vessel. And "Lay off!" means to stay clear of (a ship's side, for example).

"To stand" means to head in a certain direction. It could may stand up the coast or stand down a river or stand in to port. (But a vessel is to distance port light or port in to a port or left.)

It might be expected from a seaman so rich in the coinage of words and phrases, many nautical words have come ashore and are a part of the vocabulary of landmen. We speak of "bunching" a campaign, carrying a "blast" of trucks, "streaming ash" (getting our bearings), "floating" a loan, and being on the "landman" for bargains.

In headfall the man to follow the players at but is "on deck," while the next man to bat after him is "in the hole" (hold—a compartment for throwing cargo). In golf the ball goes

down the "fairway," a term which, in sea language, means a straight course down a channel.

Industry has borrowed extensively from sea language. In railroading, for example, we speak of a train "iron," an engine "trailer" (as was a trailer in a boat or ship that serves other ships), and a "railboom" (which, in older days, was the gallery of small Dutch vessels). "Cargo," "shipping," "bright," "low," "berth," "ballast," and "sea" are other nautical terms borrowed by railroads, but when the conductor is ready to start the train, he steps out, "All aboard!"

Even the word "read" comes from the sea. As the word originally appeared in the English language it meant a sheltered stretch of water where ships may ride at anchor. Shakespeare is credited with being the first person to apply it to a street.

And another expression pops up—"the devil to pay." This term harkens back to the days of wooden vessels when the "devil" was the longest and most difficult seam to pay—that is, to make watertight with pitch. It was located aftmost, near the keel, and in the course, also, of the saying "between the devil and the deep blue sea."

As men who have been known to drink before open conviction, seamen have contributed to the jargon of that practice. The fact that they originated the word "bunne" is perhaps lost forgotten, but the excellent word "grogg" stems from the days when grog (watered rum) was served aboard ship. "Down the hatch" is a drinking expression no longer confined to seamen. But only an old salt would know the background of the expression "to top the alcohol," meaning to drink any liquor so matter how bad. It stems from an old sea tale of sailors who tapped a cask of alcohol in which the body of an alcohol was being returned home.

One term for a speaker's platform, "counse," is a very old borrowing from the sea. "Boatman" was the Latin name for the house boat or row on early warcrafts of the Mediterranean. In 500 B. C. the Romans captured an enemy fleet at Antium (which is Anzio, where American troops established a beachhead in World War II), and the ruins of some of the captured vessels were discovered and taken to Rome. There they were used as trophies on the speakers' stage at the Forum. Since

then speakers' platforms have been known as "counse," or "counseum."

The common term "litter red" refers to the low extremity of line or wire rope remaining on the little (particular) point on deck to which lines are made fast) after the entire length has been coiled (let) out. Hence, when one reaches the litter end, there is nothing more to do except hope the line won't part.

Other common words and expressions which have come ashore from the sea include, "expresso," "back and fill," "hard up," "high and dry," "knock off," "know the ropes," "turn in," "spin a yarn," "taken aback," "bore down," "run down," "shore the fat," "so long," "hoor" (in the sense of to bully and knock about), "disparage," "Mistake," "dragnet," and "swave." This list could be extended with hundreds of other words, but it probably serves to indicate the size of the landman's debt.

## WHAT DO YOU THINK?



Just about everybody shoulders at the size of our National Debt—last of October 31, 1945, it totaled \$238,337,374,344—and on the way we as a nation are spending money which we all, as taxpayers, must raise.

What should be done about this soaring national budget? Should the Government balance it by reducing its expenses—or should it raise our taxes even higher than they are?

This question was raised recently of representative Americans in all parts of the country.

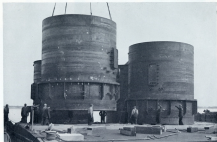
Fifty out of six people who live in cities replied that the budget should be balanced by the cutting down of Government expenses.

Only a handful—who per cent—said that our taxes should be raised to balance the budget.

WHAT DO YOU THINK?



# HEAVY EQUIPMENT GOES BY WATER



**HEAVY** **WORK** sections of water: this being hoisted on a barge under heavy-lift crane for shipment. Six of these huge units were placed on the barge.

## Milk and Cottage Cheese

All through this month of high local milk production, the U. S. Department of Agriculture is cooperating with producers and distributors in a program to encourage consumption of dairy products. Cottage cheese is a good buy.

With very little money you can buy enough for many portions — and you buy much more than your money's worth in nourishment. Made from skimmed milk, this simple, tasty cheese offers many of the nutrients of whole milk. And guess how guess, it's higher in protein, phosphorus, and riboflavin than whole milk.

