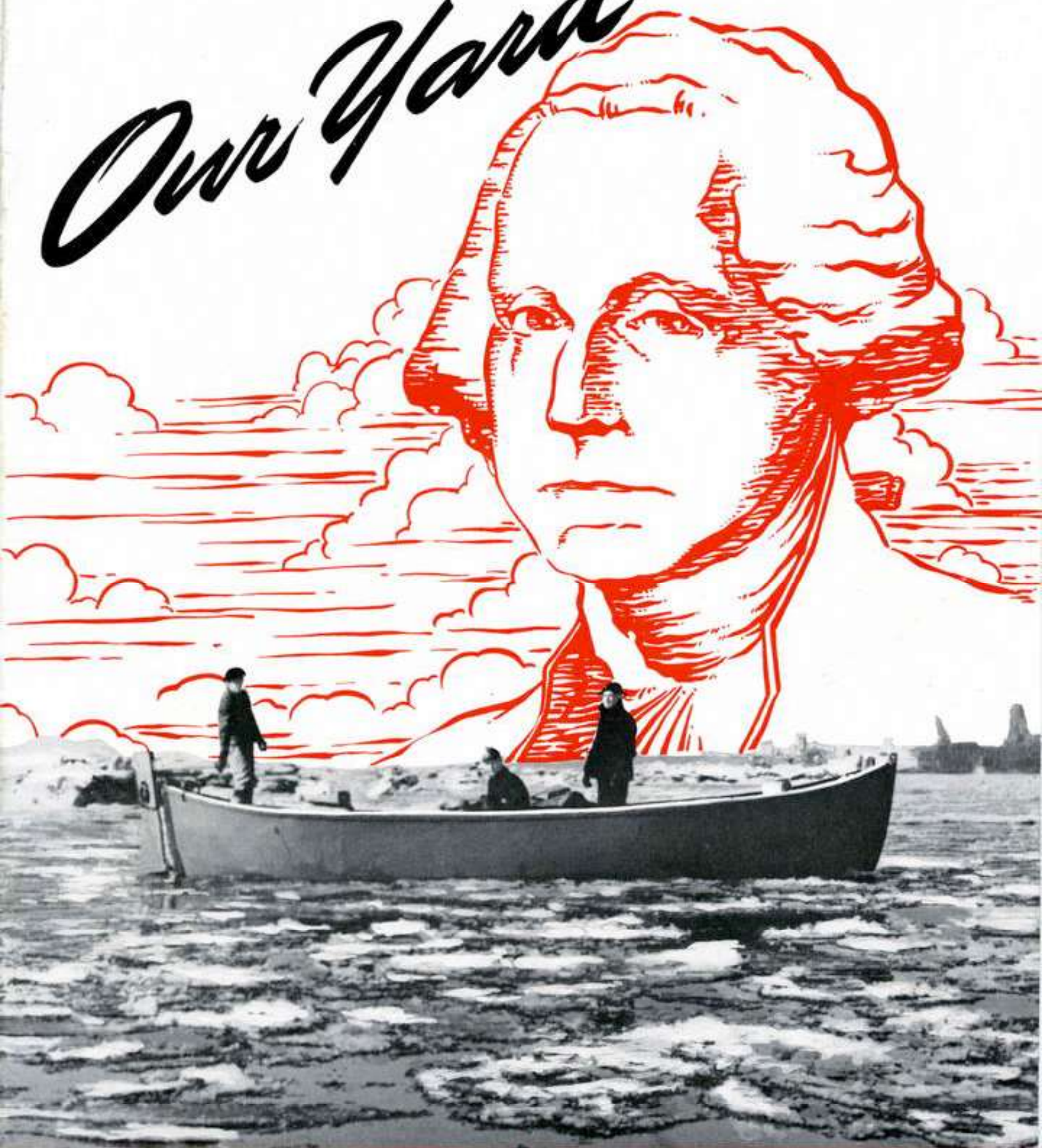


Our Yard



SEVEN SHIPS IN CENTRAL YARD



THESE TWO PHOTOGRAPHS were made early in January and show the activity in the Repair Department. In the upper picture, five vessels which came to the yard for repair or reconversion are shown at piers. The lower photograph is a view of the SEATRIN NEW YORK with the S.S. UTRECHT on the Dry Dock as a background.

"S. S. UTRECHT" IS TRANSFERRED

(See Descriptive Article on Page 2)



GUESTS AT DELIVERY of the S.S. UTRECHT to Netherlands government on Monday, January 6. Left to right: Chief Engineer Froling, L. Bontenbal, G. Louwerse, L. De Gelder, Mr. Jordaan, J. A. Greve, William Craemer, Mr. Haman, J. F. van Hengel, Capt. Peters, Robert Haig, Mrs. Louis Stuttenheim, 4th Officer Van Marion, Capt. Stuttenheim, 1st Officer Veldman, H. van Ramshorst, 2nd Officer Corver, Wireless Operator Schot, 3rd Officer Rissedah.



NATIONAL FLAG OF HOLLAND is raised by Mrs. Louise Stuttenheim, wife of the captain of the S.S. UTRECHT.



VICE PRESIDENT ROBERT HAIG transfers the S.S. UTRECHT to J. F. van Hengel.

"S. S. HOLLAND" GOES TO NETHERLANDS LINE



SCENES AT DELIVERY OF CARGO SHIP.
(Above) — V. Kretchmer raises flag of the Netherlands Line. Others in picture are J. W. Hudson, H. van Ramshorst, Capt. W. A. Peters, Robert Haig, J. F. van Hengel, L. Bontenbal, Capt. H. Kern, S. Baan, William Craemer, J. Bos and P. Donderdahl.

(Left) — Robert Haig, Vice President of Sun Ship transfers vessel to J. F. van Hengel, of the Netherlands Ministry of Shipping, with H. van Ramshorst, V. Kretchmer, John W. Hudson and William Craemer in official party.

"S. S. UTRECHT" TRANSFERRED

The S.S. UTRECHT, last of the ten ships built for the Netherlands government by the Sun Shipbuilding and Dry Dock Company, was turned over to her owners on January 6. Transfer was made by Robert Haig, Vice President of Sun Ship and acceptance by J. F. van Hengel representing the Netherlands Ministry of Shipping.

Mr. Haig expressed the hope that the shipyard will receive future contracts from Holland and this wish was approved by Mr. van Hengel who said that

the nine ships which preceded the UTRECHT have rendered good service for the people of Holland.

"I want to thank the Sun Ship technicians and workmen for their skill in building such fine vessels", he added. "Our associations have been harmonious and all of the representatives of the Netherlands government who had a part in the construction of the ten ships unite in thanking such able, fair and pleasant builders".

J. A. Greve took over the UTRECHT for Rotterdam Lloyds which will operate her as part of their fleet.

SUN SHIP TO SCRAP BIG AIRCRAFT CARRIER



THE U.S.S. RANGER, first ship built from keel up as an aircraft carrier of the United States Navy has been ordered to the scrap pile. She has been sold to the Sun Shipbuilding and Dry Dock Company and will be the first great carrier to be broken up.

The "Mighty RANGER", as she was known in the Navy, was launched at Newport News in 1933 and was christened by Mrs. Herbert Hoover. She is estimated to have a weight of 15,700 tons including machinery and equipment and cost \$21,000,000 to build.

This famous carrier helped to make history in the Mediterranean area early in the war. Her planes led and covered the initial assault at Casablanca to open the Second Front in North Africa. She was the first American carrier to cross the Arctic Circle and the first carrier to raid German shipping in Norway. She was the first carrier to have a jet propelled plane land aboard. She is second in the total number of landings made on board and has trained more Naval Aviators than any other ship.

Her dimensions are:

Length (Overall)	769 Feet
Extreme Beam (Hull)	90 Feet
Extreme Beam (Flight Deck)	110 Feet
Mean Draft (Full Load)	25 Feet
Displacement (Decommissioned Weight)	15,700 Tons (Estimated)
Displacement (Full Load)	20,600 Tons

Main Propulsion Machinery — Two (2) cross compound turbine units, consisting of a 13,375 S.H.P. Curtis impulse type high pressure turbine and a 13,375 S.H.P. Parsons double flow, reaction type low pressure turbine in each unit, driving through a helical type single reduction gear mfd. by Falk Corp. Total H.P. 53,500.

Boilers — Six (6) Babcock and Wilcox sectional express type, oil burning, single drum boilers.

When the Pearl Harbor attack occurred, the RANGER was off the coast of Florida returning from the last of her Neutrality Patrols. She arrived in Norfolk, on December 8, 1941, one day after Pearl Harbor.

In the battle at Casablanca, the RANGER's squadrons scored one 500 lb. and five 1,000 lb. bomb hits on the battleship JEAN BART. Coast Defense Batteries at El Hank were strafed and bombed frequently during the landings. On the ground twenty-one light tanks and eighty-six

trucks were immobilized during the attack from November 8 to 12, 1942.

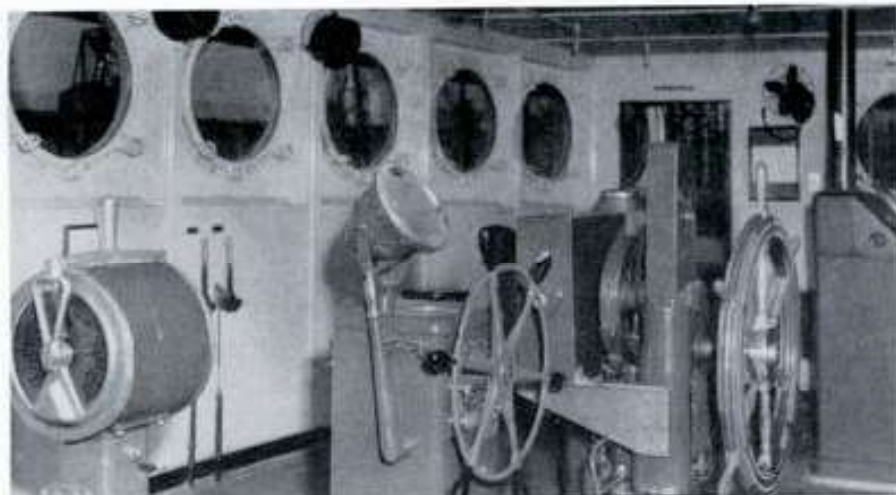
Several torpedoes were fired toward the ship during the attack. Not a single one hit.

