

OUR YARD

SUN SHIPBUILDING AND DRY DOCK COMPANY, CHESTER, PA.

APRIL
1942



EDITORIAL QUIZ

This quiz is written to help you find out how patriotic you are, how sincere you are about doing your best, and how serious you think the war is. Passing grade, 100%. Any grade less than that indicates unfaithfulness to yourself, your country, and the armed forces of Uncle Sam. You know the correct answers; let your conscience be your guide as you check them.

1. Am I doing the best I can? Yes ☐ No ☐
2. Did I come to the ship yard to escape the draft? Yes ☐ No ☐
3. Do I consider this war real or just a dream? Yes ☐ No ☐
4. Am I spending all my earnings? Yes ☐ No ☐
5. Am I buying Defense Bonds? Yes ☐ No ☐
6. Am I attending defense training classes? Yes ☐ No ☐
7. Am I getting my rest at night? Yes ☐ No ☐
8. Am I cooperating with my fellow workmen? Yes ☐ No ☐
9. Am I keeping my mouth shut about what's going on here in the ship yard? ... Yes ☐ No ☐
10. Am I putting as much into my work as the fellow behind the gun? Yes ☐ No ☐

Vol. I—No. 8

OUR YARD

FAMILY MAGAZINE

SUN SHIPBUILDING AND
DRY DOCK COMPANY

APRIL, 1942

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CLARENCE MILLER

Our front cover this month was drawn by Clarence Miller, 14-year-old son of Geo. J. Miller, 36-185. This drawing, only one of many by Clarence, won the Theodore Roosevelt Art Award and Medal for New York State on March 9, 1942. OUR YARD extends thanks to the son of a working man and best wishes for his future.

Litho. in the United States of America

Counsel



CARL F. FARBACH

*General Counsel
United States
Maritime Commission*

This is to the men in the shipyards, who are making a vital contribution to their country's war effort—so vital, that without it, there can be no victory for the United Nations.

Until there are ships—and plenty of them—all of the planes, tanks, guns and munitions we are producing and all the men we are training are of little avail. They are the latent power that can be unleashed only when there are enough ships to take them where they can be effectively used. We must have these ships in order to transform our potentialities into actual power.

I envy you fellows in the shipyards for one big advantage—among others—that you have over those of us who are working in the offices. You can see tangible evidence of the contribution *you* are making toward Victory. You—and all of us—can get a much greater feeling of pride and joy seeing a ship slide down the ways, than anyone could hope to get seeing the contract for that ship, or for a hundred ships, slide down the mail chute.

May you—and all of us—have that feeling often; and all of us, whether in the shipyards or in the offices, must see to it that we do. None of us can take it easy unless we want the Axis aggressors to “take us—easy.”

Carl F. Farbach

.... Production

JOHN G. PEW, JR.
*Vice President
Sun Shipbuilding
and Dry Dock Company*



"OUR YARD" congratulates Mr. John G. Pew, Jr., on his recent promotion to Vice President, and on his election to the Board of Directors of the Company.

Born in Pittsburgh, Pa., the eighth of eleven children of our esteemed President, John Jr. received his education through the local grade schools, Swarthmore Preparatory School and Lafayette College, with a lot of football mixed in besides.

He came with the shipyard in July, 1932, where he rolled up his sleeves to learn the shipbuilding business from the keel up. He took his knocks through the Shipfitting, Berthing, Hull General and Fabricating departments, the Engine Drawing Office, and the Ship Repair Department where he is now in charge.

"Young John," as he is affectionately called by the supervisory staff, is vitally interested in everything that affects the welfare of the Sun Ship employees. Through this interest he probably knows more of our men personally than anyone else in the Company.

John is a chip off the old block. 'Nuff said.

1937 - 1942

Sixth Year of Hull Shipfitter Training

The year 1942 reminds us, of the Shipfitting Department, that we are now well into the sixth year of our training program, which also is the second year in connection with the National Defense Training Project.

Each year the outline of the course in Shipfitting has been changed or improved to cover the newer and better methods being used in modern ship construction.

In view of the national emergency and our present expansion program, we have increased our training facilities to match this existing condition.

At present, we have eight capable instructors doing their very best to present the proper practical and theoretical problems that will be of use to the trainees in their present and future jobs.

Henry McDermott has four classes a week in the Aberfoyle Building with a total of 128 trainees, and is doing a fine job with Part 1 of the Shipfitting Course.



Preparing Deck for Final Welding.

Henry's course in blue print reading carries the trainee to the point where he can lay out, develop, or carry out the instructions given on the various types of plans necessary from a Shipfitter's standpoint; also, a general understanding of the various shapes and sections as used in ship construction. Three hours a day, one day a week—total of thirty to forty hours.



Lifting a Bilge Plate.

Joseph Anderson, John Joyce, and Franklin Plant, who are graduates of our apprenticeship and training courses, are making a grand job of instructing their classes in Part 2 of the Shipfitter's Course.

Joe, John, and Franklin (Buss) are kept busy four nights a week and John two afternoons with a total of 142 trainees in various stages of the instruction.

Their outline consists of a general course in practical shipfitting as outlined in "Shipfitting Practice," Bulletin 345, prepared by the Commonwealth of Pennsylvania, Department of Public Instruction, etc. Three hours a day, two days a week—total of ninety to one hundred hours. The above "Shipfitting Practice," Bulletin 345, is supplied to the trainees free of charge and may be kept for future reference.

Norman Cadman, Kenneth Cadman, Samuel Mitch, and Edward LaCrosse are the instructors for Part 3 of the Ship-



Apprentice Boys Laying Out a Furnaced Shell Plate.



Instructor and Apprentice Boys Working on Body Plan in Shipfitting School.

fitting course with a total of 35 trainees. Sam Mitch and Ed. LaCrosse are also graduates of our apprenticeship and vocational courses, and are making every effort to complete the trainee's schooling in a blaze of glory.

The final stage in the Hull Shipfitter Training is a course



Apprentice Boys Making a Mock-up Mold in Shipfitting School.

in which the body plan of a modern ship is laid down. Lifting (making) from the body plan, shell, deck, and bulkhead plates, longitudinals and frames to the extent that the trainee will develop a complete understanding of the proper use of all the working lines that a shipfitter normally would use. Three hours a day, two days a week—total of ninety to one hundred hours.

In addition to the above Vocational Training, we have ten men known as trainers. Each of these instructors have under their supervision six trainees each of whom receives concentrated and intense training along particular lines applicable to the Shipfitting (Hull) Department in order to enable them to carry out more efficiently the needs of our Hull Department Program in the future.

These ten instructors have completed the Job Instructor Training Course (J. I. T.) sponsored by the War Production Board, in which these men were taught how to instruct men in a practical way, which of course has proved very effective in the presentation of various problems, and methods of performing work in an efficient and well-planned manner.

These trainee groups are proving very satisfactory and as a result of the amount of instruction and attention each man is receiving, he should become a more capable workman in a reasonably short time.

The following men are now acting as instructors of trainee groups in No. 45 Shipfitting Department:—

<i>Number</i>	<i>Name</i>	<i>Type of Division</i>
45-68	E. Feindler	Auxiliary Foundations
45-149	A. Texter	Preparing Work for Welding
45-256	J. MacNeil	Auxiliary Foundations
45-447	L. Souder	Outfitting
45-450	W. Bohrer	Plastic Armor
45-471	A. Burdette	Degaussing
45-478	W. Texter	Odd Jobs
45-481	J. Manni	Gun Foundations
45-588	B. Zwizanski	Refrigerating Alterations
45-801	I. Kaufman	Bows

As this article goes to press we in the Shipfitting Department are busy making preparations to train approximately 330 colored men for the No. 4 Yard. This group can be broken down eventually to 17 supervisors, 76 skilled mechanics, 118 semi-skilled mechanics, and 119 unskilled men.

The training for colored men will have the same set-up, except we will change certain items to correspond to the type of ships that will be constructed in No. 4 Yard.

Any men wishing information pertaining to these classes may apply any time except during working hours at the Shipfitting Office, under No. 2 Way, and ask for F. Hoot, R. Meluney, or consult George Evans of No. 80 Department.

It is our belief in the Shipfitting Department that should the men take advantage of the vocational training along

with their practical experience on the job, they should reach eligibility for higher classification in less time than usual, provided they extend their efforts to absorb this information and apply it effectively.

However, should you wish to consult someone who has received this training, the following men have all satisfactorily completed these courses and no doubt they would be only too glad to explain anything pertaining to Shipfitting, or in relation to the Vocational Training Program.

