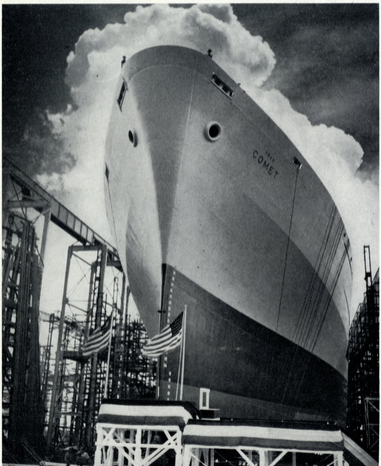
Our Yard

LAUNCHING OF PROTOTYPE MARKS 40th SHIPBUILDING YEAR

USNS COMET, VEHICLE CARGO SHIP, MOST RECENT OF 544 VESSELS CONSTRUCTED AT SUN BRINGS TOTAL TO 6.7 MILLION DEADWEIGHT TONS



U.S.N.S. COMET, roll on/roll off cargo ship for Navy, was launched July 31, 1957 from #2 shipway. Mrs. Lorenzo S. Sabin, Jr., was sponsor.

TWELVE SHIP TYPES BUILT SINCE 1916:

TANKSHIPS	353
CAR FLOATS	60
CARGO SHIPS	53
BARGES (non-propelled)	32
BARGES (self-propelled)	7
TROOP TRANSPORTS	15
DREDGES	7
PASSENGER CARGO	6
FERRIES	4
TOW BOATS	3
MINESWEEPERS	3
SUPPLY SHIP	1
Total	544
Contract Cancellations	57
Hull No. Assignments	601

MSTS VEHICLE CARGO SHIP, USNS COMET

By Frank Pavlik, Naval Architect and David Mylrea, Chief Engineer

The U.S.N.S. "Comet," vehicle cargo ship, designated as a roll on/roll off carrier, built for the Military Sea Transportation Service by the Sun Shipbuilding and Dry Dock Company, of Chester, Pa., is the first vessel of its kind to be specifically designed and constructed for this service. She is a prototype vessel designed for a quick turn-around in the handling of military vehicles, and may also be used as a general cargo carrier.

The armed forces became cognizant

Continued on page 10

Memo from John G. Pew, Jr.

Walter H. Kemp Writes His

FREEDOM MANIFESTO

I'm 30 years old. I live in Kansas City, Missouri. I decided recently that it was time to take stock, to look back, to look ahead, and to decide where I'm going from here. I almost wish I hadn't.

Everyone comes to crossroads and wonders which way to turn. I'm standing in the middle of one. Let me draw a picture.

In 1949, I graduated from Northwestern University—after two years in the Army. I've done fairly well. I don't make a king-sized salary, but I'm not about to starve. At times, I think about launching my own business. It's a big decision.

Stay where you are, I first told myself; the security's important. That's when the trouble started. I looked around and realized that many of my friends, terming security all-important, are actually trading opportunity for security. This doesn't seem quite right. Security is fine, but like anything worth having, it's expensive. How much do I want to pay? I honestly don't know.

Then it dawned on me that good old Uncle Sam is helping me set the price. For years, I've been buying government-sponsored retirement income insurance under compulsory social security. Did anyone ask me if I wanted this particular policy? No! Buy it and like it. It does no good to object. Sam says buy, and I buy. But here and now, for what it's worth, let me add that I don't like it.

Why do I have to buy government insurance? In an effort to be fair, I did a little reading. I reviewed the social security program and found that it was enacted in 1935. It was supposed to provide retirement income benefits and a cash payment to widows. Sounds harmless enough. Sure, it would cost money — but not much. Almost everyone could afford $30.00 a year.

Since 1935, the rate has gone up. I now pay $126 a year. Every time Congress gets together, the rate goes up some more. By 1975, I'll be paying $283.50 a year.

Social security suddenly seems to be something less than a bargain. Now, as I understand it, I'm about to start paying for disability income insurance. It's also compulsory. That's fine—but I already *have* disability income insurance! It just plain don't want any more! Too bad, Sam says, it's all part of the social welfare program.

A Shabby Plan

Social welfare, it seems, is all wrapped up with security. More important, the term "social welfare" is apparently a polite and inoffensive sounding synonym for "socialism." I don't like it. I don't like to work for the federal government and that's what socialism means to me. It means that every year Washington takes a big chunk of my income and that someday, if I'm lucky, I'll get part of it back. It sounds like a pretty shabby plan.

Just between Uncle Sam and me, I don't need any more *life* insurance. If I die tomorrow, my two heirs will collect $40,000. I'd like them to collect $100,000 and when I can afford another decent policy, I'll buy it. But it won't be a government policy. It'll earn interest and have a cash surrender value. If I change my mind after I buy it, I'll cancel it. It's that simple.

Why won't the government let me worry about life insurance, disability insurance, and retirement income insurance? That's simple, too. Because that's not the way of the "social welfare plan." Under the welfare system, I'm not insuring just myself—I'm insuring everyone else who gets caught in the net. I'm paying a "superpremium" on a socialistic policy. I'm helping the man who drags his feet as well as the one who works. This is pure and simple socialism—and I don't like it.

I've suddenly started to wonder what happened to "rugged individualism" and "American ingenuity." As proud as I am of the stars and stripes, I'm not currently waving the flag. Instead, I'm thinking about the history books I read and the lessons I learned years ago. This, I was given to understand, was the land of opportunity. It was a new homeland for people sick of oppression and excessive government control. What happened?

I don't like rampaging, parasitic policies. I don't like the "something-for-nothing" philosophy or the "cradle-to-the-grave" social welfare program. I know what it does to ambition and incentive. It is not a pretty picture.

Big government apparently wants to take over. Each session of Congress brings new social welfare programs. Each new program means new taxes. By the time I finish paying federal income tax, a state income tax, a social security tax, a sales tax, a gasoline tax, a cigarette tax, a luxury tax, and a host of hidden taxes, I begin to wonder whether I'm working for myself or for an assortment of government agencies. As it is, I work from January until the middle of March to pay my federal income tax. This is a lot of nonsense.

Tired of Subsidies

I'm also getting a little tired of molly-coddling subsidies. Any special interest group that controls enough votes and has a sufficiently active lobby is in line for a big fat subsidy. Don't misunderstand—I don't want anyone to starve. At the same time, subsidies seem like an artificial answer to socio-economic problems. They also reflect extreme favoritism.

I appreciate the farmer's problem—I was born and raised on a farm. Anyone who has raised apples in New England knows that the farmer has good and bad years. Some years we made money, some years we didn't. If we needed cash, we borrowed from the local bank. When we borrowed money, we paid it back.

Today this isn't necessary. The farmer gets paid for the crops he doesn't raise. The program itself has a variety of names. The Eisenhower administration likes to call it a "soil bank" program. I don't care what it's called—it's another federal handout. To be eligible, you have to belong to a special interest group that controls a large bloc of votes.

There's no green-eyed monster involved. I don't want a subsidy. The fewer subsidies, the better. I'd vote to

CONTINUED ON INSIDE BACK COVER

TWO SUN OFFICIALS SERVE LOCAL COLLEGE BOARD

The **PENNSYLVANIA MILITARY COLLEGE BOARD** met in April to further determine improvements on the Chester campus—primarily the new dormitory which will house 120 cadets on 14th Street. It was in 1936 that this board passed on the Industrial Service Center, training supervisory personnel for nearby industry. Four years ago the Evening Division of the college started adult education courses. This is P.M.C.'s 137th academic term.

Seated left to right are: Lloyd Gaman, attorney (President of Board); John R. Hannah, contractor; Morton Jenks, Philadelphia financier (Board Treasurer); Clarence L. Cannar, Exec. Manager Chester Municipal Authority (Secretary of Board); Emanuel Sacks, New York Vice President—TV Programs NBC; **JOHN G. PEW, JR.**, Vice President, Sun Shipbuilding and Dry Dock Co.; Sherwyn L. Davis, Carroll Park, Pa., insurance broker (Vice President of Board); Dr. Newton A. Wyman, Wallingford, Chief of Staff, Chester Hospital; Major General Edward E. Macmorland, President, P.M.C.; Brigadier General Brenton G. Wallace, Bryn Mawr, architect; and Chalmer G. Kirkbride, Wallingford, Director of Research, Sun Oil Co.

Missing from picture: Stuart H. Raub, Jr., Lancaster, Treasurer Raub Supply Co. (Vice President of Board); Col. Frank K. Hyatt, President Emeritus, P.M.C.; J. Elmore Turrell, Noxen, Pa. industrialist; Cummings Catherwood, Haverford, financier; **WILLIAM CRAEMER**, Swarthmore, Secretary and Treasurer, Sun Shipbuilding and Dry Dock Co. and Clarence H. Thayer, Vice President Manufacturing, Sun Oil Co.

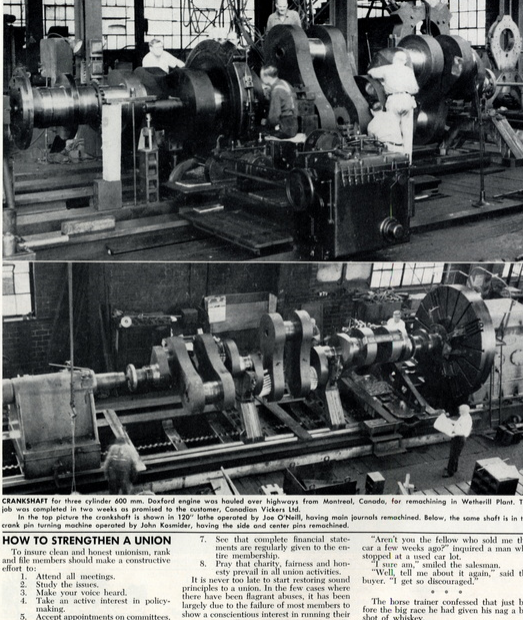
Launching of the new vehicle cargo ship brought out this contingent of Navy brass.

OUR YARD — Sun Shipbuilding & Drydock Co., Chester, Pa. — Vol. XVII, No. 1
SEPTEMBER 1957 — Office: Maritime Bldg. — Phone 506

Printed in U.S.A.

REPORTERS: Al Bagby, Harold Baker, "Fireball" Bentley, Frank Brooks, "Whitey" Burr, Dick Clendening, Jim Connor, "Fifty" Fithian, Sam Flood, Charlie Grauel, John Hefflefinger, Joe McBride, Peggy McKinney, Gavin Rennie, Harry Sanborn, Eddie Wertz, Bob Wilson and Mike Znachko, Outdoor Editor.

MACHINE AND BOILER SHOPS PRODUCE FOR INDUSTRY



CRANKSHAFT for three cylinder 600 mm. Doxford engine was hauled over highways from Montreal, Canada, for remachining in Wetharill Plant. The job was completed in two weeks as promised to the customer, Canadian Vickers Ltd.

In the top picture the crankshaft is shown in 120" lathe operated by Joe O'Neill, having main journals remachined. Below, the same shaft is in the crank pin turning machine operated by John Kosmider, having the side and center pins remachined.

HOW TO STRENGTHEN A UNION

To insure clean and honest unionism, rank and file members should make a constructive effort to;

1. Attend all meetings.
2. Study the issues.
3. Make your voice heard.
4. Take an active interest in policy-making.
5. Accept appointments on committees.
6. Run for office or encourage others with high ideals and competence to do so.
7. See that complete financial statements are regularly given to the entire membership.
8. Pray that charity, fairness and honesty prevail in all union activities.

It is never too late to start restoring sound principles to a union. In the few cases where there have been flagrant abuses, it has been largely due to the failure of most members to show a conscientious interest in running their own union affairs. THERE IS NO SUBSTITUTE FOR PERSONAL RESPONSIBILITY!

"Aren't you the fellow who sold me this car a few weeks ago?" inquired a man who stopped at a used car lot.

"I sure am," smiled the salesman.

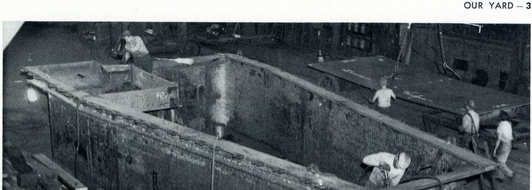
"Well, tell me about it again," said the buyer. "I get so discouraged."

* * *

The horse trainer confessed that just before the big race he had given his nag a big shot of whiskey.

"Did he win?" asked a friend.

"Nope," said the trainer, "but he was the happiest horse in the race."



This large **GALVANIZING POT** being completed in the Boiler Shop is 17' wide x 6' x 35' long. This vessel was made of special steel, 1¼" thick, considered best for molten zinc. This king size "bath tub" was built for the National Tube Division of the United States Steel Corp. This is another example of the variety of types of plate work fabricated at Sun Ship for industrial plants.

YARD GANG IN '19 (#1 way crane rails weren't completed) include few faces of men still here. Hand this picture to an old timer (a 35 year plus, man) and you are apt to hear only guessing recognitions. "Only know his first name," as if Jacko were a given name! Or you have a firm name given a face—with a weak "I think" added! In any event Bob Wilson got the picture from Hudson Roerer (or is it Roder?) who sits in front of the two men, top center. Then, we are told (pretty) definitely that's "old George" Loferjok, Boiler Shop's ace mechanic and still going strong at 75 at the extreme left. Well, George, how do you plead?

Rod and Gun News

By Mike Znachko

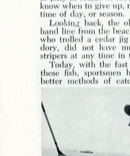
Every now and then you hear the word being passed around the shipyard that "the stripers are running." It is then that you will be apt to witness a trek to the seashore that would make the California Gold Rush look like a family clam bake. Anglers from everywhere will be on the road in all manner of jalopies. Day or night they'll hail the surf with metal squids, or troll from boats, in a frenzy to "pan" out the 10 to 30 pound bass that slink through the rollers. Excitement is rife. In some sections of the surf there is hardly elbow room, and rods wave back and forth like cat-tails before a wind. Even the sea gulls get jittery at this mass invasion of the beach and set up a clamoring protest over the encroachment on their happy fishing grounds.

The Striped Bass or Rock Fish, as it is known in the southern section of our coastal states, is one of those great game fish of the sea that are putting up a heroic battle to survive the destructive commercial fishing of today. Even gamier than the Channel Bass—and claiming greater favor—the Striper is valued so highly from the standpoints of sport and food, that certain states have imposed length and catch limits, and restricted their sale, in order to try and preserve a continuous breeding stock.

