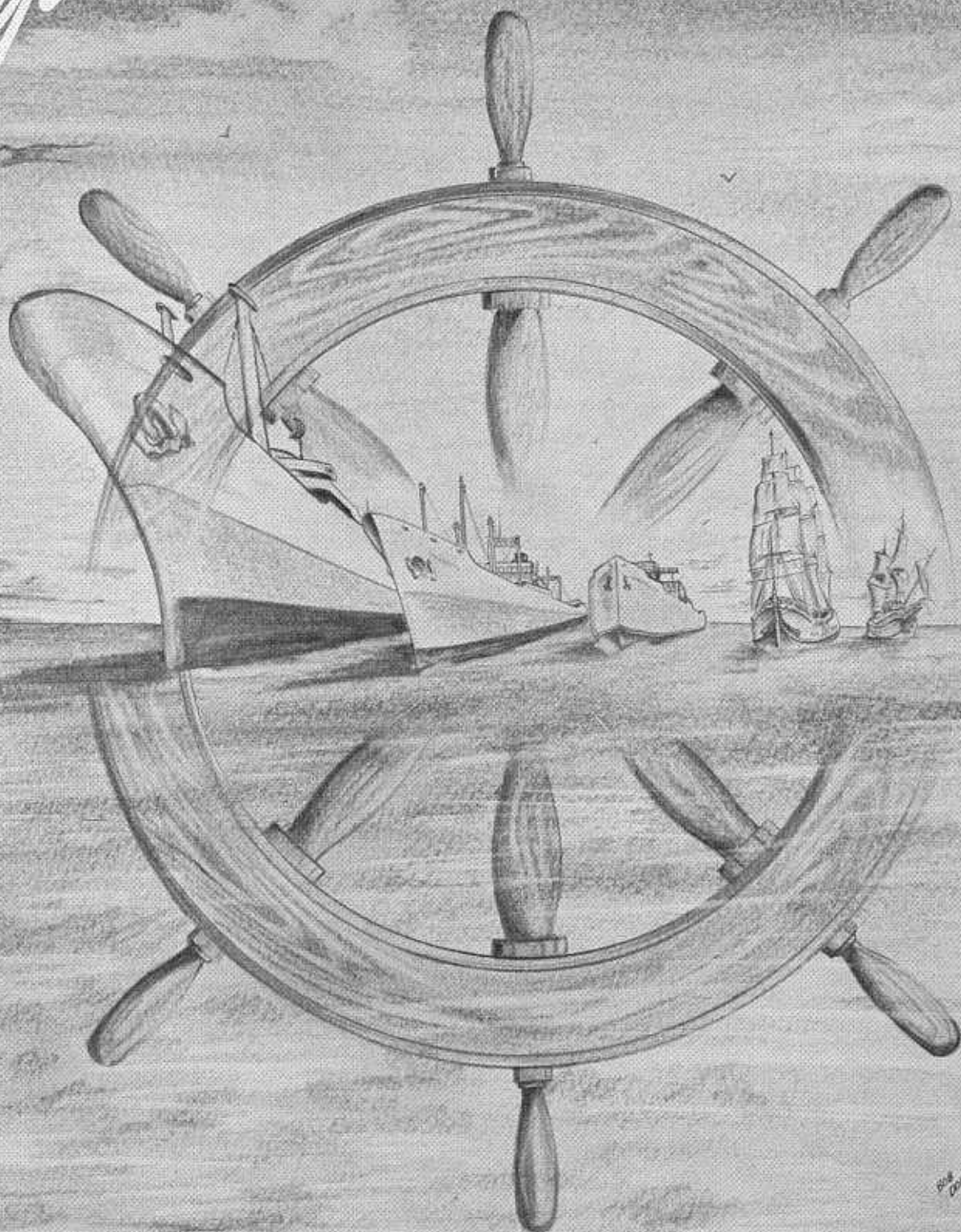


*Our
Yard*

7



SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., MAY 1960

Memo from John G. Pew, Jr.

Keeping In Mind Last Month's Thought . . .

Last month we presented here 10 principles of economics which, to our way of thinking, are inescapable if our way of life is to operate successfully. They dealt primarily with the physical movements of things, the role of government, management, capital, labor, and the significance of money in our economic life.

This month we are presenting some of the basic natural laws by which man makes progress economically. These deal primarily with the nature of human nature. There are 10 of them. If they cannot all be gotten in this month we'll finish them next month. If we understand the material contained in these two groups, we should be able to see much more clearly the true significance of current events. What is more to the point, we should be able to make it clear to other people.

1. **The Law of Freedom:** Of all God's creations man, alone, was endowed with free will. For this reason man does his best work in an atmosphere of freedom, freedom to choose his labor and to freely use the fruits thereof. Only freedom release all of man's potential energies.
2. **The Law of Cooperation:** Man cannot prosper alone in a modern economy because he performs only a part of the production process. His work is done as a member of a team, and, unless the whole team prospers, no member can prosper.
3. **The Law of Inequality:** No human beings are exactly equal in mental and physical ability. To make the best use of its human resources an economy must accept this fact and must provide opportunity for each man to do what he can do best.
4. **The Law of Compromise:** Prosperity requires harmony among men. Harmony requires compromise based on good faith and the Golden Rule. Without compromise man is confronted either with anarchy or government force.
5. **The Law of Compensation:** Men being unequal, their potential economic contributions are unequal and there must, therefore, be inequality of reward. The natural way to arrive at the monetary value of any particular ability is through the law of supply and demand: let the free market decide. Perfect "fairness" is impossible, but the free market method is the closest that man has found.
6. **The Law of Responsible Authority:** Responsibility without authority generates timidity, indecision, and caution to the point of inactivity. Authority without responsibility generates carelessness, arrogance, favoritism, and potentially disastrous decisions. Responsibility with authority generates balanced judgment, respect for the opinions of others, justice in personal decisions, and prudent planning.

John G. Pew, Jr.

Blood Bank Gets Shot in the Arm

It appears that in unity there is strength—and a lot of blood! In fact, 494 pints of it last month.

Donations to the Sun Ship blood bank jumped 134 pints over the total contributed at the last visit of the Red Cross bloodmobile in September, 1959, and all the credit is being given to unity. The hearty cooperation by ALMOST ALL (won't it be a happy day when we can drop that ALMOST!) departments from management on down, made the difference. The Union helped to spread the word. There was extra effort by the foremen. But the thing that made it, of course was the men and women that got out to #4 Way canteen when the time came and gave that pint after pint which made the total.

Looking at the figures we see where there could have been improvement even on this generous "outpouring." There were 756 pledges signed, but 138 signees failed to show up. Of those who did appear 20 per cent, or one out of five, were rejected. On that basis, if the other 138 had shown up there would have been 110 more pints added to the total. That would have been a walloping 604.

Al Boyd's 93 Department led all the rest in giving with 57.7 per cent. This would have been higher, Al said, except that there are a number who are over age and are ineligible. Within the department the mail boys were out in front with 100 per cent. Can't do much better than that unless someone gives twice.

Special mention goes to a number of 3d Shift men who came in on their own time to donate, and also to the eight girls, may their number increase, who arrived all at once to do their bit.

Find the record of your department in the accompanying report and then go to work to see that is less anemic next time.

A letter, obviously written by an illiterate salesman to the manager of his home office, read as follows:

"Dear Boss: I just seen this outfit which ain't never bought a dime's worth of nothing from us and I sole them a couple hundred dollars worth of guds. I am on my way to Chawgo."

Two days later a second letter arrived: "I cum here and I sole them 40 thousand dollars worth."

Both letters were posted on the bulletin board with this note from the president:

"We been spending too much time hear trying to spel, instead of sel. Let's watch those sails. I want everboddy should read these letters from G - - - - , who is on the rode doing a grate job and you should go out and do like he done."

Dept.	No. on Rolls	Pledges	% of Dept.	Pints	Rejects	Did Not Show
8	97	10	10.3%	7	1	2
19	6	1	16.7	1	0	0
30	55	8	14.5	6	2	0
31	107	33	32.4	22	5	6
32	15	2	13.3	2	0	0
33I	91	31	34.1	20	5	6
33M	57	18	31.6	10	1	7
34P	211	80	37.9	57	11	12
34M	26	7	27.0	6	0	1
35	54	15	27.8	13	2	0
36I	106	28	26.4	11	1	16
36M	33	2	6.0	2	0	0
38	59	15	25.4	8	1	6
42	35	6	17.1	5	1	0
45O	81	22	27.2	11	2	9
45B	8	1	12.5	1	0	0
46	44	19	43.1	12	2	5
47F	233	52	22.3	41	10	1
47M	23	4	17.3	4	0	0
51	15	1	6.7	1	0	0
55	58	7	12.0	4	2	1
58E	21	2	9.5	2	0	0
58R	17	2	0	0	2	0
59	418	169	40.4	109	26	34
60	90	44	48.9	20	17	7
65	80	24	30.0	11	8	5
66	64	11	17.2	10	0	1
67	136	9	6.6	6	1	2
68	65	6	9.0	2	1	3
69	49	19	38.8	11	6	2
74	26	4	15.4	2	2	0
75	18	3	16.6	3	0	0
76	78	10	13.0	9	0	1
78	61	19	31.1	16	2	1
79	17	1	6.0	0	0	1
80	22	3	13.6	3	0	0
81	32	1	0	0	1	0
82	10	2	20.0	2	0	0
84	42	9	21.4	6	2	1
85	7	2	28.4	1	1	0
87	10	4	40.0	1	3	0
88	25	8	32.0	6	0	2
89	13	3	23.0	1	1	1
90	26	3	11.5	3	0	0
91T	44	9	20.4	8	0	1
91S	54	7	13.0	3	3	1
92	7	2	28.6	2	0	0
93G	4	1	25.0	1	0	0
93S	26	15	57.7	10	2	3
94	12	1	8.3	1	0	0
MANAGEMENT		1		1		
	2,838	756	26.0	494	124	138

Where Are They Now?

The 14,000-ton tanker, Brigitte, has been sold by the Staroil Navigation Company to A. I. Romano of Athens, and has been re-named the Transpetrol. The vessel started life as Sun Hull #128, the Comet, and was launched in 1930. This is the fourth name she has had. The second was Brigit Maersk.

The Gulf Oil Corp. has sold to the Maryland Shipbuilding and Dry Dock Co.,

of Baltimore, the 16,000-ton turbo-electric tanker, Gulfvictor. The original name of the vessel was Vicksburg, Sun Hull #293, launched in 1943.

Pan-Amoco, Sun Hull #155, has been purchased from the American Oil Co. by the Huron Portland Cement Co. and re-named the H. R. Schemm. It will be converted for Huron's Great Lakes service. The vessel, a 15,000 dwt tanker, was launched in 1936.

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W. Dean Moore, Editor

REPORTERS: Thomas Adams, Al Bagby, Harold Baker, Layman Bentley, Stanley Boyda, Harry Burr, Len Buscaglia, Clarence Duke, James S. Falcone, Adam Heibek, John Hefflinger, Frank Hickman, Charles Jenkins, Joe McBride, Harry Osman, Gavin Rennie, Harry Sanborn, John K. Stafford, Charles Thornton, Edward Wertz, Robert Willoughby, Robert Wilson, Frank Wilson and Robert Hahn, Outdoor Editor.

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



GOSSIP AFTER RETIREMENT

By Clarence "Deacon" Duke

Strong Son of God, immortal love,
Whom we, that have not seen thy face,
By faith, and faith alone, embrace,
Believing where we cannot prove.

Thine are these orbs of light and shade.
Thou madest life, in man and brute,
Thou madest death, and lo, Thy foot
Is on the skull which Thou hast made.

Thou wilt not leave us in the dust.
Thou madest man, he knows not why,
He thinks he was not made to die,
And thou hast made him, thou art just.

I falter wher I firmly trod,
And falling with my weight of cares
Upon the great world's altar-stairs
That slope thro' darkness up to God,

I stretch lame hands of faith and grope,
And gather dust and chaff, and call
To what I feel is Lord of all,
And faintly trust the larger hope.

(Tennyson's "In Memoriam")

As this is the month of Memorial Day, we look back over the past about one and one-half years since this column began. We find that about 30 of our number have

passed to their final reward, and, while there was due notice of their passing in the issues of "OUR YARD," we feel that we should pause in our regular daily and monthly tasks and pay our respects to their memory.

It is with a deep sense of loss that we realize that their voices are hushed and their pens will no more give us the encouragement to go on with the short time that is left to the balance of us. The loss to family and our loss is Heaven's gain.

Name	Dept.	Date of Death
John Wilkinson	Supt.	Aug. 8, 1958
William Robinson	8	Aug. 8, 1958
Christofer Redfern	8	Aug. 9, 1958
Harvey Fisher	75	Aug. 9, 1958
Joseph Kirincich	58	Aug. 27, 1958
George Peathers	76	Sept. 24, 1958
Hayman Newman	59	Oct. 5, 1958
Harry Sharpless	36	Oct. 26, 1958
William MacQuiston	68	Dec. 17, 1958
Charles Eberly	33	Dec. 24, 1958
David Moorhead	36	Mar. 29, 1959
Silenzio Nardicchia	69	Mar. 30, 1959
Stefano Cornacchia	47	Apr. 1, 1959
John Roeske	Nav. Arch.	June 27, 1959
Lewis Page	67	July 5, 1959
Charles News	8	Sept. 12, 1959
George Tempier	8	Oct. 27, 1959
Eugene Vickers	Emp. Mgr.	Dec. 13, 1959
Walter Vogel	30	Dec. 10, 1959
Lawrence Cox	42	Dec. 28, 1959
Miss Lena Smith	91	Jan. 18, 1960

Otto Traub	34	Jan. 23, 1960
Joseph Zettle	66	Jan. 25, 1960
Edward T. Ferry	81	Jan. 30, 1960
Howard Boyer	47	Feb. 17, 1960
Patrick McHale	47	Feb. 19, 1960
Joseph Proctor	74	Feb. 22, 1960
George Buchanan	34	Mar. 3, 1960
Walter Green	99	Mar. 10, 1960
John W. Hudson	Nav. Arch.	Mar. 16, 1960

Sunset and evening star,
And one clear call for me,
And may there be no moaning of the bar,
When I put out to sea.

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark,
And may there be no sadness of farewell,
When I embark.

For tho' from out our bourne of time
and place

The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

(Tennyson's "Crossing The Bar")

Be not angry that you cannot make others
as you wish them to be, since you cannot
make yourself as you wish to be.—Thomas
A. Kempis



WHO SAID THERE'S NO LIFE IN OUR GIRLS? (Some of them, anyway!) Eight of them trekked out to canteen under #4 Shipway April 12 to do their bit for our blood bank. Here are four of them caught in the act. (l. to r.) Jean Hudak, Kay Schmidt (both Payroll), Joanne Jeffries (Stenographic) and Margaret Robinson (Material Control). And that's not paint in those bottles. Other four were Grace Hite (Personnel); Mena Harmer, Margaret McKinney and Ethel James (all of Payroll). You'll see their pictures later. A fine thing. Most girls we ever had before were three so this is almost 300 per cent increase. Other girls can learn from them there is nothing to it and if you shouldn't be a donor they will tell you before you know it yourself. We can start recruiting right now for September.



Rod and Gun News



By Robert "Whitey" Hahn

March roared in like a lion and kept right on roaring. In fact, we had more winter in March than in the rest of the winter season. That snow that fell on the third of March did a lot of good as far as the water table is concerned—and the water table is every one's concern. Most of the snow melted slowly and soaked into the ground in this section of the state, but up country in the mountains most of it ran off carrying lots of top soil and debris with it—even caused some flooding.

The Delaware River in front of the yard has been a coffee-brown for some time at this writing. Most of the pre-season trout stocking has been delayed as a result of the late snow. Since the first of the year there has been upwards of two feet on the level in most of the northern part of the state. Lots of streams and lakes hadn't been stocked by the tenth of the month. This should leave more trout for in-season stocking which is much better anyhow.

