

*Our
Yard*



SUN SHIPBUILDING & DRY DOCK CO., CHESTER, PA., AUG., 1964



It gives me great pleasure to bring to your attention the awards displayed on this page. I think they are self-explanatory except to point out that only 30 of them were awarded throughout the entire United States out of several hundred magazines which were considered. It was the only award of its kind in this area. My congratulations to the writers listed at the bottom of page 1, and to the editor and his assistant, Miss Ann Smedley.

We write of friends in freedom.

John G. Terry Jr.

We have heard much about Japan and the way things are done over there. Some sources tell you one thing and other sources will tell you the same thing in di-

equipment and paying coolie wages. Others say they are moving fast and always up.

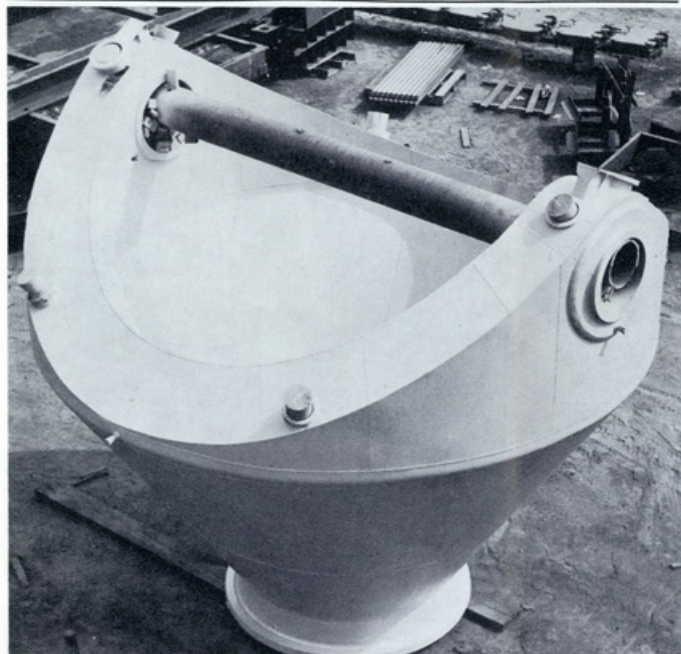
In the face of such conflicting reports, how to determine the truth? Find out for

yourself at first hand. Japan has been giving the shipbuilding industry in this country a hard time for years. How do they do it? Our officers wondered about that just as hard as any other shipyard. They decided to do something about it. Robert Galloway, Vice President and director of operations, and Edward La-Crosse, superintendent of Ship Repair,

Shipbuilding in Japan:

rect opposition. Some say Japanese products are improving, others say they are as bad as ever. Some say the Japanese still are in the dark ages of industry, doing everything by hand or with antiquated

A Firsthand Account



PRETTY, PRETTY. We've seen this Dynamic Escape Simulator several times before, always in a rusty, patchwork, gingham dress type of finish. Here it is all slicked up and nicely painted and as near to finished product as we will see probably. This part when installed will be at right angles to its present position and will revolve rapidly around an axis. Mouth will be filled with ball large enough to contain a human. Ball will revolve on pins turning in holes on each side. (Pipe you see is, of course, in there so crane can lift it easily which makes rigging quite simple). With cone revolving horizontally and ball spinning vertically, whatever is inside ball this thing really will give it a whirl. It is being built for Franklin Institute and will be installed at Wright Field in Ohio.

were assigned to do it.

They left Philadelphia's International Airport May 20 at 11:45 a.m. At 10:55 a.m. (our time) the next day they were in Tokyo. The time included a four-hour lay-over in Chicago and a short wait in Seattle. Before they left Chester, of course, weeks of preparation and many letters had set the stage for their arrival.

Thus it was that on the following day they started on a well-planned tour which enabled them to inspect 10 of the largest shipyards in Japan in the short space of two weeks. Their schedule ran like this:

Friday, May 22 — Ishikawajima-Harima Heavy Industries Co. No. 2 Works of Division of Shipbuilding and Repair in Tokyo.

Saturday, May 23 — Nippon Kokan Kabushiki Kaisha shipyard in Yokohama.

Sunday, May 24 — Traveled to Nagasaki.

Monday, May 25 — Mitsubishi Shipyard No. 2 Branch in Nagasaki.

Tuesday, May 26 — Sasebo Heavy Industries Co., Ltd., in Sasebo.

Wednesday, May 27 — Traveled to Onomichi.

Thursday, May 28 — Hitachi Shipbuilding and Engineering Co. on Inoshima Island and traveled to Okayama.

Friday, May 29 — Mitsui Shipbuilding and Engineering Co. Tamano Works and traveled to Osaka.

Monday, June 1 — Hitachi Shipbuilding and Engineering Co. in Chikko.

Tuesday, June 2 — Kawasaki Dockyard, Ltd., in Kobe.

Wednesday, June 3 — Shin Mitsubishi Heavy Industries, Ltd., in Kobe.

Friday, June 5 — Uruga Heavy Industries, Ltd., in Yokosuka.

What they saw in these 10 shipyards was enlightening, perhaps dismaying and certainly settled for us any arguments about the ability of the Japanese to turn out quality work at unbelievable speed. But let Mr. LaCrosse tell it from here . . .

Each visit, to 10 major shipyards, told the same story. They are building vessels of 50,000 to 130,000 dwt at a steady rate, two to three to every yard, with a backlog of four to six to build. Vast programs—almost unbelievable time periods. Two and

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Our Yard

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

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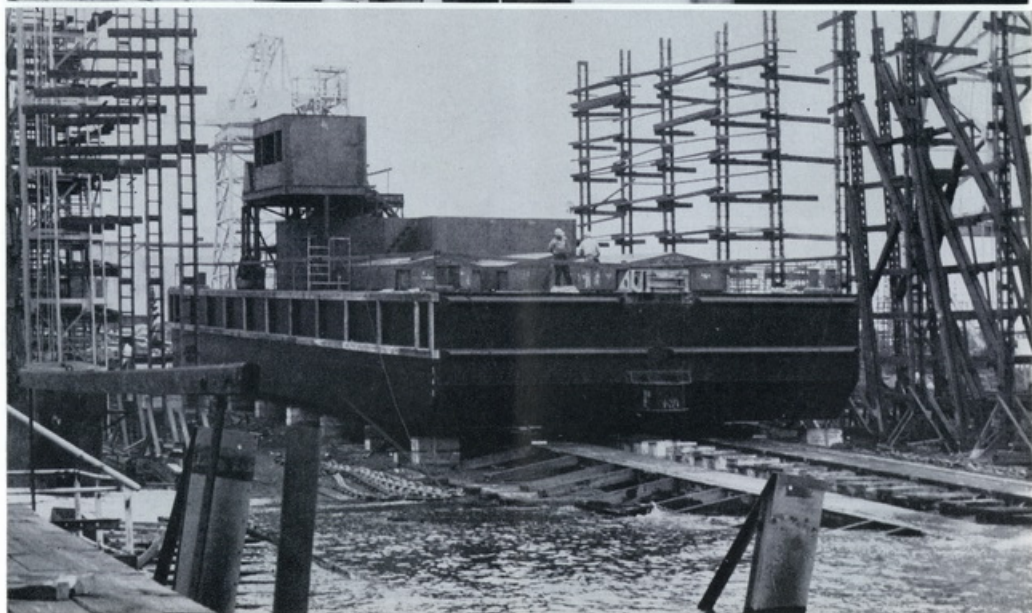
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All unsigned articles are by or with the collusion of the editor





Dredge Atlantic-Gahagan #1 Afloat



WITH SAME CEREMONY ACCORDED AN OCEAN LINER, Sun Ship Hull No. 639 was ushered into the Delaware Friday, July 24. On facing page at top Mrs. Ernest Cummins stands at "Ready" with her retinue about her. From left are Joan Seik, secretary to G. Wills Brodhead, manager of ship repair sales; Mrs. Betty Montgomery, secretary to Robert Galloway, our vice president in charge of operations; Mr. Cummins, of firm of Atlantic, Gulf and Pacific Dredging Co. which will own vessel jointly with Gahagan Corp.; Ronald Cummins and Peter Cummins in front. John G. Pew, Jr., (right rear) was making last minute check of schedule. Mighty and successful swing (above) turned No. 639 into DREDGE ATLANTIC-GAHAGAN No. 1. Probably smallest craft we have built, it is 130 feet long and 42 feet of beam (bottom, facing page). With no motive power of its own it still will be powerful for its job. A 5,000 horsepower engine will operate pumps which will force material for filling marshy land at Newark Airport for inland beyond ability of larger dredges to navigate. Page 2 of May issue carries detailed account of vessel.

MORE ON JAPAN . . .
a half to three months on the ways and two and a half to three months in the water before delivery. They said that if required, they could design and deliver a 100,000 dwt tanker or cargo-ore carrier in one year.

Every yard was expanding its facilities, enlarging ways, building or enlarging dry docks, installing new, bigger cranes and modern machinery. Their machine shops

were something to see. Never have I seen so many new modern machines and tools as in these yards. From an 8,000-ton press to a pipe bending machine, from a small drill press to a gear hobbing machine, in air conditioned buildings. From portable burning machines to multiple parallel burning equipment with five tips to each head — six units operating simultaneously across the shop.

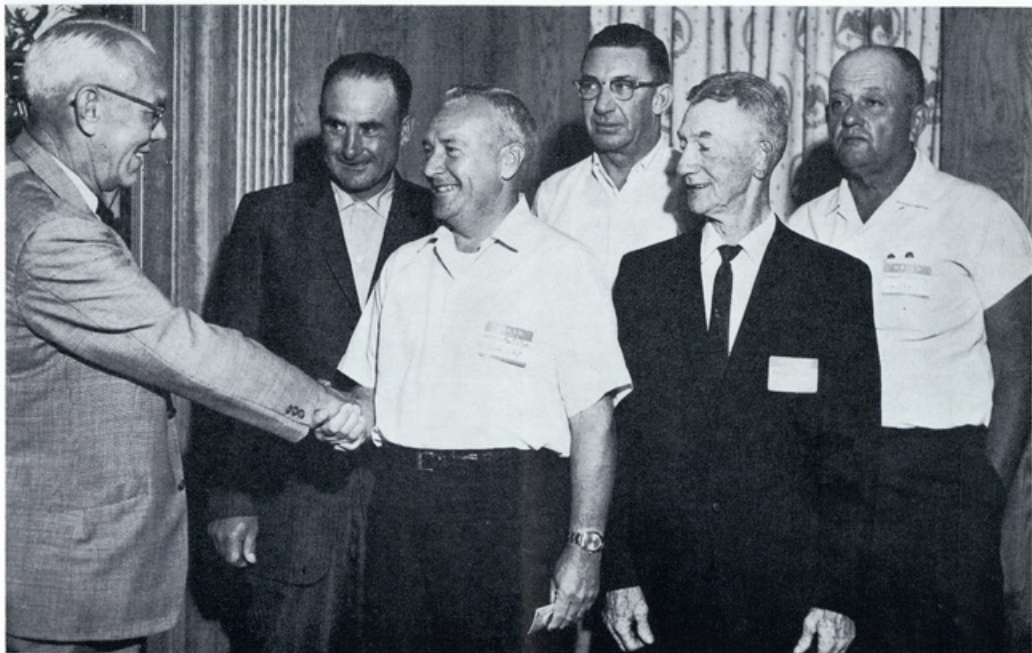
They seemed unable to devise a way to

transport small material within their yards efficiently. Very few fork lifts or other types of lifting equipment were seen. Conveyors were used in all phases of handling plates from the shot blaster to the assembly area.

The yards are greatly cramped for storage space. I have seen assemblies, "blocks" as they call them, placed six high waiting for erection of another hull to follow on

SEE NEXT PAGE COL. 1 . . .

Sun Ship Drivers Are Safe Drivers



BACK IN 1960 NATIONAL SAFETY COUNCIL started rewarding professional drivers by recognizing accident-free drivers. Each year Chamber of Commerce of Delaware County cooperates by having a dinner at which drivers are guests and receive certification of a year of accident-free operating. Naturally Sun Ship's men have to be there every year and this was group in Colony Hotel at this year's dinner. Almeron D. Rose, chairman of the chamber's transportation committee, is congratulating William McIntyre around Dominic Amoroso. Joseph Devon is next. Harry Jones couldn't bear to watch so he shut his eyes. Then comes Herbert (Laughing Boy) Rosenberg. How they managed to keep it a secret from Thomas O'Neill still is a secret but he wasn't there, nor was Stanley (3d Shift) Bogucki. Congratulations, boys, and keep up the good work. (Now they'll probably go out and have an accident — one after the other.)

MORE ON JAPAN . . .
the shipway in use. Each yard visited had shops and equipment to produce every item needed to build a ship, except propellers and valves.

All the yards used the system of increasing manpower by the use of outside contractors. These people worked in the yard alongside the yard employees and filled in any additional manpower requirements necessary. They were paid at a much lower rate than the yard men, and were not included in the responsibilities of the yard towards their permanent employees.

The yard also sub-contracted many of its operations to these people. This could include a crank shaft for an 18,000-hp diesel or a section of a midship house assembly. Some yards had acquired many pieces of equipment and had set up extensive test and experimental laboratories.

One yard had about 200 people working in jobs involving improvements and testing equipment separate from the yard operations.

