



Our Yard

FOREST FIRES ARE CAUSED BY CARELESSNESS



Photo from National Board of Fire Underwriters



THOUSANDS of fires every year are traced to the carelessness of campers and other sportsmen. Of the 325 fires that break out in the U. S. every day at least 9 out of 10 or about 247 are man-made, according to Forest Service figures. About 1 of these 10 are started by careless hunters, fishermen and other campers.

Most campers are safety-minded, the National Board of Fire Underwriters declares. Gun Shop apartments have a good record because they are safety-minded. They remember to take along the right equipment, are on the look-out for danger and select camping materials. But some are likely to be forgetful of the simple, uncomplicated aspects of camping.

Campers, whether they're away for a weekend or an afternoon cook-out, should be especially careful with matches and cigarettes. At least 14 per cent of all fires here are started by carelessly tossed cigarettes.

Before throwing away your cigarette, crush it out until it's cold. With matches, break them in two, hold each end until it's cold. Don't throw cigarettes out the car window.

When you're building a campfire clear a circle about 6 feet in diameter for your fire.

When you're ready to leave it, soak it with water, stirring the coals and turning the sticks to destroy hidden embers. Drench the ground around to be sure the last spark is dead.

BEWARE THE FEATHERED LURE'S HIDDEN HOOK

IN AN address delivered to the Greater Rotary Club members on August 2, John G. Fre Jr., Vice President of Sun Shipbuilding and Dry Dock Company, warned against falling into Socialism by trying to get "something for nothing." He said:



John G. Fre Jr.

"I sincerely hope that the people of this nation will not continue long to stand by and allow their government to drift down the road to socialism. If we do so, we may find ourselves in the position of the wild duck in the parable of the great Danish philosopher, Kierkegaard.

"With his name this duck was flying in the springtime, northward across Europe. During the night he came down in a Danish bayward where there were loose ducks. He ate of their corn and he liked it. He stayed for an hour—then for a day—then a week—then a month—and finally, because he relished the good fare and the safety of the bayward, he stayed all summer. Then one autumn day when the flock of wild ducks were winging their way northward again, they passed over the bayward and their mate heard their cry. His heart stirred with a strange thrill of joy and delight and, with a great flapping of wings, he rose in the air to join his old comrade in their flight—but he found his mate had made him fat and his muscles so soft and flabby that he could rise no higher than the crown of the barn. So he dropped back into the bayward and said to himself, 'Oh, well my life is safe here and the food is good.' But, alas, he was not safe from the man who fed him, for he later discovered that he was being fattened for the kill.

"Recently in a few hours off the coast of Cape May, I, with four young men, landed a number of bluish. A feathered lure with a hook inside—the poor fish thought it was something to eat. One of them managed to break a line and get away. He didn't leave anything—he tried a second one—we ate him that night.

"The lure which eventually may hook us—even as the fish—is an illusion that you can get more than you give, more than you want, or more than you produce and spend more than you earn.

"Our lure is only slightly different from that used on the bluish—for a period we may have a feeling of well being, instead of smothering the old adage: 'We cannot have our cake and eat it'—we seem to have adopted the attitude of 'Eat, drink and be merry for tomorrow we die.'

High Taxes Lead to Socialism

"Some of you may feel that I am crying, 'Wolf, wolf,' without justification.

"The history of the Roman Empire, as well as America, shows, however, that both of them fell after traveling down the road to socialism by taxation.

"Karl Marx stated over 100 years ago, 'There is only one way to kill capitalism—by taxes, loans, and more taxes.'

"Much more recently, Sir Stafford Cripps has said, 'Within ten years the United States will be socialized to a greater extent than England today.'

"None of us can object to paying taxes for national defense—but with out including national defense taxes, we are today paying the highest taxes of any American generation.

"While Communist activities in our country have held the floodgates, in recent years socialism has quietly reached its peak of popularity. Some of you may say—'We have none of the socialist riots they have in other countries'—and I agree—why should we? We don't call it socialism—It's a give away program like Hitler's 'Bread and Butte'—something for nothing.

"Our founding fathers were inspired with one great ideal—freedom for

the individual. Through this, we see this freedom for the individual flourished and our nation grew great.

How We Grow Frequent

"Today, we still have of freedom—but not freedom for the individual—but rather freedom from him, from want and so on. We are asked only to place sufficient taxes in government and incidentally poor in sufficient tax money.

"Under our present freedom, we have built a nation in which three cities are accessible for every four people—while it is in one for every thousand in the rest of the world.

"As the face of this, those who would have us believe are would to better all under socialism cry 'Yes, but 80 per cent of the wealth of the United States is owned by 1 per cent of the people.'

"Some say there enough to believe this is, 'Socialism, as we all know, is food, shelter, clothing and other material goods and possessions.

"Can any of us believe that 1 per cent of the people eat 80 per cent of the food, or wear 80 per cent of the clothes, or use 80 per cent of the industrial output in automobiles, vacuum cleaners, washing machines, and the rest of the endless variety of utility items?

"The lie becomes all the more ridiculous when we realize that of our national income of well over 500 billion—80 per cent of it has been and is paid out to people receiving less than \$1,000 per year; 7.6 per cent to people receiving between \$1,000 and \$25,000 and 1.2 per cent to those who receive \$25,000 or more.

"Some of you have heard or seen in print the recent statements of Senator Ferguson of Michigan, relative to the cost of our government today, at which time he said:

Cost of Government Leaps

"If every limited person in this country walked his life insurance, the total would be 44 billion dollars—enough to run the federal government for slightly more than one year.

"If every urban home owner sold his home, the total sum, realized at

(Continued on page 17)

"SANDY" GALLAN DID A HEAP OF TRAVELLING



MR. AND MRS. GALLAN with all of their children taken at their home in Perthshire in 1940 on a family reunion in celebration of the 25th anniversary of their wedding.

BEFORE he worked dairy at the Rothwell place, Alexander "Sandy" Gallan, first ditch digger, did a heap of "getting around" in the world. He has been a farm boy, milk wagon driver, machinist, sailor, lumberman, cowboy, watchman and livestock raiser.

In his younger days "Sandy" was quite handy with his fists and as a professional lightweights he even lost a match. For all of these things and because he is one of the popular chaps at the Rothwell shop he has been placed in **OUR YARD** listing of unusual employees.

"Sandy" was born in the town of Greenock, Scotland, where he attended the public schools. When eleven years old he found a job working on a neighborhood farm and for the next seven years he helped to grow crops and became quite an accomplished farmer.

When he was eighteen years old "Sandy" decided he would do better in town and he became the driver of a milk wagon. This did not appeal to him and after looking over the field of occupations young Gallan made up his mind that he would be a machinist and accordingly he began

as an apprentice in a machine shop. He remained at this for the next nine years developing into a capable and skilled artisan.

When the first World War broke loose "Sandy" Gallan concluded that he would take part in it. He signed up as a sailor and was assigned to a troop ship of the Royal Mail Lines. He remained at sea during the first World War and with the Allied victory assured, he became attached to the Anchor Guard Line as a steward on ships sailing between England and India with stops in Egypt and other ports. His next change was to the New Zealand Shipping Company sailing between Glasgow and Australia.