In the air the RANGER squadrons were credited with 10 certain kills and also listed with five probables. On the ground the score was 71 actually destroyed and 8 probably destroyed.

On Easter Sunday, 1943, the Germans reported that the RANGER had

(Continued on Page 15)

SCENES ON LATE TYPE TANKERS



(Top) — WHEEL HOUSE of the S.S. F. S. BRYANT and metal mike. Everything here is compact; no space wasted.

(Center) — OFFICERS' LOUNGE on the S.S. F. S. BRYANT. Special attention has been paid to making officers and crews quarters pleasant.

(Bottom) — DECK showing large steel boom on the S.S. F. S. BRYANT.



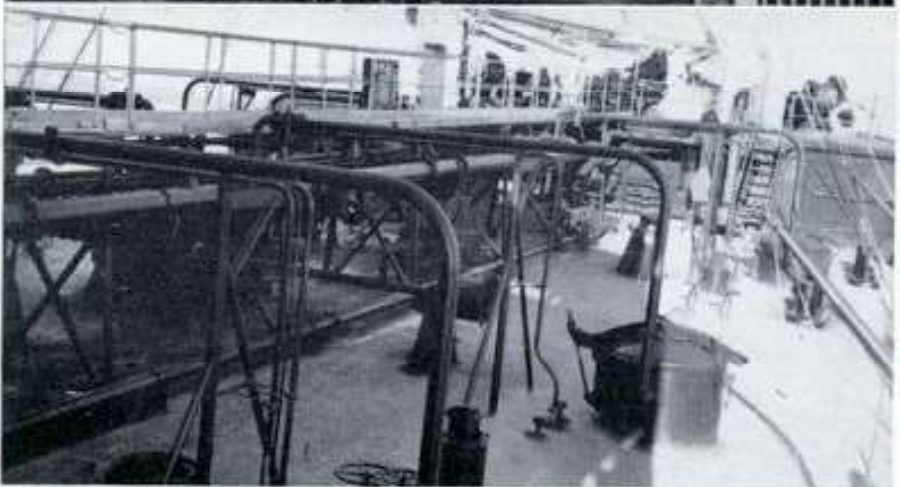
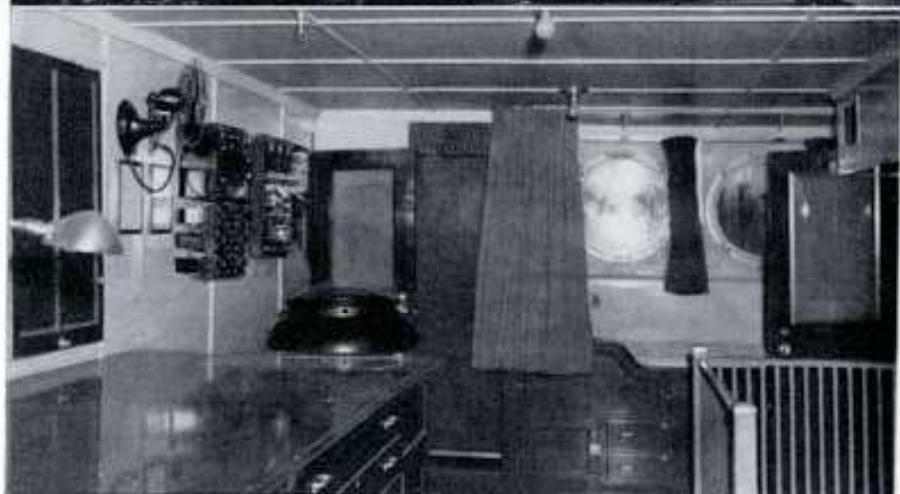
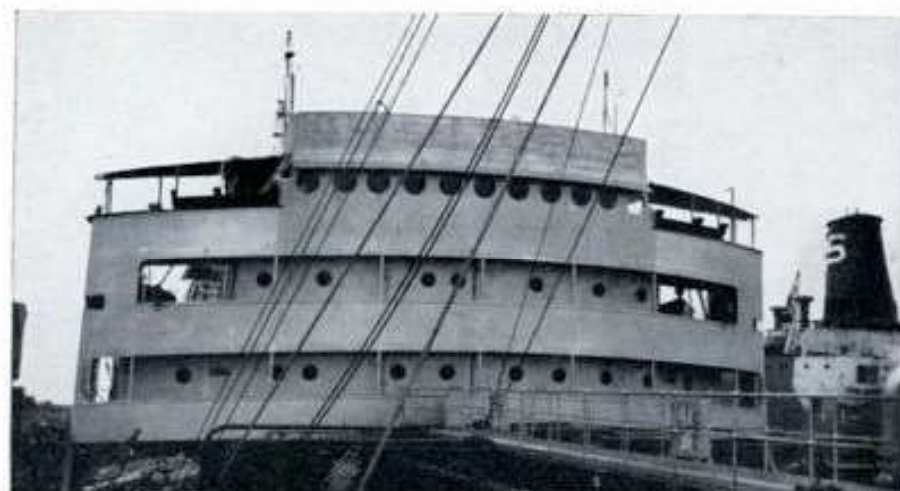
(Top) — RADAR PLAN POSITION INDICATOR in navigating bridge.

(Center) — RADAR MAST on the S.S. R. G. FOLLIS.

(Bottom) — STEAM MANIFOLD AND VALVES.

The photographs on this and the preceding page were taken on the Standard Oil of California tankers F. S. BRYANT and R. G. FOLLIS by Murray E. Morse of THE

LOG. These two ships, built by the Sun Shipbuilding & Dry Dock Company, were designed since the close of the war and have the most modern equipment ever placed on oil carriers.



(Top) — MIDSHIP HOUSE AND BRIDGE on the S.S. F. S. BRYANT. Here again everything is streamlined.

(Center) — CHART ROOM on the S.S. F. S. BRYANT. It has a most modern touch of efficiency.

(Bottom) — DECK AND CATWALK on the S.S. R. G. FOLLIS.

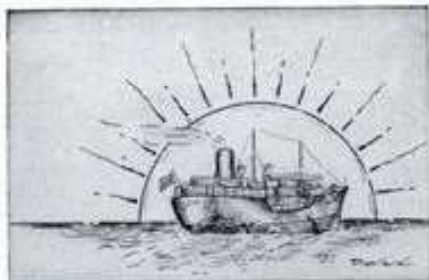


(Top) — SOUNDING MACHINE for tanks.

(Center) — RADAR TRANSMITTER on the R. G. FOLLIS.

(Bottom) — GOVERNOR VALVE on the R. G. FOLLIS.

BILGE 'N BALLAST



By Frank L. Pavlik

HEAVING THE LOG

SHIPS are equipped with a type of speedometer known as the "taffrail log" for approximately determining the speed and distance traveled on a course. The taffrail is that portion of the rail around a vessel's stern. The term "log" is derived from those days when a vessel's speed was determined by heaving a log over the bow to serve as a marker, and then noting the elapsed time for the length of the ship to pass the log.

THE CHIP LOG

A later and more practical device for measuring speed was the chip log, a 5" quadrant of thin wood that was ballasted with lead on the curved edge to make it float in an upright position.

The chip log was attached by a three part bridle to a knotted towline; the knots in which were evenly spaced fifty feet apart. The ballasting of the chip and its bridle rig caused it to stand upright in the water in a relatively fixed position.

The chip log was thrown over the stern and the towline was permitted to run out or "stream" for half a minute by the sand glass. The number of knots that passed over the taffrail in this period of time indicated the speed of the vessel in knots or nautical miles per hour.

SPACING THE KNOTS

The spacing of the knots was derived from the proportion that one hour (3600 seconds) was to thirty seconds, as one nautical mile (6080 ft.) was to the distance between knots. This spacing would figure out at 50.6 feet, but it was the custom to place the knots closer together, or fifty feet, to avoid underestimating speed over a long period of dead reckoning. Accordingly, it is correct to say that a ship is making fifteen knots, and not fifteen knots per hour.

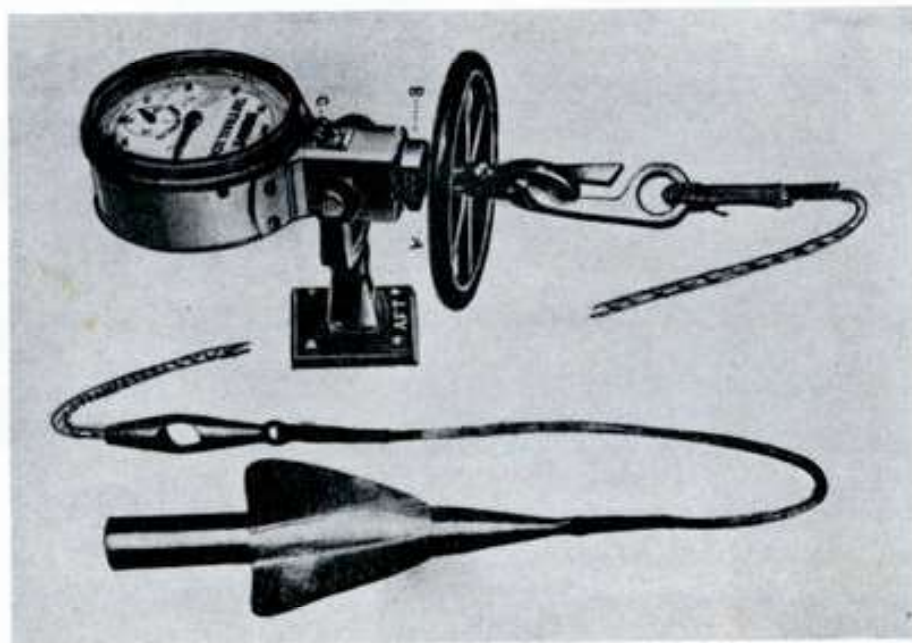
THE MODERN "LOG"

The modern "log" is a mechanical

device consisting of a registering instrument mounted on a bracket in the ship's rail and connected by a special, braided, non-twisting, non-fouling cable or towline to a spinner or rotator in the sea.

