

Our Yard



SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., OCT. 1959

Memo from John G. Pew, Jr.

Socialism (Communism) Is Capitalism in Its Worst Form

Capitalism means that the companies making things and the tools the companies use to make them are not owned by the companies or the people using them. (General Motors, for instance, is owned by the stockholders. The employees, both labor and management, are simply hired hands.)

Socialism means that the companies making things and the tools the companies use to make them are not owned by the companies or the people using them. (They are owned by the State—both the tools and the people.)

Under Capitalism the enormous cost of modern tools is paid for by thousands of people who decide they want to invest their money that way. (Stockholders.)

Under Socialism the enormous cost of modern tools is paid for by thousands (all) of people who have no choice in the matter. The money is taken from them by compulsory purchase of government bonds.

There are five costs in modern industry: Raw materials, human energy (payroll in all its forms), taxes, depreciation, profit (cost of using the money of those people who bought the tools—the stockholders). No matter where or under what economic system a thing is turned out, those costs are inescapable in some form or another. The customer, of course, pays all of them.

In the United States the customer pays less than FIVE CENTS of each sales dollar for profit. Profit is paid out as dividends.

In Russia, shining example of socialist economy, the customer pays at least 15 CENTS of each sales dollar for profit. This profit is called interest on government bonds. And this under a form of capitalistic economy (they admit they practice capitalism) in which there is supposed to be NO PROFIT!

Why is Russia so anxious to get hold of West Berlin?

Because West Berlin operates under our kind of capitalism. It is a bustling, happy, attractive, prosperous city with store windows full of high quality, low cost goods.

East Berlin operates under socialist capitalism. It is a dreary, drab, abject poor-house. To save face, Russia must destroy this shining example of freedom so close it cannot be lied away. When the ears hear one thing and the eyes see another, it is the ears that lose.

That's why the struggle for Berlin is the most important diplomatic issue in the world today.

Hoping you don't have to be hit on the head to see the starry side.



Making Pressure Vessel Quite a Job

By Tommy Adams

Are you curious about the work required to make one of those huge pressure vessels which you have seen recently on our cover? Let's follow a single shell plate through part of the process.

This plate is to be one section of a 100-foot long cylindrical tank known as a column since it will stand vertically and is divided into compartments by circular plates called trays.

The tower section is to be ten feet across measured through the center of the circle. It will have manhole openings, several pipe connections through the shell, and various clips and brackets on the outside to hold ladders, platforms, and piping on the completed unit; plus several flat bar rings and support brackets on the inside. These facts plus other related data have been shown by the drafting room on the blueprints issued to the shop. They have also computed the required thickness, tensile strength, and approximate size of the plate needed. With this information, the proper plate has been purchased from the steel mill.

Since these heavy, firebox-steel plates are limited in size by various factors, our plate is to be ten feet wide by slightly less than 32 feet long by one and one-quarter inches thick. It weighs about eight and one-quarter tons.

The plate is lifted from the railroad car, checked by the expeditor and placed on trestles with the mill mark up. The mill mark is a series of identifying marks stamped near the ends of the plate by the steel mill so that the chemical and physical characteristics of that particular piece of material can be readily checked. These marks must be on the outside of the finished product for checking by inspectors.

The loftsmen has carefully figured the amount of material needed to roll this plate into a cylinder of the required size. Since the plates are almost never square at the corners nor straight on the sides, he marks planing lines to "square up" the plate. The centerlines and outlines of the various holes, brackets and clips are drawn on the plate so that they will be in their proper positions after rolling, then marked in the steel with punch and hammer. Steel stencil and paint marks give the job and piece number and instructions to the planer operator about correct bevels or grooves for the four edges.

When the plate has been planed on all edges, it is turned over on trestles again and the centerlines, the flat bar rings to support the trays, the brackets, etc., are marked, punched and painted on this side (the inside) of the plate.



GUIDING THE TWIG HELPS to assure a straight tree, to garble an old adage. **FRED WARDEN** (upper left), a marine rigger, puts idea to work by giving of his time as assistant scout master of Troop 8, Chester, BSA. He spent a week of his vacation with troop at Camp Delmont, Sumneytown, where photo was taken.

All this is done in the section called the annex. The plate is now moved to the high bay.

Here the press gang, using our big 2,000-ton press, bends the ends of the plate to the finished radius for a distance of two to four feet back from the ends. This must be done because our bending rolls cannot roll the extreme ends and we must not have any flat spots.

An experienced roll man can bend this plate into a nearly perfect cylinder in six or eight passes through the rolls. On the last pass he again carefully checks to see that the ends line up. If the edges

of the seam meet all along the length of the shell, he clamps the ends with C-clamps. Held by the roll and clamps, the seam is tack-welded in several places and the cylinder then is removed from the bending rolls.

Various pressure vessel codes regulate the type of weld for the seams. Automatic welding is permitted in this case so the cylinder is placed on the auto-welder positioning rolls that extend down one side of the high bay for about 180 feet.

As in most shells, the outside of the

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



GOSSIP AFTER RETIREMENT

By Clarence "Deacon" Duke

Now the frost is on the pun'kin and the fodder's in the shock,
We wake up in the mornin', not by an alarm's tick-tock.
Oh, it's then the time a feller's feelin' at his best,
With the rising sun to greet him from a night of gracious rest.

We don't have to hustle down to ring a shipyard clock,
When the frost is on the pun'kin and the fodder's in the shock.
There's sum'pin kind of hearty-like about the atmosphere,
When the heat of summer's over and the coolin' fall is here.

Of course, we miss the shops and the ships out on the ways,
And the men that plan and work in their busy workin' days,
But we can just turn over and forget, even to the dock,
When the frost is on the pun'kin and the fodder's in the shock.

*With sincere apology to
James Whitcomb Riley*

Our first fall man is Frank B. Jones, Summit Ave., Prospect Park, Pa., formerly of 47 Dept.

We visited Frank and found him not in the best of health. He said, "I came to Sun Ship in 1938 and worked about 16 years. I had an accident after which I was retired in January of 1955. I can get around a little bit, but even to dressing I need a lot of help which my good wife is always ready to give. The yard has been very good to me in my troubles."

Let's all pull for Frank in his uphill fight!

Our next man is Maurice U. Miller, Quimby Post Office, Accomac County, Va, formerly of 65 Dept.

Writes Mr. Miller:

"I went to work in the yard in 1926 and had work on and off for quite awhile before I was steadily employed. I had 24 years, 11 months and some days when I was retired in May of 1958. I came back to Virginia and bought a piece of land and built a four-room bungalow. I have just finished my garage. I keep pretty busy fixing the yard and have a garden, too, but find time to go fishing and clamming—I enjoy eating them as well as catching them. I am about 180 miles from Chester on Route 13 to Painter, Va., then turn left for four miles to Quimby. My home is within two squares of the water. Give my regards to all the fellows in the yard and union too. Would be glad to have any of them drop in at any time. I am having good health and enjoying myself. Would be glad to receive a copy of the magazine. I got it for awhile, but not any more. Best regards to all. Maurice Upshur Miller."

Thanks, Mr. Miller, no frost on the pun'kin, but you have plenty of fish and clams in the shock.

Next on our list is John F. McKinney, 3 Sellers Ave., Ridley Park, Pa., ex-foreman of 4 Dept. He says:

"I came to the Wetherill Plant nine years before the shop was sold to Sun Ship. Worked 44 years and was retired on Jan. 9, 1951 after a heart attack. After careful attention by my wife and the doctors, I am able to get around a little and go a few places. We have our home here and am able to do about all of the care it needs to have. I tend the flowers and grass and the other hobby that I have is helping Mrs. McKinney in the house. We have made several trips to St. Pete's in Florida. It is with pleasant memories that I can bring back to mind both men and work of those 44 years."

There's no frost on the pun'kin, but you have a lot of fodder in your memory shock. Thanks again, Mr. McKinney!

Next is Joseph W. Cregg, 309 Lorewood Ave., Elmhurst, Delaware, formerly of 30 Department, Mr. Cregg writes in part: "I was employed by Sun Ship in the Boiler Shop as an assistant to Howell Chetty for about 29 years. I often think



John McKinney



JOSEPH CREGG . . . in his garden.

of the yard and men whom I worked with during that number of years. I always look for OUR YARD magazine to get here by mail so that I can read the good news and stories of the departments.

"I have been away from the yard for some time, but do hope to visit the shop some day. I am getting around a little better now. I spent three weeks at Wildwood and one week at Chadwick Beach on Barnegat Bay, N. J. I have a run-about or outboard motor boat that I enjoy at the beach. My wife is the engineer and captain—I just do the fishing and crabbing, which I love to do when I'm able.

"I also love to care for my roses and flowers in the yard. I just started a small orchard this year as I lost some of my old fruit trees. I am taking an interest in electronics and am taking lessons by correspondence—just to keep me busy. I have made a 4-wave radio by Heath Kit. Am going to make a better one this fall and winter just to have something to do.

"I would like to see some of the boys from the yard and often think of the loyal men I had to leave in 30 Dept., including department heads. I want to say "hello" to Mr. Chetty who was so interested in all the problems of the Boiler Shop and which he was always out to conquer. I am sending a picture which was taken at Wildwood this summer. The dog is a miniature Schnauzer and very smart. It can do a score of tricks and is very smart at all commands. The youngsters love Fritz and I get a lot of enjoyment out of my pet and pal Fritz."

Thanks, Joe, for your nice long letter. It looks like your crop, "pun'kins and fodder," is still growing.

Our last is Joseph O. Esser, formerly of 8 Dept., of 2419 27th St., S., St. Petersburg, Florida. He writes:

"My wife and I are visiting our daughter here in Allentown, Pa. It's wonderful to see our children and grandchildren again after retiring to St. Petersburg. We also spent a few weeks with our son in Chester.

"I came to Chester 52 years ago from Cologne, Germany. I entered the employ of Sun Ship in 1921 at the Wetherill where the first Doxford diesel was built. I worked on other engines—Setz, submarines and Martin Motors diesel. Found this work very interesting and enjoyed it. Have many pleasant memories of the time spent there and in 36 Dept. with my friends and fellow workers.

"I retired five years ago this October due to illness and went to St. Pete four years ago this November. I pass the time in St. Pete trying to "keep up with the Jones," keeping our lawn looking like theirs, taking long walks, some boat rides and a little fishing. I also still love pinochle.

"My son has a small plane and we take quite a few flights. Several to Cuba, the Bahamas and other Carribean islands. A very interesting pastime is to spend idle hours on the famous "green benches" where all the old folks who have reached "the lonesome end of the trail" like to gather and swap tales. 90 percent of the folks here are 60 years of age. I reached the three-quarter century mark and also like to attend the ball games of the three-quarter century ball club. Enclosed is a snapshot of a passport photograph. This past Spring I intended to visit my sister in Basel, Switzerland, whom I have not seen in 49 years, but could not



Jos. Esser

INK SPOTS

FROM THE
HULL DRAWING ROOM

By Harry Osman

In the past, this column has reported many new additions to families or to their assets. This month we report a purchase by Alfredo Mascardo of a new rear end. Actually it is second hand, but new to Alfredo. He had to remove it from the old body, then install it on the one he now owns. He says his car runs much better now.

Bob Scull had similar trouble with his car. He had it analyzed and the report was that the rear had a few teeth missing. An estimate for repairs sent Bob and Jane scurrying to a showroom where they signed up for a new Impala. The next day they discovered a new car would cost more than the missing teeth. Result? An order cancellation, a repair bill and Bob and Jane still driving the old Chevy.

Bob Moore, tiring of repair bills on his old car, traded it in on a 1956 Mercury. Danny Rogers stopped repairing his 1949 Buick years ago. Last month he just pushed it to the nearest used car lot where he swapped it for a 1954 Buick.

Tommy Rodgers made out the best when he purchased a new 1959 Ford. Not only does he have a new car, but Louise presented him with a new daughter last month. Congratulations to the new car owners, also the new daughter owner.

Margarette and Kathleen Housley spent another weekend at Atlantic City. Or was it Wildwood? Maybe it was Ocean City? These are the two who change their minds. Let's just say, at the shore.

Olaf Salvesen followed the example of his brother and took a week off for sail boat racing. The race followed a zig-zag course from Boston to Long Island. Olaf doesn't know whether he won or not.

Frank Raezer drove Bob Filliben over to the bank one Thursday noon to get their checks cashed. Bob got impatient at the delay caused by a lady in front of him at the teller's window. Bob made known his impatience in an audible tone of voice to Frank and those in the vicinity.

The matronly lady retaliated with some looks of scorn at Bob, then followed them to the street. To Frank's amazement she pulled a pencil and paper from her purse and copied down his license number! For a few days Frank unconsciously chewed fingernails wondering what would be his punishment for Bob's guilt.

Just before going on vacation, Dave Karlsson left his new Ford with the dealer for serviceicing. Living in the vicinity of Bill Stegemerten, Dave asked Bill to drop him off after work without mentioning the dealer's location.

Having seen Dave in a Media showroom recently, Bill assumed that was where Dave had left his car. Dave thought it a round-about way to go home, but did not realize there was a misunderstanding until Bill stopped in front of the Media Ford agency. Bill was then informed the car was out in Springfield.

John "Doc" Dougherty was awarded a 30-year pin last month. Our congratulations go to this popular boss of the White Print Room (no more blue prints). Being another department, the pin presentation occurred in another part of the building.

Doc had a little trouble with a foot last month. His doctor called it athlete's foot, but most of the pain was in his leg. Doc's son had trouble also. Joe had to go to the hospital to have a wisdom tooth extracted. Father and son now are all better.

C. J. Grauel, Jr., also spent some time in the hospital. He had a pain, but it left. So he is not allowed to play football, basketball, run or play any of the sports—but he doesn't know why. He can just go to school and see his best girl. So he does! Jewel Sulger, as of this writing, is still in the hospital recuperating from a major operation. However, she is greatly improved and may be at home when you read this.

George Philson is on a diet. It seems that Bill Chatten came up from the Electrical Drawing Room and asked for "little fat George." Indignant, George



"O.K., DIG!" "Little Fat George" Philson, formerly "Head" Engineer for the "Station Comfort Company," showing where to excavate for a new edifice. George, a very talented person, also designed the stars and crescents that adorn their buildings.

proclaimed to all within hearing that he would start dieting—right after Christmas.

Condolences are offered to Earl Springer and his family on the loss of his mother. Mrs. Springer was born in England but spent most of her life in Chester. She had been ill about a year.

Tom Doyle makes this column for the first time because of a burnt hand. Tom walked around for several days with one hand swathed in bandages. He claimed his burns were caused by ammonia.

Bud Hallman did not go to the Hallman reunion this year. He was peeved because he received no invitation. After it was over, he found it tucked away with other mail.

Congratulations go to Tom Winterbottom on the completion of his apprenticeship. Tom is now a full fledged draftsman.

Congratulations are also in order to Kjeld Damsgaard on his promotion to head of the Engineering Scientific Department. Formerly in Hull Scientific, later a tank tester, we feel he will be as

successful and as popular as when with us.

Once again we are faced with the problem of Dottie, his wife. When Kjeld became a tank tester, we decided that Dottie could continue removing her shoes at our parties. At the next meeting we will have to vote whether to follow this practice or urge Dottie to attend the functions of the Engine Drawing Room Social Club.

Joe Ambrosino always said that when his sons got married he didn't want them coming back home with their children. Dick came back for a visit last month with his wife and baby—and grandpop near flipped in the excitement of seeing his first grandchild. Dick had a hard time making Joe understand that a three-months-old baby was too young for a baseball and bat.

Moyna Jean Husain has travelled back to Detroit to visit with her parents. Muhammed is able to keep up with the dish washing, but only because he hates to use dirty ones. Newspapers on the floor and dust on the furniture, he doesn't mind. That is—until the day before Moyna is due to return.

