

Overboard

ABOARD THE
EASTERN SUN

SUN SHIPBUILDING AND DRY DOCK CO., CHESTER, PA. • SEPT., 1955

Memo from John G. Pew, Jr.

A Good Home for Children During *A Crisis*



What would happen to your children if you and your wife were simultaneously hospitalized for a week or longer? What happens during the crisis, to children from homes suddenly broken by separation and divorce? And from family evictions?

Every year about this time our town makes a concerted drive for the Community Chest; welfare, health and training agency activities. At the shipyard we follow the convenient path of having our contributions deducted from pay checks and have 95% participation. Such impersonal procedure, however, is all the more reason for understanding where our money goes, how its spent.

The enclosed folder "SHARE Because You Care" lists twenty-one organizations and agencies worthy of your consideration; all but two of which have funds allotted to them by our Chest in the 1955 budget. The

Chester Day Nursery is a close neighbor to the shipyard, and makes a good illustration of what's going on.

Actually, it isn't a day nursery but a home; an emergency and temporary home for dependent or neglected children. In most cases these children would be subject to hardships as innocent victims of circumstances through no fault of their own. That is why my family has long been interested in the Chester Day Nursery. The children are not permanently housed, but are cared for only so long as the emergency or difficulty exists.

Headed by Mrs. Walter S. Buckley, who has devoted thirty years to these children, the staff works with love and sympathy on a modest budget. The \$9,975 allocated by the Chest, is less than 3% of the total planned in support of participating groups. At the nursery, a total of 13,317 days care was

rendered in 1954. With a capacity of 35 children, about equally divided between boys and girls, the home succeeded in handling an emergency flow of 40 children this past summer. It is administered in cooperation with other Red Feather agencies which route needy children to the nursery.

Children receive kindergarten or nursery school training; complete medical and dental examination and care during their visit. Non-sectarian and under its own charter, the home has a board of twenty-five women, with Mrs. Harry C. Donahoo, president.

As true in most charitable undertakings, when we contribute individually we are discharging our civic responsibilities; and lessening the danger of welfare becoming a political football — too often used as a means to secure power over the people.

Warning From (Ex) Communist Appears In Bulletin for Students of the Techniques of Communism

By Louis F. Budenz

The current issue of the *Daily Worker*, specifically from May 15 on, express jubilation at the proposed Big Four conference "at the summit". At the same time, they urge the comrades to create "the atmosphere" under which West Germany will be disarmed, the United States will surrender in the Far East, and will give up its superiority in atomic materials.

The Red daily organ of May 15 runs a huge headline "Big 4 Meet Stirs Hopes of World", and at the same time lets it be known that this is a victory for the Communist line by asserting in a front page story that the *Daily Worker* "boasts" of constantly standing for "top-level negotiations."

The biggest drive of Moscow and its agents, next to "Big Power negotiations", is the disarmament of West Germany. The *New Times* of May 7, 1955, shows the Austrian "peace treaty" — which provides for a "neutral" Austria — was entered into by Moscow in order to bring about a "neutral" Germany.

At the Big Four meeting, the United States is to be persuaded (according to Moscow's plan) to agree to proposals which will lose us the aid of the people of West Germany.

Our "allies" are counted upon to bring pressure in this direction. Issue after issue of the *Daily Worker* has recently emphasized

that Great Britain favors Soviet proposals on various points, as over against the "reluctance" of the United States.

If West Germany is disarmed, then Moscow will have driven a huge "neutral belt" through the center of Europe, from Tito's

Yugoslavia to Sweden. This "neutral belt" will be an easy prey to Soviet aggression and disruption, when it suits Moscow's purposes. The "friendly Governments" which Dean Acheson declared on November 14, 1945, must be on the Soviet borders have all become satellite regimes. This furnishes a forewarning of the fate of the "neutral" nations, now being taken into Moscow's camp by Marshal Tito.

MARK SATURDAY, SEPT. 24, 1955

ON YOUR CALENDAR!

The Sun Ship Family Picnic on Sept. 24, will start at 10 A.M. The Elks Band with soloists will entertain from four o'clock on with Tommy Leeson at the helm.

As always this will be a big time for children of employee families. Remember, that a cloudy morning sky and light drizzle two years ago scared some people off, who missed an afternoon of good fun. Don't disappoint your children this year!

Volunteers to run the entertainment activities, dispense the refreshments and supervise the safety of the small fry are needed. Turn your name into the Safety Office now to assure the success of our outing.

You are urged to fill out and promptly return reply postcards sent you by John G. Few, Jr. to aid the committee in estimating supplies for your children.



A GOOD TIME is guaranteed us by the work of Fred Smith, AB Cressy and an experienced hard-working committee.

NOTE: An ex-communicant seldom loses all collective affinities, but often has a valuable caution to offer regarding Party strategy and tactic.

IT Pays!

IT IS NOT ALWAYS EASY:

- To apologize
- To begin over
- To take advice
- To be unselfish
- To admit error
- To face a snare
- To be charitable
- To be considerate
- To avoid mistakes
- To endure success
- To keep on trying
- To be broad-minded
- To forgive and forget
- To profit by mistakes
- To think and then act
- To keep out of the rut
- To make the best of little
- To shoulder deserved blame
- To smile when times are hard

BUT JUST THE SAME IT ALWAYS PAYS!



PAINTERS OF SHIPS need the agility of monkeys and Pete Child's crew is no exception. Here one of them works his way forward, backward along the strip of weatherdeck abreast of the midship house on the Eastern Sun.

OUR YARD — Sun Shipbuilding & Drydock Co., Chester, Pa. — Vol. XV, No. 1

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THE GRACEFUL SQUARE RIGGER lies quietly at a Philadelphia pier with all her sails furled.

WESTER UNION

August 22, 1955

Mr. Joseph Hubert
Maintenance Department
Sun Shipbuilding & Dry Dock Co.
Chester, Penna.

CAN YOU POSSIBLY REPORT THIS WEEK stop NEED YOU VERY MUCH stop LINE PLAY ON FRIDAY NIGHT VERY BAD stop ROOKIES DON'T SEEM TO HAVE THE STUFF FOR US TO GO ALL-THE-WAY stop I WANT TO START YOU AGAINST THE "BEARS" THIS FRIDAY NIGHT HERE IN PHILADELPHIA stop PLEASE TRY TO MAKE IT stop I NEED A "LEADER" ON THE LINE stop FOR "OLD TIME SAKE" HELP US OUT.

JIM TRIMBLE
Philadelphia Eagles

After the August issue of OUR YARD reached the homes, the following telegram was sent to Mr. Joseph Hubert c/o Maintenance Dept. (through the courtesy of John Shallet, Dry dock office).



A VIEW of the mainmast and rigging from below. No place for a weak heart or faltering legs.

MORE TALK?

Congressman Richard H. Poff from Virginia presented some facts and figures: In eight years U. S. and Communist representatives exchanged 120 million words in 3,802 meetings. This took 11,400 hours and would fill 600 volumes of 400 pages each.

Score? "Zero," says Henry Chamberlain in Human Events (April 2).

Little wonder Mr. Chamberlain asks "Why a Big Four Conference?" Americans have only to review Munich, Teheran, Yalta (now there's one), Potsdam, Paris (spring '51), Berlin and Geneva (both only last year) to arrive

PORT OF PHILA. VISITED BY

PICTURES AND



A CLOSE UP of the ship's bell supported by two silver dolphins. These bells date from the days when ships used sandglasses to measure half hours. Upon each turn of the glass, a ball was sounded.



LOOKING UP at the "Foc'sle" head showing the ship's bell and "Stb'd." running light. (The tank holds fresh water.)



VIEW SHOWING THE MAZE of running rigging. Working in the dark, a windjammer seaman can lay his hand on any stay, line, tackle, sheet, shroud, halyard, etc. shown here.

at Mr. Chamberlain's: "Appeasement, which is surrender on the installment plan, is quite satisfactory to them" (the totalitarian dictators).

Then he recalls "the attitude of Secretary of State Charles E. Hughes, when the Soviet Government in 1923 was bidding for a conference on recognition. If the Soviet Government wanted to comply with American terms, it could do so, said Mr. Hughes. Otherwise there was nothing to talk about."

We fear what "terms" might be concocted by present American leadership (e.g. having

Stratsraad Lehmkuhl

CAPTIONS BY GEORGE BLAIR — ENGINE DRAWING ROOM



THE MYSTERY OF TALL MASTS. Looking forward from the poop deck this is what the helmsman sees from his station at the wheel.

(Right) — **PHOTOGRAPHER BLAIR** aboard, the "Stratsraad" has two sets of helms. This is her emergency wheel.



THE SHIP'S WHEEL. In bad weather the wheel is more than one man can handle. Sometimes four men are needed.



THE NORWEGIAN TRAINING SHIP "Stratsraad" Lehmkuhl a graceful apparition from out of the past.



LIKE THE CLIPPERS OF OLD, this view shows her raking bowsprit and fine lines. The stack behind the foremast is for the auxiliary diesel which is used for maneuvering in narrow channels.



THE BROAD "FAN TAIL" and fancy scroll, work of another era.

more or less purged the two-way Monroe Doctrine and recently added a new set of initials* to U. S. foreign intervention) but we agree with Mr. Chamberlain that further talk with murderers and liars is costly nonsense for "the incurably gullible and naive".

*Lend Lease, Marshall Plan, Point 4, ID, TCA, ECA, MSA, FOA and now ILA.

All God's Laws

The more we consider the Ten Commandments the more we see how they are the basis of economics as well as morals. When this becomes clear to us we stop thinking in terms of right, left and middle, and begin to

think in terms of right and wrong. We don't recognize any middle-of-the-road with reference to the morals of lying, stealing, coveting, murdering, committing adultery and disrespect for our parents, and neither is failure to observe these standards acceptable in our economic activities.

Once we gain the concept that moral law and economic law come from the same God, are essentially the same and apply to all human beings, we shall lose much of our confusion and uncertainty about economic practices. We can't change economic law by conferring power upon government any more than we can change moral law. We can violate either if we wish, but in neither case can

we avoid paying the penalty.

From Christian Economics.

609 Hook Road
Sharon Hill, Pa.,
June 29, 1955

Sun Shipbuilding & Dry Dock Co.

Dear Sirs:

Would like to express my deep appreciation to you for your kindness to us at the time of my wife's illness.

Many thanks and may God bless each one of you with good health and prosperity.

Yours truly,

WALTER B. LOGAN

SHIP DESIGN

By Frank Pavlik, Naval Architect

INTRODUCTION

In presenting the subject of ship design, a statement of basic concepts seems proper in order to fix clearly in mind their relationships in our discussion. It will be recalled that Archimedes, circa 250 B.C., enunciated the principle in hydrostatics that the weight of a floating body is exactly equal to weight of the liquid it displaces. For example, if a container were filled to the brim with water, and a block of wood weighing twenty pounds were placed in the container, a quantity of water amounting to exactly twenty pounds would be spilled over the brim or displaced.

So we can say that the weight of a ship and everything she has on board is equal to the displacement. The variable weights that go aboard ship including cargo, fuel, feed water, stores and crew are known as the deadweight, and specifically the cargo is known as the cargo deadweight. In review — the deadweight plus weight of ship is equal to the displacement.

The prospective owner of a vessel is interested in making a return on his investment in the vessel, and this is reflected in terms of cargo deadweight and speed of vessel. These are usually the two fundamental economic factors that he brings to a shipbuilder in requesting that a ship design be prepared for him.

DISPLACEMENT AND DIMENSIONS

Armed with the information about deadweight the shipbuilder proceeds to determine the displacement of the projected vessel. There is a ratio between deadweight and displacement for each class of vessel, which varies somewhat with speed. Applying this ratio to the deadweight, the shipbuilder can determine the required displacement. As the displacement in tons can be converted into cubic feet, it then becomes possible to determine what the length, beam and draft will be, as the product of these factors is a cubic number.

