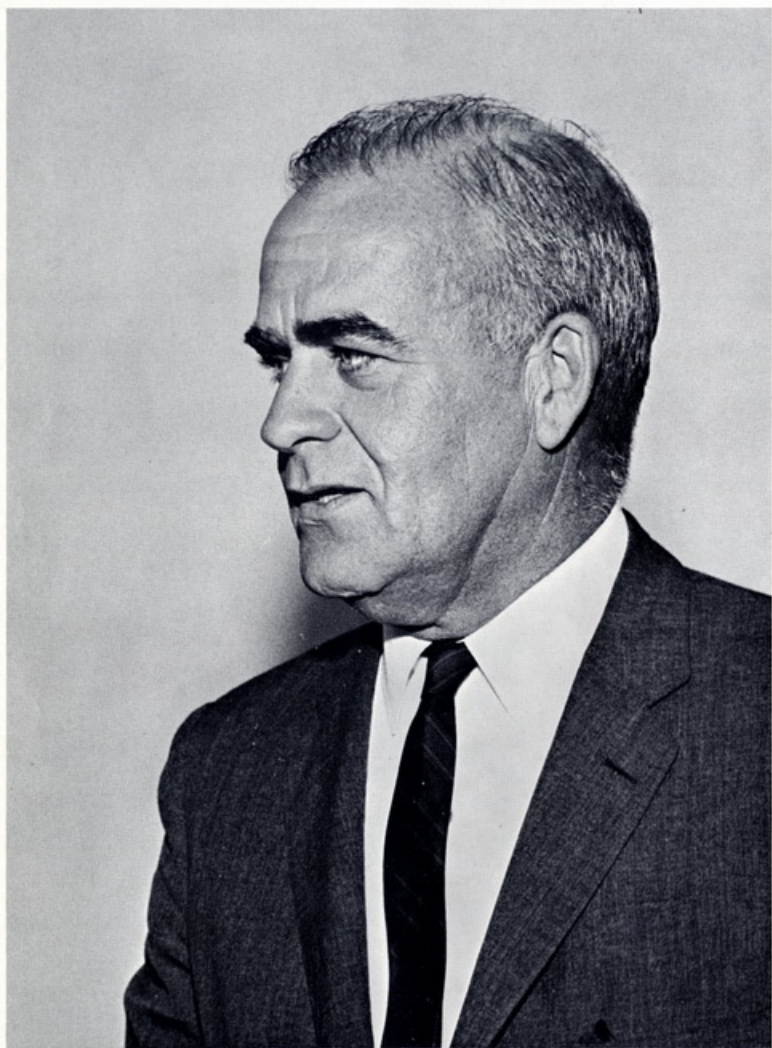




*Over
Head*

KEEL LAYING
SEPT. 9, 1964
SUN SHIPBUILDING & DRY DOCK
HULL #633
SINGLE SCREW CANAL BARGE
MARITIME ADMINISTRATIVE
DESIGN - C.A. & S.A.
FOR
GRACE LINE INC.
WEST COAST SOUTH AMERICA - FREIGHT
& COX INC.
NEW YORK

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



John F. Kennedy

1909 - 1964

The following resolution was adopted by the Board of Directors of the company at their meeting held in Philadelphia, Oct. 20, 1964.

We, the Board of Directors of Sun Shipbuilding & Dry Dock Company, sorrowfully record the great loss which we have sustained in the untimely death of our colleague

JOHN GLENN PEW, JR.

on the twenty-first day of September, 1964.

Mr. Pew was a son of the late John G. Pew of Rose Valley, Pennsylvania, and was born at Pittsburgh, Pennsylvania, on the seventh day of June, 1909. He went to Lafayette College, and immediately following his graduation in 1932 was employed at Sun Ship. He served in various capacities until January, 1942, at which time he became Vice President and a member of the Board.

During the greater part of his career with Sun Ship Mr. Pew was actively concerned with personnel matters, and as Vice President in charge of Industrial Relations his wide and friendly acquaintance with employees at all levels was invaluable in maintaining harmonious relationships between management and labor. At the time of his death he was Vice President in charge of Public Relations.

In the City of Chester and elsewhere, he was a tireless participant and leader in civic, educational, and philanthropic undertakings, and was held in affectionate regard by his many friends and associates. Worthy of special mention are his twenty-three years of dedicated service to the United Community Fund of Chester and Vicinity. In 1963 he was named "Man of the Year" by the Chester Business Men's Association.

During his last few years, Mr. Pew actively interested himself in the affairs of government. He had high ideals of citizenship, and believed in really working for the causes he supported. His private life centered in a family to whom he was altogether devoted. He was a member of the Bryn Mawr Presbyterian Church.

In meeting assembled this twentieth day of October, 1964, we, his fellow board members, mourn the loss of John Glenn Pew, Jr., and hereby resolve to convey to his family both our heartfelt sympathy and our sincere appreciation of his sterling qualities.

The above expression of sympathy and loss echoes the feelings of all of us who were his fellow workers.

Sun Ship Rocket Nozzle Tests A-OK

On Saturday, Sept. 19, 1964, at the Aerojet-General 80,000 acre plant in southern Florida, a major milestone was passed on the nation's path toward large solid fuel rocket motors for space booster applications. A 120" diameter rocket motor, fitted with the first maraging steel nozzle shell produced by Sun Ship, and with 200,000 pounds of propellant prepared at the Aerojet Florida plant, was fired to produce a thrust in excess of 600,000 pounds.

This approaches the much publicized 1,500,000 pound thrust of the Saturn 1 Apollo vehicle fired two days earlier using liquid engines. The 260" diameter half length (60 foot) solid rocket motors in preparation in our North Yard will produce fired thrusts in excess of 3,000,000 pounds. They will be hydrotested to a full length (120 foot) thrust load of over 6,000,000 pounds at Sun Ship. From this it is evident that Sun Ship is participating in a program at the threshold of bold, deep space exploration. The importance of this program to the nation and to Sun Ship is obvious.

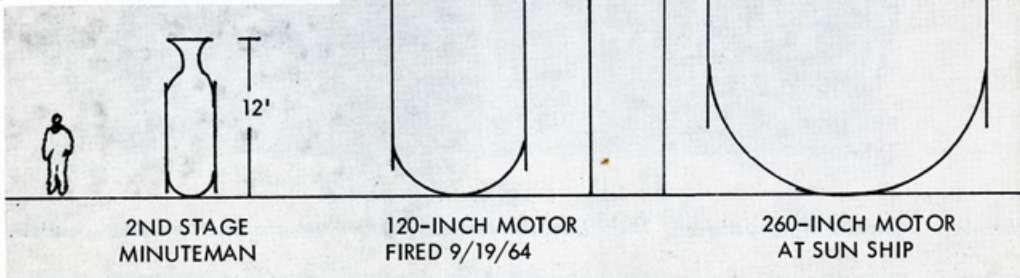
The firing at Dade County, Florida, accomplished several significant objectives. The elaborate preparation of propellant, including casting and curing in the 120" case, duplicated the methods to be used on the 260" case. The nozzle shell was a subscale test for the 260" nozzle shells now under fabrication at Sun Ship. The complicated nozzle shell lining materials, again being developed for the 260" nozzle shells, were tested under firing conditions for the first time. The huge concrete pit (55 foot diameter x 175 foot deep), now ready for the 260" case, was christened with this firing. These and numerous other objectives were very successfully accomplished.

The aerospace industry leaders attending this firing were joined by Gene Schorsch and Roy Oleson representing Sun Ship. They were pleased with the reputation for high quality which our rocket case fabrications to date have established. Word has spread about our highly successful two early 36" diameter cases and the now successful 120" nozzle shell. The industry is looking to us for an unbroken success record at the hydrotest of the 260" case and nozzle shell in our North Yard.

The weather for the test was perfect, with a sunny sky and little wind. The 120" diameter case, with its attached nozzle shell, was pointed downward into the massive pit. The forward end was supported by steel work designed to absorb the large thrust and to keep the aft end of the assembly just a few feet out of the pit above ground level. The firing was observed from three miles away.

After a briefing of the attendees, the traditional countdown and final checkout began intended to end with firing at 11:00 a.m. At 10:30 a "hold" developed while minor trouble with the post firing quench system was investigated. After firing, this system sprays a water fog and CO₂ into the interior. While non-vital to the firing itself, it is important in assuring that maximum data from thermocouples, strain gauges, and other instrumentation are obtained. The difficulty proved to be a small valve in the system actuating the quench apparatus. Hurried replacement on the test stand permitted countdown to resume at 1:45 p.m. From then until firing, everything proceeded flawlessly. Tension was at greatest during the final seconds.

SEE PAGE 3, COL. 1 . . .



First Grace Line Keel Goes Down



NEW SHIP FOR A NEW CUSTOMER was started when keel for Hull No. 633 was laid on No. 1 shipway Sept. 9 (OUR COVER). Sign gives you information although slightly hiding fact that Gibbs & Cox, Inc., of New York are design agents. This is first of six giant cargo ships to be delivered by end of 1966. They will be 560 feet long, 81', 4" in beam, 45', 3" deep. Steam turbine, single propeller, 12,500 shaft horsepower and normal speed of 20 knots. Deadweight tonnage, 13,806. Can carry 104 containers and has air-conditioned space for 12 passengers. This was last yard operation attended by John G. Pew, Jr., vice president in charge of public relations, before his death Sept. 21. Present to see keel go down were (above, l. to r.) Frederic P. Sands, vice president in charge of public relations, and W. J. McNeil, president, of Grace Line; Joseph Czudak, construction representative for Maritime Administration; Mr. Pew, Robert A. Wood, manager of inspection and survey for Gibbs and Cox; our Vice President Charles Zeien, John Spencer, Gibbs & Cox resident inspector; Capt. Richard Mohan, USN(ret.), assistant technical director of Grace Line; Adm. Philip Snyder, Grace Line vice president in charge of operations; our Vice President Robert Galloway.

MORE ON TESTS . . .

At firing, a brilliant orange flame shot upward to a height of at least 300 feet. Fifteen seconds later, the roar reached the observers. The 200,000 pounds of propellant burned completely in 90 seconds. Near the end of the burning period, a dense white cloud rose slowly from the flame area. Reminiscent of a cloud from an atomic explosion, it rose approximately 5,000 feet and mushroomed over the test pit three miles away.

At this time, the Aerojet-General plant in Florida is rapidly nearing completion. This is all in preparation for the fueling and test firing of the first 260" case and nozzle shell. Aerojet, the Air Force and NASA are prepared to take this next step toward the very largest solid fuel rocket motors. With careful performance and prompt, on time delivery, we can advance our objective of a future large place in the rocket industry for Sun Ship.

A Little Care Now Can Save Much Later

And now, suddenly, it's Autumn . . . a time to sit back and recall vacations; a time to buy that new fall wardrobe, a time for household chores such as raking leaves, putting up storm windows, and getting the family car ready for winter driving.

Winter is still a couple of months off, but an hour spent checking over the family car now may save days of inconvenience and expense later on, advises Keystone Automobile Club.

Things to have checked now, when gauges and service stations are not too busy, include batteries, tires, electrical systems, wheel alignment, brakes, and windshield wipers. In addition, have the cooling system thoroughly drained and flushed before filling the radiator with anti-freeze so as to remove all foreign matter.

Tire chains should be inspected for broken links. A good polish and wax job will give your car's finish the protective covering it needs to ward off effects of winter weather. A motor tune-up will produce economy and more efficient transportation.

Hubby—"Let me help you dry the dishes, sweetheart."

Wife—"Don't try any of your phony togetherness on me. Go mow the lawn, trim the hedges, clean the garage, and get that stinking cigar out of my kitchen."

Doctor—"I advise you to take a hot bath before retiring."

Patient—"Before retiring? But I won't be retiring for another 10 years!"

Our Yard

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

VOL. XXIV NO. 2

OCTOBER 1964

W. Dean Moore, Editor

REPORTERS: John Aull, Stanley Boyda, Harry Burr, Felix L. Englander, James S. Falcone, Thomas Flynn, Howard Foresman, Lewis Hazlett, Edward Housley, Charles Jenkins, Morris Kalmus, Joseph Kulp, Guy Kushto, Albert J. McCann, John Rosati, Hugh J. Ryan, Charles Salvey, William Walsh, Frank Wilson and Robert Hahn, *Outdoor Editor*.

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





Two Pages full of Carelessness

ALL THAT STUFF inside housing of this chain block should be color of grease on end of stick. It's same stuff. Only difference is someone let this expensive piece of equipment lay on ground beside No. 6 shipway where sand blasting is done. Black grit used in blasting so penetrated housing, gears couldn't be budged when it got to 84 Dept. for repair. Nothing wrong with piece except carelessness.