Helen and Don Burkey and their boy, Scottie, have moved into their new split-level home at 2112 Coventry Dr. in Holiday Hills. Located just outside Wilmington, Del., Don invites all his friends to stop for a visit.

Practically all vacations are over now except mine. Unless, like last year, a hurricane prevents it, we hope to get in some fishing for channel bass at Cape Hatteras.

While on the subject of fishing it would be well to mention that Charles McCauley and Lee Eshelman went salt water fishing early in September. Lee and Charlie had a very rough day on the water, but with the aid of four friends who made up a party of six, they came back with 40 fish. Of the bonito and dolphin variety, some weighed close to 15 pounds. Margaret Eshelman processed some of them in jars for winter. Lee says they taste the same as tuna.

Then we have Tom Larkins who fished at Stone Harbor all summer. Marge and the three boys spent the summer at their cottage and Tom commuted weekends. This gave Tom two whole days of surf fishing every week. His total catch at the end of the season added up to one fish! Tom claims he did much better this year than last. Next year he is going to forget the fish and just eat the bait.

The Larkins family moved into their new home in Wallingford on Sept. 17. Before leaving the old house, Tom checked the trash put out by his three sons. Among the things he recovered were the snow shovels.

Bud Hallman took that vacation to Maine.

George and Mary Colesworthy spent a few days in Atlantic City where their two daughters, Irene and Christine, enjoyed splashing in the surf.

Miriam took Ken Cadman off to North Wildwood last month and his brother, Douglas, and family went to Wildwood Crest. Doug came back with his legs as red as a Russian flag. For several days his trousers were rolled up to his hips. During that time, the heat radiating from



Rod and Gun News



By Robert "Whitey" Hahn

In last month's issue we made the statement that game is more plentiful today than in the roaring 20's. Ringneck pheasants and quail didn't become legal game in Delaware and Chester counties until 1928—and doves—they were just birds that made a mourning sound to let you know when it was going to rain.

Let's look at the deer situation. In the year 1922 the legal kill was just over 6,000 bucks. Now in the last five years the legal take of bucks alone has been between 40,000 and 50,000. In those good old days you had to go to the mountains to hunt deer, turkeys and grouse which meant a day's travel each way in the old tin lizzie. Today deer are in every county of the state. Turkeys are in most counties. They have been successfully established even in Chester County.

There were lots of lean years when this nimrod didn't take even ten rabbits in a season. I didn't kill my first ringneck until 1931 and had to go over into Montgomery County to do that. I've had a couple of Sun Ship nimrods claim they never had any trouble getting their limit of ringnecks every year in Springfield Township alone back in the 20's. Of course, their eyes and reflexes were a lot better then as they were more than 30 years younger, but they did it illegally if they did it before 1928.

We had closed season on all furbearers then, but now with fur prices what they are—which is very low—even muskrats are getting to be a nuisance while skunks, opossums and fox are classed as vermin and predators. Old Bobby coon—that masked bandit of the woods—is not only much more plentiful but also half again as big as his 1920 ancestors. Now if we go back to the turn of the century when deer, bear, turkey and beaver were all just about extinct in Pennsylvania the picture is more pronounced.

Quail is one species of game that hasn't increased in this humble one's opinion. In February, 1934, we had a very severe seige of zero weather accompanied by deep crusted snow. It took a heavy toll of bird life. Against the advice of biologists and under pressure from politicians and sportsmen's groups, the game commission brought in southern quail to try and recoup the losses. Northern quail have much larger livers than their Southern cousins and can store up more vitamin A which helps them through severe seiges of bad winter weather. Introducing these southern quail produced offspring with smaller livers and consequently less storage space for their vital vitamin A.

When we hear someone wish for the good old days, we often wonder why? The trapping season was four months long back then, and we were lucky to

Here is a 17' 4" mahogany plywood cabin cruiser designed and built by Albert and Richard Laskoski, sons of John Laskoski of 47 Dept. The boat has sleeping facilities, a sink and will carry a stove



and fresh water. Powered by a Mercury Mark 78 it has attained speeds up to 36 miles per hour. Launched the middle of May, the shakedown cruise to White Crystal, Md., via Delaware River thru the canal was made by "Captain" John Laskoski (that's John looking important). The boat was named after Richard's daughter "Debra"—granddaughter of Joseph Bonkoski (chipper) 55 Dept. The boys are now building an 8' pram—"Little Debra"—powered by a two-horse Elgin motor to be towed by the bigger boat. Family enthusiasm is running so high that Richard's wife, Eleanor, has made an application to join the women's Coast Guard Auxiliary.

bag as many as ten skunks, 'possums or muskrats with an occasional coon. Today I could pick up that many off the 15-mile stretch of highway I travel to work.

Faster cars on better highways are taking an awful toll of wildlife, but in spite of this fact, game is holding its own. Most species of birds and animals have their ups and downs from year to year. Take rabbits, for instance. Last season they were on the scarce side but seem to have recovered this summer as the two early litters got a good start. Pheasants are more plentiful than last year.

This past summer I kept watch on five different broods that ranged in number from five to 11 chicks. Most of these have matured and wised up as they don't sit on the fences along the woodsidings any more to be counted like they used to.

Last winter was a fairly open one over most of the state and game did fairly well with no severe snowstorms covering up the food supply.

NEWS AND SHORT SHOTS

Frank Gaffney, of 34 Dept., claims he isn't going duck hunting this fall. On being questioned why, he muttered something about a shortened season, lower bag limits and higher priced duck stamps. Money derived from the sale of duck stamps is used to buy up nesting grounds of ducks both in Canada and the U. S.

They have been reclaiming thousands of acres of swamps and pot holes out through the Middle West so Uncle Sugar can pay farmers not to grow anything on them. Yes, it's things like this that get a guy riled up, Frank, but right here and now we predict that when those wings start whistling, your trigger finger will start itching and your neighbors will be treated again this fall to the

aroma of roasting wild duck.

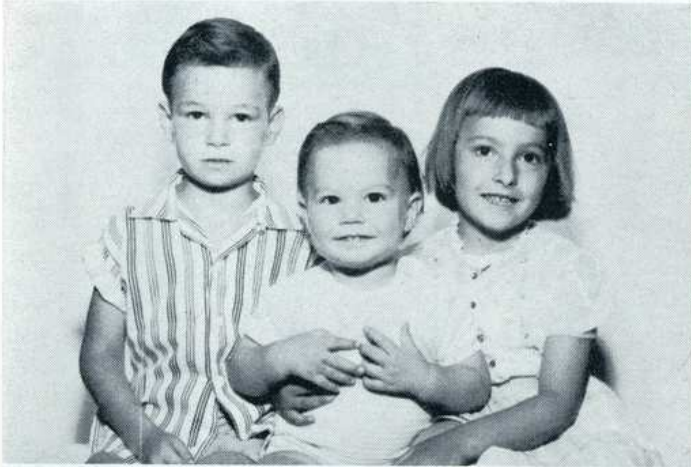
Have you noticed that gleam in Bob Cole's eyes? Well, that's a bear hunting gleam. Bob is the Rigging Dept.'s gift to the bear hunting fraternity. He has his annual safari to Maine all arranged. He's sure this is the year that he's going to get his first one. In fact, he's so sure that he is taking orders for bear grease. Incidentally, Bob has been catching some nice bass out of Springton reservoir this summer.

Ed Hall, that veteran salt water fisherman of 45 Dept., was born and raised way down near the southern end of Delmarva Peninsula, and he heads down that way quite often on vacations or long week-ends like Labor Day when he caught a lot of large spots—Cape May Goodies to some people. Earlier this summer while on vacation he enjoyed some good rock fishing, mostly small ones he modestly admitted. Hally, I'll bet you know all that water down there like the back of your hand. This is the second time this summer we heard of rock being taken out of the Chesapeake with rod and reel. The other party used blood worms for bait, Hally didn't say what he used.

Pipe fitting John Martin vacationed at Sea Isle City in early August where he enjoyed some good fishing, mostly flounder. Johnny never did any hunting, but it seems Oakie Twaddel of 34 Maintenance has been giving him an ear-beating about the good hunting out around his home. And you can take it from me, there is good hunting there—so who knows, maybe another nimrod has been born.

Dick Webster, a boiler shop welder, has a summer cottage down at Wildwood Villas where he and his family spend a

OUR JUNIORS



THREE FOR two treatment it was in arrival of grandchildren for Edwin Lewis, 34 Dept. 2d Shift. Robert and Florence are 5-year-old twins. Daniel is one. One year old and not a twin, that is.



ALL SURROUNDED by women is Winfield, Jr., son of Winfield Wright, 31 Dept. "Women" are his sisters, Joann, Irene and Jackie.



GIRL — BOY — GI — Hold on. Don't get ahead of the story. Deborah is three and William Patrick, Jr., is nine months. Children of Mr. and Mrs. William Patrick Russo, Sr. He is a clerk in 91 Dept.



MICHAEL, 6 months, is 13th grandchild of Joe Greco, 34 Dept., it says on back of picture. We have nothing else to prove it—not pictures of them all as we did of Alfred Graham's 14 last month. What's the matter, Joe? No camera?



JOE KULP, Pipe Shop, has had Denise Elaine to go home to for 10 months now.

Hull #21 Is No More

Backward, turn backward, oh Time in thy flight, back to April 5, 1920.

On that date Sun Ship Hull No. 21 slid into the Delaware. A cargo steamship she was, 11,480 deadweight tons (big for those days) and named Salatiga as she started down the ways. She attracted considerable attention at the time because she was one of the few ships ordered from an American shipyard by European owners in those post World War 1 days. She was built for the Rotterdam Lloyd Line to run between the Pacific coast and the Dutch East Indies.

The other day Lyle Reeves of the Moore-McCormack staff in Our Yard, dropped the most recent issue of Marine Digest on your editor's desk. He had

marked an item in red. The part that interested us was:

"Of particular interest is news that the old Panamanian steamer Venus has been delivered to Japanese scrappers at Nagasaki. The name will not mean much today nor for that matter would it mean much to say originally she was the Rotterdam Lloyd liner Salatiga . . .

"Built at Chester, Pa., by the Sun Shipbuilding Co. . . . spare cabins for three passengers and could accommodate a large number of native passengers on deck . . . sold to Alaska Packers Association in 1926 and renamed the Bering . . . general cargo service and Army supply service in World War II.

"Late in 1947, a year after being purchased by the International Steamship

Co. of Panama, she had an engine breakdown 380 miles from New York and was towed to port by a salvage vessel. In recent years she has been trading in Eastern waters . . . now is under the shipbreaker's hammer in Nagasaki, a ship which must be remembered by many."

The doctors report that it's all right to drink like a fish—if you drink what the fish drinks.

She asked him, "Why did you park here when there are nicer places farther on?" His answer was: "Love at first site."

"If I broke off our engagement," said a wealthy man to his glamorous sweetie, "would you take it to heart?"

"No darling," she replied sweetly, "to court."
—Wall Street Journal.



By Eddie Wertz

Peter Ohrt will join the army of married men when he marries Miss Elizabeth Silcock in St. Joseph's Church, Collingdale, Pa., on October 24. We hope all their troubles through life will be little ones.

In the same army we extend our best wishes to the following and their superior officers: Master Sergeant Jack Gillespie, Oct. 12, 41 years; Sergeant Harry Finck, Oct. 30, 35 years, and Private William Doran, Oct. 2, 30 years, and hope they see many more years together in good health.

The two best fishing stories so far are on two men who really meant well. James Maitland took a five-year-old boy to Rock Hall for a fishing trip. The little fellow had a dollar outfit. Jim baited the hook and tossed it out a few feet. Telling the boy to stay on the bank, Jim waded out and cast halfway across the bay. Looking back he saw the boy horsing in an 18-inch rock bass. Jim—he didn't catch a thing. The other was Hank Weaver who was taking his son to Springfield dam to fish and wound up on Route 30 going to Philadelphia. The dam, Hank, is only 5 miles from home.

On the weekend of Sept. 26, Harvey Pugh, Stanley Thompson and Herb Taylor spent the hours fishing at Cape Hatteras.

At this writing Harry Sinex is vacationing in California. Hope he does not push any mountains over as John Rodgers did when he was out. Glad you're back safe, Jack!

Second shift will now be heard from via this letter I have just received:
Dear Eddie:

Since I am on not only the day shift, but also the second and third I believe that it qualifies me, or at least exonerates me, for what I am going to say.

Let me start by asking you a question. Do you know that there is a second shift at the machine shop where you collect your pay every Thursday? From the amount of printer's ink that has been imprinted on the pages of OUR YARD in the past six months about the second

A decrepit horse was being offered to the highest bidder. An old farmer watched as a young man in riding breeches bid for the animal. When the sale was completed, he turned to the young fellow. "Tell me," he said, "what on earth are you going to do with that nag?"

"I'm going to race him," replied the cocky young sportsman.

The farmer took another look at the animal. "Well, you'll win," he said.

Diplomatic husband—A man with a gifted mind who can take the limp out of a lame excuse.

Smart gal—One who can hold a man at arm's length without losing her grip on him.

shift, one would be led to the conclusion that as such—there ain't.

For the benefit of the new men employed on day shift—and by new men I mean those with less than 15 years seniority—a new column is hereby submitted which I will call Do You Know?



Little Bill

gotten out in a hurry? He's respected and liked by all the men.

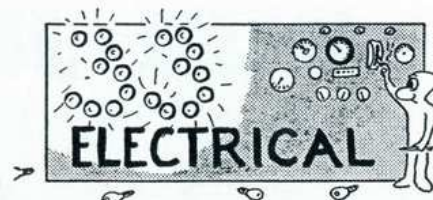
Affectionately known as "Little Bill," he has a wife, and daughter Sally.

DID YOU KNOW that the leader on the second shift is Bill Brengmann? He is about the same height as "Little Bill," but weighs in at around 190 lbs. A native of Germany, he did not see eye to eye with Hitler and so migrated to this country. He is a solid American citizen—one of the best. Known as "Big Bill" or "Fat Bill," he is also liked by all the men. He gets extra work out of them in a subtle sort of way. Spends his weekends and vacation at a cabin he built in the Poconos. He likes hunting and egging Johnny on to that extra effort. Favorite expressions are "John wants this," or "Parker said that;" "This is in a rush" and "There are too many hours on that."

I might add at this time that the supervision mentioned above have been with the company a total of about 65 years—hardly new men!

DID YOU KNOW that the shop steward on the second shift is Charlie Hoffman. He's built like the proverbial brick building and of all things goes by the name of Charlie or El Toro. A first class machinist he is usually found on the Sellers, but jumps about from one machine to another during the course of a week. An ardent sportsman, he's a charter member of Big Game, Inc., an exclusive club whose membership is limited to those on the second shift. It is not unusual to hear in the dead of the night an unearthly yell and see one of the members come tearing down the trail. Big game sighted, and a safari is quickly organized, egu mumba foguee este? which translated means "Where is Clayton, the gun bearer?"

This takes care of supervision and union representation. As the days progress, we will give you a thumbnail sketch of all the other second shifters. At present Al Robinson, Johnny Hamalak and "Little Bill" are on vacation. Frank Renfroe has just returned. Excuse the



By John F. Hefflefinger

With our last issue statements were made that summer was over, but with the long spell of continued hot weather during September and vacation items still around it makes one begin to wonder who is wrong. Anyway, it sure is better than freezing which all too soon will be the topic.

Our No. 1 expeditor, Bill Drake, and his wife have returned after a two-weeks motor trip. Reports fine weather and good trip.

Worral (Big Jeff) Jefferis spent two weeks at Wildwood with his family and states that they had only one rainy day, while up here we had a week of rain—the first week of September.

