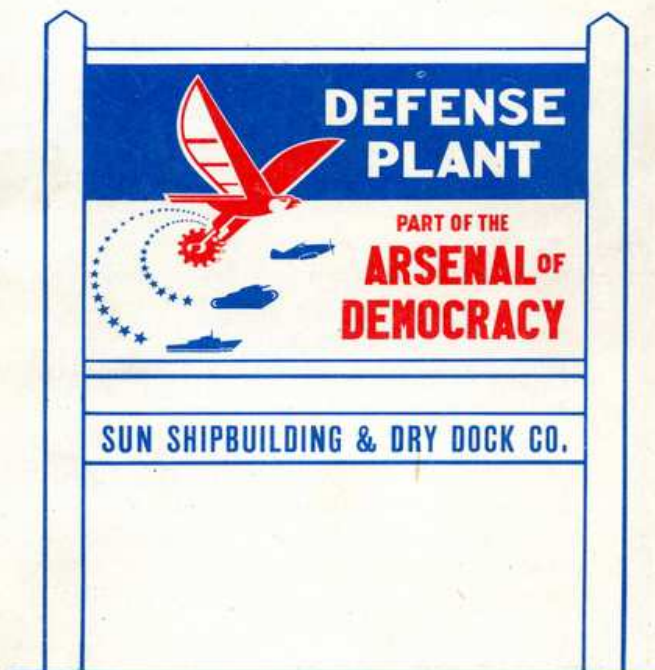


# OUR YARD

SUN SHIPBUILDING AND DRY DOCK COMPANY, CHESTER, PA.



*Liberty Day Issue* — September, 1941

*This, our first issue of "OUR YARD", is dedicated to those of us who remember the last time Sun Ship, in its infancy, was attempting to do its part in the struggle to make "right" and not "might" the ruling influence in the world.*

*These men can no doubt recall in those days the fine family magazine published by Sun Ship, known as the "Sun Dial." Our only hope for "OUR YARD" is that it may be as well thought of in years to come as the "Sun Dial" is now, by those who had the pleasure of reading its pages.*

*The hope is that as each issue of our family magazine is published, it may serve to knit the "Yard" into a closer family relationship; that it may instill in the hearts and minds of each one of us the will to do our part towards furthering the plans of The President, the Administration, the Maritime Commission, and all of those connected with the Government, to produce "ships and more ships."*

THE EDITOR.

VOL. 1 — No. 1

# OUR YARD

FAMILY MAGAZINE

SUN SHIPBUILDING AND  
DRY DOCK COMPANY

SEPTEMBER, 1941

Contents

PAGE

President Franklin D. Roosevelt . . . . .	2
Our Young Vice President . . . . .	3
History of Sun Shipbuilding & Dry Dock Co. . . . .	4
Some of the Men Who Make Sun Ships . . . . .	6
On the Feminine Side . . . . .	13
Sun Ship Men Go to School . . . . .	14
Engineering Defense Training . . . . .	16
Sports . . . . .	17
Emblems . . . . .	18
Our Musicians . . . . .	19
Record of Sun Ships . . . . .	20
Yard Pick-ups . . . . .	22
Our Pledge . . . . .	24



**M/S LIGHTNING**

Launched August 23, 1941, as Hull 202, the Lightning is a sister ship of the M/S Surprise which is scheduled to slide down the ways on September 27 at 7 A. M. — the first of 14 ships launched in the United States as part of the elaborate "Liberty Day" ceremonies.

# Idea . . . . .



THE HONORABLE  
FRANKLIN DELANO ROOSEVELT  
*President of the  
United States of America*

*In a letter to Rear Admiral Emory S. Land, Chairman of the Maritime Commission, President Roosevelt said:*

"I am glad of an opportunity to send a Maritime message to the American people. Today, as never before in our history, our Merchant Marine is vital to our National Welfare. I do not mean vital merely in the conventional sense that it makes important contribution, but in the stronger sense that it is a crucially decisive factor in our continued existence as a free people.

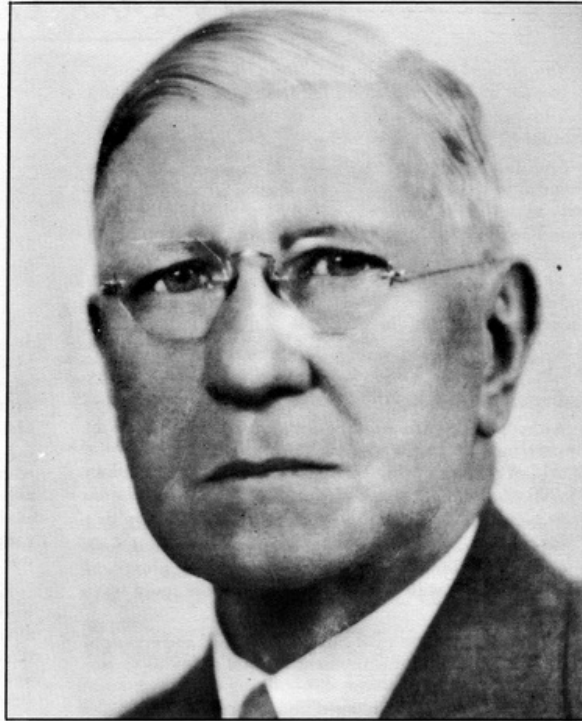
"If we are going to keep away from our shores the forces that have convulsed the old World and now menace the new, the job will be done in large measure by the ships and the sailors of the Merchant Marine and by the working men who build the ships and supply them. If they fail, the whole effort fails.

"All earnest hard-working Americans who spend the best part of their lives providing for the security and happiness of those they love, know that precious security and happiness depend exactly on the success of that effort.

"I know the effort will not fail; that more and faster ships will be built, manned by trained American seamen, and that they will carry through the open waters of the seven seas implements that will help destroy the menace to free peoples everywhere."

# ..... Execution

ROBERT HAIG  
*Senior Vice President,  
The Sun Shipbuilding and  
Dry Dock Company*



One of the men who is instrumental in the big ship building program at the Yard is Senior Vice President Robert Haig.

Mr. Haig, who was born in Scotland — home of world-famous yards — has been in the business almost all his life.

After finishing school he was apprenticed to engineering, serving seven years and going through pattern shop, machine shop and drawing room, as was the practice at that time.

He went to sea as engineer in the Anchor Line, sailing out of Glasgow and Liverpool to the East Indies, Calcutta, Bombay and other ports. After five years at sea he had come up from fourth engineer to Chief.

The next step in Mr. Haig's career was in the shape of an appointment as surveyor to Lloyd's Register of Shipping in England. In 1902 he was transferred to Philadelphia and became Principal Surveyor for Lloyd's.

His years of work in shipping took another tack in May, 1916, when he resigned from Lloyd's, taking the office of Vice President of the Sun Shipbuilding & Dry Dock Company.

OUR YARD salutes the Scotch ship-builder who in the past 25 years has done so much to make Sun Ship the huge work shop it is today.

## *History of the Sun Shipbuilding and Dry Dock Company*

The plant of the Sun Shipbuilding & Dry Dock Company is located in Chester, Pa., on the Delaware River. It is in this historic Pennsylvania city that the first shipbuilding company in America was located.

The John Roach Shipbuilding Company, which was founded in the early years of the nineteenth century, was only in existence until the early part of this century. The Sun Yard is built only a short distance from the site on which this world famous old shipyard was located.

The Sun Yard was originally organized as the Sun Shipbuilding Company in the early part of 1916, and was later incorporated as the Sun Shipbuilding & Dry Dock Company. At the time the yard proper was begun, the Robert Wetherill Engine Works was acquired as the machinery building unit of the shipbuilding company.

Although the yard was not a war yard, it did play an important part in the shipbuilding program during the World War, and during this period employed more than 10,000 people.

The plant has a water frontage of a mile and a half, and covers about 150 acres, 75% of which is covered with shops, shipbuilding ways, dry docks, etc. The plant was originally built with five shipways, and three more ways were added later.

The builders of the yard carefully planned and arranged the various shops and equipment in such a way as to embody the latest methods of shipbuilding and have, since that time, continually changed and improved to keep the plant equipment modernized. Much thought and planning, changing, etc., has gone into this plant for the comfort and working conditions of the workmen.

The first ship, the S/S "Chester Sun" was launched October 30, 1917.

From the beginning of the yard and to about 1923, Scotch Boilers and Reciprocating Steam Engines furnished the main power for tankers and cargo ships built at the Sun Yard. During this period the boilers were built in the yard proper, not only for ships being built here, but for ships built in other yards. Likewise, the steam engines were built at the Wetherill Plant for our own ships, as well as for some of the other yards.

