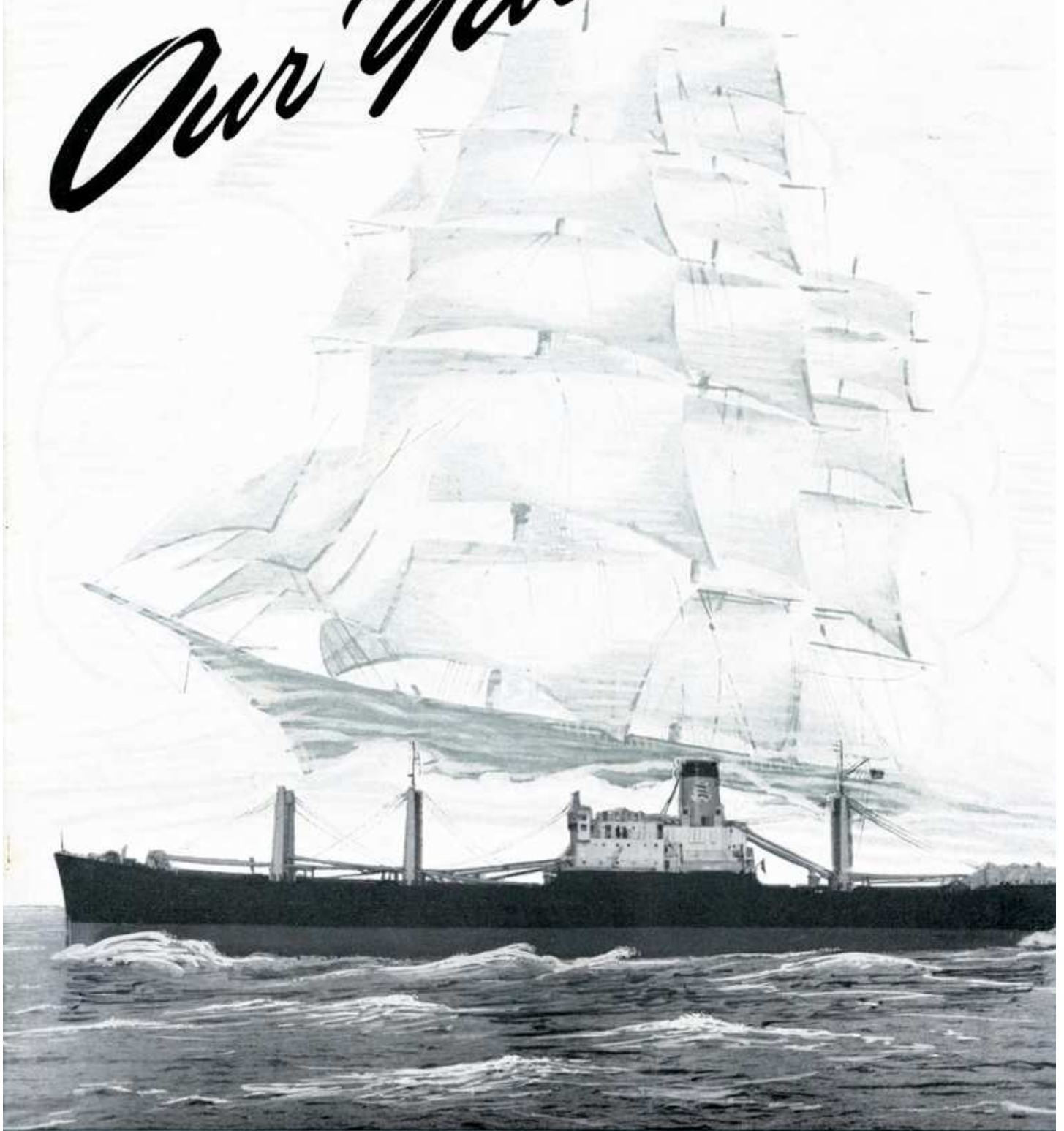


# *Our Yard*



SUN SHIPBUILDING AND DRY DOCK COMPANY • MARCH, 1947



NATIONAL GOVERNMENT OF THE REPUBLIC OF CHINA

TO JOHN G. PEW

SUN SHIPBUILDING & DRY DOCK COMPANY

ON behalf of the Chinese Government, it is my pleasure to thank you and the members of your organization for the way in which you cooperated in training those of my countrymen who were especially selected during the war to study technical methods of production in the United States.

Through the efforts of your Department of State and the China Institute in America, you, with other American businessmen, have made a contribution of far greater value than you perhaps realize toward helping us solve our vast reconstruction program. Furthermore, the friendships which have developed as a result of this program will do more than anything yet undertaken to further understanding and cooperation between our two countries.

Now that the wartime training program has come to an end, I most sincerely hope that some means may be found to continue this important work. China is in desperate need of men and women trained in modern technological methods and we look to America to aid us as we face the critical years ahead.

CHIANG KAI-SHEK,

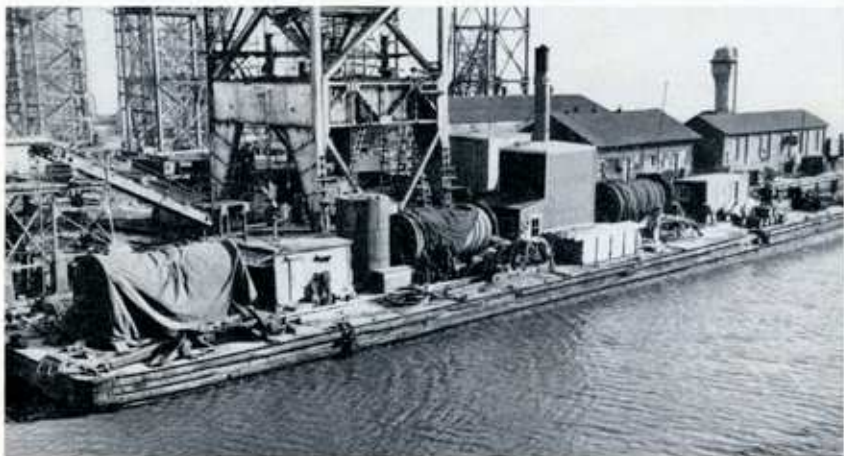
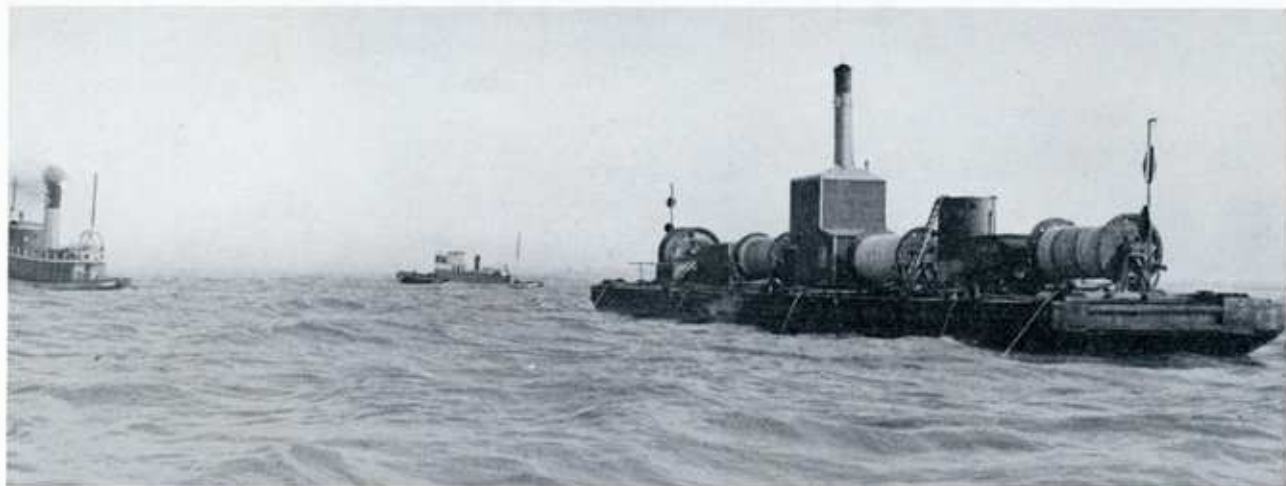
*President*



*January 27, 1947*

# Sun Ship Helps Lay Power Cables

(See descriptive article on page 11)



A **HUGE BARGE** recently was outfitted at Sun Shipyard to lay power cables across the Delaware at Pigeon Pt.

(Upper) — **THIS PICTURE SHOWS THE CABLES** being unwound from four spools on the barge.

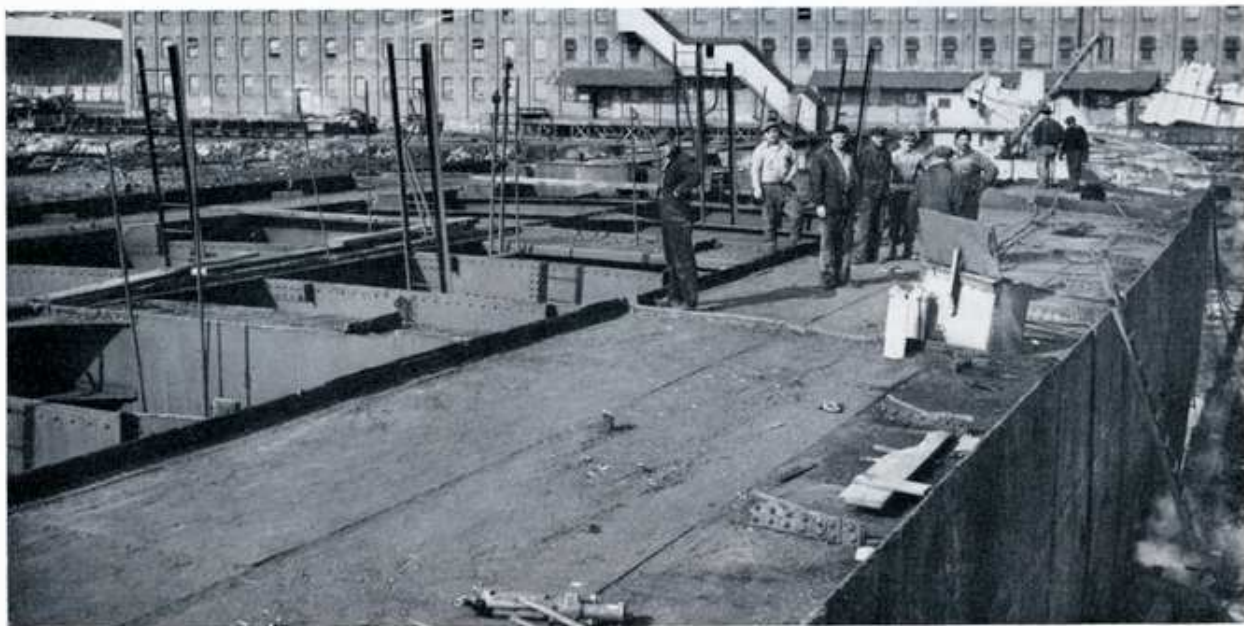
(Left) — **WORK OF INSTALLING** the spools and setting up power houses and other equipment took place in Central Yard.

(Below) — **UNUSUAL SILHOUETTE** of the barge at dusk. The cables will carry power from Delaware to New Jersey.