John Socha is back at his engine room duties after a vacation of two weeks . . . Carl D. Browne and wife spent a week at Wildwood. N. J. Thanks for all the cards, pal.

Abe Wolodersky was away from his straps for a week and Ed Shisler of our shop force was off also for a week. That's the week Carl really went to work . . . N. Yaglinski, Yogi to us, spent a week visiting out in Detroit.

Our walkie-talkie Wolf went to Florida for two weeks, and Ed "Whitey" Raymond also spent a week at the shore . . . Fran VanHorn was off for a week as was Charles Sweneker.

Norris "Curley" Collins spent three weeks down on the farm where he also put in some time fishing and boating . . . Brownie had a birthday on August 13 and in celebrating proved how generous he is as he treated the boys royally.

Harry Benners and wife spent a belated honeymoon and vacation up Cape Cod way and Maine for two weeks. Incidentally, did you ever try to light an electric range with a match? Seems that Harry tried, but finally woke up to the fact you have to close the line switch then all was well. Mrs. Benners now has doubts about Harry's electrical know how.

Norm and Harvey Fellenbaum were saddened by the death of their father on August 23. Our sympathies go out to the families of both . . . Dick Woleslagle's mother had the misfortune to fall recently and was badly injured. We trust by now she is fully recovered and able to be about again.

Our foreman, Emil Roenne, was off on vacation for a week . . . John Fillippi and Ralph Jenzano have returned to the

SEE PAGE 11, COLUMN 3

typing errors, but my paws are not made for the keys.

"Butch," the Cowardly Cat

NOTICE: Wetherill's Social Club dinner will be held October 10, 6 p.m. sharp, at the Polish-American Club, 9th and Elsinore Sts., Chester.

Change of Scene Is Good Vacation

By L. "Fireball" Bentley

The word, vacation, around this time of year is a popular one and will more or less be on the lips of many from now to the end of the year.

Vacation comes from the Latin, *vacatio*, meaning freedom from. We find ourselves concerned with the following. Vacation is an intermission of a stated employment; a limited period in days given employees for rest and recreation.

Now it should behoove all concerned to take advantage of this privilege to take time off from our regular tasks. Of course, there are times in the lives of all that prohibits a vacation time.

This person was one of the lucky ones who had a very enjoyable vacation, part of which I will now relate to you along with some added observations.

Just about two-thirds of the trip was made by auto via the turnpikes in Pennsylvania, Ohio and Indiana.

It seems to me that no matter how many times one travels over the ribbon of concrete that stretches from state to state taking you around and under the mountains from central Pennsylvania into Ohio, and then gently rising and falling through the lush farmland of Ohio and Indiana, you continue to be impressed that the turnpike systems are a tribute to the engineers and men who designed and constructed them so the ever-growing populace of this country could travel more safely. You know, America rolls on wheels and among them you find the "Thundering Herd." Now who is the "Thundering Herd?"

They are the big diesel-powered tractors and their drivers which pull those seemingly mile-long trailers, especially if you are passing one. Those drivers are the kings of the road and they act accordingly. Their kindness can only be outdone by their courtesy to the drivers of the smaller, lighter vehicles.

At the western terminus of the Indiana Turnpike lay the slumbering, giant steel mills at Gary. Needless to say, the contrast was striking. Usually the sky is emblazoned a fiery red by the furnaces spewing fire and smoke from their inwards. Let us hope the slumber is a short one.

Illinois in width is not a large state. From border to border just about 157 miles.

A few years ago a new bridge was erected across the Mississippi River from Fulton, Ill. to Clinton, Ia.

The roads in Iowa have improved remarkably in the last two years. New roads and the improvement of the narrower ones by the addition of shoulders on either side add to the ease with which a motorist may travel these roads. The speed limit has been stepped up in Iowa to 70 miles per hour.

Iowa is tall corn country and you see evidences of it all around you. The landscape is checkered brown and green, the browning off caused by the combining of the oats and wheat at an earlier date. You could imagine yourself on a roller coaster as the concrete ribbon gently rolls over hills and valleys. All at once you notice the sun is on your right hand in the

late afternoon which means we are traveling in a southerly direction which could only mean the Missouri River which separates Iowa and Nebraska isn't very far away, and we soon will be at our destination.

This area is known as the breadbasket of America. Giant grain elevators and storage bins of all sizes dot the landscape. Herds of Black Angus and white-faced steer were roaming in the pastures. Hampshires, Chester Whites and Durocs are a few of the many breed of hogs seen at the feeding troughs.

After a trip that consumed just about 30 hours, it took just about a day to get settled into the routine of living on a farm.

Living on a farm is quite different from living in the city or the suburbs. Any of you who have, and there are many in the yard, don't have to be told that you live close to the ground and to nature. Knowledge gained on the farm leaves lasting impressions upon the fertile minds of youngsters and adults alike.

We are living in days of surpluses, subsidies, soil banks, etc. Farm run eggs are bringing 23 cents per dozen. Pork on the hoof not more than 10 to 12 cents a pound. Cocks and stags go at 5¢ to 6¢ a pound while hens go anywhere from 8¢ to 10¢ a pound. You can get chickens and ducks dressed out for \$1.25. Amazed aren't you? And yet you hear that the farmers have it easy. We won't go into that, but the basic fact remains that the farmer is one of the stable fundamental factors of America's economy today.

An enjoyable fortnight passed all too quickly, and it was time to take our leave when the sky grew ominously dark with the smell of hail in the air. Then out of the northwest came a cloud of dust driven along by an 80-mile an hour wind. Down came the rain, then the hail, followed by trees and branches flying in all directions. A low moaning sound was heard like the dying wail of a siren. Yes, a twister passed three miles to the east. But the damage had been done. The corn that was as high as an elephant's eye had been partially stripped of its leaves and was leaning over to the south. The beans were lying in six inches of water. Insurance would cover some of the loss, but it could not cover the hopes and dreams for a bumper crop nor the effort put to the task.

Now the storm was over and just before we left some farmers were talking already about what could be done to salvage what was left. In my estimation they are a proud and dauntless lot—proud of the part they play in the progress of this great nation of ours.

The above has been a sketch of just one vacation. If you had an interesting one, why not write about it?

A harried supervisor went to his physician for sleeping pills only to find that he was allergic to sedatives.

"What about some of this twilight sleep I've read about?" he asked to doctor.

"Oh, that's only for labor" was the reply.

"Good heavens!" exclaimed the supervisor, "Haven't you anything for management?"

BOILER SHOP

By Tommy Adams

Boiler Shop now has a bowling team for the first time in many years. Members are: George Catania, captain; Mike Ferriolo, Harry Manko, Bob Garvine, Peter Kijewski, A. "Whitey" Smith and Wally DeMasi.

We understand the boys are doing pretty well. They have a very good idea for keeping their eyes and arms in shape—pitching horsehoes every day at lunch time. We did hear that Mike is trying to have it arranged that any game he bowls less than 100 should only be counted a practice game.

At the time of this writing things looked pretty slow in the shop, but with some repair work scheduled to come in we hope to keep everybody here.

Still on the sick list this month are "Whitey" Vankosky and Tom Pearce. Drop them a card or, better yet, a short visit would be appreciated.

Returning vacationers have said very little to this reporter, so we can only assume that everybody had such a good time they were too exhausted to talk about it.

Harry Manko did say that after a week at Virginia Beach he was too broke to talk about it. Shucks, Harry, when you come home flat broke it's usually because you enjoyed it to the extent of your ability.

Many good writers of fiction would envy the inventive ability of Cliff Ward, the hull crane operator, when it comes to explaining why a certain horse he picked ran out of the money. Is it possible that the horse was like some of his jokes, old and tired?

Bob Witt is a very enthusiastic square dancer. Too much so or maybe the pants were too tight. Whatever the reason, Bob felt a draft and had to back out of the hall to go home for another pair of pants.

Larry Nangle said he wouldn't mention the name but that a certain supervisor in our shop at the beginning of the summer season told him: "Don't buy any tomato plants. I can get all you want from the man who lives in back of me." So Nangle set aside a part of his garden and waited and waited and waited. He raised a good crop of weeds.

A few weeks ago this supervisor told him: "Remember those tomato plants I was going to give you? They sure grew well on my place. Remind me to bring a tomato in so you can see how nice and juicy they are." Under questioning, Bill Collins admitted it was so.

This is the time of year that one of my favorite stories crops up. Junior had just returned from his first day at school and announced:

"I'm not going back there tomorrow."

"Why not, son?"

"That teacher doesn't know as much as I do. She keeps asking me questions all day long."

John Ruskin: "The first test of a truly great man is his humility."

Men are funny creatures. But generally they fall into three broad classes. The handsome, the clever—and the majority.

Four More at 40



ALL FOUR EMPLOYEES WHO SHOULD BE pictured here with Mr. Burke have passed into that period of service which well can be termed venerable. When a person puts in 40 years with the same company it is conceivable he would get to the place where he would think of himself as having permanent employment and we hope that will be the case for as many years as they want to stay at it. About that fourth picture — when the plate was made, the four pictures were cast in a strip one under the other. When the plate was put in the machine that cuts them to exact page size, the knife came down right smack between pictures No. 3 and No. 4. No. 4 was snipped off and fell right into the hell box (that's the box into which cuts to be thrown away are dumped). Just happened it was the picture of Harry McBride. Harry, big-hearted gentleman that he is, forgave us very generously for this accident. Others are (from top) Frank M. Hoot, Jr., Joseph Metrick, Sr., and Norman McGhee.

See story on page 17



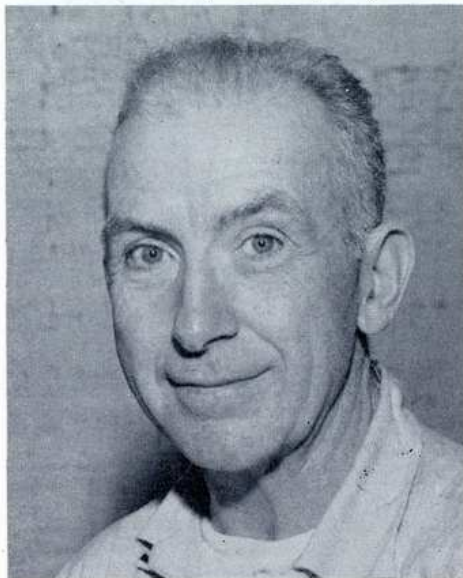
DAVID STARR, 47-2818, 35 years



GEORGE ADRIAN, 8-545, 30 years



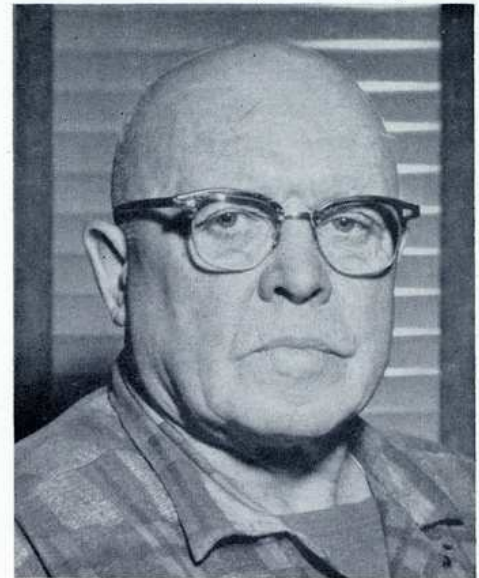
MICHAEL BALTUSH, 66-51, 30 years



JOHN GORMAN, 1-14, 30 years



THOMAS PEET, 8-535, 30 years



JESSE MCDANIEL, 60-46, 25 years

August Awards 1959



Service — Loyalty

40 YEARS

- 79-1 Frank Hoot, Jr.
- 34-58 Joseph Metrick
- 24-12 Harry McBride
- 6-19 Norman McGhee

35 YEARS

- 47-2818 David Starr

30 YEARS

- 8-535 Thomas Peet
- 1-14 John Gorman
- 66-51 Michael Baltush
- 8-545 George Adrian

25 YEARS

- 60-46 Jesse McDaniel

20 YEARS

- 76-63 Elmer Cass
- 34-172 William Corkery
- 65-191 Thomas Jardine
- 67-695 Medford Cooper
- 75-119 Ormand Downer
- 59-755 William Childress
- 46-56 Albert Gordan
- 34-836 William Stemplewicz

15 YEARS

- 67-78 Terry Hayes
- 59-418 Roy Lance
- 46-238 Alvan Harris
- 34-252 Joseph Ondeck
- 92-20 Michael Walker

10 YEARS

- 60-223 Sidney Hopson
- 60-60 Robert Hull

MORE ON G.A.R. . . .

venture the trip due to my health. This is it—my retirement story, and my best wishes and “hello” to all my old fellow workers and friends of Sun Ship.”

Thanks, Mr. Esser, we are sure that there is no frost on your pun'kins, but watch the fodder on those green benches.

The pastor of a small rural church in southern Italy ended his Sunday sermon with the following observation: “At the door, as usual, there will be someone to accept your gifts. I should like to remind you, my dear brethren, that the anatomical construction of the angels precludes their use of your pants-button contributions.”—Schweizer Illustrierte, Zofingen, Switzerland (Quote translation).

Her father asked his prospective son-in-law if he could support a family, and we have to admire the young man's answer —“No, sir, I was only planning to support your daughter. The rest of you will have to take care of yourselves.”



By Frank Wilson

Hail bright October, bright and chill,
First freedom from the summer sun!
Spice high the bowl, and drink your fill.
Thank Heaven, at last the summer's
done.

Thomas Constable

This month Daylight Saving ends and for you baseball fans the World Series will be a good time to take your vacation. The true baseball fan is the guy who goes to the ball park even when his TV set's not busted.

The Harvest Moon and Hallowe'en also will be in their glory this month, so watch out for the witches and goblins.

On October 9, 1867, Alaska was sold to the U. S. by Russia. Now she probably wants it back . . . And on Oct. 16, 1940, the Selective Service Act went into effect. Sixteen million men registered for Army draft.

Here's a funny story that happened after the war. A Kamikaze pilot was lunching with some former American Navy men and in the course of the usual introductions, he said, "My name is Chow Mein, and I was a Kamikaze pilot." The Navy men were very much surprised and one of them said, "If you were a Kamikaze pilot, you should be dead." And he said, "Oh, no, me chicken chow mein."

October brings us into the middle of the football season: The only time of the year when girls whistle at men in sweaters.

WEDDING BELLS: Last month two of our girls took marriage vows. Jessie Hardcastle (Stenographic) was married to Neil Carney of Middletown, Sept. 12, in the First Methodist Church of Media. The bride was given in marriage by her father. She wore a gown of pois de soie with imported lace. The wedding party consisted of three bridesmaids, one matron of honor, one flower girl and a ring bearer. Her husband's brother, Edward, was the best man. The reception was at the American Legion Post in Media. Their residence will be 8 E. Second St., Media.

In Hollywood the last time some married couples see each other is at the wedding.

Joan Megill, formerly of Key punch and now a telephone operator, was given in marriage by her father on Sept. 26, to John J. Emmi, of Chester, at 10 o'clock mass in Immaculate Heart of Mary Church in Chester.

The bride wore a gown of white French Chantilly lace and a French illusion veil. She carried a prayer book with white orchids and streamers.

A dinner was held for the family at the Alpine Inn in Springfield. After a trip to Canada, the couple will reside at 711 W. 5th St., Chester.

Best wishes to you both for a long and happy marriage.

You can always pick out the lush at a wedding. He's the guy who wants to kiss the bride and punch the groom.