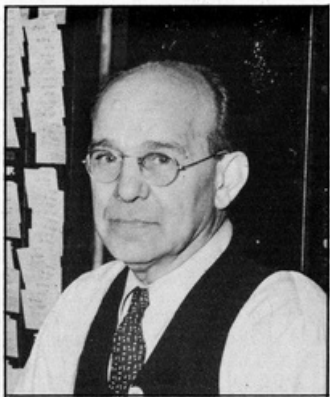
<i>Number</i>	<i>Name</i>	<i>Number</i>	<i>Name</i>
45-302	J. Abbott	45-288	J. Joyce
45-411	D. Anderson	45-438	A. Karlson
45-258	J. Anderson	45-801	I. Kaufman
45-351	R. Blackwell	45-984	J. Kisielewicz
45-450	W. Bohrer	45-458	E. LaCrosse
45-476	A. Boyd	45-213	P. Leonard
45-319	C. Boyle	45-470	E. Lerner
45-160	G. Buchan	45-37	E. Leyerle
45-471	A. Burdette	45-353	J. Lord
45-101	H. Breeden	45-286	J. Lynch
45-835	E. Bruton	45-256	J. MacNeil
45-81	J. Carney	45-570	G. Maloney
45-234	E. Carpick	45-481	J. Manni
45-430	J. Carr	45-429	W. Mason
45-467	W. Carroll	45-95	J. McConnell
45-462	R. Clements	45-515	C. McCullough
45-383	F. Cline	45-336	C. McCullough
45-284	J. Coan	45-531	H. McLaughlin
45-72	J. Cronin	45-853	F. Mitch
45-121	T. Crossan	45-289	S. Mitch
45-357	J. Crowell	45-259	C. Mount
45-235	D. Davis	45-69	C. Palmquist
45-337	R. Diehl	45-264	F. Plant
45-146	C. Diem	45-295	A. Posterwaite
45-59	H. Diener	45-318	A. Pulcher
45-131	L. Donlin	45-251	W. Quaille
45-34	J. Doyle	45-177	G. Reed
45-391	D. Duffy	45-300	J. Richards
45-210	T. Ebner	45-297	O. Schmidt
45-498	H. Eby	45-392	A. Shapiro
45-435	R. Ehrentraut	45-118	R. Sheldon
45-68	E. Feindler	45-509	A. Slack
45-117	W. Field	45-447	L. Souder
45-97	J. Fitzgerald	45-274	C. Springer
45-825	G. Fleming	45-665	G. Steppke
45-347	J. Garvey	45-376	E. Stewart
45-439	R. Forbes	45-839	J. Sweeney
45-404	W. Gaskill	45-327	F. Tennant
45-717	W. Gildea	45-380	J. Tennant
45-389	W. Glatts	45-149	A. Texter
45-33	F. Glatz	45-344	L. Thomas
45-455	S. Green	45-864	J. Thum
45-661	L. Gurriel	45-250	M. Tiefenthaler
45-397	E. Handley	45-355	J. Ulmer
45-340	H. Haslam	45-306	J. Valentine
45-373	L. Henderson	45-388	R. Vochell
45-405	H. Hild	45-313	H. Weightman
45-307	R. Hill	45-92	C. Williamson
45-464	R. Houpt	45-375	H. Wilson
45-465	J. Hutchins	45-385	J. Wright
45-625	G. Jarrett	45-334	W. Yarwood
45-63	E. Jones	45-726	J. Young
45-316	J. Joyce	45-588	B. Zwizanski

SUN SHIP PERSONALITIES



George W. Craig
14 Years' Service

George is married, having a family of nine children and three grandchildren. He was born in Ashland, Delaware, and learned his trade with his father. Before coming to the Shipyard George worked for the DuPont Powder Works as a carpenter. Now he spends most of his time running everything in the carpenter shop.



Nathan Haseltine
17 Years' Service

"Nat" is a foreman on the second shift, having six children, one of whom is a time-keeper in the Yard. Nat used to be in charge of the 84 Department until 1924 when he was transferred to the Wetherill Plant. He was a member of the National Guard in his home town of Swissvale, Pa. His favorite sport is watching a good football game.



George E. McGlennen
6 Years' Service

George lives in Norwood and is married and the father of a boy and a girl. He served overseas with the 19th Engineers from 1917 to 1919 during World War I. He was Postmaster at Sharon Hill for seven years where he lived for 32 years before moving to Norwood. George's favorite sports are baseball and swimming.



James Quarternus
13 Years' Service

"Jimmy" is the father of four children and has one son working in Houdry and a son-in-law is a shipfitter. He also adds that he has one grandchild. Jimmy was born in Jamesville, N. C., and travelled from the East Coast to the West Coast in later years as a construction worker, but he has always been a guard since he came to Sun Ship. He is usually stationed at the Wetherill Plant, but is sometimes stationed as a relief guard in the Yard. His favorite sport is baseball "A's."



Clarence Emery
4 Years' Service

"Hen," as he is known to his friends, is very much a married man, having seven children. He lives in Darby, but was born in Philadelphia, and was graduated from South Philadelphia High School. He worked in the Navy Yard during the last world war. Now he is a janitor in the Carpenter Shop and also a waiter in the Central Yard cafeteria. He has two sons working in the 67 Department with him. His favorite sport is baseball, and his favorite hobby is gardening.



Clarence McCullough
20 Years' Service

"Mac," as he is known to all his friends, is the proud father of one boy and one girl. He was born in Chester, Pa., attended Chester schools, and learned his trade at the Wetherill plant. At the present time Mac is running the big planer at the Wetherill Plant on the second shift. He can remember making the gear cases for Ford's River Rouge plant. Mac's favorite sports are hunting and fishing, while his hobby is piling the family into the car and going for rides.

WAKE UP AMERICA—IT'S LATE



The following editorial, touching all classes of Americans... in labor, capital, on the farm and everywhere, is reproduced through special permission from the New York World-Telegram where it appeared for the first time on March 5. Since then the World-Telegram has been deluged with a flood of letters and telegrams praising its vigorous and outspoken stand on the state of the nation. We earnestly recommend that every employee read every word of it.



The nation needs to awaken to the full gravity of the peril that confronts it.

It needs to appreciate how badly we have been defeated in three months of war.

It needs to understand that it is possible for the United Nations and the United States to lose this war and suffer the fate of France — and that this possibility may become a probability if the present tide does not change.

It needs to realize that there is grave chance of the Japanese pushing through India and the Germans driving through the Near East, to join their armies and resources in an almost unbeatable combination.

It needs to get away, once and for all, from the comforting feeling that while we may lose at the start we are bound to win in the end.

Only when fully aware of existing perils will the United States do its utmost. Pray God that awareness will not come too late, as it did in France!

Production Director Donald Nelson appeals for vastly increased industrial output on a 24-hour, seven-day basis — 168 hours a week. Maximum production, in short.

Can we get it?

NOT on the present basis — not under the psychology of recent years.

NOT until we quit thinking in terms of less work for more money.

NOT while there is greater concern about overtime pay than overtime production.

NOT while farmer politicians are more interested in higher prices than raising more essentials.

NOT while government bureaus — created to meet a depression emergency that is ended — continue to grab for themselves money needed for armaments.

NOT while an army of federal press agents clamors to promote and perpetuate activities that have no present need or value.

NOT while Congressmen try to put over useless canals and river schemes and take up the time of defense officials clamoring for factories and contracts as if war were a great gravy train.

NOT while WPA, despite a shortage of labor, seeks to carry on projects which it doesn't have the men to perform or the need for performing.

NOT while CCC and NYA stretch greedy hands for funds to pamper young men who ought to be in the armed forces or the war plants.

NOT while strikes hamper war production, despite a solemn promise that they would stop.

NOT while the life-and-death need for uninterrupted production is used as a weapon to put over the closed shop.

NOT while double time is demanded for Sunday work which is only part of a 40-hour week.

NOT while a man can't be employed on an army project or in a war plant until he pays \$20 to \$50 or more to a labor racketeer.

NOT while criminal gangs control employment and allocation of men to work on the Normandie and the other ships along New York's vast waterfront.

NOT while fifth columnists are pampered and enemy aliens move freely in defense areas.

NOT while the grim job of preparing our home communities against air raids and sabotage is gummed up with a lot of high-falutin, boon-doggling social service activity.

NOT while pressure blocs clamor for higher benefits, bounties and pensions.

We will **NOT** get maximum production, in short, unless, first, we fully realize our awful peril; and, second, get over the gimmes of recent years.

Gimme shorter hours, gimme higher wages, gimme bigger profits, gimme more overtime, gimme less work, gimme more pensions, gimme greater crop benefits, gimme more appropriations and patronage, gimme plants for my Congressional district, gimme fees and dues to work for Uncle Sam, gimme ham 'n' eggs, gimme share-the-wealth, gimme \$30 every Thursday.

France had the gimmes, too — had them till the Germans were close to Paris. Then everybody went frantically to work — too late.

FRANCE HAS NO GIMMES TODAY—EXCEPT GIMME FOOD FOR MY BABY, GIMME A PLACE TO LAY MY HEAD, GIMME DEATH.

Remember Pearl Harbor

Radio Address by Rear Admiral Emory S. Land *Chairman, United States Maritime Commission* *March 12, 1942*

We are in a War of Transportation, primarily salt-water transportation — a War of Ships! The battlefields of the United Nations are the seven oceans of the world and every continent. There are no historical precedents in this War of Ships.

The President, our Commander-in-Chief, has pointed out to you the world-wide geography of the War — the farthest flung conflict in which man has ever become engaged.

No nation or group of nations can win without ships. No matter what else we build or how great the quantities, no matter how many men we train, no matter how many Defense Bonds we buy or how heavy our taxes, we cannot win this War without ships, ships built in time.

The American people *must* know by now what the lack of ships has contributed to the early defeats and temporary setbacks the United Nations have suffered in this War. We have a ship shortage. Until we have remedied that handicap we cannot hope for victory. The remedy is to build ships, more ships and still more ships — to build them faster than ever before and operate them without the loss of a minute of time must be *our goal!*

My job is ships.

Tonight I speak primarily to those who work in our shipyards — to those who manage them and to the men and women in defense plants all over the country who make the parts for those ships. You — the two million men and women on the battle line of ship production and ship operation — hold in your hands the destiny of your Nation. The people of this country, of all of the United Nations, are as dependent upon you in this crisis as they are upon the armed forces. At this stage of the War they are even more dependent upon you. With all the force at my command, I say *WE MUST BUILD MORE SHIPS FASTER!*

We must crowd more work into each hour we are on the job. We must put our hearts in our work. Patriotic American efficiency can beat the enemy.

Our most precious element is time — we must think in terms of seconds and minutes and hours — not of weeks

and months. We must act now — not wait for tomorrow, next week, next month or next year.

There *must* be no slowdown on the part of labor or management or Government in any single part of our war shipbuilding program.

If America fails to build *ships* and *more ships* and *still* more ships — faster and faster and faster — if we fail to speed up and to end minute-snatching from the jobs we have to do, then this War *can* be lost!

Any lag in production helps the Axis. A man — worker or executive — who dawdles or loafs for enough time to make one hour, one-half hour, or a quarter hour joins a slowdown which can delay victory.

Remember the New Orleans slogan, "The man who relaxes is helping the Axis."

Anything short of victory is unthinkable. This War *must* be won in the shipyards of America as well as in the Far East — or "down under" — or along the Eastern front on Continental Europe.

We shipbuilders — labor, management and Government — stand on trial before the American people as to what we can achieve. We must show them that our strength is so great that we cannot be enslaved.