Slow Drivers Are A Menace

Slowpokes are a real highway menace. The Keystone Automobile Club, in a special warning to dawdling "sightseers," says it has been receiving numerous and angry complaints against slowpoke drivers.

"Being prudent is absolutely necessary, of course," said Edward P. Curran, club safety director, "but taking things slow and easy isn't always the best rule for safe motoring.

"In fact, more often than not, slowpoke driving actually is hazardous because such tactics delay traffic, cause congestion and irritate others into taking unnecessary risks. Keeping to the right on highways of several lanes width solves the problem quite nicely . . . when the dawdling drivers have the good sense and courtesy to follow such a sensible rule.

"But just keeping to the right on narrower roads is another matter . . . a too-slow-for-conditions driver can and often does tie traffic up for miles. The obvious solution: those 'just out for a drive' should drive over roads where there isn't much traffic and where they can poke along to their hearts' content.

"In some instances, police actually have handed out summonses to those disregarding signs and other exhortations to **KEEP RIGHT** except when passing. Some new tunnels and bridges have even posted **MINIMUM** speed regulations in an effort to keep traffic moving at a reasonable speed.

"Most educational emphasis very properly has been placed upon stressing the inherent dangers and illegality of too much speed. Further concentrated effort to improve conditions at the other end of the scale also is in order. The slowpoke is entitled to take it easy, to be sure, but he shouldn't be allowed to delay and irritate and endanger other highway users while indulging himself."

IT TOOK SOME MORE CARELESSNESS

to make Harry (Whitey) Burr look so good as a Swami. Here is a chain block which has been overloaded. You can see results. Both hooks are sprung making them useless. Chain has been stretched so badly that links have been locked in position. Chain was in this position on floor. When block was lifted to bench chain stayed just as you see it. Whitey's flute looks as though it had been through a wild party. Both chain and hooks must be replaced. BELOW ARE A NUMBER of hooks, all useless except one at right which is new one used for comparison. It cost \$11 so you can figure out what overloading three small hooks cost us. Larger hook is part of apparatus used to draw plates together. If hook is inserted into anchor point so load comes in center of curve it will last for years. Hole probably was too small for this one so point was pushed in as far as possible and pulling began. You can see it wasn't finished. Not with this hook anyway. Point about this which is missed by so many is that it is like taking off your wrist watch, for instance, and hitting it with a hammer — or throwing away your pay check before it is cashed. Every cent of added expense is that much more we, all of us, have to earn in order to have jobs to come to. This is totally unnecessary expense.



American Racer's High Command Has Much Know How

When the SS AMERICAN RACER leaves us about Nov. 13 to take up her appointed rounds in the commerce of the seas, there will be no lack of experience in her top commands. Capt. Richard O. Patterson first went to see 41 years ago and has been with United States Lines 37 years with six years out for Navy duty.

Chief Engineer Richard W. Roberts joined United States Lines in 1943, took a four-year break to see what working for someone else at something else was like and returned to his first love in 1952 to stay.

Capt. Patterson was graduated by the New York State Maritime Academy in 1923 and spent the next four years sampling, so to speak. He sailed with a number of different companies until 1927 when he became a third officer with his present employer.

He came honestly by his love for the sea. His father was in the Navy and Richard first saw the light of day at Tacoma, Wash. At age two months he (was) moved to Alaska and, as he puts it, has been moving around ever since. After the Spanish-American War, incidentally, his father shifted to the Revenue Cutter Service better known now as the U.S. Coast Guard.

He moved steadily upward with U.S. Lines until war duty with the Navy claimed him in 1940. He was in the Pacific when things were quite busy in those waters—Pearl Harbor, Midway, Coral Sea and the Solomons among others, and took part in the initial landings in Japan after the war. He finished up with 20 months in Washington.

When he got back on the job he found in his absence he had been promoted to captain—in 1943 actually. Between then (1946) and now he has had five different commands plus 18 months as staff captain on the luxury liner America. He was assigned to the Racer after 18 months on the American Courier.

Capt. Patterson calls New York home and his wife is one of those rarities, a native New Yorker. He is not one to make much of his own accomplishments so you probably will talk to him for some time before you learn he is a rear admiral in the Naval Reserve. Then he will point out he is one of two of such rank in the Naval Reserve who go to sea—the rest all are behind desks—and both are with United States Lines.

Chief Roberts' education also came by way of the New York State Merchant Marine Academy, now the New York State Maritime College. He has a warm place in his heart for Sun Ship because



JUST WHAT CAPTAIN PATTERSON MIGHT be trying to prove to Chief Engineer Roberts is not clear, but it would appear he still has a way to go to make his point. Whatever it is, it has to do with SS AMERICAN RACER on which they will serve after she is delivered to United States Lines.

the first ship he sailed on was Hull No. 205, the MV Shooting Star, a C2 reefer. He was junior third diesel engineer and gained a hearty respect for that mechanical marvel known as the Sun Dofxord engine.

Passage of time brought Mr. Roberts his rating as chief in diesels then he got the same rating in steam. He sailed first as a chief in steam in 1957 on a Mariner class vessel the SS Pioneer Myth, a new ship. After that he relieved on several Mariners until he was permanently assigned to the Myth. From this berth he came to the Racer.

The slender, smiling chief engineer went through the war, but as a civilian, so to speak. He was on the Shooting Star and for a time sailed between Argentina and England carrying beef to the bomb-smitten island. Later the vessel was sent to the Pacific where she "carried anything we were asked to from any place to any place." He probably is saving a lot of material to tell to his grandchildren but you don't learn much more from him now than that a number of ships were lost from convoys of which the Shooting Star was a part—"We were fortunate," tells the whole story at present speaking.

Interesting Facts About the Racer

The SS AMERICAN RACER is the first American merchantman to have the new in-plane or single plane type of turbine and gear arrangement. The main condenser now is at the forward end of the engine room instead of below the propulsion unit.

Also it is the first subsidized cargo ship to have oil lubrication for the stern tube bearings. Previously lignum vitae had been the conventional construction.

New thin film evaporators developed by the General Electric Co. in cooperation with Keystone Tankship Corp. are more compact than the former submerged tube or flash type. It is expected they will require less maintenance also.

Despite his youthful appearance he has a daughter in college. A second daughter, in junior high, is with his wife at home base—Greenwich, Conn.

We certainly extend to both these men sincere hope for smooth sailing with a full hold.

When Good Fellows Get Together



THERE HAVE BEEN MANY CHANGES recently in personnel of inspection agencies in our yard. Coast Guardsmen all are new and there are new men in Maritime Administration and customers inspection groups. To acquaint our supervisory personnel with all inspectors and inspectors with each other, company entertained entire group at dinner at the Colony. Seated at table with Vice President Robert Galloway were heads of inspection agencies. Beginning with Mr. Galloway in lower right proceeding clockwise are: John Spencer, resident inspector for Gibbs & Cox, design agents for Grace Line; James Shearer, Jr., principal surveyor, American Bureau of Shipping; Capt. Louis A. Grundler, officer-in-charge, Marine Inspection Office in Philadelphia, U.S. Coast Guard; Joseph Czudak, construction representative, Maritime Administration; Thomas Young, construction representative, United States Lines.



By Frank Wilson

October is a fine friendly month, as full of special symbols as January is of coolish days. There are the leaves that tumble brightly down through October sunshine. There are the big orange moons and pumpkins and Hallowe'en, the purple asters and the crisp nights and nostalgic smell of leaf fires. All of which should make everyone happy as the pampered Hollywood dog that had a stand-in for chasing cats.

October's birthstone is the opal. Its flower is the dahlia and its most cheerful character was a 70-year old grandmother who broke her leg. After

some weeks, the doctor removed the cast

and pronounced her cured.

"Can I use the stairs?" she asked.
"Why certainly," the doctor said.
"Oh, that's wonderful, doctor," she beamed. "I was getting just a mite tired of climbing up and down that outside drainpipe."

Oct. 12 we celebrate Columbus Day. Today, some 472 years later, we seem to be in the same predicament Columbus was at that time. What I am referring to is our current space program. It is to cost around \$70 billion by the time we land a man on the moon. Consensus of opinion is about the same as it was in Columbus' time. Is it worth all of this or not? Only time will tell.

Daylight Saving Time ends Sunday, Oct. 25, which allows mention of the woman who was told by a clerk that the clock she was buying would run for eight days without winding.

"And how long," she asked, "will it run if I wind it?"

BIRTHDAYS: Many happy returns to the following: Ann Miller (Data Processing), 10/8; Lillian Gagner (Engine Drawing), 10/9; Karl Pippart (Sales), 10/10; Thomas Bishop (Manufacturing), 10/12; Frank Griffith (Time Office), 10/13; Carl Boettger (Purchasing), 10/13; Grace Hite (Employment) and Jane Scull (Eng. Drg.), 10/15; Jean Hudak (Key punch),

10/17; Kay Schmidt (Data Process.) and Edith White (Purch.), 10/21; David Owens (Data Process.) and Edith Killian (Tabulating), 10/22; Jane Heavey (Insurance), 10/24; Mildred Pedrick (K.P. 2d shift), 10/27; Janet Jones (Purch.), 10/28; Ernest Hosking (77 Dept.), and John Pirocchi (Cost), 10/29; Lorraine O'Donnell (K.P. 2d shift), 10/31, and Mike Walker (Rocket), date unknown.

WELCOME ABOARD: This month we would like to welcome aboard Patricia Hutsen (K.P. 2d shift) and a former employee, Doris Frank, who will work in the Purchasing Dept. Hank Gardner (Billing) transferred to Cost Dept. Richard Rich will take his place.

Antonette Sciallo was transferred from Stenographic to Sales Dept. She replaces Kay Crist who left service to join the Stork Club.

James Hodge (Dining Room) was transferred to the Time Office. He replaces Charles Erb, a summer replacement.

Robert Geren (Rocket) was transferred to the hourly roll at the Wetherill Plant. And the following left service last month: Mary Grace (Data Process.), Douglas Piehler (Hull Draw.), Peter Linton (Industrial Engineering), Herbert Elliott (Eng. Drg.), Victor Groshens (Rocket), and Harvey Lesher (Model). Edward Mar-

SEE PAGE 10, COL. 3.



MICHAEL BALTUSH, 66-51, 35 years



THOMAS PEET, 8-535, 35 years



JESSE McDANIEL, 60-46, 30 years



ELMER CASS, 76-63, 25 years



WILLIAM CORKERY, 34-172, 25 years



WILLIAM CHILDRESS, 59-755, 25 years



MEDFORD COOPER, 67-695, 25 years



THOMAS JARDINE, 65-191, 25 years



August Awards

45 YEARS

79-1 Frank M. Hoot, Jr.
66-19 Norman E. McGhee

35 YEARS

66-51 Michael Baltush
8-535 Thomas Peet

30 YEARS

60-46 Jesse McDaniel

25 YEARS

76-63 Elmer Cass
59-755 William J. Childress
67-695 Medford Cooper

SEE PAGE 9, COL. 1 . . .

John Has Had 40 Yrs. On 2 Counts

John Grant (8-27) celebrated 80 years of service this year. Now you can tell from the picture John is not 80 years old and you usually have to have a few years behind you before you can go to work no matter how eager you are. So how come?

The explanation is simple of course, John served the terms concurrently. For those who don't get to court very often that means, at the same time. They were enjoyable terms, too. He was 40 years married and 40 years at Sun Ship this year.

The terms did not start out together, however. After working as a machinist apprentice at Baldwin's for a while, John came over here in 1918 (Sept. 14) as a timekeeper. Just two years later he was made a counter. Not long after this came a layoff which lasted five and one-half years. He was working elsewhere during this time, of course, because it was about half way through it that he got married—September, 1924.

He returned to the yard Jan. 10, 1927, as a punch operator in 47 Dept. but in a few weeks transferred to 90 Dept. as a clerk. This lasted nearly 14 years and ended with his invasion of the Wetherill plant as an expeditor Sept. 28, 1940. Since then he has moved from expeditor to leader four times and currently is an expeditor.

John was born in Philadelphia but came to Chester aged five. He has lived here since. Mrs. Grant, who was Marie Talbot, is a native of Chester. They have three children. One son is a Maryknoll missionary in Chile. The other son and their daughter live in this area and between them have provided the "old folks" with five grandchildren to keep them young.

Anyone knowing John from away back knows what a sportsman he used to be. He played about as good (maybe better, Joe?) golf as his brother, Joe, our Monopol photographic expert, and was a low handicap bowler. He could keep pace with



TIME COMES IN A HANDSOME PACKAGE to John Grant in recognition of 40 years of service to the company. President Paul E. Atkinson presented clock and tie bar and expressed appreciation of company for his faithfulness over the years.

SEE PAGE 21 COL. 3 . . .

