

SUN SHIPBUILDING AND DRY DOCK COMPANY • APRIL, 1947

Safety AT HOME

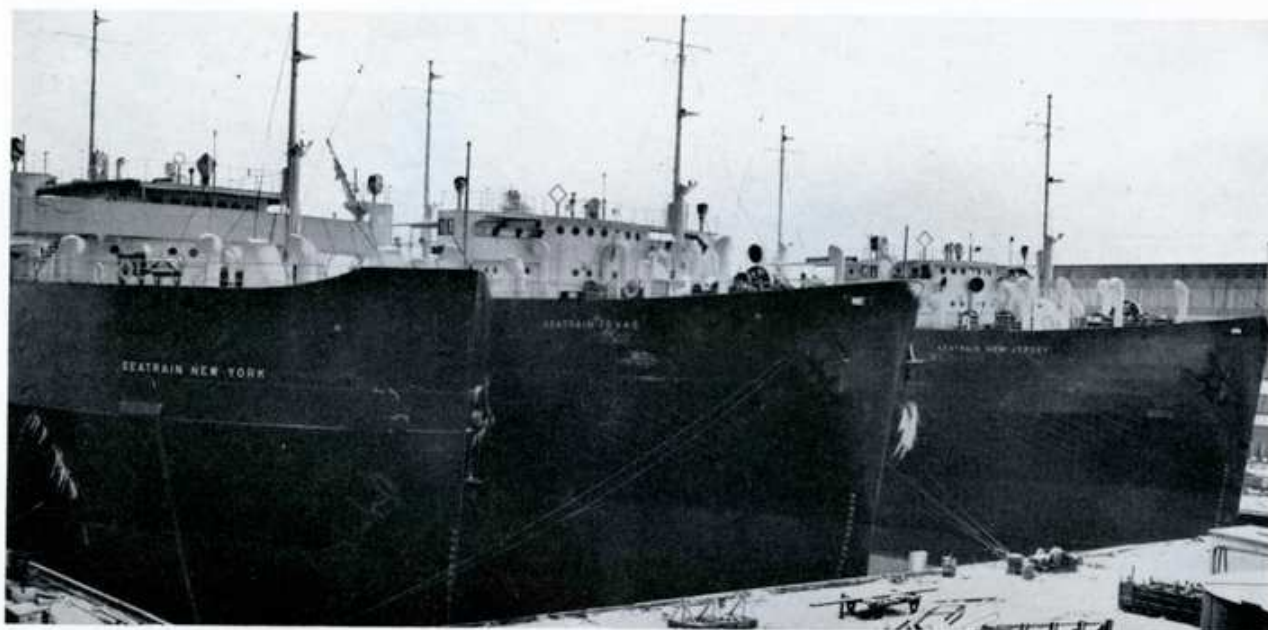
CHECK "Yes" or "No"

Yes No

- | | | |
|---|--------------------------|--------------------------|
| Have all small rugs been tacked down or "skid-proofed", and stair coverings securely fastened? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are windows safely screened or barred to prevent children from falling through? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you carry loads so large you can't see what is ahead of you? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you ALWAYS use something strong and steady like a firm step ladder instead of a box when reaching for high places? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you wipe up spilled liquids or grease right away? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do the smokers of your family smoke in bed or when dozing in a chair? | <input type="checkbox"/> | <input type="checkbox"/> |
| When using the oven or broiler, do you stand to one side to light the burners? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are flammables like benzene, naphtha and gasoline used and kept in your home? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you keep matches in a covered metal container where children cannot reach them? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are poisons like lye, insect sprays and disinfectants kept high on shelves where children cannot reach them? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you always read the label on a box or bottle before using the contents? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you keep knives in a wall rack or in a special place in a drawer where they may not expose you to cuts? .. | <input type="checkbox"/> | <input type="checkbox"/> |
| Would you touch an electric switch or appliance when any part of the body is wet? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you keep electric cords in good repair — throwing away those that cannot be fixed? | <input type="checkbox"/> | <input type="checkbox"/> |
| Is it safe to put a young baby to sleep in a bed with a pillow and without pinning the covers securely? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are objects and toys small enough to be swallowed, safe playthings for young children? | <input type="checkbox"/> | <input type="checkbox"/> |
| Is a window kept opened slightly while a gas or kerosene heater is in use? | <input type="checkbox"/> | <input type="checkbox"/> |
| Are boxes and objects placed on shelves so that they will not fall off? | <input type="checkbox"/> | <input type="checkbox"/> |
| Do you know the location of the nearest fire alarm box, and the correct way to call the Fire Department? | <input type="checkbox"/> | <input type="checkbox"/> |

—Greater New York Safety Council

Sea Trains Leave Shipyard— Go Into Active Service



HERE ARE THREE SEATRAINS all set to leave Sun Shipyard for coastal runs between New York and Gulf ports. The NEW YORK, TEXAS, and NEW JERSEY and the HAVANA (not shown in picture) were reconditioned here.

ALL of the four Seatrain vessels which were reconverted from war to peacetime service at Sun Shipyard have left the plant and are engaging in the transportation of loaded freight cars to Gulf ports. Graham M. Brush, president of the Seatrain corporation, issued an interesting statement just before the four big ships left the Sun shipyards early in March.

"Before the war," he noted, "this was not only the largest trade route of the United States for general commodities, but more commerce moved in this route than was moved in the combined foreign and intercoastal trade of the United States."

At the same time, Mr. Brush disclosed that Seatrain Lines, Inc., had abandoned its Hoboken Terminal and would use a specially constructed terminal at Edgewater, N. J.