This is a report to you that the Maritime Commission is operating its shipbuilding program on the schedule set by our Commander-in-Chief — more than 800 ships in 1942; 1500 ships in 1943!

Here is a short review.

In 1938 our program was 50 ships a year. It was doubled in 1939 to 100 ships a year. Again it was doubled in 1940 to 200 ships. Again it was doubled in 1941 to 400 ships. Then in January of this year the program was again doubled by the President to 800 ships for 1942. In February he directed us to increase the output to the limit of the country's capacity.

But even that tremendously increased schedule does not satisfy. During the month of February, we delivered a ship a day for the War effort. Please note that I said "*delivered*," which means put in service — in commission!

Before Pearl Harbor we talked about launchings and were proud when we launched one-ship-a-day. Now we are

interested primarily in the completion of ships — Operating ships!

We are getting ready to put two-ships-a-day in service, but even that does not satisfy us — our goal is three-ships-a-day and we must attain it! We must approximate a miracle in production!

WE MUST BUILD MORE SHIPS FASTER!

It is pleasant to report that the strike problem — formal strikes — is not a serious one at this time. Last year strikes cost us 8 to 12 ships. But what is serious — and serious right now — is loafing. Any person who is putting forth less than his maximum effort — whether he is a worker in the yard, the supply factory or the front office — is a victim of that insidious, that infectious, that deadly disease known as loafing. Every loafer is a saboteur of morale, giving direct aid to the enemy.

Carping criticism, sneering, complaints, bickering won't build ships, or planes, or tanks, or anti-aircraft guns or munitions. Now is the time for teamwork. He who breeds indifference or selfishness is a traitor.

Every man is a patriot who aids in speeding up production. There is a plant in Kokomo, Indiana, building lifeboats. By greater efficiency, without increasing manpower, production has increased 100 percent since Pearl Harbor. Their production will be doubled again in April, with only a 50 percent increase in labor. That's action! There are about seven hundred thousand men employed in shipbuilding yards in this country. Soon there will be a million. Another million, estimated, are at plants making ship parts. The loss of a minute here, five minutes there and a half-hour somewhere else can add up to a national delay so serious as to bring us to the brink of defeat.

Each one building ships must feel himself on a firing line as are the men on Bataan — and there's no loafing there! Certainly no one engaged in combat can afford to relax his efforts for one second! We at home do not have to dodge enemy fire but we certainly are in combat with those forces which would slow down our production, and those men on Bataan are calling to us for help — and quickly.

The enemy within — the Fifth Columnist — may be the make-believe friend who whispers "Take it easy pal" — or he who urges "Let's take tomorrow off and go fishing."

Figure it out for yourself — if 500 or 1000 men in a big shipyard decide to take tomorrow off — not work — it's a terrible handicap to full production.

We are primarily dependent upon the productivity of labor and management. Inefficiency in management must

end. There must be no strikes. There must be no slow-downs. Sacrifices must be made. We cannot lick Hitler and the Japs until we have licked ourselves!

Are we softies? — Hitler says we are.

Are we lazy? — Mussolini says we are.

Are we decadent? Yes, say the wily Japanese war lords while their underlings commit atrocities in Hongkong and Manila.

They all chorus that we are "too late with too little."

How can labor and management and Government achieve our goal?

Our *machines* must be worked *seven* days and *seven* nights a week. They must not stand idle longer than is necessary for their oiling or repair.

Our *men* must work *six* days a week, in shifts around the clock.

Relations between labor and management should be stabilized for the duration.

Errors on the part of employer and employees should be reduced to the smallest possible minimum.

The *production drive*, instituted by Donald Nelson, head of the War Production Board, is, in his own words, "not designed to further the special interests of a group. It is not a scheme to promote company unions. It is not a device to add to or tear down power or position of any existing unions. It does not interfere with bargaining machinery where it exists. It is not a management plan, a labor plan — it is the War Production Board plan. It is a perfectly simple straightforward effort to increase production."

The battle line of production is the battle line of freedom.

Industry cannot say "business as usual," labor cannot say "strikes as usual," Government cannot say "red-tape as usual." Those are not Victory slogans.

If we are too slow now we may be too late forever!

This is not an effort to give you an erroneous picture, certainly not a picture of confusion or despair. Far from it! There is only a very *small* percentage of workers and employers who are not putting forth the best that they have to win this fight against enslavement by our enemies. But that percentage may mean the difference between victory and defeat!

The vast *majority* of shipyard workers and shipyard owners are pulling together to build and maintain bridges of ships across the seven seas. Because of this cooperative

attitude, Congress was told that there is no necessity for the enactment of a law banning strikes.

Unfortunately, no law, in fact nothing except an *improved morale* can end this loafing by a dangerous minority. That lift in morale, with the resultant lift in production, we *can* and *must* obtain.

Here are a few examples. In the shipyards we are saving time and manpower by welding the sheets of steel together instead of riveting. The ships built in America today are 85 percent welded, a great time saver.

We are prefabricating many parts of the ships and carrying them to the ways with heavy cranes. This is merely an adaptation of mass production methods to shipbuilding.

Shipbuilding work is spread throughout the Nation. More than 500 factories build the various parts. They are transported to the yards, in many cases in preassembled form so that the shipyard job has become more than ever a matter of final assembly. All of these are time-saving factors. Our ship specifications have been changed to utilize a type and size of steel plates of which there is greater production than that we originally planned to use. This has relieved a bottleneck in steel.

We have adopted a system of centralized purchase for most of our ships, which prevents congestion in a few plants and provides a systematic method for keeping the steady flow of materials from the factories and mills to the shipyards. Thus another threatened bottleneck is averted.

The 40-hour week for *machinery* and *equipment* in shipyards has *not* existed for many months. Last May — nearly a year ago — all shipyards were directed to work two shifts, six days a week, and today our goal is seven days a week, around-the-clock for all of the equipment, 168 hours a week. The working hours of the *men* on three shifts (six days a week) will be properly adjusted within the limitations of working agreements and the law.

Specifications for ships have been simplified to save time and to eliminate, as far as possible, the use of materials highly essential for other purposes.

Faster construction is not the whole story in this war of ships — they must be operated efficiently, operated so that not a valuable minute or hour is lost in the full utilization of every vessel.

May I here pay tribute to the men of the Merchant Marine who "go down to the sea in ships." They are performing as heroic a duty as that performed on the battlefield. They are doing a splendid job, particularly on our own Atlantic Coast.

The President established the War Shipping Administration to direct the operations. We are speeding up the handling of overseas cargoes from source of production to destination. This includes truck shipments, rail shipments, use of port facilities and the loading of the vessels, both outbound and inbound cargoes.

Scattered throughout the world are expeditors to see that cargoes are assembled in time, ships are loaded speedily and are headed out to sea again. Every short-cut known to experts in the field of water transportation is being utilized. Materials must be transported back and forth in accordance with their importance and without congestion of ports or other facilities. A ship tied up in port is of no more value than a ship uncompleted in the shipyard. We must "Keep 'em moving!"

We are coordinating the movement of cargoes from their inland points of origin to the ports, thus preventing congestion on the piers. Valuable days are being saved in expediting the turn-around of ships; that is, the time it takes for a ship to unload at a port, reload and start on its return journey. In one distant war zone, for example, we have reduced this turn-around time by six days. But we must do better — and "*we*" means every government and private agency concerned with transportation.

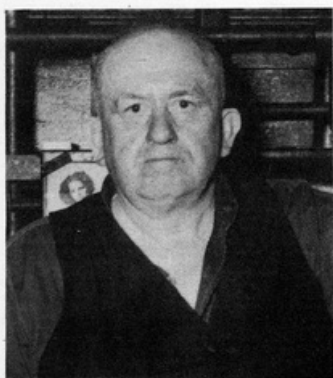
Those are a few examples of the methods being utilized to expedite ship construction and ship operation. Those things *are* being accomplished — but not fast enough! Our principal object now is to increase the *production of the individual* and bring it to the maximum — a maximum beyond anything that has ever been accomplished before — a maximum that must be reached in order to win this War.

Ten "Must Commandments."

1. Must improve ship operations.
2. Must back up our fighting men.
3. Must keep ships moving.
4. Must amalgamate the pocket-book nerve and the patriotic nerve.
5. Must eliminate loafing.
6. Must stabilize labor-management relationships.
7. Must build more ships faster.
8. Must reduce sinkings.
9. Must increase production.
10. Must make sacrifices.

There is no better conclusion than to repeat the words of the President, our Commander-in-Chief, who said "Our task is hard, our task is unprecedented and the time is short."

— — — — — MEN AROUND THE YARD — — — — —



Nathaniel Blizzard
22 Years' Service

"Nat" was born in Chester, attended Chester schools, and is very much a family man, having four children and one son-in-law who is a painter in the Yard. He learned to run a crane at Baldwin's before coming to the Wetherill Plant. Nat was one of the crane operators who broke the record during World War I on the assembling of engines. He is also a member of the second shift bowling team, and has spent the last fourteen years on this shift. His favorite sport is fishing, and as you probably know, bowling is his hobby.



Earl L. Shockley
17 Years' Service

"Sparks" has worked on the third shift for the last three years. He was born in Camden, Delaware, and attended school there, but came on to Philadelphia to take up electrical work at the Dobbins Vocational School. He was a member of the United States Army Reserve, getting his training at Plattsburg, N. Y. He was formerly dry dock electrician until he was transferred to night work as a utility electrician. He is married and has five children, and now lives at McCall Heights, near Chester. His favorite hobby is hunting, while his favorite sport is basketball.



Alfred A. Stutzman
19 Years' Service

Al is the proud father of two children, one of whom is a second lieutenant in the United States Army, now stationed at Fort Knox, Ky. He was born in Pottsville and learned his trade at the Bethlehem Steel Company. (Editor's note—Al wasn't sure whether he should put on a collar and necktie before his picture was taken, but while in the process of making up his mind we took the shot. Our apologies, Al). His favorite hobby is trap shooting at live bird meets, and his favorite baseball team is the A's.