MORE ON SERVICE

34-172	William R. Corkery
46-56	Albert C. Gordan
65-191	Thomas J. Jardine
34-836	William Stemplewicz
33-386	Joseph Wrzesniewski

20 YEARS

46-238	Alvan W. Harris
67-78	Terry D. Hayes
59-418	Roy B. Lance
34-252	Joseph Ondeck
40-14	Michael J. Walker

15 YEARS

60-199	Sidney J. Hopson
60-60	Robert L. Hull
8-197	Harold E. Weaver

10 YEARS

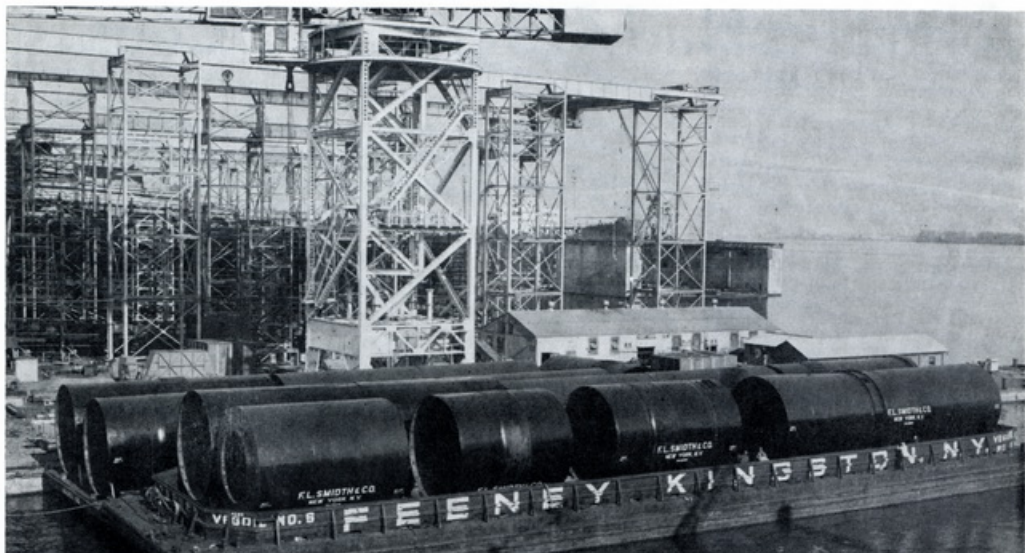
8-387	William N. Allen
80-65	Ralph N. Boccella
34-300	Monroe Gaskill
84-62	George T. Kelly
47-184	Samuel S. Link
30-186	Franklin E. Mitchell
59-1555	Earl Pearson



WM. STEMPLEWICZ, 34-836, 25 years



JOS. WRZESNIEWSKI, 33-386, 25 years



LOOKS MUCH LIKE A PICTURE YOU SAW IN OUR YARD a year or so ago. No wonder! It is the same thing except on a larger scale. This is 550-foot cement kiln with inside diameter of 17 feet expanding to 18 feet making it among largest in the world. It weighs 1067 tons. The 12 sections vary in length from 22 to 68 feet yet each weighs about 100 tons. It was built in our boiler shop and machined in the Wetherill plant for F. L. Smidth Co., of New York City, who designed it for Marquette Cement Co. Contract called for it to be delivered so it was loaded on two barges Oct. 10 and left here behind one tug. Arrived up the Hudson river at Catskill, N. Y., Oct. 12.

ROCKET RACKET



By Felix L. Englander

During the past few weeks several noteworthy events occurred in 40 Dept. A visitation was made to Sun Ship Sept. 9 by representatives of several agencies concerned with the 260-inch diameter solid fuel rocket motor program. This group included Congressmen D. Fuqua and J. D. Waggoner, Jr., of the House Committee on Science and Astronautics; R. Hale and H. G. Elder of the President's Space Council; W. Cohen, R. Wasel, Dr. A. Silverstein and J. Kramer of NASA; Col. H. W. Robbins, USAF, and numerous corporate and project executive personnel from Aerojet - General



F. Englander

Corporation. All were impressed with the magnitude of the program and Sun Ship's efforts.

The visiting group, after a brief orientation, toured the North Yard and saw our progress to date. This included the operational maraging furnace with the erected 280-inch diameter carbon steel case inside, welding of the assembled nozzle shell for the first motor, welding and machining of the chamber head assemblies and the assembly operations being performed on the shell sections.

All of these operations have progressed rapidly in the past weeks. A successful maraging demonstration of the 280-inch

SEE PAGE 14, COL. 1 . . .

MORE ON CHATTER . . .

shall of the Wetherill Plant was retired as of Aug. 16 with 45 years of service.

VACATIONS: Peggy McKinney (Data Process.) one week, Sea Isle City, N. J.; Mary Yaworsky (Employment) spent a glorious week in Wildwood, N. J., and Earl Moody (Sales) and his wife, Doris (Purch.), and family spent a couple of days at the World's Fair. While there they got in one line and discovered it was for people waiting to get in another line. Cris Skidas (Mr. Liacouras' secretary) finally got off on her trip to Madrid, Spain. She spent a month there visiting her sister.

SICK LIST: Still on our sick list as of this writing are: George Turner

(Financial Accounting), Florence Pastick (Dispensary), William Hartman (Purch.) and Arthur Noel (Dispensary).

Sympathy is extended to Eleanor Abate (Mr. Hoot's secretary) whose mother passed away Sept. 4.

MISCELLANEOUS: Happy motoring to Jean Snow (Tab.) who purchased a new yellow Mustang last month.

A dinner and shower at the Alpine Inn in Springfield, Pa., was given for Kay Crist (Sales) on Wednesday, Aug. 19. A grand time was had by all who attended and she received many nice gifts. Those who attended were: Lois Mekenney, Jean Cowdright, Peggy Bowers, Phyllis Ragnl, Jane Scull, Doris Covey, Catherine Mea, Helen Brownhill, Gladys Hinde, Peggy Jones, Betty Montgomery, Janet Jones, Marjorie Riley, Sylvia Thompson, Joan Seik and Edith White.

And finally, to end on a polite note, there was the boy who pointed to a set of false teeth in a store window and told his mother, "That's the kind of teeth I want."

"Why, Waldo!" his shocked mother said, "how often have I told you not to pick your teeth in public?"

Real experience is something that makes you recognize a mistake when you make it again. . . . Driver, remember there are two ways to finish a car: Liquor by night and lacquer by day.

We Have.. It Takes All Kinds Of Men



And we have

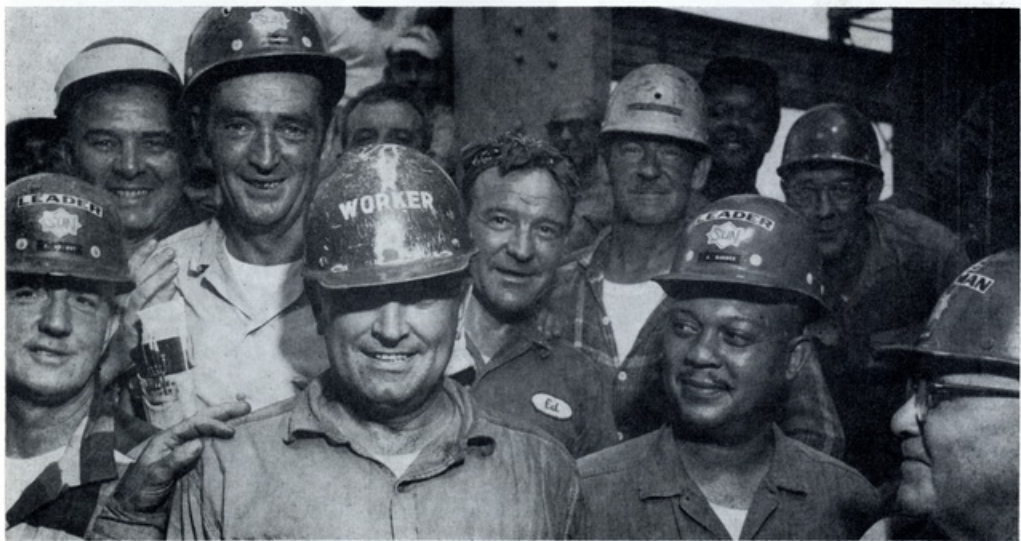


To Make A Work Force

Also we have

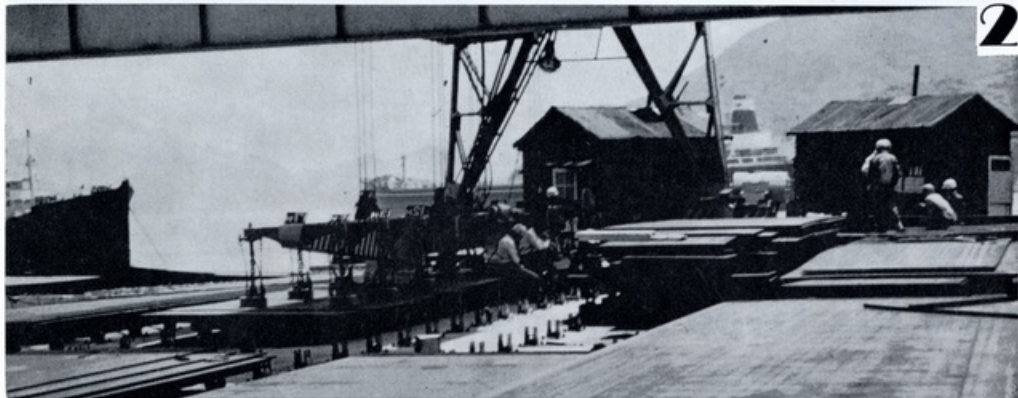


**Then there is
'Big Mike' Piontko
May his Tribe Increase**





1



2

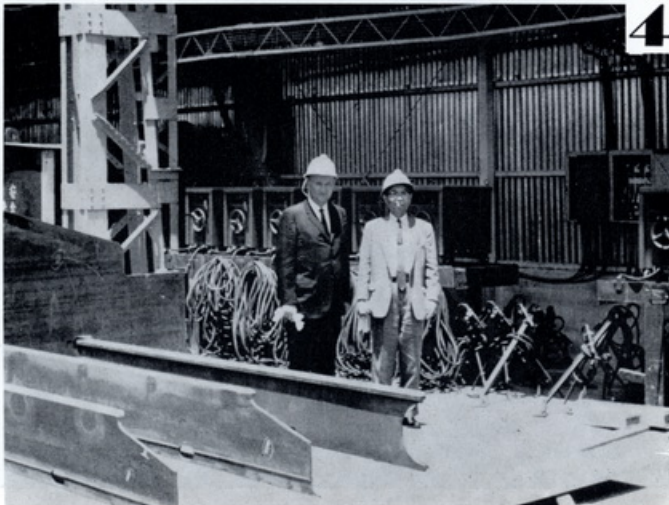
We told you all in our August issue something of the interesting trip Vice President Robert Galloway and Ed La-Crosse, ship repair superintendent, had visiting shipyards in Japan.

They, of course, brought home many pictures taken along the way. This month we would like you to see a few to give an idea of the equipment they have. First of all, the yards are located around the famous Inland Sea. The first picture gives you some idea of the calm situation common to all these yards, almost like having a section of beach on a private lake.

This particular yard is the Sasebo Heavy Industry Co., Ltd. It is typical of the general layout of all the yards. In this case, however, half the yard is given over to the United States Navy for repair work. The picture was taken by Mr. La-Crosse from a grassy slope leading down to the yard and the shore.

