YOU MAY THINK it is ridiculous for anyone to ask you whether or not you want people in Washington to set your wages, tell you where to work, choose careers for your children, determine what merchandise will be available to you, fix the prices you may pay—all in the name of what Washington officials consider to be the best national policy.

This is the question, nevertheless, that constituted the fundamental issue in the recent steel crisis, when an angry man in the White House clashed with an impolite one in the head office of United States Steel.

Why do we make such a seemingly far-fetched statement? Simply because freedom is indivisible. History and logic both teach us that freedom cannot be doled out to some groups or institutions and withheld from others.

The freedom of a businessman to make private decisions regarding production and prices and to submit them to the judgment of the market cannot be separated from the freedom of a housewife to buy certain goods instead of others or from the freedom of a youth to become a teacher instead of a salesman. When government abridges one of these freedoms, it creates the dislocations that will cause it eventually to abridge others.

It is vital to remember that government is really but a collection of fallible mortals like ourselves. While it is necessary to give government police power to prevent monopolistic or fraudulent abuses of freedom, this is by no means the same thing as allowing government to control private incomes, directly and indirectly, by dictating economic decisions.

For example, consider the drop in stock price averages, which followed a few days after President Kennedy’s reaction to the proposed increase in steel prices, had convinced many persons that he was contemplating a “planned economy.” Further sharp declines followed his addresses to the United States Chamber of Commerce and the United Auto Workers. These are dramatic illustrations of what will happen to the capital foundation of this economy if government continues to insist on substituting partisan and academic theories for the experienced judgment of managements that must please the public in order to exist. Under our free competitive system, a business that expects to prosper must give you what you want at a price you are willing to pay—and that’s the best kind of economic control ever invented.

Think of the situation from your own standpoint as a member of Western’s retirement plan or as an individual saver. If you acquire part interest in an industrial firm by purchasing its common stock, you want that company’s operations to yield enough profit so that it can pay 52% of this profit to the federal, government and lesser percentages to state and local governments, accumulate sufficient funds for growth and for security during a stormy period, and still have enough left to pay a worth-while return on your investment. When government-induced cost increases of the past two decades squeeze these profits to a thin film against government-forced price ceilings, will you want to risk your hard-earned savings in that company?

The administration evidently did not grasp what it was doing to investor confidence, but you should, because you are the investor and your future and your children’s futures are at stake. Step by step, think of what will be the consequences of loss of investor confidence in business and of what will follow from the inevitably increasing interference with business by bureaucracy, from the rapidly growing burden of government spending—all of which is ultimately financed out of the prices you pay for the things you buy. Then take a thoughtful look at the aggressive competition shaping up overseas. Having thought it through, you will find, we believe, that the question stated in our first paragraph is entirely rational and that an immediate decision on it is imperative.

To paraphrase Abraham Lincoln, it is certain that this economic system cannot endure permanently half government-controlled and half free. If you agree, write your Congressman to stop this stampede into socialism—and make plans now to vote.
A Modern City with A Mellow Past

Contributors
R. D. DeJournette
Ann Robertson

Above—Modern New Orleans derived the nickname “Crescent City” from the crescent-shaped bend of the Mississippi River, where Nouvelle Orleans was established in 1717. The original town, known now as the Vieux Carre (Old Square), is to the left of the middle of the bend; the tiny dark square is the Place d’Armes, or Jackson Square. The tall buildings in the middle are the central business district and surround Canal Street, which ends at the river (right center edge). Right—A part of the “mellow past” is seen here, Orleans Street in the Vieux Carre, with the famous fancy ironwork of the balcony framing the back of St. Louis Cathedral.

Way Down Yonder In New Orleans

Near the Indian village of Tchoutchouma was a portage leading from a river, which the Indians called misi sipi (“great water”), to a large lake in the rear. The place where the river forms a crescent-shaped bend, 30 leagues from the Gulf of Mexico, was chosen by Jean Baptiste le Moyne, Sieur de Bienville, as the site of a new seat of government for the Louisiana colony. The year was 1717 and Bienville, a Canadian explorer in Louisiana for 20 years, had received instructions from France to establish a new settlement. In honor of the then regent of France, Louis Philippe, duc d’Orleans, this settlement was christened Nouvelle (new) Orleans. The river became known as the Mississippi, the lake as Pontchartrain, and the settlement as a city — the “Crescent City,” New Orleans. Many years later the city became a center for Western offshore interpretative offices.

During its colorful history the area has changed hands several times. In 1762 the French monarch ceded to the King of Spain “all the country known as Louisiana and also New Orleans with the island on which it is situated.” New Orleans was ruled as a Spanish territory for 41 years, being passed back to France, secretly in 1800 and formally in 1803. Twenty days later Napoleon delivered the city to the United States as a part of the Louisiana Purchase, which was bought from France for $15,000,000, or approximately 4 cents an acre.

The site chosen by Bienville for Nouvelle Orleans was laid out, in 1721, in squares — so many blocks wide
and so many blocks long. This original part of the present city became known as the Vieux Carre, or “Old Square,” also referred to today as the “French Quarter” or just “the Quarter.”

To all visitors the Vieux Carre strikes a nostalgic appeal of Old World charm. It is a city from the past. Its streets are straight, narrow, and overhung by cast- or wrought-iron balconies. Its flagstone courtyards have center fountains, arched entrances, and flower borders. Its colorful, semi-tropical shrubs and trees peek from patios and behind walls and come out in full splendor on verandas and in green open spaces. Its large, arched windows, heavy wooden doors, fan transoms, spiral staircases, and spacious, high-ceilinged rooms also have come from the past.

A “city” of the past it will remain, too, for its quaint and distinctive character is preserved by law. Passed in 1936, this set up a commission that supervises the restoration of old buildings and regulates the design of new ones in the Quarter so that they will conform to the traditional Creole architecture of the Vieux Carre.

The Vieux Carre was swept by two great fires, one in 1788 and the other in 1794. Both occurred during the Spanish regime and laid to ashes the original French town. Thus today, though the Old Quarter is called the French Quarter, most of the buildings date from Colonial times and are Spanish in architecture and design.

The first French settlers, however, had built low, frame houses, placing bricks between posts for walls and roofing this structure with cypress shingles. During the Spanish occupation two-story, brick houses were put up, and red and green tiles took the place of shingles. Many roofs were flat-tiled, terraced, and planted with flowers and shrubs and used as family retreats in the evenings. Every home included a patio or courtyard within the outside stone wall and usually had a fountain in the center, with flowers and plants bordering the edges.

The oldest building in the Vieux Carre, as well as the Mississippi Valley, is probably Madame John’s Legacy, built in 1727. Of brick and cypress, this house has survived time and the elements, is in good repair, and is used today as a museum. Another structure dating in 1727 is the Ursuline Convent, started in 1727 but not completed until 1734.

In the center of the Vieux Carre Bienville selected a square for a parade ground, the Place d’Armes. (It was later renamed Jackson Square in honor of Gen. Andrew Jackson, commander of the American forces at the Battle of New Orleans in the War of 1812.) Behind the Place d’Armes another square was chosen for ecclesiastical governmental buildings. Today it is the site of the St. Louis Cathedral, rebuilt after the 1788 fire; the Cabildo, erected in 1795, the governmental seat during the Spanish occupation; and the Presbytere, completed in 1817 for ecclesiastical purposes. The Cabildo is on the left of the Cathedral and the Presbytere, similar in appearance to the Cabildo, on the Cathedral’s right. Both are part of the Louisiana State Museum.

In 1778 a nobleman from Andalusia, Don Andrés Almonester y Roxas, one of the richest men in Louisiana,
Pirate's Alley is really Orleans Alley, but most people like to believe that it was used exclusively by pirates.

and responsible for nearly all of the public buildings that remain from Colonial days, acquired two plots of ground facing the Place d'Armes. Upon these plots his daughter, the Baronne de Pontalba, erected two identical red-brick apartment buildings in 1849. These apartments were the finest structures of their kind in America and are still in use today. A series of attractive verandas framed in delicate cast ironwork made in France run the length of the buildings. The intertwining initials A P regularly spaced in the ironwork are a permanent reminder of the families that built them, Almonester and Pontalba.

One of the Vieux Carre's most interesting and colorful places, to natives and visitors alike, is the old French Market. With its back to the Mississippi, the Market opens out onto Decatur Street and is one long, rambling group of buildings that include the vegetable, fruit, meat, and fish markets and the bazaar. Everything from curios to the famous candy of old New Orleans, the praline (a confection of sugar and pecans) can be bought here. At each end of the Market is a coffee house, one the Morning Call and the other the Cafe du Monde. It is traditional to end a "night in the Quarter" with a cup of the strong chicory coffee and an order of the famous French Market square doughnuts at one of these. There one sees every attire from opera gown to the latest beatnik dress.