**How:** When you're figuring portions for dishes made with cottage cheese, count on 1 pound to measure a little more than 2 cups. Ten ounces, say

half a quart, measure about 1½ cups. Until you use the cheese, keep it in a covered container in a cool place.

As for places to put your cottage cheese, you'll find all sorts of ideas in the salad line — combinations that include fruits, nuts, and vegetables. Then there are cheese-stuffed dishes made by cooking. They range all the way from the main-dish feature to the sweet for the end of the meal. Scramble eggs with cottage cheese. Combine the dairy food with peanuts to make a "meatage" or a "loaf." Or bake the cheese in a torte or a pie.

Oatmeal, Graham, and Boston brown bread are all good ideas for the cottage cheese sandwich, according to the Service. For the filling, combine the cheese with nuts, ground cheese, pineapple, or honeydew. Work in chopped or sliced olives, or whole or chopped nuts. Use sliced celery, olives, Spanish onions, radishes, dates, prunes softened by cooking. Blend in freshly crushed nut leaves,

leaves, jelly, or marshmallows.

As an alternate for blending these ingredients with the cheese, make a two-layer filling. Use the cottage cheese as the base. Put the other ingredients in a layer over it.

Though it's the month of the hot sun and the road block, some restaurants still shunned a warm dish. You can make it with cottage cheese, according to this recipe.

**For scrambled eggs with cottage cheese:** 1½ eggs (U. S. size 1 tablespoon fat, ½ teaspoon salt, pepper), ½ cup milk, 6 eggs, slightly beaten, ½ cup cottage cheese, 4 slices toast. . . . Beat the 1½ eggs. Put creamings and milk into eggs. Pour into fry pan and cook slowly, stirring occasionally.

When eggs are thickened, mix in the cottage cheese. Serve at once on toast. **IDEAS:** offers some ideas for other dishes to go along with this nourishing feature: both-broiled potatoes, lettuce salad, and cherry or berry pie.)



## RECENT ARRIVALS IN REPAIR YARD

1. The battleship (BB-61) received the most extensive overhaul in the Navy's history and the entire vessel passed the Department's inspection of the work done during.
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# OUR YARD



## 66 CARPENTER SHOP

By Dick Nordlund

Fred Remick, "Take me home" Barton and the boys in 66 Department are getting their tools rolled up for the annual fishing trip.

The other day during lunch hour there was a major fish "yacht" in the shop; we had to call Gail's fish truck to leave them away.

Let me know how you spent your vacation and back up your story by bringing in a picture.

Jack Spaul has returned out to be quite a fisherman during the moon-these checker games.

Your reporter's son has been catching quite a few fish, and he's out to be a carp in Midway Creek.

We understand that the moonshots on Martin Avenue are their checks by Pete Papi and Vernon Lloyd. They are now walking down Martin Avenue at the same time every morning.

Remick is going to spend one week of his vacation at Brown's Beach. Del, just fishing, he says.

Gus Eldersburg has moved into quite a placeable place; he has Howard Myers in a partner.

Barton and Charley Frank down off Magillion Light. Charley says "hello" to all the boys.

Bill Ross, our new room head, has really got a pile of air-conditioned shoes. One day of the heels and he would be finished.

Joe Page is keeping a pretty close watch on his new gloves. Recently of 11 Department has his eyes on them too.

The Florman's parade at Media on June 10 was well attended by the thousands throughout the yard. I talked to a lot of them and they all said they had a good time.

"Hello," McGee was fishing off Lewis the other Sunday and was lost in a big fish came home after four hours of fishing to the new shop. McGee did not get much but home-sick.

## 67 FABRICATING SHOP

By William Cooper

Welcome back to "Pop" Dwyer who was laid up with a few cracked ribs. The question all the boys wanted answered is just how he got up with his accident. Anyway, stay off ladders.

Just want to say "hello" to a lot of the boys still on the sick list: F. Dwyer, Bob Dwyer, Gus and Vic Pagan. We hope to see them all back soon.

I was told that a certain fellow in 15 Department spent a very profitable week of his vacation in Media during the Centennial celebration. How much were the hot dogs, Joe? I know that you couldn't run out of mustard.

Tommy Pate reports that the fish are biting at the Atlantic City lake.

Andy Wagner now on 2nd shift and Bill Pomeroy now on 3rd shift are really missed by all the boys on day shift.

Don had a slight change in his vacation this month. He was out on the 15th instead of the 16th. Be careful for it is later than you think.