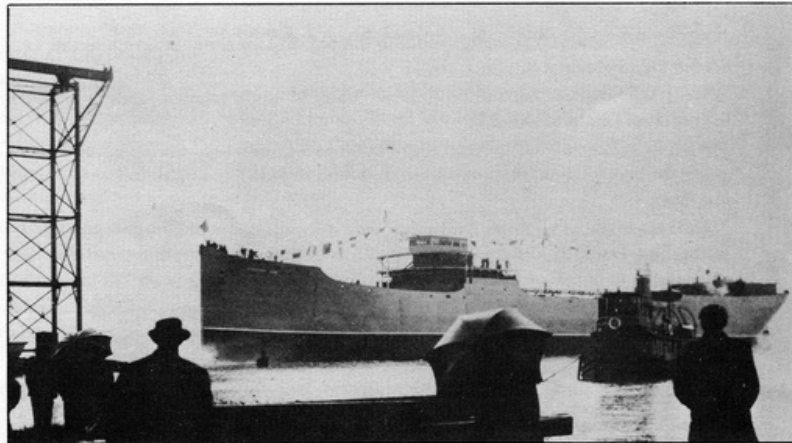
In the early part of 1921, the first Dry Dock was built and the Ship Repair Department was created. It was at this time that the company's name was changed to add "Dry Docking" as above referred to. A second dry dock was added about three years later. This phase of the yard's operations has grown to be a very important one, and provides work even though there is no new ship work.

The first ship dry docked on No. 1 Dock was the S/S "Joseph McCudahy," on June 11th, 1921, and the first ship on the No. 2 Dry Dock was the S/S "Topa Topa," June 23rd, 1924.

Up to 1922, welding was used for repairs only. About this time the welding of pressure vessels was begun. The Sun Yard was one of the pioneers in this work; today, riveted pressure vessels are seldom made in any plant. From this original welding work on pressure vessels and plate work, has grown the larger use of welding. In keeping with its policy of modernizing, the company has, within the last ten years, added much equipment and done a great amount of research and development of welding, so that today, there is being built the largest of tankers and cargo ships completely welded. The first all welded ship was the M/S "White Flash," launched September 10, 1931.

About the time reciprocating engines and Scotch boilers were passing out of use, the company with keen observance of the future, took over the construction, and are now the sole licensees, of the Sun Doxford Diesel Oil Engines, and are today the largest builders of Marine Diesel Engines in America.

The first Sun Doxford engine built in the Wetherill Plant was installed in the tanker Miller County in 1923.



HULL No. 1

10,600 D.W.T.

LAUNCHED OCT. 30, 1917

Since that date many of these highly efficient and economical engines have been built so that today these engines furnish the main propulsion power for more American motorships than any other make of Diesel engines.

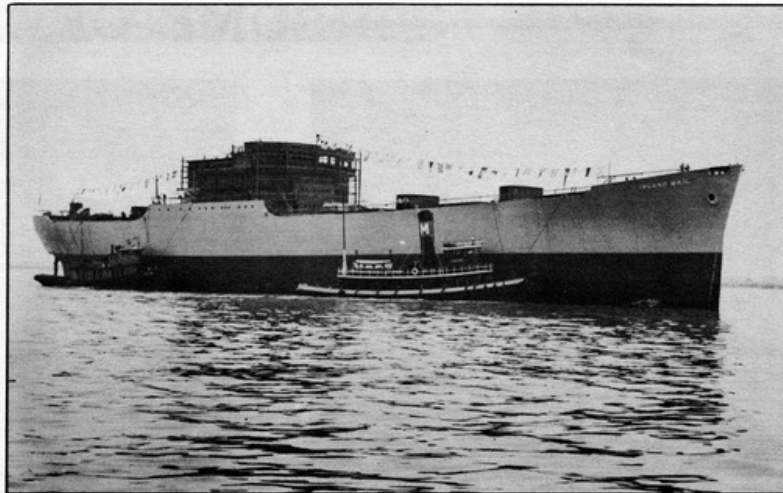
As has been mentioned, when the Shipyard proper was begun, the concern purchased the Robert Wetherill Engine Works. This is a large machinery plant adjacent to the tract on which the Shipyard was built. The Wetherill Works are now an important unit of the Shipbuilding plant. The shops have been added to, improved, and kept up to date. In this plant was built, for some fifty years, the famous Wetherill Corliss Steam Engine, and it is in this improved, modernized plant, where the now famous Sun Doxford Diesel Engines are built.

During the early period of the development of the welding art, the company decided that it would utilize its organization and facilities for an additional line of work, and therefore added another department which covers the manufacturing of Oil Refinery Equipment and kindred work, welded pressure vessels and other large steel structures, plate work, fabrication and special machinery. The building of oil tankers and equipment for oil refineries are a closely related business, and the company has gained an enviable reputation with this addition to its shipbuilding plant. To accommodate the growing demands for large welded structures and pressure vessels, particularly those required for high temperature refining units, additional shop equipment was installed; X-ray machines, stress relieving furnaces, welding equipment which are now also becoming useful in modern shipbuilding construction.

In this brief sketch of the history of this institution there are some phases in addition to machinery and buildings which have played an important part in this history.

From the beginning to the present time, as the company has been keen to keep its equipment and manufacturing technique abreast of the times, it has also been equally alert to make changes to improve working conditions and general welfare of the many employees.

From the beginning, the Employees Welfare Association has served the employees, and in the intervening years there has been started The Helping Hand Society, Em-



HULL 200

9600 D.W.T.

LAUNCHED JAN. 21, 1941

ployees Life Insurance, Hospitalization, an Athletic Association with activities in many sports, a well organized and efficient Safety Department. These and many other facilities for the betterment and happiness of all employees have the whole-hearted cooperation of the company management.

Within the last year and up to the present day, the National Defense Program has brought about tremendous changes to the Shipyard. Many of these changes have been completed and others are still under way. The Yard has grown from an eight way shipbuilding plant to one of the largest shipyards in this country. It is now divided into three sections. The Central section, which is the original eight way plant; the South section which is now very near completion has four shipbuilding ways, and the North section which will have eight shipbuilding ways, making a total of 20 ways.

With these new sections, there have come many shops and new equipment so that the three sections with all shops, streets and trackage are all joined together and functioning as one great shipbuilding plant.

Today the Shipyard has orders for many ships, both tankers and cargo ships. The present building program will extend over a number of years. The yard now employs more than 10,000 people and when the present plant extension is completed, the employment will probably run from eighteen to twenty thousand employees, and there will be a ship launching every week, with at least one from the South Yard this year, which makes ours a paramount contribution to National Defense.

—————**SOME OF THE MEN**—————



**“Andy” McLachlan**, a hull draftsman, was born in Scotland, where he served his apprenticeship. He came to America in 1902 and worked in various yards until 1916 when he entered Sun Ship. “Andy” lives in Chester with his wife. He’s still going strong.



**“Young” Bill Irving**, blacksmith, was born in England, came to America in 1872, started to work in the Wetherill Plant in 1880. He is the father of four children and resides in Chester. Bill’s grandson is a machinist apprentice in the Wetherill Plant.



**Esau Jordan** was born in Florida at the turn of the century. He lives in Glassboro, N. J., and had worked in various steel plants before coming to Sun Ship in 1920. Esau is working on the second shift, is married and has a family of two boys and one girl.



**“Bob” White** works in the Maintenance Dept. Bob was born in Henderson, N. C., 63 years ago and now lives in Woodlyn. He came to Sun Ship in 1916. He is the father of four children; one son, Eugene, is working in 36 Department.



## WHO MAKE SUN SHIPS



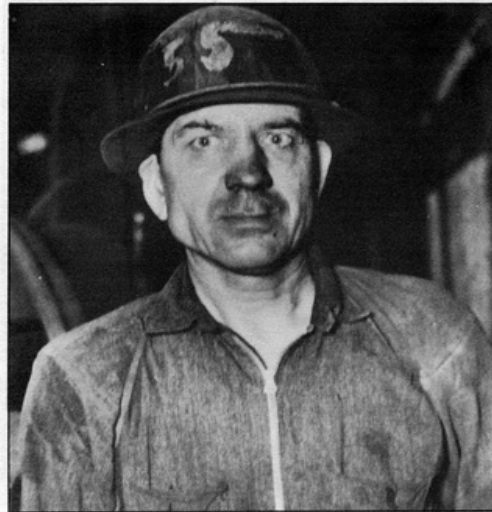
**Pitman Bradford**, blacksmith, was born in Augusta, Georgia in 1886. He has worked at various steel plants, and became employed at Sun ship in 1917. Pitman is married and the father of two boys, 17 and 15 years old. The elder boy has hopes of working at Sun Ship next year.