This game swash-buckler really belongs to the surf anglers who stand knee deep in the briny waters of the sea, the full booming voice of the surf in their ears. Surf anglers, as a whole, are the most persistent and indefatigable of all salt water fishermen. They will stand, unwavering for hours, waiting for their luck to change, or go hopping from jetty to jetty in search of feeding fish. They never know when to give up, regardless of weather, time of day, or season.

Looking back, the old-timers who cast a hand line from the beaches, and the skippers who trolled a cedar jig from a small sailing dory, did not have much difficulty taking stripers at any time in the season.

Today, with the fast dwindling supply of these fish, sportsmen have had to develop better methods of catching bass. Locality,



GERALD EVANS, the old pro, shown in the act of bringing one in.

JIM PITTS of 36 Dept. shown holstiing one in.

time of season, prevalent size of fish, tide and weather conditions are factors the successful angler takes into serious consideration. The stripe circulates in large bands. The first run usually lasts the longest, but those that follow provide considerable action, and there is always an enthusiastic welcoming committee on hand to greet them upon their arrival.

The fish wander into bays, inlets and sheltered pockets where the bottom is sandy or rocky, and where bars, reefs, and rocky breakbands are bases for food and protection. They also like eddies of rivers and tide rips—any place that yields sand eels, silversides, sheddar crabs, clams, squids, bloodworms, roniets, sardines and other small fish to appease their cravings.

The best time to take stripers is when they are feeding. The two best periods, regardless of tides, are early morning and just before dark. The morning period is an hour before sunrise and an hour after sunrise. The evening period is about two hours after dark. If there is flood tide during these two periods you have an ideal combination to take fish. If you are at the right spot when the feeding fish come to inshore waters.

Most anglers call the gallant Striper the King of the lightweights of the North Atlantic's game fish, and surf casting is a favorite way to fish for this terrible tackle smasher, and it is thrilling sport.

This type of angler, however, is in the minority, and that is why we say that this tough and powerful slasher of the surf should surely belong to these dauntless men who stand, tirelessly, in the boiling margin of the sea.

Just a reminder, boys—Woodrow Wilson once said "Preventable fire is more than a private misfortune, it is public dereliction—it is more than ever a matter of deep and pressing consequence that every means should be taken to bring this evil." LET'S HELP PREVENT THOSE FOREST FIRES.

Emma H. Leland, the noted authoress, provided us with some food for thought, when she wrote, "If more people would learn to do creative work, they wouldn't be sitting around offices driving psychiatrists crazy."

We extend our thanks to Mrs. "Gerrie" Talbert, wife of Eugene Talbert of 9B Dept., for her very complimentary letter of August 6. It's nice to know that SOMEBODY enjoys our ramblings. In answer to Mrs. Talbert's suggestion of making up fishing parties for wives and husbands, we wish they'd so know that we have been toying with the idea for some time now. This being due to the fact that "this little woman of our's" consistently keeps reminding us she sits at home working her fingers to the bone, whilst we go gallivantin' around the country with a fishing rod in one hand and a shotgun in the other. Not that we don't help out around the home. We DO! The Missus tells us to "get out of the way." So we get out of the way. THAT'S a help. However, the prospect would be quite an undertaking due to the fact that we are compelled to charter our boats months in advance, and we would have to provide boats that were seaworthy and comfortable. That YOU can be sure of, yet mighty cantankerous at times. But, if something does erupt out of the idea, we most certainly will keep Mrs. Talbert's letter in mind.

A tip from your Uncle Dudley—To keep snag swivels and split rings from wandering all over the tackle box, string them on a large safety pin and close the pin. This holds them together and saves a lot of rummaging.

Harold Josey, the tall and lanky string artist of 74 Dept., returned from a week vacation with over 100 lbs. of filleted flounder, which he snagged off Atlantic City, N.J. . . . Jack Wonderly, the tried and true angler of the Layout Division of 47 Dept., returned from Ocean City, Md., with 22 kingfish, all of excellent size.

Do you know it is unlawful for any person during the open season for taking big game, to shoot anything except a properly constructed target, and such target or object must be protected by a natural or artificial barrier so that the ball or bullet cannot travel more than fifteen yards beyond the target, after making due allowance for deflection in any direction up to an angle of forty-five degrees. Such target shooting shall be lawful only when done within two hundred yards of the camp or other headquarters where such person is quartered; or in an invited guest or visitor. PENALTY: Ten Fenos.

On Saturday, July 20, this reporter along with Joe Ross, drydock chemist, Al Wagner and Cliff (Reds) Fleming of 39 Dept., Gerald Evans, crane operator and Bob Cole, 68

Dept. rigger journeyed to Beach Haven, N.J., where we boarded the Henrietta III with Capt. Henry Schoenberg at the wheel. We boated 12 blues which ran from 7 to 12 lbs.

Walt Davis, veteran angler of 3-1 Dept., has developed a new method of catching flounder. Walt reels them in, drops them off the hook and then pounces on them in the water. Something like skin diving.

Joe Mack, veteran caster of the Paint Shop, reports an excellent catch of 25 flounder, all weighing two pounds and over while fishing out of Beach Haven, Sunday, July 21. . . . Warren Watts of 39 Dept. latched onto some exceptionally large steel shad recently while fishing off Barnegat Light, Saturday, July 20. . . . Bill DeLeaf, the old reel and reeler of the Welding Dept. spent an excitable two week vacation fishing out of Wildwood, N.J. (Ed.) The freezer is loaded.

Wally Brotherson, of the Sun Oil staff stationed at the shipyard, and party, made an exceptionally good catch of bluefish while fishing off Barnegat Light, Saturday, July 27. They returned with 128 blues, all ranging from 8 to 12 lbs. . . . Charlie Worrell, old timer of the Blacksmith Shop, is mourning the loss of a pole and reel while fishing off Manahawkin Beach recently. Charlie left his pole unattended for a moment when an exceptionally large fish took hold of the bait and headed for points south, pole, reel and all. Stanley Belczyk, who was a witness to the incident, allows that there is a possibility of retrieving the pole somewhere in the vicinity of the Gulf of Mexico.

On Saturday, August 10, this reporter, along with Bob Routh, Al Wagner and John Martin of the Welding Dept., Vic Palato of Dept. Chipper and Herb Grant, formerly of the Joiners, journeyed to Cape May, N.J., where we boarded the "Gannet" with Pappy Gauk, former North Yard Welding leader at the helm, on another of our fishing expeditions. We boated 15 bluefish and 38 flounder of nice size. We note that Bob Routh, veteran angler of 59 Dept., has set up a new standard distribution for the fish he catch. He distributes them according to their size category—large, medium, small and Al Wagner size.

We are informed that Leo McCabe, piscator of 35 Dept., is bemoaning the fact that he fished for four days off the rock pile at Cape May, and returned with "nary a fish." RANK AMATEURS!

A recent issue of the Williamsport Herald carried a photo of Alex Hoyer of Youngstown, Pa., a gunmaker for the past 30 years, who has constructed one of the most unique rifles that anyone could hope to add to his collection. The gun is a 50 calibre and fires a machine gun bullet from belt action. It

AT EASE MEN: Sun Ship anglers shown enjoying a period of relaxation.

MALSEED—FRONT AND CENTER

On Saturday, August 10, the Media Little League All Star team captured the State Championship for Delaware County by defeating the Potter-McKean team at Williamsport, Pa.

The youngsters, some of them sons of Sun ship employees, were guided to victory by none other than our own Ev. Malseed of the 69 Dept. Ev's long, whose unceasing and tireless efforts on behalf of the small fry is commendable.

Well known is the truism, "To have a better world, we must have better people." But where can we start? Ev. Malseed, and all those other men, who interest themselves in Little League baseball, have shown us where to start. By unselfishly devoting their time and efforts, they have taken on the tremendous task of moulding our youngsters into better citizens of tomorrow.

This humble writer believes that in bringing the kids to the attention of hundreds of thousands of people throughout the state, Mr. Malseed has rendered a significant service, for he has encouraged other youngsters to follow in the footsteps of their older brothers.

It does not take great men to do great things; therefore, we feel that a Sincere Word of tribute must be paid to this hard working gentleman, who put in many long hours of planning and labor, instilling the faith of the community into the youngsters. WE, along with the Management of Sun Ship, SALUTE YOU, Ev. MALSEED, not only on your tactical victory but also on your moral victory.

weighs 46 lbs., has a 36 inch barrel and is capable of penetrating an inch of steel at 750 yards. Hoyer says it is the only 50 calibre gun in the world that can be shot from the shoulder, and any twelve-year-old boy could shoot it. He said it has the kick of a 12 gauge shotgun. Hoyer plans to use the weapon for deer this coming season. He claims it is capable of stopping a seven-ton charging elephant in its tracks. The gun has been on display in Williamsport for several weeks.

Joe Brooks, of Islamorada, Florida, announces that the Denison, Johnson Corp. of Mankato, Minnesota (manufacturers of the famous Johnson Century reel) and the Nevada Dept. of Economic Development, have just completed a movie film featuring rainbow trout fishing in the desert mountains around Elko, Nevada. The area, called the last frontier of really great fishing, is not in the desert. The film will be released to sportsmen's clubs upon request to the

A tense moment for AL WAGNER, veteran angler of 59 Dept., who awaits the call of FISH! to ring out.

Nevada Department of Economic Development in Carson City, or through the Denison, Johnson Corporation, Mankato, Minnesota. It should be ready for distribution about the first of the year.

The young lady eyed her escort with extreme disapproval. "That's the fifth time you've come back for more punch," she said coldly. "Doesn't it embarrass you at all?"

"Why should it?" the young man shrugged, "I keep telling them I'm getting it for you."

* * *

Professor: "You in the back of the room, what was the date of the Magna Carta?"

"I dunno."

"You don't? Well, let's try something else. Who was Sonny Prince Charley?"

"I dunno."

"You don't? I assigned this stuff last Friday. What were you doing last night?"

"I was out drinking beer with the boys."

"You were? What audacity to stand there and tell me a thing like that. How do you expect to pass this course?"

"I don't, mister. I just come in to fix the radiator."

* * *

"Now what are you stopping for?"

"I've lost my bearings."

"Well, at least you're original; most fellows run out of gas."

EVER HUM TO YOURSELF? JOIN THE SUN SHIP CHORUS

Memo to: Music Lovers

Subject: Organizing a vocal ensemble

An invitation to join and help create a Sun Ship vocal ensemble is hereby being presented to employees and members of their families. For this purpose, a meeting will be held in the Main Office cafeteria, at 4:45 P.M., Wednesday, September 25, 1957.

Those interested are asked to attend this meeting, and if possible, supply the following information beforehand:

Name, address, phone number and voice (soprano, alto, tenor or bass). Your response to this opportunity and attendance at this first meeting, will determine whether we proceed with this project.

Matters to be covered at the first meeting include: The number of voices (a limit of 24 is suggested), rehearsal time and day of the week, etc. Unless and until elections are held, Joe Harris of the Billing Dept. will act as director and George Turner of Cost Dept. has accepted the duties of accompanist with suggestions will be welcome at any time.

The proposition has Management approval so send the information requested above, in writing to OUR YARD Office, or call Joe Harris, 466.

VICE PRESIDENT JOHN G. PEW, JR., is awarded a 25 year Service Pin by President R. L. Burke as Vice President P. E. Atkinson and Treasurer William Croemer look on.

Chief Engineer David Mylrea congratulates **EARL BROOMALL**, 38-3, on receipt of his 35 year award.

(Above) Supt. Arthur Holzbauer presents Service Pins to **HARRY M. BUTLER**, 59-12, 40 years; **BENJAMIN ABRAMS**, 47-35, 40 years; and **GILBERT BENNETT**, 47-38, 30 years.

(Left) **WILLIAM C. ELLIOTT**, 96-5, is congratulated for 35 years service by Sales Engineer P. E. Shaver as other members of the Sales Dept. look on.

Sales Engineer P. E. Shaver congratulates **A. STANLEY IMSCHWEILER**, 96-37, on receipt of his 35 year Service Pin as members of the Sales Dept. and Outside Sales Drg. Room look on.

July Awards

Service—Loyalty

40 Years

47-35 ..... Benjamin Abrams

35 Years

96-37 ..... A. S. Imschweiler
47-992 ..... Richard Miller

30 Years

47-38 ..... Gilbert Bennett

SALARY ROLL

40 Years

59-12 ..... Harry M. Butler

35 Years

96-5 ..... William C. Elliott
38-3 ..... Earl Broomall

20 Years

59-4067 ..... Charles L. Dooley

SUN SHIP JUNIOR MEMBERS

HAPPY FAMILY of Mr. and Mrs. Henry Odess. Henry works in 55 Dept. Top: **KENNETH R. MYERS, JR.**, 2 months, of Media, Pa., and below: **COLETTE** Reading from left to right: **DENNIS J., PAMELA** 1 yr. 3 mos., **JANET** 16, **A. HAMILTON**, 3 months, of Hyattsville, Maryland. They are the grandchil- **HENRY, JR.** 14, and **LAURA** (standing), 12. dren of William (Willie) Hamilton of 59 Department.

JULY AWARDS CONTINUED

10 Years

85-1 ..... Erwin Andreacus

HOURLY ROLL

20 Years

60-240 ..... Edward Ruditys
8-310 ..... Jacob Robinson
31-56 ..... Antrino O. Brown
59-44 ..... Walter Maksimowicz
68-260 ..... Frank Medesto
36-93 ..... James Stafford
33-54 ..... Joseph H. Clement

15 Years

36-1393 ..... William R. Meade
39-343 ..... Charles J. Salvey
33-1578 ..... William Martin
67-254 ..... Charles Lee Tull
69-172 ..... John A. Bates
75-106 ..... Walter J. Burnett
30-201 ..... Milton R. Herald
34-387 ..... Peter Pinkowitz

10 Years

68-412 ..... Sidney V. Nelson
46-113 ..... John N. Wyatt
47-52 ..... Edwin H. Cliff, Jr.
59-273 ..... William T. Ralph
42-147 ..... Robert K. Brown
47-73 ..... Earnest Morris
33-393 ..... Nichols E. Forcacre
33-576 ..... Edgar O. Anderson

Jimmy was late for school one day. The teacher asked the cause of the delay.

Jimmy explained: "My mother's sick."

