

OUR YARD

SUN SHIPBUILDING AND DRY DOCK COMPANY, CHESTER, PA.



*October
1941*

America has again been called upon to protect the Liberty and Freedom of the peace-loving peoples of the world.

Those who are old enough can remember the patriotic way in which the population of the United States responded in its effort to bring to a close the catastrophe of 1914-1918, the First World War.

Our country has never shirked its duty in the protection of decency and right of men to pursue happiness.

In all the wars we have participated in, and have been victorious, it has been the men and women of this great country who have rallied physically, morally and financially to the cause for which we were founded.

Never has this great land defaulted in payment of its obligations and it never will so long as it has the support of its population.

The men and women of the United States are earning wages and salaries in excess of all previous times and prosperity has again knocked at our door, but in a sinister way.

Is it too much to ask the men and women of Sun Shipbuilding and Dry Dock Company not to spend all their income, but to accomplish a twofold purpose, namely:

1. SUPPORT THE FOUNDATIONS OF LIBERTY AND JUSTICE BY BUYING DEFENSE BONDS AND STAMPS.
2. TO SAVE THROUGH THIS PURCHASE A PORTION OF YOUR EARNINGS FOR A RAINY DAY.

God and Country have made us a powerful and contented people. We must preserve our inheritance, and there is no better way than to buy with our excess earnings the bonds and stamps that keep the wheels of Liberty, Freedom, and Justice alive.

Vol. I—No. 2

OUR YARD

FAMILY MAGAZINE

SUN SHIPBUILDING AND
DRY DOCK COMPANY

OCTOBER, 1941

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M/S STAG HOUND

Launched October 18, 1941, making another addition to the United States Merchant Fleet.

Planning



REAR ADMIRAL
EMORY S. LAND
*Chairman,
United States
Maritime Commission*

TO THE WORKMEN OF THE SUN SHIPBUILDING AND DRY DOCK COMPANY:

The loyalty of the American working man is unquestioned and right now he is the one who is carrying the heavy burden of the defense of our country. I note that the Sun Ship ways are filled to the limit and that your entire personnel has pledged "everything humanly possible to increase the number of ships delivered."

We hope we will be able to help win this war by sending munitions, supplies, and equipment to those who actually are battling to preserve the fundamental freedoms which are essential to our liberty.

This means we must have ships — we must build ships faster than we've ever built them before in our history, twice as fast as we did twenty-three years ago. The sooner the ships are built, the sooner the war will be won. Loyalty to our country, to civilization, to home, to family, to friends, to all free people and to everything we hold dear compels us to make good.

The workmen in this yard and in other yards are partners in this enterprise. Without your help this government cannot make good — our estimates, our promises and our expectations depend upon you — upon the productivity of labor.

E. S. Land
E. S. LAND

..... Construction

WILLIAM BEATTY
*Superintendent of Fabrication
The Sun Shipbuilding and
Dry Dock Company*



Mr. William Beatty, commonly known as "Bill," has been with Sun Ship in the Fabricating Shops, since 1918.

"Bill" was born in Western Pennsylvania, in a small suburb of Pittsburgh, and grew up in the center of the steel industry as a boy.

As a young man he found employment with McClintic-Marshall Steel Corporation, as a helper in the Layer-Out Department, in 1907.

Working with this firm continuously for eleven years, he traveled over the midwest and East, erecting structural steel buildings and bridges. Two of the better known structures that he worked on during this period are the Hell Gate Bridge over the East River at New York, and the locks on the Panama Canal.

"Bill" left the structural steel business, after rising to the position of Foreman in Charge of Outside Construction, to come to Sun Ship as Assistant Superintendent of Fabrication.

OUR YARD salutes the former structural steel worker who as Superintendent of Fabrication is doing an excellent job in furnishing fabricated steel to the shipways.

“DIAMONDS” — *Where to Find Them*

By RALPH MULL

Most of us have read or have had the opportunity of hearing the late Russell H. Conwell, founder of Temple University, deliver his renowned address “Acres of Diamonds.”

The lecture left us with the thought that it was entirely unnecessary to travel many miles through the dark interior of Africa to seek diamonds — without first exploring our own back yard, where very often we could find exactly what we were seeking elsewhere.

I like to compare our Defense Training Classes with “Acres of Diamonds”. These classes offer the opportunity of a lifetime to Sun Ship employees and it rests right in “their own back yard.”

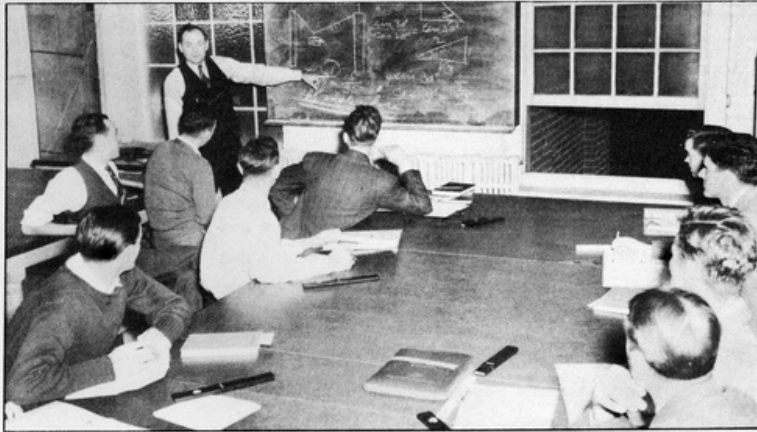
Think this over men: If someone were to say “Joe, what kind of work do you prefer?” your answer might be “Shipfitting.” The same person might continue, “Joe, if you will spend a couple of nights with me each week, I will show you in the shortest possible time the highlights of shipfitting and further, after you successfully complete a simple course, I will notify your leader and foreman that you are better prepared to do your job and I am sure, Joe, you will soon find advancement coming your way.”

This is not a fairy tale but exactly “The Diamonds” in the back yard of every man who works at Sun Ship. This company has selected as defense teachers, men who have served prescribed apprenticeships of at least four years’ time. In addition, these same men can show from ten to twenty-five years of practical experience. To prepare these men to be instructors, your company sent them to a school where they were taught to teach. Does this leave any doubt that Sun Ship is doing everything to give its men the best possible training? As one of these instructors, I do not contend that we “know it all.” Rather, we would have the trainees feel that a prepared course will be offered them — we encourage and are happy to receive suggestions from our students as to how to better instruct trainees to do a particular job, using a more modern method. Often through open class discussions of these suggestions, a better and quicker method has been adopted that enables us to pass to the men the benefit of the practical experience of others actually doing the work in the shops.

Unfortunately, some men come to work each day to put in eight hours. They become listless and their job lacks interest. The same men, however, are good workers and

do well everything they are told, but they work mechanically, their job consists of a lot of iron which means nothing to them.

I am happy to say it has been my privilege to have some of these men in my classes. They were no different from other men, but they never had the chance to learn, or worse, their foreman or leader failed to recognize or encourage their limited abilities. Upon completion of



Joe Carney's students in Applied Mechanics



William Elliot's class in Engineering Drawing and Mathematics

their course, these same men took a new lease on life, their jobs had a different slant, they not only knew where the iron fit with which they were working, but they could also see it on a drawing. In other words, they now know not only how to do a job but the "why's and wherefore's" of the job. The foremen have reported to me that these men no longer wait to be told what to do, but actually proceed with foresight and initiative. This new interest reflected itself in their pay envelopes.