Good shipbuilding practice has again established ratios of length to beam for stability, and length to depth for longitudinal strength considering the vessel as a box girder. The maximum beam is usually dictated by the dimensions of canals or docks that the vessel will use. Draft is limited by harbor or canal conditions, e.g. the Suez Canal maximum permissible even keel draft is around 34 feet. The draft is determined from international load line rules, and controlling factors are: type of vessel; length; depth, fineness of form; erections such as poop, bridge and forecabin, and sheer and camber of decks. The Plimsoll mark painted on the sides of the vessel amidship establishes the legal limit of draft which must not be exceeded.

ARRANGEMENT OF VESSELS

The arrangement of ships is largely dictated by trade requirements and the dictates

for safety of life at sea. With liquid bulk cargoes carried in tanks, which may be used for ballast sea water on the return voyage, the location of propelling machinery at the stern is indicated. This is also true for the ore carriers, and for dry cargo vessels where a cargo may be reasonably assured for the outbound and inbound voyages. An example of this has been some of the Matson Line Vessels which carried agricultural machinery and manufactured goods to the Hawaiian Islands, returning with pineapple and sugar products. The location of machinery aft releases valuable midship hold space for carrying cargo and results in a gain in cubic capacity through shortening of the shaft tunnel.

On the other hand, to obtain a sea-kindly ship it is necessary to secure proper immersion of the forefoot. The average dry cargo vessel lacks adequate ballast tanks to do this and accordingly the propelling machinery is located more nearly amidship in order to secure an even keel trim.

Many more varieties of cargo are now transported in bulk, and require arrangements of tanks and cargo spaces suitable to the commodity. Included are chemical cargoes such as glycol, styrene, acids, molasses, alcohol, caustic soda, ores, liquified petroleum gas, natural gas, etc. A recent Scandinavian trend is to build combination ore-oil ships; transporting ore in central cargo holds on one leg of the voyage, and returning with oil in wing tanks and deep double bottoms. These ships have been designed for deadweights of over 20,000 tons. Another interesting vessel type is the whaling factory ship.

PROPELLING MACHINERY

The selection of propelling machinery has been covered by a previous article in this magazine and accordingly we will not touch on this design phase. In passing, we note the interesting possibilities afforded by the nuclear power plant, and believe that when development costs can be sufficiently reduced merchant vessels will be so propelled. Actually it means the substitution of reactor-heat exchanger units for the present boiler installations, with turbines, etc., relatively unaffected. There is a two way saving in that oil fuel will not have to be purchased and deadweight and space for oil fuel will be released and available to carry cargo.

The single screw vessel utilizes her power with the greatest efficiency; an average ratio of effective power to drive the ship to rated power of the propelling machinery being about 70 per cent. The twin screw ship suffers power losses through greater eddy resistance due to shaft bossings or struts and the ratio drops to 65 per cent; and decreases as the number of propellers is increased. However, at times there may be other reasons more cogent than efficiency such as military expediency which influence



the designer to resort to multiple screw propulsion.

PORT EFFICIENCY

Presently the accent is on the improvement of port efficiency of the ship, and cargo cranes, power operated hatch covers, etc., are coming to the fore. Another innovation is the application of the roll on/roll off principle for handling all types of vehicles aboard ship, and our Hull 601 is an example of this.

After the principal dimensions and arrangement of the vessel have been established, a set of design plans and specifications are prepared for bidding purposes. At this stage of the game it is advisable to make a check of weight to guarantee that the basic assumptions were valid, and that the ship will carry the required deadweight on the displacement provided and further, that the vessel will trim correctly. This requires that the summation of all the weights comes directly over the center of buoyancy of the hull. Just as an example, an error of 18" in the location of the cargo tank center of a tanker, would result in a trim of 12" by head. Another design step is to have a scale model towed in a test basin to verify estimates that have been made relative to power requirements and speed performance. The horsepower requirements are then given to the engine design department so that they can determine the most economical and reliable power plant that can be installed.

Bids on a competitive basis are prepared from the design plans and specifications and the successful bidder for the construction of the ship is awarded the contract. The design plans and specifications are then used as a point of departure for the preparation of working plans from which the vessel is to be built.

Overheard at Senate Foreign Relations Committee hearings:

One senator to another, discussing shortage of engineers, scientists in U. S. compared with Soviet Union: "I wonder sometimes if the communists care more about their security and survival than we do about ours."

Note: Engineering Manpower Commission says U. S. needs about 40,000 new engineers yearly. Schools will graduate 21,000 in 1955.



FASHION-WISE HUNTERS — A ROD & GUN INSERT

It may be high fashion in the Fall to dress in glorious autumn colors, but if you, your husband, or others in your family are planning hunting trips, you had better be practical. The National Rifle Association of America has several recommendations for the proper clothing to wear hunting, and cautions that clothes should be as carefully chosen as your guns and ammunition.

The local climate and weather conditions, the weight of your gear, and the length of your trip are all, of course, points to consider, but the colors, textures, and patterns of your hunting wardrobe are even more important. When it comes right down to it, your life itself may depend on your outer clothing's being visible to companion hunters.

The Association suggests that you avoid white. It might be confused with a cottontail or a white-tailed deer. A luminous yellow is always easily identifiable. Large checks are also excellent. The usual red may not always be the safest, as Fall foliage often blends with it.

For your health's sake, be sure to have a complete physical examination before going out in the field. Then, when you do go, be sure you are warmly dressed. You'll find that several layers of lightweight garments will provide more warmth than a single heavy layer, since air spaces between the layers provide extra insulation. Light wools are recommended because of their weight, packability, warmth, and because they are the least uncomfortable when wet.

We wish you good hunting. Be comfortable, but most important of all, be safe. Better read up on all the rules of safe hunting before venturing out.

"God grant that I may live to fish until my dying day. And when it comes to my last cast, I then most humbly pray, when in the Lord's safe landing net, and peacefully asleep, that in His mercy I be judged as good enough to keep."

"If you want fishing worms without spade work, take a detergent such as Vel or Tide or any of the others, and place a big dollop of it in a bucket then fill with hot water. Take this bucket of suds, pour it on your lawn or any grassy spot—then wait. In three or four minutes the worms will come popping out of the ground. Be sure to wash off the worms with clean, cool water before using."

—FROM AM, LEGION COLUMN



DEAN OF REPORTERS, Dick Clendening, caught a load of fish on an Indian River trip. His smile preceded catching "one with feet" which later (enroute home) gave him "such a kick in the side, it fractured a rib."



ROD AND GUN EDITOR, Mike Znachko, hauled in more than his share of porgies on a trip with Dick Clendening, Ann Smedley, Erwin Andraeos John Hart and two others. "Andy" seems to be optimistic about what might head up the Friday cafeteria menu.



FOREST RANGER'S CAMP situated at the entrance of one of Maine's "Big Woods".



Supt. Arthur Holzbaur congratulates the following men on receipt of their service pins: **BOLESLAW MURASZEWSKI**, 66-26, 35 years; **PASQUALE PAPI**, 66-31, 30 years; **FRANK CUCORE**, 47-107B, 35 years; **DON SAUCUNAS**, 47-57, 25 years; **GEORGE MILNES**, 59-63, 30 years; **AVERY JONES**, 47-2823, 35 years; and **JOHN McDONOUGH**, 55-39, 35 years.

Supt. Raymond J. Flanigan congratulates the following men on receipt of their service pins: **PIERSON STANT**, 30-31, 30 years; **WILLIAM BEARD**, 36-96, 25 years; **GAVIN R. RENNIE**, 36-889, 25 years; **GEORGE LAIRD**, 36-16, 30 years; **WALTER DEAN**, 36-810, 25 years. (Lower Right) **ADDISON HINES**, 33-209 is awarded a 35 year service pin by Supt. Charles Zeien.



JULY AWARDS



Service-Loyalty

45 Years	
8-57	Albert V. Robinson
8-400	Frank Thompson
35 Years	
47-1078	Frank Cucore
33-209	Addison Hines
47-2823	Avery Jones
78-28	Henry P. McDermott
66-26	Boleslaw Muraszewski
55-39	John McDonough
30 Years	
30-31	Pierson Stant
36-16	George Laird
59-63	George Milnes
66-31	Pasquale Papi
25 Years	
36-889	Gavin R. Rennie
66-88	Anton Popiel
36-96	William Beard
47-57	Don Saucinas
8-154	Richard Friedrich
67-331	Larry Bodison
8-91	George Galey
36-810	Walter Dean

SALARY ROLL

10 Years	
79-90	Eleanor Scott

HOURLY ROLL

20 Years	
36-62	Samuel Custer
47-236	Charles Sokolowski
59-157	Stewart Thompson

15 Years	
47-1256	David M. Edwards
59-1113	Walter Oprouseck

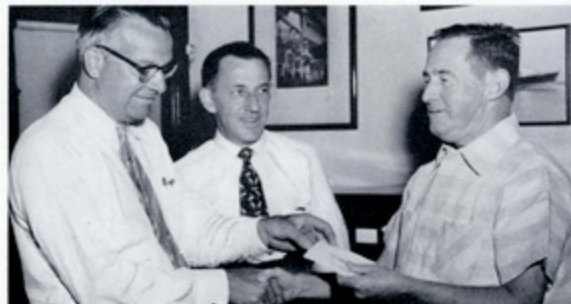
10 Years	
31-78	James A. Stewart
59-1366	Wilbert Robinson
91-257	Charles Newton
91-288	Edgar B. Boyce



(Above and Right) — Supt. William Smith congratulates **FRANK THOMPSON, 8-400, 45 years**; **RICHARD FRIEDRICH, 8-154, 25 years**; **ALBERT V. ROBINSON, 8-57, 45 years**; **GEORGE GALEY, 8-91, 25 years**.



(Right) — **ANTON POPIEL, 66-88** is awarded a 25 year service pin by Supt. Arthur Holzbour.



Naval Architect Frank L. Pavlik congratulates **HENRY P. McDERMOTT, 78-28**, on receipt of his 35 year service pin.

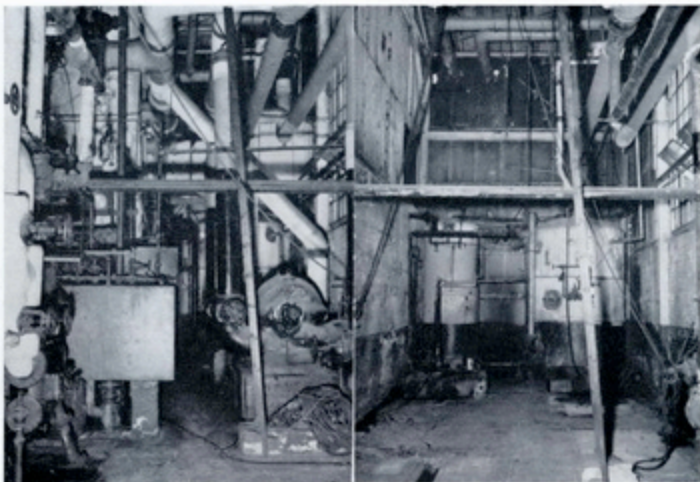


LARRY BODISON, 67-331 is awarded a 25 year service pin by Supt. Frank M. Hoot, Jr.

DO YOU KNOW?