Finally after a number of years on the salt water "Sandy" announced that he had had enough of the sea. He went to British Columbia and for a year and a half worked in a logging camp. Every body knows this is one of the really tough places to live.

When he got tired of chopping down trees, he looked around for something easier and became a cowboy on one of the British Columbia ranches. Six months of life on the ranch was enough and "Sandy" re-



MR. AND MRS. ALEXANDER GALLAN and children taken in Glasgow, Scotland, in 1905.

turned to his home in Scotland and went back to the machine job. He had married and settled down but in 1910 the strong pull of America could not be resisted and he and his family arrived in New York on the S. S. Columbia.

His first job was in a laundry yard in Hudson, N. J. There he obtained

(Continued on page 12)

THE BIG SPLASH ON OUR DRY DOCK



HEATED STEAM always is an interesting look because the strong pressure of water shows great depth of spray in every direction.

When You Turn On The Ignition Key, Remember

THIS summer and early fall hundreds of Sun Ship families will have joined the great American vacation trek in family cars. Later in the fall and early winter hundreds of Sun Ship's night-liners business will take to the roads and fields in search of wild game.

The family car is one of the miracles of America. When you turn on the ignition key it may be worthwhile to recall a few facts about it. For instance:

There are 56 million autos, buses and trucks in use in the entire world. More than 62 and a half millions of them are right here in the U.S.A. In this country one out of every three and a half persons owns a passenger car.

In Russia there is one motor vehicle—which means buses and trucks as well as passenger cars—

for every 70 persons. In England there is a motor vehicle for every 10 persons, but most of the private cars in operation are those two-seater jobs which would hardly serve an average family.

The American automobile industry itself affords positive proof that man must be free to sink, to experiment and grow if they and their country are to achieve greatness. Look at these facts:

There are 1,371 companies making automobiles, parts and accessories. They employ a total of nine million persons. More than 3,400 of these firms have fewer than 100 persons on their payrolls, and about 600 of these have as few as eight employees.

So it is evident that we have the car only because big firms and little firms, working together as each other's best customers, turn them out

better, cheaper and in greater numbers than is possible anywhere else.

Back in 1909, just a few years after the first automobiles were made, there were 3,000 cars on the nation's roads and a total of 6,192 were new cars produced that year. In 1932, the first year for which complete figures are available, 1,391,437 cars were made in this country. Of this number 426,217 were sold abroad and the rest were sold here. The cost of the year was \$1,254,658 privately-owned passenger cars in America's highways.

To own a car of any make, an American needs only a record for paying his bills. Tens of thousands of banks, innumerable auto finance and small loan companies, and, in many places, employee credit unions, are willing to lend the money to persons of stability to purchase the car of their choice.

Nearly half of the autos sold each year are financed through commercial papers—notes on which the car itself is the collateral, and the rest through employee credit unions and other types of borrowing.

SERVICE PINS AWARDED FOR JULY



(1) - JOHN MANNING, SR., awarded a 50 yr. Service Pin from Capt. Frank M. Ryan.

(2) - Capt. Frank M. Ryan hands SERVICE PIN, 50th, to 50 yr. Service Pin.

(3) - JOHN MANNING, SR., awarded a 50 yr. Service Pin by Capt. William Smith.

(4) - FRANK W. J. THOMPSON, SR., awarded a 50 yr. Service Pin from Capt. William Smith.

(5) - JOHN MANNING, SR., awarded a 50 yr. Service Pin by Capt. William Smith.

(6) - JOHN MANNING, SR., awarded a 50 yr. Service Pin from Capt. William Smith.

(7) - JOHN MANNING, SR., awarded a 50 yr. Service Pin awarded him by Capt. William Smith.

SERVICE PINS AWARDED FOR JULY



(2) — Capt. William Smith gives to 40 yr. Service Pin to **ABERT ROBINSON, 61ST**.



(3) — **FRANK THOMPSON, 64th**, is congratulated for Capt. William Smith on his reaching his 40 yr. Service Pin.



(10) — **GEORGE LAMM, 24-16**, receives his 20 yr. Service Pin from Capt. Ray Thompson.



(11) — **DAVID HADWAY, 24-16**, is awarded his 22 yr. Service Pin by Capt. Ray Thompson.



(12) — Capt. Ray Thompson congratulates **ROBERT STANT, 24-15**, upon his receipt of 20 yr. Service Pin.



(13) — Capt. Ray Thompson congratulates **ANDREW HINES, 24-107**, on his receipt of 20 yr. Service Pin.



Memories of World War II, when girls worked in war plants side by side with men, dressed Jan Mackey, former welder, who drew this cartoon for "Our Ford." Jan said that "Nylon Nelle" recalls the days when women and workers contributed to winning the war, drew down big wages and bought nylon stockings and other expensive items.

SERVICE PIN AWARDS TO OUR EMPLOYEES IN JULY

40 Years	
4-129	Leola Karschke
4-157	Alfred Robinson
4-488	Frank Thompson

35 Years	
55-43	Frank Thompson

30 Years	
55-289	Adeline Hines
45-75	Charles Gallagher
47-883	Harry Jones
55-89	John McDermott
55-26	Richard Wargowski
55-28	Henry McDermott

25 Years	
56-11	Phyllis Hunt
56-35	George Leland
56-26	James Gahery
55-45	George Miller
56-11	Phyllis Papi

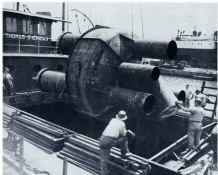
DRAFTSMAN'S BOLL	
20 Years	
56-35	Thelma Richmond

HOURLY ROLL	
20 Years	
4-114	Richard Friedlich
56-55	William David

20 Years	
56-55	Robert Dean
55-889	Carle Bonds
47-57	Don Swanson
55-268	Stanley Goldowski
55-88	Anton Papert
57-384	Larry Bullman

15 Years	
56-62	Samuel Foster
47-145	Arthur Swanson
47-226	Charles Potkowski
55-157	Steve Thompson
55-237	Charles Ryan

10 Years	
55-418	Edward Brown



WORKERS insured by size of this special oil drilling unit being loaded for water shipment to a distant refinery. Sea Ship has had long experience in constructing large equipment.

SUN OIL SPENT \$2,500,000 TO STOP AIR, WATER POLLUTION

Southeastern New Jersey is well protected against damage by escaping fumes from industrial plants across the Delaware River, according to W. Herman Barrow, manager of Sun Oil Company's development laboratory.

He pointed out that Sun Oil's on-the-farm research program provides a warning system which, in the event fumes did escape from any industrial source, would sound an alert before any substantial damage was done.

Mr. Barrow described this system for a group of newspapermen gathered at Freehold, N. J., as the guests of the Gloucester County Board of Agriculture.

To make certain that at no time

does Sun Oil's Maroon Hook refinery discharge harmful fumes or gases into the atmosphere, the company, he said, has set up a research station on the Gloucester County farm of William R. Kille. The oil firm also operates a field car equipped with portable air sampling and testing equipment, and has assigned an agricultural graduate and a chemical engineer to full-time field work in the area.

"By studying the growing conditions of the plants, talking with local farmers, making observations, our field men are able to determine without delay whether crop difficulties could possibly be caused by anything

other than the natural effects of insects, plant disease, or the weather," Mr. Barrow said.