## 34 PIPE SHOP

By Jerry Southern

Mr. John Franklin has returned to work after a long illness.

Les Gals is recuperating after an operation.

The checker champs, C. Laird, the Baron of Leeward Estates, and Dick Anderson, of Green Ridge, are at odds on the title as to who is the champ. They have had no checker games in the past four months.

The boys from Media are out there behind the bench after the week-long continental.

C. Harvey is touring the state on his work-ups.

E. Woodley, H. Fry, A. Green, R. Stark and F. Dunn were on a week's vacation June 12 to 16 at Delaware Park.

Joe Resnick, the Farmer out Springfield way, is now planting tomato plants.

E. Cleveland has recently acquired a new name: Lenny-boy.

George Buchanan and Joe Gordon are now dubbed the Baldie Twins.



COVERING THE HEMWAY is a propeller. The propeller, dollar shown in use at the workshop and off the apartment method of cutting is heavier in propellers or large fly wheels with the greatest economy.

## INK SPOTS FROM THE HULL DRAWING ROOM

By J. C. Grant

Congratulations to Mr. and Mrs. F. "Lee" Lee on the birth of their fourth child, Bruce, arrived at the Taylor Hospital May 30, 1935. Lee, formerly of Hull Findings, is now with Ingalls Shipyard.

Ernest Kachow tells the story of his daughter Betty, coming home from a play, showed to her mother a costume, was asked by the bus driver if she just came west, and she replied, "Oh no, I got on the bus at Butte."

Recent visitors to our Drawing Room were Miss Kathy Kowalski and Sam Whitchy. Kathy said she was still looking, but didn't say whether it was for a job or a hubby. Sam is a sales engineer for Hunter Spring Company, located in Lansdale, Pa.

The big softball game, Hull Drawing versus Engine Drawing, was won by Hull Drawing, 24 to 7, despite the fact that Harry Allen and John Daugherty were absent. The biggest hit of the evening was when "Wagner Stuncheon" Daugherty of Hull Drawing went home two bats. The following is the lineup of the two teams:

### HULL DRAWING

Upright	S.S.
Anderson, Jr.	P.
White	1 B.
Chesnut	L.F.
Salger	C.
Anderson, Jr.	3 B.
Beck	1 B.
Daugherty	C.F.
Belcher	R.F.

### ENGINE DRAWING

Matthews	R.B.
Springer & Berkson	P.
Mullen	2 B.
Trishard	L.F.
Condit Anderson	C.
Freeman	1 B.
Beckner Daugherty	1 B.
Richardson	C.F.
Reed & Dick Kay	R.F.

John Beuth got back from his vacation with the comment that he had



**BACK OF TANKER** is a photograph arrangement of pipes, valves, vents, tank openings, vehicles and other gadgets, running down the center of the tank in the "catwalk."

a good rest. Because the same, two out of 18 days were clear.

Not to mention any names, but somebody had a quite recovery with his nose (think) after they changed names on him at the yard dispensary.

Jack Petcho's younger brother George, was graduated from Phillips Andrew Academy, June 11, 1935, and is all fixed up to attend Princeton in the fall.

Archibald Edgar Leck, formerly of Hull Drawing Room was graduated as a Lieutenant from the United States Air Force pilot school, advanced Air Force base, Randolph, Ohio, June 13, 1935.

## 80 DEPT. STONEROCK

By J. R. Wright

John Fisher has returned to work after an absence of three weeks due to illness. Glad to see you back on the job again, John.

C. Hansen was finally overpowered and his "out of control" taken off him. He looks okay since he got his screws all back from the cleaners.

We know how you feel "Brooklyn," it's hard to keep your eyes open in the daylights. Please put me back on the second shift.

Did you see all the flowers in the Media parade, June 26th. Oh, boy—what a classy crew.

## 75 DEPT. PLATE YARD

By Joe McElvick

"Bull" Boyer is vacationing. We hope you take time out "Bull" to get the old jumpy head so that you can get to work smoothly.

This writer was on vacation during the celebration of the Media Centennial. He was accused of taking the week off in order to sell hot dogs. This accusation came from a certain individual in the Safety Department who never speaks anything but true. "Hi ya, Bull."

The hammerhead metaphor is an. While Minsky and Fred Green should know what I mean, it's too bad that we do not have an elevator to take you fellows up.

Mrs. Ray Herman is on the sick list and we wish her a speedy recovery. The same goes for the wife of Bill Fawcett.

## So You Want More?

You can't just want a single word.  
Or buy a gold-egg game.  
To get the things of which you're fond  
You simply must produce.

