

*Our
Yard*



SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., FEB. 1963

Here's Tax Cut Plan That Might Work

You know the old saw about the weather—everybody talks about it, but nobody does anything about it!

That's the way it has been with taxes for, lo, these many years. This is not exactly accurate because some people have been doing something about taxes—they have been boosting them higher and higher. It is the objectors to these increases—you and I—who have been doing nothing about them but talk. Now a couple of men have come along with what seems a logical, economically sound way of lowering taxes and take the choke strap from around the neck of American enterprise and ingenuity.

Let's review the situation a little. We all know taxes are necessary. The Federal Government has no other income than taxes. We also know that what we pay out in taxes we have lost so far as spending it ourselves is concerned.

Picture yourself as in business. Your business is growing to the point where you really should replace your equipment with larger machines for greater volume. If you have enough money left after paying all your bills and taxes, you buy your new equipment, you hire more people to take care of the greater volume, buy more raw materials and in general benefit the whole economy. If you do not have the money you can't do this. Our skyrocketing taxes have resulted in just that. We haven't enough money left in our business after taxes to allow for expansion.

At present the government takes 52 cents of every dollar of a corporation's profit. This is money which would have gone into stockholders' (you, perhaps) pockets and into expanding the business. An individual making \$2,000. of taxable income pays 20 cents of every dollar to the Government.

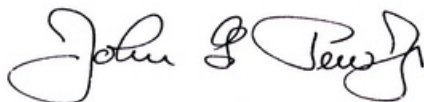
These two men, members of the House Ways and Means Committee (one a Republican and one a Democrat so this must be good), propose a gradual reduction of taxes in all brackets over a period of five years. They would reduce the tax on the \$2,000. earner from 20 to 15 per cent; on the highest bracket, from 91 to 42 per cent. The 52 per cent corporate profits tax would be lowered to 42 per cent.

This program would reform the high tax rates which block economic progress and job creation. It would give everyone at least a 25 per cent reduction in taxes. It would do this without shifting tax burdens from one set of taxpayers to another. Inasmuch as 83 per cent of the individual tax is paid by those in the 20 per cent or less bracket, the bulk of this saving would go to the small wage earner.

The new bill shows how the plan could be worked without any deficit in Government spending—by a simple change in the way the Government operates. Now the Government takes the added money coming from economic growth and spends it. That is a lot of money. Each per centage point of gain in the growth rate represents at least \$1 billion.

The new plan would take this spillover each year and through tax reform make it available for growth in the private economy instead of growth in government. Certainly it is not too much to expect a government would be willing to forego some spending on domestic programs—outside the realm of the military—in favor of reform of harmful income tax rates which would permit greater and sustained economic growth. Greater economic growth means greater revenue for the Government even with reasonable taxes.

This proposition is the work of Rep. A. S. Herlong, Jr., (D.-Fla.) and Rep. Howard H. Baker (R.-Tenn.). It is covered in two bills H.B. 265 and H.B. 348. If passed, these bills will bring about what so far "nobody ever does anything about." They deserve our support. We can support them best by writing to our representatives urging them to vote for these bills. You know who they are: Sen. Hugh Scott and Sen. Joseph S. Clark, Senate Office Building, Washington, D.C. Rep. William Milliken, House Office Building, Washington, D.C. (for Pennsylvania residents). Sen. Clifford P. Case and Sen. Harrison Arlington Williams, Jr., Senate Office Building, Washington, D.C. Rep. William T. Cahill, House Office Building, Washington, D.C. (for New Jersey residents). Sen. John J. Williams and Sen. James Caleb Boggs, Senate Office Building, Washington, D.C. Rep. Harrison B. McDowell, Jr., House Office Building, Washington, D.C. (for Delaware residents).



We Work Hard To Get Navy Oilers

At this writing we still are waiting to hear what will be the final disposition of the contract for the jumboizing of two active Navy fleet oilers on which Puget Sound Bridge and Dry Dock Co. was apparent low bidder. At this point the award of the contract has been held up. It is in the hands of the comptroller general awaiting his decision which will be final.

If we do get the contract there is no doubt whom we have to thank, President Paul E. Atkinson with the strong support of the union made the business of allowing work on U.S. Navy ships to be done by foreign countries practically a national issue. The letter reproduced below was especially forceful. Some of the publicity resulting from it—a small part—is reproduced on the inside back cover. This does not include West Coast publicity of which there must have been considerable. In addition letters were written by many others including vendors and other business people who would be affected by the loss of income to our workers.

Mr. John E. Tompkins
Delaware County Daily Times
18 E. 8th Street
Chester, Pa.

January 8, 1963

Dear Mr. Tompkins:

The Daily Times carried a lead story last Saturday featuring the statements made by an official of Puget Sound Bridge and Dry Dock Company defending his Company's action in submitting a bid to the Department of the Navy utilizing two Japanese midbodies for the "jumboizing" of two active Navy fleet oilers. As quoted in the article, he made three essential points:

1. Only about \$2,000,000.00 of work to be contracted to the Japanese Shipyard.
2. What they are proposing to do is no different than what their competitors have done many times.
3. Puget Sound's bid conforms with Navy and Federal Government requirements.

Since these statements tend to be misleading, I feel it necessary to set the record straight.

1. Only about \$2,000,000.00 of work to be contracted to the Japanese shipyard.
The average wage rate in Japanese shipyards is \$.44 per hour compared to an average wage rate of over \$3.00 in the yards in the United States. Considering material and overhead costs that go into this work, we estimate that \$2,000,000.00 of this work performed in Japan may be the equivalent of as much as \$6,000,000.00 to \$7,000,000.00 of work performed in this Country. In any event, many hundreds of thousands of manhours of work would be performed in Japan and not in the United States.
2. No different than what their competitors have done many times.
No similar instance exists in the annals of Naval Construction. If this pattern were allowed to stand, it would pave the way for construction of U.S. naval vessels and components in Japan, Germany, Holland, Sweden, Greece, Spain and other low cost shipbuilding countries. Possibly the Puget Sound spokesman in his statement is referring to merchant ship midbodies rather than active U.S. Navy units. Due to an acknowledged loophole in the laws affecting coastwise merchant vessels, some American flag merchant ships have been jumboized in the United States using foreign midbodies. Recognizing the importance of domestic shipyards, Congress, through Public Law #583 enacted on July 5, 1960, closed this loophole and prohibited any further construction of this type for U.S. merchant vessels. Obviously they never intended this banned procedure to be used on Naval vessels. Enclosed for your information is a copy of the report from the Committee on Merchant Marine and Fisheries to the whole House on this particular bill, documenting the need for the law and dealing with the problems involved.
3. Bid conforms to Navy and Federal Government requirements.
Enclosed for your information is a copy of Executive Order #10582 detailing the procedure to be followed in administering the Buy-American Act. You will note that this order provides that as much as 49% of the cost of components in a "domestic end product" may be of foreign manufacture. Obviously, this covers the "letter of the law" in the present instance. However, you will also note that this Executive Order also establishes in Section 3 many conditions where the low bidder using foreign material may be rejected for reason of
 - a. National interest
 - b. In order to reduce substantial unemployment
 - c. To protect essential national security interests

In this connection, you will recall that Section 3(a) of this order was used by the Administration in response to an appeal by Senator Scott last June to disregard the low foreign bidder and award a contract for 2000 tons of carbon steel for the construction of three guided missile frigates to the lowest bidder offering American steel.

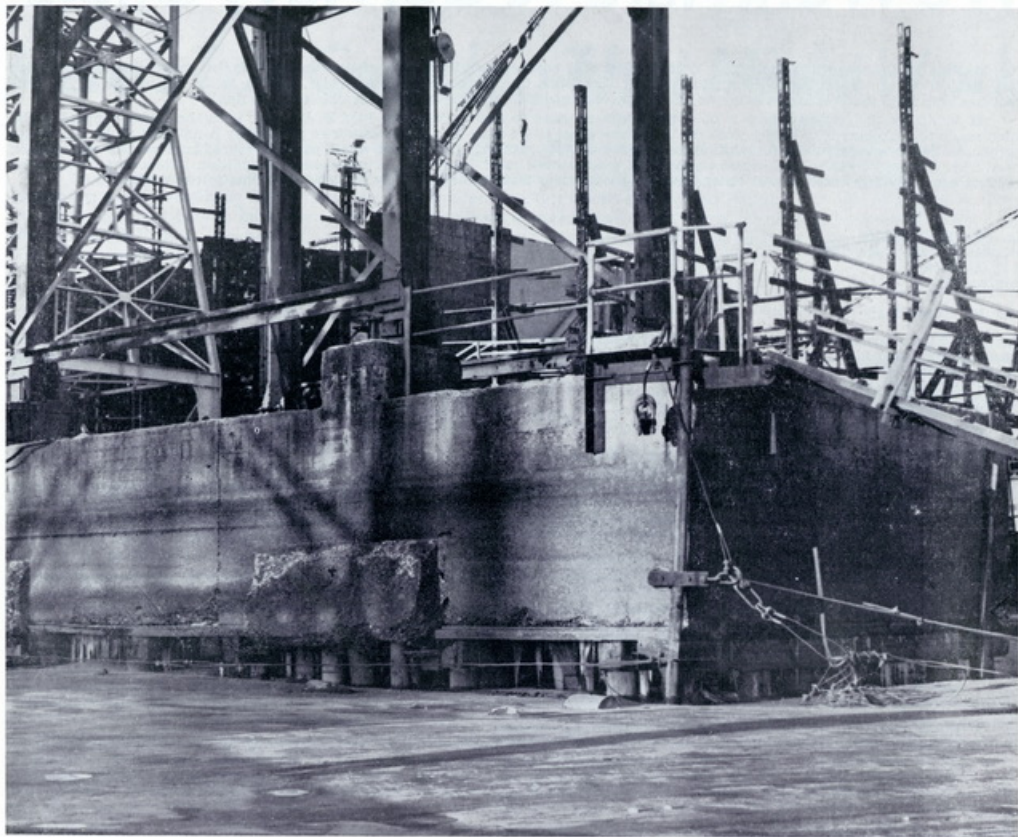
Although we are vitally concerned with this pending contract for the Navy Oilers, we are most distressed at the national situation that allows, and indeed encourages, bidders of the stature of Lockheed Aircraft Corporation, parent company of Puget Sound Bridge, to put forward the type of proposal they have in this case. The broad implications involving national defense, employment of our own people, the gold outflow and many other problems of our times are deeply disturbing.

Sincerely yours,



PRESIDENT

Water, Water (Almost) Everywhere



"How can I stop women customers from complaining about our prices and talking about how low prices were in the good old days?" asked the sales clerk.

"Very easily," replied the manager. "Act surprised and tell them you didn't think they were old enough to remember them."

The greatest labor-saving device to most people is "tomorrow."

Get Head Start Planning Your Summer Motor Trip

Going on a motor trip this year? You can pick up a directory listing motels in the United States and Canada in the Public Relations office. For free, yet!

To err is human, but when the eraser wears out before the pencil — beware!

An Easterner was visiting his rich uncle in the oil country. In the living room, the visitor was horrified to see his uncle's six-year-old boy driving nails into the piano, sofa, chairs and floor.

"Uncle!" he shouted, "look what Jimmie's doing!"

"Pshaw," shrugged the oil man, "it ain't nuthin' at all. I get nails wholesale."

Our Yard

A publication of the Sun Shipbuilding and Dry Dock Co., Chester, Pa.

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February, 1963

W. Dean Moore, *Editor*

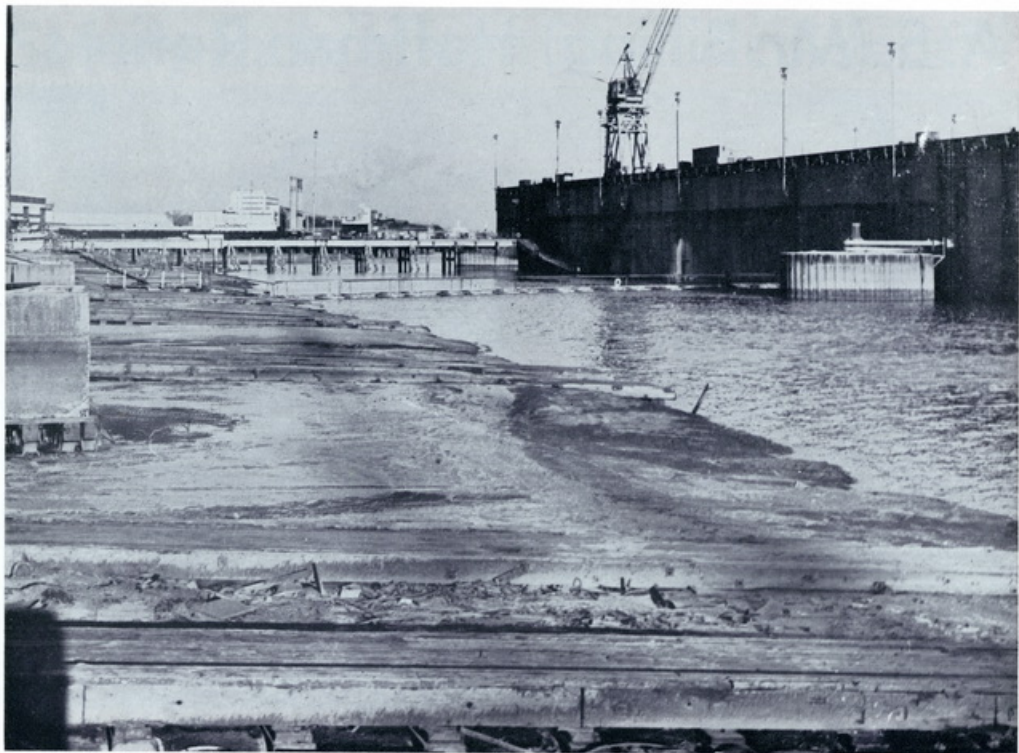
Ann Smedley, *Secretary*

REPORTERS: Carl Browne, William Burns, Harry Burr, James S. Falcone, Thomas Flynn, Guy Kushito, Clyde Landis, Donald Logan, Albert J. McCann, Edward Housley, John Rosati, Joseph Kulp, Edward Wertz, Frank Wilson, Stanley Boyda, Charles Jenkins, Joseph Hinkle and Robert Hahn, *Outdoor Editor*.

