

OUR YARD

SUN SHIPBUILDING AND DRY DOCK COMPANY, CHESTER, PA.



John Galt 1-10-42

January 1942

Many of our jobless workers here in the Shipyards have quit our ranks, leaving behind their homes and families; their future security and present mode of living, to join our Armed Forces.

What greater sacrifice than this can one make to guarantee the Democratic Form of Government, and the high standard of living that we have achieved since 1776. In doing so, they are protecting us and keeping the enemy that much further from our shores.

Our great debt to them can only be repaid by diligently producing "ships and more ships" in this hour of need far beyond any heights that we can imagine possible.

By giving these men the tools to work with, we are a deciding factor in the Defense of our United States, and the American Way of Life.

Vol. I—No. 5

OUR YARD

FAMILY MAGAZINE

SUN SHIPBUILDING AND
DRY DOCK COMPANY

JANUARY, 1942

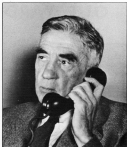
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S/S "Kentucky" Hull No. 205, built for the Texas Company. This vessel, powered by a 3,000 H.P. Steam Turbine, was launched January 2nd, 1942. She is a sister ship to the S/S "Ohio" and the S/S "Oklahoma," which were launched in 1940. The sponsor of the S/S "Kentucky" was Mrs. Thelma K. Arnold.

Administration



THOMAS M. WOODWARD

Member,
United States
Maritime Commission

TO THE WORKERS OF THE SAN SEBASTIAN AND SAN DIEGO COMPANIES:

You, as employees of the San Shipyard, are aware of the crucial nature of the work in which you are now engaged.

The United States is involved in a war of unprecedented size and scope. We are dealing with a treacherous and ruthless enemy, and we are fighting on a front extending around the world. Never in our history has the need for ships—fighting ships and merchant ships—been more acute, and never have they been needed for a cause more closely bound up with the personal security of every American.

This war will be won just as surely in the factories, farms and shipyards of America as it will be on the high seas and in foreign lands. The men and women working in the San Shipyard are in the forefront of the battle at this moment. The safety of the nation depends particularly upon you and the other Americans who are "producing," and you will play a valiant part in the ultimate victory.

This is a grave responsibility, but I know the employees of this shipyard will measure up to it.

THOMAS M. WOODWARD

..... Engineering

GEORGE D. CARNEY
Superintendent Engineer
San Shipbuilding
and Dry Dock Company



Mr. George D. Carney, Superintendent Engineer of San Shipbuilding and Dry Dock Company, was born in Weonock, New Jersey, and came to the San Shipbuilding Company in November, 1914 to work in the office, which was then at 3rd and Market Streets, as a Draftsman.

Mr. Carney at that time was in charge of piping plans for engine rooms, in the Engineering Drawing Department. After the office was moved to the present site, Mr. Carney worked for a time as Ship Repair Estimator and then became Superintendent, in 1926.

Mr. Carney got his early schooling in the public schools at Westville, N. J., and later attended Franklin Institute to study Mechanical Engineering. His early training in the practical field was gained in serving an apprenticeship as a Machinist at New York Ship, and working as a steerman here and at the Harlan and Hollingsworth plant in Wilmington, Delaware.

Mr. Carney will be remembered by many through the years to come, for his excellent work in the theoretical field as Intentionator of the San Ship Athletic Association Illustrated shows. His interest in the Illustrated shows as an activity of Athletic Association, is carried on through the year in his following of our athletic teams in the various sports in which they participate.

Mr. Carney is one of the company's leading philatelists (stamp collectors to you).

"Our Year" congratulates Mr. Carney as he enters his 26th year with San Ship, with a full knowledge that as the year progresses, his Engineering Department will establish new records for production.

REQUEST

UNITED STATES MARITIME COMMISSION
WASHINGTON

January 9, 1942

OFFICE OF THE CHAIRMAN

Dear Mr. Pew:

Our President again has asked us to speed up merchant shipbuilding to deliver more ships in 1942 than heretofore were scheduled for delivery even under favorable conditions.

Our Commissioner-in-Chief, with full knowledge of the present situation, has requested that we increase our schedule completion of ships in 1942 by 25-1/3 per cent.

The Commission makes a special appeal to you as the contractor and to every man in your yard to meet the request of the Commissioner-in-Chief.

The Commission knows you can produce, and believes you will produce, the increased number of ships required to meet our schedule in 1942.

Ships will win the war!

Sincerely yours,



E. G. Lund
Chairman

Mr. John G. Pew
President
Dun Shipbuilding & Dry Dock Company
Chester, Pennsylvania

ONE MAN'S ANSWER

There are few in this country of ours who are not aware of the fact that we have at last been involved in this current war which will, regardless of which side is the conqueror, shape the destinies of the known world for hundreds of years to come.

Our land, where freedom is the birthright of everyone, regardless of his creed or color, where a man is free to worship God in whichever manner he pleases, where he is free to read, write, or preach

whatever political doctrine he believes in, where equality of one with another is recognized by all, and where fraternity is a byword, has been forced into war to protect for its own people these principles.

Since September, 1939, when Germany sent its hordes of warriors into the Polish Corridor, there has been no doubt where the sympathies of freedom-loving Americans have been. The government of

our land has taken every measure to help the nation courageous enough to take up arms against the armed might of the German war-lords. While aiding these countries to our fullest capacity, we maintained with the Axis trio of oppression and destruction a state of technical peace. We had taken every measure short of war or hostilities to help England, France, and later Greece and Russia defeat Adolph Hitler and his crimes in crime.

But now we are at war. Knock-down and drag-out, winner-take-all war. Americans are already getting a taste of some of the casualties they will be called on to make. But on the other hand, they realize that this war is for hoops and the stakes are high. The die is cast and there can be no turning back or half-winning or half-losing. When the smoke of battle has cleared away and the last cannon blast has echoed in the distant hills, America, your country and mine, will either be a beacon of liberty the world over or a nation enslaved under a pitiless conqueror, stripped of our beloved liberty, to live for generations in bondage.

But between us and defeat, humiliation and enslavement, are three great American forces—our leaders, our fighters, and our workers. Statesmen, soldiers, sailors, and craftsmen are all equally important, and depend on each other for cooperation and victory.