The so-called sportsmen who follow the hatchery trucks won't take many of the new-stocked fish if they have been well fed before they are loaded in the trucks. They can go two or three days without needing any food depending on the temperature of the water. As a result of this, they won't notice anything offered to them for at least 48 hours after being released.

I saw this happen at the annual picnic of a gun club I'm a member of. Each year we would stock 150 trout in about a half mile of Valley Creek where it flowed through the meadow where we held the picnic. A couple of years we stocked a day before the picnic but when the picnickers hardly caught any trout they claimed we didn't stock any. So at the last picnic we put the trout in right before their eyes.

The only ones caught were two that were foul hooked and six that were taken by a "sportsman" with an improvised gaff. His argument was that he had paid his two bucks for a picnic ticket and he was going to get his share of those trout. There happened to be two deputy fish wardens, members of the club, at the picnic. When they got wind of what was going on they pinched him and he was fined \$45.00 and costs for six illegally caught trout. The total fine could have and should have been more, the wardens claim, but then the poor fellow didn't know any better.

Hatchery trout are raised on food pellets. That is one reason they will hit salmon eggs when they won't hit anything else. The eggs look like pellets.

Last year one day three of us had been fishing a well-known trout stream in Bradford County most of the day with hardly any success. Two of us had been using worms and both wet and dry flies. The other lad wouldn't touch any kind of bait—he is a purist when it comes to trout fishing. He ties all his own, too! The three of us were all trying our darndest at one



IT'S A LITTLE LATE for this sort of thing but nobody brought in a picture of first trout or biggest sucker or anything like that so this was best thing we had for hunting and fishing department. As you can see it still was cold weather—probably in deer hunting season, too, or we never would have gotten picture. Robert S. Kirkner, 4½, (left) and William R. Kirkner, Jr., are standing with 104-lb. doe shot by their pop in Pike County. They are grandchildren of John Chernous (59-304).

of our favorite holes to no avail when three strangers appeared and stood watching us. Finally after about 15 minutes, one fellow asked if we would mind if he tried his luck. He said they all had their limit but he just wanted to see if there were any trout in that hole. In about 10 minutes he caught and released four trout none of which were under 12 inches long.

It seems those three fellows had a bet on as to who would catch the most trout and every one of them had caught and released more than 30 that day. There were about 10 of us in camp that week end and we hadn't caught 30 all told. Oh yes, what were those strangers using? Why, salmon eggs, of course!

Naturally, the main topic of conversation that evening in camp was salmon eggs and where to buy some. Several of the gang went into town, but couldn't locate any as most of the stores were closed. However, on the next trip up to the mountains everyone had a jar along but they seemed to have lost their allure. Since then I've come to the conclusion that the trout still in the stream had for-

gotten what food pellets looked like so they didn't get crazy over the salmon eggs. If trout are biting salmon eggs you have to keep a taut line when fishing with them and strike the instant they hit or all you'll get is an empty hook.

Do trout have a sweet tooth or do they believe in the Easter bunny? I heard, on pretty good authority, of three boys catching several nice ones out of Valley Creek near Valley Forge last year using jelly beans for bait.

Now here's one for small mouth bass when nothing else seems to work. Put a large, ripe, blackberry on your hook especially if there are blackberry bushes with ripe berries growing over the water. Hellgramites are usually a sure-fire bass bait but sometimes they don't seem to go for them. But put two on your hook back to back—it might put some bass in your creel.

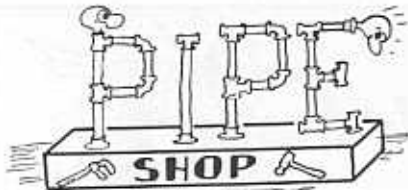
Changing the subject a little—it sure is nice to see so much small game around. There are more pheasant, rabbits and doves this spring than I ever remember. With normal weather for the next two or three months during the nesting and breeding season, we should have an over-abundance of game come next fall. As a result, we should get that 5-weeks small game season the game commission has promised with a great big "IF" . . . that is "IF" we have a good breeding and nesting period. Let's all keep our fingers crossed.

I had occasion to run down to my brother's game farm near Oxford, Pa., two nights before Easter. About 85 miles round trip and in that distance we counted 21 live rabbits, and 5 dead ones all of which had been killed that evening. There's hardly a morning coming to work that we don't see at least one rabbit killed along the road. Yes, there are tons of game wasted every year on the highways that should have been bagged the previous season.

Bill Gentry of 65 Dept. did his part last fall to cut down on the waste of game mentioned above. He and his brother really bagged their share of pheasant and rabbits up near Pottstown. Bill's brother insured their hunting by marrying a girl whose father owns a large farm near the aforementioned city. That's the way to do it! If you can't afford to own a farm, then have a brother who is married to a gal whose father owns one. Bill got him a new shotgun last year and just couldn't seem to miss—he claims.

Bill Zier is another 65 Dept. man with a flair for guns and hunting. Bill has been going to Maine for quite a few years after big game. When we got to fanning the breeze recently we found out we had been hunting some of the same country up in the North Woods. Bill has quite an arsenal of 14 high-powered rifles and about a bushel of hand guns. His favorite rifle is a 300 H&H magnum. That's a lot of rifle,

SEE PAGE 15, COLUMN 3



By Charles "Toots" Thornton

George Lawler, the congenial clerk of Superintendent Raymond J. Flanigan's office, vowed never to get another load of wood as he is still raking the nails off his lawn from last spring. We hope you have a better-looking lawn this year, George, old buddy!

John Hickey, better known as the medicine man, is treating his ills with a new kind of herbs and mountain dew. . . . "Mac" Mekenny, the play boy welding leader of the Pipe Shop, is sporting around in a new car. How about a trip to the shore, Mac?

John Miffin is getting in shape for another season of golf. . . . "Windy" Bill Lonquist says John should get rid of his old stove pipes and loosen up for a new set of clubs. Then maybe he could qualify with the top notchers of his club.

"Reds" Dougherty should try out for the softball team. He stops them with his chin, chest or glove but he always gets his man. . . . Bill Newlin must be on a new formula of vitamins as his bowling score has increased considerably in the last few weeks. Keep it up, Bill.

Bob Massey was seen over in Chester the other day holding his new-born baby like a sack of oats. Get your wife to give you a few lessons on how to hold the baby, Bob, and better luck with your new Pontiac.

Del Mahoney is straining at the bit for vacation season to roll around again so he can battle it out with the fish at Indian River. Better luck than last year, Pappy!

Bob Pilson better be careful what he talks about in his sleep. Wives are good listeners. But this time he claims he was carrying bolts all night. He went to foreman Dave VanHorn for overtime for working right through. Change your brand, Bob.

Herb Artwell is in spring training trying to increase his batting average. Herb had a very good average all last season but slumped terribly in the playoffs. Let's get back in there, Herb!

Has anyone heard anything from Walter Dzwonlarski since he retired from the hanger gang? If so, contact the writer.

Lloyd Lawson is getting his boat and cottage ready for another rough season on the fish. . . . "Chuck" Cox hasn't been seen patrolling the Gold Coast lately. Someone must have clipped his wings.

Greg Lavery hasn't been feeling so good lately. He had better see "Medicine Man" Hickey for some of his new tonic. . . . Sam Krupic is sporting a new set of ear plugs. He said the other ones must have disintegrated. No wonder with a head like that!

Anyone interested in a used car see Al Crockett. He deals in all makes.

SEE PAGE 24, COLUMN 1



STANLEY JACKSON, 34 Dept. 2d Shift, with his No. 1 complimentary admission ticket to this year's Kentucky Derby and personal letter which brought it to him from Wathen Knebelkamp, president of Churchill Downs. It will be 13th successive year Stanley has attended big race. (He won one year, too! No, not the race, you dope!).

About 10 a.m. next Friday (May 6), Stanley Jackson and five of his buddies will climb into a station wagon and head for Kentucky—Louisville.

Well, not exactly Louisville, but the place it is a suburb of—Churchill Downs. Certainly Louisville is a suburb of Churchill Downs the one day in the year that Stanley and his buddies are going to be there. The first Saturday in May for the running of the famous Kentucky Derby.

For Stanley it will be his 13th trip in succession. He has been going there regularly for so long, he is getting to be known to the extent that when Wathen Knebelkamp, president of the track, learned he was coming again he sent Stanley a complimentary ticket for admission to the grounds and the number on it is ONE.

In the letter which accompanied the ticket Mr. Knebelkamp noted it was the first one issued this year. He also mentioned there are "some complimentary tickets issued but not very many." So our Stanley can feel pretty special at Churchill Downs this year.

Stanley says his group will leave about 10 a.m. Friday and get to the track about 8:15 a.m. Saturday. They've got lots of places to stop along the way but there will be about 15 hours actual driving which will be shared by all the groups so everyone will get enough sleep without having to stop for sleep. They will leave for home after the race and expect to get here Sunday about 3 p.m.

One of the five passengers will be a Pipe Shop buddy of Stanley's, Floyd Gregory (34-107). It will be Floyd's first trip.



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REAL SONS OF SUN SHIP are McKenney brothers. They also are sons of J. Warren and Ruth (Smith) McKenney of course but both Dad and Mom have been identified with Our Yard. Warren still is in 34 Dept. and Ruth used to be first voice you heard when you called Sun Ship. Yep, she ran switchboard. Boys are Theodore C. (left), 7; Thomas G., 11, and . . .

THIS IS John W., Jr., 13



MARLEYS got separated a little, but that's all right because they're not same family. Loretta, 2½; Timothy, 6 mths., and Ronnie, 1½, are children of Ronald Marley. David, 15 mths. (left), is son of David Marley. Brother dads are in 34 Dept. **GAIL MARIE** (above), 7 mths., is granddaughter of Edie Wertz, OUR YARD reporter in Wetherill plant. **MARY ELIZABETH** (far left), is granddaughter of William Gilmore (31 Dept.). Father is Gene Gilmore, formerly of 34 Dept., now of California.



LANGTON GIRLS are granddaughters of Daniel Langton, 34 Dept. hangar gang. That's Karen on top. She could be nearly two. Patricia looks to be about a chubby six or eight months.



By Harry "Whitey" Burr

Uncle Roy Haskell and his wife drove up to their summer home in Connecticut last week and they say going by the new Connecticut Turnpike sure does make it a pleasant drive for a weekend trip.

Edward (Fats) Scheer, in charge of the burners in the scrap yard, sure does know how to clean things up—even if it is pipe!

Sam Manger's bird and dog business is picking up. It is so good that he must use a car to get his dogs. He reports selling Lord Chesterfield one of his fine parakeets, but after spending a day in our shop we feel sure it will never talk or sing. It is reported that Sam will only take riders who have a radio or watch with them so he can tell what time it is. The ones in his car don't work. Maybe after another payment, pal, you will get the parts so they will run.

Dick Stewart and Elmer Crozier of the Electric Shop are in training for a foot race. It better not be more than 50 feet or we will have two patients for the first aid. Stewart also is thinking of taking on Senator Morgan.

Floyd (Hop) Hopkins, our admiral, is getting everything ready for the launching of his new boat and the boys are all waiting for that first ride. . . . George "MG" Moyer has entered some of the sport car events around our county but so far has not fared too well as to prizes. We also got a report that he has been hired by Arthur (Muddy Water) O'Connor to be his bodyguard on his way home from work—it seems like he is always meeting some of his old pals.

Jim Madison sure does take chances by putting his hand in places that Ike Hamilton and Jones ask him to.

Well, our old pal, Pete Sweigart—a leader in 84 Dept.—received his 40-year pin the other day. Before he could go up to Mr. Burke's office he had to get a necktie to put on, and did he ever have trouble getting one around the yard. It looks like April was a bad month for Pete—even his car wouldn't start.

Fair warning to all in the yard: Don't try to put dirty dollar bills in that new coin changing machine in the #1-way canteen. It sure does push it right back to you fast. Your reporter and Ike Hamilton know this too well.

Ike is going to have his car painted red and blue so he can find it easily. We hear he forgets just what part of the parking lot he leaves it in and must walk around for awhile before finding it.

Wonder why Wilby Higgins of 33 Dept. is practicing walking around the plant with a cane. Are his eyes getting bad?

O'Connor has asked your reporter to take care of his affairs if anything should happen to him. First, he asked that I get lady pallbearers (not men) and big ones too, for his funeral. Pals, you all know that I will try my best to give him his last wish.

Joe Newman ran the tractor for a few days and got a nice bath when he hit a

Sheet Metal Shop

By Adam Heibeck

After missing last month's issue, you will again hear from the Sheetmetal Department.

Our department, after having a steady group of about 40 men, has suddenly
SEE PAGE 22, COLUMN 1



FIRST GRADE American boy. That's Douglas Cadman, Jr., 6, whose dad is in Hull Scientific. That first grade is in Rutledge Elementary School.

water pipe. . . . "Skin" Campbell lost his lunch the other day so from now on we will put a bell on it. Then he will know just where he left it when the noon whistle blows.

The bus strike has made it hard for some of our people to get to work, and the used car business around Chester has picked up a lot because of it.

Our dancer, Harry Kaylen, has been working on the dredge and has put on weight.

Page Groton and boss Browne were guests at the very fine military dinner-dance put on by my outfit in the Union League along with their ladies.

84 Dept. did make a better showing this time for the blood bank and I am sorry to report that I am now over the age limit and cannot give any more.

Just a few lines to make you think:

Do it tomorrow—you've made enough mistakes for today.

Sign on a Philadelphia church: "Come in and have your faith lifted."

Overheard: "She doesn't have much upstairs, but how about that crazy staircase."

Those who protest the loss of states' rights are too often the first to beg money from Uncle Sam. (George [Senator] Morgan please take note.)

Just received this very important news. The Senator and Muddy Water are arranging to go to the moon on the next rocket they fire. They feel sure they can get things going up there the right way and not have the mess we are in down



By Bob Wilson

Before we get wrapped up in the month of May, there are a few little items left from mid-April worth mentioning. Claude Allen and former department member, Frank Locke, both joined the proud fathers group. Both of their wives presented them with brand new sons. This makes three boys for the Allens and two boys and a girl for the Lockes. We are happy to report the proud parents and their new additions are all doing well.

We would at this time also like to wish Frank Locke the best of luck in his new job.

There was also cause for a few department members to celebrate around the middle of last month. John Aitken, Bill Burns and Bob Klenk all took possession of their new cars. Heard passing a word or two about his faithful chariot was Dudley Preston whose "gas buggy" recently turned over its 260,000th mile of faithful service.

Also heard talking about his car—but not in pleasant terms—was Frank McNulty. It seems Frank's car caused him considerable delay in getting home one night after work. Frank didn't mind having to eat a cold dinner but missing an important episode of "Clutch Cargo" made him very angry with the Ford Motor Company.

With the warmer weather here the department golf enthusiasts are out on the fairways making the turf fly. Along with the old regular players we have a novice golfer, Jack Carroll. Jack doesn't mind losing a ball in the rough, but hates to see one sitting in a sand trap. Matter of fact, the grounds keepers hate to see Jack get his ball in a sand trap as it usually ends up with the sand all blasted out and Jack and his ball at the bottom of the pit. It was rumored that on his last trip to Springfield Golf Club, Jack had to use a ladder to get out of the sand pit. (P.S. It was getting dark and his pals convinced him to give up.)

We are all happy to see Mac McCoy back with us again after his operation and long convalescence.

Without mentioning any names, it might be explained that the black ties, armbands and sad faces worn by several members of this department were worn in mourning for the \$10 million worth of whiskey recently destroyed by fire at a distillery in Scotland. "Ach what a waste!"

here. We wouldn't miss them. Your reporter feels sure that after a short stay up there they both will be glad to get back home with the boys again.