The spinner is a propeller-like device consisting of a spindle with spiral vanes, and is drawn through the water by the ship in a direction parallel to the spindle's axis. The rotary motion, which bears direct relationship to the ship's speed, is imparted by the impingement of the water particles on the vanes, and is transmitted by the towline to a counting gear in the register. The dial on the register shows the equivalent distance traveled, which when divided by the elapsed time gives the speed in nautical miles per hour.

We said at the outset of this article that the "log" approximately determines speed. The accuracy is affected by several factors such as the rotation of the spinner in a smooth sea or high waves, a head sea or a following sea, or the fouling of the vanes of the spinner by seaweed, etc. for a portion of the time.



TAFFRAIL LOG

BOWLING "CHAMPS" — FIRST HALF



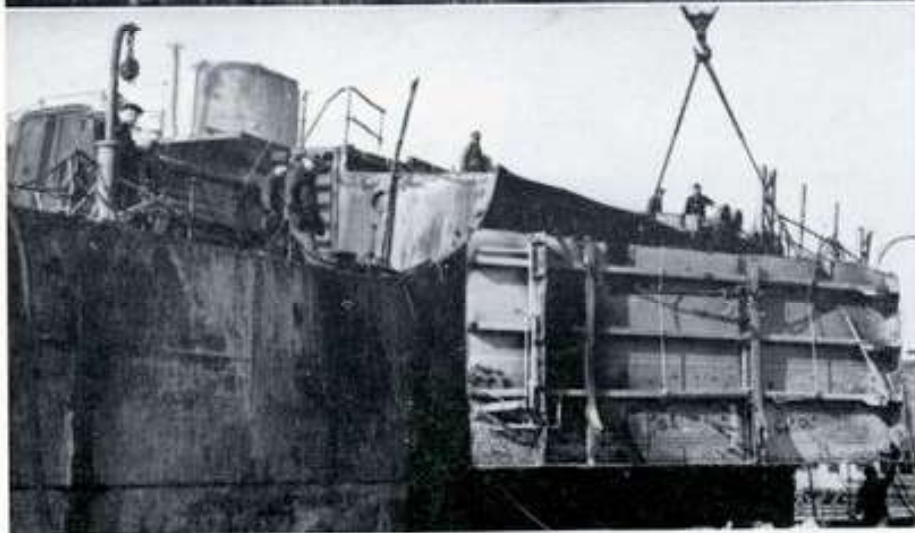
(Top row) — IN "A" LEAGUE, the Shipways team won the playoff over the Paint Shop. There had been a tie and the extra session on Friday, December 27, gave first place to Shipways team shown at top of page. Standing, left to right: D. Gerner, L. Shiner and F. Mosser. Seated, S. Baker, Frank McShane, Captain, and C. Unglaub.

(Second row) — PAINT SHOP TEAM winners in "B" League. Left to right, standing: S. Svini, L. Welch, and William Marvel. Seated: W. Eilbeck and John Bartholf.

(Left) — RUNNERS-UP MACHINISTS, in "A" League. R. Chatten, C. Seiverd, C. Sides. Seated: B. Dychala, S. Minnick and J. Dychala.

**KNOW YOUR
FELLOW WORKMAN**

Whittling Tanker Down to Scrap Size



(Top) — SUPT. WILLIAM BEATTY points where section of poop deck has been removed.

(Center) — ANOTHER SECTION of poop deck being lifted off.

(Bottom) — SAME SECTION being swung clear of ship.

CUTTING the tanker BALDBUTTE into scrap steel has been one of the most interesting operations in the yard during recent weeks. This 27-year old ship was 415 ft. in length, 56 ft. breadth and she had a depth of 32 ft. 9 in. She was a riveted vessel and Supt. William Beatty, who was put in charge of the demolition job, estimated that there would be approximately 4200 to 4500 tons of steel sent to the scrap pile.

Naturally a steel ship can be scrapped much faster than it can be assembled. Modern methods including burning and the use of large cranes have speeded up the work and it was not many days from the time the BALDBUTTE was tied up to a pier in the North Yard that she began to take on the appearance of a battle scarred craft. This was heightened by rolling clouds of smoke which came from the burning of the wooden decks.

The big cranes lifted huge sections of the structure after burners had finished their work and swung the pieces on flat cars. From there the scrap was taken to the salvage yard to be cut into smaller pieces for easy shipment.

The workmen assigned to cutting down the BALDBUTTE had no easy time of it; nor did Supt. Beatty who almost lived on the ship while it was being whittled down. There were days of extreme cold, sleet, snow and rain. There were times when the decks and other exposed parts of the ship were coated with ice. The Safety Dept. was

on the job and everybody took extra precautions so that the task went along rapidly and with constant regard to the welfare of those on the BALDBUTTE.

First step in scrapping any ship is to remove all the loose and movable material; the stores, dishes, furniture, instruments, lifeboats, anchors and etc. In the case of tankers, all of the oil must be removed and the tanks must be inspected so that they are gas-free. This is highly important because of the great amount of burning that must be done in order to take the ship apart.

The initial cutting begins at the aft end of the ship. Quarters are stripped of all wood and the poop deck is removed in sections. The machinery which is now easily accessible is taken out to lighten the ship. After this, the entire aft end is cut away to 8 ft. above the bottom.

Next, the midship houses are taken off after the main deck has been cleaned of all pipes, winches and deck machinery.

After this, the wrecking crews move forward and this end is then cut down to 9 ft. above the bottom, aft about three tank spaces.

When all of this is accomplished, the men go aft and lift out all equipment in the boiler room. By this time the ship has a broken down and "Rag-gedy Ann" appearance.

The cutting is then done in even tank spaces fore and aft and then the midship tank space is removed above the water line. About all that remains is a steel shell that sits quite low in the water.

Finally, this shell is towed to the dry dock and placed on the blocks. The big cranes are again brought into action and as each section of the hull is cut, it is lifted on the cars and hauled to the salvage yard where it is further reduced to scrap steel size.



(Upper) — BURNING OFF wooden main deck.

(Lower) — CREW'S QUARTERS are cleared out.



ENGINE PISTONS removed.

DECEMBER LIST OF RETURNING VETERANS

	Dept.
Bivens, George H.	95
Davidson, George M.	8
Duralia, Charles G.	8
Zgleszewski, Stanley	30

Our February Cover

We celebrate Washington's Birthday, Lincoln's Birthday and St. Valentine's Day in February. Winter lingers with its ice and snow but Spring lies ahead. We catch the spirit of Washington in the photograph of Sun Ship workers testing a life boat in the heavy ice floes at Chester Island.

SERVICE PINS AWARDED FOR NOVEMBER



(Top row, left to right) — J. Jackson, 8-164; (Supt. J. Wilkinson); W. Herbert, 8-69; E. Strohl, 1-18; R. Lego, 8-544; E. Wertz, 8-445.

(Second row, left to right) — Frank Wilson, 91-1646; Frank Moore, 91-524; (Controller C. H. Doyle).

(Third row, left to right) — (Chief Electrical Engineer T. M. Jackson); A. Holzbaur, 59-29; J. Hayden, 33-594; H. Fithian, 33-258; J. Clement, 33-4203; E. Heisner, 60-415; T. Boyer, 33-138.

30 Years

34-1	G. D. Carney
8-8	G. Templer
97-1	* N. L. Jamieson

SALARY ROLL

15 Years

91-524	F. Moore
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10 Years

59-29	A. Holzbaur
91-1646	F. Wilson

HOURLY ROLL

20 Years

1-18	E. Strohl
8-164	J. Jackson
34-12	C. Tourville
42-30	A. Hunley
65-22	J. Alexy
93-129	S. Yankanich

15 Years

8-69	W. Herbert
8-445	E. Wertz
8-544	R. Lego
51-89	C. Pacitti



Chief Electrical Engineer T. M. Jackson presents 10-year service pin to H. Shea, 59-507.



(Left to right) — S. Balonis, 47-124; (Supt. W. B. Beatty); A. Hunley, 42-30.

10 Years

30-370	A. Levinson
30-2057	J. Purdy
33-138	T. Boyer
33-258	H. Fithian
33-385	W. Cloud
33-594	J. Hayden
33-4203	J. Clement
34-153	E. Thompson
34-629	R. Barkman
45-111	R. Roberts
45-318	A. Pulcher
47-124	S. Balonis
55-263	S. Trala
58-24	J. Heltzel
59-147	J. Logan
59-507	H. Shea
59-1371	J. Korba
59-8249	T. Needham
60-328	E. Jalbert
60-415	E. Heisner
65-145	C. McMullen
66-128	W. Burton
67-1892	L. Goldsborough
68-299	G. Powell
84-86	P. Williams



(Top row, left to right) — O. Paulson, 68-91; S. Sivini, 69-67; A. Pulcher, 45-318; W. Burton, 66-128; (Supt. A. A. Norton); C. McMullen, 65-145.

(Second row) — Acting for Supt. G. D. Carney, Foreman R. Flanigan presents service pins to the following: (Left to right): C. Tourville, 34-12; R. Barkman, 34-629; (Foreman R. Flanigan); J. Purdy, 30-2057.

(Third row, left to right) — R. Roberts, 45-111; (Supt. A. A. Norton); R. Barnes, 45-321; J. Alexy, 65-22; L. Goldsborough, 67-1892; C. Pacitti, 51-89; S. Trala, 55-263.