The information supplied the owner's representative in ship repair was most complete. He was given sketches, drawings, sizes, and readings of every tolerance, deflection, and clearance possible to be made. These were placed in a small booklet and presented to him upon the completion of a job.

Their planning and scheduling was very thorough and apparently very realistic. Very few schedules were not met, even to the trials and deliveries which were scheduled on paper at the time of the keel laying.

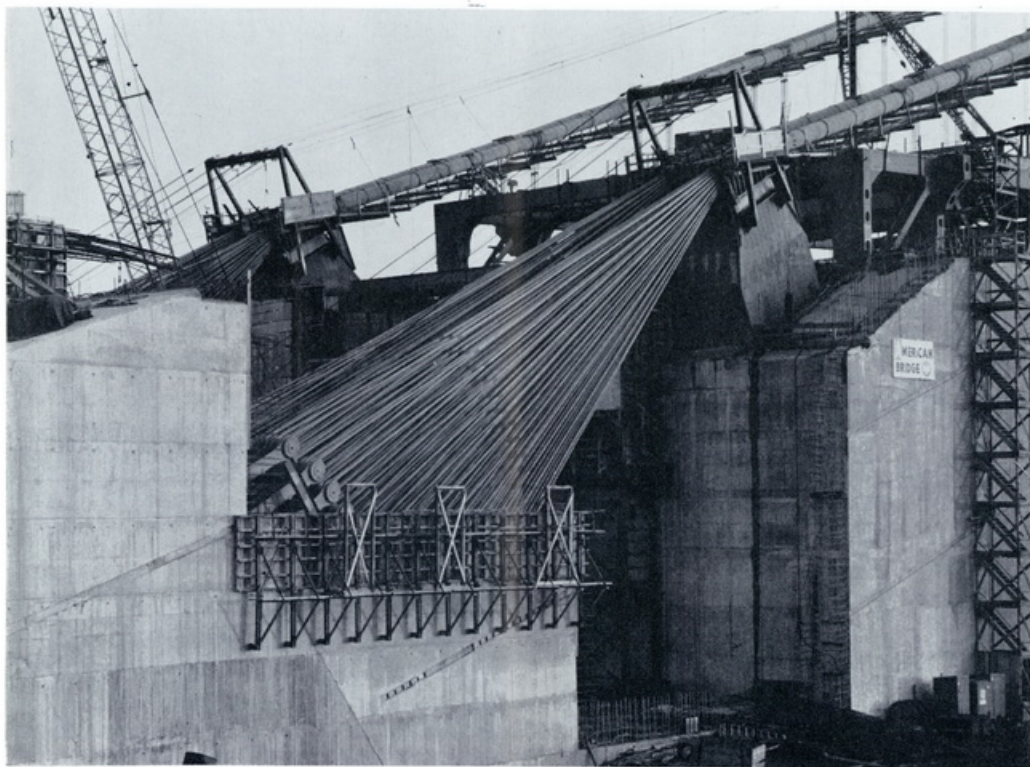
Their yards were kept in a very clean, orderly manner. Their shops were even neater. Marked aisles were clean and clear. Ships were in excellent condition.

Quarters were clean and kept clear of lines. The use of overhead racks was evident everywhere.

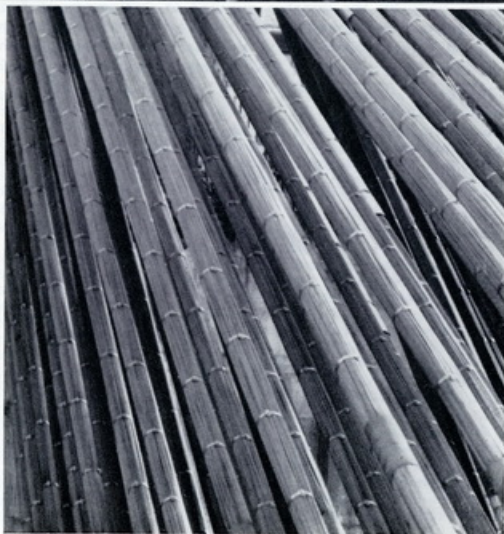
Their mooring problems seemed quite simple, probably because of the location of the yards. Sea-going vessels never pass close to the yards so there is no surging of the moored vessels as we know it at Sun. However, all the vessels in the basin are secured by lowering bow and stern anchors after launching. This was sometimes accomplished by placing winches on the deck to assist the operation.

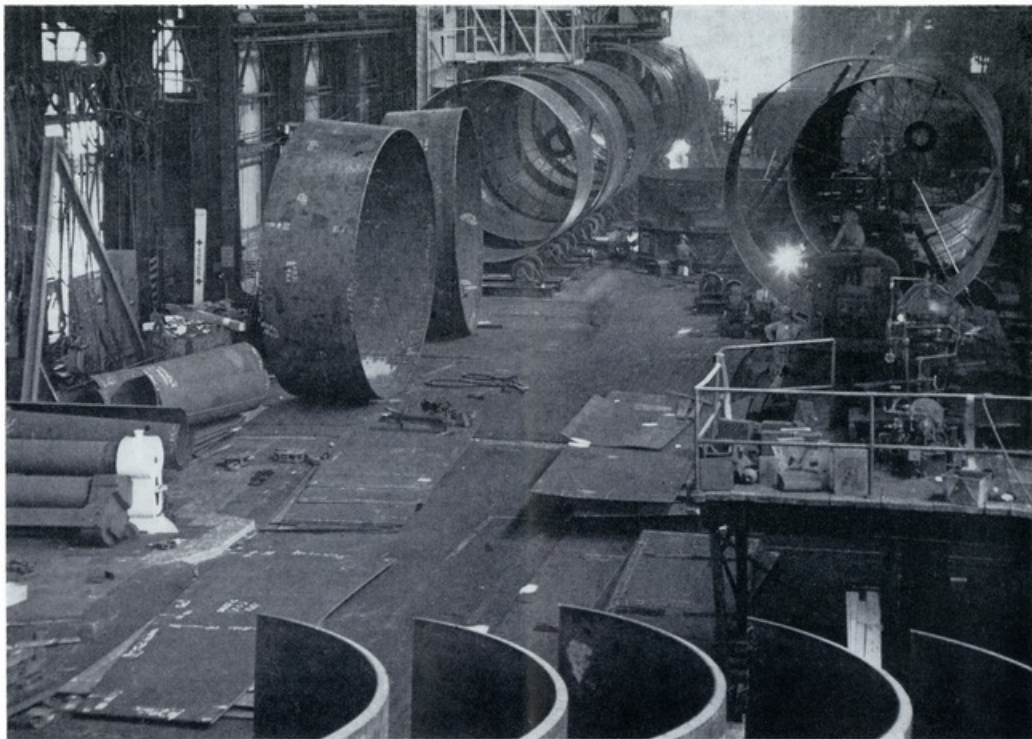
Safety seemed to be good, generally, except that the wearing of glasses was not enforced. I noticed also that many employees did not wear safety shoes. However, all over Japan, wherever there is a construction job or a shipyard, you see many green crosses, either painted on the structures or on flags suspended from the

SEE PAGE 6, COL. 1 . . .



YOU COULDN'T GET A MUCH BETTER view of work we did for Verrazano-Narrows bridge. Large photo shows cable saddles mounted on their concrete pedestals with cables entering from above in one piece. Coming out toward anchor bars they are separating into individual strands which finally go around shoes clearly seen on ends of anchor bars. Small photo shows detail of separation of cables into strands. Just to refresh your memory about these cables. They are made of wires $3/16$ of an inch in diameter. These wires were strung across bay one at a time then 428 of them were bound together to form a strand. There are 61 strands in each cable. Four cables contain 145,800 miles of wire weighing 77 million pounds. You will remember anchor bars were in three sections. The first was a single bar 17 inches wide, three inches thick and 48 feet long. These bars are fastened by stainless steel pins 14 inches in diameter into huge beams standing on end (see cover of June, 1961, issue). Second section was double bars 34 feet long fastened on each side of first bar. Third section was another single bar 17 feet long. Allowing for overlapping, this would add up to about 95 feet of steel bar (pages 2 and 3 of April, 1962, issue give excellent view of arrangement of bars and girders). Main point is, what you see of anchor bars in large photo here is all that is not buried in concrete. Bridge probably will be open early next year.





ALL THESE RINGS ARE PART OF THAT giant cement kiln we have spoken about several times before. In upper left (away back by the door) a number of sections have been joined. Nearer are more single sections and just making it at bottom are several half circles which may or may not be part of this later on. By now (a couple of weeks after this picture was taken) many of these individual sections have been joined. Eventually they will be one long oven — 550 feet long — weighing more than 1000 tons. They will be shipped by barge up the Hudson River.

MORE ON JAPAN . . .

major pieces of equipment. This cross definitely means "Safety" and keeps the men constantly conscious to work safely.

So much for the shipyards themselves and we leave Mr. LaCrosse's verbatim account for the moment.

Where the shipyard worker is concerned there is a strange (to us) mixture of the new and the old. The serfs of the old feudal system with modern freedom attached. Employment is on a permanent basis. The worker seldom is laid off and is retired with some form of compensation usually at age 55. There are dormitories for the single men. Some of their clothing is provided. All eat at plant cafeterias for half price.

The worker gets 20 days leave (vacation) a year but no more than two days at a time unless he is ill.

They work seven hours a day, six days a week. First five hours overtime draws time-and-one-quarter. After five hours, time-and-one-half. Sunday work is time-and-one-half. Twice a year they get a

bonus of two months' pay. Figuring straight time, overtime, and including the four months' bonus pay, the workers earn a little less than \$35 a week.

This is the explanation, to a large degree, of why Japan can build ships for so much less than we can. However, annual contract negotiations with the two unions in their shipbuilding industry have been increasing wages at about 12 per cent a year. Before long this will have to be reflected in the cost of construction which will be to our advantage.

Most of the dry docks are graving docks which are ideal because most of the yards are built on solid rock. Very little mud or silt intrudes so maintenance costs are at a minimum. Most of the shipyards border on the Inland Sea around which the steel plants also are located. Transportation of materials is by barge or ship therefore very cheap.

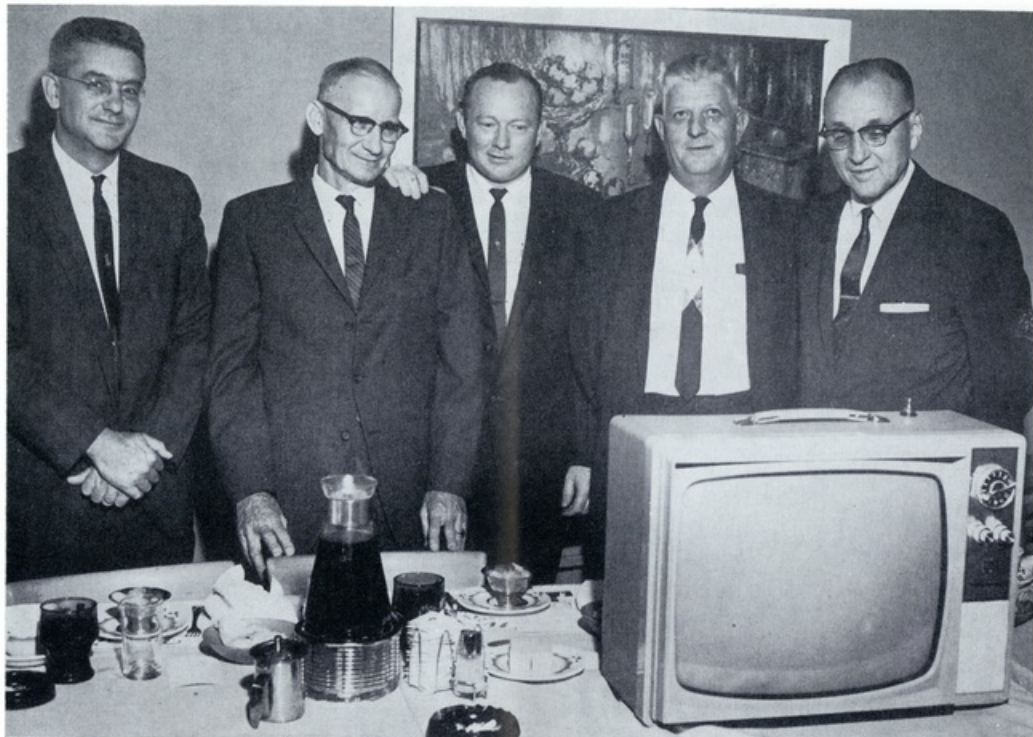
Aside from the shipbuilding industry, our representatives found the Japanese people very industrious, and quick to learn. They will go to extremes to provide modern equipment to help their productivity,

but seem not have a plan for its efficient use. For instance, you will find a modern conveyor moving sand from a source to a point of use. Within sight you can see a gang of women laborers doing the same thing by brawn, buckets and shovels.

The street scene is a mixture of Orient and Occident. Mixed with the most advanced American styles you will find the wooden sandals and kimonos of the native dress. Their homes are simple wooden frames covered with strawboard with roofs of clay, tile or straw. No furniture is needed or used. There are no central heating systems but even the most remote rice farmer has electricity though he and his wife cultivate their fields as did their forebears a thousands years ago.

The cost of living is cheap for the natives except that they cannot buy land because of its scarcity. Clothing is high. The kimono or dressing gown worn by the women is priced from \$150 to \$350. Foreigners find living expensive. A single room without food or service in a good hotel is \$10 a day. Traveling is expensive

SEE PAGE 24 COL. 1 . . .