- ... that federal, state and local government social welfare payments of all kinds total about \$14 billion a year.
- ... that poverty is always worse in those economic systems where there are few wealthy people. Why? Because, generally speaking, in a free economy in order to become wealthy a man (or his ancestors) must have conferred at least a hundred times the benefit upon others which he himself received.
- ... that 12 per cent of the nation's teacher's are regular readers of comics, according to a survey by the University of California.
- ... that more money is spent each year in the United States for comic books than for textbooks for all the nation's elementary and secondary schools. It is estimated that a billion comics are sold, costing about \$100 million per year or four times the combined book-purchasing budgets of all our public libraries.
- ... that sixty-five nations still recognize the Republic of China on Formosa and only twenty-four recognize the Communist regime at Peiping. Seven of the latter are not members of the U.N.
- ... that federal agencies are engaged in lending, guaranteeing and insuring activities involving \$244,000,000,000. The Hoover Commission is recommending that several of these agencies be liquidated and others merged into private enterprise.
- ... that unnecessary press releases propagandizing in favor of more and bigger governments are a large part of the paper work of the Federal Government, which costs the taxpayer \$4 billion a year.
- ... that Carmoy in "What's Wrong with France" declares 35 per cent of the national budget of France goes for direct and indirect subsidies to business, industry and agriculture. That always happens when government has the power to take from one to give to another. It can go on until no one has anything but a mere subsistence.
- ... that if the the governments filing cases of Captured German, Italian, Japanese and Russian records were placed end to end they would extend approximately 5 miles.
- ... that in 1953 the Indian government refused the applications of ten textile manufacturers for permission to install automatic looms to reduce manufacturing costs. This would have lowered the cost of clothing to Indians and might have enabled India to increase the export of textiles. Freedom would do more to help the people of India than all possible foreign aid.
- ... that over ninety percent of all work in American industry is done by machinery. To keep machinery in good order and provide more and better equipment we must have a constant and increasing stream of savings.
- ... that of the 15 largest manufacturing companies in 1900 only one is in that category today, and of the 100 largest industrial enterprises in 1909 only 36 still enjoy that distinction. If a business gets too monopolistic, or otherwise fails to serve the people better than any other, competition, time and obsolescence will soon remedy that wrong.

FROM CHRISTIAN ECONOMICS



ORIGINAL PUMP and heater room showing hot well (box) used to preheat water for boilers. At right were the circulating pumps to circulate hot water for heating the Main Office. At left is the old reciprocating feed water pump.

ALL OF THE OLD EQUIPMENT is now scrapped. The area is being cleared for use as a pipe maintenance department shop and locker room.

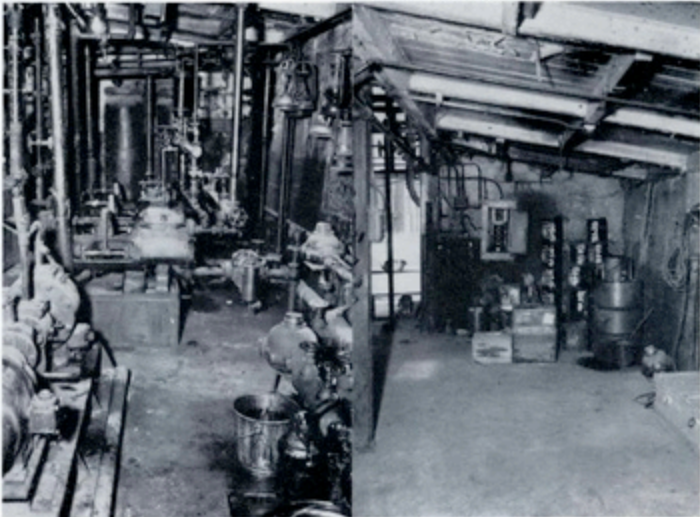


OLD OIL PUMPS and heaters for pumping bunker fuel to the 4 old boilers.

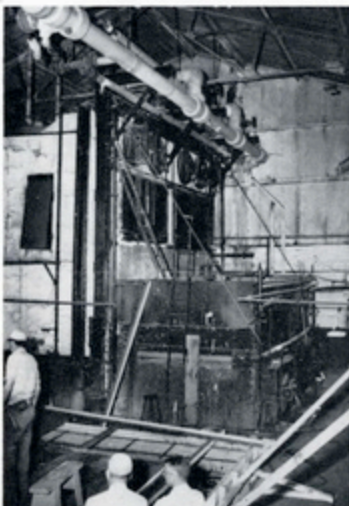
BEFORE AND AFTER PICTURES SHOW A MAJOR OVERHAUL OF SUN'S CENTRAL HEATING PLANT

(Left) — WHERE 3 AND 4 used to stand, the concrete has been poured to support new boilers and stack.

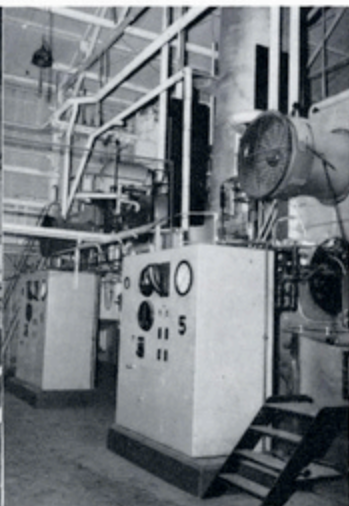
THE OLD PUMPS have been scrapped and a new concrete floor has been poured in preparation for use by 34 Maintenance Dept.



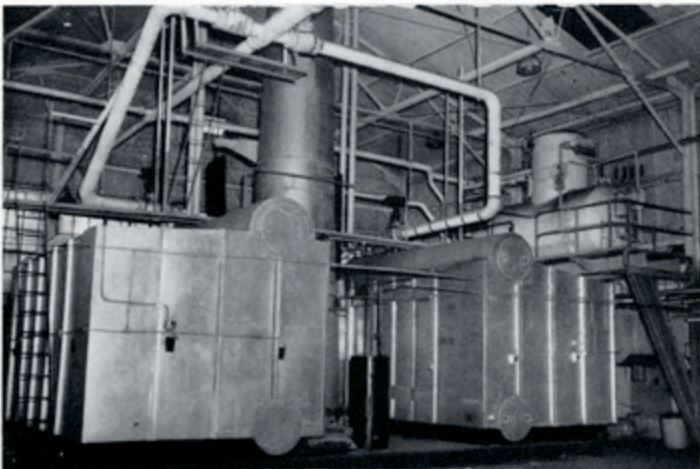
CENTRAL HEATING PLANT — THEN AND NOW



AFTER BOILERS 3 and 4 were removed to make room for the new ones, there was this view of old numbers 1 and 2. The old foundations were used to support the new Babcock & Wilcox boilers.



THE NEW PANELS automatically control the boilers to maintain a constant steam pressure with varying loads. They also regulate fuel and air quantities for maximum efficiency. The 22,000 lbs. pressure of each, is more steam per hour than three of the old boilers.



FROM BEHIND the new boilers flank the stack. At upper right is feed water heater adopted from equipment left over from cancelled contract, hull 328. Small black chemical tank at center maintains quality of water and prolongs boiler life.

WORTH REPEATING

In Lincoln's time the burning constitutional question was: "Shall the American Union be preserved?" Today, the question is: "Shall the Union be kept American?"

Senator John W. Bricker

Uncle Sam may now refer to the rest of the world as his debtor half.

I never pay much attention to criticism after I have drawn what wisdom I can from it. — Norman Vincent Peale.

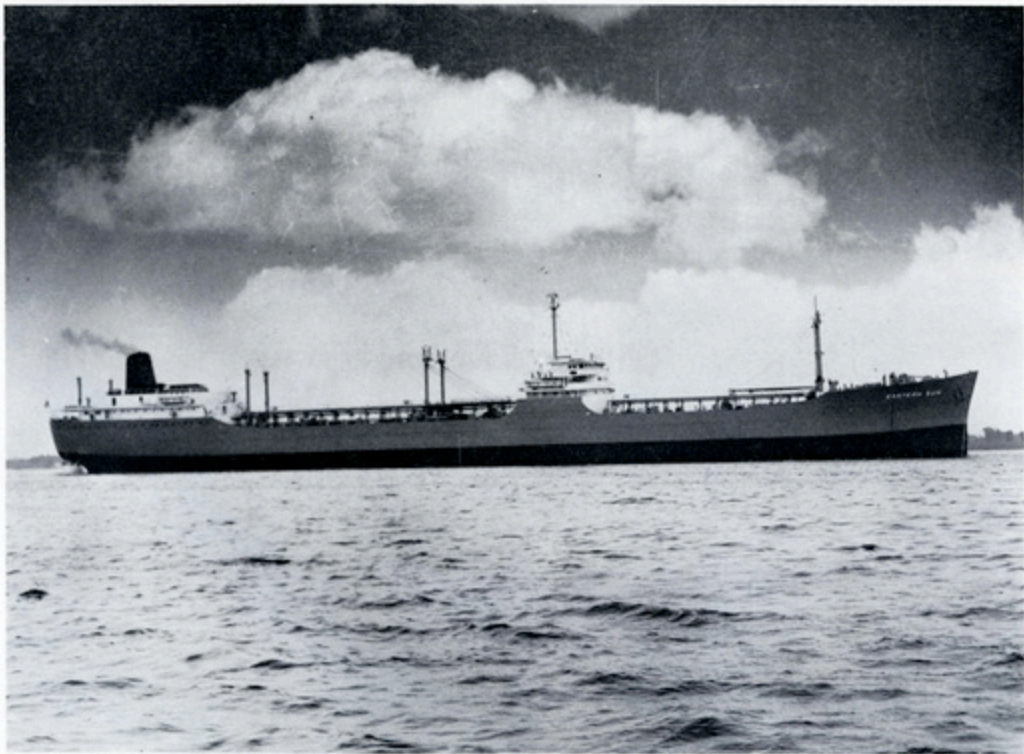
The way of the transgressor is hard — like everybody else's.

A small porcupine backed into a cactus plant and asked, "Is that you, Mom?"

This list accompanies the following article on Dock and Sea Trials of the Eastern Sun.

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S/S EASTERN SUN was delivered to the Sun Oil Company July 29, 1955. The 641', 30,000 DWT ton vessel joined her three sister ships, also built at Sun Ship, in coastwise service between Texas and Marcus Hook, Pa.

This picture was kicked (by the editor) under the hot power lines of a 12 way crane. Thanks to electricians, Robert Cantwell and Joseph Holley the best of the evening photographs was recovered.



PERSONNEL'S GIL WIDDOWSON checks Andy Andraas on board before sailing.

(Upper Right) — THE GANG PLANK is swung away by crane signalman.

Dock and Sea Trials — Eastern Sun

By Sterling Becton
Guarantee Engineer

Dock and sea trials are like people, they vary in many details. Some smooth, while others are "characters."

Most trials can be controlled to a standard, others to the satisfaction of a particular customer. The Navy, the U. S. Maritime Adm. have some variations, but with the exception of the Navy, they all conform with the U. S. Coast Guard and the classification societies.

Nearing the end of the ship's construction, the "operating gang" starts preparing to put

(Right) — TUG ATLANTIC 5 eases away from the new vessel as the latter heads down river.





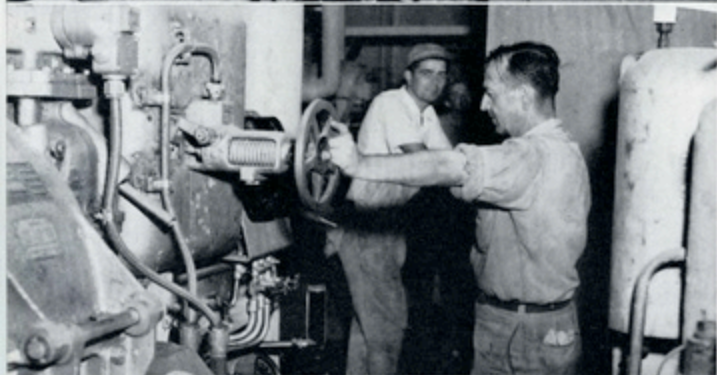
(Above)—**JOHN LOGUE** operating load boxes on dock for load test. He gets his instructions by phone from the engine room.

(Photos at left)—**ANTHONY "SPIKE" URBAN** at main throttle setting revolutions. Standard dock trial engine run is four hours.

DAVE WRIGHT of Sun with Carl Borth of Westinghouse checking governor (hydraulic) action which controls steam flow on generator turbines.

EDWARD SIDLOW and Thomas Baum, First and Third Ass't. Engineers of Sun Oil Company looking over an L.P. pinion sight glasses (giving oil flow to gear).

GEORGE AMRHEIM at the "Bailey" (steam regulator) control board watching steam pressure on main boilers.