Well, spring is here and summer will be along very soon. When driving your car just think of those kids who will be playing in the streets. When you check and see how many we kill each year this way, it makes you think twice and wonder if we are living too fast or don't we care for the other person.

Joe Ireland Has Time of His Life



AND MAY IT CONTINUE TO BE BUSY AND HAPPY is wish of his colleagues as they give Joe Ireland, for years foreman of erecting gang, a rousing sendoff into retirement. That's a radio he's holding and he also was given a beautiful watch—probably so he'll know when to turn it on for his favorite programs. Ed Humphreys, assistant foreman of 45 Dept., did the honors and looks well pleased with himself. Joe McBride, 75 Dept. foreman (right), was master of ceremonies and with President Richard L. Burke seems to be in full accord with goings-on.

Joe Ireland, in the process of being cleared for retirement, found it pays to lead the good life. Everything he ever did or even thought of doing was brought out, no matter how far into the past it had retreated, and he still finished up lily-white.

It all happened at the Clubhouse late in the day March 24. A host of Joe's friends from Our Yard gathered to honor Joe and his 42 years of service. They called the proceedings, "Joe Ireland, This Is Your Life!" A couple of times during the night Joe probably thought they meant "... This is all your life is worth!" It reminded one a little of "The Shooting of Dan McGrew"—A bunch of the boys were whooping it up in the Malamute Saloon—. But Joe got through safely except that the warm friendliness of the evening no doubt made him wish his 42 years were just beginning.

Layman Bentley started the evening by invoking a blessing on the proceedings and the McBride brothers followed this with a most effective trio arrangement of

"The Lord's Prayer." Joe McBride was toastmaster and as soon as a reasonable pause had been made to allow for gastronomical proclivities, he started the ball rolling.

The rest of the evening was a welter of laughter for the most part. President Richard L. Burke and Vice President Paul E. Atkinson; Superintendents Arthur Holzbaur, Frank Hoot, Jr., William Smith and Charles Zeien all had things to say about the guest of honor. Most of it was in a lighter vein but the tone of even this part was that here was a valiant workman who has earned his leisure.

The evening was climaxed by the presentation of a radio and a handsome wrist watch to Joe with Eddie Humphreys, 45 Berthing assistant foreman, doing the honors.

At intervals during the program the McBride trio sang. One of the songs they used was an "oldie" with a special Joe Ireland twist to the words:

Sure a little bit of heaven
Fell from out the sky one day

And he nestled in the "frog pond"
In a spot not far away.
And when the angels found him
He looked so peaceful there,
They did not want to take him back
In fact they did not care.
So he got a job at Sun Ship
On the good old Delaware
And was later made a foreman,
The type that's very rare.
He was a darn good fellow
And could talk to beat the band,
So the one that we now sing about,
His name's Joe Ireland.

Rev. Jones: "Sheriff, there's a dead mule in front of my house."

Sheriff: "I thought you ministers took care of the dead."

Rev. Jones: "We do, but first we get in touch with their relatives."

Smith: "Your wife used to be so nervous. Now she seems quite cured."

Brown: "Yes, and it was so easy. The doctor told her it was a sign of age."



JAMES ASHTON, 8-426, 35 years



GEORGE COURSEY, 76-5, 35 years



WILLIAM SMITH, 19-1, 35 years



JOHN HAUSMANN, 34-62, 30 years



STANLEY THOMSON, 8-64, 30 years



JAMES DOHERTY, 59-53, 25 years



JOHN HICKEY, 34-82, 25 years



ELIAS KONDIK, 59-98, 25 years



FLETCHER MARTIN, 60-300, 25 years

Stevenson, Yeager Pass 40 Gracefully



HERE WE HAVE TWO 40-YEAR men, one of whom is that slightly rare variety in the Select Circle, a 2d Shift man. Andrew Yeager, 47-6 (right), has been on 2d Shift about as far back as memory of contemporary man. He and John Stevenson, 78-13 (left), received their 40-year pins recently from genial gentleman in center, President Richard L. Burke. Andrew is foreman in Fab Shop and John is in Hull Drawing.

Some time ago (he started his apprenticeship about 1905) John Stevenson first saw the light of day in Jarrow-on-Tyne in England. Little thought he on that eventful day that he would wind up as a mainstay of Sun Ship's Hull Drawing Room in faroff America. In fact, on that eventful day, probably, little thought he! He still was quite young for thinking, you know.

But the locale of his birth accounts, no doubt, for the pleasant twist John gives the King's (or was it a Queen then) English when he holds forth on any subject. He got most of his basic knowledge of naval architecture there, too. He served a five-year apprenticeship in the yard of the Palmer Shipbuilding Co. in Jarrow. At the same time he attended Armstrong College in New Castle-on-Tyne studying the subject.

Emerging as a full-fledged naval architect, John migrated to Scott's shipyard in Greenock, Scotland, for a couple of years and in 1912 headed for the United States.

In those days Fore River Shipbuilding Co. was just that and not a part of the Bethlehem hierarchy. That was John's first stop in this country and he stayed in Quincy about a year. He worked on the first Battleship Nevada there. Then he came down to take a job at Cramp's—

temporary, the man said. Two years later he moved to Newport News, two more he came to New York Ship, two more and he arrived at Sun and discovered the truth of that saying — You've tried the rest now try the best.

That was in 1919. With the exception of four months, John has been here ever since. He went back to the Old Country in 1928. Took six weeks and did the British Isles like a back country tourist. He hasn't been back since. He does a little gardening around his place in Philadelphia, enjoys his pipe and some of the quiet games, but principally loves his work.

NOW WITH ANDREW YEAGER it was a little different. Andy was born and raised in these parts and took his first job at Belmont Iron Works before World War 1 (the one they called for years THE World War!). He was a riveter and maker of rivets.

As soon as the war began he was in it and he didn't get out until it was over. Anyone who spent 18 months in France had to be in it from start to finish. He was in heavy tanks and spent three weeks in blighty in a Birmingham, Eng., hospital.

Back from the wars he returned to Belmont for a time then came to Sun Ship in March, 1920. He started as a shipfitter and before the year was out was made

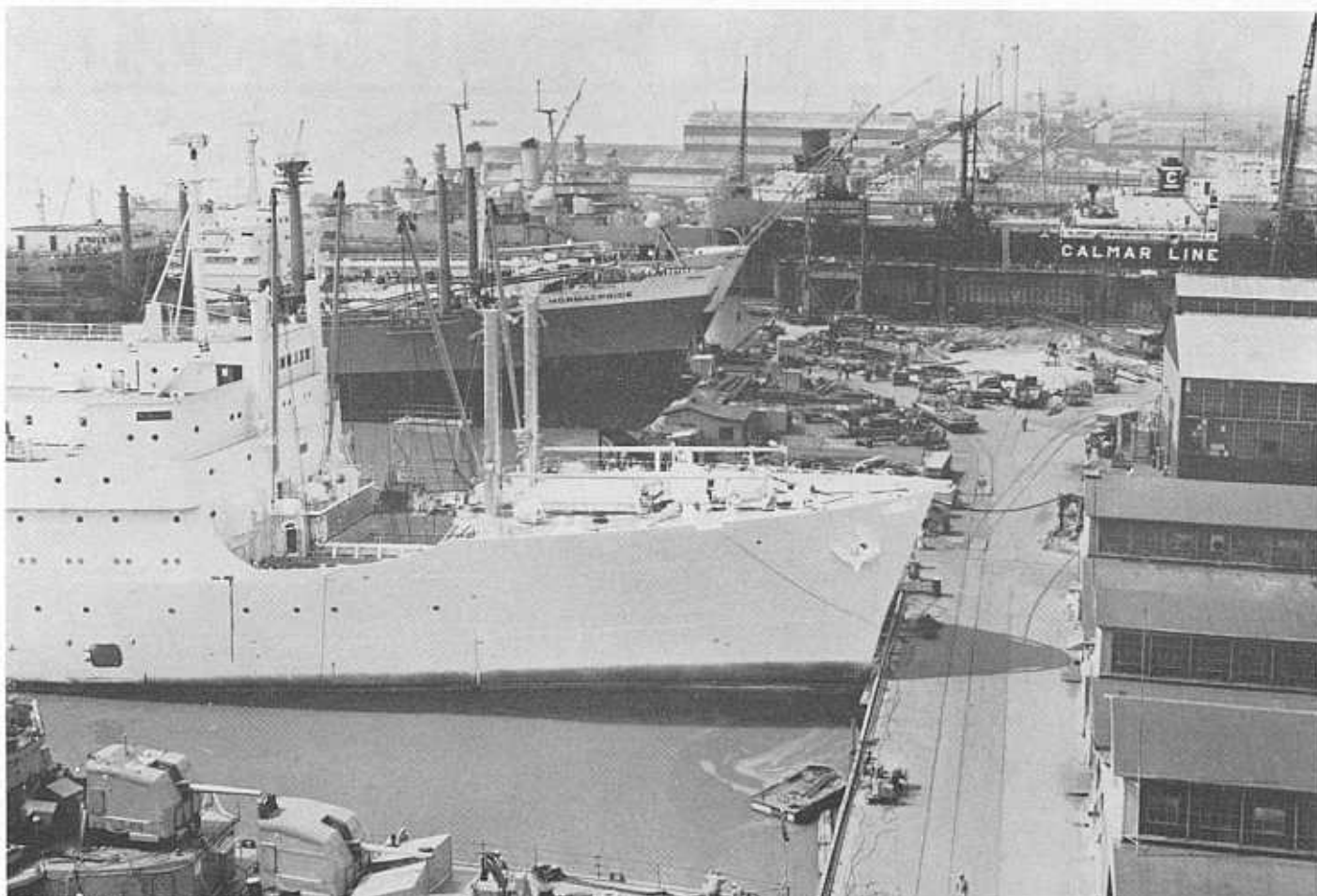
an assistant foreman. He was in charge of building cofferdams (they were riveted in these days) in front of the shipways. Then the cranes would pick them up and they would be set into the ships in one piece.

He hardly had a chance to catch his breath as an assistant foreman before he was back to shipfitter again (13 months, actually). Another 11 months and he was a leader. Four years of that and he was assistant foreman again. Six years and he was back to leader. Nine months and he was up again to assistant foreman where he stayed put for seven and a half years.

Finally he got over the hump. On Jan. 1, 1941, Andy became a foreman and stayed there. The only big change since was when Superintendent Bill Beatty, (S. S.-Ret.) changed his day to night about 10 years ago. Andy has been a 2d Shift regular ever since.

His second and third greatest interests outside the yard are his home and his car. He takes great pride in both and spends much time keeping them in tiptop condition. His first interest is, of course, his wife who is the reason for the other two. He figures the well-kept home is necessary for her comfort and the car takes them far and near each weekend. That's a great recipe for enjoying life.

SEE PAGE 10, COLUMN 1



WHATEVER YOU CALL IT, WE'RE IN FAVOR OF IT!—Looking down from craneway of #1 Shipway you viewed this inspiring sight last month. Something doing in every wet basin and both dry docks are full. At bottom deactivating of USS Sigourney continues. Next, alterations were in progress on American Export Lines cruiseship Atlantic, now delivered and scheduled to depart on first cruise May 16. Then comes Mormacpride rapidly rounding into shape for trial trip next month and on other side of pier is Olympic Sky of Central American Steamship Agency, Inc., waiting to go on drydock as soon as Marymar of Calmar Steamship Co. is waterborne again. Beyond Marymar in #1 drydock is Louisiana Sun. Man-of-war is light cruiser Columbia waiting to be scrapped and out of sight beyond her and almost down to waterline is what remains of heavy cruiser Minneapolis.

MORE ON SERVICE . . .



GEORGE MILLAWAY, 36-52, 25 years

March Awards



40 YEARS

- 78-13 John Stevenson
- 47-6 Andrew Yeager

35 YEARS

- 19-1 William Smith
- 8-426 James Ashton
- 76-5 George Coursey

30 YEARS

- 8-64 Stanley Thomson
- 34-62 John Hausmann

25 YEARS

- 60-300 Fletcher Martin
- 36-52 George Millaway
- 34-82 John Hickey

- 59-53 James Doherty
- 59-98 Elias Kondik

20 YEARS

- 59-295 Walter Prandeski
- 59-387 Charles Larkin
- 67-278 Charles Jones
- 38-38 Dudley Preston
- 42-102 Arthur Curry, Sr.
- 33-89 Richard Stebner
- 59-298 Samuel Warfield, Jr.
- 34-832 Graham Ward
- 60-101 William Gordon
- 76-34 Clement Desmond

15 YEARS

- 59-178 Edward Andrukonis
- 46-151 Joseph Ciliberto
- 66-55 Edward McShane
- 36-353 William Gibbs, Jr.
- 47-2903 William Williams

10 YEARS

- 59-570 Clifford Brown
- 78-147 Thomas Dunion, Jr.
- 47-725 George Albany
- 68-201 Francis Dougherty

Help Keep Our Wheels Turning

By Frank Ellis

Foreman, Transportation Dept.

About once a minute a telephone in the transportation office rings (not quite that often, just 53 times an hour). Before he answers, Clem Desmond knows it's someone with something to be transported someplace and "Now! It's an emergency! It can't wait!"

Regardless of what it is, or how big or small, it **MUST BE DONE NOW.**

Well, let's figure a little. There are currently 81 men in the whole Transportation Department. Of these, only 20 are drivers of cars, fork trucks, etc. The remaining men are crane operators to operate 54 cranes on two shifts (there are 54 cranes but not all are in constant operation). So we'll say there are about 20 men to do these 53 jobs an hour. And that's enough nine times out of 10—no, make it 99 times out of 100—if each of the 53 jobs is given the importance it warrants.

Just the other day we got a call to have a piece of equipment moved. It had to be done right away, according to the call, and the stuff being what it was, it was quite possible that was the case. So a man and a carrier were taken away from another job to make this emergency change.

Two days later we got a call to come and move the equipment because it was in the way where our man had left it. **TWO DAYS LATER** and this piece of equipment which was needed **RIGHT AWAY** hadn't been used yet.

If the caller had said "sometime in the next couple of days could you move . . .", the job could have been worked in with-

THIS IS what kills you! Looking at massive tire one would be inclined to say, "So what if there is no air in it?" But a few tons of weight on it and it flattens out like any other pneumatic doughnut. When a stray piece of steel gets in way of tire on roadway, this one can pick it up and go flat too quick. Steve Yankanich has a case in point. That little piece of scrap is in so deep he can't even work it out with pliers. A little more thought toward preventing this



on part of all of us would keep equipment rolling.



REAL ELBOW BENDER is Clem Desmond but not for usual reason. His phone averages about 53 calls an hour and no matter how gruff person on other end is, Clem's salute always is as cheerful as though he was giving you benefit of the doubt. This is nerve center of transportation system. Clem can reach any piece of rolling equipment by flick of a switch.

out causing a ripple in the schedule and the stuff still would have been on hand when it was needed. (Incidentally, the thing that makes it an emergency, like as not, is that the guy was told two days before to order the equipment and forgot to do it).

Sometimes a call comes which is a real emergency. The nearest vehicle is reached by our radiophone equipment which enables us to contact each vehicle in the plant at any time. Our man can be on his way within two minutes after the call comes in. Five minutes later we may get a call from the driver—"Have to put someone else on that job, I've got a flat tire."

Another man is started but before he gets there the phone is sure to ring and someone wants to know "where in the h---" is that truck or lift or whatever was wanted. Later the damaged tire is taken apart and a carelessly discarded piece of scrap metal or the remains of a welding rod or other substance that shouldn't have been on the roadway is dug out of the casing. It has happened that tires have been damaged beyond repair in this way. Some of the casings alone cost \$140. It also takes several manhours to change some of them.

Another costly idea that a lot of people have is that we are clairvoyant—we know what's going on without being told.