## CUTTING HER DOWN TO WATER LINE



**RAPID PROGRESS** was made in the job of scrapping the S.S. BALD-BUTTE. Within a few weeks, she was down to "kindling wood" size. Upper picture shows vessel reduced to barge lines. Lower, a load of scrap on flat car with N. Boyer of 75 Dept. on one of the pieces.

### FACTS ABOUT OUR WAR DEAD

Relatives of boys who died in the service of their country during World War No. 2 will be supplied with information through a pamphlet prepared by the government. There have been many queries as to the return of bodies and who pays the costs of transportation. Also how men killed

on the battlefield are identified.

Answers to these and all other questions most frequently asked by relatives of deceased personnel are contained in the booklet, "Tell Me About My Boy", which still may be obtained by mail and without cost from the Philadelphia Quartermaster Depot. It is situated at 2800 South Twentieth street, Philadelphia 45, Pennsylvania, and is the central point for the distribution of remains for

Pennsylvania, Maryland, Delaware, Virginia, West Virginia, District of Columbia and Southern New Jersey.

Colonel T. R. Sharp, Depot commanding officer, stated, "If relatives residing in this area will write to the Philadelphia Quartermaster Corps, requesting a copy of the pamphlet, they will receive it by return mail. If they have any questions not specifically covered in the pamphlet, these will be answered promptly."

# HIGH MAN AND BOWLING PALS



HERE ARE PICTURES of "A" League players. (Top left) — PERCY HALL of the Fabricating team was Champion on January 31 when the photo was made. Percy was High Three and High Single.

(Top right) — SHEET METAL TEAM, upper row, left to right: Pascal, Pancoast, Briner, Temple and Adam. Lower row, ELECTRICIANS: Shim, Thunder, McFadden and Brong.

(Center) — ACCOUNTING AND HULL DRAWING "A" TEAMS. Upper row: Bell, Fisher, Hamby, Anderson and Staley. Lower: Larkin, Ambrosino, Brown (scorekeeper), Moody, Daugherty, and Woolley.

(Left) — IN ACTION, we have Joseph Ambrosino.



## History of Famous Tankers in Book



S.S. ESSO MANHATTAN, formerly the S.S. PRINCETON, built by Sun Ship, was torpedoed and blown in half. Then repaired, it went back to help win the war.

**O**F the 135 ocean tankers operated by the Standard Oil Company of New Jersey and its subsidiary, the Panama Transport Company, during World War No. 2, Sun Ship built 35 of them—more than a quarter of the whole fleet.

A complete record of these ships together with photographs of the vessels and other illustrations has just been put into book form: "Ships of the Esso Fleet in World War II."

In a foreword to the 536 page volume, President Eugene Holman, of the Standard Oil Co. of New Jersey, stated that during their war time activity the Esso tankers had delivered more than 665,000,000 barrels of oil and oil products. In addition, they also carried important loads of tanks, P-T boats, trucks, planes and other equipment.

The book presents a dramatic picture of the part played by tank ships during World War No. 2. Numerous vessels were sunk by enemy submarines and mines sending hundreds of courageous Merchant Marine fighters to their deaths.

The tankers also figured largely in rescues at sea. They saved entire crews

of ships that had been sunk and they rescued airmen whose planes had been forced down at sea.

One of the great mysteries of the Atlantic was that of the M.S. ESSO WILLIAMSBURG. She was launched at Sun Ship, February 8, 1941 and after making several successful voyages, she set sail in September, 1942 from Aruba to Iceland with a cargo of Navy fuel oil. She was never heard from. She disappeared completely together with her crew of sixty. Not even a piece of wreckage marked the spot where she sank. It will be recalled that about that time German submarines were especially active in the North Atlantic.

### Tanker Torn in Half

It was on March 29, 1943 that the S.S. ESSO MANHATTAN, which had been launched in the Sun Shipyard as the S.S. PRINCETON, was torpedoed off New York. This tanker actually was torn into two parts and drifted apart. So well built was this vessel that the two halves were welded together. Not one member of the crew was injured by the blast.

More than 40 survivors of the S.S.

GEORGE H. JONES were rescued off the Azores when the tanker was torpedoed on June 11, 1942. The ship sank a short time later. It is known that a number of the crew were killed in the explosion.

There is a strange story dealing with the supernatural related in the book. The S.S. I. C. WHITE, launched by Sun Ship July 14, 1920 and which had a fine record of service, was torpedoed in the South Atlantic September 27, 1941. She was badly hit, caught fire and sank. Her survivors were picked up early in October. In his report on the sinking of the ship with a number of lives lost, Capt. Mello records that an ordinary seaman, Joseph S. Otreba whom he classed as "psychic", came to him on the bridge and said that he had a dream a short time before and predicted that something was going to happen. Less than half an hour later, the I. C. WHITE was torpedoed. After the survivors had drifted for days and one of the men was certain he saw land, Otreba said they would not be rescued then because he had had no dream. However, on the day that they were rescued, Otreba, who had been sleeping during the day,



awoke and said, "Captain I have had my dream. We are going to be picked up today". A little after 10 P. M., Otreba saw the lights of a ship that rescued them.

Another gallant Sun-built ship was the S.S. JOSEPH SEEP which was torpedoed while laying in the harbor at Le Havre on May 25, 1940. This was shortly after the Germans had invaded the Netherlands, Belgium, and Luxemburg. This ship which had been launched here October 9, 1920, had sailed on many dangerous missions. All the members of her crew were saved.

### Esso Gettysburg is Sunk

Perhaps the most notable of submarine victims which had been built by Sun Ship was the famous S.S. ESSO GETTYSBURG. She was the first T-2 tanker that had ever been constructed. She was designed by Sun Ship engineers and Sun Ship mechanics had constructed her. She was launched February 2, 1942. She was speedy and she carried large cargoes. She had made 16 voyages successfully when on June 10, 1943 a submarine delivered the fatal blow and the gallant Gettysburg sank. Only 15 members of her crew of 72 were rescued.

Fame came to the M.S. ESSO AUGUSTA, launched by Sun Ship June 22, 1940. During May of 1942, the S.S. NICARAO was torpedoed and sunk north of the Bahamas. The ESSO AUGUSTA picked up the message of the disaster and rescued 31 survivors. It was only a little later that she herself struck a mine at the entrance to the Chesapeake Bay and was badly damaged.

Many persons will recall how the passenger plane "Cavalier" was forced down on January 21, 1939 and how her pilots and passengers including five women took refuge on the wings of the airplane. In response to an S.O.S. call, the S.S. ESSO BAYTOWN, which had been launched at Sun Ship October 30, 1937, travelled full speed to the rescue and took off 10 survivors.

The S.S. ESSO BUFFALO, launched May 11, 1943, was attacked by submarines in the Pacific but dodged two torpedoes and escaped. The S.S. ESSO DOVER, launched as the CERRO EBANO on February 19, 1921, also had similar experiences dodging submarines that tried to torpedo her off the Atlantic coast. The S.S. ESSO NEW ORLEANS No. 1

became known as the "Lucky Lady". She was launched here April 1, 1939 and later was converted into a submarine carrier. Although the enemy tried to destroy her, she came through the entire war safely. Another lucky ship was the S.S. ESSO RICHMOND launched April 27, 1942. She put in three years of war service and although attacked she dodged every torpedo. We also built the M.S. ESSO LITTLE ROCK. She was stationed in the Pacific and on one occasion rescued a crew of 8 who had been adrift for several days. She was launched September 3, 1940.

The S.S. ESSO WILMINGTON, launched by Sun Ship as the FORT STANWICK on October 29, 1942, made a thrilling rescue of two army airmen who were forced to parachute to the sea on May 25, 1945. The ESSO WILMINGTON supplied oil for the great invasion on the Normandy beach.

It has been told how the S.S. ESSO ROCHESTER brought down a Jap dive bomber in the Pacific by a direct hit. She also figured in the battle of Leyte. Sun Ship launched her January 9, 1943.

The S.S. ESSO NORFOLK, launched December 7, 1942 as the VINCENNES, was the ship that fuelled many of the fighting ships that invaded Japan.

### Fast Work by Tankers

The speedy S.S. ESSO NEW ORLEANS No. 2, launched June 29, 1942, made 84 war time voyages during 1943 and 1944 and the M.S. ESSO PITTSBURGH, which was launched December 18, 1942, travelled from Iceland to the Fiji Islands in the Pacific, was attacked twice by submarines but came through safely. Another speedy tanker, the S.S. ESSO NEW HAVEN, launched by Sun Ship March 8, 1944, made 32 trips in 17 months. And the S.S. ESSO SPRINGFIELD, launched March 8, 1944, carried planes for the invasion of Europe and oil for the campaign in the Pacific.

The S.S. ESSO UTICA carried Congressman Hugh J. Scott of Philadelphia and Congressman Gordon Canfield of New Jersey as "mess boys" during the War. They were studying Merchant Marine activities. She was launched April 20, 1944.

Few tankers can equal the performance of the S.S. WALLACE E. PRATT which made 93 trips and de-

livered almost 9,000,000 barrels of oil between 1939 and 1945. She was launched by Sun Ship October 2, 1937 and she was in the convoy that was attacked by the huge German submarine wolf pack in September 1943. In that battle, 10 ships in the convoy and 6 of the escorting ships were sunk by the Germans. However, the convoy and escorting ships destroyed 12 submarines.

The S.S. ESSO ROANOKE, launched June 30, 1944, helped fuel our fighting ships at Leyte. The S.S. ESSO PROVIDENCE, which was launched as the CERRO AZUL February 26, 1921, was attacked 4 times in two and one-half hours off Italy on August 24, 1943. She was struck by bombs and literally was held together by wires. A few minutes later her magazines were on fire but she came through safely.

Another fine ship, the M.S. ESSO WASHINGTON which was launched as the BRANDYWINE October 10, 1940, had a brilliant record for service during the war but unfortunately went aground March 14, 1945 and was abandoned. The S.S. DEAN EMORY built here in 1919 delivered 72 cargoes of oil aggregating more than 5,000,000 barrels between 1939 and 1945.

Despite a great hole torn in her hull, the S.S. S. B. HUNT did not sink after she had been torpedoed July 7, 1943 off Brazil. She was launched June 14, 1919.

Other ships that figured in the war in the Esso fleet and which were built by Sun Ship and came through without harm were the S.S. ESSO SCRANTON, launched June 5, 1944 and was in the Saipan and Philippine campaigns; the S.S. ESSO MEMPHIS, launched June 17, 1944, active in the Pacific; the S.S. ESSO PORTLAND, launched January 24, 1944, in 5 Pacific invasions; the S.S. ESSO PATTERSON, launched November 11, 1942, served both in the Atlantic and the Pacific; the S.S. ESSO RALEIGH No. 2, launched September 22, 1942; the M.S. ESSO PHILADELPHIA, launched November 20, 1942; the S.S. ESSO CAMDEN, launched May 22, 1944, active in Atlantic and the Pacific and the S.S. ESSO ALBANY, launched August 2, 1941.



# ***They All Came to Sun Ship for***



THE U.S.S. "STOKES", which saw service during World War II, was in our shipyard for reconversion to a cargo vessel. Wearing her coat of grey war paint and carrying her heavy equipment of booms and deck gear, the STOKES had a most businesslike appearance as she tied up to Pier 2. Officially she was known as KA 68.