Probably two of the best known streets of the "Crescent City" are in the Vieux Carre, Royal and Bourbon. Royal,
ciate the romantic and the picturesque should see and try the shrimp sauce at Arnaud's; pompano en papillote and Oysters Rockefeller at Antoine's, which was founded in 1804 and where the latter dish was originated; the "one menu of the day" at Tujaques; breakfast at Brennan's, which was, in 1804, the Louisiana Bank and later the home of Paul Morphy, the famous chess player; lunch in the lovely courtyard of the Court of the Two Sisters, the building of which was erected in 1832; and, for exquisite dining in the Garden District, the Commander's Palace. All of these, as well as many others, stand as monuments to Louisiana's Creole cuisine.

For those who have not eaten so much that they cannot go on, the Vieux Carre offers a range of cocktail lounges and entertainment places, many of which occupy buildings of historical or legendary interest. One popular place is in one of the oldest buildings in New Orleans, the one supposedly used by Jean Lafitte (originally spelled Laffite) as a blacksmith shop and a front for his pirating.

Perhaps the most famous is the Old Absinthe House, built in 1806 for commercial and residential use and converted into a coffee house in 1861. Here a well-known bartender was hired in 1870, and it is his specialty, the potent absinthe frappe, that gave the place its present name in 1886. Another story of this building is that General Jackson and Lafitte are supposed to have planned the Battle of New Orleans in it. Today the walls and doors of this French Quarter building are papered with business cards and addresses of famous people throughout the world.

Of course, the birthplaces of another famous drink, the Sazerac, and of the cocktail in general were in New Orleans, but the buildings in which they were created are today a barber shop and an antique shop, respectively. The original cocktail was a mixture manufactured by a native Santo Domingo apothecary who had fled to New Orleans. The cup he used for his mixing was known by the French as a coquetier (ko-k'tay'); but those whose French pronunciation left much to be desired called it "cold-tay," which later became cocktail to the English-speaking residents.

New Orleans is famous for another type of bar, one that serves oysters, not cocktails! A visitor should never leave the "Crescent City" without going to one of its oyster bars. Here one stands at a gleaming white counter while the "bartender" opens the shells of the fresh oysters for the customer to swallow with great relish — and there is something about New Orleans and its oyster bars that turns many a confirmed raw-oyster hater into a raw-oyster lover.

The beautiful, the unusual, and the historical of New Orleans are not restricted to the Vieux Carre. When Louisiana became part of the United States, many differences arose between the newly arriving Americans and the established Creole families (descendants of the original French and Spanish settlers). This resulted in the Americans moving across Canal Street and building, in effect, their own city, the Garden District. Some of the most beautiful mansions to be found in the city are those here as well as along St. Charles Avenue. A residential area that was once the social center of New Orleans aristocracy, the Garden District has one of the two unique fences in the city (the other is in the Vieux Carre). Once quite popular, these ironwork, cornstalk-and-tassel design fences have now all but vanished. The Garden District is indeed colorful and lovely area, noted not only for its beautiful mansions and large gardens but also for the profusion of...
The Greater New Orleans Bridge is the longest cantilever bridge in this country. Completed in 1958, it provides a link between the business district (top center) and the rapidly developing west bank of the Mississippi. The wide street that seemingly runs into the river is Canal Street.

palm, live oaks, magnolias, and many varieties of foliage. A city of many parks. New Orleans has three particularly beautiful ones that are all former plantations. Chalmette National Historical Park, set on the old Chalmette plantation, is the site of the last Battle of New Orleans, fought and won by General Jackson and his men January 8, 1815. Nearby, a half-mile-long avenue of majestic oaks arch their spreading branches to canopy the road. These are the noted Versailles Oaks, said to be the finest live-oak grove in the world. The antebellum Beauregard House, built in the 1830’s, is in the park and has a battle museum on the second floor.

Audubon Park, named for the famous naturalist, who is said to have lived in the Vieux Carre, extends from St. Charles Avenue to the Mississippi River. This park contains the South’s largest zoo, which has even the rare whooping crane. In the City Park are seven miles of beautiful lagoons and a forest with the famous “Dueling Oaks,” the scene of many “affairs of honor” in bygone days. Of special attraction is the magnificent Popp Memorial Fountain, with its colored electric-light effects and a 25-foot diameter clock made of flowers and electrically operated.

The “Crescent City” might also be known as the “City of Bridges,” for New Orleans boasts three, two of which are described with superlatives. Best known is the Lake Pontchartrain Causeway, the world’s longest over-water bridge. Measuring a shore-to-shore distance of 23.83 miles, it crosses the lake to connect Jefferson and St. Tammany parishes (counties) and was opened in 1956. The Greater New Orleans Bridge, completed in 1958, is the longest cantilever bridge in the United States and provides a connecting link from the heart of New Orleans to the rapidly developing west bank of the Mississippi. The third is the 4.4-mile Huey P. Long Bridge, finished in 1935. It carries the U.S. Highway 90 (old Spanish Trail) traffic across the Mississippi to the West.

Though the foregoing may draw persons to New Orleans throughout the year, there is one season when the City really teems with outsiders. The period from mid-winter to early spring is a time of special fun, frivolity, and pageantry for New Orleans — parades, pageants, balls, festivals, and sports attract thousands of visitors.

The most famous and colorful recreational event of these is the annual Old World festival of Mardi Gras, “the Greatest Free Show on Earth.” In 1699, before the founding of New Orleans, Bienville’s brother Iberville, leading a party of Frenchmen, camped 30 miles above the mouth of the Mississippi and named the site “Point du Mardi Gras” on the Mardi Gras day of that year. It is assumed that some kind of celebration took place, the first of its kind in Louisiana.

Literally, Mardi Gras means “Fat Tuesday” and applies to Shrove Tuesday, the day before Ash Wednesday, which opens the Lenten season. The term Mardi Gras is popularly applied to the two weeks during which the various street parades are held in New Orleans. It was not until 1857, though, that the street pageants as we know them came into being.

Mardi Gras and Carnival are not necessarily synony-
in the South. It has nearly 900 manufacturing plants, which employ 44,600 persons; and several of these plants are the largest of their type in the world. The rapid and continuing growth of the petro-chemical industry, developed in recent years along the Mississippi, has become one of New Orleans' major economic assets.

The “Crescent City” has also mushroomed as an oil and gas financial and administrative center in recent years, due to the impetus of the southern Louisiana fields and offshore investments. Most of the new office space added to the city's business district during the past 15 years is occupied by oil and gas companies. For a number of years more than one-half billion dollars have been invested annually in finding and developing new petroleum supplies in southern Louisiana and off the Louisiana coast in the Gulf of Mexico. And that is where Western Geophysical comes in.

It was in the spring of 1953 that Western's first New Orleans offshore interpretative office was organized, Party 70, under the direction of Party Chief R. L. Nicholls and the supervision of Fred Di Giulio. A marsh and shallow-water crew, Party 78, supervised by Howard Dingman, opened its New Orleans office in 1954; and this same year J. E. Barthelemy took over the supervision of Party 70. The next year, 1955, Party Chief Jennings Smith brought Party 74 from Lake Charles, Louisiana, and established an office in the Balter Building on St. Charles Avenue, with Di Giulio as supervisor. When Smith was transferred to Oklahoma, Party Chief Harvey Johnson took over Party 74; he later turned over the reins, when he went on leave of absence, to Party Chief R. D. De Journette. The year

mous. The Carnival season officially opens on January 6, 12 days after Christmas, and is marked by a succession of elaborate private balls sponsored by organizations called Krewes, each of which selects its own King and Queen. Mardi Gras season, on the other hand, opens two weeks before Shrove Tuesday and is marked by a series of street parades and masking in which the general public and thousands of visitors take part. Mardi Gras Day (Shrove Tuesday) is the climax of the Carnival season; and Rex, an outstanding civic leader, is chosen King of the Carnival and parades on that day.

All of the Westerners in New Orleans were indeed proud this year when a Western employee was named Queen of one of the Carnival balls. Miss Frances Salvaggio, a computer, was the Westerner who was so honored, and she reigned as Queen of the Krewe of Elenia Ball.

New Orleans today is a combination of two worlds, the Old World and the New. While proud of her heritage, traditions, and preservation of her past, she works with equal fervor towards the development of progress, industry, and world trade.

A leading industrial and financial center, wholesale and retail market, and convention and tourist magnet, New Orleans, with its 639,000 population, is a hub of business
1956 saw Party Chief W. T. Buckingham bring Party 72 from Galveston to New Orleans and Party Chief J. A. Schuller establish Party 73 there, with Aart deJong as supervisor. The 1956 joint Christmas party of all of Western's interpretative offices in New Orleans also included the staff of a playback center supervised by B. B. Thigpen. The combined personnel in New Orleans at this time was approximately 130.

The four marine crews and interpretative offices engaged in the reaccelerated activity in connection with recent lease sales are being supervised by Dingman and deJong. All of the offices are located in the Balter Building, which is close to the heart of the business district. This central location enables Western to be near to all facets of supply for both domestic and overseas operations and to the center of the government lease sales.

