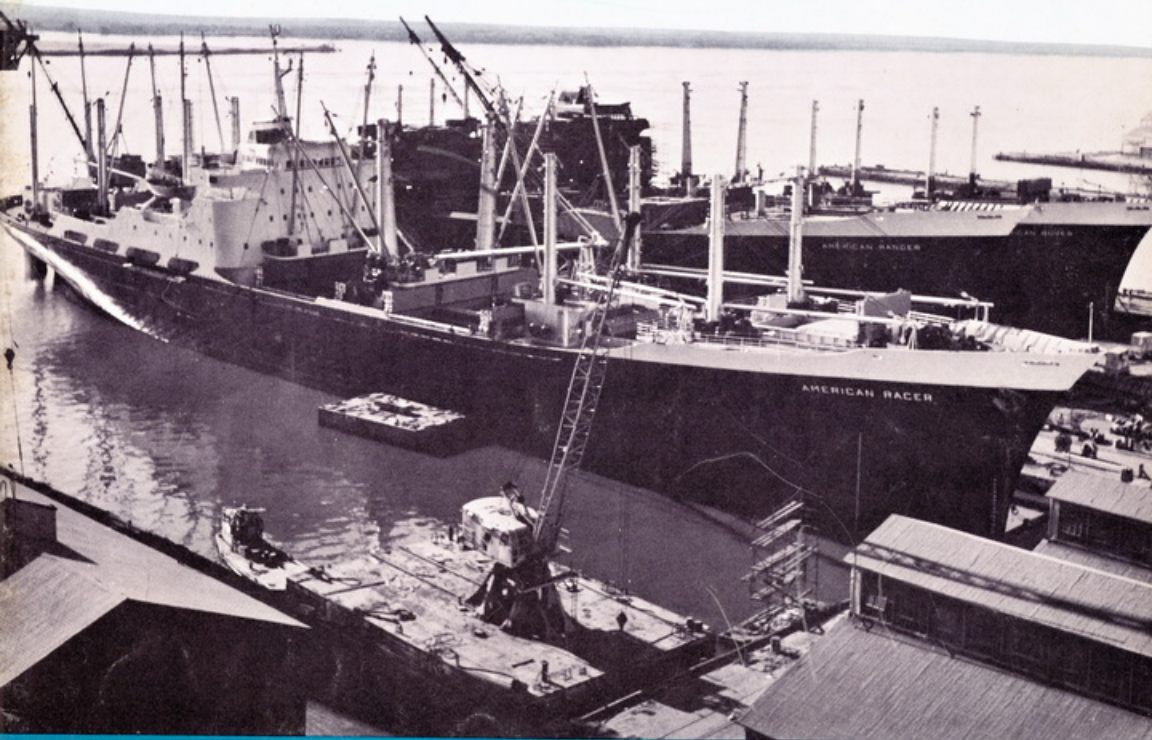


*Our  
Yard*



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

# *Lincoln's Thanksgiving Proclamation*

Back in July, 1863, Gen. Meade had defeated Gen. Lee at Gettysburg and Gen. Grant had won a great battle at Vicksburg. President Lincoln was thankful and thought all other champions of the cause should be. So he issued a proclamation to that effect setting August 6 "as a day for national thanksgiving, praise, and prayer." This was the first Presidential proclamation of national thanksgiving. The next year the date was changed to the last Thursday in November and now is, by act of Congress, the fourth Thursday in November. The original proclamation follows:

"It has pleased Almighty God to harken to the supplications and prayers of an afflicted people, and to vouchsafe to the army and navy of the United States victories on land and on the sea so signal and so effective as to furnish reasonable grounds for augmented confidence that the union of these states will be maintained, their Constitution preserved, and their peace and prosperity permanently restored.

"These victories have been accorded not without sacrifices of life, limb, health and liberty, received by brave, loyal and patriotic citizens. Domestic affliction in every part of the country follows in the train of these fearful bereavements.

"It is meet and right to recognize and confess the presence of the Almighty Father and the power of His hand equally in these triumphs and in these sorrows.

"Now, therefore, be it known that I do set apart Thursday, the 6th day of August next, to be observed as a day for national thanksgiving, praise and prayer, and I invite the people of the United States to assemble on that occasion in their customary places of worship, and, in the forms approved by their own consciences, render the homage due to the Divine Majesty for the wonderful things he has done in the nation's behalf, and invoke the influences of His Holy Spirit to subdue the anger which has produced and so long sustained a needless and cruel rebellion, to change the hearts of the insurgents, to guide the counsels of the government with wisdom adequate to so great a national emergency, and to visit with tender care and consolation throughout the length and breadth of our land all those who, through the vicissitudes of marches, voyages, battles and sieges have been brought to suffer in mind, body, or estate, and finally to lead the whole nation through the paths of repentance and submission to the Divine Will back to the perfect enjoyment of union and fraternal peace."

The last paragraph is one sentence, said to be the longest single sentence ever written into an official document.



# UF Drive Rings Bell — Money-wise



**PLANT CHAIRMAN WILLIAM CHATTEN** put final result of United Fund drive on board at gate under critical eye of William Reese (left) and Harry Benner. Figure represents highest amount ever pledged by employees and lowest participation in several years.

By William Chatten, Chairman  
William Reese, Co-Chairman  
Harry Benner, Co-Chairman

The United Fund campaign this year was a success financially. Our goal was \$75,250 and the pledges from employees and the gift from the company totaled \$85,400. Our labor force is much larger this year which helped us to go over the top.

This year 95 per cent of the workers contributed. Non-contributors totaled 240. This was the big thing which prevented us from winning the Mother's Award despite our financial success. Scott Paper Company won the award for the seventh time in succession although their pledge of \$104,000 was not high. It was their practically 100 per cent participation which won for them. Sun Oil Company was high contributor with \$125,000.

Our captains and solicitors worked very hard during this campaign, but some employees were not convinced their money helps those who are not as fortunate. Congratulations are in order for the following captains who had 100 per cent contribution from the departments assigned to them.

Frank Griffith, Jr., Depts. 40 and 77.

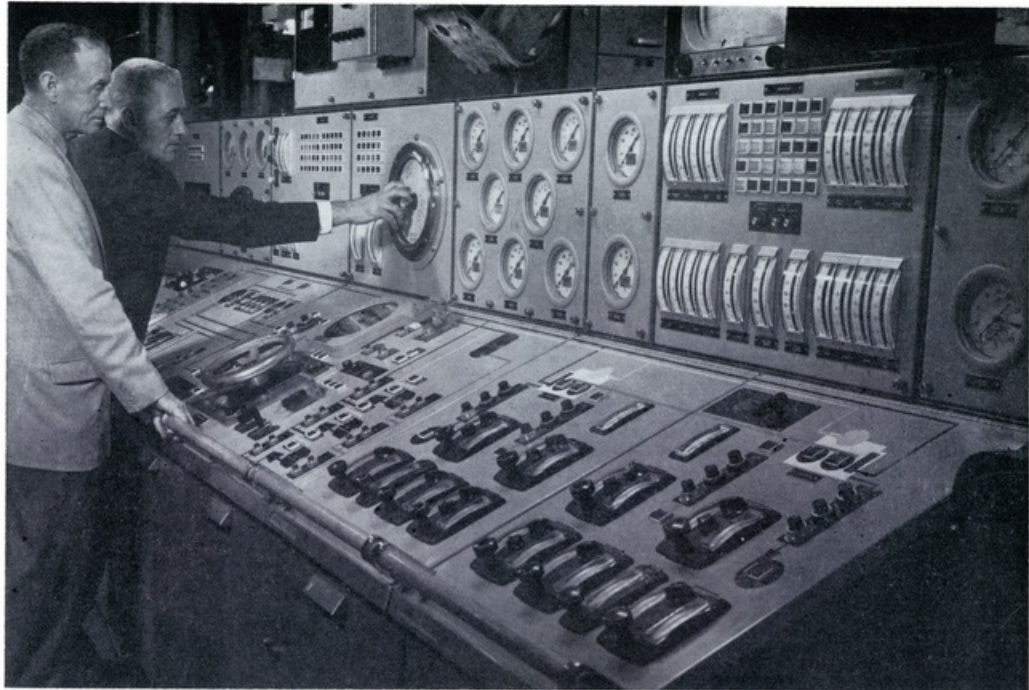
Charles Forwood, Depts. 94 and 96.  
Lester Ives, Depts. 39, 77 and 78.  
Erich Olssen, Dept. 88  
Robert Smith, Dept. 67  
Layman Bentley, Depts. 24 and 48  
George Lawler, Dept. 98  
Richard Wetzel, Depts. 90 and 93

Anyone in the departments listed above is to be congratulated. In most cases there not only is 100 per cent participation but all are giving at least the 25-cent minimum. There are other 100 per cent departments not yet mentioned because they were linked with departments which did not come through. The following list shows how each department stood. Management, of course, was 100 per cent.

Dept.	No. on Roll	Non-givers	Giving less than 25c
1	10	0	0
8	173	10	9
19	8	0	1
24	6	0	0
30	161	4	0
31	95	17	1
32	22	1	0
33	257	22	0
34	250	29	2
35	57	3	0
36	227	47	0

38	67	0	0
39	5	0	0
40	40	0	0
42	28	3	0
44	8	0	1
45	95	10	1
46	54	1	2
47	273	27	3
48	42	0	0
51	17	1	0
55	67	1	0
58	70	0	0
59	580	23	11
60	82	1	3
65	66	4	0
66	88	2	0
67	208	0	1
68	97	16	0
69	46	1	0
74	33	0	0
75	20	2	0
76	109	6	0
77	24	0	0
78	38	0	0
79	15	0	0
80	27	1	0
81	38	0	0
82	8	0	1
84	54	0	0

SEE PAGE 24 COL. 1



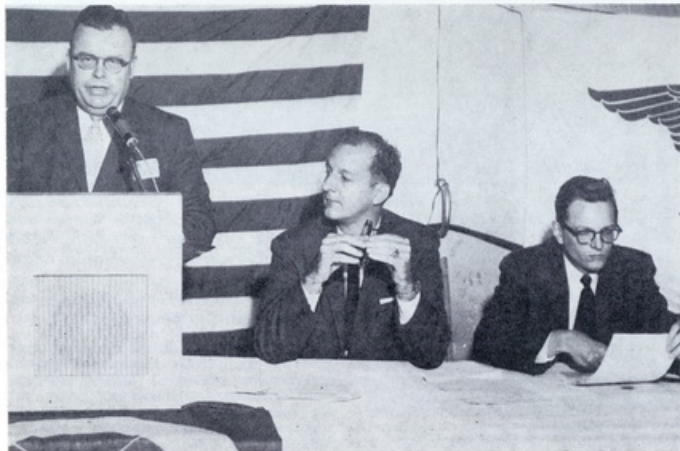
**THOSE ATTENDING** first meeting of season of Philadelphia section of Society of Naval Architects and Marine Engineers saw some of most advanced automation equipment to be found. Central control console (above) has mastery of entire engine room of SS AMERICAN RACER. Capt. Richard Patterson is watching 3d Asst. Eng. Thomas O'Brien twist knob on engine room telegraph which receives signals from bridge for operation of turbines. At end of board behind them are two typewriters, part of data logging system. Pressing a button causes these typewriters to produce in a few seconds a reading for every vital point in the engine room and time they are being taken. Picture at right shows bridge with radar scope (left), helm (center) and bridge console of central control system. From here captain can control speed and direction of turbines once they are in operation. Another advance in construction is at bottom of facing page. Sills in holds in normal position (left) may be raised leaving floor level so fork lifts may drive right into hold to handle cargo.







**WHAT IS A CENTRALIZED CONTROL** system and how it works was subject of highly technical paper presented at SNAME meeting by James K. McNeal, our electrical design engineer. Vice President Charles Zeien was co-ordinator for meeting. Merville Willis (right), of New York Shipbuilding Corp., is chairman of Philadelphia section. Above is an overall shot of No. 5 hold of SS AMERICAN RACER in which 450 members and guests gathered for meeting.



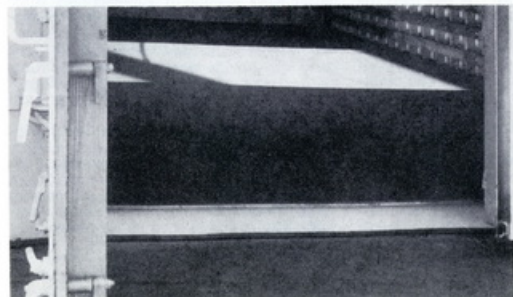
## SNAME Meets On the RACER

*By Frank Raeger*

The first meeting of the 1964-65 season of the Philadelphia Section of the Society of Naval Architects and Marine Engineers was held jointly with the Chesapeake Section, Saturday, Oct. 17. The main feature was a tour of SS AMERICAN RACER (Sun Hull 629), one of the most highly automated cargo ships yet produced by an American shipbuilder. These 544-foot vessels have a central control system which permits control of the machinery from a console in the engine room and direct control of the speed of the vessel from the bridge. During the tour, a closed-circuit television system was used to illustrate occurrences within the engine space, while outlining the functions of the system in the wheelhouse.

In the technical portion of the meeting the 450 members and guests heard two papers. The first, "Mechanization in the Maritime Administration Cargo Ship Replacement Program," authored by E. Scott Dillon, Caesar Tangerini and Carl Fixman of the Maritime Administration, United States Department of Commerce; compared the first generation of mechaniza-

SEE PAGE 24, COL 3 . .



# Meet Another Group of Inspectors



**IT DOESN'T TAKE ALL THESE** American Bureau of Shipping inspectors (surveyors) to pass on one job usually so you know this was entirely for benefit of photographer. James Edward is a fairly good-looking guy, too, so it's too bad those cables had to take up so much of his face. Next from left is George Maling, who has been here many years and is father of William Maling in our sales department. James Shearer is principal surveyor of Philadelphia office. John Cochrane (right) also has been in our yard many years. Richard Bell, another fixture, was on a job away from yard when picture was taken. All these men have seen service abroad. Jim Shearer served in Italy and North Africa, George Maling in France, John Cochrane in England, and James Edward in China, Formosa and Singapore.