Our Army, Navy and other fighting branches will wage our war for us with the same determined neckless fighting spirit which they have made famous throughout our short participation in world history. But without leaders, all their fighting would certainly be futile. And also without tanks, guns, planes and boats, all the leadership and military strategy of the bravest fighting men yet known to history would be utterly wasted. There certainly has been sufficient evidence of this in the past two bloody years. Thus we see how it is necessary to weld all three of our military branches into one

great fighting unit which will eventually free the world of the shadow of destruction, oppression and slavery.

Just as the citizens of America and of every country now engaged in the war against German domination of the world expect every soldier, sailor and marine to do his duty every moment he is in uniform, and just as they expect every leader to put his best efforts forth at every moment toward the ultimate victory, so do they expect every man and woman engaged in manufacturing any products of defense to spend every moment that he is employed doing the job he has been hired to do as quickly, as efficiently, and as well as he knows how to do that job.

Every moment spent in idleness is another contribution to defeat. We are engaged in building boats, boats that will eventually haul crude petroleum. No longer is this petroleum the black gold it formerly was. Now it is the red blood of America's armed might, without which we are powerless to cope with the enemy. It is our sacred heritage as craftsmen in the art of boatbuilding to be privileged to contribute by our knowledge and ability toward the ultimate liberation of the peoples of the world.

Let us recognize then that for that privilege we have a debt to our fellowman. Not a debt in money, time, or materials, but a debt in service, the moral obligation of making the best use of the time and materials put at our disposal. To willfully neglect this obligation in this time of stress is failure to contribute our share toward the defense of the principles won and defended for us by brave men and women in America's past glorious history. In short, our debt is doing our job. A simple enough debt to pay but of the utmost importance for the continuation of life, liberty and the pursuit of happiness as we know it here in America today.

JOHN SUTHERS
Depts. 59

SUN SHIP



Howard Shuster
20 Years Service

Howard is a joiner and has been making combination ladders and gagsplanks ever since he came to the yard. He claims he has made enough of them to stack to the moon. He was a member of the First Delaware Infantry in World War I. He is married and lives in Wilmington, Del. and his favorite hobby is fishing.



John Timoney
11 Years Service

John is married, having one daughter and one son who is in the United States Army. John has been operating a crane on the last shift for the last three years. He likes night work because then he can go to the movies in the afternoon and they are "not crowded." His favorite hobby is gardening in the summer time.



Mike Stambek
14 Years Service

Mike has been on the same job since coming to the yard, having previously worked in the Newport News Shipyard. He is married, lives in Chester, and his recreation plays cards. He likes second shift work best, is a real American and hopes all the boys will stop up the work to win the war.



John L. Shley
3 Years Service

When told to find John you will be told to look for the man showing you continuously. He is married and has two sons, both of whom are in the service, one being an aviation cadet, and one an aviation mechanic. He likes all kinds of sports, and also likes second shift work, having been working this shift since the last world war when he started to work in the Jacksonville, Florida, shipyard.



Thomas G. Dene
11 Years Service

He was born in Philadelphia, attended Philadelphia schools and now lives in Holmes, Pa. with his wife. Tom was constituted quite a worker in his younger days (Collins' note—Probably he could hold his own with any in the ring today). He claims he can swing a sledge hammer second to none in the huller shop today. He likes to work on the second shift, and his hobby, you might know, is watching wrestling matches.



Earl V. Swickland
3 Years Service

Earl is one of those whom we dodge all day, being a locomotive and steam crane operator on the second shift. He was born in Oxford, Pa. and attended school there. He has one girl, Hazel (Dine's) of whom he is very proud. Earl played plenty of baseball in high school and on the next boat, the new liner in Norfolk news, which had one of the leading two-paw teams in this area last season.

PERSONALITIES



Israel Benjamin
11 Years Service

He is one of the night men working on the third shift. He is single and lives with his mother, and attended Ontario schools. (His mother's name is so long that it took four attempts to get a picture of him). He likes to work night work so to warm weather he can lie out in the sun. His hobby is any sporting event in his home neighborhood.



Harry S. Fry
6 Years Service

Harry is well known by the sporting element of the yard, having managed a Pipe Shop Basketball team for three years to runner-up position in the inter-department league, and was also captain of the Pipe Shop Championship Bowling Team of 1935. Harry is single and resides in Ontario; his recreation is golf, bowling, and to warm weather fishing.



Otto J. Brown
10 Years Service

"Brownie" is one of the boys in the South yard (Iron's Shop). He "Brownie" a mare, is married and has three sons and one daughter, plus one grandchild. Brownie was a member of the Delaware 68th Pioneer, serving one year overseas in World War I. He likes to go gunning, but it seems as though all the game birds when it's his turn to shoot.



William Fay
14 Years Service

Though Bill wears a 67 department number, 20 departments would not know what he is without him. Bill is known for his lack of the knowledge of the word "No" when given a task to do. Bill was born in Maryland and has a brother and sister living there now. He likes movies, lives the part of the actor on the screen, and belongs to the Church of God and Christ in Ontario.



William MacLennan
5 Years Service

"Bill" MacLennan was born in Scotland 47 years ago. He came to the United States in 1924, and worked at Pipe Shop from 1924 to 1925. "Bill" left Pipe Shop to work in various places, from 1925-37, but came back to Pipe Shop in the latter year and is still working here. He is a World War Vet, one of the colorful Scottish Highlanders, and is the father of a twelve year old girl.



Emil Rasmus
10 Years Service

Emil Rasmus, Assistant Foreman of the Electrical Department, was born in Trondheim, Norway, in 1906. Upon arrival in the U. S. A. Emil immediately took out naturalization papers. After working for Ford Motor Co. and General Steel, he came to Pipe Shop, in 1925. Emil is married and the father of four children three of which are working for Pipe Shop.

ANGLESMITHS

1919



Congratulations to these men for appearing in both pictures: N. Delessandro, S. Fabris, E. Burton, H. Hall, A. S. Hall, J. Crowder, J. Nicklas, L. Pistrak.

1942



MUTUAL BENEFIT ASSOCIATION



SUN SHIP MUTUAL BENEFIT ASSOCIATION—BOARD OF DIRECTORS 1941-42

The directors seated are (left to right) : R. Lilley, R. Clendinning, F. Waulley, and J. Patterson. Standing: L. Collins, Fred Smith, J. Mowbray, J. Grant, A. Younger, and R. Frazier. Absent from the picture are John G. Pew, W. Crumner, F. Barr, D. Owens, J. Beatty, R. English, and J. Albany.