THE MOTORSHIP "DRAGON FLY", after being drydocked and repaired at Sun Yard, is being sold to the Lloyd Brazillero Lines, a Brazilian Company. Close by is the S.S. THOMAS POLLOCK which was dry-docked and repaired for the Maritime Commission and is being sold to the Moller Lines, a Danish Company.



Another vessel drydocked at Sun Ship was the Motorship BUNTLIN HITCH which was transferred to the North Atlantic and Gulf Company from the Sword Line. Shown with her at No. 4 Yard piers is the CHAIN AND CROWN.



U.S.S. HERCULES also came to our Shipyard for a conversion job. This 450 ft. craft will be restored as a C3-E cargo ship.



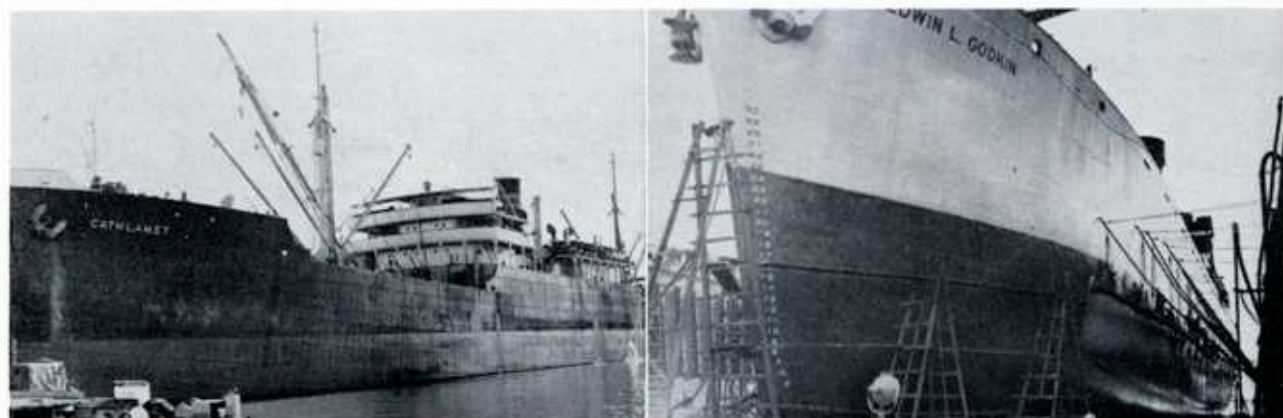
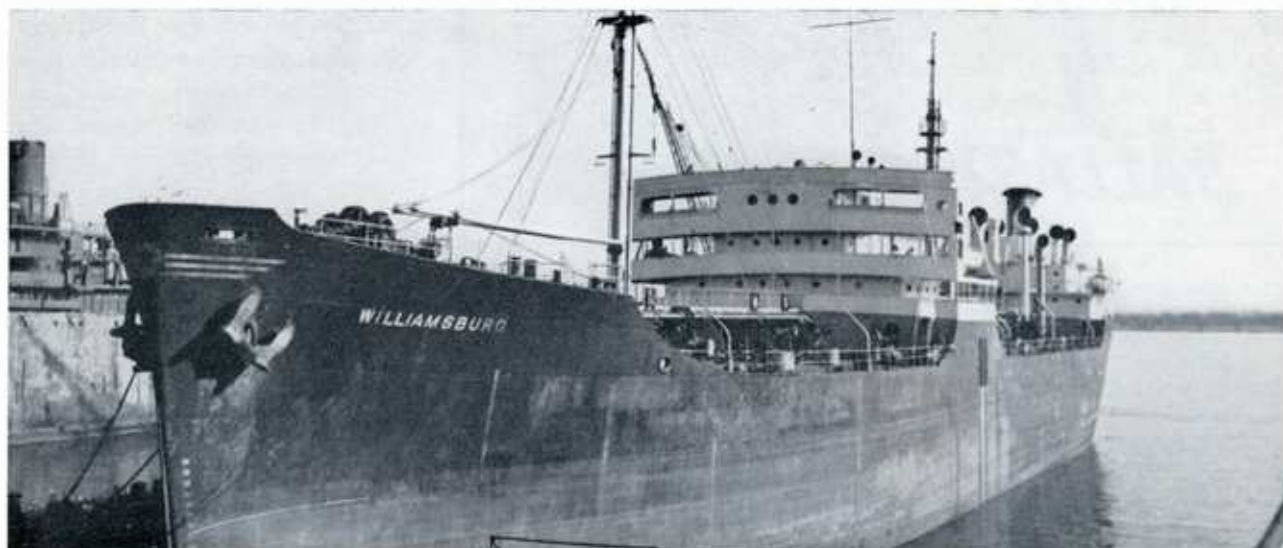
THE S.S. "BRANDER MATTHEWS", on Dry Dock, came in for repairs previous to negotiations for transfer to the Netherlands.



Also listed for sale to Holland was the S.S. ROBERT FECHNER which was in the shipyard during January.



# ***Repairs, Reconversion or Check***



THE S.S. "WILLIAMSBURG" (top) came to the Shipyard on January 18 for a checkup. This tanker, which was built here early in 1944, had run aground on the Fenwick Shoal but easily refloated at high tide. A namesake was torpedoed and was sunk in the Atlantic during September, 1942.

(Middle left) — THE S.S. "CATHLAMET" a sturdy 26 year old craft which was operated by the Barber Line. She is being sold to a Panamanian Company.

(Middle right) — THE S.S. "EDWIN L. GODKIN" after repairs was sold to a Greek firm, the Epiphaniades Steamship Company.

(Right) — THE M.S. "COASTAL EXPLORER" came in for repairs and later listed for sale to Peruvian interests.



# BILGE 'N BALLAST



By Frank L. Pavlik

## THE "LIGHTNING"

### The Clipper Ship

This month's cover illustrates the ship "*Lightning*" of yesterday and today.

The original "*Lightning*" and the "*James Baines*" were clippers built by Donald McKay in the winter of 1853-4 for the Liverpool-Australia trade. They set world records for speed under sail that have never been exceeded. The "*Lightning*" made the greatest day's run in the history of sailing ships, a distance of 436 nautical miles in 23½ hours (running eastwardly).

These clipper ships were built to the order of James Baines and each cost about £30,000. Upon their arrival in Liverpool an additional £2000 per ship was spent for interior decoration and furnishings below.

The dimensions of the "*Lightning*" were:

Length .....	244 feet
Breadth .....	44 feet
Depth .....	23 feet
Tween Deck Height .....	8 feet
Register Tonnage .....	1468 tons
Displacement .....	3500 tons

She had three masts and a spread of canvas amounting to 13,000 yards under all plain sail as her original rig. The height of her main mast from deck to truck was 164 feet. She was later fitted with a moonsail on the mainmast, lengthening the skysail mast to do so.

The lines of the "*Lightning*" were finely modeled, the bow water lines showing a decided concavity; the after body was somewhat fuller than the bow but had a clean, long run. The stem was raked well forward and carried the figurehead of a young woman holding out a golden thunderbolt in one hand.

Her captain was Bully Forbes, who superintended her outfitting and took her across the big pond to Liverpool.

### The Motorship

The *M/S "Lightning"* was built by the Sun Shipbuilding and Dry Dock Company and was known as Hull 202. Her keel was laid April 17, 1941; she was launched August 23, 1941; and delivered to her owners, the U. S. Maritime Commission, May 20, 1942. The sponsor was Miss Roberta Quirk of Chevy Chase, Maryland; and the name "*Lightning*" was taken from that of the clipper ship.

The "*Lightning*" has been continuously operated since delivery by the U. S. Lines, under direction of the War Shipping Administration. She has sailed on the triangular route, New York—Buenos Aires—Europe, throughout World War II, usually without convoy and has had several brushes with enemy craft. Her skipper is Captain Milde, and he has stopped in at the yard to say how well pleased he is with the vessel's performance.

The *M/S "Lightning"* is a staunchly constructed all steel cargo vessel of the U. S. Maritime Commission C2 class. She has fine lines and is built with a raked stem and merchant type cruiser stern, has three complete steel decks and is transversely framed. The vessel is propelled at a speed of 16½ knots by a single screw, driven by a five cylinder, Sun-Doxford oil engine developing 7500 H.P. The five cargo holds are completely insulated for the transportation of refrigerated cargoes, principally meats. The vessel is rigged with eight kingposts and two topmasts; stepping booms of 5, 10 and 30 ton capacity.

The "*Lightning*" has modern, comfortable and fire proof accommodations for twelve passengers, in addition to the excellent quarters provided for officers and crew.

The principal characteristics of the *M/S Lightning* are:

Length, overall .....	474'-1"
Breadth .....	63'-0"
Depth .....	40'-6"
Draft .....	26'-6⅞"
Gross Tonnage .....	6623
Displacement .....	15025

The *M/S "Lightning"* can ably carry on the finest traditions of her clipper ship predecessor.

## NEWS IN THE SHIPYARD

More shipyard departments are represented by reporters in the present issue of *OUR YARD* than any other edition in recent years. We welcome the new correspondents and appreciate the loyalty of the older writers who have been so faithful. *OUR YARD* wants to supply you with the news of the plant. If you have any items or personal news or if you have any photos of interest to your fellow employees hand them to the reporters or leave them with the Editor.



## SUPT. GEORGE D. CARNEY RETIRES

### *Raymond J. Flanigan, Successor*

**A**FTER more than 30 years active service, popular George D. Carney has retired as Superintendent Engineer of the Sun Shipbuilding and Dry Dock Co. Known to almost everybody in the Office and



GEORGE D. CARNEY

Yard, he has played an important part in the operation of the plant and he is leaving with the best wishes of his thousands of friends.

Appointment of Raymond J. Flanigan to succeed Mr. Carney was announced by Vice President R. L. Burke on February 18. In a memorandum to all department heads Mr. Burke stated:

"Mr. Raymond J. Flanigan has been appointed Superintendent of Machinery Installation to take the place of Mr. Carney, who has retired on account of ill health. Mr. Flanigan will be in charge of the various departments and act in the same capacity as Mr. Carney, effective February 15, 1947.

"The same co-operation and loyalty that have been extended to Mr. Carney throughout the years must now be transferred to Mr. Flanigan and the Company feels sure that our entire organization will be pleased to give him their fullest co-operation.

"Mr. David Van Horn, now Assistant Foreman in No. 34 Department, Pipe Shop will take Mr. Flanigan's place as Foreman, effective February 15, 1947, and we know that you will

be glad to give him your fullest co-operation."

On November 13, 1946, Mr. Carney was presented with a gold 30-year service pin by President John G. Pew. He had been in his present post as Supt. Engineer for 20 years.

George D. Carney throws his whole heart into everything that he undertakes and he has not spared himself in civic and plant affairs. This explains why he is now "easing up". He has been tireless in his duties at Sun Ship. It was nothing for him to work 24 hours a day in an emergency and a trip to the West Coast to inspect a ship was a mere hop.

He took upon himself duties outside of shop production with enthusiasm. During the busy war days as head of the Sun Ship Fire Department, he aided in training the three fire companies. The fireboat TYPHOON is his special pet because it was through his initiative that the 40 ft. craft was purchased. He recalled the other day that the TYPHOON has been sent to fires outside of the yard. His vigilance played a large part in the amazing low fire damage record in the world's largest shipbuilding plant.