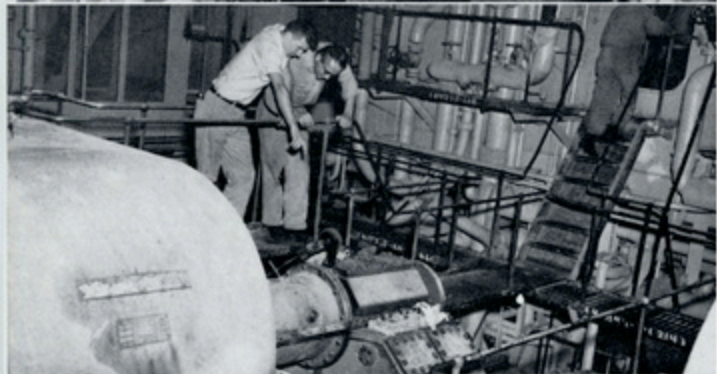


the ship's machinery in operation. This means getting "passed" various tanks, double bottoms, sumps and oil reservoirs and varied cleaning operations. Simple isn't it? Some fifteen different oils go to servicing a modern ship, not to speak of two grades of fuel oil.

Generally the Drawing Room will issue a directive, on advice of the customer, that "the drawings have been approved and no deviation will be tolerated by anyone."

By this time the ship is advanced to the stage where inspectors have a finished view. Way back, a couple or generations ago an

RIGGER PETE CHRISTIAN stands look-out on the bow. Phone is connected to the ship's communication system.





ERNIE MORITZ checking out cargo pumps.

(Photos at right) — **JUPP OF COFFIN FEED PUMP** and Sterling Becton of Sun Ship overspeeding the main feed pump turbines. A safety operation required by U. S. Coast Guard, American Bureau and Lloyds classification societies.

JOHN LAIRD, FIREMAN, changing one of four burners on port boilers. The burner spray tip atomizes fuel oil.

ANDREW OPROUSECK AND EDWARD SIDLOW (Sun Oil First Engineer) look over evaporator equipment.

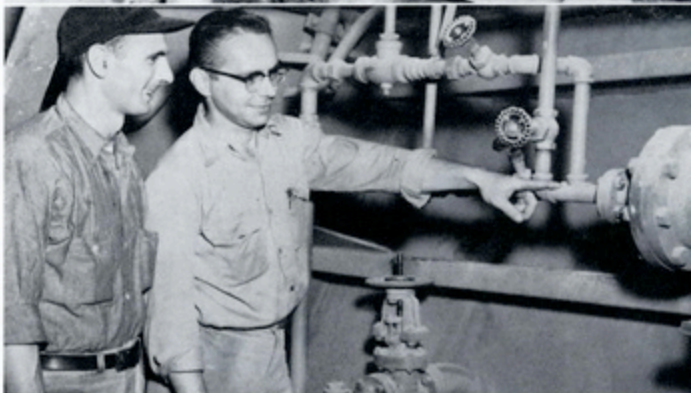
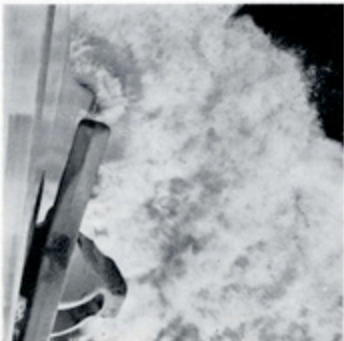
H. DETWILER, Electrician, with hand on main breaker preparatory to paralleling generators. Westinghouse's Carl Barth and Sterling Becton of Sun Ship look on.

inspector's great-grandmother started shifting the furniture around and grandpoo went to sea — now it "creeps" out. The owner no doubt realized this heritage and so effected the "no change" directive.

This should close the subject — but then you would be surprised how often the inspector is right. So regardless, more man-hours are added to the job.

Now we are advanced to the "Boiling Out Stage" of both boilers. Here some five chemicals are involved, and about ten to twenty-four-hours of time. This is an around the clock operation. Completed, we "light

LOOKING DOWN on starboard, snug-stowing bower of new design and increased holding ability.





(Top Left) — **ON THE BRIDGE** Capt. Lodge adjusts the magnetic compass as Capt. Frank Ferrill looks on; rigger, **LEON GUNNARSEN** at the helm; with **Pete Christiansen** on the port side of the bridge.

(Above Left) — **VICE PRESIDENT ALTON A. NORTON** and Sun Oil's Capt. Josiah Hutton watch the early morning activity on the bridge.

(Above Right) — **OFFICIALS, "U.S.C.G.," "Classification" and "Deck Crew"** conducting anchor tests.

(Left) — **ANCHOR** is dropped free during the test.

off" either one of the two boilers and "get on black oil" quickly as possible . . . man-hours, you know!

Steam is let around in the various systems — now every little fault that you fellows slipped up on comes to light in water, oil or steam leaks. Also welding seams, joints and loose nuts — not including the ones in our operating gang.

Now supervision starts to scream, "Get the generators on test!"

For your info, getting the generators on test requires some little man-hour grabbers like raising vacuum; and raising vacuum means hydrostatic tests on joints and condenser. This little aqua-measuring will point out all leaks!

No one can ever understand these leaks. "The lines are all tested." But there they are, steam or vacuum. How I would like to meet this little man who goes around making little leaks on tested pipes (and leaves out drain plugs). "Some day I will murder that guy!"





THE EASTERN SUN TRIAL TRIP offered three other slightly different views: E. Wray, Lloyds Register of Shipping Representative, on starboard wing; No. 1 lifeboat, midships; and above ballast water being pumped overboard as the sea trial neared its end.

Vac test over we now start flushing the main unit—this is a real dipsy doo—everybody gets in the act. But that "Old Debbel" report sheet still shows rising mmhr curves. This operation is the most important part of a dock trial. It has to be right. Even supervision lets up here but only in tempo! After the system is "passed" the pressure returns. Then Spin Test, over speeding both H.P. and L.P. turbines, low oil trips and other modern methods of torture under the critical eyes of "Uncle's" U.S.C.G., AB's Charlie Smith, Lloyd's Ernest Wray, not to mention the owner's inspectors and drawing room delegations.

"Couple-up and get going" is the latest word on an official (or other) dock trial.

At this point we beg to point out a little matter of "attempted testing" that has been riding along side of us. Did you ever notice a guy called Joe? Mullaney, that is. From the day we "lit-off" he has been there all the time—with his little of amp starter, pad and pencil. May his tribe increase.

Who is running the plant while we idle away the time? I often wonder, but there are some pretty good guys on the second and third shifts too! These fellows also manage to operate and get other equipment ready to go on test. Some say R.P.M. too high; the "bridge" squawks, too low. The inspector takes a looksee and the boys growl and no matter how high the R.P.M. at the dock—somebody is going to say, "Just see how she acts under 70." Dock trial completed (only a minor operation) comes "sailing day"—the sea trial.

This operation is a "real stinker"—a thousand eyes are upon you.

Fuel, food, man hours—we are now

really going to rock around the clock.

1900 hours we shove-off—THIS IS IT! Will she do it? She sure will "Buddy" if you did your part while she was under construction.

We start from the yard at 60 R.P.M.; increase shaft revolutions every thirty (30) minutes, arriving at Ship John Light not exceeding 75—well, that's what the program states!

At the Breakwater with 90, a gradual increase to 102 R.P.M. or 13,500 S.H.P., while making compass adjustments to be completed in the vicinity of a lighthouse or lightship—completed 0430! That's sack time never to be recovered.

At sea—progressive speed runs, normal and overload horsepower tests, adjusting compass, steering gear tests, anchor test, endurance runs, maneuvering test and crash stops.

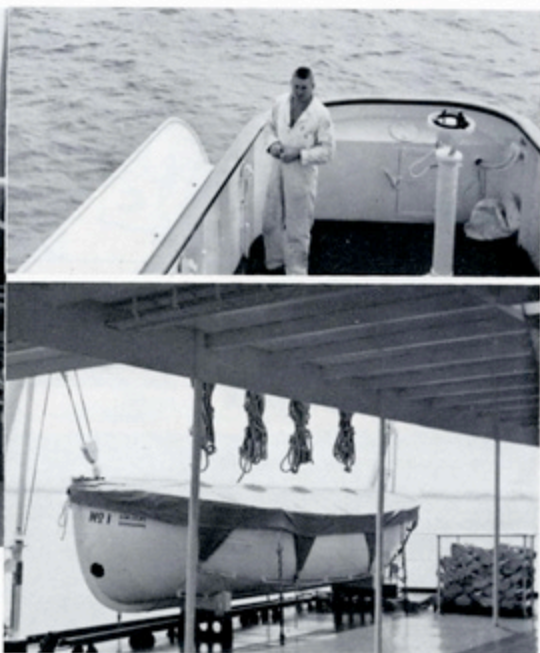
While running astern at 70 R.P.M. "move the rudder from midship to hardover, hardover to hardover, hardover to hardover and hardover to midships."

Let go one anchor at a time braking to a stop at every 10 fathoms. Hoist both anchors simultaneously with a chain speed of not less than thirty feet per minute.

Well, that's a taste of it. Speaking of taste, we overheard a question: Why don't the fellows below get those cigars like on the bridge, Mr. Widdowson?

Old friends of long ago are bound to show up on a trial trip in some capacity—generally with an unfinished work list. But there is nothing like answering the last docking bell—"Finished with engines."

How do you feel—proud or ashamed? You built her!



"A More Glorious Edifice"

Other misfortunes may be borne, or their effects overcome. If disastrous wars sweep our commerce from the ocean, another generation may renew it; if it exhausts our treasury, future industry may replenish it; if it desolate and lay waste our fields, still, under a new cultivation, they will grow green again, and ripen to future harvests.

It were but a trifle even if the walls of yonder Capitol were to crumble, if its lofty pillars should fall, and its gorgeous decorations be all covered by the dust of the valley. All these may be rebuilt. But who shall reconstruct the fabric of demolished government? Who shall rear again the well proportioned columns of Constitutional liberty? Who shall frame together the skillful architecture which unites national sovereignty with state rights, individual security and public prosperity? No, if these columns fall, they will be raised not again. Like the Colosseum and the Parthenon, they will be destined to a mournful and melancholy immortality. Bitter tears, however, will flow over them than were ever shed over the monuments of Roman or Grecian art; for they will be the monuments of a more glorious edifice than Greece or Rome ever saw, the edifice of constitutional American liberty. (Closing words of Daniel Webster's eulogy on George Washington in 1832.)

Drilling Storm Hole Outlets

Who drilled thru 3/4" shell plate and six (6") inches into the anchor—a few years back????

safe due to the fact that his house was always sober. . . . And in this jet age, Jack Godo says a man who crossed the ocean twice without taking a bath is a dirty double crosser. While on the subject of sailing, "Pappy" Jenkins knows some fellows who, if they get three sheets to the wind will sail into anybody.

Changing times: Nowadays there are quite a few people who don't carry weapons, they drive them!

"Tank Sniffer" Dell after sniffing around for awhile came up with the following fact. A skunk is a kitty with fluid drive. . . . Henry "Lover Boy" Kloefer would like you to know a cocktail party is a place where not only sandwiches are cut up; friends are too. . . . Pugh, the man of experience, knows a financial genius is a man who can earn more than his wife can spend. . . . Drive safe and sound when seashore bound. Slow down at sundown!

Ben Good says most men are not recognized as the masters of their homes, but they are most assuredly the Paymasters. . . . Bud Martin was out pheasant hunting one day. He had his dog and trusty double barreled gun with him. After tramping over hill and dale, the dog flushed two birds out of a briar patch. The other hunters fired and missed. But as Bud raised his gun, he fell in the briar patch and from a prone position brought down both birds. Warren Watt and Walt Davis were still laughing when they reported this news.

Fashion experts claim rounded figures are coming back. It was then that "Scrappe Head" Kerrigan yelled, "Curves ahead!"

It beats everything as to how a budding romance can blossom into a blooming lot of expense.