The proximity to foreign consulates, a passport office, and export and transportation facilities makes this a natural place from which to ship supplies for overseas operations and an embarkation point for personnel traveling to overseas assignments. Consular offices are maintained here by 40 nations, thus making it easy for travelers to obtain visas, travel permits, and information and for the business man to export and import. The city is served by 11 scheduled airlines, six of which provide international flights. Steamship services are available to Gulf, Atlantic, Pacific, and world ports. The port of New Orleans, with approximately 138 miles of harbor frontage, is ranked as the second United States port in dollar value of foreign commerce. Almost 5,000 ocean-going vessels enter the port each year, with one cargo liner docking or leaving the port every 54 minutes of every 24-hour day.

New Orleans is the headquarters of the Regional Gulf office of the U. S. Geological Survey and U. S. Department of Land Management, which are instrumental in offering acreage for lease. These sales, or auctions, occur at various times: federal offshore, about every two years; state offshore, approximately every 18 months; and state onshore, about every 12 months.

Earlier this year the government offered for sale close to four million acres offshore Louisiana. Although Western was involved in this in only the usual manner, indirectly, the pressure was on as clients contracted with the Company to obtain and interpret information about the areas so that they could prepare their bids before the auction the latter part of March. As the months went by and the sale date drew nearer and nearer, the marine crews were placed on an extended overtime work schedule, and the interpretative demands increased to the extent that in order to meet the deadline the office staffs were required to work 12 hours a day, seven days a week during the two months prior to the sale. These Westerners filled the bill, of course, as all Western employees do.

Yes, New Orleans has grown and she has preserved—a modern city with a mellow past—"America's Most Interesting City," "The City That Care Forgot," "Creole City," "Queen City of the South," and, most popular, "Crescent City." She is history, glamor, industry, progress, and pleasure, one of the world's unique and interesting cities—truly a place to experience.

The WESTERN PROFILE is indebted to the Bureau of New Orleans News and the New Orleans Tourist and Convention Commission for the photos of the city on these seven pages and to Tipery for the photo of Miss Salvaggio.
Harnessing Atomic Energy represents a significant achievement in man’s search for knowledge and a triumph in science and engineering.

It took more than 400 years for navies to change from spears to gunpowder and 75 years from sail to steam—but only 12 years from the unlocking of the atom to its application to ships. The first controlled atomic “chain reaction” was achieved on December 2, 1942. The first to use the atom for propulsion was the submarine USS Nautilus. On January 17, 1955, the Nautilus went to sea under the now famous message to the world—“Under way on nuclear power.”

The next year, prompted by the success of the Nautilus and confident that this new, potential source of energy would be the key to the future in shipbuilding, the Ingalls Shipbuilding Corporation, of Pascagoula, Mississippi—Litton Industries’ newest division—took immediate steps to qualify and prepare itself for leadership in this field. This was a big decision inasmuch as Ingalls had no prior commitment from the Navy and the cost would mean more than a substantial investment in education and training of personnel and the formation of a Nuclear Power and Engineering Department. It also meant expensive equipping of its plant of tools and special facilities required for the construction not only of special types of submarines but also for the highly scientific assembly, erection, and testing of the entire nuclear complex.

The decision of Ingalls to enter this new but complex field, however, was in keeping with the progressive policy that has kept the company in the forefront of the shipbuilding industry. The decision paid off, for in 1958 the company successfully obtained its first nuclear submarine contract from the United States Navy.

Today, having completed and delivered to the Navy the two nuclear-powered submarines, Sculpin and Snook, and with contracts for four others, Litton’s Ingalls division stands as the first in the “Deep South” and the third in the private shipbuilding field to have applied atomic energy as a source of heat for the generation of steam and electric power for propulsion.

Ingalls’ accomplishment in the nuclear-powered submarine construction field, while a significant milestone in the new atomic age and shipbuilding era, is not the complete story of the company. The full story had its beginning in 1938 when the company began operations at Pascagoula on the shores of the “Singing River,” more commonly known as the Pascagoula River, where it empties into the Gulf of Mexico. On this site, which was originally part of a French grant in the Province of West Florida, the company constructed four building ways, shop and platen areas, and two outfitting docks.

In its early days of operation, prior to World War II, Ingalls wrote its first of many pages in shipbuilding history when it pioneered the all-welded design of ship construction, which is today the standard method of shipbuilding. This method eliminated rivets and provided a plated, butt-welded hull with substantial reduction in weight. Large assemblies of steel-plate weldments of approximately 60 tons were designed and built to be lifted by huge gantry cranes onto the shipway in one piece for welding to adjoining sections. The new concept of hull design and pre-assembly ultimately made obsolete the...
practice of erecting and riveting plate by plate to the frames to form the hull, and it revolutionized the procedure and practices of hull construction in the United States. In view of the fact that Ingalls was the pioneer in the field of all-welded ship design, it was natural that the company would produce the first all-welded ocean-going cargo vessel, the C-3 Exchequer. This ship was Ingalls designed; and in rapid succession, prior to and during World War II, 80 of the C-3 design vessels were built at Pascagoula, including not only the first all-welded cargo vessel but also the first all-welded ship of the United States Navy. These included attack transports, net tenders, aircraft carriers, seaplane tenders, and many others.

Following World War II many shipyards were closed when contracts were canceled. The Ingalls yard, building mostly C-3 design vessels at war's end, suffered no cancellations and continued at a reasonably full rate of production through 1948 and thereafter at a reduced rate until resumption of the ship construction programs of the new Maritime Administration and Navy, beginning in 1951.

Since World War II a total of 172 vessels have been completed at the Ingalls yard. Notably among them have been seven Moore McCormack “Gulf Class” of the improved C-3 design; the prototype of the basic design of the C-4; and five Mariner Class cargo vessels that are among the largest and fastest afloat. In addition, Ingalls delivered to the Navy during the period 1952 to 1959 17 major naval auxiliaries and two combat ships. These were five new Landing Ship Tanks; eight super Landing Ship Docks; the free world’s largest and most powerful icebreaker, the USS Glacier; and two 4,200-ton, 35-knot destroyers of the newest class.

During 1958 the Pascagoula yard had under construction 21 vessels of nine different classes, probably the world’s record for any one yard in respect to diversity. Among those 21, all since completed and delivered, were seven super-tankers, of which two constituted the largest vessels to be built on the Gulf Coast; two high-speed luxury passenger ships, the Brasil and the Argentina; two destroyers; five sleek, modified C-3 design cargo ships; and one nuclear-powered and one conventional-powered submarine, the Sculpin and the Blueback, respectively. (Since 1958 Ingalls has not only started but has completed the Snook and now has under construction four other nuclear-powered submarines—the Barb, the Dace, the Haddock, and the yet unnamed SS(N)639.)

Ingalls has also taken its place among the leaders in the designing and building of offshore deep-water oil-drilling rigs, pressure tanks, all types of barges, and towboats.
work boats, and service boats for industry. As an example in the production of offshore drilling rigs, the company holds the distinction of building one of the largest ever to be used in the Gulf of Mexico, Kermac Rig No. 46. In addition, similar oil-drilling rigs have been built for several offshore drilling companies.

Today the Ingalls division continues to be a leader in the highly competitive shipbuilding field. In keeping with this policy, the 157-acre yard is equipped with the most modern facilities, and Ingalls personnel are highly skilled workers, well-trained engineers and technicians, and a top-flight management with a dedication to the task of maintaining the position of leadership.

The future holds much promise, too. Litton Industries, a major producer of advanced electronics systems for the marine industry and the Navy, now has another outlet for its techniques. Not only does it have the capability of building complex nuclear-powered submarines and surface vessels but also of equipping them with a good portion of the equally complex electronic navigation, command, and control systems carried aboard. Thereby, Litton Industries will become a major contributor to the development of advance technologies over a much broader area in the marine field.—A. C. Weeks, Ingalls Shipbuilding.

The USS MORTON is one of the two large, fast destroyers built by the Ingalls Shipbuilding Corporation for the Navy in 1959.

Most of us are unhappy over some aspect of government. We think it is spending too much of our tax money and getting too little return, or we wish it would spend more on one program and less on another. We criticize certain phases of foreign policy, or we think that domestic policy is weighted in favor of one group of citizens against another.

This is not new. People have been complaining about government for centuries. The question is: What are you doing about it? These men who make the policy and expenditure decisions with which you disagree are in the position to do so because the citizens voted them, or those who appointed them, into office. As a citizen of a free country, you have the power to help replace them with officials who, you feel, are better qualified, for you have a voice in your government. You have it, that is, if you exercise that right, privilege, and duty found only in a free country, that of the VOTE.

For those few Westerners who remain in one place year after year, voting is easy; but for the many who by the nature of their work must lead a nomadic life, it is not
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Qualified To Vote?

It is easy — but hurry

Sound complicated? It isn't, really, when you think of it only in terms of the one State with which you individually are concerned. The differences in requirements from State to State are, however, too extensive to print in the PROFILE. Therefore, we suggest — and urge — each and every Westerner who is a United States citizen and meets the age requirement to go to your local registrar of voters or to write to your State Secretary of State or State Registrar of Voters at the State Capitol for requirements for voting, registration, and absentee ballots. Because in a number of States registration closes many days before the election (in California, for example, it is 54 days), we further suggest that you do this immediately.