You can't depend on grant and gift.  
Of money, milk or juice.  
To give you any of life's little  
You simply must produce.



No government can give you real  
With handouts free and loose.  
Each one of us must share the load.  
So push in — and produce.

You can't sit back and coast your lot,  
Or say "Oh, what's the use?"  
Be thankful for the things you've got.  
Do you want more? — produce!

— L. B. S.



INSPECTING PLATES FROM THE BOW show men are worked by crane over the shell of

ship. Any weak or damaged plates are replaced by hot-ship mechanics.



WORK ON AIR frame under experts are adjusting delicate mechanisms on one of the ships that come to her this for repairs.

## WITHERILL END SHIFT

By Sam Sherratt

George Wood and Charles Middle-ton have started the vacation ball rolling by taking off the last of June for their vacations. George has not decided where to go after he has finished some home jobs and Charlie will replenish his food supply from some bay fishing.

John Black who has been reporting in honey-breaded for the past six weeks, returned home on the 5th.

Washington after a ground and plane trip, she going over and ocean return trip.

Nancy Gallen is back on the job after surgery at Baylor Hospital. You just can't keep the little Southwestern down.

Bill Warwick has been a busy man while friend wife and family have been visiting in the Middle West. Walls have been swapped and redecorated and everything readied for a surprise for the better half.

## 29 DEPT. WELDING

By Art O'Neil

We would like to take this opportunity to extend "Get Roll" wishes and a speedy recovery to Glenn Packer and Frank Balala and hope to see you back at work real soon.

The kitchen calls Bill DeLard and Bill Henry the "Glamour Twins." Wonder why?

Finally, had our first outside of the season. Bob Fleming caught a mass of purple off Indian River lake and was nice enough to bring some around. Great, huh?

Any ball club needing the services of a good pitcher can always call on "Moose" Delaney.

Just when "Dick" (intermediate) Packer's head was getting to look like something, he went and shared it off. Mrs. Packer's request, we

know.

Don Korman tells us that he is fast cook on a week fishing trip every weekend. Lucky guy!

Anyone wanting to know where the saying "Where's Kilroy?" originated, just ask Matthew. He told us he was lost up in the North Yard for a while week.

Walter Hamilton told us that Ed Roper was selling peach baskets during the Media celebration and parade. Also said Joe Terlin gave Eddie the baskets. Joe probably had them left over from the New Year's parade.

Henry (always smiling) Fale getting a little on the fat side. Want to the Fisher Shop.

Well, fellows, now that the fishing season is here and vacation time is rolling around, here about some notes and photos of interest?

## 33 ELECTRICAL SHOP

By Sheriff R. Roskies

WOW WOW WOW

Here is a fishing trip that will be long remembered by the nine men who participated. Headed by Oscar Fish and C. Evans the party headed for the open sea at 2:00 A.M. After a two hour run they reached the fishing grounds.

By this time a heavy fog had set making visibility almost zero. However, this didn't prevent the line from being cast, and the catch was about 300 purple.

By this time half of the gang were asleep, so it was decided that they head the shore. This was made to the ears of those who had been feeding the fish, but not for long.

Just then the captain informed the gang that the captain had gone home and the only hope to hold onto for pulling them home was the sounds made by the mooring buoys. This news only increased the moans and groans from those who were leaning over the side of their gallant ship.

All this added to the confusion since the moans coming from "Moe" sounded so much like the sounds coming from the signal or (mooring) buoys. However, after maneuvering around for a while the fog lifted somewhat, and the last party finally got their bearings, headed for their home port, arriving home a little late and tired, but oh, how happy!

Everyone in 33 department extends their heartfelt sympathy to the family of William E. Sharpless who died June 4th in Chester hospital after a three week illness.

Surviving are his wife Beba, two sons, George and Frank, two daughters, Mrs. Eleanor Longdale, and Mrs. Dorothy Smith, all of Chester. He is also survived by his mother, Mrs. Frank Moore, of Gardin City, a brother, Matthew E. Sharpless, of Parkside, and a sister, Mrs. Edie Van Horn, of Norristown.

Now that summer is here, which means picnics, fishing trips, and vacations, your correspondent thought a timely warning would be in order, especially to those who drive automobiles. "Lookout for the drivers who don't look out for you."

See you next month.

## Anchor and Chains Are Inspected



ABOVE, ONE OF ANCHORS (CHAIN) IS hoisted off and replaced by another. Below, another chain is nearly hoisted up on the deck for inspection and cleaning.