INK SPOTS FROM THE HULL DRAWING ROOM

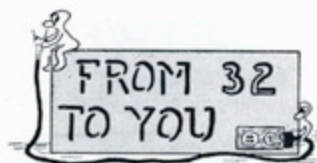
By **Tommy F. Dunion**
(Substituting for **Charlie Grauel** who is on vacation)

Once again we roll out the "welcome" mat for our newest fellow worker Ronald Fellman. Don't be so tense at that ping pong table, Ron, the only one to be afraid of is Ambrosino, and he doesn't play often. . . . Congratulations go to Frank Raezer who has finished his apprenticeship and is no longer a "boy."

Congratulations to Tom Winterbottom who made with the "I do's" on Saturday, August 27th.

Joe "15 Gilders" Wahowski is considering suing the borough of Eddystone for building the curbs too close together. He is also working on an invention similar to curb feelers for rear bumpers. Come on, Joe, next test: keep one foot on the brake at all times. Bob Filliben claims he could make a U turn on the same street. He probably could — without touching the curb — or even the street!

Bob Burns made it again! Claims he had tail winds — compliments of Hurricane Connie. . . . Tom Winterbottom found out that



By **Norm Kefford**

September here we are! We expect to have a large month of activities within our group and the name of the month will help to make it better. . . . First of all, and you must know this, our Bill has set a date to hold the corn boil for our department. Yes, he is actually going to splurge. So come on 32 Department, let's go out to Rose Valley Road on September 10th, and enjoy the

hospitality of our boy, "Bill".

And now that the "corn boil" date is set, let's get acquainted. We have two new employees in our group. Let us welcome first of all, Ernie Radnor. We can say that he is a gay one — all five feet and some. Next we introduce John Steele, a timid fellow to an extent but his hopes are high.

Of course, we have a few others here in our department. One is a budding real estate enthusiast; and we have the wireway kid, who just got a few china clippers installed. And now for "Bennie" who is on vacation at this writing. If he and little Joe would make a few plans for their house warming, then we could look forward to a wedding party for Joe Aitken who gave his girl friend an engagement ring on August 8th, which was the Silver Anniversary of his father and mother's wedding date.

CONGRATULATIONS



NAVAL ARCHITECT FRANK L. PAVLIK congratulates FRANK RAEZER on completion of his four year drafting apprenticeship. Smiling approval are Al Ingham and George Wilkie of the Hull Drawing Room.

all paper stretchers are not alike. He learned from an authority on such matters that they come in right and left handed models. Just like monkey wrenches. . . . Anyone have a ruling pen with points that need straightening? Moretti recommends Joe (Village Smithy) Carlanonio.

By the time this issue appears, the department will be closer to full force than it has been since vacation time rolled around. . . . Already Lois Green and Harry Osman have returned from Florida sporting tans that any teller would change into two fives. . . . Charlie Bezold has long since put his coonskin cap in mothballs after trotting all over the "greenest State in the land of the free." While on the subject: the way to make a moth ball is to lock him out of the winter storage closet.

We were sorry to hear of the misfortune of the Trevisan family whose vacation was cancelled due to the illness of Mrs. Trevisan. We hope by this time she will be well on

the road to recovery. . . . Eleanor McCann's bright eyes are even more so lately. Could the return of the B.F. to civilian life have anything to do with it?

Didja'ever notice the far away look in Stan Lewicki's eyes at the mention of tea parties, Red Sox, or any such reference to Beantown? What's with you, Stan?

Well, this about wraps it up for this month, and C. J., welcome back!

LATE LATE FLASH!

Joe Wahowski, followed the advice of "various and sundry" drivers, passed the test on the second try!

Bring Your Kiddies
To Chester Park,
9-24-55



By Frank Brooks

Vacation time is coming to a close. It looks as though it was just last month when it started. . . . Just think — Labor Day has been here and gone, and as we all know that's the last holiday of the summer season and remembering the good times they had son. A lot of the fellows are still talking enjoying their vacations. By the time you read this article I will have taken my vacation and be back to work.

Mr. L. Cox of 42 Department celebrated his 81st birthday on July 26th and is still going strong. We wish him many more. . . . Emil got married while he was on his vacation. George tagged along to keep everything straight. They saw the newlyweds got hurricaned in. It looked as though Connie objected.

Hunley said he didn't know whether the maroon '52 Buick that sits outside the gate every evening belonged to Buss or Sugar. But I guess it's Sugar's because he's always the first to get in every evening. . . . Sugar told me he was the first string short stop for the Chester Grants back in 1918. Believe it or not, that's one for Ripley! . . . Stanley went up to Brielle fishing and caught three tunas, that averaged three feet in length and weighed 15 lbs. each.



HARRY WILLIAMS, retired onglesmith of 42 Department, shown with a flock of his pullets on his Maryland farm.

Army Doctor: Do you have any physical defects?

Draftee: Yes, Sir. No guts.



By Peggy McKinney

Another month has gone by and with it more vacations. Norma Owens is sunning herself in Atlantic City. At least that was her intention when she left. . . . Anna Mae has returned from her annual hiatus to Florida. This time she went to Fort Lauderdale and enjoyed it even more than Miami Beach. Just what made it more enjoyable Anna Mae? . . . We hope that by the time this article is printed John Bennett is back on the job and hearty after his recent illness.

Grace Bartow managed to bring back a healthy tan from Ocean City, N. J. in spite of the hurricane scares. In fact she seemed to enjoy the excitement very much. On the other hand, Helen Scott was glad the bad weather was in the past when she visited her

sister in Ocean City. So you had better come back with a nice tan Helen.

Nell Drain, after many happy years at Sun Ship for herself and all associated with her, has retired from the company and is now enjoying a well earned rest. Nell will long be remembered for her active participation in all the nice affairs we have had through the years, and her willingness to do for others at all times.

Ann Smedley and Sug Scott, formerly of Sun Ship, spent a week in "Wildwood By the Sea," then Ann returned to the shore with Gloria Mancini. Must be the life! Stella Rustark is vacationing in Stone Harbor, N. J. Having just returned from there, Kas Coonan, Jane Heavey, Bobbie and Marilyn Null and Peggy McKinney can assure Stella that a wonderful time can be had by all in Stone Harbor. Just ask Mary Jane and Paul Bedford who visited the girls on their way home from Atlantic City. Now the group is collaborating on a sequel to "The Man who came to Dinner" entitled "The Man and Wife who Came to Dinner — and Staved!"

Refreshment supplies for the children require that we have a fairly accurate count of those wanting and expecting to attend. If you have not done so please fill out the postcard sent you recently and return it at your earliest convenience.

Sun Shipbuilding and Dry Dock Company's annual Company Picnic has been scheduled for 10:00 A.M., Saturday, September 24, 1955 at Chester Park, with a rain date one week later. A variety of entertainment, rides and games will round out the fellowship of this occasion.

HERE'S HOW . . .

MAKE RADIATOR COVERS

Attractive radiator covers are welcome projects in many homes.

No over-all dimensions are shown in the drawings; they will depend upon the size of the radiators.

Using 1-inch lumber, cut the side pieces to allow for the base board and molding, and the turn-off valve and pipe.

The base panel arch permits air circulation. This panel is fastened to the sides with No. 9 flat-head wood screws, 1½ inches long, countersunk.

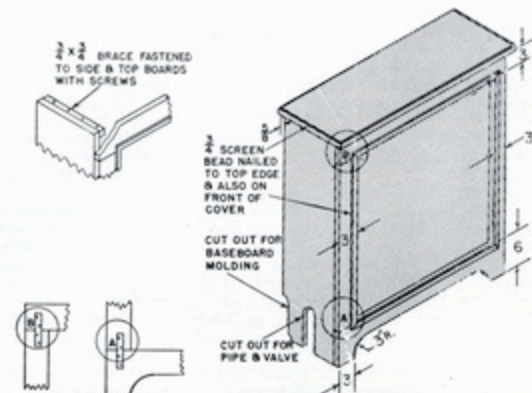
Add the ¾ by ¾ brace strips to the inside top edge of the side

pieces. Fasten the top to the strips with screws from beneath.

Then add the top member and two side members of the front frame. The frame is strengthened by strap steel tie braces across each joint as shown in detail A and B.

The radiator screen should overlap the front opening by ¾ inch all around. Use ¾-inch screen head molding to form a frame around the screen. Fasten the head in place with brads.

The screen bead also may be used as edging for the top of the radiator cover.



National Lumber Manufacturers Association

36 — MACHINISTS

By Gavin Rennie and Les Jillson

Labor Day and no celebration at the Farmer's this year. The same old excuse — plenty of gun shells but no rope for the flag raising. . . . John Tingle has had a bad time explaining his wife's sock on one foot on a recent Monday morning.

The many friends of Bill Styer of 84 Department deeply mourn his passing away on August 15th after several months illness.

Dick Clendening has been recuperating in Wildwood from his recent accident. . . . Everybody in the vicinity of Wildwood who enjoys the aroma of fresh fish frying can bet it comes from Frank Wood's or Dick Clendening's camp. . . . Webbie was glad to be informed by phone when his vacation came to an end. . . . Andy Adam, Sr. has been trying to convince the Farmer that the latest style shorts are comfortable and very becoming to the well dressed young man.

Notice to all fishermen: If you catch any fish with glasses on in the vicinity of Pier No. 3, they got them from Webbie at lunchtime. . . . Paul spent a week vacation in Montreal, Canada — a long way from Ridley Park. . . . The Farmer says the Great Hudini was an amateur at making rope disappear. He could take lessons from 36 Shop.

Anybody know why Paul made two trips to the yard on one day? . . . If anybody wants information on any future hurricanes, ask the Farmer, he keeps well informed. . . . Lester Jillson has had a tough time keeping the patrons of the Big Top in line while the Big Top was in Pittsburgh at the convention. . . . Webbie cannot understand why everybody gets mustard on sandwiches but him. . . . Keep up the good work of improving, Van Horn. Glad to hear of your short trips with Jimmy Knox.

DICK CLENDENING REPORTS FROM WILDWOOD:

At the time of this writing there is keen competition between Frank Wood, admittedly "best looking man in 36 Shop" and Dick Clendening "lady killer of old" for the "top banana" position at the Garden apartments, Wildwood, N. J. as regards the opposite sex. Looks like a fight to the finish as neither will concede — so the final result may never be known.

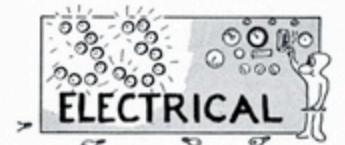
Dick and Mrs. Clendening in company with Ann Smedley and John Hart recently had the pleasure of again visiting our old friends Mr. and Mrs. Bob Vale at "Blow Me Down" cottage, Longport, New Jersey. Found both in good spirits and Bob just as ready for political arguments as ever. How about remembering Bob with a card and kind word? Address: 117 E. 11th Ave., Longport, New Jersey.

The extinguished reporter of 36 Machinists after suffering burnt fingers frying eggs at home, later made sure of not being scalded making coffee. Almost burned the bottom out of the percolator before realizing that no water had been added. How dumb can you get anyhow?

You are only young once. After that you have to think up some other excuse.



ELEVEN FOX HIDES, 9 gray, 2 red all were killed within a radius of 10 miles of Chester. Picture was taken by Gavin Rennie.



By John F. Heflefinger

With the continued warm weather still around, vacation news just about fills our column. Cards have been received by several of the boys including R. (Whitey) Peet who vacationed at Atlantic City. But both Bill Drake and yours truly like to inquire as to where he got the idea that we were not in the artistic class. Thanks just the same for remembering.

Earl Cox and family of Media are spending two weeks at Wildwood. . . . Andy Cassidy is back after a week off and reports he has finished the basement recreation room. . . . Joe Newman was away for two weeks but we hear he was kept busy with some technical work. . . . Jack Logue has returned after a well earned two week vacation.

Notice Bucky Stebbner back in the armature shop after acting as relief operator while the powerhouse force was on vacation. . . . Charles McCune is back on his job after a vacation of two weeks. . . . Walt Singles is off on vacation for two weeks and we suspect his roof will occupy some of his time. . . . Bill Martin, our cat exterminator, says he got a couple of phone calls after the August issue of OUR YARD came out regarding rat extermination. Seems like just about everyone reads our magazine.