**Alva Wimmer** and **Harry Melcher**. Alva was born in Copper Hills, Va., went to school in Canada, and worked locally before he came to Sun Ship in 1935. Al has worked with Harry for six years, and Old Man Melcher claims "Al is the only man who could stand me for six years". Harry was born in Philadelphia, went to school in Reading and came to the Wetherill plant in 1933. He is a resident of Chester, and has a son-in-law working in Sun Ship.



**Joe Coyle** and **Clarence Jones** of the second shift at the Wetherill Plant. Joe, a machinist, was born in Chester and has lived there all his life. Clarence, machinist helper, was born in Media and lives in Glenolden. He has five children.



**Henry Siemek**, riveter, is 46 years young, was born in Poland, and emigrated to the U. S. A. in 1913. Henry started to work for Sun Ship in 1925, and is still going strong. He is the father of one boy, four years old.

## MORE OF THE MEN



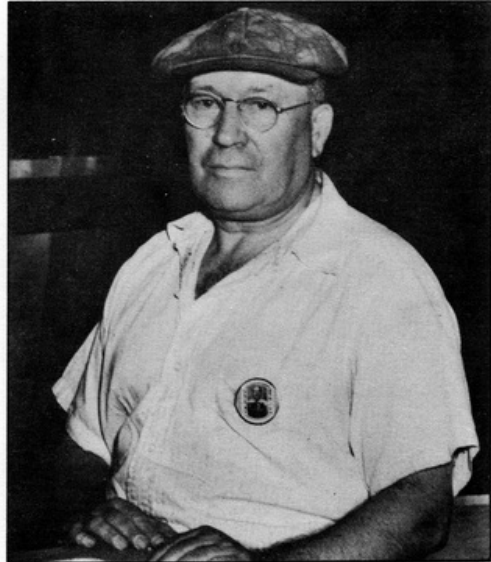
**“Bob” Howard**, born in Philadelphia, does more work with one eye than some do with two. He worked in Viscose from 1913 to 1917, and came to Sun Ship in 1917. “Bob” has a son in the sheet metal shop.



**“Bill” Kealey** lives in Chester, and went to school in Upland. He worked in various plants in Chester, and came to Sun Ship in 1918 with two cork legs, to show the tool room repair gang how to put out work.



**“Bill” Thomas**, welder, started to work as a pumpman on Sun Oil tankers in 1930. Bill went to welding school in Newport News, Va., and came back to Sun Ship as a welder in “C” Shop. He lives in Crum Lynne.



**“Young” Duncan Stewart**, pattern maker, was born in Scotland. He came to the Wetherill plant in 1883. Duncan is the father of one child and resides in Chester.

## WHO MAKE SUN SHIPS



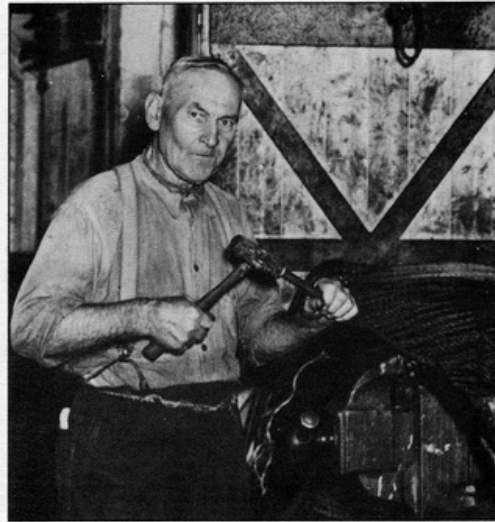
**Tony Aporisky** was born in Russia 53 years ago. He came to America on July 4th, 1913, and worked at Baldwin's and other local steel plants. Tony is now a shear-man in "B" Shop. He started at Sun Ship in 1927.



**Clair Neifert** was born in Tamaqua, Pa., and now lives in Prospect Park. Clair started to work for Sun Ship in 1917. He went in the Army from 1920 to 1923, and has worked here since the latter date. Clair is a burner in 47 Shop. He is the father of a boy and a girl.

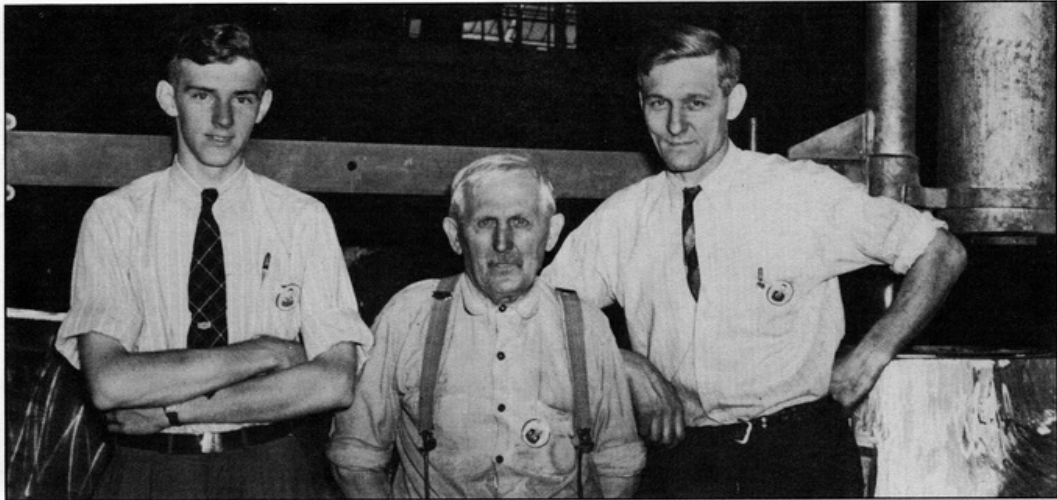


**Paul Kuhn** was born in Germany and came to America in 1913. He worked for Captain Campbell until Wetherill Shop needed a top rigger. Paul started in Sun Ship in 1924.



**"Young" Jack Blackburn**, rigger, was born in Port Deposit, Md.. Jack lives in Chester and started to work for Sun Ship in 1918. He has a 45 year old "boy," who has worked here several times.

## STILL MORE MEN



**LEINHAUSER "TRIO"**

"Gramps" first worked at Wetherill Plant in 1883. He is the father of three children. "Otto" followed him to Sun Ship in 1916. He served in World War No. 1, and is now foreman machinist. "Otto, Jr." was the third to arrive at Sun Ship. He came to Sun Ship in 1938, as an apprentice machinist. The Leinhausers live in Sharon Hill.



**TOM McKERNAN AND HIS SECOND SHIFT GANG — "C" SHOP**

Martin Yonner  
Wm. Powers

George Dillman  
Joe Burns  
Pete Miralia

Robert Miller  
Angelo DeCinque  
Frank Grafton

Pete Byrne  
Milton Dotts  
Jim Hughes

Harry Lindsay, Jr.  
"Bud" Collon  
Charles Diggins

# WHO MAKE SUN SHIPS

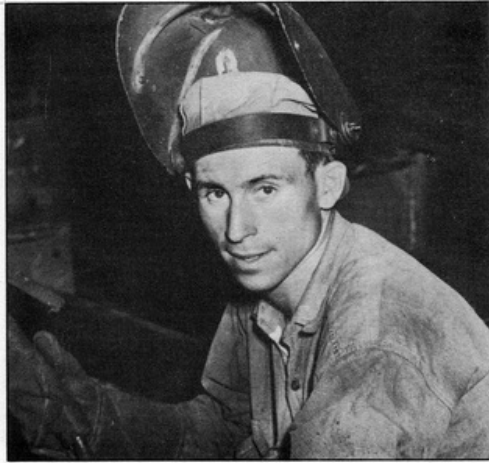


CLEANERS — "CLEANING UP"

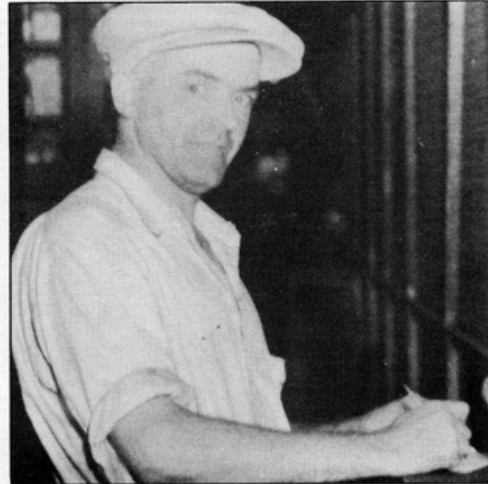


"JOHNNY" LAMONT AND HIS WIRE SPLICERS

## MORE OF THE MEN



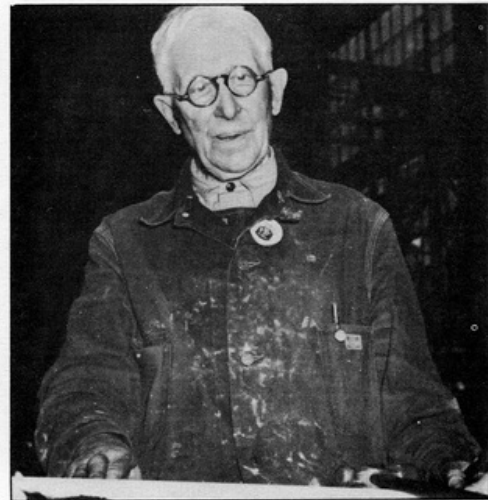
**Charles Heacock** was born in Ogden, Pa., in 1917. After graduating from Eddystone High School, Charles worked locally, before coming to Sun Ship in 1938. He started as a helper in the Tube Mill, learned welding at the Sun Ship School, and is now a welder in "C" Shop. Charles works on the second shift.