The four Seatrain vessels which have been reconverted by Sun Ship

from war use at a cost of \$4,000,000 will be used in the coastwise service from New York to Texas City, and from New York to New Orleans. They are the NEW YORK, NEW JERSEY, TEXAS and HAVANA.

"The return of Seatrain Lines," Mr. Brush said, "marks the first major move in the resumption of coastwise trade under private operation. With new and modern terminal facilities, our four ships will have a capacity of 14,000 tons per week, which we understand is considerably in excess of the tonnage the Government is moving after many months of operation."

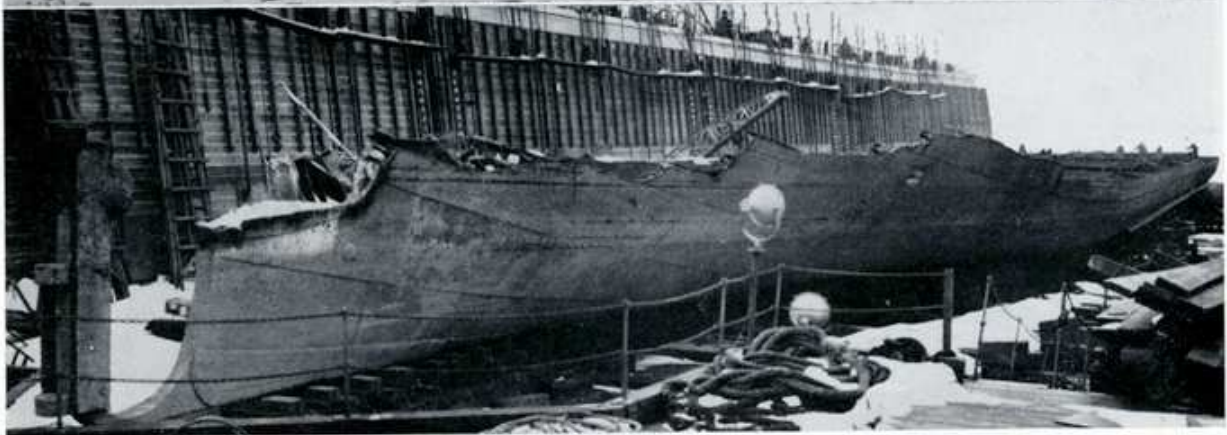
"Moreover, given favorable conditions, we are certain that the other lines in coastwise trade will also return to private operation, thus assuring maximum development of the commerce of the United States and

providing the most efficient service to American shippers."

Construction of the Edgewater Terminal began on May 1, 1946. When completed, within the next month, it will have an open deck concrete pier, 600 feet long by 92 feet wide, with four sets of flush rails. Two movable car-handling cranes, each capable of lifting 125 tons, will be installed in the middle of the pier, permitting two ships to discharge and load simultaneously. The terminal will have a discharge and loading capacity of 14,000 tons per day—100 cars per day for loading and 100 for discharging for each vessel.

The Edgewater Terminal is adjacent to the main yards of the Susquehanna Railroad, a connecting carrier with the railroads running into New York, with whom Seatrain Lines, Inc., has made operating arrangements for interchange.

FROM SHIP TO SCRAP — 50 Days



SPEED IS VITAL in scrapping a steel craft. The BALDBUTTE was cut down in 50 working days. Pictures above show progressive steps. Upper, the ship as she looked shortly after the wrecking crews began. Then we see her on the Dry Dock, a mere shell. Lower left, the last piece of scrap is ready for removal from Dry Dock. Finally the flat cars haul away the ragged pieces of steel.

START JOB OF CUTTING UP "RANGER"

WORKMEN STARTED to take the aircraft carrier apart late in February and by March 1, the bow had lost its flight deck and other parts of the superstructure as shown in the two upper pictures. Removal of the portable fixtures had been well under way and the interior of the ship was a scene of desolation. Lower left shows Supt. W. B. Beatty in a cleaned out section of officers' quarters. Lower right, filing cases being removed from RANGER under supervision of Sun Ship guards.



\$5,155,294.56 DEATH AND HOSPITAL CLAIMS; COMPANY PAID \$1,100,206.33

DEATH claims totalling \$4,196,350 have been paid during the eleven years that the Sun Ship's Group Insurance plan has been in effect.

In addition, the hospital and surgical claims totalled \$958,944.56 during the eight years operation of the hospitalization plan. The average hospitalization claim was \$105.52.

The grand total of Death and Hospital claims is \$5,155,294.56.

Treasurer William Craemer said that up to March 1, the anniversary date of Group Insurance, there were 961 deaths. The average death benefit paid was \$4,366.65.

To meet the cost of the Insurance and Hospitalization plans, the Sun Shipbuilding Company paid \$1,100,206.33.

Sun Ship pays for first \$1000 of Insurance and the difference between the 60c per \$1000 of Insurance paid by the employee and the rate paid to the Insurance Company which is based on the average age.

On the 11th anniversary there were 3185 Sun Ship employees covered by Group Insurance.

The total amount of Insurance as of March 1, 1947 was \$20,474,000.

That's Big Business. Combined Insurance and Hospitalization claims paid by the Insurance Company reached the grand total of \$5,155,294.56 during the time both plans have been in operation. Employees paid \$4,540,028.24 in the form of premiums during the same years and the Company met the difference, or \$1,100,206.33.

All employees are eligible for insurance at the time of employment, or reemployment of returning veterans, and if they sign for it at that time, it becomes effective after one full day's work. No medical examination is necessary, other than the examination required for employment. If application is made after thirty-one (31) days from date of employment, then a medical examination is required by the Insurance Company.