George Wurst, our timekeeper, has adopted the three cats and is just kept busy with the milk problem. He was joshing Andy Rankin about the meat supply, but it seems both of them do all right by the cats. . . . George McGlennon, our former tool-room man, has returned from a three week trip to Florida and reports taking in all the sights and having a wonderful time. . . . What's this we hear about Buffington's lighter. We were told to ask Mrs. Buffing-

ton, but it could be a case of "when is a lighter not a lighter?" And where did he get the Captain Nemo hat? And we also have a memo on his water activities. He was floating around in the bay on an inner tube with his dog and his pals tell us you couldn't tell which was "Bull" or the dog. Now he claims he was hunting tigers.

Our pinochle expert (?) Kennedy, was seen recently purchasing a bottle of snake oil liniment. Wonder what his ailment is? . . . Ed Bythrow of armature shop reports quite a mix up in his zoo. Seems he sent out to buy a Chihuahua and the messenger came back with an Iguana. Seems the same difference to us. . . . Also wish to congratulate Frank McManus on his beautiful daughter who was crowned queen of the playground down Claymont way. . . . Hubert Johns is off on a three week vacation. . . . Bill Lappin is in charge of his gang in his absence. . . . Bill Hadley is away on his vacation for three weeks and we are quite sure that some of it will be spent following the sport of Kings. Good luck, Bill.

Gerald Evans and Morris Bullock have returned from their vacations in which fishing was the major sport. . . . Harry Broomal has retired from the yard and is now on an extended vacation in Florida. . . . "Connie" was sure a popular topic of conversation during August, and Pop Crozier tells us he was flooded out of his cottage on the Brandywine. Water was several feet deep in the main floor and the women were taken out in canoes. Hope Diane treated him better. He also had a wonderful large tomato on display one morning. This is one big one that didn't get away.

Had several comments on the appearance of the August issue of OUR YARD (Ed. query: good or bad?) . . . Ed Souder of the Wetherill Plant has gone on the retired list and Dick Greenfield has gone up to take over his duties. . . . Andy Stevenson continues to be the chief story teller of the armature shop. . . . Shopman Ed Shisler is off on a trip to New York state where he is visiting his son.

Big "Jeff" is off on a two week vacation, part of which will be with the Scout groups. . . . Bill Reynolds of Crane Repair is off for a week rest which will be spent at home. . . . Sorry to learn that "Whitey" Raymond has been off due to sickness. . . . Mrs. Claude Allen, wife of Claude Allen of the Drawing Room force, was seen down at Broadkill Beach in a Gay Nineties bathing suit! Helen says she disgraced the family. . . . Word from down Miami way informs us that Mr. Wes Harden, formerly of 33 Dept., is now Chief Engineer at the new modern hotel the Sorrento, located on the ocean front at 44th Street, Miami Beach. Both Mr. and Mrs. Harden are very happy there and are doing just fine — especially on their fishing trips. Wes has his own boat and reminds us that any of his friends who care to call on him and join in on the sport, will always be welcome. Fishing is good and plentiful! . . . Amos Horn was away from his crane on a vacation.

This winds up our column for this month.



By Whitey Burr

Well fellow workers we lost a fine pal last week when Wm. Styer was called to his maker. Bill, as he was known to all of us in the yard, has had a very tough time this past year in and out of the hospitals a lot and only a short while ago we were all hoping he would be back with us. All of 84 Dept. offer their condolences to Mrs. Styer and Brownie, our boss, and his wife. Quite a few of the men were down for the viewing at Quinn's on 9th St. the night of that big storm. Let us just stop and think a minute on the serious side of life, no one know's who will be next.

We would all like to know why it is that Kaylen takes his necktie off before he comes into the yard. Weasel Lynch and Stewart of the second shift may have the answer.

Muddy Water sure knows the fast places in Chester. He had some of the boys out the other night and from all reports, "never again" unless they have a police escort.

Dr. Blair tells us that Gerald Evens should know by now that there is no fishing off 2 way.

Buffington of the crane repair gang in 33 dept. is collecting fenders and Sug tells us he is very good in getting them too.

The report is that Harry Singley our welder built a boat in his cellar and had to knock part of the house down to get it out.

Art O'Connor tells us that the benches at the fire house are hard to sleep on.

George Moyer went over to see his son and wife at Norristown the other weekend and they gave him and the Mrs. a wonderful dinner, but when it was all over he soon found out why. Pop had quite some job to do around the house.

Fats Scheer knows how to keep the boys away from his house. When they call he puts the dog out, and brother you won't go up the walk with him around. We were also wondering just where he would put all the gang in three rooms.

Senator Morgan is trying to get Whitey to see Ike and have him put on one of those investigating committees. For George feels he knows just what the trouble is and could help them out.

Pete Sweigert's son is back from Florida and Pete tells us he sure is a hot rod driver. It won't be long before he will be able to take cars apart like Pete!

Milton Charlton is now chasing mules around Phila. On his way home, the other night while Ike Hamilton jumped out of the car while moving and stopped a run away mule just like they do out west.

Why is Harvey Campbell afraid of the tank trucks here of late?

Sam Mangiro is getting his fish so big on his trips that they have to cut them in half to get them into the boat. Mike (of the S.S. Fishing Club) you better sign this boy up.

The report is around that Bill Heable is



THE 707 STATUE OF LIBERTY, in yard for boiler repairs, is the longest merchant ship ever in the yard. One of four sister ships, she has a 93' beam with 48' 6" depth, can carry 38,000 DWT with a barrel capacity of 336,000; does 17 1/2 knots on 20,000 h.p.
The aircraft carrier Ranger, scrapped in our yard, measured 769' long.

studying to be a Captain; he's got the sea walk all he needs now is a hat.

The boys are all wondering why Dr. Blair is carrying a boat around on his car. Is it that there is water around that summer home?

Sug of the cement gang tells us to find Ducky's home you would need a compass and a map!

Redman would like to know who was wearing his clothes while he was off.

It is reported from the big top that a certain young lady did take that big step.

during the course of a normal summer are the following: it's too hot, it was cold during my vacation, it's always raining, not enough rain, hay fever, sunburn, dust, cold at nights, not cool enough for sleeping, hail storms, thunder showers, summer colds, mosquitoes, bee stings, poison ivy, and we could go on with countless others. This brings us to the big question, with all this complaining about summer, why do we still maintain that it's the best season of the year? Maybe it's just human nature to complain about the things we like best.

Bobby Bonner is now proud owner of a Plymouth. What happened to your plans for an English Austin? Bobby and his family recently spent a very enjoyable vacation in the New England states visiting friends. . . . Larry Triboletti and his wife are the proud parents of a new baby boy, born July 18th. We are happy to report that the new arrival and his parents are doing very well. This makes three children for Larry, two boys and one girl.

We are very sorry to hear that Mr. Caruthers is going to be away from the office for a considerable period of time due to illness. All of us hope he has a speedy recovery and is back with us soon. . . . Congratulations to Mr. and Mrs. John Aitken on their silver wedding anniversary, celebrated last August 8th. May you enjoy many more together.

Welcome to a new member of this Department, Andy Hamilton. Nice to have you with us, Andy. We also have with us Han Kyo Kim, brother to Chang Kyo Kim, better known to most of 38 Department as Kim, Sr. and Kim, Jr. Han, who is with us for the summer months only, graduated from Swarthmore College this year in Political Science, and is going after his Master's Degree at University of Chicago. We hope you have enjoyed your stay with us, Han, and wish you loads of luck in future studies.

The man who said "Power lawn mowers are a boon to lazy suburbanites" must have had Charlie Daggett in mind. Charlie thinks it is too much work even to start it and has developed a little gadget for starting it, consisting of a half inch electric drill and an adapter made from an old tin pie plate. Any-



By Bob Wilson

Greetings and salutations for the month of September. As we go to press, late in August, it is still summer but probably by the time this gets into print and you get around to reading it, we'll be well into the month of September and looking to cooler weather, autumn leaves and Indian summer. Vacations will be only things to remember and reminisce about. Yet, when summer ends there is hardly a person who doesn't feel a bit sorry to see it go. Why is this? No other season of the year makes people act so sad as when the end of summer rolls around. Not even the much publicized spring gets such a sad send off. Everyone seems to look forward to the summer with such saying as, "If Spring is here, can summer be far behind?", and songs like "In the good old Summer Time," etc.

On the surface, the answer seems fairly simple. It would appear that everyone seems to prefer the summer to any other season of the year. This may be true, but for a season that is supposed to be liked more than others we have never heard so much complaining about it. Not just the summer of 1955, but think back to any summer. Among the numerous complaints that can be heard

one interest in seeing how this works should contact Charlie for a demonstration. One thing to beware of: this gadget is temperamental and has been known at times to kick like a mule. Anyone needing proof of this, see Charlie's hand.

It was reported that Ross was having a hard job getting 10,000 gallons of water together to fill his now famous swimming pool. We understand, though, he got his pool filled to overflowing by a couple of gals named "Connie" and "Diane." By the way, Ross, was that you I saw on the edge of the pool wearing the most Jim dandy pair of "Davy Crockett coon skin bermuda shorts" ever seen?

That is all for this month, and this is R.H.W. signing off for 38 Department with a little safe driving slogan to remember: "There is not a man or woman alive who has passed on a hill at 75."



By Al Bagby

So many men on vacation at this time, don't know who to talk about. Among those who are taking a well earned rest are W. Jones, H. Jones, W. Crew, H. Wilson, W. Barrett, H. Blockum and a few more that I can't think of at the moment. But I do hope all of them enjoy the rest. . . . Through the medium of the yard magazine Chappie Van Doren wishes to express his many thanks to the people of Sun Ship and to the Brothers of West Chester for their visits and many cards they sent him during the time he was in the Chester Hospital. Chappie is back on the job now and just like Old Man River he just rolls along.

I wonder how M. Williams feels now. He was so sure that Brooklyn was going to take all three games from the Phillies that he wanted to bet 15 cents. Big Sam Britt and Smitty told him that the Phillies were going to make it three in a row.

When I was naming those on vacation, I forgot to mention Bill Miles. Bill, as I told you in the last issue, was going to the west coast, but due to some wrong planning he told me that he was going to cancel that trip and was going to Chicago. I hope we won't have to send Bubbles out there to tow that Mercury back to Chester. . . . Caldo, chand, heiss, krst, zopionka regardless of how you spell it, it means the same thing — it's hot.

A member of the hunting club that I belong to tells me that he was up to our camp above Williamsport last weekend and that he killed a three foot rattlesnake on the back porch. I was going to ask Ben Johnson to go up there with me sometime, but after he reads this I know it will be useless to ask him. . . . I see the braintrust with their heads together quite often and I wonder what kind of a deal they are cooking up. We will have to wait and see.

Well, as it is near midnight I have to

close as I need some sleep for the day's work ahead, so until next time, take it easy.

Don't Forget Sun Ship Family Picnic Saturday Sept. 24, 1955 Chester Park



By Eddie Werts

Bob Worrell will marry Miss Martha Petrillo of Chester, Sept. 24th and will spend their honeymoon in Florida. All the boys wish the happy couple the very best in health and happiness. "Bob" being a very good sport and knowing Hughie Ward goes to Florida for vacation this time of year, has offered to take him along. Better stop calling him your ulcer, Hughie, or you won't get to go along.

Frank Thompson spent a few days in Temple University Hospital. We're glad he's back at work again. He only went in to see if Harry Finck would come for a free meal. . . . Received five beautiful salmon from Archie Brown. Thank you, Archie, they looked real good in technicolor. Not one shotgun pellet showed. Glad you're back safe in time for school.

Bill Doran said Jess Parks set him up in the laundry business because Jess was afraid to return to the shop for his laundry. Retired Jess or just plain tired? . . . Barney is off to Stamford, Connecticut, on vacation. Weidner spent a few days at the "Mattson Estates" adjoining "Emsley Acres" in Delaware. . . . Copper is back from Virginia where he met "Connie" and Karl Lutz. Went to Virginia to see if Copper ate all the Virginia hams.