He is interested in athletic sports of all kinds and aided in organizing bowling, baseball and other teams. He was one of the foremost figures in putting on the theatrical and minstrel shows of the Sun Ship Athletic Association. He is a strong supporter of the Safety Campaign and joined in the Bond selling, Red Cross, Community Fund and other drives.

His interest carries him outside of the plant. Residing in Chester, he associated himself with virtually all of the civic affairs of the community and aided in guiding various charitable and other organizations. He was a familiar figure in political campaigns for the betterment of his city, county, state and nation. Among the numer-

ous services rendered his home city, Mr. Carney has been foremost in improving the public school system in Chester, serving as a member of the school board. For a time, he was president of the board but with the pressure of war work at Sun Ship, he was forced to relinquish his part in directing public school affairs. He was diligent also in church work and fraternal duties, being prominent in



RAYMOND J. FLANIGAN

Masonic circles and a state and local leader in the Tall Cedars of Lebanon.

George D. Carney, who leads such a full and helpful life, was born in Wenonah, N. J. and became associated with the Sun Shipbuilding plant in November, 1916, in the office at Third and Market Sts., Chester. This was the year before the first ship was launched in the yard. At that time, he was in charge of engine room pipe plans being attached to the Engineering Drawing Dept. Later, he was made Ship Repair Estimator and was appointed Superintendent in 1926.

As a boy, he attended the public schools in Westfield, New Jersey, later taking up a course in Mechanical Engineering at the Franklin Institute. He continued his technical studies while he began early training in the practical field. He entered the New York Ship organization as an apprentice machinist and then became a draftsman at that plant and later at the Harlan and Hollingsworth Shops in Wilmington.

While Mr. Carney is a resident of Chester, he has an attractive summer home on the Eastern Shore of Maryland and plans to spend much of his time there.



# SERVICE PINS AWARDED FOR DECEMBER



(Top row) — Left to right: O. Naumann, 8-533; O. Atkins, 8-199; J. Koteba, 4-184; (Supt. J. Wilkinson).

(Second row) — Left to right: C. Morris, 47-2824; L. Hinderhofer, 47-243; (Supt. W. B. Beatty); F. Cowan, 74-129; K. Depta, 47-198.

(Third row) — Left to right: J. Wonderly, 47-2887; (Supt. W. B. Beatty); K. Cadman, 47-2885; J. Lang, 42-215.

(Fourth row) — Substituting for Supt. George D. Carney, Foreman Raymond Flanigan presents service pins to the following: Left to right: S. Mason, 34-636; J. Kattinge, 30-2011; C. Massey, 30-2324; (Foreman R. Flanigan); J. Karman, 36-513; L. Dixon, 36-664; W. Stevens, 36-865.

## SALARY ROLL

### 30 Years

78-3 ..... J. F. Roeske

### 10 Years

90-42 ..... H. Hamby

## HOURLY ROLL

### 30 Years

4-184 ..... J. Koteba

### 20 Years

30-2065 ..... R. Hagy

47-2824 ..... C. Morris

55-206 ..... A. Welsh

68-68 ..... J. Lamont

68-106 ..... G. Ivanosich

69-38 ..... H. Williamson

74-129 ..... F. Cowan

### 15 Years

8-533 ..... O. Naumann

30-2011 ..... J. Kattinge

30-2324 ..... C. Massey

34-636 ..... S. Mason

36-92 ..... R. Curry

36-513 ..... J. Karman

42-215 ..... J. Lang

47-243 ..... L. Hinderhofer

47-2885 ..... K. Cadman

47-2887 ..... J. Wonderly

69-12 ..... R. Sorensen

69-40 ..... W. Marvel

### 10 Years

8-199 ..... O. Atkins

30-40 ..... F. Augusta

34-85 ..... J. Greco

34-553 ..... T. Nearey

34-647 ..... T. Aucott

34-649 ..... T. Bailey

36-646 ..... D. Eavenson

36-664 ..... L. Dixon



45-236	R. Wallace
47-198	K. Depta
47-359	R. Hoyt
51-326	T. Olkaski
55-920	A. Hunter
58-512	J. Thompson
59-75	A. Kobus
59-729	G. Giampietro
60-117	J. Blair
60-240	E. Ruditys
65-121	G. Mosser
67-246	E. Rider
67-276	B. Johnson
67-466	P. Johnson
68-100	R. Nielson
69-44	G. Newcomb
69-80	J. Derrickson
80-152	W. Felton



Foreman James Brown presents 10-year service pin to W. Felton, 80-152.



(Top row) — Left to right: R. Curry, 36-92; (Foreman R. Flanigan); D. Eavenson, 36-646; T. Aucott, 34-647; T. Bailey, 34-649; T. Nearey, 34-553.

(Second row) — Left to right: E. Rider, 67-246; P. Johnson, 67-466; J. Lamont, 68-68; G. Newcomb, 69-44; (Supt. A. A. Norton); J. Derrickson, 69-80; R. Wallace, 45-236.

(Third row) — Left to right: A. Hunter, 55-920; R. Sorensen, 69-12; G. Ivanosich, 68-106; T. Olkaski, 51-326; A. Welsh, 55-206; (Supt. A. A. Norton); R. Nielson, 68-100.

## Operation NEPTUNE

*Illustrated on Page 1*

An important link in the 66-kilo-volt transmission lines of the generating plants of Southern New Jersey with the P. E. System and other electric companies on the eastern seaboard, is the laying of eight new cables on the bed of the Delaware River at Deepwater. These cables are a replacement of similar cables laid in 1930.

The barge used in laying the new 66-kilo-volt cables across the river was equipped by Sun Ship. The power unit was installed on the barge and the spools carrying the cables were

installed in Central Yard.

The cable weighs 22 lbs. to a foot; approximately 4,400 ft. of cable are required for the terminal distance of 3,800 ft. This extra length of cable is required for slack.

Instead of running the cables directly across the Delaware River, they are laid in snake like form providing plenty of slack. In the event that an anchor catches one of the cables and breaks it, there will be plenty of slack for the new splice.

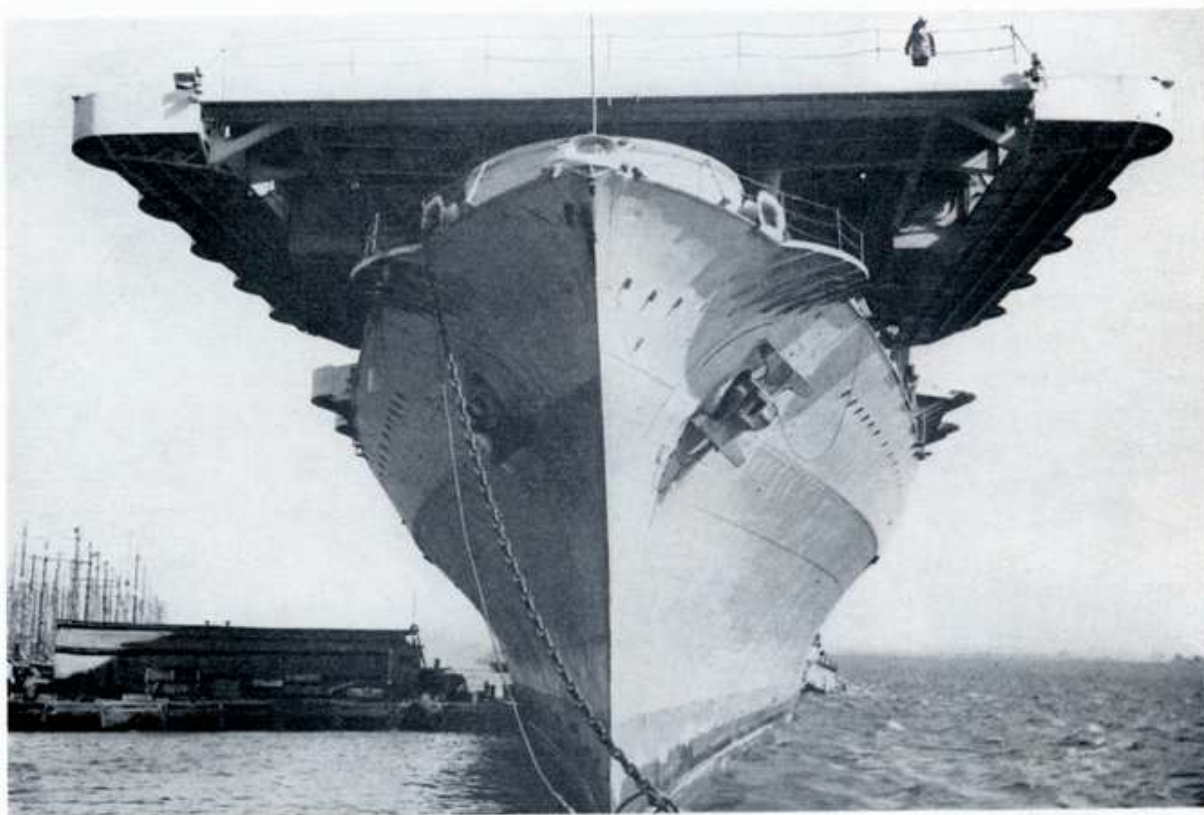
The job operation was started on January 6. Four cables are run at

one time. The first step of laying four cables has been completed and the lines were energized on January 26. Completion of the entire project is scheduled for early in March.

### JANUARY LIST OF RETURNING VETERANS

	Dept.
Bishop, Carl L.	88
Collings, Daniel V.	30
Cottman, William P.	4
Downward, Franklin H.	47
Gallagher, William E.	33
Paugh, William H.	33
Pochmara, Walter J.	30
Pomante, Daniel J.	47

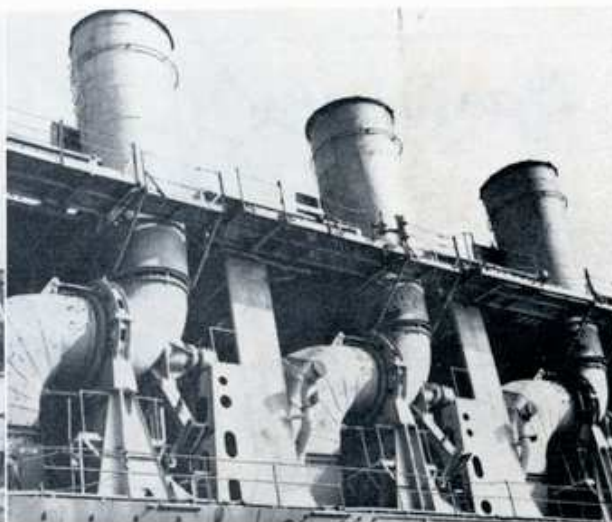
## U. S. S. "RANGER" COMES TO SUN SHI



IN MAJESTY the big aircraft carrier is swung to her last resting place in North Yard.