Alex Unglaub presents 20-year service pin to S. Yankovich, 93-129.



Chief Electrical Engineer T. M. Jackson is shown presenting a 10-year service pin to W. Cloud, 33-385.

Yuletide at Sun Ship — Ch



PRESIDENT JOHN G. PEW delivers Christmas greetings to workmen in the Central Yard.



TWO VIEWS of Office Workers singing Christmas carols in the Cafeteria-Main Office Building. Wills Broadhead leads the carolers.

GREETINGS to employees by President John G. Pew, exchange of gifts and the singing of carols in the Main Building Cafeteria — marked the Yuletide season at Sun Ship. The plant was closed



THIS CHRISTMAS TREE was set up on the bandstand, Central Yard.

Christmas Trees Lent Color

on both Christmas and New Year's Day.

On the day before Christmas work was suspended half an hour earlier for the interchange of gifts and greetings. President John G. Pew addressed a large assembly of workers at the Central Yard bandstand where a loud speaker had been installed. The meeting was in charge of Vice President John G. Pew, Jr. and the microphone was placed close to a gaily decorated Christmas tree on the stand.

In his greetings, President Pew alluded briefly to the necessity of the recent reduction in force and said that he was hopeful for the future. He was given an ovation when he asked the large crowd to clasp their hands in token of Christmas fellowship.

Following this meeting on the outside, the office workers assembled in the Cafeteria for a 20-minute song-fest. Wills Broadhead led the group in Christmas Carols. Mrs. Hilda Powers sang a solo. George Turner was at the piano. A Christmas tree shimmering with ornaments lent color to the scene.



JOHN G. PEW, Jr. presided at the meeting held in the Central Yard.



ENGINEERING DEPT. Left to right: Betty Hunter, Glaria Mancini, Anne Marshall, Nadia Montgomery, Ann Smedley, Marie Esposito, Eunice Clark, Lillian Gagner, Florence Montgomery.

CAFETERIA TREE. Left to right: Eunice Clark, Nadia Montgomery, Betty Hunter, Marie Esposito, Ann Smedley, Trudy Hughes, Lillian Gagner, Dorothy Cauley, Anna Lamb, Dattie Bolden, Betty Shea, Anna May Sulger.

EMPLOYMENT OFFICE TREE. Left to right: Eugene Vickers, Ann Davis, Margaret Miller, Frances Laver, Mary Gormley, Edna Dickinson.

MARITIME BUILDING. Left to right: Pauline Ware, M. Mae Scott, Betty Montgomery.

AMERICA'S TANK FLEET LEADS WORLD

(But She Is Building Few New Ships)

TOTAL TANK SHIPS UNDER CONSTRUCTION AND/OR ON ORDER BY COUNTRIES AS OF JANUARY 1, 1947
(Ocean-going vessels 2,000 gross tons and over) Source: U. S. Maritime Commission

	No.	Total Gross		No.	For own flag Gross		No.	Norway Gross		No.	France Gross		No.	Netherlands Gross	
		tons	D.W.T.		tons	D.W.T.		tons	D.W.T.		tons	D.W.T.		tons	D.W.T.
Under construction in—															
United States	2	24,450	39,800	2	24,450	39,800	—	—	—	—	—	—	—	—	—
Great Britain	52	409,511	655,218	42	358,641	573,826	7	36,500	58,400	—	—	—	3	14,350	22,992
Belgium	1	8,700	13,920	1	8,700	13,920	—	—	—	—	—	—	—	—	—
Denmark	11	122,600	196,160	—	—	—	7	82,600	132,160	4	40,000	64,000	—	—	—
France	7	67,843	108,548	7	67,843	108,548	—	—	—	—	—	—	—	—	—
Italy	8	52,325	83,730	8	52,325	83,730	—	—	—	—	—	—	—	—	—
Spain	4	32,362	51,779	4	32,362	51,779	—	—	—	—	—	—	—	—	—
Sweden	32	342,400	547,200	4	40,000	64,000	28	302,400	483,200	—	—	—	—	—	—
Norway	1	5,100	7,620	1	5,100	7,620	—	—	—	—	—	—	—	—	—
Total	118	1,065,291	1,703,965	69	589,421	943,213	42	421,500	673,760	4	40,000	64,000	3	14,350	22,992

Not available for U.S.S.R., Japan or Germany.

THERE were 118 tankships under construction or contracted for in the world as of January 1, this year.

OF THESE ONLY 2 WERE BEING BUILT IN THE UNITED STATES.

GREAT BRITAIN HELD CONTRACTS TO BUILD 52 TANKERS.

SWEDEN IS BUILDING 32 TANKSHIPS AND DENMARK HAS CONTRACTS FOR 11. THE REST ARE BEING BUILT BY OTHER EUROPEAN NATIONS.

On the other hand, out of a total of 1925 ships in the World's tanker fleet, the United States has 931: 684 are government-owned and 267 privately owned. Based on the T2-SE-A1 type of tanker, the United States tanker deadweight tonnage totals 13,419,000 out of a world total of 21,544,000. In short, America dominates the world's tanker fleet.

These facts are brought out in an impressive article by Benedict Saurino, Manager of the Sun Oil statistical research division and published in the "Oil and Gas Journal". Here is his picture of the world tankship situation to date.

By Benedict Saurino

Disposal of surplus tankers is proceeding at snail's pace, and the Government's tied-up fleet, comprising more than one-quarter of the total world tank-ship fleet, is still one of the major question marks in the future tanker picture.

Another big question mark is the future of the big-inch pipe lines, for with these lines in use, approximately 60 to 66 T-2 type tankers would be replaced.

AXIS POWERS LOST TANKERS

Since the end of the war, world tanker-fleet capacity has increased 1.6 per cent, but radical changes in distribution of tanker ownership among nations has occurred. One of the most significant factors in this change is the sharp reduction in fleets of the defeated Axis powers, and the

consequent increase in fleets of various victorious countries.

World fleet capacity increased 66 per cent during the war. Since the end of the war, major changes have occurred primarily in the United States and British fleets. In a previous study presented to the special Senate committee investigating petroleum resources it was shown that on September 1, 1945, the United States owned 59.8 per cent of the world tonnage while today that proportion has increased to 62.3 per cent. This compares with 23.9 per cent owned by the United States on September 1, 1939. Great Britain has increased her relative position from 15.1 per cent on September 1, 1945, to 16.2 per cent currently and is within 5 per cent of her prewar carrying capacity.

Severe losses were suffered during the war not only by Great Britain but also by Norway, the Netherlands, and France. While the United States has a carrying capacity some 4.32 times its prewar level and Great Britain has now reached 95 per cent of its former tonnage, Norway, the Netherlands, and France have only 72 per cent, 68 per cent, and 63 per cent, respectively, of their prewar fleet capacities.

A considerable proportion of the gains in the tanker fleets of victorious countries since the end of the war can be accounted for by a review of the changes in fleets of the defeated Axis powers. Germany, Italy, and Japan had, according to the best estimates available at the end of the war, a total of 1,198,700 deadweight tons on a T-2 basis. Currently, their fleet has been reduced to approximately 263,200 deadweight tons. Of this total, 103,900 deadweight or 39 per cent is registered under the Italian flag.

Tankers registered under the German flag now represent approximately 95,600 deadweight tons on a T-2 basis which is 23 per cent of its fleet on September 1, 1945. Informal estimates of Japan's fleet on September 1, 1945, showed 658,900 deadweight tons of T-2 equivalent capacities under the flag, while today there are registered 63,700 tons or less than 10 per cent of its tank-ship fleet at the end of the war.

AMERICA LEADS THE WORLD

On the basis of T-2 equivalent capacities and speed present world tonnage amounts to slightly more than 21.5 million deadweight tons. This compares with approximately 13 million on September 1, 1939, or an increase of 66 per cent. In 1939 the world fleet consisted of 13,003,000 deadweight tons on a T-2 capacity basis.

Today, the United States alone has some 13,419,000 tons or 3 per cent more than the world fleets combined on September 1, 1939. Great Britain which in 1939 ranked first in ownership with 28.2 per cent of the world capacity now is in second place with 3,483,800 deadweight tons or 26 per cent of the United States' fleet.

The largest single ownership rests in the United States Government's fleet which accounts for 9.7 million tons of T-2 equivalents or 45 per cent of the world capacity. Actually, these vessels amount to 684 in number, have slightly more than 10 million deadweight tons and a speed of approximately 14 knots. Most of them are of the T2-SE-A1 type even though many older vessels have been traded in for newer ships under the Ships Sales Act.

In appraising the ownership of world tank-ship fleets it is informative to note the construction programs existing at the beginning of 1947. Of 118 vessels under construction or on order world-wide, a total of 95 are to be built in only three countries—52 in Great Britain, 11 in Denmark, and 32 in Sweden. Of the British construction program, 42 ships are to be built for their own account while Sweden is building the bulk of its orders for Norway. In total, 84 of the 118 vessels are being constructed for two countries and they are equally divided with 42 each for Great Britain and Norway.

U. S. DROPS IN BUILDING

Only two tankers are currently under construction or on order in the United States. One of these is of 12,800 deadweight tons
(Continued on Page 20)

DIRECTORS OF M. B. A. IN SESSION



MEN WHO DIRECT Sun Ship's Mutual Benefit Association are shown at a recent meeting. Left to right: John Begley, B. Greismyer, F. Carter, Andrew Yeager, William Craemer, Press Lilley, R. Frazier, John G. Pew, President, J. Albany, Lester Shiner, L. Blake, J. Taylor, L. Collison, John Grant. Unable to be present: Dick Clendening, Frank Burr and Gus Heath.

THE Mutual Benefit Board is composed of 17 directors, elected by the employees to serve in overlapping terms for a period of four years.

The directors meet each week on Thursday afternoon after working hours to administer the affairs of the association.

During the year 1946, 1,355 employees received benefits, these claims amounted from one day to 26 weeks. Out of the above number of claims, 71 employees received their full 26 weeks of benefits.