The teacher, thinking it might be contagious, asked, "What does the doctor say it is?"

"A girl."

DANNY BRUNNETT, 20 months, is the grandson of W. Brunnett of 59 Department.

Joe: "Do your daughters live at home?"
Moe: "No. They're not married yet."

THOMAS GAVAL 2, is the grandson of Joseph Fillbach of 68 Department.

At the stroke of twelve the irate father stepped to the head of the stairs and shouted, "Young man, haven't you a self-starter?"

"Don't need one," answered the young suitor, "as long as there's a crank in the house."


U.S.S.M. C. COMET


12
11
10
9

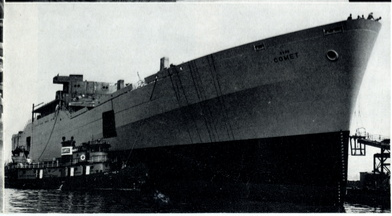
With her daughter and husband, Vice Admiral Lorenzo S. Sabin, Jr. present (top left) the sponsor was aided by Vice President John G. Pew, Jr., in christening the prototype vehicle cargo ship, **COMET,** for the Navy. Shipyard President Richard L. Burke emceed the launching dinner (above) where vice presidents' wives, Mrs. Paul E. Atkinson and Mrs. Pew flanked Congressman Willard S. Curtin (Pa. 8th Dist.) at head table, right.

Sun personnel present, included the table below, and Outfitting Superintendent Frank M. Hoot, Jr., with his "best and worst" (only) granddaughter—Crissy Hoot, age 8.

USNS COMET LAUNCHING CEREMONY

JULY 31, 1957

SUN SHIPBUILDING & DRY DOCK CO.
CHESTER, PA.



COMET FROM FRONT COVER

of the potentialities of this type of ship many years ago, and during World War II employed LST's and similar vessels; however, the "Comet" is the first sea-going, deep draft ship of its kind.

Prior to letting a contract, the MSTS, Army Transportation Corps, Bureau of Ships and private industry made a three year study of preliminary designs. Experiments were made at the Army Transportation Corps headquarters at Fort Eustace, Va., checking design arrangements against a full scale mock-up of the ship's decks painted on a parking lot area. Locations of side ports, bulkheads, ramps, stanchions, etc., were spotted. All classes of military vehicles were driven through the mock-up, simulating loading and unloading conditions, and checking clearances, turning radius, ramp approaches, capacity/time studies.

Design studies have also been made which will enable the "Comet" to serve as a mother ship and load/discharge in open waters via the stern ramp to an Army beach discharge lighter. The vessels will be maneuvered and married stern to bow, and the stern ramp of the "Comet" will be lowered on the deck of the lighter.

The design agent was George G. Sharp, Inc. of New York, who developed the bidding plans and specifications. On June 29, 1955 the contract was awarded to Sun Shipbuilding and Dry Dock Company, Chester, Pa., and the keel was laid May 15, 1956.

The Maritime Administration has been responsible for plan approval and for vessel inspection during construction. The vessel has been known as MarAd Hull 42, Sun Hull 601, Frank B. Otto has been Chief Construction Representative for MarAd, assisted by Joseph C. Cruzlak and staff.

The "Comet" was launched July 31, 1957 and the sponsor was Mrs. Lorraine S. Sabin, Jr., wife of Vice Admiral Sabin, U.S.N., Commander Amphibious Force, U.S. Atlantic Fleet.

BASIC DESIGN CONCEPTS

The outboard profile presents the appearance of a modern cargo ship, except that the stern is squared off for the stern ramp, relatively more freeboard than usual is apparent, and more cargo gear fills out the silhouette. The hull form is suitable for a speed of 18 knots.

There are two vehicle holds, No. 3 and No. 4, which are quite long—each 130 ft.—to

FRANK L. PAVLIK, NAVAL ARCHITECT

which access is given by means of ramps. Ramps leading from the Main and Second decks are located in way of the machinery space, on centerline, making for casings port and starboard.

The vehicles may be driven over portable ramps through side ports, port and starboard, or over a stern port ramp to any stowage location in the ship. They also may be handled by conventional cargo gear. Jeeps and light trucks are to be stowed in the lower holds, and heavier vehicles including armored units are to be located on the upper decks.

General cargo is to be carried specifically in holds 1 and 2, and in lieu of vehicles may also be carried in holds 3 and 4.

GENERAL DESCRIPTION

The principal characteristics of the "Comet" are as follows:

Length Over All	493'
Length Between Perpendicular	465'
Breadth, Molded	78'
Depth Moulded	48'-9
Design Draft	22'
Deadweight (on 22' Draft)	6489 Tons
Maximum Deadweight..	10,545 Tons
Normal Shaft H.P.	12,000
Sea Speed	18 Knots
Complement	69 Persons plus 4 Spares
Number of Vehicles Carried	700 (Approx.)

The general arrangement of the "Comet" (see center page drawings) is that of a flush deck freighter with a bridge erection and propelling machinery amidships. She has a curved raked stem, transomed cruiser stern, two continuous steel decks, two lower platform decks, an upper 'tween deck forward, and six main transverse watertight bulkheads. Deep tanks are located forward.

The four cargo holds are served by six hatches, two each are located in way of holds 3 and 4. Quick-acting steel hatch covers, hydraulically operated, have been designed and supplied by MacGregor-Comarain, Inc. Four hydraulically operated side ports, by the same company, are installed in the upper 'tween deck level. A combination stern port and loading ramp is fitted for end loading.

Propulsion is by twin screws, driven by two sets of geared turbines; with steam supplied by two water tube boilers. Twin uptakes pass up through wing machinery casings and terminate in slender tubular smoke stacks.

The streamlined bridge erection is a split-level construction spanning a center main deck driveway and ramps. It accommodates the crew at the main deck level, outboard. Galley, messrooms and petty officers are on the next split-level tier, officers on the next tier, with wheelhouse, chart room, radio room, etc., above, all topped by a dummy stack housing the emergency generator.

The vessel keeps kingposts as with winch platforms and motor generator houses at their base, bridged at frames 79 and 159 to carry topmasts; a mast is located at frame 135 and a radar mast surmounts the dummy stack. The cargo gear includes four 10-ton conventionally rigged booms to serve hatches 1 and 2, fourteen 15-ton booms with Farrell rig in way of hatches 3F, 3A, 4F and 4A, two 15-ton conventionally rigged booms also serving hatch 4A, and two 60-ton jumbo booms to additionally serve hatches 3F and 4F. Electric cargo winches are fitted.

The "Comet" is constructed to the classification of the American Bureau of Shipping +A1 E, A.M.S., E.A.C., and in accordance with the rules and regulations of the U.S. Coast Guard, U.S. Public Health Service, Federal Communications Commission and U.S. Customs.

STRUCTURAL HULL

The vessel is framed transversely and has a complete double bottom with offlight center vertical keel and offlight side keelsons from frames 55 to 139. The double bottom is piped for oil fuel or salt water ballast.

In the design stages special attention was given to welding sequences, and to a systematic arrangement of welding of sub-fabricated sub-assemblies for main structural groups. Quality control of welding was obtained by means of gamma ray exposure at weld intersections.

The vessel is welded throughout with the following exceptions riveted: two seams of bottom shell, upper and lower seams of bilge strakes, lower seam of sheer strake, seam of stringer strakes and four seams of deck plating. The outboard edge of the deck stringer is welded to an 8' x 5' gunwale plate which is double riveted to the sheer strake.

The construction of main transverse bulkheads is of the flat plate and stiffner type,

DAVID MYLREA, CHIEF ENGINEER

all welded.

Inner bottom structures have been made as complete sub-assemblies including shell, floors, girders, tank top plating, etc.

All deck houses are moderately streamlined and are 8' 6" high. They are of welded construction and are transversely framed.

The bow has been constructed a complete welded sub-assembly. The spade type rudder has an area of 255 square feet, and is a streamline cross section, double plate welded construction. Rudder castings are welded into the rudder structure to house the pintles. The rudder stock is a steel forging, coupled vertically within the rudder to reduce eddy effects. The propeller shafts are carried in outboard struts of cast steel.

In holds 3 and 4 electric elevators for vehicle driving personnel serve all levels.

ACCOMMODATIONS

Accommodations have been provided for the following complement:

Deck Department	22
Engine Department	20
Stewards Department	13
Pursers Department	2
Vehicle Directors	12
Spares	4
Total	73

Generally, the crew is berthed in two-man rooms, Vehicle Directors in four-man rooms and all others in single-man rooms. Recreation rooms are provided for all ship's personnel. The accommodations provide comfortable and attractive living quarters within the limits of the space allocated in the design.

Fireproof construction has been generally employed throughout for ceilings, linings and divisional bulkheads. The grounds, trim, doors, frames, airport casings, etc., are of metal construction. Metal furniture of metal frame upholstered furniture of functional modern design is fitted. Airports are suitably draped.

The deck covering in staterooms, recreation rooms, mess rooms and navigating spaces is a magnesite composition; ceramic tiles are used in the baths and toilet spaces, and on ship tile is laid in the galley and in all pantries.

The "electric" galley is fitted with two Hotpoint ranges, a Hotpoint baking and roasting oven, hot water heater, stock kettle, dressers with stainless steel tops, etc. Pantries are fitted with 6 cu. ft. electric refrigerators, steam tables, steam heated coffee urns and dressers with stainless steel tops.

The accommodations are mechanically ventilated using Buffalo Forge Co. centrifugal fans. A zoned system of control is installed for the heating cycles, and the design air change period is between four and five minutes. The air in all bathrooms is mechanically exhausted. The galley is ventilated by mechanical supply and exhaust systems, providing a nominal air change of one minute.

Electric lighting of the fluorescent type is the illumination medium for all accomodations.

The ship's refrigerators consisting of six chambers, are located on the main deck, port. Dry provision room, store rooms and work shops are located on the second deck. Dumbwaiter service has been provided.

EQUIPMENT

Navigational aids include Raytheon radar, Sperry Loran, Mackay radio direction finder,

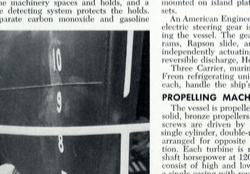
Photographer Knatt caught Chief Engineer and Mrs. David Mylrea, and the latter's sister (left), at the launching of the U.S.N.S. COMET. Mrs. James Rankin is on a 3-month visit from Scotland.

telephone, and complete radio installation of the console type, Sperry gyro compass with repeaters, and gyro-pilot, Raytheon echo sounding device, magnetic compasses, R.P.M. and helm angle indicators, engine and docking telegraphs, etc. A hydraulic telemotor system is installed.

For the life-saving equipment there are installed aluminum boats stowed under gravity type davits with electric winches supplied by Marine Safety Equipment Corp. The boatage includes two 30 foot, 70 person, hand propelled life boats.

The ground tackle includes Baldt, stockless anchors weighing 13,370 pounds each, connected to 2 7/16" Di-Lok chain cable. The vessel is also fitted with a stream anchor of 4,795 pounds.

A CO_2 fire protection system is installed for the machinery spaces and holds, and a smoke detecting system protects the holds. A separate carbon monoxide and gasoline



JACK BARTHOLF, sign painter with almost 24 years service, points the draft numerals before launching.

detecting system as made by the Mine Safety Appliance Company is installed for the protection of vehicle spaces.

HULL MACHINERY

The ground tackle is handled by an American Engineering Company electro-hydraulic windlass, fitted with two gypsy heads for handling mooring lines.

The vessel is fitted with the following complement of electric winches:

2—50 H.P. AECO Cargo Winches		
4—50	"	Heavy Lift Cargo Winches
16—25	"	15 Ton Topping Winches
4—25	"	10 Ton Topping Winches
8—25	"	Yang Winches
2—25	"	Stern Ramp Winches
2—60	"	Almon-Johnson Mooring Winches

The cargo winches are D.C. drive, and are mounted on island platforms over the M.G. room.

An American Engineering Company hydroelectric steering gear is used for maneuvering the vessel. The gear has single opposed rams, Rapson slide, and dual power units independently actuating the variable stroke, reversible discharge, Hele-Shaw type pumps.

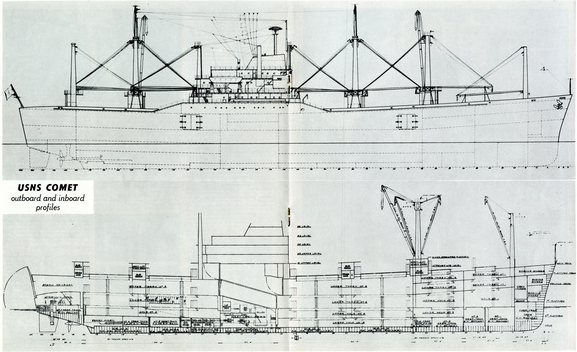
Three Cleaver, marine type, model SV-40 Freon refrigerating units, capacity of 2 tons each, handle the ship's stores requirements.

PROPELLANT MACHINERY

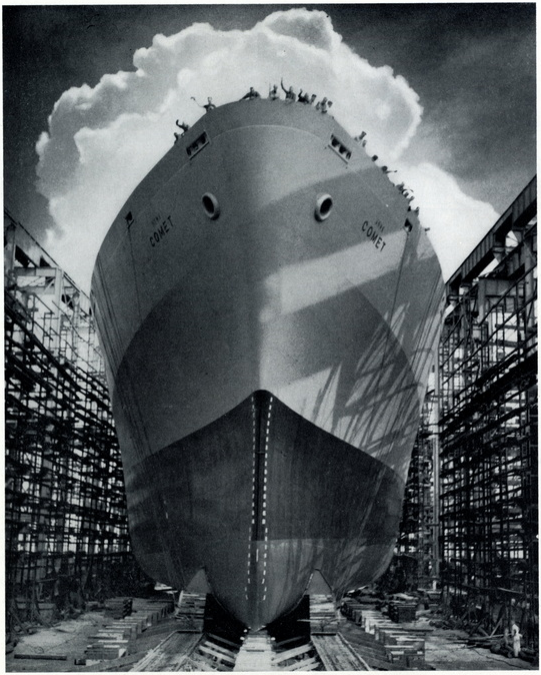
The vessel is propelled by two four-bladed, solid, bronze propellers, of 16' diameter. The screws are driven by two General Electric single cylinder, double-reduction geared units arranged for opposite hand, outboard rotation. Each turbine is rated at 6000 normal shaft horsepower at 120 R.P.M. The turbines consist of high and low pressure sections in a single casing with reversing turbine located in the L.P. section. The units are complete with maneuvering valves, combined oil governor and low oil pressure trip regulator, steam strainers and hand electric jacking gear. The power of the reversing turbines are equal to 80% of the ahead torque at 50% of ahead normal speed. All blading and shroud bands are of best corrosion resisting material. Three bleeder stages take the steam extraction from the turbines. A flexible coupling is used between the turbine and the reduction gear.