William Warwick
17 Years' Service

Bill was born in Dumbarton, Scotland, and learned his trade with the firm of Dinny Brothers in the same town. He previously worked in the Shipyard before being transferred to the Wetherill plant as a layer-out. Bill is single and thinks he'll try to remain that way. He has a brother working in Department 36 in the Yard. His favorite hobby is making small models of the different engines on which he has worked in his regular job.



Nicholas Machusak
1 Year's Service

Nick was born at Keiser, in the coal region of Pennsylvania, but at a young age his family moved to Milwaukee, where Nick attended school, and after one year of business college he decided he would make a better carpenter than office worker. After learning his trade he worked in various coal mines throughout the country as a carpenter before coming to the Shipyard. Nick is married and has one son nine years old. His favorite hobby is taking the radio apart and putting it together again.



Arthur J. Allen
20 Years' Service

"Al" came from Independence, Iowa, after working for the Northern Pacific Railroad and their famous machine shop. Al now lives in Chester with his wife. He has worked all over the Wetherill Plant in practically every department. His favorite sport is baseball, from the sandlots to the big leagues, and his hobby is trying to master the art of reading and listening to the radio at the same time.

DEFENSE GROUPS GET INSTRUCTIONS



FIRST AID MEETING

The third shift men held their first meeting in the main cafeteria on April 2. Mr. F. J. Hibbs introduced Mr. Herbert E. Holgate of the Dispensary who explained Blood and Bleeding. Mr. J. E. Lewis of 68 Dept. explained pressure points and respiration and also gave a demonstration of first aid bandaging. In the afternoon a meeting of all the day and second shift men was held and the same instructions were extended to them. Notices will be posted in the future as to the next meetings.

FIREMEN

The picture at the right shows Mr. Harry F. Hamby, Fire Chief, instructing the new firemen in their duties at their first meeting. At this time arm bands were given to each man and plans were made for meeting in the future.



GUARDS

The picture at left shows Mr. Nathan Pechin, who is in charge of the Defense Guards, instructing the Auxiliary guards in their duties and making plans for the future meetings.

Vice-President Haig Awards Service Emblems To 29 Members of the Sun Ship Family

Twenty-nine proud Sun Ship men—proud because of many years' faithful service with the Company—last month received appropriate recognition from the management represented by Senior Vice-President Robert Haig. We're sorry that space will not permit us to print pictures of all these men, but after all the pictures are only incidental. What counts is the real satisfaction that these fellows can get from having enjoyed a long and pleasant association with one company—and the satisfaction the Company feels in having a backbone of experienced, satisfied, loyal workmen who can be depended on, year in and year out, to give the best they've got in the interest of the organization with whose lot they have cast their own. We sincerely congratulate these men on their achievement; we sincerely wish them continued pleasant years of association with Sun Ship.



H. Burke — 25 Years

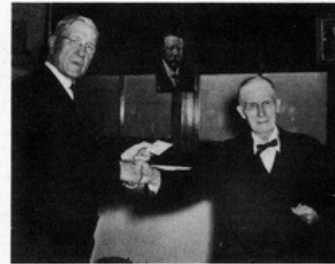


J. Black — 15 Years



F. Jenkins — 15 Years

H. Burke	25 years
W. McCauley	25 years
W. Nowak	20 years
B. Wilson	20 years
J. Smith	20 years
W. Vogel	20 years
R. Shallet	20 years
G. Machamer	15 years
Miss M. Stewart	15 years
C. Roan	15 years
J. Black	15 years
T. Nowak	15 years
G. Evans	15 years
W. Linski	15 years
W. Weldon	15 years
F. Jenkins	15 years
A. Laurinovich	15 years
F. Cowan	15 years
W. Cox	15 years
J. Casey	15 years
C. Robinson	10 years
H. Forbis	10 years
E. Starr	10 years
K. Horney	10 years
W. Clark	10 years
F. Kulish	10 years
R. Baughan	10 years
A. Green	10 years
C. Jones	10 years



W. McCauley — 25 Years



A. Laurinovich — 15 Years

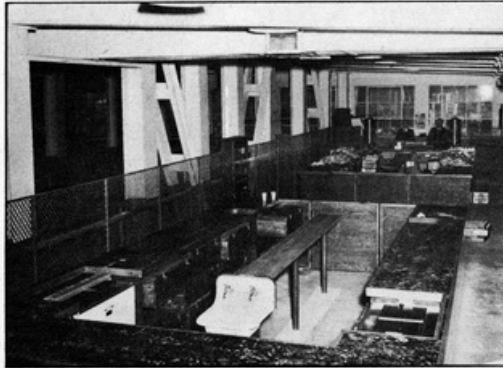


A. Green — 10 Years



C. Roan — 15 Years

GOOD FOOD IS GOOD HEALTH



Good food is good health, and good health is essential to speed the production of ships. We owe it to our country and ourselves to maintain the best of health.

Sun Ship officials have always considered the welfare of their employees in making decisions and are now carrying out that same policy in building a series of modern canteen cafeterias to feed the Sun Ship family in the shortest possible time with the best possible food.

The Slater System which operates the cafeterias has the responsibility to carry out the policies of the Company, which owns all the physical equipment. The Slater System provides the personnel and handles all the food through a central commissary where baking and meat cutting also is done.

Under the new set-up, food will be prepared in the yard cafeteria, and packed in special containers which will be put in insulated drawers and either cooled or heated to the proper temperature before sealing. Over a weekly period we can serve a wide variety of hot dishes, although it will be necessary to limit the daily variety to give maximum efficiency in serving. Liquid dispensers will be used to eliminate broken bottles in the yard.

In planning this system Mr. H. L. Shay, one of Philadelphia's leading architects, who was retained by the ship yard, studied many different methods in use elsewhere, and finally chose this one as being most suitable in view of the physical layout of the ship yard.

A typical day's menu might run like this:

Vegetable soup	10c
Baked Meat Loaf and Mashed Potatoes ..	10c
Buttered Ford Hook Lima Beans	10c
Choice of Fresh Fruit	5c
Cinnamon Bun or Cake	5c
Ham & Cheese Sandwich	15c
Assorted Rolls	10c
Giant Hot Dogs	10c
Fish Cakes	10c

Ice Cream and Beverages

SCHEDULE OF CANTEENS

NORTH YARD FABRICATION:

11:45 to 12:30	Noon
4:00 to 5:00	P. M.
8:30 to 8:55	P. M.
2:45 to 4:30	A. M.
7:00 to 7:45	A. M.

CENTRAL YARD—6 WAY:

11:45 to 12:30	Noon
8:30 to 8:55	P. M.
2:30 to 4:30	A. M.
7:00 to 7:45	A. M.

CENTRAL YARD—TUBE SHOP:

11:45 to 12:30	Noon
4:00 to 5:00	P. M.
8:00 to 8:15	P. M.
(Houdry only)	
8:30 to 8:55	P. M.
2:30 to 4:30	A. M.
7:00 to 7:45	A. M.

SOUTH YARD—PIER No. 5

11:45 to 12:30	Noon
4:00 to 5:00	P. M.
8:30 to 8:55	P. M.
3:30 to 4:30	A. M.
7:00 to 7:45	A. M.

The following Canteens are open at Noon:

Fabrication
Creek Shop at Bolt Shed
No. 6 Way
Pier No. 5
No. 12 Way
Tube Shop

The following Canteens will open soon:

Mold Loft near Yard Cafeteria
No. 15 Way
No. 18 Way
No. 4 Way
North End of Fabrication Shop N

SLOGAN CONTEST WINNERS

Because so many slogans were turned in by the middle of April it was decided to close the contest at that time and award prizes to the winners, each of whom will get a \$25.00 Defense Bond for the slogans printed below. The Idea Contest will not close until the last day of this month. (Notice regulations at the bottom of this page.) As stated in "OUR YARD" magazine, March issue, a new contest starts the first of each month, so don't be disappointed if you didn't win this time.



JUDGES AND WINNERS OF SLOGAN CONTEST

The five judges in the back row are, left to right: E. Lanzo, 59-309; W. Smith, 4-68; M. Mulls, 59-327; R. Howard, 45-54; C. Roberts, 42-245. The winners are standing in front, left to right: S. Parry, 88-119; M. Gordon, 91-247; and S. Lewis, 47-821. Ralph Emery, 36-1172, was on a trial trip at the time this picture was taken, and A. G. Mackubin, 36-870, was sick.

SLOGAN

- "Uncle Sam's waiting for us fellows in the shop
to speed up production and keep him on top"*
- "Scram Ham, I'm pulling for UNCLE SAM"*
- "Ships delivered on time put a crimp in the AXIS line"*
- "American production will hasten Axis Destruction"*
- "Don't yap, you saps, hard work beats Japs"*

WINNER

- SAM LEVIS, 47-821**
- RALPH EMERY, 36-1172**
- M. GORDON, 91-247**
- A. G. MACKUBIN, 36-870**
- S. PARRY, 88-119**

"IDEAS FOR UNCLE SAM" CONTEST

In looking over the ideas that have been turned in so far, the judges feel that most of the men do not understand the type of suggestions wanted, and have not presented their material in readable fashion. To make sure that you have a good chance to win, please read the regulations below and abide by them:

1. Use one side of paper only.
2. Write plainly.
3. Make your suggestions as brief and direct to the point as possible.
4. Confine your ideas to speeding up production here in the shipyard. Ideas about anything else are disqualified.
5. Do not turn in suggestions that are already in use.
6. Turn in ideas only on things over which the shipyard has control. For example, the design and fitting of ships is determined by the customer or the government and we cannot change specifications.
7. For other rules of the contest see page 9 of the March issue of this magazine.

MEN OF STEEL



The Flight of "OUR YARD Bird"★
or
WE GO TO PRESS.....

★ *Affectionately Submitted by* Dept. 91 Timekeepers *Justin Casser. 4-6-92.*

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".

SUN SHIP BOYS IN THE ARMED SERVICE



Lieutenant Charles Morrow, who left Sun Ship to become Professor of Navigation and Naval Tactics at Brown University, Providence, R. I.