If you were to approach the majority of people in the maritime industry and say to them, "Under what department of the United States Government does the American Bureau of Shipping operate?" the answer would be, "I don't know." The helpful ones might add, "but I'll try to find out for you."

The same question to the knowledgeable minority, however, would bring a surprisingly different answer, to wit: "It doesn't operate under any department of the United States Government. It is a private organization." And that is the right answer, of course.

The American Bureau of Shipping is the American ship classification society. All the principal maritime nations of the world have ship classification societies. They are not limited to ships of their own country so the ABS has classified many ships not under American registry.

A classification society is not an underwriter nor an owner. It is an independent organization which establishes standards for ship construction and considers vessels

on the basis of seaworthiness and condition, but not on machinery efficiency or desirability for their trades, prerogatives of the designers and owners.

The ABS is the outgrowth of the American Shipmasters Association founded in 1860 "to establish greater efficiency in the merchant marine service." It has used the present name since 1898. It is a corporation under the laws of New York and is composed of numerous committees and technical committees in various parts of the United States and Europe. The membership is chosen from outstanding underwriters, ship owners, designers, builders, steel makers, engineers and technical leaders of the industry. The United States Government is represented by several appointed members.

There are no stock holders but there are officers, members and a board of managers. Income is derived by billing people or organizations using the services of the bureau.

Briefly the bureau prepares rules for construction of hulls and machinery. It

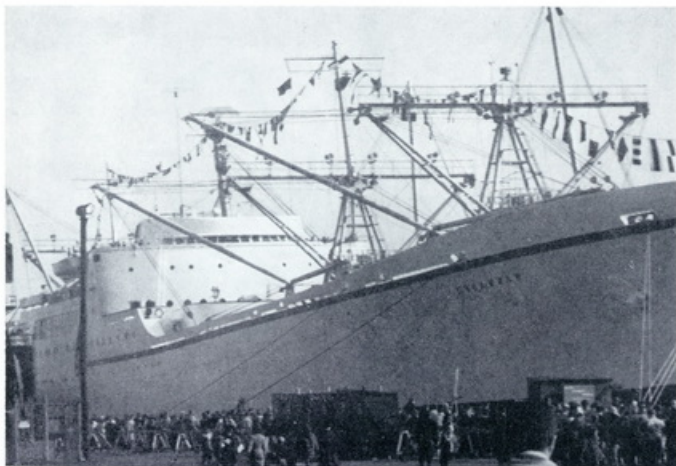
goes over the plans of new construction to see that they meet these specifications and inspects the vessels during construction. It issues "certificates of character" for the vessels on completion. Periodic surveys after a ship is in service guarantee adherence to the specifications. All this latter work is done by surveyors stationed by districts. The man in charge of a district is the principal surveyor.

The surveyors may be attached for a long stay at one location as most of those in our yard are. They may be sent anywhere in the world a vessel listed with ABS is in need of inspection.

The ABS publishes a Record listing essential particulars of hulls and machinery of all vessels classed with the bureau. Particulars of American vessels not classed with the bureau and of larger foreign ships which visit the United States regularly also are published as an aid to subscribers.

One of the greatest pains to human nature is the pain of a new idea.





## So We Visited NSS SAVANNAH

Almost everyone knows the NS SAVANNAH visited Philadelphia early this month so anyone who wanted to inspect the first nuclear ship could do so. Many Sun Ship employees took advantage of the opportunity.

The result was that an account of his visit was handed to the editor by Sam Jillard of the Pipe Shop. While the editor was looking at it, two excellent snapshots of the vessel taken by Jay Eichler (38 Dept.) were put into his other hand. So, courtesy of these two gentlemen, we can read about this vessel and see it as we read. Here is Sam's account:

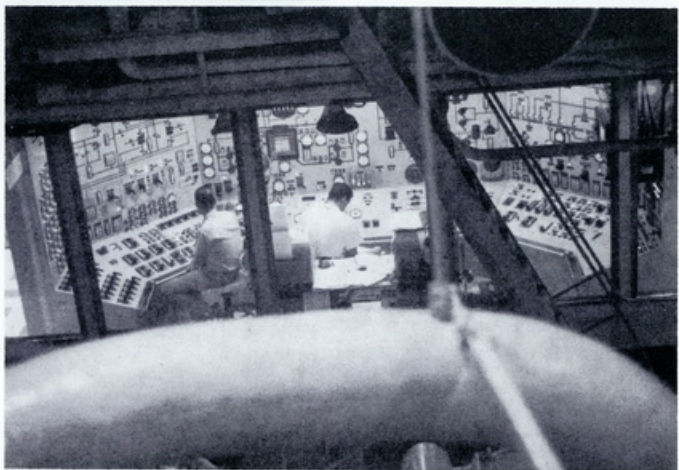
"Moving through this beautiful ship we were impressed by many things in its construction. The lines of the ship, of course, are beautiful to start with. Then the slanted windows of tinted glass to kill the glare in the pilot house are impressive. In the pilot house is a maneuvering board which permits operation of the ship from there.

"The main lounge looked like the lobby of a new hotel. It has glass on all four sides. The veranda or cocktail bar is a large room with many tables and chairs. On the wall are clocks showing the time in all the time zones in the world. There are stairs to go from deck to deck but also you can go by elevator.

"The main lobby is on A deck. When you walk in you think you are walking into a plush jewelry store. There is a large display of sets of china and fancy silver service. When you get close you find a card on each one telling which of the places visited by the vessel gave it.

"The state rooms are large and comfortable. The dining room on B deck is fabulous. A man was brought from France to do one of the murals. It took him four weeks. Only officers and passengers may eat there.

THESE ARE PICTURES taken by Jay Eichler (38 Dept.) when he visited NS SAVANNAH early this month. Shot at left gives an idea of beautiful lines of first nuclear-powered passenger and cargo ship in history. All flags were flying in honor of open house for people in Philadelphia area. Lineup along pier gives an idea of thousands who took advantage of it. Photo below gives an idea of complexity of control board which governs operation of power plant. This glass-enclosed room is built within engine room. Parts of machinery can be seen in foreground. Men on watch wear white coveralls. Box-like things on table to which men have their backs are tele-typewriters. Jay must be a pretty good man with a camera as this is an excellent inside shot.



## USNS COMET Has New Talent

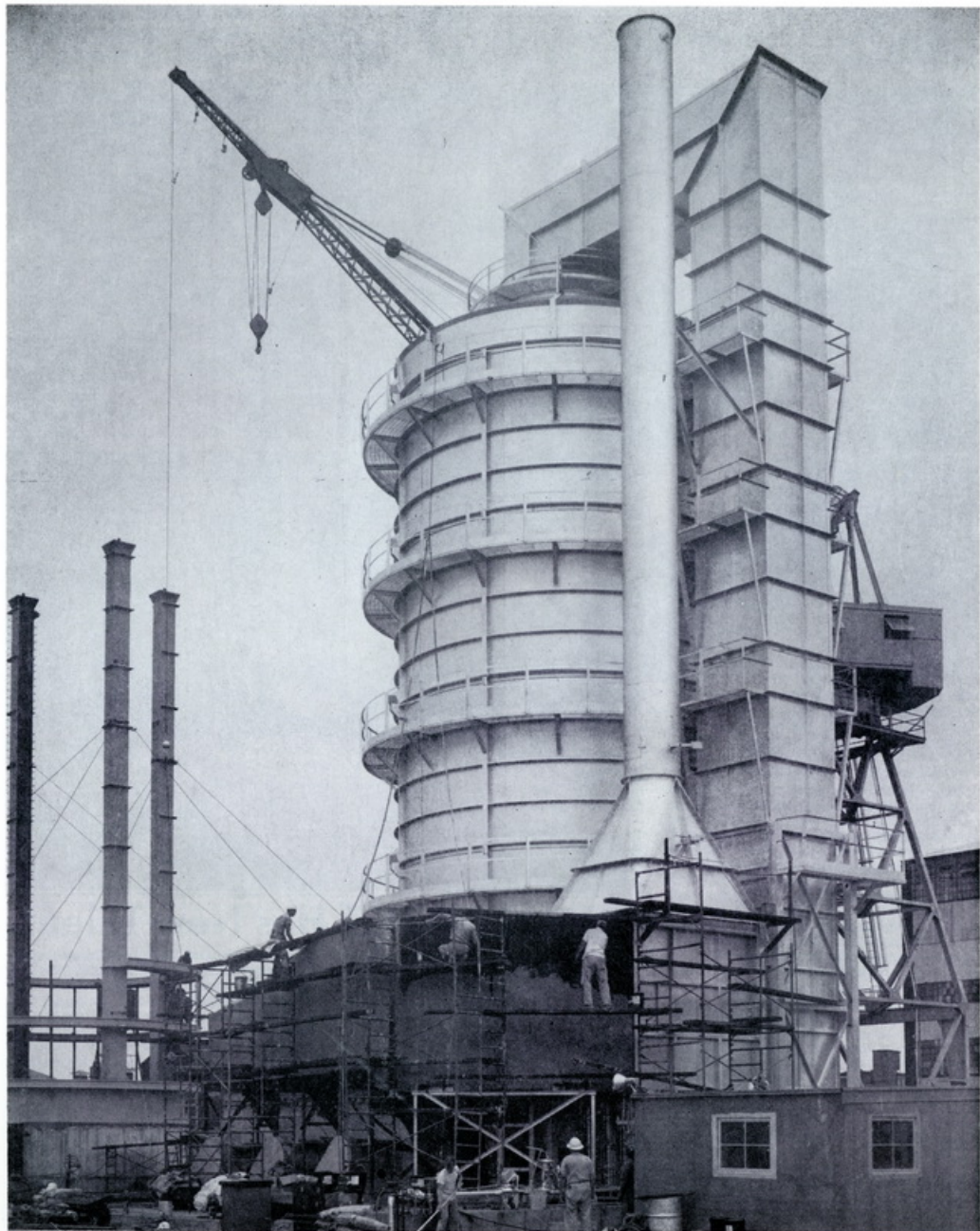
A piece in the New York Herald-Tribune a short time ago told about the results of another experiment in the use of Sun Ship Hull No. 601, the USNS COMET. It was a joint effort of the Army Supply and Maintenance Command (USASMC) and the Military Sea Transport Service. The experiment was conducted between

"From the next deck below we could look through windows into the engine room. It looked like a standard engine room except that the main control board was enclosed by glass and the two men on duty wore white coveralls. The tour ended here and we left by the exit gangway. We had to wait in line to go aboard but it was worth it to be able to say I was on the NS SAVANNAH. It carries a crew of 119."

Hampton Roads, Va., and Bremerhaven, Germany. The vessel took on 297 pieces of rolling equipment in dead of night under strict blackout conditions. Loading took only a half-hour longer than normal loading time. The job was done in reverse but under the same blackout conditions at Bremerhaven 10 days later. It took an hour and 21 minutes to unload.

USASMC comment was: "It proves conclusively that the USNS COMET possesses a unique capability. She can enter a combat port under complete blackout conditions, discharge cargo and clear port before daylight. This capability is vitally important because it reduces the vulnerability of the vessel and her cargo to enemy attack."

Some ship, huh!





# 570 Pints Into Blood Bank, Should Have Been More

Things looked up a little for our blood bank when the bloodmobile visited us in September. Just slightly, you understand, but at least it was slightly up rather than the opposite.

Just reading the results makes everything look lovely. We had 888 pledges and collected 570 pints of blood. Rejections were about normal, between nine and 10 per cent. The 570 pints gave us a total of 924 for the year, the best since 1007 in 1961.

Then you see the current figures are based on 4,049 employees. You have to go back 10 years or so to find that many people in our yard. The 888 pledges are 21.9 of the total employees. We've only been lower than that four times in the last 10 visits. The 226 people who did not show beat our previous high by about 100.

The per cent of those registered is the telling figure. This is the number of pledges with the mystery donors—the no-shows—subtracted. This time it was 16.3 per cent. That is pretty low. But this is

an individual matter. A man or woman can't be forced to sign a pledge. A signer can't be carried to the canteen under 4-way, he must go himself. All those of us who go there time after time can do it keep talking it up.

If you are interested in how your department did—or any department—just find it in the list below. Notice a couple of instances of zero participation.

Well—see you under 4-way in April?

D pt.	Number On Roll	Pledges	Acc.	Rej.	Showed Not Show	% Showed To No. On Roll
1	10	1	1			10.0
8	175	40	30	3	7	18.8
24	23	4	3		1	13.0
30	160	67	29	9	29	23.7
31	107	18	12	2	4	13.0
32	25	4	1	1	2	16.0
33I	186	20	14	2	4	8.6
33M	83	15	14		1	16.8
34P	205	79	44	2	33	22.4
34M	47	6	5		1	10.6
35	55	8	6		2	10.9
36I	193	17	13	1	3	7.2
36 Shop	30	5	5			16.6
38	82	13	13			15.8
39	5	2	2			40.0
40	55	10	6	1	3	12.7
42	29	4	3	1		13.7
44	8	2	1	1		25.0
45	106	22	14	2	6	15.0
46	57	30	16	8	6	42.1
47	282	63	47	5	11	18.4
48	43	11	11			25.5
51	17	8	5	2	1	41.1
55	65	1			1	0.0
58ER	44	11	6	2	3	18.1
58RR	31	10	5	2	3	22.5
59	604	166	88	17	61	17.3
60	81	19	7	2	10	11.1
65	73	20	6	4	10	13.6
66	92	23	16	3	4	20.6
67	184	14	12	2		7.6
68	96	25	19	4	2	23.9
69	46	3	3			6.5
74	34	6	5		1	14.7
75	23	5	2	2	1	17.3
76	110	17	12	2	3	12.7
77	29	5	5			17.2
78	46	16	13	1	2	30.4
79H	3	1	1			33.3
79S	26	3	3			11.5
80	29	5	4	1	1	13.7
81	38	9	6	1	2	18.4
82	9	3	3			33.3
84	56	14	13		1	23.2
85	7	1			1	0.0
87	10	1	1			10.0
88	25	6	4		2	16.0
90	22	5	5			22.7
91T	48	10	9		1	18.7
91S	68	11	6	5		16.1
92	11	2	2			18.1
93S	32	11	8	2	1	31.2
94	20	5	2	2	1	20.0
96	16	4	3			18.7
97	17	3	3			17.6
98	10	3	2	1		30.0
Management	1	1				
Total	4,049	888	570	92	226	16.3

# Man Visits Sun Hull 236 On Bottom of Sea

We get all sorts of requests for information from outside sources. Some you can tell are from students hoping the answers will save them the trouble of looking up material for a thesis. Some are from persons who love the sea and ships, some are from authors, manufacturers, and others.