ANOTHER REACHES COMMENCEMENT of that utopian time of life when he does what he pleases when he pleases (with his wife's permission, of course). This is especially true when you know what you want to do. Ralph Denston, foreman of 35 Dept. (Copper Shop), will be 65 Aug. 20 and asked to be retired — a reasonable request after more than 41 years on the job. He will retire as of Aug. 17 but began his month's vacation July 17. Just before he left, many of his friends gathered in the Fireside Restaurant in Springfield as a tribute to his friendliness and faithful service. They presented him with a portable television set. Among those present were (l. to r.) Kjeld Damsgaard, superintendent of engineering; Ralph Dantine, president of Local 802, with his hand on Ralph's shoulder; Charles Broughton, foreman of 34 Dept. who will inherit Ralph's duties to add to his own; and Emil Roenne, foreman of 33-1. Ralph is going to visit his brother on his 200-acre farm on Maryland-Virginia border for awhile (permanently, his brother hopes). Then when weather gets cold and sloppy, he and Mrs. Denston will head for California to visit their daughter. It will take them a month or so to get there (the southern route, you know) and a couple of months out there (it has been a long time) will make it spring again here and maybe they'll be back. But who knows — that decision doesn't have to be made for months to come. How nice. Good luck, Ralph. We'll miss your soft-spoken gentleman.

Another one of the old school (an artist by his trade and a gentleman) left us last month. His formal retirement will not take effect until Aug. 17 but Ralph Denston finished his work July 17 and turned in his badge. The time remaining is his annual vacation. Always a coppersmith, he was with the company more than 42 years and retired as a foreman.

Ralph was like a boy to whom Santa Claus has surrendered when he left us. He will be 65 Aug. 20, "and I feel as good as I ever have," he said. For years his hope has been to retire at 65 in such circumstances that he would not have to work again or worry about his support.

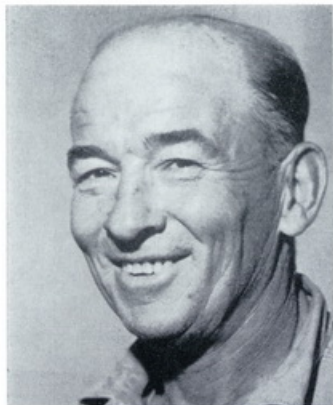
"Understand I am not a rich man," he said, "but my figures indicate, we should be able to move about quite freely without having to worry. I have always wanted to be able to do this while my health remained. It has and I can so what more could I ask."

His wife, Margaret, is the other half of the "we," of course, and she has a lot of plus values coming out of it, too. When they leave for California to see their daughter, Frances, and her family — when the weather gets nasty here — they won't have to be counting the days until Ralph must be back on the job.

Right away, of course, they will head

for their place at Hack's Point, Md., for the rest of the summer. Then Ralph's brother has asked them to come to his 200-acre farm down on the Virginia border for as long as they will stay. After that his California trip likely will take them into next spring what with getting out there and back in no hurry. They will wait until after that before deciding what to do next.

It's really thrilling to see a man of 65 leaving his work and looking toward the future as though it were commencement day. We wish this fine gentleman a leisurely walk down the corridors of time which remain to him and may they be long ones.



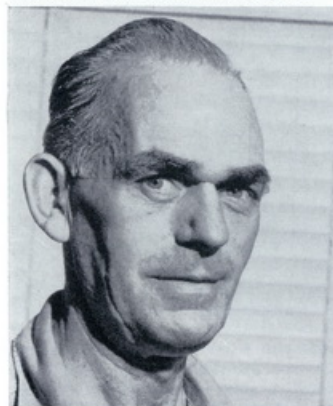
WALTER MOMOT, 60-70, 35 years



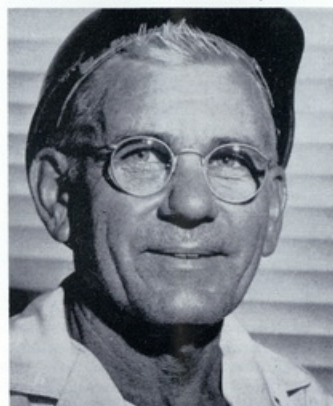
ARTHUR YANKE, 74-45, 35 years



FRANK KRUPKA, 55-66, 30 years



CHARLES WAGNER, 30-74, 30 years



ADAMS ZIEGLER, 45-157, 30 years



WILLIAM BUCHY, 38-39, 25 years



WILLIAM CHATTEN, 32-12, 25 years



HORACE McCUE, 46-10, 25 years



June Awards

45 YEARS

19-5 Edward Marshall
47-1010 James Zomptor

35 YEARS

60-70 Walter Momot
74-45 Arthur Yanke

30 YEARS

55-116 Samuel Ambrosino
65-142 Anthony Kasacavage
55-66 Frank Krupka
8-314 Albert Robinson, Jr.
30-74 Charles Wagner
45-157 Adams Ziegler

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Kilgore Is Up, Pastick Up and Out



TIME MARCHES ON, WHICH NO ONE WOULD object to if only some of these fellows would not insist on joining the parade. But surely, even if slowly, our oldtimers whom experience has made expert pass 40-year mark in service and some of them decide they have had enough. Take John Pastick (left) — 40 years and out (on another page you can read about Ralph Denston's retirement). Robert Kilgore also hit the 40-year mark but is staying on.

"Ships, ships, ships! First I sailed them then I built them. If I had to go outside a shipyard to earn a living, I'd starve to death."

That is John Pastick (58-505) describing his relationship to ships and shipyards which has been going on now for about 50 years, 40 of them at Sun Ship. Since he first went to sea as a boy of 16 from his home town of Zadar on the eastern shore of the Adriatic Sea, he has depended on ships and shipyards for his livelihood. Well — with one exception. He thought he could make more money at "the silk mill" in Marcus Hook when he was fairly new at Sun Ship. He was back in less than two years — "I thought I'd suffocate inside those buildings."

John began his journey through this vale of tears in Dalmatia — "You know! Where the dogs come from!" — on the western shore of the Balkan Peninsula. He had no choice but to start earning a living at an early age. By the time he was 16 he had been working several years, but it was then he signed on as a galley hand on a freighter. Since the day his ship dropped off the horizon for the first time

with him on board, he never has been back to the place of his birth.

He sailed six or seven years and ended his life at sea when he left the passenger liner on which he was a deck boy in Brooklyn. He was about 21 now and went to work for Bliss Company, manufacturers of heavy machinery.

It was not long before the Dalmatian "grapevine" brought him to Chester where other of his countrymen had settled. He found work in the Chester Shipyard and soon moved to Sun Ship where he worked on Hull No. 1, the Chester Sun, in the spring of 1917. He stayed only a couple of months and moved to New York Ship, then to Moore's Dry Dock in Brooklyn, back to the Chester Shipyard, then to the Navy Yard, to Cramp's and finally back to Sun Ship in February of 1921.

His "settling down" followed close on his marriage to a Chester girl though his work record still was spotty. Some times he would not report for several weeks at a time, then he would report one morning and be a model of regularity for weeks.

"I was working all the time," John explained. "I would hear that Cramp's had a

repair job on which they were paying overtime so I'd just go there and work two shifts a day until the job was finished. Then I'd come back. It was simple in those days."

He came in in 1921 as a bolter in 52 Dept. He was changed to the regulators after four months and two weeks later was laid off for lack of work. He came back as a bolter eight months later but stayed only three months. This was the time he went to Viscose in Marcus Hook and found out he couldn't stand working indoors.

When he returned in March, 1924, he lost no more time except for about six months during a slack time in 1934. However, as a worker he was all over the lot. From that time until he leveled off as a leader in August, 1954, John changed departments or ratings 26 times. He went up as high as salaried foreman and never lower than first class.

He married in 1920 and he and his wife have two daughters. One, Florence, a lot of us in the yard know or have seen although we'd rather not — well, you don't go to the dispensary unless you are sick or

SEE PAGE 10 COL. 1



JOHN ORR, 59-36, 25 years

MORE ON PASTICK . . . hurt and she has been there quite a few months now (240 or so). The other is Mrs. Margaret Betz who has a son and three daughters with whom John gets along very well. They all live in Chester. John has lived in the West End all his life here although at two different locations.

Now we'll let you in on the big secret. John is retiring. He hasn't felt up to par in recent months and when he can't do a job as he thinks he should be able to do it, it is time to move aside and let someone else do it. That's the only fair way he thinks. "I was treated wonderfully here," he says, "and I have always tried my best to do a good job."

Even though he is retiring, he has a full-time job. Most everyone knows John is a whiz at making models of ships — not the do-it-yourself kit kind of thing, but original start-from-scratch and make-your-own vessels. Now he is working on a passenger liner and what makes it a full-

MORE ON SERVICE**25 YEARS**

46-10	.....	Horace McCue
59-36	.....	John Orr
33-395	.....	Andrew Roskus
74-115	.....	Benjamin Stipe

15 YEARS

55-98	.....	Joseph April
8-163	.....	Herman Baker
8-210	.....	Joseph Begley
68-100	.....	Michael Bunt
69-185	.....	Charles Burrs, Jr.
45-39	.....	Walter Carroll
31-91	.....	Felix Damico
59-55	.....	John Forgiome
67-4	.....	Raymond Henry
60-104	.....	Phillip King
34-49	.....	Stephen Kowalewski
36-280	.....	Harvey Moulder
38-247	.....	Lawrence Triboletti

10 YEARS

66-83	.....	Edward Brown
60-136	.....	Leonard Jackson
88-55	.....	John Munson
47-252	.....	Elmer Williams
84-94	.....	Raymond Zalusky



ANDREW ROSKUS, 33-395, 25 years

time job is that every time he gets it about half finished he gets a new idea. Then he tears it all apart and starts again. But he insists he will finish it one of these days and that is how we will get him back to the yard again. He is going to bring it in for all of us to see. Good whittling, John, for years to come!

Seeing Robert Kilgore in these late years without his having to worry how he looks in a bathing suit, you'd never guess he used to be quite a swimmer and traveled all over this area teaching life saving for the Red Cross. But he was and did. When he remembers that in a conversation with you, then you begin to hear about this area before Sun Ship.

Robert got his 40-year clock and tie bar a few weeks ago. All those years and the years before them almost down to his infancy have been spent right here close to the shipyard property. He learned to swim in the river going in from what is now the North Yard. He used to play around Walter Sydnor's house when it stood where the main office building now stands. He became quite proficient as a distance swimmer.

He was brought from his native Pittsburgh area while very young to Eddystone because his father had taken a place with Tyndal and Morris there. As soon as he could he left school and got a job at the Eddystone Print Works running a machine — \$9 a week. He quit before long to be a water boy for a firm erecting standards for high tension lines along the Reading Railroad because he got \$9.25 a week.

When this job expired he went to Baldwin Locomotive Works and learned to be a machinist. With all this preparation behind him he then came to the Wetherill shop in 8 Dept. He started as a helper and worked up to first class machinist. He always has been in 8 Dept.

He married a Chester girl in 1924. His two sons and a daughter all live within walking distance of "home" and some of his nine grandchildren are at Grandpop's most of the time.

Robert is very busy outside the yard. He has a summer home at Slaughter's Beach



BENJAMIN STIPE, 74-115, 25 years

Your Car Is Protection

Stay in your car during a sudden and severe thunderstorm, advises Keystone Automobile Club. It's the safest thing you can do.

There's no need to stop during a storm unless the rain is torrential and reduces the driver's visibility to a dangerous point. If you are forced to pull off the highway and wait out the storm, stay in the car. There's virtually no danger that lightning will harm you then, particularly if you are in a closed car.

The metal shell of a closed car forms an electrostatic shield around the occupants of a sedan, just as a wire screen will enclose radio waves. The electrons will run along the outside of the shield but not harm anything inside. This is known as the skin effect, to scientists. The car becomes grounded, because a spark will jump from its lowest point to the ground.

If possible, park in a high spot where rain water will not dam up, where there are no sizeable trees closeby, and where there are no power lines overhead.

While waiting out the storm, refrain from dialing the radio or touching any metal objects or trim in the car. If you must summon help by blowing the horn, prevent body contact with the metal horn ring by using a heavy rubber glove, or a piece of wood to push down on the sounder.

Above all, don't leave the car when the storm subsides. Power lines often are blown down and you can't tell by looking whether a wire is dead or alive. Walking on one could prove exceedingly dangerous.

— "Boys and I built it ourselves — week-ends. Took us just a year." It is a five-rooms-and-bath year round residence. Most of his activity stems from there, crabbing, clamming, or fishing from his outdoor motorboat. Sports of all kinds attract him — "I just watch 'em now." His 40th anniversary was just another day and he plans to keep at it as long as he is able.



By Frank Wilson

August is no month to try to achieve virtue through vigor. Best idea is to swing a hammock between two shade trees, stretch out, sip a cooling drink and encourage gentle dreams of grandeur. You might think, for example, of the Texan



F. Wilson

who lost control of his car and smashed into six other automobiles before he could get it stopped. Fortunately, it happened in his own garage. Or you might just ponder the plight of another Texan who couldn't find a place to park his air-conditioned Cadillac. So he gave it away and bought one already parked.