Tuesday, November 6, is General Election Day in all 50 States; and although it is not a Presidential election, it is important, for any official can undermine any branch of any government. All States will elect U.S. Representatives; two-thirds of the States (34) will elect U.S. Senators; two-thirds will elect Governors; and most will elect other State officials and various county and local officers. November 6 is over four months away, which may seem a long time; but because of certain requirements for voting, it is not long. You must act now if you wish to do your duty, to protect yourself and your family, to have a voice in your government — in other words, to VOTE.

Don't disenfranchise yourself by failure to take a few minutes to obtain the information as to whether or not you are eligible to vote where you are. Don't disenfranchise yourself by failure to follow the instructions for registering, where necessary, and for obtaining and voting the absentee ballot, if necessary. (These two procedures are what make us urge you to act now.)

Furthermore, if you find, on obtaining the information in your State, that it is too late to qualify yourself for this General Election, we suggest that you proceed immediately with the necessary steps anyway so that you will be eligible to vote in the next and all future elections.

Residency Requirements

Below are the voting residency requirements for the 14 States in which Westerners are currently working.

<table>
<thead>
<tr>
<th>State</th>
<th>Years</th>
<th>County</th>
<th>Precinct</th>
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<tr>
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<td>2</td>
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<td>Alaska</td>
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<td>California</td>
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<tr>
<td>Wyoming</td>
<td>1</td>
<td>60 days</td>
<td>10 days</td>
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*In some States referred to as "election division," "election district," or "municipality."
PARTY F-57—CEFALU, (SICILY) ITALY...

AUGUSTO BRENSA, Reporter
GIANLUIGI DONA, DAVID W. SCHARF,
and ADOLFO SELLANI, Photographers

(Ed. Note: Our Italian reporters do not phrase their English exactly as do we; but even when they write in an unfamiliar tongue, the traditional humor and colorful expression of our Italian colleagues comes through. Because we believe that this report would lose a great deal if we rewrote it into more conventional phrasing, we are leaving it just as it came to us. Frankly, we like it! Also, we admire the Italian reporters’ ability to express themselves in our language.)

After four years of work in the Pescara area, the announcement of moving, in March 1961, broke down as a thunderclap among members of Party F-57. Although the destination meant the sunny Sicily, they hated to leave the town where they had enjoyed the comfort and the convenience for so long. The members of the crew, packing their belongings, thought of the well-settled-down life just finished and of the new one to re-form. But members of Party F-57 are as good nomads as any other Westerners traveling or working all around the world.

Then they dropped in Sicily for operations in the center and northwest area of the isle. The office was settled down in Nicosia, a little town situated 30 kilometers inland from the Sicilian coast of the Tyrrenian Sea, 2400 feet of elevation.

Finding housing was a problem for those who do not like living in the caverns that can be found on the walls of the huge rocks overhanging the town. Who can blame them? Those holes scattered over the cliffs all around the town make you think of open eyes of many Cyclops who have been disturbed in their millennial sleep by modernity; and it seems they are looking down, wondering, at the strange Western trucks.

About 50 kilometers northeast from Nicosia, His Majesty active volcano Etna, from its 10,700 feet of elevation, shows his furor, shaking the earth, roaring, and throwing smoke or boiling lava all around. Sometimes the volcano puts on a mantle of snow, which makes Etna look like a big, fat king wearing his ermine’s fur, going on to smoke. What a show, amici, but what a cold, too, in those days.
Mountains are scattered all over Western's operational area and even out of it. Roads go up and down as the ground does with so many curves that you feel drunk or sick when you drive on them. Many roads are so tortuously constructed that they must be used by the characteristic, variegated Sicilian carts, pulled by little donkeys or mules.

In such topographic conditions, it is easy to imagine the various difficulties encountered in our work. The local hires, Salvatore Randazzo, Giuseppe Pagano, and Santo Romano, did not believe we could do very much until they saw the easy way with which Drillers Terzo Prati, Eustachio Santilli, and Giovanni Reale made evolutions in the field with their trucks. Surely they were surprised.

Surveyor Athos Sguanzerla’s wife Tiziana and son Davide, age 5, and Computer Ernesto Casati’s wife and two daughters were the first families to join the crew in Nicosia. They were the first, too, to move out when, last September, both Athos and Ernesto were sent back to Pescara to work on a marine crew. Surveyor Palestino Villa replaced Athos.

Assistant Surveyors Arnaldo Rutella and Rosario Cirrito were hired in October. Both are natives of Sicily. The latter, nicknamed “Baron of Lascari,” is working in the office now, and he does not like to remember the cold and the mud in which he did so much running during the month he worked in the field.

Computer Giuliano Pacchiarotti’s wife Lucia was next to join the crew in Nicosia. Now that his young son Renato, age 3, is with him, he calls for help, not always knowing what to answer to the infinite questions of his little boy.

Chief Computer Adolfo Sellani’s hobby is to take shots. He points his camera at everything because of his hard purpose of winning the $50 Western Profile cover prize in a strong contest with Party Chief David W. Scharf and Observer Gianluigi Dona. The contest is now going on with movie-camera, too,* and while agonism encrises (Italian sports phraseology), members of the crew are elected to judge their masterpieces as cameramen. Preferences are shown for Walt Disney’s animated cartoons, which Mr. Scharf buys in a store at Palermo. Real movies, even if they were old ones, were the only things with which monotony was broken in Nicosia social life until, for some time every Saturday night, a television show presented the Kessler twins who did not need to sing, just show their wonderful figures.

*The movie-camera contest is on their own, not for the Profile!—Ed.

T. P. Maroney, Western of America vice president, and David Scharf, party chief, pause before Party F-57’s office in Nicosia, Sicily.
Shooter Ercole Canali enjoyed his hunting. Hares and rabbits that “Big” Ercole took with the help of his dog Diana were eaten by his wife Genoveffa and himself because nobody would contribute his own lira to buy shells.

At the end of January, two days after Assistant Party Chief Augusto Brenda’s return from vacation, a storm of snow was the signal to run out of Nicosia. In the same day came orders for Party F-57 to go work in the Cefalu area, and the crew moved out the day after, traveling in a great deal of snow, never seen in such quantity for many years in the sunny Sicily.

Finally, as hoped for many months before, the crew was settled down in Cefalu. Nobody spent too much time to see what a nice bathing resort must be this little town in summer. And they were not long admiring the cathedral, famous for its superb building in Norman style, made in 1135 A.D. Married men preferred to begin to look for housing. Bachelors thought of Palermo, the capital of Sicily, distant only 60 kilometers, as the mecca of a joyful life where they could forget the long “exile” in Nicosia. The homesick ones were at the railway station, eyes shining, watching the trains arriving and departing. They missed all this for so many months that none can complain for their childish joy.

While crew operations were getting started, and with morale of all its members on a new high level, houses were found and soon began the invasion of Cefalu by wives with sons and daughters. Mrs. Maria Scharf gave the start to the happy race. The local hires, Giuseppe Glorioso, Francesco La Scuola, Salvatore Liberto, and Giovanni Messina, did their best to help find housing. More than everyone else they wish that our staying in Cefalu goes on for long time.

Latest newcomers to the crew are: Assistant Shooter Cesare Palombo, who has come back from Nigeria (Africa) where he worked on a marine crew; and Junior Observer Roberto Rossi, from Party F-9, who replaces Junior Observer Luigi Cotti, moved to another crew, which is working very close to his home town. When Luigi knew he was going back to the Continent, his joy was so full that he paid drinks to everyone. Drinkers were so many that he needed a loan to pay the account. Recent news from him tells us he is working in southern Italy, very far away from the place it was expected he was to work.
Cefalu, Party F-57's coastal headquarters in Sicily, was once a colony of Ancient Greeks, and its history probably goes back even beyond that. The name, pronounced "chuf-a-loo," derives from the ancient Greek word "kephalon," which means "head" and refers to huge rock that towers over the town and is crowned with inevitable ruins of a medieval castle.

PARTY 65—MADILL, OKLAHOMA...

JAMES B. MUNDY, Reporter

Stop the press! Flash! Important and historic events have been taking place within Party 65's operations and personnel complement. Of prime importance is the news that the office crew has been relocated in Oklahoma City, the state capital. (The field members remained in Madill.) This is a "first" since office and field crews of this party have always "officially" had the same headquarters even though a spike operation for the field force has been the rule, not the exception. A party manager-type operation is not anticipated; however, close social liaison will be a problem.

Arriving from Pecos, Texas, Party Chief Ben L. Langston left Party 20 to replace Party Chief George R. Bynum. George went to Madera, California, and Party 66 with his wife Ramona and children Scott and Meredith, the latter a February 26 arrival. We of Party 65 take this opportunity to wish George and his family the best of luck and express our sincere hopes of seeing him in the Bing Crosby Invitational next year.