IN the last year, the members paid in dues, \$46,863.70. The benefits paid out to employees totaled \$67,339.63. The incidental expenses of brewers, printing, Loan to Helping Hand Fund, and death benefits from the days previous to Life Insurance total \$1696.74, making a total expenditure of \$69,446.55.

The company, however, having contributed its amount, equivalent to the members' dues of \$46,863.70, and the interest paid from stock owned by the Association of \$6,233.47, leaves the Mutual Benefit Association at the end of the year in a very favorable position.

AROUND THE YARD



John Necha
19 Years Service

John was born and educated in Chester. His name is on the Ship in 1917, and is now Foreman of the Boiling Department. John has two girls and one boy.



Michael Capps
8 Years Service

"Mike" Capps was born in Harri-
burg thirty-three years ago. He
worked locally in Chester, and in
1935 came to the Ship. "Mike" is
now Asst. Foreman of 30 Depart-
ment.



Josie Rayner
7 Years Service

"Josie" is the proud father of one
boy and a girl. The son is in Camp
in North Carolina. He got diversion
in taking to nearby Chester streams.
He is employed in 37 Department.



Bill Ogden
6 Years Service

"Bill" Ogden was born in Arden Mills,
Delaware County in 1926, and is now
a Chester resident. He worked for
Chester Ship before coming to the
Ship in 1932. After three years he
went to Chesapeake Sales Company,
in Warsaw, Pa., then worked for
Pace Oil Company, and returned to
the Ship in 1937. "Bill" is a leader
of the Crane operators and Crane
Equipment on Second Shift, and has
a son William now in his third year
of apprenticeship in the Electrical
Department.



Nicholas DeMarco
36 Years Service

All those twisted and bent pipes that
are fitted around curves, etc. on the
boiler are the work of "Nickie Nick."
He is married and has one daughter
in high school. He was born at Arden-
dale in Chester County, and in his
younger days learned the marble and
granite business. For his hobby he
will stick to carpentry.



Raymond Newman
18 Years Service

Newman was one of the first welders
in the heat building game, having
worked on the last-day West Vir-
ginia when it was first built. And in
most of his long back old times in
real of his trouble now. To contradict
the theory that welding causes ill-
ness, Newman has experienced no ill
effects since he started welding in
1916. His only difficulty has been
falling straight, which might have
come from old age. His hobby is
chasing his wife out of the kitchen
and doing the cooking himself.



SAFETY DEPARTMENT BANQUETS

The Safety Banquet for 1941 was held December 17, 18 in the dining room of the main office. It was necessary to hold it two nights due to the large increase in the supervisory personnel. Approximately 800 officers, supervisors, and safety committee men attended.

The fine response to the invitation for the Safety Banquet was proof positive that the safety movement in this company is fully cognizant of the new and greater importance of accident prevention in the battle to defend American democracy. President Roosevelt has called upon the officials, supervisory force and employees to substitute

his resources in leading a concerted and intensified campaign against accidents to prevent wastage of human and material resources. This Safety Banquet was Sun Ship's answer to the President's appeal. The men attending the banquet, "We're now, went back with a determination to do everything humanly possible to prevent accidents, eliminate suffering and protect the new and old men in their daily work. Let all of us, officials, supervisory force and employees make it a personal matter to do everything in our power to conserve man power, increase production, and stand behind the man behind the gun.





Annual



Christmas

Program



BAND AND GLEE CLUB



The Band and Glee Club under the direction of their respective leaders, Messrs. Tom Larson and Jim Burke, made their third annual visitation to the homes of our executives. Our visits this year were looked forward to with more anticipation than ever before. A good representation was present from both organizations — about fifty in all.

Our first visit was to the home of Mr. Burke. On his request we went indoors and played and sang quite a few numbers. On completion of our programme Mr. Burke gave us a heart to heart talk which meant a lot and was appreciated by all of us.

Our next stop was at Mr. Crumser's where we rendered music on the lawn and received the appreciation of Mr. Crumser and his family. Mr. Heig's home was next on our list and as usual he was glad to see us, expressing the thanks of himself and family for our visitation.

We had completed our visits in Swantonville and proceeded on our way to Mr. Prew's where the usual welcome awaited us. After playing a few numbers we went indoors and rendered a programme of secular and Christmas music which was well received by all present. On completion of our programme we were entertained by Mrs. Prew who served refreshments. On the whole the evening was well worthwhile. We met the men responsible for the management of our every day affairs and felt that we had become better acquainted.

We left Mr. Prew's going to our respective homes feeling that we were going to do our part in the year ahead just a little bit better and realizing that we were particularly privileged to live in this great democracy of America. Next year we expect to have a bigger and better programme and many more men to accompany us on our trip.

Not all of us can be great Industrial Leaders, but we must possess a certain amount of Leadership to see us through successfully.

A Leader has one of the most important jobs in this shipyard. It is not possible for our Company Officers, even our Department Superintendents, to take the time, or still better the opportunity, to greet each new employee, or to talk to the older men during their daily work.

Our Leaders who are closest to these men, represent the Company on the firing line.

Your conduct, maintenance, and general views, reflect those of the Company—to your men, you are the Sun Ship Company.

GOOD AND BAD IMPRESSIONS

It was my unhappy lot during the recent cool-off period, to resort to Salesmanship, for a brief spell. Often I called on men representing their companies who purposely kept salesmen cooling their heels unnecessarily. When I did get to see them they were often curt and rude. To me these men left a bad taste, not only of themselves, but also of the company they represented. On the other hand, I did contact some buyers who realized a salesman's time was precious, and even if they did not buy they sent me on my way, feeling that I had been given a courteous interview. I had kindly impressions of these men and their companies. I vowed to myself that I would always have respect for these men and the companies which they represented.

PUSHER OR LEADER?

By RALPH HALL

Show me a company represented by hard-boiled "Commandingly Force" Leaders, and I can readily discover many unhappy, disloyal employees. Very often a Leader believes that he can divert attention from his own

shortcomings and lack of knowledge of his job, by means of a loud voice and dogmatic orders — this is especially true if his boss is within hearing distance.

LET'S TAKE STOCK

Let us take stock of ourselves as a Leader. Do you build the confidence of your men, by being honest, truthful and sincere with them? Are you forced to demand sacrifices from your men, by threatening harder or heavier jobs, or rate cuts, in order to get them to do a good day's work? Do you gain their whole-hearted cooperation? Can you leave your job or shop, feeling your men will carry on in your absence?

