

The Johnson Mariner

VOLUME 6 NUMBER 1

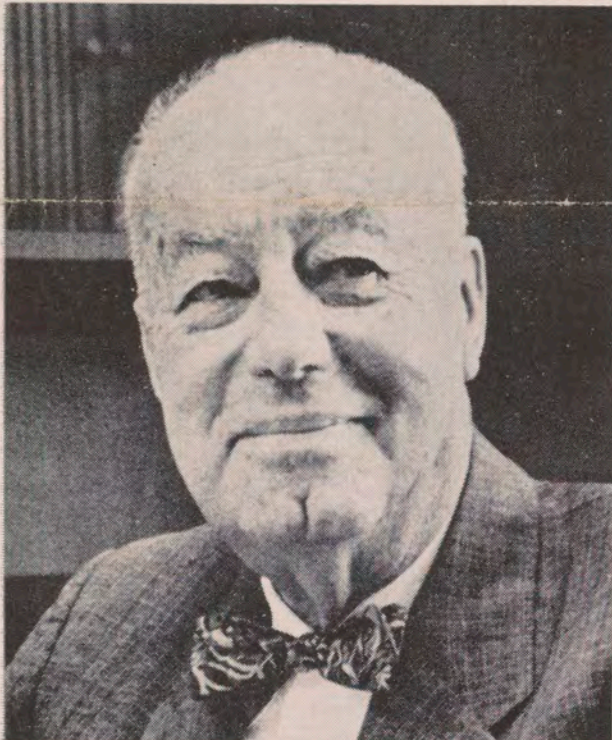
JOHNSON MOTORS • WAUKEGAN, ILLINOIS

January, 1963

Page 1

S. F. BRIGGS SUCCEEDED BY R. EVINRUDE AT OMC

Ralph Evinrude has been elected chairman of the board of OMC, succeeding Stephen F. Briggs, who announced he would not seek reelection to the post in 1963.



Milwaukee Journal Photo

STEPHEN F. BRIGGS

Evinrude formerly was vice chairman of the board and chairman of the executive committee.

Mr. Briggs had served as board chairman since the Company was founded in 1936. He will continue his association with OMC as an engineering consultant, said William C. Scott, president.

Scott announced with regret the decision of Mr. Briggs not to seek reelection. The OMC president said he was pleased that Mr. Briggs would continue his close association with the Company in an advisory capacity.

"Mr. Briggs, through his vision and guidance, has contributed immeasurably to the successful growth of the corporation", Scott noted.

Outboard Marine's founder has been frequently described as a "vigorous, dynamic industrialist." A na-

(Continued on page 2)

Earnings, Sales Rise At Outboard Marine

A more favorable 1962 market for marine products contributed to substantial increases in Outboard Marine Corporation's net earnings and sales for the year.

The annual statement of consolidated earnings of OMC and its subsidiaries for the fiscal year ended Sept. 30, 1962, showed net earnings of \$6,803,023 compared to \$4,531,405 in 1961. Earnings rose to 86 cents per share of common stock from 55 cents the previous year. Earnings in both years are stated after payment of the annual dividend on the 5% preferred stock of the Canadian subsidiary.

Consolidated net sales of OMC and its subsidiaries totaled \$151,861,398 for the fiscal year, an increase of \$19,525,923 over sales in 1961, which were \$132,335,475.

All costs and expenses for the year totaled \$141,104,483.

Eugene W. Kreager, Division Manager, said the improved earnings and sales reflect an upward trend toward

a more desirable economy.

"When a temporary slump forced production cutbacks at Johnson Motors in mid-1961, we expressed confidence that the continued and future growth picture of the marine industry was good. Our confidence has been justified by 1962 results," he noted.

In his annual report to shareholders, William C. Scott, OMC President, said in part:

"We are hopeful that 1963 will reflect a continuation of the upturn in sales and earnings that was evidenced this year. A strong force in that direction should come from our boat operation, which will have its first full year of production and sales.

"Public reception of this new product in 1962 was most encouraging

(Continued on page 4)

"Braxton's Brood" Is Here

Sea-Horses (Of Another Color) Arrive At Johnson Motors

Now it can be said: Johnson Motors IS the place to find a sea horse — whether you're an outboard engine customer or a marine biologist.