RICE WAS THROWN at Marian Coppock (Key punch) Aug. 8, but probably it had nothing to do with her new name. She became Mrs. Gregory Rice in a ceremony in Roman Catholic Church of the Resurrection in Chester. A long and happy life together for the newlyweds.

Sarah May Thompson (Payroll) announced her engagement before she left service last month. The wedding will take place some time next summer after she finishes college.

VACATIONS:—George Turner (Cost) spent one week at his cottage in Hacks Point, Md. During that time he hurt his back so most of the week he spent at the doctor's office . . . Hester Archer (Payroll) had a wonderful week at Wildwood, N. J. . . . Donald Logan (Mail Room), one week at Somers Point, N. J. . . . Lorraine Rosenberg (Cost), one week at Broadkill Creek, Del. . . . Fannie Kenvin (Production Planning), one week at Ocean City, N. J. . . . Your reporter, one week at Wildwood, N. J., and a day in Atlantic City to see the Beauty Pageant parade . . . Bruce Downing (front desk), one week in Ocean City. (My apologies, Bruce, for misspelling your name last month) . . . Lillian Pennington (Stores), one week at Wildwood . . . Tom Hazlett (Paymasters), one week at Ocean City . . . Janet Mentzer (Mr. Craemer's secretary), one week in the White Mountains, N. H. . . . Bill Connell (Payroll) flew to Havana for a week. I wonder if he tried to get on Fidel Castro's payroll. . . . Mary Jane Bedford (Cost), one week in New York City . . . Anna May Sulger (Stenographic), one week in Boston.

A stenographer in a local plant was transferred to the typist's pool and showed up on her first day of work wearing a Bikini bathing suit.

Joe Harris (Billing) had two wonderful trips. One week to the Smoky Mts. and one week to the St. Lawrence Seaway

66 Dept. Stage Builders Carpenters

By Frank "Shakey" Hickman

The spectral hand of Hallowe'en,
With eerie and uncanny mien,
Bids you welcome to its fete
Where ghosts and witches you will greet.
And much, I'm sure, to your surprise,
They'll penetrate through your disguise
And guide you through the secret pass
That leads you to their haunts, alas!
Enough is said—do not delay,
October thirty-first
They'll hold full sway.

Get out the treats, ladies and gentlemen, the witches and goblins are upon us once again. What a relaxed and wonderful feeling it is to live in a country where people can enjoy themselves till they burst. The uncanny thing of it all is that we still gripe at every chance. It hardly seems possible that this year is three-quarters over. Time seems to be fitting by without any notice. The young folks are all settled in school once more and the beaches are like sandy, lonely ghost resorts. Now's the time to have your favorite swim without interruption.

The launching of No. 610 is swiftly coming to zero hour. This in itself is quite a newborn babe for us in the shipyard. Much depends on the combined efforts of everyone to do a little more than they have been doing in their job. This ship will be the first of the largest oil tankers we have handled. The shipways will probably be getting their last minute check-up in so far as the steel waterways go.

The launching gang certainly had their work cut out for them. We have switched from wooden groundways to concrete. These slabs are about 20 feet long and approximately 12 tons each. They are rolled in place, jacked up in order to place twelve by twelve timbers under them. There are 60 of these concrete slabs to be handled, and believe me it is quite a task. These slabs have received grease prior to positioning, but much more will be added. I have news that no trip will be used to put the ship into motion or free her from her ground ways. I am also very curious as to just how it will be done. It will certainly be a beautiful sight as she slips off the way into the river. I for one wish the launching crew all the luck I can muster.

Nelson Knight is still convalescing after a very severe illness. My hopes for a complete and speedy recovery are shared by all here in 66 "Nels." Hurry back! . . . Dan Smart has also had his problems. Danny's wife went into the hospital for an operation. She has come home since and I wish Dan and her the best of luck . . . Howard "Tex" Smoyer also suffered a severe strep throat. He was hospitalized for almost a week and has since recovered. Best wishes to him on his marriage Sept. 19. May you have a long and happy life together.

Ben Morris has informed me his wife has been patching up the cuts and bruises
SEE PAGE 19, COLUMN 2

. . . Helen Schmidt (Invoice) broke her toe while spending two weeks in the New England states . . . Ed Daft (Paymaster),
SEE PAGE 24, COLUMN 3



By "Brutus" Falcone

Vincent Valentine Violon (outside loftsman—office) and his wife spent the last two weeks of August in Miami, Florida . . . Norman Garrett and family were active in Salvation Army work during his recent three-weeks vacation.

Enjoying another installment of their vacation were George Trosley, Paul Chubb, Stanley Hockman, Earl Daniels and "Lefty" John Sarnocinski.

Maurice "Jaw" Orio (outside loftsman—office) and family had fun while at Wildwood. Maurice claims his eight-month-old youngster is swimming already—"takes after his old man."

Tommy Rogers (marine engineer) while working in the main office enjoyed the luxury of soft leather shoes. Since joining us in the yard, he's wearing shipyard shoes and his feet are killing him. He'll be all right. You first harden off greenhouse plants before exposing them to the elements. Once he takes root he'll thrive mightily!

Ronald "Pete" Sweigart (helper—47) son of Pete Sweigart (leader in 84 Dept.), announced his engagement to Deloris Bilalewicz of Chester. Date of wedding— indefinite.

William "Bill" Wright, veteran marine rigger who has remained one of the most popular figures in the shop throughout the years, proudly proclaims that he and his wife, Mary, celebrated their 40th wedding anniversary last month. Congratulations, Bill and Mary, from all of us.



JOSEPH JONES, 47-1272, was on beach at Ocean City, Md., with his wife, Edith, when this photo was snapped. Mrs. Jones has been organist of an Upland church for many years. They live in Parkside.

We never give it a thought, but I now wonder if the monopul burners must not feel left out of things. They work with their backs to the shop men day after day facing the Plate Yard wall, oblivious to all around them, alone with their precious machines.

Let's wish that by the time we read this "Patty" McHale, marine rigger; "Al" Bowers, burner, and Paul Simononis, driller, are back at work completely recovered from extended illnesses.

George Layman (burner) broke his arm while rushing his new home to completion. This sidelines him for a spell. You can bet he'll bounce back fast as humanly possible. "Tough break, George!"

Dave Edwards, immense burner from 2d shift, has transferred to day work. He was one of my former bodyguards a few years back. I was tonnage conscious even then—different reasons, though—then the big boys were supposed to hover by in case my big mouth got the rest of my body in trouble.

Tom Harris (driller) is a crackerjack horseshoe pitcher. Go to No. 1 way at noontime, cheer for Tom and he'll give you a good show. Tom and his wife travelled to Boston for their vacation.

Verge Carpenter, shipfitter, returned from two weeks of vacation full of vim and vinegar. He's a new man . . . Charles Rhodes, leader, timed his vacation with an attack of gout. Different I must admit—but rather dull. They say gout is a rich man's disease. Charlie's holding out on us!

Neighbors around my way are complimenting one another on the finest crop of crab grass in many years. We fought the good fight—and lost—wait till next year!

It's a pleasure to watch old pro "Hop Toe" John Ciprick, shipfitter, do a day's work that would put many younger men to shame.

Sun Ship's bowling leagues are active now and 47 Dept. entry is striving to improve on last year's record—their first of competition.

Danny Faverio, burner, has moved into his new home and is comfortably settled as I write this.

Baseball season is over and we shall miss it. Football follows, that's the game for me.

Since Hallowe'en is coming, start counting noses of the youngsters in your area. Buy apples, cookies, candy, etc., for trick or treat and be ready to greet the small fry in their masquerade suits. It's a big thing for the kids—grownups get a kick out of it, too—unless they were never young!

Tommy Rogers is the proud owner of a new Ford. Congratulations, old buddy.

47 Department 2nd Shift

By Bob Willoughby

Well, hello for another month. We will try to fill in all the gossip from last month. After a long time, we finally have a full crew.

Oscar Fincannon is back from a bout with a cold and Lonnie Evans has returned from his illness which melted some weight off him.

I received word that Frank Pientko doesn't do a good job in the garden. His wife does all the work and Frank takes the credit . . . Herman "Slim" Lipsius went on his vacation and took a trip to Chicago to pick up his wife's daughter to come live with them. Everybody take notice to "Slim"—he is gaining weight.

It looks as though the golf practice that Pete Martin has been getting in has done him some good. He was tops in the August outing.

Jim Zomptor returned from Canada and didn't get lost once.

Our vacation list for September is a

short one—even with the Labor Day weekend . . . Leo Ashton is going to take his mother to Danville, Pa., for a couple of weeks . . . Pete Martin took his to get in shape for the new bowling season and practice his golf for the September match . . . Bill Clerval went to the shore over Labor Day weekend and took his time coming up Tuesday. He also wanted to get in a little golf for the match.

"Jumbo" Glowacki is going to give his back a rest. He's had a little trouble with it lately . . . Bill Cook is going to do a little work around the house and motel with his week off . . . Joe Monoco is thinking about taking a little trip in his cleaned and polished car. These are all the vacations this month. We should have a good crew off in October, so let's hear from everyone about what exciting things happened on your vacation.

We want to welcome George Albany, burner, back to 2d shift in exchange for Dave Edwards to day shift . . . Art Warren is sporting a new '59 Chevy station wagon at his wife's request.

We have a list of eight additions to the shop this past month. They are transfers from 34 Dept. to give the fitters a hand swinging those mauls. They are Bill Bur-

goon, Bob Massey and Bob Morrison giving Harry Frank a hand. Frank Lilley helping Art Warren and Bob Clegg, Dan Polisky, Ron Marley, Ted Gee holding the fort down with Fran Weaver.

In next month's issue of OUR YARD look for the second shift bowling news reported to you by Art Noel, our helping hand in the dispensary.

Harry Frank, shipfitter, has taken his week off to be home with his children while his wife goes to the hospital to have another little Frank. At this writing I do not know what it is, but will fill in the details next month. He smokes good cigars so we will be expecting one when he returns to work.

MORE ON 33 . . .

second shift again after a spell of maintenance on 3d shift.

Andy Roskus returned to work Aug. 31 after being off on the sick list more than six months. Best wishes for his continued recovery.

Walt Singles was off for a week's change of scenery from his cable runs on 610 midship . . . Roy Irvine is back at engine room lighting after a rest of two weeks.

Putting Front On 610 Just Seemed Easy

By Arthur A. Holzbaur
Hull Superintendent

The forward end of Hull 610, the 50,000 DWT Sun Oil tanker, was erected in three pieces, two of which were the heaviest lifts ever attempted at Sun. Each of these pieces, with its rigging, equalled the capacity of the four (4) 50 ton cranes. For instance the lower bow or fore peak assembly weights were:

| | | |
|----------------------------|--------|----------|
| Structural Assembly | | 158 Tons |
| Two equalizing Beams | | 30 Tons |
| Lifting Pads and Structure | | 8 Tons |
| Shackles, Cables, etc. | | 2 Tons |

A total of 198 Tons

The method of plating dictated that this lower bow assembly be built on Bulkhead #128 which means that it was built in a position that pointed the bow of the ship straight up in the air. This decision was made in conference in the Structural Drawing Room on January 27, 1959. Knowing this, the drawing room designed the internal structure so that it could be built most economically in this position. These details, together with the ease of plating in this position, compared with pulling the plates up under the bottom of the ship, saved several hundred man hours but made it necessary to turn the assembly 90° before erecting.

Since this lift was so close to crane capacity, it was safe only when each of the four cranes took an equal share of the load. The use of equalizing beams guaranteed that each crane of a pair would take equal loads, but the only way to be assured that each pair of cranes would take equal loads was to arrange the lifting pads and gear so that the center of gravity of the rather odd shaped piece was exactly midway between the two pairs of cranes. This was made more difficult since it had to remain exactly at midpoint during both the lifting and turning operation.

The location of the center of gravity was calculated and position and location of the lifting pads carefully worked out. The truss arrangement on the fore-foot and its rotating sleeve pads were used with a peculiar cable arrangement which used the forward equalizing beam as a spreader so that the assembly could rotate under it. After turning this was re-rigged to a set of pads on the top of the assembly. The purpose of this was to get the center of gravity below the points of lift to stabilize the load and make it absolutely safe for the jacking and pulling required once it was in place—for this assembly must be set on centerline and frame lines to less than 1/8" tolerance.

The entire operation was done in a minimum of time and with the ease and lack of excitement which characterizes the work of the old "pros."

The chain locker assembly, which fitted immediately on top of the lower bow assembly, was erected exactly two weeks later—after the lower assembly was completely welded in place. Since this piece was built "right side up" the left was less

spectacular but was really 6 tons heavier. Because this section had to match both the curved water lines of the piece below and the carving frames of the rest of the ship it was a much more difficult erection and regulating job. It took longer to accomplish but was characterized by the same smoothness of operation as the first section.

A third piece, a little 48-ton assembly, completed the forward end. This "little" lift would have exceeded the crane capacity of our old shipways.

Since the use of all four cranes for these lifts would leave the ship without emergency crane service, they were made after the day shift had left the ship on Friday nights.

From the first line on paper to the final welding, a little bit of a lot of people entered into these lifts and their success proves again the value of the entire team.

Sheet Metal Shop

By Adam Heibeck

With the fall season here again and vacations about over, the sporting men will be laying aside rods and reels for shotguns, rifles and bows and arrows. There has been a good bit of small game killed this summer on the highway.

Some people say you can't get anything for nothing! You can still get weeds.

A sight to see, so I'm told, is golf pro Pascal teeing off on the golf course. Look out, Sammy Snead and Ben Hogan.

Lots of people have heard of Joe Penner, the "wanna buy a duck" man; we have the original "wanna buy a watch" Andy.

Winfield "Winnie" Wright and family had a very nice trip to Kittanning, Pa. Winnie was so taken in by the scenery he gave the wrong directions to his wife and almost went to Pittsburgh.

The latest word on "Popeye" Smith is that he now has a 40-foot, oops, I mean a 41-inch, remote controlled boat. We don't know if he operates it in the bath tub or at the pools in one of Chester's parks.

Joe Sinex, who often works on the high cranes, took his family to the high



By H. "Clovehitch" Sanborn

Sorry to hear that "Smitty" still has not recovered from his operation. Must have been more serious than we thought. Hope you are in fine shape by the time this appears in the magazine.

For once my predictions were correct. Early in the softball season I predicted that Hull Drawing would win the Sun Ship softball crown. Maybe it was because I had my son-in-law in mind.

Returning from two weeks vacation on September 8, I found our department depopulated. It looks now like it did more than 20 years ago—only a handful left. I hope better days are coming soon.

You can really say the drydock now. It's been quite a while since they have been so dry. Good thing they don't need water as often as a human being does.

If this isn't a "believe it or not" let me know next month. I picked 61 tomatoes from one tomato plant. For confirmation, ask my wife or the next door neighbor. Most of them were the size of a baseball. So long until pumpkin season time.

A person is always startled when he hears himself seriously called old for the first time.

—Oliver Wendell Holmes.

mountains on a trip to Skyline Drive and the Blue Ridge Parkway.

On a weekend trip to Promised Land Lake, your reporter landed four blue gills. Three were pan size (?) the other may be pan size next year.

We all hope Ivan Crews enjoyed his trip back home to the wilds of Indiana.

Our sympathy is extended to our fellow worker, Harry Gremminger, on the loss of his brother.

A few words to Jim Dunne: Our best regards and a speedy and healthful recovery are the wish from all of us!

Know Your Chemicals

TRICHLOROETHYLENE

Formula—CHCl₂CCl₂

Trichlorethylene is a heavy, colorless (when pure), low boiling point, toxic liquid. It has an odor somewhat similar to chloroform.