Charles A. Peoples, formerly of 46 Dept., is now in the U. S. Coast Guard and is stationed on an examination vessel at Cape Henry, Va.



John Turner is in the Field Artillery at Pine Camp, N. Y. He was formerly a member of 91 Dept. at Sun.



This is W. Carroll, formerly of 42 Dept. We don't know where he's stationed now, but he makes a good-looking soldier, and seems to be happy about it.

LETTER FROM TED DUGAN



Ted Dugan

The following letter was received by the editor of "Our Yard" from Ted Dugan, formerly of 34 Dept., now stationed in the Hawaiian Islands.

March 11, 1942

My Experience in Hawaii

I arrived in Hawaii October 17, 1941 and my impression of Hawaii when I first arrived was of a large rock, as it looked to me from sea. As we neared the shore, vegetation began to appear, and when our boat reached close enough to the Aloha Tower—Hawaii began to look green. From then on, it became more like summer in the States.

When we walked the gang plank with our duffle bags, we were greeted by a large band playing aloha. When we got on the pier, we boarded the Oahu train which was waiting to take all the soldiers to their new home. While riding on this train, I saw massive mountains, deep driven canyons and waving palm trees. I also saw men and women working in the vast acres of pineapple fields.

The enlisted men's barracks were beautifully designed and enhanced by greenery and flowering shrubs. When we reached our barracks we were designated to a Company. After we were settled in these barracks, we were given certain details such as finishing up our barracks and building a few new ones. After we completed all of the barracks we were given new details, such as building railroads, bridges and all kinds of roads.

Recreation for soldiers in Hawaii consists of baseball, football, basketball, bowling, boxing and tennis. Here at Schofield Barracks we have four football fields, three baseball diamonds, one gym (which I compare in size to Penn's Palestra). The Boxing Bowl holds a capacity crowd of 10,000 fans. The bouts are of good class, as most of the boxers here have fought in

the Golden Glove tournament. On Sundays I attended the football games which I think are better than most college games that I saw back in the States. All the Clubs are of equal class. The seating capacity of the stadia is about 35,000 persons. Each club has a band of its own, which plays before the games and during half time. I also spent a lot of time swimming at the well-known Waikiki Beach and have seen a few performances given by the lovely Hula dancers of the Islands.

These were all peace-time conditions. Everything has changed since the war began. On Sunday, December 7, 1941, everything was peaceful and quiet here. Some of the soldiers were eating breakfast while others were still sleeping. Then all of a sudden, out of a blue sky came a mass of planes which most of us thought were our planes maneuvering. Suddenly we heard explosions of bombs in the direction of Pearl Harbor, Hickman and Wheeler fields. After a few minutes the planes were machine-gunning our barracks. It was then that we saw the emblem of the planes and learned that they were Japanese. It meant that we were at war with Japan. We were all called out, ready for action. All of the soldiers were calm when the alert call was sounded.

Now Hawaii has gone enthusiastically for air raid shelters as it once did for yachts, surf boards and swimming. The morale of our soldiers and the civilian population is excellent. We have blackouts here nightly. We also have blackout rooms where soldiers can read and write letters, and have a recreation room which is blacked out so that the soldiers can pass their leisure time playing pool, checkers and ping pong.

At present I am engaged in taking charge of the regimental tool room. The job is very interesting as it includes all kinds of work and keeps me plenty busy and helps me keep my mind on the present conflict. The only other thing I have to say to the workers is to keep on buying defense bonds and stamps so that we can have guns and ammunition to fight the Japs and bring the world the everlasting peace the people want.

TED DUGAN
Pvt. H. & S. Co., 34th Engrs.,
Schofield Bks., Oahu, T. H.



Private Clyde (Tucker) Thompson left the second shift pipe shop crew and is now in a medical unit with MacArthur in Australia.



Richard Mushlit, aviation cadet at Maxwell Field, Alabama, hails from the 36 Dept. at Sun Ship.

SUN SHIP SPORTS

INTER-DEPARTMENT BASKETBALL RESULTS

The inter-department basketball finals were played at the Eddystone High Gym. The following teams were in the playoff: Counters, Cleaners, Erectors and Machinists. In the semi-finals the Counters won over the Cleaners by the score of 39 to 18. This was the first game the cleaners had lost in the last 8 times they took the floor, while the machine shop went down under the big reach of the erectors by the score of 28 to 10.

In the finals the reach of the erectors was short and the counters won the title by the score of 36 to 23.

The fouls shooting contest was won by Barr of the counters by putting 5 out of 10 through the strings.



COUNTERS

Left to right, bottom row: Horace Cox, Jimmy Turk, Capt. McCoy, John Miller. Left to right, top row: Floyd Kraft (coach), Jerry Steppke, Joe Seher, Tommy Barr, Geo. Smedley (Mgr.) Missing from the picture: Bob Diebler, L. Savine, J. Platt, J. Greer.



CLEANERS

Left to right, bottom row: Wm. White, Herman Harris, Norvain Pleasant, Bud Hill. Second row: Cecil Bond, Purnell Watson, Chas. Charlton (Mgr.), Wm. Ottbridge, James Barry.



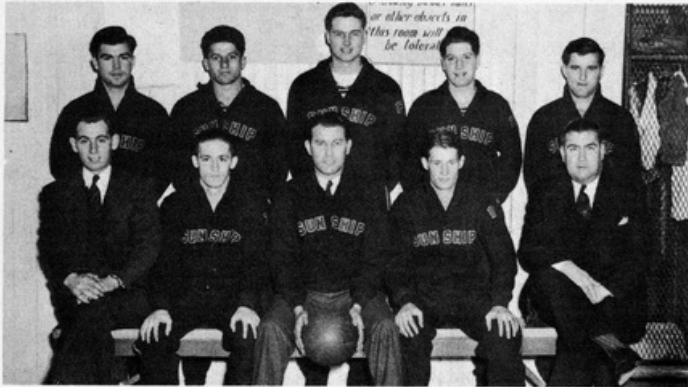
ERECTORS

Left to right, bottom row: Mike McCarthy, Capt. McKim, Steve Palma. Second row: Art Sherrer, Bob Effie, H. McIlvird (Mgr.), L. Auld, Crash McKinney.

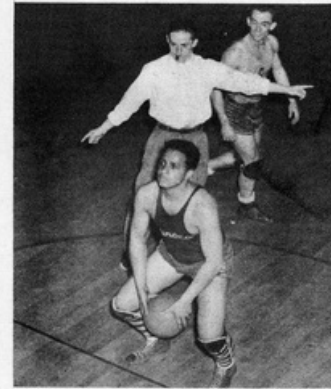


MACHINISTS

Kneeling: Bernard Laskowski, John Dychala, Francis Callahan (Capt.), Ty Sides, Ben Dychala. Standing: M. Fidth, Matt Rupsnick, Paul Sides (coach), Anthony Maliza, Jim D'Antola.



Sun Ship's Delri League Basketball team. Left to right, standing: Paul Chadick, Al Roshelli, Lee Logan, Moxley, Geo. Jackson. Seated: Scotty Howat, Asst. Coach, Tommy Ickes, Don Robertshaw, Coach, Bobby Sheldon, "Pop" Bentley, Mgr.



Shooting a foul during playoffs: Cecil Bond of the cleaners' team (with ball), Bob McCoy, counters' team; and Tommy Ickes, referee.

SUN SHIP BASKETBALL 1941-42

Delri League Players

Geo. Jackson (Capt.), Bob Sheldon, Lee Logan, Paul Chadick, Geo. Chadick, Lou Roshelli, Claude Manzi and Bailey. Al Roshelli joined the Army in mid-season, and Moxley went to Pearl Harbor to work.

Record

The team won both halves of Delri League without a defeat, and went through the season of twenty-eight games without losing one. Incidentally, it's the first year any team went through the Delri season without a defeat.

League Record

SUN SHIP	PTS.	OPPONENT	PTS.
Sun Ship	37	Gen. Steel	26
Sun Ship	35	Sinclair	30
Sun Ship	33	Sun Oil	28
Sun Ship	45	Westinghouse	24
Sun Ship	47	Gen. Steel	20
Sun Ship	40	Sinclair	25
Sun Ship	44	Sunn Oil	29
Sun Ship	34	Westinghouse	24
Sun Ship	52	Scott Paper	25
Sun Ship	37	Gen. Steel	22
Sun Ship	62	Sinclair	28
Sun Ship	45	Westinghouse	29
Sun Ship	58	Scott Paper	26
511		310	

Individual Scoring Season's Record

	POINTS
Logan	173
P. Chadick	124
G. Chadick	62
G. Jackson	49
Moxley	32
Bailey	31
R. Sheldon	30
A. Roshelli	27
L. Roshelli	25
Manzi	6



Officials of Sun Ship Inter-Department Basketball League: from left, Tommy Ickes, referee; Bill Coupe, timekeeper and scorekeeper; and Scotty Howatt, referee.



SUN RIFLE TEAM

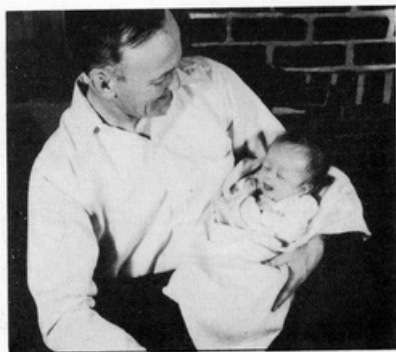
Top row, left to right: Danny McKinney, Dave Thomas, Oscar Holt, Bill Wolf, Clyde Roan, G. Brownhill. Kneeling: V. Davis, Walter Davis, Pete Davis, Jim Taylor, Warren Watt. Sun is a member of the Middle Atlantic Indoor Rifle League, among other members of which are the teams of Sun Oil, Sinclair, Worth Steel, Broomall Sportman's Club, West Chester, Coatesville, Marksman Club.

SOMETHING OLD SOMETHING NEW



Carney: "Joe, when are you going to have that steel up?"