One came to Mr. Zeien's office the other day which probably was unique. The writer stated he had been aboard one of our ships a few weeks before and requested information to complete what he already knew about it.

Now there is nothing new or strange about a person being aboard one of our ships. We build them with the idea there will be a certain amount of such traffic. But when a man tells you he recently was aboard a ship you know has been at the bottom of the sea more than 22 years you can be excused if you get a little, in the vernacular, shook up.

But that was the way it was! And the explanation was quite simple. Let's look at the letter.

The writer was one, Eddie Paul Phillips, vice president of the Charleston (S. Carolina) Spearfishing Association. He wrote:

"I had a rather unobscure experience a few weeks ago. I was aboard a vessel that your firm built in the late '30s or early '40s. The only uncanny thing about it was, it was in 95 feet of water off the Carolina coast.

"The vessel's name was the JOHN D. GILL and your firm built it for The Atlantic Refining Company."

To those in the yard who go back that far, that is enough. They remember Sun Hull No. 236, the SS JOHN D. GILL, launched Nov. 15, 1941, and delivered to The Atlantic Refining Company Jan. 31, 1942. About six weeks later, March 13, to be exact, she was sunk going south off the Carolinas.

The letter continued:

"You are probably wondering how I got this information off of a torpedoed tanker. Well, one of the first things I found was a chromed brass nameplate off of the steam turbine in the engine room. It was made by General Electric, so I wrote them all of the information off of this plate and they were very nice in giving me the information I have on it now."

This information included, of course, the fact that Sun Ship was the builder. He asked for the measurements and tonnage of the vessel and what her cargo might have been inasmuch as her tanks were clean. This was furnished to him with the explanation that the clean tanks indicated she was in ballast. Mr. Phillips said he had taken some 35 mm. photos of the vessel. If any come our way which are reproducible they will be included in a later issue of OUR YARD.

"Do your children ever ask you anything about sex?"

"Yes. It amuses them to see how little I know about it."

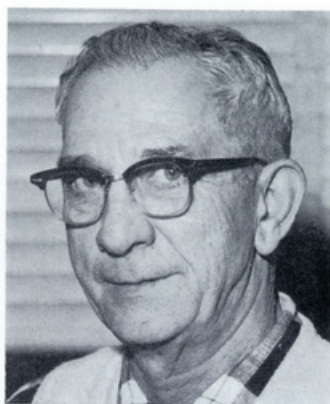
# More Girls Than Ever Give Blood

The girls did much better than they ever have done when the bloodmobile was here. Thirteen girls pledged and 10 were accepted as donors. Those 13 girls represented about 10 per cent of all those in the yard. If each of the 13 can persuade one other girl to come with her next April, that will make it about 20 per cent. Wow! That many of the men volunteering would make about 800 pints.

**TALL SILVER STRUCTURE** on facing page is another tool of our rocket fabrication division. It is a heat treating furnace in which maraging steel is brought to its greatest tensile strength. It rises almost as high as an eight-story building from its base in North Yard. It is about 30 feet in diameter and has a foundation, base section and five removal sections each about 14 feet high. Number of sections used depends on height of material to be heated. Rocket motor case is lifted into position by crane which then lowers sections around it until high enough for top to be put on. Natural gas heats the air which is forced by three big fans through heat exchange unit from where it circulates within furnace. Steel is heated to 900 degrees (F.) and held there eight hours. Furnace was designed and built right here in our yard.



CLARENCE HARVEY, 34-121, 35 years



WILLIAM B. DRAKE, 33-60, 35 years



JOHN J. DOUGHERTY, 39-1, 35 years



WM. H. ROBERTSON, 76-45, 30 years



WALTER F. MIAZGA, 55-37, 30 years



WILLIAM T. OWENS, 48-1, 35 years



PERRY A. KILE, 59-476, 25 years



LAYMAN R. BENTLEY, 24-39, 25 years



## September Awards

### 40 YEARS

76-111	.....	Manuel V. Osle
8-508	.....	William Warwick

### 35 YEARS

36-69	.....	Samuel C. Cuddy
39-1	.....	John J. Dougherty
33-60	.....	William B. Drake
34-121	.....	Clarence Harvey
48-1	.....	William T. Owens

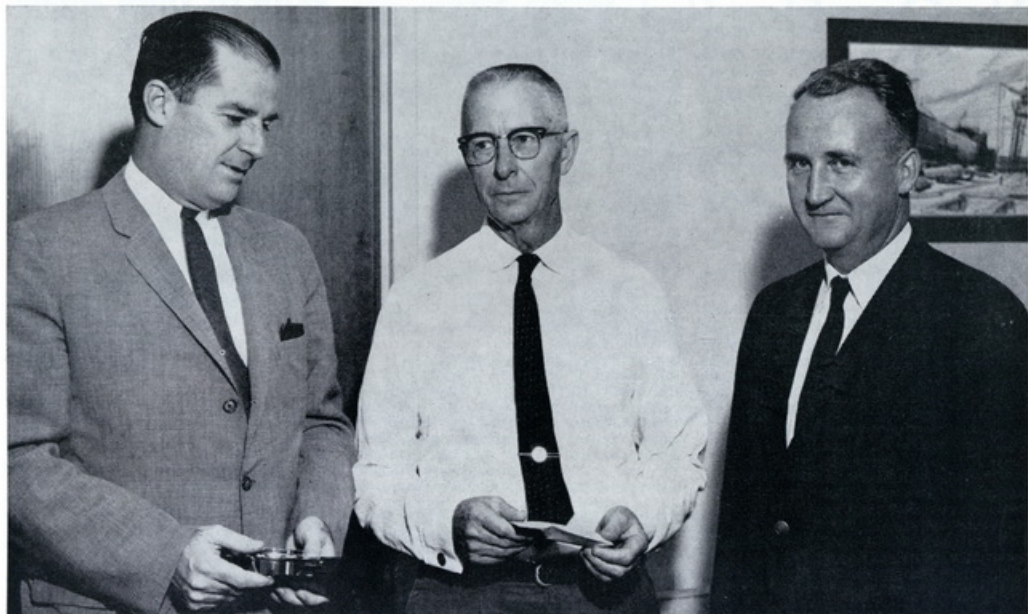
### 30 YEARS

95-7	.....	Ulrich Lyons
55-37	.....	Walter F. Miazga
76-45	.....	William H. Robertson

SEE PAGE 10 COL. 1.



# Frank Hoot, Jr., Now Is Going for 50



**A LOT OF SHIPS HAVE BEEN OUTFITTED** since Frank Hoot, Jr., became superintendent of that activity in our yard. To look at him gives one the idea he will see a lot more completed before he calls it a day. Despite 45 years which President Atkinson and Vice President Galloway are honoring (above) Frank has appearance of one not much older than that in years. May his good health continue.

It seems as though it was just yesterday we wrote about Frank Hoot, Jr., receiving his 40-year pin. But it must have been five years ago because he just was called in again and received his 45-year clock and tie bar.

In case you can't find your October, 1959, magazine, we'll give a quick rundown on him. He came to Chester from Lewistown and actually began to work here as an office boy in 1916 before the yard was open. It was during his summer vacation so his tenure did not start until he came in 1918 as a shipfitter trainee in the company training school.

He moved up through the ranks steadily and became production engineer in charge of production planning and material control in 1942. He became hull superintendent three years later.

Hunting and fishing still are his favorite sports and he continues to hunt out of his bungalow on the grounds of the Split Rock Gun Club in the Poconos. His honorary membership in Sun Oil's Mercury Gun Club still is in force.

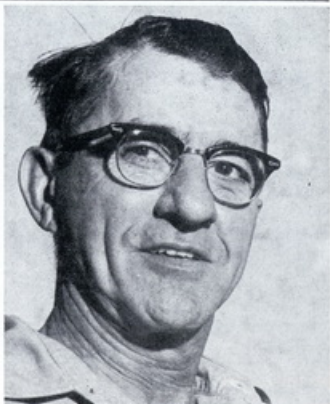
One thing has changed and thinking about it brings a smile to Frank's face. The roster of grandchildren has grown from four to seven.



**WARREN E. NORTON, 81-97, 25 years**

Teacher: "What pine has the longest and sharpest needles?"

Harry: "A porcupine."



**GEO. J. SCHLOSSER, 60-91, 25 years**

An intelligence test sometimes shows a man how smart he would have been not to have taken it.

# Your Best Safety Man Is No One Else But Y-O-U!

By John M. Techton  
Safety Director

We all hear the old story that, sooner or later, everyone gets hurt. But when we look over our records we find this is not true. Many of our men never see the dispensary but many of them are repeaters. Hard luck? No, carelessness!



J. Techton

Perhaps you will say of these men who are not injured, they never do anything. But that is not so. They are out there in the yard working just like you.

Why can't everyone be that way? One good reason is that the others never stop to think about working safely. If they did, they would realize they did some fool

thing they should not have done. Or worse still—they failed to do something they should have done. Either one points the way to an accident. Let us mention a couple of examples.

Working in high places in the shipyard (and, believe me, there are many of them) calls for you to be particularly alert to avoid falls—even from the low places. As

the ambulance driver said about a fall—it's easier to reach you to place you on the stretcher. Same thing with stairs—they are made to walk on, not run up and down.

Actually, most falls from all kinds of places are not the fault of the stairs, staging or other places. It is usually caused by bad habits. Carelessness is a habit—don't catch it.

Ladders are another frequent cause of falls too. Many persons have had falls from ladders because they didn't check conditions before climbing or coming down them. Among unsafe conditions are—ladder not secured, in bad condition, rungs bad, not high enough, not supported at the top, not enough head room and, not the fault of the ladder but of the user—climbing up and down without the full use of both hands. Carrying material, tools, light cords, etc., and only one hand to climb with. Look, Ma—only one hand! Makes me think of the fellow out in his car with his best girl. When they came to an icy spot on the road she said, "You better use two hands." He replied quickly, "No, got to keep one on the wheel."

What I am trying to get across to you is exactly what I have been preaching for a long time. Safety is up to you! High places, stairs, ladders—it's all the same. I use these illustrations because the care and watchfulness required in this kind of work is required by all kinds of work—safety is up to you.

You say, "Oh, yeah! What's the matter with the leader, the foreman or that lousy safety dept.? They never get here until someone is hurt. Why don't they do the safety work?" There is no doubt about it—safety is up to you. We can preach, we can teach, we can rant and rave and talk safety to the ultimate—and unless you think and practice safety all the time—you are the man who will be injured.

If you were in the Safety Dept. office every morning and read over the previous days injury reports, you would believe this—the same injury over and over again. Just different people and then often the same ones. Struck self with hammer, hit hand on sharp edge, tripped over piece of material, etc. over and over. Personal actions are the cause of most of these injuries. Rarely, do we see failure of equipment or tools—except the most important tool in the world—your head!

The taking of chances is another prime cause of injuries, too. Here again the old "bean" is not being used. Why will people take chances like this? It's just impossible to figure it out. We know that a person's attitude has a lot to do with taking chances. This is something we all have to learn to control. Why do people take chances when they know they are doing it? Why will a fellow on a ladder overreach rather than climb down and move it? Why will he try to drive a nail with a wrench rather than walk a few feet to get a hammer?

## Salamander Time Is With Us Once Again

If cold weather comes, salamanders can't be far behind. With salamanders comes trouble. Even those who have been here awhile (men, that is) forget how temperamental these metal monsters can be. That means burns adding to our overloaded casualty list.

To keep as many as possible from the pain and suffering of burns, John Techton, our safety director, has issued some common sense instructions for the handling of salamanders. Here they are:

1. Use only kerosene for fuel.
2. Do not relight or open the regulator or damper until the salamander has cooled. Do not refill while burning or hot.
3. Do not move a salamander from its designated location. Do not place under a low ceiling, near flammable material, near propane, and oxygen manifolds. Do not place them on lumber or staging.
4. Do not move a salamander while it is hot.

5. Do not carry kerosene in anything but an approved closed container. Never use an open bucket or can of any nature.

6. Do not place in a closed place.

There are rules about where and when a salamander may be used. Here they are: 1. Salamanders will not be permitted on new vessels, after launching except to keep sandblasting machines in operation, and then only by written permit of the chemist.

2. Salamanders must not be placed on any pier or on the drydocks unless a written permit has been obtained from the chemist. The use of the salamander approved by such permit must be restricted to the location specified.

3. Salamanders will not be permitted on any vessel undergoing repairs except in very unusual circumstances and then only by the written permit of the chemist.

4. Permits for the use of salamanders, issued by the chemist, must be renewed each day at 7:45 A.M. where the use is to continue, the permit to cover the following 24 hour period.

5. Salamanders permitted in any of the above locations must be removed from the vessel, drydock or pier when not in use. And there you have it.

The question is: What will you do with it?

These are words and sentences which mean safety for you. They have been put in the above order as a result of years of experience with the vagaries of these monsters. It is known that following the suggestions above will mean you can handle a salamander with safety.

And yet our dispensary is preparing for the usual load of cases which they enter in the book under the heading: Burns—salamander. You can show a man the words, but you can't make him read.

There is one other phase of taking chances, too. Maybe a fellow really doesn't know the right (and safe) way to do a job. Maybe he doesn't want to ask his foreman about it—so he does the

SEE PAGE 24 COL. 2 . . .