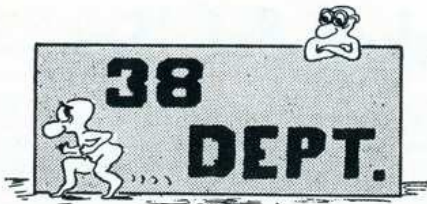
It is nonflammable, nonexplosive, noncombustible and will not attack the common metals. For these reasons it is extensively used as a degreasing solvent. It is also used as an extraction solvent for oils, fats and waxes; in dry cleaning establishments; as a refrigerant, fumigant, and is also used in organic synthesis.

It is derived from the treatment of tetrachlorethane by lime or an alkali in the presence of water followed by steam distillation.

It is transported commercially in cans, drums and by tank truck and may also be shipped in large quantities by tank vessel.

Its vapor is somewhat harmful and should not be breathed. Adequate ventilation must be provided where it is used, particularly when heated.

The products of combustion from trichlorethylene due to high heats should be carefully avoided as they are toxic and may cause harmful effects.—John M. Techton.



By Bob Wilson

Before we know it October has rolled around once again. To a lot of us October means many things, autumn leaves in their beautiful colors, football season in full swing, the first frosts in the early morning and, if we are lucky, a few days of Indian summer.

October can rank with May as being one of the more pleasant months of the year and many of us hate to see it pass, but to most children it can't pass fast enough. For the end of this month is the time allowed them to have a ball. I am referring, of course, to Hallowe'en, complete with mischief night and trick or treat. The small fry, and a few of the older ones also, pull pranks on their adults and disguised as goblins, witches, spooks, etc., call on their neighbors and friends for treats of traditional candies, apples and in these past few years—what with the higher cost, etc.—expect a few nickles, dimes and quarters.

Many a home owner who refuses them a handout often ends up wishing he had coughed up a few sugarplums or candied apples.

The origin of Hallowe'en dates back to the days when the pagan Druids roamed around what is now England. They celebrated it as the day when the spirits from the dead baddies of the clan were transformed into wild animals that inhabited the countryside in those days. Their neighbors to the north, in what is now Scotland, first carved jack-o-lanterns from large turnips with a candle inside much as our youngsters do with pumpkins.

Of course the Irish didn't want to be left out of it, and decided to earn something for their troubles. They started the custom of going from door to door asking for food or money.

In the aforementioned countries the people believed that women who had sold their souls to the devil changed into witches on Hallowe'en and flew up their chimneys on broomsticks, attended by black cats. Of course, in this present day of supersonic jets, advanced science and fast sports cars, we don't believe in witches flying on broomsticks, etc. But there are still lots of people around who could qualify for the position.

Also during October we celebrate Columbus Day in honor of Christopher Columbus, who, it is claimed, discovered America. Actually it was a Spanish sailor on look-out duty by the name of Roderigo DeTriana who first sighted what is now called the Bahama Islands. But it wasn't until ten years later, in the year 1503, that Columbus actually discovered America. Even then the place he came ashore was not the territory which became the United States. It is what is now Honduras in Central America. It was 467 years ago this October 12th, and whether he landed in what is now United States

or not he is honored every year in this country as not only the man who discovered the Western Hemisphere but also as a great navigator and seaman.

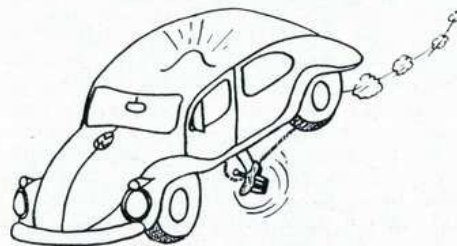
Maybe he is not going to sail away and discover a new continent, but he is planning just as hard as Columbus did when he outfitted his ships for his record voyage. We are referring, of course, to George "Salty" Blair's latest hair-brained scheme which is to build himself a boat in his basement garage. Like Columbus, Salty is having his troubles. But where Columbus had lots of time and limited funds, Salty not only has limited funds but also is very short on time. It seems that his good wife, Jay, takes a very dim view of these boat building



schemes, especially when there are so many other chores to be done around the Blair household.

It is not surprising that George would like to build himself a boat. They don't call him "Salty" for nothing, and we, along with his wife, will just wait till he gets it out of his system. Over the years we have sympathized with her through cars, cameras, fishing rods, model making and sketching. Not to mention the mountains of books and magazines he hoards. When needed about his plans to build a boat, Salty replied, "Go ahead and laugh. They laughed at Noah when he built the ark."

John Russell joined Ross and Ed Herman in the small car club that has been formed in the department. John got himself a Volkswagen and we hear nothing



from him all day except how many miles per gallon he gets. This fantastic gas mileage is due to his wife, Alice, peddling it with her feet when John cuts

the gas off. It seems when John ordered this car he had a set of bicycle peddles and a chain drive installed as an auxiliary power plant.

Congratulations are in order for Vickie and Jack Carroll on the arrival of a son early in September. Also to John Aitken on the arrival of his first granddaughter. This makes the second grandchild. The father is Joe Aitken of 32 Department.

Along the same lines, Vic Pajan is getting a little nervous as the time draws near for him to become a father for the first time. Possibly by next month's issue we will be able to inform you on how Vic stood up to it all. (Flash! It's a girl!)



ALMOST A MONTH OLD now — the baby, that is — is new son and first child of Jack and Vickie Carroll.

Welcome to Kjeld Damsgaard who recently joined 38 Department having been transferred from Hull Scientific.

The picture accompanying this month's column of Messrs. Carl Bender and Mor-



MANY THANKS and sincere appreciation of members of Engine Drawing Room Social Club were expressed concretely to Morris Potts when he finished as secretary-treasurer after 15 years in job. Carl Bender (left) holds plaque bearing expression of appreciation. Morris holds pipe which will allow fire to burn while he muses.

ris Potts was taken in July during the presentation of a pipe and plaque honor-

Organ Club Draws Many Amateurs

By Harold Baker

Do you like organ music? What comes to your mind when I mention organ music? Bach, Handel or perhaps modern jazz—any kind of music can be played on the organ. The organ has a greater tonal range than a whole symphony orchestra! It is very easy to play but difficult to master. Anyone can play the organ using one or two fingers. The lovely sustained tones make very pleasing music. Playing with both hands and feet is very difficult and requires much practice.

Half a century ago many, many homes had a reed organ in the parlor. Now we have the relatively inexpensive electric organs available. There has been a big revival in home organs. Since there are so many home organ owners, it is natural that there would be organ clubs. There are several fine ones in the Philadelphia area.

One of the finer ones in this area is the Strawbridge and Clothier Club in Philadelphia. It has more than 400 members and meets on the second Tuesday of the month at 8 p.m. in the Strawbridge and Clothier auditorium. The meetings are from October through June. The first meeting for this season will be on October 13.

We usually have some entertainment by one of the members. This is followed by a general question and answer period. In this coming season we are going to hear all about organ tones and registration.

In the past we have had some of the country's finest organists for guest artists. After the guest artist entertains or educates us, we enjoy our fellowship together.

Our membership is open to all those who like organ music. You don't have to buy or own an organ to join this club. There is a fee of \$2.00 a year for each family. This is really a very reasonable amount of dues to pay considering all the fine things supplied by the club. The store pays for most of the expenses and yet there is no high or low pressure salesmanship at the club meetings.

This organ club was organized by Amos M. Heacock of Strawbridge's organ department. Mr. Heacock is organist and choir master at Christ Church, Riverton, N. J.

Mrs. Dorothy Archer, Mr. Heacock's assistant, is club secretary. Mrs. Archer is a talented organist and she teaches organ.

Our club president is Robert E. Boos of Cheltenham, a Bell Telephone Co. employee. Robert Ward of Essington, a Westinghouse employee, is one of our vice presidents and Rudy Roseberg is the other. Jack Phillips, our treasurer, comes from Broomall. Rudy and Jack are Atlantic Refining engineers.

Our club officers are a genial and friendly group and they welcome you to come and visit one of our meetings.

Remember the first meeting is October 13 at 8 p.m. You enter the store at the Eighth Street door.

When You Say 'Tanker' Say 'Sun'

Proceedings of the Merchant Marine Council carries an interesting item in the September issue.

Written by Frank O. Braynard, public relations director for the American Merchant Marine Institute, it is a short history of tanker development from the "first full cargo of petroleum . . . shipped from Philadelphia to London in 1861 in barrels in the hold of the 224-ton American brig Elizabeth Watts," to the gigantic construction now on the ways at Bethlehem's Quincy, Mass., plant and in Japan—topping 100,000 tons.

Bearing out the fact that you can't discuss tanker construction history without mentioning Sun Ship, Mr. Braynard writes:

"Still another technical achievement which the oil industry did much to encourage was welded construction. Built by the Sun Shipbuilding & Dry Dock Co. in 1931, the little coaster, White Flash,

owned by Atlantic Refining Co., was the first all-welded sea-going tanker. So pleased was Atlantic with this vessel that a major all-welded deep-sea tanker was designed. Named J. W. Van Dyke, she was notable also as a pioneer of turbo-electric machinery."

The White Flash was Hull No. 138. The J. W. Van Dyke was Hull No. 160.

The article also points out that the first American steam tanker was the Standard, built in 1888 at Chester, Pa. This vessel was built by the Roach shipyard which preceded Sun Ship here. Miss Helen Finegan, Mr. Burke's secretary, has a book which was her father's which is a record of Roach yard construction. The Standard is listed in it.

The same magazine carries a picture of the Badger Mariner, Sun Hull No. 586, now known as the SS Atlantic and remodeled into a passenger ship with accommodations for 919 passengers.

Sweepin's from Bentley's Broom

By Layman "Fireball" Bentley

About one month ago most of the people in this country celebrated Labor Day, a day set aside to honor the working man. A day when we take a break from our regular work to do chores around the house, travel to the shore or mountains, or wrap up the ends of many activities which were started in the spring and summer.

If we stop and think for a moment, we suddenly realize that from the time we draw our first breath until we exhale the last we are constantly laboring at one task or another.

Strangely enough these thoughts were brought to mind while paging through "The Mainspring of Human Progress," by Henry Grady "Buck" Weaver.

The four paragraphs which follow need no further explanation. They speak for themselves.

" . . . With the shortest working hours on earth, we have greater opportunities for self-improvement and personal advancement. But please note that the emphasis is on the word **opportunities**. The matter of taking advantage of opportunities is up to the individual. It cannot be otherwise. There are no substitutes for self-faith, self-reliance, self-development, individual effort, and personal responsibility. Life is no bed of roses. The end of man is not self-indulgence, but achievement. There are no short cuts, no substitutes for work.

"Human life came into being and aspires to advance in the conflict, struggle, pain and death. In the last analysis, no person's security can exceed his own self reliance; when anyone denies this self-evident truth, the chances are that he has for too long depended on someone else to do his fighting for him.

"If, down through the ages, men and women hadn't stood up to the job of liv-

ing—if they hadn't taken risks, faced dangers, suffered exhaustion beyond exhaustion, and kept on fighting and working in the faint hope of victory—then there would be no human being left to tell the story.

"Living is a tough job. Only good fighters can make a go of it. The tragedy is that we waste our energies in fighting one another, instead of fighting the common enemies of mankind—famine, pestilence, disease and other destructive forces of the non-human world . . ."

To all the sick of the Sun Ship family we extend our wishes for speedy recoveries and quick return to work.

"Hello" to Johnny Bresset from all at the yard.

Heard that Joe Hubert, former pro gridder, has had Jack "Bunion" Hausmann of 34M under his wing, tutoring him in the art of the take off for the 100-yard dash. At last reports, "Bunion Jack" was doing the 100 in ten flat.

Harry Reed, boss man of the cementers, assured genial Walter Logan of Yard General that work "was all caught up" before he took off on his vacation. Walter is now looking to the time in the near future when Bill "Marvin" Marvel of 69 Dept. can take a few days off, that is, if the work is all caught up. How about it, Bill?

Sherman Graybeal of 59 Dept. has been wondering why he has had to cut his grass twice a week for the past two years. Well, the story is finally out and here it is.

A little over two years ago Sherman took his power mower (reel type) apart for repairs. When he assembled it, he managed to get the reel in backwards and from then on instead of cutting the grass only once a week he has just been beating it down twice a week. No wonder you thought it grew so fast, Sherman!

A British doctor advocating the after-lunch siesta says too many people work when nature intended them to sleep. That's only half the problem . . . what about those who sleep when the boss intended them to work?

Four More Men Attain Majority

Four more of our co-workers reached the 40-year mark in service with the company recently. They received their pins from President Richard L. Burke in August.

The man whose service covers the longest period is FRANK M. HOOT, JR. He was an office boy during his vacation from school the first summer the Yard was open—1916. That didn't count in his 40 years, but it makes him one of the dwindling group who knew the yard from the beginning.

Frank came to Chester from his native heath—Lewistown—while still in school. In 1918 he came into the Yard as a shipfitter trainee in the company training school. After finishing his course he started as a shipfitter, soon became a leader and then was made assistant foreman in charge of the second shift for eight years.

He became production engineer in charge of production planning and material control in 1942 and Hull Superintendent in 1950. He took on his present duties as outfitting superintendent in 1953.

If you ask him about golf or bowling (two of the favorite pastimes in the Yard) he will tell you he mastered those long ago and dropped them. His major interests now in the leisure time category are two which oftentimes "try the souls of men to see if they be in tune with the Infinite," hunting and fishing.

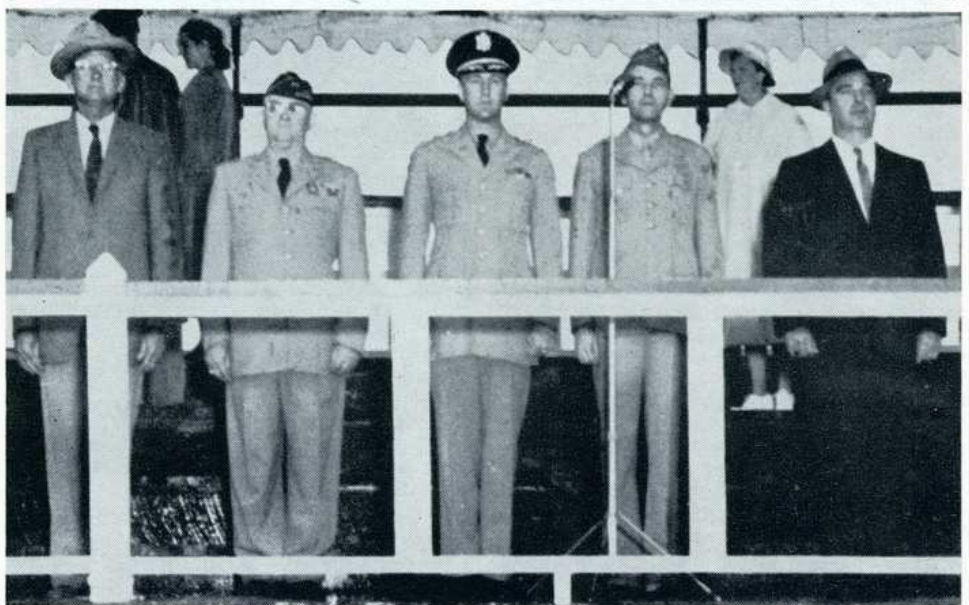
Strickly a "fly guy" when it comes to fishing he does most of it on the extensive preserves of the Split Rock Gun Club in the Poconos. He has a beautiful ranch-type bungalow on the grounds for his headquarters. He hunts principally for turkey, grouse, bear and deer. He is one of the few honorary members of the Mercury Gun Club which limits its membership to employees of Sun Oil.

With two sons and a daughter married and on their own, he now is greatly interested in the progress of four grandchildren.