Left: this is the way they used to haul machinery to and from the Wetherill Plant in the "good old days." See anybody y' know? If you don't, look again.



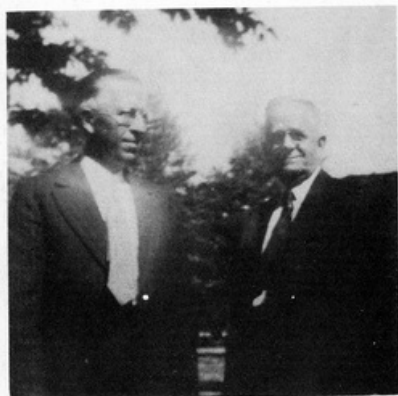
Something new: the "sneak" shot of the year — Bill Rouke and Jim "Rookie."

Remember When ?

Let's take a look at the "good old days" now that we're in the rush and excitement of war. It's lots of fun to go back through the Sun Ship family album — see what we looked like and how we did things when "you and I were young Maggie"—and compare them with ourselves and working methods today. Do you have any old-timers hidden away in that bureau drawer? Get 'em out and put them in the "Our Yard" boxes. The rest of us want a look, too.



Sam Adams years ago.



Mr. John G. Pew and Mr. R. L. Burke at one of the recent Sun Ship picnics.



A picture taken at Sun Ship's first picnic in Chester Park. "Among those present" are Nell Drain Mary P. Gormley and Helen Finegan. Can you find 'em?

Junior Members of the Sun Ship Family



Lewis Jacobstein, 5 years — son of J. Jacobstein — 36 Dept.



Jackie Hefton, 3 years — son of J. Hefton — 34 Dept.



Anthony Mann, Jr., 4 months — son of Anthony Mann — 59 Dept.



Thomas Jones, 10 years — son of James Jones — 68 Dept.



Ben Stipe, 3rd, 3 years — grandson of Ben Stipe, Sr. — 74 Dept.



Jane Edleman, 7 years — daughter of William Edleman — 59 Dept.



Marie Raffaele, 4 yrs. — daughter of Albert Raffaele — 91 Dept.



Marlane Webb — daughter of James Webb — 67 Dept.



Betty Jane Casey — daughter of John J. Casey — Wetherill.



David A. Downward, 1 year — son of F. H. Downward — 65 Dept.



Marie-Ellen Shiner, 11 mos. — daughter of L. Shiner — 66 Dept.



Mary Jane Piermont, 8 years — daughter of Stephen Piermont — 36 Dept.



Erving Winfred Brown — son of "Brownie" — 47 Dept. and the former Miriam Clothier of First Aid.



Linda Ann Schmidt, 4 mos. — daughter of O. Schmidt — 45 Dept.



Janet Ann Guyer — first baby born in Del. Co. in 1942 — father, Henry Guyer.



Shirley Elizabeth Smith, 3 years — daughter of Clarence S. Smith — 58 Dept.



Dottie Mae, 22 months, and Joey, 9 months, Breslin — children of J. Breslin — 36 Dept.



Jane $4\frac{1}{2}$ and David $2\frac{1}{2}$ — children of Walter F. Hughes — 36 Dept.



Tom, Jr., 2 years, and Eddie, 1 year — sons of Tom Murray — 34 Dept.



Frank and Giles Cannon — sons of H. Cannon — 42 Dept. — also grandchildren of Dennie Cannon — Payroll Dept.



Joan Mower, 6 mos. — daughter of Roy Mower — 36 Dept.



Georgianna, 4 mos. — daughter of R. Chatten — 36 Dept.



Jean Mannering, 6 mos. — daughter of Wilmer Mannering — 59 Dept.



Judy Cullum, 18 mos. — daughter of W. Cullum — 36 Dept.



Dolores Carr, 8 years — daughter of B. Carr — 33 Dept.



Earl Shockley, Jr., 17 years — son of Earl Shockley.



Bill Cleland — son of Howard Cleland — 84 Dept.



James Di Pietro son of James Di Pietro — 47 Dept.



Thomas, 7, and John, 3 — children of Ira Hardy — 36 Dept.



Rochelle Handy, 14 mos. — daughter of Norman Handy — 51 Dept.



Marcia Lynne, 6, and Jon, 8 mos. — children of George McCullough — 90 Dept.



Walter G. Bullen, Jr. — son of Walter Bullen.

Pick-ups from the Yard

36 DEPT. MACHINISTS

The house of Jacobstein has been blessed again. Big Jake is still all aflutter. The whole gang was treated to cigars for which they thank Jake and wish him and his lots of luck.

Teddy Shields is strutting around with his chest out a mile, having been presented with a son, 6 lb., 4 oz., named Timothy. Both the baby and Mrs. are doing well and here's good wishes from the gang.

In spite of the lack of any direct statement from John here's news: Long John Sankford is mighty proud of that new 8½ lb. girl he has. You didn't know about it? — Well, who did? Anyhow, best of luck to John and family.

Jim Cummings, up and coming machinist, has taken unto himself a bride, having been married on March 30 to Miss Harriette Ziegler of Phila. We wish them all the good luck in the world and trust that all their troubles may be small.

Among the morning A bowlers as regards to doubles the team of Jack McGurk — McCleary and Danny "Yard Bird" Garramore has no superior. After systematically taking all comers to the cleaners they are anxiously (they each could use a ten spot) awaiting word from Perc Hall to jump on the challenge issued by them. Someone said that the match would fall through because the new baby gets all of the Percys' loose ten spots.

* * *

DRYDOCK

Did you see Vogel, of Dry Dock, with his black glasses? He says sore eyes. It can't be from the beauties at the carnival, because they left town, and we know it's not from work. Could it be he visits the main office too often, or has someone fitted him with blinkers?

* * *

45 DEPARTMENT

Who was the 45 Department Expeditor that sought legal advice from Basil Greismeyer for janitor services rendered, and later was ordered to

vacate his apartment after receiving said legal advice? Better see a bona-fide attorney next time, Bill.

Who is the red-headed Leader in the South Yard that always wins the lunch time pinochle games? No — we don't mean Jerry O'Leary.

L. Truax has been inducted into the U. S. Army. Camp Lee, Virginia, will be Leroy's first stop as a member of our armed forces. Good luck, Leroy. 45 Department and Sun Ship is duly proud of you.

What South Yard Leader loses his temper when he loses his experienced helpers to the Central Yard? Yes, folks, he also teaches Vocational Classes. Guess who?

SILLY DILLIES — Some ardent sunshine loving shipfitter read an article in a local paper about the warm weather they were having in the southern climes, and immediately requested to be transferred down to the new South Yard for the duration of the winter.

E. Jones, South Yard Expeditor, tried to get under the wire by rushing to buy a new suit so he could still have cuffs on his trousers. Sorry you were disappointed Mr. Jones. He missed it by one day.

GOOD SAMARITAN

James Marsh, 47 Dept., received his wallet containing \$77.00 cash and other various identification cards, etc., which was returned to the Main Gate and turned over to Guard E. King, 88-77, by the man who found it in front of the Yard Cafeteria at 12:45 on Sunday. The **GOOD SAMARITAN** was 59-1291 whose name is **F. MORGAN**. A very suitable moniker would be "**Honest Abe**" Morgan.

Candidate



Miss Margaret E. Donlin who was the lucky winner from Sun Ship of a chance to sponsor the bomber in the Inquirer "Buy a Bomber" campaign.

59 DEPARTMENT

Every man in this department should remember that the flag over our building was not just a flag-raising ceremony. It is a symbol that we have pledged our whole-hearted support to the job of winning this war, and only by doing our job *now* can we fulfill that pledge on time.

We often wonder who is the taller — Al Bradley or Shorty (Yard Bird) Rouse.

The kind of pinochle played every noon hour by Mac and Archie on one side, and Whitman and Puku Watts on the other, is probably what killed old man Hoyle.

Moose Morehead has a nightmare because he is back in the central after a sojourn in the South Yard.

The Department is sorry to hear of Al Wagner's internal trouble and we sincerely hope he will be well and sound again soon.

With a flag on its building and a column in **OUR YARD**, the Welding Department has finally got on the yard map.

This is buy defense bond time with your overtime.

LOFTING DEPARTMENT

Things that can't be explained: Frank McNally's car on Whitey's lawn.

Is it true that Ernie's chicken farm fell through?

Attention Gus of the North Yard: there's no priority on cigarettes.

Best wishes to R. Ereksle who plans to pass up the lofting department for a crack at the Japs.

Who is called Mother Hubbard in this department and why?

The lonesome hearts corner of the loft reports that Teddy Morris is due for the fatal step and Jack Gula is getting dangerously close since presenting his girl friend with a bracelet.

* * *

47 DEPT. — 2nd SHIFT

Why did Frank, Larry and Pete only go to the movies when they went to New York? (Ed. note: guide books only cost 25 cents).

Wonder what the boys miss the most — Elmer or the tall stories he told the boys?

Wonder why Paul took his torch to the pipe shop to have it stretched?

Just steady Sam.

Hoyt's just getting over a ten day siege of feet trouble.

Shaffer has taken up ping pong.

Mike is all tangled up in his film outfit.

* * *

80 DEPARTMENT

It's finally happened. We know a man who got good enough in golf to secure a position as a Pro. The name is Woode Poore and he is now at the Valley Forge Golf Club. In talking of the same subject, Robinson also remembers the time he made the first 3 holes in 76. Not bad for him, is it?

Sam Tryens is in the Army now, and all of us miss him and wish him the best of luck.

Flash! No. 16 has had her face relifted and her body has been remodeled by the best that could be found. Stan has a hard time in the morning trying to keep her up to her old schedule but claims when the newness wears off she'll come back to her old self.

Art (doghouse) Wheeler is going to take the big leap in June. Don't let it scare you Art, it's just a move from one doghouse to another.

Jim Reese is now at home to all in the North Yard. Jim says he'll make

GET-TOGETHER DINNER

The salaried supervision of the Ship Yard at their recent get-together dinner.

a good snapper hunter, now that he's used to crawling in mud.