### MORE ON SERVICE

#### 25 YEARS

36-27	.....	Sterling A. Becton
24-39	.....	Layman R. Bentley
59-476	.....	Perry A. Kile
81-97	.....	Warren E. Norton
60-91	.....	George J. Schlosser

#### 20 YEARS

34-250	.....	Howard C. Bell
36-1204	.....	James Brabson
45-208	.....	Richard Burke
1-59	.....	Leon E. Evans
34-326	.....	Walter L. Ghilary
67-141	.....	William Graham
59-256	.....	Douglas G. Hales
67-109	.....	Warren Johnson
33-643	.....	Edward L. Kennedy
34-445	.....	James Meiser
58-49	.....	Joseph L. Sidlow
41-2	.....	John L. Ulmer
68-97	.....	Joseph J. Wagner

#### 15 YEARS

59-95	.....	Archie Cobb
33-110	.....	Albert V. Hamilton
86-122	.....	Arthur J. Noel
33-110	.....	John A. Uhrin

#### 10 YEARS

69-112	.....	Michael F. Fusco
47-310	.....	John F. Gatchell
31-133	.....	Oliver T. Creshine
45-251	.....	Donato D. Niclucci
36-334	.....	Lawrence Prendergast
45-182	.....	Frank J. Ruggeri
69-212	.....	Robert E. Wilson



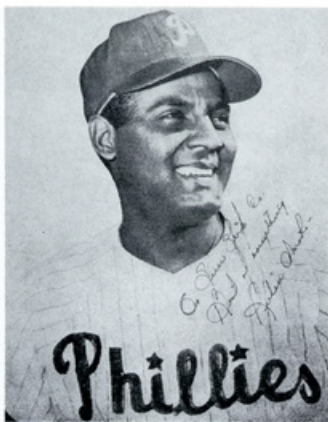
## Pres. Atkinson Speaks to C of C

President Paul E. Atkinson gave a forceful and well-documented talk on the subject of the U. S. Government in competition with private enterprise in the ship-building industry early this month. He spoke at a combined meeting of the Greater Philadelphia and the Delaware County chambers of commerce in the Colony Hotel.

Mr. Atkinson said naval shipyards are unfair competition to private business and cited studies which show private yards can save the government 20 percent on the cost of building and repairing naval ships.

The meeting main concern was expansion of the economy of the area to provide more employment. Mr. Atkinson said the key to this was to bring in more industry to provide more industrial jobs. He said every thousand jobs in manufacturing generate at least another thousand jobs in other fields.

Industry will be attracted to areas where there is a good business climate, he said. Such a climate includes good government, good schools, broad-ranging community service such as hospitals, good transportation facilities and an interest in and awareness of industry's problems.



## Teener Leaguers Hear Amaro, Phillies Star

BASEBALL FANS won't have to be told this is Ruben Amaro who played a lot of shortstop for Phillies last season. He was guest at seventh annual banquet of Chester Suburban Teener league in which Sun Ship sponsors a team. He told of trials and tribulations of a Mexican boy trying to make it in the big league. He commended league organization for their efforts to give young boys help and guidance when they most need it. Sun Ship has sponsored a team all seven years. Managers this year were William Knowles and Walter Ford. Another team in league is managed by Henry Meager and Ed Humphries of 58E.

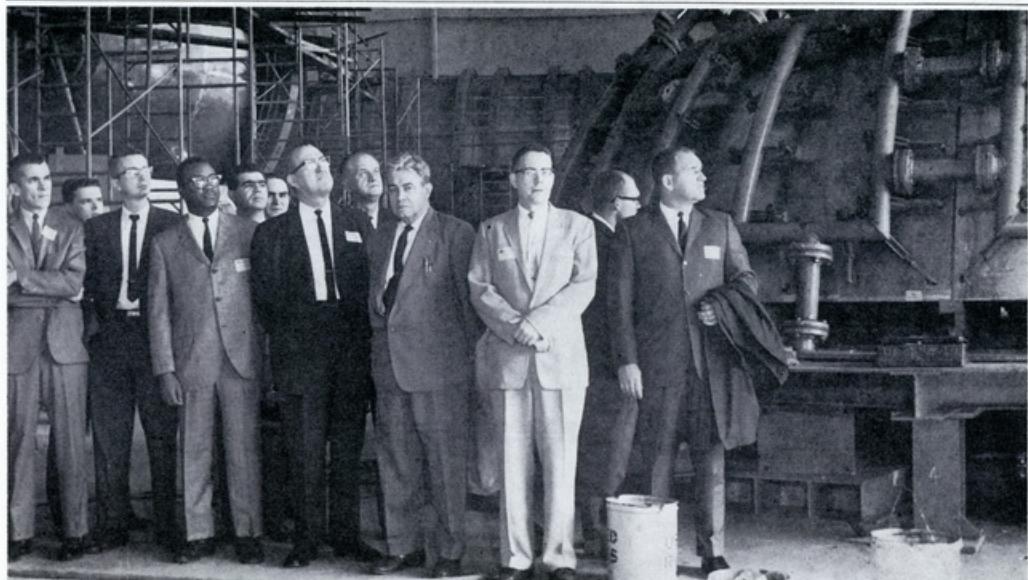
## It Takes Food to Live?

So who needs water to set up a shipyard?

In Rowley, Mass., (that's between Topsfield and Newburyport on the old Newburyport turnpike, if you know anything about that section) 150 years ago, Capt. Nathaniel M. Perley built a 110-ton

schooner smack dab in the middle of town on the common.

Nearest navigable water by anything bigger than a rowboat is a mile or so from Rowley. Didn't bother Cap'n Perley one whit. He set up wooden rails, hitched 100 yoke of oxen to his schooner and hauled her a mile and one-half to the ocean without incident.

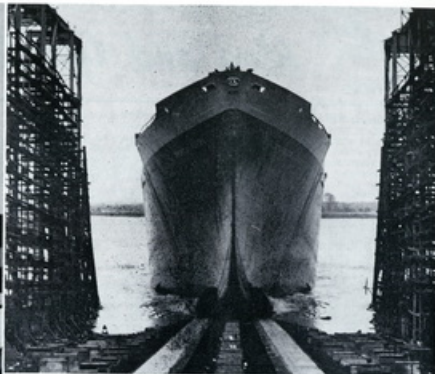


**BUSINESS-EDUCATION DAY WHEN TEACHERS** in public schools in county visit various industries, came on Tuesday, Nov. 10. Sun Ship was host to 22, many of whom are in photo taken during tour of rocket shop. Teachers spent day here. Also saw Wetherill plant and had complete tour of central yard divided by lunch in cafeteria. Day ended with an hour of discussion with Vice President Robert Galloway and Edward Railsback, manager of industrial relations, about economic aspects of our operation. Next year representatives of industry will visit schools to see how things are done in education on public school level.



## 3d U.S. Lines Hull Launched

**THIRD DOWN, TWO TO GO**—Hull No. 630 was third of current order of five cargo ships for United States Lines to be waterborne. She was named SS AMERICAN RANGER and sent smartly on her way (above) by Mrs. Glynn R. Donaho, wife of Vice Adm. Donaho who is commander of Military Sea Transport Service, President Paul E. Atkinson assisted her ably. Tall man in background is Hon. Herbert W. Klotz, an assistant secretary in U.S. Department of Commerce, who spoke at reception at Springhaven Club after launching. Beside him is Mrs. Robert Galloway, wife of our vice president and manager of operations. Vessel towered over area as it started down ways to river (right) but soon assumed its proper proportions (far right, top) as it finished run into water. Mrs. Donaho sports real proud smile, as well she may, as Mr. Atkinson decorates her sister, Mrs. Warren Chapman, of Glendora, Cal., with an archid similar to her own. Mrs. Chapman was matron of honor. Day was a little gray and before launching a little rain had fallen. During time of ceremony it was clear and everything went as smooth as Sun Ship launchings usually go. About 250 persons attended reception.







# Rod and Gun News



## By Robert "Whitey" Hahn CREATURES OF HABIT

All species of wildlife whether they are animals, birds or fish are creatures of habit. It's knowing these habits and how to use this knowledge that in most cases separates the men from the boys. Of course, being able to



R. Hahn

use the rod or gun with some degree of skill will determine whether your hunting trip will end successfully.

Just knowing that the crafty old brown trout come out of their deep hiding places after sundown to cruise around and feed in the shallows and near the banks of the streams, won't get them for you if you don't know the right bait to use and how to present it.

The same holds true for that wise old buck and any deer over 1½ years old is a wise old deer be it a buck or doe. According to the game commission biologists, about 50 per cent of our deer never reach their second birthday. This is borne out by the findings of the official checking stations the commission has been operating each buck season. They find that 37 per cent of the antlered deer they examine are 1½ years old at the time they were shot. But the little known fact that most deer hunters overlook is that a deer will spend his entire life in an area that is seldom over 1½ miles square. From the time he is born until he dies he will usually never have any reason to wander more than a mile from where he first saw the light of day.

As long as he has food, water, cover and a few companions his life is complete. His domain as a rule consists of several swamps, thickets and other cover connected by well concealed trails that were laid out by his ancestors in the dim past. He won't leave these covers or thickets unless cornered or pushed real hard and sometimes not then as any veteran deer hunter can tell of numerous times that deer have broken back through the drivers. The deer's habit of wandering from one piece of cover to another around his little world in search of the necessities of life can be his undoing if the sportsman knows his habits and acts accordingly.

We have always contended that more than half the total number of deer shot in any given season are shot the first morning. So if a hunter is posted at 7 a.m. on the first day where he can watch one or two good trails he has a much better chance of scoring than the one that goes plowing through the woods.

All wild creatures are masters of camouflage and the deer is one of the best. It's just a natural instinct they are born with. Any deer hunter can tell of instances where herds of doe have seemed to vanish when he simply turned his head for a couple of seconds to see if a buck was following which is another habit bucks have—they let the does go ahead to seek out the danger spots while they sneak along behind as much as five minutes later.

During daylight hours a deer will stay in cover. He won't leave it except to get to better cover and will never cross open fields unless he is pushed real hard. Even the smart ones will take their chances on ducking back between the drivers. Another habit deer have is spending the daylight hours on the side of a mountain especially if that mountainside is made up of several benches. So carefully hunting along one bench and peeking over the edge at the bench below every so often just might get you your chance. The deer have a bad habit of expecting trouble to come from below.

The warm air rising as the day warms will bring him the smell of danger from below. This is the reason the smart bucks head for the ridges when danger threatens.

The cottontail's habit of circling back to where he was jumped while being driven by dogs has been the undoing of untold millions of bunnies down through time. And yet hardly a season goes by but that I don't see hunters who try to stay with their hounds on the chase. Another habit rabbits have I learned when I was 10 years old and it has put many a luckless bunny in my game bag since. If you find a fresh rabbit squat or nest, there will be two or three more squats within 50 or 75 yards and he'll be sitting in one of them. Another habit they have is spending the day up under overhanging creek banks when the weather is sunny and warm or there is a high cold wind blowing. A little half cocker spaniel bitch I had about 30 years ago taught me this one.

## POT SHOTS & SHORT CASTS

If the stepped-up activity of the grey squirrels is any indication of the weather we can expect this coming winter, then we all better lay in an extra supply of long handed underwear. Everywhere we go and most any time of the day we see squirrels scooting and scurrying and each one seems to have a nut in his mouth. They're really storing up victuals for the coming winter.

In August this year Uncle Sugar deeded 3018 acres of the Susquehanna Arname Depot to the game commission. Located along U. S. Route 15 about 12 miles south of Williamsport, it was a World War II ammunition dump. Uncle Sam is keeping 4300 acres to be used by the U. S. Department of Prisons.

The 13-year-old Russell twins, a couple of young Robin Hoods, took two deer out

of this tract during archery season. They live up thataway and their proud Uncle Bill, William (Reds) Russell (59 Dept.), has been showing their picture taken out of a Williamsport paper to everyone around the yard. We know of several men in the yard and mostly in 59 Dept. who have been sneaking into that place too during the last three or four archery seasons. According to them the place is loaded with deer.

The never-say-die: Frank Gaffney of 34M went back to Maine this year after drawing a blank last year. This time he brought back a 9-point buck that weighed 174 lbs. hog dressed, while his last year's partner, Oakie Twaddell, of the same department, stayed home and filled his freezer with small game. P.S.: He has a very small freezer.

Truth is stranger than fiction: James Duffy of the Safety Dept. went small game hunting with a buddy and brought home a white Chihuahua pup they found in the woods with its leash all tangled in some bushes. They located the owner with some effort. It seems this man was taking it home to his wife and it escaped from his car and ran off. It had been in the woods for a couple of days. Net result—several happy people and one very lucky little dog.

Big game is in good supply this year and with plenty of acorns and beechnuts the animals themselves are in very good shape. The game commission has been processing an unusual number of bear damage claims.

With very bad weather during the last three days of bear season last year the reported kill was only 281. This was 80 below the average for the last 15 years so the chances of getting a bear this season are the best they have been for years. It all depends on the weather.

In spite of the very dry weather we haven't heard, seen or read of many forest fires this fall. Maybe the sportsmen are being careful with their smoking.

## Calling All Girls

Any of you girls needing something to do in your spare time? How about Christmas presents and ideas?

The Chester YWCA at Seventh and Sproul Sts. has a solution to both problems. There are swimming classes for all ages, physical fitness classes, volley ball for fun, water ballet and synchronized swimming, life saving, skin diving, judo, dancing, diving—plain or fancy, just about anything you need to keep you supple. There are things for your children, too. Call TR 6-8226 to find out all about it.

Christmas will be to the fore at a bazaar Nov. 19 and 20. Unusual gifts, decorations, cards, gift wrappings, toys, sweets—you name it. Runs from 10 a.m. to 9 p.m.

# 32 Department

By Morris Kalmus

Our department wishes to express its sincere condolences to Armando Marchegiano on the passing away of his father.

A note to the social club officers: What ever became of the fishing trip that was talked about all summer long?

Walter Schmid, one of our engineers, intends to visit his former native land of Switzerland. We hope he will describe it to us for a future issue.

Ernie Radnor, his wife and their son traveled on their vacation through part of the South on their way to see the son settled at Kentucky Wesleyan College in Winchester, Kentucky.

Jim McNeal, head of our section, read a paper on Centralized Control Oct. 17 before SNAME members at a meeting in No. 5 hold on Hull 629. After the meeting the members inspected 629, then adjourned to the Media Inn for lunch.

The lunch time arguments during the time our Philadelphia Phillies were a hair's breadth from winning the National League Pennant prompted Tom Wilson to write to the sport's editor of the Philadel-

phia Inquirer for a definition of what "magic number" meant.

It did not take too long to receive the answer and for the future seasons to come the question can be reported answered by the following reproduced letter:

Mr. Tom Wilson  
c/o Sun Shipbuilding & Dry Dock Co.  
Morton Avenue  
Chester, Penna.  
Dear Mr. Wilson:

In answer to your letter of Sept. 22, the magic number is any combination of victories by the leading team and defeats by the second place team which would make it impossible for the second place team to win.