The cost of this life insurance protection is so low — 14c per \$1000 per week — that practically every employee is carrying it, and the rate is the same for all, regardless of age. A few employees have not subscribed

to the Life and Hospital plans. The amount of insurance which may be carried is based on a work year of 2024 hours multiplied by the pay rate per hour, and when an employee reaches a certain insurance classification, he retains the insurance for that class, even though his pay rate may later be reduced.

Under the plan, the insured employee retains the right to change the beneficiary of his insurance, as changes in his personal affairs may require. This is especially important when the named beneficiary died. Some employees have neglected or overlooked this important feature of their insurance. This failure to make a change has resulted in delay and complications in settlement of claims.

Upon termination of employment, the life insurance automatically continues in force for a period of thirty-one (31) days after such termination. During that period the insured may, upon making written application to the Insurance Company at its New York Office, arrange to convert any part or all of the insurance carried,

into any form of insurance, except term, without physical examination. The rate will be that which would apply to the age at time of making application.

The Group Hospitalization Plan is one of the most liberal plans ever written. At present, for the very small premium of 15c per week, the employee is insured for room and board expense at the present rate of \$6.00 per day for a maximum of seventy (70) days, or ten weeks. This sum is paid regardless of the amount charged by the hospital. In addition it provides for payment, to a limit of \$30.00, for miscellaneous extra charges which the hospital may make. Surgical benefits are also paid, to a maximum of \$150.00, depending on the operation performed.

Since the Group Hospitalization Plan was put into effect eight years ago, over 9,088 employees have received benefits payments. The operation of the plan is very simple. The hospitals complete the claims, on forms provided, at the time the patient is discharged. They are submitted to the Group Insurance Department in the main office, and payment is made within a day or two of receipt. Surgical benefits are paid in the same manner upon receipt of claim submitted by the doctor.

SUN SHIPBUILDING & DRY DOCK CO. GROUP INSURANCE AS OF MARCH 1, 1947

	No. of Employees Covered	Amount of Life Insurance
Yard	2,681	\$15,384,500
Salary	398	3,911,500
Technical	106	1,178,000
	3,185	\$20,474,000

LIFE INSURANCE & EMPLOYEES' HOSPITALIZATION OVERALL EXPERIENCE (As of March 1, 1947)

		Average Benefits
961 death claims paid during 11 years existence	\$ 4,196,350.00	\$4,366.65
9,088 hospital and surgical claims paid during 8 years existence	958,944.56	105.52
Total paid out by insurance company	\$ 5,155,294.56	
Total premiums paid in by employees	\$ 4,540,028.24	
Total cost to Sun Shipbuilding & Dry Dock Company of plan to date	\$ 1,100,206.33	

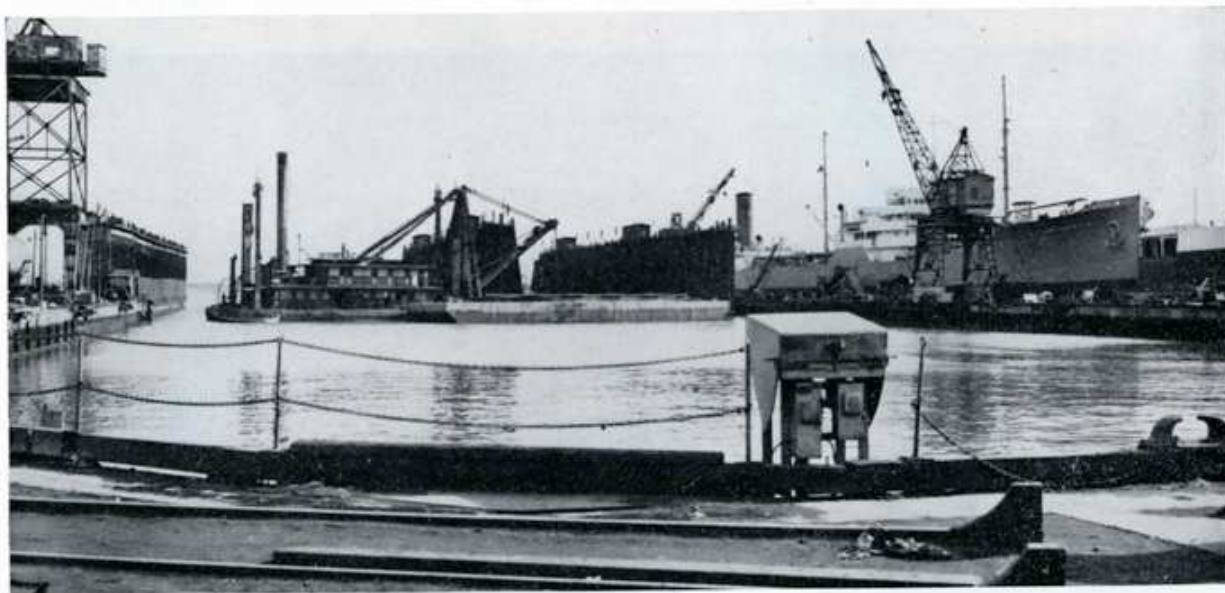
George D. Carney Is Honor Guest



HIGH TRIBUTE was paid to former Supt. George D. Carney (recently retired) at a banquet held February 25 at the Aronimink Club. Lower picture shows head table with President John G. Pew addressing the gathering. Upper, unusual photograph showing every man in group, without an exception, smiling at Vice President Burke's story of Mr. Carney's balky auto. The inset shows George D. Carney and his son, George D. Jr., and the ship's clock which was presented to Supt. Carney by Supt. A. A. Norton on behalf of those at the dinner.