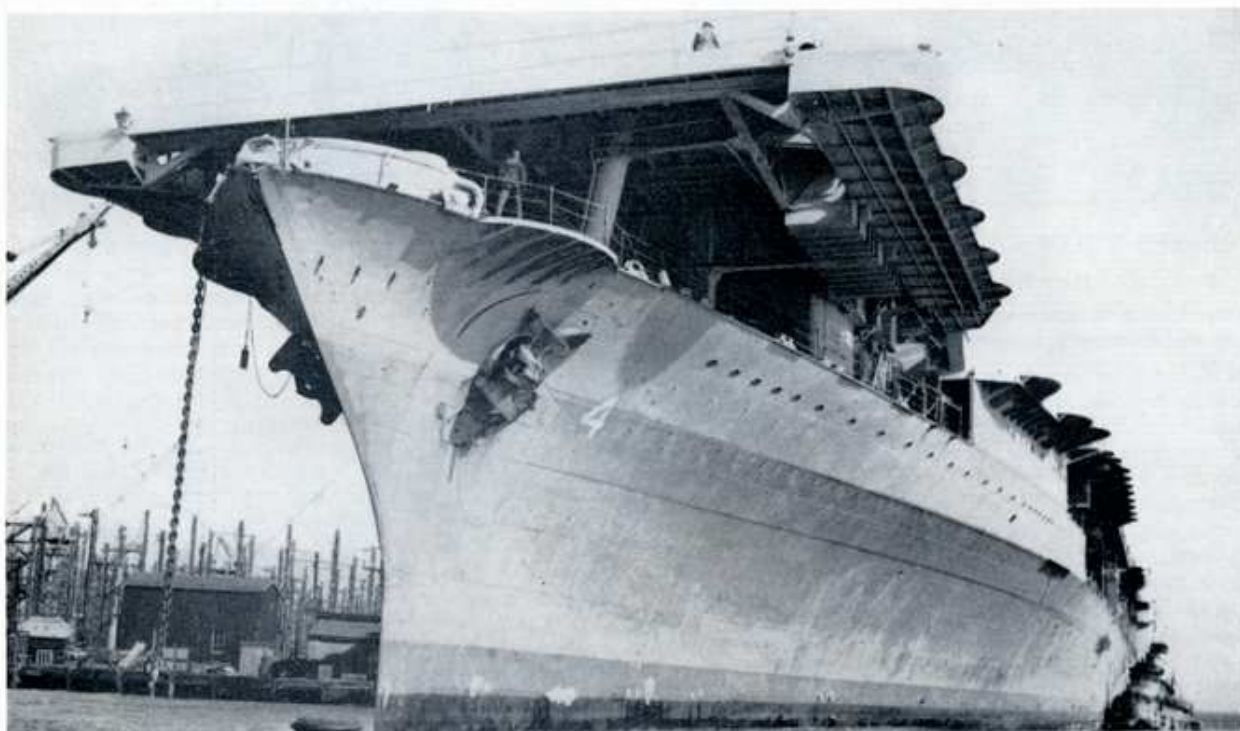
HERE WE SEE the long flight deck as the ship is moored diagonally with her stern projecting far beyond No. 7 pier.



HERE ARE THREE STACKS on the port side of the RANGER. They are impressive in their design.



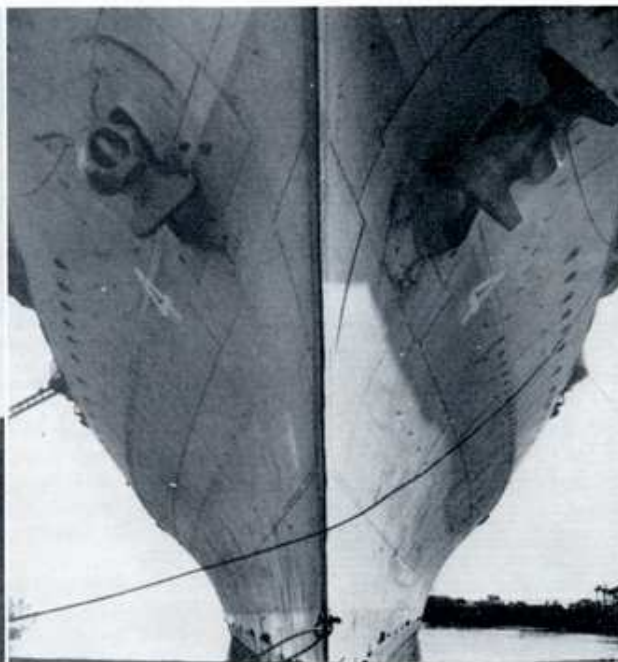
# SHIP IN ALL HER POWER AND GLORY



GIANT SIZE of the RANGER is shown by comparison with the two men on flight deck and main deck.



DARKNESS FALLS on the "island" from which the RANGER was operated.



THE FINE LINES of the carrier are shown in this dramatic picture. The upper structure seems to overbalance the hull.





## LINES FROM 68 DEPT.

By Half-Hitch

(Our Yard welcomes a new reporter to put the Rigging Dept. on the map.)

Having been approached at the last minute to write something about the department before this month's issue goes to press, we find the old brain doing flip-flops. It's hard to know where to start but start we must.

Every man in 68 Dept. from Capt. Campbell and Capt. Bryson down, feels as though he has lost a real friend upon hearing of the retirement of Supt. George D. Carney. No matter how tough the going got, he never lost his heard. He has pulled us out of many a tough spot. 68 Dept. hopes the fish will bite for you, George.

Captain Campbell has been a "new" grandfather these past few months; his talented daughter being the new mother. It's a lovely little girl and everybody is very happy.

Howard Ebright, 68-127, the only apprentice boy this dept. ever had, is back with us after serving in the Army Engineering Corps, through the South Pacific right up to Tojo's bedroom. Howard was right there when the Jap big shot tried to end it all.

Larry Babbici, 68-240, also is with us. He can tell you a lot about how it feels to be on an L.C.T. with a gang of soldiers heading for the beach. Larry said the thing that made him feel good was to have a soldier tell him that he wouldn't be a sailor for all the tea in China.

John Lamont, 68-68, is still going strong. Besides keeping all the gear in working order, he sees that it is brought back; and I do mean back.

Our old friend Joe Magasick, 68-122, is still out after having broken his leg last April. We keep in close touch with him through "Red" Earl Boland, 68-75, and we hear that Joe is coming along fine. Joe, if you can

only get that leg going like you can an oar on the back of a 22 ft. boat, we know you will make it. Barney said that Joe once sculled a punt 40 miles against wind and tide and will bet there isn't anyone in 68 Dept. or Sun Ship that can cover a mile faster than Joe. Anyone doubting this, hand in your name to Capt. Bryson.

It's surprising to see just what good looking riggers we have in 68 Dept. and we wonder why OUR YARD doesn't run some kind of a beauty contest. To start things rolling, we nominate the following three men: Jack Lee, first shift; Frank Carr, sec-

partments and has more outside contacts than any other department in the yard. Once a ship comes in, it is our job to nurse her in either to dry dock or wet basin. She is handled like a baby. No matter what the weather is doing, our people are on the job. When new ships are being built, we practically live with the inspectors and outside contractors. We get to know the crews and company representatives.

Nearly all our people are Seamen and have been in every port you could possibly squeeze a ship into. We have people who have served on Windjammers, Coal Burning Hookers, Submarines and just about every possible thing that floats. Some of us served on the SARATOGA and ANNAPOLIS which were sail and steam. Others on the U.S.S. CONSTITUTION, CONSTELLATION, FRANKLIN and CUMBERLAND, all under sail.

We can supply officers from the Spanish American War, the First World War and the Second World War.

Our Department is Democracy working at its best. If you ever get stuck for an interpreter, call on us. We can speak about any language in the world; even Gaelic and Turk.

An ever present concern of ours is about our old friends and wondering how they are doing. Captain Spauldings and O'Brien of Moore and McCormick; Mr. Mills of the Rodger Lines; the American Bar in Liverpool; the Anchor Bar in Queenstown; Old Lady McCarthy in Balboa; Admiral Leahy in Washington, whose wife chistened the CIMMARON. These are the people we remember, the people we were shipmates with and spent happy hours. These are the people we would like to hear from.



SYMPATHY is extended to the family of CLARENCE PURVIS who died January 20. He was formerly employed in the Cleaning Department and resided at 2031 N. 16th St., Philadelphia.

ond shift; Lee Miles, third shift, and just to cinch it we will throw in Pete Stute and Johnny Pace of the first shift. The only concession we ask is that John Finnegan be on the Judge's stand.

Finnegan said he helped move Seatrains so often that he feels like a brakeman. Careful, John, they may make us take out Brotherhood cards.

It is a safe bet that 68 Dept. comes in contact with more of the other de-



## DOINGS IN 30-S (Sheet Metal Department)

By Jack Grieco

"From the frying pan into the fire" — Last issue I "Walter Winchelled" the 33 Dept. column, and now here I am in 30-S.

Max Margulies is now shop boss, having replaced Preston Williams who left Sun Ship to take another job on the outside. Good luck Max.

George Wood states that he had to give his girl up in Manayunk, and will shop around for one closer to home. Excellent decision George — Why not give the hometown girls a break out Woodlyn way — H-M-M-M?

Walt Martin had a night out last week, but the little woman gave orders that he be home early. However, Walt still maintains that he's boss — Apparently he means while he is here at the yard — eh Walt?

"Reds" Pascal, and your reporter were reminiscing about the good old days when they both used to dance the "Tango". Reds was one of my star pupils while I was a dancing instructor a few years back.

We understand Walt Martin's borrowed alarm clock has been located in Southern California—Tsk Tsk—"Explain that will ya Walt?"

Mother: "Peggy, you get right off of that sailor's lap!"

Peggy: "Oh no I won't mother, I was here first".

Walter Hansell says "If it gets much colder he may take a notion to hop in that trailer of his and head for Florida."

The temperature in our office read 99 degrees the other morning, and while we were roasting, Foreman Charlie Blavier just smiled and said "It's just right". However, the following morning the temp. read 22 degrees. Now who played that trick on Charlie?

The latest fad with Hollywood brides is to keep their "bouquets", and throw away the grooms. They'll be sor-ree.

With the "Stokes", "Hercules" and "Ranger" in, activity has been noticed in various departments in the yard — we know — as there seems to be more noise in the Sheet Metal Shop.

Expeditor George "Cowboy" Lam-ey dropped in the other cold morning

and said he was afraid to touch his nose for fear it would break off.

By his own admission, Joe Dugan claims he can still bowl with the best of them. "Keep 'em rollin' Joe".

We regret to report that Gus Heath is still out sick. However, we understand that he is on the road to recovery. Hurry back Gus.

It is rumored that our old friend "Bachelor Tommy Paul" is contemplating marriage in the near future. Who is the lucky girl Tommy? We thought you liked bowling better.

Among other accomplishments, Ass't Foreman Reds Pascal is a Bow and Arrow expert — a modern William Tell — eh Reds?

Jesse Wood is already talking about his garden out Woodlyn way — Won't be long now Jesse.

I am of the opinion that the world is neither round nor flat.

It's "crooked".

Charlie said, the other night he accidentally backed into one of his many cactus plants — That's one time Charlie "got the point" — Yep — "He was stuck with it."

Johnny Kandravi is a very busy guy these days.

Boss (to Applicant): "No I tell you, I haven't enough work to keep my own men busy."

(Applicant): "Aw take me on boss, I won't work hard."