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



FEBRUARY



YOU WOULDN'T BELIEVE THIS if someone told you about it so we took pictures to prove it. If you told our oldest settlers you had walked halfway from river end of shipways out toward No. 3 dry dock, they probably would tell you it was time for your next session on the couch. But you could have done it Dec. 31, 1962. That was day it was cold AND windy. Wind did the trick. Forced water in river back so far that industries using river water for their operations had to shut down. We had to shut down all our compressors and use one at a time so none would overheat. Picture on facing page shows gangway down to pontoon bridge from end of 4 'way out to dry dock. Part of bridge rests on sand. Above shows how far out waterline was. End of shipways is at left and runway out to dry dock beyond 8 'way is in background. Photo at left shows end of craneway on south side of 6 'way with construction of Hull 627 visible beyond.



A. S. (Mr. Billing) Hoffman Retires



ABE HOFFMAN WAS ONE OF THOSE inbetween babies. He was born too early to get a clock after 40 years of service and too late to get one for 45 years (44 years, one week and three days). Therefore some of his friends decided to do something about it. They got him one (a pretty special one) and, much as they knew how he would hate it, presented it to him about last thing on his last day here (Dec. 31) so there wasn't much he could do about it. "Ceremony" took place in Secretary and Treasurer Charles H. Doyle's office and Mr. Doyle did the honors. Standing behind them are (l. to r.): Ray Burgess, Norman Fisher, Edward Daft (almost hidden), Donald Clare, William Elliott, Clifford Forney, Jack Burgess, Ed McGinley, David Owens and J. Douglas Austin.

The Gen'man from Jawjuh has called it a day.

Translated into Middle Atlantic pidginese that means Abe Hoffman has retired.

That is the end of an era. No one ever had charge of billing as long as Abram in the history of the company. Probably because no one else ever had charge of billing. That may be stretching it a little, but certainly by Dec. 21, 1918, not many bills had been sent out. That was when Abe came to us from Remington Arms in Eddystone. It wasn't until 1924 that he actually took charge of the billing but, as we sort of hinted, it didn't give anyone much time before that.

The long, lean, cigar-smoking Southerner's favorite saying about himself is, "No comment." When asked what he could say about his future plans, he went into a huddle with himself for a moment then gave out the result: "Nuthin!" He is not going to Florida, he is not going to write a book. He is going to do what he "damn well wants to do whenever he feels like it!"

We do know that Abram S. Hoffman was

born in Ackworth, Ga., and came North to West Chester while still a young man. He worked in the county engineer's office and got well enough acquainted in the area to find a wife, Gertrude Townsend. After five years there he moved to Remington for a short time then to Sun Ship. Both his sons served apprenticeships here. Both are engineers now, Robert with du Pont and George with Sun Oil.

In his years here he established a reputation for responsibility and integrity. Whatever his "Nuthin" turns out to be, he probably will work just as hard and as sincerely at it in retirement as he did on his job in 44 years of activity.

Treasurer Charles H. Doyle named Assistant Treasurer Jack L. Burgess to take over management of the Billing Department. Russell Staley will be assistant chief. This assignment is in addition to Mr. Burgess's present responsibilities.

If you are willing to admit you are all wrong when you are all wrong, you are all right!

Lyle Reeves In N. Y.

His many friends around Our Yard will be pleased to hear of the promotion which has come to Lyle H. Reeves who came so near to being a permanent fixture with us because of his connection with Moore-McCormack Lines, Inc. Lyle has been made superintendent in the company's new construction department. He is now stationed in New York.

OUR COVER

Our cover is explained fully on page 11.

Skating instructor at Sun Valley to two girl pupils, "Skating isn't hard. For example, the figure eights are as easy as pie."

"Not the way I do 'em," asserted one girl. "I make five with one skate and three with the other."

Safety Didn't Even Start Accidentally

Many times you have heard people say, "He was lucky," or, "Luck sure comes his way." It has always been my belief that this luck was not actually luck but was caused by hard work, attention to our surroundings and our general observance of the rules of good living.



J. Techtton

So you can usually give credit to yourself for your luck. When you have a close call driving home tonight, chances are you'll say, "Boy, I was lucky he didn't hit me." Probably it was your quick reaction to the hazard as it flashed before you which saved you. But you call it luck.

Many people felt you had to take these sayings seriously in the early days of industrial safety and that is where they probably originated. They really seemed to feel, in those days, that the fellows who were lucky came through and that the unlucky fellow was carried out.

What was done in those days to promote safety? To help a fellow be lucky? Well, honestly, not much of anything. There was no organized effort to prevent accidents. A safety engineer or a safety department was unheard of. The U.S. Steel Corp. was one of the first larger companies to realize there was a problem. In general, most companies made no effort to save their employees from harm.

Judging by today's standards, working conditions then were extremely hazardous. Moving parts of machinery were not guarded, electrical conductors were exposed to contact, illumination was terrible, toxic gases and fumes were all around and breathed by all exposed to them. Ventilation simply didn't exist, sanitation was wretched, housekeeping little better, tools and equipment were neglected and, in short, hazardous conditions existed everywhere.

The hazards that existed in those days would have made a safety engineer's hair (if he had any left) stand on end. The general emphasis with regard to safety was, "Keep your eyes and ears open if you don't want to be killed." In those days such protection as safety shoes, safety helmets, safety glasses and other equipment did not exist and a man was expected to protect himself against such hazards.

On top of all that there was no workmen's compensation. The employer and his employees didn't worry about it and the same general attitude was taken by the various states and our Federal government.

How bad were these conditions? How many men were crippled or killed each year? No one really knows—there were no records available and no one bothered to find out.

Winners and Their Slogans

At long last the entries in the Safety Slogan Contest have been looked over and four winners picked out.

These slogans will be printed and posted through the yard for all to see and to be reminded that these slogan winners are all "safety minded."

Leo McCabe—55-36.

Safety is a job—Work at it.

Robert Dykins—76-131.

Make safety a daily habit.

Walter Simpson—33-247.

Safety costs nothing—pays big dividends.

Paul Brown—34-231.

Don't make a mistake, it might be your last.

The winners can receive a prize by calling at the Safety Department office.

John M. Techtton

But light began to dawn when, in 1906, a survey was started which investigated the Greater Pittsburgh area as a start and covered a period of one year. Their findings were a shock.

It was found that in that area alone there were more than 500 men a year crippled by the loss of an arm, a hand, a leg, an eye or other crippling injury. There was scarcely a day without one or more fatalities.

Lucky? We don't know how lucky we are that we came into this world when we did.

This investigation showed something must be done. Additional studies showed the same conditions prevailed almost everywhere. Clergymen, educators, labor leaders, legislators and many others were shocked into demanding reforms. The safety movement started to roll.

In 1908 Congress passed the first workmen's compensation laws and the principle of compensation for injuries was established. In 1911 New York became the first state to enact such a law. This was followed in rapid succession by other states and by 1915, 30 states had followed this lead.

The safety movement in industry thus started and many companies came to realize that it cost them less to prevent accidents than to pay compensation and other costs.

Safety programs were started, the safety engineer came into being and, in general, much needed improvement in machine guarding, lighting and ventilation was made. Many of the old hazards were eliminated. Safety rules and regulations were developed and put into effect. Accidents were investigated. The use of per-

sonal protection devices of all sorts was started and the whole movement gained strength.

Today, safety is one of the most important phases of industry management. Accident prevention is a must. Effective safety programs which have the full support and co-operation of both management and employees are combating the hazards of industry and life in general.

Industry has its problems in the medical and compensation costs, legal and insurance expenses, hospitalization, the loss of production from skilled workers. The individual must realize the personal suffering, the loss of pay, the financial and worry problems on his family and the possibility of a permanent handicap to carry through life.

This article outlines the start of the safety movement in the United States and future articles will show its development and outline good safety practices and rules.

Ship Repair Safer Say 1962 Figures

In the year 1962 there were 166 lost-time injuries in the shipyard plus one fatality. These injuries occurred in all parts of the yard: On new vessels, on ships under repair, in the shops, on the shipways, the piers, in the Wetherill plant and even one in the Main office.

While ship repair operations are usually considered more hazardous than other operations, our figures show that 17.8 per cent of these injuries occurred in ship repair and 28.7 per cent on new vessels under construction. The following table will show where these injuries occurred last year. Do your best to make that area "Accident Free—in '63."

	Injuries	
	Lost-time	%
Hull No. 622	5	2.7%
" " 623	21	13.6%
" " 624	8*	4.7%
" " 625	4	2.4%
" " 626	4	2.4%
" " 627	1	0.6%
New Construction totals	47	28.7%
Boiler Shop	13	7.7%
Fab. Shop	25	15.0%
Shipways	10	5.8%
Drydocks	2	1.2%
Yard and piers	16	9.5%
Ship repair	30	17.8%
Misc. Shops	9	5.3%
Offices	2	1.2%
Wetherill	2	1.2%
Scrap ship	4	2.4%
Blacksmith shop	7	4.2%
	167	100.0%

* includes 1 fatality

Please do your utmost to show your area with a zero for 1963.

Special Use for Some of Our Blood

Usually a visit of the Red Cross bloodmobile to Our Yard means only that those of us who are young and healthy enough that our blood has not begun to thin take the little time needed to go to the canteen under #4 shipway and deposit a pint for the good of our fellows (perish forbid that we ever should need it ourselves). For the aged, the decrepit, and girls (most of them) it is not and that provides some means of telling the difference, hey?

To get back to the subject—the visit of the bloodmobile—sometimes it is not usual for a few of us. The last two visits, for instance. Both times several of the men were touched on the arm and a soft voice, probably Walter Moore's or Dan McGinn's (Safety Dept. men), whispered in their ear, "Come this way, please."

From there on their visit to the bloodmobile was different. They were told their blood would be used for open heart surgery. Instead of being drawn off in a bottle it went into a plastic container. They had a special nurse and a few other different touches. It made it seem very special but always they left with the same question unanswered: What is this open heart surgery business?

Obviously it would take a doctor to explain, and there were no doctors; or a nurse, and they didn't have time. So Dan McGinn who takes care of matters pertaining to bloodmobile visits for the Safety Department, wrote to the Red Cross and asked if someone who knew what to say could write it so we non-medical mortals could understand what he was saying.

Dr. R. F. Barnes, director of the Philadelphia regional blood program, not only was able to do so, but he did it. What follows is by him and you should be able to tell someone else what open heart surgery is after you have read it.

Not very many years ago surgery of the heart, except for the closing of a simple wound in its muscle, was not possible. The patient with a damaged or inadequate heart valve or with abnormal openings between the heart chambers was beyond the reach of surgical help. He could only be advised to conserve his energy and thus rest the heart as much as possible. His life expectancy was relatively short at best. Except for medication to give strength to the heart muscle as long as possible, nothing could be done.

Physicians and patients long had wished that some way could be found to get to the inside of the heart and repair the damage. Thousands of little children died each year without ever having had a chance at an active normal childhood. Adults, too, whose hearts were affected had little to look forward to but limited activity and a shortened life.

The human heart muscles are strong and they contract forcefully 70 to 80 times each minute driving blood through the large blood vessels under pressure to every part of the body. It was obviously impossible to enter this constantly pulsating organ containing blood under pressure and do any prolonged surgery.

If the heart could not be entered while

320 Market St.
Chester, Pa.
January 10, 1963

Mr. J. Techtou
Safety Engineer
Sun Shipbuilding & Dry Dock Co.
Chester, Penna.

Dear Mr. Techtou:

I wish to take this opportunity to thank the Company for the blood given to my husband during his illness.

It is a wonderful feeling to know we can depend on the Blood Bank to help us, and the men who give the blood so others may benefit from it.

Sincerely,
Lydia A. Conley, 97-17

it was in action, some way must be found to render it inactive if any reason for hope was to be held out to the heart patient. This has the ring of impossibility about it but major breakthroughs in all fields have been the results of people tackling the impossible. In this case the result was the heart-lung machine.

The heart with its four chambers normally receives spent blood. This blood has given up its supply of oxygen to the body tissues and is bringing back the harmful, accumulated carbon dioxide gas from the tissues for expulsion through the lungs. This returned blood is first pumped by the heart to the lungs where the refuse gases are exhaled and where the blood is replenished with oxygen. It then returns to the heart to be forced out again to the tissues. This cycle goes on constantly, day and night for the duration of life.

The heart-lung machine is a very elaborate mechanism which substitutes for the heart and the lungs for the duration of an operation. Before any surgery of the heart itself can be done, the heart-lung machine must be connected with the body's own cycle so that the heart is shunted out. This is done by connections being established above and below the heart.

Thus, the spent blood returning toward the heart after giving its oxygen to the tissues and collecting the undesirable by-products is diverted into the outside circuit before it reaches the heart. The machine cleanses and filters the blood, gives it a new supply of oxygen, warms it to body temperature and forces it back into the body at a point above the heart.

The heart, now isolated from the circulation cycle may be completely stopped while the machine carries on the entire process. The heart can be widely opened in a relatively bloodless field and the necessary surgery done. The heart is then stimulated to begin its contraction, the machine is shunted out and blood again courses through the heart and lungs in the natural manner. Finally the chest wall opening is closed and a child has been given a new lease on life or many years have been added to the expectancy of an adult. It is certainly one of the miracles of our time.

It is really not as simple as one might assume from this description. The apparatus is very intricate and errors or

breakdowns must not happen. It requires skilled surgeons, with special training in this type of operation. There is a group of well trained and specially drilled assistants on the heart team in addition to the regular operating room personnel.

The apparatus requires about ten pints of blood for priming. This must be whole blood as it comes from the donor, not plasma. This provides sufficient volume for both the outside and the inside cycle during the operation.

The Philadelphia Regional Red Cross program collects for ten or 12 of these open heart operations every four days. Each donor's blood must exactly match that of the patient. Some types only occur once in 160 donors. Ten pints of such blood would require combing through 1600 donors. Other types, of course, are less rare and less difficult.

Blood for this purpose must be collected in a special solution called heparin which will only preserve it two or three days. It is therefore required that collections be made the day previous to surgery. Should another solution with longer preservation period be later made available the necessity for collecting all ten pints on the same day could be avoided and much of the urgency removed from these collection plans.

We Like It This Way

210 Welcome Ave.,
Norwood, Pa.,
Jan. 15, 1963.

Mr. John G. Pew, Jr.,
Sun Shipbuilding & Dry Dock Co.
Chester, Penna.

Dear Mr. Pew:

I am writing this for my husband, Henry Book Hopkins, chipper and caulked, once #55-301 and #55-92, now retired on disability. Ever since a stroke paralyzed the right side of Mr. Hopkins in July, 1958, at the shipyard, your office has been sending him copies of your company magazine OUR YARD.

I just want to tell you how much he appreciates receiving that paper and how he looks forward to reading it each month. It makes him feel that he "belongs" for he never ceases talking of the days he worked for you—the years he put in there, and the old fellows he knew then. He is 62 now and will never work again, but each time OUR YARD comes, it is still his yard to him.