GETTING RID OF SUN SHIP "DIRT"



KEEPING the wet basins and entrances to the dry dock open for shipping required constant vigilance and a great amount of dredging. At regular periods, the dry docks themselves have got to be towed out into the river so that the dredges can come in and excavate mud and silt so that the dry docks will have plenty of depth. Early in March both No. 1 and No. 2 drydocks were removed for this purpose.

Recently a great amount of dredging has been in prog-

"HERE'S MUD IN YOUR EYE". That's what the big dredge says as it drops the contents of a huge bucket into a scow. Job to keep basins in shipyard from filling up is almost a continuous task. Top picture shows an unusual view of the Dry Dock basin with both the drydocks towed to the side to make room for the dredge.

ress so that repair, reconversion and other shipyard work will not be impeded.

The quantity of mud carried into the Delaware River

(continued on page 23)

HOW MERCHANT MARINE WENT ON PEACETIME BASIS

IN a report to Congress Vice Admiral William W. Smith presented an interesting picture of the United States Maritime Commission's work in changing American shipping from wartime operation under the Government back to private operation.

The chairman of the Maritime Commission also goes into detail on the steps taken toward disposal of surplus war-built vessels.

Chairman Smith reported in part:

"The American Merchant Marine was transformed during the war years from a merchant fleet barely beginning to feel the rejuvenating effects afforded by the addition of less than 200 modern vessels to the largest fleet any nation ever has had. More than 5,000 vessels built in American shipyards after Pearl Harbor were in the service of the United States at the end of the war. When victory came, the Commission's construction program virtually came to an end, and its prime endeavor became the fitting of this huge fleet into a pattern for private peacetime operation.

"The Commission has found a distressing lack of knowledge and understanding by the public concerning the Nation's maritime policy, postwar requirements, the importance of a strong merchant fleet to our national welfare, and of the powers and duties of the Commission under the Merchant Marine Act, 1936, to encourage and foster the maintenance of a privately owned and operated merchant fleet.

"It is often asserted that the United States has more ships than it can possibly use. While that statement is true, it is equally true that only a relatively small part of the merchant fleet we own can meet the long-term competition of foreign vessels in matters of speed and efficiency. In a small measure, some deficiencies are being corrected by postwar construction and reconversion.

Want More Modern Ships

"Shipping operators are reluctant to purchase any appreciable number of vessels built for emergency war use, and economically not suited to the intense competition of peacetime. Additional construction is required to fill these categories.

"During the fiscal year 1946 the Commission completed designs for new-type passenger and cargo vessels, but subsequent to the period covered by this report the construction program was curtailed at the request of the President and the Director of War Mobilization and Reconversion. Thus the Commission is prepared to proceed with construction of the vessels required to round out the present merchant fleet as soon as funds are available and contracts can be entered into for the sale of such vessels.

"The Commission is also prepared to convert to commercial use certain military and semimilitary vessels built on C2 and C3 designs which can be done at a reasonable expense to the Government. There is a demand for conversion of some of these vessels to passenger-cargo types. However, such conversions have been restricted by lack of funds.

"On the day Japan capitulated, the Maritime Commission virtually ceased to be a construction agency except for the limited amount of building heretofore indicated.

Disposing of Ships

"The operation of the merchant fleet during the war was under the control of the War Shipping Administration acting jointly with our Allies until March 2, 1946, when the shipping pool was dissolved. Vessels released from war service were returned to the Maritime Commission to be disposed of under the Ship Sales Act of 1946, referred to above, and on September 1, 1946, the Maritime Commission assumed the functions and duties of the War Shipping Administration which went out of existence on that date. As a result of these changes, immediate action was required on several important matters.

"Inasmuch as the Government owned or had under charter every ocean-going vessel, the first step in the disposal program was to return requisitioned vessels to their owners. Approximately 900 large vessels had been requisitioned during the war of which 750 had been returned by the end of the fiscal year 1946, and only 27 remained in government service by January 1, 1947.



VICE ADMIRAL WILLIAM W. SMITH

Many Vessels Laid Up

"The second step was carrying out the program of ship disposal under the Ship Sales Act of 1946 which is described in this report under the heading: 'The War-Built Merchant Fleet.' Under this act applications had been received by January 1, 1947, from American citizens for the purchase of over 400 vessels and for charter of about 1,300 vessels. Of these over 100 were delivered to purchasers and over 1,000 applications for charter were approved by that date. Applications for purchase of over 1,000 ships were also received during this period from foreign operators and governments. As of December 15, 1946, 1,742 vessels had been placed in the 9 permanent and temporary reserve sites maintained for storage of the national defense reserve fleet and the surplus vessels which may be undisposed of under the Ship Sales Act on January 1, 1948.

"The next most pressing problem was and is the restoration of the coastwise and intercoastal fleet. By statute all domestic waterborne commerce is required to be carried in American-flag ships, and at the beginning of the war these constituted 70 percent of our merchant marine. The entire fleet was requisitioned for war, but was largely depleted in the war service. Its prompt restoration is of vital concern to the Nation. The return or replacement of these vessels has been delayed because of the reluctance of ship operators to acquire war-built vessels that may not be operated profitably under the present rate structure. Many of the private operators feel that especially designed vessels are required for profitable operation in these services."