The company appeals to our foremen and leaders to interest themselves and their men in Defense Training. After all, your quality of work and production rate is no better than the men you have on the job to do the actual work.

Instead of bemoaning the fact that your men lack ability and experience, make a survey of the men you have. Consider what you have done to help them. Get closer to your men, select the most promising to go to a Defense Training Class. Soon you will have an efficient gang as a result of the training they will receive. Unfortunately some of our men fail to recognize the tremendous value of Defense Training. Usually these same men are those

who have not kept abreast of the times and have failed to progress with the trend of modern shipbuilding which has so materially changed in the past few years.

Some of our younger and newer men who have taken the time to train themselves in the modern and more economical methods of building ships are forging ahead; the spare time they spend to train themselves is proving a sound investment; they are now receiving dividends.

Defense training classes offer these same advantages to every employee of the Sun Shipbuilding and Dry Dock Company. Don't feel that you will never get a "break" for a better job at a higher rate. This company is very emphatic in insisting that all men who successfully complete a Defense Training Course shall be further encouraged by their leaders and foremen and in addition they are to receive first consideration when advancement is discussed.

MEN — you don't have to scan the employment ads in the daily papers, you don't have to think you can better yourselves elsewhere. If you want to find diamonds, look in your backyard — DEFENSE TRAINING IS THE ANSWER.



Henry McDermott teaching his class in Blue-print Reading

SOME OF THE MEN



Bill Weldon

Served his apprenticeship at New York Ship then went to Cramp's. He came to Sun Ship in 1927, and has worked here ever since in the Mold Loft.



Frank Ives

Started in loft in 1920 at the age of 16 and has worked here steadily since that time.



John Temple

Has worked here for the past 19 years in the Mold Loft and has one son in the Sheet Metal Shop.



Henry Peter

Has one month service against his 4 year apprenticeship. He is attending our loft school to prepare himself to be a better mechanic.



Charlie Maguigan

Was formerly a template maker at Edgmoor and has worked here since 1918 in the Mold Loft.



C. R. Bezold

Has worked here since the yard started. He has worked in other plants, but says he prefers this Mold Loft to all others.

WHO MAKE SUN SHIPS



Joe Dougherty

Joe worked with Hopeman Bros. in their No. 33 Dept. and is now working for Sun Ship as a material clerk for No. 47 Dept. (14 years' service).



Herb Masten

Came to the yard from American Bridge Co. and tells Mr. Ferry that they never roll a bar too heavy for him to lay out.



Frank Sabot

has spent eleven years of his life at Sun, and still drives rivets with the best of them.



"Pete" Hamilton

Pete, who was seventy-seven years of age on his last birthday, never misses a day unless it is a holiday.



Harold Bullock

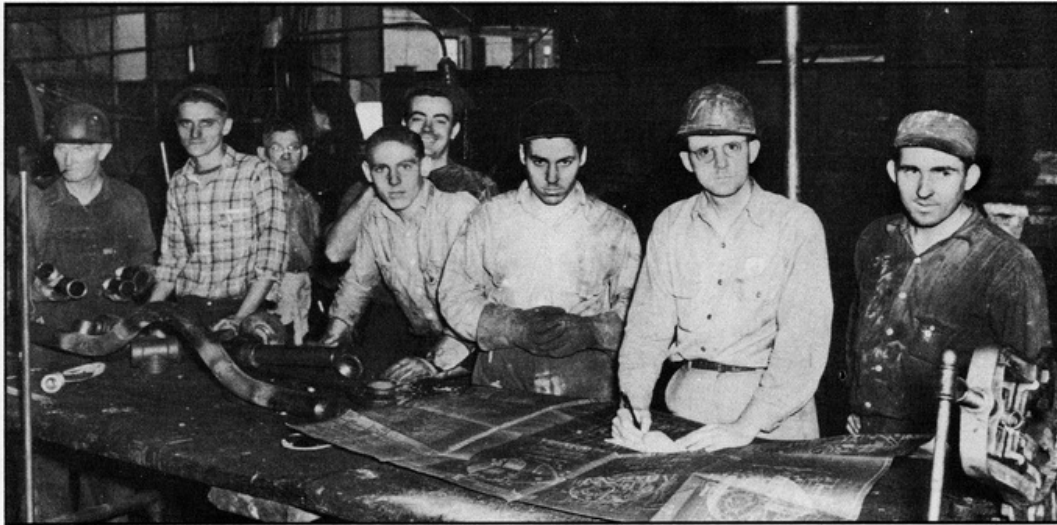
Has worked in the shop for 2½ years, having come from the Houdry Dept. His father is a foreman in No. 47 Dept.



Tommy Howat

An expeditor for the shops, his job is to get material from the shops to the job. Tommy has been hurrying around here for the past 5½ years.

THE SHIP YARD



PIPE SHOP — "Birl's Pipe Artists"

Jim Stewart
Will Hawk

Frank Parsons
Joe Glover

R. Layton
Harry Birl

Bill Mekenney



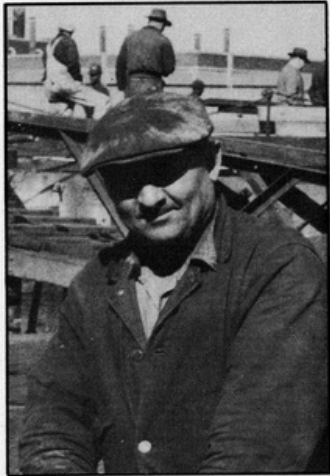
CARPENTER SHOP — "W. Mosser and his Crew"

Jim Paterson
L. Aigeldinger
H. Hopson

C. Silcox
W. Mosser
Reds McKenna

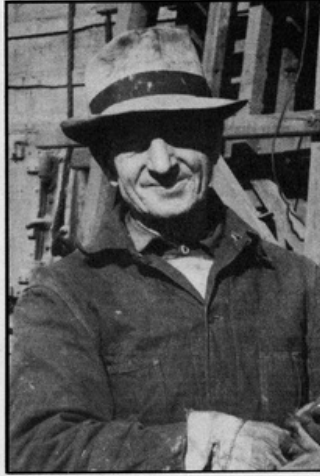
A. Eilenberg
E. Lundberg
Popeye Burton

MORE OF THE MEN



Dominic Silio

Came here from Chester Ship 23 years ago. He is a rigger and has one boy who is a counter in No. 91 Dept.



"Chris" Deal

Has worked at the Sun Ship for 19 years as a rigger. He has one boy who works at the Wetherill Plant.



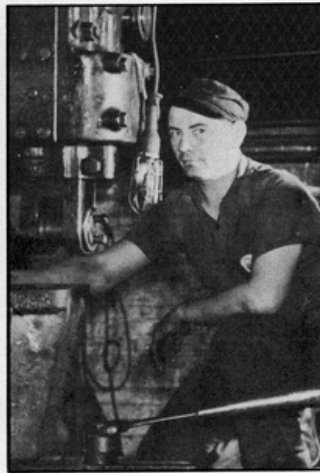
Jake Moliken

Jake came to Sun Ship over eight years ago to work with the Dry Dock riggers.