Specifically, on point #1, there could conceivably be situations where the number of games remaining could be fewer than the magic number.

On point #2, if the second place team has more games remaining to play than the first place team, then obviously the first place team could not win a pennant solely on its own victories.

On point #3, actually the magic number simply shows the numerical relationship of two teams. This numerical relationship also exists between the first and third place teams, etc., until it is mathematically impossible for these

other teams to overtake the winning team.

Sincerely,

Fred Byrod, Sports Editor

Anyway, our Phillies could not attain that number which was seven at the time but like all true baseball fans we can say, "Wait for next year." We certainly hope 1965 will be the season. It will be a pennant long overdue. We still have with us the Philadelphia Eagles to keep this area

in the running for sportsdom's glory and with the contemplated stadium in South Philadelphia we certainly will be able to pack the fans in for the spectating.

Our bridegroom, Tony Lazzaro, wishes to report that his bride, who graced these pages with her beauty awhile back, has passed the state board examination



M. Kalmus

for a registered nurse. Congratulations to Mrs. Lazzaro now with our draftsman in Audubon, N. J.



**YOU'VE HEARD WHAT HAPPENED WHEN** the irresistible blonde met the immovable bachelor? They were right about the blonde. We don't know whether or not Florence Castorina is blonde but we do know Anthony Lazzaro (32 Dept.) deserted bachelorhood for her. They were married Oct. 31 and Anthony got usual gentle treatment from his "pals" in electrical drawing room. William Chatten is making sure lock is operating. Other inspectors are (l. to r.) Walter Nowak, Thomas Wilson, Morris Kalmus, Thomas Smith and Norman Kefford. You should remember Florence from our April issue.





By Harry (Whitey) Burr

James McCullough, one of the finest young men ever to work in 84 Dept., and his wife met with an untimely death a few weeks ago and left three small children behind. We, his fellow workers, couldn't believe the news we heard over the radio and TV Oct. 26, as only the day before he was talking with us and telling us things were okay at home.

Jim, as he was known by us, was a steady worker and one that could be sure to do a job the right way and in the best interest of the company. He never said one bad word about any of the men who worked with him and he was always willing to help anyone out on a job. We sent a beautiful basket of flowers and quite a few attended his viewing. We also saw to it that a check was presented to his sisters to use as they saw fit for the children. All we can ask for is that his soul may rest in peace.

**SICK LIST:** Last month I told of Kenzie Pennington being back to work but I am sorry to say that he was with us only a short while when he had to go to the hospital again. This time he was told he would have to take better care of himself and from all reports he will be out a long time.

George Moyer has been in Riddle Hospital for a few weeks but is reported to be home and must rest for sometime yet before coming back to work.

Sam Mangeri, our master mechanic on third shift, was thinking that he was at Langhorne Race Track the other morning while driving one of our little trucks going to a job up in the far end of the yard. Somehow he ran over a pile of lumber and had his leg hurt and was taken to the hospital for repairs. The next time we saw him he was on crutches and has been off since that day. Now, Sam, we told you before that these machines don't have wings, so please take care of both yourself and the machine. We all hope these men will recover and be back to work soon.

George Kelly says you can't believe a thing about those horses over at Garden State. Somehow, whenever he is sure he has a winner, something happens and the horse comes in last. Well, as you know, Kelly, they have to eat, too.

Harry (Hungry) Kaylen went to see the Navy and Notre Dame game. Afterwards his group went to Kelly's on 12th St. to eat. As soon as he found out his guests were paying the bill he went to work and ordered the best in the house in food and drink. He came in Monday morning and

told us how full he was and he did not think he could eat anything for lunch that day. Well, brother, if you think he was telling the truth you are all wrong. The lunch he put away that day was one that would take care of three men. We all say we would rather pay his board than feed him.

Frank Pepe, our chief oil and grease technician, is thinking of going out to Hollywood and try to get in pictures. The other day a group of men were having him pose for some pictures they were taking. If you could have seen him at it you would be sure he had already signed up to go West. We wonder what will happen to that ambulance job he has after work.

Charles Hoopes, one of our new men, is reported to be a very hot drummer in one of the bands that play around our county. He also shows some little extra steps in dancing. Well, it sure doesn't take any weight off him.

William Thomas, an officer in the Old Guard in Philadelphia, has been on the third shift for a few weeks. The report is he walks around Village Green a lot in the day time because he can't sleep until late in the afternoon. We know that since he is on this shift, Mrs. Thomas has had it a lot easier. All the work at home is done when she gets home. She said she never knew he was such a fine houseworker and from now on she will take things just a little easier.

Just received a report that Joe Kosinuk,



**JUST CLIMBING INTO the world is** Donald Scott McCue, son of Mr. (36-410) and Mrs. Donald McCue. He is five months now and was born, appropriately enough, on Mother's Day.

of Eddystone, had a very bad accident and will be out for sometime. Now, pal, you were told never to play with a bad horse or he will kick you. And from all reports he sure let our Joe have it right in the face. . . . Here is another one of our great fighters, Arthur (Muddy Water) O'Connor, who came in the other day and looked like one of the Esso tigers got out of a gas tank and worked him over. He tells us he

would like to know just how they get those tigers in your gas tank.

Robert Embert, Sr., has told his daughter that any time any of the men in the shop tells her anything not to believe it for they are the best story tellers in the yard. It seems the other evening he was a little late getting out and one of the men told her he was working overtime. Just as she was starting to drive away up comes her daddy and was she surprised!

Well, the election is over and I hope that we all can go back to work and forget all about some of those remarks that have been made. The next four years it is up to you and me to try and make the best of it. If we do I am sure things will come around okay and we will have plenty of work to keep us all busy. Men, I mean this, for just don't think that because you are working that everyone else is.

If you check around you will find a lot of folks out of work and things not too good for them at their home. They all have kids to take care of and we know that today it costs plenty to put shoes and clothes on them. That was one of the reasons we asked you all to give to the UF in the yard as your little bit may help some little kid that needs glasses, clothes or other things that his parents can't provide for him.

Just stop and think some of us may be in the same condition some day and will need help. Yes, we all know there are some always getting something they shouldn't, but let this go by and think of the good you will do if only you gave something yourself.

This month of November has quite a few holidays and the first big one is the 11th, Armistice Day (or Veterans Day). The day all World War I men remember. They were told it was the war to end wars. But we all know it was not too long before we were back again helping to keep the world free and again a few years later. After all we did to help those countries not one of them today speaks well of us. The only time we hear anything good is when they are sending over someone to ask for money and, brother, can they put it on at that time.

I wonder if it is the best thing we are doing today sending our young boys overseas to show these other folks how to use our equipment and before long we hear they are being killed—and for what? No one knows this feeling better than someone who has lost a son. You wonder if it is worth the effort to try and save these people when today no matter what we do they still go on looking for trouble.

This month we have a day we call Thanksgiving Day and even this they are trying to change. This is a day when we all should go to church and pray and thank the good Lord we are here and not in some of the places around the world where they never know where they'll be tomorrow.

On Friday evening as we leave the yard I often watch and see quite a few of our men walk by that lady from the Salvation Army collecting money so they may be able to feed others who have nothing. Men, not one of us in this yard would miss a little change or a dollar each week. We all know this is one group that does not

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# OFFICE CHATTER

By Frank Wilson

Leaves and temperatures fall in November. Winds suddenly hold a chill promise of winter and long, gray rains slant across the stubble of the cornfield and drum with a somber cadence on the big barn door. Generally, this is a melancholy 30-day period, a natural time for serious thoughts. Serious certainly was the man who pulled a youngster practically from under the wheels of a big truck. "What's the matter, boy?" he asked, "Don't you want to grow up and have troubles?"



F. Wilson

November's weather with its increasing coldness allows mention of the man who put alcohol in the radiator of his car as an anti-freeze. He had the only bloodshot headlights in town.

November's flower is the chrysanthemum. Its birthstone is the topaz and its most interesting character was the man who gave up smoking without effort. He lit his last cigarette beside an open drum of gasoline.

Three important days of this month are: Election Day on the 3d which is now past and we are either glad or sad with the results. The 11th is Veteran's Day, so don't forget to display your flag. And, finally, the day we are all thankful for, the 26th, Thanksgiving Day. This also gives us a four-day weekend holiday. And here's some advice to new brides—for the girl looking for something stirring to read, why not try the cookbook? It might help when cooking the turkey for the first time.

**BIRTHDAYS:** A sure sign you're getting older is when the kids talk about their history lessons—and you realize that when you went to school those items came under the head of Current Events. However, the following will celebrate their birthdays this month: Elsie Stott (Mr. Zelen's secretary), 11/5; Lillian Pennington (Stores), 11/8; James Hodge (Time Office), 11/10; Otto Siegel (Purchasing) and Jean Picara (Keypunch 2d shift), 11/19; William Jarrett (Financial Accounting) and Sylvia Thompson (Sales), 11/20; Elizabeth Bonnevill (K.P. 3d shift) and Antoinette Sciallo (Sales), 11/24; and Danny Becker also of Sales, 11/29. Many Happy Returns of the Day to all of you.

**WELCOME ABOARD:** This month we welcome aboard the following: Ernest Green for Manufacturing Dept. and Roberta Johnson for Keypunch Division on 2d shift.

Kay Sanders (Mr. Millay's office) left service last month to join the Stork Club. Beverly Weidner (Wetherill office) left



## SECOND SHIFT

By Charles (Pappy) Jenkins

The answer to last month's question—the highest known habitation in the world is a stone walled, thatched roof shepherd's hut at an elevation of 17,100 feet above sea level in Southern Peru.

Next month's question: Who was the



C. Jenkins

Presidential candidate that missed in the electoral vote by the smallest margin? Strange but true—if you do ten jobs in a row right, you have established a reputation as an expert that will only last until you make one mistake. Then it seems that is the only job anyone can remember.

An office gal said she believes the study of numerology can bring any gal success especially if the numbers are 35-23-34. . . . Then there was the girl who asked

of her own accord and Nancie Krall was transferred from the Rocket Dept. to the Ship Repair Dept. to replace Nancy Moore who left service in September. A farewell dinner party was given for Nancy Sept. 16 before she left at the Alpine Inn in Springfield, Pa. Those attending were: Mary Yaworsky, Joan Seik, Helen Shallet, Betty Montgomery, Helen Brownhill, Catherine Mea, Phyllis Ragni, Sylvia Thompson and Marjorie Riley (U.S. Lines). Nancy received a gift of matching luggage and a bracelet from her friends.

**VACATIONS:** Lillian Gagner (Engine Drawing) spent three weeks in Europe. Upon her return to the States the first news she heard was about the death of Mr. John G. Pew, Jr., and the Phillies losing the pennant. She was very upset about both events.

Preston Lilley (Mutual Benefit Association) spent two very good weeks in Florida (P.S. No hurricanes to report about). . . . William Jarrett (Fin. Acct.) spent the last few days of his vacation at the World's Fair and your reporter and wife spent a couple of his days of vacation at the Pennsylvania State Firemen's Convention in Williamsport, Pa.

**SICK LIST:** This is the list we like to see get smaller each month. George Turner (Cost) and Florence Pastick (Dispensary) are now back to work.

Sympathy is extended to the families of Gracie Berrien (janitor) whose mother passed away, Florence Pastick (Disp.) whose grandmother passed away and, of course, to the family of John G. Pew, Jr.

the perfume clerk the impossible—Do you have anything that will bring the milk out of a man without arousing the wolf?

Hard work never killed anyone but I know a few it actually scares half to death. . . . Attention, hot heads, no matter how long you nurse a grudge, it won't get any better.

When Jack (Beanpole) Conners got the bill after his wife presented him with number six, he wailed, "No wonder they wear masks at the hospital. Jessie James only wore a gun."

Tom Kelly claims arbitration is having an argument with your wife and then going to your mother-in-law for a settlement. . . . Congress has worked out a secret compromise on medicare so when you reach 65 the Government will give you two aspirins and a bottle of geritol.

The ideal combination in traffic is to have the horse sense behind the steering wheel equal the horse power under the hood!

Walt Oprouseck says he will never get married. A friend of his did and always was treated like a Greek God—his wife placed a burnt offering before him at every meal. Also said it's the best way to break up a good friendship.

Big Steve in the shop claims all the things he would really like to do are either immoral, illegal or fattening. Looks to me like he doesn't observe the latter.

To all parents: Remember, that happy laughter and friendly voices in the home will keep more kids off the streets at night than the loudest curfew.

Jack Boyle tells this one about the record breaking skid. As he was making a trip out West his car hit a monument near Window Rock, Arizona, then side-swiped a monument marking the corners where four state boundaries meet on the Navajo Indian Reservation. So his car careened through New Mexico and Colorado before coming to rest in Utah.

Will close for this month by wishing all a **HAPPY THANKSGIVING DAY** and don't eat too much turkey and giblet gravy.

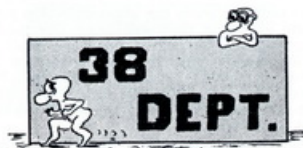
He will be missed by everyone in the shipyard.

**MISCELLANEOUS EVENTS:** Edward McGinley (Cost) and his wife, Gertrude, celebrated their 25th wedding anniversary with a dinner at Walber's on the Delaware in Essington, Pa. He also purchased a 1965 Oldsmobile but will have to wait until the General Motors strike is over before he gets it.

Once again it's that time of year when your reporter is spending all of his free time on his 15th annual edition of "Railroads on Parade." Again, as always, I extend an invitation to one and all who would like to see this display any time between Thanksgiving and the middle of January. As Ed Sullivan would say on TV, "it's really a big show." It takes on the average of about an hour to view the whole display. Also, any help I can give to other model railroaders I will gladly do so.

And finally, to end on a note of brevity, there was the man who tried to borrow some money from a midget to pay his bills. He couldn't, of course, because the midget was short himself.





### By William Walsh

Our department is expanding so rapidly it is difficult to keep up with the times. But here is a belated welcome to the following men who have entered the employ of Sun Ship:

Robert Klenk has three new men in his group. They are Joseph Miller, an apprentice draftsman, and Joseph Smith and Jules Krivos, two seemingly efficient men in the Steam Section.