One of the ways this works most frequently is the little—job-that-wasn't-there business. Someone will call for an operator

SEE PAGE 12, COLUMN 1

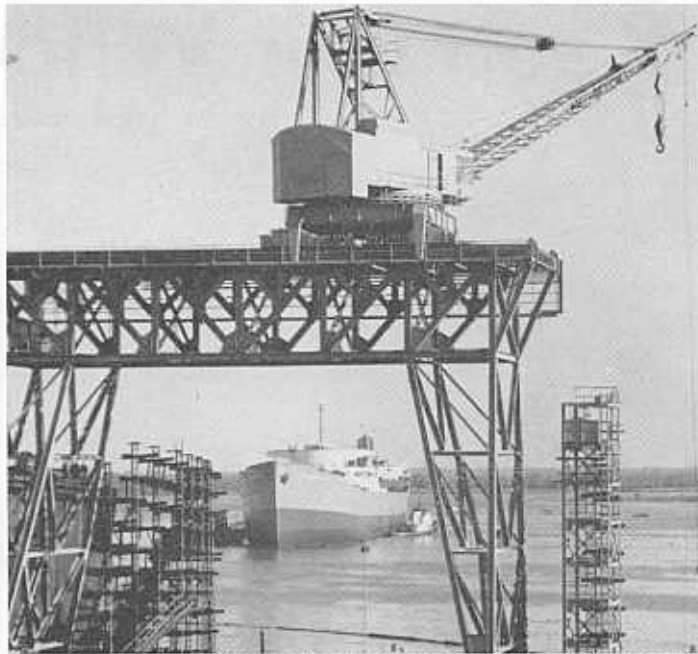
MORE ON TRANSPORTATION . . .

—these situations usually involve cranes—and well in advance of the time he will be needed, too. The crane operator appears on time and he might just as well have stood in bed, so to speak. No job, no one there to tell him what to do—by the time he knows for sure the job is a false alarm, reports back and someone checks out the situation and reports back to the operator a lot of time and money has been wasted. Probably someone else has been kept waiting for the services of the operator.

What caused it? The job was canceled or handled some other way and nobody remembered to cancel the order for the operator. We can't know of the change unless we are told.

Our service could be improved, too, if people would be specific and accurate when placing their orders. Too many times materials are delivered to #6 pier when they should have gone to #6 shipway or to #4 pier when they should have gone to #3 pier because the one who ordered it didn't know the difference. Knowing what you want moved helps us to send the right piece of equipment and knowing exactly where you want it placed removes the necessity of having to send equipment later to move it out of the way.

Now and then delays are caused by



HOW WOULD you like to set yourself up in a business which required a half-dozen of these babies? They're almost as expensive as a babe—something more than \$340,000, a piece. This bridge gantry and its five partners (another bridge gantry and four gantries) make hoisting history around #6 and #8 Shipways. Each can lift 50 tons.

breakdowns—sometimes mechanical, sometimes electrical. A vehicle is fixed on the

road or can be towed to the garage if necessary. A crane stays put. The fixer



THIS UNDERSLUNG BABY CARRIAGE is used to move things like 25-ton load you see on it when boys are too lazy to carry the stuff. Sign up near front tells you flatbed weighs 12 tons by itself. That's Elmer Bidgell in driver's seat of big Berlinger forklift. Elmer has paused for moment because squawkbox behind him has informed him Clem Desmond would have words with him. Elmer is having his say into microphone. There are three of these big lifts in Our Yard.

goes where it is. While the crane is out of service, alternate service frequently can be provided to minimize the interruption. The sooner trouble is reported to the transportation office, the sooner it will be remedied. This means, especially in the case of gantries and bridge cranes, that someone on the ground should report the trouble instead of waiting for the operator to climb down and do it.

But make sure someone does it! Too often a piece of equipment is not ordered or a breakdown goes far too long without repair because everybody thought someone else had given the necessary notification. Do it yourself or be sure you know who did it, then there will be no delay.

Five things to remember to obtain the fast, efficient service we are ready and equipped to give:

1. Make sure someone places the order or reports the trouble.
2. Don't make it an emergency unless it is.
3. Give accurate directions.
4. If anything changes the directions be sure to let 76 know.
5. Keep refuse off the roadways.

We have 87 pieces of equipment and ample manpower—we know the average job takes only 20 minutes to complete—and with a little cooperation from you we can function at peak efficiency all the time. We are at your service.



KEEPING wheels turning is job of George Lynn (in cab) and Curt Temple, "brakeman," Swift, Silent and Darn Durable railroad system's iron horse jockeys. Notice George with microphone getting weather, flying conditions and all pertinent data from Clem about his next job.

Two octopuses got married and swam down the aisle, hand in hand, hand in hand, hand in hand . . .



By John Rosati

Our diesel crane operator, Frank Bamforth, has been out since the early part of March for an eye operation. We all hope it was successful and wish him a speedy recovery. Meanwhile Walter Burnett has replaced Frank and doing a swell job.

Bud Powell went on a weekend trip to New York. He spent several hours sight-seeing. Claims he had a wonderful time.

Fellows, if you ever see Curt Temple our locomotive brakeman, in Chester on Friday nights, watch out. He travels so fast that in order to get a "hello" from him you'll have to try tripping the old fellow.

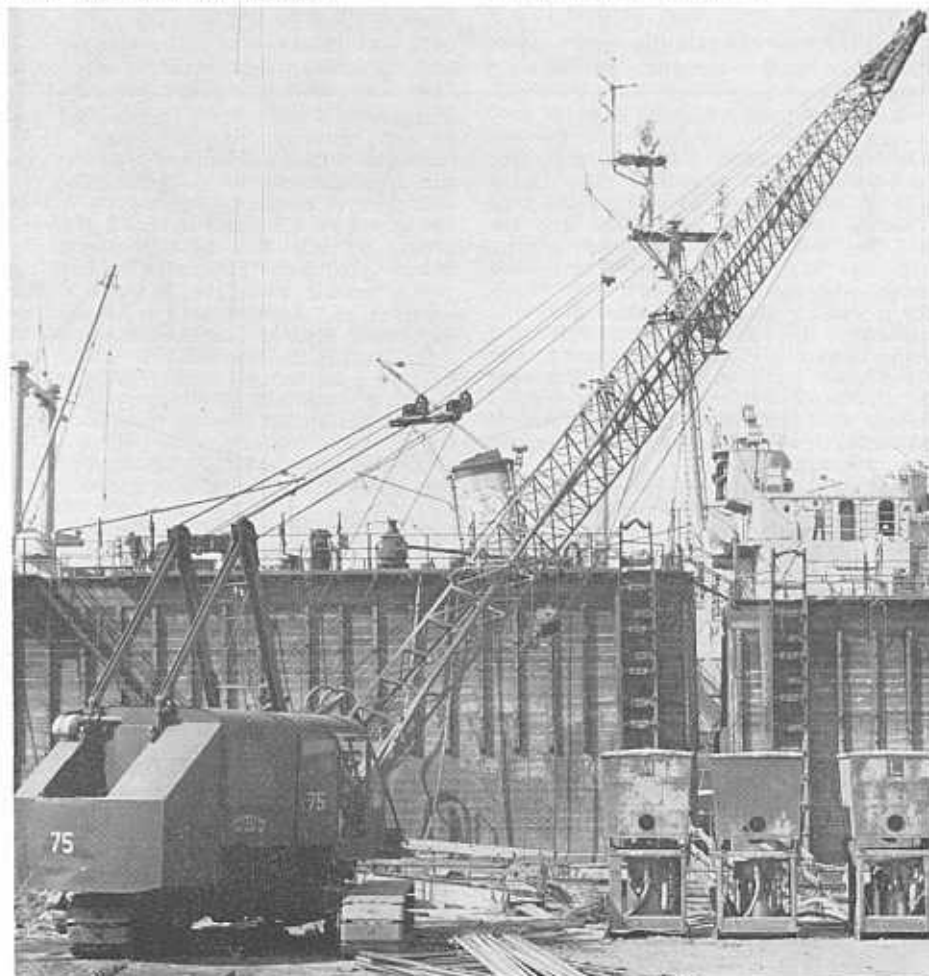
We are glad the company is scrapping ships in addition to our new contracts. The work has kept our scrap yard buzzing with activity. All this required a lot of planning by Supt. Charles Zeien and Foreman Joe McBride to prepare the scrap yard for handling and shipping. As most of us know, all scrap from 5 pier must be kept separate from Sun Ship scrap for correct accounting. More so, it has created work for many additional men.

We're all hoping for the company to obtain some new contracts.

A woman, called for jury duty, tried to convince the judge she should not serve because she didn't believe in capital punishment.

"But, lady," said the judge, "this is only a case where the wife is suing her husband because she gave him \$1,000 to pay down on a fur coat, and he lost the money on the horse races!"

"I'll serve," the woman said adding, "you know I could be wrong about capital punishment!"



HERE IS ANOTHER TYPE OF CRANE which has advantage of being able to go where work is. It's a 60-ton Cummings Diesel with caterpillar traction.



By James S. "Brutus" Falcone

It's springtime again! We can look forward to a spell of wonderful weather with the carefree living it affords us. Just think—vacations, weekend trips, outdoor cookouts, Bermuda shorts, crab grass, dandelions, power mower, flower care, baseball, softball, swimming, basking in the sunlight, resting under the shade—you name it, it's yours to enjoy.

Joseph Jones (Passick's gang) made my recent prediction come true. He and his wife are the proud owners of a 1960 Chrysler Saratoga—silver grey body, white top, white wall tires—barely fits his garage! I'm sure Mr. and Mrs. Jones will derive much pleasure from their new automobile.

Russ Hughes (machinist) and his wife, Madeline, also went shopping for a new auto. They fell in love with an 88 Olds, 4-door, 1960 model. It's real classy and it will speed them on many happy weekend jaunts towards the Chesapeake Bay where their boat is moored.

Jack Wonderly feels sure he outfoxed John Ferguson (Burner leader). "Fergie" gave Jack 2 books of gas ration stamps of World War II days. Jack confided to me that they are now collector's items and are quite valuable! I don't know if that's true or not, but I could have put a few extra books of gas stamps to good use during the war years!

Russ Rothka (burner) put in some pre-trout season practice at Limestone Springs Fish Hatchery, near Lebanon, Pa. You must pay a \$1.50 fee plus \$1.40 per lb. for fish caught. Not as exciting as the real thing but certainly helps prime one for the season.

Walt Kelly (shipfitter leader) is looking forward with great optimism to the coming Eastern Little League season (Chester). He is assistant manager of the Reichel Post, V.F.W., entry. He gets a big bang from his role of fostering the development of youngsters in our national pastime! Keep up the good work Kelly and may your team reward your efforts with a successful season.

Ernie Grieco (loftsmen) is assistant manager of the Lloyd A.C. entry, Western Little League (Chester). "Ernie" would love to see his team go all the way to the Little World Series at Williamsport, Pa. If you see him huddle with "Ed" Humphreys, 45 Berthing assistant foreman, you can be sure they are mapping strategy.

Any time a department the size of 47 responds as lamely as we have in the recent past to the appeal for blood donors, something is wrong! What is it with healthy, red-blooded men that they won't volunteer to give blood? Somebody better wake up before we lose our privileged group donor setup. There are several men who have contributed over a gallon—"Chic" Cornog (shipfitter) and myself to name two. If I can give blood, you may



YOU DON'T HARDLY FIND winters like this anymore, as Lonesome George would say. But we sure had them about 20 years ago. These boys are taking a short cruise on river back in winter of 1941 or thereabouts. They are testing a motor life boat. Earl Boland (rigger) is at helm and John Lefever has the old dudeen between his teeth. Third man is mystery man of last month's picture who is more successful than ever in concealing his identity here.

rest assured there's nothing to it.

Ray Kulakowski (burner) proudly proclaimed that his wife, Martha, presented him with an 8 lb., 5 oz. boy. They named him Valeran—a sort of compromise with Valeria, the name they chose for the girl they were so sure they were to have.

George "Hot Rod" Hoffner (burner) has established himself as the "legal eagle" for a small group of embattled men who delve into the intricacies of law. When I came upon this group the discussion centered about civil wrongs—the term used by the profession is tort. They seemed happy with their new knowledge and if not checked might feel a cut or two above the rank and file.

Logan Miller (layout) has agreed to manage the 1960 entry of our department softball team. Logan is a veteran manager having guided the mighty Eddystone Vets for many years. Serving as team representative is "Al" Pierce a tireless worker for the team who is most dependable for cooperation with the league officers. Larry Talley, popular captain, will again serve in that capacity providing the needed inspiration on the field. The team will give a good account of themselves this year.

The Sheet Metal Shop has borrowed some of our fitters enabling them to handle an increased volume of work. On loan are the following: John Lavery, Joe Burgess, Harry Moore, John Shedletsky, Lou Seery, John Costigan, Jr., Gordon MacDonald, Bill Tuppeny, John Komarnicki, Lou Robinson, Munko Nelso and Henry "Ducky" Ruh. The fellows feel the experience will serve them to advantage upon their return to the shop.

The scrapping operation has increased in tempo. The following men were hired

as burners. Fred Averill, Richard Willing, Luther Brummitt, Alfred Gault, Peter Case and William Hazelton. Welcome into the department, fellows. If anything exciting or interesting happens to you or yours, yell for "Brutus" and we'll give you a little writeup. You don't need seniority to have your name appear in the book!

The annual banquet for OUR YARD reporters and their wives was held Saturday, April 30th at the Corinthian Yacht Club. This is the first time the affair was held on a Saturday evening which makes it possible for 2nd shift reporters to attend. This should lay to rest, once and for all, the oft-heard cry—"Nobody cares about the second shift!" My good friend, Bob Willoughby, please take special note.

OUR COVER this month is another example of Bob Donald's prowess with a soft pencil. It was his own idea from the start and represents the development of ships over the past 300 or more years. The first figure (right) is of the Mayflower. The second represents the 18th and 19th century clipper ships. Center is the Chester Sun, first of a long succession of tankers to be turned out in Our Yard. This was a 10,000-ton vessel which could carry 80,000 barrels of oil. The next step up is the Delaware Sun, first of what was then a supertanker. This class is the 30,000-ton variety carrying 251,000 barrels of cargo. Then we come to the latest thing in tankers, the Pennsylvania Sun.

In the background is the wheel, the helm which, larger or smaller, has been standard equipment on all these ships, the common denominator, so to speak, on which has rested the responsibility of getting "them that go down to the sea in ships" home safely.

INK SPOTS

FROM THE
HULL DRAWING ROOM

By Harry Osman

The Ink Spots column is now being written by Dorothy Kilgallen Osman! This is a new name bestowed upon me by Sam Summa. Since its acquisition I have been trying to decide whether to be proud or to punch him in the nose. Someday I hope to be enlightened why Sam invested me with this effeminate title. For his sake, I hope it was meant in praise.

Pennsylvania Military College passed out reports recently and Sue's husband, Dave Longbine, had his name at the top of the honor roll. Dave had a perfect mark of 4 points! To Dave this is not uncommon. This is Dave's senior year and to date he has had six offers of employment.

It is with much regret that we report considerable sickness among Hull Drawing Room members and their families since last month. Jesse Burr suffered a serious attack one evening while watching television. She was taken to the hospital but as Bill has been working out in the yard we have been unable to learn of her present condition. Jesse, we hope you have recovered.

Lee Eshelman spent a few days in the hospital for tests because of some unusual pains. Lee said that some of the tests were more painful than the pains he entered with. He was eventually discharged with the information that it was true. He had had the pains.

Paul Sloan took his five-year-old daughter, Susan, to the hospital again for an operation on her ears. The last time Paul did this, Suzie wound up with an operation on her heart. This time her doctor obeyed orders and confined his skill to one ear. Suzie will have the other ear attended to at a later date.