He said that Sun Oil had earned widespread recognition in the petroleum industry for its pioneer work in developing effective measures to control the release of waste materials in plant discharge waters and to prevent the escape of odorous or toxic fumes into the atmosphere.

"Industrial waste treatment has required continuing expenditure in the public interest," Mr. Barrow explained. "During the past ten years, Sun Oil Company has spent about two and a half million dollars for drainage systems, pollution abatement projects and changes in process units to control wastes."

STOCKPIILING FOR DEFENSE



Shipping 85% of the world's oil to the U.S. just since April 1973. American independent oilmen are playing a leading part in shipping strategic fuels to this country, including one which other ships must have been called by the flag U.S. flag crew.

RISING high among the strategic raw materials from overseas sources and stockpiled in the United States for reasons of national defense is tin. Merely one of its uses, such as plating the cans for food and other materials, is sufficient to place tin near the top of the essential list.

One of the little-known but important defense tasks being performed by the American Merchant Marine these days is the transportation of tin to this country from distant, principal foreign sources upon which we must rely for more than 80% of our requirements.

The U. S. obtains the balance here at home through reclaimed alloy

wrap and secondary tin production.

A U. S. Navy study of stockpiling needs has determined there are at least 22 sea lanes, over which strategic raw materials must be shipped to the United States with merchant ships the only practical means of transportation.

Cargoes of tin metal and tin tinneous 12 of these routes extending close around the globe via the Atlantic, Pacific, and Indian Oceans. The bulk of the shipments arrive in fast American flag freighters calling at Atlantic, Gulf, and Pacific Coast ports, reports the American Merchant Marine Institute.

In recent months, the ships returning from British Malaya, which sup-

plies almost half our needs, Bolivia, which accounts for 10%, the Congo river and Belgian Congo, Indonesia, China and Thailand, have been sprouting with increasing shipments of tin bars, blocks and pigs.

The Chinese source, however, is under Communist domination and cannot be depended upon. The metal markets in Belgium, the Netherlands, Portugal, and the United Kingdom also contribute to the American supply.

WORLD SHIPBUILDING

Ship construction in world yards declined by approximately 123,000 gross tons for the quarter ending June 30. The delivery of vessels from U. S. yards accounted for 115,000 tons of this decrease.

All other maritime nations except Great Britain and Ireland, France, Norway and Belgium showed no gain. The British yards marked up 41,000 gross tons and the other three nations considerably less income.

On June 30th there were 1,249,921 gross tons of shipping under construction as compared to 1,244,674 gross tons at the end of the first quarter of this year. Great Britain and Ireland had 1,007,791 tons building, the United States had 126,034 and the remainder of the world had 1,116,100 gross tons.

New work began during the quarter was substantially less than new work started in the January 1—March 31 period being about 400,000 tons less. Again Great Britain and Ireland ran against the current in this category and showed new work of 184,000 tons lost.

The amount of ship construction underway in the various countries is as follows: Great Britain and Ireland, 1,007,791 gross tons; France 492,189; Japan 272,000; United States, 126,034; Holland, 107,694; Sweden, 101,935; Italy, 94,333; Denmark, 121,375; Norway, 117,354; British Commonwealth countries, 118,093, including Canada, 46,000; Spain, 162,114 and Belgium, 27,650.

SPRUCING UP SUN SHIP'S SOUTH YARD



BRACING South Yard fabricating shop was one of the fully built. Middle picture shows shipways being cleared up by workmen. Below, group of shippers are removing mud from South Yard, main basin.

SPRUCING UP SUN SHIP'S SOUTH YARD



SPRUCING UP SUN SHIP'S SOUTH YARD



The Difference—If We Haven't Got It—We Get It!

THERE are a lot of countries which have as many natural resources as we have, but their standards of living along the bottom in comparison with ours.

One of the "secrets" of our industrial progress, hence of better living for all of us, is that we're pretty good at making everything and anything we need—out of the resources we have.

Before war stopped it, we used to buy and bring in from foreign countries such materials as rubber, silk, tin, fertilizers, dyes, dioxins, brand isotopes, cigarette paper, optical instruments, my bones, fur, quinine, chalk for chewing gum, and many others we needed and didn't produce ourselves.

Some of these things play a big part in our lives. No rubber would mean no automobiles. No automobiles would mean factories closed, millions unemployed. No fertilizers would mean various food shortages, millions going hungry. And without the other things, more factories would have to close, drawing more millions out of jobs.



All this could have happened in the midst of the biggest, most terrible war in all history—just when we needed it be strongest.

But, American manufacturers, thanks to their enterprise, found a way out so we didn't have to put our war and losses in storage or start fighting for the little food we could grow without fertilizers.

To replace the materials we could not get, the manufacturers found ways of making other materials which served almost as well—and in some cases, a lot better.

By sinking millions of dollars in research and plowing back profits in laboratories and new buildings, they created new things to take the place of those we could no longer get.

Now the war is over and we can buy natural rubber again—and silk and tin and all the others—but actually our manufacturers did their jobs so well that we find we don't need to go to foreign countries for most of the raw materials upon which production and jobs depend.



In fact, we are now making ourselves, about 94 per cent of all we use. By buying in from other countries only 4 per cent. Our new factories—turning out man-made rubber and nylon and all the other new products—keep opening. These new products have made more jobs, more money and better living for all of us.

As a result, America is producing even more of the world's goods than ever before. Although we have only about 4 per cent of the world's people, we are now turning out between a quarter and a third of all the articles used on this earth of ours.

Now we know that it is our industrial inventiveness, our research, and our manufacturing skill in making things—and not our rich natural resources alone—which have made America a great country.

OUR WAY PUTS 'MIRACLE' DRUG IN REACH OF ALL

Only a few short years ago penicillin was one of the world's most dreaded diseases. Defying control, it killed both old and young alike. Those it didn't kill, it left so weak that they were ready prey for other evils.

Today penicillin—and a long list of other serious diseases—has been brought under control. Through the discovery and use of penicillin, millions of lives have been saved and untold suffering avoided.

Back of this historic achievement is another endeavor which is in the typical American tradition . . . But a few years ago, it was possible to make penicillin only in small quantities. It cost \$20 for a small dose, and this was beyond the means of most people.

Then our American drug manufacturers, seeing how many lives could be saved if penicillin could be made more cheaply and placed within the reach of all, decided to gamble on the construction of a plant costing \$4,500,000—to make the drug in such great quantity that its cost would come down.

Today the cost of penicillin has been reduced to a point where anyone can afford to benefit from its miracle-working powers. Fifty million dollars worth of it was sold last year.

How much are launched at *Our Way* is a subject of an interesting article in the summer edition of "The Flying Red Horse."

This article is well illustrated and among other things describes the method of applying grass to the ground ways and also how the slip coat grass is spread by hand over the hardened base coat.

Efficient all-weather transportation developed by the oil industry makes it possible to move a gallon of oil, which weighs more than six pounds, from Texas to Boston cheaper than a postal card can be mailed the same distance.

OUR YARD



WETTERILL'S SHIPYARD

By Sam Norriss

Vacation ramblings:

Herby Hughes was spending one week with other "road cracker" around the Scranton region. Christmas with its festivities will take his other week.