ASK YOURSELF THESE QUESTIONS

Do you encourage your men to show appreciation for their efforts, and the completion of a job well done? Even a dog likes a pat on the head after retrieving a bird, or doing a trick.

Do you, yourself, practice what you preach to your men? Are you alert, efficient, punctual, on the job? Are you a hard steady worker, or do you just encourage your men along these lines and then take the reverse action yourself?

Do you always throw yourself into a job with lasting enthusiasm, that immediately reflects this spirit and pep into your men, and

PUSHER OR LEADER?

(CONTINUED FROM LAST PAGE)

while so doing are you big enough to overcome outward obstacles?

Do you keep abreast of the times and new methods and developments in the fast changing shipbuilding industry, that will continually add to your present ideas?

Do you break aside your men when they ask the "Why" and "WHEREFORE" of the job? If asked a question concerning your job, that you do not know, are you big enough to admit it, and do you go to your foreman for the correct answer, and in turn advise your men? Or are you one of those pushers who bluff the answer, only to have your men discover later your ignorance on the subject.

Do you avoid being jealous and envious of your men? Are you not so sure of your job and its knowledge, that you fail to listen to suggestions from your men, for fear they may receive just credit and the success due them? Are you happy when one of your men is being measured for a promotion? Any leader who is a leader in the true sense of the word and who thoroughly knows every phase of his job, will without hesitation pass his advantage and experience to his men. Usually the pusher knows little, and will not let it out, for fear his men will know what little he knows.

Do you keep personal difficulties from your job and men and forget personal feelings and prejudices? Are you able to iron out misunderstandings? Do you have the gracefulness to correct or instruct

your men, without hurting their feelings?

Do you protect your men from outside criticism? Do you accept their shortcomings and mistakes yourself or do you personally see that a mistake is duly credited to one particular man to save your own skin? A Leader and his Gang who never one does little towards building a ship. When you do err take the blame like a man, and be keen enough to have the matter adjusted when you see the boss.

In case of fire, accident, or any emergency are you able to direct and assume full responsibility?

Do you take a personal interest in your men? Do you command their respect? When they are sick, do you take your own time to go to them, or are you content to give them the glad hand on their return to work?

YOUR RESPONSIBILITY AND OPPORTUNITY

Remember Leaders, you are the Sun Ship to your men! Their success must be yours. Few, if any, Leaders climb to greater heights, who are merely pushers of a group of dejected men.

Your ability to handle a small group of men successfully is sufficient cause for your promotion, and you will not have to mount a soap box to shout for recognition. Your loyal, satisfied group will advertise you from DEZZY HEIGHTS.



MORE OF THE MEN



James M. Wallace
11 Years Service

"Jim" is married and the father of one child. He likes to watch physical contact sports, especially football. "Jim" is a brother "Mk." For parties he will take taking but is also an excellent football fan. He works in 67 Department.



George Zigmont
12 Years Service

Mr. Geo. Zigmont is married and the grand father of a six year old son. He attended school in Chester, and then came to the Yard, where he learned his trade. He is quiet going and well-liked by all fellow workers.



Harry T. Nixon
9 Years Service

Harry was born in Chester, and received his education in local schools. After working in local steel concerns, Harry came to Gas Ship, in 1933. He is a leader in 41 Shop, and is the father of two boys, 17 and 15 years old.



Harry F. Bandy
5 Years Service

Harry was born, raised and educated in Chester. He is a graduate of the Pennsylvania Police School, and is an instructor in the Pennsylvania Department of Public Education, Bureau of Fire Division. He is married and the father of a boy, Harry, Jr. Working back on the Swarthmore High School Football team.



Jerry Swanson
11 Years Service

Jerry is a pipe fitter, having worked at the Philadelphia Navy Yard before coming here. He is married and has three children, and was born in Chester. After working back and forth from the pipe shop in the boat and back to the pipe shop again, his hobby is walking.



Harry Shuman
1 Year Service

Harry is married and lives in Philadelphia. In 1936 he went into Spring training with the Philadelphia Athletics, but was loaned out to Wilkes-Barre and later to Richmond in the Professional League. Harry pitched for Haverdine, in the Minor League, and was recently purchased by the Pittsburgh Pirates in the National League, and expects to go in spring training with them. He is a devotee of an electric truck in the Yard.

Address Delivered by Congressman S. O. Bland at Launching of the "Shooting Star"

Mr. Fox, President of Iron Shipbuilding and Dry Dock Company, Mr. Franklin, President of United States Lines, Ladies and Gentlemen:

I am glad to be with you today. The Iron Shipbuilding and Dry Dock Company and the United States Lines have contributed greatly to the rehabilitation of the American Merchant Marine, and in both of them the Nation is indebted in its hour of peril for their foresight and constructive genius have helped to provide those instruments of trade and national defense without which we would stand today in grievous peril. I congratulate you and the companies you represent upon your constructive achievements, the latest evidence of which is the handsome ship which takes the water today. Those achievements extend beyond worth efficient administration, intel-

ligent operation and skillful planning. I pray that your good work may continue.

I wish to congratulate the men who work here. Each and every one of them deserves the highest commendation for this product of their labors and the many products that have gone before and those that are to follow. I am told that this is the twenty-first ship to be launched this year, that another is to follow before the New Year, and that in 1943, you will nearly, if not quite, triple your production of this year. May your good work continue. These men who have called here to build these ships are just as truly parts of the militant forces of the Nation as are the Army, Navy, Marine Corps, Coast Guard and other services. These men work, that America may live, that her liberties may be preserved, and that their poster-

ity and generations yet unborn may enjoy the rich heritage bequeathed to them by heroic men in their past. They have heard America, our mother call, and they have answered with heading backs, with ringing banners, and with all the tools of trade. They have done their work well, and if we of other arts and vocations do ours to part as well, America will not have called in vain.

Today America calls us never before in all her history. She calls on you and me, she calls on all men, present of all creeds, on all her people, native or foreign born, rich or poor, on all industrial groups, labor and capital, strong or weak, male or female, able or infirm, to strive now as never before, to do now as never before, to work now as never before. America calls today for one objective, one thought, one purpose, one aim, and that is America first, American last, America all the time.

Let us be united now as never before. The spirit of our heroic dead, the bloody sacrifices on many fields, and millions generations yet to come demand of us, Unity of thought, Unity of purpose, Unity of action, and Unity of Achievement.

You build ships. By these ships commerce will be maintained, trade will be preserved, and freedom will be preserved. The liberties of the World shall yet be won by ships. Go to Victory!