Olaf Martin

Has worked here for the past 24 years, working with riggers until No. 1 dry dock was built. He is now Assistant Dock Master.



Thomas Nowak

Works in the Wetherill Plant on 2nd shift. He is married and has 2 girls. He started working for Sun Ship in 1926.



Walter Brown

Came to the shipyard in 1936 and is working on the 2nd shift. He is married, but has no children.

On the Feminine Side

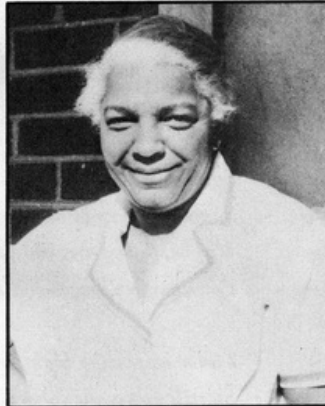


STENOGRAPHIC DEPARTMENT

These — 15 count 'em 15 — smiling members of the stenographic department graciously consented to pose outside their office for the benefit of "Our Yard" readers. From left to right, first row: Ellen Roenne, Doris Hefflefinger, Anna May Sulger, Dorothy Ward, Dorothy Renz. Second row: Mary Ferry, Carrie Massey, Jessie Hamilton, Helen Tambussi, Beatrice Rankin. Third row: Dorothy Boulden, Ruth Briggs, Doris Vogel, Helen Dodds, Eleanor Rowles.



Hannah Hepworth, who was born just outside of Chester in Upland, is a graduate of Chester High School. In 1920 she joined the stenographic department of our company, and after eleven years of service became secretary to the Senior Vice President, Mr. Richard Haig.



Rachel Stevenson was born in Salem, New Jersey. In October, 1920 she came to work for Sun Ship, which means she is now starting her twenty-second year of faithful service with the company.



Mary Clayton graduated from Franklin Grammar School and Sleeper's Business College in Chester. She started to work here in 1922. After 2 years in the Purchasing Department Miss Clayton transferred to the Ordering Department and has been working there for the past 17 years.

THE SUN SHIP YARD AS IT APPEARED TWENTY-FIVE YEARS AGO



As One Man Sees Our Yard Today

*I wanted a job and I got it—
Down here in Chester one fall.
Somehow the job's not what I thought it,
And somehow the money isn't all.*

*There's the Shipyard (have you seen it?)
It's the biggest thing that I know,
From the massive shops that screen it,
To the deep, pit-like dry docks below.*

*Some say it was swamp when they made it;
Some say it's a good place to shun;
Maybe, but some would trade it
For no other job—and I'm one.*

*I have worked at night on the shipways
So still you could hear a pin drop,
And I've thought I surely was dreaming
With the peace of the world piled on top.*

*The summer—no hotter was ever;
Steel so hot it would run like a rill;
The oily smell of the river;
The humming saws in the mill.*

*The hammers that never know silence;
The thud of a 20 pound maul;
The safety, the freedom, the fairness—
You bet I'm stuck on it all.*

*You can crawl in the inner-bottom,
When the plates are fraze tight as a drum.
The cold will follow and find you,
And the chippers will bludgeon you dumb.*

*The snows that come every winter,
The sleet, the hail, the rain—
I tried to quit in December;
The next week I was back again.*

*There are hardships that nobody reckons;
You think you've had your fill,
But let us all be at it,
And do our job with a will.*

*There are some who would have us ponder,
And not listen to the nation's call,
But here you have a leader
Who is fair to one and to all.*

MORE OF THE MEN



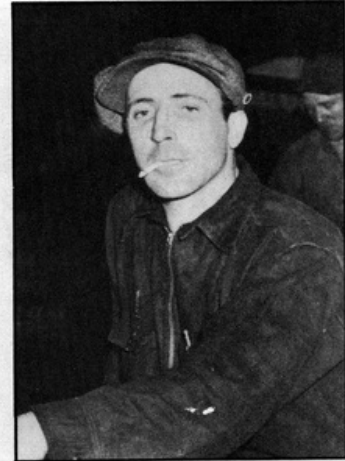
John Krupka

one of the newer men in the riveting department, with two years employment says he can hold on any rivet that can be driven.



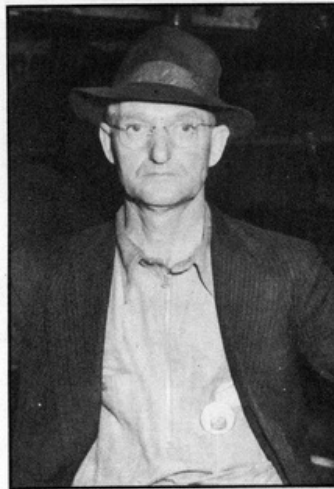
"Alec" Roux

who came to Sun Ship from the "Lone Star State" seventeen years ago keeps the saws in condition for McShane's carpenters.



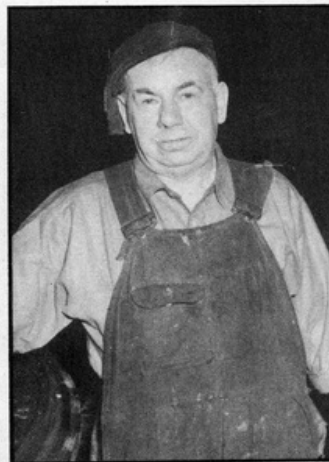
"Bill" Laird

in the pipefitters dept. has seen thirteen years roll by since he first entered the gates of Sun.



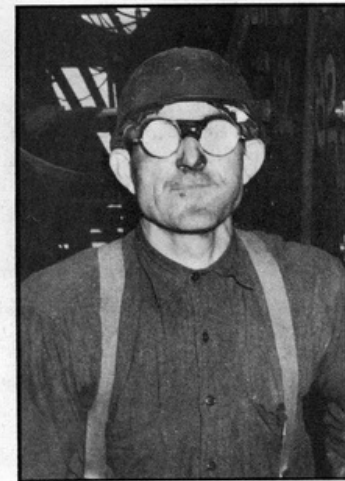
Sheriff Rankin

came to Sun twenty-four years ago and keeps the electric cranes in condition to handle the material today.



"Dick" Hodge

served his apprenticeship in England, and came to Sun as a boiler-maker fifteen years ago. His son followed in his footsteps to the yard, but went to shipfitting instead of boilermaking.



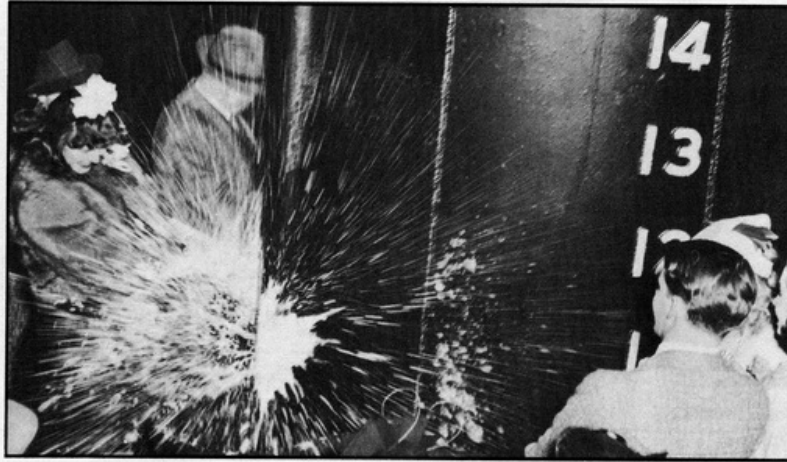
John Wadsworth

came to Sun 15 years ago and has during those years driven an estimated two million rivets—more than enough for one complete riveted tanker.