Tommy Nook is enjoying the re-creating leisure off Chesapeake Bay and doing his bit of fishing and walking. How about the big one that got away?

Kathy Brown took in the amusement parks accompanied by his young son and wife. Lanes, River-view and various other amusement centers had their turn.

Johnny Krambler again headed for his favorite mountain region near Williamsport so that when the deer season opens this fall he will be ready and waiting for that big buck. This system works! He got one last year.

Bernard Biederker was up state visiting friends and relatives.

Sandy Galtus took his three weeks all together, staying home, working around the house, and enjoying the visit of his daughter and family from British Columbia who were visiting dad and mother.

STOREHOOD NOTES

By Joseph Wright

James H. Brown caught a large landlocked salmon during his vacation in Maine. He put in the entire three weeks' vacation in Maine.

Thomas Brown and family spent their vacation at Ocean City, N.J.

Don, Lefter of the second shift has returned from his vacation.

Herb Barendsen took a week to catch up on his fishing and Earl Bennett spent a short time on an auto trip.

James Ryan and crew spent celebrating their birthdays on the same day August 26th.

ONE OF SHIPYARD'S BEAUTY SPOTS



LOOKING UP RIVER FROM the bridge cutting Central and North Parks. A peaceful spot most days.

SHIPS ON DRY DOCK RIVERFRONT VIEW



26 MACHINISTS

By Dick Cleveland

"Fudge Jim" Walker and Lou Shook report that the falling has been constant down in Rock Hall, Maryland, exceptionally heavy catches of rock fish being made with some three thousand in the past month.

He was sorry to report that dry-dock's Harry Wright has been hospitalized, Harry's wife has been critically ill for months and it seems a pity that he too is now down. We sincerely hope that they are both blessed with a speedy and complete recovery.

We wish to express the same good wishes to the wife of "Albano" Bond who was also hospitalized recently.

Super salesman "Willie" Sherman seems to have met his match in shop sweepster Tingles. Will has been trying to talk Tingles into going into the cutthroat selling business, offering as an inducement a very reasonable figure on country but Tingles is adamant in his refusal to go along.

Lee Ebbert, returning from two-length some travel time away along for the office girls, they enjoyed them too—but they were little Maple Candy men.

Former Rialba while on vacation dined short for the first time and eventually made the discovery they were on backwards. Completely

stumped, he called on Mrs. Pirhan who readily discovered the cause of his distress and advised him in the necessary readjustments.

George Howell, who due to circumstances beyond his control was recently criticized as President of the "Loudie Beans Club," was observed by our secret operative passing in Philadelphia with the band, hanging on a dime with a broken head. The boys say it's just as well that way as George can't play a dime anyway.

Rego "Whitely" Rego, 34, Rego, crane equipment, represented the First Rego, Veterans Corps P.N.S., of Philadelphia, at New Haven, Conn., for the 175th anniversary of 2nd Co. Government Post Council of New Haven. "Whitely" is a Captain in this Corps and had charge of 30 men from Philadelphia for the 3 day affair. The First Rego, Veterans Corps is a member of the Continental Legion of Historic Military Commands which consists of military outfits in the 48 Original States and their history dates to time prior to 1862.

The First Rego, Veterans Corps was originated in 1777 and has participated in every war in which our country has been engaged. Today it is known as the 1862 Regiment—18th Division. Whitely has been a member of this Corps since World War I.

Any pictures of battles, weddings, sports, scenes or any other interesting

topics will be gratefully received by your reporter—who may even issue which might prove interesting for this column. Gratefully acknowledging the fine contribution by Bill Cronin last month we hope for continued cooperation along this line.

Your reporter spent an enjoyable 3 weeks' vacation at W. Belmont, W. Belmont weather, but found fishing rather dull—small and not too many.

25 REPT. — ELECTRICAL SHOP By Sherry D. Rasmussen

Norman Kofford, your "Expediter" who has been on the side lines for the past eight months due to an automobile mishap returned to his post this week looking and feeling fine again; and naturally is receiving welcome return handshakes from all departments throughout the yard. Good Luck "Norm" and congratulations on your wonderful fight for recovery.

On the falling front all was quiet again. However, I do know of one party but promised not to say anything about it in my writing this month. The fact is Gerald lost a lot of sleep to catch two (2) small "bats."

On the sick list — Mildred Pearson, 33-99; Geo. Thomas, 33-100; Leroy Blake, 33-104; and Harry Bradshaw, 33-285; all of whom are coming around. It is our sincere hope that these men will get well soon and be back on the job again. Good Luck Boys.

2nd and 3rd

1000

some animals had to die to provide the leather. Most hats are made of felt, and quite a few other kinds have mine die to provide the felt. Women struggle up in the north, those head slippers feel good on their feet too, although animals had to be killed to provide these things, because you cannot cut the skin off a live animal.

I add one new dimension to the winds during the winter. They don't get back to see the deer with the beautiful big brown eyes slowly moving to death, but I do know quite a few hunters who consider it their outright obligation to take food into the mountain winds, or go back and out beyond for the deer. They also push corn and other grains to feed the pheasants and other small game.

Hunting at least takes persons out doors through the different seasons. The grouse are abundant in good and bad weather, I know, because I have seen thousands of them in the field each year. I use very few loaders on their trails. The loader will not follow this, but the hunter gets as much pleasure out of seeing interesting things continue as they do out of shooting something.

Bell Lee, 74 Steps Monks, spent the week-end fishing at Green, Bell, and returned with nothing but a net and tale of woe. While out in the bay his motor cooked out, and after trying to repair it for sometime Bell also cooked out with confidence. Fortunately a party of friends happened to pass by and they, along with them are some mechanical men. Being good Samaritans they learned that this motor wouldn't run so took them

Robert Yale, Director of Public Relations, in company with his son Bill and grandsons enjoyed a deep-sea trip out of Ocean City, N.J., returning with a catch of 15 flounder.

M. Council and party of 20 Sept., journeyed to Cape May for a fishing session. They report poor luck as only 22 assorted species were landed among the entire party.

Ed Stafford, son of Bob Stafford, 86 Dept., reports, in securing an expanded chest due to snapping an extremely large eel in Bailey Creek. The eel weighed 7½ pounds, was 37 inches in length, and 4 inches in girth. The boy is really proud of his achievement.

Five President John Fenn, Jr., in company with his sons and several other youngsters, enjoyed a trip to Cape May, where they registered a nice catch of 116 bluefish. We are told the youngsters really had a good ball.

THEY CAUGHT STRIPES



UPPER RAFT, resting as high as 9 pounds were caught usually at River level in the Choptank by Kevin Smith and Ralph Harnett of the Maritime Museum. Upper picture shows the rafters holding four big ones, lower, Smith with some live fish.



Reservations are extended to the time
of **10:00 AM (EST)**, only, plus
one (1) day, except that reserved at
10:00 AM (EST) (Thurs. 10:00 AM).



Respectfully is offered by the family of
a memorial service, 10:00 a.m.,
at 11:00 a.m. The service will be
held at the funeral home, 1000 N. 1st St.,
St. Paul, Minn. 55101.