M/V "Shooting Star" Hull No. 101, of C-54 Design, was built for the U. S. Maritime Commission, to be operated by the U. S. Lines. The "Shooting Star" is powered by a 7,200 H.P. Suez Diesel Engine. This vessel was launched December 28th, 1941. The sponsor of the M/V "Shooting Star" was Mrs. Schuyler O. Bland.

COLORED SAFETY WORKERS



Yes, the members of the colored safety workers, pledge our best assistance toward national defense in 1942. It is our solemn duty to look for the safety of the "sons behind the gun." *Medford Cooper, James White, Charles Barrow, Thomas Fisher (not in picture), Charles Harrison, James Barret, Miller Stone, Leonard Love, Bradford Murray, Perry Sullivan, Leslie Hardy, Richmond Cottman, William Smith.*

PEARL HARBOR BOYS



From left to right: *Ralph Lovell, Abraham Wilson, J. K. Cookerage, Wm. O'Neal.* Our Yard wishes the "best of luck" to this group of boys who are among the first to volunteer for Pearl Harbor work, to help repair the damage the "yellow rats" have done.

17 Men Get Service and Loyalty Emblems

For the period ending with December, 1941, an additional number of employees were presented with Emblems.

A total of seventeen men received awards designating that they had finished ten, fifteen, twenty, and twenty-five years of loyal service at Sun Ship.

"Our Yard" wishes to extend to these men congratulations on having passed these milestones of affiliation with their Yard.

HONOR ROLL

78-3	—J. F. Rooske	25 Years
42-1	—A. S. Hall	25 Years
4-104	—J. Kitchin	25 Years
47-1103	—J. Gleason	20 Years
8-104	—J. Jackson	15 Years
69-33	—H. Williamson	15 Years
36-420	—E. Hagg	15 Years
68-69	—J. Lammert	15 Years
8-33	—O. Neumann	10 Years
8-439	—E. Wertz	10 Years
69-43	—W. Marvel	10 Years
69-12	—E. Sorenson	10 Years
67-147	—J. Flinley	10 Years
67-245	—L. Hildebaker	10 Years
67-340	—W. Stewart	10 Years
42-115	—J. Long	10 Years
36-91	—E. Curry	10 Years



George Tompkins, of the Washburn Shop, is shown receiving his twenty-five year pin from John G. Fox Jr. George completed his twenty-fifth year of loyal service in November, and has the distinction of being the first man hired by Sun Ship to work in the Washburn Shop.



"Mike" Engen, of the Bolting, Boreing and Drilling Department, is shown receiving his emblem from John G. Fox Jr. Mike completed his fifteenth year of loyal service in November, 1941.



Frank Moore, of the Stores Accounting Department, is shown receiving his ten year Service Award from John G. Fox Jr. Frank completed his tenth year of loyal service in November 1941.

Let's Keep the Record Straight

A Boston paper printed, in December, an account of a fast building at the Fore River Plant of the Bethlehem Steel Company, Quincy, Massachusetts. The following letter was mailed to the Bethlehem workers to correct the error in the newspaper account:



Branch Office
at CHESTER, PENN.

Branch Office
NEW YORK CITY, N. Y.

BUILDERS OF ALL
TYPES OF VESSELS
REPAIRS AND
REWORKS
IN SHIPYARD
AND MARINE EQUIPMENT



J. H. FRY, JR., GENERAL
MANAGER
JOHN G. FRY, DISTRICT
MANAGER
W. L. BURKE, JR., PRES.
W. H. GARDNER, VICE PRES.

SUN SHIPBUILDING & DRY DOCK CO.

MAIN OFFICE AND PLANT
CHESTER, PENNSYLVANIA

To the Workers in the
Fore River Plant of the
Bethlehem Steel Company
Quincy, Mass.

December 22, 1941

Dear Men:

We, the workers in the Sun Shipbuilding & Dry Dock Company at Chester, Pennsylvania, wish to congratulate you on your splendid record of launching the 12,700 ton tanker *SINGLAIN S-C* in twenty-nine calendar days, or sixty-nine working days.

The statement of your officials, that the best previous record for a ship of this type was 129 calendar days, also made at Fore River, is slightly in error.

The keel of the 12,100 DWT tanker *N. O. YAMER* for the Atlantic Refining Company was laid in our yard on March 15, 1940. She was launched July 7, 1941 (120 calendar days, or 68 working days) and delivered on August 18, 1941, or four months and twenty-nine days from keel laying to delivery. Keep them sailing and we'll do likewise.

THE SUN SHIP CO.

Junior Members of the Sun Ship Family



John, 18 months, 1000
1934



Frank, 18 months, 1000
1934



Paul, 18 months, 1000
1934



John, 18 months, 1000
1934



Robert, 18 months, 1000
1934



John, 18 months, 1000
1934



John, 18 months, 1000
1934



John, 18 months, 1000
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John, 18 months, 1000
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John, 18 months, 1000
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John, 18 months, 1000
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John, 18 months, 1000
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John, 18 months, 1000
1934



John and Robert, 18 months, 1000
1934



John and Robert, 18 months, 1000
1934



John and Robert, 18 months, 1000
1934



John and Robert, 18 months, 1000
1934

AIR RAID INSTRUCTIONS

An ounce of prevention is worth a pound of cure. No one is sure that this yard will be free of air raids. We sincerely hope we may never experience this inhuman act, but if it comes, we would like to feel that preparation has been made to handle the situation.

The yard and Weberill Plant have been divided into sections. Each section is manned by groups of men trained as well as possible to cope with the emergency.

Each section will have air raid wardens and spotters, fire squads, first aid squads, guards, and maintenance crews. They will act in their various capacities and should not be interfered with, unless requested by the leader of the group. A few men acting intelligently can do more than excited crowds. The crews will be designated by arm bands, and orders should be obeyed when given by these men.

The following rules will apply in case of a blackout or air raid and should be followed 100% in order to gain the best results.