Total benefits paid during the year amounted to \$103,823.33.

During the year 1946, 85 employees passed away and the association sent flowers to each funeral whenever possible.

The Board of Directors would appreciate employees out sick sending in their doctor's certificate each week in order to receive payments on their claims promptly and properly.

Employees who have lost their copy of the by-laws can have copy of same by calling on the secretary.

WEATHER INFORMATION SERVICE BEING RESUMED

The peace-time program of gathering weather information from merchant ships at sea and maintaining a maritime storm warning service, which was interrupted by the war, is now being gradually resumed, according to the Weather Bureau, Department of Commerce.

The program, an international undertaking in which merchant ships of all nations cooperate, was resumed during last July. At the present time approximately 25 to 35 observation reports are received daily from ships on the high seas in the Western North Atlantic, Gulf of Mexico and the Caribbean, and a few are beginning to

come in from the North Pacific, according to Dr. F. W. Reichelderfer, Chief of the Weather Bureau.

When the weather reports program is in full swing it is expected that about 300 ships will be authorized to send weather observations by radio to the Weather Bureau. Each ship is scheduled to make four observations daily, although not all of the ships will be forwarding messages each day.

TO SCRAP AIRCRAFT CARRIER

(Continued from Page 3)

been sunk. In answer to the fictitious claims the RANGER made a daring raid into enemy dominated waters near Bodo, Norway, to destroy and seriously damage 40,000 tons of German shipping on October 4, 1943. At least six enemy vessels were destroyed including four merchantmen, a tank-

er and an oil barge. Her squadrons shot down two Axis planes, a JU-88 and an HE-115 — snoopers. Commander J. Ruddy, USN, now Executive Officer of the RANGER, lead the attack. He was Air Group Commander at that time.

Upon completing a month's overhaul in the Navy Yard in June of 1944, the RANGER returned to the Pacific. She proceeded to Hawaii in full war paint to await further orders for combat. She trained squadrons for other carriers through August and Sept. of 1944. In October she was returned to the West Coast and trained squadrons for combat during the remainder of the war.

On V-J Day she had an amassed total of 77,906 landings, second only to the number amassed by the SARA-TOGA, seven years her senior.

In The Spotlight

WALTER A. FELTS
Engineman on Old No. 2



WALTER A. (CORN) FELTS

WHEN Walter A. Felts came to Sun Shipyard more than 20 years ago, he was assigned to a spic and span new locomotive. She was the only one in the plant at the time. An earlier engine, No. 1, having been replaced. Today, "Corn" Felts is past 65 years and his engine is known as "Old Number Two". However, both the engine driver and the locomotive are still going strong and are rendering fine service to Sun Ship.

Engineer Felts, a tall, husky, vigorous chap whose eyes twinkle with fun, was born in Southampton County, Virginia and at the age of 14 he was fireman on a wood burning locomotive in the Old Dominion.

"I got 75 cents a day for tossing cordwood into the fire box", said "Corn". "It was in 3½ ft. lengths and plenty of wood was needed to keep up steam."

After he became a full fledged engineer, he went with various companies and finally was running locomotives in Norfolk at the shipyard. Holding down a job for 7½ years, he heard of the new shipyard in Chester and decided that he would try out the new Sun Shipbuilding and

Dry Dock Company. He has been here ever since and this is the way he feels about the matter.

"I've been kicking cars arounds these yards for nigh unto 21 years", he announced. "I have never had an accident that cost even a five dollar bill. I haven't lost a day this year. I'm what you'd call a regular worker and the reason that I like my work and am on the job is because Sun Ship and its workers are the best people I ever worked with. It makes a lot of difference if you feel that you have good bosses and you're working along side of men who know their job and who like you. Not once during the 20 odd years have I thought of going someplace else."

The interviewer asked Engineer Felts what his recreations were and what he did during his vacations and days off.

"Mostly I go to the train yards and watch the passenger and freight trains go by", he answered. "If I have any extra time, I go to the parks, woods and feed the squirrels." "Corn" said as a boy he did a lot of hunting and fishing but not recently.

Rather than have anybody else working on "Old Number Two", he

attends to all the small repair jobs himself. He also cleans the boiler tubes and keeps the "old gal" full of life.

His son, Walter A. Jr., has just returned from more than two years service in the Pacific with the Marines. Young Walter joined up at 18 and took part in numerous invasions, winding up with the occupation of Japan.

74 DEPARTMENT

By R. Gilbert

Congratulations to Ben Laughery and his wife who celebrated their 50th wedding anniversary on Dec. 24. Ben is 77 years old and still going strong. Good luck Ben.

Harry MacPherson, otherwise known as "The Judge" is wished a speedy recovery. We hope to see him in the saddle again soon.

Mike Znachko is back with us after being a patient in the Chester Hospital where he and our good friend Doc Feddeman had a cutting up party.

Bruce, our up and coming apprentice has torn the gears out of both his motorcycle and the "Blue Demon" in his speeding efforts to be with his one and only heart throb.

I wonder who the gentleman is in our dept. that goes by the title of "Daniel Boone". But Daniel was a "Dead Shot."

Bill Wright is just thinking about taking that final step. "Aw go ahead Bill the first ten years are the hardest."

B. Kneedler the "Sportsman" went on a ski party. We wonder who he met. Was she a blue-eyed blonde?

Fireman Bill Kealy is now recording secretary of Marcus Hook Fire Dept.

Where did you get those "Big Black Cigars" Jack that you enjoy so much?

"Art Cheetham" why are you in such a hurry to arrive in W. Phila. every Sunday morning? Is it the early bird that catches the worm?

"Abe" are you enjoying your daily walk, you'd enjoy your car much better, hoping you will be driving it soon.

The hunters Bob Elmer & Al had better do a little practicing to improve their aim next year. Don't go hunting for scenery, but for game.

How are the motorcycle meets coming along, Herb. Are you first?

Harry Todd celebrated his birthday — 50 years — 1-19-47.



QUIPS FROM NORTH YARD PAYROLL

By Peggy Tracy

The employees of North Yard Payroll recently bade goodbye to Al Plough, former reporter for OUR YARD magazine. We wish to extend our appreciation for the splendid job he did in keeping us informed of the activities of our fellow employees.

Miss Mary Leary, recently participated in the grand march of the Chester Policemen's Ball. She accompanied her brother, Officer William Leary.

Miss Norma Owens is still at home after an illness of several weeks. We hope to see you back on the job real soon.

Paul Fenstermacher, who recently left the company, has accepted a position with the Delaware County National Bank. Good luck to you.

A good time was had at the Christmas party on December 11 at the Yellow Bowl by Evelyn Gay, Mary Logue, Norma Owens, Mary Leary,

at the Benjamin Franklin Hotel on December 19. Those enjoying this party were: Mary Waddell, Marian Taylor, Rose Merletti, Marie Richards, Rose Bocella, Peggy McKinney, Marge Kromer, Ethel James, Helen Perozok, Jane Pietras, Mildred Brauer, Sue Whitmer, Dora Kaciury-na, Marian Ebright, Ida DiPietro, Helen Hury, Ann Landino, Julia Horn, Mary Pedanti, Emma Kummerer, Sally and Rita Suidowski, Geneva Wizumerski, Ednamay Emory, Gloria King, Margaret Roberts, Theresa Di-Placids, Doris Gallagher, Ann Tomasitis and Peggy Tracy.

We wish to extend belated birthday greetings to: Gloria King, Bobby Null, Fred McKenna, Jane Pietras, Sarah Connolly and Peggy Tracy.

Many Happy Birthday congratulations to: Mary Leary and Dottie Shindell.

We were sorry to say farewell to Ann Landino, Ida DiPietro, Geneva Wizumerski, Rose Bocella, Marie Richards, Alice Chadwick and Emma Kummerer. Lots of luck and success in your new positions.

36 MACHINISTS

By Dick Clendenen

Congratulations and all our best wishes to 36 Dept's Jack Clark and his family on the arrival of 6 lb. 13 3/4 oz. Robert, who arrived December 2.

We were all very sorry to learn of the painful burns suffered by "Lefty" Shropshire while performing his duties in the yard and sincerely hope that his recovery will be speedy and complete.

Ralph Boettger has finally set the date and informs us that on June 28 he expects to embark on the sea of matrimony. The wedding is scheduled to take place at the summer home of his bride-to-be, Miss Margaret Lippy in Medford, New Jersey.

According to the grapevine, Jack Fretchel will also soon be "marching up the aisle". How about it Jack?

WETHERILL SCOOP

By Wally

We are sorry to hear that Joe O'Brien is leaving us because there was never a dull moment with Joe. So we are all wishing him the best of luck.

Well now that Christmas and New Years are over and its groundhog time, the boys are talking in a different tune. Here's Charlie and his camera; Cherry and his bow; Jackson and his rod; Leinhauser and his flowers; A. Brown and Maine; O'Neal and fishing; Ebright and his advice on gardening; McKinney and the seashore; Begley and Doran and their golf.

All the boys mentioned and a hundred besides will have plenty to tell you.

Miss A. Ernschaw is the busiest girl in Wetherill.

L. Feusht is wondering why the tail light on his car doesn't light.

John Grant has been visiting an exo-dentist. How come John?



FLORENCE BELL, of the Payroll Dept., recently announced her engagement to George King, who served four years in the Army; three of these overseas.

Kas Coonan, Sarah Connolly, Elinor Cawthorne, Alice Chadwick, Doris Frank and Ann Russell.

Another Christmas party was held



MISS MARIAN ETHEL PARKER, of the Stenographic Dept., whose engagement to Mr. Frank C. Sydnor, nephew of Mr. and Mrs. Walter J. Sydnor of Middletown Road, Medford, was recently announced by her parents, Mr. and Mrs. John Warren Parker of Chester. Mr. Sydnor is employed with the American Overseas Airlines, Westover Field, Holyoke, Mass.