## OPEN THE DOOR RICHARD

*Now that the Kilroy case is solved,  
A new fad we begin,  
It's "Open the door Richard"  
And let a fellow in.*

*The question is "Who is this guy"?  
Why does he stand and yell,  
When all he has to do is knock  
Or maybe ring the bell.*

*Then "who is Richard, you all ask  
The guy inside the door,  
Well folks, you've given me a task  
The kind that I adore.*

*I'll tell you who those guys are  
But only on one condition  
For just one month be patient,  
Until our next edition.*

*Cherrio 'till next month*

## INK SPOTS FROM THE HULL DRAWING ROOM

Reporter — F. L. Pavlik

The dearth of news from Dept. 78 makes us grateful of the opportunity to comment upon the change of seasons this month.

March brings two major events to the fore. Yes, its income tax time around the 15th, which is synonymous with pencil-sharpening time. And then on the 21st we say adieu to Winter and look forward to the more pleasant seasons ahead. The ladies concur with tongue in cheek, and say its more pleasant after the bout with the Spring housecleaning.

Hull "A" team has been doing itself quite proud in the second half of the bowling season and is up there straining for first place.

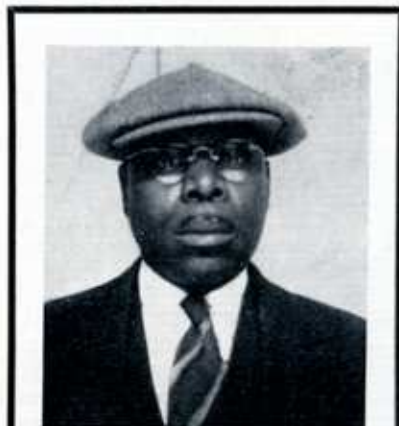
Hull "B" team has also improved and nudged itself out of the cellar position, batting .500. We await with interest the big night when "A" and "B" meet.

P.S. Don't miss the picture on page 21 showing the mystery man of the "A" League.

It is alleged that Al Hubay has completed his apprenticeship, and is keeping two boxes of cigars under cover. But why?

Condolences are extended to the family of Clarence Carey, Chief Clerk of Dept. 38. Mr. Carey passed away after a short illness in February.

"Les" Smith dropped in for a brief visit in February.



GEORGE WHITE, formerly of 33 Dept., died January 15. He is survived by his widow who resides at 16 W. 4th Street, Media, Penna.



### 36 MACHINISTS

*By Dick Clendenen*

Congratulations to 36 Dept's, Ralph Emery and Mrs. Emery, who on February 15, were blessed with the arrival of a son, Thomas Lee, weighing 8 lbs. Ralph served his apprenticeship in 36 Dept. and spent the war years in the South Pacific with a company of engineers. Here's hoping that the future holds only peace and happiness for him and his.

Welcome back to 36 Dept's, Bill Wallace, who was out several weeks with grip and pleurisy. Also glad to see 74 Dept's, George McGlennon back on the job after undergoing an operation.

The dry dock machinists have missed "Big Jim" Koszalinski since he left. Jim recently left the yard and moved to Wisconsin where we are told he plans to go in for farming. He is a veteran of World War No. 1 and a man of action, who had real ability on the job gained from actual performance. He retained his popularity as he advanced in supervisory capacity and takes with him all our good wishes for future success and happiness.

Upon delivery of the S. S. UTRECHT, the last of the Dutch ships to be delivered, the following 36 Dept. men made the maiden trip along with the regular crew: Guarantee Engineer, Fred Souders, Steve Latocha, Eddie Pack and George Arnheim. The object being to help the crew to become acquainted with the operation of some of the intricate machinery which the ship carries.

They were away about one month going from Chester to New Orleans where they thoroughly enjoyed a 10 day shore leave. From there they made the return trip to New York and had an 8 day layover in Brooklyn.

This trip from dock to dock (New Orleans to New York) required exactly 96 hours, being an average speed of 20 to 21 miles per hour. At no time during the entire voyage did they encounter any major difficulty and reported the crew as being very generous in their praise of the workmanship performed by the mechanics of Sun Ship in the building of this fine ship. She is now on her way to the Dutch East Indies under the guidance of her own crew.

We recently received a letter from our old friend Al Mackubin, who left Sun Ship quite some time ago. He is now enjoying the sunshine of Tampa,



**ONE GOT AWAY.** At the moment when this picture was snapped at the "A" League matches, three pins are seen standing. Two of them fell a split second later but one remained upright. Which one was it?

Florida. Says he is doing lots of fishing and catching a few. Says he found it rather odd to see the fruit hanging from the trees, flowers blooming and sprinklers watering the lawns at this time of year. He sends all his best regards to his many friends and asks to be remembered to all of them.

We have reluctantly bid farewell to many good friends recently in the plant but doubt if there was anyone we were sorrier to see leave than "Square Shooter" Supt. George D. Carney. Always willing to lend a sympathetic ear to anyone and possessed with a deep rooted sense of fairness to all, he will be missed many times by many men in the Engineering Depts. and takes with him all our best wishes for health and happiness in the future.

We pledge loyalty and support to his successor, Raymond J. Flanigan.

### WETHERILL SCOOP

*By Wally*

A. Brown has a different expression these days. Of course, you know why. Spring weather is nearly here and he loves the wide open spaces.

John Hamilton is motoring to work again now that the battery situation is settled.

Louie Feusht must be getting old when he has to get out of his car to see if the engine is running.

Everybody is happy now that the parking conditions have been settled once and for all.

The Sun Ship and public were in-

vited to attend a party on February 29th, given by J. McClay. All who attended had a wonderful time.

We are all glad to see Bill Snow back on the job again.

### 91 DEPARTMENT

*By H. Obdyke*

We learned that John McGrann is now jitterbugging on the alleys. This is good for the system John as it not only helps to keep warm these cold days but is good exercise and will help a lot in improving your dancing but be sure there is no ice around.

Sam Williams, formerly of our department, is now located at the Ford plant in Chester. We wish him the best of luck in his new venture.

Harry Eagle is now in St. Petersburg, Florida and employed by the city.

W. Beaumont, P. Shade, George Ayers, Jo Spence, O'Brien, McCarron, Johnson and Shoemaker have left us for other fields and we wish them the best of luck for the future.

### Scroll To Sun Ship

President John G. Pew was presented with an award from Chiang Kai-Shek, for training young Chinese students during World War II. The scroll is reproduced on the front inside cover page.



# In The Spotlight

**ANDREW E. STEVENSON**  
**"Roving Center" Machinist**

**A**NDREW E. Stevenson came with Sun Ship 22 years ago as a helper in 36 Department. Although he had been born in Norristown, he was raised as a boy in Chester and loved the waterfront. He recalls when the Delaware river and Chester Creek were both clean, undefiled streams abounding in fish. Shad came up the Delaware and herring were plentiful in the creek. Sturgeon were taken in nets in the river out from where the Shipyard is located.

When he was in his teens, Andy operated a party boat and made fishing trips down the bay as far as the Delaware oyster beds. Later, he ran a shad fishery at New Castle.

Andy Stevenson took a job with the Merchant Shipbuilding Company in Chester. But after several years he joined up with the Sun Ship organization.

"I've been here ever since. It's just like one big family and the boys I work with stand by each other to the limit. If one of them had a difficult problem to handle, the rest of the fellows turn in and help him out. My doctrine is that what helps one helps all and what hurts the shipyard hurts everybody."

During World War II, Andy became an assistant foreman and was held in high respect by his associates. With reduction of the force in the Shipyard, he became a leader and is just as enthusiastic about his duties as ever. He is convinced that the chap who works hard and increases pro-



duction is helping his fellow workers equally with the employers.

Tall, husky and bubbling with good humor, Andy likes swimming, wrestling, football, baseball and other sports. In his youthful days he was a player on the same football team with his present boss, Dave Moorehead. They called Andy the "Roving Center" because he turned up almost everywhere on the field. He insists that he still would make a good center.

He resides in Green Ridge. His first wife died several years ago and he married Miss Lola Kimes of Danville, Virginia. It was a Shipyard romance; his bride having been a welder in Central Yard. "And she was a good welder, too," said Andy.

There are five children in the family. Andrew, Jr. served in the Pacific and took part in all the important engagements in that area. Young Andy came through the war without harm.

## 66 DEPARTMENT

*By Frank Mosser & P. Embree*

Lester Shiner, for years 66 Dept's OUR YARD reporter, director of the Sun Ship Mutual Benefit Association and member of the Shipways' Bowling Team (winner of the first half) has left Sun Ship to accept a position with a Chester construction company. Well, "Dutch", we wish you success.

66 Dept. will continue its slogan: "Difficult things we do at once; the impossible takes a little longer."

Andy Gibbs, former saw sharpener, was a weekend guest of "Ross Carrier" George Herner of Philadelphia.

Scott Spahn is back in the lumber yard again after two weeks of illness.

Sage and Vander Gast Inc. are giving Stone and Webster Company some keen competition.

Fry and McCann, builders of "better built dog and other houses", are competing against specialists.

C. Penniwell is manicuring his fingernails on the sanding machine.

The department wishes to extend sympathy to Mr. Paul Rounds on the loss of his wife.

Walt Brogan is spending three weeks vacation in Florida with his family.

Jack Spath is racing against time completing Moorhead's chair.

"Popeye" Burton went fishing for suckers last week; ended up by swimming under the ice.

Harry Wilson says he doesn't live in the Yellow Bowl.

A. Roux has stopped singing "Smoke Gets in My Eyes" since a well known Chester sportsman has stopped visiting him.

Ask Fry or McCann about the overhead garage doors that they hung. When completed, they rolled under the garage floor.

There's a rumor Harold Byers is raising goats out on Evergreen Avenue, Newton Square. How about it boy?

Frear's finger is still bandaged.

P. Embree has started his garden. He gets his seed bags from the state stores.

Frank Mosser's newest invention, an electric lawn mower, had such successful bench trials that Frank is now looking up catalogs on grass culture to make sure that he doesn't run out of grass. Neighbors and friends take notice. He might cut yours for nothing. Maybe, perhaps, etc.

# ACCIDENTS (U.S.) 1946

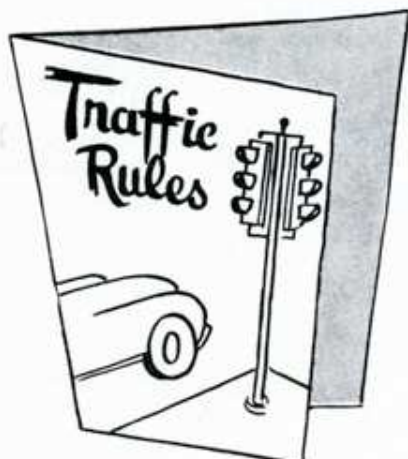
100,000 KILLED  
ECONOMIC LOSS

10,000,000 INJURED  
\$ 5,600,000,000.

DESIGNED FOR YOUR  
**PROTECTION**



**ON  
THE  
JOB**



**OFF  
THE  
JOB**



## 88 DEPARTMENT CAPT. MILLS' SQUAD

By Joseph Brennan

"Pop" Thorpe and "Sunny Boy" Olssen have been bringing the "Norristown Flyer" in on time for the past five years until one day last week when they were late. They are handicapped now as they do not have a backseat driver, "Millionaire" Padden.

The "Philadelphia Local" is still running but has a new pilot as "Old Man" Norris has been replaced by Sarge Bowers, who recently returned from a hitch in the U. S. Marines. John Lanier, an ex-Navy man, is his able co-pilot, Joe Brennan is the chief backseat driver, ably assisted by "Gentleman" Eddie White.