**John Dougherty** was born and raised in Chester. He came to Sun Ship in 1920 as a messenger boy in the Yard Office, and now works in the Storeroom. John has a cousin who is a welder, and one who is a chipper in the Boiler Shop. He has been on night shift since 1928.



**Adam Kestel** was born in Austria and came to Chester in 1907. Adam came to Sun Ship in 1918, working in the Boiler Shop. He started to work in the Electrical Dept., in 1923 and is still there. He is the father of four children and works on the second shift. One boy is a burner in 60 Department.



**Grant Light**, a resident of Chester, started work at the Wetherill Plant in 1897. Among his accomplishments he lists the fact that he is the father of three children and blows a capable flute in the Band. He is a machinist in the Wetherill Shop.

*On the Feminine Side . . .*



**Miss Helen Finegan**, Secretary to the President, was born in Ridley Park and graduated from Chester High School. She started working at Sun Ship in 1917 for the Paymaster. Miss Finegan has been Secretary to the President since 1919.



**Miss Mabel A. Emmott** was born and educated in Chester. She started to work at the Wetherill plant June 25th, 1917. Miss Emmott subsequently worked in the Cost Department, and for the late Mr. John Gorman for twenty-one years. She has also worked in the Accounting Department.



**Miss Janet N. Mentzer** is a graduate of Chester High School and Peirce Business College, Philadelphia. She was employed in the Purchasing Department of Sun Ship for two years, and then became Secretary to the Treasurer in September, 1920.



**Miss Mary P. Gormley** was born in Chester, and graduated from Chester Commercial College. Miss Gormley started to work for Sun Ship in 1918, and is still working here. Was she born here?

# *Sun Ship Men Go To School*

## *Approximately 1000 Sun Ship Employees Are Now Taking Courses Under Experienced Men From the Yard*

If you are asked any embarrassing questions such as, "What is Pi?" be careful how you answer, for approximately one thousand of our men are attending training classes of some kind and could tell you, for instance, that "Pi times the diameter of a circle gives you the circumference."

If you think this schooling is only a "flash in the pan", you'd better do a little investigating, for the program has been well thought out. Instructors in



these courses are experienced men from our own plant whom the Vocational Training Program have especially trained in teaching technique before assigning them to instruction jobs. They know their onions.

Temple and Ives are doing their stuff with a fine group in the mold loft. Andy Yeager also runs his gang in the same place. Ferry and Mull have moved their classes into new quarters in the mold storage building and everything there is ship shape, and neat as a pin.

Gibbs and Olsen are turning out trained lining men in their classroom under No. 6 shipway. Husum is training erectors at No. 7 shipway, Johnny Pastick has taken over the training of regulators at No. 7 way where Gallagher left off. Norman Cadman and Ed LaCrosse are conducting an advanced class in shipfitting at the shipfitters loft in the carpenter shop building and on alternate nights Ken-

neth Cadman tries to beat his "Pop's" record by conducting another advanced class in conjunction with Johnny Joyce.

A highlight in Frank Hoot's shipfitting training program will be the publishing by the Government of "Shipfitting Practice" which he and Arthur Millay have so carefully compiled. Over two thousand of these books have already been ordered by other concerns. Shipyard shipfitting trainees are going to receive this book free of charge. Others may purchase the paper bound copy for 80 cents and the imitation leather bound copies, while they last, for one dollar and five cents.

Incidentally, the Government is also going to print Mull's fine treatise on Shop Fitting Practices which will be given free of charge to his trainees. Wilroy and Jones are running alternate classes with Durbrow and Miller in the south end of the cleaners building. Other yards have visited this Marine Electrical training set-up to get pointers on how these men are doing their job. Not bad, eh?

But, hold on, that isn't all by any means!

Joe Anderson, who incidentally will celebrate the first issuing of this magazine by getting married the same day (Lord bless the future Mrs. A), has the largest training assignment of all in his three shipfitting classes in the Aberfoyle Building. Joe has to take time from the yard to conduct his classes for night men. Henry McDermott has classroom No. 16 at the Aberfoyle for his shipfitter blue print reading school, and his students are eating it up.

Prime factor in a large part of this training program is George Carney, who has long been interested in the usefulness of Vocational Training in this district. Through his arrangements, Lawrence and Jacobstein are conducting classes in Machine Tool Operation at the Patterson Building. Thomas is teaching Marine Lead Plumbing in the same



building while Gus Heath and Pascal are doing their training in Marine Sheet Metal work at the Smedley Junior High.

In the entire supplementary vocational training program at Sun Ship, only three instructors are not employees of the shipyard. These are David Congleton, Roy Hosler, and Francis Huss, all seasoned veterans of the Chester High School teaching staff.

They are handling machine tool operation, shop sketching and blue print reading.

Classes in shop mathematics and blue print reading, in which no departmental lines of admission are drawn are being conducted year round by Mr. Parks in the yard restaurant. These classes have been excellent feeders to our more advanced educational classes.

Have you ever seen Chester High's new Vocational School? Look this over some time; it is a monument to the far sightedness of the Chester School Board. In a few weeks the most up to date welding school in the country will be opened here, with 36 training booths running night and day, training welders on a pre-employment basis especially for the Sun Ship! Heading the welding instruction staff for the Vocational Training Program will be Hunter Howlett, who for the past several months has been on leave of absence from the plant as welding instructor at the Mastbaum Vocational School in Philadelphia; where he and our own Bill Mekenney (teaching gas cutting and welding) have turned out many fine men whom we have hired. Carney is also expecting to have the sweetest machine shop in the East in operation at Chester High as soon as the Priorities Board cuts loose some of the main machinery items.

As these line are being written, the district coordinator is in Harrisburg with three proposals for pre-employment classes in Marine Sheet Metal, Marine Electrical and Shipfitting.

So much for our vocational program which we really think is hot!

Elsewhere in this issue however is an article by Prof. Scott Lilly of Swarthmore in which he describes the activities of the Engineering Defense Training Classes being conducted by Swarthmore College. Most of the classes are being held right next door to us in the fourth floor of the Aberfoyle Building and here again the college has selected most of the instructors from the ranks of Sun Ship employees and put them through a teacher training

course. This is a remarkable program for the higher and more scientific subjects pertaining to shipbuilding. Over five hundred employees attended these classes last year; and this year's program gets under way September 29th with a much greater variety of subjects available.

Read Scott Lilly's article on their set-up. Incidentally I have been attending these evening classes in Foreman and Leadership Training which he mentions. I think they are the finest and most interesting classes in our whole Sun Ship Educational Program. Here groups of supervisors are sitting together with skilled college instructors as conference leaders and they really "take their hair down" and discuss their subjects from fundamental principles. You come away feeling proud of their spirit and interest in their work. Two classes have already completed their instruction; here they are — John Woonderly, Gilbert Rogge, Carlton Eiffe, Jr., Joseph Fletcher, Charm Rucker, Ben Pershing, John Conrad, Frank Mosser, Fred Christiansen, Robert Cantwell, Jesse Wood, William Mekenney, Joseph Plotts, John Finley, Emerson Gatchel, John Wilson, Clayton Mudge, Lewis Chessman, Joseph Eachus, J. Gibbs, George Curry, Clarence Seltzer, Harry Dongel, George Conn, Robert Ellwood, Fred Richardson and Frank Ryan. Eighty more men of like calibre are finishing up in a few weeks, with a list of over two hundred more still to be taken care of.

So these Sun Ship boys go to school; taking advantage of this diversified free of charge, educational program which your Yard and your Government have arranged. Up grading of deserving men through efficient training will be the key note of our expansion program.

Watch the results of their enthusiasm.