DOINGS IN 33 DEPT. (ELECTRICAL)

By Jack Grieco and Morton Paul

Gerald Evans gives us the good news that six (6) 33 Dept. crane runners, who were laid off because of lack of work, have been hired at Baldwin's who, by the way, requested ex-Sun Ship crane operators.

That odd noise you hear must be the flapping of the Stork's wings as he hurries to Joe Squitiere's house after having delivered a bouncing boy at Joe Cronin's. One of the next stops will be at Bert DeVirgilio's.

News has it that some of the old gang have been hired at a Baltimore shipyard; among them, Charlie Stevens.

Tom Ayling, remembering his friends in the Electrical Dept. with cards from Oregon and Washington, Must be hunting Polar Bears. Br-r-r.

Ass't Foreman Heaps got a new necktie for Christmas. He's the Elsmere "beau brummell". He was telling us about the big fire down in his home town. And of all things, the fire house and trucks were destroyed. Now he is the director of the bucket brigade.

Plans, drawings, and headaches piled on Oscar Holt's desk. Plans are under way for a move in the near future.

A puff of dust, the "swish" "swish" of a broom — that's "Ham" Hamilton, our new shop janitor. "Ham" states he wants to lose some fat. So somebody helped him along by shortening his broom handle. "Humpy Ham" they call him now.

After the recent big layoff, busy clerk Jack Grieco said "Whew". Cheer up Jack, you may have it all to do over again in reverse when they bring the men back.

Eddie Mack must have gotten a new alarm clock in his stocking for a Christmas present. Keep up the good work Eddie.

Abe Osowski sporting a "Fu Manchu" mustache. Why not points, Abe? Ass't Foreman Jim Wilroy says "It's so quiet in the shop these days you can hear a 'cough drop'".

Our expeditors, Kefford, Kennedy, and "Whitey" (I want to sing) Eastwood, are a trio of busy bees these days.

That frown on Emil's forehead is from figuring and preparing to tackle the work on the "Stoke's". Why don't you buy a lock for that wrist watch of yours Emil?

Charlie (Pat) Harrington, and



(Top row) — **PAYROLL AND BOND DEPARTMENT.** Back row, left to right: D. Skindell, J. Horn, R. Bates, R. Webber, D. Gallagher, E. Emery, A. Pescatore, E. Cawthorn, R. McKinstry, G. Buggerman, G. Wells, M. Lague, H. Hury, A. Chadwick, P. Kadiuryna, H. Burcaw, M. Ebricht. Seated: M. Roberts, R. Suidowski, G. Wiszumirski, P. Ertwine, I. DiPietro, E. Kummerer, T. DiPlacido, A. Landino, M. Pedante, B. Null. Kneeling: H. Taylor, D. Owens, E. James, E. Bauman.

(Second row) — **MORE PAYROLL WORKERS.** Standing, left to right: R. Webber, D. Kauffman, C. Wohl, G. Gallagher, V. Burch, C. Flammer, M. Gordon, J. Pritres, E. McKinney, R. Bates, M. Brauer, S. Suidowski, F. Wilson. Seated: J. White, C. Coonan, S. Connolly, P. Jobson, J. Heavey, M. Leary, M. Richards, P. Merletti, M. Komer, E. Bauman, A. Tomasis, P. Tracy, M. Waddell, D. Owens, M. Taylor, F. Bell, R. Bocella, G. King.

Morton (Bus) Paul, keeping things moving in the maintenance department.

Bill Hadley, Ass't Foreman second shift says he is gradually getting used to the second shift.

How does Jack Hayden, Shop Steward, keep that perpetual smile? Plenty of beef eh Jack.

John Sloan knows what housecleaning is now. The little woman put him to work during his recent furlough.

Genial Bib Cantwell states "The only time you won't see a cigar in his mouth is when he eats."

Our "Song Bird" is dickering for a radio contract. Hope you land it Whitey. What — another "Sinatra"?

And in conclusion we offer a little poem about Kilroy.

KILROY

Kilroy was here, Kilroy was there,
He's got the whole world puzzled —
Is he a "Myth" or "Mister",
Why hasn't he been muzzled.

He's always gone when you arrive
But make this resolution
If you really want to see this guy
I've just found the solution.

I know you folks won't believe this
And I'll see you're not misled,
But on "Foggy" days you can see him,
On top of the **HAMMERHEAD**.

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family of A. Thomas, 33-141, 2112 West 3rd Street, Chester, Pa., who died December 22.

J. H. G. McCONECHY WRITES ON DIESELS FOR TANKERS

J. H. G. McConechy, Chief Engineer of the Sun Shipbuilding & Dry Dock Company, prepared an interesting article on "Advantages of Diesel Engines in Tankers as Compared to Steam". It was read at the Marine Conference held in San Francisco by the Diesel Engine Manufacturers' Association.

He went into details on the operation of Diesel engine propelling plants and supplied a wealth of facts and figures on costs. In conclusion he stated:

"The general impression prevails that Diesel powered vessel initial costs are higher than a steam vessel of the same power. The power plant of a Diesel vessel, that is the main engine and necessary auxiliary machinery to operate the main engine, can be furnished at a price equal to a similar steam installation, including turbine and gears, condensers and boilers, and the other necessary machinery, to operate the power plant, Bilge, ballast, sanitary and other ship's systems, are not included in this cost."



MIKE BULISKY, of 36 Dept., shot this big 10-point buck in Potter County on December 5.

INK SPOTS FROM THE HULL DRAWING ROOM

F. Pavlik

Congratulations are extended to John F. Roeske, Ass't. Naval Architect, as he marks his 30th anniversary at Sun Ship. We also congratulate Jack Petchel and Les Ives upon the



(Top row) — **ORDER DEPARTMENT.** Left to right: Jeanne B. Walters, Edna S. Clayton, Della Y. Cloud, Elverna B. White, Neil L. Jamieson, Mary C. Perry. Sitting, Charlotte Young.

(Second row) — **MARITIME COMMISSION.** Left to right: Charles Yeager, George Chappell, Gertrude Hughes, May Getty, Frank Kiefer, Charles McFadden.

receipt of their Ten Year Service Pins.

For the second half of the Bowling season, Hull Drafting again enters the "A" and "B" teams. The line-up is as follows:

"A" Team — J. Ambrosino, Capt., J. Wooley, T. Larkins, E. Moody, J. Dougherty.

"B" Team — A. Williams and R. Hall, Capt., F. Ives, J. Davidson, J. Paxton.

At the end of the first half, "A" Team wound up in fourth place—"B" Team rested comfortably in the subcellar. Better luck next time!

The consensus of opinion seems to be that Betty and Bill need a new alarm clock! P.S. We have also found out that Bill does like deserts.

Short Slants!!! Dot bashful about that Christmas gift; Al Hubay and the Pottsville femme; Anna Mae with a "has-had" complex; Paul Sloan with an observing eye toward Stenographic.

NEWS FROM 59 DEPARTMENT

By Chas. E. Risley, Jr.

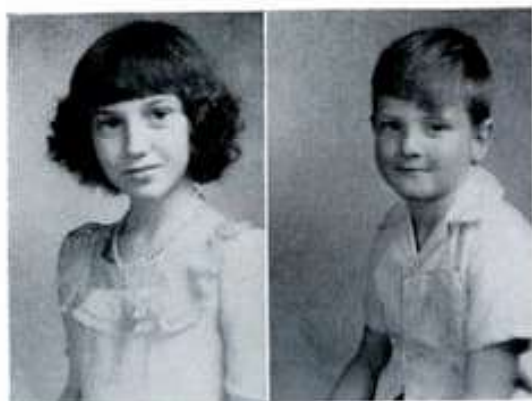
Miss Doris Mekenney, daughter of William Mekenney of 59 Dept., was married on November 30 at St. Paul's Church, Chester to Master Sgt. Ralph Frank, 1st Div., 6th Wings, U. S. Marines. Doris formerly was with the Payroll Dept., North Yard. The young couple are living at 123 E. 23rd St., Chester.

William Cousins has returned to work after his recent illness. Glad to see you again.

Popular Walter Davis has left the yard. All of us were sorry to see him go and wish him well. During the busy war days, Walter was Assistant Foreman in North Yard.

Paul Herman has returned from a vacation in Florida.

Your reporter recently met some of the boys who left service and they want to thank John G. Pew, Jr. for aiding them in finding new jobs.



Elaine and Robert Fithian, ages 9 and 6, are the children of H. "Fifty" Fithian of the Electrical Department.

Junior Members of the Sun Ship Family



SAMUEL RODGERS, Jr., 6-month old son of Mr. and Mrs. Samuel Rodgers of 1524 Lytle Terrace, Chester. Mr. Rodgers is employed in 80 Dept.



CATHERINE, age 7, and **CHARLES MINOR**, age 8, are the children of Charles Minor who is employed in 67 Dept.



PATRICIA ANN, 5½ years old, and **BARBARA SUE LILLIG**, 2½ years old, are the children of John Lillig of 36 Dept. They are shown here sitting beside their Christmas tree holding their dollies.

91 DEPARTMENT

By H. Obodyke

Our former co-workers, McCarter and Johnny Metz, are working together in Alma, Michigan while assembling tanks and towers for Catalytic Engineering and Construction Company.

Bert Van Zandt has left for Florida to enter gas station and light lunch business.

We will also miss Miss Harwood, formerly in 67 Dept., Plough and Segal in Contract as well as A. Alko, S. Williams, F. Foster, R. Reskevitz, C. Huey, W. Hazeltine, J. Buckley, A. Kretz, C. Johnson, F. Martin, A. Berger and E. Ford. Most of these fellows have left service since our last issue and we certainly wish them the best of luck in their future business endeavors.

Pat Gray is so fond of water that he even finds it on the seat of his chair and he can't even swim.

Due to present conditions many of us have changed to new locations but

we will continue to do our best to see that our work will be done efficiently and to the best of our ability.