Two live sea horses — a male and a female — have arrived from Florida and taken up residence in their new home, a salt water aquarium in the Service Dept.

They've been named JW the first and CD the first, after the two smallest Sea-Horse motors.

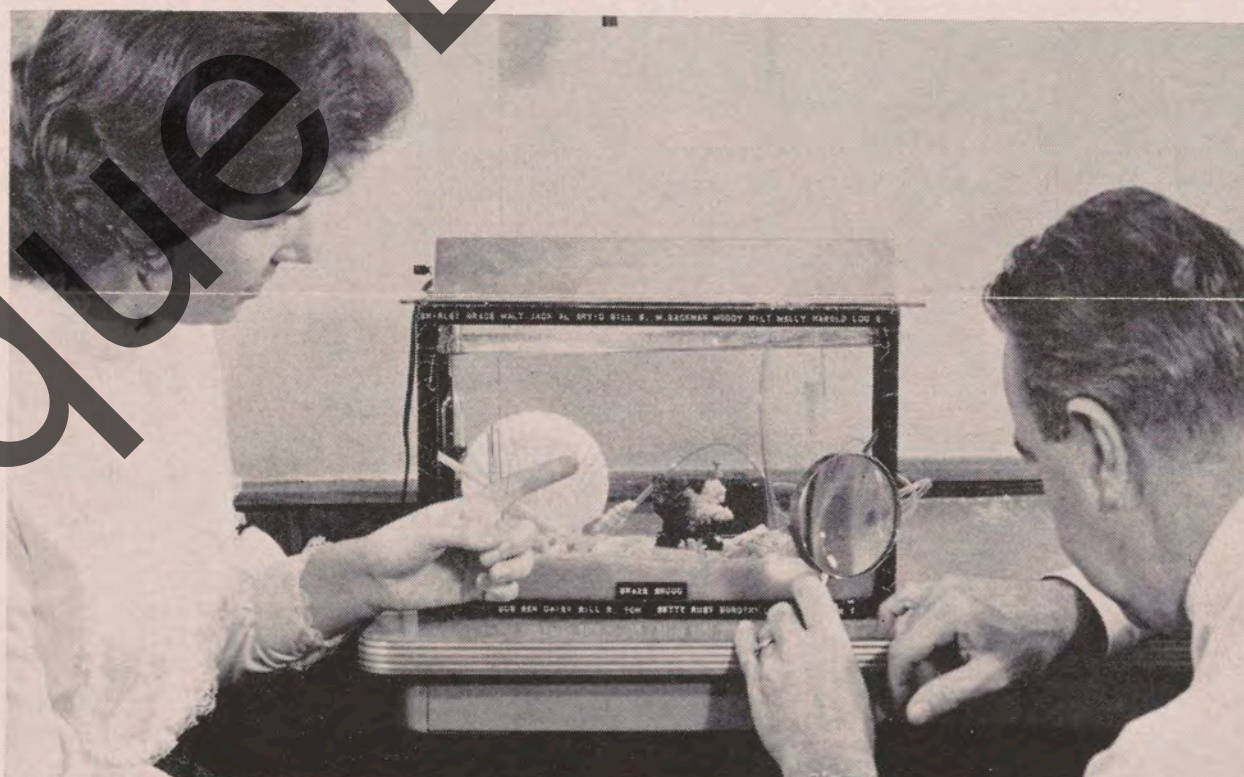
And like their mechanical namesakes, they'll get the utmost care and attention from the Johnson staff — in this case, a large group of foster parents.

The whole thing started about two months ago, when Betty Kyritsi, Service Dept. stenographer, noticed an ad for sea horses.

"Suddenly it came to me", she said. "We advertise Sea-Horses all the time but there wasn't a real sea horse to be found at Johnson Motors."

Service Manager Lou Eppel agreed that something should be done about the situation, and contacted Johnson representative Braxton Slappey during a trip to Florida. Slappey indicated he could arrange for shipment of two live sea horses to Waukegan.