This month's birthstone is the sardonyx. Its flower is the gladiolus and its fairest character was the man who paid alimony because he felt it was the supporting thing to do.

BIRTHDAYS: To those who will be one year older this month we would like to wish a happy birthday: Dorothy Allebach (Compensation), 8-2; Raymond Burgess (Financial Accounting), 8-8; Albert Ruggeri (Wetherill), 8-12; Robert Crompton (Paymaster, Hourly), 8-13; Helen McLaughlin (Tabulating) and Nancie Krall (Rocket), 8-17; James Donlin (Tabulating), 8-18; Russell Staley (Billing), 8-23; Cheryl Polfus (82 Dept.), 8-25, and Kathryn Coonan (Stores), 8-28.

WELCOME ABOARD: This month we welcome aboard: Ann Harvey (Production), who replaces Bernice Brackett; Raymond Cantagallo (38 Dept.), William Deputy (78 Dept.), Julia Zeigler (2d shift Key Punch), Peggy Bowers (Accounts Payable), daughter of Peggy Robinson (Store-room); Russell Richter (2d shift Tabulating), and James Wilson (Industrial Engineers).

SICK LIST: Pat Moran (Cost) and Jean Cowdrigt (Acct. Pay.) now are back at work. William Hartman (Purch.), Edith Killian (Tab.), Arthur Noel (Disp.), Elizabeth Gregg (2d sh. K. P.) and William Snow (34 Dept.) and father of Jean Snow (Tab.) are still out at this writing.

VACATIONS: Doug Shumaker (Mail) took a three-weeks motor trip to Cali-



By Thomas Flynn

Jack Hausmann is walking around with a big smile on his face. His wife went on a trip to Tennessee. I don't blame Mrs. Hausmann for going on vacation by herself.

Charlie Howley took his family for a ride in the country. To hear Charlie talk you'd think he went around the world.

We hope Mr. and Mrs. Warren McKenney had a nice vacation in Wildwood. They sure had a bad winter.

Mrs. Herbert Artwell went to North Carolina for a week without Herb. That was probably a nice vacation, too. Herb was doing a lot of talking, Catherine.

Al Souder tried to remove a finger from his hand by dropping a 4" valve on it. We are glad to report the finger's okay.

Our big boss, Bill Snow, is in Crozer Hospital, Room 218E. Anybody who has a chance, go over and see him and get him out of there. We hope he's back soon.

Paul Brown has a new hose repair machine. It was just like giving a baby a new

fornia. . . . Frank Griffith, Sr. (Time Office) spent one week in Myrtle Beach, S. C. . . . John Doran (Time Office) spent one week in Wildwood, N. J., and another week visiting the World's Fair in New York. . . . Your reporter and his family spent a day visiting historic spots in Philadelphia such as Independence Hall, Congress Hall, Christ Church, Betsy Ross House, Carpenter's Hall and the American Wax Museum. Another three-day trip to a friend of mine who has a cottage on the Choptank River near Cambridge, Md. Here we spent our time swimming, water skiing, fishing, sailing and eating.

It's happy motoring time this summer for Oscar James (Dining Room) who purchased a new Ford Falcon last month.

And finally, to end on a musical note, there is Victor Borge's explanation of why the keys of his piano are yellow. "It's not because the piano is old," he says. "It's because the elephant smoked too much."

toy. It took a long time to get that machine, Paul, take care of it.

How come George Mumford and Charlie Guarracino take their vacations together? They work together all year. You would think they would part for a week at least.

George Urian and family are working hard on their cottage. George is also a roofer. He holds the ladder for his boy while he fixes his roof.

Mrs. Davis, if you want to get your husband a present some time get Al a cat. He just loves cats. He has his own pet in the yard. I think he keeps it in the office all night.

I wish Tom Keeley would start talking to the nice neighbor he has out there in the hills of Village Green. Tom, shall I send Rex Thompson out to talk to her for you?

Vince Gambino has a bad back. If you could see how fast he can walk at 4:30 p.m. you would wonder.

Joe Boris rides with Charlie Howley now. Joe gets to Charlie's house and car so early, Charlie thinks he sleeps there all night.

It hasn't gotten hot yet this season — Charlie Smith has not taken off that sweatshirt. I wonder how many shirts he wears in the winter.

Some of the younger fellows in 34M who want to see a good, hard worker, should watch Leroy Bradour.

Bill Burgoon is having trouble working with a helper — and having more trouble without one.

Richard Sipps, if you don't have anything to do these hot weekends, why don't you ride out and visit Bill Snow. Maybe Bill won't talk to you, but his daughter, Jean, will. They'll be glad to see you.

Our deepest regrets to Joe Greco's family on the loss of another brother and to Joe Hubert's family which had two brothers-in-law pass away in a week.

(Editor's note: Someone sneaked this into Tom's copy after he had written it. "How about Tom Flynn going to the World's Fair and the All Star Game for two days and wouldn't take his wife with him? 34M turnout!" Of course it may not be true.)

Policeman: "Why didn't you report the robbery at once? Didn't you suspect something when you came home and discovered all the drawers opened and the contents scattered?"

Woman: "No, I just thought my husband had been looking for a clean shirt."

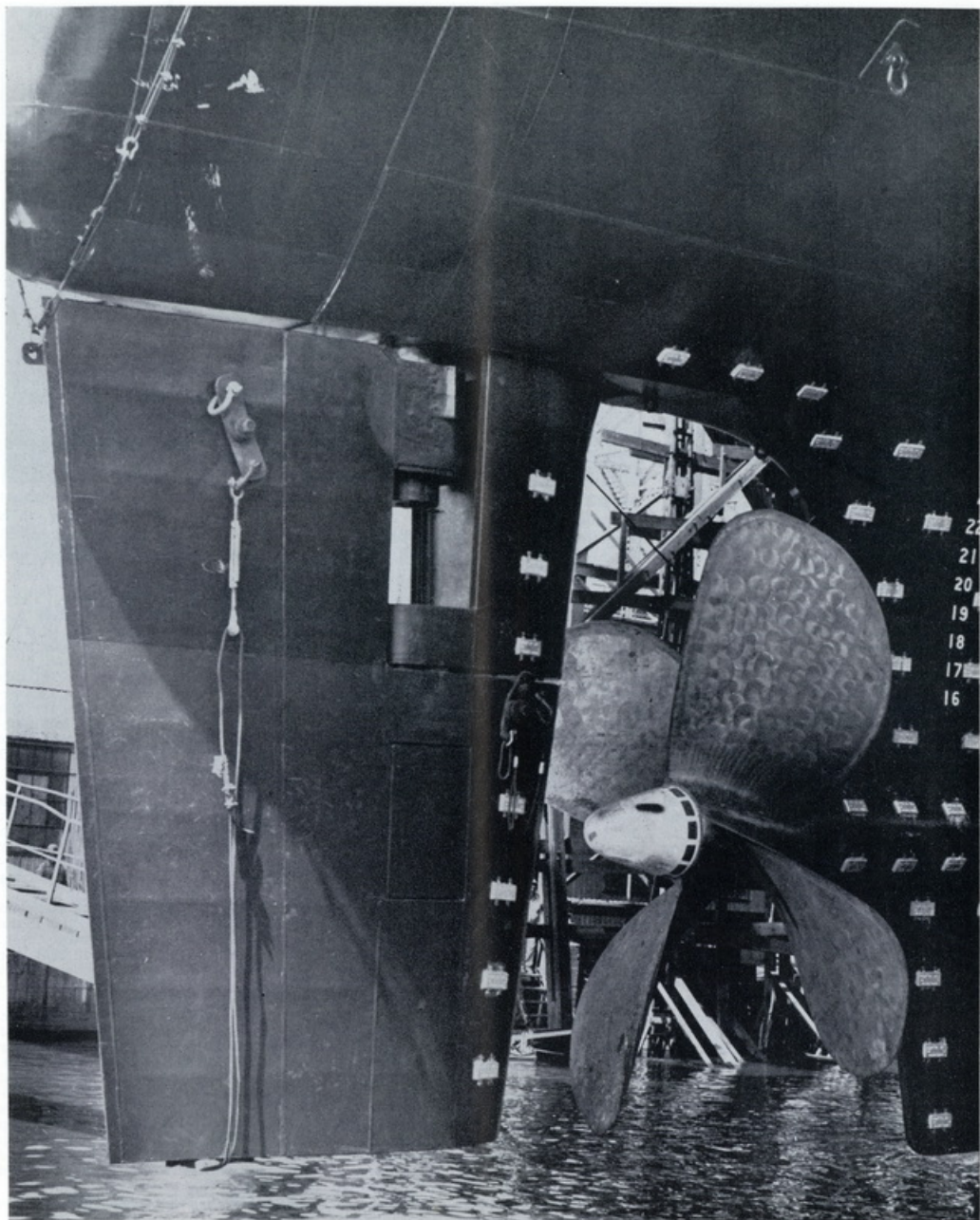
"My wife is driving me insane," muttered the man to a friend. "She has a miserable memory."

"Can't remember a thing?" asked the friend sympathetically.

"On the contrary. She remembers everything."

EXCELLENT RESULTS OF EFFORTS of Mrs. Edward L. Bartlett, wife of United States Senator from Alaska, in getting SS AMERICAN ROVER into Delaware River may be seen on OUR COVER and pages 12 and 13. Lusty swing (top, page 12) sent ship off (OUR COVER). "Well done," was in order (bottom, page 12) from Alexander Purdon, executive vice president of United States Lines. Her daughter, Sue, who was maid of honor, is beside her. In rear are (l. to r.) John G. Pew, Jr., Sun Ship's vice president for public relations; President Atkinson and Mrs. Atkinson, and Joseph N. Pew, 3d., member of Sun Ship's board of directors. Photo on page 13 taken just before vessel entered water is just one which seems to exemplify idea by, "Isn't a ship a massive thing!" Central control panel which we said last month we hoped to be able to show this time must continue to give you joy of anticipation for a little while.







Rod and Gun News



Valley Creek known to hundreds of trout fishermen in this area was dealt its second severe blow in as many years this past Father's Day, June 21, when by accident it received a large dose of cyanide.

At this writing the patient is convalescing very nicely, but slowly. In fact, it will be about five years before it fully recovers according to Daniel Bullock, deputy fish warden, for this area.



R. Hahn

Valley Creek meanders through the picturesque great Chester Valley then runs through Valley Forge Park past Washington's Headquarters to dump into the Schuylkill River. Born in the post-glacial period, there are many glacial rocks scattered through the valley, and the creek probably has seen some severe changes in its long life and suffered many severe setbacks. But we would bet the most severe have been suffered since Willy Penn came to these shores.

At one time man tried to lose her by rerouting her into an abandoned quarry but she found her way underground and emerged farther down the valley. Then some time later at the Valley Forge Stone Company's quarry while the workers were blasting they hit this underground stream and the creek rushed into this quarry. To continue operating they installed pumps to lift the lady over the side so she could continue on her God-given job of draining the great valley.

Last year the company without warning decided to quit operating and shut down the pumps. The stream bed below the quarry naturally emptied out except for some deep pools where Bullock, with the aid of the Berwyn Fire Company, rescued a large number of trout and other fish.

At this point the fish commission decided to put the old girl back into her original bed if it would meet with the approval of the land owners. That's where she is today. That's where she was on June 21 last, when man in the person of the National Rolling Mills of Malvern, Pa., accidentally dealt her this latest blow.

Mr. Bullock and his wife, Catherine, were at the bowling alleys in Frazer when someone called his home reporting a fish kill in the Little Valley Creek. This is the southern branch of the main stream. It starts near Frazer where Routes 30 and 401 meet. The message was relayed to him and he immediately went into action. This, gentle reader, was 11 p.m. He in-



AS WE GET IT, THIS IS homemade wing-ding which will skip along at about 30 miles an hour. Built by John Balliet (59-382) and his son-in-law. It is eight feet long, of monocoque design and is powered by an Elgin motor of 7½ horse. Took six weekends and \$60. They got plans out of Science and Mechanix.

structed his sons, Dan, Jr., David and Jerry, to start collecting samples of water from the stream at points he designated from the Schuylkill River up, with the exact times and places with notes about any fish kills they encountered.

Then he and his wife started down Swedesford Road which parallels the Little Valley Creek planning to take side roads that cross the stream until they got below the source of the poison. At the first bridge they could smell the cyanide in the air and Dan surmised right away where it was coming from. They drove to the plant and found that one of the tanks in which they clean the steel plates was running over on the floor and down the drain into the small stream that runs into the Little Valley Creek.

The irony of the whole thing is that one of the vice presidents of the company, who is in charge of this plant, is an ardent trout fisherman and was out in the western part of Pennsylvania pursuing his hobby at the time.

Everything in the stream from the rolling mills to the Schuylkill was killed to say nothing of any animals along the banks that drank the water. Dan and his family were up most of the night then out again at daybreak to start counting the dead fish. They do this by measuring off sections of 100 yards then count everything in that section, move farther down and repeat the process, then multiply the average number of dead in these sections by the total length to get the approximate total kill.

There were more than 400 brown trout in the 16-inch size alone. A few days before, the wardens had stocked 2000 brook

trout fingerlings in the stream. Carp, suckers, minnows, sunfish, rock bass and other pan fish by the thousand. As there is absolutely no insect life, cray fish, minnows or other food left it would be a waste of time and fish to restock at this time although there are rumors and speculations flying around as to when the fish commission is going to restock this summer. The National Rolling Mills has agreed to pay for the fish killed. The bill will be about \$1700.