John Aitken (our No. One charge-man in years of service) has Joseph Bosak, who pitched against Sun Ship last year when he played and worked for Control Switch.



W. Walsh

Emmet Marra also draws under John Aitken's watchful eye as does another newcomer, Rudy Montana. Emmet, it has been told, carries a 186 bowling average.

William Burns has added a pair of good men to his group. They are Campbell Briggs and Elias Daskalakis (nickname Lou).

Stanley Wielosik has a new man with a pleasant, ready smile. His name is Jan Szymczyk. Spell it right and you get a cup of coffee, said Mr. Wielosik, and there it is.

Jack Culley has several new men in his crew. James Hilley, William Durkin and Robert O'Connor. All are good men and have fine dispositions. The kind of men you dream of having as co-workers. Another "new man" in Culley's crew is this writer now drawing plans under Jack's supervision. That's how I know so much about the recently hired men in Jack's group—I work with them every day.

Another new Sun Ship man is Earl Miller working with Bill Hollywood in the vault. John DelRaso supervises these men and seems pleased by their work.

The children aren't the only ones who returned to school. Sixteen men from 38 Dept., 32 Dept. and the engineers group all have been enrolled at the Sun Valley High School and are taking a calculations course. They join 28 others from Sun Oil in forming the largest class ever. Two of the Sun Oil scholars are young, attractive and intelligent women. As their names are Isabel Van Hook and Anne Welde, they will be alphabetically seated on either side of one, William Walsh. That alone will make an otherwise arduous task a pleasant one.

The men from Sun Ship are (alphabetically): Paul Amalfitano (32 Dept.), Clifford Ashbridge, Ed Bryant, William J. Burns, Lou DiAmico, John DelRaso, Will-



### By Joe Kulp

Here we are heading for turkey day—a wonderful four days of rest. Watch your waistlines while digging into Mr. Tom Turkey and all the trimmings. Let's all remember to offer a prayer while we enjoy this fine holiday.

By now the elections will be settled. Let us all—no matter how small we think it is or we are—try to give our support to those holding office by right of vote. Help them in any way we can and also remember our right to constructive criticism.

We are all glad to see Gus McClay back after a siege of arm trouble. Gus is one of the top oldtimers in our midst. Anyone of you youngsters needing any advice on pipefitting be sure and look up Gus. By the way, Gus has promised to give me some data on World War I in connection with his Navy experience.

We extend our deepest sympathy to Cameron Ryan and family on recent loss of his sister.

Welcome to the many new faces in our shop. We hope you older boys will take these men under your wing and assist them in any way you can. You know shipbuilding is one of the most competitive industries in the world, so by our helping to bring out the best in our new associates,

I am Eaton, Jay Eichler and Joseph Golden, all of 38 Dept. (Joe Golden is on leave—learn from 77 Dept.) Also from 38 Dept. are Tom Harlan, Bob Klenk, Don McManus, Lee Kading, Paul Seiverd, your scribe, Bill Walsh, and Stanley Wielosik.

Although it is some 30 years since this writer was graduated from high school, it seems perfectly normal being a member of this class. There are only a few recent high school graduates and the great majority of the group are all mature married men—looking for a night out???

The group—being so large—was split in two parts and Tom Harlan is the number one man in this writer's group. We also have the two lovely ladies from Sun Oil. The teacher in our half of the class is Edward Parrish, a Sun Oil employee, who teaches without pay to help others master the shortcuts to problem solving. He is a young, pleasant man and very capable at getting his "points" home to the class. Nice as he is, the class was given several difficult problems for homework. Mine is all finished and here is a fervent hope that what is yet in store will be as quickly done.



Emil Owsiany

we help strengthen our company's policy of GIVING THE BEST IN SHIPBUILDING AT A COMPETITIVE PRICE.

Sept. 12 at St. Hedwig's Hall we held our third annual dinner in honor of Emil (Firpo) Owsiany. The hall was filled with a cross section of Sun Ship paying tribute to one of the finest men I have met in my life. I don't have to dwell on all the great points of Firpo as all the readers who have ever met him know him better than I can write. David VanHorn, our retired foreman, presented Firpo with a fine television set. Bill Reese did a terrific job as emcee. Ed LaCrosse gave a fine tribute to Firpo. Philip News represented our Local 802, also in the group were Paige Grotton, our International representative, and Russell Dantine, president of 802. Our good friend, Roosevelt Glass, was unable to attend due to vacation in California but was with us in spirit.

Everyone had a wonderful time at an affair for a very wonderful person who we shall all miss but will never forget. God bless you, Firpo, and the very best of everything to you and yours in the years to come. Take a few moments to stop in and see us all some lunch period.

I would like to congratulate the company on the renewal of the apprenticeship program in the yard. I'm all for seeing youngsters get the opportunity of learning a trade—to me one of the most interesting crafts in the world today. Robert DeMedio (apprentice) has been working with me for the past month. We could use more youngsters like him—a fine gentleman (only 19) very intent on learning his job and cordial to all. I'm glad to have had the chance to start him on his way to being a pipefitter. Good luck, boy.

Congratulations to John Glanfield on completing his apprenticeship course. You have worked hard, John, and deserve the very best of all of us.

Glad to see Oscar Shartner back after a short illness—you just had a nice four-weeks vacation. Don't try and work any more until June of '65 as we need you around, fella.

Bud Esrey and Skip Bateman are on the sick list. Hope they return soon.

Thanks to all who took part in the UF and Blood Bank drive held recently.

## Who from Their Labors Rest



**JAMES J. DUFFY**, 67, of 1011 Johnson St., Chester, died Oct. 10. He was a life-long resident of this area. A veteran Wetherill employee with 29 years service, Mr. Duffy started with Sun Ship in October, 1935, as a helper in 30 Dept. In July, 1936, he transferred to 8 Dept. as a helper and in 1957 was made a third class machinist — in which craft he was continuously employed until September, 1964, when he became ill. He was a member of the Social Club at the Wetherill plant and spent his spare time entertaining his 23 grandchildren. Survivors include his wife, Mary E.; four sons, James J., Raymond J., William F., Robert E.; five daughters, St. John Gabriel, S.S.J.; Mrs. Harry Lindsay, Mrs. Charles Hackett, Mrs. Joseph O'Brien and Miss Elizabeth Duffy; 23 grandchildren and one sister, Miss Margaret Duffy.



He is not only the one who does nothing, but he is idle who might be better employed.



**EDWARD A. McSHANE**, 49, of 225 W. Fifth St., Chester, died Oct. 17 after having been seriously burned in a fire in his apartment. He was a life-long resident of this area. A carpenter in 66 Dept., he was a veteran of 19 years' service with Sun Ship having begun his employment in March, 1941, as a stagebuilder. In 1946 he became a carpenter and with the exception of two short lay-offs served until his untimely death. Mr. McShane served in the U. S. Navy and was the recipient of the American Theater Ribbon and Asiatic Pacific Theater Ribbon. He was a member of the American Legion. Survivors include his wife, Jane F.; two sons, Edward J. and John F.

### In Memoriam

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

**JAMES McCULLOUGH**, 84-77, 1549 S. Hollywood St., Philadelphia, Oct. 24.

**FREDERICK G. THORMAN**, 36-765, 410 Harrison St., Ridley Park, Pa., Oct. 27.

**ROY CRAWFORD**, 74-131, 1305 S. 53d St., Philadelphia, Oct. 10.

**PETER SKODIS**, 42-261, 331 E. Fourth St., Chester, Nov. 4.

**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 begun 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.

**CHARLES A. TAYLOR**, 76, of 1314 Morton Ave., Chester, died Oct. 17. He was born in Hagerstown, Md. A veteran Wetherill employee with 24 years' service, he began his employment in July, 1928, as a machinist and was continuously employed until June, 1955, when he retired. Mr. Taylor was a member of Third Presbyterian Church. He is survived by his wife, Daisey M. Taylor; two sons, John M. and Lewis A.; three grandchildren and one great grandchild.



**ANDREW E. STEVENSON**, 71, of 201 Patterson St., Chester, died suddenly Sept. 11. He was born in Norristown, Pa. A veteran machinist with 39 years' service, he began his employment with Sun Ship in August, 1925, as a helper in 36 Dept. and was continuously employed until his death. In September, 1926, he became a machinist and for a period also served as a leader and assistant foreman in his department. Mr. Stevenson was a deacon in the Primitive Baptist Church in Danville, Va., a past grand master of the Knights of Malta and a past commander of the Red Men. During his stay at Sun Ship he donated 70 pints of blood to the Blood Bank. Fishing and raising chickens were his favorite pastimes. Survivors include his wife, Lola Stevenson; four daughters, one son, one granddaughter and two step-sons.



Folks that blurt out just what they think wouldn't be so bad if they thought.

Our duty is to be useful, not according to our desires but according to our powers.





By John Rosati

Welcome to new personnel in 75 Dept. On first shift, Anthony Marinelli, 711 Darby Rd., Ridley Park, Pa.; William Covey, 736 E. 25th St., Chester; Lawrence Fischer, 116 W. 24th St., Chester; Donald Cubler, 330 E. Ninth St., Chester. On second shift, Raymond Hull, Jr., 44



J. Rosati

Wlota St., Philadelphia; Walter McGowan, 464 - A Conchester Rd., Chester; and from the Engineering Dept. under supervision of Mr. McGuire is Jack Carr, 259 E. Baltimore Ave., Clifton Heights, Pa., attached to 75 Dept. The reason for the new personnel is the new shot blast machine now in operation in the Plate Yard. We will tell you more about this machine in one of our later issues.

Here we are into November derived from the Latin word (Novem) which also means getting closer to winter weather. On the 17th, 1800, Congress held its first session in the Capitol Building; 18th, 1883, U.S. adopted standard time; 26th is Thanksgiving Day, when thankfulness overflows the swelling heart and breathes in free and uncorrupted praise for benefits received. Propitious Heaven takes such acknowledgment as fragrant incense and doubles all its blessings. And best of all is to preserve everything in a pure, still heart and let there be for every pulse a thanksgiving. Our best wishes for a **HAPPY THANKSGIVING**.

It has been said good will, like a good name, is won by many acts—and lost by one.

If any of our readers are interested in getting their sons enrolled in the United States Military Academy, see your congressman. Each member of Congress is entitled to nominate four youths for appointment to the academy at West Point each year.

What we would like to know is why is it that the fellow who has an hour to kill spends it with someone who doesn't?

Meet **MEREDITH LONG** who resides at 621 Greenway Ave., Darby, Pa. He was hired at Sun Ship in July, 1936. Previous to that he was employed by the American Stores Company for seven years. He started in 45 Dept. and worked about a month and was laid off due to lack of work. He was called back in less than a week to 47 Dept. and has been there ever since.

Meredith is an automatic butt welding machine operator in the Fabricating Shop. It is a huge machine and is used



Mr. and Mrs. Meredith Long

## 66 Dept. Stage Builders Carpenters

By Walter Shanko

Sincere best wishes to Mrs. Benjamin Morris, wife of 66 Dept. shop steward and stagebuilder Ben Morris. Mrs. Morris underwent a serious operation and the last thing I heard was she was doing very well.

Glad to see Kenneth (Ken) Sexton and James (Little Deacon) Brown, Jr., both stagebuilders, back with us after being ill. It seems these two men came back and two carpenters took their places on the out list. Elmer Evans sliced his finger pretty seriously while working in the carpenter shop and Charles Burney fractured his hand while working on a fender job on No. 1 drydock. Best of luck and a speedy recovery, men.

Belated wishes and best of luck to Steve Jancovic, stagebuilder, who took his last and final steps of freedom. Steve got married in September.

Claude (Tex) Robinson (carpenter) has left Sun Ship to go back to his home in **SEE PAGE 24, COL. 3 . . .**

to butt weld bulkhead plates and side-shell plates for ships. Back in 1950 he lost part of his finger on the job but that did not dishearten him as he continues to do a fine job.

Pictured with him is his wife, Mrs. Evelyn Long. It was taken at a get-together in 1962. We say an attractive looking couple. He has three hobbies—fishing, bowling and golf. We wish Meredith and his wife a bright and prosperous future.

Thomas J. Trueman, 87, father-in-law of Joe McBride, foreman of 75 Dept., died suddenly Sept. 26, at his home in Middletown. He was buried in Calvary Cemetery, Rockdale, Pa., Sept. 30. He was a retired Pennsylvania Railroad car inspector and an ardent Phillies fan.

Professor Botkin was as absentminded as they come. One day he was invited to dine at the dean's house. "Would you



By Thomas Flynn

We had some work inside the Eddystone Plant Works one day last month and Bill Dougherty told me he used to work there. Bill, Warren McKenney and I went. The first thing I knew I was lost so I turned and asked Bill where we were. Bill was lost too. The only place Bill knows how to get to is the Atlantic City race track.

Walt Achuff is in the hospital. Charlie Howley went over to see Walt and tried to steal Walt's shoes. He told Walt he would use them while Walt was in the hospital. We hope Walt is feeling better and will be back to work soon.

Paul Brown got another one of those dandy haircuts. He looks like somebody scalped him. . . . Frank Gaffney was at the fifth game of the World Series. I know Frank had a good time in New York.

Herb Artwell has been talking about how he made his wife go to work. Catherine, if you would just meet Herb at the bank on Friday at noon you wouldn't have to go to work.

Charlie Howley went out to see Bill Snow. He said he really didn't go to see Bill but he wanted to get some of Bill's good apples. I guess Joe Hubert and Jack Hausmann will be out soon, Bill.

Richard Sipps had a week vacation last month. We hope Richard got a lot of work done at home and had a nice vacation. . . . Al Davis was on a two-weeks vacation. We hope you enjoyed yourself, Al.

Al Souder is on 2d shift right at the present time. I guess his daughter is pretty sick over the Phillies losing the pennant. Oh well, wait until next year!

Tom Quirk took Joe Hubert's place when Joe was on vacation. I was glad to see Joe come back and restore peace and quiet in the shop again.

I hope everybody has a very nice Thanksgiving Day.

"mind passing your plate?" the dean's wife asked him.

"Certainly, my dear," he answered, "which would you like—upper or lower?"