We expect Schulberger to speak Russian since he spent his vacation in Warsaw. . . . The Robinsons invaded Wildwood during the month of August. Jake had fine weather while "Al" was there with "Connie". . . . Skipper Kaufman returned from his Wildwood vacation and reports "Connie" did no damage to his yacht which we are glad to hear and hope Diana did the same. . . . It has finally come out that Bill Kaufman and Jack Gillespie are in their second childhood. They were seen looking over the plans for the new erectors set they must buy.

J. Ashton is back from his belated (24 years) honeymoon to the Falls and Canada, and reports Scotland is a deserted country as he met all the Scotsmen in Montreal and

had a whale of a good time. . . . C. Grant, our periwinkle connoisseur, was caught in a light squall off Summers Point. Result: the motor conked out and Chas started bailing out water — fish, bait, hooks and all returned to bay.

Stopped by Tamer Tucker's house where the sound of dishes being washed was heard. Tamer said "See I got 'em trained, Mom's washing and the boy is drying." He didn't admit they were hurrying so he could scrub the floor. . . . Make it a point to read "Al" Bagby's column this month fellows. He has promised news of "The Devil of the Jersey Roads". Thank you, Al!

Doran is back from his vacation of three weeks and the fellows want to know where his suntan is. But you can not get sunburned down in a coal mine, but Bill admits it is cool. . . . Soap stocks should go up a few points since Jim Quartermus has lost out and Herbie Hughes is getting the yoo hoos nowadays.

We wonder what Pop and Mom Begley were looking at on 7th Street bridge Sunday, August 14, right after "Connie"? Could it be they thought their yacht had washed down that far? . . . Joe Doran, our popular timekeeper, at this writing is enjoying (?) his vacation at Charleston Beach with the tail end of "Connie" and tides starting from "Diana." We hope it is not on the roof of his cottage. . . . The boys were all glad to see "Bob" Fulton's smiling face. We loaned him to the yard over a year ago, he's pinch hitting for Doran while Joe takes it easy.

A telephone is a delicate instrument used for communication, paper weight, alarm clocks and just a general nuisance. Cost a few bucks new and more for repairs. So let's handle with care or you will receive Satan's Home. . . . Our disc jockey's theme song for the end of August should have been "I've Got SSSSteam Heat" and how appropriate it would have been.

M. Cherry and wife will leave on their vacation September 9th. Anyone wishing a letter delivered to Santa Claus, Cherry will deliver it, for after going to Virginia for some "stump licker" and ham, he's going to visit New York state, stopping at the North Pole to visit with Santa. Hope he gets his order placed in time.

We hear there are some hot cool pictures taken on the Wildwood beach which show our Ann and "Shug" (former Sun employee now at Scott Paper) on vacation. Going to print 'em in OUR YARD?

If you want to sell your home or rent your apartment in a hurry, install natural wood cabinets in the kitchen, the National Lumber Manufacturers Association advises. Home builders and apartment developers in all sections of the country give natural wood kitchen cabinets a major share of credit for the quick sale and rental of their properties, according to NLMA. In a number of apartment projects, wood cabinets originally were chosen for their ability to withstand the abuse of successive tenants. As things turned out, the fashion appeal and warm friendliness of the cabinets proved to be an equally important factor.

Where children are, there is the golden age.

SUGGESTED PRAYERS FOR THE SMALL FRY

(Gladys Bevana)

Contributed by Dick Clendening

Now I lay me down to sleep,
I pray the Lord my soul to keep,
When in the morning light I wake
Lead Thou my feet that I may take
The path of Love for Thy dear sake.

Amen

Now I lay me down to rest,
Angels guard my little nest.
Like the weak birds in the tree,
Heavenly Father, care for me.

Amen

Father, we thank Thee for the night
And for the blessed morning light,
For rest and gladness, love and care,
And all that makes the world more fair.
Help us to do the things we should,
To be to others kind and good,
In all we do — in work or play,
To grow more loving every day.

Amen

Now I lay me down to sleep,
I know that God his child doth keep.
I trust Him for my daily food,
My life, my health, and all my good,
May I grow stronger day by day,
And learn to live the truest way.
All this I ask because I know
Thou art the Love that wills it so.
O Jesus, tender shepherd,
I thank Thee for this day.
For friends, and home and loved ones,
I kneel just now to pray.

Amen

Chains of habit are usually too small to be felt until they become too strong to be broken.



JAMES PERRY, JR.

FOUNDATION FOR FAITH

(A quotation from an address of Dr. Paul H. Fall, LL.D., President of Hiram College, Hiram, Ohio. Delivered at a recent All-College Convocation.)

Don't make the mistake of thinking that the only place where we come to know God and know about Him is in the Bible. "A chemical or physics library gives a good deal of information as to how God handles atoms and molecules; a biological library about how He constructs animals; an astronomy library about how He handles the planets and stars; a historical library about what He is doing with men.

"By studying the past we can see what God has been doing, and by faith in His constancy of purpose, we may anticipate what He is going to do. We may to some extent interpret God's purposes. This is of the greatest importance, for it is right here that our part comes in. When we find out what God wishes done, then we can only show faith in Him by doing it. That is what religion is — carrying out God's purposes.

"As we come to know more about this world which He created, and about mankind, who was created in His image, we come to know more about the Creator himself. The more we know about God's workings and dealings in the past, the stronger is our faith in Him, and the better is our foundation for our faith in the future."

Contributed by DICK CLENDENING

The following letter was received recently by Mrs. James Perry, wife of Jim Perry of 30 Dept.

646TH USAF HOSPITAL
APO 75

Mrs. James Perry
7730 Laycock Avenue
Philadelphia, Pa.

Dear Mrs. Perry:

Perhaps you have already heard from your son regarding his recent promotion to the grade of Airman Second Class.

It is a distinct privilege for me to report that your son was promoted because he has shown all the attributes of a fine airman and citizen. His hard work, skill, knowledge and fine character have contributed toward his much deserved advancement. Of further note is the fact that he was competing with many other fine co-workers, the majority of whom were by-passed because of promotion limitations. It was necessary therefore, to choose those whom we considered to be "on top." Your son was one of them.

I wanted you to know our feelings on the work of your son. He has given us his best. You no doubt are very proud of him — so are we.

Sincerely

ROBERT G. DAWSON (signed)
Captain, USAF(MC)
Commander

Captain Dawson is correct! Mr. and Mrs. Perry are very proud of their son, James Perry, Jr. now 18, who has just completed eleven months in the USAF. Enlisting voluntarily with the aid of his father's signature, young Jim is stationed in an Air Force hospital in Japan as a dental technician.

In Memoriam

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the months of July and August 1955.

JOSEPH HARRIS, 94-22, 709 Deshong Street, Chester, Pa., who died on July 26, 1955.

WILLIAM STYER, 84-50, 601 E. 24th Street, Chester, Pa., who died on August 15, 1955.



JOSEPH TALARICO, SR., 72, of 1217 Crosby Street, Chester, Penna., died on July 4, 1955. Born in Maida, Italy in 1882, he had been a resident of Chester for 55 years. A rigger by trade, he had been employed at Sun Ship for 14 years. Mr. Talarico was a member of the Sons of Italy Lodge and a member of St. Anthony's Church. Survivors include his wife, Caterina; four daughters, Mrs. Joseph Sridilla, Mrs. Glenn Walrath, Mrs. Woodrow Preston and Mrs. Thomas Lavin; five sons, Anthony, William, Joseph, Jr., Harry, Frank and fourteen grandchildren.

THE LIFE OF A TEXAS OIL TITAN

For your entertainment
and the inspiration of youth.

He was a cotton buyer, a land broker
... but he will live in legend as "King
of the Texas Wildcatters."

He barely finished the fifth grade ...
but he made college possible for mil-
lions.

He belongs to no formal church ...
but religious leaders praise his way of
life and "profound belief in the Lord."

He is a potent political force ...
but his policy is "Pick the person ...
not the Party."

He has given away \$160,000,000
... but says he is a "selfish man."

The rugged individualist may be a vanishing breed, but Hugh Roy Cullen — one of the world's wealthiest and most individualistic men — is still going strong at 73. Slightly stooped, but stalwart and broad-shouldered,



ALEXANDER UNGLAUB, 70, of 523 Maryland Ave., Aldan, Penna. was born in London, England and settled in United States in 1905. Prior to coming to Sun Ship, he was employed as a chemist in a soap company in Chester and later at a company in Philadelphia. In 1917 he came to Sun Ship as Foreman of the Garage which job he held until 1955 when he left due to ill health. He enjoyed baseball and gardening and was a member of Penn. Lodge 709. A good churchman, he was confirmed by the Reverend Tait at St. Paul's Episcopal Church in Cheser, and later attended church in Upper Darby regularly. Survivors include two brothers Robert O. Unglaub of Aldan, Penna. and Charles Unglaub of Haverstown, Penn., present Foreman of the Garage.



JAMES M. THORPE, 62, of 825 MacDonald Street, Cheser, Pa., was born in New Bern, North Carolina. He came to Sun Ship in 1923 where he worked as a rigger in 68 Dept. until 1954 when he left because of illness. Mr. Thorpe was a member of the Odd Fellows and a fishing and horsing enthusiast. Survivors include his wife, Natalie H. Thorpe; two daughters Natalie G. Dennis and Nancy L. Thorpe; one son James L. Thorpe; and a grandson, Richard L. Dennis.

dered . . . his face rough-hewn, as if carved from a weather-beaten rock . . . Cullen emerges from his biography, released Nov. 29th, as one of the most fabulous of all Texas oil titans and one of the greatest philanthropists of our time.

HUGH ROY CULLEN . . . A STORY OF AMERICAN OPPORTUNITY, written by Ed Kilman and Theon Wright, published by Prentice-Hall, traces the career of the "King of the Wildcatters" as he progressed from a typical small town boyhood to a position of uncountable wealth. It recounts his unwavering faith in the future of America and describes the unceasing toil that eventually led to world-wide renown.

For more than 30 years, this tall, leathery Texan has been pumping money out of the earth, in the form of oil, and pouring it forth again in a flood of philanthropy such as the world has rarely seen.

But this wealth didn't come easily, and it

"Dear Lord and Father of mankind, Forgive our foolish ways; Reclothe us in our rightful mind . . ."

So run the opening lines of one of our classic hymns. In abandoning "our foolish ways" as a people, and in regaining "our rightful mind" as a nation, we shall find:

THAT repentance of "our foolish ways" is the beginning of wisdom;

THAT things of the spirit come first;

THAT individuals who crave material security before freedom and opportunity are too degenerate to comprise the backbone of a nation which is either secure or free;

THAT America has a heritage of freedom not to be found elsewhere in the world or in history;

THAT the men who formulated our basic concepts of government were men of profound wisdom whose counsels we ignore at our peril;

THAT in a world plunging headlong down the road of socialistic materialism and totalitarian statism, we have the clear destiny of preserving this heritage of freedom by translating it once more into the concrete terms of our national institutions;

THAT present-day internationalism, conceived either as American responsibility to police the world or as an American Santa Claus to dole out bribes and subsidies to indigent nations, is a snare and a delusion;

THAT in a world saturated with the philosophies of determinism, we dare not entertain the illusion of automatic progress of victory;

THAT the only keystone for a safe structure of foreign policy is the principle of national survival, for which we rely upon ourselves and not upon any collection of fickle "allies."

didn't come early. Roy quit school at the age of 12 and went to work for \$3.00 a week. As a young man — when rustlers in Oklahoma rode off with his mules and horses — he lit out after them instead of yelling for help. In the early — and very uncertain — oil days, when money was to be risked, Roy insisted on assuming the responsibility. When he needed money to expand his operations, his personal integrity was collateral enough for him to borrow huge sums. If a well erupted in flame and fury, he was the first to slog through the blue gumbo and the last to leave the field.