POT SHOTS AND SHORT CASTS

Some landowners are protesting the 5 a.m. starting time of the trout season on the first day. We can lose some stream mileage because of this. Delaware County stands to lose about one-half of the meager amount it has now unless the starting time is moved back to 8 a.m.

According to fish warden, Raymond Bednarich, there are too many fish in the Chester reservoir on the Octorara Creek. He stocked 100 tiger muskies in that lake recently. They are a cross between Great Northern pike and muskies, very ferocious predators among fresh water fish.

Pennsylvania could benefit greatly from the government's Appalachia program if the federal money comes through. So far it's been a case of much talk and little do. There are 11 soft coal mines, 16 hard coal mines and 150 coal mine dumps on fire that have been burning for years. There's 160,000 acres of abandoned soft coal strip mines and 50,000 acres of hard coal strip mines to be reclaimed. These fires and strip mines are polluting our air and streams.

The president's report gives Pennsyl-

47 Department 2nd Shift

By Howard (Shorty) Foresman

How time does fly! Here we are entering into the 8th month of 1964 already. Congratulations to Robert and Mrs. Martin on their silver wedding anniversary. They were married 25 years June 24.

Edward Mokshesky is back and working on the shears. Ed used to have the nickname of Santa Claus but it wouldn't be very fitting anymore as he has lost so much weight.

William Cook (burner) now has two sons in the Navy. His son, Duane, went in June 13.

A crowd of people were gathered on a street corner where a car was stopped.

A man was lying in the street in front of a car. The patrolman on duty asked the motorist how he happened to knock the man down. "I didn't," said the motorist, "I stopped to let him cross and he fainted."

Bill Reid got a Father's Day present in June. His son, Bob, took him fishing. I haven't heard what kind of luck they had.

Charles Green (fitter) is going to take the last two weeks in August for vacation. He tells me he is going to Chicago. I hope he has a good time. . . . Harry Frank took a week's vacation the week of July 13. He didn't go far but did get a lot of work done at home.

Edward Scheer says this will be the first time in 10 years he won't be going to Florida for his vacation. His children and grandchildren all are up north.

Did you hear about the bright student? The teacher asked the class if anyone could tell him what a fish net was made of. "I can," said the b. s. "It is a lot of little holes tied together with strings."

I took a week's vacation last month. I didn't go very far—one day in the mountains, one day at the shore and the rest of the time just taking it easy at home.

Important dates for this month are 27, 1859, first oil well in the United States at Titusville, Pa.; 14, 1914, Panama Canal opened; 11, 1807, Fulton's first steamboat; 20, 1840, first public school; 21, 1959, Hawaii became a state; last but not least, 26, 1920, woman suffrage effective.

Father to 10-year-old watching television with evident boredom: "When I was a boy your age, I walked miles in blizzards, milked four cows early each morning, and rode a horse instead of riding a comfortable car. What do you think about that?"

Bored one: "Gee, I wish we could have that kind of fun now."

If you can't hear a pin drop, ten to one there's something wrong with your bowling.



H. Foresman



UP THE LADDER step by step. Diane, 13, enters West Catholic High School next month while Fred, Jr., 10, still has a little time to spend in St. Barnabas parochial in Philadelphia. Dad is Fred Gieder, Sr. (68-116).



By Morris Kalmus

The major summer event, billed as an old-fashioned picnic, at Naaman's Creek Mill, sponsored by the EDR Social Club, was held July 12. The wives and children had a chance to meet each other while munching on frankfurters and guzzling birch beer.



M. Kalmus

Two of our engineers, Tom Campbell, recently from Nova Scotia and Scotland, and Walter Schmid from Switzerland, were introduced the hard way by participating in the annual softball game between the two departments in the drawing room. The sports reporter has the details of the game in his column.

38 Department won again this year but our gripe is that one of their men umped the game.

The Kennedy half-dollar prizes were won mostly by the Hasting's tribe. . . . The free-for-all tug-of-war was where 32 Department excelled in its physical capabilities on that Sunday afternoon. There was a clamor for another such outing before the summer is over by the picnickers. How about it, President Hastings?

Tom Wilson had a score of 85 in the Class A golf competition and Tom Campbell 89 in the Class B. No one has answered their oft repeated challenge to play anyone, anywhere, under any kind of conditions in the fairway sport.

Carl Bender and his wife encountered some old Americana by taking a ride on the last remaining steam railroad at Strasburg near Lancaster. One of the coaches

30 Department

By Charles (Chick) Salvey

In July's edition I wrote a little bit about last year's fishing trip. In this month's I'll tell you about this year's trip. We intended to leave at 1:30 a.m. but like last year we had to wait for a few fellows so it wasn't until about 2:30 a.m. that we got underway. The only difference was that this year Arthur (Whitey) Smith showed up. (How, I'll never know.) He didn't make it last year.

We arrived at Cape May at 5 a.m., had some breakfast and then loaded our things into the boat. We left the dock at about 5:45 and had a boat ride for the next three hours. We went 20 miles out. For a time I thought we were just going for a ride. Well, the captain finally stopped the engine and the lines went over the side.

Jim Emerson got the first one and won that pool. William (Kentucky Bill) Hellard caught the most fish. It seemed that all he had to do was throw his line over the side and he would hook one. He was catching them every way possible—by the tail, the fins—you name it and he did it. Emilio (Moose) Bonacquisti didn't do too badly either. He caught the biggest. (It was a fair cry from last year, eh, Moose?)

I think everyone had a wonderful time (I know I did) but I think that Joe Krivitsky had the best time of all. I never saw anyone enjoy himself so much in all my life. Joe sure loves his fishing. We are going to try to get up a trip for blue fishing. Anyone interested see Whitey Smith.

Our sincere condolences to George Catania on the death of his mother last month.

Congratulations to Dominic DiGiacomo who celebrated his birthday on the 4th of July. Dom still won't admit he's over 39. I won't mention his age but he sure doesn't look it.

Congratulations also to Bill Jackson, one of the new men. July 14 his wife, Dorothy, gave birth to an 8 lb., 11 3/4 oz. girl. (She's a big one.) Bill has two other children, a girl, 21, and a boy, 12.

I was talking to Wally DeMasi on the phone the other day. Wally had a hernia operation recently and is coming along fine but he won't be able to return to work for awhile.

George Fitzsimons is recovering from a heart attack and will also be out for quite awhile. Here's wishing a speedy recovery to both.

exhibited at this railroad museum was the one in which Lincoln left Springfield, Ill. to assume the presidency. And Harry Truman's campaign car also is to be seen at this unique museum.

Anthony Lazzaro will be making settlement on his home in Audubon, N. J., Aug. 5. He will be moving in after his marriage on Halloween this year.

Our group sends its sincerest condolences to Bill Chatten on the loss of his mother.

Prof. Clemons Kopf, who is on the electrical engineering teaching staff at Villanova University, is again with our engineering department this summer.



By Harry "Whitey" Burr

SICK LIST—This list does not improve very much but we are glad to say that some of our patients are coming along very well. Ike Hamilton is home from Crozer Hospital and was told to take a good rest. . . . Kenzie Pennington has returned to work this week but he still must take care of what he does for awhile. . . . We just added one new patient in Howard Cleland, now in the Lankenau Hospital, Room 321. He is to have a complete check-up. We all wish these men a speedy recovery and hope they will be back with us soon.



H. Burr

I just received information that my good friend, Joseph J. Dougherty of 47 Dept. office, is coming along pretty good but he too will be out for sometime. Joe, I'm sorry that I did not know this before. I had missed you but figured because you were so busy you didn't get out much. We all miss you at the yard and wish you a speedy recovery.

NEW MEN—We have added a few more to the force. They are: Frank Halter, James Mellon and Joe Martin. We welcome these new men into our department and hope their stay will be long and pleasant.

One of our new men, Joseph Hoopes, announces a little girl born June 30 in Sacred Heart Hospital. He reports his wife, Lois, and the baby are coming along very well.

July 16 it was my pleasure to attend a dinner given by his friends for Ralph Denston, foreman of the Copper Shop, retiring from our company after 41 years service. It was held at the Fireside Restaurant on Baltimore Pike in Springfield. This was a very fine affair and everyone had a good time. Ralph, I remember when you came into our yard. I sincerely hope you and Mrs. Denston will enjoy this vacation for a long while to come. I would also like to add my sentiments to all those fine men who spoke so highly of you and your work. We all agree that our yard will miss you a lot.

Charles Miller, one of the power house operators, has a new Mustang and, brother, does he think he is something. My undercover man reports to me that he saw Miller in Marcus Hook the other weekend and said he better learn to drive as he had hit a car. Well, Pal, it sure is a lot different driving one of these new cars after having a Mayflower car of the 1800 model. Harvey (Skin) Campbell said he would be glad to teach you how to miss these cars for he has had a lot of experience.

Thomas Tercha came in the other day

with a nice lump on his head. The story he tells would not hold up in court. We told you, pal, never give the boss (Mrs.) any back talk for they sure can hit. If you wish, we can write a nice letter to Mrs. Tercha asking that she be just a little easy with you.

Robert Embert, Sr., is making his point here of late and Arthur (Muddy Water) O'Connor said he better be careful for he is due for a good fall and those clean clothes he wears will not look too good.

Joe Newman dropped down to Delaware Park the other evening. He took the place over and came home with a nice pocketful of cash. He was very tired and went off to sleep very quickly. Getting up late Saturday morning he found his pants had gone to the cleaners and that pile of money sure did go down. It was after he had his breakfast that his dear wife told him what really happened. At first he was mad but after thinking things over he realized she could take care of it a lot better than he could. This is one time, pal, those horses did not get it back. May your luck always be this way.

Harvey (Skin) Campbell has purchased one of those midget cars for his oldest son to drive but Skin puts in more time driving it than the boy. One thing about this sport is that he will be on a track and not choring the cars off the streets around Chester. Now, Skin, please let your son have his car and you stick to the T-bird.

I would like to welcome Howard Cleland's son, Joseph, into our department. He goes to P.M.C. and will be with us just for the summer months. We can say that after his time in our department he will be the head man of his class—he even has some new words to use.

Just received another story on our pal, George Moyer, and this should take the cake. The other evening after he got home he went to the icebox to get a cold drink of water and was he surprised to find nothing in the box but beer. He hit the ceiling and told everyone that from now on when he comes home from work he wants to see a bottle of cold water in the box or out will go all the beer.

Now just stop and think. Here is our George, tired out and going to clean out the place just because his water was not in the icebox. While on the other side is Mrs. Moyer, that big son, George, Jr., and two grandsons against him. We wonder how he is going to stand up under that force. George, if we were you, we would get another icebox and put a lock on it. This way you will always have your water and still be able to go to work.

We have noticed here of late that James Gallagher (the banker) and Ray Martin are doing a big business on Fridays. They seem to have a lot of money on hand before lunch but after lunch they come back into the yard and are broke. Some say James is putting his money in the bank and that it is a one-way deal. The only person who can get it out is our friend, Sarah Gallagher.

Everyone is wondering where Arthur (Muddy Water) O'Connor is getting all those fine shirts. He must have a good friend in the gang.

George Thomas walked out the wrong door of his trailer and fell into the lake



ANOTHER TO FOLLOW in footsteps of Florence Nightingale is Patricia Murray, daughter of Mr. and Mrs. Paul (59-501) Murray. She was graduated 15th in her class at Darby-Colwyn High School and will begin her training at Columbia Union College, Seventh Day Adventist sect school in Tacoma Park, Md.

beside it. Because of that he missed a day so his clothes would dry out. Now, George, if you wish to be a skin diver see our Sam Mangeri. He is an expert on this business.

The bicycle business sure is picking up. I had eight in the shop for repairs. I wonder if we should put signs on all covers and buildings and paint them a bright red or yellow so these riders all could see them. The way these bikes come in the shop they look like a train hit them.

Surely, men, you can take just a little better care of this kind of transportation as it is here to help the men get around the yard—not to carry material on or be left out in the rain over night. I wonder if the men take care of their cars the same way. Perhaps all these bikes should be equipped with signs to the effect that the bikes should be returned in the same condition they are taken. Yes, we know you will always have flats and we are glad to fix same. But it should be the tire, not the wheel itself. Just think this over for your own good.

Last month you all no doubt saw the fine piece in the Chester paper in regards to my brother, Frank, who was paymaster here in our yard for a number of years. I feel honored to have such a wonderful brother. The honors he received were for the fine work he has done for his fellowmen in the town of Colwyn where he has lived since 1905. He has always been willing to help anyone and I pray I may be able to follow in his footsteps. I always say you never get a thing out of this life but what you put into it. May he continue to have good health and enjoy life.

The measure of a man is the size of the thing it takes to get his goat.



By John Rosati

During these summer months vacation hints have been passed on to our readers to help them enjoy themselves. The summer season seems to be fading away so our final hint pertains to children. A camping trip may be saved for a weekend.

Children often enjoy the thrill of sleeping in a tent or in a sleeping bag under the stars. The Chamber of Commerce in any town near a fishing resort or a spot where there are streams to fish can tell you all you need to know.

A trip through an interesting industrial plant will provide interest for the entire family,

and will provide an experience to relate before a class in school. An article written on the subject may rate an A for the ambitious student. Most industries have regular guided plant tours. Or, why not let the children have a choice of vacation spots? Much of their learning comes with actual experience. Furthermore, if they are not happy in the traveling experience, you won't be either.