Participants are reminded to the fact
by all of the above, that the
first time the first time the first time
the first time the first time the first time

74 DEPARTMENT TOOL ROOM

By M. Amabile

It is with regret that this department learned of the fatal accident which killed one of our former fellow employees, George Remonette, who tragically injured in an automobile accident on July 2nd. This department extends its deepest sympathy to the wife and family of one of the most likeable fellows ever employed here.

Bill Kessler indicates as he spent part of his vacation watching the home at Whitland. When asked to elaborate, Bill says he had reference to some of buildings under construction, Wyandotte.

He and Mrs. Kessler, have returned home after spending an enjoyable vacation, a portion of which was spent in touring the coal mining regions. Also reports that the coal industry is at a complete standstill.

Mrs. Kate Ingram enjoyed her vacation watching Kate paint the interior of their home. The boys would like to see this job.

The George McGlothers family transferred part of their money from the vacation fund to the television fund, and are now relaxing in the cool comforts of home.

The William Gerson family held their party at Whitland, N.J., and Bill reports the only difficulties encountered were trying to induce the children to return home. This volume stands in firm accord with the children.



Joyce Fahn is little JOYCE FAHN, one of major Fahn, of 44 Department.

Studying Gulf Stream

The Gulf Stream is under scientific study by oil companies and from reports also believe that tankers can gain an extra trip a year by taking advantage of the changing currents.

The study has its grounds in the observations made a little more than a year ago when Captain W. R. Griswold on the Wanderer rounded the tip of Florida and headed north into the Gulf Stream, using lanes for frequent lanes. These positive determinations and consequent changing of course to keep in the fast moving current, enabled the Wanderer to save eight hours on the run to Cape Henry, Va.

This brief and incisive study was interesting enough, however, to take measures to get more data not only on the current but on their lanes installations so that mariners could determine very rapidly how their ships were getting along on the northward journey.

A lane installation was made in the tanker Lane General and Captain Griswold made the first trip in the ship to observe the results of taking frequent positions to see if later observations would coincide with the first taken on the Wanderer.

Later the Sperry Company discussed the plan with the U. S. Coast and Geodetic Survey and also the U. S. Navy Hydrographic Office. A program was formulated by the three agencies whereby data from beam-equipped tankers is collected and sent to the agencies for evaluation.

The tanker operators cooperating in this survey include from time to time The Texas Company, Sun Oil Company, Trinidad Corporation, Mobil's Tanker Industries, Inc., Atlantic Refining Company and Keynote Shipping Company.

All vessels use a special CGO chart on which is superimposed these north-bound tracks and run counterclockwise. The tankers take a different track each voyage while the counterclockwise tracks are used to determine the current currents.

The survey being made is between Cape Hatteras and the point at which the ships enter the stream at the tip of Florida. There is considerable work being done with lanes to the

east of Hatteras by the Wood's Hole Oceanographic Institute, now headed by Rear Admiral F.D. M. Smith, USCG, RM. The observers, who have no commercial schedules to meet, let the vessel drift and by taking continuous beam bearings have observed currents up to five knots speed and extending from three to five miles in width.

The comparison between observations taken at different times shows that there is a considerable shifting of the rule of these currents so that commercial vessel shippers would have difficulty in taking advantage of the fast and might easily lose time in successive efforts to keep in a favoring stream.

Feathered Lanes

(Continued from page 1)

present real estate values, would be 20 billion dollars — enough to run the federal government for 8 months.

"If every farmer sold his farm, equipment and live stock, the cash equivalent would be 15 billion dollars — enough to run the federal government for 7 months.

"The net working capital of all industries in the country totals 10 billion dollars — enough to run the federal government for 11 months.

"Think of that — all the insurance, all houses, all farms and all industries worth would run years and any government for slightly over 1 years.

"Gentlemen, in the words of the popular song 'It's Later Than You Think.' Let each of us determine that we will make our government truly a 'government of the people, by the people and for the people.'

"Let each of us determine to vote into office the best candidate in future elections.

"Let each of us determine to keep abreast of what bills are being proposed in Washington and Springfield, as well as locally.

"Let each of us determine to write and tell our representative, at what level of government, what we think should be done in legislation for the present good for all and the future generations.

"If each of us, multiplied by the rest of the right thinking citizens of this country, take this action, I am sure we will avoid the fate — of something for nothing — and will not end up in that crowded book of socialism.



RESEARCHERS (above) the machining of a ship's propeller, they rely more the wheel for balanced as perfectly that a still can make it round, but shaft and other fittings are equally essential examples of fine workmanship.

SHIPS ARE NEEDED IN EMERGENCY SAYS SPEAKER

J. Lewis Lockenbach, chairman of the Board of the American Bureau of Shipping, recently called for the early start of a construction program which would greatly increase this nation's fleet of passenger-carrying vessels and provide a well-balanced merchant marine adequate to meet any emergency.

Speaking before the week-around meeting of the organization's board of managers, Mr. Lockenbach said that for the third time in three decades, the United States finds itself in need of ships. He indicated that this time we are fortunate enough in having, in our existing fleet, many ships available for the transport of materials and some for the transport of troops. "Moreover," he said, "the latter generally are not ideal for that purpose. The Liberty cargo ship in

itself is too slow and with the amount of fuel consumed by a ship of that type, a ship of more power and greater speed is a much safer and more economical unit when war is conducted in places far distant from our home base. It is also significant that in time of peace, such a vessel is of greater competitive value as a tool of our merchant marine."

Mr. Lockenbach pointed out that only 29 seagoing vessels remain to be completed by American yards, and of these, 6 have already been launched.

Construction of small vessels for our inland waterways, however, is continuing at an encouraging rate. Mr. Lockenbach said that the American Waterways Operators, Inc., has placed the amount expended on the construction of inland waterways vessels over the past two years, at \$100,000,000. The vessels ordered by private operators included tugsboats and barges, many of special design, for river and harbor use.

47 — F.B.I. 5800P

By William Cooper

Harold Foster is now sporting a brand new "Staley" Land Grader and it is also rumored that he is considering building a home in Seattle soon.

"Pappy" Bower is going to spend his vacation at the seashore.

Rich Taylor is spending his vacation at Beach Haven.

Carl Fink took the wife down to the seashore and is still saving a week for the soon landing season.

George Trukey is at present confined to the Clatsop Hospital.

Bob Martin is on a motor trip thru the New England States and Canada.

Pete Berthelmy will take in the sights at Willamette.

Tommy Howard sends his regards to all, and anyone wanting to buy a new Chrysler or Plymouth to contact him.

Bellock took his vacation so that he could spend some time with his son Captain Joseph Bellock before going for repairs back to service with the Fighting 20th. Good Luck.

"S.S. Ambrosino"

By Ray Carlsch, 45-18

(Former Navy diver who played a part in the fate of this ship.)

The S.S. AMBROSINO was a proud Italian craft about the size of an American Victory ship. She departed from an unpublicized port in Italy on June, 1942 bound for the port of Ferraville, Tunisia in North Africa. It was her first trip.

The AMBROSINO was warped to a quay across the French gawling dyke, the only available berth to discharge her cargo which was gun ammunition badly needed for the German and British troops.

Out of the clear blue sky appeared an American bomber. On sighting the AMBROSINO, the plane immediately dropped a load of bombs on the ship and started a fire. The crew members abandoned ship. The American streamer realizing what happened retreated, flying low, and started its machine gun fire hitting crew members. The AMBROSINO blew up knocking the American bomber out of the sky and, instantly as it seems, the American streamer was the only one killed in the explosion.