Thank you again, you and your whole staff, for adding this joy to his days.

Sincerely, his wife

Anne S. (Mrs. H. B.) Hopkins

All of us can take a lesson from this. We never know what we may do, even in the course of our regular work, which may give someone else a lift—mental, spiritual or physical. Sobering thought, huh, when you consider how little thought we give to it most of the time. The more reason to be sure that what we do, we do to the best of our ability.

Headlights Down; Accidents Down

The campaign against glaring headlights continues in civic and official circles, but headlight glare remains one of the chief causes of nighttime highway accidents, says Keystone Automobile Club.

Many states have come up with laws aimed at the aimed-high headlights, the article states. Generally, these laws provide that motorists approaching vehicles within 500 feet of one another must depress headlights so that glaring beams are not projected into the eyes of each other. Also, laws have been passed requiring motorists to lower their headlights when approaching within 300 feet of another vehicle in order to keep the driver ahead from being temporarily blinded by glaring light in the rearview mirror.

These laws will have their desired effect in time, to be sure, depending upon the degree and persistence of enforcement. Meanwhile, efforts must be continued to educate drivers concerning the actual and potential dangers of headlight glare.

Glaring headlights blind motorists sufficiently long to be the direct cause of accidents. At 40 miles an hour a driver facing the upper beam of a sealed-beam lamp is totally blind for 12 seconds while his car is traveling 725 feet. . . . time and space aplenty in which to have a collision, strike a pedestrian, or run off the road.

Figures clearly show what can and does happen when motorists fail to lower their lights on approaching other cars. Some 17,600 persons were killed during daylight hours in 1960, latest year for which figures are available, while 20,600 were killed at night when ordinarily there is only one-third as much traffic on the highways.

45 Department

By Donald "Legs" Logan

Well, here I am again. I decided to write again and not let you suffer any more. I can just imagine how disappointed most of you were when you didn't find a column of mine in the January issue. I promise I will not let you suffer like that again.

The material for the January issue of this magazine must be handed in at the beginning of December (Editor's note: This puts about five days between the ends of any month) so that means everything to be written about the many activities of the men in the department is reported in this February issue.

Many of the men took their vacations over the holidays. Adam (Ziggy) Ziegler



Donald Logan

Dave Mylrea Guest of Honor



SAID ONE SCOTSMAN TO another (to be truthful he said nothing, he was saving of words). They were both Scots, at least, William Burns, master of ceremonies, and Dave Mylrea, guest of honor. Occasion was dinner in honor of Dave who retired Sept. 30 after 37 years with the company, last 10 as chief engineer. It was held at Alpine Inn and more than 100 of Dave's friends were on hand.

spent his time delivering poinsettias up and down the East Coast. Ziggy said he didn't get lost once on his trips to Miami, Richmond, Baltimore, etc., but he had a hard time getting off the Schuylkill Expressway. The ever popular Walter (Fat Ankles) White went to New York City but it was reported in Dorothy Kilgallen's column that he spent the week with a part time job in Secaucus, N. J. . . . Joe (All Pro) Belfonti was glued to the TV watching the various football games. Joe says his wife has started calling him Chief Halftime. Seems the only time she can get him to do anything around the house is between the halves of the games. . . . Bill Sacco spent two weeks in St. Petersburg, Fla. . . . George Custis spent a week's vacation honeymooning in Canada. . . . Norman Stewart spent his vacation at his usual weekend hideaway. . . . Donald Penny took a trip to the Poconos.

I'm glad to see Harold Green looking just as good as ever after being out a few weeks. Harvey Breeden is back looking 20 years younger after being out with a broken arm.

Warren Rozelle has left service to take a job at Baldwin's. We all wish him well in his new job.

Benny Walinsky was a member of the National Guard unit from Chester sent to march at Governor Scranton's inauguration. He was invited to stay over for the inauguration ball but he had left his tuxedo at home and could not attend.

Speaking of Christmas, Ed (Fat Daddy) Smith donated some of his very valuable time to act as Santa Claus for the needy. Smitty's corner was 7th and Market Sts. in Philadelphia. His co-worker, Walter White, also donated his time and was seen playing the cornet in City Hall.

Stanley Hill again visited Ralph Willing's and Bill Rouke's house to sing Christmas carols as did Tom (Fast Tom) Boston, Donato Nicolucci and (Ziggy) Ziegler. The "Singing Shrinkers" appeared at Bob Van Horn's house and all received cigars for their efforts.

I would like to extend to you all a belated Happy New Year and would like to apologize for my inconsistency in writing this column.



WILLIAM HADLEY, 33-59, 35 years



EDWARD LARSON, 59-27, 35 years



MOSE LEVINSON, 45-52, 35 years



WILLIAM CORTER, 59-65 30 years



RAYMOND GATCHEL, 45-36, 30 years



ELMER PALO, 55-1, 30 years



MACK ALLEN, 67-98, 25 years



GEORGE ANDERSON, 36-609, 25 yrs.



December Awards

40 YEARS

97-14 Mary Perry

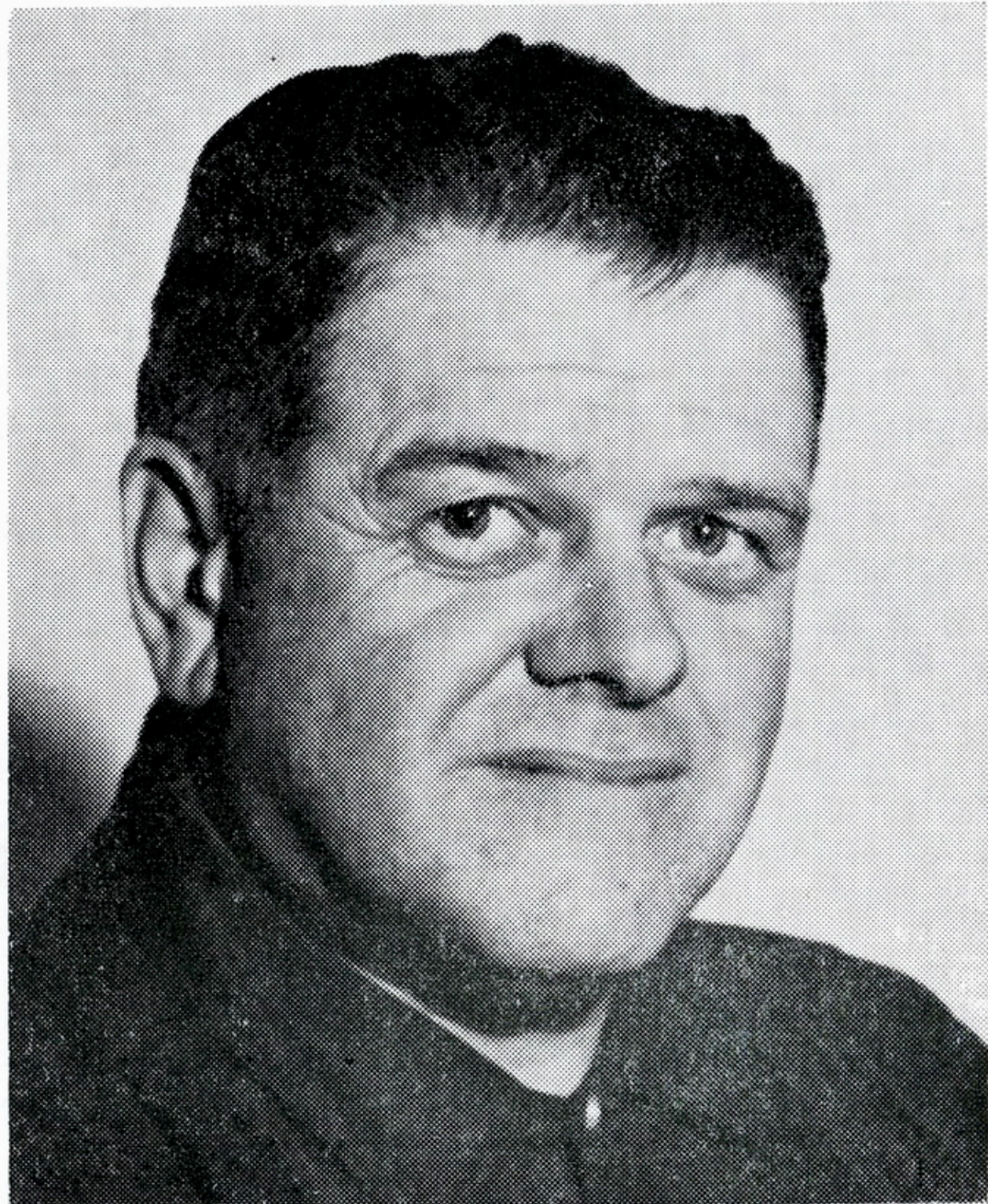
35 YEARS

55-143 Francis April
 33-59 William Hadley
 59-27 Edward Larson
 45-52 Mose Levinson

30 YEARS

59-65 William Corter
 45-36 Raymond Gatchel
 55-1 Elmer Palo
 81-91 Samuel Rodgers
 47-06 Edward Scheer

SEE PAGE 10, COL. 3 . . .



ELMER PALO, 55-1, 30 years

Week After Week Makes 40 Years



President Atkinson with Bill Rouke ...

If Mary Clayton Perry comes to your house and says she is only going to stay for a few minutes, just keep an eye on the calendar. She came to Sun Ship for two weeks and stayed 40 years.

It's a wonder Mrs. Perry hasn't come up with an ulcer before now. That feeling of uncertainty, of being only temporary, of wondering when the end is coming, is supposed to produce ulcers. When that feeling of uncertainty etc. goes on for 40 years, it should produce ulcers on ulcers. But if Mary's temporary two-weeks replacement stint which started 40 years ago hasn't produced an ulcer yet, we can figure she is immune.

The lady was a student at Sleeper's Business College back in 1922 when a call came in from Sun Ship for a girl to fill in for two weeks. Mary has had no time out in the 40 years since she was sent over here. The question to be settled probably is when does temporary become permanent?

She started life as Mary Clayton in Rock Hall, Md., but wasn't very old when the family moved to Chestertown, Md. She still was in school when the family moved to Chester but because the family was large and the income was needed, she soon left school for a job. She started at Sleeper's after working hours.

When she came to Sun Ship she worked in Purchasing then headed by Harry Scott. After two years she moved to the Order Department which was in charge of Neil Jamieson. Mr. Jamieson is gone, the department was changed (to Production Planning) but Mary still is there finding the work most interesting because it is so varied.

She was the second one in the yard to handle ship repair orders which she did 32 years. Now she handles preparation of bills of material, sees to their routing and issues charge numbers.

While she was a girl in Chestertown, the baseball team of the Christian Brothers College in Baltimore used to come to play Washington College which is in Chestertown. A pitcher for the visitors returned to Chestertown after graduation and became manager of a chain store. During all this time Mary never had met him and when he came to Chestertown to work she had moved to Chester with her family.

She returned to Chestertown often to visit her friends and former neighbors. On one of these visits she met this man and in due time Cupid carved another notch in his bow and she changed her name to Perry.

SEE PAGE 10 COL. 1

... and Mrs. Perry





JOHN GODO, 59-542, 25 years

MORE ON 40 YEARS . . .

She has always been active outside of her business responsibilities. For years she was an enthusiastic bowler but now finds it a little too strenuous. She likes to swim and is interested in most sports. She is an excellent cook and loves to spend time in the kitchen. She is an experimenter with a cook book—finding something she never tried before, but it "sounds" good and she tries it. It is a rare occasion when the results are not good.

Travel also interests her. She and her husband have covered the country north and south, jumping off into Canada and, in balmy days, into Cuba for good measure. One of these days they hope to take Horace Greeley's advice and see the West.

A lot of people think of this shipyard as having been around a long time. But we still have men whose tenure goes right back to the Chester Sun, Hull #1, and



MEREDITH LONG, 47-248, 25 years

one of them is William Rouke. It took him 45 years plus to do it.

Bill came in on the 17th of September in 1917. The yard had been operating just a year. The CHESTER SUN still was six weeks from being launched. He started as a helper in 45 Dept. and stayed there. In the department; not as a helper. He had been here nearly three years when he was made a leader having become a liner man, then a first class shipfitter on the way. His first ship as a leader was Hull #19.

Just a few days more than 13 years later Bill went to assistant foreman. In that time he had the only layoffs he ever had; two for a total of 10 weeks. After eight and one-half months as an assistant foreman he was put back to leader again. This was in 1934 when things were practically at a standstill because of the depression.

Early in 1940 he went up again, this time to foreman. He has been that with no lost time ever since. He was shipfitter foreman on the first ship started in both the South and North yards. Both ships were T-2 tankers. The biggest change he ever saw in the yard was from rivets to welding.

Bill is native to these parts as are his wife and three sons. The oldest, William, Jr., came to work here about 1939. He was an apprentice in the Mold Loft. His second son, Richard, started in the drawing rooms in 1941. Both completed their apprenticeships. Now, however, together they constitute the Arrow Sheet Metal Co. of Chester.

The second generation now is represented by James who started in Monopol about 18 months ago.

There were no girls until the third generation. Bill and his wife enjoy the business of having five granddaughters—and no grandsons!

Bill thinks he'll probably be around a few more years then he and his wife will become "rolling stones." We'll sell out and take a leisurely trip around the world. Bill says, and his full-arm gesture certainly takes in a lot of territory.

MORE ON SERVICE . . .

25 YEARS

67-98 Mack Allen



JOSEPH McBRIDE, 75-1, 25 years



THOMAS TOOHEY, 36-665, 25 years

36-609	George Anderson
76-86	Coleman Dawson
59-511	Henry Kleepfer
47-248	Meredith Long
75-1	Joseph McBride
36-665	Thomas Toohey
59-835	Nathan White
69-97	John Whitehead

20 YEARS

47-600	Samuel Belsky
34-186	Daniel Langton
60-306	Frank Zappone

15 YEARS

46-54	Peter Bocchino
59-263	Elmer Coryell
47-180	Thomas Fisher
58-4	Henry Mager
33-411	Francis McManus
59-1258	Austin Smith
33-70	Jacob Spiker

10 YEARS

88-59	Thomas Fox, Jr.
88-53	Joseph Osifat
60-76	Joseph Pinkoski
59-193	James Ryan
35-85	Walter Strohl

Funny! And Yet . . .

The National Safety Council Newsletter for January contained the following story. Read it over and don't just forget it. Think about it and you will realize how easy it is for such a chain of events to happen and—it could happen here.