J. Rosati



CUBLER FAMILY about whom you may read in John Rosati's column are (l. to r. from top): Mr. and Mrs.; George, 18; Patrick, 14; John, Sr., and son, John, Jr., 7; Donald, 31; Irene, 13; Edward, Jr., and four of his five, Edward, 3d., Cheryl, 8, Denise, 6, Dorothy, 10; Mrs. Hilda McNeal, Fred, Sr.; Mrs. Anne Clements, daughter, Anne, 10; Sherryanne McNeal, 2; Fred, Jr., 3; Joseph Clements, 13; Beatrice, 15.

Meet EDWARD P. CUBLER pictured in this column who resides at 639 Upland St., Chester, Pa. He was hired in May, 1942, as a painter. His previous employment was with Autocar for a period of 14 months. During his career with Sun Ship he was never laid off and lost only ten days for a slight operation. Edward knows his job and does it well wherever assigned. He gets along nicely with his co-workers and has earned promotions as a supervisor periodically for over three years. Edward has one hobby—he likes



to shoot pool. Although a little fellow in stature, he seems to have done very well family-wise, so let's meet them.

First we have the smiling Mrs. Anne Cuber; son, Edward, Jr., a supervisor in 34 Dept., and his five children: Edward, 3d, Cheryl, Donnie and Dottie. Christine is not pictured. Son, Fred, Sr., and his son, Fred, Jr., Son, John, Sr., and John, SEE PAGE 24 COL. 3 . . .



By Hugh J. Ryan

Well, fellows, vacation time is here again. Ed Painter (59-166) had quite an interesting time on his vacation. He went to Asbury Park and saw an 85-year-old man surf fishing. He told Ed he had a homemade fishing pole made out of bamboo. Lo and behold, this old gentleman got a strike. Now picture an 85-year-old man struggling and tugging on his line and finally to his surprise hauling in a very large tiger shark.

We have several more new men in our yard. Assistant foreman Vern Filbert has a son, Stephen, in 33 Dept., and Dave Biddle (59-839) has a son, Richard, in 58 Dept.

Have you men noticed Ray Clements (60-117)? That sure is a cool haircut he has. Ray is working in the machine shop these days operating the electric eye burning machine.

I forgot to mention our old buddy, Leo McCabe the chipper, has a son, Jerry, working in the Planning Division. Jerry is working summers so he can finish college. Nice going, Jerry!

Speaking of vacations, there must be quite a time going on in Wildwood these days. We have quite a few welders going down for a dip in the ocean. Such fellows rarely bump into each other when they go to the shore. A few who are going—Alex Wright (59-540), Ed Painter (59-166) and, by the way, Phil News is going to look over Wildwood for a couple of weeks. Well, have a god time, fellows, you sure can't beat that salt air.

I just got some hot news that one of our welding leaders has quite a softball player in the family. Paul Jones (59-200) has a son, Paul, who is doing all right with Tollins in the Control Pitch League this year. Miami Slim (as he is called) has 11 home runs to his credit. Young Paul is working in 58 Dept.

Sorry to learn of Joe Blythe's illness. Hurry and get well, Joe.

Al (Pop) Bradley (59-17), who works in the Boiler Shop, got a tough break. Watch your fingers, Pop, please don't break them.

Ed (Scratchy) Larson (59-27) also is back at his old job in 47 Dept. You can't keep a good man down. Congratulations are in store for Al Schwartz (59-31). Al's twin daughters were married at St. Michael's Roman Catholic Church June 12.

By the way, fellows, Nathan White (59-835) has some rare dogs for sale. They are called "cat dogs" and are only \$50 each. If you contact the "Old Man" he will explain.

Here is an item for some of you new fellows in the Burning Dept. Archie Bar-

INK & SPOTS

FROM THE
HULL DRAWING ROOM

By Ed Housley

Most of the news this month seems to be about vacations—excepting Marshall Moody, Jr., who went on his honeymoon instead. Marshall must have been in a hurry to get back as he managed to get himself a ticket for speeding coming from Lake George.



E. Housley

Ken Cadman had a camping vacation down to Ocracoke Island for a week. There is nothing there but sand and water, says Kenny, and nothing to do but fish or swim and when you have seen one sand dune you've seen them all. It does sound pretty monotonous.

Earl Springer and wife went up to Canada via the

Thousands Islands coming back by way of Ottawa and Niagara. That sounds like it was a most interesting trip.

Fred Keller and family went back to West Virginia again taking a cottage in one of the state parks. The Kellers must like the mountains. . . . Tom Larkins and his family vacationed as usual at Stone Harbor where they have a summer home.

I could call this next item "Gettysburg Re-visited." The other Sunday my wife and I, and my son and his wife drove out to Gettysburg to see the battlefield. No doubt you have read recent articles in various magazines and newspapers about how the battlefield is being spoiled and desecrated and cut-up into housing developments.

It is about 30 years or so since I was there and I was pleasantly surprised to find that, if anything, it has changed for the better. Gettysburg itself is full of tourist traps but outside of the town most of the battlefield has been preserved and the paved access roads running through it make it much easier to get around. When I was there before all they had were a few dirt tracks and one had to do a lot of walking and climbing to get to points of interest.

One other thing surprised me, also, and that is the time that it took us to get there from Chester. I drove a 1929 Essex when I went there before. It took about three hours driving time. This time I drove a year-old Buick and it still took us about three hours to get there. One other thing of interest we saw was the Eisenhower

ber (60-65) advises that all men should check their hoses before going into any tanks or enclosed areas on the ways and especially on the drydocks and repair work.

Assistant foreman Bob Roath just returned from the Carolinas. Bob was fishing for marlin. He said they were too small.



A TRIP TO WORLD'S Fair on Sun Ship train Aug. 15 would cost Joseph Golla (78 Dept.) a sockful, wouldn't it! Expenses are (l. to r.) Carol Lynn, 8½; Joanne, 11½; Arlene, 5; Joseph, Jr., 7, and Lorraine, 12½.

farm at the southern edge of the battlefield. It looks like a real nice place.

This next item really belongs in last month's column but I will stick it in now anyway. If, and when, any of you go to the World's Fair, be sure to visit the Irish Pavilion. It is nothing special inside—the real attraction is in the plaza in front. There they serve you Irish coffee, in glasses, at a dollar a glass. In case you don't know, Irish coffee is made by filling the glass half full of Irish whiskey and then pouring hot coffee in it. Two glasses of this and the Fair looks altogether different.

CLASSIFIED

FOR SALE — 1-12x14 ft. wall tent, 8' center, 3'6" side wall. Sleeps five comfortably.

1—Single wheel utility trailer. Call TR 4-3674 or in plant call G. Lynch, ext. 364.

FOR SALE — Complete darkroom — enlarger, timer, books, tanks, trays, etc., like new. \$50. Thomas Smith (33-389) TR 2-8591.

It's true—the ability of some people to take a joke often depends on the size of the joker. . . . A government biologist says the common ant is more intelligent than the whale. That may be so, mused Tom (Dry Dock) Kelly, but the whale does not come to picnics where he has been not invited.



By Felix L. Englander

The machines have been whirring away at Wetherill, cutting the rocket case weld preparations on the gores, the cylinders and performing a host of other operations required for the 260-SL rocket case components. The Boiler Shop is forming, final forming and fabricating components for the case. Tooling is also being fabricated at various and sundry shops around the yard.

All these completed components are being funneled to the Rocket Fabrication Shop for subassembly and final assembly welding operations. The 260-SL rocket case production tempo is steadily increasing despite the 90° F. heat. The monster is beginning to take shape.

The 40 Dept. evaluation and manufacturing aspects of the rocket project have been most satisfactory. The first and second 36" PETV's were successfully hydroburst at Aerojet. A significant achievement in project teamwork and know-how.

Welcome to Richard C. Burnett, manufacturing engineer, who is the latest personnel addition to the project. Also, Bill Palmer (Tool Design) has become a Sun Ship regular.

John Kieklak spent his vacation in Kansas visiting his son. We understand he spent most of his time in a storm cellar waiting out the tornadoes.

The most photographed vacation spot this year probably will be the World's



F. Englander



CARL KOMISOR, 52, of 412 N. Gov. Printz Blvd., Lester, Pa., died June 20 after a very brief illness. A veteran sheet metal worker, he joined Sun Ship in March, 1935, and was continuously employed until June 18, 1964. He had 28 years service with the company and was a leader when he died. Previously he had worked for Westinghouse Electric Co. in Lester. "A quiet, home-loving man," coin collecting and baseball were his favorite pastimes. Survivors include his wife, Florence; two daughters, Carol Anne and Patricia; three sons, Carl, Jr., Thomas and Michael.

Fair. From the pictures taken to date by the visitors from 40 Dept. it appears a pre-visit course in lighting and focus is a must. Robah Swaim will be glad to instruct in the fine points.

An added point of interest in the North Yard now is the 260-inch diameter carbon steel case erected in the maraging furnace. Its erection was a milestone in the rocket program during the past month, and the consummation of weeks of intense

Who from Their Labors Rest



WILLARD S. BRUCE, 69, of 23 Maple Rd., Garden City, Chester, died June 20. He was born in Port Royal, Va. A chipper and caulker, he was a veteran of 38 years' service with Sun Ship having joined 55 Dept. in March, 1922. With the exception of several short lack-of-work periods he remained until February, 1962, when he retired. Mr. Bruce is survived by a daughter, Ruth E. Birney; a grandson, George Jones; a sister, Mrs. Etta Hearn; two brothers, Bee and Grover Bruce, and a nephew, Cass Bruce.

design and fabrication work by all concerned. 68 Department is to be congratulated on the effortless manner in which the case was erected. The 260-inch case will be used to shakedown the furnace in preparation for maraging the 260-inch case later in the year.

Don't be surprised when you meet people from 40 Dept. these days—at the mountains, at the seashore, or at home—it's vacation time.

SUN SHIP Train to WORLD'S FAIR for EMPLOYEES and THEIR FRIENDS

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of the following employees who died during July.

LEROY FENSTERMACHER, 46-50, 1065 Ashland Ave., Eddystone, Pa., July 22.

RICHARD WAGNER, 68-143, 426 E. Third St., Chester, July 27.

ELLIS J. ADAMS, 59-543, 416 E. 4th St., Chester, July 31.

SPECIAL RATE INCLUDING
ADMISSION TO FAIR

\$7.40 full; \$4.20

THRU 11 YRS.

Sat., Aug. 15 Lv. Chester 7:30 A.M. Arr. Fair Grounds 9:45
Lv. Fair Grounds 8:15 P.M. Arr. Chester 11:00

Buy Tickets in Public Relations Office by Aug. 13



SECOND SHIFT

By Charles "Pappy" Jenkins

ANSWER to last month's question: Oil was first discovered in the United States near Cuba, N. Y., in 1627. Seneca Indians led a Franciscan missionary to the site. The Indians used the crude petroleum that bubbled up in a spring for medicine and a paint base.



C. Jenkins

Sad but true—we can easily forgive a child who is afraid of the dark. The real tragedy of life is when mankind is afraid of the light.

Funeral expenses in this country being what they are, Khrushchev may not want to bury us when he realizes what it will cost him.

Character is like a tree and reputation is like its shadow. The shadow is what we think of it and the tree is the real thing.

Silent meditation in the schools is constitutional a Maryland official rules, but no praying out loud except for our Supreme Court.

The most avid readers of ads on match books are wives who want to know where their husbands have been. . . . Some of the goshawful hairdos some gals wear today, look like they got a reprieve just as the warden was ready to pull the switch.

An office gal remarked that a gal who swears she has never been kissed has reason to swear.

Wilbur (Bo) Jack Robinson in the shop said the happiest day he can remember on the highway was when he was speeding and passed a state trooper whose car had a flat tire. . . . Nothing can cure a man's illness quicker than hearing his substitute is doing a good job.

George Howarth claims he never cheats at golf—it's just that he plays for his health and winning makes him feel better. He opened his swimming pool and for a nominal fee Dell (Tank Sniffer) Morgan has landed the contract again for the hot dog and hamburger stand. Second year in a row—and at a slight increase in prices.

On a recent trip to New York, Howard (Shorty) Foresman said, the traffic in Manhattan was so bad it took him six times as long to get to Grant's Tomb as it



By Lew Hazlett & John Aull

We heard a rumor floating around that after the repair gang's recent overtime, D.C.N.B. opened a new branch office at 416 Baltimore Ave., Milmont Park. Hugh



ON HER WAY! Helene Orlando was graduated in June from John Bartram High School in Philadelphia. She is step-daughter of Frank Zappone, 3d shift burner.

took Grant himself, P. S.: He thinks Dove soap is a bird's bath.

Two Indians were having their first look at water skiing. One asked why the boat went so fast. The second said it was because a lunatic on a string was chasing it.

Al Gordon of the Lining Dept. remembers the good old days when sitting-in meant joining a poker game.

Remember the two most difficult things in the world to accomplish are making a good name for yourself and keeping it.

Jack Conners says it took a lot of will power on his part but he has finally given up trying to give up smoking and will put the cigaret lighter back in his station wagon.

Walt (Bear) Prandeski and family enjoyed a Florida vacation. Walt says he found out how the beach cuties made their own Bikini suits—they buy three large hankies and put one in their pocketbooks in case of a cold.