AL NORTON



# Engineering Defense Training

By SCOTT B. LILLY, *Chairman*  
Division of Engineering  
Swarthmore College

## REGISTRATION NOW OPEN

Get Your Folder From  
Your Foreman for a  
Listing of the Courses

A year ago Congress appropriated nine million dollars to make it possible for engineering colleges to give instruction at college level to men in industry because there were not enough men with engineering training to meet the demand. The different colleges were assigned to work with the local plants. The result was that the Sun Shipbuilding Company and Swarthmore College were associated in working out a method of training adapted to the needs of a shipbuilding company. You all know what happened. The Defense School on the fourth floor of Aberfoyle Building housed seventeen classrooms where nearly five hundred men were taught. The well lighted, comfortable classrooms were filled four nights a week from early in February until late in July.

The second year of training to help National Defense has begun. Last year courses had to be started without a chance to study all of the conditions that had to be met. This year the Management of the Sun Shipbuilding Company has made it possible for their engineers to confer with the members of the staff of the Engineering Division of Swarthmore College so that courses could be planned to meet the needs of Sun men. The results of the conferences appear in a little folder called "Description of Courses." In it each man can find courses adapted to his needs. The work of the whole year is outlined, but a man signs up for a course that lasts twelve weeks only. At the end of that time he can continue in that course or he can take other work for which he

is prepared. This folder is the first to be printed in this country which describes courses adapted to the needs of a single plant, prepared by representatives of a college and the plant to be served.

If you haven't registered yet, be sure to get this folder from your foreman or from Mr. Norton's office. Read it through, and if you have difficulty in deciding just which course you want to take, or if you are uncertain about taking any course, remember that last year twenty-three men from the yard taught in the school. I am going to give you the names of these men, because they may be able to help you to decide what you want to do and also because you know that with men of their caliber teaching, men who are familiar with the yard and its problems, you can be sure that the subjects you study will be helpful. The men who taught last year are:

Frederick C. Beck	Richard H. Nielsen
Noel Biersteiker	J. Theodore Park
Ralph W. Bowers	Frank Pavlik
J. E. Carney	R. W. Rogers
Llewellyn M. Clevenger	Walter Setz
F. N. Darby	F. L. Snyder
William C. Elliott	Carl H. Sjostrom
A. A. Holzbauer	Robert E. Sorenson
Ernest D. Hosking	J. Baker Stowe
F. M. McLarty	Robert B. Westgate
Arthur B. Millay	Oscar Wilde
C. A. Morrow	

I hope that every man in this yard realizes that it is going to take the very best effort of every American to beat Hitler. There are lots of things going on today that you and I can do nothing about. However, this one thing is in our own hands. We can train ourselves to do our present job better; we can train ourselves so that we are fitted for a better job. We cannot win this war unless we are willing to do our best.

The staff of the Engineering Division of Swarthmore College appreciates deeply the cooperation they have received from the management of the Sun Shipbuilding and Dry Dock Company. They are especially grateful for the help given them by Mr. A. A. Norton.

Each of us wants the men to know how much he has enjoyed working with them. I personally have just finished teaching two classes in Foremanship

Training. I have never enjoyed leading groups as much as I did those two. Their earnestness and sincerity, their quick grasp of the principles involved made it a privilege to work with them.

All of us will continue to do our best to make the

courses taught fit the actual needs. We shall not be satisfied until we feel that each man is getting what he should have not only to help him in his present job but to help him to hold better jobs the rest of his life.

---

## Sun Ship Sports

---

The Sun Shipbuilding & Drydock Athletic Association is forging rapidly to the front once more in the local athletic world.

Always a power in the Delaware River Industrial League, they loom as a good bet to cop practically everything in sight in the next year including the 4th Annual Delri Golf Championship to be played September 28 and October 5th at the Swarthmore Golf Club.

Golfers from the yard have won this event two straight years, and need only one more triumph to gain permanent possession of the coveted Dr. John O. Reed Memorial Trophy, emblematic of Delri team supremacy in golf.

Although the mainstay, Marion "Midge" Kup-sick, has been called in the draft, they still intend to place a very powerful team of divot diggers in this tournament and will be odds-on favorites to win.

The men behind the scene in the Ship Yard A. A. are John G. Pew, Jr., Dave Owens, Norm Fisher, "Uncle" George Carney and Ray Shallet. All are real sportsmen and fight hard for the boys in every battle.

Their most recent effort was the co-sponsoring of the Danny Murtaugh Day at Shibe Park in which some 10,000 Chester fans paid tribute to two local athletes who have made the grade with a major league baseball

team. Johnny Podgajny, another Chester boy, was also honored and each was presented with a \$500 Defense Bond by the citizens of Chester.

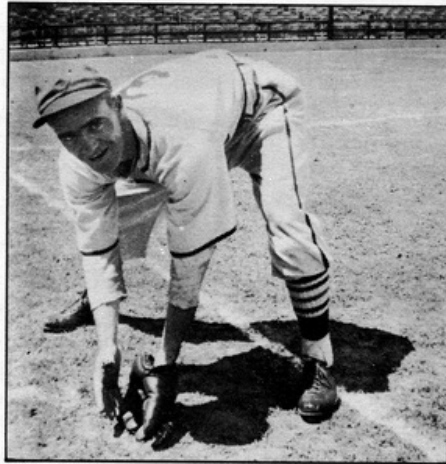
The Sun Ship Band led the parade from the yard to the P. R. R. Station in Chester and from the North Philadelphia Station to Shibe Park in Philadelphia and presented a very colorful spectacle.

Sun Ship basketball teams have always finished "one-two" in Delri competition and only last year lost in the play-offs to their brother plant, Sun Oil, in a spirited play-off. Danny Murtaugh has always been a member of this squad and quite a star.

Don Robertshaw, former Duke athlete, is coach of all athletics and is a capable mentor, having been a 3-letter man at the Durham, North Carolina, University. He also was a major league prospect in baseball and is playing-manager of the Sun base-

ball team. In last year's diamond league, his boys did not win in either half but finished high up in the League standings.

Football now is taking the spotlight in the Boat Builders lair at present and prospects are very bright for the boys. Quite a few of the best players in Delaware County have reported for practice and, with a large collection of out of the state material on hand, Sun Ship will be tough to take in the coming campaign.



DANNY MURTAUGH

## *Service and Loyalty Emblems*

Early last year the Board of Directors of our Company authorized the presentation of a service and loyalty emblem to all employees who have had accumulated service of ten or more years and are still in the service of the Company. These emblems are small gold pins, with blue lettering showing the length of service of the employee to whom it is awarded, in accordance with the following schedule:

- 10 years — plain gold emblem
- 15 years — plain gold emblem
- 20 years — gold emblem — 1 sapphire
- 25 years — gold emblem — 2 sapphires
- 30 years — gold emblem — 3 sapphires
- 35 years — gold emblem — 4 sapphires
- 40 years — gold emblem — 5 sapphires
- 45 years — gold emblem — 4 diamonds
- 50 years — gold emblem — 5 diamonds

It was later decided to inaugurate this plan by awarding these emblems to those employees who were entitled to them at a dinner to be given in their honor. On checking the service records, it was found that almost one thousand employees would be awarded these honors and, as this large number could not possibly be accommodated in our yard cafeteria, it was necessary to hold two dinners.

The first dinner was held on Monday evening, March 4, 1940, for those employees having fifteen years or more service, and 521 employees were present on this occasion. At the conclusion of the dinner, these employees were presented individually by Mr. John G. Pew, Jr. to our President, Mr. John G. Pew, Sr., who presented them with their emblem with a hearty handshake and his warm congratulations on their long years of faithful and loyal service with the Company.

Emblems representing 50 years of service were awarded to: 8-90 W. Irving, who led the list with a total service of 59½ years; 8-233 J. Gallagher; 4-51 O. Dougherty.

The balance of the awards were as follows:

- 45 years: 4-32 J. Logue.
- 40 years: 8-52 G. Light; 8-234 C. Leinhauser; 1-1 W. Glossop; 8-75 C. March; 30-24 J. Bonner.
- 35 years: 8-53 C. Cope; 8-262 C. Brown; 4-52

H. Esrey; 4-5 T. Sweeney; 8-16 L. Fretz; 8-40 W. Reynolds; 8-421 W. Robinson; 8-74 N. Redgreaves; 8-79 J. Bell; 8-419 J. Williams; 8-2 E. Snyder.

30 years: 8-3 A. Brown; 1-3 D. Stewart; 4-6 J. McKinney; 4-16 G. Collingwood; 4-66 E. McCarron; 4-136 J. Luczaczko; 8-57 A. Robinson; 8-400 F. Thompson; 1-46 P. Brown; 74-44 F. Sayers.

25 years: 8-403 A. Dworak; 8-408 A. Zanzinger; 4-21 J. Zanzinger.