New observer on Party 65 is Dalton Taylor, fresh from the Rocky Mountains and Party 38 in Wyoming. Dalton has depressurized too well as far as the office crew is concerned, judging from the voluminous profiles recorded each day.

Another new member of our hardy band is Shooter Dale Morgan, who arrived from Odessa, Texas, the latter part of March. His wife Mary Jo and daughter Jana returned with Dale to Madill, his home town, and to the green rolling hills of southern Oklahoma.

Computer James E. Taylor is an earnest golfer, seriously interested in improving his score. He has several highly regarded and carefully groomed golf courses within the "Texomaland" area on which to practice. Texoma Lodge, the showplace of southern Oklahoma, maintains an excellent 18-hole course with deceptively contoured grass greens and several difficult water-hazard fairways, where a fortune in golf balls is cached. (I wonder how many Westerners have contributed to these ponds?) Ardmore, 25 miles west of Madill, offers two golf courses: One is in fashionable country-club style with fashionable country-club green fees; the second is a somewhat less exclusive public course. Both have their special challenges to the golfer. The former features a green narrowly situated upon a towering outcrop of Pennsylvanian Rod Club sandstone. The approach side presents a stone face as formidable as the Swiss side of the Matterhorn. The latter course has its first fairway paralleling U.S. Highway 70. Westerners who have encountered this hazard can boast of the tremendous distances they have attained with a slightly misplaced drive. Needless to say, there is also a slight disadvantage to having to play a ball from the concrete highways with cars going by at 70 miles per hour.

Madill has several cement tennis courts with excellent backboards and new nets furnished by local civic organizations. A small but determined group, including Computer Paul F. Mielly, Jr., meets daily after working hours and on weekends for rousing sets of Davis Cup-type competition.

Nearby Ardmore also features two 16-lane bowling establishments for enthusiastic keglers. Computer James B. Mundy, currently sporting a 165 average for two leagues, can be seen rushing to Ardmore through rain, sleet, and hail for leagues on Wednesday and Thursday. Being the proud owner of a new bowling ball, he expects to increase his average "at least 20 pins."

Reigning "Fish Catcher of the Year" is Surveyor Harold D. Watts. This title was bestowed upon "Stick" for his beaching of a very nice 5-pound bass from a lake near Lindsay, Party 65's field headquarters. So awed by this feat of finny prowess was Party Manager Al Leake that he immediately headed south to Laurel, Mississippi, and Party 33. Moreover, the office force comments that Al was slightly upset about his coin-flipping ability at coffee breaks and Oklahomans who would not accept Confederate "Jeff Davises" as legal tender. (Come on back, Al, we'll play three coins next time.)

With the field crew's being on almost continuous spike, news of it gradually filters back to the office in the form of old wives' tales and other indirect methods. One of the most recent social functions was an affair held at the new Club 62 in Chickasha, Oklahoma. Among those in attendance were Assistant Observer Dan P. Shea and wife Dora, Drill Helper Lee Roy Brinkley chaperoned by
wife Ginger, Don and Jeanette Watts, and former Westerner Vaughn Bryant; and to some of them several new nicknames were attached: “Twist” Brinkley; “Louisiana Stomp” Watts, and “Cha-Cha-Cha” Shea. Undoubtedly this exhibition of the latest dance steps would have sent Arthur and Katherine Murray scurrying to the bar.

Surveyor Carlos Droescher is living in Norman and commuting 45 miles to Lindsay daily. Carlos cannot be missed on the survey line due to the fact that he dipped his tripod in a can of red paint. We hope that he is up-to-date on his bullheading technique.

Driller Clarence Perryman and wife Christine are living in Ardmore; so news as to their social activities are nil. News that Clarence has been “rattling the Kelly” on 1440, however, is very much evident from both the field drill reports and from the drill samples on Lee Roy Brinkley’s hard hat.

Local hires efficiently running the jug line for Party 65 are Purcellite Jerry D. Whatley, Les Baker from Madill, and Lindsayite John P. Ellis.

Newest Westerner on Party 65 was Meredith Anne Bynum. She arrived February 26 at the Memorial Hospital of Southern Oklahoma in Ardmore, weighing 8 pounds, 9 ounces. She claimed shirt-poppin’, cigar-passin’ Party Chief George Bynum as her father and Ramona Bynum as her mother. Three-year-old brother Scott thinks that his new little sister is the most realistic “Mattie Mattel” talking doll on the market.

With the field crew far removed from the office force, social functions have been unusually scarce. For this ordinarily gregarious crew, gatherings have been limited to spontaneous (and sometimes quite surprising) visits with each other. Always an occasion is a mouth-watering cheese cake expertly prepared by “Chief Cook and Bottle Washer” Karol Toschlog. This event is unwittingly forecast by an unusual “cat that ate the canary” look upon Chief Computer Tom Toschlog’s usually complacent face. Tom can also tastily recommend Karol’s German Sweet Chocolate cake and cinnamon rolls. Dora Shea, in trying to keep up with husband Dan, has had a split residence status with the crew, due to the fact that she is a weekly Madill resident and a weekend Lindsay visitor. Card games, coffee, and chatter are featured at the home of Susan Mundy at any hour of the day or night.

PARTY 38—POWELL, WYOMING...

LOLA ROBINSON, Reporter
DOROTHY POWELL and the AL DAVISES, Photographers

Since the last report from Bruce, Mississippi, Party 38 has been on the move. First stop was Arapahoe, Nebraska, a town of approximately 1,000 people located on the banks of the Republican River and in the heart of the best fishing and hunting area in the state.

Here the crew was to be joined by the new party chief, R. C. (Dick) Powell, and family, Dotty, Nelta, and Diane. The Powells dashed from Bakersfield, California, to McCook, Nebraska, to meet the crew—but no crew was there. By chance they drove over to Arapahoe and saw a house trailer with Mississippi license plates. A knock on the door brought Mrs. Dalton Taylor with a “Howdy, You-all!” and Dick knew that he had found his crew.

While Party 38 was in this friendly town, two of its native sons, Dean Hess and Dale Hinkle, joined the Westerners. Bad weather also met the crew here. Within 30 days, 20 inches of snow and 6 inches of rain forced the operation to move to the higher sand hills.

Gothenburg, Nebraska—where the crop is corn that grows for miles and miles and as tall as a tall man—received the crew warmly on June 5, 1961. By this time Driller Leo Ivy had been replaced by C. E. Martin, who stopped by only long enough to get a passport and shots before going to Libya. A newcomer to Western joined Party 38 here, one of Gothenburg’s favorite sons, Larry Gihoney.

The sand-hill country furnished excellent picnic and fishing areas. Permitman Jack “The Fisherman” Robinson, from Party 52, and Dick were the first to sample the good fishing streams. Those on the crew who were not fishermen soon took up the “Liars’ Sport.” Although the usual number of “big ones” got away, a two-day catch fed 45 people at a fish fry given by the crew. Two hundred and seventeen holes for a total of 59,450 feet drilled and shot in a month is proof that a happy crew works harder.

On November 1 Party 38 moved back to Arapahoe for three weeks. We said goodbye to Junior Observer L. E. (Bebo) Bratos and family and Surveyor W. G. Bran-
NON. Bebo was replaced by SEUMOR McDANIEL and W.G. by ADRIAN LOUIS.

Opening day of the hunting season found DICK, JACK, and the client representative bagging their limits of the colorful, cocky pheasants. Many of the crew members had never seen or eaten this beautiful bird. For three weeks, including Thanksgiving, the general menu was pheasant, quail, or squirrel supplied by the hunters of Party 38.

This happy life was suddenly interrupted by a notice to move to Cody, Wyoming. When the crew left Arapahoe, the Powell family was divided; DIANE remained in Arapahoe to finish high school, and NELTA was enrolled in Kearney (Nebraska) State Teachers College. For the first time in 19 years DICK and DOT were alone. Lonely? Yes!

The crew arrived in Cody November 29 and was subjected to two months of temperatures ranging from zero to 36 degrees below. Here we met the personnel of Party 18, who had been shivering in this bleak Rocky Mountain weather for some 14 years or more. Thus, we were not so embarrassed when we had to remove our top three coats before identity could be established. While in this tourist-sustained, mountain-surrounded home of "Buffalo Bill" Cody, we said goodbye to Shooter E. O. (OKIE) Ross and family as they left for Texas. OKIE was replaced by B.B. (BILL) TONES, a former Westerner. After two months here we moved 26 miles to our present home. The people of the smaller farming town of Powell are very friendly, and within hours everyone had found a comfortable dwelling.

The move to Powell was perfect for Driller H.E. (Ed) HANSEN and wife BIRDIE since his home is 23 miles east and hers is 24 miles west of Powell. Miss KELLEY HANSEN (tax exemption No. 3 for Ed and BIRDIE) arrived on February 7 and was loudly greeted by DAVID and HOLLY. Since arriving here we have lost an old-timer with the crew; Observer DALTON TAYLOR and family went to Party 65. RUSSELL KAMINSKY came from Alaska to replace DALTON. We have also made room in the observing department for E.W. (JACK) TABER. JACK and EVELYN and son came from Party 65.