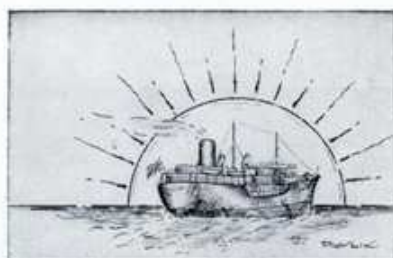
Delicate Job In Tube Mill



KNOW YOUR FELLOW WORKMAN

THESE PICTURES show an unusual job, recently completed in the tube shop for the Sun Oil Company. The tubes and headers are alloy steel. The job required most careful planning and workmanship. It was completed on schedule by working night and day, 7 days per week. The operation of the large lubricating oil unit at Marcus Hook depended upon these tubes. Upper picture shows David Smyth welding one of the tubes in place while Inspector Harry Maitland watches job with magnifying glass. Middle — tubes being set while Foreman Carl Boettger inspects the tubes. Below — Harry McGowan and James Curry finishing a tube.

BILGE 'N BALLAST



By Frank L. Pavlik

NAVIGATION—YESTERDAY AND TODAY

NAVIGATION may be defined as the science or art of guiding vessels on the waters of the earth. The word "navigation" is derived from the Latin "navis" meaning ship plus the verb "agere" meaning to move or direct.

The purpose of navigation is to enable a mariner to determine the position of his vessel at any instant and determine the direction and distance from his present position to his next port of call.

Prior to the fifteenth century, mariners navigated "by guess and by gosh". A practical compass using a lodestone needle had been devised, followed by such aids to celestial navigation as the crude cross staff, nocturnals and astrolabes, the latter of which originated in India and Persia and are still in use there by some of the nomad tribes.

In ancient times when to be a stranger was to be an enemy, it was only natural that men should take to the water to avoid the hazards of travel over country where there were no roads, and dangers of all sorts—hostile tribes, swamps, and strange animals.

Terrifying as the sea might be, it was a comparatively safe mode of travel. In the inland seas, such as the Mediterranean, sailing consisted mostly of "coasting", that is, in keeping well within the sight of land.

During the monsoon season, however, a ship might keep its course with fair accuracy by sailing before the exceptionally steady wind.

About this time the use of stars as guides began to be understood. The pole star, Polaris, was the chief reliance of sailors at night, and later still a rough approximation of latitude was made by using the cross-staff and astrolabe, to take bearings on the celestial bodies.

The cross-staff worked on this principle: A stick, or a staff, about a yard long, was fitted with a shorter sliding stick or cross bar set at right angles to the staff, and projected an equal



distance on either side of it. The observer pointed the staff approximately at the half-way point between the horizon and the sun or a star. He then moved the cross-bar until the sights at its ends touched the observed

body and the horizon. A scale of degrees placed along the staff showed the angle, or height, of the observed body. Latitude determinations with this instrument were seldom accurate within a hundred miles.

The astrolabe was far more accurate in its determination of angles. This was a circular plate of brass or bronze, from 4 to 20 inches in diameter. A pointer called an alidade was pivoted at the center of the plate. One person held the astrolabe vertically by a small ring while another pointed the alidade at a star or the sun. The angle could then be read from degree marks on the plate. It permitted not only reasonably accurate fixing of the latitude, but when used with an almanac it could also determine the local time.

Columbus carried both the cross-staff and the astrolabe on his great voyages, and could thus keep a fairly accurate record of the latitude. He also had the magnetic compass with him in his voyage of discovery.

In the early part of the eighteenth century quadrants, octants and sextants were developed. The sextant of the present day combines simplicity with precision. It is an instrument used for measuring the angle between two objects by bringing to a point at the eye of the observer the rays of light received directly from one object and by reflection from the other, the angle being measured by the inclination of the reflecting planes. Latitude can be determined by it with relative accuracy. The chronometer, the accurate timekeeper, invented in 1735 by John Harrison, is used to determine longitude.

A complete knowledge of spherical trigonometry was originally required to use the formulae associated with the sextant. Proven navigating tables have reduced much of this and made the task far simpler.

In addition, modern navigation is aided by radio, radar, etc., which supplement and supplant the older methods of navigation.

SERVICE PINS ARE AWARDED FOR JANUARY



(Top row) — Superintendent William Beatty extends congratulations to S. NOWAK, 42-39 and J. GALLAGHER, 84-59, as he presents them with 25-year service pins.

(Second row) — 10-year service pins are handed to S. DYCHALA, 47-365, W. CLERVAL, 47-182 and R. COLBERT, 47-277 by William B. Beatty.

JANUARY

40 Years

4-16 G. Collingwood

30 Years

8-41 S. Graham

78-4 L. Collision

25 Years

42-39 S. Nowak

55-10 J. Keeney

84-59 J. Gallagher

SALARY ROLL

10 Years

93-47 E. Monroe

DRAFTSMEN ROLL

10 Years

78-66 D. Slaven

HOURLY ROLL

20 Years

8-66 A. Ambler

8-300 W. Snow

30-2075 W. Gilmore

34-129 W. Wilson

36-107 C. Evans

36-119 O. Kitto

36-815 G. Hauck

47-1076 O. Fincannon

55-143 F. April

55-387 W. Butakis

59-30 W. Cousin

69-32 R. Jones

95-9 S. Olenheim



A. MOYER, 38-30, is presented with a 30-year gold service pin by Chief Engineer J. H. Gordon McConechy.



JOHN KEENEY, 55-10, completes 25 years of service with Sun Ship and is given his 25-year service pin by Supt. A. A. Norton.