In connection with the training school in the Yard, Frank working with Alton A. Norton, then a superintendent and later vice president, developed a number of textbooks to be used in course work. There were about a dozen in all on such subjects as shipfitting, rigging, painting and so on. When the need for shipbuilders developed overnight along about 1940, the Government looked around for a textbook on shipfitting which could be used as a standard in training men for this crash program.

The work developed by Frank Hoot and Alton Norton was selected and published by the Government in 1941 with due credit to the authors and the Yard.

NORMAN MCGHEE, 66-19, arrived in the Yard as a carpenter July 7, 1919, and has been here ever since. He came from down Baltimore way so the men started to call him "Balty." Over the years this became corrupted to "Baldy" until now persons meeting him for the first time after hearing him called Baldy



STATELY COMPANY is kept by Harry S. Burr, 84 Dept. and OUR YARD reporter, at recent review of Virginia National Guard at Indiantown Gap. Harry is active in veterans' affairs and is present at many such occasions. Gov. J. Lindsay Almond, of Virginia, stands at left next to Harry, then comes Lt. Col. William Emory, Richmond, Va., Capt. Edward Campbell, of Philadelphia, and William Johns, a Virginia state senator.

always are surprised at the shock of hair he possesses.

Actually he came from Virginia and helped to build Camp Lee there just before World War I. He started in this area with Remington Arms in 1917 and put in some time with the Chester Shipyard before coming to Sun Ship. For several years he was an assistant foreman and now is a leader. He lives with his wife in Sun Village and spends a lot of time deep sea fishing.

JOSEPH METRICK, 34-58, hails from New Philadelphia (that's between Pottsville and Tamaqua, as if you didn't know) and came to this area to get away from coal mining. He had several jobs before he came to the Yard but about the same time he started here (Nov. 12, 1917) he got married and that ended the shifting around. "I had to take one and keep it," Joe says.

He started in the pipe shop and stayed with it except for about 19 months in the '20's when he worked elsewhere. He was a leader for several years and now is a pipe fitter. He lives in Eddystone with his wife and his two children have presented him with seven grandchildren to occupy his time.

HARRY McBRIDE, from down Wilmington way, frittered away some time with Harlan and Hollingsworth (now no more) and the Shipbuilding division of Bethlehem Steel in Bethlehem before destiny caught up with him. He finally made it, however, on Aug. 11, 1919, as a draftsman in the hull drawing room. Ten years later—Dec. 6, 1929, to be exact—he became chief estimator in charge of

ship repair work. Dec. 1, 1947, he moved into the executive realm as manager of ship repair which he continues to be.

Harry, despite any appearance to the contrary, is a musician of no mean ability. He was organist in a church for some years and still gets a great deal of pleasure out of a bunch of keys. He makes his home out Fairville way.

MORE ON ROD & GUN . . .

lot of their leisure time. Can't blame them much, though, not according to the way Dick describes the fishing. He and his son caught 80 trout and a few kings one day. About 50 trout another day with a few more kings. They took these over the Labor Day week-end. Salt water fishing should be good on into October according to Dick and some other salt water fishermen.

Solitaire, which is experiencing a revival of popularity in this country, is supposed to have been invented by a French political prisoner in the Bastille in 1650.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families and friends of these employees who died during August and September, 1959:

WILLIAM CONNER, 80-25, of 115 E. 4th St., Chester, on Aug. 29.
CHARLES NEWS, 8-42, of 414 E. 10th St., Chester, on Sept. 12.



2D SHIFT

By C. "Pappy" Jenkins

The last quarter of a century can be summed up as "collar-buttons to push-buttons."

Pete Sevick smiles at the thought of school days. Claims the kids won't be surging through the house like socks in the washer . . . Jessie "Barrel" McDaniels claims some people are terrible at counting calories and have the figure to prove it. I guess you could call him an authority on that subject.

Monk Levengood claims that all a do-it-yourself man needs to make a bay window is a knife and a fork . . . True enough—a man has better judgment after he has been married awhile, but it's too late by then.

Reds "Bulgy" Graham watches so many Westerns on TV that he is getting bow-legged and has developed saddle sores . . . Ike broke all records on his recent tour of Europe. It was also the longest number of days since 1955 without a golf club in his hands.

One of the office gals claims the only way to really know your husband is to mess up the check stubs a few times . . . Henry "Von" Klopfer claims the new Falcon, little brother to the Thunderbird, should be called the Firefly.

Remember, you may be on top of the heap but you are still only a part of it.

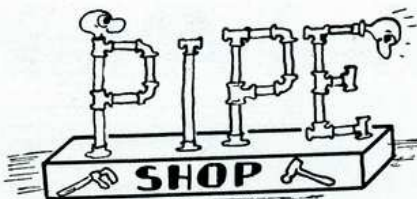
Buck "Shotgun" Deppner says control your temper. Don't go into orbit without your launching pad . . . Mack "Clown" McDowell, of the smoke pipe gang, claimed whiskey once saved his life on his pappy's farm. Seems he was digging a well and came up for a drink. While he was taking a little snort the well caved in. Could be so. Also claims his pappy raised a bumper crop of corn this year which totaled out to 85 gallons per acre.

John Wyatt and "Shorty" Cahoon had that layer of shellac they put on their bald pates removed recently when they got stranded between the sand blasters on Hull 610. Result—no mosquito protection.

On a recent vacation jaunt, Frank "All American Boy" Armstrong went on a fishing trip with "Fat Boy" Al Schwartz out of Lewes, Del. Schwartz was the navigator and "Army" was the captain. They made Mrs. Armstrong the chief engineer. She had to start and take care of the motor, but she had the last laugh as she showed those two land lubbers how to really catch fish. Results: Mrs. 12, Army 3, Schwartz 1.

Ben "Stainless" Parnell of the Sheet Metal Shop sent a card from Arkansas but to no avail. It was bought in Millville, N. J., and sent out to some of his relatives to be mailed back East.

Walter "Tzar" Oprouseck has his vacation in Cuba. He had a run-in with Fidel Castro on taking pictures of kids scrambling for pennies in the street. Had his film confiscated by Cuban police and



By Charles "Toots" Thornton

Jack Fite, one of the veterans of the Pipe Shop, has been out for some weeks with a bad leg. All his old friends are wishing him the best of luck and hope he can get back on the job in the near future.

Ed Kelly, one of the retired fitters of the shop, came out of his shell and paid the boys a visit down at the bowling alley recently. He was keeping score on two alleys and said he would rather be laying out on the ships than keeping score.

George Buchanan, another retired gentleman from the shop, hasn't been seen or heard from lately. Get in touch with us, George!

Harry (Pappy) Worrell stopped in

spent a few days as their guests.

Remember, you can never have freedom unless you give it to others.

The best way to save face is to keep the lower half shut.

The second shift welding department now lays claim to a celebrity in the form of Bernard "Cable Phantom" McNulty who performed on the cables of the Benjamin Franklin bridge. It's reported he may appear on a repeat act on some future Sunday night on channel 6 program "You Asked for It."

Tom Kelly claims our congressmen all look tired because their jobs seem to be over-taxing . . . Dell "Tank Sniffer" Morgan claims the phrase, "In God We Trust," is put on pennies for the benefit of those who use them as fuses in their electrical boxes.

Northern boy: "That's sure a pretty dress you have on Daisy Sue."

Southern gal: "Sho' nough!"

Northern boy: "It sure does."

Drivers, your epitaph could read like this: "And so he said, 'Well, if he won't dim his, I won't dim mine!'"

The only way to double your money today is to double it over once and put it back in your pocket.

The first optimist was the guy who called women the weaker sex.

PAPPY'S DAFFIES

Gossip—The art of saying nothing in such a way that it leaves nothing unsaid.

Gentleman—One who looks the other way when his wife's mowing the lawn.

Gentleman farmer—One who tips his hat every time he passes a likely looking tomato.

Old Timer—If you made the merchandise outlast the payments.

Traffic light—Trick to get a pedestrian into the middle of the road.

Bridegroom—Guy who just paid for his wolf whistle.

Vacation—Three weeks on the sands, the rest of the year on the rocks.

Cash—The poor man's credit card.

Barbecue—An incinerator with a press agent.

since the last issue of the magazine and he looked in the pink of condition. Your writer was sure glad to see him.

Yocum Linski has a cottage down at the seashore and is always complaining about the rabbits getting into his garden. That's a long way from home to have a garden. But at times he also brags about having the best fed rabbits in Jersey. He is never satisfied!

Quips from the 2nd Shift

By Stanley Boyda

Quite a bit of rain has dampened the spirits of most of our vacationers this season although, as Joe O'Brien puts it, it gave some of the fellows a chance to catch up with the Lone Ranger.

Paul Dute returned to work after another week in his swimming pool. Incidentally, he tells this reporter it isn't his pool. He just happens to hold the controlling stock.

Despite the heavy weather, George Hannisick, Walt Paynter and Elmer Donaway teamed up for a week's fishing at Indian River aboard Donaway's yacht, the Flying Fin. Elmer was very fortunate in landing a large mess of blues. George and Walt were so busy counting them they hardly had time to cast for themselves.

Floyd Gregory is supposed to be shopping around for a caddy. The information was very vague so we have to make a guess. He may be out looking at fine cars or on the other hand, he may have completed a sharp deal on a swell set of golf clubs. Let us in on it, Greg.

There is nothing more disconcerting than receiving two post cards two days apart with a Canadian postmark. The person was very generous with the ink. Your reporter received these cards with the total message consisting of two words, "GUESS WHO?"

Fellows, Bill Carr has been on the sick list for quite a spell and is always inquiring about the gang. There are also quite a few asking about Bill but don't know how to get in touch with him. To those who wish to call him at this number, TRemont 6-8851, he'll be very happy to hear from you.

Jim McCool is on his way to spreading some joy around Atlantic City on his vacation. Jim says he spent half of his time counting the boards in the boardwalk the last time. Somehow he lost count near the burlesque theatre, but he is sure he can complete his count this trip as his sun glasses will do the trick.

There is no man living who can afford to kick from under him the ladder on which he climbed to success. What I have accomplished would soon be dissipated if I became self-satisfied and relaxed my effort.—William Wrigley, Jr.

The club bore was boasting of his ability to distinguish between different beverages. Finally one of the listeners took a flask from his pocket and asked the connoisseur to taste it and tell him what it was. The man took a mouthful and promptly yelled, "Great Scott, that's gasoline!"

"I know," came the curt reply, "but what brand?"

Cmdr. Adams Dies

Sun Ship lost a good friend recently when Cmdr. Hugh R. Adams, USNR (Ret.), died.

Mr. Adams joined the Navy in 1910 and served on destroyers in World War I. After the war he joined the Sinclair Oil Co. and became a tanker captain. He was recalled by the Navy in 1943 and placed in command of a Navy gasoline tanker in the Atlantic. He was captain of various Navy attack transports in the Pacific before the war ended.

He returned to Sinclair as port captain at Marcus Hook and was senior master when he retired in August, 1958.

Mr. Adams was well known in Our Yard and his many friends here were saddened by his death at age 66. He died in Delaware County Hospital Sept. 5. Military services were held Sept. 9. He lived at 312 Lynbrooke Rd., Springfield.

LETTERS

August 26, 1959

Dear Sirs:

We would both like to express our deepest thanks to you for the donation of blood my wife received while confined to Crozer Hospital.

Again, please accept our thanks.

Very truly yours,
John Pfander
Hull Drawing Room

September 21, 1959

Mr. Gilbert Widdowson
Sun Shipbuilding & Dry Dock Co.
Chester, Penna.

Dear Gil:

May I convey to you the thanks of my mother and the other members of my family for your help in supplying blood for my father during his illness.

All of us are grateful to everyone who has donated their blood in order that others may benefit. It was very comforting to know that because of the generosity of others, the much needed blood was available immediately in order to ease Father's suffering.

May all of your efforts in the future meet with complete success.

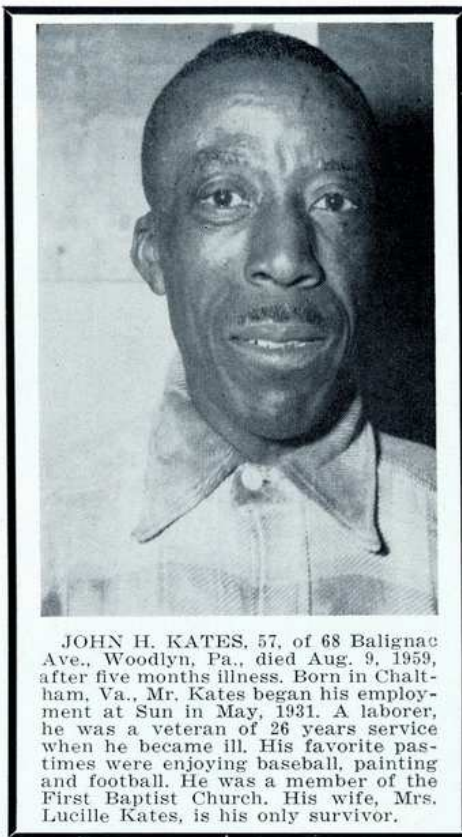
Thank you again.

Yours truly,
George D. Ives

Imagine This On A Sun Hull!

An Associated Press dispatch from Boston Sept. 21 disclosed that "the winsome and talented secretary of a university professor returning from the Orient was slain on shipboard . . . the day after the Dutch passenger-cargo steamer Utrecht sailed for New York."

The Utrecht is Sun Hull #560, one of 10 similar ships built for the Netherlands Ministry of Shipping and Fisheries between May, 1945, and November, 1946. The Utrecht was the last and was launched Nov. 1, 1946, with Mrs. Chester W. Nimitz as sponsor. She is a 12,000-ton freighter, 483 feet long over-all.



JOHN H. KATES, 57, of 68 Balignac Ave., Woodlyn, Pa., died Aug. 9, 1959, after five months illness. Born in Chatham, Va., Mr. Kates began his employment at Sun in May, 1931. A laborer, he was a veteran of 26 years service when he became ill. His favorite pastimes were enjoying baseball, painting and football. He was a member of the First Baptist Church. His wife, Mrs. Lucille Kates, is his only survivor.

MORE ON 66 . . .

of the men on the 2d shift for the last few weeks of Sept. Speaking of cuts and bruises, many of us drive to and from work also cavorting on the side. That one drink for the road is the killer. All of our children are back in school and the need for more alertness is certainly evident. All you have to do is read a newspaper as they all carry a complete list of the obituaries. Here are a few epitaphs that might fit some of us.

"Here lies the body of Samuel Proctor. He died before they could get a doctor."

"Here lies the body of Johnny Ray, Who died maintaining his right of way. He was right, dead right, as he sped along,

But he's just as dead as if he'd been dead wrong."

"Here lies the body of Bobby Bains, The road was slick, he never used chains."

Speed is a wonderful thing, but there is a time and a place for it. Don't make any of the above epitaphs your size. Remember the life you save may be your own.

Joe McBride has enjoyed another wonderful week at Wildwood . . . Norman Lloyd spent another week of leisure as did Norman McGhee. All are back to the good old grindstone and waiting for next summer.

Till next month then I hope you will let me catch you as an interesting piece of copy.

I prefer credulity to skepticism and cynicism, for there is more promise in almost anything than in nothing at all.—Ralph Barton Perry



By Harold Baker

Our company has spent about \$10,500.00 to give us a fine new lavatory in front of the Carpenter Shop. There are fine new fixtures, attractive tile walls and modern fluorescent lights. It's as nice as any bathroom you could have.

Do we employees appreciate this new facility? Offhand, I would say most of us are very well pleased with it. However, one careless pipefitter has splashed pipe dope on the wall and floor. I am sure this person would not have been so careless at home. Why be careless at work? Why make a mess of an expensive new installation for our comfort? This is certainly a sure sign of a lack of appreciation. Why not show a little appreciation for these new facilities by using them with care? Place our rubbish in the proper containers. If you see another employee abusing these conveniences, tell him about it. Let's keep them new as long as we can.