Party 38 exchanged Driller R.E. (BOB) CARVER and family, who had come from Mississippi with the crew, for Party 18’s Driller CHARLIE CANNON and his air drill from Akron, Colorado. Rodman BOB ANDERSON brought his English bride to Cody to join the crew. Bob, who is from North Dakota, had just finished his tour of duty for Uncle Sam!

At reporting time Driller AL DAVIS and family — the one remaining family of the original crew from Mississippi — were on vacation in Texas.

The head of Party 38 is now not only a party chief and a father but also a father-in-law. Accompanied by her mother DOT, DIANE POWELL journeyed to San Diego, California, where she became the bride of Craig Life, of Arapahoe, on February 16.

PARTY 78—MORGAN CITY, LOUISIANA . . .

CAROLYN BRATOS, Reporter

Party 78 was re-organized the last week in October 1961 in Morgan City, Louisiana, the largest incorporated community in St. Mary parish (county) with a population of 13,378. Morgan City is known as the “home of seafoods” and “port at the river gateway to the tidelands.” The Atchafalaya River, which borders Morgan City on the west, empties into the approximate center of oil-rich Gulf of Mexico waters off the Louisiana coast.
This town should sound familiar to many doodlebuggers who have been on water crews.

Although the winter temperatures are supposed to be mild, there are several here who disagree. In January the temperature hovered a little above zero for several days. Mrs. Evon Renick, of Party 73, sent out an S.O.S. A helpful Party 78 assistant observer hurried over and wrapped the gas pipes under the house instead of the water pipes. Well, anyone can watch a mistake!

Taking care of our office in New Orleans is Party Chief R. L. (Bob) Nicholls and Computer John Gilliland. Party Manager Claude O. Dooley has the difficult job of keeping everyone happy along with his regular duties. He and his wife “Berk” and cat Tippy Two came to us from New Orleans. Co-ordinator on the recording boat, Toni Walker, is a 24-year-Westerner, Charlie Crawford, whose wife Judy and daughter Betty reside in Lafayette, Louisiana. (More about Betty in Windstrip.)

Observer Ovie Woolverton, with his wife Vieta and daughters Daniela (Sasha) and Chrysteena, came to this crew from Long Beach, California. Sasha, the only school-age child with Party 78, attends the third grade classes at the M. D. Shannon School. Assistant Observer Byrl Sallee and wife Norma came from the East Coast. Rounding out the recording crew are Helpers H. P. Melson, J. P. Hall and D. M. Vines. The “chief cook and bottle washer” is Neal McDuffie, who hails from Alabama.

The shooting boat, Mr. Sam, is manned by Shooter L. E. Bratos, who came, with his wife Carolyn and children Leslie and Steven, from a land crew in Nebraska; Shooter Jessie Hammond, Assistant Shooter E. Mangum, and Helper E. J. Jeanise. Cook Hadley Helton and wife Ernestine are newcomers to our “Western family.”

The wives, finding that they have many leisure hours have enjoyed fishing, bowling, coffee parties, barbecues card parties, and visiting with the wives on other Western crews. Naturally, they spend some of their time watching for small craft warnings!

**PARTY R-4—SALT LAKE CITY, UTAH . . .**

**TIM O’LEARY, Reporter**

**YOUEL A. BAABA, Photographer**

Party R-4 is still located in Salt Lake City as was reported in the Profile last June. Since that reporting, however, the only thing that has remained the same is the party number. The then-members of R-4 are now in California and Libya.

Last October saw Westerners converging on Salt Lake from many directions. Party Chief W. T. Brooks took over R-4 with the shortest move of his career. He transferred from Party 9 by merely changing party number and remaining in the same location. Bill, wife Mary, and children Janet and Billy are enjoying the advantages of big-city living after over a year of living in the small town of southern Utah.

From California came Chief Computer Youel Baaba with wife Alice and children Raman and Sargina. While the Baabas came by the most direct route, their luggage came by way of Tripoli; and it was like Christmas at the Baaba household when it arrived four months later.

Assistant Party Chief Tim O’Leary, with wife Rm and son Roland, came from Casper, Wyoming, when they had the opportunity of being on a short assignment in Tim’s home town. The O’Learys welcomed a new son, James, in the spring.}

"This Is the Place" Monument, Salt Lake City, is seen by Raman, Sargina, and Alice, family of Chief Computer Youel Baaba, Party R-4. Children are American-born, but parents are from Baghdad.
little, red-headed Irishman into their midst on March 23, when 5-pound BRIEN KELLY put in his appearance at Holy Cross Hospital.

Party G-2 in Price, Utah, gave us Computer RUSSELL GRIFFITHS. RUSSELL, wife JANE, and daughter JANICE are the only trailer dwellers on the crew. Party G-2 also contributed Computer EUAL TEMPLE. EUAL does not care for big-city life and seems to prefer the smaller Utah towns like Duchesne, where he spends many of his weekends.

Computer AL WICKHAM, a newcomer to Western, spent two years in Greenland with the Air Force before coming to Western and is the ski enthusiast of the crew. We are not certain whether skiing or “sheing” is the main attraction.

Supervisor and Mrs. JOE BARTHELEMY call Salt Lake home between Joe’s many trips to Canada. Joe and MARY had an enjoyable open house for the crew during the holiday season. We hope to have some important news to report on the BARTHELEMY’s this September.

Now that winter is over, we are turning our attention to the outdoor activities of golf, fishing, and picnics during the months ahead and shall report the results in a future issue of the PROFILE.

PARTY 67—TRACY, CALIFORNIA...

KAMBIZ ZARRABI, Reporter-Photographer

Since the last time Party 67 appeared in the Party Pickings pages of WESTERN PROFILE, the crew has moved up and down the valley in northern and central California. At present we are stationed in Tracy, a typical central valley town surrounded by vast farmlands. Tracy is also where DAVID JOHNSTON, party chief, started to work for Western nine years ago.

Field operation has been somewhat more than routine around here—shooting across the airports, through the city streets, and such. Observer JOE E. BUSCHMIHLE commented in his observer’s sheet: “Had to chase kids through alleys to recover seismometers they had taken—gray hair soon!”

Drillers EDMUND BORENE and THOMAS G. SERGEANT had their share of problems keeping the drills from sinking in the rain-soaked grounds after the recent record-breaking showers. Rains kept Surveyor-Permitman DELMAS C. THORNHILL busy trying to locate as much navigable land as “permitable” to keep the crew in operation.

New faces in Party 67 include DELOR LETOURNEAU, surveyor, from Montana; JAMES M. RAY, who joined us shortly after his return from the Spanish Sahara; and LESTER T. ENDERS, from a water crew. Locally, MIKE H. GOMEZ and REX A. STANSELL have been added to Party 67.

With the help of Driller EILDON D. FINKBEINER, who occasionally doubles as surveyor, and ORAN E. CUMMINS, who assists in the recording truck, the field crew has managed to make up for the time lost due to the rains and keep Chief Computer ROBERT P. SHERMAN and Computer KAMBIZ ZARRABI quite occupied.

With that grin, Driller Eildon Finkbeiner looks as if he might be watching something other than the rod! He is with Party 67.
FIRST 1962 MEMBER of Western's "25-Year-Club" is John A. Adams, who became eligible on May 19, the 25th anniversary of his first day as a Westerner, for his 25-year Service Pin. Serving Western in a supervisory capacity since 1951, John is currently in charge of four California crews. His first job with the Company, however, was as an assistant computer on Party 9. He progressed to computer and then chief computer and in 1943 went to Peru as a party chief. John, his wife Katherine, and four children, Kerry, Kristine, Julie Marie, and Jon Michael, live in Bakersfield, California. (Ed. Note: There is not really a formal "25-Year Club"; it is an unofficial Profile organization for those reliable veterans. Its "membership"—which is official—is growing, too.)

WESTERNERS IN SHREVEPORT are very proud of two senior students graduating from high schools this year.

Linda Margaret Wardell, daughter of Dick and Mary Wardell, is an honor graduate from Byrd High School in Shreveport. In addition to making the Honor Society in both her junior and senior years, Linda has participated in many school and extracurricular activities. She sings in the choir and is a member of the Council of the Senior Department in her church. She does volunteer service at Schumpert Hospital one day each week in addition to her school and church activities. Linda will go with a school-sponsored group to the World's Fair in Seattle in the early summer and plans to enter Louisiana Tech in the fall to pursue a liberal arts course.

John Di Giulio will graduate as valedictorian of the Jesuit High School senior class. He has been editor of the Flyer, his high school paper, and has been active in many school and extracurricular projects while maintaining a near-perfect scholastic record. John, the son of Fred and Aline Di Giulio, will enter Springhill College, Mobile, Alabama, in September. At present his interest is inclined toward journalism, but his achievements in physics and other science courses may lead him to consider further study along those lines. —Margaret Hale.