15 Years

8-627	J. Park
33-35	R. Gordy
45-31	H. Messick
45-63	E. Jones
59-127	G. McDonald
59-643	W. Emery
65-110	H. Shellender
67-685	W. Clark

10 Years

8-138	C. Duralia
8-270	H. Baylor
30-78	J. Perry
33-1252	J. Cronin
34-180	J. Burns
34-260	E. Carney
34-495	G. Evans
36-568	J. Comprone
42-98	J. Shade
45-92	T. Crossan
47-182	W. Clerval
47-277	R. Colbert
47-365	S. Dychala
51-463	W. Swick
55-604	R. Pickett
59-243	J. Hines
59-366	H. DePaul
59-616	R. Tyson
59-1029	J. Carey
59-4570	E. Galbraith
60-249	R. Walter
65-10	A. Norton
67-244	M. Morse
67-1872	J. Cook
67-947	H. Bivens
69-145	F. Meeley
80-67	D. Amoroso



(Top row) — With John Hudson, Chief Naval Architect, as an interested observer, L. D. COLLISON, 78-4, of the Hull Drawing Room, is presented with a 30-year service pin by Vice President Richard L. Burke.

(Second row) — A BROAD SMILE overspreads the face of G. CLINE, 68-54, when Supt. A. A. Norton hands him a 25-year service pin.

(Third row) — S. GRAHAM, 8-41, of the Wetherill Plant, gets 30-year pin from Supt. John Wilkinson.

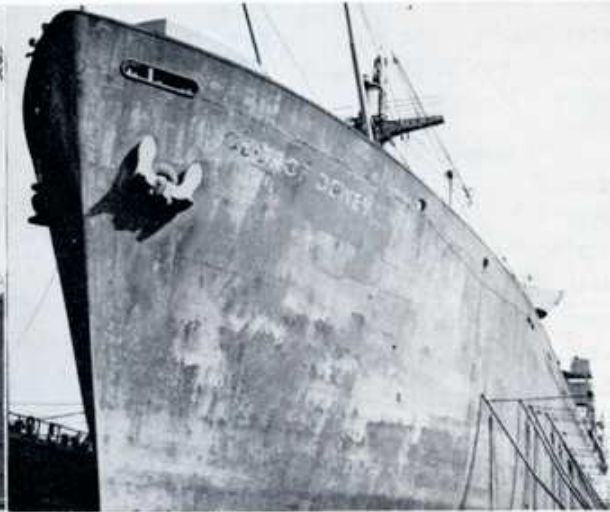


G. COLLINGWOOD, 4-16, who has been employed at the Wetherill Plant for 40 years, is given his gold service pin.



ROUNDING OUT a quarter of a century in 33 Dept., A. KESTEL, 33-658, is awarded a 25-year service pin.

BUSY DAYS ON THE DRY DOCKS



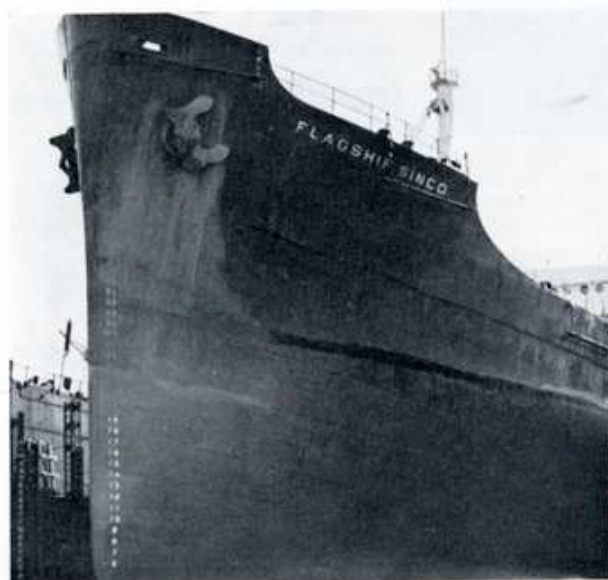
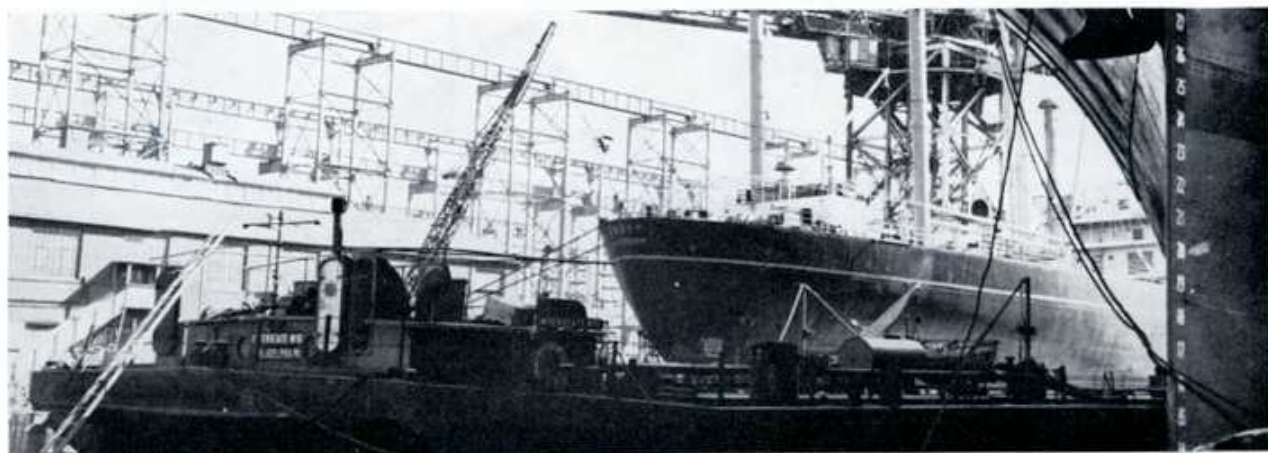
THE "RICHARD H. ALVEY," upper left, is owned by the Government and operated by the Isthmian line.