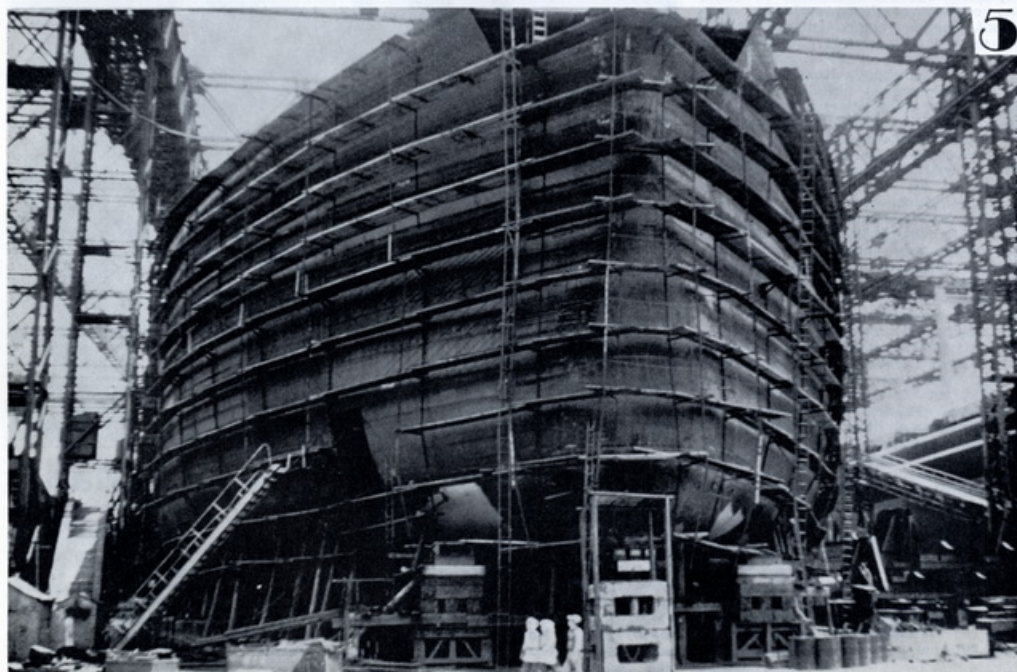
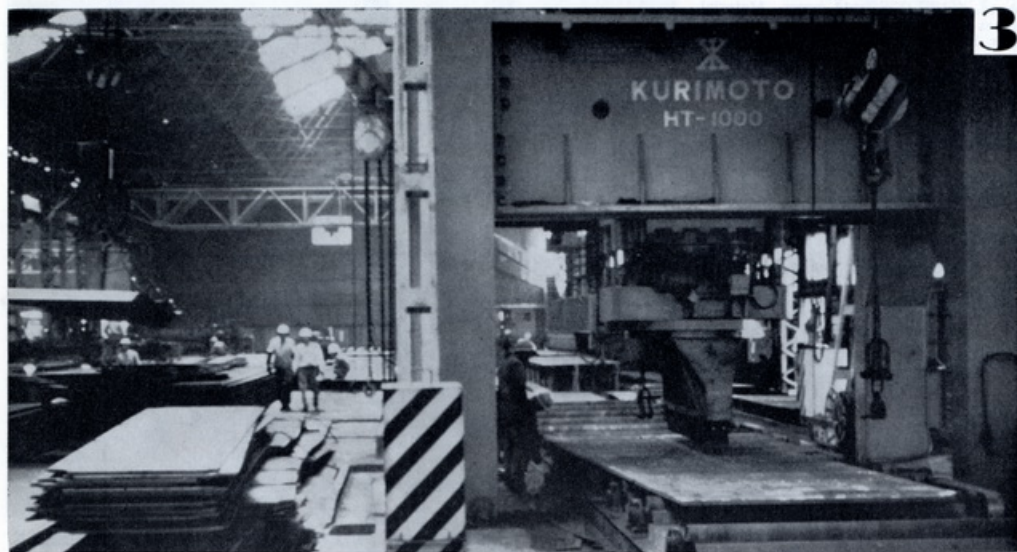
The second picture shows the way steel plate is handled. Multiple magnets move out to barges on overhead rails. They pick up a plate and move it to rollers on land. Rollers may be moved from place to place and fit into holders some of which (without rollers) may be seen in left center. From here they move on these rollers to shot blasters then to layout area.

SEE PAGE 14 COL. 1



4

Typical Shipyard Scenes in Japan



MORE ON JAPAN . . .

Smooth passage of material from location to location is emphasized in third photo which is a cold press. Material comes from cutting area into press at floor level on conveyor system. If bend is at an angle, the head of the press turns. When bending is finished material moves on eventually to become part of a hull section. Notice another conveyor to the left of the press.

Neatness is a byword in Japanese shipyards. Picture No. 4 is a good example. Mr. Galloway is standing with Tsuneo Nakamura, managing director of the Sasebo yard. Over their heads is an electrical buss into which welding generators can be plugged at any point. On the floor at the right are a number of gravity welding machines. Behind the men are six welding generators. In the foreground is a section of hull to which longitudinals have been welded. This welding was done, incidentally, with use of gravity welders.

Japanese shipways are much simpler than ours. In front of the hull in the fifth photo are what appear to be two blocks, one on the other. These are pre-cast concrete support blocks. Blocks similar to these are used to support the launchways on each side of the keel. This gives sufficient pitch because the tide line is so low. Notice the simplicity of the staging around the bow and the easy reach to the access hole into the hull. Ramps and gangways lead up from ground level.

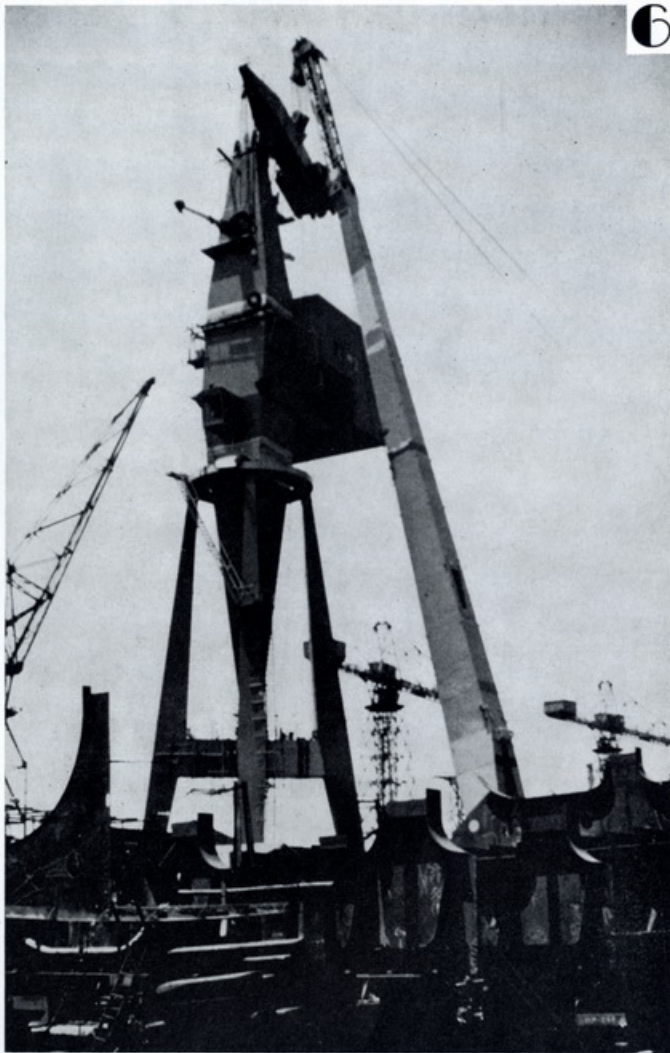
Most of the movement of material in Japanese shipyards is done by means of the conveyor system previously mentioned. They are amply equipped for lifting when it is necessary, however. The last picture shows an 80-ton gantry being erected in the Nippon Kokan Kabushiki Kaisha shipyard in Yokohama. It was designed by company engineers and is being erected by company employees. The boom was fabricated first then was put to use to erect the rest of the crane. Eventually it will project from square housing at left just above ring at top of A frame which, incidentally, has four legs despite angle of photo which makes it look as though it balanced on two. Notice hammerhead cranes in background. Sections on ground are parts of a 90,000-ton bulk carrier stored until needed.

MORE ON ROCKET SHOP . . .

case had been conducted early in September further demonstrating Sun Ship's capabilities. The hydrotest stand also is taking shape, the columns and staging blocking out the view of the river from the Rocket Fabrication Shop side.

40 Department dependents increase by one since the last recapitulation. Dick Hagen added a baby girl, 5 lbs., 12 oz., to his income tax exemptions.

Personnel changes within the department also have been rapid. Harold Dismann has joined the metallurgical group; Jack Zubaly is now one of Bob Dippy's stress analysts in the Main Yard; Vic Groshens, Quality Control, has left Sun Ship and returned to G.E.; Bob Geren has been transferred to Wetherill; Nancie Krall will soon be going to Ship Repair; and Ted Dennison and Bruce McLeod have left Sun Ship for other fields.



There Have Been Changes Made

Among recent changes in assignments are the following: Joseph A. Woods, formerly of 8 Dept., has been appointed supervisor of planning in the Wetherill plant. He succeeds Edward C. Marshall who retired Aug. 15 after 45 years with the company.

Pierce Brawner, administrative assistant to Charles Zeien, vice president of engineering, has been appointed security

officer of the company.

Jonathan F. Swain has been appointed a training supervisor in the Office of Industrial Relations. Formerly he was in Production Planning.

A. James Wilson has been moved from 92 Dept. to 31 Dept. where he is an assistant foreman. Thomas Brennan has gone from 92 Dept. to 80 Dept. as an assistant foreman.



Rod and Gun News



By Robert "Whitey" Hahn
POT SHOTS & SHORT CASTS

In last month's column we mentioned Ice Dale Lake as a good spot for bass. At present the surface of this lake is 32 acres. There are plans to use Project 70 funds to increase the surface area to 1085 acres. The Chester County Federation of Sports-



R. Hahn

men's Clubs is pressing the Pennsylvania Fish Commission to do this. The residents of that area are against any large recreation park in this section of the county. More fishing licenses are sold in this south-east division of the state than any other yet the other divisions have been getting most of the

access areas and lakes.

Project 70 was the last hope of the sportsmen to get some sizeable lakes in this corner of the state for boating, fishing and water fowl hunting. Naturally the local landowners are going to object to any recreation areas with this daily influx of outsiders.

Your scribe attended the convention of the Pennsylvania Federation of Sportsmen's Clubs in Harrisburg Sept. 26. The following are some excerpts from the game committee report. The committee in a discussion with representatives of the game commission agreed that the propagation and release of pen reared bobwhite quail is contributing little or nothing to the management of the bird or to better hunting. Therefore the committee agreed that quail propagation in Pennsylvania should be abandoned in its present form and a program of wild trapping be substituted in its place. They also agreed that wild turkey propagation could be greatly curtailed without hurting the future of this bird.

They also discussed the desirability of a longer small game season. It was agreed the game committee along with M. J. Golden, executive director of the game commission, should meet with representatives of agricultural groups in an attempt to get their blessing for an earlier opening date. It was agreed also the grouse and squirrel season could coincide with the opening of the duck and woodcock season without hurting these two game species and without creating a problem in the agricultural section of the state.

The Fish Commission met with Fish Commissioners Dean and Critchfield, Robert Bielo, acting executive director,

SOMEONE WANT-ED to bet Walter Moore (Safety Dept.) there were no fishing piers built onto new Bay Bridge across mouth of Delaware Bay. Walter took him up and appointed Howard (Curly) Willis to get proof. So here is Curly standing on bridge with a fishing pier in background. There is space for parking, place to buy lunch and bait.



and members of their staff. The meeting which was the first since the big shake-up in the Fish Commission July 27 was very successful and marked by a spirit of cooperation and good fellowship. This in itself was a switch as we never could get much cooperation from the commission in the past. The heads of all agencies concerned with outdoor recreation, conservation, agriculture, clean streams, forests products, etc., all recognized the Pennsylvania Federation of Sportsmen's Clubs as a united and determined statewide organization of sportsmen and conservationists.

It was mostly through the efforts of the federation that we have the strongest strip mine law in the country, a boating law second to none, and we kept boating under the jurisdiction of the Fish Commission where it belongs. Recognizing the fact that both the Game and Fish Commissions needed more money, we fought for and got the raise in both the license fees.

Everyone knows that fishing in Pennsylvania has been falling off. We feel we are safe in saying that July 27, 1964, was the turning point. I'm going to stick my neck out by saying there will be a decided improvement in fish commission practices from now on with better fishing as the result.

There was a discussion on a year 'round trout season which met with approval by all. The biologists stated there is no objection to it as it would give them a free hand in the stocking of trout. There's a natural acid condition along with very low water temperatures in the spring time that has always caused a great loss of trout from early spring stockings. This

would be eliminated thereby giving us more trout to catch. It was agreed the commission should try extending the season on streams as well as lakes to Oct. 31 as a start.

We have been enjoying a long stretch of beautiful Indian summer weather this year and the Sun Ship dove hunters have been taking advantage of it. They've been burning up gun powder like it was going out of style and on the average they are doing right good—one bird for every 7 shots fired.

John Mitchell (65 Dept.) and his party shot 135 shells to down 21 birds. Henry (Whitey) Mager (regulator) and his son, Bill, hunted with Leo Miles (59 Dept.) and his 14-year-old daughter. That's right we said daughter—Geraldine. Leo claims she got a big kick out of it. In fact, the first time she fired at a bird the gun almost floored her and that was the first time she ever fired a shotgun. But she banged away at several more. It's a wonder she isn't gun shy.

Joshua Quill, another welder, took his 12-year-old son, Earl, out after doves. Josh took Earl hunting groundhogs this past summer and Earl outscored him 1 to 0. But the dove hunting trip ended in a tie 0 to 0. As the fellow said, you can't win them all, Earl.