Guard Bishop has returned to the Squad after having served 4 years in the armed forces of our country. We are mighty proud of you Carl, you did a job that was well done.

By D. Morris

Capt. Mills went to Radio City, New York. His son went with him.

Lewis—arrived at work, 6:40 A.M., slammed squad room door. "That is just the way I feel", he said. The thermometer was down to 6.

Vail—Got a new addition to his family; a son-in-law this time.

Norris—The Thaumaturgy man.

Bishop is back with the old squad.

Glasgow and his new chapeau.

Lanier—It is beyond my comprehension how anyone can be so garrulous on a brumal morning.

Bowers—"That gives me a headache."

Yes we are C Squad, that does not mean we are last, or on the bottom, we were off shift when the A, B, and C were handed out. No choice, C was left to us.

Want a ride in a new Mercury? See the Chief.

Grayson says the tip of Capt. Johnson's nose is the best thermometer in the yard. When it is red, it sure is cold.

## NEWS FROM 59 DEPT.

By Charles E. Risley, Jr.

Bill Davis and Bud Steeper, who started for Florida in a 29-ft. cabin cruiser and were icebound in the Delaware and Chesapeake canal, are now back in the yard after an excit-

## TWO CAFETERIA CASHIERS

(Making Change With a Smile)



FRED (DUCKY) NEWS



JOSEPH SEEBERGER

ing experience. They were among those laid off during the early part of the year and planned to put in their time on a southern cruise. Unfortunately they ran into a cold spell and their boat was frozen up tight. They had to wait for a thaw before they could return to Essington. However, everything turned out for the best because they were called back to work.

Quite a number of the boys who had left service because of lack of work are with us again. One of them is Joe Starkey, the artist-welder. All of us are glad to see business picking up.

H. Witman of 60 Department is on the sick list. Hope you will recover soon, pal.

"Speck" Goudy and some more men in 59 Dept. are getting ready to go fishing. Winter flounders are biting, they say. Fresh water anglers are trying for suckers.

Mrs. Dorothy Mozier, wife of A. Mozier, 59-4060, gave birth to a son, James, on February 17th at Doctor's Hospital in Philadelphia.

## 94 DEPT. — PURCHASING

We have received word from Mr. Randolph Roess, who recently left the department, that he enjoyed a two week trip to Florida, visiting his

mother in Lake Worth and stopping at Fort Lauderdale and West Palm Beach, with an aside bus trip to St. Petersburg.

Tuesday evening, February 11, the girls visited the home of Miss Jessie Stiles to view color films taken of Bermuda during her recent visit there.

## 67 DEPARTMENT

By Frank Festus

The employees of 67 Dept. are very glad to see "Shorty" Nelson, Assistant Foreman of the third shift, back at work after a short illness.

Craig Wallace is getting his fishing tackle ready for Bowers Beach, you know that is his hobby.

Mark Williams, Assistant Foreman of the day shift, is still trying to find someone who can walk with him.

Matt Jamerson is still at the Dry Dock and keeps up very well. Jamerson has been around in 67 Dept. for many years and we hope to have him for many more years to come.

"Chappie" Doran is still around and is holding his own. No more trial trips so he looks lost. Lots of luck to him.

Bobby Dunkerson has the best scaling gun in 67 Dept.



## Junior Members of the Sun Ship Family



HENRY ANTHONY MILLER, 6 year old son of George J. Miller, who is employed in 36 Machine Shop.



LITTLE TOT WITH DOLLIE is Joann Koenig, 4-year old daughter of Leon Koenig, who is employed in 74 Dept.



MICHEL ZNACHKO, 11 years old, is the son of Mike Znachko, who is employed in 74 Dept.

### 33 DEPARTMENT

*By Morton Paul*

We are glad to report that Joe Squitiere is the proud father of another bouncing "Bambino." Dick Smith is next in line.

Due to the extra work started lately, 33 Dept. adds some familiar names to its force as they called back Crane Operators H. Boyer, J. Novicki, W. Gill, W. Reynolds, M. Neiman; Electricians J. Logue, J. Platt, W. Marsh, A. Gorenberg, R. Borrie, H. Trevelino, C. Walters, D. Weiss, E. Bishops, A. Medders, G. Fox.

The Expediting Dept. tells us the railroad is considering starting "Kennedy" time for its Chester Branch. By the time Ed gets through Philadelphia by bus, trolley, jeep and shanks mare, it takes a special to get him to Chester on time.

The men around the shop just sent a "Get Well Quick" card to Charley Ruth, who is one of the well-known old-timers of the dept. Best wishes from the rest of your friends too, Charley.

John Hefflefinger tells us that Charley King, one of the war-time shop men, has finally left for his old home state, Kentucky.

### 74 DEPARTMENT TOOL ROOM

*By Raymond Gilbert*

#### CONGRATULATIONS TO—

Mr. and Mrs. Thomas Greenough upon their Fifth Wedding Anniversary on Feb. 11, 1947.

Mr. and Mrs. Roy Crawford upon their thirty-fourth Wedding Anniversary Jan. 28, 1947.

Mr. and Mrs. Rufus Ingram upon their thirty-fifth Wedding Anniversary on Jan. 30, 1947.

#### MANY MORE HAPPY BIRTHDAYS TO—

"Shorty" Lewis who celebrated his Birthday Feb. 3, 1947.

Mr. Alexander Fullerton who celebrated his sixty-fourth on Dec. 29, 1946 and was recipient of a family dinner and theatre party, given in his honor.

George McGlennen has returned to work after his recent illness. Glad to see you again.

We were all sorry to learn of the painful injury received by Frank Cowan. We wish him a speedy recovery.

Congratulations to Mr. and Mrs. William Coyle on the birth of a baby girl. According to Bill she's the "Best in the world".

#### DID YOU KNOW THAT—

Charlie Lukens was a drummer in an orchestra — Harold Radabaugh was a butcher — Leonard Cook was a chief bank clerk — Leon Koenig was a maintenance engineer of a Phila. hotel — Harry McPherson was an amateur boxing promoter — Ben Laughery was a driver and conductor of a one horse street car — Jack Orwig and L. Mousely were professional ball players — Edward Smith is an ardent "Ice Hockey Fan" — Mike Cassidy is an "Artist" — and William Jones is saving lead pencils.

### 34 DEPT. — PIPE SHOP

*By Chick & Toots*

Shop boss Roy Grander has seen the word "special" so many times, he forgot how to spell it when put to the test.

Harry "Porkey" Fry is willing to take "Tool Room" Willie out on the golf course for expert teaching providing Willie brings more than one ball.

Dave Van Horn, better known as the "Bull of the Woods", is having his trouble these days with his new Ouija Board treatment for vapor tubes.



## SIZE OF SUN SHIPYARD DURING WAR

**P**LENTY of interesting facts about the size of the Sun Shipyard during World War No. 2 were related by Vice President John G. Pew, Jr., during a talk to the Men's Club of Trinity Church, Swarthmore on January 27. Because many of the employees may desire to keep the data for future reference, important features of the address are reproduced:

"To bring Sun Ship to Swarthmore, I must ask you to imagine that Sproul Road is the Delaware River. Our Central Yard, which operated from after the last World War until December of 1940, would locate between Strath Haven Avenue and the Acme Market at Rutgers Avenue — some 2,500 feet long.

"Under the National emergency we added for the U. S. Navy what we called South Yard which extended the plant down from Strath Haven Avenue to the Players Club. This work was started in December of 1940. The original intent was to build special ships for the U. S. Navy in this plant. Before this plant was finished in the summer of 1941, with an increased demand for tankers, the U. S. Maritime Commission added more plant facilities which extended North from the Acme Market to one-half block north of the church.

"The Commission at this time took over from the Navy our South Yard. Even before we had this last plant in operation, the Commission asked that we add more plant North of our North Yard. This addition finally carried our facilities in a straight line up Chester Road from beyond the church to Baltimore Pike.

"We had by early 1943 a plant extending from the Players Club to Baltimore Pike. Our plant extended back from my imaginary Delaware River in a direct line from the church here to the far corner of the Engineering Hall on the College campus.

"Our facilities were not truly confined in a rectangle since at one point the plant was 1,800 feet deep and at another only 300 feet. This was due to the course of the river front and the railroad freight line behind the plant. We could not move either of these obstacles to our expansion. This area amounted to slightly over 250 acres — just slightly more than 1/4 of the area of the Borough of Swarthmore.

"I hope you have followed me in moving our plant to Swarthmore. As most of you probably know your

census shows a population of over four thousand in the Borough. I know that all of you from time to time have had some small irritation caused by the action of your neighbors.

"I think you can easily understand that all was not complete peace and harmony when in an area one-quarter (1/4) the size of this town, we had employed on one shift five times the number of people living here. You will further understand this condition if you realize that we had men and women of all nationalities and from all walks of life. At the peak of the war, we even had a Japanese lad who wanted to work with us. In the interest of his own health we suggested he work elsewhere. We could not guarantee the actions of some man whose son or brother might be killed in the war and did not feel we should jeopardize his life.

"We had accidents as you must when you employ men in hazardous work, and we did not wish to invite any special ones. Our number of accidents considering the number of men, the hours worked, and the lack of experience of these men was, we believe, an exceptional record.

"Consider that we employed in 1942 some 30,000 new men to increase our rolls only by 17,000, and in 1943 approximately 25,000 were hired to increase our total employment only 700. In 1944 we went into reverse and hired approximately 9,000 for a net loss of 6,000.

"Incidentally, Selective Service took 18,331 men from us in the years of its operation.

"In the principle War years with this expanded plant, we delivered in 1942-1943-1944- and 1945 — 256 ocean going tankers and cargo ships.

"These ships, not including the carfloats, had a deadweight tonnage of over 4,000,000 tons — that is roughly their carrying capacity.

In this construction we used roughly 1,000,000 tons of steel, in pounds 2,000,000,000, approximately 14,000 miles of welding."

## OFFICE CHATTER

By M. Mae Scott

One of the highlights of office activities during January and February was a bridal shower for Doris Vail, secretary to Supt. Norton, given by the office girls at the home of Nell Drain's sister on January 30th. Doris received many lovely gifts. This affair in part turned out to be a reunion as many of the girls at the shower were former Sun Ship workers who are now married.

Doris was previously taken out to dinner and a show on January 27 by the Stenographic girls. She was married at St. Roberts Church, Chester on February 1 and made a very lovely bride. She honeymooned in New York.

Marge Desmond of Mr. Landing's office, and Marian Parker of Stenographic took a weekend trip to Bridgeport, Conn. to visit a former Stenographic girl, Jessie Hamilton Crompton. Jessie is now the proud mother of a baby girl, Marguerite Kay.

Everyone around the office was glad to welcome back Miss Helen Finegan, secretary to Mr. Pew, Sr. She was out two weeks due to illness.

Many goodbyes have been said to the girls who left the company's service. They were Edith Rankin and Elsie Long of Mr. Hoffman's office; Edna Dickinson and Ann Davis, Employment, and Julia Dynow, Paymaster's office. The best of luck to you girls in your new ventures.

## Guess Who?



"MYSTERY MAN" in the "A" League bowling outfit.