# MOLD LOFT EMPLOYEES IN WORLD WAR I DAYS



THIS OLD TIME PICTURE is viewed because only those in the group are still in the ship yard. Seated in the middle, front is Jack Edgson.

present members of the staff left. Others in the past are Steve Short, Ernest Hudson and Charles McCaffrey.

You may have thought about retirement for years—but have you done anything about making it possible? The best thing is to start saving regularly through U. S. Savings Bonds, find the best way you—or any other American who works for a living—can buy these bonds in where you work. Each payday the sum you designate will be set aside for you before you have either the inclination or the opportunity to spend any of your paycheck. Ten years from now, when the Savings Bonds you've bought on this automatic pay-as-you-save plan start maturing, you'll be glad you've taken this "R.S.V." way toward guaranteeing a retirement free from financial worries. If you're not already on a Payroll Savings Plan, get started now—during the OPPORTUNITY DRIVE!

## OPPORTUNITY FOR ALL

AMERICANS — U. S. SAVINGS BONDS!



1940-1941 carrying all sorts of heavy equipment and operated by A. John Fife while in San Diego from the Washington plant recently and are immediately being transferred the back to a large for water shipment.

## Fruit Trees in South Yard

By Bob

Trees that have sprung up in South Yard since the close of World War II bring back memories of the busy days of the early forties. Hundreds of peach trees, wild and uncared for, sprouted from the weeds and tall by November, topping off their branches with tooth prunes.

There are apple, pear and plum trees growing between the shanties of South Yard but the peach trees predominate. I came across a raspberry bush that looked promising.

Most of the trees in South Yard are cuttings but there are many weeping willows and pussy willows. Plenty of rosewood and plum trees also and a few trees belonging to the sapling family.

One of the surprising things about South Yard is the absence of bird life. Song birds are in great numbers and only a few robins are to be observed.

Abundant mice is there for rabbits but they are out of the picture in contrast with No. 4 yard where rabbits are increasing. One lion pheasant was seen in South Yard but it apparently did not remain.

## WETHERILL SCOOP

By Folly Mabecki

A beautiful wedding took place on June 24, at 2 P.M. in Providence Inn, Methodist Church, Chester, Pa. Ethel Locke Sharrow was united in marriage to Arthur R. Miley, foreman of Ship String.

The bridegroom was Elsie Burroughs, formerly of the Employment Department, Edward La Crosse, foreman of Bagelsters, was best man.

After the reception the bride and bridegroom left for a two week honeymoon in the Pocono Mountains. Upon their return they will be at home at 7 Chester Road, Springfield.

Art and Ethel are well known, so are they go! — with best wishes, good health, wealth and happiness.

Because machines do most of the hard labor in America, we in the land of the free enjoy life more . . . and so do horses. Every time a horse is replaced by a tractor, four more persons can be fed, because the land formerly needed to grow horse provender can then grow food for humans.



THIS SHANTY was known by this tree that grew wild after No. 4 Yard was dismantled. Photo was taken when tree started to blossom.



LOOK FOR EVIDENCE of some change ahead, the rounded and protruding horn that in the way of the both presents an odd appearance when this animal is in deep sleep.



## CARTOONIST FALCONE PICTURES A "BULL SESSION"



SPRING 1968 — Here we discuss and debate the economic problems and events of worldwide importance. Now proceed! — *Illustration: Bruce Manning*

### Do You Know

That 70% of our nation's annual fire loss occurs in homes and public properties?

That fire starts somewhere in the United States every 30 seconds?

That fire attacks a home every 1½ minutes — a store every 11 minutes — a factory or place of business every 13 minutes — a farm building every 15 minutes — a school every 2 hours and a hospital every 6 hours?

That 80 to 90% of all fires could be easily prevented?

That 4% of the total number of fires cause more than 90% of the total fire loss of this nation?

That latest fire destroy enough houses each year to build 200,000 5 room houses?

That more than 40,000,000 matches are used in the United States each day and 600,000,000 flares are struck every minute of the day and night?

That more fires occur on Friday and Saturday between 5:00 a.m. and 9:00 P.M. than at any other recorded time?

JOHN L. STARR  
Fire Marshal

## STRAY POOCHES IN SHIPYARD



STARRMAN (left) that yard's open space is the birthplace of many fire risks that threaten to kill. A truck, most are run of the quarters. They escape themselves by shaking rubble.

## Tankers Are Growing Bigger

*The following article on the modern trend toward larger tankers was written for World Petroleum by Chief Naval Architect John F. Rocco.*

**W**ITH a large percentage of the tankers in the new construction program completed or nearing completion, it is interesting to review some of the latest developments in this field, as by them we see the general trend which indicates the general overall picture.