But when the blast occurred the damage that resulted was terrible. It had blown the crewmen down from the gawling decks and landed them about 100 yards across the harbor. This in turn upset a French cruiser which was in drydock for repairs. To make matters worse, when the under and flying ammunition sank, all that remained of the AMBROSINO were #1 and #2 holds and the stern, completely submerged. The only parts remaining above the surface of the water were the hatch casing, the after pump houses and a six inch gun.

With other divers I was sent down to determine the possibility of recovering the AMBROSINO.

None of the ammunition in #1 and #2 holds blew holes through the side shell and the bottom of the ship. The first job was to completely seal the AMBROSINO of her remaining cargo to get at the damage to repair it.

The cargo consisted of a rough assortment of articles including — 30 mm shells, hand grenades, bombs,

knives, gift boxes from organizations in Italy, barrels of wine, and above all, shells of dynamite used for land and sea. We recovered in the hold field optical pieces and alarm clocks.

Down near the bottom of #2 hold we came across three wooden boxes of an odd shape. These were opened and started one of the wildest scrambles for the boxes contained victory medals for the German fighters and every American and British soldier wanted one for a souvenir.

These medals were without a doubt the cheapest sort of decoration. A common safety pin was used for securing. This in turn was fastened to the German tricolor ribbon, red, white and black. The medal was copper alloy and was embossed in front with the Italian Styr and the German Swastika.

The center was the French Arc de Triomphe representing the Conquest of France. At the bottom was a figure-eight knot representing the friendship between the two nations. The back was embossed with figures of two soldiers holding open the jaws of an alligator, representing the conquest of the Nile.

German prisoners of war looked at them with disgust and would not accept one.

The unloading of the work was completed and the damage repaired and platforms were installed on the ship to hold pumps. These were 10' pumps capable of pumping 500 G.P.M. When the actual pumping began the ship would only rise at the aft end.

Investigation disclosed that the level of the ship was lower (including part of the hatchbottom) up to about #2 hold. This complication of twisted steel was too heavy to attempt to raise and had to be blasted off. When this was completed, the forward part of #1 hold was used as a pivot and the after end was swung around parallel with the gawling dock thus leaving a pier. The hull of the ship were loaded with rocks, pieces of steel, and various junk.

Then cement was poured completely covering the hulls and the ship ended her career by becoming a pier.

"The darkest hour in any man's life is when he sits down to plan how to get money without earning it." — *Benjamin Franklin*.

"Sandy" Gallen

(Continued from page 1)

a position with the Baldwin Locomotive Works and was employed there as a machanic. When in depression came "Sandy" found a place as a watchman with the Henry Kravis Company and remained in this position until October 12, 1929 when he began his long stay at Sun Ship as a licensed engineer and fireman.

"Sandy" and his wife, Margaret were married in Chicago, Scotland and are the parents of nine children, of whom seven are surviving, including two boys and five girls. All of the children are living in this country except one daughter who with her family resides in British Columbia. Recently this daughter and her family visited Mr. and Mrs. Gallen at their home in Radcliff, Pa.

In 1940 the Gallens celebrated the 50th anniversary of their wedding at the Radcliff home and all of the seven children were present to take part in the reunion.

"Sandy" is a member of the First Lutheran church and also is a life member of St. John's Masonic Lodge No. 345, Clyde Bank, Scotland.

"Sandy's" favorite hobby is working around his home in Radcliff. He also has become very proficient at the training of dogs. He is popular at "Wetherill" and his friends with his many years of happiness.



MR. HERMAN JOSEPH SCHUMANN is second from left, pictured with son, Stanley, in the Radcliff Industrial building on the background are Mrs. Schumann, Mr. and Mrs. William Schumann.

Subsidy Program Proven Success

THE shipping subsidy program that the government has followed since 1916 enabled the country to achieve the merchant marine in time for a vital role in World War II and to make today's fleet the best that this country has ever possessed in peacetime.

This is the conclusion to be drawn from testimony and statements made recently to a special Senate committee which has been surveying the results achieved under the Merchant Marine Act of 1938, based on the Magnus Costa of American shipping. Out of the welter of confusing evidence presented, three facts, according to the American Merchant Marine Institute, stand out:

1. Before Pearl Harbor, steamship companies were stimulated by the Act to engage in a large construction program that furnished us with a valuable nucleus of first class tonnage and rejuvenated the shipbuilding industry for the huge wartime program which followed.

2. The vessels of the subsidized operators constituted the backbone of our transportation network that until the war-built ships began to be produced in quantities.

3. The cost of building and maintaining this proven national defense asset has been extremely small for the American taxpayer.

4. Ship subsidies, like protective tariffs, are paid to maintain American standards of living for seamen and shipyard workers and to place the American Merchant Marine at parity with lowest foreign nations. Twelve subsidized lines in 1949 earned directly or indirectly about 155,000 seamen.

5. Of all the government-aid programs, the ship operating subsidy is unique in that it is the only one in which the U. S. Treasury gets a return. Under seaport provisions, the subsidized lines paid back to the Government \$52,450,000 or about 70% of the subsidy received. During the 11-year period, they paid \$50,512,000 in Federal taxes.

6. Between 1917 and 1948, construction subsidies of \$362,776,000 were paid to American shipyards for the construction of 280 vessels

for operators but this amount was reduced to \$65,167,000 because of eliminations under the Ship Sales Act, contract cancellations, and ship requisitions by the government.



WARRIOR IN A HAND From time of Pearl Harbor, government subsidized the Marine by loan of the main building. After a year of not being used, the building was sold to the government and the Marine was used as a store of ammunition and stores.

\$21,500 Spent on Polio Cases

Local officials of the National Foundation for Infantile Paralysis reported that \$21,500 in March of 1949 funds have been expended for care of polio patients here since the start of the war. Wm. K. Kray, chairman of the Delaware County Chapter of the National Foundation, said that over 300 patients attended recently and in past years are receiving assistance for care.

These expenditures include \$15,000 for braces and shoes, \$2,000 for hospital care, \$2,000 for nursing services, and \$2,500 for physical therapy and medical services. Although Chapter funds are limited due to this heavy building of cases, no polio patient has gone without adequate care for financial reasons.

Half of the money raised through the March of Dimes campaign with the local Chapter to help pay for care of local patients, and in cooperation, to supplement the national epidemic aid fund. The other half is sent to national headquarters for research, professional education and the epidemic aid fund. During the 1949 epidemic, the worst in the nation's history, \$27,320,000 was spent for patient care by the March of Dimes organization.

Chapter headquarters are located in the County Building, Media, phone Media 4-2500. John G. Prew, Jr., is chairman of the campaign to raise funds for 1951.

INK SPOTS FROM THE HULL DRAWING ROOM

By C. J. Crowl

Customs Editor and son Tom, spent a week at Wildwood, New Jersey and came back with a nice tan.

John R. Stevenson with his wife, and son Steve, spent a week at Ocean City, New Jersey.

John, Kenneth, of the Blueprint Room, has just joined the home buying group, by buying a house in Highland Gardens. As of this writing, there has been no date set for a home warming party.