Sylvester Mitchell (59 Dept.) is another frustrated dove hunter who went dove hunting and came home with two big groundhogs. Can't you just picture Mitch walking across a field jump shooting doves carrying a groundhog in each hand. He and his partner got several doves but they left a plainly marked trail of empty shells behind them. Incidentally, fellows, don't be a litterbug—bring those empties back.

SEE PAGE 24, COL. 1 . . .



SECOND SHIFT

By Charles (Pappy) Jenkins

ANSWER to last month's question: Lacrosse is the oldest organized sport in America and was played by the Iroquois Indians before the time of Columbus for training purposes to keep them fit for battle with other tribes.



C. Jenkins

Next month's question: Where and what is thought to be the world's highest permanent habitation? You have heard about the beautiful absent-minded secretary who took her clothes to the office and her boss to the cleaners?

Better late than never! Congratulations to Henry Kloefer whose wife presented him with a 7 lb., 4 oz., baby boy, July 6. He was named David Lawrence, and makes it two boys and one girl. Maybe that's the reason he works a lot of overtime.

Remember, fear is the lengthened shadow of ignorance. . . . I would like to know how come a rumor without a leg to stand on can travel so fast around the yard or do we have some old-fashioned back-fence gossips?

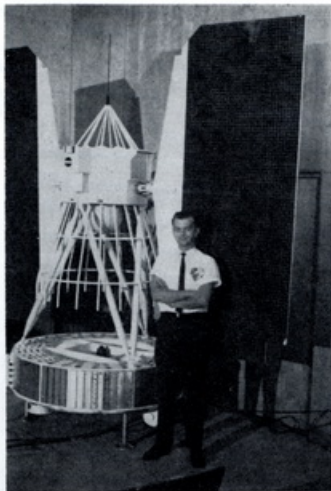
Big Steve Stevens in the shop remarked wouldn't it be a lot of fun if husbands could do all the things wives accuse them of doing? Scientists now are making water-cooled suits for spacemen. Scrap Iron Jackson in the pipe gang wants to know what size pipe wrench they use. . . . Quite a lot of delegates attended the convention at the Cow Palace but none of them saw any cows. A few of them went home with some bum steers.

Jack Boyle said he is going down to Atlantic City to see the beauty contest. Hey, pal, wouldn't that be the same as hanging a large Italian salami in a jewelry store window?

Worry is like a rocking chair—it'll give you something to do but it won't get you anywhere. . . . With all the modern conveniences we have today, a lot of children are like a canoe—you still have to paddle them from the rear to make them go the right way.

Walt Oprouseck laughed out loud when he said women wear rings to show they are married while men just wear a stunted expression.

Sam (Sad) Cole claims by the time some men make the last payment on their cars their sons are driving them. . . . The slowest thing in the world I know is a nudist going through a barbed wire



EVERY 90 MINUTES as you go about your earthly tasks, an apparatus like this (without the man) passes overhead. This is a Nimbus satellite. Man is Stanley Ulkowski, Jr., son of 60 Dept. assistant foreman. He is field engineer with California Computer Products Co. and is stationed at Goddard Air Force Space Command Base in Green Belt, Md., a tracking station for Nimbus. It is 10 ft. high with retractable stabilizers to keep it on a straight course. It carries three cameras to photograph world and at touch of a button sends down into computers weather reports from 450 miles up. Computer receives pictures on reels. Another button is pushed and developed pictures are produced. Nimbus is a product of General Electric's King of Prussia plant. Stanley, Jr., started to work on it there then moved to California Computer when it was ready to launch. One he is concerned with was launched recently and will stay in orbit about six months.

fence.

Dell Morgan, our popular tank sniffer, claims George Howarth from the smoke pipe gang is his idea of a real outdoor man. Seems George spends his outdoor time watching TV on his terrace.

Low Frascino said a husband is just a sweetheart who pushed his luck too far. Remember, protect your precious heritage—VOTE.

George (Chaw Tobacco) Bert claims there is nothing to the old expression "sitting on top of the world." Eskimos have been doing it for centuries yet no one has ever heard of a rich Eskimo.

47 Department 2nd Shift

By Howard (Shorty) Foresman

Autumn began last month and you sure can tell the difference—it is much cooler. As far as I am concerned the temperature is just right for working at the present time.

I have a friend with a daughter in high school who usually ties up the telephone talking for hours. One day in July the phone rang and his daughter answered and talked for only a half hour then hung up. Her father congratulated her and asked for an explanation. "Wrong number, Daddy," replied the daughter.



H. Foresman

Fitter Lou Seery is disgusted as he tried all summer to get volunteers to help him paint his home. He didn't have any luck so he got tired of waiting and last month bought some paint and started the job himself.

Richard Splet has left us to go on day shift. Personally I think day shift has gained a good man. But on the other hand so have we of second shift as Al Auge is back on our shift. So I say it is a fair exchange.

Charles (Pappy) Jenkins says Bill Reid is a darn good marine rigger but he is also a first class needer.

Francis Vail, day shift fitter, recently moved to a big house with a large yard. But it seems that Francis and his little woman, Charlotte, had a problem—the yard was overgrown with high weeds. Only one thing to do to solve the problem—cut the weeds. Well, the weeds are all gone now and the yard looks nice. Charlotte's hands were full of blisters—Francis' hands had none. I wonder who cut the weeds.

To the new men who have joined 47 Dept. I would like to say welcome and would like to add that if there is anything I can do to help you get adjusted please feel free to ask me. I am always ready and willing to help whenever I can.

To those who forgot to sign up for the United Fund it is never too late. I am sure if you would stop in at the office they would be glad to take care of you.

Until next month take care and don't be careless!

A small child was explaining to her younger brother that it was wrong to work on a Sunday. The boy was puzzled. "But what about policemen?" he said.

"They have to work on Sundays," he said. "They go to heaven?"

"Of course not," replied his sister with a disgusted look. "They are not needed there."



By John Rosati

October comes from the Latin word Octo meaning eight. By the addition of January and February it became the tenth month but retained its name. The 13th, 1792, White House cornerstone was laid; 14th, 1890, President Dwight D. Eisenhower was born; 20th, 1944, General McArthur returned to Philippines; 18th, 1886, Statue of Liberty dedicated; 31st, Hallowe'en or All Hallows Eve, name applied to the evening of Oct. 31, preceding the Christian Feast of Hallowmas, All Hallows or All Saints Day.

The observances connected with Hallo-

many versions and definitions, here is the answer from Dr. R. M. Saunders, M.D. There are very few American males who have not at one time or another had to pay the piper for a night's revels with that most horrible of all temporary ills—the common hangover.



J. Rosati

a normally, healthy human, water is constantly present within and between the body cells. Following excessive drinking,

trace the source of your troubles—many thanks to Dr. Saunders.

Being poor has its advantages—the car keys are never in your other pants.

Did you hear about the absent-minded professor who kissed his students goodbye, then went home and gave his wife an examination?

Meet WALTER LEE ROWLES pictured in this column who resides at Lima Farms, Baltimore Pike, Media, Pa. He was hired in September, 1936. His previous employment was as a carpenter and builder at various locations. During his career with Sun Ship he was laid off once in 1950 due to lack of work and returned six years later in 1956 and has worked steadily since. Walter is a shipfitter in 47 Dept. fabricating shop.

Back in 1939 he was promoted to supervisor in the South Yard fabricating shop and held that title until after the war. He is well liked by his co-workers. His hobbies are baseball, golf and woodworking.

SEE PAGE 24 COL. 1



FAMILY OF WALTER ROWLES consists of himself, wife, Walter, Jr., and dog, Susie (left) and daughter, Mrs. James R. Baker, shown below with husband and two children, James and Donna. Above are Walter, Jr.'s, children, Michael, 4, and Kevin, 2. His wife is with him at right. John Rosati introduces family in his column.



we're are believed to have originated among the ancient Druids who believed that on that evening Saman, the Lord of the dead, called forth hosts of evil spirits. The Druids customarily lit great fires on Hallowe'en apparently for the purpose of warding off these spirits. Among the ancient Celts, Hallowe'en was the last evening of the year and it was regarded as a propitious time for examining the portents of the future.

The Celts also believed that the spirits of the dead revisited their earthly homes on that evening. Also the Celts' tradition of lighting fires on Hallowe'en survived until modern times in Scotland and Wales, and in the concept of ghosts and witches still common to all Hallowe'en observances. Traces of the Roman harvest festival survive in the custom, prevalent in both United States and England, of playing games involving fruit such as ducking for apples in a tub of water, and in the decorative use of pumpkins.

A question was asked two weeks ago, what is a hangover? Although there are

the water within the cells leaves and takes up residence between the cells and all the drinking water in the world will not bring the water back into balance. About 12 to 18 hours will usually do it. Alcoholics, however, usually take two to three days to get back in shape.

Another myth: 90% of that rundown, fatigued feeling is not caused by the alcoholic intake of the night before. Because you were under the influence of whatever it was you drank, you probably smoked, talked, danced, gestured, walked and stood more than usual. But the stimulation of the occasion, plus the drinks kept you going at fever pitch.

In other words, the fatigue you felt today is the fatigue you should have felt the night before. And, by the way, it is this over-exertion which is probably responsible for that killing headache. As for nausea—that can generally be chalked up to alcoholic irritation of the mucous membranes of the stomach and intestines. There it is! After elbow bending and you feel bad with a hangover you can at least





By Harry (Whitey) Burr

On Monday, Sept. 21, 1964, John G. Pew, Jr., vice president of Sun Shipbuilding Company, passed on to his Commander above. He will be missed by everyone in our yard. It had been my pleasure and privilege to know "Young John," as he was known to the men in the yard, from the day he came to work down here. He always had a good word for anyone who spoke to him.

We who were associated with him in some of the employee's affairs during the years that he was active in affairs of the yard will surely miss him. He was always ready and willing to help anyone who was in distress. Quite a few of our men will never forget his kindness and understanding and the way he would go about doing the job to have better feeling among all the employees.

At this time I feel it would be a wonderful thing if the workers here at Sun Ship would forward to Pennsylvania Military College checks for whatever amount you feel you can give to the fund which is to be known as the "John G. Pew, Jr., Memorial Fund." I feel sure that everyone of us can give something no matter how small it will be. Your amount will be just as important as any larger amount.

A number of our men have had the pleasure of meeting Mrs. John G. Pew Jr., and at this time we of 84 Dept. wish to express our condolences to her and her family.

Joe Newman, we understand, got the feeling that he would like to ride a motorcycle. So the other evening while down at the corner store a friend of his came along with his cycle and Joe took a ride. He got on and everything went pretty well until the time came to stop and he forgot how to do that one thing. So the next best thing to do was run the cycle right back into a hedge. The cycle stopped all right and our Joe went sailing through the air. We hear now that he is not thinking of trying this again very soon.

Arthur (Muddy Water) O'Connor again is back with that swell fruit that he has been bringing in and again we are enjoying our lunch.

Floyd (Admiral) Hopkins was out in the river the other weekend and he came upon a boat that was stopped because of engine trouble. Our pal, Floyd, showed this boatman what kind of a friend he was by turning around and after talking things over took this boat in tow back to the West End Boat Club where they



H. Burr

docked and got the other boat fixed up so they could go on their way. That is very fine sportsmanship and we are proud to know that we have such fine men working with us.

Harry (Speedy) Kaylen heard that some of his good friends were down to Ocean City, N. J., and had a fine cottage and invited him down for a visit. We know it was for only a day or so but our pal, Harry, just made himself at home and enjoyed all the pleasures and fine meals they were putting out. After about a week we understand Mrs. Kaylen thought they should go home but Harry said it was a free vacation and why go home and spend money. We can tell you that our Harry knows his way around when it comes to something free.

Harvey (Skin) Campbell took his family down South to show them where he was born. It was away up in the mountains. When the kids saw smoke coming up and inquired about it, Skin told them they were making lightning or mountain dew and that they make their living from that.

Noah Jones has changed over to day work. He is having a hard time getting used to it after all that time on night work. Pal, we are glad you are with us and hope you will enjoy our company.

Bill McKniff and his family were down to Atlantic City during the Democrat convention to see just how that gang runs things. He reports from what he saw he is satisfied they are running things okay. Well, don't be too sure as there is an election coming up and anything can happen.

Robert Embert, Sr., was out in his uniform with all those medals showing the folks of Eddystone just how a good CPO of the Navy looks when he is all dressed up. After the parade he paid a visit to one of those corner places, and some wise guy said, "You can take that uniform off now the parade is over." It took three men to hold him after that for he sure was ready to fight. That's the way, pal, don't let those part-time Americans get under your skin.