The reduction gears are of the single case, double reduction, helical gear type, with

CONCLUDED ON BACK COVER



USNS COMET
outboard and inboard profiles



UNITED STATES NAVY SHIP "COMET"

WELCOME BACK

By "Brutus" Falcone

The fellows in 47 have too long been without a columnist(?) to report their doings, comings and goings. As of now this vast colossus to the North (north of the So. Yard, Drydock, Main Office, etc.) will be represented—how well, depends upon every man in the department. So you cub reporters get to work right away and let me know who did what and why—then I'll fix it up right pretty for the magazine.

To set a lot of workers straight who don't really know what our department does—well, let us answer this way—"Ain't nothing we can't do!"

Until I can work up some format for our column, let's just start anywhere. . . . "Miss" Paian is the best chipper in 47 Dept. According to the seniority lists he is the only active one. What further proof do we need as to the accuracy of the first statement? . . . Noah Smith, the ever popular shipfitter, in his many years at the craft has certainly developed a lot of short cuts and little tricks that make the job a lot easier. Anybody trying to improve his own efficiency ought to keep one eye on this fellow!

From a very close friend of his I am told that Jack Wonderly required four years to get up enough nerve to fire a gun while hunting, and then because his aim was somewhat less than accurate he ended up buying his first deer. (Jack, I've always had you up on a pedestal. Say it ain't so!) . . . The above mentioned Mr. Wonderly told me that even though his best friend won't tell him, somebody should wise burner "Speedy" Ferguson up about the stale jokes he tells. All of them are about 15 years old—at least.

The gang around the Cold Press tell me that machinist Russell Hughes spent two weeks fishing—with no results. Charlie Lentner said he was using the wrong bait. I know Russell well enough to have my own ideas about the poor catch. He's such a nice guy he didn't have the heart to hook them! I'll bet he just tied the bait on the string and fed the fish—same as some of us put suet and bread crumbs out for the birds.

Bill Ford, the burner, can really spin some yarns. They sound a little far fetched but make mighty interesting listening. He could write a book. . . . Burner "Happy" Neifert spent part of his vacation in Maine. Now that sounds real nice—a Maine vacation. You're a good picker, "Happy". . . . Our former supervisor of training, J. Hauser "Doc" Graber, also returned from three weeks in Maine, with family.

To all the new men being hired into our department—a word of advice—if you feel yourself growing 9 feet tall some of us is rubbing off on you—it's all in the way of looking at things. By the way, our Foreman George Trusley has given me enough info' on the new shop to convince me it's gonna be the best thing that happened around here in a long time. George has spent many hours on the work and I am sure we will have a far better setup because of his hard work and vast experience.

G. I. Layman, burner, has started building another house. Everybody is asking how long it will take for this one. He never finished the last one—sold it as it was. He claims things will be smoother on his new venture. . . . Expediter Norman Garrett is gonna feed me news items. You will be a big help to me, Norman. If any of those big coal crackers give you a hard time, come see your old buddy "Brutus" and I'll give them a verbal thrashing for you. P.S. Do not consider this guarantee valid beyond the verbal duel stage. I abhor physical violence especially with them big fellows.

Burner Allen Reeves became a papa for the 3rd time—a girl! Where are the cigars, Allen? . . . Bill Love had a nasty motorcycle accident and is recovering slowly but surely. Expect him back soon. We miss you around here "Lovie". . . . We're all glad to hear that "Fergie's" wife is feeling better after a delicate operation.

Handyman John Schuremans ("Shmo") spent two weeks at the track. Claims he did right well. We won't debate that point—but from my very limited experience it could stand a lot of debate. . . . Ernie Grieco (pronounced Greek-o as he's reminded me often enough) is now working steady. This is wonderful news as Brother Grieco is hardly a conformist.

Brother Wonderly in order to relieve the frictions that occur—all minor of course, especially among the men behind the torches—has allocated a corner of the Smith Shop for sessions by appointment only. By his clear analysis of individual problems he promises to reduce tensions, relieve anxiety and promote a healthy frame of mind. Burner Boss Foster and I are watching this experiment closely, for if successful it will do wonders for our own cases. Meanwhile Mr. Foster, shall we retire to the Milk Bar?

L. Talley (loftsman), what's this I hear about your new nickname "the serrated kid"? Just like Hollywood old buddy, you've been around the electronic eye machines so long they've got you typed. . . . Oscar, fork lift driver, is not a #47 man but we consider him one. If you spend a few minutes with Oscar and his sunny disposition doesn't pick you up from the doldrums, man you're in bad shape.

SECOND SHIFT

Here's where I expect to get a lot of interesting items. We have on 2nd shift as fine a bunch of fellows as any I've had the pleasure to know.

Take Harry Founds the shipfitter, a pretty good one. They tell me his big M just sweeps cars like Nick DeGeorge's little Ford right up into his exhaust pipes. . . . "Little Bill" Clerval, Asst. Foreman of Shipfitters, became a father-in-law. . . . They say that Joe Hinkle was so busy worrying about whether Vince was taking care of things that he couldn't enjoy his vacation.

G. Nardy is back. The boys say he has given up eating. This I will write, but believe it never! . . . Art Warren, Fitter Leader, may not be aware of this but quite a controversy is raging over the advantage of fishing from his boats. . . . Gilbert Bedsole (Marine Rigger) is famous for his ability to soft sell anything—you ask and he'll get it for you. If you're looking for a good buy, he is the man.

Anybody can tell when Donald Duck (shipfitter) has a dollar. He's got what they call a money strut.

Sammy Link (shipfitter) please note! Sammy, when you were the "Terror of Suburban High School football, at Radnor, there was a 7th grader named "Brutus" Falcone who obscurely carried the water bucket. Later, while I was manager in high school, Emlen Tunnell of pro football fame, also played for Radnor. You two gave me enough sport thrills to last a lifetime! At the annual reunion of Radnor "has beens" many of Sammy's exploits were discussed over the bar and banquet table. For a man with flat feet, they sure were educated. . . . Another thing that all the boys of Italian descent found out about Sammy—you could be his special buddy if you just gave him an occasional pepper and egg sandwich. He went simply crazy over pepper and egg sandwiches.

I'll knock it off for now and see if I can't work something out more interesting next time around.—"Brutus"

Do you ever hear music when those about you don't? You're not crazy—you are just naturally administering one of life's greatest therapys (or is it therapies?) —MUSIC and SONG! You like? Well, read about the proposed Sun Ship Chorus on page 5.

By John F. Heffernan

This issue brings us very near to the end of the summer season, and while we all agree it has been very dry, it has been just about perfect for all those who have been or are on vacation. This is one season that hasn't had any rainy days to spoil anyone's outing.

And as usual, we have quite a list of our men who have been vacation minded during the past month. . . . William Hadley has returned to his ship repairs after a two-week absence. We are also glad to learn that his wife is now home and improving after her recent illness. . . . Andy Cassidy has turned over his engine room problems to Van Horn for two weeks while he enjoys a vacation.

"Big" Jeff and family are also vacationing for two weeks. He says he hopes he doesn't find himself tangled up in cable in his dreams. Expects to spend one week with the Scouts and the other at Wildwood, N. J.

Bob Gastwell and Mrs. Gastwell have been vacationing and cards have been received from North Carolina points. Thanks, Bob. . . . Joe Colonne (our dialler) has been off for a two week rest, and we trust he and his family enjoyed their vacation.

Gil Nagle was away from his bold problems for a week. . . . Chris (Curley) Collins is spending three weeks down in Maryland where he expects to do some fishing. Good luck, daddy! . . . Stories reach us of a crane operator who requested the AAA plan of a tour with maps, etc., and then traveled as far as Cape May N. J., which seems to be just about 2 or 3 miles from his summer home. Wonder what happened there?

Joe Squitiere spent a week from 601 to enjoy a vacation with his family. . . . Jack Baird, #2 Expediter, has returned after a trip to Colorado where he visited his father. He reports some beautiful scenic country even if he did have some car trouble on the way home.

Note to Paul Herman: When you wait for your driver at night, please have someone hold your wheel so that you may get into the wrong car any more. . . . And we learn that Elmer (Top Atlas Tractor) keeps that fine physique by forgetting where he parks his car each day.

Now we all want to know just what is winking at Brownie? . . . Frank Bullington has bought a new electric hedge trimmer so now he can enjoy sitting on the porch while his wife cuts the hedge. . . . Fleet is not the only angler who straightens out the fish tails before photographing them!

WHAT NEXT DEPT.: We find Brownie selling tickets to that chicken dinner at Orio's #106 Thomas St. Better watch out, Mrs. Orio, you may not have enough chicken!

And Bonnie Peet having a fishing trip in which a fish leaving read that an electric charge would drive worms out of the ground. So proceeding to try the experiment, he drove a rod into the ground and connected it to the house current. Much to his surprise in about 5 minutes, up popped the worms. Soon neighbors on each side and from across the street collected to see the event. A police car passing asked why the gathering. Receiving the reply, "We're catching worms," they evidently thought some one was wacky and drove around the corner to park the car. Then they too joined the group. Passersby stopped and all stood in a circle watching the ground.

Just about this time, Mrs. Peet, who had been visiting in Smyrna, got off the bus and saw the large group on her front lawn. I'm quite sure she expected to see a body instead of just worm seekers, and we feel sure she soon disposed of the crowd.

Andy Cassidy heard of the above event and he and his son tried the same experiment using a magneto, and it also worked. Now we hear that they are talking with the worms as to their likes and dislikes.

The other afternoon on our way out of the yard, our companion, the C. D. Browne, made a rather loud call, saying "Hello stupid." To our surprise three of our friends, namely, Joe McBride, Gerald Evans and Mike Znachko, all turned around and grinned. Well, we always thought they were above being called that, but you never can tell. And you just know that they will all be looking for this item.

Sorry to learn of Dick Clendening's illness and trust that he will soon recover and be back at his job. . . . Yaglinski (Yogi to his friends) had a lady customer come into his shop and asked for a chicken. When asked if she wanted a pullet, she brightly replied, "No thanks, just wrap it up and I'll carry it."

What's this about Cartright and his tastes? Does it depend on who is buying or is he changeable each day? Reports reach us that he and Andy must be brothers as he is being called Teddy Boy. . . . While on the subject of tastes, seems as if Peet could use a few pointers. His agreement with the dispenser on the blindfold test didn't turn out so well, according to our source of information.

Van Horn surely has been a successful source of our comments on baseball lately. As he pitches for 32 Dept. softball team, the scores surely must indicate something when he brings in a report of 14 to 0. Then the next week it was 10 to 0. Now this week it was 9 to 1. If the season lasts long enough they might win a game. We now find Van is in the outfield. Things have even gone so far that the boys are thinking of getting some of our men from the Ship Gang to play them. From the scores we heard, that shouldn't be too difficult.

Have a report on the activities of some of our former buddies. Seems Clay Fickenscher cut his eye when a screw driver slipped. Jack Logue has a smashed finger, and of all people, Jiggs has two hurt fingers. Jack was installing a V-belt on a pulley and when the belt slipped over the groove, it caught a finger of the right hand. Then when Jiggs pulled it loose the pulley turned too fast and sure enough caught the left finger. Somebody's face must have been red. So far no reports on Cox. Wally Dykes had better ride herd a little closer on his critters. . . . Best of luck with your new car, Jeff.

We extend our deepest sympathies to Mr. and Mrs. Nelson Drake over the loss of their 6-week-old son, Richard, who died on August 13, 1957. The baby had been seriously ill since birth, and an operation was not successful.

We will have the details of the ball game in our next issue.

That's all for this month!

PHYLLIS, wife of Russ Powell of 33 Maintenance, with their 5 year old daughter, PHYLLIS FRANCIS.

LETTERS

Prospect Park, Pa.
August 1, 1957

Dear Mr. Widdowson:

My husband, William G. Reid (47 Dept.) and I wish to thank you and Sun Shipbuilding and Dry Dock Co. for blood donated for my operation in the Jefferson Hospital.

Yours truly,

Mrs. William G. Reid
543 9th Avenue
Prospect Park, Pa.

Krupka Escapes Serious Injury

Safety's **BILL FEEHAN** gets a report on shattered safety glass lens from **FRANK KRUPKA**, chipper of 55 Dept. He was beneath keel 603 when the die from the riveting machine ricocheted from the plate down into his face. The several pound steel piece broke the lens and bruised Frank's cheek. Despite shattering lens, which is unusual, and the fact that some pieces were removed from his eye during the next day, Frank believes the glasses may have helped save his eye.

By Mike Znachko

It has been brought to our attention that Gil Widdowson, our friendly Safety Engineer, was charged with bringing reprisals against his youngsters for the destruction of that picture window. It is reported that Gil has retaliated by stubbornly refusing to have the television set repaired, thus depriving the youngsters of their educational advice on how to heave hammer heads through picture windows, PROPERLY.

William (Handsome Will) Lennquist, (ace structural engineer working on shipway construction and formerly of 34 Dept., 74 Dept., et cetera, et cetera) has returned after a two week relaxation period on the beaches of Bermuda. Class, EH! . . . Arthur Yanke, boss man of Hose Repair, enjoyed a two week vacation relaxing in the comforts of home. . . . Bob Brown, veteran maintenance expert of the Heating Plant, has resumed his duties after an extended vacation which he spent on the Island of Jamaica.

Lawrence Nangle, labor advisor in the Boiler Shop, has joined the ranks of the Real Estate Taxpayers, with the purchase of a new home in Brookhaven.

A serious controversy has erupted in 47 Dept. between Jack Wonderly of the Layout Office, Stanley Hockman of the Fab Shop and Maurice Orio, clerk in the 47 Dept. office, as to their merits in growing tomatoes. The ruckus has involved this reporter, due to the fact that we were called upon to act as arbitrator in the dispute. Orio and Wonderly, both being graduates from the higher schools of learning and majoring in agriculture, have produced and supplied this esteemed judge with some of the finest specimens of tomatoes that have ever graced a table. Hockman, however, has failed (as of this date) to exhibit any specimen of HIS product. We therefore withhold judgment until Hockman's position can be clarified. (P. S. the tomatoes were delicious, boys!)