## Where Your Community Fund Contribution Goes

**T**HE budget for the Community Fund for Chester and vicinity for 1947 has just been made public and because so many of the Sun Ship employees subscribed to the fund, OUR YARD publishes the amounts allotted to the participating organizations.

It will be noted that because of the

inability of the campaign to reach its goal, it was necessary to draw \$30,970.69 from the reserve. This reserve was built up during the war years when over a period of time the committee fund exceeded the campaign goal and also because some donations were ear-marked for post-war use.

### BUDGET FOR THE YEAR 1947

There was pledged for 1947 (Campaign, October 1946) .....	\$180,320.12
Drawn from reserve (Previous Years) .....	30,970.69
	<hr/> \$211,290.81

#### Deduct

Funds designated by contributors to other organizations	
Eddystone Boys' Club .....	\$1,400.00
Community Chest—Phila. ....	496.16
	<hr/> 1,896.16
	<hr/> \$209,394.65

#### Deduct

Amount we spent to conduct the campaign .....	8,544.65
Estimated allowance for removals & other causes .....	7,000.00
	<hr/> 15,544.65

#### NET PLEDGE AVAILABLE FOR ALLOTMENTS AND CURRENT EXPENSES

\$193,850.00

#### FUNDS ALLOTTED TO PARTICIPATING ORGANIZATIONS AS FOLLOWS:

Chester Hospital .....	\$ 28,500.00
Family Service of Del. Co. ....	17,400.00
Y. M. C. A. ....	22,600.00
Y. W. C. A. ....	18,500.00
Chester Day Nursery .....	7,900.00
Boy Scouts of America .....	10,450.00
Child Health Centers .....	7,500.00
Delaware County Children's Aid Society .....	12,500.00
Ruth L. Bennett Home .....	11,000.00
Salvation Army .....	13,000.00
Community Nursing Service .....	9,000.00
State Venereal Clinic .....	500.00
Delaware County Welfare Council .....	2,500.00
Crozer Hospital .....	8,500.00
Girl Scouts of Del. Co. ....	2,600.00
Chester Boys' Club .....	1,500.00
Central Boys' Club .....	1,000.00
Robert Wade Neighborhood House .....	1,200.00
Veterans' Information & Advisory Center .....	4,500.00
Chester Welfare Center (Deshong Mansion) .....	1,000.00
Public Charities Association of Penna. ....	500.00
Federation of Hebrew Charities .....	200.00
	<hr/> \$182,350.00

#### ADMINISTRATION EXPENSES — (ESTIMATED)

To administer the funds, to collect the pledges, to prepare for the campaign, to supervise the agencies' budgets .....	11,500.00
	<hr/> \$193,850.00

## QUIPS FROM NORTH YARD PAYROLL

By Peggy Tracy

It was noted at the Ice Follies on Friday, January 10 that the Payroll Dept. was well represented. The party consisted of Mr. and Mrs. Fred McKanna, their son Jack, Mr. and Mrs. Drew Kauffman, Mr. and Mrs. Peter Perozok, Marge Kromer and Ed Bauman. Dinner was served to the group at the Inglenook in Swarthmore. A very enjoyable time was had with a combination of good food and an exceptionally good show packed full of color and rhythm.

During a recent lunch hour conference, the answers to the following riddles were polished off by one of the "minds" from the Tabulation room. How do you stock up?

A man once set up a camp from which to go bear hunting. Leaving his camp, he walked 10 miles due south, then 10 miles due west. At this point, he found a bear and shot it. Then he dragged the bear back to his camp, a distance of exactly 10 miles. What color do you think the bear was and why?

Here's an easy one. Two brothers we are, great burdens we bear. All day we are heavily pressed but full all day, we are empty when we go to rest. Answer will appear in next month's column.

Many Happy Birthdays to Mary Logue, March 25th.

Vera Burch is now convalescing at her home after an operation at the Chester hospital. We wish you a speedy recovery.

Horse Back Riding Club back in the saddle again. On February 2nd, the girls who enjoyed their morning ride and topped the afternoon and evening with a visit to Atlantic City were: Kas Coonan, Mary Leary, Jane Pietras, Gladys Hines, Anna Jean, Helen White and Helen Deutsch.

Carl Flamer dropping another kernel of corn to the keypunch section. "Did you hear the one about the musician who got a job in the fish market so he could go over the scales."

Best wishes and goodbyes were extended to Eleanor Cawthorne, Alice Chadwick, Marian Ebright, Bobby Null, Helen Perozok, Julia Horn, Phoebe Jobson, Sally Roder and Rose Pizzano.



# HIS IDEA OF A POST-WAR LINER



MARGARET PASTICK helps her father, JOHN PASTICK of 58 Dept., complete his model of a futuristic passenger ship.

John's latest is a four and a half foot model of a luxury liner. It has landing space for airplanes, while the wheelhouse and captain's quarters are built into the smokestack. It has a swimming pool on the top deck and has nine decks below.

## NEWS FROM 80 DEPT.

By F. Corcoran

Bob Curry has now become a "Grandpa". On Valentine's Day his son's wife gave birth to a baby boy at the Methodist Hospital in Philadelphia.

His son the Reverend Robert Curry, D.D. is pastor of the Olivet Bethany Methodist Church at 63rd and Grays Avenue, Philadelphia.

Samuel "Johnny" Rodgers suddenly became ill February 1st and it was found that he was suffering from appendicitis. An operation was performed at the Media hospital and we understand he is coming along fine.

Ray McGee has been looking rather downhearted lately. Can it be because Miss So and So left for California and that Ray is lonesome?

Frank Thompson is now the envy of the boys in 80 Dept. He recently bought himself a new Dodge, four door sedan, and says it's a honey.

Bill Conner has moved from his "Country Estate" to town for the winter season.



CHARLES E. RISLEY, our reporter in 59 Dept., sends this picture of a catch made by his father and others during a fishing trip in Florida. The sailfish are 6 and 8 ft. long. Several barracuda and an amberjack are shown.

## Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the months of January and February.

Number	Name	Address	Date of Death
47-1598	W. R. Bryant,	1217 Johnson Street, Philadelphia, Pa. ....	Jan. 12
33-2110	G. White,	16 West 4th Street, Media, Pa. ....	Jan. 15
67-819	Clarence Purvis,	2031 No. 16th Street, Philadelphia, Pa. ....	Jan. 20
80-357	T. Tillery,	566 Race Street, Upland, Pa. ....	Jan. 20
69-85	George Zambetis,	1403 E. 11th Street, Eddystone, Pa. ....	Jan. 20
38-54	C. Carey,	121 Pennock Place, Media, Pa. .	Feb. 4
88-101	George Betchel,	114 W. Lincoln Street, Media, Pa. ....	Feb. 13

## Our Cover Page

In the days of sailing ships, the Clipper **LIGHTNING**, built by Donald McKay in 1853, became famous. During World War No. 2, Sun Ship built another **LIGHTNING**. Launched August 23, 1941 it performed large service carrying oil to our fleets. Artist Al Holmes shows the Clipper **LIGHTNING** in the dim past and the tanker **LIGHTNING** of later times.



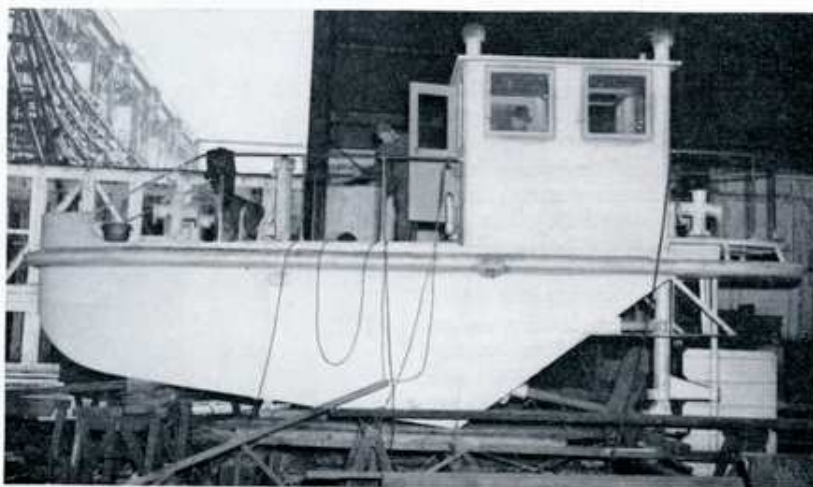
**BELIEVE IT OR NOT**, this piece of chipping is 80 feet long, following the coils. **VICTOR PAJAN**, of 47 Dept. who is holding the chipping taken from a T bar, is credited with the beating of all records for the plant. It is a tribute not only to his skill but to the high quality of steel used by Sun Ship.

## CAPTAIN JAMES COLLINS



**CAPT. JAMES COLLINS**, former editor of **OUR YARD** but now stationed in Japan, asks his boy friend (the fat lad in a bathing suit) to send greetings to Sun Ship.

## MOTHER'S LITTLE HELPER



**THE EDGEWATER** is one of the latest power crafts reconstructed by Sun Ship. It is a remodelled sea mule with a longer bow and a wheel house. All of the work has been done in C Shop under direction of Supt. Beatty. Weight of the craft is 22,250 lbs. It is propelled by two gasoline engines. She'll be used in the operation of Seatrains which are being reconverted in our shipyard.



## Dinner was late that night



Dinner was late that night for little Linda. A swollen Susquehanna River had washed away her home—and everything in it.

But the Red Cross was there to help her and all the homeless families . . .

- . . . to supply food, clothing, shelter for the night;
- . . . to extend comfort, emergency medical aid, care for the injured;

. . . to help a stricken people restore their homes.

Every week, disaster strikes somewhere in our nation. Always in catastrophe—flood, fire, explosion, tornado or hurricane—your Red Cross is on the job.

You want to do your share to help your American Red Cross carry on in 1947.

Give—give generously and gladly to this “greatest mother of them all”!

**GIVE—so your RED + CROSS can carry on!**

**SUN SHIPBUILDING AND DRY DOCK COMPANY**



## *At the end of many a rainbow—*

**I**F YOU GO to the end of a rainbow, so the fairy tales say, you'll find a pot of gold.

Of course no grownup believes this. But it's surprising how many people believe what amounts to the same thing.

That is, many of us have a dreamy notion that somewhere, sometime, we'll come upon a good deal of money. We couldn't say exactly how this might happen—but we go along from day to day, spending nearly all we make, and believing that *somehow* our financial future will take care of itself.

Unfortunately, this sort of rainbow-chasing is much more apt to make you wind up behind the eight ball than with a pot of gold.

When you come right down to it, the only sure-fire way the average man can plan financial security for himself and his family is through saving—and *saving regularly*.

*One of the soundest, most convenient ways to save is by buying U. S. Savings Bonds through the Payroll Plan.*

These bonds are the safest in the world. When you buy 'em through the Payroll Plan, they mount up fast. And in just 10 years, they pay you \$4 back for every \$3 you put in. They'll come in mighty, mighty handy when the time comes to send your kids to college, to buy a house, or to weather a rainy day.

So isn't it just plain common sense to buy every U. S. Savings Bond you can possibly afford? You bet it is!

**P. S.** You can buy U. S. Savings Bonds at any bank or post office, as well as at your place of business.



***SAVE THE EASY WAY...BUY YOUR BONDS THROUGH PAYROLL SAVINGS***

**SUN SHIPBUILDING AND DRY DOCK CO.**