THE "GEORGE DEWEY," upper right, is operated by the American Export Line as is the ALFRED VICTORY, middle right.

THE "CONTRERAS," middle left, suffered a damage to her propulsion motor while off the Florida Keys. Her sturdy machinery was quickly repaired and she proceeded to the Shipyard at reduced speed to be permanently repaired.

THE S.S. "ART YOUNG," left, a Liberty ship, got in trouble in the North Sea in extremely heavy weather. The seas breaking over the deck collapsed the hatch beams over No. 1 hold, and the forward holds of the vessel were flooded. She limped along toward Goteberg, Sweden, at a draft of 38 feet, with her decks awash. Approaching the harbor, she struck a submerged rock seriously damaging her bottom. Temporarily repaired in Sweden, she came to our Yard for permanent repairs.

MORE SHIPS CAME IN FOR REPAIRS



(Top) — INTERSTATE No. 8, oil barge, is shown in Wet Basin between two ships while the hammer head crane and ship ways form a picturesque background.

(Middle left) — FLAGSHIP SINCO is on dry dock awaiting inspection.

(Middle right) — Also on snow covered dry dock is the STEPHEN W. KEARNY.

(Right) — AFRICAN PRINCE came to Sun Shipyard at the height of the February blizzard.



In The Spotlight

AARON B. CRESSY

IF YOU come across a chap with his yellow safety helmet tilted back on the starboard side and you hear him bawling out some sin of omission, with a smile, you can rest assured it is Cressy. He's been around the shipyard since 1925 and has led more new employees to their jobs than any other person at Sun Ship plant.

He sees to it that safety shoes, safety hats, spectacles, welder's helmets, gloves and all other equipment to keep a shipworker from harm are supplied the beginner.

His full name is Aaron B. Cressy, easy to remember because his initials start the alphabet, A. B. C. He was Sun Ship's first Safety Chief and helped to organize the campaign to reduce the accidents in the yard.

He was born in Gloucester, Mass., and spent his childhood in that seaport town. His ancestors were seagoing. His father owned fishing boats and cruised from the Banks to Cape Hatteras. And did A. B. Cressy sail the Seven Seas until his craft put in to Sun Shipyard? Not by a jugful of New England rum. Our hero hated the waves and storms.

Instead of hauling sails, he got a job selling shoes, finally winding up in a Chester shoe store. He was a good salesman; so good that he attracted the attention of a Sun Ship official who thought A. B. C. was just the man needed in the storeroom. That was in 1925. He was transferred to the Carpenter Shop and later assigned to the task of making Sun Ship employees safety conscious which was right down his alley and he tackled the job with enthusiasm. He got results, remaining in charge until Safety Engineer E. E. White took over in 1936.

When safety helmets were introduced, there was some opposition



from a group of workers but not for long.

"It was Pat Daly, the installation machinist, who made them popular," said Cressy. "He was in the engine room on a job when a block about four feet long dropped on his head. Fortunately Pat was wearing his safety hat. Instead of crushing his skull, the block bounced off and then dropped on his shoulder, breaking his collar bone. Pat said the safety hat saved his life and thereafter was one of the most active advocates of safety."

Cressy says the most difficult device to put over was the respirator. The men slipped them off frequently, said they couldn't "chaw tobacco with a muzzle on."

During the many years he has been in safety work, Cressy personally has never had one accident; he practices what he preaches. Many years of dealing with safety problems have convinced him that many accidents are due to thoughtlessness as much as carelessness. Cressy recalls that on a cold day, seven workmen who were working in a small, cramped space on a ship built a fire to keep warm. Naturally it was only a matter of minutes until they had used up the oxygen and they toppled over. Another employee found them uncon-

scious. Safety men got them out and sent them to the dispensary where all were revived. The men were thoughtless; they forgot that fires in confined spaces are dangerous.

A. B. Cressy affirms that the good standing of Sun Ship in safety is due to co-operation.

"The men have a spirit of loyalty to each other and to the management. With a spirit like that accidents can be kept down," he said.

Mr. Cressy is married and is the father of three sons and three daughters. Two of the boys were in the service during the war. Lawrence, a sheetmetal worker, was in the Navy. Harry took part in the invasion of Normandy. The third son, Robert, is pastor of the Blue Church, near Swarthmore.

Installing Radar on Tankers

The American Merchant Marine is making increasing use of radar, adding to the safety of passengers, crew and cargoes, the National Federation of American Shipping reported recently in announcing that the Federal Communications Commission had authorized installation of radar equipment on 30 additional merchant vessels including tankers in January, 1947.

The Federation's Division of Telecommunications said the additional authorizations brought the total number of merchant ships equipped with radar to approximately 75. It pointed out that although there is no type of radar presently available which can be considered as a standard equipment serving all shipboard needs, its value as a safety device is recognized.

Among those companies authorized for radar installations in January were Standard Oil (New Jersey), Matson Navigation Co., Sun Oil Co., Paco Tankers, Inc., Seas Shipping Co., United States Lines, American South African Line and American President Line.



OFFICE CHATTER

By M. Mae Scott

Many of our spring brides have been given showers by the Office girls and every one has been a success.