In addition to those named above, 221 employees received 20 year emblems and 267 received 15 year emblems.

The second dinner, which was held on the following evening, was conducted in the same manner, and 448 employees received their ten year emblem.

Our female employees also shared in these honors, five of them receiving 20 year awards; nine more received 15 year emblems and two received 10 year emblems.

For those of our readers who are statistically inclined, it may be interesting to state that there were represented at these two dinners over 15,000 man-years of loyal and faithful service to the Company.

Each month new emblems are presented to additional employees on the anniversary of the completion of such additional years of service as will bring them into a higher class, as indicated by the schedule mentioned in the opening paragraph of this article. An average of about 20 employees each month receive such emblems.

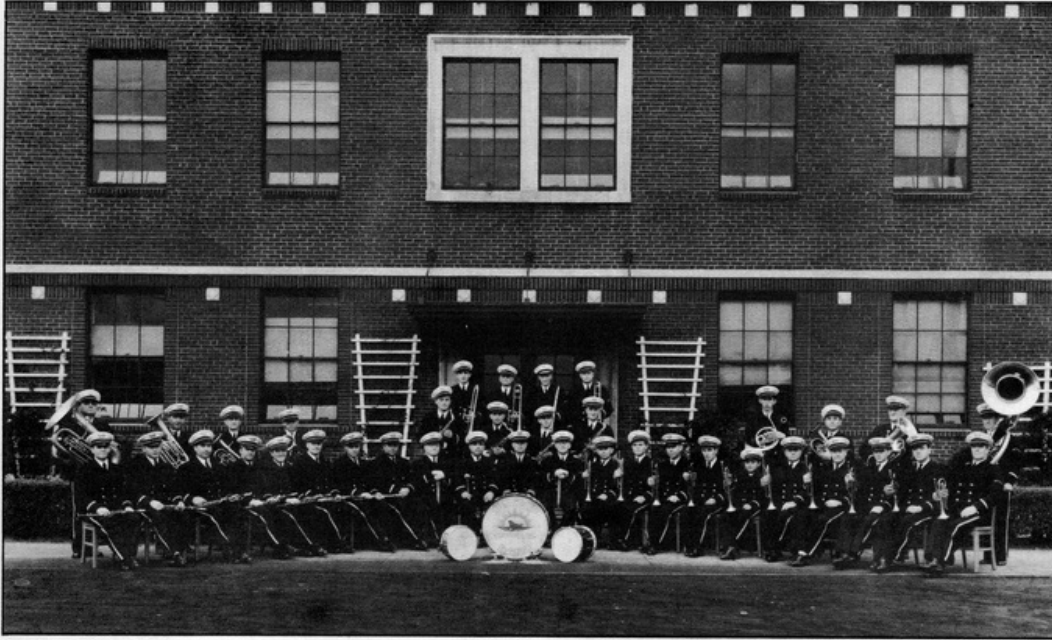
Since this plan was inaugurated, the following employees have received awards for faithful service of more than a quarter of a century:

- 35 years: 8-3 A. Brown.
- 25 years: Mr. Robert Haig; Mr. Richard L. Burke; Mr. John W. Hudson; Mr. W. G. McNees, 4-19 R. Harding; 4-75 G. Pendleton; 8-71 C. Redfern; 38-29 F. Thompson.

In addition, seventy employees have received 20 year emblems; eighty-five employees 15 year emblems and 158 employees 10 year emblems.

We feel that this is a record of which we can all be well proud and we look with pride to our Honor Roll which grows larger each month.

## OUR MUSICIANS



After a meeting of the S. S. E. A. in May, 1938 several musically inclined members with the cooperation of John G. Pew, Jr. began the organization of a band. The original members banded together a combination of musicians consisting of two cornets, three clarinets, one alto and two baritone horns, one saxophone, and one drum.

The band has grown by such leaps and bounds that today it consists of forty-six playing members in addition to the leader. Because of its size, it has now become necessary to stop taking any more members into this organization.

The band made its first public appearance in July 1938 when it played for the launching of the Atlantic Refining Company's Tanker "Van Dyke." It has played for most of the launchings since that time.

Rehearsals are held every Thursday evening and the band has become very proficient in its rendition of the more difficult types of music. Their repertoire consists of all types of music: opera, light opera, musical comedy, intermezzo's, waltz's and last but not least they have a selection of marches the equal of any band in the country. Each year a formal concert has been given in Chester and has been very well received by all those attending.

In addition to the military band, there is within this organization another unit called "The Sun Ship Dance Band." This dance band consists of some fifteen members with four saxophones, three trumpets, two trombones, piano, bass violin, banjo and drums. This group is conducted by Thomas G. Leeson who also does the vocal work.

### BAND DIRECTORSHIP (*Officers*)

THOMAS G. LEESON, *Conductor*

ALBERT NASH, *Assistant Conductor*

JOHN F. MARTIN, *Secretary and Librarian*

## Record of Sun Ships

HULL No.	NAME	DATE LAUNCHED	D.W.T.	HULL No.	NAME	DATE LAUNCHED	D.W.T.
1	Chester Sun	10-30-17	10,600	53	Haleakala	9-18-22	1,209
2	Sabine Sun	2- 2-18	10,540	54	801	11- 8-22	1,000
3	Radnor	3-23-18	11,590	55	802	11-15-22	1,000
4	Lancaster	5- 5-18	11,572	56	803	11-22-22	1,000
5	South Bend	10-29-18	12,130	57	Dickenson	2-17-23	565
6	Marica	11-30-18	12,130	58	A. Mackenzie	11-20-23	1,716
7	Neponset	7- 4-18	11,437	59	W. L. Marshall	11-20-23	1,716
8	Peerfield	8- 4-18	11,437	60	Dan C. Kingman	3-22-24	1,716
9	Edellyn	1- 4-19	11,876	61	Wm. T. Rossell	5-21-24	1,716
10	Sol Navis	2- 4-19	11,876	62	A. D. Co. No. 15	12- 2-22	357
11	Hanover	8-30-19	10,375	63	N. Y. C. Oil Barge No. 1	2-17-23	1,070
12	Dryden	11-22-19	10,375	64	N. Y. C. Oil Barge No. 2	2-17-23	1,070
13	S. B. Hunt	6-14-19	10,527	65	Troy Socony	5-12-23	1,800
14	Geo. H. Jones	7-12-19	10,529	66	E. J. R. R. & T. Co. 29	3- 7-23	730
15	Conshohocken	1-31-20	10,375	67	E. J. R. R. & T. Co. 30	3-10-23	730
16	Cajacet	1-17-20	10,575	68	E. J. R. R. & T. Co. 31	3-16-23	730
17	Sunbeam	8-16-19	11,258	69	Carteret	6- 9-23	470
18	Sunshine	10- 4-19	10,600	70	P. & R. No. 3	5-31-23	1,000
19	Gulftrade	12- 6-19	10,590	71	P. & R. No. 4	5-31-23	1,000
20	Atlantic Sun	3- 6-20	11,223	72	N. Y. C. Oil Barge No. 3	11-26-23	1,070
21	Salatiga	4- 5-20	11,480	73	Schenectady Socony	4- 5-24	1,925
22	Widgeon	5- 5-18	G. T. 950	74	Amsterdam	4- 5-24	1,925
23	Teal	5-25-18	G. T. 950	75	Rome	4- 5-24	1,925
24	Brandt	5-30-18	G. T. 950	76	Oswego	4-24-24	1,925
25	Toledo	7-24-22	779	77	Burlington	5- 8-24	1,925
26	Agwisun	5-29-20	10,600	78	Trenton	3-25-24	348
27	Agwimoon	6-19-20	10,600	79	N. Y. C. Oil Barge No. 4	3-25-24	1,070
28	I. C. White	7-14-20	10,600	80	E. J. R. R. & T. Co. 32	3-25-24	625
29	Gulfstar	7-31-20	10,630	81	B. & O. No. 179	9-23-24	585
30	Elisha Walker	8-25-20	10,600	82	B. & O. No. 180	9-23-24	585
31	Agwimars	11-23-20	10,600	83	Colorado	5-23-25	100
32	Agwiworld	12-22-20	10,600	84	A. D. B.-1	5-23-25	200
33	Joseph Seep	10- 9-20	10,440	85	P. R. R. No. 605	3-10-26	3,058
34	W. J. Hanna	10-30-20	10,440	86	P. R. R. No. 608	3-10-26	3,058
35	Jos. M. Cudahy	1- 8-21	10,640	87	P. R. R. No. 525	11-10-25	1,061
36	Sam'l. L. Fuller	12-11-20	10,640	88	P. R. R. No. 526	11-27-25	1,061
37	Cerro Ebano	2-19-21	12,940	89	P. R. R. No. 517	10-24-25	832
38	Cerro Azul	2-26-21	12,940	90	P. R. R. No. 518	10-28-25	832
39	J. N. Pew	4-23-21	13,282	91	P. R. R. No. 567	12-17-25	2,100
40	Agwihavre	4- 2-21	12,880	92	P. R. R. No. 568	1- 6-26	2,100
41	Agwimex	8- 6-21	12,880	93	Wicomico	2-17-26	.....
42	Penn'a. Sun	2- 3-23	12,880	94	Oil Transfer 14	3-10-26	300
43	Delaware Sun	12-31-21	14,136	95	Sunoco Jr.	5-18-26	142
44	Foldenfjord	5-12-21	10,540	96	Sunoco	9- 7-26	1,818
45	David McKelvy	6- 4-21	10,630	97	Sunoco No. 4	6-29-26	425
48	Sunoco	12- 4-20	10,600	98	Delaware No. 2	1- 4-27	400
49	Millville	5- 8-22	.....	99	Cascajales	11-20-26	112
50	Haddonfield	5-15-22	.....	100	Ivor	12-18-26	1,211
51	Delaware	4-25-22	791	101	Gulf Spray	2-17-27	371
52	Miami	4-25-22	791	102	Gulf Sprite	2-26-27	371