COLLEGE DEGREE—NEW JOB—HUSBAND. The acquisition of each is an important event in anyone's life, but Betty Jean Crawford acquired all three within a few months. The daughter of that Western veteran Charlie Crawford and wife Judy, Betty completed her course in January for the B.S. degree in business administration and secretarial science from the University of Southwest Louisiana in Lafayette and received the degree at the May graduation exercises. Betty attended summer school three years, one of which was at the University of Colorado, and one summer she worked as a secretary for the British American Oil Producing Company. While in school this poised young Westerner was a member of Psi Mu, social sorority, of the Economics Club, of the Accounting Forum, and of the Secretarial Club.

Having been a "part" of the oil industry all of her life, Betty didn't leave it when she finished her college work last January. First, she took a job as a secretary in a Pan American Petroleum Corporation office; and second, she became engaged to the son of a man associated with an oil company in Illinois. On May 18 Betty married Peter J. Duty, of Evan...
son, Illinois, at the First Presbyterian Church in Lafayette. Also graduated from Southwestern Louisiana University in May, Pete was an economics and business administration major.

Betty Jean (Crawford) Duty is further proof that the idea of doodlebuggers' children not being able to get through school because of their nomadic life is a misconception. Born a Westerner—at Kirksville, Missouri, on Friday the 13th, of September 1940—Betty made her first move when she was only 3 weeks old. Since then she has lived in 36 different towns and attended 18 different schools! She was graduated from high school in Lafayette, where the Crawfords own their home and have lived for six years.—Carolyn Harsh.

PARTY 9 HAS HAD the Stork on the run lately. He delivered a daughter to Bob and Dolores Brown on March 21, and the proud parents have given the new daughter the name of Barbara Lynn. Having rested only a week, Mr. Stork was called on again. This time, Roy and Carol Ireton announced the arrival of a son, Roy Alan, born March 28.

After the long, wet winter, the entire crew have been hoping for and finally got some nice, beautiful, spring weather. This always leads to outdoor sports. Party 9 has been enjoying softball and fishing. We should be hearing some tall fish stories soon.—Jack Patton.

MIDLAND DRAWS MANY WESTERNERS. Western President Dean Walling was a surprise visitor to the Midland, Texas, office and shop in late April. He and Mrs. Walling had been visiting in Abilene, Texas, and dropped by here briefly en route home to Los Angeles.

Also from California was Mack Towns, of the Los Angeles shops. On his way from Houston to L. A., Mack paused at the Midland shop about a day and a half to check out a rig in the field and to pick up some equipment to take back to Los Angeles. Mack is not one to travel "light"; he drove two trucks from Texas to California, one "half-piggyback" on the other.

A frequent Midland office caller is Supervisor Fred Di Giulio, who comes from Shreveport to check his crews in this area. Other Westerners who have stopped in Midland were Mr. and Mrs. Fred Lammert and tiny Grace Lizette, who were guests of friends here and in Odessa, Texas, not long before their transfer back to South America. They were living at Lamesa, Texas, at the time.

Supervisor Jay Fraizer and wife Eloise have had three special and happy events to celebrate this spring. The Fraizers observed their 25th wedding anniversary on May 3, and at reporting time they were looking forward to the birth of their third grandchild in late May. (The expected baby will be the first for daughter Janis; daughter Beverly has two children, son Ricky, 4, and baby Donna, 1.) The third "special" of the spring was Jay's taking the men's Bowler-of-the-Week honors with a 189, 248, 164—601 and 673 series with handicap, featured in story and picture in the Midland Reporter-Telegram. Jay, who has been bowling 12 years, has an all-time high game of 252 and a 636 series. He bowls in the Oil Stars and the Industrial Leagues and carries a 164 average.

"Old-time" Midland Westerners welcomed as new residents to their town this spring a small group of Westerners: Party Chief and Mrs. Jerry Schuller and family, Chief Computer and Mrs. W. J. Walz, and Computer Fred Merten, the 83 crew.

Little Sarah Ross, 9-year-old daughter of Observer Supervisor and Mrs. W. T. Ross, was a busy model this spring, making two appearances on television and one at a large Village store.

After attending a convention in Fort Worth March 15 and 16, Supervisor and Mrs. George Shoup went on to Austin for two days with their daughter Nancy Mann and her family and their son Mike. The latter is a student at the state university. Of course, the main attraction in Austin as far as George and Betty were concerned was their two grandchildren, Mike and Ronald Mann.—Eloise Fraizer.

A UNIVERSITY GEOPHYSICAL instructional and research program was given a helping hand by Western Geophysical in late March when the Company answered St. Louis University's need for a conventional seismic recording truck, "obsolete for Western's work but in running order," with the donation of such a truck.

The Department of Geophysics and Engineering in the University's Institute of Technology was conducting an extensive experimental program on the fundamental properties of explosion-generated seismic waves and had reached the point where a vehicle in which they could permanently mount their instruments for field work had become a necessity. This program is under the sponsorship of the Department of Defense, a part of Project Vela Uniform. With Western's instruments having been removed, the truck that had served many parties
The “Voice” of Western in Los Angeles changed her name from Kerlin to Thomason in February when she married Robert K. Thomason. “Marty,” as Western’s receptionist-switchboard operator, is the one who greets you first when you visit or call the L.A. office.

long and well left Los Angeles “piggyback” and arrived in St. Louis March 23.

Since then, letters have been received from both the Rev. Victor J. Blum, S. J., dean of the Institute, and the Very Rev. Paul C. Reinert, S. J., president of the University, thanking Western not only for the truck but also for the encouragement the Company’s support, through its gift, brought the school.

ACTIVITY, both on the highway and within the crew, has been the story of Party 68 since last October. It moved from Chico to Fresno to Bakersfield to Madera (all in California) where it is now located.

Activity within the crew includes acquisition of a new party chief, George Bynum; new office aids, Marshall Burstad, from the cool climes of Alaska; and Calvin (Red) Smith from a hotter place, Libya, on the African continent.

Activity in family development includes the arrival of Todd Louis, born February 13 in Bakersfield to Marilyn (Lennie) and Eileen Solumsas. The 7-pound, 14-ounce Todd has two sisters, Ricki and Kerrie, and a brother, Jimmy. The other new arrival is Meredith Anne (8 pounds, 11 ounces), born February 26 to George and Ramona Bynum at Ardmore, Oklahoma. She has a brother, Scott.

Activity in social affairs since Party 68 came to Madera includes a safety dinner and a picnic. On the evening of April 7, crew members and wives participated in a dinner-dance held at the Madera Inn. The occasion also served as a “get acquainted” meeting for the crew and Mr. and Mrs. Bynum. During the dancing Jim McClintock was called to the bandstand several times, where he took over the microphone and the guitar to play and sing in real, old western style. Those attending the party were the Howard Quams, Dawson Everts, Bill Parkers, George Bynums, Ray Nelson, Lennie Solumsas, and Harry Meekers and Gene Smith, Bill Goudy, Mel Gabert, Jim McClintock, and Merle Dillard.

Easter Sunday afternoon Party 68 families drove to Kearney Park, west of Fresno, for a picnic. Besides FOOD, there were badminton and softball to keep both adults and youngsters occupied. Warren Tuft and Ray Nelson presided over the grill while Lennie Solumsas played the role of Gunga Din.

—C. L. (Red) Smith

WEDDING BELLS rang out in New Orleans for Western Robert D. (Scotty) Scott when he and the former Rosemary Embouis were married at her home in Metairie (New Orleans suburb) February 24. The bride and groom were attended by his brother W. T. and the latter’s wife, Tommie Jean. Scotty gained not only a wife but also a “family” in the form of Rosemary’s 9-year-old son, Westerners attending the small wedding and reception were Mr. and Mrs. R. L. Nichols, Mr. and Mrs. W. T. Buckingham, and Don Byrd. The bride and groom’s honeymoon trip was to Lookout Mountain, Tennessee. Scotty, a University of Alabama geology graduate, has worked for Western since June 1950 and currently heads Party R-1 in New Orleans.

Early one cold (for Los Angeles) and gray Saturday morning in late April there gathered behind Western’s L.A. office and shops a small group of men who had come from as far away as Libya and Belgrade and as close as Fresno, Modesto, and Lakewood, California. Their purpose? To drive a fleet of shiny gray Western trucks to Tracy, California, and thus launch Party 37. On hand to see them off was Vice President V. E. Prentice and to take their picture as they rolled away, the PROFILE Editor. (The latter feat was accomplished from a rickety, wooden step-ladder, firmly held to the sidewalk by the Vic President!) In the group were Dorrill Clepeski and Willis Smith, Libya; Nelson Monteoya, Cochabamba, Bolivia; Dick Long and Brian Stahley, Modesto; Gene Smith, Fresno; and Kent Logan, Lakewood (suburb of L.A.). Nelson can be seen riding in the lead truck with Kent. The Editor’s vision of a long line of trucks was never realized; she could not find a spot high enough for the small office coming to get them all in the viewfinder. Thus, a truck and small bus are out of range behind the far dil.
NEWEST DECOR in the home of Ralph H. and Joan Akin is a baby girl. Laura Elizabeth, their first child, was born February 14—a Valentine! Ralph is a computer on Party R-5 in Shreveport.—Joe D. Shivers.