We also regret to report the passing of two who were close to the Hull Drawing Room family.

John Hudson, formerly our naval architect, departed from us recently. His obituary will be found elsewhere in Our Yard. Condolences are offered to Doris McCleery, whose mother, Mrs. Leota Campbell, died last month.

Service pins were awarded recently to two of our men. Tom Dunion of Hull Outfitting completed his tenth year of faithful service. His acceptance speech—"Oh, it's that!"

John Stevenson had the pleasure of shaking hands with President Burke, had his picture taken and received a 40-year service pin with four jewels. Congratulations to both Tommy and Johnny.

Congratulations also to Adell and Bill McNamara who are expecting their first addition in the very near future. They also purchased and moved into a new home recently. Bill is giving up speed boating and water skiing for awhile in favor of other interests.

We are happy to report an increase in offers as blood donors on the third floor. On the last trip of the bloodmobile, 14 out of 67 employees volunteered. This trip, 17 of our 59 brothers offered their blood to the bank as future insurance.

Percentage-wise we rate so-so, but when



TOO BAD they have to live so far away when they are like this so short a time. Walter Marsh (31 Dept.) has to go all the way to Connecticut to see granddaughter, Deborah Kalesnik.

It is considered that about ten of us are over age as donors, we stand at about 34.7%. Eliminating those with hallitosis, athlete's foot or dandruff, we rate about 99.44%. The .56% left is for the blood clot in Tom Larkin's leg. Nobody wants it.

Those who volunteered deserve the appreciation and thanks from all of those unable to give. Let us hope the occasion does not arise when we have to ask for it back.

Jack Petchel volunteered as a donor this time. Jack said he will replace his father who is now over age. Welcome to our exclusive brotherhood, Jack.

Early in April, Fred Keller was observed wandering around with a half-dozen blueprints under his arm. Obviously he was a young man with troubles. "That there clothes dryer won't go in the Atlantic," said he. Fifteen working days left and the dryer is too big. That is always the trouble, too much in too little space.

Fred broke out in a sweat when it was suggested that maybe he had the foundation too high. "But it's only four inches." So the dryer won't go in, then the foundation still is too high. Fred departed, muttering something about raising the roof.

Charlie Grauel was having similar trouble with a sterilizer. Too big. Too large to go through a door. Charlie was pondering whether to cut a hole in the roof and each succeeding deck or to cut a hole in the shell to get the machine in. The only trouble was that a hole in the shell might be partly below the water line. Charlie was last observed counting how many bolts would have to be removed in order to pass the machine through a door piece by piece.

If the Atlantic is still here when you read this, will you kindly go aboard and look for Fred and Charlie?

Ron Fellman is now in the new car class. He just purchased a brand new Ford. . . . C. J. Grauel, Jr., now is riding around with his head in the clouds. He is the owner of his first automobile. C. J. bought a '56 Ford convertible. It's a very shiny black car with lots of chrome and very attractive—to women.

Tom Larkin's son, Ricky, has been looking for a good used car. Of course, it must be a convertible and should be a big eight with stick shift. Rick says there may be modified chariots that could tear a plain stock wagon up. So when he gets his buggy he will have to make a few changes.

More than likely Rick will first install a rip-em-up $\frac{3}{4}$ cam. This will give him a faster chariot—but less gas mileage. Then he will need more carburetion to get all the required gas into the clunkers faster. So he will add two-barrel carbs or fuel injection.

Now that he has added all these devices he will need more space in the clunker housings for gas; so he'll bore the housing. To keep his compression ratio Rick will add earnest rods. These rods are earnest in their job of connecting the high contortion pistons to the cranking shaft. To hold the earnest rod to the high contortion clunkers, Rick will use nudging pins. Nudging pins nudge the clunkers up and down.

To give the engine that extra speed of a bullet, Rick will engage a double hanging Mauser action. This unit is hung so that it can be knocked out of the way if the engine decides to go faster than a bullet.

The finishing touch to the engine will be a full throw fallout bearing. This bearing falls out just before the engine blows up so you have at least one part left to start over with.

Now, the stock motor mounts won't be enough to hold this engine, so forged Finnigan bolts will be used.

To get the going bomb off the line when Rick pops the clutch, he'll need a posi-push rear. Then he'll need dual chrome gas caps for the two gas tanks he'll need to hold enough gas to go to the Wallingford Pharmacy and back.

To give the wagon the quick look, he'll dechrome the hood and rear deck. This is also to knock off the value of the car so that when Tom tells him to get rid of it, he will get sick when he thinks of how much money Rick put into it.

Finally, Rick will lower it three inches so the bumpers will scrape on a fast take off or when he enters or leaves the gas station.

If you have a car for sale that Rick can adapt as explained, get with it, man. He lives in Wallingford and has \$49.75 saved toward its purchase.

Thanks for help this month go to Bob Filliben, Fatty Hallman, Ed Housley and Hal Horn. Also my son, Dick.

MORE ON ROD & GUN . . .

but then Bill is a lot of man, too. It will push a 180 gr. bullet along at about 3000 ft. a second and has the energy to move about $1\frac{1}{2}$ tons a foot out at the 100-yard mark—plenty of gun for any game in North or South America.

Bill's a bit of a fisherman too. He has a place down in Maryland on the Chester River. Real good fishing, he claims.

Don't forget to take the kids fishing. And if you should happen to have a couple old boxes of 22s laying around, don't let them get any older. Let the kids shoot 'em up at tin cans and blocks of wood. Never use bottles or glass of any kind for targets. Broken glass can be dangerous for years unless it's in a public dump where it will be buried.

33 Department

MAINTENANCE

By Gregg Benners

James Wilroy still is absent and is missed very much. While he is out Norman Fellenbaum is filling his shoes very nicely. Charlie Swenker is back on first shift and I know he is pleased to be back. The first shift is glad you're back too, Charles!

Albert J. McCann and Elizabeth Jayne McCann were married 12 years on March 29, 1960. So what happened! As an anniversary present—a little late—Mrs. presented Mr. with a baby girl, Dorothy Adele, born April 4, 11:10 A.M., weight 11 lbs. Good Luck, Mac.

From Weld Repair comes word that Ole Clem—that is Joseph Clements—was 70 years old March 7 and Edward Bythrow of the Armature Shop was 39 March 8. Ed can't figure out how Clem ever got to be that old.

From the "forgotten 2d Shift" a note came and it read like this. "We have Rudy Rodomonte, Otto Kestel, John Holley, Big Ralph Jenzano and Earl Guyer still out sick." And a last minute addition—Dip Phillips has returned from first shift.

We hear last week that Rudy Rodomonte and some others in New Jersey were killing a hog. Rudy's nine-year-old son was helping and the first thing he wanted to see was the strips of bacon. (Mit eggs, yet?) . . . Rudy says big Ralph came to replace Earl Guyer (some replacement) Honest, that's the way Rudy said it.

Where does Harvey Fellenbaum get the name of "Swamp Root?" That's what his brother, J. Norman Fellenbaum, calls him . . . And where does Bucky Baynes get those out of this world hats? Is it an Easter bonnet, Bucky Boy!

Paul Schultz explained a burned out cable Sunday night, April 10.—"I put it together with a piece of string." Can this work? Seems that the voltage would be very stringy. (That cost the writer his full pay as a reporter.—Ye Ed.)

For some reason it seems as though Edward Kennedy is always in the news. I was asked to find out why he was invited out of the office pinochle game.

Addison Hines looked out of the door on the warmest day of this year (Temp. 70) and said he would be glad when summer came. How hot does it have to be to be summer?

Joe Furman says his wife's name is Katy but before they were married her name was Anna. How cum, Joe?

Among the new men who have joined our department of late we have William Galbraith who is a twin for William Whaley of the marine gang. When you see them you don't know which is which. Other new men are Joseph Fitzgerald on three months leave from Drexel, and Albert Bates.

Howard (Fifty) Fithian is out with a back injury. He was called to put out a fire, or help to put one out, but it reversed itself and put Fifty out. Hurry back, Fifty, as the other half of the lad-



By Eddie Wertz

Harmond R. Palmer's fair-well party April 2 was a very nice affair with plenty of eats, sodas, etc. Everyone in Wetherill extends their very best wishes. On April 5 Bud received two engraved white objects for his mantelpiece, while on April 7 he went home very blue. Then it happened—April 8 he was married. May all your troubles be little ones, Bud.

Wetherill's Bachelor Club is slowly dwindling. As it stands now there is John Gorman, president; James Logue, vice president; Nick Stewart, assistant vice president; Joe Begley, treasurer (but no one gives him any money). Then there are John Mullaney, Lloyd Johnson, Joe Woods and Phil Masusock. We would have added Theodore Zeigler but he is going to get his this month. And there is very little hope for Masusock. Yes, the army of married men is really increasing its ranks from Wetherill, but it is a good army even if some of the young recruits claim to be boss until their commanding officer phones and orders them home within seven minutes. Right, Johnny, Jr.?

Harvey Krauss is taking a memory course since he locked the keys in his car and left the motor running. Good way to get rid of that cheap gas, but don't do it with Sun or it will cost you money. John Gillespie claims Harvey even forgot to take off his shoes one night when going to bed.

No, fellows, it was not the finance company who picked up John (Reds) Burke's car; was just his son who missed the bus to school.

SOCIAL CLUB NEWS: Your committee is trying to make this year's dinner a real good one, but we would like to see a few more of the 2d Shifters join up. How about it? Butch, can you help us out? Al Robinson's a good start, so take over.

der engines, L. (Whitey) Hunter, misses you.

The "Butterball Derby" between Dick Stebner and J. (Moon) Mullen is running neck and neck. Both holding their own getting fatter together. . . . Also, the "Pay Check Derby" between Albert Hamilton and Joe Bonaventure of Drydock to see who gets the largest one is really getting to be something. And now George (Whitey) Raymond is sneaking up on them.

Page Groton had two visits to Washington of late. Was it union business or did you just want to see Ike?

One day yours truly had to place a ground light by the tube mill for which I needed a ladder. I found one too heavy for one man but John Wheeler from the marine gang was close by and was very willing to help. But he kept saying, "I hope Reilly doesn't see me!" This Reilly character is a new one on me.

DOINGS ON THE SECOND SHIFT

BY BUTCH, THE COWARDLY CAT

Spring and thoughts of love have enticed the game back to the preserve. After a rather dull winter hunting season, the thrill of the hunter's call again echoed through the night. Bi gunk at fro ntum bey. Heading the call, Clayton Prattis, the famous gunbearer, immediately dropped everything including an extension ladder. Checking the kill after a short but spirited chase, he had three pooped hunters and one dazed leader (conked on the head by an extension ladder). For a gunbearer and not a marksman, he did remarkably well.

A number of inquiries relating to our intrepid rigger and crane operator who have been seen on several occasions entering the confines of the sanctum-sanctorum, compelled me to interview each one separately. According to Ted Blake there's a move to install some sort of office crane. An overhead one, naturally. (Am I sticking my neck out). John Aull's only comment, "I was there only in an advisory role."

Ellen, little Bill's wife, had been saying for days that she's been trying to get him to go and get a shot. Always ready to lend a helping hand, The Sun Ship Second Shifters Snifters Society arranged a meeting to be held at the Larkin House and grant her wish. No shots of penicillin were to be had there—nor at any of the other well-known places. She finally arranged it herself. It must have been a potent double as we did not see Bill for two days. Welcome home, Bill!

The chagrin of the 2d shift fishermen knew no bounds when it was learned that the lead inlaid atomic retaining heads were not to be machined. The potential in 8 ounces was stupendous. Modesty forbids me to suggest that a hole drilled through the stainless steel weld and then the head itself heated to 700 degrees would accomplish the same purpose.

We hear a lot about navigators, captains and yachts on the day shift but never of Commodore Hamalak of the 2d shift who for years has been cruising the Atlantic in his 50-foot cruiser. He has invited the members of his shift and their families for a one-day outing June 31, Florida again this year, Johnny?

Frank Renfro, former shop steward, has deserted the rank and file and is now considered Big Business. Along with the Sinclair (a dirty word) Refining Company, Frank manages their financial interests at 7th and Penn Sts. Two of his employees pump gas, pour oil, repair engines, sell tires, wash cars and so on. He swivels, swears, advises, dines, operates the cash register and banks the cash. For a limited time only and only for Second Shifters, with every purchase of five gallons of gas a set of tires will be given as a bonus.

The rumor that Midnight is to become my stepmother is false. Harry says she can't become anything. Sigi does not have to pay full price for a haircut. I wish that Big Game, Inc., would bag my old man. Ever since Midnight read the works of Edgar Allen Poe she has become wary of all humans especially Irishmen. Any serious, or otherwise, questions that the readers care to submit and publish in OUR YARD will be answered the following month by your friend—Butch.



By Frank Wilson

This month's stone is the emerald. Its flower is the lily of the valley, and its most domestic story concerns a housewife in Tibet. Smelling something burning she rushed into the kitchen crying. "Oh, my baking yak."

Don't forget dear old Mom on Mother's Day, May 8. You know what some men get for Father's Day? The bills from Mother's Day.

Be patriotic and display your flag on these two days—Armed Forces Day and Memorial Day. This last one will be our first three-day holiday for this year. So if you're going any place by car, here's a safety slogan to remember: Just because you weren't killed in the last holiday weekend traffic, don't get cocky. There are miles and miles of opportunities ahead.

Last month a new project was started in the office. A rumor that has been flying around for a good many years has finally come true. And that rumor was air conditioning. By the time the hot weather gets here it should be in working order. We hope! Now's your chance to buy some fans cheap.

Lillian Pennington (Stores) received her 10-year pin last month. Congratulations. Now all she has to do is work 15 more years to get her picture in the magazine.

The banquet for the staff of OUR YARD was held April 30, 1960, at the Corinthian Yacht Club in Essington, Pa. Nothing to report on this until next month.

Granville D. Landing (retired) dropped in at the office to say hello last month. He's still in good health and enjoying his retirement very much.

Welcome to former employee Robert Wallace who is back again in the Mail Room. And to new employee Carolyn Young who will be our new telephone operator taking the place of Joan Emmi, who left service to become a member of the Stork Club.

Mary Ann White, a recent member of the same club, gave birth to an 8 lb., 8 oz. baby boy. He was born March 22, 1960, and named Robert A. Congratulations Mr. and Mrs. White.

VACATIONS: Thomas Bishop (Production Planning) spent a week on a motor trip to Battle Creek, Mich. . . . George Turner (Cost) was going to Florida for two weeks but injured his back and had to cancel his trip. . . . Gertrude Higgins (Cost) should have some interesting things to talk about when she returns from a six weeks tour of Europe. She plans to fly over and return by ship. Her itinerary includes Austria, Belgium, Holland, Switzerland, Italy, England and Ireland.

Stella Rustark (Voucher) is still in the hospital at this writing. Here's hoping for a speedy recovery.

Good luck and happy motoring to new car owners: Karl Pippart (Sales) 1960 Oldsmobile; Grace Bartow (Payroll), 1960 Chevrolet, and Al Ruggieri (Drydock), a 1960 Comet.



JACKIE is 6-year-old son of Ross Holland, assistant foreman on 3d shift in 67 Dept.

Gil Widdowson (Safety) who knows cows and has a lot of them, has this to say about them. "A cow is a mobile animated machine housed in unprocessed leather. On one end it is equipped with a mower, grinder and other standard equipment including bumpers, headlights, wing flaps and foghorn. At the other end is a milk dispenser, a fertilizer spreader and an insect repeller."

SHIPS ARE LADIES? Why are ships called "she"?

Probably this custom stems from the days in ancient Greece when that country's mariners gave their ships feminine names, no doubt because Athena was their goddess of the sea.

You'll find other explanations though. Some wits hold that a vessel is feminine because she requires constant painting or because she is dear to seamen or because it takes men to handle her. Then comes the real one—they are so hard to handle.