Jack Conners wants to know why all the shouting about the topless bathing suits—he's been wearing one for a long time.

Sam (Sad) Cole says cooking at his outdoor grill is fraught with risk and is te-

Ward is chief teller and Nellie Ward is V.P. in charge of Hughie.

Norm Phillips finally got his first drag trophy last month. The first of many, we hope!

Something we have forgotten to do in the last few columns is welcome Bill Noonan to the Wetherill Plant. Bill is helping to relieve some of the tremendous load on Supt. William Smith and his assistant, Jim McSorley.

Cris Smith was a little blue the Thursday before his wedding, a little green the day of it and very white with a red stripe when he returned to work.

The Wetherill softball team lost one of its star performers when Hughie Coulbourn was hospitalized for a hernia operation last month.

Things are very quiet in Herb Taylor's shop now that Tony Riccardi is working in No. 2 shop.

Harry (Tucker) Walters was telling us the other day we forgot to mention his trip to Florida, also his wedding anniversary.

We had a few retirements in the last month or so that we would like to mention. Ernie Lundgren, Joe Orlovski and Henry Gammerschlag were our most recent retirees. Ernie was an ace lathe operator and will be remembered as one of this area's old-time bandsmen. Joe was an expert floor mechanic and will be missed very much by Tommy Parker and Jim Robinson. Henry was one of the quiet men of our shop and a good and steady worker.

Good luck to all of them and may they enjoy their well earned retirements.

Dick Friedrich sent us a postcard the other week from Germany. He is enjoying a vacation and revisiting friends and relatives.

After seeing some of the recent jobs coming into No. 2 shop, we expect the Engineering Dept.'s next project will be to install some airport hangar type doors.

We were sorry to hear about Jack Smith's accident last month. Hope everything is all right now.

Jack Aull, our co-reporter, took his vacation the week of the Republican convention. How come, Jack? We'll expect your reply next month.

We will close with a word of credit to Herb Taylor's department. It is a well kept and well housecleaned area. Herb gives all the credit to Jimmy Smith.

dium. Usually he gets the steaks rare and his hands and fingers medium.

Buck (Shotgun) Deppper tells the one about a friend of his whose wife has a queer way of getting even with the telephone company. She uses her husband's car to knock down telephone poles.

Profit by the mistakes of others—you may not live long enough to make them all by yourself.



Hazlett



Quips from the 2nd Shift

By Stanley Boyda

Bob (Colonel) Clegg enjoyed two weeks of fine fishing weather at Lewes, Delaware. Bob claims he got more than his share of blues, flounder and crabs. He also enjoyed a couple of trips on the Cape May-Lewes Ferry which went into operation recently.



S. Boyda

The crossing took about three hours each way.

Robert (The Ghost) Morrison took his youngsters on a tour of New York City where they visited the Empire State Building, went over to the Statue of Liberty and finally wound up at the U.N. Building lobby. Bob thought he would look the

joint over. After he was quoted the price of a guided tour and was told that they couldn't let people in to wander around on their own and possibly create an International wotsit or sum'n, the Ghost gave up and took off for home. It's just as well, for if the Russians found out how much the Ghost made annually they could make up more propaganda.

Harry Hullings returned from his three-weeks fishing vacation at Beach Haven West and reported that the fishing was just out of this world. We can believe just that for we don't have any pictures of any fish and George Hannisick, who patiently awaited Harry's return, again had to do his own fishing at the Food Fair.

When Ray Radtke takes his kids to see the Phillies play the Phillies lose. When George Hannisick takes his kids to see the Phillies play the Phillies lose. If Gene Mauch knew about these two guys he'd give them season passes to all San Francisco Giants games except when they play the Phillies.

Jack Weber has been trying to find out if anyone in the Pipe Shop had any idea how high the falls were in Niagara or how many gallons of water came over the falls in one minute. We think Mr. Weber will take Mrs. Weber on a second honeymoon when his vacation rolls around.

Bill Cook, burner in 47 Dept., is a lover of hot dogs. He is sometimes carried away by his craving for the weiners. When visiting friends he will cut short his visit on finding out there will be steak on the table but no hot dogs.

Charles (Toots) Thornton isn't smoking as many cigars lately and Walt Seltzer doesn't ride the bus to work lately. One and one make two yet.



ALL-AMERICAN GIRL, Nancy Ann Lauer, was born on Fourth of July in 1949. She will enter 10th grade in John Bartram High School next month. Her dad is Clarence Lauer (34 Dept. 2d Shift).



NEW ORDER COMES along (you know — "The old order changeth, etc. . ."). This is new order in Sweigart family, David Ronald, 13 months. Old order is Clarence (Pete) (how long is it, Pete? 43?) of 84 Dept. Mid point is David's dad, Ronald (Pete), 34 Dept., 2d Shift.

Accident Ward Busy

By Miss Joan Seik

During the month of July, Ship Repair completed its major operation on the SS CUYAHOGA and she came off No. 3 drydock, making room for the ATLANTIC HERITAGE. This does not mean she is completely recovered; just her stitching is completed. In this business you sew up the wound then repair the insides — interesting?

Due to this tremendous amount of "sewing," we had to turn away a few patients this month, much to the chief surgeon's dismay. But at times this cannot be helped.

Our chief resident's staff, even though working to full capacity, came through on an emergency call from the MV HORN-NET off Lewes, Del., where the vessel had a main engine seizure just after "Tuna Charlie" radioed to be picked up for Star-Kist Brand Tuna. Sorry Charlie — better luck next time.

Our friends from down Colombia, South America, way were completely satisfied with the underwater work and now await diagnosis of topside job necessary to make seaworthy the YF 335 they received from our Government.

Speaking of the Government — a la Fourth Naval District — the USS KIDD sailed to her berth and was placed on the inactive list. Her companion the USS JOHN HOOD is preparing to join her.

Emulate the duck; keep calm on the surface but paddle like fury underneath.

Talk Yourself In

Start talking!

So says Keystone Automobile Club to vacationists anxious to cover the remaining miles as quickly and safely as possible. In such cases talking to yourself is downright sensible. It's the best way to relieve fatigue and boredom and the mind-wandering that often lead to traffic accidents.

Monotony is a deadly and always increasing highway problem, especially because of the rapidly spreading networks of expressways and turnpikes. Driving along these superhighways can be hypnotic to many persons and all drivers should be alert in combatting such factors.

If you get tired of talking to yourself, start singing! A good round tune roundly sung will keep you wide awake. Another trick is to turn on the car radio and turn up the volume.

Vary your driving speed occasionally. Stop to eat lightly and frequently. Take time out every so often just to get out of the car and stretch your muscles. Removing your right shoe and driving that way is still another way to stimulate wakefulness.

Remember . . . to stay alive you must stay awake.

A bank robber strode up to the teller's cage and shoved a note across the counter which read: "This is a stickup, sucker. Put the money in a bag and hand it over to me."

The teller scribbled and pushed the note back to the bandit: "Straighten your tie, stupid. They're taking your picture."

Moody's Hull Braves Take Softball



By William Walsh

Bill Hollywood has purchased a 1959 Bonneville hardtop Pontiac to replace the 1955 Chrysler which was not running too well here of late.

Dwight Traub is driving a 1962 Ford Galaxie having finally traded in that pink dream boat he brought with him from upstate.

Welcome back to John Triboletti who will be with us for the rest of the summer. John will resume teaching at Darby Township High in the fall. He expects to transfer to Swarthmore next year. John will receive his master's degree in education in 1966.



W. Walsh

The first annual picnic of the Engine Drawing Room Social Club was a success in every way—80 adults and 84 little ones attended and all had a big-big day. The engine drawing room softball players opened the day's festivities by shellacking the Electrical softball team 23 to 9. As the score indicates, there was some robust hitting. In fact, when the game ended all five balls used were soaking wet. (Balls hit into the creek were ground rule doubles.) Most of the outfielders played in bare feet so they could go wading to recover the tremendous clouts by both clubs.

The day at the Mill Tavern picnic grounds continued with races for the children. John F. Kennedy half dollars were awarded to the winners. The wives and girl friends also competed in the running races. Some of those girls can really fly.

After the races came the balloon blowing contests. First the wee ones, then the 5-year-olds to 7-year-olds, and last but not least, the wives and single girls. These contests are difficult to describe but are loads of fun for both spectators and participants.

Also on the program was a "Chug-a-lug" contest which also provided a lot of laughs. Then to top off the festivities came the tug-of-war between the Electrical group and the men from 38 Engineering. The engineers won. Next the women of each group competed and again the Engineering section came off with the laurels. Then came a free-for-all in which both men and women of both departments tugged and hauled until finally the Electrical crowd prevailed. Paul Seiverd and Bob

Standings as of July 27th

	Won	Lost	To Play
Hull Braves	13	2	1
59 Welders	10	5	1
Wetherill	8	6	2
38 Falcons	4	12	0
48 Mold Loft	2	12	2

In all probability, the playoffs will have been played by the time this is read, but for the benefit of those who are not acquainted with the softball league activities, here is a recap of the season records to date.

Earl Moody's Hull Braves have clinched first place, and the 59 Welders appear to be well in line for the second spot. There is no doubt that Wetherill will finish third, and could tie for second.

The 38 Falcons have finished the season and are assured a tie for fourth. If the 48 Mold Loft loses one more game, the Mackey-coached team from the Engine Drawing Room will have made the playoffs for the first time in the league. With Jim Allman in excellent shape they could possibly go all the way. Playoffs began Monday, Aug. 3. The results will be the subject of this column in the next issue. To all the softball players—see you at the banquet on Tuesday, Aug. 18, at the Polish-American Club.

It's Time For Bowling Again

Tuesday, Sept. 8, is the tentative opening date for the Mixed league this year. Thursday night, the 10th, B league will swing into action. The next night, Friday, Sept. 11, A loop begins.

Now is the time to get your clubs organized and ready for action. Don't wait until the bell rings. The Friday night A league will be limited to 14 clubs this year because that is all the lanes available. Jack Dougherty, secretary of A league, can give you any further information about that league. His extension is 274.

B league, which operated last season with 12 clubs, may expand to 14 or 16 teams this season. Possibly the pair of teams A league has to drop will move into B. Secretary Bill Walsh is hoping two new clubs will be organized and round out the loop to 16 teams. Last season's captains will receive notice shortly of the first meeting for the coming season.

The Mixed league this year has a new secretary, Joyce Regetto. Team rosters should be prepared so that when the call comes the teams will be ready and waiting to go-go-go.

All three leagues will be rolling this season at the Chester Pike Bowlero in Eddystone, just across from the Baldwin plant.

Monastero finished off the perfect day by entertaining with folk songs to the "haunting" strains of guitar music.



HERE IS DOUBLE-DYED Sun Shipper. Donna Marie Skinner, 2, has two grandfathers in our yard. They are Walter Mundy (47-231) and Fred Forshey (65-181).

Scott Downs Sun in Delri

Willie Davis of Scott outduelled Jim Allman (38 Dept.) in a real old-fashioned pitcher's battle. As in every other game played with Scott, the issue was in doubt to the final pitch of the contest. Scott finally came out on top 2-1.

Davis was in great form and fanned ten of the Sun Ship batsmen while yielding six hits. One of the safeties was a tremendous round-tripper by Allman. Al Pruitt, of Sun Ship, again led the hitters with a double and a single. Two-baggers by Jim DiCavede, Joe Carliantonio and Ed Kluka rounded out the total attack on Scott's Mr. Davis.

Nick Guasperini, of Scott, saved the game for the winners by spearing a torrid line drive in deep center off the bat of Ed Kluka. Another inch and Sun Ship would have been the new league champion. Gene McConville, Scott's playing manager scorched a triple to right center in the first inning with two mates aboard to account for both of Scott's tallies.

Sun Ship had finished this season in third place with a fine record of 13 wins and eight defeats. This is a remarkable record when you take into consideration that Bill Walsh made his line-up for each game only with players not playing with their own team in the Sun Ship Interdepartment League. Several times there were players from only one team available. Perhaps next season will be "the year" for the Sun Ship club. —W.W.

Herbert Continues Winning in Golf

Perhaps it is the lure of the unknown (when you hit that ball on the Malvern course, you never know where it is going), or it may just be the desire to show that course who is boss. Whatever it is, the list of golfers is growing.

Last month there were 43 covering the landscape and Jack Herbert came in with low net. That is a switch from being low gross in June. Donald Rhodes, Jr., son of (you'll never guess) Donald Rhodes, Sr., a sales engineer, was low gross last month and the only one to break 80. He did it with a 79. Jack grossed 84 and his net was 71. As it was he just nipped by one stroke June's low netter, Joe Gillespie. Joe was only two strokes away from a tie for low gross last month.

The results of the third outing show how baffling this Malvern course continues to our golfers who for the most part are better than average. Only seven of the 43 could do 85 or better to land in A flight and only six more landed in the 86 to 99 class to make B flight.

Compared to this there were 13 in C flight and 16 in D. One found the heat too much and dropped out after nine holes. The nice part is that nobody bothers much about the other fellow's score. If he shoots 80 that's wonderful. If he shoots 130, he is much better off because he has a greater chance to improve. But there is no partiality. The 130s are as welcome as the 80s.