Then Betty went to a local pet shop for information on sea horses. She promptly learned that obtaining a sea



Sea-horse stock at Johnson Motors goes up as living trademarks of famed outboard engines cavort in Service Dept. aquarium. Betty Kyritsi, stenographer, points them out to Service Manager Lou Eppel, who uses a magnifying glass for a better look.

horse is easy, but keeping him in the proper manner is a horse of another color.

This is what she needed: 1) an aquarium; 2) salt; 3) a hydrometer to measure salt content of the water; 4) six pounds of sand; 5) a filter and pump; 6) a 14-inch light; 7) two-way valves; 8) an air hose; and 9) a quantity of brine shrimp eggs.

Sea horses, it seems, eat only live organisms, and brine shrimp are a

preferable food. Total cost of all these items was more than \$20.

So Betty devised a unique variation on the foster parent plan, in which a contribution of \$1 entitled a person to become a foster mother or father to the sea horses. Names of charter members were inscribed on the aquarium, and it was labeled "Braxton's Brood", in recognition of Slappey's contribution to the project.

After money was raised and equip-

ment purchased, there were still a few things to do. Such as aging the salt water for two weeks, then having it tested for brine content by the pet shop.

But finally, everything was ready and a quantity of brine shrimp eggs was placed on the surface of the aquarium water in expectation of the sea horses.

Suspense mounted around the Service Dept. as the foster parents eagerly awaited the arrival of their "children." In the meantime, however, the brine shrimp couldn't wait. They hatch within 72 hours in salt water, live for around three days and then die.

Betty and her co-workers hatched two batches of the tiny shrimp waiting for the sea horses to come.

"At that point, I said if they don't come soon, we'll change the plan and raise brine shrimp instead", she laughingly recalled.

Then one morning a package from Florida came in the mail, and inside were JW and CD, safely contained in a plastic bag filled with salt water.

"We think they'll have a lot of viewers", said Betty, "and it should be a good conversation piece for visitors. After all, Johnson Motors SHOULD be the place where you can find a sea horse — of any type."

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by the

Industrial Relations Department

I. L. MOODY, Director

Material for publication should be sent to the Industrial Relations Department office.

Johnson Motors, Waukegan, Illinois, is a division of Outboard Marine Corporation.

CITES PRIDE IN COMPANY

Detrick Klein Retires After 26 Years Of Service

Detrick Klein, an inspector in Dept. 23, has retired on pension from Johnson Motors after 26 years of service.

He plans to leave Waukegan in March and spend a month or two in Florida. There, he looks forward to some games of pinocle with an old friend, John Brandstator, who retired from Johnson last year to live in Bradenton.

After Florida, Detrick and his wife, Anabel, will take a truck and house trailer around the Gulf of Mexico to New Orleans and San Antonio.

"Eventually, I plan to settle in California", he said. "I'm looking for a place in the sun."

Detrick, noted for his popularity among co-workers, received a wallet and a sizeable sum of cash upon retirement.

He began working at Johnson Motors in 1923 as a polisher, when the firm was located at South Bend, Ind.

"I was the first employe to win a motor at South Bend in the drawing by clock card number," he recalled. "It was a model J-25 and I ran it for two years."

is respect, because the treatment is always fair", he said.

Detrick is a veteran of World War I and a member of the American Legion. One of his main leisure time



Firm handshake and best wishes are extended by Industrial Relations Director Irvin L. Moody (right) to Detrick Klein, who retires after 26 years of service at Johnson Motors. Adding their congratulations are Peter Urbates, chief inspector (left), and Division Manager Eugene W. Kreager.

Over the years, he terminated his employment with Johnson on several occasions, but always came back again.

"I've never worked in any place as nice as Johnson Motors", he said. "After you're here awhile, you don't say 'Johnson' in referring to your place of work. You say 'my shop'."

He said Johnson gives an employe the opportunity to earn a decent livelihood, but more important still are the friendships and good fellowship among co-workers.

He pointed out that employe morale goes up and down, according to economic conditions, and differences of opinion will always exist.

"However, one thing we never lose

interests is reading. His tastes range from the classics to technical literature. "I got into the habit of reading a lot during the Depression", he noted.