Will Kealy, retired Torch Repairman of this department, was tendered a birthday reception recently by a number of his former co-workers, the occasion being his 65th anniversary. However, it may be said of some people that the bonds of friendship can be mighty frail when the subject of contributions is brought up. Many Happy Returns of the Day, Will!

Willie the Wise Owl says—You may get to the top of the ladder, and then find it has been leaning against the wrong wall.

Frank Cox, the congenial Foreman of the Blacksmith Shop, remains confined at his home due to his being the victim of a most unfortunate accident recently. We convey our Sincere Wishes for a quick and speedy recovery. . . . George Tinsley, General Foreman of 47 Dept., has again taken up the cudgel after an extended vacation which he spent at Agua Caliente, Mexico.

Paul Chubb, also of the 47 Dept. Executive Staff, is (at the time of this writing) enjoying his vacation inspecting the wheat belt in Minnesota. . . . It has been brought to our attention that Milt Herald, of the Boiler Shop, has taken new safety precautions in an effort to prevent any theft of his car. HE locks the car doors with all the windows down. HM! . . . We were informed that Gerald Evans, veteran Crane Operator, made a futile effort to overstep the provisions of the Motor Vehicle Code when he attempted to operate his car over the inspection time limit. Fortunately for him an alert gas station attendant advised him to take immediate steps to rectify the matter. May we inform Mr. Evans that the law DEFINITELY specifies the life of an inspection sticker to be for a six month period, ONLY.

It was brought to our attention that Ducky Blair, also of the Crane operating division, was a busy little man making some very elaborate preparations for his vacation. After accumulating all the available information from the *American Automobile Assoc.*, the Keystone Automobile Club and the highway departments of the various states, Ducky then proceeded on his journey to the shore at Cape May, N. J., which incidentally, happens to be located about two miles from his home. HM!

Once again we convey our *Sincere Wishes* for a quick and speedy recovery to Miss Anne Finnegan, head nurse at the Dispensary, who is again confined at her home in Drexel Hill. Let's snap out of this, Finnegan!

Rumors have it that Morris Bullock, another member of the Crane Operating Clan, recently invited his brother on a trip to Reading, Pa., to enjoy the hospitality of relatives. Both men became separated during the visit, and it wasn't until Morris returned to Chester that he realized he had left his brother sitting high and dry somewhere in Reading, which necessitated a return trip. HM! . . . Norman Garrett, the friendly Expeditor of 47 Dept. Fab Shop, along with Mrs. Garrett and all the little Garretts, are (at the time of this writing) enjoying their vacation visiting points of interest in Maine, Canada, Alaska and who knows, maybe Siberia, too.

D.P.

Andy Rusnazahn, Asst. Foreman of this department, has resumed his duties after a week's vacation which he spent at one of the prominent shore resorts. . . . We are informed that Bill Feehan, of the Safety Dept., who is also Dean of the Feehan School of Ornithology, has conferred upon Gil Widdowson, our Safety Engineer, the degree of Doctor of Pigeons, in recognition of Gil's meritorious service in rescuing a homing pigeon which was attempting to wend its way homeward in a badly crippled condition. Gil secured his information from a leg band attached to the pigeon and notified the bird's owner who is a resident of Trenton, N.J. Meanwhile the bird is receiving care and sanctuary at the Widdowson residence. NICE GUY, THIS GIL!

Our Sincere Wishes for a quick and speedy recovery are extended to Guard Frank Thompson, of the Military Staff, who is confined at the Bryn Mawr Hospital.

Charlie Lukens, Harry Reed, Rufus Ingram and Elmer Lowry were on hand to provide the entertainment at the anniversary party accorded Will Kealy recently at his home. Charlie gave out with the harmonica while Elmer strummed on his gee-tar, and Harry Reed put on a fon-dangled dance called the "Zoombi" or something. Rufus Ingram, a former member of the "Ballet a la 74 Dept." gave an excellent exhibition of toe dancing. Wally Sharnef gave an inspiring talk on the integrity and honesty of the guest of honor, while George Dougherty, the magician of the department, produced several rabbits until it was noticed that Mike Cassidy had gained access to a rabbit coop belonging to one of the neighbors and was handing George the rabbits through a window. Pete Hifferty's handling of the beverages was commendable. Howard Clark was the master of ceremonies. All in all, the boys had a grand time.

We are informed that Dick Clendening, veteran reporter of 36 Dept., remains confined with a lingering illness. On behalf of the entire staff of OUR YARD, we convey to Dick our Sincere Wishes for a quick and speedy recovery.

Vic Pajan, veteran chipper of 47 Dept., has relinquished his laurels as shuffleboard champion and is seeking new fields to conquer by joining the ranks of Sun Ship anglers. Asked why he decided to take up fishing, Vic replied that there wasn't any more competition in shuffleboard.

"Curley" Willis, of the Safety Dept., is (at the time of this writing) enjoying an extended vacation roughing it somewhere in the Rocky Mountains. We always figured "Curley" as being the rugged type.

We noticed recently that there has been a surprising increase in the Cloak and Dagger reports that have a way of filtering in to us by unidentified folks who, it seems, like to avoid feuds. WE have NO intention of turning this column into a gossip mill, and we do our utmost to avoid becoming embroiled in controversial issues. Maybe the items are conveyed to us with the best of intentions, but to

us, they sound slanderous, and we wash our hands completely of such material. We thank these contributors at the same.

Russ Rothka, the old gun toter of 47 Dept. and the "Little Missus" have returned to the grindstone after a week of gamboling over the sands at Wildwood.

By H. "Clovehitch" Sanborn

Rosy probably will never try again to finish a splice someone else started. What a mess he had the other day . . . There is a rumor around that Bill Murtaugh is a grandpop. Nothing definite has been said or is known as yet. It's a proud thing to be, as already know.

We cannot have happiness until we forget to concentrate on seeking it.

Those young trainees for inspector positions of the future are doing a good job. I worked with one for two weeks and he seemed very efficient . . . Come in some day at noon and watch the pinochle game in the office. It's better than any television program, especially when Smokey Joe tries to tell Mike how to play.

One can be troubles with small talk is that it usually comes in large doses.

A game of checkers now and then is a pleasant pastime. Bob and Bill just never know when to stop. You see them playing morning, noon and probably at night. They are both good, too.

As yet I have received no vacation fish stories, large or small. We have another month yet, so maybe one will be forthcoming.

Character is pretty much like window glass, even a little crack shows through.

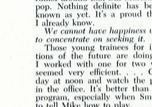
Brother Hess loves to run the mule wherever it may take him as long as he has his cook aboard. Rosy says he is anything but! . . . Our sympathy to "Doc" on the loss of his father last month. Incidentally, Jonesy, the flowers were beautiful.

Habits are like cork and lead. They tend to keep you up or hold you down.

"Stonewall" Jackson, I hear, had another light stroke. I believe he has been out sick for nearly two months. Let's hope by the time of publication he will be up and around again.

We also welcome back Deckmaster Marty Huber, who was out ill for two weeks. Take it easy, Marty, you only have one life.

Some men like that preaching best, which misses them and hits a neighbor.



By Bob Wilson

Here I am in the middle of August trying to put a column together to beat the deadline for the September issue. What with vacations, long week-end trips, etc., the time just slides past and before I know it, I am late again with the department "news and views."

The department ball team has played its 14 scheduled game as of last night (August 14th) and ended up this one as they did the majority of games in the regular season. For most of the games the team tried hard, maybe too hard. Some of their defeats were due to errors by one or two players, and other losses were just bad luck. It's nice to have a vacation now once in a while, but it's not that important. What is important is that this department put a team in the field this year, and participated in the inter-department league. As for the poor showing (in the number of games lost) I am not making excuses for them. To quote the people in Brooklyn when they lose a pennant race or the seventh game of the World Series, "Wait Till Next Year."

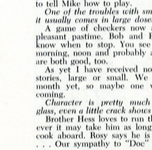
While still on the subject of sports, Vic Fajan, who worked hard to captain the department softball team during the summer and is trying hard to get a winning team in something, wants to get the boys together to play the Shell Department in a game of two-handed touch football. This will probably end up as an annual grudge affair and will be called the "Garbage Bowl" game. Poor Vic, he wants to have a team that can win something so bad he is willing to kill us all by physical exertion to get one. Well, I'll meet you all at the morgue after the game. I'll probably be the first to go, Vic has me down to play tackle on his offensive squad.

Vacations are still in the news. Bill Burns enjoyed a two week trip to New England. You know, until he found he couldn't drive the bus to Colorado after all, consoled himself by getting the closest thing to a bus he could and still call it a car. Bought himself a gas station wagon. Jack Carroll and Yours Truly had a short but very enjoyable trip up to my old stomping grounds in and around Montreal. Richard "Reds" Stewart was off the last two weeks of August on vacation, but as this went to press would not tell us where he planned to spend it. Per Dahl, back from his vacation in Norway, complains that we should have some of the rain here that plagued him while over there. Ralph Morgan is making plans for his annual autumn trip to Florida. Joe Crist spent a long week at the shore with his daughter. Joe Mullaney and family reported on a tour of Gaspe in the Province of Quebec. Tom "The Alligator" spent part of his vacation with the National Guard at Indiantown Gap. Mac McCoy recently spent a long week-end with friends up in the Boston area. I understand you took your "Old Granddad" along with you Mac. He gets around, but I guess while you were up there you also visited with "Old Mr. Boston" just to have company for "Old Granddad."

The latest word from our boy Ross is an indirect one from his folks in Swarthmore. He is stationed in Fort Jackson, South Carolina. His address is available if you have a few spare moments. I know he would be glad to hear from the boys and girls around the department. . . . This is about all there is for this month, but before I close just a few little reminders.

Don't forget the square dances to be held at the Polish-American Eagles Club, on the 4th of October and the 27th of November. It's not too early to start making arrangements for your baby sitters and for the unmarried "guys" and "dolls" to get dates. So be sure to attend. I know you will have a good time. The attendance and co-operation your officers and representatives give these first dances will determine what course they will take for future dances, parties, etc., for the remainder of the winter season. So let's have a large turnout and all will be assured of a good time.

The second little reminder is short, but very important. September is the month when the children go back to school. So be particularly careful when driving in school zones, and don't forget the school buses on rural and suburban roads. The State of Pennsylvania requires us by law to stop when school buses are loading or unloading children.



MR. AND MRS. LEROY STEWART have been married twenty-eight years, and have five daughters and two sons. They are the proud grandparents of seven grandchildren. Leroy is a member of 84 Department.

By Sam Flood

You may as well settle down for some hard work, boys, September is here and vacations and all the nice things that go along with summer are about over. By the way, it is just 116 days until Christmas. One of the sure signs of Fall around the drawing room is Norm talking about the coming "Square Dances" and if I don't mention the dates, he is going to be very unhappy. Oct. 4th and Nov. 27th are the big nights.

Did Pat tell you about his fishing trip last month? He claims he caught a good mess and he was telling the truth; a good mess of sunburn. Of course, it wasn't his fault that there were no fish, just a terrible lot of sunshine.

Mrs. Hurley's son Bill came home the other weekend and told his mother he had been grounded for thirty days. Said he had a number of people report him to the Main Office because he had been walking up and down in front of the passenger line (a few

minutes before takeoff) reading a book entitled, "How To Fly In Ten Easy Lessons." Of course, he finally told her that he was only joking.

The other weekend while taking a drive up-country, I noticed a sign on a restaurant reading "Hunger removed while you wait." I was afraid the operation would be very expensive so drove right on by.

Paul was telling me about John and his brand-new girl friend. He called on her last Wednesday night and they were sitting side by side in the living room. The following was the conversation Paul heard while standing on a ladder with his ear to the open window.

John: "Mind if I turn off the hall light?"
Girl: "Not at all."
John: "The ceiling light?"
Girl: "Why of course."
John: "The floor lamp?"
Girl: "Yes, John."
John: "Now that it's nice and dark in here, may I ask you a question?"
(Paul was all ears by now)
Girl: "Yes, dear."
John: "Do you think this luminous dial watch is worth six bucks?"
(Paul fell off the ladder and went home disgusted.)

Joe Blosic hasn't been feeling so well of late. In fact he went to the doctor several times. Made a visit to him the other night and when he walked into the office the doctor remarked, "Joe, you are looking much better."

"Yes, I followed the directions on your medicine bottle," said Joe.

"Oh yes," said Doc, "I've forgotten, what were they?"

"Keep bottle tightly corked," said our Joe.

On the "Pet Peeve" investigation we report four more interviews:

Mrs. A. Hurley says: "My 'Pet Peeve' is the person who calls on the phone, says 'Hello, how are you?' and before you can reply launches into a five- to ten-minute dissertation on what she has been doing, who she has seen, what they said, what she said, and before you can get a word in edgewise, winds up with, 'Well, I'll be talking to you. Goodbye.'"

Joe Jeffers says: "My 'Pet Peeve' is the bunch of nice large holes they have scattered all over City Line Avenue from Pilgrim Gardens to West Chester Pike. I bump over and into them twice daily and it isn't doing my car one bit of good."

Carl Bender says: "My 'Pet Peeve' is the inconsiderate motorist who takes up one and a half spaces in the parking lot, especially when lot is full."

My Pet Peeve: Is the motorist behind me waiting for the light to change who starts blowing his horn the second the yellow light appears.

Quote for the month—"The sign of middle age is when the girl you whistle at thinks you must be calling a dog."—Hal Chadwick.

Cocktail lounges are half-lit to match the patrons.

* * *

"I might give you a trial," said the contractor, "if I thought you could handle the work."

"Work?" said the applicant, reaching for his hat. "I thought you were looking for a foreman."

FACTS FOR THE WELDOR

Some astronomers believe the earth's elements originated in the sun. Even though most of the sun consists of hydrogen, many of the other elements are in the sun's surrounding atmosphere. One theory is that the earth was originally part of the sun. The earth might have been born when the gravitational attraction of a passing star yanked a cloud of hot gases from the sun, or been heaved out during an explosion within the sun.