Bill Beck, formerly of Hull Structural, was telling some of the boys, he might have to go back to the Marine again.

Granville Hallinan went to the Boy Scout Leadership, to see his grandson Harold, who was with Troop No. 1, of Chester, Pa.

CARPENTER SHOP

By Bob Stanford

Your reporter's son and his grandfather, Jesse Ward of the Sheet Metal Shop, spent a day fishing at Townsend's Inlet. They got sixteen nice flounders.

One of our popular men around the shop is getting less hale and more hale every day.

Eddie McGhee has that weathered look in his eyes again. He is about ready to take a trip down home.

Anybody that would like to even two nice kitchen cabinets, Myers in Paul Remond.

Joe Papp seems to be putting on more weight every day.

Earl "Take me home" Brown spent his vacation fishing in New Jersey and Delaware. He gave the Chester Ferry a lot of money and still came home empty handed. Earl, you know you're a fish man.

Joe Sage spent his vacation in Wildwood. He says that he had a real time.

Paul Smith's wife let him drive their new car on Saturdays.

Anybody that has any pictures for OUR YARD please drop them off at the office. Pictures of your family, pets, or holidays. Thank You.

Walt Reagan on his vacation in Wildwood entertained (daddy alone) his two grandchildren.

Joe Zarke has started getting his equipment and filling his guns for the hunting season this fall.

Harry Horney and Frank Cox were the only successful fishermen of a party of eight, including the yard's renowned Gerald Evans, to catch fish on their last trip to Rock Hall, Maryland. Harry and Frank each caught a twelve inch fish.

Articles taken from local papers:

Seventeen Square Worldly: "Mr. and Mrs. Howard Myers returned to Philadelphia, visiting several leading department stores.

Chester Pike Advertiser:—"The Sages have returned to their residence in Calverton after spending the month of July in Wildwood. Carl is planning a birthday party for young Carrie September 26. A select group of children will be invited."

Chester Times:—"Mrs. Norman Lloyd, well known San. Village, has returned home after spending one week in the Chester Hospital." 26



THREE HEMLOCK CRANES are shown in this picture taken in the 'Big Boat'. In the distance the Sea Guard can be seen.

Boys' friends at this ship are hoping the future holds good health for Mrs. Lloyd.

Letter Quizzes:—"Mr. and Mrs. August 'Cox' Ellensbury and daughter planned to spend two weeks in Wildwood but Cox was not able to go. Mrs. Ellensbury and daughter had a lovely time as guests at Reagan's Inn in Wildwood.

Notes:—One of more pictures quit the, the one, what up in half year, the day, Brown, Great headquarters.

GUARDS — 33 DEPT.

By G. C. Zimmerman

Wards is back on duty after vacationing in Atlantic City.

Capt. Sides spent a fine week and at Ocean City.

Henrick and family were at the Townsend Islands last weekend.

Chief Mearns is doing a lot of flying lately with the reserves.

Mills is back from his vacation at Stone Harbor, N.J.

Woody and family spent a week and in Washington, D.C., with his mother.

OFFICE CHATTER

By Peg McKinney

It's almost a full time job trying to keep track of our globe trotting vacationers this summer. Harry White, of Billing Department, is touring Europe for eight weeks. No doubt Harry will have many interesting incidents to relate when he returns in September.

It's hard to imagine Ed Murphy leaving the Phillies for two whole weeks at this crucial stage of the National League Series, but nevertheless Ed is vacationing in Dublin.

Clae Shiden had her first plane trip this year, flying to Chicago for her vacation to visit friends. Grace Barnett has recently returned from a motor trip to South Carolina.

June Harvey, Ken Gorman, Helen Scott and Peggy McKinney made a two-week tour of Canada and the New England States. June and Ken became so fluent conversing with the French Canadians that in two more weeks they could have been considered natives.

Jimmy Dodson can be heard complaining about his fly two weeks in Wildwood. Anyone interested in visiting around Ocean City will please contact Mr. Crumpton for all the inside information. We understand he has the only guaranteed spot in that vicinity.

Grace O'Neill visited her brother and family in San Jose City. Tom Ole Florida spent a week at Beach Haven and Paula Wilson journeyed to Wildwood. Helen Hery is such a vocal Phillies fan that she divided her time between Atlantic City and St. Louis Park.

It's good to see Lena Smith back to work after being on ill.

Welcome back to Ann Smalley, who is now working with Mr. Gale on the Public Relations Staff. We hear Ann and Gloria are spending a lot of time in the Personnel at the Glenwood. What's the attraction girls? The scenery?

Flora's Mark, formerly of the office, has reunited her husband with their first child. Marie McHugh also became a mother recently.

Betty Meloyevich has announced her engagement to William Jackson, of Lenox Park. But wishes to the happy couple.



REMARKING FOR BOAT SURGEON:—on a ship is always an interesting job in the rough at-sea. As shown in this cut-out picture, the picture gives the captain an idea of the time he is about to take.

WETHERHILL SCOOP

By Fanny Stuhwald

Many hopes of the sports gang had all intentions of spending his vacation in the Pecos but due to a misunderstanding Jimmy came home after only one night. He says it isn't right to keep the guests under all night.

Joe Esau's son, who is living at St. Petersburg, Florida, holds the record for private parachute jump. Joe, Jr. jumped at 17,000 feet in 16 minutes later, all in one piece. Yes, Jr. is a pilot instructor and has had

a great deal of experience in flying.

Speaking of justice, Robert Feltus, Jr. made a full page advertisement as the best sports moment in Pueblo, Colorado. Were going back.

Congratulations to Otto Neuman on the arrival of a baby girl, born July 23.

Of all the fellows in Wetherhill Place I would like to mention Harry Fish. Harry's a capable and also to say nothing of his So all in the missing words yourself, Harry.

Sun Ship Picnic Saturday, Sept. 16

The Sun Ship picnic in Chester Park on Sept. 16 is going to be a real old fashioned party with families bringing their basket lunches and the Management providing ice cream, soft drinks, and refreshments and other goodies for the youngsters.

At a meeting of the general committee, Chairman Paul Roubin announced that arrangements are being made to bring in a string band to fill gay corners.

The program will include athletic games, pie eating, and other contests for the kids, several special hours of

entertainment for the very small children and sport matches and soft ball games for the adults.

Postcards inviting each employee to the picnic will include a return blank to be filled out stating how many members of the family, including children under 12 years will attend. It is extremely important that this return card be filled out and mailed quickly so that arrangements for the kiddies can be provided. Be sure the other part of the card so that you can present it and receive your refreshment tickets at Chester Park on Sept. 16.

Who's to Blame?

Depression comes, depression goes. How or why, I do not know.

(Not do the men in government. Despite the wails of dough they've spent.

While standing like an outside lion And shouting: "Blame the business men!")



The comrade, fascist, socialist With disregard for fact, insist Depression only before the whip Of governmental ownership. Depression have hit Russia, too. While proving this theory isn't true. But socialism England save Her life? It hasn't, that's for sure! The Germans and Italians wail It isn't, that's why their countries died. The comrades screaming I've heard Is this? Depression are incited When faulty governmental order

Permit improper credit loans; When cards on trade, plus high expense; Disturb business confidence.