And then there was a cannibal king: "What are we having for lunch today?"

Chef: "Two old maids."

C.K.: "Ugh, leftovers again!"

Age doesn't matter unless you are a cheese.

Here is a thought of the year: Every day is judgment day. Use plenty of it.



Thomas Flynn



# INK SPOTS

FROM THE  
HULL DRAWING ROOM

By Ed Housley

"Slat" is back. Steve Slawski has come back to Sun Ship rejoining the Ventilation Squad. He has not changed at all in the time he was away—just the same brash, loud and lippy character as before but still a real nice guy.

We also have a new member in the Fittings Group by the name of David Sinclair. And I have checked with him on the way his name is spelled for I never knew Sinclair had a C in front before. Anyway you spell your name, Dave, welcome to Sun Ship just the same.



E. Housley

On a recent Saturday, Joe McCabe, of the Blue Print Room, and his two young sons, Kevin and William, left our electronic age and went back in time for a few hours. They went out to Lancaster and took a ride on the old coal burning Strasburg Railway. The Strasburg train station is a whistle stop just a few miles from Lancaster in Amish country, and the railroad is the oldest shortline still in operation carrying passengers, freight and livestock between Strasburg and Paradise. The two young McCabes had never seen a coal burning locomotive before and like most youngsters of today did not even know what coal was or what it was used for. I cannot recall when I last saw a coal truck making deliveries.

John Dougherty, the Great White Father of the Blue Print Room, has also made the column this month having received his 35-year service pin. Do you want congratulations, Doc, or commiserations.

John Speng (rigging squad) was away for a couple of weeks somewhere down in Virginia with the National Guard in camp. Oddly enough, the rigging squad seemed to be real quiet and peaceful during those same two weeks.

Jose Reyes, formerly of the Scientific Dept., was in to see us recently. Jose was in this country on a business trip from Manila, Philippine Islands, where he is now located.

John Davidson, of the Structural Dept., also was in the drawing room a week or two ago. He is feeling much better now but does not have any idea as to when he will be back.

Ernie Steubing, also of the Structural Dept., is now back at work after being out sick for about three months. One thing I did notice about Ernie is that he has managed to put on some weight.

Alice Doherty, George Wilkie's secretary, had a little accident in the room one day losing the heel from one of her shoes. However, good Samaritan Kenny was



## 2nd Shift

By Howard (Shorty) Foresman

Four score and seven years ago. Have you ever heard these words before? Of course you have. They are part of President Lincoln's Gettysburg address which was delivered by him, Nov. 19, 1863, at Gettysburg, Pa.

Harry Frank put in for his vacation Sept. 10. What is unusual about that you may ask. Nothing really, except at this time he was asking for the last week in December. He sure doesn't believe in waiting until the last minute.

I would like to wish a happy birthday to Mrs. Harry Frank whose birthday is Nov. 12.

Our department is getting to be the department of well-dressed men. One night a few weeks ago I saw a third shift burner come down from the locker room with his tools ready for work dressed in slacks, a white shirt with tie and tie clasp.

In a book I was reading I ran across a definition of a good boss. Here it is: A man who is firm but just, one who can make his own decisions and stick by them.

This is the month of hunting for big game. As usual George Berstler can be expected to take his vacation and go stalking the big ones. I hope he has better luck than I did last year. This year I think the game I will hunt is a turkey for Thanksgiving dinner which falls on Thursday, Nov. 26, giving us a four day weekend—very, very nice.

Time now for a little humor. The eye doctor patiently tried lens after lens on an elderly woman who wanted to buy some glasses. "Now don't become discouraged," the doctor assured her, "It's not easy to get just the right glasses, you know."

"It certainly isn't," the woman replied, "especially when you are shopping for a friend."

Veteran's Day is the 11th of this month and let us not forget the birthday of a great man, Will Rogers, born Nov. 4, 1879.

To each and everyone of you I extend my best wishes for a HAPPY THANKSGIVING DAY.

there to take care of the situation and in short order produced glue and a nail and Alice was mobile once again.

# 30 Department

By Russell Watkins

Charles (Chick) Salvey has been kept so busy he asked me to help him out by writing his column. He has done a great job and I hope I can do as well.

Chick and his wife had a barbecue for the gang. We all had a wonderful time. People could learn a lot from this happy family—especially on "How to work together and enjoy it." It was a great pleasure to meet Chick's family. Hope we can get together again, Chick.

Chick's mother, Mrs. Thomas Salvey, was the guest of Jerry Wolman, owner of the Philadelphia Eagles, at the Los Angeles Rams football game in Los Angeles. She stayed there a week sightseeing then flew to Dallas for the Eagles-Cowboys game. It was a 10-day, all-expense paid vacation for Mrs. Salvey who has been a loyal rooster and fan of the Eagles for many, many years. (Starting last Sunday I won't miss any Eagles games, Mr. Wolman.)

Well, the big game hunters are back in the woods. Joe Reilly, Ed Shaffer, and Al Butler all got some game. Jim still only got sore feet and Kentucky Bill Hellard got two cows, one horse and one goat. That's hunting?

The baseball season is over and "Ball Four" still didn't get an offer. John said, "One man I never worried about when I was pitching was Stan Musial." John knew he could hold him to a double.

Julius Harrison had a birthday in November (his 39th). Bob Armstrong, "Moose" and "Bo Peep" sang Happy Birthday to him in the shop. It's a wonder Mr. Chetty didn't throw them out for being intoxicated and they were all sober, too.

If anyone in the Boiler Shop has pictures for OUR YARD, let me know.

Stanley Wielosik, sanitation chieftain in 38 Dept., has a son of whom he is justly proud. Art Wielosik lost one shoe some ten yards after a cross-country race had started in which he was representing St. James of Chester. Undaunted, Art not only finished the race but placed third as his team defeated St. Thomas More 15-40. His teammates finished first, second, fourth and fifth as St. James poured it on the "Tommies."

John Aitken, chieftain of the heavy machinery section of 38 Dept., rolled a league high single of 244 recently. You would be less than diplomatic, however, were you to ask John what he scored in the other two matches that night.

Koscoe the Rookie was his own best salesman. On his initial trip to the rifle range he scored a bull's eye on the first shot. His next nine attempts were clean misses.

The sergeant was properly sarcastic. "That first shot must have been beginner's luck!"

"Sorry, sergeant," murmured Roscoe, "I thought putting all the bullets through the same hole was good shooting."

—O—

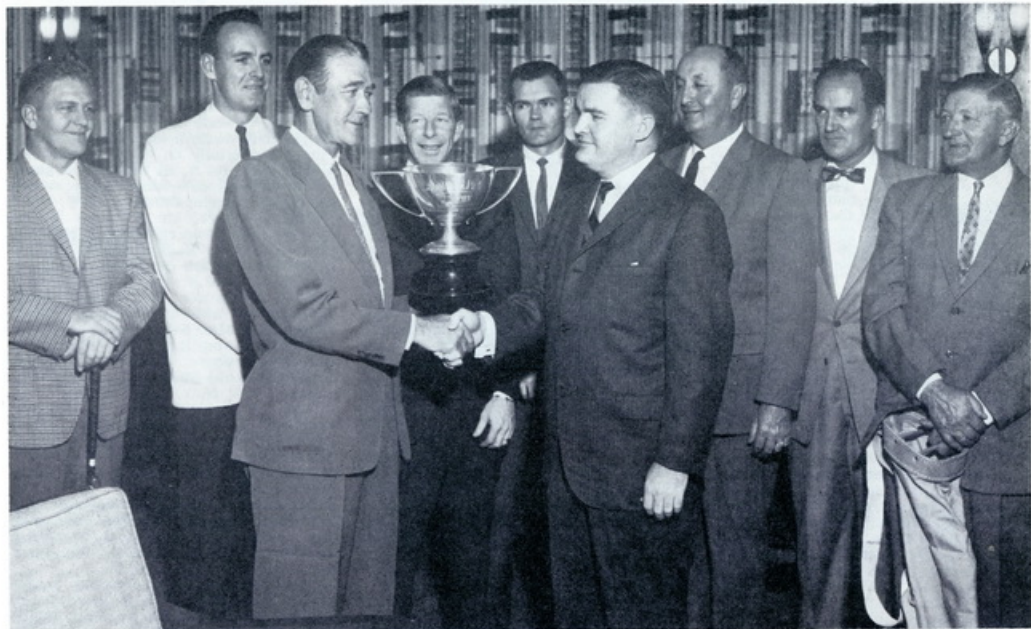
Many a live wire would be a dead one except for his connections.



H. Foresman



# Dave Biddle Wins Golf Tournament



**OCTOBER CAME AND WENT BRINGING** and taking with it as usual John G. Pew, Sr., golf tournament. Winner this year was W. David Biddle (59 Dept.) being congratulated by Andrew McGuire, maintenance superintendent, who was master of ceremonies at dinner which followed tournament at Valley Forge golf club. Other winners, some holding their prizes, were (from left) Thomas Wilson (32 Dept.), low gross; John Nelson, low gross in Guest flight; Harold Hurst (78 Dept.), low gross in C flight; Frank Griffith, Jr., (40 Dept.), longest drive; Frank Mosser, (66 Dept.), low net C flight; James McSorley (Wetherill), nearest to pin, and Stanley Ulkowski (60 Dept.), low gross in B flight. Ernest J. P. Wray (Lloyd's), low net in Guest flight, could not be located when picture was taken.

The dust has settled, that feeling of having dined not wisely but too well has dissipated and any side-stitches strained by laughter have mended. The John G. Pew, Sr., Golf Tournament for 1964 is over and done.

W. David Biddle, a welder, was declared the winner. He had 40s in and out. His established handicap of 14 gave him a 66 and low net. Peter Martin, an automatic machine operator, also had an 80 and took the low gross prize in A flight, which is not as simple as it sounds. Thomas Wilson, a draftsman, also had an 80 so the two drew a blind hole. The winner of whatever hole was drawn would be low gross. It took three holes to show a winner.

The best golf of the day was not among these three, however. Another Sun Ship man it was although he was playing with the guests because of not having qualified during the summer. John Nelson had a 75 gross and 72½ net. He took low gross in that flight yielding low net to Ernest J. P. Wray, our genial Lloyd's man, who squeezed down to 72.

In B flight William Carter, counter, and Stanley Ulkowski, assistant burner foreman, were low net and low gross respectively. Bill actually was both with 85—67. Stanley was next low gross with 87.

Frank Mosser, carpenter foreman, was well out in front in C flight. He was 89—67 ("best round of golf I ever made") and took low net. Harold Hurst, a draftsman, took low gross with 74.

Spraying golf balls over the countryside was a joy that was unconfined. At least five men had nines and two of the five had two each. The opposite, however, was very limited. The lowest score for a hole was two and there were two of those, both by the same man—Paul Hermann who works in the power house.

Frank Griffith, Jr., smote the pill farthest officially with a 290-yard clout. James McSorley, assistant superintendent of the Wetherill plant, came nearest to having a hole in one. He landed 11 feet from the pin on No. 4 hole.

Following play the golfers adjourned to the dining room of the clubhouse for dinner and awarding of prizes. Presenta-

tion of nonsense prizes, always a favorite sport at these affairs, was its usual hilarious time. Andrew McGuire, maintenance superintendent, was master of ceremonies and helped to keep things in an uproar. There were 43 participants and the action was on the Valley Forge course. Complete results:

A FLIGHT		Out	In	Gross	Net
W. David Biddle	40	40	80	66	
Peter Martin	38	42	80	71	
James McSorley	39	48	87	71	
Thomas Wilson	37	43	80	72	
Walter Rowles, Jr.	42	42	84	72	
Joseph Gillespie	39	43	82	74	
William Clerval	41	45	86	74	
Victor Pajan	43	47	90	76	
Jack Herbert	43	42	85	77	
Donald Rhodes, Sr.	43	47	90	77	
Thomas Campbell	44	48	92	81	
B FLIGHT		Out	In	Gross	Net
William Carter	44	41	85	67	
Stanley Ulkowski	43	44	87	69	
Russell Rothka	44	46	90	70	
Otto Naumann	46	45	91	71	
Jack Bartholf	46	45	91	71	

SEE PAGE 24, COLUMN 2

# Something Shaping Up in A League

Despite the fact the bowling season just started, already we are past the midpoint of the first half. Things should be casting very definite shapes by now with separation of men and boys fairly well defined.

Welders A emerged as the man in that jam around first place in A league last month. However, one of those back in the ruck, so to speak, probably doesn't fit into the "boy" category. The Riggers are tied for second place in contrast to being tied for 10th place last month. Add to that the fact that they have a postponed match to roll with the tied-for-11th-place Machinists and you must agree the Riggers may be on their way to posing the question of just which team is the "man" team in this league. As was mentioned previously, it was the Riggers who gave Welders A their comeuppance in the rolloff last season.

None of the records from last month held up. John Nelson kept his high three but improved it. Emil Touring and Rudolph Vickers hold the others two and one in order.

League formed this way when competition started Nov. 13:

	Won	Lost
1. Welders A	25	11
* 2. Riggers	19	13
*** 3. Supers	19	13
4. Hull General	21	15
5. 33 Live Wires	20	16
6. Timekeepers	20	16
7. Chippers	19	17
8. 47 Fabs	18	18
** 9. Wetherill	15	17
10. Welders B	17	19
*** 11. Office	11	21
*** 12. 36 Machinists	11	17
13. 66 Splinters	13	23
14. Shipways	13	23

\*Postponed matches.

## Season Records

Hi Single—Emil Touring (Timekeepers) .....	252
Hi Three—John Nelson (Chippers) .....	629
Hi Single w/hcp.—E. Touring .....	263
Hi Three w/hcp.—Rudolph Vickers (36 Mach.) .....	642

## Our Delri Entry Leads League

Our entry in the Delri Industrial League has been leading the pack consistently since the season began. The league rolls on the Chester Pike alleys Thursday nights after our B league. Emil Touring (42 Dept.) is in charge of the team and has been able to field a team of our highest average men regularly.

When the season began the team was Steve Stevens, John Muschelli, Richard Gibson, Marshall Moody, Jr., Alfred Pruitt and Victor Pajan. However, Victor has been attending school and rolls this week for the first time and Tex Gibson has been ill several weeks. The other four have been carrying the load with the help of Walter Brysliak much of the time.