It is a shame that we have to write about things like this, but just being reminded sometimes helps us to be a little more alert and careful in the future.

Why should our company care about our welfare if we lack the courtesy to show that we appreciate the improvements made for us?

We are sorry to report that our four firemen were laid off over in the heating plant. They were pretty well caught up with all their regular summer maintenance work. We hope to see them back on the job when cold weather returns.

James "Ren" Adams sends a "hello" to all his friends in the yard. "Ren" is still recuperating from that accident he had last March. We will be glad to see him well and back on the job again.

Joe Ross, the chemist, tells us that Joe Hubert has had a bumper crop of tomatoes this year. He says Joe's success was caused by efficient organic farming methods. Joe Ross and Joe Hubert are both great organic farmers.

Benny Burke of 55 Dept. tells us that Al Williams is very busy selling color TV sets now!

We heard that "Fireball" Bentley paid \$12 to a New Jersey state policeman so he could have a small piece of highway to race on!

Classified

FOR SALE — ¾ H.P., 115 volt, 1750 R.P.M. electric motor. First class condition. Call TR 2-3442.

FOR SALE — 7 Pc. Dining Room Suit. Solid oak and in A-1 condition. Sac. Call C. Bevan, LO 6-2440.

Carpenters Made Chips Fly But —

By Layman Bentley, Official Scorer

President Richard L. Burke tossed out the first ball to start the two-out-of-three series between the Carpenters and Hull Drawing Room for the championship of the Sun Ship Softball League at 6 p.m., Aug. 31.

Hull scored first when Johnny Pfanders doubled in the first inning and scored on two fielder's choice plays that followed. Joe Ambrosino got the first hit but was out at third on a fielder's choice.

The Carpenters scored four in the first and another in the second. Bob Walls shut them out after that with three hits. Hull scored again the second and tied the score at 5-5 in the third on a single, a walk, a double by McCormick and an error.

The Braves went ahead in the fourth with Bob Walls driving in the tie-breaking run and scored two more in the seventh on Sam Summa's home run with McCormick on base.

The Carpenters managed to get two men on in the last of the seventh but they died there as Stan Carter flied out deep to center.

Ken McCormick was outstanding on defense for the Hull Braves while the Kushto brothers, Dick and Tuck, were brilliant on defense for the Carpenters.

The second game saw the Carpenters come roaring back 12-7. A single and two errors put Hull ahead 1-0 in the first.

In the next three innings the Braves went hitless while the "Woodpeckers" got five hits good for four runs and a 4-1 lead.

Then came the fifth when the Carpenters scored eight runs on five hits and three walks to lead 12-1.

Hull fought back with six runs on a mixture of six hits, walks and errors, but fell short. The game was called at the end of the sixth inning on account of darkness.

The final game of the series was de-



"THROW IT RIGHT PAST HIM, Mr. Burke," says Bob Walls, pitcher for Hull Drawing, as he hands ball to President Richard L. Burke to get playoff series started. Walter Shanko, of the Carpenters, sees to it that everything is according to rule book.

layed 15 minutes by rain. Hull jumped out to a 2-0 lead at the end of the second inning but the Carpenters went ahead 5-2 in the third. Hull squared it with three

in the same inning.

Both scored one in the sixth and the Carpenters got two on with one out in

SEE NEXT PAGE



For strongly opposing Carpenters: Back row (l. to r.) Richard Kushto, Stanley Carter, Stuart Reppert, Frank Mosser, non-playing foreman; Fred Follett, James Preston, Robert Stevenson. Front row, William McKniff, Guy Kushto, Walter Shanko, Noah Jones.



Braves Scalped Them in the End

For winning Hull Drawing: Back row (l. to r.) Thomas Travaglini, Kenneth McCormick, Sr., Robert Walls, Paul Sloan, manager; David Hill, Robert Filliben, John Pfander, Paul Sloan, Jr., mascot. Front row, Samuel Summa, Gradie Berrien, Roy Taylor, Joseph Ambrosino, Harold Hurst. (Missing from picture, Harold Horn, Elwood Ruley and Joseph Carlantonio.)



the seventh but left them stranded on the bases.

After Hull had one out in the seventh,

Gradie Berrien pushed a bunt single past the pitcher. Sam Summa followed with a bunt which he beat out for a hit. Ber-

rien started to run as Summa connected. The attempt to cut him off at second was an overthrow and Berrien kept right on running until he scored the winning run.

Walls won both games for Hull and Joe Ambrosino pitched the loss. Stevenson pitched all three games for the Carpenters.



LOOKS LIKE A PERFECT STRIKE from Pitcher Burke to Catcher Carter, of Carpenters. Walls is ready to take cut at floater coming towards him while Bob Stevenson, Carpenter pitcher, stands aside getting some pointers on form. Umpire is just atmosphere at moment.

FIRST GAME

| Hull Braves | | Carpenters | |
|--------------|---------|------------|---------|
| ab | h o a | ab | h o a |
| Walls,p | 4 1 0 0 | Kushto,cf | 4 2 2 0 |
| A'brosino,sf | 4 2 0 0 | Shanko,lf | 3 1 0 0 |
| Pfanders,ss | 3 1 2 1 | Kushto,ss | 2 0 3 5 |
| M'C'mick,3b | 4 1 4 5 | Carter,c | 4 0 2 1 |
| Summa,cf | 4 1 2 0 | McKniff,sf | 2 1 2 0 |
| Filliben,rf | 4 1 1 0 | Preston,3b | 3 1 4 0 |
| Hill,lf | 3 1 0 0 | Reppert,rf | 3 0 0 0 |
| T'valini,2b | 3 2 2 1 | Jones,2b | 3 1 0 1 |
| Berrien,1lb | 2 0 6 0 | Fallet,1b | 3 1 8 1 |
| Hurst,c | 2 0 4 0 | Stev'son,p | 2 0 0 1 |

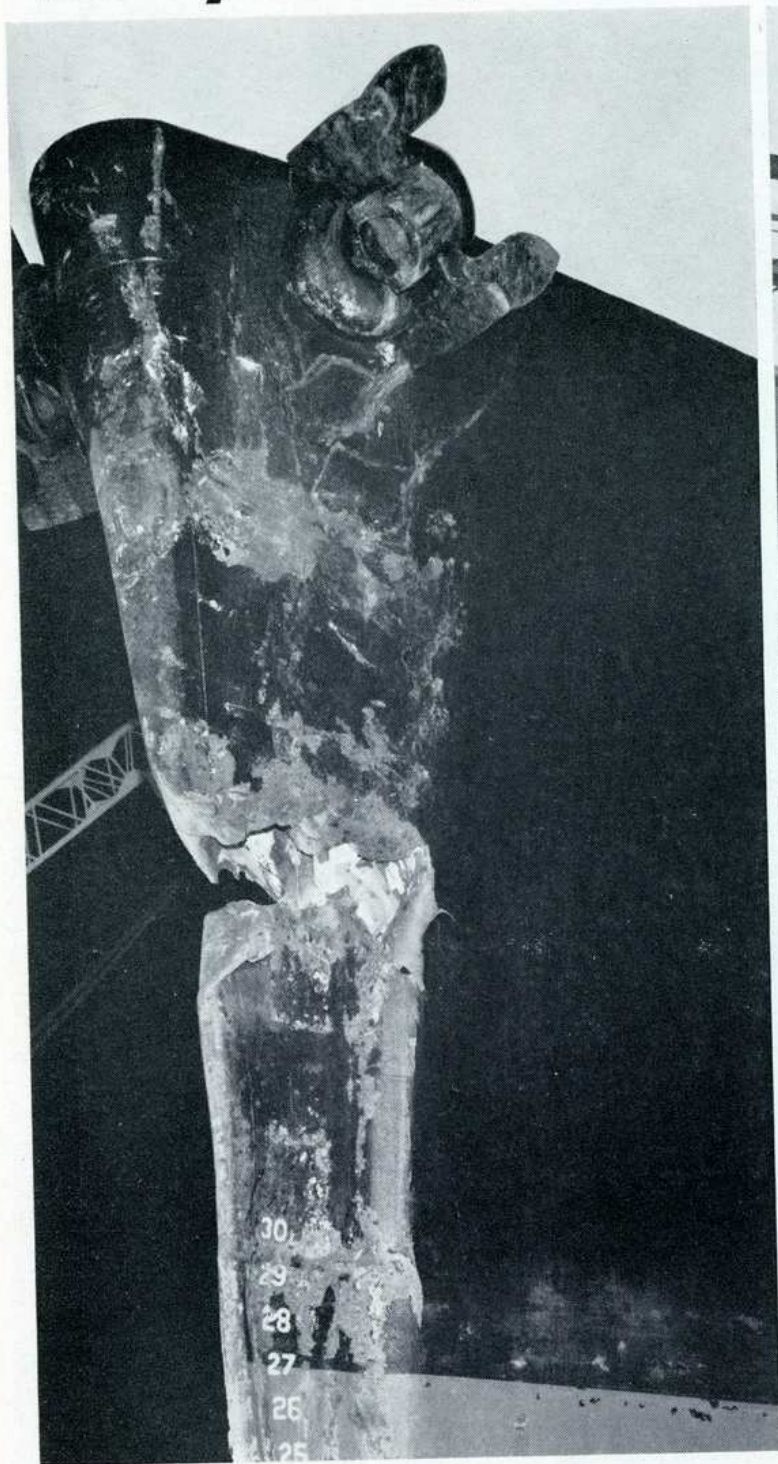
| | | | | | | | | | |
|-------------|----|----|----|---|-------|----|---|----|----|
| Total | 33 | 10 | 21 | 7 | Total | 29 | 7 | 21 | 9 |
| Hull Braves | | 1 | 1 | 3 | 1 | 0 | 0 | 2 | —8 |
| Carpenters | | 4 | 1 | 0 | 0 | 0 | 0 | —5 | |

SECOND GAME

| Carpenters | | Hull Braves | |
|------------|---------|-------------|---------|
| ab | h o a | ab | h o a |
| Kushto,cf | 3 1 2 0 | Walls,sf | 4 1 0 0 |
| McKniff,sf | 4 2 2 0 | A'b'sino,p | 3 0 0 0 |
| Preston,3b | 2 0 2 0 | Pfanders,ss | 2 0 1 1 |
| Kushto,ss | 3 2 0 2 | M'C'mick,3b | 3 1 2 |
| Carter,c | 4 0 0 0 | Summa,cf | 1 1 3 0 |
| Shanko,lf | 3 1 2 0 | Fil'ben,rf | 3 0 1 1 |
| Reppert,rf | 2 1 1 0 | Hill,lf | 3 2 5 0 |
| Jones,2b | 3 1 1 3 | Horn,sf | 0 0 1 0 |
| Follet,1b | 3 1 8 0 | T'v'lini,2b | 1 0 1 0 |
| Stev'son,p | 3 2 0 1 | Berrien,1b | 3 0 3 1 |
| | | Taylor,c | 2 1 1 0 |

| | | | | | | | | | |
|-------------|----|----|----|---|-------|----|----|-----|---|
| Total | 30 | 11 | 18 | 6 | Total | 25 | 6 | 18 | 4 |
| Carpenters | | 0 | 0 | 2 | 2 | 8 | 0 | —12 | |
| Hull Braves | | 1 | 0 | 0 | 2 | 4 | —7 | | |

Quality and Speed Feature Sun Ship Repair



LOOKING LIKE AN ANGRY BUFFALO ready to charge, SS Mathew Luckenbach entered dry dock in Our Yard night of July 31. Hole in her prow was result of collision with MS Francisville off south coast of Massachusetts July 29. At 7 a.m. Aug. 6 the Mathew Luckenbach was back at her pier in Philadelphia (above) ready to take on cargo. Harry McBride and Company work under assumption a ship on dry dock makes no money for its owners and plus value is created among ship owners by repair crew that gets ship back into service fast. Faster than Sun Ship you can't find them especially when you consider quality involved.



The Alleys Are Jumping Again

Same old game, same old names. Bowling is back.

No one would want to change the game, probably. But can't we get some new names to print—Stevens, Adams, Atkinson, Setaro—same as last year.

Nellie News, Dot Allebach—same names again. Haven't even changed those yet. Whup! Hazlett, B. That's Blanche. Whoop! Whoop! That's a new one. Probably the first year she could fire the ball as far as the pins.

Of course it's a little too early to tell now. Wait 'til these limp wrists have had a chance to get set. Then maybe the scene will shift. In the meantime we will congratulate the leaders and hope they make anyone who tops them know he/she has been in real competition.

SUN SHIP BOWLING "A" LEAGUE SEPT. 18, 1959

| | Won | Lost |
|-----------------------|-----|------|
| 1. Electrical Drawing | 8 | 0 |
| 2. Welders | 7 | 1 |
| 3. Yard General | 7 | 1 |
| 4. Riggers | 5 | 3 |
| 5. Pipe Shop | 5 | 3 |
| 6. Safety | 5 | 3 |
| 7. Supers | 4 | 4 |
| 8. Hull Drawing | 4 | 4 |
| 9. 47 Fabs | 3 | 5 |
| 10. Office | 3 | 5 |
| 11. Engine Drawing | 3 | 5 |
| 12. Wetherill | 3 | 5 |
| 13. Timekeepers | 2 | 6 |
| 14. Carpenters | 2 | 6 |
| 15. Shipways | 2 | 6 |
| 16. Chippers | 1 | 7 |

High Three—Plus Handicap—Season

| | |
|--------------------|------------------------------|
| A. Adam—Shipways | 212-188-166 = 566 + 54 = 620 |
| P. Atkinson—Supers | 182-223-171 = 576 + 39 = 615 |

High Single—Plus Handicap—Season

| | |
|--------------------|----------------|
| J. Pace—Riggers | 209 + 33 = 242 |
| P. Atkinson—Supers | 223 + 13 = 239 |

SUN SHIP MIXED BOWLING LEAGUE SEPT. 22, 1959

| Team | Won | Lost |
|------------|-----|------|
| Army | 10 | 2 |
| Yale | 9½ | 2½ |
| Penn | 8½ | 3½ |
| Lehigh | 8 | 4 |
| Harvard | 8 | 4 |
| Notre Dame | 6 | 6 |
| Cornell | 6 | 6 |
| Duke | 3½ | 8½ |
| P.M.C. | 2½ | 9½ |
| Temple | 2 | 10 |
| Navy | 2 | 10 |

GIRLS — SEASON

High single, Nellie News, 168; Blanche Hazlett, 168.
 High three, Nellie News, 426.
 High single with handicap, Blanche Hazlett, 223.
 High three with handicap, Helen McLaughlin, 609.
 High average, Dot Allebach, 138.

MEN — SEASON

High single, Ed Setaro, 234.
 High three, Ed Setaro, 610.
 High single with handicap, Ed Setaro, 240.
 High three with handicap, Jim Burns, 636.
 High average, Ed Setaro, 183.

Last Summer Golf Outing

Despite the fact that the 1959 John G. Pew, Sr., golf tournament now is history and the results known, we still must record for posterity (and any others interested) the results of the fifth golf outing at Valley Forge Sept. 12.

One of the most enjoyable of the five outings which were held monthly beginning in May, play went on in a hard-to-beat situation. An excellent golf course, a day that must have come out of the "extra-special" file, and good company—that's a combination that ensures a good time. The 36 golfers included practically all those who have played in any of the outings.