"At a recent safety meeting, the subject of a talk was Accidents are Caused. This made quite an impression and during a heated discussion which followed one man in the group raised his hand to ask a question. He accidentally knocked a coat off a rack which fell over the head of a second man. This man grabbed the coat to remove it and struck a window near him with his elbow, scattering glass all around.

"Two men started to pick up the glass by hand and both suffered slight cuts. Another man grabbed a push broom to sweep up the glass and in his haste knocked down a fire extinguisher which sprayed the chemical mix all over everyone.

"By this time the man who raised his hand had forgotten what he wanted to ask and since everyone was complaining about the cold draft through the broken window the session adjourned." J. M. T.

Space Age Comes To Our Yard

by William Maling

79 Department

"IT'S A WHAT?!!" has been heard around the yard quite a few times in the past week. The object causing these exclamations is a rather unusual product for a shipyard and the largest rocket case ever built. It's a case for a rocket booster motor that was fabricated for the Aerojet-General Corp. of Sacramento, Cal.

The case is 24 feet in diameter and 60 feet long. The thickness of most of the plating used is $\frac{5}{8}$ " of an inch and the total weight of the unit is 94 tons. Fabrication of the motor case was started in our Boiler Shop in November and completed in time to display to members of the American Rocket Society during its annual meeting in Philadelphia the last week of January.

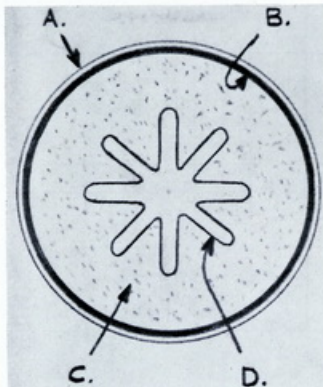
Cases like this one may form part of a giant rocket to be used for manned space exploration in the 1970s. Although the case we fabricated appears large by itself, it is only a small part of the launch vehicle it is anticipated will be required for space exploration missions. A completed launch vehicle will be about 350 feet in height.

The case was fabricated for Aerojet-General to prove that the exacting tolerances and quality work required by the aerospace industry could be maintained and that the basic skills available in today's shipyards could do this work. Sun Ship proved it could be done and became a leader in this field by producing the first motor case of its size ever constructed.

The case will remain on display in our yard through the middle of February for visitors from the U.S. Air Force and the National Aeronautics and Space Administration (NASA). Inside the case is a display of solid rockets that have been produced by Aerojet-General and a description of the future role of the large solid booster engine. Included in the display is a layout of Aerojet's Dade County, Florida, plant being constructed to fuel and test these solid motors.

It will then be used to prove out a system of heat treating which will be required for later cases to be fabricated out of high strength steel alloys. The case then will be placed on a barge and shipped to Florida for installation of insulation and casting of inert fuel. Planned handling techniques will then be developed and tested using this test case.

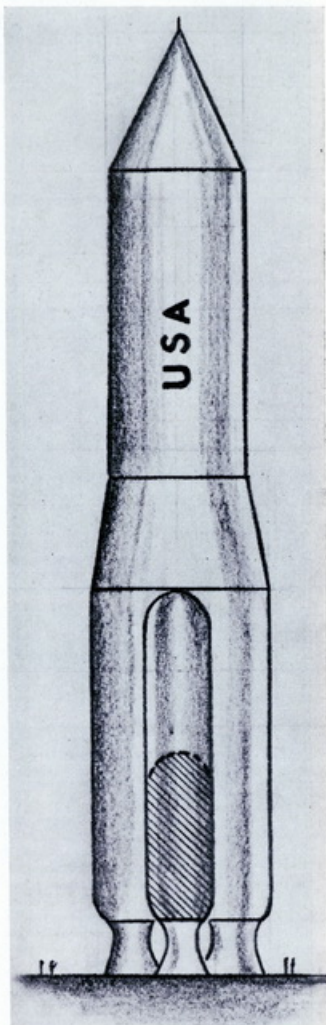
We are also fabricating two small, 36-inch diameter test motor cases as part of the same development program. The cases are made out of 18% nickel maraging steel which has four times the strength of ship steel after the maraging heat treatment. These test vessels will be subjected to



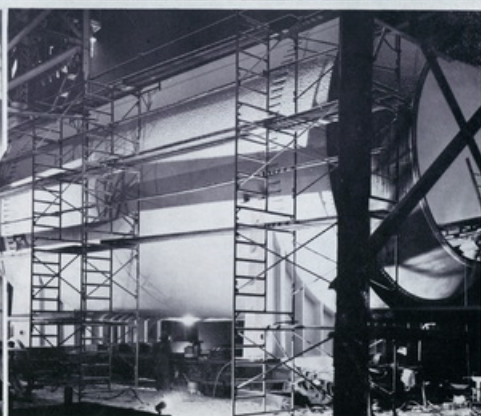
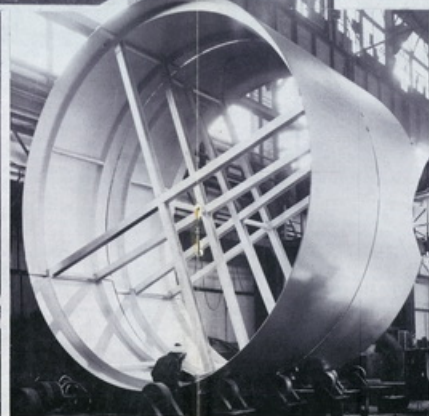
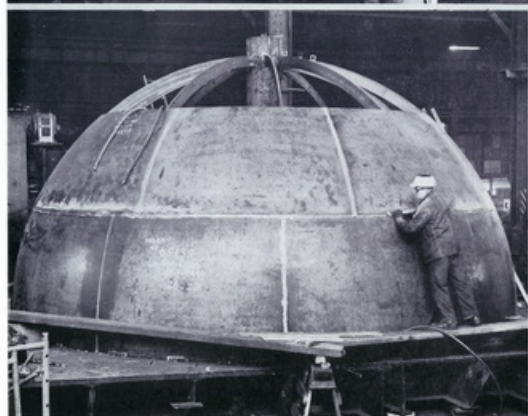
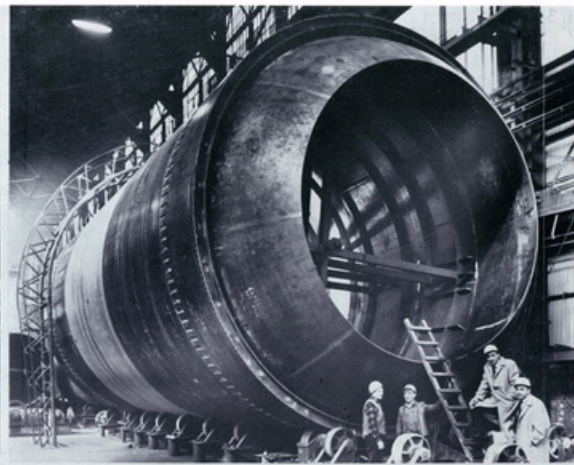
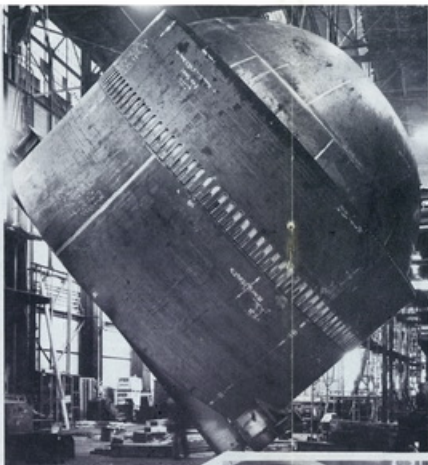
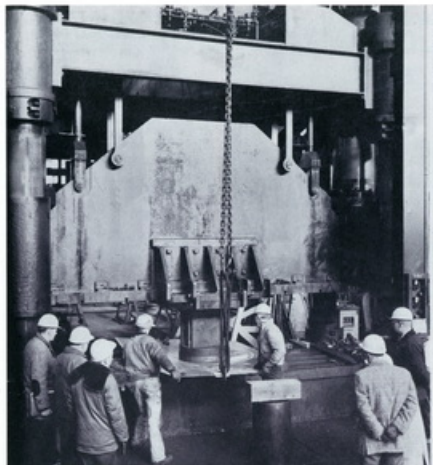
CROSS SECTION OF
A SOLID ROCKET MOTOR

- A. MOTOR CASE — Constructed of high strength steel alloy to contain the pressure of the burning fuel.
- B. INSULATION — Protects the motor case from the high temperatures generated by the burning fuel.
- C. SOLID FUEL — A heavy, viscous substance that is poured into the case around the "core" and cured to a solid. One common fuel uses ammonium perchlorate as an oxidizer and polybutadiene as a fuel.
- D. GRAIN CONFIGURATION — The internal shape of the fuel that provides a constant amount of burning surface, and therefore a constant thrust, during the firing cycle.

The final "Nova" configuration is expected to be about 350 feet tall and generate 7 million pounds of thrust. The first stage will probably consist of four booster motors each about 24 feet in diameter and 120 feet high. The size of the motor case fabricated in our yard is shown by the shaded area at the lower center. Those tiny objects by the nozzles of this giant rocket are men drawn in to scale. hydroburst tests to prove the suitability of welding and heat treating techniques.



SOME OF YOU MAY HAVE SEEN ON TV NEWS night of Jan. 30 some shots of largest rocket motor case for solid fuel propellant constructed so far in space age. It was built in our boiler shop for Aerojet-General, a division of General Tire and Rubber Co. A first for everybody, there were many problems to be worked out along way. All were worked out and in excellent time. On pages 12 and 13 are pictures at several stages of development. Top left shows plates being shaped on hydraulic press. Below, these plates are being placed on jig for welding. At same time (lower center) sides of case are being fabricated. End section is being tipped (upper center) for welding to sides. Finished product in boiler shop is at upper right. Lower right shows rocket case after it was moved out under hammerhead crane and painted. That night it snowed and camera caught full effect in glow of spotlights.





Rod and Gun News



By Robert "Whitey" Hahn OPERATION CROW SHOOT

The big crow shoot at Reading stirred up quite some excitement among the sportsmen in this southeastern section of Pennsylvania. The crows were using the woods around the reservoir of Reading's water supply for a rookery. The number



R. Hahn

in the flock was conservatively estimated at 80,000. The shoot was held early in the morning of Sunday, Jan. 13. About 7,500 crows were downed. While this is only a drop in the bucket compared to the millions of crows in this hemisphere, it means from this one operation there will be 7,500 less crows plundering duck and geese

nesting in Canada, New York and the New England states next nesting season.

It's not generally known that crows migrate like other birds to a certain extent. Crows that spend summers in the Canadian provinces winter around here and farther south while our summer crows winter as far south as the Gulf of Mexico. This has been verified by leg bands placed on young crows. They have been returned from the gulf states and Mexico.

We have mentioned it before, and it will bear repeating, the importance of returning any leg bands or ear tags you may find on any birds or animals you bag. Some authorized person connected with a game commission, audubon society or wildlife federation went to the time and expense to put that tag or band on that animal or bird hoping someone would return it some time.

Untold thousands of birds and animals are marked every year but very few bands and tags are returned because predators take a great toll while others meet death by accidents. These tags and bands stand a very slim chance of getting back unless someone finds the remains and returns them. But if a sportsman gets one he should go to the little effort and expense it takes to see that it gets back because an awful lot is learned about wildlife this way.

For example, one Pittsburgh housewife returned four bands from ducks her spouse had shot. She learned one of the ducks was eight years old at the time he shot it. It was probably so tough when she cooked it they couldn't stick a fork in the gravy.

More than 2000 sportsmen responded to the call from the Southeastern Division of the Pennsylvania Game Commission to

help discourage the crows from ruining the quality of Reading's drinking water.

As the land around the lake is a propagation area, all the men had to be checked in and out. Shotguns only were allowed and they were cautioned to shoot only in one direction—up.

Everyone carried his own shells and gun or one he borrowed as the case might be. The ammunition manufacturing companies got rich and a good time was had by all—all but the crows, that is. When you consider that about 2000 men were in those woods all carrying shotguns and they shot an estimated 100,000 shells with not one accident being reported—it was another example of how safe the sport of gunning is and can be.

Quite a few sportsmen have been asking this writer when will be the next shoot and why didn't I tell them about the last one. We shamefacedly have to admit that we didn't know about the last one until the night before.

POT SHOTS & SHORT CASTS

John Mitchell (65 Dept.) is an ardent crow shooter and leads several safaris down to southern Chester County every winter to have a crack at the thieving rascals. Usually he is accompanied on these junkets by his three boys, Charles, Joseph, and John, Jr., and his brother, Joe. Crows on their daily flights from the rookery to their feeding grounds follow the same flight lanes. Mitch and his party usually get strung out across one of these lanes behind a stone wall, in some honeysuckle, in the cut of some country road or some other cover and wait for them to come over either early in the morning or late afternoon.

This kind of crow shooting works best when a good wind is blowing. The crows fly close to the ground and present some sporting shots as they dip and rise especially if they are bucking the wind. The Mitchells must have gotten all steamed up when they read about the big shoot mentioned above because the following Saturday found them heading down the Baltimore Pike before daybreak. But it was so foggy they didn't do much shooting. The day wasn't wasted as they visited with several farmers on whose places they hunt small game every year.

Three Sun Ship nimrods, namely, Nathan White (59 Dept.), Ed Longley (74-M) and Frank Gaffney (34 Dept.) were in a party from around Chester that went bear hunting in Centre County. Ed's grandfather has a nice cabin near Phillipsburg which they used for their base of operations. "Little White" being an authority on bears, their likes and dislikes—having killed a bear in that section about six years ago—was a natural as the leader of this bear hunting venture.

They did get a nice 350-lb. bear. We've heard several conflicting stories about how



THIS IS BEAR Robert (Whitey) Hahn writes about in his column. Frank Gaffney, Jr., just helps to provide size comparison.

they got him and who shot it. One story they tell is that Little White and Frank were hunting together when they chanced on this large bear track in the snow. Frank said, "Let's follow it." "Okay," agreed Little White, "you go this way and see where he went. I'll go the other way and see where he was."

We have our doubts about the truth of this story because there wasn't any snow. Roland (Oakie) Twaddell (34-M) joined the party on Sunday at the end of bear season to hunt deer with them the following week. They didn't get any deer—they must have used up their luck in bear hunting.