## B League State A Little Foggy

Our B league is one of those foggy situations. The second place team has won more points than the first and the third place team has won as many as the first. The difference, of course, is in the loss column and the fact that Shipways, in first place per centage-wise, has a match to make up with Pipe Shop A. Then everyone will know where he stands.

This league already is spread out pretty well. Two ties exist with the possibility of others forming and breaking with each night's activity. Shipways moved from seventh to a per centage hold on first since last month which is fair traveling time. Rocket Shop, in first place last month, is right there ready to grab if Shipways should happen not to take that makeup match "real good." Pipe Shop B is a little too long in the loss column.

Piping Design must have been some sort of a flash in the pan. From second to 12th is quite a drop. The Rocketeers seem to be on the move, going from 13th to eighth. That and Pipe Shop C's jump from 11th to fifth are the only signs of an upturn in the list.

Ed Clayton (Shipways) moved higher with his season's high single although his old one still was good. Thomas Flynn (Pipe Shop C) must have thought his name was Fling the night he threw that 662 for high three with handicap. It won't last long, of course, but Tom will feel mighty good while it does. Ed Clayton moved his high single with handicap further up the pole, too, but this was necessary. A couple of the boys have passed his old mark. Marshall Moody, Jr., still has high three. Turkey night comes up Nov. 19.

When the balls started to roll Nov. 12 this was the standing:

	Won	Lost
* 1. Shipways	22	10
2. Rocket Shop	23	13
3. Pipe Shop B	22	14
4. Electric Shop	21½	14½
5. Pipe Shop C	18½	17½
6. Boiler-Fabs	18	18
7. Hull 77s	17	19
8. Rocketeers	17	19
9. Burners	15	17
* 10. Pipe Shop A	13	15
11. Berthing	16	20
12. Piping Design	16	20
13. Hull Drawing	15	21
14. X-ray	10	26

## Season Records

Hi Single—Ed Clayton (Shipways) .....	256
Hi Three—Marshall Moody, Jr. (Hull Drwg.) .....	623
Hi Single w/hcp.—Ed Clayton .....	270
Hi Three w/hcp.—Thomas Flynn (Pipe Shop C) .....	662

Stones are thrown only at trees that bear good fruit.

## Harvard Well Out in Mixed

When last we chatted with you about the Mixed League there was some doubt as to where the strength of the league lay. With five teams tied for first place this was understandable.

At this writing all doubts have been dispelled—momentarily, at least. Harvard is the undisputed leader of the pack. The lead is seven points and Harvard has met all the enemy but one. That one, of course, is PMC which so rudely toppled this same Harvard in last season's rolloff and is in second place as nearest competitor, and could have some bearing on the standing when they meet Nov. 17, eh? Well, let's wait and see.

The rest of the league follows along but not so far back a few of them couldn't cause the leaders much worry should they choose to come to life. A five-way tie for fifth place could cause quite a splatter when the knot splits.

Peter Martin, now that such weightier matters as golf are behind, evidently has turned to bowling with some seriousness—like being high single, high three and high single with handicap for the season. He is second high three with handicap by five pins. Maybe Lehigh will begin to move now. Philip Masusock is high average.

The girls continue to operate on a share-the-honors policy. Two of last month's record holders have given someone else a turn. Now Dorothy Allebach (Duke) is high three (also high average), Kay Schmidt remains high single but higher than last month, Judith Paige is high three with and Jean Cowdright alone is unchanged.

When action started Nov. 10, they were like this:

	Won	Lost
1. Harvard	28	8
2. PMC	21	15
3. Navy	21	15
4. Duke	18	18
5. Miami	16	20
6. Lehigh	16	20
7. Cornell	16	20
8. Temple	16	20
9. Slippery Rock	16	20
10. Army	14	22

## Season Records

### Girls

Hi Single—Kay Schmidt (Lehigh) .....	184
Hi Three—Dorothy Allebach (Duke) .....	492
Hi Single w/hcp.—	
Jean Cowdright (Miami) .....	231
Hi Three w/hcp.—Judith Paige (Temple) .....	605
Hi Aver.—D. Allebach .....	149

### Men

Hi Single—Peter Martin (Lehigh) .....	242
Hi Three—P. Martin .....	590
Hi Single w/hcp.—P. Martin .....	257
Hi Three w/hcp.—John Dougherty (PMC) .....	640
Hi Aver.—Philip Masusock (Navy) .....	172



## UF Total Looks Good to Eyes

If you judge our score in the 1965 United Fund drive last month in terms of money pledged, we were a huge success. The goal set for us was \$75,250. We came through, company and employees, with \$85,400, a huge success which put us right behind the Marcus Hook refinery of Sun Oil Company and Scott Paper Company in amount of money pledged.

Last year, you may remember, Sun Oil became the first firm in the history of the United Community Fund to pledge more than \$100,000. This year the refinery again went \$100,000-plus with \$125,000 and Scott Paper joined that lofty league as the second member, pledging \$104,000.

When we read figures like that and realize Sun Ship is the largest employer in the area, we begin to get the picture. Our pledge is the largest ever from Sun Ship but it hardly compares with such pledging. We look for the reason and it is not hard to find. We had the highest percentage of non-contributors in that number. Add to that the fact that the number pledging less than the 25-cent minimum went to 42, exactly double what it was last year.

There were more than three times as many non-contributors this year than last — 240 to 64. The 240 is just about five per cent of the force. None of the fault can be laid to the campaign organization in the yard. Right down to the last solicitor they did a job. When they were finished, every person in the yard had been reached as necessary. There were 240 untouchables.

Plant chairman William Chatten has compiled some figures you will find close by. Find your department and see how it rates.

MORE ON UF . . .			
85	7	0	0
86	8	1	0
87	8	3	0
88	24	0	0
89	8	0	0
90	16	0	0
91	114	3	1
92	9	0	3
93	36	0	0
94	11	0	0
95	8	1	0
96	10	0	0
97	14	0	2
98	5	0	0
240		42	

Your plant chairman, William Chatten, and co-chairmen, William Reese and Harry Benner, thank everyone who took part or helped in any way to put the 1965 United Fund drive over the top for Sun Ship.

Bill Carter, our high pressure pipe welder, took a week to visit relatives in Virginia and Frank Hagenberger spent his time at his place in Willwood Villas. Our ace welder held down the fort quite handsly while they were gone. By ace welder we mean Walt Oprouseck, of course!

### MORE ON NAME . . .

tion features built into five groups of cargo ships now under construction in the Maritime Administration Replacement Program. Commentary was given on the differences in the independent approaches taken, together with a brief discussion of additional features appearing in future design.

The second paper, "Centralized Machinery Control on Sun Ship Cargo Vessels for the United States Lines," was authored by James K. McNeal, our electrical design engineer. It outlined Sun's approach after the owner requested a design change after the contract started. These vessels were modified in their machinery systems as the delivery schedule would permit, then the centralized control system was designed around the modified plant.

Following the meeting a social hour and luncheon was held at the Media Inn.

### MORE ON 66 . . .

Texas, Tex is going to work in the oil fields and I understand this is really a rough way to make a living. No one is better equipped for this job than Tex. Everyone is hoping Tex will have a lot of luck and success.

It seems the new car itch is getting to the men in 66 Dept. Stan Carter (stagebuilder leader) traded his old car in for a new F85 Oldsmobile. Ladson (Slim) Spicer (stagebuilder) traded in his old Cadillac for a 1963 Caddy. Arthur Sutton (stagebuilder assistant foreman) and John (Little John) Burke (shop carpenter) have not bitten yet but are nibbling at the 1965 Chevrolets. I don't know how these guys do it. I can't save up enough money to take my wreck to a car wash! Congratulations are in order for Benjamin (Benny) Richards (2d shift stagebuilder) who just bought himself a new home south of the border in Claymont, Del.

Joseph (Big Joe) Samanis (carpenter) is the only guy I know who during the whole baseball season said the Phillies would not win the National League pennant. I would like to congratulate Big Joe for his prophecy with an H bomb in the cavity in his lower molar.

I would like to put myself out on a limb and predict the St. Louis Cardinals and the Baltimore Colts will win their respective divisions in the National Football League with Baltimore winning the championship game between them.

With Thanksgiving Day almost here, it means a lot of thoughts will be on thanking God for everything He has given us as individuals, as families, and as a nation. Wonder what it would be like if we thought like this all year around?

### MORE ON 84 DEPT . . .

care where you are from or who you are—they are there to help and all you have to do is stop in and before long you will find out that they do the finest work of this kind in the whole world. Anyone who was in the service can tell you they never question you when you ask for help, so please, if you can give—do so.

It was just reported that something must have happened to James Gallagher. The men are saying he turned down smokes and we just can't understand that.

### MORE ON SAFETY . . .

best he can, with the attendant chance taking. Maybe his boss will like that. Not so! The boss is always ready and willing to help and instruct him in the safe way to do a job. If he isn't willing or doesn't know the safe way, he shouldn't be a boss.

All of this comes down to what I said to start—you are your best safety man. Let's look at it this way. By not practicing safety, who loses? Certainly the company loses your services, but you lose time, money and have needless suffering. About the most important thing in life is the ability to earn a living for your family.

We all can develop these safety habits to the point where we think of safety all the time in whatever we do. I feel that the big job of the Safety Dept. is not to make you obey safety rules but to instill safety into your lives that you will live by it.

Let's try our best to be careful, to work, play and live safely and avoid these accidents because, as the poster stated, they hurt.

### LET'S STAY ALIVE IN '65.

#### MORE ON GOLF . . .

Edward Bogucki	50	43	93	73
Walter Rowles, Sr.	43	53	96	78
David Anspach	46	52	98	80
Joseph Grant	47	54	101	83

#### C FLIGHT

Frank Mosser	45	44	89	67
Harold Hurst	51	45	96	74
Robert Williams	49	50	99	74
Frank Griffith, Sr.	44	53	97	75
Donald Brunstetter	52	51	103	78
Ray Burgess	55	51	106	81
Richard Hagan	54	55	109	84
Robert Wise	61	52	113	88
William Wilson	58	55	113	88
William Maling	60	54	114	89

#### GUESTS

	Out	In	Gross	Net
Ernest J. P. Wray	40	41	81	72
John Nelson	38	37	75	72½
Frank Griffith, Jr.	41	46	87	73
John Keeley	44	40	84	74
Jerry Axel	47	49	96	74
Frank Berckman	55	49	104	74½
Theodore Berckman	45	51	96	75
Daniel Malman	42	46	88	76
John Spencer	56	50	106	76
Martin Rankin	49	44	93	77
Paul Hermann	47	48	95	77½
Jack Krieger	48	52	100	78
Joseph Kleschick	52	51	103	78½

The way taxes are today, you might as well marry for love.

"Are you a full-blooded Indian?" the tourist asked the Apache coming out of a Red Cross blood-donor station. "Well, no," replied the Apache thoughtfully, "I'm a pint short."

Harry to acquaintance: "How's your wife? Has she changed much?"

Acquaintance: "My habits, my clothes and my friends."

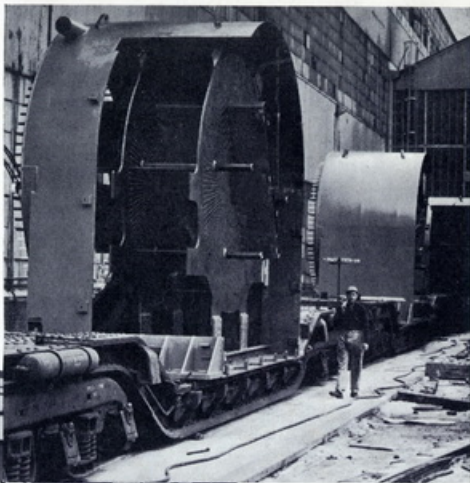
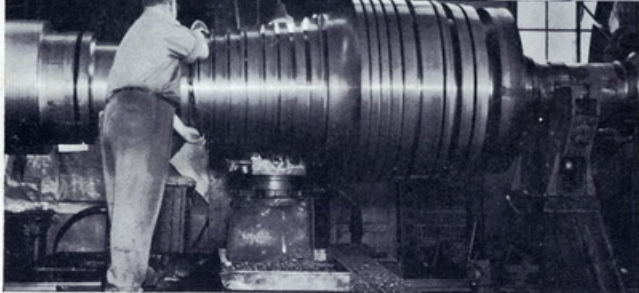
Some of the men were shocked when he did not ask them for a cigaret. I can tell you I heard he turned over a new leaf and is starting out on a better road. I do wish him lots of luck and maybe he will have money for water ice from now on.

# The purse strings of leadership:

The total costs of  
the many  
election campaigns just  
concluded,  
no matter  
whose estimates you  
read,  
were too high.  
Especially when  
ability to pay  
has little bearing on  
ability to govern.  
This country is  
entitled to the  
very best  
talent available  
to hold the vital  
elective posts in every  
village, city  
and state.  
Yet there are many  
highly effective  
and able citizens  
who will never hold  
office because the high cost  
of campaigning is beyond them.  
The oaths of office for  
elected officials  
are still taken with one hand  
on the Bible.  
Let's make sure  
the other hand  
is not required to be holding  
a checkbook!



# SCOPE OF SERVICE



GEORGE C. COLEMAN  
2517 CHICHESTER RD.  
CHESTER, PA.

For 48 years the facilities of this large and well-equipped plant for ship and engine building have been employed in building special equipment for oil refineries and chemical plants.

This equipment varies from small tanks to large Fractionating Towers, Stills, Pressure Vessels, Special Machinery, Plate Work, etc. Carbon or alloy steel-annealed and X-rayed.

**THE PLANT**—Our plant consists of such a variety of shops and machinery that it is unnecessary to sublet when building the type of equipment here listed. The plant consists of:

#### Boiler and Tank Shops

Steel Fabricating Shops	Machine Shops
Blacksmith Shop	Pipe Shop
Anglesmith Shop	Electric Welding
Coppersmith Shop	Stainless Shop

**RAIL OR WATER SHIPMENT**—Our plant, located on the Delaware River with piers and deep water to care for sea-going ships, has railroad connections to all points.

We have adequate facilities to handle our work in all its phases and do not have to sublet.

Further information, estimates or proposals on request.

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