About five billion years ago, when the sun let go of what became the earth, the sun's atmosphere and the future earth were at a temperature too hot for anything to burn! The combination of oxygen with other elements such as carbon, which we call "burning," does not occur on the sun because the products that might be formed, such as carbon monoxide and carbon dioxide cannot exist at sun temperatures, possibly above 27,000,000° F.

At present, astronomers and physicists in general agreement believe the source of the sun's energy is in the transformation of hydrogen into helium which can occur deep down toward the sun's center, where they believe the temperature to be about 35,000,000° F. (more or less), and pressure high. As the earth cloud cooled, it began to liquefy. While liquid and very hot, it presumably let go of a glob that became the moon, perhaps between four and five billion years ago. The liquid earth radiated into space enough heat during the next billion and a half years to permit the formation of a solid crust or surface shell, which geologists believe is at least 1½ billion years old and physicists believe may be 2½ billion. Continuing to cool, the crust thickened sufficiently to seal off practically all of the underlying molten material, and eventually its surface temperature dropped below the boiling point of water.

Water vapor in the atmosphere then turned to rain. The resulting new born oceans, however, were not in their present location. Many forces were acting to change both their extent and depth. In some parts of the globe the land was sinking slowly under water; in others, rising. This up and down behavior of the land in various parts of the globe continued to modern times, and is likely to continue for a long future because the earth is still very much alive, pulsating, moving, accumulating energy from the sun and from the cosmic rays as well as transforming part of its radioactive elements into energy.

The bottom of the shallow North Sea was once land, as was the continental shelf directly off New York Bay. The entire Mississippi Basin was a lake bottom so long that silt deposited a mile deep. Large areas in Colorado were formerly washed by tidal currents that shifted sands over marine life whose fossils are now a mile above sea level.

After the oceans appeared, rivers were created by the interchange of water from the ocean to the atmosphere, then down to land again as rains to start their corrosive action on the lifeless crust. The geologists have no direct evidence of the earth's crust, up to the period when sedimentary rocks began to be laid down, inasmuch as it has all been washed away and rearranged. Thereafter, a series of rock formations provides the geologists with guides to measure the age of the earth down to modern times. The physicists use a different guide. It is the rate of disintegration of radioactive elements in some of the minerals found in some of the rocks. Uranium disintegrates at known rates into radium and finally into lead. A careful analysis of rock enables the physicist to calculate the time when lead and heavier elements started out as uranium. The oldest of sedimentary rocks on the earth are about 2 billion years old.

A check between the geologist's and the physicist's guides, developed from accumulated evidences, is now accepted tentatively as being reliable.

A. H. Wagner, Adult Extensive Program
Chester High School

By Harold Baker

We extend our sincere condolences to Hubert McCain and Charles Guarracino. Hubert lost a sister and Charles' father passed away last month.

Some of our fellows went out to visit Dave Thomas recently. They tell me that Dave has made some beautiful oil paintings. We would sure like to see them. He is still out on the sick list and we all send our best wishes for a speedy return to good health.

The men in Joe Greco's gang will be glad when his wife returns from the seashore. Joe has been begging for tomatoes and fruit from his gang every day at lunch time. We hear Joe has a loaded plum tree at home. It seems odd Joe didn't share his plums with his tomato picking buddies! . . . Old Rebel George Mumford decided to journey down South on his vacation. He went down to Florida. He was looking for some hilly country down there but he didn't see much.

Pat Hughes and Leo Wiseley had a small preliminary boxing match the other day, and Gene Polinsky almost got knocked out! The big fight coming in the near future. All the odds were in Leo's favor, but since Joe Hubert has been managing Pat, he has been doing a lot of heavy road work and now we expect a pretty even match.

Farmer Oakie Twaddell has been training a pack of hounds. Now he isn't worried about the strawberry thieves coming up after his berries in the Spring. We hear that Oakie had one especially stupid hound, so he sold him to his friend, Frank Gaffney. Well, it turned out that this hound wasn't too stupid after all. Frank has been feeding him alphabet soup and you would be surprised at the words this dog spells.

Richard Sipps got a 15¢ haircut a couple of weeks ago. His next door neighbor has a rotary power mower and he trimmed Richard. The haircut would have been free but Richard had bought him a half gallon of gas. . . . Sam Mason says that Bill is one of the most unreliable men in our department. Bill was absent on three consecutive Mondays and on the fourth one Sam bet a dollar that Bill wouldn't show up. You guessed it, Sam lost his money.

By L. "Fireball" Bentley

Well, Labor Day has come and gone again. Hope all of you had a pleasant and enjoyable one. Hope and expect you did. For no other reason than to say we can be thankful we live in this country where there is maintained the highest standard of living in the world.

True, wages are high, material costs are high, prices are high. But by the same token more people buy more and own more of everything than at any time before in the history of the world.

Naturally, the above means only one thing. Keen competition, not only in this country, but with all the countries of the world, who have a lower standard of living. This means that a fine relationship between management and union is a "must."

To this columnist a conflict in ideas not only means better things for better living, but it tends to give birth to new ideas and advancements that probably would have remained in their embryonic form for years to come if the competition we have been talking about had not occurred.

Fruits of the conflict are being borne out at the present time in the yard.

Now just to review what we have talked about, and to show there is a pattern developed from the beginning to the end.

1. Keen competition
2. Relationship between labor and management
3. New ideas from confliction
4. New advances
5. More work
6. Better standard of living.

New ideas and the intestinal fortitude to carry them out have now assured this yard work into 1960. By the time we get all what new advances will be made to assure us (and our loved ones) for many more happy and truly enjoyable Labor Days.

This is this column's tribute to Labor Day and to those who make it so.

Many thanks to "Pappy" Jenkins for his help in putting this column together. . .

How many of you have been reading Al Wagner's articles every month? If you haven't, you'd better start. If you have, you are all the better for having done so.

Johnny Bressel! Harry Renz, Sr., has already offered this writer a tow rope if mine is too light. Hope you're feeling better and we'll see you soon.

George Schlosser of 60 Dept., just became a proud grandpop when his daughter, Mrs. Holbrook, gave birth to a boy. Grandson. Watch the buttons on your shirt, George. We also smoke cigars. . . . Gerald Evans was merrily working week one day when suddenly he was aware he was being tailed by a state trooper. He knew he hadn't been traveling too fast, so under the guidance and direction of the trooper he was asked very politely where he thought he was going without a new inspection sticker. So Gerald did the easy thing. He offered no excuse, no argument—just two dollars and the costs. Now, Albert Briscoe, a situation like the above is nothing to laugh about. But if you must because it was Gerald, go right ahead.

September is Steel Kitchen Cabinet Month. Sept. 16 starts Rock and Roll Week and National Sweater Week. The following week is dedicated to dogs, maple syrup, anti-freeze and cranberries.

We are here to add what we can, not to get what we can from life!

Ben Good says the old movies we see on television serve one educational purpose: without them we might just forget which country won the war.

As most of you know the *President Tyler* is in the process of being scrapped at 37th Ter. For the past few months the pier has had a new name. It is commonly known as the "watermelon patch." We understand some burners and especially Wilbur "Rivets" Collins, can't wait to get started in that direction in the morning.

PIRATE WITH TREASURE CHEST is Sun's welder, Harold Diamond, who had the 'treasure' fixed to him while he was working on 8 way cranes at the Delaware's edge. OUR YARD'S ace for shot reporter, "Fireball" Bentley, called the shot for this picture.

If (and the chest was large enough) a corpse was in the chest at its launching, the evidence was lost when the bottom dropped out. Well, Mr. Diamond—what next?

The husband is the head of the house and the pedestrian always has the right of way, so states Bus. Sk. Joe goes further and exclaims both are most assuredly safe if they don't try to exercise their rights. . . . About the only good things you can get for a dollar these days, are pennies, nickels and dimes.

"Pappy" Jenkins adds, in China this is the year of the rooster. He knows a few of his pals who will observe it as the year of the Old Crow. . . . Remember highway control begins at your own steering wheel.

Conceit is a queer disease. It makes everybody sick except the fellow who has it. . . .

Jess McDaniels gives out with the information that down in Orange, Virginia, they never sell corn by the bushel, only by the gallon.

Due to the drought in this area, there have been several queries as to the quality of the tomatoes that Harry Butler has been growing. In all probability, although we are not sure, he has been hanging those red Christmas tree balls on the plant to simulate tomatoes. You know he fooled his wife once, bet he can't do it again.

SECOND SHIFT SAYINGS

An egotist is a guy who thinks he is smarter than you, only he knows different. —"Tank Suffit" Dell.

A practical nurse is one who marries a wealthy patient.—Henry.

A delegate-at-large is a lucky guy who goes to a convention without his wife.—Al "Pete" Schwartz.

A quarrelsome man never has a friendly neighbor.—C. "Pappy" Jenkins.

A motorist is the person who drives carefully for three blocks after seeing an accident.—"Bugsy."

Fiction or fact? "Is rumored around, the Czar retreated from down Florida way with something other than a crate of oranges. Why not ask Big Steve in the Pipe Shop?

Remember, a potion tonight is helpless without a ready ear to receive the evil message.

Wonder why Jim Coleman of 46 Dept. has lost that smile? Could it have been the Phillies slide that caused it to disappear?

Reds Graham, the gittar strummin' cowboy of the second shift, claims a cowboy likes to die with his boots on so he doesn't stub his toe when he kicks the bucket.

Matt Mooney now back in 45 Dept. after a few months' exile, was seen just before the launching of the U. S. N. S. Comet, performing his task of attaching the bottle breaker to the bow of the ship. This is the last hull fittings job performed before a launching. Now Matt will probably receive an oak leaf cluster to go with the medal he received quite sometime ago, for his meritorious work in 45 Dept.

Mac MacDowell of the south yard Alloy Shop, says the best known cure for a severe cold is a hot water bottle full of mountain dew. That is the remedy used down where he comes from. . . . When is the big car race between Bill Mekenney and Jimmy Madden going to take place? Just a bit of curiosity. . . . Tom Kelly has a new definition of a gossip. Nothing but a two-legged misinformation bottle. He also says, "Give a woman an inch and she will soon think she is a ruler."

JUST REMEMBER:

When a smart person throws caution to the wind, he makes sure it is blowing in the right direction.

Money can't win friends for you but it can help you a better class of enemies!

No one is quite so hopeless as the one who only hopes; while many a man who failed actually tried hard!

Conscience gets a lot of credit that belongs to cold feet!

So until next month, so long and good luck.

Outdoor swimming pools are becoming common—springing up by the thousands. . . .

Last year 36 million Americans went outdoors to charcoal broil their steaks—spent $30 million on outdoor cooking equipment for beaches, patios, back yards.

* * *

Half of U. S. families have lawns to tend.

* * *

Average wife walks over 2 miles a day in her kitchen.

CONGRATULATIONS

WETHERILL'S TED ZIEGLER completed his four year machinist apprenticeship and received a certificate and check from Supt. William Smith. Ted has been a popular softball athlete.

CAUGHT IN THE ACT?

JULY SAFETY DRAWING was taken over (is the blame of) Frank and Tom—Carpenter Shop's Foreman Messer and Asst. Foreman Brown. Anyone who has never won a safety prize—see this pair.

FOUR YARD TUBE MILL ILLUSTRATED

By Frank Owens

Walt Garnet and Lew Schwalbe are taking their vacations. At first Garnet was going to spend his vacation at the Dupont Gardens, but the guard told him he couldn't put up his tent there—all visitors have to be out of the garden by five o'clock. It was a good try but he found out he couldn't get away with it. However, he did get a chance to wade in one of the flower tanks when the guard wasn't looking.

The last report we had was that he decided to go to Wisconsin to visit some of his relations. Walt said it wouldn't cost him anything for food but the gas expense had him a little worried, but he got that straightened out. He planned to use the money his mother gave him to spend during recess time twenty years ago, when he went to school. And when he arrives in Wisconsin he said he would tell them about the blower system they use at the shipyard. He used the same type system for the past four years at home for cleaning up ash trays, cigar butts—very good for cleaning the backyard. Have a good time, Walt, and a very nice trip. Too bad you can't take Lew with you.

It is understood Lew has other plans. He's going to Florida and promised to send us a card. He's going to bring back some pineapples and peaches for Limey George, George Laird and Darby. Reese would like to know if they will be with or without worms. Hank Graham said he would like to take a trip with Lew, but Hank started to bring his lunch to work and you know what that means.

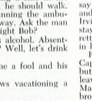
Andy Ferguson told Darby and Toddy that his car runs much better when his riders pay him. . . . We also have a Reserve "It or Not" at Four Yard. Steve Piccara told the boys the reason he can't buy back coffee for the fellows is that he is a little worried that he may have to pipe city water into his house. So far he has been pretty lucky. When he comes home from work, he takes a bath in the creek in his backyard from which he waters his tomato garden. He also has a spring but that water is used for brewing coffee, cooking and merchandised to his neighbors. Now the creek and spring have dried up, so he brings a couple of jugs to work and when he goes home he takes ice cold water with him. If this drought continues, he will be forced to have city water tapped into his house. That is expensive—which is the reason he won't buy anyone coffee. And furthermore, that is the reason he has a brand new station wagon. . . . Raymond Wallace said John Singley his running water and can't afford a car. He has to drive his father-in-law's 1931 Packard to and from work.

The boys are hoping George Anderson is having a nice time in Florida. So far he hasn't sent any cards for that we hope he gets a slight case of sun poisoning. . . . Frank Szalkowski (better known as Jonesy) told Frank Owens that the next time the latter did anything requiring a ride in the ambulance to the hospital, he should walk. Jonesy says the cost of running the ambulance can be saved in this way. Ask the man who rode once, isn't that right Bob?

They say bread contains alcohol. Absentminded Harry, "Is that so? Well, let's drink a little toast."

Jonesy: "At vacation time a fool and his honey are soon parted."

Let's all wish the fellows vacationing a swell time.



By Al Bagby

Well, the time has arrived again when I should leave some things of real interest to write about, but like last month, I have nothing to say. So many fellows are either on vacation or making plans for the future it is really a hard job to get the highlights of interesting fads.

I do know, however, that Brooklyn is really done for as far as this year is concerned. . . . I also know that Bubbles and I had to get new shoes. I got mine from habit but Bubbles got his because he needed them. . . . Gibby, Ross Holland's lead man, looks real swell in back of the wheel of his Chevy. By the way when are you going to take Ross out for a ride?