Most prominent features are those involving the design elements of dead-weight carrying capacity and speed. The substantial increases in both of these have been influenced by the accelerated petroleum commerce from those ports which have the oil fields of the Middle East and the northern part of South America as their source of supply.

The voyage to the Persian Gulf and return is a long haul of 12,000 nautical miles. Therefore, to reduce the transportation cost of oil per barrel, the economics of the problem indicate a larger vessel operating at a higher speed, since other operating factors do not advance directly in proportion to the increase in dead weight and speed, and savings may thereby be obtained.

The trend to the so-called super-tankers, those of over 25,000 tons deadweight, became apparent at the close of World War II with the construction in the United States of four 22,000-ton ships and later by a 30,000-tonner for the account of National Bulk Carriers Inc. This was followed by European contracts which have been placed since the latter part of 1946, including 41 ships and aggregating 1,150,000 deadweight tons.

Again, in the United States, since the latter part of 1947, contracts have been let for 34 super-tankers totaling approximately 1,260,000 tons. The American ships have been classified according to deadweight carrying capacity in three groups: 20,000, 25,000, and 30,000 deadweight tons.

Apparently the call is not yet in sight as tentative plans contemplate tankers of approximately 60,000 deadweight tons, which would require a length of 300 feet.

With an increase in length there should be proportionate increases in diameter of beam, depth and draft to produce an economical ship of requisite strength and stability.

The ships under construction abroad have generally been propelled by diesel engines of 5,000 to 5,000 BHP, driving the ships at speeds ranging from 14 to 15 knots, examples of which are the MS "C. J. Rindler" of 24,000 deadweight, 5,000 BHP, 14 knots and the MS "Admiral Quen" of 24,500 deadweight, 5,250 BHP, 14½ knots.

In the United States the prime mover has been geared steam turbines, speeds of 12,500 BHP, and the speed range is 14 to 15 knots. The concentration of propulsive power on a single screw in a combined gearbox. Considerable account has been placed on heat recovery in the thermodynamics of the steam plant with reflected savings in the fuel consumption, so that fuel rates are presently in the neighborhood of 0.22 to 0.25 pounds per BHP hour. This is already an advantage in the competition with other ships having a high fuel rate. Steam conditions generally have been advanced, and pressures vary from 600 to 850 psig and temperatures from 500° to 550° F.

To reduce the amount of fresh water carried for food and culinary purposes, the American super-tankers are fitted with evaporators. For the long voyage in the Middle East this results in a substantial gain in cargo dead weight and accordingly in carrying capacity.

American practice favors the location of the cargo pump room at the aft end of the oil space, because the natural trim of the ship assists the pumps in the draining of tanks and because money for chemically driven pumps may be located in the propulsion machinery space. This utilizes the need for a deep-well type pump with motor in a separate enclosure on deck. The average pump

ing time for the super-tankers runs from eight to 12 hours.

Cargo attention is being given to unloading procedures, equipment, auxiliary methods and details. Bulk unloading connections are being employed to prevent cracks in bulkhead plating etc., due to working at the "hard spots."

There has been a limited application of attention for tanker work, chiefly in such things as hatch covers, gangways and accommodation facilities. A reduction in the basic price of aluminum and the ability to make good welds in place of riveting would result in wider applications for this metal.

Apart from the super-tanker program is the trend to develop tankers with a greater degree of subdivision to carry mixed petroleum cargoes, including as many as six or eight grades in one compartment, such as aviation gasoline, petroleum products, kerosene, lubricating oils, furnace oils, chemicals, etc.

These vessels make port deliveries of the so-called "mixed cargoes" at many ports of call, and, although the relative quantity of each grade may be small, it is very valuable as delivered in the refined state. Accordingly the bulkhead structure, and in many cases collection, pumping systems, etc., must be arranged to avoid the danger of contamination of these products.

The transportation of liquefied petroleum gas (LPG) presents another aspect of the above conditions. The gas is liquefied at a pressure up to about 250 psig and is carried in heavy steel cylindrical containers that are fitted within the main cargo tanks.

## Empty Empty

(Continued from Page 7)

powder, rubber bands, water, grease and other articles of the floor.

Because if you're among types of "lifers" mentioned here, your chances of enjoying life—from a vertical position—can pretty soon unless you mend your ways. It's smart to remember that most falls result in rather serious injury. And injury takes a long time to repair itself.

Let's enjoy life—standing up!

From The Field Office



## 34—MACHINISTS

By Dick Christensen

We are glad to welcome back Pat McInnis who has been hospitalized about 12 weeks due to a major operation. He appears to be in the pink again and there is hoping that the future holds good health for him.