BOWLING: Bowling season is fast drawing to a close, but these past few weeks Donna Osborn (Cornell) has really been racking up the high scores. On the week of March 29 she captured high single, 218; high three, 488; high single with handicap, 255, and high three with handicap 599. She beat out Dot Nuttall's (Navy) 203 high single for the season and high single with handicap 255 for the season.

The following week she rolled a high single game of 200, high three of 507, high single with handicap of 236 and high three with handicap of 615. I would say that she will certainly take the prize as the most improved bowler of the year.

The bowling banquet this year will be on May 26, at the Polish-American Eagle Citizen Club, 9th and Elsinore Sts., in Chester.

And, finally, to end on a domestic note, there's the old-English tale of the man and wife walking through the forest when suddenly they were surrounded by dragons.

"Well, don't just stand there," the wife snapped, "slay something."

47 Department 2nd Shift

By Bob Willoughby

Well, hello again for another month and hope this writing finds everybody out of debt from clothes buying at Easter.

Our sick list this past month has come down a little. A few of the fellows saw the weather getting nice and came back to work. The fellows still waiting for the temperature to hit in the 80's are John Andrews, out with the flu; Dick Porter, also out with the flu, and Bruce Borland in the hospital for a hernia operation. Our two stand-bys, John "Mickey" McLaughlin and Oscar Pincannon, are still collecting mutual benefit checks.

Back from the sick came five men this past month. Mike Ferriolo and Harry Frank have their backs straightened out and are doing the usual good job. Ray Taylor's infected hand came down to normal size to do his job. Bill Berry is finished fighting the flu bug for another year. Steve Duman has all his troubles straightened out and is back pushing and pulling on the cold press.

Jim James ventured to day shift for a couple of weeks, but that did not last long. They needed him back on 2d shift and he's here to stay — he hopes. Also transferred back is Ed Marshall. John Zeigler could not stay out of our shop too long and he's back looking good from his venture to the Pipe Shop.

Also back from the sick list is Lonnie Evans, who I almost forgot to mention. He is helping Bob Donald, our shop artist. Maybe we could get Bob to draw us an inside view of Lonnie's back with which he has suffered all year.

In our last issue there was a misspelling of Ed Parazinski's nickname which he has been ribbed about all month. The name is Dixie not Dizzie. He says the gas from his burning torch might make him dizzy. Now the fun is over so back to his right name, Dixie.

Bob Donald is still getting comments on his artistry of two months ago. The men would like to see some more, Bob.

Dick Prendergast, who vacationed in Florida for the motorcycle races, did not do any good himself but some of his companions made out all right by winning a couple of races. Better luck next year, Dick.

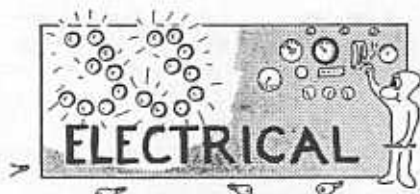
Frank Pientko, who ran for commander of his V.P.W. Post, came out on top for the job of leading his men for 1960. Congratulations, Frank.

Try This On Your Piano

Here's Shorty Jenkins' latest brain twister.

Three men were hired to do a job for which they were paid \$100. The second man received one-fourth more than the first. The third man received one-third more than the second. How much did each receive?

It's real simple if you know the answer so you mess around with it for a little while—say a month—and if you haven't worked it out by then, we'll tell you the answer.



By Carl D. Browne

Here we are into the month of May already—what the oldtimers call the flower month. If you were born in the month of May your flower is the lily of the valley and your birthstone is the emerald—that's what the old folks used to tell us.

There's a holiday for us on the 30th and it comes on Monday so that means we will have a long week end. A lot of us will be going to the shore or the mountains for the weekend and we hope that we come back safe and sound. Be careful how you drive on the highways and byways.

Francis Page, who hails from around Elmer, N. J., is glad that spring is here so he can get his garden in shape. He is making a few changes from last year when he planted a patch of onions next to a patch of potatoes. The children wanted to grow some watermelons so they were planted next to the potatoes. It seems that the onions got into the potatoes' eyes and started weeping and the tears from the potatoes ran over to the watermelons. And you know, according to Page, the watermelons taste just like onions. And I learned the hard way!

A beautiful wedding took place on Saturday, March 19, in St. Michael's Church, Chester, when our boy, Richard Settine, married pretty Christine Benson. You should see the lunch that Rich brings to work now!

Just heard that Freddie "The Barber" Casino is engaged. The wedding will be some time in October. We hope Freddie does not take his barber tools with him or he is liable to get clipped.

Al Epps, one of our boys from Philadelphia, recently moved from South Philadelphia. Now he is far away from the shipyard and the community, not being developed as yet, he has to take the pony express into 69th Street, get his car out of the garage and drive to work. Some of the fellows call him Al Boone.

We were very saddened to learn of the passing of John Palser, March 11. He was well liked by all of us in 33 Dept. John was our drydock electrician. We extend our very sincere sympathies to his family.

More new men are welcomed to the marine gang. They are George Kutney, Matt Williamson, Joseph Doran, John D'Annunzio, Louis Grant, Frank Moser, William Waryga and William Presley. We wish them the best of luck in their new jobs.

What do you think of a fellow who, while reloading shotgun shells, gets his finger caught in the reloading machine and his flesh went along with the shot. It's the first time we ever heard of putting hamburger in a shotgun shell. What's the matter, Henry D'Amico, you must be going after big game.

Bill Drake, our expeditor, and his wife went to the St. Patrick's party and dance at the Good Will Fire Company in Chester March 17. It is reported he took a 6-ft. ladder with him. Worrall Jefferies, the



JOHN W. HUDSON came to Sun Ship in June 1918. He was chief draftsman in the Hull Drawing Room until 1918, when he was appointed chief naval architect. During his tenure he was responsible for the designs from which approximately 540 ships were constructed. He was associated with many new developments in shipbuilding, including the all-welded ship and the T-2 tanker. Mr. Hudson retired August 1, 1949. After a period of illness he died March 16, 1960.



JOHN F. PALSER, 46, of 2218 Blueball Ave., Boothwyn, Pa., died on March 19, 1960, after a brief illness. A life-long resident of this area, Mr. Palser joined Sun Ship's electrical department in Sept. 1936, and with the exception of several short lack of work periods, remained there until Feb. 5, 1960, when he became ill. He had twenty-two years service with Sun Ship. He is survived by his wife, Esther A.; one son, John F.; two daughters, Judith Anne and Barbara Jeanne.

door man, wanted to know why the ladder. Bill replied: "You never can tell when a fire will break out and knowing that there will be a crowd here, I thought they might run short on ladders and I brought the best one I had." Bill, you are right, there could have been a fire.

Ask Andy Anderson or Roy Irvine what the clean-looking men are wearing in the shipyard and they will tell you white coveralls are all the rage. . . . Freddie Casino is looking for a barber chair to go in business. Anyone knowing of one for sale let Freddie know, but it must tilt way back so Freddie can take a nap now and then.

Roy Irvine has been working in the kennels on the Atlantic and now he does not ask for anything he just barks at you. We saw him the other morning coming to work with the morning paper in his mouth. We are asking ourselves if he barks at home.

Richard Settine, the new bridegroom, was asked by Francis "Dough Boy" Van Horn if he was going to play softball this year. After ten minutes of deep thought he said he would probably be too busy. Doing what, Dick?

Andy Cassidy went home one night and right after dinner had an argument with his wife. He said he refused to wash the dishes unless the water was hotter than it was the night before. We always thought "Daddy Oh" had dishpan hands.

Two fellows we know stop in a restaurant every morning on their way to work to get a cup of coffee and some doughnuts. It seems as though one of them left the waitress a 25¢ tip. The other fellow picked up 15¢ of the 25¢ tip and said that it was too much to give her and anyway

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of ELLIOTT R. TAYLOR, 81-95, of 217 Parker St., Chester, Pa., who died April 10, 1960.

he needed a pack of cigarettes. We do not know their last names but on coming out of the restaurant someone said "good morning, Abe," to one of them.

Our friend, Bill Drake, bought his wife a new vacuum cleaner. He was tired watching her push the old broom around. The cleaner, as we hear it, can do most everything. Even if the salesman did talk his head off for four long hours, he cleaned everything in the house just to show Bill its good qualities.

Andy Cassidy was in the Chester Hospital for an operation and we hope by now he is home and feeling fine.

We of the marine shop gang have just found out who is boss at Louis Summa's house. It seems every Monday morning he gets his sewing kit out and starts to mend his clothes. We think the way he handles a needle he must have been a tailor at one time.

There is a fellow in our department who really has a hobby and is crazy about it. He is Herbert F. Rost and his hobby is toy trains and trolley cars. He would like to get in touch with anyone who has any old trains or trolley cars to sell.

Has any one noticed Fran VanHorn when he comes to work in the mornings. If you have not, watch some morning and see him brush the flour off his clothes. That boy is really in the dough!

Who from Their Labors Rest



S. WALTER GREEN, 79, of Cincinnati, O. died March 10, 1960, after a six-weeks illness. Born in Middletown, Del., Mr. Green was a resident of Chester for many years before his retirement. He was a graduate of Middletown High School, Goldy Business College, Wilmington, Del.; the University of Pennsylvania Evening School in accounting and real estate in 1909 and a member of the Penn 50 Club. A veteran of 35 years service, Mr. Green joined Sun in May, 1918. In 1928 he transferred to the real estate office of North Chester Realty Co. where he remained until September, 1953, when he retired. A member of long standing in the Wyman Bible Class of Immanuel Baptist Church, he also served as treasurer of the



HARRY COLLINS, 89, of 1600 Edgmont Ave., Chester, Pa., died March 11, 1960. He was born in Dover, Del. A veteran of 20 years service with Sun, Mr. Collins began his employment in May of 1917 as a clerk in the tool room. With the exception of several lack of work periods he continued his employment until February, 1942, when he retired because of ill health. Survivors include one son, Foster P. Collins, and one daughter, Mae C. Imschweller.



HERMAN HODECKER, 65, of 1013 Terrill St., Chester, Pa., died March 8, 1960. He was born in Rorschach, Switzerland. In July, 1927, he began his employment with Sun at the Wetherill Plant. A leader in the machine shop at Wetherill, he was a veteran of 30 years service. Ill health forced him to retire in September, 1958. He is survived by his wife, Augusta Hodecker; two sisters, Laura Hodecker of New York and Mrs. Elizabeth Lindner of Switzerland.

church 25 years and as a deacon. He was a member of the Optimist Club and a member of the Board of Governors of Chester Real Estate Assn. Stamp collecting was his hobby. Sur-

vivors include a daughter, Mrs. Clair E. Hubert of Cincinnati; a son, Robert C. Green of Houston, Tex.; a sister, Mrs. Ellason of Delaware; four grandchildren and two great grandchildren.



JOSEPH H. PROCTOR, 76, of 478 Passaic Ave., Nutley, N.J., died Feb. 22, 1960. He was born in La Plata, Md. A veteran of 32 years service, he began his employment at Sun in January 1924, as a handyman in 74 Dept. In February, 1957, ill health forced him to retire. Mr. Proctor was a member of Holy Name Society of St. Rose of Lima, Eddystone, Pa.; Holy Name Society of St. Mary's, Nutley, N. J.; and Old Guards of Nutley, N. J. He was devoted to his three grandchildren. He is survived by two daughters, Sister Mary Ann Immaculate, of St. Mary's Hospital, Philadelphia, and Cordelia Tingle, of Nutley, N. J., and one son, Paschal Joseph, Butler, N.J., and his grandchildren.

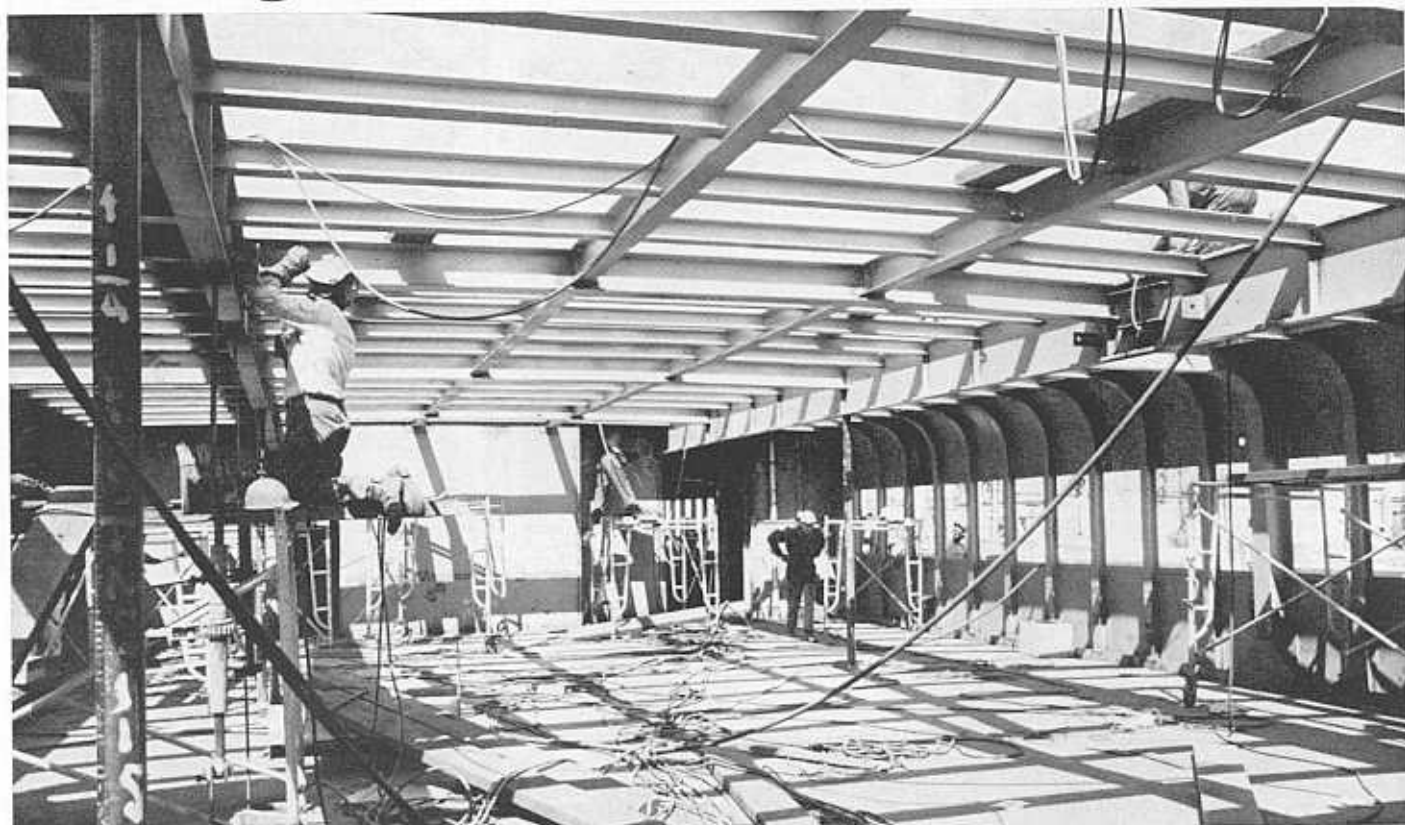


GEORGE H. BUCHANAN, 70, of 732 Poplar St., Sharon Hill, Pa., died March 3, 1960. He was a lifelong resident of this area having been born in Philadelphia. Before joining Sun Ship in 1929, he was employed by the Atlantic Refining Co. and the Electric Works in Philadelphia. A veteran of 25 years service with Sun, he was a pipefitter in 34 Dept., and served as a leader and assistant foreman at one time. In May, 1954, he retired. He enjoyed fishing and golf. Mr. Buchanan was a member of Prospect Lodge 578. Survivors include his wife May Buchanan; one son, Edward; four daughters, Esther, Georgia, Shirley and Ellen; nine grandchildren and 4 great grandchildren.