John Marioni (33 Dept.) hunted in Dauphin County where he has been deer hunting several years. He came back empty-handed like a lot of us. He didn't get a doe license but his Uncle Nazzeno had one. John was hoping his uncle would score because he would help him butcher it and thereby would be assured of some venison. On the morning of the antlerless season I chanced to walk into the yard with Johnny and told him to press his thumb for luck. It must have worked because Unk' came home with the bacon—er venison.

Herman White and Sheldon Mason, two second shift welders, hunted out of Port Matilda in Centre County. Score was no shots, no hits, no errors. They were of the same opinion as thousands of other deer hunters in the northern counties—that

SEE PAGE 24, COL. 1 . . .

38 DEPT.

By William Burns

Well, the Christmas tree has been tossed out, the outside lights—what was left of them—are put away for next year and we now may come downstairs in the morning and walk around confidently, secure in the knowledge that all the roller skates, toy autos et al, have been put out of sight and you need no longer worry about skidding and breaking your neck.

My six-year-old grandson has been asking me, "Pop-pop, what happened to all our toys?" You see, my daughter, after allowing the children to play with their toys for about a week, goes around and sorts out the whole toys from the broken ones, throws the broken ones into the trash can and puts the good ones away to bring them out gradually through the spring and summer.

I don't know how it was around your house but at ours it was murder. We have three grandchildren, Larry, 11, Bruce, six, and Barbara, three-and-a-half. Between them they got two footballs, two punching bags and a soccer ball. What with tee formations all over the living room and punching bags boom-booming all day we are all about ready for the laughing academy. Well, maybe I have exaggerated a little, but it was pretty hectic just the same. Yeah, yeah, go ahead. Just call me Scrooge.

Dave Mylrea is a man who makes friends easily as was attested by the almost one hundred men who attended his testimonial dinner at the Alpine Inn on Thursday, January 24th. The occasion, of course, was to honor Dave on his retirement after 38 years with the shipyard. All the executives of the company were present in addition to many men from his own and other departments. Also in attendance were many representatives of companies with whom we do business. A check was presented to Dave by toastmaster William Burns, as was also a plaque, reproduced elsewhere in this issue, signed by all present. Many nice things were said about Dave, but they were all summed up by Vice President John G. Pew, Jr., in his briefest of brief speeches, "To know the guy is to love him."

Well, our department really grew during the past month. Here are the names of our new men and I hope I don't miss anyone: James J. Allman, John Gradvahl, Paul Seiverd, Thaddeus Solecki, Charles Twardowski and Larry Wilson. In the Engine Scientific Dept. we have Stanley Ander-

son and Ronald Fellman. Ronny came to us from Hull Structural. Then we have Clarence Pink and Aaron Dorfman in Electric Dept. 32. Let's all do our best to help them break in.

Here's a report on one of our lunchtime activities for which I am indebted to my good friend Bill Walsh. If several cases of indigestion (16 to be exact) crop up in the second-floor drawing rooms, it will be because these men bolt their food in order to spend as much time as possible in the Daily Dart Tourney. Two teams, eight men each, square off daily and the matches are always very tense and exciting. Needless to say the tumult increases as the games and lunch period come to an end.

One team represents the Engine Drawing Room and the other Electrical Drawing Room. Both clubs boast of at least three outstanding shooters (seven men are at present averaging more than 40 per nine innings). This is better than four an inning which is good enough to topple most dart players.

Outstanding shooters are Harry DeArros and Jack Carroll with Bill Chatten and Jack Herbert leaving very little opportunity for the first-named pair to relax. Tom Wilson, Jim Burns, Harry Kunzig, Jack Culley, Bob Monastero, Vic Pajan, Bob Stein, John Panco, Pat Hastings, Walt Nowak and Paul Amalfitano are other hawkies who can hold their own in any league.

Any of you feather merchants who enjoy watching or possibly challenging these dartshooting draftsmen are welcome to stop in from noon to 12:30 p.m. any day. Three boards usually are in action and there is always room for one more.

Mark one up for Old Man Winter. He reached out and tripped up our Stanley Wielosik. Result: A broken ankle necessitating a cast and the use of crutches. Well, there goes our soccer captain.

This month we celebrate the birthdays of George Washington and Abraham Lincoln and 'll ol' me. So long old 39.

Elsewhere in this issue you will see a picture of a braw hieland laddie. You may not know it, but Bob Wright was born in Scotland and came to America at the tender age of 11 months. A few years later his folks made a visit to the old country and, while there, borrowed the costume and had wee Bobby photographed. In spite of his Scottish appearance I would challenge him to pass the test of a true Scot, the ability to say, "It's a braw, bricht, moonlicht nicht the nicht" or "Ru'glen's wee roon' red lums reek briskly" Och, aye! Incidentally, after having viewed this baby picture, why should you young dads be so reluctant to let us have pictures of your offspring.

Let us now listen to some words of wisdom from our "Uncle Dudley" Preston—He who knows not, but knows not that he knows not, he is a fool. Shun him! He who knows, but knows not that he knows, he is asleep. Wake him! He who knows and knows that he knows not, he is ignorant. Instruct him! He who knows and knows that he knows, he is a wise man. Follow him!!

Amen. And so endeth our thought for today. In fact, so endeth this whole darn column. See you next month.

66 Dept. Stage Builders Carpenters

By Guy (Tuck) Kushto

Our best wishes to Joe McBride (stage-builder) who recently left service because of his health. Joe has been a stagebuilder in 66 Dept. since 1939.

Norman (Balty) McGhee returned to work after being out a few weeks with a broken toe. Nice to see you back, Balty.

Still out on our sick list we have Frank (Shakye) Hickman and Raymond Toll (66-156). To them we wish a speedy and thorough recovery. . . . Also out on mutual benefits we have Pete Papi (66-31) who injured his hand in an automobile accident. We hope to see you back to work soon, Pete.

From reports I get, Edward McShane (66-55) was routed from his apartment by a fire at 215 E. 5th St. We hope he had little or no loss at all to his furnishings.

We're sorry to report that Daniel Smart's (66-56) daughter was hospitalized from burns she received when she was scalded by a hot liquid.

It's been reported that Royce Turner (66-95) has a new method to find out if the piston is still in the chipping gun. He looks into the barrel and pulls the trigger. So far he's been lucky!

In a past issue, it was reported that John Burke (66-123) had bought a new Chevrolet Impala. Everybody was happy except his wife—she wants to know where it is!

Things sure have slowed down in our department the past few months. Not only lay-offs of both stagebuilders and carpenters but the carpenters were also on four days a week. Things seem to slow down about the same time every year. If the pattern continues as it has in the past we should be back in full production in no time.



STRONG RESEMBLANCE to Jack Carroll (38 Dept.) probably is due to fact they are his children. Jackie is three and Kimberley is one.



JOSHUA SPRADLEY EASILY could use words of Psalmist to describe his family, "They shall be as olive plants about my table." Josh and his wife have eight children, all girls. From upper left (l. to r.) they are: Gloria, 12; Marlene, 9; Julia, 10; Joyce, 14; Sylvia, 17, and Loretta, 19. From lower left: Wilma, 21, with Mother; Joshua, himself, and Mrs. Bernice S. Harris, 23. Sylvia is Chester High senior heading for college. Loretta is C.H.S. Class of '61, now IBM operator for General Electric. Wilma, Homecoming Queen at Cheyney State last fall, will teach elementary grades after graduation in June. Mrs. Harris' most important duty is James Harris, Jr., 3.



By John Rosati

This month is the shortest on our calendar yet it has quite a few prominent dates. To refresh our readers' memory we start with Feb. 2, Groundhog Day; Woodrow Wilson died on the 3d in 1924; The Boy Scouts of America was founded on the 8th,

1910; the official U. S. Weather Bureau was established on the 9th, 1870; Thomas Edison was born on the 11th, 1847; Abraham Lincoln's birthday was the 12th, 1809. On the 14th is the day you should remember the one you think the most of—Saint Valentine's Day; George Washington's birth day was the 22d, 1732; the Siege of the



J. Rosati

Alamo began on the 23d in 1836; Buffalo Bill's birthday was the 26th, 1846, and on the 27th is Ash Wednesday, the first day of Lent. So there you have it, don't say we didn't remind you.

Meet **JOSHUA SPRADLEY**, a very popular fellow pictured in this column who

resides at 330 Lloyd St., Chester. He belongs to our old timers ranks as he came to Sun Ship in August, 1929. He was previously employed by Sun Oil Company in construction work. He has more than 30 years of continuous service with the company. He never was laid off for any reason during his employment.

Joshua has a good record. Back in 1940 he was promoted to a leader and in 1944 was made assistant foreman. After the war most men who held supervisory jobs returned to their previous positions. Today he is rated as a handyman in 81 Dept. In January, 1962, he entered Sacred Heart Hospital for an appendectomy and was out of the yard two weeks. He returned to work in very good shape. Being a steady worker throughout his career, he is well liked and can be relied upon.

As a hobby he enjoys fishing. He also likes to bowl. Joshua is endowed with a wonderful family of Mrs. Spradley and eight daughters all living at home. One of his girls, Wilma, was 1962 Homecoming Queen at Cheyney College where she is an elementary education major—quite an honor we say. And believe us the parents are very proud. May the future bring Joshua and his family the very best in everything.

Writing about families such as above reminds me of a saying written by the poet Homer, entitled Tender Ties of Family:

There is nothing stronger
And nobler than when man and wife
Are of one heart and mind in a house.
A grief to their foes,
And to their friends great joy,
But their own hearts know it best.
Roy Strickland, of the diesel crane crew,

was struck with the grippe. His co-workers wish him a speedy recovery.

Here is a piece of information that should cause our readers to stop and think what science has created since World War II. Should any country take it into its head to drop a 100 megaton bomb this is the force they would unleash on the world: The 100 megaton bomb would be equal to the TNT to fill a string of box cars that would stretch for 20,000 miles, roughly equal to 16,000,000 blockbuster of the World War II variety.

At least one prominent atomic scientist believes that nuclear war between U. S. and the Soviet would last only one night—two at the very longest. There would be no "official winner" and the country that got the victory would be the one that was able to dig out and recover the fastest.

Our army now is trim and lean as a hungry gunfighter. Since 1957 nearly 100,000 deadbeat "professional privates" have been unloaded. Everyone left is there to fight. In World War II more than 200 bombers were assigned to destroy a single ball-bearing plant in Germany. Today, a single SAC pilot, getting through Soviet defenses, could knock out all of Moscow with a 20 megaton bomb.

The bull had caught the hired man half-way across the pasture and chased him into a tree. After being rescued, the hired man said:

"Just as I felt his horns on the seat of my pants I leaped for a low hanging branch—about 20 feet off the ground."
"Did you make it?" someone asked.
"Not on the way up," the hired man replied, "But fortunately I grabbed it coming down."



By Clyde Landis

Walter Davis (59-210) leaves for Florida Feb. 15. His annual tour during his vacation with his family usually takes him clear down to Key West where he has a couple

of choice fishing spots. Lots of luck, Walt. How about sending me a picture of a nice catch for OUR YARD magazine especially after you get one of those good Florida tans.

Lester Jamison (59-76) has been in the hospital recently for a hernia operation. Hope he is back on the job by the time he receives this edition.



C. Landis

Welders A and B teams finished the first half of the bowling season up near the top of the standings. Steve Stevens, one of our 59 bowlers, figures one of these teams could go all the way the second half.

I have been asked to mention the appreciation that was shown by all the people helped by the Christmas donation taken up during the holidays. Their heartfelt reaction makes all of us want to help each year as we always have done in the past.

William Matarese (59-72) by accidentally dropping his hoagie sandwich on the table in the canteen, has revealed a family secret to us fellows who eat with him. This has been a secret handed down from his father's father. It included onions, garlic, peanut butter, potato chips, hot peppers, provone cheese, olive oil, tomatoes, lettuce, salami, capocola and sage in a whole loaf of Italian bread. By the time he gets this all down and the whistle blows to go back to work, John Campbell and Eckley Jessee have to help him to his feet and start him towards the door.

Our 59 Dept. was well represented when the prizes were distributed to the winners in the Mummers parade on New Year's Day in Philadelphia. John Gedroc (59-353) and Edward (Bud) Austin (59-362) helped the South Philadelphia String Band to third place in this division which is quite a feat. . . . Arthur (Art) De LaCour (59-1347) was a big winner in the fancy division and your reporter won a prize in the comic division.

I think the four of us would like very much if they would trade dates and have this parade on the 4th of July. It sure was cold starting out at 8:30 in the morning.



THIS REALLY IS BREAKING a record. Kind of record breaking we all should be trying for. Going from 11 days to 100 (up-to-this-minute report says 116) accident-free is money-in-the-bank performance. It means everyone was on job daily and no one was home losing money because of an injury. Also means, and what is more important, that men were being careful. Safety is no accident, as old saying goes. You work at it and it pays off with lack of pain and suffering. Wide grin beside sign belongs to Stanley Ulkowski who is especially proud of record because he is foreman. (Also he is a good golfer and with first outing of season less than three months away, he probably is taking rust off those club heads. Let more of us take heed.)

It is good we are used to working outside.

Don't forget we have some very expensive items on board ship by the time it reaches the Wet Basin for the final fitting before the trial run. Some of them are the propeller, the bull gear, the switchboard, the boilers and the main engine. Elmer Palo would like very much if the men of 59 and 60 Depts. took extra care to protect these articles. When you weld and burn near them be sure they are covered and protected from hot slag and sparks which could cause a considerable amount of damage.

Harvey Lee (59-28) who works at the Wetherill plant has just been retired after

putting in a real good 32 years at Wetherill and Sun Shipyard. The men in our departments as well as the men in Wetherill wish you the best of luck and health, Harvey, so that you can enjoy your retirement for a long time to come.

Lawrence McElwee (59-208) at this writing is in the hospital. We hope to see him back to work real soon.

Bernard (Benny) Goldman (60-319) and wife, Ruth, have just celebrated their 50th wedding anniversary. Friends and relatives were invited to a fine supper at Beck's restaurant where a fine time was had by all.

SEE PAGE 24, COL. 3 . .

FEB/63



By Frank Wilson

February's name comes from the Latin verb "Februare," to purify, which figures being the Romans ran some purification rites during the month. The Saxons called it "Sprote-Kale,"



F. Wilson

which also makes fine old English sense because the Kale sprouted at that season. Since then, February has been called a lot of things, especially during its periods of uncertain weather.

As if to balance its snow, slush and sulky skies, February is short. And that's very convenient as it allows

mention of a young midget who said, "They don't make boys like me any longer."

This month's birthstone is the amethyst. Its flower is the primrose and one of its most thoughtful gifts is corduroy note paper for people who like to read between the lines.