NEWS FROM 80 DEPARTMENT

By F. Corcoran

Everyone is delighted to see George Thornton back on the job again after an extended illness during which he spent some time in the Chester Hospital. George is looking good and we all wish him continued health and strength in the New Year.

Mr. and Mrs. Earl Bennett are overjoyed at the return of their son Earl, Jr., who after eighteen months service overseas in the army of occupation in Italy, is home on terminal leave and expects to receive his discharge soon.

Sargent Brewster spent an enjoyable vacation in New York recently.

Pete Curley went to Pittston for the Christmas holidays and says he had a grand time there with his family and old friends.

FACTS ABOUT WORLD'S TANK SHIPS

(Continued from Page 14)

for Gulf Oil Corp. while the other is for the account of National Bulk Carriers, Inc., and is under construction at Welding Shipyards, Inc. This vessel promises to be the largest tank ship ever constructed, its specifications being 582 ft. 6 in. in length between perpendiculars, 80-ft. beam, 43 ft. 9 in. in depth, and a rated speed of 16 knots. With a deadweight of approximately 27,000 tons, its cargo capacity would range between 200,000 and 235,000 bbl. Ships under construction world-wide would represent about 45 per cent of the United States privately owned fleets.

A summary of privately owned vessels under the United States flag shows that the five largest owners rank as follows: Standard Oil Co. (N. J.), Gulf Oil Corp., Socony-Vacuum Oil Co., Inc., The Texas Co., and National Bulk Carriers, Inc. The total privately owned fleet has 14 per cent more capacity today than it had at the end of the war. This is due to transfers of old vessels and purchases of larger and faster ships. It will be seen that since the end of the war the net difference in number amounted to an increase of only six tankers while deadweight tonnage is approximately 334,000 tons greater and average speed is 13.54 knots compared with 12.96 knots.

66 DEPARTMENT

By Lester Shiner

Well, the Shipway Bowling Team in "A" League won the first half championship and to let you in on it, four of the team players are from 66 Dept.

Clayton Penniwell is now known as "Band Saw Penny".

A strange thing happened the other day. Seven ex-supervisors working on the same job and not one argument among them. And that is one for the books.

Bill Roberts and Les Shiner are now pairing off up in No. 4 Yard.

Young "Slim" Rankle is now the sole box maker in 66 Dept.

Mike and Stanley want to know where they can buy a black and white horse.

Alex Bidwell has charge of ship repairs.

Tom Brown is getting a lot of exercise these days traveling back and



170 LB. BUCK, shot by Lee Camp, 60-133, is one of the largest deer brought down by Sun Ship sportsmen. It had 8 points and was killed in Clinton County December 10.

forth from dry dock to No. 4 Yard. He should have one of those jeeps.

Bill Marine is now working in a strange territory. Be careful you don't get lost Bill.

John Poole did a little mumbling the other day. It was pretty funny but he wouldn't tell us what he was saying.

Russ Sutton is still the old "Plow Horse" of 66 Dept.

We know all of our carpenters by their first names right now.

George Craig and Jack Spath are still working in the back of the shop.

Alex Bidwell was ice skating the other day but it cost him a new pair of pants. When he picked himself up, he saw what happened.

New Shipbuilding Program Calls For \$250 Million

From WORLD PORTS

CALLING for a start on construction of 59 passenger and modern cargo vessels within the next two years in order to continue private shipyards in operation, a 250 million dollar shipbuilding program has been laid before the Maritime Commission, recommended by the commission's construction planning committee.

The program, which would call for a federal outlay of slightly more than 100 million dollars, mostly in construction-differential subsidies, with private ship owners expending the balance of about 150 million, is based on budgetary considerations for the fiscal year 1947 and 1948, and must be reconciled with the Budget Bureau. Included in the program are the following: three 22-knot passenger liners for the American Export Lines' Mediterranean service; two 28-knot passenger liners for Moore-McCormack Lines' east coast of South America service; two 30-knot great circle liners for the trans-Pacific trade; six passenger-cargo ships for the American President Lines' "round-the-world" service; two passenger-cargo

ships for the Alaska trade, and two combination ships for the Puerto Rico service.

Construction of 26 modern cargo ships of the C-3 type to correct deficiencies in war-built vessels round out the program.

In connection with the shipbuilding program, the Commission is including a study of a survey of American passenger tonnage on essential services. This survey pictures a virtual disappearance of American passenger services with the termination of the Second War Powers Act on March 31, 1947.

At that time there will be in service only the America of the United States Lines and probably one vessel suitable for South American trade, plus the nine vessels for Grace Line service to South America and the three Mississippi Shipping Co. vessels, according to the survey. This leaves less than 20 passenger vessels capable of any operation after March 31 this year, although it is pointed out that several older vessels can possibly be reconverted before that date.

Joe Papi is around looking for a buddy to work with.

George Morris is getting a little on the heavy side of life.

Frank Mosser has it a little easy around the house right now. That is because he has his garage finished.

"Popeye" Burton is doing pretty good these days. He and Joe Sage don't seem to have any more arguments anymore.

"Snowball" Byers, the sticker man, is not doing any worrying. He says it doesn't pay.

CAPTAIN MILLS' SQUAD

By D. Morris

The question is not settled yet, "Who owns Ireland?" Padden or Sweeney?

So help me it's true. Goslin said, "I pity you Mama, I only have to look at this face while shaving; you have to look at it all the time".

If Olsson is not eating, he is talking about food.

One of our guards complained about dish pan hands.

Vail is roosting high these days;

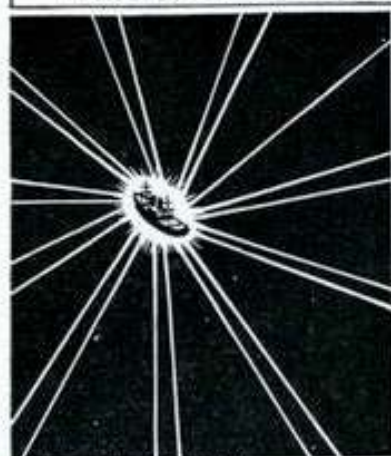
looking down on the world.

Main gate gang on their toes,
Don't have time to blow their nose.
In comes a car, out goes a truck,
Yes, they caught Kilroy, he forgot to duck.



DEEPEST SYMPATHY is extended to the family of THOMAS J. MORGAN, who was formerly employed in 55 Dept. as a tank tester. He is survived by his mother, Mrs. Mary E. Quirk, who resides at 1307 Terrill Street, Chester, five sisters and two brothers.

Radar and Loran at Sea



• COSTING MORE THAN THE ATOMIC BOMB TO PERFECT, **RADAR** WILL HAVE GREAT PRACTICAL VALUE TO AMERICA'S NEW FLEET OF CARGO AND PASSENGER SHIPS.

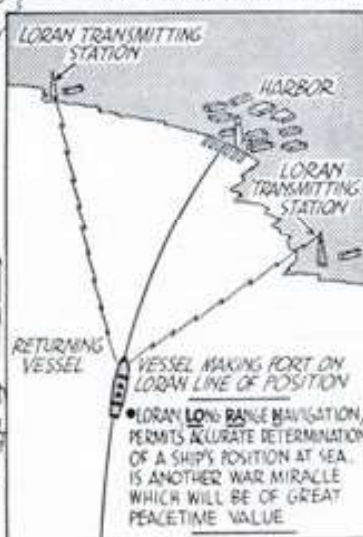


• NO LONGER NEED SHIPS AT SEA FEAR FOGS, ICEBERGS OR OTHER VESSELS, THANKS TO RADAR.

Intermission courtesy
American Merchant
Marine Institute
New York



• THESE AND OTHER SAFETY FEATURES WILL PERMIT THE AMERICAN MERCHANT MARINE TO CONTINUE ITS RECORD OF OPERATING THE SAFEST SHIPS AFLOAT.



• LORAN LONG RANGE NAVIGATION, PERMITS ACCURATE DETERMINATION OF A SHIP'S POSITION AT SEA. IS ANOTHER WAR MIRACLE WHICH WILL BE OF GREAT PEACETIME VALUE.



MASSIVE SIZE of the Seatrains NEW JERSEY and TEXAS is indicated by this picture showing them at the North Yard pier following reconversion.

94 DEPARTMENT PURCHASING

The Purchasing Department's Christmas Season was ushered in by a very fine get-together for all the girls who accepted Miss Edith White's invitation to her home December 23 where an evening of entertainment and excellent refreshment was enjoyed very much.

Miss Ruth Shull continued the festivities the following Monday night by giving her second annual party and, together with the games and good time, gave all a gay evening of fun and laughter.

To finish her remaining vacation days, Miss Jessie Stiles flew from New York on the Pan American Clipper, and after 2 hours 26 minutes, (10 minutes short of the record) was in the Bermuda Islands — 700 miles, enjoying the sunny weather with the thermometer in the high 70's. Because of bad weather delaying Pan American's return, it was necessary to change over to the British Overseas Air Corp. 66 passenger seaplane obtaining the last two seats for the return trip of 6 hours flying time to Baltimore.

The Department wishes to extend sympathy to Mr. Donald J. Clare of the Expediting Division in the loss of his brother-in-law Mr. Harry C. Deakyne, a very well-known and liked figure in Chester's business and civic matters.



CONDOLENCES are extended to the family of **ROBERT H. JOHNSON**, who died December 12. Mr. Johnson was formerly employed in 55 Dept. He is survived by his widow who resides at No. 20 N. Stuyvesant Drive, Edgemoor Terrace, Delaware.

Tankers—Take a Bow!



300 U. S. SHIPS IN SOUTH AMERICAN TRADE

With the two continents linked together by six important sea lanes, nearly 1/3 of United States' imports are now coming from South America, according to the American Merchant Marine Institute.

Direct American steamship services bring to Atlantic, Gulf and Pacific ports from both coasts of South America such vital items as oil, coffee, foodstuffs, hides, copper, nitrates, ores and scores of other items that contribute to our high standard of living and productivity. According to Maritime Commission statistics, South America is one trade area where U. S. imports exceed exports.