HULL No.	NAME	DATE LAUNCHED	D.W.T.	HULL No.	NAME	DATE LAUNCHED	D.W.T.
103	Tydol	4-4-27	1,910	159	Texas Sun	3-24-37	15,800
104	Axtell J. Byles	8-10-27	14,361	160	J. W. Van Dyke	11-20-37	18,105
105	Colonial Beacon	6-11-27	1,786	161	Wallace E. Pratt	10-2-37	13,055
106	Sun Oil	10-22-27	14,549	162	Esso Baytown	10-30-37	13,055
107	Mary Ellen O'Neil	1-23-28	18,583	163	Louisiana	6-5-37	12,380
108	P. R. R. No. 566	10-21-27	2,100	164	Florida	8-26-37	12,380
109	P. R. R. No. 569	11-2-27	2,100	165	Rhode Island	10-19-37	12,380
110	Sun	7-14-28	14,586	166	W. H. Berg	12-14-37	12,700
111	Super "X"	6-14-28	1,146	167	H. D. Collier	1-29-38	12,700
112	P. & R. No. 19	7-12-28		168	Pennsylvania Sun	5-20-38	17,870
113	P. & R. No. 20	7-24-28		169	Robert H. Colley	7-9-38	18,105
114	P. & R. No. 21	8-9-28		170	O. M. Bernuth	4-30-38	12,950
115	P. & R. No. 22	8-16-28		171	Associated	6-9-38	12,750
116	City of New York	10-19-29	9,306	172	Cimarron	1-7-39	18,230
117	Blue Sunoco	4-6-29	2,485	173	Seakay	3-4-39	18,230
118	Cayuga Sun	7-10-29	745	174	Esso New Orleans	4-1-39	18,280
119	Seneca Sun	7-17-29	745	175	Donald McKay	4-22-39	8,682
120	Pacific Sun	12-2-29	14,540	176	Mormachawk	5-18-39	8,682
121	Tidemotor	8-6-29	714	177	Mormacwren	6-15-39	8,540
122	Chester Sun	2-15-30	14,540	178	Mormacdove	7-6-39	8,540
123	Western Sun	5-10-30	14,521	179	Mormacgull	8-28-39	8,540
124	Eastern Sun	6-7-30	14,521	180	Mormaclarke	9-18-39	8,540
125	Tidewater	8-9-30	14,705	181	E. J. Henry	7-29-39	19,405
126	Tidewater Associated	9-6-30	14,705	182	Mormacpenn	10-11-39	11,975
127	Brilliant	11-5-30	14,550	183	Mormacyork	11-14-39	11,930
128	Comet	12-9-39	14,363	184	Mormaclang	12-14-39	11,930
129	Raritan Sun	6-18-30	733	185	Mormacmail	1-11-40	11,930
130	Passaic Sun	6-26-30	749	186	Rio Hudson	11-27-40	9,080
131	Northern Sun	1-31-31	14,677	187	Rio Parana	12-18-40	9,080
132	Southern Sun	3-21-31	14,828	188	Rio De La Plata	3-1-41	9,080
133	Mercury Sun	12-8-31	14,791	189	Rio De Janeiro	4-12-41	9,080
137	Daylight	5-16-31	14,593	190	Ohio	4-22-40	14,075
138	White Flash	9-10-31	887	191	Seatrain Texas	3-9-40	10,969
139	Socony No. 15	6-24-31	1,429	192	Seatrain New Jersey	3-26-40	10,969
140	Socony No. 16	7-1-31	1,428	194	Robert C. Tuttle	5-11-40	19,400
141	Sunoco No. 50		102	195	Esso Augusta	6-22-40	18,000
142	Sunoco No. 51		102	196	America Sun	7-31-40	18,000
143	Sunoco No. 52		102	197	Esso Little Rock	9-3-40	17,928
144	Sunoco No. 53		102	198	Oklahoma	11-2-41	14,113
145	Sunoco No. 54		102	199	China Mail	5-24-41	9,600
146	Seatrain New York	9-14-32	10,897	200	Island Mail	6-21-41	9,600
147	Seatrain Havana	9-26-32	10,897	201	Japan Mail	7-26-41	9,600
148	Oil Transfer No. 23	3-29-33	1,242	202	Lightning	8-23-41	9,600
149	Texaco No. 324	5-11-33	1,700	203	Surprise	9-27-41	9,600
150	Franklin	6-27-34	882	207	Esso Williamburg	2-8-41	17,950
151	Meadville	3-7-36	340	208	Stanvac Melbourne	3-29-41	16,725
152	Princess Anne	5-18-36	450	209	Stanvac Palembang	5-10-41	16,725
153	Gulfbelle	4-4-36	11,402	210	Stanvac Wellington	6-6-41	16,725
154	Gulf Dawn	5-2-36	11,402	211	E. H. Blum	3-17-41	19,200
155	Pan-Amoco	9-25-36	15,515	212	Atlantic Sun	1-11-41	17,942
156	Pan-American	11-14-36	15,515	217	Esso Albany	8-2-41	16,409
157	Mobiloil	12-30-36	15,515	218	Esso Trenton	9-6-41	16,409
158	Mobilgas	1-30-37	15,515	229	W. C. Yeager	7-7-41	19,400

# Pick-ups from the Yard

## DRAWING ROOM GOSSIP

We trust Elmer Fisher's new bride Alice, didn't have too much house cleaning, the morning after their house warming!

We hope that our fishermen, on their last trip of the season, on October 4th, bring back more fish than boots.

\* \* \*

## OFFICE CHATTER

We trust Helen Taylor is enjoying her vacation in Massachusetts.

"Dot" Ward's Bowling League is growing rapidly. We hope the girls enjoy it as much as they have in the past.

Miss Mabel Park, from the Sales Department, is going to leave us to be married on the 11th of October. How's it going to feel, Mabel, to have the Wedding March played FOR you!

\* \* \*

## STOREROOM TOPICS

"Street-beat" Ralph Jones, the Checker, has developed a rhythmic chant to count the bolts and nuts as they slide out of the box cars.

The epidemic of sickness and accidents in 80 Dept. seems to have come to a halt. The Receiving Dept. was the hardest hit . . . We are glad to see "Reds" Phillips back on the job again, even though he is limping around . . . Johnny Maloy is still on the sick list . . . hoping to see him back on the job soon.

Sam Tryon, our Acting Timekeeper, can't wait for the Glee Club rehearsals to start, now that he is minus his tonsils. We expect to hear some "bell"-like tones from the tenor section now.

The colored boys, especially Duffy, laughed loud and long the other day when "ole" Tom ran completely around the new office to avoid helping to place a heavy desk against the wall of the office, only to find himself on the heavy end before the job was done . . . and did he grunt!

At the recent fire in the Liner shed, Harry Collins, the custodian of the flat bar, stood bravely by his records while smoke poured into his office . . . We afterwards learned that Harry would rather eat smoke than be drowned by the reckless hoseman!

\* \* \*

## HEADLINES FROM 45 DEPARTMENT

"Joe" Anderson soon will be listed in the married column. Is it love or is it the DRAFT?

Ralph Meluney, since being married, is sporting the type of haircut you do not have to comb in the morning. We wonder how his wife likes this new hair-do?

Jerry O'Leary is threatening to throw away his cane in a few weeks, and will challenge any of the shipfitters to match his record for completion of a ship.