When the dust had settled, Don Rhodes, assistant superintendent of Wetherill, had low net. He grossed 80 which gave him a 14 handicap for a 66. Dominic Amoroso, a driver for Transportation as well as in golf, once again had low gross with a 78. He had only a handicap of one so his net was 77 which put him fourth. Jim McSorley, another Wetherill man, followed Rhodes with a 91-18 for 73. Wills Brodhead of Ship Repair and chairman of the tournament committee, broke up the Wetherill monopoly with an 87-12 for 75.

Victor Pajan, of Engine Drawing, despite the strain of approaching fatherhood (congratulations are now in order—it's a girl), topped Class B golfers with 93-26 for a 67 net. Class B was the select circle with only eight making it.

Surprise of the day was William MacIntyre, Jr., of Transportation. At home in the 110 to 125 bracket, he turned on something or other and wound up with a gross of 102. His 42 handicap gave him the lowest net of the day, a really streamlined 60.

Low score for a single hole was a two by Dominic Amoroso on number six. Working from the other end we find Dan Malman with a 15 on number seven. Complete results were:

| Class | Out | In | Gross | Net |
|------------------------|-----|----|-------|-----|
| Class A | | | | |
| Donald Rhodes | 40 | 40 | 80 | 66 |
| James McSorley | 47 | 44 | 91 | 73 |
| G. Wills Brodhead | 44 | 43 | 87 | 75 |
| Dominic Amoroso | 38 | 40 | 78 | 77 |
| William Feehan | 45 | 50 | 95 | 77 |
| Michael Bonar | 45 | 51 | 93 | 78 |
| George Ridgley | 44 | 44 | 88 | 79 |
| Peter Martin | 44 | 43 | 87 | 81 |
| John Herbert | 46 | 46 | 92 | 81 |
| Joseph Gillespie | 45 | 51 | 96 | 81 |
| Frank Locke | 51 | 51 | 102 | 84 |
| Thomas Larkins | 45 | 57 | 102 | 86 |
| Joseph Begley | 52 | 53 | 105 | 87 |
| John G. Pew, Jr. | 50 | 48 | 98 | 88 |
| Class B | | | | |
| Victor Pajan | 44 | 49 | 93 | 67 |
| Ernest Wray | 43 | 50 | 93 | 68 |
| Bernard Nolan | 45 | 52 | 97 | 72 |
| William Clerval | 47 | 48 | 95 | 75 |
| Frank Leahy | 48 | 54 | 102 | 76 |
| W. David Biddle | 50 | 49 | 99 | 79 |
| Frank Mosser | 52 | 50 | 102 | 80 |
| Joseph Sykes | 54 | 51 | 105 | 86 |
| Class C | | | | |
| William MacIntyre, Jr. | 48 | 54 | 102 | 60 |

| | | | | |
|------------------|----|----|-----|----|
| Lyle Reeves | 49 | 50 | 99 | 71 |
| Frank Griffith | 49 | 51 | 100 | 72 |
| Nicholas Stewart | 50 | 56 | 106 | 72 |
| Russell Staley | 55 | 52 | 107 | 73 |
| Salvatore Pascal | 51 | 52 | 103 | 76 |
| Earl Watt | 54 | 55 | 109 | 80 |
| Raymond Burgess | 58 | 56 | 114 | 80 |
| John Aitken | 59 | 57 | 116 | 80 |
| John Viscuso | 52 | 59 | 111 | 81 |
| Rgs. Kennedy | 57 | 55 | 112 | 82 |
| Daniel Malman | 58 | 57 | 115 | 83 |
| Joseph Wyatt | 51 | 59 | 110 | 88 |
| James Knox | 55 | 62 | 117 | 89 |

Herb Atwell Wins Sportsmanship Award

Herbert Atwell, who they say is 33 though he looks 10 years younger, was awarded the Henry Fenza trophy as the outstanding sportsman in the Delco Baseball League for 1959.

Herbert, a pipefitter in 34 Dept., received 23 points in voting by the 12 league managers. He played for Upland. His nearest competitor received 16 points. John Pfander, a Hull draftsman who played with the championship Hull team in the Sun Ship softball league, also was in the running for the trophy with 11 points. He played for St. Hedwig's.

Herb has been active in sports beginning away back when he was a high scoring halfback on Prospect Park high school teams. Except for four years with the Marines, he has been playing in the Delco or Delco Valley leagues since he got out of school.

In presenting the trophy to him, Mr. Fenza said, "In selecting Herbie for the award the managers in my opinion used excellent judgment as he has been a credit to the Delco League, to his race, and to baseball in general."

The popular athlete lives at 1314 Engle St. with his wife and three children. To occupy his spare (?) time, he is a policeman at night on the Chester Township force.

MORE ON SOFTBALL . . .

THIRD GAME

| Carpenters | Hull Braves | | |
|------------|-------------|-------------|---------|
| ab h o a | ab h o a | | |
| Kushto,cf | 4 0 3 0 | Summa,cf | 3 2 2 0 |
| Shanko,lf | 4 2 2 0 | Walls,p | 1 0 1 3 |
| Mckniff,sf | 4 0 2 1 | Pfanders,ss | 2 0 3 2 |
| Kushto,ss | 2 0 2 4 | M'C'mick,3b | 2 0 3 5 |
| Carter,c | 4 1 1 0 | Hill,lf | 3 1 1 0 |
| Preston,3b | 4 0 2 0 | Fil'ben,rf | 3 2 0 0 |
| Jones,2b | 2 0 1 0 | T'v'lini,c | 3 2 1 2 |
| Reppert,rf | 3 1 2 0 | Horn,sf | 3 0 1 0 |
| Follet,lb | 3 2 4 0 | A'b'sino,2b | 3 1 0 0 |
| Stev'son,p | 2 0 0 1 | Berrien,lb | 2 1 9 0 |

Total 32 6x19 6 Total 25 9 21 12
 x—One out when winning run scored.
 Carpenters 0 0 5 0 0 1 0—6
 Braves 1 1 3 0 0 1 1—7

MORE ON INK SPOTS . . .

under Doug's board caused considerable more perspiring in the Hull Scientific Room.

Howard and Grace Horn double-crossed us and went to Canada instead of Florida. That sounds like one of those Housley switches . . . Harold and Blanche Hurst also went to Canada where they visited in Quebec. They took a leisure route home through the New England States.

Elmer Fisher spent another week at the track, but we are forbidden to print the results. However, he was in a very happy frame of mind when he issued this decree.

Sue and Dave Longbine expect to take a trip through West Virginia and Ohio before Dave returns to school. Dave will return to P.M.C. where he is majoring in electrical engineering. An honor student, Dave will complete his education this year.

As predicted, Helen Wilkie, wife of our chief draftsman, packed the bags and took George and daughters, Maureen and Sandra, to Ocean City. George selected a week with six days of rainy weather. This was far worse luck than Frank Pavlik, who had only one day of bad weather.

George had heard Frank's story about taking seven kids to the movies, so that was one thing he avoided. When the two girls asked what to do while it was raining, George simply told them they had come down there to get wet so put on their bathing suits and get out. Being the boss, they had to obey.

Sandra and Maureen donned their suits and walked to the beach where they doffed their raincoats before going in bathing.

Congratulations to our softball team on winning the championship. Winning the second half of the season easily, they

MORE ON PRESSURE . . .

seam is welded first. After each bead of weld, the protective, glasslike coating that forms must be cleared away completely. Often this must be done with a chipping gun and blunt chisel called a ruffer. That's when the real noise begins. After the outside is welded the shell is turned until the seam is on the bottom and the chippers start back chipping.

The weld has not completely penetrated to the inside so some of the shell must be gouged out until good solid weld is reached. This is usually about one-quarter inch deep and the gouge is then welded up by hand.

Both inside and outside welds have to be chipped down and ground smooth to form a continuous line with the adjacent metal.

The weld is then X-rayed to insure clean solid weld throughout and any cracks, gas pockets, or foreign materials are gouged out, the gouge rewelded and re-X-rayed.

Welding usually distorts the seam area to some extent so, after checking, the shell is taken to the machine known as the bull press. Here, using a small area die exerting tremendous pressure, the shell is re-rounded to a perfect circle. It is now ready for assembly with the other shells. We will go into that at a later date.

played the Carpenters, winners of the first half, a three-game series for the title. "Tonto" Sam Summa helped our team win the first game with a home run. In the third game with the score tied, Sam came up to bat in the last inning and bunted. Gracie Berrien was on first, but being a fast man, took off and never stopped till he crossed home plate with the winning run.

Congratulations again to the Hull Braves. Pictures will be found on page 22.

It was a pleasure to have Miss Ann Brennen with us this summer as a stenographer while Lois Green, then Bob Scull were on vacation. It was noted that when Ann walked through the drawing room, she was accorded the usual acclaim in the form of whistles. This method of approval of feminine pulchritude is restricted to the third floor of our building. There is no doubt that this delectable miss deserves every whistle that reached her ears.

Probably every man at one time or another has dreamed of being on a sparsely populated tropical island with a miss such as Ann. Believe it or not, that was a never-to-be-forgotten pleasure enjoyed by Ann (?) and myself!

It was just a small island. Barely out of the water, it showed as just a pin point on a map. Just as most cartoons depict shipwrecked couples, our island had but one palm tree. Fig trees grew in abundance, and bore large luscious fruit of the sweetest nature. Sweet fruit for a sweet girl.

Far out at sea, we could only be reached by boat. Because of surrounding shoals, these could be of shallow draft only. For this restriction we were thankful, for we were jealous of our island. Carressed by gentle tropical breezes, it was a veritable paradise.

Part of our day was spent in swimming in the sandy cove. Later we would lay on the soft white sand and let the sun gently cover us with a coat of tan.

Our shore was rich with sea shells of an unusual variety. Shouts of glee from Ann foretold the discovery of a brilliant-hued gem.

We became beachcombers of the first order, and Ann was lost in rapture upon finding twisted pieces of driftwood.

In the evening we would wend our way to an enclosure, where the natives would entertain us with their dances. At night we were fascinated with the deep blue-black sky above us. Although very dark, it seemed to sparkle with the millions of stars. Ann would watch for hours at the shooting stars racing across the sky.

Yes, our island was a utopia. It is still vivid in memory even though it happened a few years ago. Like all things, we knew that eventually our enjoyment would end. That time came when her mother packed her luggage and took Ann home to return to grade school.

I also had to return to work at the shipyard. Reluctantly my wife packed our bags and taking our two children in tow, left Ocracoke Island after another vacation full of fun.

We end this month, grateful to Paul Sloan, Charles Grauel, Frank Pavlik, Alfredo Mascardo, Joe Carlantonio and Tom Winterbottom for their help.

MORE ON CHATTER . . .

one month in California, and Helen Finnegan (Mr. Burke's secretary) plans to spend two weeks cruising in the Caribbean this month.

Two fair ladies from Tabulation, Helen McLaughlin and Bunny Burgess, enjoyed a weekend visit to New York City last month to see the current musical hit, "My Fair Lady."

An outdoor supper was held at your reporter's home Aug. 26 for the members of the Stores Accounting Dept. After the supper, some very fine movies of the recent trip by Jane Heavey and Kathryn Coonan to Nassau were shown. Those who attended were: Kathryn Coonan, Gertrude McGeehan, Hulda Gay and Jane Heavey.

SICK LIST:—Grace O'Neill (Tab.) is now back to work after being out several weeks from a minor operation.

STORK NEWS: Lillian Rowles (formerly of Cost) gave birth to a boy on Aug. 28, in the new Sacred Heart Hospital in Chester.

Elaine Osifat (formerly of Tab.) gave birth to her second child, a boy, Sept. 2. He weighed in at 9 lbs., 13 oz. The father is Joe Osifat of the Guard Dept. Congratulations to both of you. Elaine is the daughter of Vic Litwin of Cost Department.

Leona Morgan (formerly of Mr. Gallo-way's office) visited the office last month with her new baby girl.

Bunny Jowder (Keypunch) left service last month. She also has joined the stork club.

Good luck to new car owners Jane and Bob Scull who just purchased a new 1959 Chevrolet. Jane is in 38 Dept. and Bob is in 78 Dept.

Happy Birthday this month to Norman Fisher of the Time Office.

BOWLING NEWS: Bowling got off to a good start this year with the original 12 teams from last year's line up in the Mixed League, at the Chester Pike Bowlero, Eddystone.

And finally, to end on a tender note, there was the porcupine that bumped into a cactus at night and asked, "Is that you, dear?"

MORE ON 38 . . .

ing Mr. Potts for his 15 years as secretary-treasurer of the Engine Drawing Room Social Club.

On behalf of the department, I would like to extend our best wishes to Marie and John Panco who were married at Faith Baptist Church, Brookhaven, Aug. 22. Mrs. Panco formerly was Marie Gartside.

BITS AND PIECES FROM HERE AND THERE: Ralph Morgan enjoyed a nice rain filled week at Ocean Grove, N. J. . . . Ross Billstein is making weekend trips upstate. It's rumored he has a girl friend up that-a-way . . . Jimmy Knox and Ed Wahowski are hoping to make a deer hunting trip to New Brunswick, Canada . . . John Panco observed bore sighting his new rifle . . . Jim Mackey making plans to build a summer house along the Sassafras River in Maryland.

That's about the works for this month. In closing a little reminder to all the nimrods, just remember a fired bullet can never be recalled!

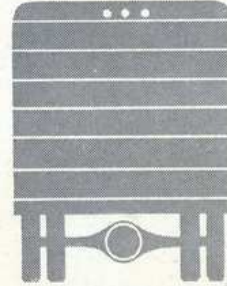
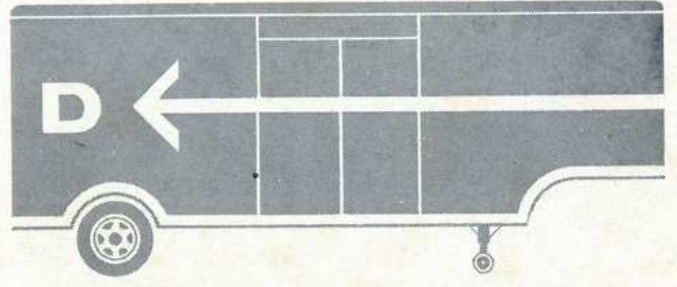
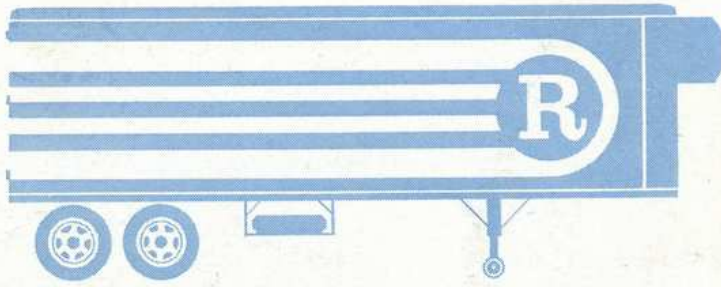
Safety Wisdom

A slip in a puddle of oil, my boy
Can land you in plenty of trouble.
Living expenses today are high.
In Hospitals, though, they're double.

So pick up the wrenches and other tools,
This safety thing is a must.
Your future depends on the care you take;
Don't make your career a bust.

It's easy to keep a clean shop, my boys,
And easier, still, to be wise.
So why not stay healthy and wealthy, my boys,
Leave heartaches to other guys!

MORAL: The money you save may be your own!



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Sun Ship's important contributions to Roll-On-Roll-Off shipping may be summed up in the COMET, the most advanced Roll-On-Roll-Off vessel ever to take shape in an American shipyard.

This vessel has a 78' beam and is 500' long. It is a self-propelled ship designed to transport over 10,000 tons of payload at a speed of 18 knots.

In the construction of the COMET, Sun continues to apply a brand of engineering and construction ability which has earned it a reputation for products that perform with dependability.

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