As the year's shortest month, February easily could have an inferiority complex, a feeling that its main task is to keep January from bumping into March. It avoids this embarrassment by making "Born in February" an important trademark. A few of its most notable birthdays: George Washington, 22d; Abraham Lincoln and Grace Bartow (Payroll), 12th; Joseph Wyatt (Invoice), 13th; G. Will Brodhead (Ship Repair), 2d; William Elliott (Sales), 7th; Oscar Uzzle (Cafeteria), 15th; Wanda Grier (Ins.), 17th; McKinley Brown (Janitor), 13th; Edward Railsback (Personnel), 28th; and JoAnn Jefferis (Steno.), date unknown.

When a woman reaches her 40th birthday, it's just like preparing to launch a rocket—that's when they start their countdown.

VACATIONS—This is what you might call a slack season for vacationing. However, some people do like to get away from it all. Jerry Kalinovich (Invoice) spent one week hunting deer upstate in bitter cold weather. P.S. no deer. . . . Eleanor Daniels (matron) spent a week in Scranton visiting her son who is district manager for Scott Paper Co. in that area.

SICK LIST—George Ives (Employment), Chick Forwood (Purchasing), and Ann Preston (Payroll) all are out sick at this writing. Here's hoping for a speedy recovery.

RETIREMENT—As of the end of December, 1962, Abe (Billing) Hoffman ended covery for all of you. his long cruise of 44 years with Sun Ship. Jack L. Burgess (Asst. Treas.) is now in charge of Billing Dept. with Russell Staley as his assistant.

STORK CLUB—Donna Sweeney (Cost) left service Jan. 11 to join our famous



SEE IF YOU CAN TELL who this brow Scot is, then turn to Bill Burns' 38 Dept. column to see if you are right.

Stork Club.

NEW CARS—Happy motoring to George Turner (Cost) who just purchased a 1963 Chevrolet Impala.

And John Anton (Mail Room) finally saved up enough to get something he's wanted since 1957—a 1957 Chevrolet.

BOWLING—The winners of the Mixed Bowling League turkeys for Christmas were Anna May Sulger, PMC, 161; Janis Will, Miami, 153 + 63 = 216; John Shallett, sub., 204, and Frank Dougherty, Duke, 198 + 14 = 212.

ENGAGEMENTS ANNOUNCED — Christmas is always a good time to give a girl a ring, and this year was no different than any of the others. Janis Will (Steno.) announced her engagement to Jack E. Howard of Green Ridge. No date has been set for the wedding.

And in the Tabulation Dept. two of our young boys are going to take the final step. Thomas Keenan announced his engagement to Mary Lou Sheekey of Essington and Alfred Pruitt, Jr., to Bonnie McNamara of Green Ridge.

I think it will be a good race to see who gets to the altar first. A girl I know had her fiancé so well trained that when he said, "I do," at the wedding ceremony, he added, "Don't I, Dear?"

And finally, as the playboy said about his wrecked sports car, that's the way the Mercedes-Benz!

A small town is the place where a fellow with a black eye doesn't have to explain. They already know.

Quips from the 2nd Shift

By Stanley Boyda

There have been numerous inquiries about Bill Carr who worked in the Pipe Shop with us for a long time until he became ill and had to stop working. It may interest his friends to know that Bill is staying at a nursing home called Long-



S. Boyda

wood Villa on Naaman's Creek Rd. in B o o t h w y n . He would be very happy to have any of his old friends stop in and say hello. Ed Lewis has visited him a couple of times and tells us he is doing nicely at the present time.

Joe Wood, former tool dispenser in 36 Dept. tool room, retired last month and left for an extended visit with

his daughter who lives in Pasadena, Cal. Thomas (Coke) Bell, who succeeded Joe, is sending out an SOS for some kind-hearted Pied Piper to come and lead the cats away from the tool room before they drive him to drink.

We overheard George Freeman, crane operator, instructing Paul Dute on the process of baking home-made bread. Paul jotted down notes while Freeman carried on like he visualized himself going into partnership with Paul in a baking company. After the bread was finally taken out of the oven Paul looked skeptically at his notes, then at George, saying that he would rather work eight hours for Harry Hulings than go through all that work for a loaf of bread.

Some poor guy needed some hubcaps last month and one foggy night George Hannissick was relieved of four shiny ones from his Oldsmobile.

Walt Turnier's helper, Willy Grubb, says the reason he's always so happy is because when you listen to Turnier's troubles all day long, day in and day out, you realize just how lucky you are and you can't help but be happy.

Floyd Gregory is teamed up with Jim McCool and they get along just fine together with the exception of Mondays when Gregory has to listen close to make out what Jim has on his mind. Greg says every Monday it seems when Jim talks he sounds like he's got a leak in his muffler.

Harry (The Flash) Meister offers this suggestion—if a welder gets a premium for working on galvanized pipe then the fellows working around Charlie Ballerino and Bill Carter should get paid double for inhaling the fumes from those dried up Italian El Ropos they both light up in the shop.

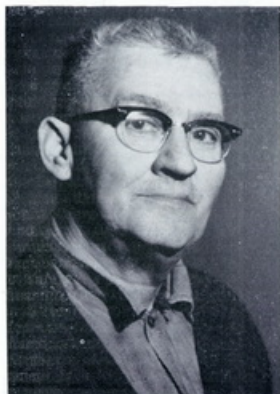
Hank Cunningham, day shift expeditor, lost a cigarette lighter. Would the lucky guy who found it stop by and see Hank? Hank wants to present him with some lighter fluid.

An opportunist is one who sees his duty and gets someone else to do it.

Who from Their Labors Rest



CHARLES F. WORRILOW, JR., 83, of 129 Bortondale Rd., Media, Pa., died Dec. 26, 1962. He was a life-long resident of this area. A clerk in 91 Dept. for 29 years before his retirement in March, 1947. Mr. Worrilow joined Sun Ship in Jan. 1918. He was a member of the Middletown Presbyterian Church; life member of Lucius H. Scott Lodge 352, F. & A. M.; Farraday Lodge, Knights of Pythias; Lewistown Lodge 97, I.O.O.F., and was a director of the Chester Savings and Loan Association. As a young man he raised thousands of gladiolas for the wholesale market and many other varieties of flowers. He was an avid football and baseball fan—a loyal "Phillies" rooster. Survivors include a son, Charles F. Worrilow, 3rd.; one daughter, Margaret W. Welley; three grandchildren, and one brother.



(Upper Left)

GEORGE H. ADRIAN, 68, of 30 W. Elbon Rd., Chester, died Dec. 31, 1962, after a short illness. He was born in Pittston, Pa. A veteran of 33 years service with Sun Ship. Mr. Adrian began his employment as a machinist in the Wetherill plant in July, 1929, and was continuously employed until August, 1962, when he became ill. Before joining Sun Ship he worked as a machinist at the Delhanty Machine Co. in Pittston. Mr. Adrian enjoyed all sports—particularly hunting and fishing—his yard and flowers, and traveling. But his main interest was his job at Sun Ship and the men he worked with on second shift. He was a member of Holy Trinity Lutheran Church, Chester. Survivors include his wife, May L., and two sisters, Mary Fox and Freda Somers.

(Upper Right)

ARTHUR TAITT, 68, of 320 E. 14th St., Chester, died Dec. 8, 1962. A veteran of 32 years service with Sun Ship. Mr. Taitt joined the company in December, 1928, and was continuously employed until May, 1961, when he retired due to ill health. He was a first class boilermaker. He was an avid sports fan especially of horse racing. Mr. Taitt is survived by his wife, Reba.



WILLIAM A. KEALEY, 70, of 3602 W. 13th St., Trainer, Pa., died Dec. 19, 1962. He was born in Philadelphia. A veteran of 36 years service with Sun Ship, he began his employment in May, 1918, and was continuously employed until February, 1954, when he retired. As a young child of 5½ years, Mr. Kealey lost both his legs. However, this handicap did not prevent him from leading a busy life as a machinist in 74 Dept. He was a life member of the Marcus Hook Fire Company, Marcus Hook, Pa., and recording secretary from 1945 until 1952. Mr. Kealey is survived by a niece, Mrs. Doris Kealey Freed.



WILLIAM E. LAPPIN, 62, of 456 Glendale Circle, Springfield, Pa., died Dec. 24, 1962, after a brief illness. He was a life-long resident of this area. An electrician with 23½ years service with Sun Ship, he started his employment as a wireman in 33 Dept. in December, 1918, but left service in 1924. In 1939 he rejoined Sun and was continuously employed in 33 Dept. until his untimely death. He was a member of Christ Episcopal Church, Ridley Park. Mr. Lappin's favorite pastimes were deep sea fishing and reading. Survivors include his wife, Hazel M.; two sons, William E., Jr., and Reid; one daughter, Deborah L. Cornell; four grandchildren and one brother.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of the following employees who died recently:

JAMES DENIGHT, 55-44, 529 E. 9th St., Chester, Dec. 2.

WILLIAM PINDER, 34-283, 319 E. 12th St., Chester, Nov. 23.

SAMUEL MASON, 34-636, 613 Washington Ave., Media, Pa., Jan. 18.

EDWARD UNGATE, 6-593, 125 Lillie Rd., Bayshore, Toms River, N. J., Jan. 18.

LAWRENCE NANGLE, 30-255, 3641 Deepwater Lane, Brookhaven, Chester, Jan. 26.

The work an unknown good man has done is like a vein of water flowing hidden underground, secretly making the ground green.

—O—

A long time ago Lord Chesterfield said: When you are in company, talk often, but not long; in that case if you do not please, at least you are sure not to tire your listeners.



By James S. "Brutus" Falcone

I'm going to assume that the other writers will dutifully inform you that February is noted for the birthdays of George Washington, father of our country; Abraham Lincoln, the great emancipator;



J. Falcone

Valentine's Day for those of us who are sentimentally and romantically inclined — and of course, that it is a short month (28 days)! Thank God, because, it's the most miserable, coldest, dampest and generally snow-infested month of the year.

I recommend that all of you send for seed catalogs. The beautiful vegetables and gorgeous flowers glowingly described therein, though impossible to emulate by the ordinary layman, will certainly brighten the days preceding springtime. That's how I feel. Others of you may like February with its cold, snow, dampness, picture postcard scenery, etc. Enjoy it while you can!

Many of our school age children are giving serious thought to where or how they will further their education. In casual conversation with Jack Wonderly (supervision) I learned that his daughter Elizabeth, a senior at Ridley Township High School is leaning towards a career in nursing. Present indications are she will take her training at Bryn Mawr Hospital, a fine Main Line establishment.

Robert Rzezowski (apprentice 47 Dept.) is now engaged to Judith Palo, daughter of Elmer Palo (59 Dept. 2d shift foreman). The marriage tentatively is scheduled for this coming June. Robert is a graduate of Collingswood (N. J.) High School. Judith graduated from Nether Providence High School here in Delaware County.

Whenever you mention Stanley Passick immediately your thoughts travel to the south end of the low bay where his men perform their daily tasks in routine fashion. Now Mr. Passick has been transferred lock, stock and barrel northward to lo-lo bay. This has caused inconvenience and a few problems as could be expected. Nevertheless, things appear to be shaping up all right and when a final evaluation is made it will be evident the move will be beneficial in the light of shop operations.

Earl Daniels (veteran supervisor-salary) permitted me to share with him a few pleasant moments viewing films of days gone by. One in particular, depicted a



NO VITAL STATISTICS came with it but this looks like a fair-sized deer which fell to prowess of Hockman men on first day of season. Stanley, Jr., was actual slayer this time, but Stanley, Sr., 47 Dept. assistant foreman, still is one up on son over past seven seasons, four to three.

young and dashing handsome football player of those "roaring twenties"—Mr. Daniels himself. What a Casanova he must have been. Of particular interest were some of the snapshots of his son, Jack, who played major league baseball with the Boston now Milwaukee Braves. The pictures were of Jack and his teammates some of whom still grace the scenery of major league ball parks. Earl disappointed me on one score only—he wouldn't let me take one or two of the pictures for OUR YARD use.

As anyone with normal vision can plainly see our department looks a little thin—yes, our ranks have been reduced. Some have even used the cruel word, decimated. It is something of a jar to our built-in complacency when layoffs occur, the men we worked with day in and day out, week after week, month after month and year after year are no longer among

36 Department

By Bruce Shanko

Well, here we are in February already. This is the month the groundhog makes his appearance and is supposed to tell us how much cold weather we still have to endure. It is also the month we celebrate the birthday of two former presidents of the United States—Abe Lincoln on the 12th and George Washington on the 22d. For all the lovers in 36 Dept. there's Valentine's Day on the 14th.

Robert Embert became the father of a baby boy Jan. 9. Congratulations, Robert! . . . James (Combat) Ferguson is about to become a father for the first time. We all wish him and his wife the best of luck.

George Hauck and Eddie Burg both are out sick. All the men in the department wish them a speedy recovery.

Bob Embert is still talking about the trial trip he almost made on 623. Better luck next time, Bob.

Robert DeAngelis claims to have the fastest Chevy in 36 Dept. Abe Dixon thinks his Chevy is faster than Bob's. I don't know which one is faster, all I can say is watch out for the Pontiacs, fellows!

Gerry Owsiany hasn't been bringing in soup for lunch lately. Could be there wasn't a money back guarantee on the thermos bottle he broke. Bill Baker is selling his locker this month. Knowing Bill the highest bidder will win so save your pennies, men.

Barry Jones tells me the best way to get that run-down feeling is to try jay-walking.

us. Yesterday we took them for granted, today we wonder if they have found other employment and how long it will be before they are recalled by Sun Ship. This is a serious problem both to company and employees. The more educated among us can come up with profound slogans like—"that's the way the mop sops" or something to that effect. But, unfortunately, the matter runs deeper than that.

Bob Willoughby (shipfitter) formerly of 2d shift is now a day lighter working for Stanley Hockman, assistant foreman. His large sense of humor, massive frame and Herculean strength are as ever dwarfed by those enormous feet. After he reads this he'll probably want to fight me. Maybe not! You see he's no dummy and he realizes that if he pushes the button and there's a confrontation I won't hold back—he's gonna get the full arsenal! Conversations between Bob and I run along in this vein occasionally. Basically we're experts in big talk. Sharp dialogue has it all over a punch in the nose and everybody goes away laughing.

The last time I looked our department bowling team was doing poorly. If they want a good write-up extolling their virtues—do-or-die and come-from-behind spirit—an improvement in their standing must be noted. Only then can we write from the heart about our gallant men. Russ Rothka, we forthwith command you to re-organize your team and repel all future opponents or pass unmentioned in this column.