Over 75% of the imports arrive in American merchant ships which number nearly 300 in this trade. This is a large fleet, particularly in view of the fact that post-war surveys indicated that only 60 American ships would be required to handle the normal trade with the good-neighbor countries.

The two services to Atlantic ports top all others in cargo carried, getting 75% of the import trade. In a recent three-month period, 448,000 tons of cargo arrived from the east coast of South America while 446,000 tons came from the west coast.

The two services to Gulf ports brought up 155,000 tons from the west coast and 73,000 tons from the east coast. The two services with terminals at U. S. Pacific ports imported 29,000 tons of products from the east coast and 35,000 tons from the west coast.

34 DEPT. — PIPE SHOP

By Chick and Toots

The boys who left the Pipe Shop and went to Alma, Michigan found a change in the weather and working conditions; 6 ft. of snow, 15 degrees below and working 100 ft. in the air.

Gene Parkins was admitted to the hospital. We all hope for a speedy recovery.

The hot checker game between Dick Ancarrow and Croft Laird has lost a lot of its color — not so many left in the cheering section.

Every day seems like Sunday in the Pipe Shop for shop boss Roy Grander except when our Five Star General Flanigan hits the buzzer.

"Tool Room Willie" got a new bag of golf balls for Christmas. He is going to teach Harry (Porky) Fry how to break 100.



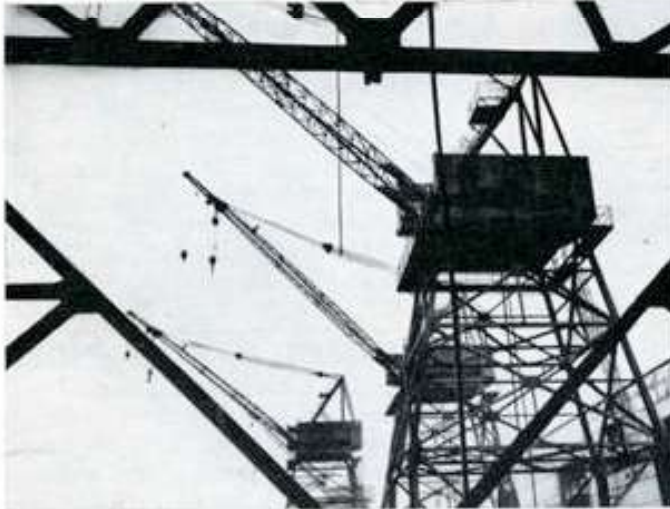
PENNSYLVANIA MARITIME ACADEMY students will use the equipment from these two destroyer escorts in acquiring practical training. The ships were loaned to Great Britain during the war and when turned back to the U. S. Navy they were given to the Maritime Academy to be stripped of nautical equipment that might aid the students. Both vessels are now at Sun Ship's No. 4 Yard.

ENGAGEMENT ANNOUNCED



Mr. and Mrs. Sheriff B. Rankin have announced the engagement of their daughter, **MISS EDITH RANKIN**, of the Billing Dept., to Mr. William Glatts of Parkside. Edith, who has been here at Sun Ship for nearly five years, is shown with her fiance.

SILHOUETTES IN STEEL



SILHOUETTES IN STEEL are symbols of the former activity in North and No. 4 Yards. These cranes with towering booms, pulleys and cables are being sold by the government as surplus material.

OUR BOYS HELP TRAIN FIREMEN

Harry Hamby of Sun Ship, Charles B. Kimmel, former head of the shipyard fire department and other Sun Ship workers are active figures in establishing a new state sponsored fire training school for Delaware county.

Approval of the school was given at a meeting of the 11 companies that comprise the district, held in the Middletown fire house. James Donnon, Yeadon fire chief, will be in charge.

At the same time the representatives voted approval of the proposed central fire alarm system—which may be set up in Swarthmore after dial telephones are installed in the

Chester suburban district.

Under the new system, a central exchange will be established in Swarthmore. Residents of Media, Morton, Rutledge, South Media, Middletown, Springfield, Parkside, Lima, Swarthmore, Garden City and Brookhaven would have their fire calls sent through this system. The proper company would then be notified.



THOUSANDS OF TONS of scrap metal have been collected during the recent "cleaning up" drive. Here is the big magnet in the salvage yard picking up heavy steel rails and other bulky iron and loading it on a freight car.

Hospitalization Claims in 1946

More than \$400,000 has been paid since the Dependents' Hospitalization Plan was inaugurated at Sun Ship in 1941. This announcement has been made by E. H. Coleman, special home office representative at the plant. During the past year, the claims paid totalled nearly \$45,000. Here is the breakdown:

209 maternity claims	\$10,045.50
528 claims other than maternity	34,706.45
Total — 737 claims	\$44,751.95

Of course, these figures reflect the reduced personnel at the shipyard, as total claims for 1943 amounted to \$101,878.70; 1944 — \$99,478.70 and 1945 — \$83,745.40.

There were 86 claims for death benefits during the past year, announced F. L. Willcox of the Group Insurance Department. The total payments reached \$449,500. This was an average of \$5,226 per claim.

The hospitalization and surgical claims for the year involved 619 cases. Hospitalization benefits were paid in the sum of \$54,980.59 and surgical benefits, \$23,040.00 or a grand total of \$78,020.59.

PROGRESS IN SAFETY

THE safety effort at Sun Ship paid dividends again in 1946 as it did in 1945. The record was much better in many respects. For example, the 248 accidents produced a frequency rate of 15.76. It was 20.69 in 1945.

The severity rate improved 6 points, the days lost because of permanent disabilities were 80% under the 1945 figure and two of the three fatalities were under circumstances stranger than fiction.

Below will be found two charts in which the departments are listed. On the left side of the page are the relative positions based on the NUMBER of accidents and, on the right the basis of comparison is the DAYS LOST. The star (*) indicates that the departmental rate is better than the

**your safety is
in your own
hands**



Sun Ship average. Only four departments (67, 74, 80 & 81) made the ALL STAR grade by earning the maximum of six stars. These departments are to be congratulated for this splendid achievement.

Special commendation is due to Mr. Oscar Holt and his men in the 33 department for the records made in 1946 and 1945 and to the foundrymen at the Wetherill Plant, the copper-smiths and the men in the 75 department for the noteworthy improvement shown in 1946 over the previous year.

The absence of a star indicates that the department has made no contribution to the safety record for the period covered. Or, to put it another way, there is plenty of room for improvement in 1947.

DEPARTMENTAL RANKING FOR 1946 COMPARED WITH 1945 AND THE WAR PERIOD

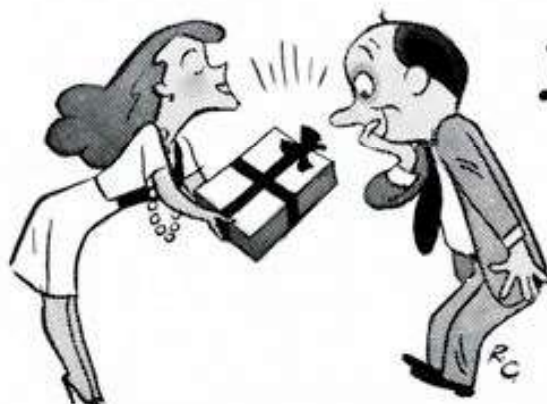
RANKING, BASED ON NUMBER OF LOST-TIME ACCIDENTS PER MILLION MANHOURS WORKED

DEPT	1946	1945	WAR PERIOD
4	1st*	22nd	14th
74	1st*	1st*	1st*
75	3rd*	28th	23rd
42	4th*	18th	18th
34C	5th*	16th	12th*
67	6th*	10th*	8th*
33	7th*	4th*	6th*
81	8th*	8th*	16th
84	9th*	7th*	7th*
8	10th*	6th*	4th*
80	11th*	5th*	9th*
65	12th*	14th	5th*
69	13th	9th*	3rd*
34P	14th	13th	11th*
30B	15th	24th	27th
36	16th	19th	15th
30S	17th	11th*	10th*
1	18th	1st*	2nd*
59	19th	12th*	13th*
58R	20th	15th	26th
45	21st	17th	20th
46	22nd	20th	21st
51	23rd	3rd*	17th
66	24th	23rd	25th
47	25th	21st	19th
68	26th	26th	24th
60	27th	27th	22nd
55	28th	25th	28th
58E	29th	29th	29th

RANKING, BASED ON NUMBER OF DAYS LOST PER THOUSAND MANHOURS WORKED

DEPT	1946	1945	WAR PERIOD
4	1st*	5th*	5th*
74	1st*	1st*	2nd*
34C	3rd*	15th*	3rd*
84	4th*	29th	25th
65	5th*	7th*	4th*
69	6th*	9th*	16th*
81	7th*	4th*	7th*
59	8th*	20th*	12th*
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66	27th	22nd	28th
55	28th	14th*	19th*
58E	29th	27th	29th

How to be happy – 10 years from today!



- 1.** It is our observation that people are generally pretty happy when someone is giving them something. Particularly money.

So if you'd like to be *particularly* happy 10 years from today, here's how to do it: buy an EXTRA Savings Bond today!

- 2.** Suppose it costs you \$75. Well, 10 years later—to the day—you'll turn it in and receive \$100. Uncle Sam will give you back your money—plus a fine fat bonus of \$25!

It will come in handy!

TODAY, by and large, most of us are earning pretty good money. But 5, 10 years from now—who can say?



- 3.** One thing is certain: having extra cash-in-hand never hurt a man. U. S. Savings Bonds are the safest investment in the whole world. They are your sure protection for the future!

You can buy them at banks and post offices, just like War Bonds. But the most convenient way is to buy them through your Payroll Savings Plan.

So, today, take this extra step toward your own future financial independence and . . .

BUY YOUR EXTRA BOND NOW!
**SUN SHIPBUILDING AND
DRY DOCK CO.**