O. Harman at this writing is on vacation. He promised me some real news and pictures when he returns. Well, at least we have something to look forward to, and it is a lot more than some of you have done. . . . Before I write again, Bill Jones, W. Barrett, H. Wilson, H. Blockum and Yours Truly will have had our vacations. I am flying to Montreal and expect to spend about ten days there, time permitting. I will try to get some pictures, . . . Nate Jamerson is also on vacation at this time. Just think, one month with nothing to do but fish, and make up fish stories.

Elmer Phillips is still on the sick list. Anytime anyone of you are in Morton stop by and say hello. I know that he will enjoy seeing and talking to you. Happened to see Bill Irving in his Bermuda shorts. My advice: stay indoors! I also hear rumors that W. Barrett wears them. Well, the advice is the same in his case.

Frank Bagby and family spent ten days in Cape May. Would have made it two weeks but he caught so many fish "they" made him leave (remember just a rumor). . . . "Big Mack" tells me that he is going to visit his brother in Farmville, Va., this fall. Well, Mack, make sure that all the work is done before you visit, for it is hard enough as it is. . . . I wonder if Bill Crews will visit Wildwood this year while on vacation. As a rule he does. Nice town, Bill, will see you there some day.

There is a picture called "Around the World In Eighty Days." I know a man who went half that distance in half the time and only spent $11.00. Guess who? Bill Jones will give you a hint.

Say, for now. Much more next time and to those who are planning trips, be careful!

The lawyer had been bullying a witness. "Have you ever been arrested—or in court before?" he snapped.

"No, sir," replied the witness.

"Humph! Are you sure?" the lawyer insisted. "Your face certainly looks familiar. I've seen it some place before."

"You surely have, sir," the witness agreed. "I'm the bartender in the cafe across the street."

By Eddie Wertz

August is gone and a lot of us squareheads missed the rope. So here is September, with Labor Day behind us. Some worked harder at home that day than they do at work. One man claims that's why they call it "Labor Day."

All those little "dependents" have either started or returned to school, and are depending on the motorist to drive a wee bit more carefully—so let's do it!

'Tis odd when new personnel appear, the different attitudes taken. Then all of a sudden they are accepted as "good Joes" and right away are nicknamed. Welcome to "Hi Pockets" and "Lo Pockets."

You do not need a lantern to find an honest man in Wetherill, just see James Duffy. He takes his vacation so he can be sick on his own time. Better luck next year, Jimmy! . . . Wolf claims when a married man, such as Jack Gillespie, claims he is boss at home he will lie about other things too.

Tommy Smith received a nice surprise from two daughters. Each in the same hospital, same room, presented him with a grandson on the 29th of July, making a total of 19 grandchildren! Two more lullabys to learn, Grandpop!

With vacations near a close, stories are finally trickling in. Ensley claims he is tired of rowing Curly Jackson around the lake when he will only use store string for line. We wondered why Jackson, just back from vacation, rushed uptown for a new outfit. Yep, the big one got away. . . . Then Harvey Pugh took his wife fishing and gave her a bum reel so she wouldn't outfish him. What happened? She hooked one on the bum reel that wouldn't work and handed it to Harvey to fix. She then proceeded to catch two more fish on his line. Doesn't pay to cheat, does it?

The Edgewood hillbilly after learning to wear shoes, took them off and got sunburned feet. He had to take two days off. He's getting to be an old softy. . . . Johnny Wolf is giving his wife driving lessons on the new lawn mower while he sits on the porch and shouts instructions. Slave driver, isn't he? . . . Things were real quiet while Dennis the Menace was on vacation. His uncle was really in a fog—with no one to fight.

Dept. 8P is really getting her face lifted with a bit o' the green which makes Doran, Duffy, Gorman and Gillespie happy. Stop worrying Jack, the machines will be "shamrock green" and we will not let Ashton bring in the plaid paint. When it's all done maybe we will hold open house! . . . It is reported "Whosit" and Blake, the 2nd shift junkmen, are squabbling over the profits, while Maitland and Blake sent Holmes back on day shift so he would not get their O.T.

Jackson did it again. Bought good line but five cent hooks. Went back to try again, but old Mr. Fish just straightened that bent pin right out! Just letting you know, Jimmy, you won't get him. . . . "Geritol" Gorman has his ear muffs and overcoat ready to go by the 15th of this month and is hoping Santa will bring him a "Johnny Warmer" for his pocket.

"Gabby Hayes" claims he is known as the "Quiet Man" since Al Richardson claims the talking crown. . . . It is said that Ted Blake, Holmes and "Whosit's" boss, has seen the light. No more neon lights or smoking, just moonlight and roses from now on.

Late Flash: "King Knobby Knees" is now going in for Ivy league caps. Guess Grandpop Gillespie reached his second childhood. . . . Herb Taylor, back from his Florida vacation reports a wonderful time. Nice sun tan too—fever blisters and all to prove it.

Sorry to report at this writing that Jimmy Duffy has entered the hospital. We hope it is not for long. He has all our best wishes, so let's go, Jimmy!

T. Ousey received a 7 lb., 8 oz. baby boy, presented to him by his wife at Chester Hospital, August 13th. 8P received the cigars August 14th.

H. Finck is slipping handing out free cuts to Frank Thompson and Jack Gillespie, while Thompson talked to the fan, Gillespie was yelling for Wyatt Earp and the Indians on the Finck estate.

By Whitey Burr

Your reporter noted a letter from Mrs. James Falcone in OUR YARD regarding the information I have on a "Brutus" Falcone (the Roman Orator) as to his car and his home life. First, let me ask you to read this letter over carefully and you will note that he is allowed to use the car at times. Well, from very good information these times are few and far between. As to the other statement, we at the yard surely know that with the power over women—which he tells us he has—there is no question as to how he got his good wife to sign this letter. We do know that those poor Democrats know how to twist one's arm and make them do things they should not. I feel sure that Mrs. F. is a good Republican, but at the same time, has a soft spot in her heart for the unfortunate Democrats and will go along with them whenever possible. I have heard a lot about her and what a wonderful person she is, but still feel that this worn-out gladiator has her bluffed.

After three weeks of getting tour reports from the three "A's" and Keystone Auto Clubs, we hear that Ducky Blair, one of Sheriff Rankin's outstanding crane operators, took his trip with his dear wife. We find out now that he merely went the distance of five miles to Cape May for their vacation—even with all the travel information they almost got lost! . . . Mert Neiman again took Roy Blake up to his summer camp and it was Wednesday before they knew it was time to go to work. Mert said he never saw time go so fast.

Here is a real story on that great fisherman Gerald Evans. He tried to get a year's service out of one sticker on his car, and was picked up by one of the men in blue. Maybe you will listen to Morris from now on and go and have it inspected before the last day. Morris said he will let you have the money.

Our expert mechanic, Sam Mangeri, is sure busy with his beagle pups and parakeets. . . . "Fats" Scheer and his wife were vacationing down Ocean City way. We wonder if he is still using "Two Gen's" place? Well, we all see where our pal Frank Elis has made the papers. Watch your step pal, or you will be on the wrong side. . . . Buffington, of the Crane Repair Gang, sure has a tough crew working for him. . . . It has been reported that Buffington bought electric shears for his wife to cut the hedge while he rests on the front porch, after a hard day at the yard.

The great lover who works in the scrap yard along with Red Powell and "Sugar," was glad to see the dear one return from W. Va. He now tells us he is eating again.

Gil Widdowson, our Safety Engineer, sure knows how to get the kids to bed. All you have to do is take the fuses out of the electric line to the TV, and that is that. Curley tells us that he is even bringing them to work with him now to save money. Oscar said things are sure getting bad out his way. . . . Ike Hamilton and his family are vacationing at Atlantic City. . . . "Muddy Water's" place looks like Broadway now with all the new lights. Brownie said nothing was too good for him.

"Skin" Campbell, we hear, was working

GEORGE RUTTER WORST, 55, of 82 W. Baltimore Ave., Lansdowne, Pa., died after several months' illness on June 28, 1957. Born in Berwyn, Chester Co., Pa., he came to Sun Ship in May of 1939, where he was employed as a clerk in 91 Dept., till January of 1957 when he became ill.

Mr. Worst attended State Teachers College at West Chester, Pennsylvania Military College and the University of Pennsylvania, where he was very active in many sports. He devoted much time to the organization of the Boy Scouts while in West Chester, was instrumental in the organization and development of 11 boys' groups in Delaware County and served as head of Delaware County Boys' Club. He was a former U. S. Supervisor of Education and Recreation and Regional Director of W.P.A., both in Delaware County. George was a member of Holy Trinity P. E. Church of West Chester, where he was a member of the church choir in his youth.

Survivors include his wife, Madeline C. Worst; a sister, Helen, and a brother, W. Diller Worst.

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, 1957.

EUGENE F. HAFT, 68-212, of 700 Madison St., Chester, Pa., who died on July 26, 1957.

BERNARDO COSTANTINI, 60-34, of 858 Fulton Street, Chester, Pa., who died on August 5, 1957.

JAMES W. NELSON, 67-210, of 111 Broad Street, Morton, Pa., who died on August 19, 1957.

J. WILLIAM GLOSSOP, 1-1, of 120 Elkington Ave., Chester, Pa., who died on August 12, 1957.

ROBERT B. YALE, retired Director of Public Relations, of 117 South 11th Avenue, Longport, N. J., who died August 24, 1957.

ALLEN T. LOWTHER, 60, of 261 East 3rd Street, Chester, Pa., died on May 24, 1957, after a short illness. Born in Wilmington, Delaware, in 1896, he came to Sun Ship in December of 1918 where he was employed as an erecter till February of '57, when he was stricken ill.

He was a baseball and football enthusiast. A member of the Episcopal Church, he is survived by his wife, Marie, and three daughters: Fay Marie Lowther, Mrs. Joan McCaffery and Mrs. Marion Crist.

his vacation off in a Georgia road gang after getting stopped in that state for some traffic trouble. I told you never to tell those birds you are from up this way, and to slow down, for, pal, it is us Yankees who are building their roads. . . . Senator Morgan said he would have had Campbell out of his trouble if he had just called on him. After a talk with the Senator they would be glad to get rid of you both.

George Moyer is thinking of taking his wife along with him on that trip by plane to Atlanta, Ga., with Whitey Burr, when he goes to one of the biggest military affairs ever held in the South. Maybe we can get you made a Colonel while there, but you must not tell them you are against my pal. . . . It has been reported that O'Rangers of the First Aid may take his son out of Whitey's car. From the stories he hears it is not a good place for a fine boy like him to be. I told you, Jilson, to watch your stories.

"Brutus" Falcone and "Fats" Scheer have been seen talking with Senator Morgan, and the report is that they are thinking of suing your reporter for the writings which have been in the yard book here of late. . . . Andy Adams and his wife were up to Lake George for their vacation and he tells us this sure is the right place to go if you wish to rest.

Everyone in the yard sure was shocked to hear that Boss Frank Cox of the Blacksmith Shop was hurt the other day and all hope he will be back soon. . . . We also hope that Anne Finnegan, one of those wonderful nurses at First Aid, is back soon—we sure miss her.

Peacock of the Drydock Toolroom has been working on his home while on his vacation. When it is done we hear he is going to have the gang out.

STOP IT

The following is a story I picked up while on one of my trips and feel sure it would be a good thing for all of us to contemplate. Maybe if we would read this and talk to our boys and girls we wouldn't have all the trouble with delinquency today.

"I know when to stop—Sure. You're smart. You can take it. You know when you've had enough. That's what every drunken bum said at one time. But the time to stop was before he took the first drink. Now he's lost his money, his home, his family, his respect, his health. And his mind's going.

"Visit him at 8th and Ridge or on the Skid Row of your city. See him begging for money. Look at his eyes, his shaking fingers. Talk to him. He was a doctor, a lawyer, a real estate broker, a college graduate, an athlete. Now he's an alcoholic.

"He didn't want to be a wallflower. He wanted to sow his wild oats. He got too big for Sunday School. He listened to an atheistic, evolutionist, college professor, educated beyond his intelligence. The Bible? Full of fairy tales. Read Tom Paine instead. Or Robert Ingersoll. Or Eleanor Roosevelt. Or Harry Emerson Fosdick. Or sex books. You're only an animal—live like one.

"Now look in the mirror. You are that person, 5-10-20 years from now, or sooner unless you wake up. God declares: 'Whatsoever a man soweth, that shall he also reap.' You are on the toboggan. So is America. Americans drink 83 million barrels of beer in one year. Americans spent in one year $8,760,000,000 for intoxicating liquors against $5,010,230,000 for public school education. Unless we stop, God will curse America."

Now men, I am no reformer, but I do think it is time that we all take stock of ourselves and see if something can't be done to keep our boys and girls from going into these places or getting this stuff. Never before in our lives have we ever seen so much drinking by young people, and it is up to you and me to try and stop it.

We thank C. C. Knerr of the Shipbuilders Council of America for sending the following item with his comments, to our naval architect, Frank L. Pavlik.

SHIPBUILDING HISTORY

This new 3-cent commemorative postage stamp, the "VIRGINIA OF SAGADAHOCK" issued today, marks the 350th Anniversary of shipbuilding in America. In 1607 "a faire pinnace of thirty tons," the "Virginia" was launched at Popham, Maine. This was the first ship built by white men in America.

This is what William Stark Newell said at Bangor, Maine, on September 22, 1938, before a gathering of the American Branch of The Newcomen Society of England:

"On May 31, 1607, Captain George Popham, nephew of England's Lord Chief Justice, sailed from Plymouth, England, and landed 77 days later with 120 pioneers, setting up the first English village in the northeastern portion of what was afterwards called New England. This village, near the mouth of the river, then known as the Sagadahoc, now the Kennebec, where the village of Popham in the town of Phippsburg now stands, was built by the Popham party and consisted of some fifty houses, a store depot, and a strong stockade called Fort St. George which mounted twelve guns.

Here was built for coast exploration and commerce the first ship the New World produced; named the "VIRGINIA," a pinnace of some 50 ft. length, 15 ft. beam, and 30 tons burden. The Popham Colony did not last—its first winter was most severe. Their leader, George Popham, died; and with no leader to take charge, the disheartened colonists abandoned the village and sailed back to England in 1608 in the VIRGINIA, the very ship they had built a few months earlier."