JAMES DUNNE, 68, of 118 W. 22d St., Chester, Pa., died very suddenly March 5, 1960, enroute to work. Mr. Dunne was borne in Wayne, Pa., and lived there 45 years. He was a member of the P. J. Dunne & Sons Roofing Firm before entering Sun Ship. A veteran of 21 years in the Sheet Metal Shop, he began his employment at Sun in October, 1937, and worked until the day before his death. He was a baseball enthusiast—an avid Phillies fan. He was chief of the Radnor Fire Co. for nine years before coming to Chester. He is survived by his wife, Alice E. Dunne; two daughters, Mrs. George L. Collins and Mrs. John A. Reilly.

Looking For a Place in The Sun?



IMAGINE ALL OF THIS JUST TO GET OUT in sun. Naive onlooker would think it was more to get in out of sun. But this is solarium (apartment for sunbathing) underway on S.S. Atlantic. Now finished, of course, all these openings are filled with glass — probably to keep you dry in case you want to sit in the sun while it's raining or something. Executive Secretary Smedley, an expert on matters pertaining to sunbathing, says (and we quote), "Solarium! Whooooah! When I want to sit in the sun, I just open the door and there it is!" But of course she doesn't buy tickets for cruises either.



SECOND SHIFT

By Charles "Pappy" Jenkins

Jack "Wyatt Earp" Wills claims he was never in the dog house until he worked on the reconversion of the Atlantic passenger ship and worked in the flea houses being built for passenger's pooches.

It finally happened Ralph "Lion Tamer" Christopher got a haircut. Taylor claims they had to give him a shot of novocaine to calm him while in the barber chair.

Tom Kelly claims that "Fat Boy" Schwartz in observance of Lent gave up all his New Year's resolutions.

What happened to Eddie Miazza on the Atlantic? Claims he is going to frame that pretty pink piece of paper he received in honor of his bosom pal, Charlie Matonti. P.S. Not related to the Lone Ranger's Indian pal.

In certain parts of the world people say

their prayers in the street. In our country they are known as pedestrians . . . Of all the talk about filtered cigarettes when was the first filtered cigarette put on the market? One hint — you will have to go back two score and 10 before you have the answer. When and what was it?

As you all know St. Patty's Day is when you plant onions. McDowell claims he had a tough time spading enough ground because of the freeze. After he planted them, he stole his wife's electric blanket to cover them. That's when Mac replaced rover in the dogpen.

They say many things can drive a man to drink. But the trouble really starts when he tries to drive away from it. Which proves that alcohol is a crutch for lame ducks so don't be one — drive carefully!

Who does this fit? He is suspended animation around the shop, moves slower than Big Ben's hour hand. But on pay day he does the 50-yard dash to the pay coop in nothing flat.

ANSWER TO LAST MONTH'S QUESTION — The only piece of money on which the great seal of America appears is on the back of a \$1.00 bill.

Found on a tombstone in New York. "Here lies a New Yorker with a happy face. At last he found a parking place."

After his Easter buying spree, "Sad" Sam Cole claims his budget wound up out of balance. Not only that, but it was twisted, smashed, bashed, perforated, lacerated, pulverized and mashed.

Always beware of half truths. You may get the wrong half. . . Remember some men are born great, some achieve greatness and others just grate.

The "Tzar" Oprouseck claims if Cuba doesn't soon wake up Ike will send a battalion of marines armed with electric razors.

"Good Heavens," cried Whistler when he saw his mother scrubbing floors, "Have you gone off your rocker?"

This is the time of the year when any teenager is willing to drive anything with wheels on it except a lawn mower. Which reminds me driver, it's much better to have your license expire before you do.

PAPPY'S DAFFIES

Bachelor — Fellow who would rather kiss a gal goodnight than a wife good morning.

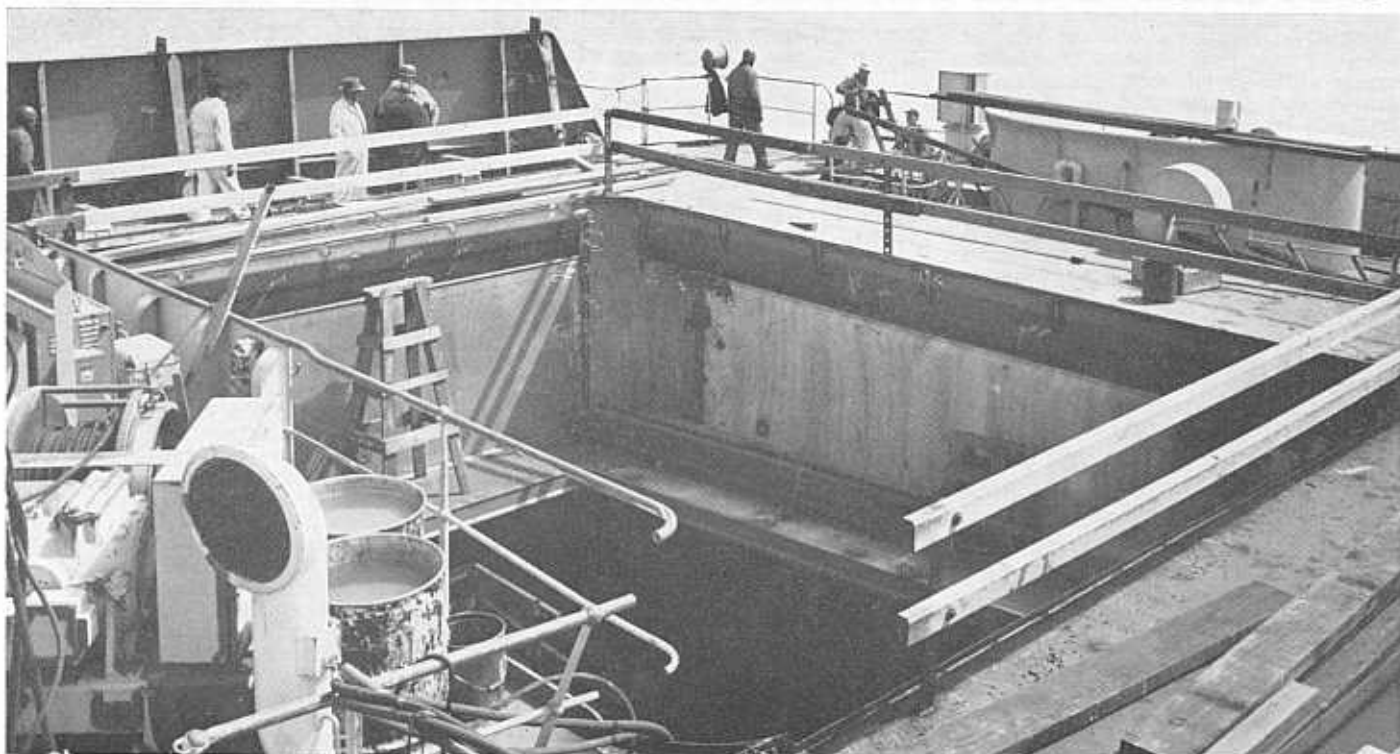
Tax Expert — Fellow who keeps you out of jail by putting you in the poor house.

Nut Cracker — Brain surgeon.

Marriage — Woman's way of calling a meeting to order.

Income Tax — Conversion of nest eggs into goose eggs.

Or Do You Prefer To Be in The Swim?



COME ON IN! THE WATER'S FINE! At least it will be as soon as there is a bottom to this pit. It is the swimming pool on S.S. Atlantic at about halfway mark last month. Opening at bottom is where floor of pool will cover. But it will be a hatch cover also. When vessel is in port, water will be drained and pool bottom removed to get at cargo beneath. By now, of course, this is lovely tiled pool. We'll have a picture of finished product to show you next month.

59 — 60 Department

By Clyde Landis

Some of the fellows are still congratulating Johnny Kochinsky, William Matarese and Frank (Jonesy) Szalkowski for wearing a bit of the green on St. Patty's Day.

The Welding Dept. has two more father-and-son teams. Otto Loyko's son, Frank, and Ellis Hill's son, Andrew, were hired on the same day—April 4, bringing the total to three at the present.

James (Arc Air) Vincent has just taken out a new insurance policy. He feels as though he pulled one over on the insurance salesman as he talked the young fellow into giving him double indemnity in case he gets run over by a stampede of buffalos.

Stanley Ulkowski, (60-82) has just received his 25-year service pin. . . . Samuel W. Cole, (59-374) received his 30-year pin.

Our yearly bachelor award for the month of May finds Robert Vollrath in first place. The prize will be the same as last year—a tour of the Sun Ship office building where most of the single girls are working.

Here's hoping that Charles Nyce is doing okay and is back on the job real soon.

Quite a few of the men are interested in how he is getting along and wish him a quick recovery.

John "Reds" Camel says he is glad he is working on the Atlantic. When he starts to get tired about 3 o'clock he just leans on the rail, looks down at the water and imagines he is on one of those Caribbean cruises. She sure is a beauty. . . . Alex Wright says it is costing him 50c a week to have one of the fellows carry his cuspidor from room to room.

Our office boy, Thaddeus (Teddy) Land, will probably come in for some of that confined work when the 67 Dept. man comes in to clean up the office. It gets pretty dusty in there by the time he gets done sweeping.

Spring brings the boys out at lunch time and some of them are pitching horseshoes for some recreation. Arthur (Shorty) Henson says he is going to slip in a pair of mules shoes so when they hit the ground he can get that extra kick out of them.

Joe Blythe, manager of the Welders softball team, has the fellows in high spirits and raring to go. Some of you fellows who have your arms in pretty good shape from bowling all winter should go out and give it a try. I know he will be glad for your support. The same goes for you new recruits. You don't have to have seniority to get on this team.

PLAY THE GAME SAFELY AT WORK AND ON THE BALL FIELD, TOO!

66 Dept. Stage Builders Carpenters

By Frank "Shakey" Hickman

Last month much of our attention was spent in watching Mother Nature's proof of just how good she is. The waking of trees and bushes, along with early flowers, such as the crocus, tulips, violets, etc.

Now the grass is beginning to grow. Rabbits and baby chicks are in season, and in the midst of all these wonderful things most of us are not unmindful of how these things happened to come about. Remember the tiny child who lay in a manger and how later he became a carpenter. He told us all of his heavenly kingdom and how we could share it with him. And of his crucifixion and resurrection—this day being called Easter. The real meaning of this great season can hardly be understood by children of this age, but they should be led to think of this season as one of life instead of death.

New clothes and Easter eggs were the topic of conversation for a week along with the usual tummy aches. Here at the shipyard the tummy aches were headaches and bills. Everyone will still do the same next year.

What happens to the farmers? Well, they throw open the barn door and break out all their machinery and livestock to have another good season. He also takes

SEE PAGE 24, COLUMN 1

Softball Season Set for Monday Opening

Softball at Sun Ship for 1960 gets off to a solid start next Monday. This is due entirely to the groundwork done by President James (Brutus) Falcone and the team representatives. For weeks past they have been giving up one lunch period a week to meet and deal with all the problems connected with getting the league in order.

The number of teams to be included was first. Then the length of the season and whether it would be a split season with a first-and second-half champ or go right through and have a Shaughnessey playoff. Rosters were made up, the schedule was worked out—and a doff of the old skimmer to President Falcone for taking on that thankless job all alone.

So things will get underway smoothly next Monday because that's the way the boys arranged it.

Season with the Shaughnessey was adopted. At the right is the complete scheduled except for playoff dates.

The representatives who have been working so diligently are: Willis Glenn, Industrial Engineers; Steve Slatkowski and Robert Walls, Hull Braves; Guy Kushto and Walter Shanko, Carpenters; Samuel Jillard, 34 Pipe Shop; Charles (Skip) Newton, Counters; Joseph Blythe, Welders; Francis Van Horn, 33 Electrical; Al Pierce, 47 Fabricating Shop.

At the first meeting James Falcone was reelected president and Layman (Fireball) Bentley was elected vice president.

To remove the necessity for weekly meetings of the team representatives after the season begins, an advisory board was named to deal with any problems which may arise. Brutus and Fireball are ex officio members. The remainder of the group is Frank Mosser, 66 Dept. foreman; Daniel Faverio, 47 Dept. and an officer of the Delaware County Umpires Association, and W. Dean Moore, director of public relations.

MORE ON 31 . . .

grown to over 100 and still going. Welcome to the new men and some of the old ones we haven't seen for some time.

Ben Bunel, as yet, has not explained why the clothespins in his coverall pocket. . . . Pappy Rash will soon be driving a new station wagon. He says he needs it for the family, methinks to handle those tomatoes and pepper plants.

With nice weather coming on it is about time for Foreman Sal Pascal to get his golf clubs out of winter storage. . . . I am told Jim Keating has been busy these last few week ends pruning his fruit trees.

Our department was stunned last month by the sudden loss of our fellow workman, James Dunne.

A warm welcome back to Jim Purdy. Dave McCracken can't wait to get in that boat of his and catch the ones that got away last year.

With vacation time getting close we hear a little talk of trips and the shore. Don't forget, fellows, hand in the pictures and accounts of your vacation. A. O. Brown, where to this summer—the sandy beaches or sail boat rides?

PLAY BALL!

All out for softball.

The Sun Ship Interdepartmental Softball League picks up this season where it stopped last fall. Next Monday, May 9, Hull Braves and the Carpenters, the two teams that battled for the championship last fall, will blow the lid off the 1960 season.

The battle will take place on the company diamonds at 8th and Hinkson Sts. using Burke Field. Steve (Slats) Slatkowski will manage the Braves this year while the Carpenters will be under the dual leadership of Walter Shanko and Guy Kushto.

EVERYBODY OUT TO WATCH THE FUN AND URGE THE BOYS ON. You don't need to have any favorites. Just root for a good game all around.