As I've told you before, if anything is going to happen you can bet it will be with an 84 Dept. man. Last week our Sam Mangeri had an accident and hit another car. He thought there was slight damage and did not make out a report to the Motor Vehicles Dept. at Harrisburg. But the other fellow turned his in and claimed \$150 damage. Well it was not long before Sam had a visit from a state policeman asking him why he did not file his report. Before he knew it the license was off his car and he was told to turn in his cards.

Sam said he had a friend who was a politician and he would fix it up. As Sam had to get to work he just up and put a paper license on his car and drove same. Yes, just as you would think—they caught up to him and now he has no car or license. Pal, we told you never to play with the police. He is getting things cleared up and will be driving his car again soon.

Just received word that our Bill McKniff and his wife were picked up by the police during the Eddystone celebration for not dressing as they should. They were put in that portable jail and driven around the town for their friends to see.

For \$1, each they could have stayed out of jail but Bill said the money was better in their pockets, so off to jail. Well, it was all in fun anyhow and everyone had a good time.

Here is another very interesting case which I feel sure you all will enjoy reading. Our third shift leader, Robert Weaver, was off on his vacation last week. On a trip to one of those corner places two men held him up and took all his money from him. Bob went home and got his gun and started out to look for those two men. Before long he came upon them and brother did the fireworks start then. The police came along and arrested all three. It cost Bob something but he got his money back and those two men were locked up. Bob, if you would just go to the right places a thing like this would never happen.

The United Fund is around asking that we give more this year if possible for there is a lot to be done around our county and people to be helped. Yes, you may not think they are doing or helping the way you feel they should but after you find out why some things are done as they are you feel a lot better. Just think 25c a week will never hurt anyone but you can be sure it will help someone that is in need.

Yes, the month of September has been a busy one for the workers of Sun Ship to help out on. The last program will be the Bloodmobile which again will be in to get that blood needed so badly for helping out your fellowmen and their families. We give around 400 or 500 pints and the amount that the Red Cross supplies during the year is a lot more than we put in.

To give will be something you will never forget for it may be your blood that saves someone whom you work with or a member of their family. No one knows when something will strike and he will need blood at once. As the top blood donor of our yard—if not the top one around these parts—having given over 175 pints while working here, most of it before the Red Cross ever came into the picture.

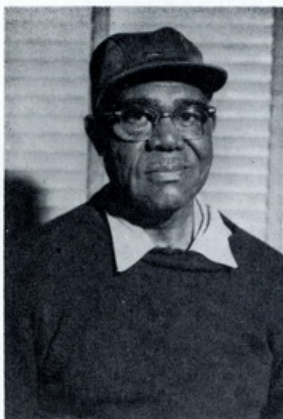
Years ago we only had about 30 men who were giving blood. About every two weeks we would be sent to one of the hospitals around here to supply blood. Not once did any one of us fail to go.

A few years ago they had a picture in OUR YARD showing your reporter standing behind a large bottle of blood on one of the days the Red Cross was here and on the bottle was marked 117 pints. There have been questions asking if this was true. All I can say is that I have given blood in every hospital in Philadelphia, over in New Jersey near the river side and down in Delaware besides the Delaware County and Chester County hospitals.

A few years ago I was told to stop for I was way over the age limit but not until John G. Pew, Jr., caught up to me at one of the Bloodmobile visits in our yard did I stop. He told them not to take me. I feel no ill effects from doing this as if you are well there is no danger in giving this life saving blood. They will check you beforehand and if you don't pass they will turn you down. But you tried so you still can say you did your part.

You can be your own doctor when it comes to curing cold feet.

Who from Their Labors Rest



LORENZO B. BURNEY, 70, of 5729 Master St., Philadelphia, died September 6. He was born in Hartford, Ala. A veteran of 26 years service, Mr. Burney joined Sun Ship in January, 1929, as a heavy fire helper in 42 Dept. With the exception of several short lack-of-work periods he remained until January, 1960, when he retired. Before joining Sun Ship he was employed as a laborer at Baldwin Locomotive Works in Eddystone. Baseball and checkers were his favorite pastimes. He is survived by a nephew, Roosevelt Burney.



JAMES S. MORSON, 72, of 2910 E. Venango St., Philadelphia, died Aug. 16. He was a life-long resident of this area. A painter in 69 Dept., he was a veteran of 27 years service with Sun Ship having started his employment in October, 1929, and being continuously employed until his retirement in January, 1956. Before joining Sun Ship he was employed at the Congoleum Co. in Marcus Hook and Parson Manufacturing Co. in Chester. A member of the Protestant faith, he belonged to F.O.E. Aerie #159. After his retirement walking was one of his favorite pastimes. He also enjoyed watching all sports programs on TV. Survivors include one son, James S., Jr.; one daughter, Elizabeth Barabas; four grandchildren and three great-grandchildren.



GERALD L. RUMBEL, 67, of 330A E. Essex Ave., Lansdowne, Pa., died Aug. 19. He was born in Wilkes-Barre, Pa. A marine rigger in 68 Dept., he had 16 years service with Sun Ship having began his employment in July, 1942. In November, he retired. His favorite pastimes were vacationing in the mountains, playing tennis, swimming and studying wildlife in the woods. He is survived by his wife, Mrs. Florence Rumbel and one brother, William.

DONATAS SAUCUNAS, 76, of 231 E. 4th St., Chester, died Aug. 8. He was born in Lithuania and came to the States in 1915. A veteran of 31 years service, he joined Sun Ship in January, 1929, as a bolter in 47 Dept. He also worked as a helper in 34 Dept., laborer in 47 Dept., bolter and reamer in 51 Dept., and in June, 1941, became a driller in 47 Dept., in which capacity he was serving when he retired in March, 1962. Mr. Saucunas was a member of the Lithuania Beneficial Club. His free time was spent on do-it-yourself projects. Survivors include his wife, Caroline; one daughter, Julia Klanga; one son, Albin, and one grandchild.



59-60 Depts.

By Hugh J. Ryan

Congratulations to John Thompson who recently became a leader in 59 Dept.

There is another fellow who deserves a lot of credit in the Welding Dept. and he is Dave Biddle (59-839). Dave is the one who had the idea of instructing the new welders in our department so that they could learn off-hand the welding procedures at Sun Ship. It is a wonderful idea because with these fellows showing the new and young men in our department it really helps a lot. So good luck, Dave, keep up the good work.

Well, real estate must be booming these days. Gerald (Admiral) McDonald just sold a big chunk and he also has more to be bought at a nominal fee, of course.

Sure do miss John Martin and Steve Stevens at lunch time. But Larry Natale and John Thompson are taking up the slack.

I would like to thank all the welders and burners who helped us solicitors in our United Fund drive. We sure like to have 100%, so why not think it over, fellas?

Glad to see Walt Kaminski (59-767) back to work. Walt was out sick for quite a spell but he is okay again.

All the welders, I am sure, appreciate having around Al (Wagon Train) Wagner, welding engineer. If any of us get stuck, Al always is glad to assist.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family and friends of the following employees who died during September and October, 1964.

ANDREW STEVENSON, 36-15, R.F.D. #1, Marydel, Md., Sept. 14.

FERDINAND L. SNYDER, 38-96, 16 Hillside Rd., Claymont, Del., Oct. 2.

JAMES DUFFY, 8-85, 1611 Johnson St., Chester, Oct. 10.

CHARLES A. TAYLOR, 8-516, 1314 Morton Ave., Chester, Oct. 17.

EDWARD McSHANE, 66-55, 225 E. Fifth St., Chester, Oct. 17.

66 Dept. Stage Builders Carpenters

By Walter Shanko

Best wishes and a speedy recovery to Ken Sexton, stagebuilder, who underwent an operation in August. As of this writing he is not back to work.

Congratulations to my best wife who gave birth to a 7 lb., 9 oz. boy. Both are doing fine.

Steve Jancovic and Daniel Smart, both stagebuilders, went on the United Fund tour sponsored by Sun Ship and were much moved by what they saw. Danny said if more men could go on this trip there would be a bigger contribution by the men in the yard and offices.

Edward Clayton, stagebuilder leader, and Melvin (Chester) Clemons, stagebuilder, went crabbing off Rehoboth Beach, Md. They said the crabs were so small they fell through the net when they tried to land them. Better luck next time men.

A lot of men in the department enjoyed vacations this summer. Some of the men and where they went are as follows:—John Burke (carpenter shop) laid around for a week on the beach at Atlantic City. George (Snowshoe) Johnson (stagebuilder) spent his vacation at home watching the children and helping out around the house as his wife was in a hospital. Joe Sage (shop carpenter leader) enjoyed a week of swimming and dining at Wildwood, N. J. Edward Clayton took a week of his vacation to move to another home. Congratulations, Ed, on your new home.

Stanley Carter (stagebuilder leader) took his mother, mother-in-law and family to the World's Fair. Jim Ryan (shop carpenter) enjoyed his vacation just laying around the house and watching his wife work. Richard (Dick) Kushto (stagebuilder leader) just kicked around for a week and had a good time doing it. I imagine this was hard on the shoes. John Sheeler (shop carpenter) took his family to the World's Fair. John enjoyed the fair very much and camped out on the fair's camping grounds the entire week.

Ray Marcelline (carpenter) enjoyed a full week of fishing at Cape May, N. J. Ray said they were really biting. Fish or mosquitoes, Ray? William (Bill) Logan, carpenter, spent his first week of vacation counting his money and the second week thinking up ways to make more. I spent my vacation at home and helped out around the house the first week my wife came home from the hospital with the new baby. I will now need another week to recuperate.

CAN YOU IMAGINE:

August (Gus) Eilenburg playing first base for the Phillies? Henry (Hank) Crielly (stagebuilder) coming to work without his shoes polished? Charles Koslosky (stagebuilder) and William (Bill) Marine (carpenter assistant foreman) without cigars? 66 Dept. without Harold Fine (Transportation) and his X15 lumber carrier? Richard (Dick) Kushto singing with the Beatles? Four day weeks? William (Bill) Logan packing up and retiring? The Phillies and Baltimore Orioles winning



CONCENTRATING AT \$1,000 A CRACK is a mighty profitable business, as Mrs. William Fields found out not long ago. She entered a television network game show and came out a winner. Husband, William, is a stagebuilder (66-206) who probably had no objection to this addition to family exchequer in view of fact there are nine other Fields in family. Shown are William, Alvania, who entered Philadelphia Girls High this month; Mrs. Fields, Alfred, 5, holding prize; William D., and Gerald Yeager, manager of chain store through which entry was made.



By Thomas Flynn

It is hard to believe fall is here again. It sure was a short, dry summer.

I found a real good painter in our department last month. Walter Achuff is a fine man with a 2" paint brush. Maybe Walt's wife can find more painting for Walt to do at home.

We also have a new sanitary engineer — Al Davis — has the new rate stamped on his hat.

Tom Quirk has a new haircut so he won't take his hat off. I don't know whether he lost all his hair or got a haircut.

Paul Brown is talking about the Phillies now but it won't be long before he is talking about the ponies again.

If you see Howard Bell walking to work with a fine looking young boy, stop and ask him the boy's name. He will tell you it is his son with more pride than I ever saw in any father's eyes.

their respective pennants this year and the men and women of Sun Ship giving 100% to the United Fund?

Charlie Howley was going on a job with Walt Achuff. Charlie was driving the scooter and Walt was riding in the back. Charlie had to get rid of some tobacco juice so now Walt is the driver and Charlie rides in the back.

Poor Richard Sipps is having property trouble. Dick, I told you to move out in the country so your neighbors would not bother you.

Bill Asenavage ran into his match on the pool table. Some young boy put it on old Bill. But I'll bet if that young boy had any money it would have been a different story.

Herb Artwell is pretty quiet these days. I told Catherine a few things and got Herb right in line.

Joe Hubert can't get any baseball scores from Oakie Twaddell. That makes Joe mad but Oakie doesn't care if the Phillies win or lose. . . . Well, Al Souder, I guess that daughter of yours is a real Phillies fan now. Al's daughter always was a good fan. He tells me she cries when the Phillies lose a important game.

Frank Gaffney thinks the Eagles will be all right if they get a defensive back. I hope you are right, Frank.

We were glad to see Jim Viera return to work after a long illness. Jim was hurt on #3 drydock. We hope he'll be all right now.

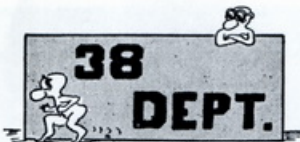
Bill Dougherty had a hard time getting along with Charlie Howley when Warren McKenney was on vacation. Charlie would give Bill one chew of tobacco a day. Charlie told Bill if he was old enough to chew he was old enough to buy tobacco.

Jack Hausmann had a two-weeks vacation. We all enjoyed it.