Sun Launches Two More

Amidst the strains of the "Star Spangled Banner", and the cheers of many of the craftsmen who constructed them, and of the large crowd who came to witness the launchings, two more ships have gone gracefully down their ways into the waters of the Delaware River since the last issue of "OUR YARD."

On Saturday, October the eleventh, at 5 P. M. the tanker S. S. "AEKAY", built for the Keystone Transportation Company of Philadelphia, was ably sponsored by Miss Barbara Vickery, whose father, Captain Howard S. Vickery, has been largely instrumental in the development of the Maritime Commission ships.



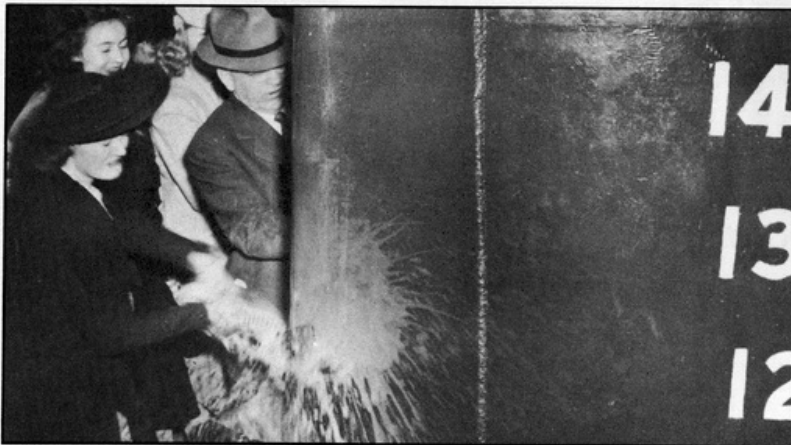
Miss Barbara Vickery christens the "Aekay"

The S. S. "AEKAY" has a length of 500 feet, breadth 68 feet, depth 37 feet, and has a dead-weight capacity of 16,400 tons.

The M/S "STAG HOUND", christened by Miss Katherine Woodward, daughter of Thomas M. Woodward, of the U. S. Maritime Commission,

slid smoothly down her way at 11:15 A. M. Saturday, October the eighteenth. Built for the U. S. Maritime Commission, the M/S "STAG HOUND" will be sold to the United States Lines.

These ships are two more of the many vessels which are being built at Sun Ship, in answer to the Government's plea for "ships and more ships".



Miss Katherine Woodward sends "Stag Hound" on its way

SUN SHIP SPORTS



SUN SHIP DELRI LEAGUE GOLF TEAM

From left to right: "Johnny" Curry, "Zeke" Ersek, "Joey" Kaster, "Sammy" Warburton, "Matt" Green, "Johnny" Dorham. Missing from picture: Paul Brown, "Midge" Kupsick, Harry Southcott, "Scotty" Stott, "Petey" Martin, and "Yum" Sweeney.

GOLF

Sun Ship's "Delri League" Golf Team holds the spotlight in sports this month. With a record to defend, having won the Delri Tournament for the past two years, they successfully defended their title as Champions, and retired the Dr. John O. Reed Trophy from competition, proving conclusively that Sun Ship golfers are "tops" in the industrial competition.

BASKETBALL

Sun Ship's Delri League team is now being organized, and by the latest reports from the coach and manager, will not be satisfied with anything but first place this season.

Inter-department basketball under the Athletic Association is being rapidly organized, and any teams interested should get in touch with Raymond Shallet at Dry Dock, or David Owens in the Pipefitters' Office.

BOWLING

"Griff" Roberts and his team in competition in Delri League "A", bowling at scratch, are out in front and although the competition is hot, feel they can hold that position until the end of the season.

* * *

Sun Ship's Independent Bowling League "A", made up of Second Shift men, now starting its second year of

competition, is led by Drydock quintet, with a record of 16 wins and four losses, followed closely by "A" Shop, with fourteen wins and six losses.

Pearson of Wetherill Shop rolled the high single game of the season to date, of 231.

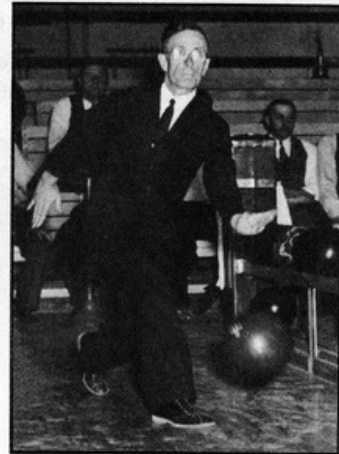
"B" League, in its first year of competition, is led by Welders, with the Riggers close behind in second place.

"B" League's top bowler to date is Elliott of Riggers.

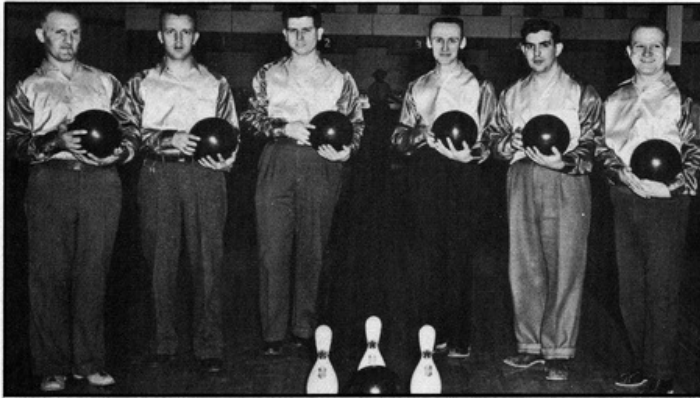
Sun's second shift bowlers, while having only a comparatively new league, compared to the older bowling leagues in the yard, have already challenged the day shift league for supremacy at end of the season.

* * *

Our yard "A" and "B" 16-team bowling leagues opened their 1941-42 season at the Penn Recreation on Tuesday, September 16th for the "B" league, and Friday, September 19th, for the "A" league. Due to the interest in bowling at the yard this year it was necessary to add two teams in each league. Before this year we bowled at Chester Recreation Center which has fourteen alleys. A change of scenery was desired by the bowlers and by a majority vote we moved to the Penn Recreation Center which has twelve alleys. To accommodate our leagues it is necessary for four teams from each league to bowl from 9-11 P. M. on Tuesday night. This is the 13th year for the "A" league and the 5th



Bill Rennie, Foreman of 84, Machine Shop, has been bowling since the "A" League was formed in 1928. If you study the photograph closely you will notice that Bill drops the ball with the left hand, back at the scoreboard, then runs to the foul line to wave it on its way.