John Taylor who also underwent an operation, is recuperating nicely and we are anxiously awaiting his return to the field.

We were all sorry to learn of the illness of Personnel Dept's Mr. Vickers and wish to send him all our best wishes for a speedy and complete recovery.

It was reported that Johnny Lawrence's last coat of redness was a result of following in Jimmy Collins' machinery track but that report was blasted wide open when Carson, Benson informed us that Jim had played the machinery under and planted exhibition daffodils instead. Well we shall see what we shall see.

It has been suggested that the next time Brewster Brewster is asked to loan his umbrella, that he do so, as he will stand a far better chance of getting it that way than leaving it into the Maryland plant.

The fact that the Farmer is adding another room to his home has caused no end of speculation. Many of the deep right machines are working their lips and the Farmer is finally leaving his "big mouth."

We were all deeply grieved to learn of the death of rigging department's Dominick Sileo, a familiar figure around the dry docks for over 30 years. He had earned his himself the admiration and respect of all who knew him and he will be greatly missed. We wish to extend to his family our deepest sympathy in their great loss.

Andy Adams, Sr., of Copper Ship who was recently seen around the yard sporting a pair of flip glasses which Junior brought home with him, has started his visits to the Carlin Bros. change in quest of Brewster and, as usual, a follow up sample of Mrs. Kanale's home made cake.

Len Moscovitz reports a fishing trip to Oxford, Md., and states that they made a fine catch of crabs.

Harold "Red" Day, Jr., son of Harold Ray of Ship Office, who spent



RED MACHINIST is a real piece of machinery in handling ships that come to the yard for repairs or inspection, in addition to painting.

ing is used into the dry dock berth it is used for many other purposes.



SHIP FROM ON OVER has been completed. Both ship was cleaned and then all were in.

checked by US Department employees under Personnel James Brown.

a summer in the shop a couple of years ago has graduated from Lafayette College. Red was very popular with the boys here and we are all hoping he may have a happy and successful career.

"Red" Haischel recently went on a fishing trip to Shaker River, N. Y., and reports that while they caught a few fishes, the weather was cold and wet and the sea was very rough and on the whole it was anything but a pleasant trip.

## OFFICE CHATTER

By Peg McKinney

A surprise bridal shower was given by Edith Barrett at the home of Anne Finkbein, Thursday night, June 19th by the girls of the office. The affair was catered and Edith received many beautiful gifts from all the girls.

Carl Flanagan recently returned from a few week vacation in Florida.

Betty McHenry and Helen Barry spent an enjoyable week in Pineville, Pennsylvania.

# LET'S TELL OUR SIDE!

"Free enterprise," the Lefty said,  
Is just about as good as dead.  
"And that will be the worker's fate."  
"Unless we get a welfare state."  
That's foolish talk, we all admit,  
Without a grain of fact in it.  
But somehow folks just seem to lack  
The willingness to argue back.  
When they hear Lefties rant and rave;  
"We have no future but the grave."  
That's right, the future grave indeed.  
Unless each one of us takes heed.  
We'll surely see those words. There  
Is  
The body of free enterprise."



It only takes a moment's thought  
To see the reasons why we ought  
To guard free enterprise if we  
Shameless are going to stay free.  
What other system could provide  
The very things the Reds decide?



Who else can boast of half the things  
That we enjoy where freedom  
rings?  
Where else have workers' homes and  
cars  
(As well as well-filled cookie  
jars?)  
Where else have folks the household  
appli?  
The choice to pick our jobs and  
trades?  
Where else are workers free to rise  
As high as in free enterprise?  
Where even an apprentice may  
Be owner of the plant one day?  
Those blessings of all disappear  
If we permit the Reds to smear  
The way of life that gave us us  
Our full religious freedom, plus  
The right to risk, and to create  
The things that make our nation  
great.  
To profit from the work we do  
With hands and brain—and  
money, too.  
No, neighbors, please don't kill me  
long.  
The goose that lays the golden egg!  
—L. S. S.

## Bread is "Cake" in England

We Americans have so many  
of the good things of life—so  
many that we just take for  
granted—that it is no wonder  
we lose sight of the fact that even  
the most common of things would  
be luxuries in other parts of the  
world.

Take a loaf of white bread, for  
instance. We go to the grocery  
and get all we want, at a low  
price, and think no more of it  
than if we were buying a penny  
pack of matches.

But in England, with its  
"planned economy" and "Welfare state" schemes, one of our  
common loaves of white grocery  
store bread "would be eaten as  
caviar by the British people—if  
they could get it."