We were sorry to hear of the death of Nick Schwarz. Nick worked with us for a couple of years.



Thomas Flynn



By William Walsh

Of all the vacation trips taken this summer by the men in this department, this is the most interesting as told to this writer. Tom Antonakis, who draws under the watchful eye of Bill Burns, visited his mother in Athens, Greece. Tom



W. Walsh

visited Rhodes, and toured the many islands in the Aegean Sea. Later Tom will give this writer snapshots of the Colossus at Rhodes, the Parthenon and the Acropolis and everything of interest in his travels.

Tom returned to New York on the same Queen Frederica, the boat docking Sept. 6. Tom raves about the facilities on the luxury liner, especially the two pools on the ship in which he spent a good deal of his travel time. He praised the food on board and also enjoyed the dancing each night.

Now comes the most unusual part of this account. Tom went directly to Wildwood from New York City. He said it would not seem like a vacation if he didn't spend at least a weekend at the shore.

Fund Created to Honor Mr. Pew

It has been suggested that all those who would have liked to honor Mr. Pew with flowers at the time of his funeral and did not in deference to the wishes of the family, may honor him in a much more practical way by sending a check to the John G. Pew, Jr., Memorial Fund at Pennsylvania Military College. Many from all walks of life already have taken advantage of this opportunity.

The fund was set up when the request of the family with respect to flowers became known. The proceeds will be used to establish an annual lecture series in the field of political science in Mr. Pew's name. Nothing could be more appropriate in view of his deep interest in and crusading for good government.

Checks should be made out to the fund and addressed to

Dr. Clarence Moll, President
Pennsylvania Military College
Chester, Penna.

If you care to you could indicate you are a Sun Ship employee.

Bill Hollywood and his lovely wife, Marge, have lost their baby—their little girl—Michelle Hollywood. She has been enrolled at Holy Spirit Parochial School in Sharon Hill.

My very own granddaughter also is growing up. She has entered kindergarten. My own "baby" daughter also is fairly well grown. She will be married to A. John Holzmler, Jan. 9, 1965. John is in the U. S. Army and is stationed at Fort Gordon in Georgia. Judy, my baby, will live in Atlanta after the ceremony. Guess where Mr. and Mrs. Bill Walsh will spend their next vacation?

Jack Culey looks very good on the Chester Pike Bowler lanes. He opened the season with a 222. He will bear watching this season as a successor to Phil Masusock who won the high average trophy last year in the Mixed League.

Engine Drawing Hears Prof

The Marine Draftsman's Association members were the recipients of a special treat at their meeting Sept. 14. The meeting was held at the Polish-American Club. After the regular business was dispensed with, Greiverson Lynch, president of the M.D.A., announced to the men assembled that a guest speaker was present. The speaker was Prof. Louis A. Madonna, B.S., M.S., professor of chemical engineering at Pennsylvania Military College. His talk covered a great variety of topics ranging from the current academic program at PMC to the future plans for the local institution.

He also discussed the future outlook for the shipbuilding industry and opened a completely new line of discussion to the men present. He stated most emphatically that present day engineers will have to secure master's degrees in order to keep abreast of the innovations that most certainly will come in the next decade. He also mentioned that PMC would be most willing to add new courses to the curriculum if they were approached by any individual concern.

This will be part of the program planned by PMC. This expansion program will include civilians and courses will be offered other than the present military type. Such courses will be according to demands of local industries who desire to train the men (or women) in their employ. —W.W.

MORE ON GRANT . . .

most of them on the tennis court and considered the year wasted when he did not bag his quota of fish and game.

We mention all of this in the past tense because John had a little tough luck physically about 10 years ago and had to resign himself to taking his violent exercise from an easy chair or the grandstand. It fazes him not one whit, however, and he looks forward to years of gainful activity.



NO ONE SEEMS TO KNOW WHETHER ALL THESE characters live in Eddystone or whether a couple of them do and rest just copied fashion. Eddystonites, of course, had to grow beards for 75th anniversary or pay a fine. Anyone else just was too lazy to shave. Left to right are William Hadley, Andrew Roskus, Anthony Salavucci, Lawrence McElwee, Lefty Field, David Esrey and Reds Campbell.

INK SPOTS

FROM THE
HULL DRAWING ROOM

By Ed Housley

"I'd rather fight than switch."

Joe Carlanonio apparently was auditioning for a well known TV commercial as a week or two ago he came into the office sporting a beak of a shiner. Joe, of course, had a lame kind of explanation—something or other about getting it playing softball—but to me it looked like the result of a well-aimed right cross.



E. Housley

Some of our people still are coming and going on vacation. Harold (Bud) Hurst and his wife took a trip over the Skyline Drive to Williamsburg, Va. Al and Mrs. Ingham were up in New England in the Cape Cod region. Harry Benner and wife were down to the Outer Banks and Harry and Mrs. Osman were in the same area at Ocracoke. Also I should mention Carol Campbell who took a week off to rest up at home. Rest up from what, Carol?

The Structural Department has another new member—Joe Ariotta. Welcome to the fold, Joe.

I hear we have an apple polisher in our midst. One of the younger men (or should I say boys?) was fishing down Wildwood way and caught a mess of fish. What kind I don't know and for the purpose of this story it does not matter either. Anyhow, he just happened to remember that his boss was vacationing in Wildwood and also just happened to know where he was staying. So what does our boy do but take over to him a nice selection of the catch already cleaned and scaled. That boy should make his mark all right.

Congratulations are in order for Hal and Grace Horne on the birth of a daughter, Jacqueline Lee. The Hornes already have two boys so the latest addition to the family partly evens matters.

Just recently the Phillies played a 16 inning game that lasted well into the night. Actually it went on until about four in the morning. Well, we must have the number one Phillies fan here for I am told that Dave Slaven stayed up to the bitter end. Incidentally, the Phillies lost that one.

John Borsello's mother-in-law, who, you may recall, came over from Italy last spring, has gone back again. John says she could not get adjusted to living over here and decided she would be happier back in her homeland. John's wife, Anna, is planning to visit her mother early next year and has already got her passport and visa.

"Little Sue Muffet sat on her tuffet,

AMATEUR FOTOG

almost scalped Buck's grandchildren but didn't scale the fish which are all sizes and descriptions. Youngsters were vacationing at Ocean City, Md. They are James, Michael, Jacklyn and Kevin Morrissey with Linda Lee Wanger in center. Buck is Julius Bodensieck (8-102).



By John Aull & Lew Hazlett

Don't forget the Wetherill Social Club dinner will be held Saturday, Oct. 17, at St. Hedwig's Hall. We hope everyone can make it.

We hear Beverly Weidner has added to her menagerie. This time it's a pony. What's next?

Nick Stewart got a new fire-engineered VW. Harvey Pugh (Tool Room) and the entire engineering department already have been banned from riding in it after their complimentary remarks and picture.

Ed Marshall retired last month after many long faithful years of service with the

company. We hope he enjoys his retire-

Smiling and typing away. Along came a spider and hung right beside her

And frightened Sue Muffet away." This happened a few weeks ago but I hear Sue still screams at intervals.

The Yohey's little daughter, RosaJean, had what could have been a serious accident recently. She somehow managed to reach and pull down a pot of hot coffee. The scalding, hot liquid severely burned her arm but fortunately missed her face. Wayne tells me she has now fully recovered from it and has only one or two minor scars left which will go away in time.

Don Biniaz (Ventilation Squad) has left

ment and will not forget to come and visit his many friends at the Wetherill Plant.

Joe Woods has been appointed to take Ed's place. Congratulations, Joe, and we know you will miss the free cigars.

Work has started on the new parking lot for Wetherill at Seventh and Upland Sts. It will be a relief to all to have a safe parking area.

Cris Smith completed his apprenticeship last month. He now has two important papers—his marriage license and his apprenticeship papers. The next important paper he will be getting according to Tony Riccardio is a dog license for his Chevie.

Has the Beatle haircut craze reached the Wetherill Bob Sinclair?

Sorry for the scarcity of news this month but after the club dinner we should have plenty of good stories.

In closing we want to welcome back John Burke after his long illness. It's good to see him bouncing around the shop again.

McElligott had just been given another raise in pay. When a friend asked him how he was getting along, McElligott shook his head sadly. The friend was surprised. "But you've got a good job, haven't you?"

"One of the best," replied McElligott.

"So, what's the trouble?"

"The wages—that's the trouble."

"But I thought you just had a big pay raise."

"That's exactly the trouble. My wages are so dadblamed high now, I can't even afford to take a day off."

"Where does the good Lord live?" asked the Sunday school teacher of a little 4-year-old boy in her class.

"In our bathroom," replied the youngster.

"What makes you think so?" inquired the curious teacher.

"Because," answered the boy, "every morning I hear my father shout: 'Good Lord, are you still in there!'"

us to go with United Engineers in Philadelphia, and this item is the finish for this month.

Bowling Teams in First Mad Rush

Any place where you find women you will find cliques, it has been said by an eminent authority on the subject (cliques, of course; not women. Who ever heard of an authority on women?). Therefore it is not hard to understand the situation in the Mixed League.

The first four teams are the same which ended last season right up there although not in the same order. Actually there are five teams tied for first, but the fifth is Harvard. If you remember about Harvard in the second half and the rolloffs last season, you know that is not to be taken seriously. They may be relatively in the same position this time next month but they'll probably be fifth instead of tied for first. This all is in the way of a friendly pat on the back (sorry the cleats were rusted fast) to get them off to a good start.

Referring to the figures we see it is necessary to make a slight correction—Army was fourth at the close of last season and Navy was fifth. So Army must have done something to get themselves kicked out. We'll have to ask their star bowler, Cap Ferrell, for a detailed description. Could be, of course, they didn't bowl well enough.

The girls, setting an example of generosity for the men, have parceled out high honors among four of them. The men, contrary as usual, divide their honors between two of them. Ed Bogucki, a sub, and John Culley, a Miamian, are the culprits. Standing starting Sept. 29 was:

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

Season Records

Girls

Hi Single—Kay Schmidt (Lehigh).....	176
Hi Three—Joyce Regetto (PMC).....	490
Hi Single w/hcp.—	
Jean Cowdright (Miami).....	231
Hi Three w/hcp.—	
Josephine Andreoli (Slip. Rock).....	584

Men

Hi Single—John Culley (Miami).....	222
Hi Three—Ed Bogucki (sub).....	569
Hi Single w/hcp.—J. Culley.....	240
Hi Three w/hcp.—E. Bogucki.....	653

LETTERS

Gentlemen:

Sorry I did not ask the name of the man I spoke with last month when I called to ask for blood for my mother. He will never know how much it was appreciated. I thank him, Sun Ship and all the others who have ever donated.

Sincerely,

Mrs. Earl V. Dague

1011 S. 54th Street West Phila., Penna.

A League Set For Welders A?

Usually at this stage of the bowling season (the first ball hardly has reached the pins) the air is full of splinters and sawdust. The harsh winds of experience, pressure and practice have not had a chance to blow away the chaff. It would not be smart to consider the standings as indicative.

This may or may not be so in A league. One of the teams at the top is Welders A and that could mean something—you know: Revenge, satisfaction, you asked for it, or some such. Go back in your memory to last season. Welders A won the first half and had to roll the Riggers, second half winners, for the season title. When the dance ended, Welders A had lost by five pins.

So it could be Welders A merely have sharpened the hatchet and are letting all comers know their intentions. It will be interesting to see how they hold up.

Records are pretty low at this point—high three of 568 (George Clifton, Riggers) probably won't even make the sheet six weeks from now. A high single of 224 (John Kosmider, Wetherill) is good for this time but won't stay there long either.

The league started with two less teams than last year, a matter of the alleys available rather than a lack of interest. Standing of the teams starting action Sept. 25 was:

	Won	Lost
1. Welders A	7	1
2. Supers	7	1
3. Timekeepers	7	1
4. 47 Fabs	7	1
5. Hull General	6	2
6. Chippers	5	3
7. Office	4	4
8. 36 Machinists	4	4
9. 66 Splinters	3	5
10. Riggers	2	6
11. Shipways	2	6
12. Wetherill	1	7
13. Welders B	1	7
14. 33 Live Wires	0	8

Season Records

Hi Single—John Kosmider (Wetherill).....	224
Hi Three—George Clifton (Riggers)....	568
Hi Single w/hcp.—	
J. Nelson (Chippers).....	627
Hi Three w/hcp.—J. Kosmider.....	239

Wife on phone to mother: "Henry has left me."

"Well dear," consoled the mother, "don't worry. He's done that before, you know." "I know, but this time he took his bowling ball!"

Judge to defendant: "Guilty or not guilty?"

Defendant: "Isn't that what we're here to try to find out?"