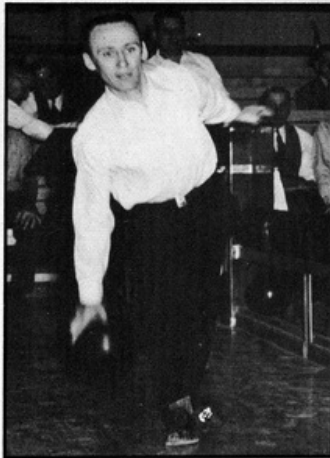


SUN SHIP DELRI "A" BOWLING TEAM

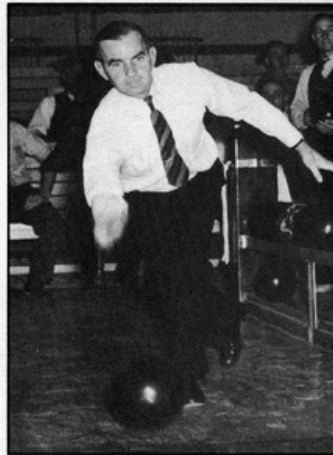
Left to right: Jim Evans, Russ Staley, Bill Owens, Captain Griff Rogers, Augie Atkins and Jim Eminson.

year for the "B" league. (Don't let the title of "B" league fool you as the Cranemen, champs of "B" league last year, defeated Fabrication champs of the "A" league.)

In the "A" league John Martin, Mold Loft "A" tops high single with 258 and Charlie Taylor, Paint Shop, was high three with 614. The "B" league high single to date goes to S. Svini, Paint Shop, with 267 and high



Griff Roberts is a newcomer to our "A" league joining the Engineering team late in 1940-41 season. He did not bowl in enough games to participate in the individual prizes. However, this season, after six weeks of bowling he is the league's leading bowler with an average of 192.

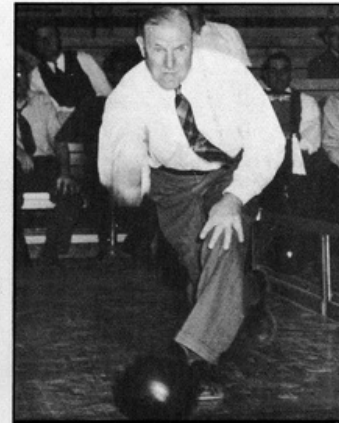


Frank McShane, Foreman of 66 Department, Carpenter Shop, is captain of the Shipway team. Like Bill Rennie, Mac is competing for the fourteenth straight year, in "A" league.

three to J. Schmidt, Sprayers, with 610. You can rest assured the other bowlers will be in there trying to better these scores before the close of the season.

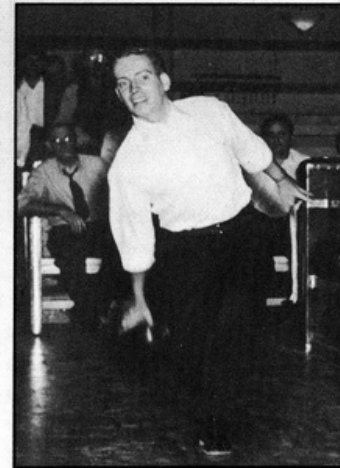
In the "A" league, Paint Shop with 20 games won and four lost, holds a very slight edge on Engineering, with 19 games won and five lost.

In the "B" league Sprayers and Erectors are tied for first place, with sixteen games won and eight lost, followed closely by Pattern shop with fifteen games won and nine lost.



Paul Herman, captain of the Electrician's team in "A" league, started bowling several years ago in that league, transferred to the "B" league (for easy pickings) when it was formed, then tried his skill in the Delri "B" league section, and has now wandered back to his first love, the Sun Ship "A" League.

With the season just started, and sixteen teams in each league, anything may happen, and none of the leaders feel at all sure of themselves.



John "Reds" Dougherty has been bowling several years, and for the past four years has served as Secretary of "A" league and is a member of the General Committee. Some of the boys who saw the above photograph snapped accused "Doc" of posing for an Ipana Smile of Beauty advertisement.

54 Men Get Service and Loyalty Emblems

For the period ending with August, 1941, an additional number of employees were presented with emblems by Vice President and General Manager R. L. Burke.

A total of twenty-eight new men received awards designating they had finished ten years of service at Sun Ship.

"OUR YARD," in its infancy, wishes to extend to these men congratulations on having passed their tenth anniversary of affiliation with their yard, as well as to the others whose names are added to our Honor Roll at this time for fifteen, twenty and twenty-five years of Service.

HONOR ROLL

We extend hearty congratulations to the following employees who received Service and Loyalty Emblems as of July and August 1941:

JULY

- 4- 9 — H. Ebright 25 years
- 8-420 — C. Copper 25 years
- 47- 3 — C. Duke 25 years
- 69- 1 — L. Spath 25 years
- 80- 9 — W. Sydnor 25 years
- 93- 19 — E. Dutton 25 years
- 96- 15 — K. Affelgren 25 years
- 30-417 — T. Paul 20 years
- 42- 7 — F. Culbertson 20 years



C. Wise is congratulated by Mr. Burke as he awards a 10-year service emblem.

- 47-992 — R. Miller 20 years
- 8-203 — E. Hendrixson 15 years
- 8-625 — W. Gilmore 15 years
- 30- 45 — G. Fitzsimmons 15 years
- 34- 6 — L. Grander 15 years
- 47-183 — J. Schullie 15 years
- 4-201 — A. Richards 10 years
- 8-526 — J. Aldan 10 years
- 8-602 — W. Doran 10 years
- 34-482 — J. Martin 10 years
- 34-850 — L. Nugent 10 years



Mr. R. L. Burke presents F. Stanowski with an emblem in recognition of 10 years' service.

- 34-920 — A. Adam 10 years
- 36-137 — S. Latocha 10 years
- 36-568 — N. Heitz 10 years
- 36-772 — J. Preston 10 years
- 58-636 — T. Toohy 10 years
- 59- 18 — W. Martin 10 years
- 60- 82 — A. Gartside 10 years
- 65-110 — J. Cheatham 10 years
- 80-127 — R. Hunter 10 years
- 91- 15 — J. Crist 10 years
- 96- 10 — M. Drinnan 10 years



F. Richardson receives a 15-year emblem.

AUGUST

- 78- 11 — A. McLachlan 25 years
- 4- 13 — J. Snabley 20 years
- 8-258 — F. Miles 20 years
- 34-526 — B. Mixon 20 years
- 36- 58 — F. Ott 20 years
- 93- 18 — J. Towns 20 years
- 8-516 — C. Taylor 15 years
- 36-880 — G. Hughey 15 years
- 68- 59 — H. Burress 15 years
- 69- 6 — F. Richardson 15 years



B. Mixon, who has been with Sun Ship for 20 years, receives his emblem.

- 75- 13 — W. Feltz 15 years
- 33- 39 — A. Horne 10 years
- 33- 42 — C. Ward 10 years
- 33- 63 — J. Holleran 10 years
- 36- 21 — J. Orner 10 years
- 36-913 — J. Kaninski 10 years
- 47- 71 — B. Scheer 10 years
- 47-125 — B. Blaisdell 10 years
- 51-337 — R. Parker 10 years
- 55-597 — F. Stanowski 10 years
- 59-144 — C. Wise 10 years
- 60-310 — R. Christopher 10 years
- 79- 22 — E. Young 10 years

SUN SHIP GLEE CLUB



The Glee Club was formed on the suggestion of Mr. John G. Pew Jr. in June 1939. In the first year the club made sufficient progress to be able to fill eleven public engagements. During the season 1940-41 the club has enjoyed having a very full and successful program of activities, accepting sixteen invitations to appear in public in Chester and vicinity.