And who said that? It was R.  
F. Mitchell, who is head of the

## Rod and Gun

(Continued from Page 5)

they were actually fishing, we suggest  
a visit to Connecticut. Here, they  
carry a very nice assortment of fish.

We have recently noticed a great  
amount of dead fish floating in the  
water surrounding the shipyard.  
There seems to be a difference of  
opinion as to the cause of their  
death, but the majority of the boys  
are in agreement that the polluted  
waters of the river is the main cause  
of this destruction.



"We go to Maine, Archie!"

Ed White, our smiling Safety Ex-  
aminer, spent the past few weekends  
and fishing at Cape May. Ed tells us  
he spent more time in purchasing a  
special lure in the form of an eel, for  
which he paid \$1.50. On the first cast  
he hooked it in between the racks.  
Result: 1 long eel, 1 small eel, 1  
special lure lost.

Our national income—the  
sum of everyone's wages and  
other incomes, all added together—has  
tripled in the past ten  
years. It's now about \$220 billion  
a year, compared to only 7½ bil-  
lion in 1929. And some experts  
say we can boost it to \$300 bil-  
lion before long.

Master Bakers organization in  
Great Britain, who was visiting  
over here not long ago. Nutrition  
Great Britain does not have the  
Sugar, sugar and fat which can  
be found in the smallest of  
American grocery stores.

# WORKED TOGETHER 36 YEARS AGO



HERE AT THE WARD in this picture, made 24 years ago, are employed at the shipyard, Capt. William S. Butler, left, now 37 years old and former of bridge construction at the McClellan, Washburn plant, Seattle, Wa. The man with the ship's bow is Ed Lyndell, 47-124, who was killed following an accident when a ship was raised above its keel. On extreme right is John Kover, 47-4855. The two last mentioned were with the fleet when he became associated with the shipbuilding plant. The photo was supplied by Ed Lyndell. It was from one of the photos of the shipyard, and then to "The Post."

## A LEGEND

One night in ancient times, three barons were riding across a desert. As they crossed the dry bed of a river, out of the darkness a voice called, "Halt."

They obeyed. The voice then told them to dismount, pick up a handful of pebbles, put the pebbles in their pockets and remount.

The voice then said, "You have done as I commanded. Tomorrow at sunrise you will be both glad and sorry." Mystified, the barons remounted.

When the sun rose, they reached into their pockets and found that a miracle had happened. The pebbles had been transformed into diamonds, rubies and other

precious stones. They remembered the warning. They were both glad and sorry — glad they had taken some, and sorry they had not taken more.

And this is the story of Edward Ginn.

From the National Good Employees Bulletin.

## OUR JULY COVER

Symbol of our freedom, the Liberty Bell calls upon every American to preserve our system of government and national heritage. This year it also reminds us of the Savings Bonds campaign.

## DON'T BE A POKER-FACE

What would you say if you found an old life in the carport of your automobile or a lost pin in your wallet? Well that is what the engineer on a ship says when he finds a two-pound hammer or a welder's handle in a ship's valve.

You remember the time you shined that hammer far enough up the pipe so no one else would spot it, so you could get it when you came back, and don't you remember the loss you got off on another job?

That all adds up to another hammer found under a valve disc and another \$4.00.00 for repairs to the valve.

If you must hide something, don't put it inside a pipe or a piece of machinery. It costs the shipyard a lot of money.

F. M. McGarty

# The dress that needn't have been so beautiful

There's no *best* reason for a girl to have the most beautiful dress in the world. Even my daughter Sally. Even if she has her heart set on it.

But—I bought it. And when I paid the bill, I visited Purdy with the well-known lady's bill-check. Purdy for happiness. Because, Sally was right—there never was a prettier dress to get married in.

It's times like that—when we can buy something really important even if it is a luxury—that I feel like really a lucky guy.

And times like when my wife got sick, and we could give her the great care she needed to get well. And the weekdays, the real feeling of knowing that if an emergency comes, you've got the money to meet it.

I know the luckiest day of my life was when I signed up to save regularly through the Payroll Savings Plan at the office. I'd tried every other way to save before, but, brother, this automatic way is the only way that works—for you—all the time!

Buying U. S. Savings Bonds . . . by the Payroll Savings Plan . . . is the safest, "fail-proofest," easiest method of saving since money was invented. And every \$5 you invest will turn into \$5 in just 30 years.

*Automatic saving is  
safe, saving—  
U.S. Savings Bonds*

**SUN SHIPBUILDING  
AND DRY DOCK CO.**