BLACKOUT PRECAUTION RULES

1. Be calm
2. Seek shelter
 - A. If on ships, go to deck houses or below main deck
Do Not Come Off Ships
 - B. If in shop — stay there
 - C. If in open, lie down on rock shelter or nearby wall or building
3. Do not run — walk
4. No one may enter or leave yard during emergency
5. Obey rules
6. Stay away from windows
7. If blackout occurs, men operating machines must turn off power before leaving machines

SHOULD THE TIME COME WHEN IT IS NECESSARY TO PREPARE FOR AN AIR RAID THE FOLLOWING RULES TOGETHER WITH THE ABOVE BLACKOUT RULES WILL APPLY

1. The plant has been organized into 5 sections and the Weberill Plant. Each section has guards, firemen, air raid wardens, first aid, and maintenance crews on all shifts. These men have been trained in their work and will take charge in case of any emergency. Do not interfere with crews unless asked to give help. Crews will be designated by arm bands.
2. If you see an incendiary bomb land, do not touch it as the proper crew will handle it. But, if you have been instructed how to handle them, proceed as you have been instructed.
3. Study plan of your section and stay in section.

SIGNALS

1. AIR RAID WARNING SIGNALS WILL BE 2 MINUTES OF SHORT BLASTS OF SIRENS AND WHISTLES.
2. ALL CLEAR SIGNAL WILL BE ONE LONG BLAST OF SIRENS AND WHISTLES.
3. THE SIGNALS WILL GIVE YOU 10 TO 15 MINUTES TO SEEK SHELTER.

OFFICE GIRLS' CHRISTMAS PARTY



The party held December 18th at the Chessie Club with at least 100 girls present started off with a full course dinner—everything from soup to nuts—which was served amid an array of holly and evergreens. Following the dinner Frances Layer of the Employment Office and her sister Edna entertained with several accordion and banjo duets. Dispensing of presents came next followed by group singing of Christmas carols which ended the evening's entertainment.

NOTICE

The following is the amount collected by the girls for cigarettes for the men in camp:

\$261.00	Yard
42.00	Office
93.00	Workcell Plant
<hr/>		
\$396.00	Total

MEN OF STEEL



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 on the Office and receive the original cartoon as well as a year's subscription to "OUR YARD".

Pick-ups from the Yard

32 DEPARTMENT

The only time Ben McKinney can beat Hoops in checkers is when one lady is around. He will lose a game when Hoops moves.

Jack Lopus got sick in a hurry after the War broke out with the Japs, the reason being he may be drafted, and lives in an apartment full of furniture and a Heide . . .

It is rumored that Frank, the Timekeeper for 32 Dept., is getting a new office on the third floor.

Who is the electrician that thinks Uncle Sam needs old men in the army? . . .

Karl Lodge was putting out cigars for other boys, when he became the proud father of a baby girl. He's not looking anyone, he's enjoying the smoke because the recent addition to his income was considerably.

Overhead—Carpenter: "Boy, they sure work them in our gang—they agree about a usually 1 1/2 of an inch."

Overhead—Blackbird: "We have to work in one thousandth of an inch." Helmer: "How many of them are there in an inch?" Blackbird: "Double—must be at least a million."

What Electrical Foreman got caught in the 32th Street Station for 30 minutes, when the train's electrical equipment breaks down? P. N. They couldn't find an Electrician.

You addition expect what you haven't said . . .

BITTENS FROM 32 DEPT.

"Sweet Beat" Ralph loses at the checkers and the third is going to enter into matrimonial bliss with the girl of his dreams, Betty Goodrich, January 2nd. Remember Ralph and Dot, it takes two to make a fight, walk away when the going gets tough, advice to the brothers by T. C. L.

But our Jack Fleming was another one off from the top of a F. R. N. freight car. This time he wasn't looking for a Good pump.

Congratulations are in order for Tommy Anderson on the birth of a

boy, an eight pounder. How's Marie and the Bambino doing?

Ally's spirit on the Western front since Schilling the "Buddy" lost his war, and has not been in to work. Harry or Jack "Chick," we can stand your girls, and the boys in G. G. need some instruction.

George Thomson, the oldest truck driver in the Sun Ship employ, has suffered a long illness, but according to reports is well on the road to recovery. Hoping to see you real soon George.

Ready to lose the smoking face of "Fiz" Jennings of the checkers. Good luck to you, Fiz, you'll make a good looking Gal.

A three to one bet on Buddy Rose to win, was placed as the first round got under way by Bill Connors. His face was as red as Buddy's when the round was over.

Joe Hickey is another boy who leaves for the service of his country, but intends to have a good time for him to have, and so has told his car and withdrawn his money from the bank, as the song goes—"Only another night to wander."

The band is holding rehearsals every Thursday afternoon at 5:30 p. m. in the office cafeteria. Any one who can play an instrument and can read music is welcome to sit in on these rehearsals.

Isn't it lucky to be in love when a girl's in love with you? Ah! Ernie Brown about the letter that never came. Oh, the wonderful news he received about the girl of his dreams being engaged to another. Better to have loved and lost than never to loved at all.

33 DEPARTMENT

Mark Powell has a baby boy at his home. Wife is doing fine too.

N. Janssens has returned to work after a bad attack of the Grippe.

Sam Thomas has left the Yard for Camp. Good luck Sam.

With our vacations and holidays over, we are resolved to do our part for National Defense, and will re-appear 2025.

Our Basketball Team has been doing some good playing in the Inter-Department Basketball League. They're pushing the leaders in standing, and in good sportsmanship they can't be beat. They're "red hot" because they really have teamwork.

The Ball Gang is wondering if "How" White and "Creamy the Kid" got married over the holidays. Only they give you a broad smile.

A Human Dynamic sometimes gets de-motivated . . .

31 DEPARTMENT

Who was the (Mr. Punter) who played Money, King, White and Red, about sharing their Christmas dinner with a few delinquent boys? What happened to those bright throwing, patriotic gentlemen?

Did you see where Pat "Blissed Ligger" Gray moved his desk as he could watch all his stamps at one time?

Gene Wab King wears white shoes in January.

Questions We Would Like Answered.

WHAT brings Joe Thurlock to the phone so often?

WHEN did Sam "agony" Scott get home to see his flame in the last couple of months?

WHO does Ernie get to switch his beds for a night?

WHY does Pete Shade wear his hat all day?

HOW did "Big" John Jacobson get that way?

WHEN did Scoop Ward develop those deep powerful vocal cords?

Ask Frank Martin how he was "big brother" Harvey down to "jail cell" when they were kids.

Howy Haddock got out again Sunday night but the Blix, went along with him to make sure that no other boy kept him out.

31 Dept. wishes to extend deepest sympathy to John Mal. In the passing of his father.

CHIPS FROM THE WETHERILL SHOP

W. Bunting, an apprentice in the Wetherill Shop, exhibited in the Army the day following President Roosevelt's speech and Declaration of War. How's that for real patriotism?