INTERDEPARTMENT SOFTBALL SCHEDULE

	BURKE FIELD	PEW FIELD
MAY	9—Hull Drawing—66 Carpenters	OPENING DAY
"	10—47 Fabs—59 Welders
"	11—I.E.—Counters	Electricians—34 Pipe Shop
"	12—47 Fabs—66 Carpenters	I.E.—59 Welders
MAY	16—Counters—Electricians	34 Pipe Shop—Hull Dwg.
"	17—47 Fabs—I.E.	66 Carpenters—Counters
"	18—59 Welders—34 Pipe Shop	Electricians—Hull Dwg.
"	19—59 Welders—Counters	Electricians—47 Fabs
MAY	23—34 Pipe Shop—66 Carpenters	Hull Dwg.—I.E.
"	24—I.E.—Electricians	34 Pipe Shop—47 Fabs
"	25—Counters—Hull Dwg.	66 Carpenters—59 Welders
"	26—I.E.—34 Pipe Shop	Counters—47 Fabs
MAY	30—	MEMORIAL DAY
"	31—66 Carpenters—Electricians	59 Welders—Hull Dwg.
JUNE	1—Hull Dwg.—47 Fabs	66 Carpenters—I.E.
"	2—59 Welders—Electricians	Counters—34 Pipe Shop
JUNE	6—59 Welders—47 Fabs	66 Carpenters—Hull Dwg.
"	7—Electricians—34 Pipe Shop	I.E.—Counters
"	8—59 Welders—I.E.	47 Fabs—66 Carpenters
"	9—34 Pipe Shop—Hull Dwg.	Counters—Electricians
JUNE	13—66 Carpenters—Counters	47 Fabs—I.E.
"	14—Electricians—Hull Dwg.	59 Welders—34 Pipe Shop
"	15—Electricians—47 Fabs	59 Welders—Counters
"	16—Hull Dwg.—I.E.	34 Pipe Shop—66 Carpenters
JUNE	20—34 Pipe Shop—47 Fabs	I.E.—Electricians
"	21—66 Carpenters—59 Welders	Counters—Hull Dwg.
"	22—Counters—47 Fabs	I.E.—Pipe Shop
"	23—59 Welders—Hull Dwg.	66 Carpenters—Electricians
JUNE	27—66 Carpenters—I.E.	Hull Dwg.—47 Fabs
"	28—34 Pipe Shop—Counters	Electricians—59 Welders
"	29—	OPEN DATE
"	30—	OPEN DATE
JULY	4—HOLIDAY	ALL STAR GAME
"	5—	47 Fabs—59 Welders
"	6—Hull Dwg.—66 Carpenters	Electricians—34 Pipe Shop
"	7—I.E.—Counters	I.E.—59 Welders
JULY	11—47 Fabs—66 Carpenters	34 Pipe Shop—Hull Dwg.
"	12—Counters—Electrical	66 Carpenters—Counters
"	13—47 Fabs—I.E.	Electricians—Hull Dwg.
"	14—59 Welders—34 Pipe Shop	Electricians—47 Fabs
JULY	18—59 Welders—Counters	Hull Dwg.—I.E.
"	19—34 Pipe Shop—66 Carpenters	34 Pipe Shop—47 Fabs
"	20—I.E.—Electricians	66 Carpenters—59 Welders
"	21—Counters—Hull Dwg.	Counters—47 Fabs
JULY	25—I.E.—34 Pipe Shop	59 Welders—Hull Dwg.
"	26—66 Carpenters—Electrical	66 Carpenters—I.E.
"	27—Hull Dwg.—47 Fabs	Counters—34 Pipe Shop
"	28—59 Welders—Electrical	

Week of August 1st complete postponed games—Commence Shaughnessey playoffs.
NOTE: — 1ST TEAM LISTED IS HOME TEAM

Stop, hold the press — almost forgot Rudy Komisor last month became the proud papa of a boy. Going to teach him sheetmetal? Nobody saw any cigars. Heard they are only given out for the first child, not for number five.

A reminder to a few for vacation post cards—one post card, please, just one. We won't say who, but when a fellow only married five years has to have his wife put reminders on the TV, he needs a memory course.

P.M.C. Holds Unenviable Position

"Uneasy lies the head that wears the crown."

I will forgive Mr. Shakespeare for making me appear so erudite, but the fact remains he stated a fact when he said that.

Take the P.M.C. in the Mixed League, for instance. They made the mistake of getting into first place a few weeks ago and they haven't had a relaxed minute since. Everybody else relaxes. But not P.M.C. Late in March Notre Dame took over, but one quick breath of that rarified atmosphere was enough to let them know here was no fun. They handed it right back to P.M.C.

Now what happens? P.M.C. can't give it away! April 12, being two points ahead, they dropped three points. So Notre Dame dropped three also and stayed in second place two points out. Then comes April 19. P.M.C. dropped two and Notre Dame dropped four. Now P.M.C. could breathe a sigh of relief and relax a bit? Not so you could notice.

Notre Dame was just dropping back to let someone else put on the pressure for awhile. So there still is someone breathing down P.M.C.'s neck just two games back. They just changed the name from Notre Dame to Cornell. Of course with only two nights left, if P.M.C. can stand the gaff, they're the heroes — and heroines (be sure to include the second e Mr. Printer. They are NOT a bunch of dopes!). Fustest with the mostest and all like that.

Action began April 26 with this situation:

	Won	Lost
1. P.M.C.	39	21
2. Cornell	37	23
3. Notre Dame	35	25
4. Yale	33	27
5. Princeton	31	29
6. Penn	30	30
7. Duke	29	31
8. Temple	29	31
9. Harvard	28	32
10. Navy	27	33
11. Army	23	37
12. Lehigh	19	41

Season Records — Girls

High single—Donna Osborn (Cornell)	218
High three—Dorothy Allebach, 518	
High single W/Hdcp.—Donna Osborn	218 + 37 - 255
High three W/Hdcp.—Donna Osborn,	507 + 108 - 615
High average—Dorothy Allebach, 144	

Season Records — Men

High single—Morris Bullock (Princeton),	254
High three—Morris Bullock, 630	
High single W/Hcp.—Morris Bullock, 274	
High three W/Hcp.—Morris Bullock, 690	
High average—Joseph Ambrosino, 177	

Classified

FOR SALE — M.E. cultivator—like new, Clinton eng. Price \$125.00. Contact G. (Admiral) McDonald, 59-127.

FOR SALE—30/40 Krag rifle, Sporter. Excellent condition, \$30.00. Walter Dilworth, 88-21, Lowell 6-4408.

Four Hearts Are A League 'Stars' Pumping Away Granite Melts

Four Hearts are leading the 2d Shift bowlers by three games at present speaking, but all they have to do is miss a beat and it will be another case of heart failure—probably due to electrocution. The Electrodes have been matching them win for win for more than a month and are breathing down their necks only three points behind. 'Twould be a shocking thing if the Electrodes short circuited the Four Hearts.

The Eight Balls are behind, too, by not much. Four-point bowling from here on in could work wonders for them. The Four Fabs finally got going after a slow start and have moved from eighth to fourth but one of the three leaders would really have to fall apart for the Four Fabs to improve their position.

Before action April 21, the situation was thus:

	Won	Lost
Four Hearts	41	19
Electrodes	38	22
Eight Balls	37	23
Four Fabs	31	29
Overheads	30	30
Odd Balls	28	32
Rewelders	28	32
Quiet Men	25½	34½
Pirates	24½	35½
Outcasts	17	43

Season Records

High Single—Martin, 244
High three—Dewey, 626
High single W/Hcp.—Klimas, 282
High three W/Hcp.—Klimas, 673
High average—Owens, 176

B League in State of Flux

By the time you read this the dust will have settled, of course. But from here, that April 27 meeting of B League is something to look forward to.

The Counters, having been knocked out of first place previously by losing four to, of all people, Monopol Drawing, will roll Pipe Shop A tied with them for second. The Boiler Shop and Welders B, tied for fourth, will roll each other. Moore-McCormack, also tied for fourth, has vowed to knock Welders A out of first place. With six points between first and eighth places, it is easy to see it was a most interesting evening. Too bad I'm not clairvoyant so I can tell you what happened.

When the fussing began April 27, this was the way things lined up:

	Won	Lost
1. Welders A	29	19
2. Counters	27½	20½
3. Pipe Shop A	27½	20½
4. Boiler Shop	24	24
5. Welders B	24	24
6. Pipe Shop B	24	24

Certainly makes a body wonder!

We had just gotten the A League records chiseled in granite last month and along comes a flaw in the material and the monument falls apart.

Russell Staley's 261 which had stood up most of the season and seemed so safe? Gone with the pins. Frank Mosser from being the beacon light among the high-single-with-handicap for lo, these many weeks, with his 278, now is just another bowler.

And what masters of the bakelite spheroid brought about this rush of words? Just one. A character named Fred Cornell, a mysterious figure in Our Yard, moving about in the dark (he's third shift, you know), but who certainly knows how to handle himself in an alley. He it was who smote Russell's 261 scratch with a 265 and lowered Frank's pennant with a 265 plus 14 for 279.

The only one whose head is neither bloody nor bowed is Victor Pajan, Jr., who continues to lead the pack with his high three and high three with handicap. As this recording seems to be the kiss of death to record holders you can look for someone else to be named before the next issue.

As action began April 22, this was the situation:

	Won	Lost
1. Office	33½	14½
2. Safety	32	16
3. Riggers	31	17
4. Shipways	27	21
5. Engine Drawing	25	23
6. Yard General	24½	23½
7. Supers	24	24
8. Carpenters	24	24
9. Hull Drawing	24	24
10. Pipe Shop	23	25
11. Wetherill	22½	25½
12. 47 Fabs	22	26
13. Chippers	19	29
14. Electrical Drawing	18½	29½
15. Welders	18	30
16. Timekeepers	16	32

Season Records

High Single—Fred Cornell, Carp., 265.
High Three—Victor Pajan, Hull Drawing, 669.
High Single W/Hcp.—F. Cornell, 279.
High Three W/Hcp.—Victor Pajan, 702.

7. Moore McCormack	24	24
8. Mail Department	23	25
9. Electrical Shop	20	28
10. Monopol Drawing	17	31
Frank Metrick (Pipe Shop A), 257		

Season Records

High single—James Wood (Pipe Shop B), 257
High three—Joseph Kaminski (Pipe Shop B), 618
High single W/Hcp.—Nick Verruno (Welders B), 287
High three W/Hcp.—Francis Van Horn (Electrical Shop), 697

MORE ON 66 . . .

all the kinks and groans out of his machinery which is his livelihood and he once again embarks on what he hopes will be a better year than his last.

We, like the animals, have also been wearing heavy clothing to keep out the cold, but like the horse or dog we think of a change, too. Layer upon layer of clothing will be lifted until we are almost as clean as the day we were born.

May Day and the crowning of the queen tends to lend a certain thrill to this season. The children are all primed and anxious for they know their school days are swiftly coming to a close. We, of the older generation, are full of vivid dreams of a girl friend we could never forget. She fed us and clothed us. When we went astray she put us back on the right path. Though her worries were great, she always had enough room for another's trouble. Had we known how great her sufferings or her jobs I think we all would have put a lot more thrust in our efforts to do better. Therefore, I salute all of the Mothers of the 66 men and also our fellow workers.

Charlie Gear of 58E had a very unfortunate accident. He is coming along fine now.

A PLEA: Will somebody please tell Ed Strzala some new jokes. He has been breaking our spirit with his assortment.

George Sipe was the victim of a freak accident last month. He was run over by a refrigerator truck while working on number one dock. George was hunting for a piece of air hose when the truck hit him and knocked him down. It passed over his hips and pelvis injuring him critically. He was on the critical list for a time but is now on the road to recovery. They have him in a sort of traction hammock with sandbags along his legs so that he doesn't move and reinjure himself.

The turnout at the bloodmobile was not as encouraging as we would like to have it. With a department as large as ours, we should do better. Believe me, if a runt like me can give and not feel it, I know the rest of you able-bodied men could. Let's make it a good showing next time. The bowling team has a tie for seventh place at the time of this writing and hopes of a better finish. Softball is starting to move so let's have another season, better or as good as the last.

MORE ON PIPE SHOP . . . Quips from the 2nd Shift

By Stanley Boyda

Vacation time is fast approaching and Paul Dute intends to jump the gun May 28. He will lead off with his long-planned trip to the land of the Klondike. We think the Alcan Highway will be a good test for his new Ford station wagon. We will hear from him later. Good luck, Paul.

Ray Radtke is riding high at present in the bowling scramble as his team is right up there. The only time he uncrosses his fingers is when he reaches for the ball.

Walt Turnier is still trying to straighten out the parking situation with guards in the parking lot. . . . Harry Hulings is on the look out for another car and may have one by the time this issue is out.

Elmer Donoway is putting his fishing equipment in shape and anticipates a few big catches this season.

SUN SHIP MUTUAL BENEFIT ASSOCIATION

Statement of Receipts and Disbursements
for the months of January - February and March - 1960

Cash on Hand December 31, 1959			\$ 37,779.64
Receipts:			
Dues from Members			
January	\$ 7,197.50		
February	7,989.40		
March	9,587.20	\$24,774.10	
Company Payment			
January	\$ 5,141.05		
February	5,791.30		
March	6,848.00	\$17,780.35	
Cash Dividends from Investments:			
The American Tobacco Co.	\$ 180.00		
Bethlehem Steel Corp.	175.00		
Ohio Edison Co.	229.00		
Duquesne Light Co.	52.50		
American Telephone & Telegraph Co.	341.55		
The Pillsbury Co.	100.00		
United States Steel Corp.	175.00	\$ 1,244.05	\$ 43,798.50
			\$ 81,578.14
Disbursements:			
Sick Benefits			
January	\$ 9,120.50		
February	9,802.00		
March	13,978.00	\$32,900.50	
Compensation Cases			
January	\$ 246.05		
February	253.12		
March	358.30	\$ 857.47	
Miscellaneous Expenses			
January	\$ 60.68		
February	171.02		
March	90.57	\$ 322.27	
Purchase January 25, 1960			
Federal Land Banks 5-4% Bonds	\$20,050.00	\$20,050.00	\$ 54,130.24
Cash on Hand March 31, 1960			
			\$ 27,447.90
Securities as of December 31, 1959			
			\$132,530.56
Purchase of Federal Land Banks 5-4% Bonds ..			
			\$ 20,050.00
Securities as of March 31, 1960			
			\$152,580.56



By Harry "Clovehitch" Sanborn

Just found out the other day that we had a circus performer in our midst. It seems that Walter "Buggy" Caldwell jumped from 14 ft. in the air into 6 inches of water. The ones nearby got most of the benefit of the muddy splash. Any more worthwhile acts will be appreciated.

Hull 617 is getting to look more like a ship every day. With all the masts and kingposts up and all the booms in place she is assuming a seaworthy shape. By the time this goes to print there will be further big improvements.

Something should be done about the parking "hogs" in our parking lot. Some cars take up three normal parking spaces in the cockeyed way they are parked. Some men seem to care only for themselves and the heck with the other fellow.

Come on, boys, show some consideration for your fellow workers.

Our sympathies are extended to Joe Dabrony who broke his arm last month. Hope it heals soon and that you are back on the job again. Also glad to see "Brownie" back again after three weeks absence. Hope your nerves are improved "Brownie".

When the time comes to work on those mast stays the boys better have an extra dish of wheaties in the morning. The wire is 2 3/4" in diameter and 559 ft. long. Each socket can hardly be lifted by one man. So get your cereal, boys, and let's see what we can do about it.

I like this quotation I came across last month. "Freedom, as we see it, is not something that our government bestows on us, or on anyone else. Freedom is something to which we are born, and it grows as we use it daily; in our speech, as we differ from each other; as we worship, each in his own way, and as we work and think."

What the world needs is guided men instead of guided missiles.

Success is a threefold combination of vision, work and persistence.

Same Letters, But The Meaning's Changed

A is for Agri—the land, or the field, which used to be cultured for what it would yield.
But now it is farmed, so proficient we've got, for what it will yield? No, for what it
it will not!

B is for Bonus, which once was awarded for extra performance, but now is accorded—
To those who increase the amount they produce? No, rather to those who can ably
reduce.

C is for Courage, which used to be named the key to achievement, and widely acclaimed.
It led men to venture, to fail, to succeed—but now their success must be state-
guaranteed.

D is for Dollar—a round silver piece, when loaned or invested it once could increase;
But now it is shrinking so fast that to lend it may net you a loss, so you'd better
go spend it.

E is for Effort. It used to be said that effort would aid you in getting ahead.
But that is outmoded. Go easy, and wait, and you will be pensioned and fed by the
State.

F is for Folly, the blissful retreat, from reason to nonsense—the marvelous feat
Of making believe that the bigger your debt and smaller your dollar, the richer you
get.

G is for Gold, which is stacked up in blocks, in a cavernous underground vault at Fort
Knox—
The once-universal, safe yardstick of Earth; but now we are off it: and what is it
worth?

H is for Human, the "values" that surge through "liberal" talk. But whenever you urge
That they name you these values, it always comes out, it is physical things they are
talking about—
And physical comforts, however they holler, are harder to get when they cheapen
your dollar.

Continued next month

“We deliver too”



What's so special about the huge fractionating tower shown here? It is one more example of how Sun Ship builds and delivers heavy industrial equipment on barges or sea-going vessels, with careful attention to such requirements as safety and on-time schedule.

Whether it's a fractionating tower or key structural part for industry, transporting big items by water or by rail is strictly routine for Sun Ship, for we build and deliver what's needed in many fields. If you have a machinery or heavy equipment problem, write to us about it.

Sun

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