By Harry "Whitey" Burr

Well, George (Senator) Morgan went to Harrisburg to see the inaugural affair and from all reports he sure enjoyed himself. We're waiting to see if he gets one of those big jobs.

Sam (the master mechanic) Mangeri bought another home and is working to fix it up so they may be able to move in it soon. But from very good sources we hear he had better make sure he has those floors braced right or we will be hearing of a house falling in. Sam took out some walls to enlarge his front room downstairs. Before he had everything in order he let down the jacks that were holding up the second and third floors.

Brother, did he get a scare! The piece he put in was not heavy enough to hold the load so Mr. Sam was running around looking for help to get the jacks back in place. We know when this job is finished the place will be fine—just like all the other jobs our Sam does. The best of luck, pal!

George (M.G.) Moyer still is getting those fancy items to go with his car. The latest is some kind of an imported shoe. The other day he wore them to work and he sure took a kidding wherever he went. Before the day was over we found out that those special shoes do hurt. Well, George it is the same old story—get things here at home and you will get them right.

James Gallagher invited William (Bud) McKniff and his wife down to see him the other Sunday. After Bud was there for awhile he asked for something to drink and he got the shock of his life. Old pal, James, asked him if he brought anything with him. If not, James was sorry but there would be no drinking. Well, I could tell Bud where Jim hides the stuff but I feel it would be better to let him find out for himself.

Carl Browne (33-1) took the basket of cheer Joe Hasson won down to Joe in Wilmington as he was off on vacation and Carl thought he might need some over New Year's. Well, Brownie arrived okay but before he left he had three bottles in his pockets. Joe was in a good mood and wanted to see that his pal Brownie was repaid for making this delivery.

James Madison forgot to put enough of that stuff in his car to keep it from freezing so that cold Monday his car let him down and all his gang were late getting to work. Now we hear they are thinking of having Senator Morgan take their case and sue Madison.

INK + SPOTS

FROM THE
HULL DRAWING ROOM

By Ed Housley

The department extends its sympathy to Lester Ives upon the recent death of his father.

John Davidson is still in the hospital at the time of this writing but he is expected out soon and may be back to work by the time this appears in print. John will probably have to ask his way around when he comes in as the third floor is being re-arranged and everyone moved around.

We have Bud Hurst back again in the Structural Dept. and a newcomer, John O'Brien, in the Ventilation Section. Also Ron Fellman has been transferred to the second floor.

Wayne Yohey was home on furlough over New Year's and paid us a visit. Wayne is a paratrooper in the 101st Airborne Division. He seems to lead quite an interesting life in the service—especially when jumping. While he was home Wayne wrote me a short account of how a paratrooper is made and I hope to be able to get it into next month's column. It should be quite interesting.

The column this month is a real shorty. Not only does there seem to be a dearth of news but I seem to have a struggle to get what there is in on time. Maybe we can do a little better next month.

A few months ago there was a piece in OUR YARD asking that those who have given quite a lot of blood while they have been at the yard to kindly let Editor Moore know. Well, Dean, I can tell you right now I do have records and a letter from the Safety Dept. showing that I have given more than 150 pints. We know that before the Red Cross came into the yard the only records kept of those giving was in a small red book in the Safety Dept.

During World War II we had only about 35 to 40 men who were willing to go out and give. At these times we all had to go to the hospital where it was needed and the company allowed those going their time and also took us and called for us later in the day. I have given in every hospital in Philadelphia, Wilmington, West Chester and Delaware County besides quite a few others outside of these towns.

Dick Stewart knew when to take his vacation. He took it during the cold spell and just stayed home and watched the boys go by almost frozen. . . . Ike Hamilton, our leader, is having more fun with the Christmas toys than the children. We wonder just who got those toys?

Well, I left Thursday evening for Atlanta, Ga., for a very fine affair that was to be held Friday and Saturday. But I never got there in time. First my plane was late leaving here. When we got to Atlanta we could not land because of the fog. We flew around for some time hoping it would clear up but nothing doing. So we started for Tampa, Fla., to try to land there. When we got there it was the same kind of weather so we turned and headed for Jacksonville.

We got there for the evening and stayed at one of those fine hotels. This was just

47 Department 2nd Shift

By Joseph Hinkle

I'm glad to report that our sick list for this month is very short. Dick Pendergast, burner, is still recovering from his ordeal at the Veteran's Hospital. The word is he is well on his way to a complete recovery. Bob Willoughby, Dick Dietsch, Charlie Dick and Herman Lipsius, familiar faces around the shop the past few years, now are missing due to transfers. They are working day shift and judging from the smiles on their faces they must enjoy the sunshine.



J. Hinkle

I usually report what I'm told. Ten pounds more or less doesn't make much difference here—only on the table.

Bill Scully, still on sick benefits, asked me to say "Hi" to all the gang. Old Bill is coming along fairly well these days. . . . Ed Moyer and Lewis Cooper both had minor operations shortly after the holidays. I haven't received any information as to their condition but we all wish them a speedy recovery.

We would like to welcome Al Gallo, burner, and Pete Martin, weld machine operation, back to the fold after a brief visit on third shift.

Ed Scheer, burning leader, took a few weeks off and spent his vacation in Florida. He failed to get much of a tan so I guess

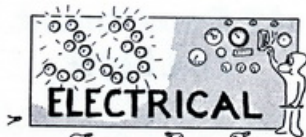
SEE PAGE 24 COL. 1 . . .

swell for it was 76 degrees here and the swimming was good. The next day was just about the same and after waiting around at the airport we left for Atlanta again. We got there but they would not let us land because of the fog again. We flew around hoping to get in but had no luck so we ended up in Birmingham, Alabama.

The next day was more of the same so we got a car and drove to Atlanta but because of the bad weather and roads we did not get there in time for any of the affairs. Well, pals, you can bet I was pretty sore so I got a train and came home. Since getting back the weather has been swell. I enjoyed this long ride but sure missed—as the gang would say—those free meals they were putting out in Atlanta those two evenings.

Yes, I had one of those birthdays we all come to if we behave ourselves. I hope I may have many more. (So say we all—Ye Ed.)

Archie Meriano had to take his wife to the hospital during the holidays. We hear that she is out now and feeling much better. Tell her, Archie, we wish her lots of good health and luck this year.



By Carl D. Browne

Let's start by telling how undependable Old Kris is. Joseph (Pump Room) Squitiera did not get his one-way ticket to sunny Italy. Harry (Baldy) Larkin tried on toupees for size hoping Old Kris would leave him one. I guess Kris heard about him shooting a farmer's calf for a deer and crossed him off his list. Vincent (Come Late) Orlo hoped he would get a 55-gallon drum of gas. It was too big to go down the chimney so that was out.

Louis (Chief) Summa wanted a little red fire engine and a fireman's hat. All Santa left was a pair of red suspenders to hold his trousers up and away from those beatnik shoes he bought at Ernie's meat store. Abe (Pop) Wolodersky was lucky! He wanted a leg basket you can strap around your leg to carry bottles that leaves your hands free when you walk. Old Kris left him a nice one made out of Cuban straw—it holds two bottles.

Joseph (No Car) Hulton is the only one we know who is buying parts for his car at Honest John's Bargain Store. We hear you can buy the rods and bend them any shape or form to fit the car. Good luck, Joe. Don't offer me a ride!

A New Year's party was held at the Franklin Fire House in Chester on New Year's Eve and 33 Dept. was well represented. The Mike Fasanos had a family reunion at their table. The Tony Pellegrinos danced the night away. Louis Summa was master of ceremony at our table. William Drake acted as our waiter and saw that everyone had plenty of food. Of course, the ladies were with us or we wouldn't have been there. The evening was most enjoyable and maybe we can go back again next year. Oh, I almost forgot—Francis Reilly had charge of the bottle goods—that is, pickles, olives and catsup.

Mr. and Mrs. Roy Side have a new baby girl born on Dec. 30, 1962, at 9:58 a.m., weighing in at 5 lbs., 15 oz. Her name is Cynthia LeAnn. The happy event happened at the Underwood Hospital in Woodbury, N. J.

William (expeditor) Drake had a good season with his Christmas trees at Village Green. It was almost a give-away—he had to give green stamps with each tree he sold to keep up with the Food Fair as they gave stamps with all their Christmas trees.

Our boy, Harry (Quick Five) Larkin, is all smiles. He thinks he's going to get his

Spots from Wetherill

By Eddie Wertz

Gordon (Dick) Greenfield reports the Greenfields have done it again — #25 grandchild. Kathy Gene Greenfield arrived Dec. 21 at 9 lb., 3 oz. at Hillside Orthopedic Hospital, San Diego, Cal., 4 a.m. EST. Just in time to give daddy a \$600 deduction and make grandpop buy another Christmas present.

Glad to hear everyone so far has reported they enjoyed the Ice Follies of 1962. As seats are handed out on a first come first served basis, I already have received requests for 153 tickets for 1963's show, so anybody wanting tickets for '63 now is the time to reserve best seats.

J. C. Wolf celebrated his 75th birthday Jan. 4. He was presented with a very nice cake by his co-workers but would not save any for Mrs. Wolf. Stinky, isn't he?

Everyone was real glad to see Sam Lewis and James Duffy back on the job after their illness and we are now waiting for the return of Edgar Strohl of the Pattern Shop. All the boys send him their very best regards.

James Maitland, your little friend the groundhog is due the second of this month. Did you put his feed out?

Don't forget it was on the 25th of this month they ratified the 16th Amendment back in 1913 and if you don't remember what it was, it was the income tax. So start to get yours in early. There are many things we do not like but have to take, so keep smiling!

Many happy returns go to Miss Weidner on the fourth of this month. Yes, 'tis her birthday. Years? You guess!

Sorry to report James Robinson is in Chester Hospital. Hurry back, James.

five back. . . . Someone was saying our friend Joseph (Shakey) Hasson (Crane Gang), won a basket of cheer at Christmas time. Joseph says he does not know what to do with it as he sends all his clothes to the laundry.

Capt. Lee (Fish Head) VanNorman flew down to Mississippi to see some of his friends and had to stay in bed two days his arms were so tired. . . . Tommy (Lover) Smith is now in the Maintenance Gang. He was so lonesome without Daddy Collins he had to get transferred to be near him.

George (Shotgun) Mehok is trying to buy some carpenter tools. He wants to build a good-sized dog house. . . . Charles (Andy) Anderson is allowed to go out to the club one night a week starting this year.

Vincent Orlo is having everything at home calibrated. We do not know why. . . . George Hunt is back from jury duty. He says he does not think it is a crime for a farmer to have a still in his barn. So all he could say was "not guilty."

Our iron cutting man, Ernest (Hoppy) Everett is on the sick list. It seems he has frozen feet. That just goes to show you, you can't hunt marsh rabbits in your bare feet. So let that be a lesson to you, Hoppy. Borrow a pair of shoes from Abe—they have balloon soles and scotch heels. They don't give.

X-Ray Pulls Out In B League

In the early crowding for places in the last half of the B League race, first half leaders have managed to stay well up in contrast to the other leagues.

X-ray jumped into the lead from sixth place causing Hull Drawing, first half champs, and second-finishing Boiler Shop to drop down a place. Welders A was squeezed out of third and fell all the way to 10th. The others are just about where they finished the first half. X-ray had no flash-in-the-pan bowling (no one on the record list) so perhaps they will stay up there for a while.

Holland Suter (Welders B) crowded Lee Eshelman off the record sheet. He rolled 259 scratch Jan. 23 which gave him high single and high single with handicap (274). The teams started rolling Jan. 30 starting thusly:

	Won	Lost
1. X-ray Dept.	9	3
2. Hull Drawing	9	3
3. Boiler Shop	8	4
4. Monopul Drawing	8	4
5. Welders "B"	7	5
6. Pipe Shop "A"	7	5
7. Electric Shop	6	6
8. Pipe Shop "B"	6	6
9. Burners	5	7
10. Welders "A"	4	8
11. Berthing Dept.	2	10
12. Pipe Shop "C"	1	11

Season Records

Hi Single—Holland Suter (Welders B) 259
Hi Three—W. T. Owens (Berthing) ... 645
Hi Single w/hcp—H. Suter
Hi Three w/hcp—Charles Seitz (Berthing)
Hi Ave.—M. Ferriolo (Boiler Shop)

Sun Ship Third In Delri League

Our unheralded and unsung (mainly because it is almost impossible to find out enough about it to make a tune) team in the Delri bowling league wound up in third place after leading through most of the first half. Just couldn't stand prosperity, probably. They were six points behind first place Sun Oil Gold and one behind second place Sun Oil Blue.

Victor Pajan was high average for Sun Ship with 183 in 54 games. Steve Stevens was close with 180 for the same number of games. There were 68 games in the half. Ed Bogucki rolled 169 for 51 games. W. David Biddle had 172 for 39 and Emil Touring 164 for 31. Substitutes were Richard (Tex) Gibson, Leo McCabe, Marshall Moody, Jr., John Herbert and Alfred Pruitt.

They have started off the second half like the first—in first place. The report of the last match we know of, however, was that they had lost three.

Modern Art: "Oodles of Doodles."

End of First Half Is a Tight Situation

A time like this proves the wisdom of having a split season in our bowling leagues. If we had to put up with the uncertainty of whose in first through the whole season, the ulcer ward would be overfull.

When the half finally arrived winners made it by a hair. In fact, they split hairs in B league. Army and Office won by one point in Mixed and A leagues respectively. Hull Drawing made it by a half point in B.

Mixed league competition had to prolong the agony to the last ball. Army and PMC, tied for second, were rolling each other. Lehigh in first was faced by Slippery Rock in eighth, but a sleeper team. That night Slippery Rock woke up and took three from Lehigh which set the stage for a dramatic finish to the Army-PMC ruckus. If they split there would be a three-way tie for first. If there was a winner, that team picked up the marbles.

Who would it be? Right down to the last frame for the anchor man in the last match no one knew. When it got that far it was evident to all what was the situation: John Singley (Army) would be the last man. If he got three strikes Army would win. Otherwise they would split. Well, you remember what happened to Mighty Casey in the Poem. Same deal. When the roar died it was seen that Mighty Singley had struck out.

B league, to find a winner, just moved the four teams which have led times since mid-December up two paces in close order. Perhaps they drew straws and all the straws came out alike. At any rate, Hull Drawing won two to stay a half point ahead of the Boiler Shop. Boiler Shop won two to stay a half point ahead of Welders A. Welders A won two—and here it should read "to stay one point ahead of Monopol Drawing," but Monopol Drawing lost the script and over-exerted, thereby winning three and tying Welders A.