Reflecting on his years at Johnson, he said:

"I have known everybody in the company, from the founders down to the sweepers. At one time, I could give the first name of every man in the entire production department. Now, it's grown so big I can't keep up. But I know all the faces, and it was always easy to get acquainted, because I like to talk to people.

"Johnson Motors and I have grown up together, and I think we like each other," he concluded.

Briggs Declines Re-Election

(Continued from page 1)

ive of South Dakota, he was graduated from South Dakota State College as an electrical engineer. His first job was that of a machinist with A. O. Smith Corporation, Milwaukee.

Shortly afterwards, he formed the Lempke-Briggs Electric Company to manufacture ignition coils. Mr. Briggs supplied coils to the late Ole Evinrude for the latter's use on his first outboard motors. The early association of the two men was to continue through the growth of the outboard motor industry.

Mr. Briggs joined the late Harold M. Stratton to found Briggs and Stratton, Milwaukee, in 1909. The firm manufactured four-cycle engines, ignition locks and a range of automotive equipment. He also was board chairman of that company until 1948, by which time it had \$24,000,000 annual sales.

Mr. Briggs and Stratton purchased the Evinrude Motor Company in

1928. The Evinrude Company was separated from Briggs and Stratton in 1929 and merged with two other outboard manufacturers. The combination was known as Outboard Motors Corporation, of which Mr. Briggs became chairman.

Johnson Motors was acquired in 1935 by Mr. Briggs and Ralph Evinrude. The next year, Johnson was merged with Outboard Motors Corporation to form Outboard Marine and Manufacturing Company. The company's name was shortened to Outboard Marine Corporation in 1956.

Mr. Briggs' lifelong interest in boating is combined with an enthusiasm for outdoor recreation and conservation. A recognized ornithologist and wild life photographer, he is a member of the National Audubon and National Geographic Societies, and the British Royal Society of Arts. He has filmed and produced a number of motion picture documentaries, and several have been televised nationally.



Johnson Motors exhibit at 53rd National Motor Boat Show in New York attracts attention of boating enthusiasts attending nine day session at Coliseum.

Boating, Past and Future

JOHNSON EXHIBIT TOPS NY BOAT SHOW DISPLAYS

Boating was a prime attraction in New York in January as the 53rd National Motor Boat Show attracted more than 300,000 people during its nine-day stay at the Coliseum.

The Johnson Motors exhibit on the main floor was the foremost attention-getter, even though there was much ado about the largest boat in the up-town exhibit hall (a 45-ft. 5 1/2-in cruiser by Century).

In addition to the full line of 1963 engines with scores of mechanical refinements, the exhibit provided views of boating past and future. Eight antique engines, including a 1921 model, traced some of Johnson's engineering history while calling attention to the Sea-Horse trackdown in progress through March 15.

On the first weekend of the program, an Australian mannequin, Sandra Birt, modeled the Sea-Horse line of women's fashions created for Johnson by internationally famous fashion designer Martha Sleeper of Puerto Rico.

Other big news during the National Motor Boat Show was Johnson's new two-year warranty on all models in the 1963 line. This recent announcement elicited favorable comment from a significant number of trade representatives as well as the general public.

United Press International, in a business news article emanating from the boat show, called the two-year warranty "one of the surest signs of maturity in the boating industry."

Credit Union Sets Annual Meeting

The 23rd annual dinner meeting of the OMC Employees Credit Union is set for Feb. 2 at the J-M Club, 708 Greenwood, Waukegan.

Featured speakers are Theodore Seiler, district manager, Provident Life and Accident Insurance Co., and James Thompson, a representative of the Illinois Credit Union League.

The meeting starts at 6:30 p.m. with entertainment and dancing following the business session. Organ music will be provided at dinner, with music for dancing later, played by Leonard Rowen's band. Rowen, a Johnson Motors employe, is a member of dept. 200.

Entertainment will be furnished by comedian Dink Freeman.

Twelve directors are to be elected at the meeting. They in turn will elect officers for 1963.

The 1962 officers were: President, George Babicz; Vice President, Victor Siana; Secretary, Barbara Wagner; and Treasurer, Merle M. Cliff.