"OSCAR," that golden statuette so highly prized in the movie industry also means a lot to one of our "sister" Litton divisions, Westrex; and Westerners who are movie-goers may have seen why Westrex regards "Oscar" so much. For the 28th year out of 32, a motion picture studio using Westrex sound recording equipment won the Academy Award "Oscar" for achievement in sound. The award was presented to the Samuel Goldwyn studio sound department, Gordon E. Sawyer, sound director, and Todd-AO, Fred Hynes, sound director, for "West Side Story." Film recorders, re-recorders, mixers, and dubbing consoles are among the equipment built for the award-winning studio by the Westrex Recording department of Litton Systems, Beverly Hills, California. (Westrex was featured in the March 1962 Western Profile.)

HAVING COMPLETED the winter's work, Party F-61 was shut down for the duration of the road-ban period on March 26. For some of our personnel it was "back to the farm for spring," and for others it was off to vacation.

Party Chief C. N. (Andy) Anderson and wife Fela took this opportunity to motor to Seattle to attend the World's Fair. For Party Manager Eldred Won and wife Helene it was "diaper and bottles parade," as the newest addition to the Won household was ushered in on March 29 in the form of a baby girl weighing 6 pounds, 13 ounces and named Melanie Gay.

From the latest reports, Driller Adolf Rau is resting comfortably and well on the road to recuperating from the operation to remove a disc from his injured back.—Eldred Won.

ASSIGNMENTS FINISHED IN LIBYA, Frank Freeman and Dave Johnson have both returned to Calgary; and a postcard from Jim and Ethel Luft mailed from Cologne, Germany, indicates that they, too, are en route home from a similar assignment. There will be three Lufts returning to Canada—two—son "Sandy" is a good traveler, Ethel reports. During Easter week Mr. and Mrs. J. M. Desmond, Nancy, and Johnny motored to Seattle for the beginning of the World's Fair. Rumors about the Calgary office point to many others from here making plans to see the Fair when they are on vacation.

Although Supervisor Frank Ellsworth and family have returned to Argentina after a few months in Canada, Joe E. Barthelmy is still supervising one crew out of Calgary. On his trip to Canada the last week of April he was accompanied by his wife, Mary, and while in Calgary they attended the fifth annual "Doodlebug" spring dinner-dance.—Ray Quarry.

Western of Canada Vice President Jack Desmond joins other Litton officials at a meeting at Litton Systems (Canada), Ltd. From the left: Roy Ash, president, Litton Industries, Inc.; G. T. Schaeffenberg, executive vice president, Litton Systems; Brian Knight, Monroe/Sweda Cash Registers; Desmond; James Gordon, Monroe Calculating Machines; John Knight, Eureka Specialty Printing.
As Don Blue, of Western's geological research staff, looks over one of the papers he presented at a geological society meeting, he does so before an appropriate backdrop; the entire wall behind him is papered with a topographic map of the area done in various shades of blue and brown.

MOHO DISCONTINUITY and the Mohole Project were discussed by Donald M. Blue, head of Western Geophysical geological research staff, on Los Angeles television station KCOP, Channel 13, April 13. Don's appearance was on the program "Guidepost to Science," which is sponsored by the Los Angeles County Department of Education. Two papers concerning the stratigraphy and ore deposits in the Great Basin Area were later presented by Don at the April meetings of the Cordilleran Section of the Geological Society of America.—Alan Knox.

A Father

A father is someone who is forced to endure childbirth without an anesthetic.

A father is someone who grows when he feels good and laughs very loud when he is scared half to death.

A father is sometimes accused of giving too much time to his business when the little ones are growing up.

A father never feels entirely worthy of the worship in a child's eye. He works too hard to try and smooth the rough places in the road for those of his own who will follow him.

Fathers are what give daughters away to other men who aren't nearly good enough so they will have grandchildren who are smarter than anybody's.

Fathers march away each day to face weariness, work, and monotony. They don't always quite win the fight, but they never give up.

A father knows that a single accident can deprive him of one or more of his faculties and thereby reduce his earning power. On his well-being depend the feeling of security and the necessities of life for all members of his family.

Father is a mighty important man and no family picture is complete without him. Let's be sure that father stays in the picture!!

—National Safety Council.
28 YEARS
Crosby, Russell T.
Planck, George Edwin

26 YEARS
De Journette, Robert D.
Strange, Booth B.

25 YEARS
Adams, John A.

21 YEARS
Ross, Walter T.
Shoup, George J.

20 YEARS
Hall, Margaret
Warell, Richard H.

19 YEARS
Buschmihle, Joe E.

18 YEARS
Buttelonomy, Joe, Jr.
Hillman, James C.
Maroney, Thomas P.

17 YEARS
Sullivan, Roscoe L.

16 YEARS
Bernhardt, Don
Brooks, William T.
Davis, Amon W.
Leary, Harold L.
Paton, W. J.
Whitt, Rayburn H.

15 YEARS
Herschkowitz, Ernest A.
Maine, John J.
Wells, Melvin J.

14 YEARS
Bosch, Frank
Broad, Walter C.
Campbell, J. Lyall
Dingman, M. Howard
Gleem, Hardy
Hansen, E. E.
Lammert, John F.
Martin, Charles E.
Rosser, Bill A.
Saven, Thomas L.
Williams, C. Q.

13 YEARS
Anderson, Clarence N.
David, Vernon B.

Grant, Henry L.
Kakoske, Arthur
Koshitsuk, George
Nicholls, C. W.
O'Donnell, Arthur J.
Sebastian, Charles F., Jr.

12 YEARS
Bynum, George R.
Childs, Berry W.
Lewis, Homer L.
Nelson, Raymond E.
Richard, Carl R.
Schuller, Jerome A.
Scott, Robert D.

11 YEARS
Bates, Grant P.
Dees, James A.
Ervin, J. W.
Kopper, Stanley, Jr.
Larrabee, Harry
Loven, J. Warner
Stewart, Max R.

10 YEARS
Aylesworth, Arnold A.
Boyd, Victor C., Jr.
Denniston, James P.
Farnier, William F.
Gribbin, James H.
Ross, William F.
Trotter, Jack F.

9 YEARS
Baird, James K.
Brown, William R.
Burnside, Samuel G.
Clingan, John E.
Crider, Howard
Dean, Lawrence
Grant, William E.
Johnston, David
Letourneau, Delor A.
McClure, Roy J.
Nelson, Richard C.
Semelis, Herman A.
Templer, Eual
West, Arnold W.

8 YEARS
Carver, Robert E.
Clapsaddle, Darrell
Hollier, Lawrence A., Jr.
Lane, Willie G.
Louis, Adrian
Powell, Robert L.
Tobin, Charles J.

7 YEARS
Dixson, Cecil R.
Larson, Cecil M.
Patrocinio, Aldo
Propp, Donald G.

6 YEARS
Blanco, Adam J., Jr.
Blackburn, Ronald D.
Brown, Dean R.
Collins, Robert V.
Condrey, James E.
Frommeyer, William P.
Gregory, Ernest D.
Henry, James L.
Kraus, Rodney R.
Lindorf, Russell J.
Litchtenberg, Jack
Livesey, John
Milligan, David
Nottage, Thomas G.
Thompson, Harry H.

5 YEARS
Beauregard, T. A.
Bishko, Ivan P.
Middleton, David
Thomas, Abe

4 YEARS
Arze, George
Chadwick, William H.
Iretor, R. R.
Monsey, Jim
Reeves, William H.
Schlemmer, Paul
Swint, Donal
Walz, William J.

3 YEARS
Frazier, Royall H.
Harr, Robert D.
Larson, Albert H.
Sherman, Robert P.
Tadlock, Vester
Taylor, Franklin

2 YEARS
Brennan, L. M.
Cook, Gordon O.
Cummins, O. E.
Dillard, Merle G.
Leonard, F. D.
McDonough, Patrick J.
Nelson, Gerald W.
Zowie, Richard L.

Interrupted Service

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FRONT COVER
"A Modern City with a Mellow Past" is New Orleans, and this scene is typical of that part of the city that represents her "mellow past," the Vieux Carre. Distinctive are the lacy, wrought-iron balconies, narrow street, and old, preserved buildings, many of which house antique and souvenir shops. Although the street is not identified, it probably is Royal, and you are looking toward Canal Street.

MARIANNE CLARKE, Editor

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A SUBSIDIARY OF LITTON INDUSTRIES
EVEN LITTER BIT HURTS

DON'T BE A LITTERBUG!

Drop every litter bit in the litterbag you should always carry in your car. Then carefully stash your travel-trash in the next roadside trash basket.

That's the way you can best contain and prevent the ugly spread, the pile-up of trash that blotches America's beauty, and costs $50 million a year to pick up from major highways alone. Remember, just as every litter bit hurts when it's tumbling free—every litter bit helps when you land it in the litter basket.