The banks of the Kennebec covered with impenetrable forest and almost destitute of inhabitants furnished the materials for the construction of the new vessel and this shipbuilding achievement ranks high in the annals of our heritage.

This most ancient of American industries is as old as Jamestown and older than Plymouth. With centuries of service to America behind it, the shipbuilding and ship repairing industry looks forward to a bright future.

The average person shifts from deep sleep to light sleep and back again every hour or so during the night.

By Gavin Rennie

September and Labor Day should be a time all laborers should be thankful that they have made so much progress in the last 50 years. . . . F. Smith claims that in these days of frozen foods a good cook is a wife who serves a meal she thawed out all by herself.

In the past month Paul Scholz, leader in 36 Dept., celebrated another 30th birthday. . . . Our deepest sympathy to Joe Walk and family on the loss of his mother and brother-in-law. . . . Tony Solmer is recovering from a broken shoulder. Will be glad when he gets back to work so we can get the real truth of how it happened. There are two stories going around: one is he broke it getting a drink out of a half barrel; the other is he put 3 U.S. Marines on the straight and narrow path.

Frank Wood spent an enjoyable vacation at Wildwood, N.J. He claims it was because his mind was relieved to know that the "Farmer" was able to hold his important work in place till he returned.

Was glad to hear that Dick Clendening expects to be back to work soon. . . . Remember fellows that the taxes you pay this month can be deducted from your income tax next Spring.

ALABAMA IN GEORGIA

"Alabama" Beard recently returned from a two week vacation. The highlight of his vacation was a visit to the home of Mr. and Mrs. J. Perry Smith at Adel, Georgia. Most of you will remember him as Big Smitty, retired Foreman of 36 Dept. "Alabama" said he found Mr. and Mrs. Smith in good health and enjoying the very best of life. He also said that Smitty kept himself well occupied with four hundred acres of land; wonderful crops of tobacco and corn; plenty of cows and bulls; and last but not least, so many pigs and hogs that he couldn't begin to count them.

THE CREW AT 82
"CONVERSION HEADQUARTERS"

The changed plant facilities is the big news at Son this year. Under Maintenance Superintendent Charles Zeien, old timers, newcomers and temporary employees (between school terms) are working in an atmosphere of cooperation—meeting the challenge of the biggest peacetime conversion program.

Many personalities are involved and to name just a few, there is Ed Railsback, Project Engineer; Prof. Sam Carpenter, Consulting Engineer; old timer Bob Mitchell, Civil Engineer; newcomer Bob Dunlap.

In the drafting department some fifteen men assume the (bent) position, and some check developments in the field.

Probably ten furlongs of yard departments are connected with the work of 82 Dept., with Construction Foreman Ed LaCrosse constantly on the go, loaded with responsible command.

Then there's the Catalytic gang under Project Engineer Jack Brennan, with hard working designers and draftsmen.

Despite pressure of a tight schedule and the complexity of the job, there's a prevailing good spirit and fellowship abounds. One adds, "It's like a smooth-running machine."

NOTES: Joe Chernel and Frank Cole, fully took deserved vacations; Ed Guthan took pride in his first grandson; Carol (new typist) was a cheery welcome to 82 Dept.; and Ross Billstein, his lusty laughter missed, was procured by the U. S. Army.

MRS. RICHARD LASKOSKI, daughter of Joseph Laskowski of 55 Dept., was married recently at St. Hedwig's Catholic Church. Richard is the son of John Laskoski, also of Sun Ship.

KNOW YOUR CHEMICALS

To the average person a chemical means something that is harmful, that may poison them, or is used in many industries in some vague manner. Here in the shipyard one often hears the name of some chemical substance carried in a vessel on which they have worked—but knows little about it.

From where is it derived? Is it a natural substance? Is it made from petroleum products or by some awesome chemical process that emits clouds of fumes and smoke?

What is it used for, what does it look like, how is it transported, do we use it here in the yard? Is it used in its pure form or does it contain many impurities? What are the hazards in its use or handling? How can we avoid dangers and yet use it as it should be used?

These and many other questions that may arise regarding common chemicals used in industrial processes will over the world—many of which are carried in bulk on tank vessels—will be the subject of a monthly item in Our Yard, for your information. Look for the box

SODA ASH

Common name: Soda.
Chemical name: Sodium carbonate, anhydrous.
Formula: Na_2CO_3.

Soda ash is a grayish-white powder, very finely divided and is usually carried in bulk in the main cargo holds when transported by ship. (Remember the Marine Shipper cargo —that was soda ash.) It is soluble, that is, dissolves in water.

It is used in a wide variety of chemical processes such as: making glass, ceramics, soaps and detergents, water softening, petroleum refining, aluminum processes, textiles, in the pulp and paper industries and many others.

It may cause you to sneeze, blow your nose, want a drink of water and make you just feel hot and miserable while working in it. It may also produce a very mild inflammation of the eyes—but—it is not dangerous, it will not burn you or produce any lasting effects and will not burn if you have fire and sparks around it. Just put up with it and the job will soon be done.—John M. Techtos.

TS DEPARTMENT

By Joe McBride

Well, here we are again after an absence of two months. I feel like the little boy who "begged" school and his mother just found out about it. So until I get caught up on my classes again, I will just ramble along.

Charles Reilly, who was injured recently, is coming along nicely. It will be nice to see you return to your work soon Charley. . . . Sorry to hear about "Pappy" Felts being in Chester Hospital. You will recall Pappy's smiling countenance in the old steam locomotive waving a hello to all those whom he passed. Best of luck with your operation "Ole Boy."

I sure miss seeing the following in my ramblings about the yard: Nurse Anne Finnegan, Foreman John Bressett, Dave Moorehead, Dick Fleming, Tommy Post, "Reds" Moore, Bill Emery and Claude "Sidewheeler" Allen. All have been on the sick list and we wish them speedy recovery.

Gerald Evans must have lost his calendar. Better get a new one Gerald, especially before inspection date rolls around again. The State Police are very busy in this respect.

It's good to see Jim Morton Ave. eyesore out of the way. The row of old garages could not stand another Hazel. Now wouldn't it be nice to see the ball park with an anesite topping. Just wishful thinking you know!

Our deepest sympathies to the family of Harry Watkins upon the loss of his Dad. . . . Congratulations are extended to Frank Ellis and Earl Bennett on their recent advancements.

Congratulations are extended to crane operator "Mike" and Mrs. Morley on their 40th Wedding Anniversary.

CONTINUED FROM INSIDE FRONT COVER—

eliminate them all. This doesn't mean I want to cut the farmer's throat. He doesn't have an easy life, and he plays a very important role in our economy. If he needs money, he should have credit. But if he borrows money, he ought to pay it back. I wonder what happens to the pride of a man who is constantly on the dole, a man who lives from handout to handout. I don't think I'd like it. Someone taught me to pay my own way in this world. Doing just that gives me a lot of satisfaction.

I don't want to appear heartless, but it seems to me that if a man can't stay in business without asking the rest of the nation for an annual handout, he might do well to pull up stakes and look for greener pastures.

Five years ago, a friend of mine bought a truck. He worked hard. Oddly enough, it didn't hurt him. Even though he managed to pay for the truck, he ran into too much competition and started losing money. In a very real sense, there was a local trucking surplus. He'd made a substantial investment in the truck, but he didn't start to think in terms of a federal subsidy. In the first place, he wasn't eligible. In the second place, he had too much pride. So he sold the truck, borrowed more money, and bought a gas station. It's still mortgaged, but he's making regular payments and a comfortable living. I admire him.

Suppose there had been a subsidy for truck owners who can't make a legitimate profit. Maybe he'd still be in the business. Each year, he'd get an umpteen dollar donation. I'd help pay it.

In a way, I don't blame the farmers. The charity payment and the unearned bonus make life a lot easier. But I still question the economic efficacy of bigger and better subsidy programs. Again I ask, when and where is it going to stop?

Government in Business

I feel much the same way about state and federal government decisions to compete with private industry. I don't doubt that the federal government can charge less for electricity. But is it actually *cheaper*? It seems to me that the government has a unique advantage. It can sell $10.00 worth of electricity for $7.50—and then tax everyone else for the other $2.50. Also, a government installation doesn't pay taxes. This is a real and substantial competitive advantage.

Should the government compete with private industry? Should it take unfair advantage of tax-burdened industry? Somehow, it doesn't seem fair. For years, the nation screamed about the inherent evils of industrial monopolies Today, as relentlessly as the mills of God, we're letting the federal government usurp the right of private enterprise.

Last April, when the federal income tax deadline approached, I talked to at least ten friends and associates who outlined a dozen ways to defraud the federal government. It's more than a game. These same people, in their personal and business associations, don't lie, steal, and cheat. But they resent being required to work two or three months each year for the income tax collector. They're being pushed too hard and someday they'll rebel. Maybe I already have. Maybe I'm tired of seeing an appreciable part of my income impounded by federal agencies and wasted on a plethora of give-away programs.

I've read summaries of the Hoover Commission report. I was amused—and more than a little perturbed. It's replete with examples of waste, duplication, and inefficiency. This bothers me—it's *my* money they're wasting.

Perhaps I've complained enough. But I keep asking myself why I should work harder and possibly fill a more important niche in this country and the community of nations. Prestige and position don't help pay the bills. I don't wish for a raise half as much as I wish that various government agencies would stop dipping into my pocket. Every time I turn around, I pay a new tax or a bigger tax. I pay for insurance that I don't want, for roads I may never drive on, for a fancy railroad station in Rome, and for numerous other items.

Taxes—and more taxes. I should go into business for myself? I should leave myself wide open for even *more* taxes? Maybe if I can make more money and, simultaneously, a contribution to the community. But in the long run, only Uncle Sam would win.

What's the answer? I honestly don't know. It's perhaps a matter of opinion and of what a person wants. Personally, I have no use for anything that smells like socialism. I have no use for federal welfare programs. When a man needs help, I want to help him. In return, I expect an honest effort to repay. I'm against the handout, the subsidy, the various "compensation" plans, and something-for-nothing policies. I resent legislation designed to buy votes. Maybe all I want is a little more attention to the vanishing freedom that's supposed to go with pride, ambition, and a willingness to pay my own way. This, then, is my freedom manifesto.

THE PRAYER OF A MIDSHIPMAN

Almighty Father, whose way is in the sea and whose paths are in the great waters, whose command is over all and whose love never faileth: Let me be aware of Thy presence and obedient to Thy will. Keep me true to my best self, guarding me against dishonesty in purpose and in deed, and helping me so to live that I can stand unashamed and unafraid before my shipmates, my loved ones, and Thee. Protect those in whose love I live. Give me the will to do the work of a man and to accept my share of responsibilities with a strong heart and a cheerful mind. Make me considerate of those intrusted to my leadership and faithful to the duties my country has intrusted to me. Let my uniform remind me daily of the traditions of the Service of which I am a part. If I am inclined to doubt, steady my faith; if I am tempted, make me strong to resist; if I should miss the mark, give me courage to try again. Guide me with the light of truth and keep before me the life of Him by whose example and help I trust to obtain the answer to my prayer, Jesus Christ our Lord. Amen.

COMET FROM PAGE 11

thrust bearing of the pivoted segmental type, integral with case.

The operating platform is located forward of the turbines with controls and gauge boards.

The C. H. Wheeler main condensers are of the turbines with controls and gauge a vacuum of 28.5 in. hg. The shell and supporting plates are of welded steel construction and the units are directly bolted to the low pressure turbine exhaust flanges. The Ingersoll Rand auxiliary condensers are of the three pass type. Each auxiliary condenser is incorporated with each generator as a package unit.

The auxiliary condensers shall operate normally with a vacuum of 28.0 in. hg.

The two main boilers are of the Babcock and Wilcox Co. standard marine, two drum type, and will supply steam at a pressure of 600 PSIG and with temperature of 850°F.

The boilers have water cooled walls, totally air encased with superheater and internal control and service steam desuperheaters, and latest valve-in-head adjustable manual air motor operated steam soot blowers. Each boiler is fitted with four variable capacity oil burners. The boilers operate on forced draft, and a regenerative Langstrom type air heater is fitted on each unit. The combined rated capacity of the boilers is 98,140 pounds per hour at normal rating. The uptakes exhaust through the regenerative type air heaters with independent stacks.

The feed water is delivered to the boilers at 350°F normal, by a three stage feed heating system.

Two double effect, low pressure steam (basket type) Maxim Silencer Co. evaporator plants are installed to meet the requirements for feed water, culinary and wash water.

The vessel is supplied with A.C. current at 440 volts, 60 cycle, 3 phase. Power is generated by two General Electric package type, geared turbo generators, each having a maximum rating of 600 K.W. The generators are of the horizontal, self-contained type, having turbine, reduction gear, condensers, condensate pump, air ejector, generator air cooler, lube oil cooler, inter-connecting piping, and all accessories, instruments and gages, mounted on a common base plate with three point support. The main and emergency switch boards are of the dead front type. A 100 K.W. emergency generator is supplied.

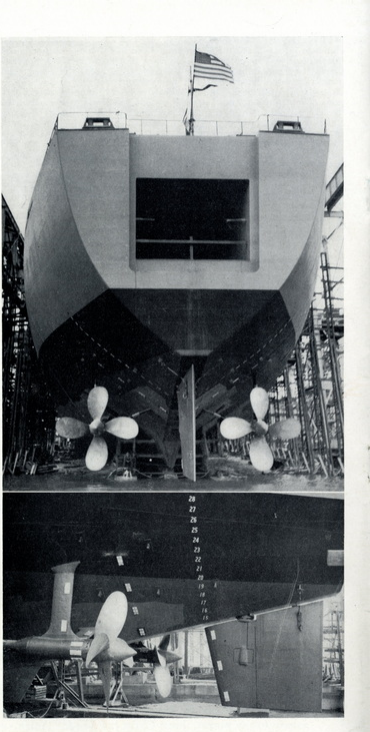
Generally, the motors and controls throughout the vessel are furnished by the General Electric Co.

The machinery spaces ventilation consists of mechanical supply and exhaust systems.

Weldments are used for sea chests and other applications.

CONCLUSION

This prototype vessel is unique in design concept and construction. It is the first vessel to be expressly constructed for the roll on/roll off service and as such her performance will be observed with considerable interest by the whole maritime fraternity.



Stern view of COMET shows port from which ramp will permit unloading vehicles on to beach lighter at sea. Below, twin 16 ft. propellers and spade rudder.