In the season just starting the club has already received five requests for their services which would indicate a very busy season ahead.

Membership in the club is open to those who enjoy singing good music and are employees of the Company. New members will be welcome any Monday night at 7:30 P. M. in the main office cafeteria. Members and prospective members are reminded to wear their Company identification buttons to all rehearsals.

CLUB OFFICERS

JAMES E. ROOKS, *Director*

THOMAS PARKER, *Associate Director*

MABEL PARK, *Accompanist*

•
WILLIAM SMITH, *President*

W. G. BRODHEAD, *Vice-President*

JOHN KARLSON, *Secretary*

WM. Y. PAYNE, *Treasurer*

A. KARAU, *Librarian*

Pick-ups from the Yard

SHIPFITTERS

John Plumer, 45 Department Expeditor, says he will soon need a portable telephone to keep in touch with his boss, due to the demand for so much material.

Frank Plant of the Ventilation gang just took the fatal step. Married (of course!)

Fred Glatz came into No. 45 Shipfitting Office passing out cigars recently. You may be sure that Basil (Ned Sparks) Griesmeyer was the first to get one of the "ropes".

It is rumored that Norman Cadman is going to pull his trumpet out of moth balls and join the Sun Ship Band. He's sure to be close by when the band starts tootin'.

Somebody said they saw Ed Lacrosse roller skating over towards the South Yard. The skates were trying to get there faster than Ed, according to numerous reports.

YARD GENERAL

"Josh" Sprattley is now the proud father of a baby girl, so now he has to stay home at nights and watch her, or else!

Congratulations George Fletcher, James Rogers, and George Hazzard, on your promotions as new leaders in our department.

Harold Vaughn is still trying to win the Holland cheese medal, and from all reports he may win it handily.

Freddie Bernard is on the list of new 1942 models that still have the crying blues, and the boys say that's the way he wins girls.

The men on the tracks have christened Vernon Jones "Droopy" because he still doesn't know how to buy a pair of pants that fit him.

Say, Judge Heavy Wesley, how about giving us the secret of how you sleep so well?

Neal Carter has two daughters now, and from all reports he is going to raise a Y. W. C. A.

Chippie Borders has three boys and the fourth is coming. Now he can have that quartette he has been dreaming about.

"Smitty", how are the girls down in "Dear Ole Virginny", pardin' mah s'uthern accent.

"Big" Brown, why don't you eat reducing tablets, so that you can get in some of the holes on the boats, Baltimore is getting tired.

"Geech", we are going to open a cafeteria especially for you so that you can eat all day long without interruption.

"Specs", if you can count the freckles on your face we'll get you a tie to match.

BERTHING DEPARTMENT

W. Coupe says that there isn't anything to that old gag, "if at first you don't succeed." This is the fourth girl.

November 11th is the big day at Penn Rec. Berthing vs. Champs. Come down and see if you can recognize which is who and vice versus.

Tom, the Berthing man, has been training his dog for three months for one day's hunting. (1 lb. of hamburg would be cheaper).

DRY DOCK CHATTER

Walter Carroll, who came to us as a helper and is now a full fledged fitter, tripped down the aisle of St. Michael's Church on Saturday, October 18th. Best of luck to Walt and the Mrs.!

Have you noticed "Old Glory" waving on the Northeast corner of Drydock Building? We shower our thanks on Martin and his gang for the flag, and Howard Burke for the flagpole. Swell job, boys!

The "boys" are rushing for Dependents' Insurance; must be something in the wind.

The drydock boys are getting acquainted at home. ("Who is that man Ma?" "Sh-h-h dear, that's your father!") Thanks to the mud, at the bottom of the drydock. "Ned Sparks" McBride, also known as "Happy," says "wait till I get the dredging done and they'll never get home!"

Welcome to our new neighbor, the SOUTH YARD.

Penn A. C. oarsmen are scouting Olsen, and no wonder, the way that boy pulls an oar is really something!

Deal must have run short of water at home, so he took his "weekly" in the Delaware . . . he fell overboard.

McKee wants to know why you have to wear shoes way up No'th, heah!

We want to welcome a new addition to our happy surveyor's family—Mr. Jones, American Bureau Surveyor.

Who is the "businessman" whose favorite saying is "Scratch that out" . . . For further information, please see Dave Morehead.

OFFSETS FROM THE MOLD LOFT

The Loft is making a "homestretch" effort to finish Hull No. 241, so that the other departments down the line may have plenty of time to finish their work and launch it on the given date in the schedule; so come along with those last minute drawings for the fittings and foundation.

"Bill" Owens is passing out the cigars, and receiving the congratulations of the boys, in connection with a very recent event at home; Bill enjoys being called "Pop."

We are trying out the new symbol system now; one of the loft boys, wearing a school sweater, was sent on an errand across to the Store Room; one of the new "Expeditors" saw the letter on his back and rushed him down to the welding machine; it was a good thing that it was a "W" instead of an "N."

The mould loft smokers are having a tough time. Some have to walk the length of the loft (1012 ft.) down the stairs (55 steps—count 'em) and out in the weather to get a smoke; which takes up a good bit of their lunch hour.

Our new loft is so well equipped and has so many convenient gadgets that one of the "new" boys was seen trying to send notes down the speaking tube to the Mold Storage and wondering why he didn't receive an answer to his request for some molds that were wanted.

91 DEPARTMENT COUNTERS

Bill Fisher was presented with a baby boy. Good luck Pop.

Danny Murtaugh, Phillies' infielder, is now in 91 Department.

Ches Boughner is singing at Donato's Sportsmen's Club.

Joe Cook, Chief Counter, now has a Co-Pilot in Dave Turner.

* * *

55 DEPARTMENT

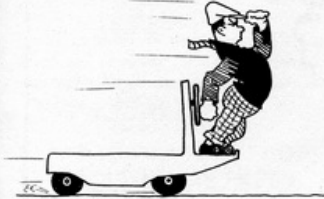
Where did you get those pants George? Better not get caught in the rain.

Joe Yannucci is the fond father of a baby boy. Good luck Joe!

Ask George Dougherty what became of the pork and beans. If he won't talk, try Dan.

George "Whitey" Petchel celebrated the 25th year of wedded bliss October 24th.

* * *



STOREROOM

"Many a rose is born to blush unseen and waste its sweetness on the desert air." Ben "Bolt" Lefler, the man behind the bolt is in reality a combination Edison and Steinmetz.

"I can't remember Dolan, just still can't remember!"

Indeed t'was a surprise to learn Arthur Charnock is of English descent. The Blarney he hands out stamps him as more Irish than English!

A sight to behold is Joe Wright and his infant daughter, going home after each day's work with Ma Wright at the wheel of the family car. Proud Pop!

We want to take this opportunity to welcome all the new men in 80 department. It's swell to see so many new smiles around in this day of hustle and bustle!

Howard Bonner is back on the job. Best of luck Howie. Here's hoping you're around for many years to come.

The man with the patience of Job is Stekowicz, working on the truck order window. More power to you "Stecky."