The big event of the month was when Lifeboat Leedom launched No. 4 lifeboat.

When Earl Bennet completes his garden layout it will be the envy of the whole community (so he says).

Moody has the right to say "I'm from Missouri" now that he's spent a week's vacation there.

The gang wish a speedy recovery to Richard Stewart who is now in the hospital.

Max Council has been transferred to the North Yard as a leader in the store room and has done a swell job of moving.

Clarence Bwoks is now in the blacksmith shop and really likes it. It reminds him of his days in Florida.

* * *

42 DEPARTMENT

Ray Elder, anchor man on our Bowling team, recently topped the figures in two important divisions, namely: high singles 275 and high 3 — 689. He also rolled 5 straight

games of over 200 each. Keep it up, Ray.

Congratulations to Bill Evans on their new son, William, Jr., who is a fine young man. Bill, Jr., must have a priority rating because his new coach is equipped with rubber tires.

We take this opportunity to welcome back Cy Serina who has been sick for the past few weeks. Cy is a member of the 42 bowling team and was greatly missed during his absence.

* * *

65 DEPARTMENT

John H. Walsh is now a heavy bomber pilot in Australia.

* * *

34 PIPE SHOP

Dinty Claire, 34 Department's glamour boy, is now in Chester Hospital receiving a spring drydock job including a little stream-lining. The whole gang is hoping for an early recovery.

Roy Grander is also reported in the sick bay, right in the midst of getting

the North Yard pipe shop in good working order. Hurry back, Roy.

We wonder if that certain pipe-fitter in the South Yard has found out what tool-room or store-room the radius is kept to bend pipe with.

Big Heinz is back in the Marine Corps. We wonder if I KNOW IT ALL SNELL can top that one.

The farmer boy from Maryland who took last Saturday afternoon off and married that city girl, still refuses to eat any canned meals. When he eats PEAS they gotta have the HULLS on them. This column will have more reports on this menu as time marches on.

Dick Ancarrow is still the Checker Champ of the Sun Ship. Even Croft Laird is beginning to be convinced after Dick has beat him 3 games every morning for the last 4 or 5 years.

Air Raid Warden's news: we would like to know who has the toughest time getting their men trained, Metrick or Ramsey. It is really sad to hear them cry on each other's shoulders.

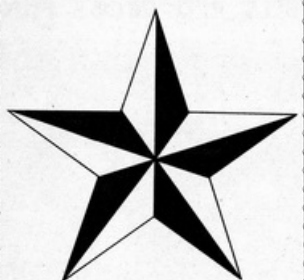
Who drank Tom Sisson's bottle of milk one day last week, filled the bottle with water and when Tom discovered the difference had to spend 15 minutes running around to buy him another pint. Some joke on a joker.

*If you talk about your troubles
And tell them o'er and o'er
The world will think you like 'em
And proceed to give you more.*

M. Hovhannessian

Quite unexpectedly during the night of April 1st, death came to M. Hovhannessian. "Hovey," as he was called by those who knew him well, had been on a drafting board for many years and there are numerous friends he left behind who sincerely mourn his passing.

Since coming to this country in 1903, "Hovey" has worked in many places, namely, Cramp Ship & Engine Building Co., Philadelphia; New York Shipbuilding Corp., Camden; Harlan & Hollingsworth Co., Wilmington; American International Shipbuilding Corp., Hog Island; and the Sun Shipbuilding and Dry Dock Co., Chester.



THE AMERICAN STAR

By 59-460

*The American Star with its five fine points
Shines out on a field of blue
Remember its meaning, a star for a State?
Well, let's keep it true.
It stands for the freedom we love so well
And the land we love so dear.
It stands for good clean living
In each and every state;
Let's keep our flag a-flying
With all the forty-eight.*

94 DEPARTMENT

The glitter of diamonds is bright in Purchasing Department lately. Three of our girls, Helen Cornelius, Dorothy Robinson and Doris Hulton, have become engaged during the last month. Both Helen's and Dorothy's fiancés are employed in the Yard, and Doris's is in the Army.

Also during the last month we have lost two of our stenographers — Eleanor Merrill and Mary Foster. Their places were taken by Helen and Doris, who, up to that time, had been working elsewhere in the department.

Donald Clare of the Expediting Department, is recuperating in Chester Hospital from an appendectomy. "Dinny" wanted a good rest and he's already had his tonsils out, and after all, who needs an appendix?

Mr. Paxton's son Joe, a late member of the 91 Department is now stationed at Fort Polk, Louisiana, from where he writes us that he is now on K. P. duty as a matter of routine, but Mr. Paxton seems to doubt that routine line. He says simply, "I know Joe."

DAUBS FROM THE PAINT SHOP

SPRING (beautiful spring) — Due to the PAINT SHOP being struck with a "spot" of "Spring fervor" we have failed to garner any relishing news and no nooz is good nooz. Apparently all the Daubers are just too dern tired to stir up any trouble, even at home — at least any printable trouble. A few late bulletins just came in. Here they are:—

WAR — The terror of the blackout was brought home full force. "PIE" Highfield, "Major-domo" of the 3rd shift shop "gang," on a recent Thursday night — everything happens on a was brought home full force. "PIE" "will the lights go out and catch me mixing a batch of paint with me feet. It took me darn near a whole hour to find my shoes in the dark."

LIFE AND HOPE "Moon" Mullens, Paint Shop "counter jumper," who has arrived at the age where most men think in terms of gardens, short walks in the evening and long talks over the back fence, was recently observed passing out cigars. "Moon" would do well to explain this mystifying situation.

* * *

Jack "Pretzel" Peirsol has left to join the air force. Lots of luck, "Jackie," and no more Palumbos.

Since Crissy became a grandfather he goes home early.

* * *

BOWLING NOTES

MISSING PERSONS — There comes a time in the life of every bowling league when morale sinks lower than a whale's foot-stool and at such a time it is "fitten" to have the president of the league at your side to give encouragement when you are rolling a mere 280. The vandal in this case is none other than Mr. Wm. B. Beatty who, rumor has it, has been absent from the game so long that he thinks there is only one hole in a bowling ball.

* * *

91 DEPARTMENT

Frank Welsh would like to buy two (2) 650x16 tires. If this is not possible he would like to trade two (2) 650x16 tires with a 1936 Buick at-

SUN SHIP'S DONATION SWELLS RED CROSS FUND



Proceeds of the Red Cross collection are handed over to officials of that organization. At the right, W. Zaprada and G. Draper hand a check for \$10,000 to E. A. Mergy, Treasurer of the local Red Cross, while W. James and William Craemer turn in an equal amount to Wm. A. Faison, Red Cross Chairman, as a contribution from the Company to match that of the employees. This is not the total Sun Ship donation, however, as funds are still coming in.

tached for a good tandem bicycle seating four (4).

Is it true that Van Dusen gained weight since he became an expeditor in 36 department?

Since the appearance of his Short Story in our last issue, two of Wilson's 66 department men and Stanislaus Wojahoski of 55 department have turned in readable time cards for three days in a row. Must be the power of the press. This leaves 18,163 who have yet to reform.

The pier behind the carpenter shop has been renamed Desmond Pier.

Frank Dunlap claims that with a good tail wind he can make the 18 miles from Narberth to the yard in less than 20 minutes. Don't bet against him, boys, if you never saw him drive.

Did you ever notice the pipe Jake pushes around in front of his face? He says he burns coke in it during the winter months to keep warm, and soft coal during the summer months to keep the mosquitoes away. Two Florida orange growers have offered to buy it for a smudge pot.

Brothers, when your time bounces back on you now, you will get a health walk whether you want it or

not. This does not apply to Welsh, Touring or Wroten who profit heavily by the location of the Payroll Dept.

After a losing streak of 18 games Wilson started on a winning streak of one (1) game.

Why do they call Perry the leaning tower of the Timekeepers?

We wish a speedy recovery for Glenn Johnson's little boy David, who recently underwent an operation at the St. Vincent's Hospital.

OFFICE JOTTINGS

George Dunlap of the Costs Department, became the proud father of a baby girl on April 1st. Yes, cigars were handed out.

McLaughlin, Joe Powers wants to see you.

Junior Lynne is sporting a streamlined '35 deluxe Ford.

Is it true that the most photo'd man in the office is Lou Hazlett?

Why a motorcycle for the mail boy?

Since the payroll moved to the North Yard the office is kinda dead.

Wonder why Joe Powers is referred to as the Club Boy?

88 DEPARTMENT

Is it true that Capt. Shean blushes when you refer to shopping?

We're still waiting for that poetry that Bill Todd promised us.

Earl Vail is a proud father again. He's got almost a baseball team now.

Sun Ship was represented in the Army Day parade in Philadelphia by Sergeants Todd and Petty of the guard force. Understand they walked 42 blocks.

The entire force extends sympathy to Chief Thompson on the untimely death of his son who was struck by an auto on State Road and died within a few hours.

66 DEPARTMENT

A sure sign of spring — Bill Marine took off his felt boots.

Bill McCann also took off his velvet pants and is now wearing tan.

We are wondering what circus John Fry got his shirt from.

Baldy McGee is having a tough time of it trying to keep the front of the shipways clear of lumber.

What's this talk of Shiner's mustache?

59 AND 60 DEPARTMENTS

To our foreman on the 2nd shift, Mr. Joseph Rusek, we wish to express our sincere sympathy for the loss of your brother on the 8th of March, who lost his life in the service of his country in an airplane crash off the west coast while on patrol duty over the Pacific waters. "Keep the chin up, Joe."

Back to the Gay Nineties!



The rubber shortage won't worry Fred Long and Charley Lukens, who ride this tandem bike to work every morning.

SUPERVISORS AND MECHANICS HAIL WORK OF THEIR LESS EXPERIENCED BROTHERS



Sun Ship needed two floats to work around the wet basins and turned the job of making them over to a group of relatively new men. Two shipfitting apprentices, Kline and Voshell, made templates and laid out the material. Deeney and Hall, two helpers now in training, put them together ready for welding. Four welders, Hoech, Sutter, Yusko, and Kochinsky, less than six months out of the welding school, welded them together. Even the test gang wasn't needed on the job. Enthusiastic over the fine work they had done, the boys asked to name them the "Mac-Arthur" and "Marshall" respectively. Don't be afraid to use these floats—they will stick together until hell freezes over.