John J. Buckley, formerly of the Tool Design Department and now of the U. S. Army, paid his former co-workers a visit the other day. John enlisted in the Army in January 1942, and is now enjoying his first furlough.

The men of the Wetherill shop showed their patriotism when, after hearing the President's speech, made possible through the courtesy of the Management, and a telegram to President Roosevelt advising him of their enthusiasm and pledging 1000% cooperation. The plant bulletin board is now sporting a telegram from the President thanking them for their action and support.

Fred Swanson, a machinist in No. 2 shop, was married to Miss Jane Stewart of Chester on Dec. 27th. After receiving " advice from Otto Leiberman and his cohorts, Fred said he did not know which was worse, to get married or join the Army!

Joe Haffin, a Patternmaker, left the other day on his vacation, he and his wife left by auto for Florida, where they propose to bunk in the Florida sunshine, and enjoy the scenery.

William Jenkins, one of the Time-keepers at the Wetherill Shop, joined the army of married men during the past month. Bill has not told yet why he decided on joining.

The fighting forces of the United States were given additional men during the past month when the following Wetherill Shop men left service: Daniel Krueger enlisted in the Coast Guard; A. Bunn was drafted into the Army; George Davidson enlisted in the Coast Guard; W. Moulden enlisted in the Army; E. Bryden enlisted in the Marine.

The entire working force within these young men the best of luck in their service with Uncle Sam.

Starting at 11:45 on the day before Christmas a fine meeting was held in the Wetherill Shop with the popular

New Ship Band presenting a glowing program. One of the highlights was the "mascots" team drumming of Vice President Barkley.

President Fox, Vice President Barker, John G. Pev. Jr., and Superintendent Wilkinson made appropriate talks. Special recognition was given the young men receiving Uncle Sam's armed letters.

The meeting came to a stirring climax with the singing of "The Star Spangled Banner."

Night Foreman Ed Unger is a patient in Hahnemann Hospital and Tool Room Foreman George Tompler is in the Fitzgerald-Murray Hospital. Reports show they're improving.

During the past month the Wetherill Shop was shocked with the deaths of Ed Cronberg, cigar, Charles Miller, machinist, and Charles Brown, helper. Every member of the shop expresses his deepest sympathy to the bereaved families.

SNAP SHOTS FROM 46 AND 51 DEPARTMENTS

Buddy was seen bringing Weldon's Grape Juice into work. It must be the first glass coloring treatment. Well . . . Buddy and timekeepers never did mix well . . .

The boys pulled up the plates on Hall 51's installations so fast that they caught three rats between the plates and the floor, on Warden says . . .

Some of the boys are coming back from the South Yard with a slight dread in their speech.

We wonder if the men in the North Yard will be any colder than those in the Central or South Yards. We don't think so, North or South.

The boys in the South Yard are 50 lbs. heavier in appearance. It looks as though they're pushing up to stop these cold blasts from the North. There aren't any shops to stop the icy winds . . .

During the rush days on Hall 54, McCue said he was so tired he had to say home at night.

Are those all-night card games holding up deliveries? Ask our Vice Work Materials Production Manager (Shag Boy).

Those Japanese bombs can't scare us. We wear our safety hats at all times . . .

HIGHLIGHTS FROM DEPT. 51

The spaghetti Dinner that was given by Brother Diamond on November 26th, and was enjoyed by the fellows and the men help cover gang. The difficulty—they had to bring their own spaghetti . . .

Harvison will "Shove Snide-Again" and he goes his way north from the Doctor . . .

Doctor Rip's was recently appointed air raid warden.



DAIRS FROM PAINT SHOP

We hear from reliable sources that the "Bullfinch" are looking for larger quarters, due to "Expansion Program."

The "Big Dick Breakers" enthusiastically welcome back to the job the grand old "Foreman of Paint," Mr. Johnson, who has successfully "Mined" a long stream to do his bit for Uncle Sam.

Johnny Martin has been taking a course in "The Care and Feeding of Spray Equipment," under the simple wing of "Big Dick," and any sprayer requiring attention hereafter will gladly ask for "Warden's Key."

With the advent of so many lively courses at the old Paint Shop (in the reading public is heavily enrolled) the room of necessary layout that paint will be "Mashed out" at the recently completed Paint Shop next to Highway No. 1, where the crew hangs over the fence.

The largest room in the world is the room for improvement . . .

SMOKESTERS—36 DEPT.

Friday, December 19th, was a big gay day for Tommy Nanny, No. 34 Dept., for in addition to his wages he was presented with an eight pound hamming baby by — Tommy, Jr. Thanks for the cigars Tom, and the best of luck.

Jack Leland said that he was going to be the engineer this year at home. Pat Deley replied that when the boys get going Jack would become the "lead" "repair gang." We imagine Pat was right.

We are still waiting for George Reed, No. 36 Department's "Adonis," to bring that baby picture in.

Gene Urban is the first man we ever saw taking baths while operating the dunes.

Attention Andy Robinson! Always about the day first and always their pretty girls afterwards. They look just as pretty and you can not them to lose.

We hear that Harry Gaskill, No. 32 Dept., is going to paint his house black. He reasons — he would rather see it float away from that dump roller when the spring rains come than to have it blown away.

Some of the boys are wondering if Jimmy Kent and his new Nash are still judging Fanny Hill.

Harry McGowan — "old Red" check date of Pat Deley's — may be seen sporting the woman's usual new reveals.

We write and the boys here have newly missed the philosophical sayings of our old friend "Red" Brown, who has left us to take up new duties with No. 33 Dept. A gain for Howard Barker is our loss.

There was considerable excitement when "Red" Nash's truck was missing — but it didn't last long. Red's found it in the trash can.

"Tom" Byrdine is the first man appointed of 36 Dept. taking part in bowling, basketball, roller skating, and lawn dancing.

Frank Southard and Don Doughty spend all their spare time examining round pipes above and discussing various ways to improve their lugs by standing next means.

Francis Anderson recently took one himself a bride. The "best of luck" to him.

Bill Gosman, toolman attendant in 36 Dept. is still walking around in a daze. On Saturday, January 19th, he

became the proud papa of twin girls. Bill says that he knows now that he shouldn't have hung around Dick Chendering so much. Here's wishing them and Mrs. Gosman health and happiness.

Can Karcher, 36 Department reporter, was presented with a nice new baby girl by Mrs. Karcher on Sunday, January 14th. Congratulations from the gang, and we hope the cigars will be good ones, too.