Directors on the supervisory committee were: Eugene Coon (chairman); La Verne Fallos and Marvin Pederson. On the credit committee were: Edward Gamberale (chairman), Harold Beeson and Harry Harper. And on the educational and publicity committee, Edwin Stoyanoff and John Koerber.



This Month's Question:

WHAT ARE YOUR MAIN GOALS FOR 1963?

Answer By: William Marabella

Service Dept.



I want to take a fishing trip to Bull Shoals, Ark., and land a good-sized bass: upwards of 12 pounds. Then I'd like to go moose hunting in Canada.

I want to complete the job of refinishing my basement at home, and building a new recreation room. Also, I've hunted and fished for 20 years, and I have two goals along those lines.

Plants 1, 2 Split Honors In Grom Holiday Bowling

Plant Nos. 1 and 2 divided team honors in the annual Frank Grom Holiday Bowling Party, held Dec. 22 and Dec. 29 at Bowlarium in North Chicago.

Employees of Plant No. 1 scored a six-pin victory over their opponents in the "Christmas" match, 12,007 to 12,001. The Plant No. 2 squad was down more than 200 pins going into the third set, then staged a rally that just fell short.

The "New Year's" contest went to Plant No. 2 by a margin of 23 pins, 13,257 to 13,234, after another comeback that overcame a large Plant No. 1 lead.

Larry Ogrin of Plant No. 1 rolled the high series of 632 in the opening match with individual games of 225, 216 and 191. Runners-up were Jack Papesch, 591; "Stick" Pfeiffer, 576; and Tommy Efinger, 574.

Ed Kober bowled a 246 game, high for both matches.

Tommy Needham's 625 series was tops in the "New Year's" tussle, set with games of 197, 237 and 191. His closest competitors were Wayne Ekkela, 566, and Charlie Cox, 559.

The "New Year's" high game was 244, rolled by Tommy Efinger.

A total of 46 bowlers participated in the first segment of the Grom event, and 52 competed in the second division.

CAMERA CLUB MEMBERS VIEW SLIDE LECTURE

A recorded slide lecture by Myrtle L. Walgreen highlighted the Johnson Motors Employe Camera Club meeting January 25.

Mrs. Walgreen is a member of the Fellowship Photographic Society of America. Title of the lecture was "Here's Looking At Nature".

Last month's individual slide winners were: Richard Ehert, Bert Patterson, Evert Lindberg, and Nathaniel Bonner. The slides will be submitted as individual entries to the Chicago Area Camera Club Association.

Last month's unedited movie contest winners were: Richard Belke -16mm- 1st place; Richard Plummer -8mm- 2nd place; and Leonard Krapp -8mm- 3rd place.

Answer By: Mrs. Portia Paul

Dept. 330



strengthen its role as a champion of peace. Speaking personally, I'd like most to keep my health and continue working.

More than anything else, I want 1963 to be a year of peace. The Communists have made many warlike threats this past year, and I feel our country must

Answer By: John Erickson

Dept. 330



leisure time, I might invent something and develop it. I've had a lot of ideas for things that might be marketed, but never had the time to really work them up.

I'd like to sell my property. The combination of high taxes and the need for maintenance on five rental units is too much of a headache. Then, with more

How To Enjoy Winter Sports Without Becoming A Casualty

When Jack Frost reaches his icy fingers down from Minnesota and Wisconsin, not everybody retires to a television set. More and more are enjoying outdoor sports.

Many a summer fisherman is taking up ice fishing. Many a golfer is exploring hunting and even skiing. And winter sports, like all activity, can be done safely by following certain common sense rules.

Whether you ice skate yourself or are "dragged out to supervise," these considerations can save a lot of trouble: Never skate alone or on unfamiliar ice.

Aside from public rinks, the safest skating areas are pools and ponds with shallow bottoms, a foot or two deep. They freeze most quickly, provide the smoothest ice and drop you only a short distance if the ice doesn't hold.

Skating in a rink poses its own problems. If you can't skate well, stay in the middle of the floor. Also, skate with the crowd, not against it.

Hockey on ice is nothing like the childhood game on roller skates. Not only should you be an expert skater, but you should be alert not to outmatch yourself. Play with persons of your own ability.