30 DEPARTMENT

This department has just sent its 35th man into the armed forces. We think this is the highest of any department.

Things to see: Reds in his new hiking togs.

Does Popeye have a cigar stand too?

Herb Farley has been on the sick list a long time now and we wish him a speedy recovery.

Harry Philips is due to take that famous step soon.

Cressy and Cochran beware. Our floorwalker has also splurged. Who is footing the bill?

Has anyone seen Nevins?

Who's the big noise in that big pinochle?

Why did Johnny of the sheet metal shop throw stones at the horse on the milk wagon the other morning? It appears that he was reading the racing page.

The sheet metal shop is the only shop in the yard that has a board listing every man who has left this department to go into the service.

Best wishes are extended the brother of Joe Rentz who was left in a Dutch hospital seriously wounded when the Japs captured Java. Ralph was a radio operator in one of our U. S. Flying Fortresses. Keep the chin up, Joe.

47 DEPARTMENT

Here and there over at 47 Department the boys are very busy working, especially the 3rd shift. Why? Schmidt has been made pusher. He follows the successful footsteps of "Pusher" Joe who now spends his time as foreman of plate shop in the North Yard.

Frank "Milmont" recently celebrated his 38th birthday. He lately received his 21 years' service award.

Herman "Scrappy" Lupsicus, scrap car packer, was inducted into the armed forces last April 1. Jimmy McGinn will succeed to his position.

Oscar Finnecannon, our cherished little fellow with the big whistle, has finally gotten off the sick list. Old man winter seemed to have gotten the grip on him.

A certain Pete, who operates the plate punch on 1st shift, recently came in and found a new lock on his tool box. He was horrified. Anyway the lock didn't stay on there long.

Local Boy: "Does your pop work for a living?"

Schmidt's Boy: "Naw, he don't work. He's a planer."

"Big" Tom, who operates the crane for the sideshears on 3rd shift, recently broke an odd record. Believe

it or not he had the hiccups for over 24 hours. Must be something he ate.

The Red Cross has asked for help you see,

It's now in the hands of you and me.
So let's all submit those dollars now,
Let Sun Ship's record encompass bows.

There's another thing, don't overlook,
It's the Slogan Contest, take out your book.

There's another one on ideas too,
And they're all open to me and you.

DONALD C. FANTINE, 47-571.

★ ★ ★ ★ ★ ★ ★ ★ UNDER THE DOUBLE V



Song-writer Norman C. Gowens, 67-298, whose latest work, "Under the Double V," is printed below.

VERSE

Hail to the Colored American
Watch the light of his glory shine,
Hail to the freedom-loving man
Marching in the line!

CHORUS

Let us help to win the fight,
Standing firmly in the right,
UNDER THE DOUBLE V.
Drive on to Victory!
Justice on our arms we bare,
Fighting foe both here and there
UNDER THE DOUBLE V.
Drive on to Victory!
Stars and Stripes wave for us too
Long may it wave—red, white, and blue;
Eternally it shall be free
Preserving true Democracy.
Rid the world of treachery,
Break the bonds of tyranny,
UNDER THE DOUBLE V.
Drive on to Victory!

Copyright 1942 by Norman Cecil Gowens



JAPAN'S ACTION DEPLORED

Japan as a people they lack
That fine culture that makes Na-
tions great.

They've reverted to type of attack
On weak China their greed for to
sate.

Now at Pearl Harbor they've attacked,
But they'll pay a big price for
that slap.

The British, the Chinese and the
Dutch
Will aid us those tyrants to crush.

Manila, a declared open city,
Those heathens have bombed with-
out pity.

Hawaii, Guam and Wake did they
blast,
Of this action they have not heard
the last.

We must now avenge those infractions
And with ships, planes and tanks
take action.

Your stamps and bonds will bullets
and bombs buy
To destroy that damned nation of
Japs.

47-424.

Bowler Extraordinary

Cecelia Boulden, Sun Ship contribution to bowling fame. She has just won the State Championship, with the score of 1703, after winning the all-events, singles, and 3rd place in doubles, and was also a member of the winning team. Cecelia bowls four times a week and is the only woman bowler in the Sun Ship League.

UNCLE SAM GETS TWO FROM ENGINE DRAWING ROOM

Miss Anne Adam presents going-away gifts to John Lloyd and Steve Pizzuro from the engine drawing room who were both drafted the same day.

HERE AND THERE IN THE YARD

Is it true that Smokey is going to stop going to Albany, N. Y.?

Congratulations to Charlie Lodge, 34-478, who was presented with a son.

Ditto to E. Dougherty, 34-875, on the birth of a daughter on March 13—9 lbs., 4 ozs.

The boys seem to like the Band playing during the lunch hour so let's have more of it.

Is it true that Harry Lucia is building a bungalow in South Jersey?

To 2nd shift men: we are using all shifts in the magazine.

Attention Joe. Medd: we couldn't wait for that story on Dan O'Conner that you promised us.

Will some one tell Harry of the weld repair men that the tanks are not indoor swimming pools?

South Yard welcomes back Jim Keely after his illness.

Congratulations to Barney Lyons on his move to 95 Department Engineering. The boys of your old department want to thank you for all you have done for them and wish the best of luck in the future—36 Dry Dock machinists.

In answer to all the questions pertaining to Mr. White being seen with a Naval officer and a Gentleman—

no, he was not arrested as a conscientious objector.

Joe Fitzgerald lost a pipe large enough to hold a can of tobacco. Finder please return to the same.

Who is the boy in 47C shop who is quite a song writer? The boys hope he gets a break and has them published or plugged. His number is 47-1314.

A sufferer living close to the Ship Yard wrote this letter about the racket in the evenings.

Gentlemen:

Why do your switch engines have to ding and dong and fizz and spit and bang and hiss and pant and grate and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jolt and jerk and howl and growl and snarl and rip and thump and boom and clash and screech and snort and slam and throb and roar and rattle and yell and smoke and smell and shriek and crash and rumble and grumble and cough and sneeze and squeal and squawk and kick and jump and scream and clatter all night long.

Respectfully,

59 DEPT.

Editor's answer:

Because we've got to win the war.

"OUR YARD" BILLBOARD



Notice 47 Department Blue Print School

A new class in blue print reading will begin on Monday, May 4th at 5:00 P. M. in the Mold Loft. Applications may be had from the instructor, Mr. Yeager, in AA Shop.

A. B. YEAGER

DELRI LEAGUE ANNUAL BANQUET

May 7, 1942

Place: Masonic Temple
Chester

Cost: \$2.00 Per Person

TICKETS FROM

Don Robertshaw
Willis Brodhead
Jack Bentley



THE SECURITY MUTUAL REPRESENTATIVE

will be in the Yard office on the following days and hours:
Monday.....11:30 to 1:00 P. M.
Monday.....3:30 to 5:00 P. M.
Tuesday.....11:30 to 3:00 P. M.
Wednesday.....7:45 to 8:45 A. M.
Thursday.....11:30 to 1:00 P. M.
Thursday.....3:30 to 5:00 P. M.
Friday.....11:30 to 1:00 P. M.

The Company has also opened a service office in Chester for the convenience of the employees. This office is located in the Delaware County National Bank Building at 408 Market Street. Office hours 9:30 to 5:30 daily and on Saturdays from 9:00 to 12:00 noon.

RIDERS WANTED
From S. W. Phila. First Shift. Look for 46-426. At first way's canteen. At noon time.

RIDERS WANTED
for Chartered Bus to Sun Ship from Drexel Hill, starting at Burmont and Marshall Roads.
Call Decatur 1139

IMPORTANT

Between May 11 and July 4 a national campaign will be conducted to raise funds for the USO. No campaign will be conducted in Chester, however, since the USO here is combined with the Community Fund and there will be a single campaign for both of them from Oct. 26 to Nov. 6. However, we hope you will keep this in mind and be prepared to make a substantial contribution at that time, but if you prefer you may make a contribution now and send it to Community Fund Headquarters, 930 Edmont Ave., where it will be ear-marked and held until October.

USO COMMITTEE FOR CHESTER
A. H. KNABB, Chairman

Soft-Ball Teams — All Shifts

Any man or Dept. interested please file your information with any of the following:

Mr. Vogel.....Dry Dock Office
Mr. Dave Owens.....Mr. Carney's Office
Mr. Coupe.....Under 2 Way
Mr. J. Grant.....Wetherill Plant
"Our Yard" Magazine...Safety Dept.

NOTICE

The A and B bowling banquet will be held on May 14, at Chester Center. Some tickets are on sale and may be had by seeing the following men:

RUSS STALEY
DAVE OWENS

RIDERS WANTED

2nd shift. From Darby.
Bill Gavin — 34-235 —
Pipe Shop or call Darby
0467-W.

TIRE RE-CAPPING FOR DEFENSE WORKERS

1. Applicant must apply to his local tire rationing board and get application form. This form must be filled out by applicant.
 2. You must prove to your rationing board that you have no other transportation and car is used for defense work only.
 3. Car must be taken to a State Inspection station and have tires inspected.
 4. After all questions are answered and properly signed, forms must be returned to your local rationing board. If passed by said board, arrangements can be made by appointment to have tires re-capped in Chester.
- Tires can be retreaded while working and car picked up after work at:

GENERAL TIRES SALES
8th & Crosby Sts.
Phone 3517

or
HARRIS & LEONARD
1301 W. Ninth St.
Phone 7166

WANTED
Ride from West Phila. (54th and Montgomery Ave.) 2nd shift. Call Irv (Gre. 8977) 12 P. M. 36-1179.



Sailor beware!



Wanted: FIGHTING DOLLARS



Make Every Pay Day BOND DAY

Buy

**UNITED STATES
WAR
BONDS - STAMPS**