Ed Craig, a draftsman, was low net in B flight with a 72. His gross tied William Clerval at 86. Bill, in 47 Shop, was one higher in the net column and took low gross. Joseph Chermol, also a draftsman, was low net in C flight with 70. Victor Pajan, in the Planning Department, was low gross with 91. He was tied with John Spencer, of Grace Line, and Rhoba Swaim, of 40 Department, and took the prize by winning the last hole.

There was a low gross tie in D flight, too. Russ Rothka, an automatic machine operator, and Joseph Grant, a loftsmen, were separated by one stroke after the handicaps were figured out so Joe took low gross at 100 and Russ low net at 70.

The August outing will be past when you read this and only the September outing will remain. Golfers with two outings to their credit should be sure to get this one in for their third and assurance of a place in the tournament coming up Oct. 17 at Valley Forge. If all those who have played this summer are available Sept. 12 there should be 60 golfers whacking away that day.

Complete results of the July 11 outing:

A FLIGHT

	Out	In	Gross	Net
Jack Herbert	42	42	84	71
Joseph Gillespie	40	41	81	72
Donald Rhodes, Sr.	39	46	85	72
Donald Rhodes, Jr.	39	40	79	73
Peter Martin	41	42	83	74
Walter Rowles, Jr.	42	41	83	74

B FLIGHT

Edward Craig	43	43	86	72
James McSorley	45	44	89	72
William Clerval	39	47	86	73

Rgs Kennedy Ailing

All men who have participated in golf outings up to this year know that genial gentleman with the odd cognomen—Rgs Kennedy. He is Ernest J. P. Wray's chief in Lloyd's. He hasn't been out this season because of his health. It would undoubtedly be a great bracer for him to know he is not forgotten by his golfing friends here. Drop him a card to 119 Penn Rd., Stratford, Pa.

	Out	In	Gross	Net
James Cook	42	48	90	73
Thomas Campbell	43	46	89	74
Walter Rowles, Sr.	47	43	90	74

C FLIGHT

Joseph Chermol	48	44	92	70
William Carter	46	47	93	71
Victor Pajan	45	46	91	72
Ernest J. P. Wray	45	47	92	72
James Martin	48	48	96	72
Harold Hurst	48	45	93	73
W. David Biddle	49	45	94	73
Frank Griffith, Jr.	51	43	94	73
John Spencer	42	49	91	74
David Anspach	47	48	95	74
Frank Griffith, Sr.	52	46	98	74
Rhoba Swaim	44	47	91	75
Robert Wilson	50	49	99	75

D FLIGHT

Russell Rothka	53	47	100	70
Joseph Grant	52	48	100	71
Frank Mosser	52	49	101	73
Jack Bartholf	47	55	102	73
Daniel Malman	50	50	100	72
Edward Bogucki	53	49	102	72
James Scholes	52	53	105	75
Joseph Kleschick	51	55	106	76
Frank Berckman	54	54	108	78
Fred Keller	60	48	108	78
William Williams	60	49	109	79
Anthony Lazzaro	58	52	110	80
Jerry Axel	53	58	111	81
Donald Brunstetter	59	57	116	86
Robert Wise	55	64	119	89
William Eaton	66	65	131	101
Richard Hagan	62		withdrew	

LETTERS

June 17, 1964

Sun Shipbuilding & Dry Dock Co.
Gentlemen:

I would like to express my heartfelt thanks to the men of Sun Ship, especially 45 Dept., for their kindness to me at the time of the death of my husband, Raymond W. Cahoone, known as Shorty, after a fall on May 15, 1964.

It was wonderful to know he was thought so much of as he was a good husband, good father and a faithful employee. He lived each day for the Sun Shipyard. He loved his work. I also want to thank Mr. MacDade and Mr. Clare and others in the Personnel Dept.

Very truly yours,
Mrs. Alice M. Cahoone



THERE'S SOMETHING about a sailor — to pare-a-phrase old Army song — and it shows in Ens. John H. Gibbs, son of John M. Gibbs (60-88). Graduate of Officer Candidate School in Newport, R.I., a year ago, he is stationed on a radar picket vessel.

Herbert - Pajan Win Four Up

For several issues in succession, words have been written about the prowess of Tom Wilson and Tom Campbell in the Sun Ship golfing world. In fact, this pair issued a challenge to any twosome who dared meet them in a match.

Well, two men did dare. Jack Herbert, of 38 Dept., and Victor Pajan, formerly of 38 Dept., were the undaunted duo. In a best ball match, Jack and Vic drubbed the two Toms four up. The actual scores read as follows: Vic Pajan, 91; Jack Herbert, 84; Tom Wilson, 85; and Tom Campbell, 89.

Although the combined rounds gave Wilson and Campbell the edge by one stroke, such was not the case in the best ball scoring. Vic and Jack won seven of the 18, while the two Toms only salvaged three. Eight of the holes were halved. The final best ball score was Pajan and Herbert 76; Wilson and Campbell 82.

Do we hear anyone challenging the new champs? —W.W.

European Father: "My daughter will have a dowry of \$50,000, but of course I must make inquiries of your antecedents and prospects."

European Sultior: "How about \$25,000 and no questions asked?"

MORE ON ROD AND GUN . . .
 vania \$2.3 million to fight this problem. We could use \$20 million a year. New Jersey fresh water fishermen are paying for the salt water fishing law enforcement program so look for a salt water fishing license in the near future.

Most of our deputy wardens, like the officers of the Pennsylvania Federation of Sportsmen's Clubs, are self-employed, heads of businesses, professional men or realtors, etc., who don't have to answer to someone if they take off on some phase of conservation work — and for which they receive no pay. In fact, they have to pay their own expenses in most cases.

Dan Bullock is a contractor in the farming field. He has his own farm equipment with which he does all types of farm work for landowners in this area. So he can take off from work after some poacher or do some other kind of fish law enforcement as he did on the case we cited earlier in this column.

It costs him money when his equipment stands idle as it did recently when they discovered a fawn that had slipped backward down a groundhog's burrow and was stuck so tightly he couldn't pull it out without seriously hurting it. So they resorted to picks and shovels to release it. Net pay for this job — just a warm feeling inside for another job well done!

MORE ON JAPAN . . .
 especially by air. Prices in the better restaurants correspond to those in this country.

Employment is high and there is much building and highway construction going on. Money seems to be no problem. The question is where will it end. When this construction work and shipbuilding have caught up with the demand, which would not have to be long, unemployment could become a big problem.

Mr. Galloway and Mr. LaCrosse left Tokyo Sunday, June 7, and returned to the United States by the southern route via the Hawaiian Islands. They arrived home Wednesday, June 10, after an interesting and highly informative and instructive trip.

**Don't Forget
 BLOOD
 BANK
 will be open for
 DEPOSIT
 next month**

SUN SHIP MUTUAL BENEFIT ASSOCIATION
 Statement of Receipts and Disbursements
 for the months of April—May and June—1964

Cash on Hand March 31, 1964			\$ 29,834.52
RECEIPTS:			
Dues from Members			
April	\$ 9,766.80		
May	8,526.70		
June	9,500.50	\$27,794.00	
Company Payment			
April	8,371.55		
May	7,308.00		
June	8,143.30	23,822.85	
Income from Investments:			
American Sugar Co.	249.75		
Ohio Edison Co.	220.00		
American Telephone & Telegraph Co.	525.00		
Bethlehem Steel Corp.	175.00		
The American Tobacco Co.	180.00		
Duquesne Light Co.	52.50		
American Smelting & Refining Co.	227.40		
Consolidated Edison Co. of N. Y.	125.00		
United States Steel Corp.	350.00		
United States Treasury Notes	693.75		
Delaware County National Bank	792.00	3,590.40	55,207.25
			\$ 85,041.77
DISBURSEMENTS:			
Sick Benefits			
April	19,481.10		
May	16,005.00		
June	17,153.60	52,639.70	
Compensation Cases			
April	355.53		
May	341.00		
June	217.11	913.64	
Miscellaneous Expenses			
April	131.15		
May	83.31		
June	61.25	275.71	53,829.05
Cash on Hand June 30, 1964 (Delaware County National Bank)			31,212.72
Savings Fund Phila. Savings Fund Society			10,000.00
			41,212.72
Securities as of March 31, 1964			219,082.50
Securities as of June 30, 1964			\$219,082.50

MORE ON 75 DEPT. . . .

Jr. Two other children, Lorraine and Bobby, are not pictured. Son, Charles, with his niece, Sherry Anne.

Then we have daughter, Mrs. Anne Clements, and her two children, Joseph, 13, and Anne, 10; daughter, Mrs. Hilda McNeal, and her daughter, Sherry Anne, 2. Don't go away, we have more. Three unmarried sons: Donald, 31; George, 18, and Patrick, 14; two daughters, Beatrice, 15, and Irene, 13. There you have it, a wonderful looking group. Mr. and Mrs. Cubler deserve a lot of credit for the way they have raised a family of this size. May their future be bright and prosperous.

It has been said, the rashness of youth keeps the home fires burning.

August was named in honor of the Roman Emperor Caesar Augustus, he having been made consul in this month. On the 14th, 1945, Japan surrendered and World War II was ended; 19th is National Aviation Day; 22d, 1903, World Series of baseball was first proposed and the 26th, 1920, women were given the right to vote.

The most fertile field for inventors is the great waste material problem in America. The chemical companies will reward handsomely the man who can figure out how to use productively such waste materials as peanut shells, sugar cane residue, corn cobs and sawdust.

Here is a safety measure for golfers and anyone else who may be tempted to try

and peel a golf ball. Just don't. It may split in your eye. A liquid compound contained under pressure in the center of the ball can explode in your face if suddenly released, according to a doctor who has treated several such injuries.

Here is how you can change 1,000 to a 1,000,000 by a single stroke. The Roman Numeral M (representing 1,000) can be changed to 1,000,000 by putting a dash over it.

No reflection on our red-blooded American hunters, but after looking over a moose at the zoo it seems to us that a man shot by mistake for one of them might as well be dead anyhow.

A court official, after explaining the history of the American flag to a group of aliens seeking citizenship papers, asked one of them: "Tell me, what flies over the courthouse?" The candidate thought for a minute: "Peejins!" he blurted.

In closing we leave you with this thought in mind — you don't have to be a cannibal to get fed up with people.

A dumb blonde went to a marriage broker.

"How can I help you?" asked the broker. "I'm married," said the girl, "and I want my marriage broken."

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Boys will be boys, and so will a lot of middle-aged men.

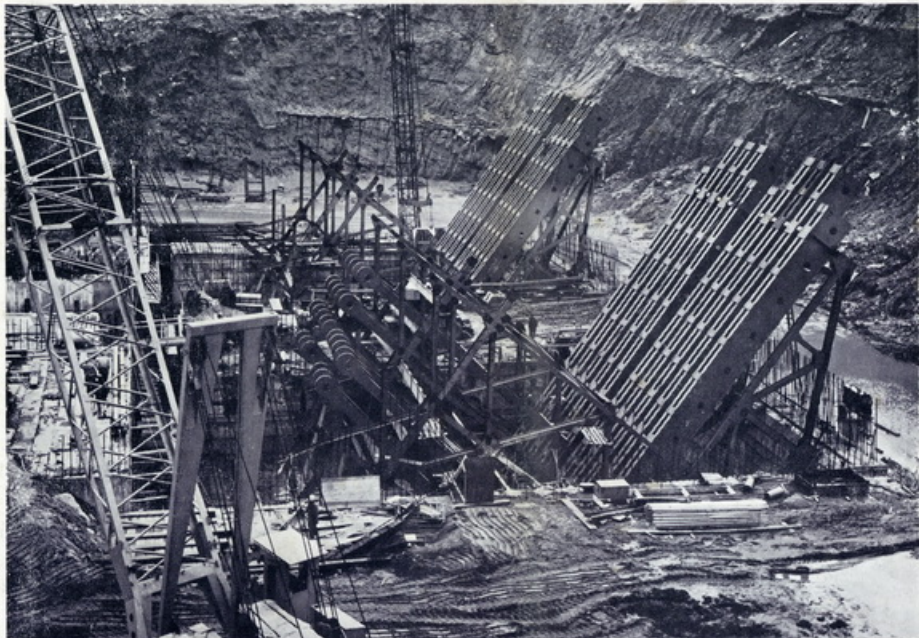
A hot word from Newsweek

The Warm War



There's a major war
going on
right this
minute
and you're
in it.
It's a unique
war,
because everybody
wins and
nobody loses.
This is not a
cold war
nor a hot war.
It's the war being waged against
illness and
disease.
In the front lines are
the doctors of
the free world
who swap strategies,
exchange tactics
and have one objective:
A healthier you!
An X-ray in Rome
can save a kidney patient
in Phoenix, Arizona.
A throat irritation studied
early enough in Baltimore
can save a life in Liverpool.
It's your fight.
It's your life!
Keeping fit,
getting regular check-ups,
following doctors' orders
can change "War is hell!"
to
"War is health!"

Anchoring the Longest Suspension Bridge in the World



The Verrazano Narrows Bridge, a project of the Triborough Bridge and Tunnel Authority

... is quite an assignment. It fits with the size and exacting requirements of contracts Sun Ship is accustomed to fulfilling.

In the fabrication of heavy parts for difficult engineering jobs, our experience, equipment and skill at all levels are unsurpassed. Blended with this is the dependability which our customers have learned to expect as to time, material and workmanship—the bonus with every job regardless of size.

Our engineers will be glad to talk with you about *your* special problem.

Sun

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