Business actions sometimes cause Fluctuations, or slight pauses; Usually they bring to light Some condition not quite right. Which, corrected, helped our nation Add to freedom's true foundation.

— L. S. S.

OUR SEPTEMBER COVER

Showers of sparks created by welders and burners always attract interest in a shipyard. We use a Navy camera photograph for the front cover page this month.

Ship Subsidies Small in Budget

Although the American Merchant Marine is recognized as a vital arm of national defense, the entire budget for the Maritime Administration for the fiscal year of 1934 is less than one per cent of the appropriation for the Defense Establishment. Included in the proposed \$96,000,000 budget for the Administration is \$65,000,000 for ship construction and operating subsidies.

The amount for shipping subsidies, the American Merchant Marine Institute points out, is much smaller than that paid out to any of the various Federal price support programs for agricultural and mining production. Shipping subsidies, the protective tariffs, are designed to place American shipyards and ships at parity with low cost and low standard foreign competition.

Furthermore, the Institute adds, ship operating subsidies are subject to acceptance, the only form of government aid which makes return to the U. S. Treasury. In the first one-year temporary period under the Merchant Marine Act of 1920 the subsidized companies paid back to Uncle Sam about 70% of the money they had received. Five out of 12 companies paid back in full every dollar.

34 DEPT. — PIPE SHOP

By Jerry Seafair

Francis (Boss) please note: No swimming during working hours. He had to be rescued by Harry Fry.

No more gas Francis.

It has been reported that J. Brown is having trouble with the dogs in his neighborhood.

Crabbed Laid on his vacation in New York State went fishing on Fire Finger Lake. The fish are so large they spoil his boat. No fish but an early morning swim.

Tommy please watch the Stop signs on the highways.

Red Harvey is visiting the nearby states in his touring machine.

Harry Hallings is on two weeks' vacation.

Even a tombstone will say good things about a fellow when he's down.

FOOD FOR SEPTEMBER

Locally Grown Vegetables: Fruit and market gardens will continue to produce vegetables in great abundance throughout the month of September. In some localities, the supply from nearby producers may diminish somewhat toward the end of the month as far as some specific items is concerned, but the overall supply of fresh vegetables during September will be generous.

Beets, Carrots, Onions, Spinach, Tomatoes, Sweet Corn and Snap Beans will be among the more plentiful items in most major markets. Fresh Lima, French and Green will also be plentiful in some localities. The particular items in greatest abundance will vary from place to place. Local availability should be checked.

Asus: It is expected that Asus will be in plentiful supply throughout the month of September with prices attractive when compared with other meats. This is the time of the year when farmers cull their flocks of these older hens who are not "laying their eggs" and send them to market in large numbers.

Steering Hens, like all poultry, contain high quality proteins, some iron, phosphorus and some of the B vitamins, chicken with dumplings or rice, scalloped chicken with mushrooms and the old American favorite, fried chicken or Brunswick stew.

Milk: Unusually favorable pasture conditions in most areas have encouraged abundant milk supplies for several months. During this season, supplies from numerous dairies bring moderate seasonal price increases. However, milk continues to be plentiful.

Butter: Large supplies of average galing butter are on hand and production continues heavy, thus making butter plentiful in all sections of the country.

Cheese: Large stocks of cheese are on hand from the great flow of milk last spring. This inexpensive protein food fits in well with economy dishes — sandwiches, meat extenders dishes, sandwiches.

Cottage Cheese: Cottage Cheese and Other Thin Milk Products are rich

in milk protein. Cream for cream, it is even higher in protein, phosphorus and riboflavin than whole milk. Cottage cheese is not only economical but has a variety of uses.

Eggs: A generous supply of eggs is available this September. While prices are rising seasonally, eggs continue to be a "good buy" as a protein food.

YOU GET THE BUSINESS!

Under war systems, if a small company can make something cheaper or better than a big corporation, it gets the business. That's what makes industrial America so strong.

A good instance was the Ford Motor Company's recent sale of its bus-building business to a smaller company in Indianapolis. The Ford company could build good buses all right, and build them cheaply, but it found this small part of its business took too much of its top management's time — time that could be put to better use on its main business of making passenger cars and trucks.

So it sold its bus business. Now Ford can concentrate on cars and trucks — the smaller company will make the buses, and each can do a better job which will result in more jobs and cheaper cars.

67 DEPARTMENT

By Major Fisher

Jim Robinson of several shifts is now on first. He had a few minutes when he came back but is losing it.

Charles Moore, the house slave change, has a lot of trouble trying to hold his nerve of late.

The "Opaddlers" club led by Sam (Rosen) Stein and the "Cremblers" leader Bill Stein are planning to get together soon.

New members of the Grindstone Club are: Bill Brown, John Price, Dick Smith, Jim Robinson, Buddy Balle.

The boys want Buddy Balle to enter his Cadillac in the club car race. How about it Buddy?

Bill Jones and Wab Bryant went to the Windy City in the Blue Car creation.

Henry (Shadon) Jones let Shit; Lloyd (Shadon) Beldson 2nd Shift; Who is the chicken on 3rd Shift?

There is one person in the Green's Regt. who is as quiet as a mouse, who is very good natured and is always smiling. A great lover of sports that follow in worth knowing. Meet Mr. Harvey Wilson.

Wab Williams is asking about World Series tickets.

Carl Brown of several shifts is enjoying in the art of baby sitting.

No more, fellows, that you can't tell me all what groups Bill Green should be in. He has asked me not to mention him with either group. So boys take your games.



1939-1940 Eggs in one half pint for a family gets a few small ones can be found along the sitting point of this. It does.

IT'S A MACHINE AGE—*But*



THEY say it's a machine age and it is.

In our country, machines do between 25-55 per cent of the work. That is why we are so far ahead in production. We do less and produce more, enjoying the highest standards of living in the world.

Machines can not think, men and women must think for them. To operate these machines you must have hands and eyes. You must think not only for the machine but for yourself so as not to lose the hands and eyes through an accident.

"OCE VIEW" plans a series of chats about machines written by men in the yard. The first two appear in this issue.

ENGINE LATHE (TOP)

By John H. Taylor 36-725, (Served apprenticeship at Fordwill Plant, Employed by New Shipbuilding 32 years.)

It shapes external and internal surfaces of metal, the work object rotating and the tool fed mechanically. The object is clamped in a spindle by nut and cone or bar plate or flange with work between centers. Speeds of rotation and tool feeds are regulated by levers or belts. The machine is capable of many different jobs, among them, boring, turning, machining external and internal, threading and key grooving.

WARNING

Never to be operated by inexperienced employees. Never wear gloves, ragged clothes, or hair exposed to fluid. Always stand in proper position when working on lathe or any type. Keep your guardrail. Keep machine oiled and clean. Have the fluid clean and give it full light.

VERTICAL TURRET LATHE

By Clarence S. Ross 36-552, (Apprenticeship Fordwill Plant, New Shipbuilding, 34 years.)

This machine is equipped with a turret operated by a vertical position. The table can also be operated horizontally by a crane arm. It is used to heavy work, such as large castings, piston rings, valve seats and threading and connecting valves.

WARNING

Never use gloves, wear gloves, keep rings off fingers, no ragged clothes and no eye guard by defective means. Keep the machine oiled, greased and clean. Use fluid should be clean of oil and dirt.