30 DEPARTMENT

Being and easy with Lenora

Simple is what he has
Notes, answers, rhythms
Pop up all his jays.

Reveries and rhymes, in
Hammond's corner
International Marches
Preval in expertise

Brightens the "ways with music"
Always our slogan shall stand
Nothing is gained through worry
Dances with the Sun Ship Band.

OFFICE ROTTING

"Bill" Kilian, of the Sales Engineering Department, is the proud father of a baby girl, Barbara Ann. Bill says she is going to be either a top-notch musician or the first girl engineer in history.

"Henry" is still looking for the strap all for the mail bags. Here's hoping Henry.

Did you know that Lew Hubert is one of the finest dancers in these parts? He's really a jitterbug at heart.

Low explains, "There's nothing to it. All you do is move around a few times, and scrape your feet."

Charles Short took that fatal step on Saturday, January 16th. His composition — Marie Fafin. The marriage was performed in St. Mary's Church, Washington, Baltimore.

Nearly the hundred smiles on the of "the workers!" Yes, the new office hours are O.K. by them.

If you want to know anybody's name see Eddie Holbrook of the Mail Boys. He's a regular with programs when anyone comes to the Mail Desk.

The "dancing night" look that Lih MacArthur has been sporting about these days, comes from his new sister's midnight long exercises.

We would all like to look up Al Zimmerman's family tree and get a list of his "cousins" that call up every other day.

The lovely sister heard at Christmas time was none other than our own Betty Walsh.

"Dip" has finally decided that his car is a public bus, and can only be called his own on Sunday, or when he leaves it at home.

Tom Hardy has been keeping the tool company busy lately. "Don" get your own a driver's license" is his new motto.

October 17, 1941 is a memorable one in the life of the Cliff Forney's. Because on that day they became "Manny" and "Pappy."

Income tax collectors take note. Davis Hofflinger vs. Wayne Platt, Edith McKay vs. Harry O'Neil's, Dorothy Ward vs. Thomas Horvat and Marie Alexander vs. William Brennan. Maybe it isn't the tax collector, it must be love.

45 DEPARTMENT

James "Doc" Garvey, former Sun Ship basketball star, announced his engagement to Miss Nancy Blake on Christmas Day.

30 DEPARTMENT

"Old Glory" proudly waves in the breeze over the Copper Shop. The flag was purchased by the boys who say "the flag will fly over the Copper Shop and the country heaven."

It does not pay to be so busy doing so many things that you forget what you are supposed to be doing . . .

33 DEPARTMENT

Apprentice boys who have recently returned to the Services are:

Ernest Kowalski, who enlisted in the Army Air Corps; Doug Robinson, about the Navy; M. White is now in the Navy; Jimmy Kowalski of the Harbor Shop, enlisted in the U. S. Army, and Jack Mashey is following the Merchant Marine.

34 DEPARTMENT

Whether Sherman is recuperating nicely from his accident of a few weeks ago.

Jerry Hays is also back to work after having his arm jerked from its socket by his pet cow.

Leslie (last year's) Elmore wants to know why we can't have an eight day week. He can't do anything to do in his spare time. It won't be long before the Government will have to work for Leslie!

35 DEPARTMENT

James J. Conroy, cigarette manufacturer, is the best of fully rickshaws from Reilly Cox, the driver who can't drive with glasses; Lew Lane, who drives from the rear seat;

Johnny McLaughlin, who drives of Marie and also drives the press; Bud Harley, who has his hands full keeping Conroy down to a mild pace; and Jimmy Brownell, who supplies the gas (see report).

SEVEN GROW OLD

Never loses ladders.

It's such fun to see them climb.

Never wear your goggles.

Remember you have pride.

Never put on gloves.

They're cumbersome as Hell.

Be as careless as you can.

None will ever tell.

Never read the Safety Rules.

All they are is Hell.

Of guys who drive a Safety.

For landing out that stuff.

Use the heaviest wrenches.

Be jolly and gay.

For people judge intelligence.

By what you have to say.

Think by all the rules above.

Don't do as you are told.

And I'll guarantee you trouble!

That you Never Will Grow Old.

Safety Department

IT'S HAPPENED

Alfred Roberts (Dress 1, 05-222), returned a walkie to found while working around the yard to his righted owner and received a nice "V" reward.

POLAR BEAR CLUB

Monday, December 19th, at Address, 35-42, joined the Sun Magazine Polar Bear Club, by calling off Play No. 1. Men to include Mark Liddell, 35-42, died to and joined the club by holding Address, who was unable to swim, above the surface until a helping hand from the pine pulled both out.

Let's hold the membership to the two charter members, but let's give thanks that our work among men who are willing to go to the extreme to help a fellow-workman.



An Address from One of YOU

Today, as in any time of war, every man and woman of capability in the United States is answering the "Call to Arms."

A few months back, war in the United States was something that was far away, a distant noise or less to say, but today this dream has become a reality. It has raised the fire and pleasures of the American Democracy. It has struck upon us so suddenly that we are eager to appear it. We have been mistaken by assuming that it is bigger than anything we have ever known. We have been mistaken by assuming that we believed only existed in history books. We have been mistaken and are today witnessing.

We men in defense industries are as important as the men behind the riflebarrel. In fact we are the "men behind the men behind the gun."

Up until now our industries have been interrupted by strikes and labor-management movements caused by cheap talk. We realize that these are the things of the past. The best and practical thing to do is to cooperate with the industry itself.

We are engaged in one of the leading industries in the

country and now we shall be the biggest industry. We must realize the important part we are playing in the present crisis. We must not let those who depend upon us.

We know the industries which have so capably been pushed upon them since in the war times. We know what the enemy is up to. We must not let our dependents down. Our efforts must not be wasted. We must sweat and exert. We must make and build, build like we've never built before and of course this means work like we've never worked before.

These are points which are necessary to combine this great and evil force which threatens our liberty, democracy, and our freedom. These are all needed to bring out a reality of "Victory" for us. There are dependents on the road to victory.

Perhaps this dream could have not to be a nightmare with us less on our part. We must "Fledge Abundance in the Flag of the United States."

Godspeed, in the end "VICTORY SHALL BE OURS."

DONALD C. FANTINE

47 Days.

Anyone whose picture has appeared in any issue of OUR YARD, or appears in any future issue, may obtain the photograph by calling for it after working hours at the office of Mr. John G. Foss, Jr., one week following publication.