Each day the gallery is increasing at noon to watch the checker game between Doyle and Chessman. According to records, Doyle has won the majority.

Rouke, after being placed in the South Yard, hopes that Santa Claus will give him a bicycle or a dozen pairs of shoes, for Christmas.

Bob Van Horn is the proud papa of a baby girl. It didn't take long to empty that box of cigars in the No. 45 Department, Shipfitting Office, did it Bob?

A new helper upon starting in the Yard was noticed carrying a blueprint. He was asked, "Can you read that print?" The helper replied: "Well, I don't have any trouble with that blue part, it's those white lines that bother me!"

\* \* \*

## OFFSETS FROM THE MOLD LOFT

Bezold says the feminine influence on present day ships has produced accordion-pleated Bulk Heads.

Bill Weldon's lines are so far apart that he is putting his offset desk on wheels to tow it around with him.

The Mold Loft suggests that Hull No. 241 be christened "Santa Claus" — it will be a Christmas present to the U. S. as well as to us.

Frankie Ives has the same opinion of making shell as Sherman did of making war.

Our new Loft is like the Baptist Deacon's Sermon—long, but not very wide, nor deep.

Our new men in the new Mold Loft are rapidly catching the old spirit of the old gang . . . To Put Out Good Ships in Good Time.

\* \* \*

## "CHIPS" FROM 55

What can Arthur Bower do with the new washing machine he was buying in the store last week?

A new handyman wanted to know if you used the same hammer for caulking as you do for chipping.

\* \* \*

## 58 DEPARTMENT NEWS

We are trying to find out what kind of game Bud Kerr is gunning for.

George Thompson was sure getting himself an eyeful over at the carnival last Thursday night.

We hope that terrific hook ball of Strazalas starts hitting the 1-3 pocket before the end of the bowling season.

The Erectors would like to know when the yodeling kid King is going to put on his next show.

G. Fetrow and Bud Kerr have been shopping in radio stores. We wonder if they are going to present one to N. West?

\* \* \*

## 34 DEPARTMENT

Dave Van Horn is passing out cigars again — Yes, it's another boy!

The boys in 34 are wondering when Chick Forward will have something running around his house besides the fence.



**36 DEPARTMENT**

They tell us Ernie of the Tube Mill bought a new DeSoto one day, ran into a telephone girl the next day. He's married now, and the DeSoto is for sale.

The boys are waiting for Bob (Tizzy) Rodgers, Karl Erickson and Bob (Windy) Brown, to return and talk about their operations. They're still in the hospital.

"Smiling Jim" Collins, former M. C., says he is retired, because of his baby. Looks like the "Old Rockin' Chair's got him."

\* \* \*

**HULL MACHINE SHOP 84**

George Moyer is building a palatial bungalow at Wells Corner. Arrangements are being made for a house-warming when it is finished. As George is building this by himself, by the light of lanterns, no definite date has been set.

When the boys in 84 line up at the clock to ring out, why is it that everybody's out of line except Sweeney?

Flash! Zel Scott has just bought another apartment house.

\* \* \*

**PLATE YARD 75 DEPT.**

Joe McBride finds the difference between shoving a pencil and expediting railroad cars just a difference in wear and tear, between the seat of his pants and the soles of his shoes.

Bert Smith is back from his vacation stouter and younger than ever.

\* \* \*

**FABRICATING 47 DEPT.**

Bill Gault on the second shift caught a 65-pound tuna while on his vacation. Each one of his 11 children posed separately with it.

Hunter, in the Layout Shop, washed his hair and shaved his face. Hasn't been able to do a thing with either one of them since.

Pete the Punch Operator's (married 5 years) first addition arrived the other day. Hurry home, Mrs. Pete. ... he's complaining about his mother-in-law's shadow sandwiches.

Harry Gaskill, in "C" shop, had old man river backed up in the cellar of his new home. He is now raising fish for home consumption.

Hockman in C Shop is in the market for a new pair of high top shoes, hip length preferred, but knee length will be considered.

Mr. Howard Boyer's legs have improved considerably since he started using the liniment recommended by Mr. Dick Taylor.

47 hopes to welcome back shortly, Mr. Rouse and Tommy Post, who have been on the sick list.

John Dougherty in Yeager Shop, recently married, reports all is bliss. Note: Hasn't been late for work once since the EVENT.

Cecil Pluta, Yeager Shop, may be said to be commuting to Mt. Carmel. Why not set the date and save gas, Cecil?

\* \* \*

**74 DEPARTMENT TOOL ROOM**

Things are pretty hot around the Jimmy Pepper household, since the first of the five (?) little Peppers arrived.

Jimmy Axton—welcome back from the sick list.

Why is E. Matley's (320 lbs on the hoof) favorite novel "The Thin Man?"

Bill Brientnall, the head man of 74, will make a reasonable trade for a bicycle or a pair of roller skates.

\* \* \*

**ELECTRIC SHOP**

"Sully" Sullivan, the expeditor, is about to take the plunge into the Sea of Matrimony. Best of luck from the gang!

We are glad to hear that Christopher's wife is home from the hospital.

The boys who have finished their school courses and achieved a good average have found that it pays to work hard. Good luck fellows, and keep going. There's plenty of room at the top of the ladder.

Rodger is reported to have appendicitis. Tough luck boy, but keep your chin up.

Metzger's hands are healing up. We wonder if the nurses in the first aid will miss him.

We are glad to hear Don Thomas' wife is recovering from a serious illness.

Oscar Holt is seriously considering hiring a referee, but cheer up Oscar, the bridge may help.

We would like to mention everyone's name in this column . . . so trot in the news!

Jack Wolfenden's cable-pulling gang pulled a boner the other day. We wonder if someone wasn't holding hands, instead of the cable, when it HAPPENED!

\* \* \*

**DRYDOCK**

Dominic Sileo (Rigger) has changed shifts from 7:45 A. M. to quarter of eight in the morning.

68 Dept. dry dock riggers are vacationing this weekend in Chester, De-shong and Crozer Parks, first weekend off in seven.

Smitty (Smith 68-20) says boy, Mrs. Smith girl; *it won't be long.*

Capt. Campbell is kept busy figuring how to stick a row boat between China and Japan. (Mail Boats).

Klemmer spent Labor Day weekend in New York. Boss Cadman says they will never learn.

Moorhead; fishing for a tail shaft wedge, need a job Dave?

The carnival has left town. Messrs. Martin, Dry Dock Boss, Walter, D.D. Office, Renz, Timekeeper, and Murtaugh, Cleaner Boss, will have to look elsewhere for Beauty Admiration.

Pleasant vacation was spent by our U. S. Local Boys, Messrs. Pruett, Cotton, Rourke—and what a fish story when Capt. Toon returns.

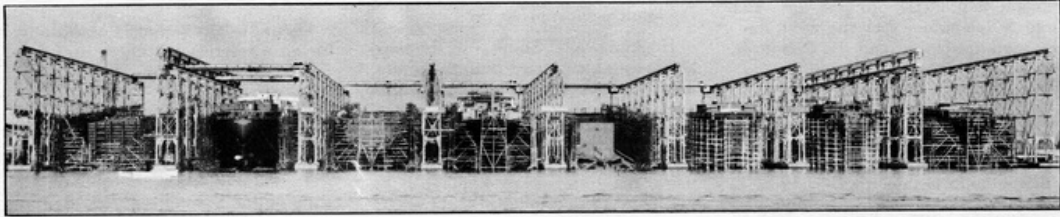
**Dry Dock Bouquet:** Docked 11 ships in 7 consecutive days, thanks to estimating dept. for help.

**Warning Boss Joe the painter:** you better fish oil chains on night shift — from all.

We miss Harry Worrell around the dry dock while on vacation. Tooner, you're doing a fine job pinch hitting.

Old Glory on top of Mr. Johnson's paint shop waves on and on.

## SUN SHIP WAYS — FILLED TO THE LIMIT



This illustrates the emergency goal set for the Sun Shipbuilding and Dry Dock Company and its employees. The Company's President has pledged his entire effort to the job of carrying this through and asks whole-hearted support from all men working in the yard.

### Our Yard's Pledge

*"Because of the pressing emergency, I hereby pledge myself to do everything humanly possible to increase the number of ships delivered."*

*John F. Sew,*  
PRESIDENT

I would be pleased to have every employee sign the same pledge, shown below, and return the slip to his foreman.

CUT ALONG DOTTED LINE AND RETURN THIS SLIP TO YOUR FOREMAN

<p><b>Pledge</b></p> <p><i>"Because of the pressing emergency, I hereby pledge myself to do everything humanly possible to increase the number of ships delivered."</i></p>	<p><b>NAME</b></p> <hr/> <p><b>DEPARTMENT</b></p> <hr/>
---	---