It is smart, too, to wear as much protective equipment as possible—knee pads, shin guards, hip pads, and elbow pads. Use your hands and forearms to cushion yourself when in contact with other players.

An ice breakthrough in deep water demands the utmost in calm. A person going to the rescue should use whatever is available to give the victim something to grasp—a rope, pole, long branch, board. Being pulled with it, he can be encouraged to support his body in the water by resting his arms on the ice, and edging forward until he reaches land or solid ice.

If others are available, a human chain can be used. The first person slides forward on his stomach until

he can grasp the wrists of the person in the water. The second rescuer slides out and grasps the ankles of the first and the third does the same with the second. When securely gripped, the first rescuer gives the signal and a chain pull begins until all are dragged to safety.

If you find yourself involved with a toboggan, never use your feet or hands to stop. Before you go down, check the slope for hidden dangers from rocks, logs or cross traffic. Underway, don't jump off. Also, keep a safe distance from other toboggans.

Sleds are easier to control, but many similar hazards should be avoided. Stick to hills with no pedestrian or auto traffic. Make sure there is a safe walkway for those returning uphill. Instruct youngsters not to start down a hill until the previous sled has reached the bottom.

Skiing takes special skill. And two rules are basic: get in proper physical condition before skiing and don't overestimate your skill.

Ski experts urge physical conditioning from eight to 12 weeks prior to going out. These include strengthening the thigh muscles by deep knee bends and general "toning" of the trunk and arms.

After undergoing instruction from a certified instructor, the skier should follow the rules of never skiing alone, using only supervised or patrolled areas, and stopping when he grows tired. A tired skier becomes careless.

For all winter sports, it is a good idea first to "mark" the location of the nearest doctor.

But care really is the watchword for all these activities, just as it is with all safety. With forethought and avoiding risks, most hazards are minimized.

OMC Tallies Gains in 1962

(Continued from page 1)

and we believe that the improved and expanded OMC boat line for 1963 announced at the New York Boat Show again will earn the public's favor.

"An event of considerable significance to the stockholders of this Company was the passage of the Revenue

Act of 1962. To the extent that this law requires the payment of United States income taxes on earnings of foreign subsidiaries of the Company, without regard to whether such earnings are available in dollars, it could have a future bearing on funds available for domestic capital expenditures or the payment of dividends to our stockholders."

OUTBOARD MARINE CORPORATION AND SUBSIDIARIES STATEMENT OF CONSOLIDATED EARNINGS FOR THE YEARS ENDED SEPTEMBER 30, 1962 AND 1961

	1962	1961
NET SALES	\$151,861,398	\$132,335,475
COSTS AND EXPENSES, including raw materials, employee compensation and benefits, depreciation, interest, etc.	141,104,483	126,549,913
Percent to net sales	92.9%	95.6%
Earnings before provision for income taxes	\$ 10,756,915	\$ 5,785,562
PROVISION FOR INCOME TAXES	3,721,392	1,011,657
Net earnings for the year	\$ 7,035,523	\$ 4,773,905
Percent to net sales	4.6%	3.6%
DEDUCT—Cash dividend on 5% preferred stock of Canadian subsidiary	232,500	242,500
Net earnings applicable to common stockholders	\$ 6,803,023	\$ 4,531,405

Johnson Employees Appeal Contributes \$20,000 to North Lake County Group

An allotment of \$20,000 has been approved for the North Lake County Community Chest by the board of governors of the Johnson Motors Employees Combined Appeal Plan.

The announcement was made by William Smale, chairman of the board. He said it was the largest contribution ever made by Johnson Motors employees to the North Lake County organization.

"We are very pleased to be able to make this grant to the North Lake County Community Chest," said Smale. "It could only be accomplished through an employe combined appeal plan."

The sum enabled the North Lake County group to come within \$8,000 of its proposed goal, as the *Mariner* went to press.

Smale pointed out that this is the first time since 1945 that the North Lake County Community Chest has come that close to its final fund objectives.

The Johnson Motors Employees Combined Appeal Plan was originated in 1958 as a means of eliminating periodic charity solicitations in the plant, and to create a systematic way for employes to contribute to charities.

THIRD CLASS MAIL



The Johnson
Mariner

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