B League Two Teams Larger

An enlarged B league burst forth with a newcomer in the lead to get things rolling this fall. The two teams which had to drop out of A league because there were not enough alleys available, just moved over to B league. We now have two 14-team leagues in place of a 12 and a 16.

This new team which is leading the way is from one of our newest departments, No. 40. This is, of course, the Rocket Division and the team is called Rocket Shop. With two matches behind them they have yet to lose a game. You can make a lot of enemies that way. They'll probably wise up and loose a few before long just to remain one of the crowd.

Other than this there is the usual bunching up although Piping Design has a half game hold on second and Electric Shop the same in third. There are four fourths and three eighths, however. By this time next month things will have shaken down considerably and we'll be able to detect a trend.

The same names already are popping up in the record lists. Marshall Moody, Jr., is first and Ed Clayton second in high three. Ed Clayton is first and Marshall Moody, Jr., is second in high single. Marshall tops high three plus and Ed tops high single plus. That plus a kaleidoscope will give you a lot of variety.

Standing as the ball started rolling Sept. 24 was:

	Won	Lost
1. Rocket Shop	8	0
2. Piping Design	6	2
3. Electric Shop	5½	2½
4. Burners	5	3
5. Boiler Fabs	5	3
6. Pipe Shop B	5	3
7. Shipways	5	3
8. Hull Drawing	4	4
9. Hull 77s	4	4
10. Pipe Shop A	4	4
11. Pipe Shop C	2½	5½
12. Berthing	2	6
13. Rocketeers	0	8
14. X-ray	0	8

Season Records

Hi Single—Ed Clayton (Shipways).....	243
Hi Three—Marshall Moody, Jr. (Hull Drwg.).....	623
Hi Single w/hcp.—E. Clayton.....	249
Hi Three w/hcp.—M. Moody, Jr.	638

CLASSIFIED

FOR SALE—Electric Ironer, Thor, price \$35.00. See 33-236 or call TR 6-4713.

"Are you really content to spend your life walking around the country begging?" "No, lady," answered the tramp. "Many's the time I wished I had a car."

MORE ON 75 DEPT.

Now let's meet his wife, Mrs. Marie Rowles, pictured with Walter. Also shown is their pet dog, Susie. Then we have his son, Walter, Jr., with his wife, Frances, and their two children, Michael, 4½, and Kevin, 23 months. Walter, Jr., also is shown with his mother and dad. Don't let the tree and decorations bewilder you because the picture was taken in December, 1957. And their daughter, Mrs. James Baker, with her husband and their two children, James, Jr., on the right and little Donna.

We wish Walter and his attractive family much happiness for the future.

Here is what we call being prejudiced. The Congressman's wife sat up in bed startled and whispered to her spouse: "John, there's a robber in the house." "Impossible," he snorted. "In the Senate, yes, in the House, never!"

Speaking of marital trouble: "I'm worried about dinner tonight," confided a newly-married girl to her mother. "What's the trouble, dear?" "Well, Dick said he was going to shoot dice tonight and I don't know a thing about cooking them."

Here is a thought for every day: You can't keep your eye on the ball and the clock at the same time.

MORE ON ROD AND GUN . . .

There are several men in the yard who reload their own like John and Joe Wagner of the Rigging Dept. and they will be glad to take them off your hands.

When you stop to think about it—and I've been giving it a lot of thought lately—we have more game and a greater variety of game today than we had back in the good old days when there was supposed to be such an abundance of game. The only upland game we could hunt during the seasons right after World War I in this southeast section of Pennsylvania were squirrels and rabbits and the limit on rabbits was 10 per day. I heard of only one man who ever got the limit and everyone around Wawa where we lived during that post war period referred to him as a game hog.

Rabbits were the only game species of which there seemed to be an endless supply. In spite of high speed highways and cars to match, along with fast, mechanized farm machinery, we do have more game and a greater variety but at the same time we have less space to hunt it in. Today the game protectors pick up off the highways in a year more deer than the hunters used to kill. The elk is the only game animal that has been put on the protected list since World War I while doves, quail, pheasant and antlerless deer have been added to the list of game birds and animals.

Pennsylvania is fast becoming known as a duck and goose hunting state. Deer, rabbits, squirrels and pheasant have become a nuisance in suburban areas. We have a larger upland game season that starts Sept. 1 and runs to the end of November with a post season of a week right after Christmas for grouse, squirrels and rabbits. Then we have four weeks statewide season for archery in October with a post season of Jan. 4 to 9 in certain parts of the state thrown in.

The game commission is doing every-

Right Type Shoes Give You Safety By The Foot

By John M. Techtou
Safety Director

In the July, 1964, issue of this magazine, I had what I thought was a good article on safety shoes. But the results have been disappointing. Toe and foot injuries still are coming in which we feel could, to a large extent, be eliminated



J. Techtou

if those who read these articles would take them to heart and obtain this very necessary protection.

A short time ago I interviewed a man who had sustained a toe injury. I asked him why he didn't wear safety shoes. "Well," he said, "I tried them when I first came to work here and they hurt my feet." "When was that?" I asked. He replied, "About 12 years ago."

Here was a man who had fought off safety shoes for 12 years but the law averages finally caught up with him. His loss of pay for his time off would have bought many pairs of them. He could have had his accident much earlier and a more costly one. He was lucky.

The phone rings. A lost time injury to investigate. Over to the dispensary and you find another foot or toe injury that could have been avoided had the injured man been wearing safety shoes. Just makes you feel that you are not doing a

thing in its power to sign up more farmers in the cooperative farm game program. At the same time they are adding to their one million acres of game lands.

In closing I'll stick my neck out by saying all game is in good supply except one. According to my gruesome barometer rabbits are on the scarce side. My barometer is the number of mangled bodies I see on the roads and I travel better than 20,000 miles a year most of it on turnpikes and other open roads.

Walt Moore of the Safety Dept. made a bet with someone there was a public fishing pier on the Chesapeake Bay bridge. Fellow safety man, Curly Willis, stopped and had his picture taken with the pier behind him so Walt could use it to prove his point. At this writing, Walt hasn't made any move to share the wealth with Curly. The pier is about 100 yards long. There is a restaurant there and they sell bait and rent or sell anything a fisherman will need. Fee for fishing is \$1.00 per day.

good job when you see these men without foot protection.

Last year we ran a special article on safety shoes and showed a few of the many styles that are available. Shown today are some styles and the price of them and we can even beat these prices as we have a very good safety shoe that you can buy for less than \$8.00. Where else on earth can you buy both a shoe and safety for this amount?

I do not believe there is any article you wear that is more important than good shoes—and safety shoes at that. Maybe you fellows can look at it this way. Would you take your car out for a turnpike run with old, bald tires on it? I say turnpike because the driving on these roads is classed as more hazardous than on many others. How often do you see tires being changed on cars on these roads? Why? Because someone started out not properly prepared—poor tires.

And you fellows who would not dare venture on these pikes without good tires will come to work with worn out, tired-looking shoes that should have been retired long ago. Here among the hazards of falling and dropping material, and almost any foot hazard you can mention, you come to work with old, worn-out dress shoes, sneakers, mocs, etc. and footwear that looks as old as a Model T Ford. Get wise, fellows, treat your feet as well as your car—you need them in perfect condition all the time.

Good safety shoes are a must indeed. There are many plants and industries where you wear safety shoes all the time or you don't work there. Really, just because we do not have a "must" rule here for our yard is no reason why you should not wear them. You never saw such a value in shoes. We carry 10 or 12 styles in stock here all the time. If they don't suit, you can order one of the many styles listed in the catalogs. They look good, feel good, wear well and, above all, provide protection for those precious feet of yours that cannot be replaced.

I could go on and on extolling the virtue of safety shoes but I would only be repeating what I have said so many times in the past and what I have been saying here. I just hope that you fellows will take it to heart and buy those shoes.

You know the company doesn't make a penny on your shoes. In fact, they lose money as we sell them for our actual purchase price and not even a cent added for handling. You can buy them on payroll deduction (don't bring any money—we don't want it). Come in and get them now.

TREAT YOUR FEET TO SAFETY SHOES.

A prejudice is a vagrant opinion without visible means of support.

Save Your Toes While Saving Money

R-20/R-30 recommended for office, engineering, drafting and supervisory personnel.



\$10.50

R-20. Black.
R-30. Antique Brown.
New Low-Line Moccasin, Viscosized Genuine Leather Sole, Non-Marking Hypalon Heel.

**NEW STYLE
SAFETY SHOES**
Available at your
SAFETY SHOE STORE
for a
LIMITED TIME ONLY!

**PAYMENT BY
PAYROLL DEDUCTION**

• • •



\$10.25

G-36. Burgundy Kip Upper Leather with Oil and Chip Resistant Hypalon Sole and Heel. Full Cushion Insole with Wing Arch Support for Maximum Comfort.
TOP QUALITY WORK SHOE FOR THE MAN WHO STANDS ON HIS FEET ALL DAY!

ALL SAFETY SHOES SOLD AT COMPANY COST WHICH ARE INDUSTRIAL WHOLESALE PRICES



\$10.95

R-57. Soft Butternut Upper Leather, Neoprene Cord Sole and Heel, Full Cushion Insole. Flexible - Comfortable!



\$9.95

R-82. Genuine Rawhide Upper Leather with Oil and Chip Resistant Hypalon Sole and Heel.



\$13.25

S-477. Soft Desert Butternut Glove Leather Upper, Neoprene Sole and Heel. Fully Glove Leather Lined.
EXCELLENT FOR WINTER COMFORT!



\$11.50

HIGHLY STYLED
9" WELLINGTON Safety BOOT
R-70. Dress Black. Oil and Chip Resistant Hypalon Sole and Heel.
LONG WEARING • FLEXIBLE DRESSY



\$12.95

INSULATED BOOT
R-55. 8" Brown Fully Insulated Boot. Oil and Chip Resistant Hypalon Sole and Heel.
PROVIDES EXTRA-SAFETY!



\$10.70

G-40. Burgundy Kip Upper Leather With Oil and Chip Resistant Hypalon Sole and Heel. Full Cushion Insole with Wing Arch Support.
CUSTOM QUALITY WORK SHOE!



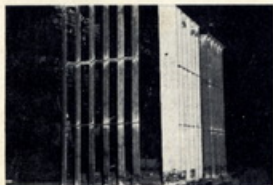
GAS PRESSURE, 1500 p.s.i.



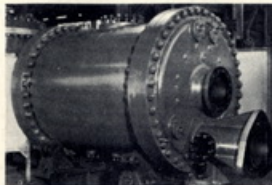
TOWER, 8'6" dia. x 154' in length



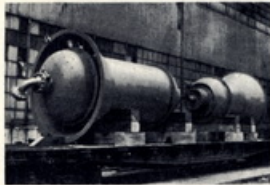
GALVANIZING POT



SPECIAL ALLOY STEEL DEFLECTORS



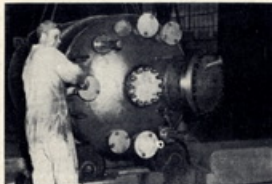
SPECIAL CHEMICAL VESSEL



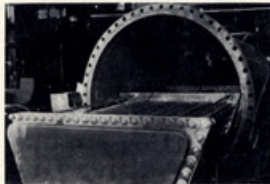
SPECIAL STAINLESS VESSELS



PLATE WORK, 55' dia. cone



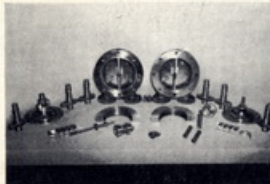
STAINLESS AUTOCLAVE



SPECIAL CONDENSER



WATER SHIPMENT



MACHINERY PARTS

MADE TO ORDER EQUIPMENT FOR OIL REFINING & CHEMICAL PLANTS

We place at your disposal one of the largest and most thoroughly equipped plants of its kind, featuring advanced production methods with experienced personnel in all departments.

PRODUCTS—Towers, Stills, Condensers—Kilns, Heat Exchangers, Pressure Vessels, Plate Work—All Codes, Any Material, Special Machinery, Machine Work.

SPECIAL SERVICES—X-Ray Equipment—Stress Relieving Furnaces.

SHOPS—Boiler, Welding, Machine, Fabricating, Pipe, Blacksmith, Anglesmith, Sheet Metal, Copper, Separate Stainless Shop.

WATER AND RAIL SHIPMENTS—Our plant, including crane for loading and handling is located on the Delaware River with piers and deepwater to accommodate sea-going ships and railroad connections to all points.

Sun

SHIPBUILDING & DRY DOCK COMPANY

ON THE DELAWARE SINCE 1916 CHESTER, PA.

WILLIAM G. CARTER
134 W. 21ST ST.
CHESTER, PA.

BULK RATE
U. S. POSTAGE
PAID
CHESTER, PA.
PERMIT NO. 689