The Cullen creed always called for him to pitch-in-and-perform . . . not stand-by-and-suggest. He was a doer, not a dreamer. The "Cullen luck" was legend, but Roy really made his own luck. The longest odds couldn't account for the way he struck oil where others — supposedly more experienced — wound up with dry holes or salt water.

Roy's secret was "creekology" (his own system of surface geology) . . . plus the unswerving courage of his convictions. When all the facts, properly scrutinized and sifted, pointed to a conclusion, Cullen held his

course in the face of all opposition. Cullen's self-confidence has paid off to the tune of more millions than he can count.

Cullen now seems to be devoting as much energy to giving it away as he did to getting it. Not long ago he set up four million-dollar funds in two days . . . an all-time record in altruism in which four hospitals, of four different denominations, benefited to an exactly equal degree. A huge amount went to a Houston college for negroes, and the man who has been called "The Human Gusher" also fulfilled the needs of a struggling symphony orchestra, an art museum, the YMCA, the Texas Medical Center, the University of Houston, and hundreds of other institutions and individuals. The Cullen Foundation, with \$160,000,000 to spend, will spread largesse for many, many years to come.

Hugh Roy Cullen has done more than use his head . . . he's opened his heart.

EDITOR'S NOTE — Now and then comes a book, into the hands of youth, which may mold the entire life of a young man's thinking. This is a constructive, exciting story of success, sprinkled with basic truths and fundamentals.

Courtesy of Prentice Hall, Inc.

For That Bedtime Snack

Bedtime and Breakfast Buns

Do you and your family love the aroma and flavor of home-baked yeast buns or bread, but feel that you have no time during your busy workday at home or at the office to make them? What about those evenings at home while you sit in front of the television set, or do odd chores about the house? If you mix up the dough for these sweet buns while you prepare dinner, they will rise in plenty of time to be shaped and baked well before bedtime. Raid the refrigerator for a glass of milk to go with a wonderful warm sweet bun as a before-bed snack. And, best of all, there'll be fresh sweet buns for breakfast, too.

For those who are skeptical, here's a little guide that shows how you can make these buns and still have plenty of free time for relaxation and chores. If you start your dough at 7:00 p.m., it should be all mixed, kneaded, and ready to rest in a warm corner by 7:30 p.m. Pay no more attention to it until about 8:15. It should be doubled in bulk. If it is, punch it down, roll it and shape it into buns. Place the buns on greased baking sheets, which should bring you to 8:45 or thereabouts. Then at 9:15, when the buns have risen and are ready for baking, just pop them into the oven. By 9:30, remove them. You're ready to indulge in a bedtime snack. If you plan to serve the buns for breakfast, cool them before storing them away. Here's the recipe:

Palm Leaf Buns (Makes 16)

- 5 cups sifted enriched flour (about)
- ½ cup milk
- ½ cup sugar
- 1½ teaspoons salt
- ¼ cup shortening
- ½ cup warm, not hot, water
(lukewarm for compressed yeast)
- 3 packages or cakes yeast,
active dry or compressed
- 2 eggs, beaten
- 5 cups sifted enriched flour (about)

AMATEUR FIRST AID CAN CAUSE COMPLICATIONS

Well-intentioned motorists, often aggravate injuries in their laudable, but unskilled, efforts to render assistance to highway accident victims.

The best practice, according to medical authorities, is, in the case of broken bones, to make the patient as comfortable as possible at the scene of the accident and await the arrival of doctor or ambulance. In cases of bleeding, the "Good Samaritans" should apply a tourniquet before taking a patient to a hospital.

The natural impulse of those who are to get the patients to a hospital or doctor first to reach highway accident victims is with utmost haste. However, the well-intentioned motorist may, by inexperienced handling change a simple fracture of arm or leg into a more serious injury. In frenzied haste to reach doctor or hospital, improvised

scald milk. Stir in sugar, salt and shortening. Cool to lukewarm. Measure water into a large mixing bowl (warm, not hot, water for active dry yeast; lukewarm water for compressed yeast). Sprinkle or in lukewarm milk mixture. Add eggs and 3 cups of the flour. Beat until smooth. Stir in remaining 2 cups flour. Turn dough out on lightly floured board.

Knead until smooth and elastic. Place in greased bowl; brush top with soft shortening. Cover. Let rise in warm place, free from draft, until doubled in bulk, about 45 minutes. Punch down and turn out on lightly floured board. Divide dough in half. Roll out each half into a square about 12 x 12 inches. Brush lightly with melted margarine or butter. Sprinkle each square with one-half Raisin-Cinnamon Filling. Roll up as for jelly roll. Seal edges firmly. Cut into 8 equal pieces (about 1¾ inches wide). Make 2 cuts through each piece, parallel to cut sides and extending to within ½ inch of other side. Turn each leaf on its side and spread the three leaves apart into fan shape. Place on greased baking sheets about 2 inches apart. Cover. Let rise in a warm place, free from draft, until doubled in bulk, about 30 minutes. Bake at 350°F. (moderate oven) about 35 minutes. Ice tops with plain icing, if desired.

Raisin Cinnamon Filling

- 1½ cups sugar
- 2 teaspoons cinnamon
- ½ cup raisins

Mix ingredients together.

ambulances frequently are involved in accidents through disregard of traffic regulations, in some cases causing additional injury or even death to the original victims.

It is important, therefore, that utmost care be taken both in the handling of the injured and in transporting them from the scene of accident. Lives can be saved and injuries minimized if proper precautions are observed.

Soon after the school term began the fraternity received this note from the sorority house across the street:

"Why not use the shades? We do not care for a course in anatomy."

The answer: "The course is optional."

Folks used to make their own clothes on spinning wheels, now they lose their shirts on them.

A collection plate is about the only place where people won't pass the buck.



Plain Icing

- 1 cup sifted confectioner's sugar
- 1 tablespoon milk
- ¼ teaspoon vanilla

Combine ingredients and beat until smooth.

FUN & REFRESHMENTS AT SUN SHIP FAMILY PICNIC SEPT. 24, 1955



FOR SALE—48" corner sink. Perfect condition plus all fittings. Asking \$10.00. 28" x 48" double hung window and frame. Complete \$5.00. Phone Chester 2-3442.

FOR SALE—Two wheel trailer equipped with helper springs, lights, reflectors, turn signals and spare wheel. Phone Chester 2-4832.

FOR SALE—5 Pedigreed Beagle Pups. Stud was son of Fd. Ch. of 1955. Phone WA 8-5775. 401 Baltimore Ave., Milmont Park, Penna.

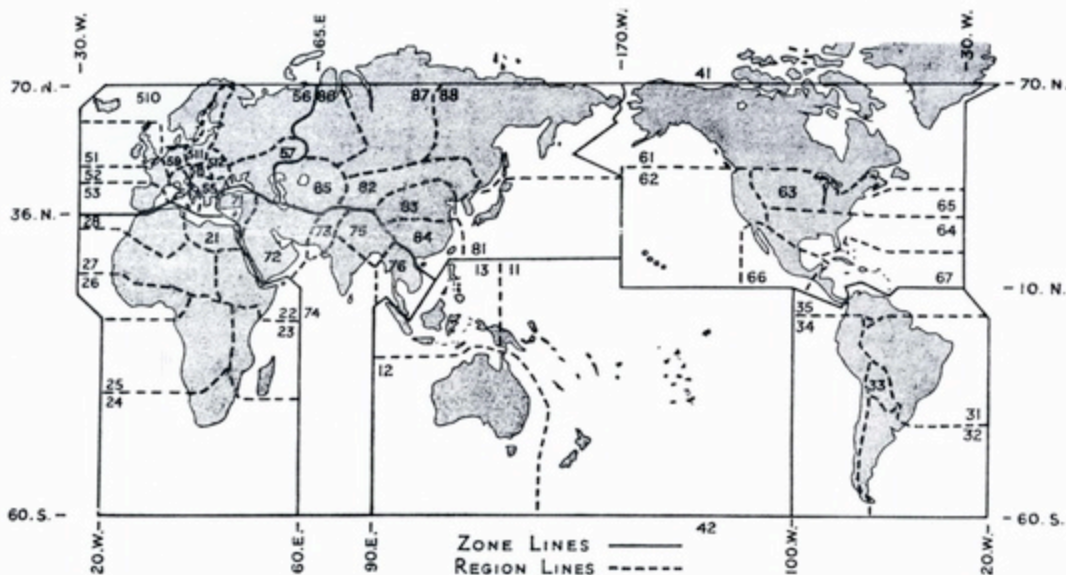
BOSOM BUDDIES

"Nationalism is a major obstacle to world-national communism." — Stalin.

"Nationalism is a major obstacle to inter-mindedness." — (UNESCO).

"Man is at his best when motivated by hope of reward, fear of failure and the light of a star."

This World Government Plan — A NEW WORLD, NEW LIFE (or existence) AND NO UNITED STATES



The map above was adopted by the "World Association of Parliamentarians for World Government". Some participants and many behind-the-scene boosters have appeared in your newspapers but only regarding their other activities.

This is their plan for you, America and the world. The ruling parliament would be appointed (not elected) on the basis of population. Asiatics would control the majority while the United States (with a present 6% of the world population) could hardly sustain the squeak of a mouse. (Repeat of our Revolutionary "taxation without representation" all over again?) This would make certain such radical ideas as "all men . . . are endowed by their Creator with certain unalienable Rights" will have no voice.

There would be: a world director, 8 zone directors, and 51 regional directors. None would serve in their own (present) countries. National allegiance would be a thing of the past (as with the U.N. employee).

Troops from the United States would serve in regions: 12, 32, 55, 58, 75 and 85. Perhaps this would not be too great an adjustment (involving twenty countries) as our servicemen are scattered in forty-old nations around the world already. We notice that one of the

overseas jobs for U. S. troops is Argentina and guess American GI's would give those Latins a better shake than Peron, at that.

The U. S. however would have (see map) Irish, Belgian, Columbian, Venezuelan, Russian and Mongolian troops stationed in its five regions. One wonders that the Red army wasn't scheduled to enforce this world government in our industrial midwest and northeast. Perhaps it was felt that such subtle generosity of merely bordering this productive cornucopia on the north (Canada) and south (Mason-Dixon) with Russian troops, would make the whole idea more acceptable to Americans with "isolationist" tendency.

We wonder who is to get Formosa?

Does this seem distant and unreal? The map was adopted during the 1952 convention of WAPW(A)G in London. And if you go for this brand of intellectualism, or join the local chapters of Atlantic Union, United World Federalists or the World Affairs Council — you may find London isn't as far away as you'd thought.

One wonders what's going to happen to the great industrial Delaware Valley, U.S.A.? We'll take good of American apple pie, a la mode. We think it's real cool!

In Passing

How many feet of clear road do you need to go around and pass another car safely?

Edward P. Curran, Safety Director of Keystone Automobile Club, poses that question for motorists following a recent survey which shows that improper passing is one of the leading causes of fatal highway accidents.

"Far too many drivers depend upon their gas pedals to get them out of dangerous situations brought about by their failure to

allow enough passing time and space," he declared. "Few motorists realize that at 50 miles an hour they must have 1200 feet, nearly a quarter of a mile, to pass a car in front traveling at 40 miles an hour, where there is no oncoming traffic. The minimum safe clearance distance must be doubled, at the same speeds, when a vehicle is approaching from the opposite direction.

"Here are two further examples. "If there is no oncoming traffic and you are driving at 20 m.p.h. and your speed is 10 m.p.h. greater than that of the car you are passing, you will need 240 feet clearance; if your speed is 15 m.p.h. greater you

will need 160 feet. With oncoming traffic, those distances are doubled to 480 and 320 feet, respectively. If, with no oncoming traffic, your speed is 70 m.p.h., you will need 2240 feet, or nearly half a mile to pass a car traveling at 60 m.p.h.; with oncoming traffic, that distance would be doubled to 4480 feet, or nearly a mile, necessary for safe passing.

"Check your passing distance before pulling out to pass the car ahead. If you are not certain of the distance or your judgment, don't take a chance . . . wait until you have all the clearance you possibly could need, then pass and pass safely."