Office and Timekeepers continued this Alphonse and Gaston act. Each won the same number of points the last night, so Office, leading by the margin of one for several weeks, won by that margin. With that you have about said it. Final standings for various leagues in the first half follow:

Mixed League

	Won	Lost
1. Army	38	26
2. Lehigh	37	27
3. PMC	36	28
4. Harvard	36	28
5. Duke	34	30
6. Slippery Rock	32	32
7. Cornell	30	34
8. Temple	30	34
9. Miami	25	39
10. Navy	22	42

A League

	Won	Lost
1. Office	47	21
2. Timekeepers	46	22
3. Shipways	40	28
4. Welders	36	32
5. Chippers	35	33
6. Supers	35	33

Strange Names Top A League

Well . . . here we go for the last half of A League's season. While things still are in a state of flux—until the points get important—might as well let the down-trodden come up and see how things look from the pilot house.

Chippers lead by one. They ended in a tie for fifth with Supers who are the one behind the Chippers. That's good. Hm! 47 Fab also one behind Chippers. They were 14th—that's last—when the half ended. Have to check and see if they are wearing their oxygen masks. That's pretty thin air for them to be breathing. Timekeepers finished the half one point out. They continue to be one point out. Always a bridesmaid. That's three of those one-point-out-scores—woops, here is one more. 66 Splinters. Twelfth at the half. They're up pretty high, too. Four-way tie for second.

That just proves the point—state of flux. Look at Shipways. They ended the half in third. Must want to see how the other half lives down in 11th place now. Well, it won't be long before the beater will stop and the men will separate from the boys. Then we'll see. Perhaps some of these Johnnie-come-latelies will like it up high and decide to stay—if they can.

No one bothers the record holders. You have to beat 243 scratch even to get on the list. Fifth best high three is 614 so if you still think the idea is to get the ball past the pins without knocking any down, this is a spectator sport for you in this league.

With the first man ready to roll Jan. 25, the spread was thus:

	Won	Lost
1. Chippers	7	1
2. Supers	6	2
3. 47 Fabs	6	2
4. Timekeepers	6	2
5. 66 Splinters	6	2
6. Office	5	3
7. Wetherill	4	4
8. Hull General	3	5
9. Welders	3	5
10. Transportation	2	6
11. Shipways	2	6
12. 36 Machinists	2	6
13. Elec. Drawing	2	6
14. Riggers	1	7

Season Records

Hi Single—A. Pruitt (Office)	256
Hi Three—J. Muschelli (Shipways)	680
Hi Single w/hcp—	
J. Thompson (Chippers)	677
Hi Three w/hcp—J. Muschelli	698
7. Riggers	34 34
8. Wetherill	33½ 34½
9. Elec. Drawing	32½ 35½
10. 36 Machinists	30 38
11. Transportation	29 39
12. 66 Splinters	27 41
13. Hull General	26 42
14. 47 Fabs	25 43

Mixed League House Divided

The Mixed league actually has not been reduced to two teams, but at this writing there are only two places in the standing. Five matches ending 3-1—or 1-3 depending on your viewpoint—is not a usual state of affairs, but that's what happened the first night of the second half. So five teams are tied for first and five for sixth place.

The makeup of the two divisions deserves mention only for one thing: Army and Lehigh, one-two at the end of the half, are six-seven and are the only teams to break the order. The first five teams were three, four, five, six and seven at the half (three and four were tied) and eight, nine and ten kept those places. Well, that makes it easy to keep track of them.

John Singley who struck out to bring Army the first half crown, is high average (and high everything else) with 170. High average for the girls still is 146 but the name has changed—Regetto for Schmidt.

This standing obtained up to Jan. 29:

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

Season Records

Girls

Hi Single—Kay Schmidt (Lehigh)	206
Hi Three—Anna May Sulger (PMC)	504
Hi Single w/hcp—J. Reilly (PMC)	242
Hi Three w/hcp—Anna May Sulger	630
Hi Ave.—J. Regetto (PMC)	146

Men

Hi Single—John Singley (Army)	246
Hi Three—John Singley	622
Hi Single w/hcp—John Singley	260
Hi Three w/hcp—John Singley	664
Hi Ave.—J. Singley	170

B League

	Won	Lost
1. Hull Drawing	41	27
2. Boiler Shop	40½	27½
3. Welders "A"	40	28
4. Monopol Drawing	40	28
5. Welders "B"	37	31
6. X-ray Dept.	35	33
7. Berthing Dept.	34	34
8. Burners	30	38
9. Electric Shop	30	38
10. Pipe Shop "A"	29	39
11. Pipe Shop "C"	28	40
12. Pipe Shop "B"	23½	44½

The automobile has proved to be a great moral force in America. It has stopped a lot of horse stealing.

MORE ON 47 DEPT., 2D SHIFT . . .
he didn't get much chance to soak up any of Florida's famous sun. I know how he feels for on my last visit there it rained for a week. Cheer up, kid, and better luck next time.

Tony Bennetta, burner, took his vacation and spent a week loafing around the house. It must have done him good judging from the smile on his face when he returned to work. Or was he just happy to get back?

Ed Mokshesky, who was transferred to 36 Dept., a few weeks ago, seems to be doing all right. Last I heard he had shed a few pounds and off him it looks good. I also hear that after working second shift so long old Ed has his days and nights mixed up. He's awake when he should be sleeping and sleeping when it's way past getting up time. The little woman is on the verge of pulling someone's hair.

Work around the shop is moving along pretty well but the way Fran Weaver and Herb Whitfield are swinging those mauls over in the high bay it looks as if they are trying to see who can make the most noise.

Dick Porter, who is Bob Donald's star pupil, tells me he is getting along very well with his flying lessons. It's a pleasure to see people with the drive and determination he has, make the grade.

The first half of the second shift bowling league ended with the Overheads and Wonders battling down to the wire. The Wonders won it so Gino Nardy is telling Arthur (Doc) Noel to watch out in the second half. I don't see how he can say that and be so sure with the Fabs, Rewelders and Eightballs rounding into shape. It looks like a pretty good chance for a few upsets along the way. Joe Kilmas, our new V.P., tells me his Electrodes will have something to say about that, too.

I must also add that if the Toolbits start hitting those maples the way they should there will be a few red faces around the Armory. Homer Yanci informed me he's been doing some scouting around and should be able to floor a pretty solid team from here on in.

So all in all, it looks like it will be a pretty tight race in the second half with just about everyone brimming with confidence. If hope will win games, it should wind up in a pretty neat package. Just to walk away with the honors remains to be seen.

MORE ON ROD AND GUN . . .
most of the bucks already had shed their antlers. Yet the first three days of buck season were mere like trout fishing weather. It takes some real cold weather to cause the antlers to shed as a rule.

We wrote at length about the very controversial strip mining issue in the December column, especially what the Pennsylvania Federation of Sportsmen's Clubs did about it. It's a real hot political potato in the western part of the state.

By the time you read this February will be well along. The groundhog will have been out to take a look at his shadow and we'll be having six more weeks of bad weather. Aren't you glad we don't have any of those old-fashioned winters any more like the ones they had when grandpop was a boy?



SECOND SHIFT

By Charles "Pappy" Jenkins

It's wonderful to live in this country where you may say and do anything you want, provided, of course, your wife gives her consent.

Walt (Bear) Prandesi enjoyed a vacation in sunny Florida. He enjoyed the fishing and swimming very much but did not come home with a Florida tan. Seems he had a tan down there but when he got the bill he turned pale again.

Hank (the Wrangler) a well known second shift chipper, was disappointed this past Christmas. It seems he wanted a set of rubber chisels so he could claim to be the only silent chipper in the yard.

Well, it will soon be income tax time again. I wonder how many husbands there are who will falsify their reports by claiming they are head of the family.

This month's question:—What state in the union is divided into parishes instead of counties?

Sam (Sad) Cole claims there are more important things on earth than money. The only trouble is you need it to buy them. Yet he counts all his blessings on his income tax form as he has quite a few \$600. exemptions to back him up.

Remember drivers—the two best known finishes for a car are liquor and lacquer.

Dear Editor: Is it all right to go walking with a man in the woods? Signed, Bewildered Girl.

Answer: Yes, provided you don't stop walking.

Jack (Firebug) Boyle claims Ben Casey the famed TV surgeon got his first start with a tomahawk. . . . Well, now I can lay claim to being a so-called married bachelor. My wife is on a trip taking in Florida, Georgia, North and South Carolina. What do I do? Just stand on the corner watching the pretty gals go by?

Ben Good claims he loves mixed greens in a salad. That's where Dell (Tank Sniffer) Morgan made the remark he does too, provided they are \$5s, \$10s, and \$20s.

Remember always—fire feeds on carelessness deeds.

John Pastick says his favorite drinking spa serves up a drink called the Air Force cocktail—one drink and you want to B-29 again.

Now that the holidays are over Jessie (Pork Barrel) McDaniel figures he is about 90 days ahead on calories he stuffed into his blubber burner and about the same number behind in his bills.



By Thomas Flynn

There are only 28 days in February, but some very important days. Two great presidents, Washington and Lincoln, were born in February. Valentine's Day is an important day for the young lovers—34M doesn't have too many of those. Ash Wednesday is an important day in the eyes of the Church—the beginning of Lent.

George Urian had a nice vacation last month. Thanks for the Christmas card, George. Where did you learn to write in Chinese? Another Chinaman, Bob Dunlap, said you spelled Merry Christmas wrong.

Al Davis came back on the right day after New Year. Al was a little mixed-up for awhile. . . . In case you hear somebody on second shift yell for Big Joe, they are calling Joe Miniconzi. He is big, too.

During the big storm we had the day before New Year the only thing Tom Quirk worried about was his radio antenna.

I would like to thank Mrs. Jack Hausmann for the nice Christmas cookies. Bill, George, Joe, Bob and myself really enjoyed them. . . . Nick Schwarz has the only dog I know of that speaks three languages—German, English and Dutch.

We all hope Charlie Howley's wife is feeling better. I know those children are glad their mother is home. Every night for supper Charlie took them to Gino's and bought them a soda, hamburger and bubble gum. The children got tired of the hamburgers.

Randy Boulden is still out sick. We all hope you feel better, Randy!

Richard Sipps, the TV dinner kid, had an accident with his new car. His neighbor ran into him. We are glad nobody was hurt.

Joe Greco lost his pipe one day last month. He asked everybody in the shipyard if they saw it. Tom Keeley finally found it. That's like finding a needle in a haystack.

Dave Thomas had two weeks off last month. Jim McCain also had two weeks off. We hope they enjoyed themselves.

MORE ON 59-60 DEPT. . .

Harry Dongel congratulated Stanley Ulkowski (60-82) and his men in the Burning Dept. who just completed 100 days without a lost time injury. This is a record that the welders envy so let's get busy fellows and see if we can tie them. This is a real good safety report to start the new year with.



C. Jenkins



Thomas Flynn

Sun Ship Continues Battle

Seeks Navy Contract

CHESTER—The Sun Shipbuilding & Dry Dock Co. is fighting to get a \$16,348,000 contract for building two "jumboizing" mid-sections for the Navy.

Protest Is Signed By 45 Democrats

Washington, Jan. 14 (Special)—Representative Garmatz today sent a letter signed by 45 congressmen to the Defense.

Sun Ship Union Fights Job Given Rival Firm

Washington Bureau—Spokesmen for the Sun Shipbuilding Union today fought in the Capitol Hill to prevent a job from being given to a rival firm.

Ship Contract Held Up After Penna. Request

WASHINGTON, Jan. 12.—Secretary of Defense Robert S. McNamara has agreed to hold up a contract for a shipyard in Pennsylvania.

Sun Ship Head Assails Award of Contract to Seattle Yard

Paul E. Atkinson, president of Sun Shipbuilding & Dry Dock Company, assailed the award of a contract to a Japanese shipyard.

Scranton Urges U.S. To Award Contracts to American Shipbuilders

Gov. William W. Scranton announced that he has asked Secretary of Defense Robert McNamara to consider a previous contract for Navy ship work to the Sun Shipbuilding Co., of Chester.

Senators Try to Rescue 2 Tankers Involved in U.S. Shipbuilders Fighting

WASHINGTON, Jan. 12.—Senators Joseph S. Clark and Hugh Scott, major portion of the vessels' length to about 100 feet to about 150 feet, each vessel mid-section.

Contract for Sun Ship-- U.S. Shipbuilders Fighting

The United States Navy will participate in a major portion of the vessels' length to about 100 feet to about 150 feet, each vessel mid-section.

Answer Isn't Good Enough

The answer of Puget Sound, Br in defense of underbidding Sun Shipbuilding & Dry Dock Co. is the in a Japanese shipyard — is the sounds good but isn't good enough Puget Sound Bridge's main contract (to build two million contract for U. S. Navy fleet oilers subcontracted to Japan. This is the very amount of \$2 million out, which constitutes building two bids (of Puget Sound building). The exact amount of \$1,399,337. where labor is American construction is enough

Garmatz Protests Navy Contract

Washington Bureau of The Sun—protest is based on a number of points, including the national interest.

Washington, Jan. 13—Representative Garmatz (D., Md.) said today he has asked the Navy to hold off awarding a contract to a West Coast shipyard for "jumboizing" two Navy oilers.

"Jumboizing" is the practice of increasing a vessel's carrying capacity by cutting it in half, attaching a larger midbody and attaching the halves of the original ship.

The Maryland congressman said he would introduce legislation to prohibit the use of American shipyards in direct contract work.

The Eighty-sixth Congress passed a law to prohibit the use of American shipyards in direct contract work.

C. of C. Protests Contract Lost By Chester Yard

The Chamber of Commerce in Philadelphia urged President Kennedy on Saturday to shift a defense contract from a Seattle firm to the Sun Shipbuilding & Dry Dock Co. of Chester.

The chamber's resolution sent to Defense Secretary Robert S. McNamara, although the low bid submitted by the Seattle firm would be done in private American shipyards.

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Would you hire this man?



He had a scant twelve months
of formal education.

When dressing for his wedding
someone asked him where he was going
and he replied,

"To hell I suppose."

He was near disgrace twice
in his brief military career.

He ran a retail business
for one year

but it took him fifteen years
to repay his debts.

He almost never smiled.

He was ill at ease in so-called
"polite society,"

preferring to swap stories
in saloons.

When he was being considered for
the best job he ever held,
some members of the screening committee
thought he was
an idiot.

Would the warts
and rumpled suit
and robust humor

have influenced your judgment?

Or would you have been as wise as
The American Voter of 1860

who was more impressed

by his ability to utter such phrases as

*"Let us have faith that right makes might;
and in that faith let us to the end, dare to
do our duty as we understand it."*