* * *

NEWS FROM THE WETHERILL SHOP

Cigars were the order, during the past month, when Bert Van Zant, A. McCarthy and W. Hubickey became the proud possessors of the new bundles of blessedness. Congratulations and best wishes!

RECIPE

for a Good Time

Take one large Sun Ship dance band; add a portion of good singing; some novelties; mix a colossal military spectacle; now put in a dash of comedy (hilarious only).

Stir the above ingredients thoroughly and you will have the finest show ever produced at Sun Ship.

The proceeds from this show will go toward your Athletic Association Building Fund.

The date: Thursday, November 20th.

See you there!

The Wetherill golfers have been upholding the reputation of the company. Notable among the top notchers are John Dorhan, who won last year's tournament, and Joe Begley, who recently won the Scottish Clan Meet, held at the Mary Lyon course.

Francis Dwyer, another of our fire fighters, was away at the time of the Penn Steel conflagration. He was representing the Hanley Hose at the Annual Convention of the Pennsylvania State Firemen's Association.

The Wetherill Shop is well represented in the Sun Ship Glee Club. Wills Brodhead, our popular and talented bass, was the guest artist at the annual banquet of the YMCA Glee Club held recently at Naaman's Tea Room.



The high quality and valuable defense material coming from the Wetherill shop under Superintendent John Wilkinson has become so important that we now have additional guards and a new guard house has been built on Upland Street, between 6th and 7th. A new Captain of Guards, Sam Warburton, has been assigned to command the newly augmented force.

CLEANERS

The Wilbur Benz's are expecting a little Benz-ine!

Glad to see Rufus back on the job again. Take it easy fellow, Time is Short!

Jose Rico leaves October 23rd for camp.

Deacon Campbell, of the main office, is recuperating from a serious illness. Deacon will be back soon.

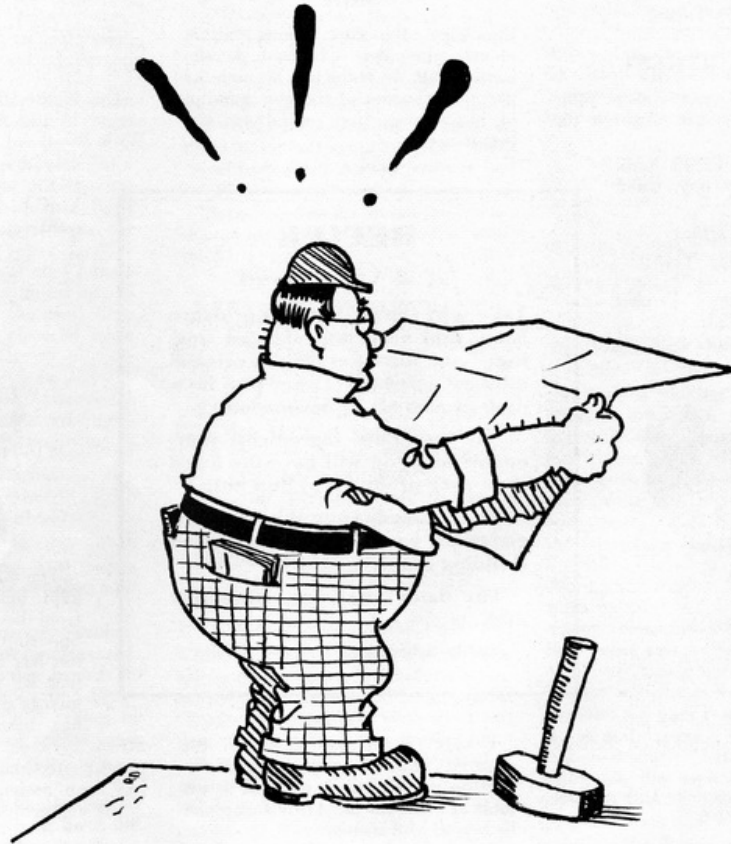
Paul Burrell, who is in the Mercy Hospital (Phila.) will be back home in Media this week. Maybe Brother Jim will let you have his safety job.

George Wood has answered his country's call. After receiving his induction notice George checked in his tools and left for the Army Camp and its period of training.

John Grant, the popular Hanley Hose member, answered the alarm for the Penn Steel fire while in the midst of his dinner, and left a large part of it behind. We wonder who the lucky one was who was eating with him. Our fighting fireman did not finish his fire fighting duties and check out until around two o'clock.

Frank Meade, after serving the company very well for four years as an apprentice machinist, has just completed his time and is now a full fledged machinist. Cigars were the order of the day.

MEN OF STEEL



THE PLOTS THICKEN

JUSTIN CASE
10-16-41

Editor's Note: — Each issue of "OUR YARD" will contain a cartoon of a well known yard employee, or person often seen in the yard. If the subject recognizes himself, he may call at the Office and receive the original cartoon as well as a year's subscription to "OUR YARD".

38 AND 78
Newsy News from the Drawing Rooms

John Brientnall was married Saturday, October 13th, Dick Hunt on Saturday, October 25th, and Frank Bray does the trick on Thanksgiving Day.

The Engine and Hull football teams will play their game just as soon as Ray Shallets gets enough equipment.

A bowling team representing the drawing rooms bowled the Elks on Wednesday, October 15th, at the Elks' Home. The Elks sorta trimmed the Pencil Pushers.

How is "Little Joe" making out with "TEARS ON MY PILLOW"!

The big question in the blue print room is: when are they going to get rid of the shift work and Harry?

The loudest fellow in the drawing rooms — EDGAR. The quietest — SMITH.

Cigars were passed around by John Lastowka — baby boy on October 21st. Charlie Grauel is next on the list.

The Hull Department will have its annual banquet in November. The Engine Department will have its first banquet in February.

* * *
FABRICATING SHOPS
47 DEPARTMENT

Carmen Laurelli, one of Ralph Mull's promising young loftsmen, made some promises before witnesses last month. Now he'll find that two can live for three times as much as one.

Pete Trosely is losing two of his gang to the U. S. Army. Both boys have worries — Miller that he may wind up as a drummer boy and Hunter that he may have to work an eve-

ning before he goes and so lose a few hours with the G. F.

Depter in B Shop took three days off to make out his questionnaire. But they ask you *more* questions when you want to be a General.

47 Department graduated a class in shipfitting this month and immediately began another under the capable instruction of Ralph Mull.

It is rumored that Bill Forster has resorted to hitch-hiking to the North and South Yards.

Bill Gault denies that he has eleven children and that they each posed with the tuna he landed, as reported last month. He explains that each child had two snaps taken and he had three. You figure it out.

No arrival of income tax exemptions reported, due probably to advance notices of the Hospitalization Plan.

* * *
BOILER SHOP GOSSIP

Army's gain, Sun Ship's loss. Lt. David Hickman, former P. M. C. athlete and smiling boiler maker, is now stationed at Maxwell Field, Montgomery, Ala. The boys in the shop wish him the best of luck.

Stanley York, the boiler buster, is having the time of his life giving out cigars. Nice going pop.

* * *
HULL MACHINE SHOP

Tommy Tucker is still searching for the "Tall Thin Man" who walked off with the brackets he had just finished.

Walter Beibas will be moving his family into his palatial new home in the near future. A few more good moonlight nights and he will have it finished. Any suggestions for the house warming should be given to Sullivan *before* 7:45 in the mornings.

HOT AIR PIPES FROM 30's — SHEET METAL

Jim Keeley was passing out cigars last week. Congratulations Jim, what was it a boy or girl?

Tommy Paul, the globe trotter of the tin shop, just returned from a two weeks auto trip of the western states. Many more of them Tommy. (Tommy is a twenty year man).

Gus Heath, the foreman of the Sheet Metal Shop, is the proud owner of a new billy goat. (Some fun, eh Gus?)



* * *
WELDING —
59 DEPARTMENT

Joe Rusek 59-60 Department Foreman on the second Shift, received a bundle of happiness recently; a baby boy. Congratulations to you and the Mrs.!

The stork was seen flying around the residence of Mr. and Mrs. Ben Good. We hope it's a boy Benny.

Shuffling George Howaith, boiler shop, second shift, would like to see the Eagles win one game. We hope you live that long George.

* * *
WELDING — SECOND SHIFT

Congratulations to C. Stearne of "C" Shop, on the birth of an eight pound 4 ounce boy, Brian Lowell.

Harry Gildea is thrilled over the birth of an eight pound daughter Gertrude, on October 13th.

C. Richardson boarded the ship of Matrimony on Saturday, October 11th. Here's wishing you the best!

Ernie Ericson had to make a hurried trip to Massachusetts to attend the funeral of his grandfather.

We'll miss "Mitch" the safety man, who was transferred to day shift.

Wedding bells rang for Herb Mesick on October 11th. Here's wishing you all of the best Herb!

THANKSGIVING DANCE

The Thanksgiving Dance will be given for the second and third shift employees, on Thursday, November 27th, at Columbus Center, 4th and Pusey Streets, Chester.

Music will be furnished by the Sun Ship Band, under the capable direction of Tom Leeson.

If you want to have a good time, remember the date, and you won't be disappointed.

**LAUGH LINES—
LINERS & TACKERS**

Busby is to be congratulated on the birth of a baby girl. Evidently he thought cigars were to be given out only on the arrival of a boy. Better service next time Busby.

Last month we welcomed Gibbs back to the yard, after his recent vacation and marriage. Many years of happy married life and may your troubles be "little ones."

Will somebody please tell McCue to dig in his one way pocket book and extract enough money to buy a new safety helmet.

We heard from an unusually reliable source that Roy Parsons goes home every night after work, and sits in the garage admiring his new Packard. More mileage, Roy!

Seamon in a recent brag-fest stated that he could turn out more footage than Elmer. Elmer says, "Let's look at the record!"

Speed Kane was a very disappointed man upon his arrival at No. 9 Way, because the Sun Ship Band had not turned out to greet him.

We wonder who the 2nd Shift Leader is who used to leave his lunch box in 46 Department office but now puts it in his locker. *Does lightning ever strike twice in the same place?*

Who is the 2nd Shift Leader that bought a V-8 Ford and is still looking for the oil filter? He also doesn't know the car has to be greased.



SHIPWAY RIGGERS

"Tony" Johnson of "Yah-Yah" fame lost his button, and his teeth, and he's still eating soup.

"Bessie's" hero, George Cline, lost his safety hat overboard and can't find one to his liking. George wore

COLORED EMPLOYEES' DANCE

The Colored Employees' Dance will be held at the P. O. S. of A. Hall, Third and Jeffrey Streets, Chester, on Friday, November 14th.

If you like a good time, good music, and a good dance floor, keep this date open and make arrangements to be present.



out the lining in the hat and fifty riggers by the hat.

Tommy Nolan worked through Friday, Saturday, Sunday and Monday, straight. He says he feels great and like twenty years ago, when he was United States Navy Lightweight Champion, he says "I'm still ready for a fight."

MACHINISTS

Sam Faulkner is the proud father of a baby girl; Paul Sides, Joe Blair, and Bill Machamer just became the fathers of future All-America Fullbacks . . . Thanks for the cigars and our heartiest congrats.

Harry McCoy, Fire Fighting Foreman, took his usual trip to the Firemen's Convention this year and must have really enjoyed it. He came back in fine fettle.

Congratulations to Fred Thorman. He waited a long time, but he finally did it. . . Yes, Fred's married!

Lou Messick is doing an excellent job of looking after the apprentices for "Uncle George" Carney, and covers a lot of territory in guiding and advising them.

**HOT FROM THE
BLACKSMITHS**

When our Bowling Team (?) gets the kinks straightened out, look out! They're red hot!

We haven't heard any complaints, but it's a known fact that the loss of Kahuy from the Bowling Team was a serious blow. Kahuy is recuperating from an appendectomy. Speedy recovery, friend.

**58 DEPARTMENT
REGULATORS**

Will someone tell Thompson to change clothes at home? The Regulators are wondering where he gets all those muscles on his legs.

Charley Gear says he skates for his health only. But why go to Wilmington instead of the nearby Chester rinks, Charley?

Would you like to know how many coats a bunny has? Ask Gallagher, he knows.

Mike says his job doesn't worry him any more . . . he lost all his hair worrying about getting the job.

Notice to all erectors: Charlie McCall said to help the Defense Program, so please eat more eggs—the Government needs shells.



The Clipper Ship "Surprise"

The first ship named the "SURPRISE" was a clipper ship, built by Samuel Hall, of East Boston. She was 183' 3" long, by 38' 8" beam, and 22' depth. The "SURPRISE" was owned by A. A. Low & Brother, of New York.

She was designed by S. H. Pook, Naval Architect, who designed a large number of the most successful of the clipper ships—"Red Jacket", "Game Cock", "Northern Light", "Ocean Chief", "Belle of the West", and "Challenger". It is doubtful that any single individual did more to develop a beautiful and successful merchant marine in the United States than Pook.

The "SURPRISE" was launched on October 5, 1850, and sailed from New York on December 13th for San Francisco, under command of Captain P. Dumaresq. Two days later the Baltimore Clipper "Sea Nymph" sailed. The "SURPRISE" arrived in the record time of 96 days and 15 hours, beating the "Sea Nymph" by 61 days on the passage. The best time on that run was made later by slightly larger ships (229' x 40' 8" x 21' 6"), "Flying Cloud" and "Andrew Jackson", in 89 days and a few hours.

A few years later, on New Year's Day, the "SURPRISE" sailed from Shanghai for New York, under the command of Captain Ranlett. On February 1st they ran into a hurricane, lost foresail, both reefed topsails and two lifeboats, but regardless the "SURPRISE" passed Sandy Hook on March 25th in a passage of slightly more than 82 days, but little longer than the record over the course. It was excellent hard sailing under any conditions, but with ship leaking and ragged copper plates on the ship's bottom, it must be considered one of the best passages ever made from China. Clipper "Oneida" left Shanghai 5 days later than the "SURPRISE" and was 116 days on the run.

On one other passage, homeward bound, the "SURPRISE" made the run of 68 days from Shanghai to the Equator and if she had maintained the same rate of speed after passing the "Line" in the Atlantic, as before, she would in all probability have equalled the record for all time on the Shanghai run. Her chance was spoiled by 20 days continual head gales after passing Bermuda.

The "SURPRISE" was lost on Plymouth Rocks, Japan, on February 4, 1876.