First on the list was a surprise shower on February 18th for Irene Butler, of Mr. Landing's Office, at the Clubhouse, Chester. Irene was married on Saturday, February 22nd.

Next, was a surprise shower for Connie McCarty, of Mr. Thom's Office, given by Ann Smedley, of the Engine Drawing Room, at her home, Potter Street, Chester. The date for Connie's wedding has been set for April 12th.

Another delightful evening was spent at the home of Betty Montgomery on Monday, March 10th. The occasion was a surprise shower given by Betty for Ann Sawka, of the Engine Drawing Room. Ann was married to Richard Swallow, of Upland, Saturday, March 15th.



ENGAGEMENT OF CONNIE McCARTY to Fred Wagner of Parkside was announced on St. Valentine's Day. The wedding will take place April 12th at St. Michael's Church, Chester. Connie is employed in Mr. Thom's office.

88 DEPARTMENT

By Joseph Brennan

The month of April brings to our minds thoughts of the Easter Season and then April showers and "lest we forget" the good old ball season getting under way.

The writer, at this time, wishes to welcome Captain Johnson, Captain MacGregor and Captain Sides who returned to the Central Yard.

A number of our guards have left us due to changes.

Carl Bishop, after a brief stay with us, has left the squad permanently to rejoin the Marines as a Top Sergeant. We wish Carl the best of luck and we hope he will climb to even higher ranks. It was nice to know you Carl and pleasant memories of you are easy to recall.

Fellow Guards—We would like any news or photographs of your family for OUR YARD magazine. Send them direct to the writer. Your cooperation in this matter will be appreciated.

By D. Morris

Captain Mills had a birthday party for his granddaughter. This party was in the afternoon, only two of the male species present.

Lewis, on bridge of the HAVANA, got a whiff of salt air, "Avast there, you landlubbers, heave too or I'll scuttle you with a belaying pin. Run up the Jolly Roger, I'm off to meet Kilroy or fetch up with Davey Jones".

Glasgow — "I'm a model husband, did the week's wash for the little woman."

Goslin is a charter member of the Clothes Line Club.

Bowers and Lanier thought they were Kings, met a pair of Queens, found out they were only Jacks.

Grayson, "Open that door Richard and I'm not going to say please."

Vail, "That's your home Grayson, or is it?"

33 DEPARTMENT ELECTRICAL SHOP

By Morton Paul

The large amount of work to be done on the STOKES and HERCULES brought the return of a lot more familiar faces in the department. R. Hanna, J. Toomey, P. Paradise, A. Hunter, C. Stevens, H. Conlin, N. Drake, W. Humes, L. Tuttle, R. Bosworth, C. Kennedy, R. Thorp, G. Foreman, E. Raymond, J. Yarina, and W. Freimuth are the latest to be rehired.

Some of the men had been really worried about things but now that "Bozzie" is back they say everything will be all right.

We are sorry to hear that Jess Gardner, a veteran in the department, has left the yard. Best of luck to you, Jess.

To George Richardson, of the Hycle shop, we extend the deepest sympathy of his many friends on the death of his wife who passed on recently after a bad fall.



ENGAGEMENT OF PAULINE V. WARE to Russell F. Hyde of Marcus Hook, has been announced. Pauline is employed in John G. Pew, Jr.'s Office.

LONGER VACATION FOR 20-YEAR MEN

Study of the agreements entered into between labor organizations and various shipbuilding companies of the nation, show that the one signed by Local No. 2 I.U.M.S.W. and the Sun Shipbuilding and Dry Dock Company is marked by a liberal spirit on the both sides.

The agreement, effective from March 10th to December 31st of this year, has a number of new provisions which should be studied by each employee.

The vacation plan has been changed to eliminate the anniversary date as the eligible time for vacation and the vacation has been increased for men with more than 20 years continuous service to a 3 weeks vacation.

This increased vacation for the twenty-year men was initiated at the suggestion of Mr. John G. Pew.

Changes in the lunch periods and in the working time of the 3 shifts have proved very satisfactory under practical operation since March 10th.

Will Scrap Another Ship

The old coastal passenger ship GOVERNOR COBB will be cut up for scrap at the Sun Shipbuilding and Dry Dock Company it has been announced. The vessel is 41 years old and was used as a training ship during World War No. 2.

She was built in 1906 by the Delaware River Iron, Shipbuilding and Engine Works of Chester. The ship is 289 ft. long, 53 ft. 10 in. beam and is equipped with three propeller wheels, powered by three steam turbines.

"Utrecht" Off To Indies

The Rotterdam Lloyd ship UTRECHT, the last of 10 vessels built by the Sun Shipbuilding and Dry Dock Company for the Netherlands Government, has left New York for the Netherlands East Indies.

The UTRECHT, which has a registered tonnage of some 7,000 gross tons, was turned over to Rotterdam Lloyd by the Netherlands Government on January 6.



HEAVY LINES, TARPAULINS and other ship fittings are piled high on a "Ben Hur" truck driven by Phil Bates while Charlie Harmer, in a small electric truck, has just enough space to squeeze by.



JOHN A. MAHER, who was known as "Doc" to his many Sun Ship friends, died Tuesday, February 18 at his home, 148 Grant Avenue, Woodlyn at the age of 65.

He was born in Lexington, Kentucky, and came to Sun Ship shortly before Christmas 1917, at the height of the first World War. He had been first aid man at the Central Yard Dispensary for almost 30 years and went out as "ship's doctor" on virtually every trial trip.

He is survived by his wife, Cora Hauffman Maher.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter — Frank Pavlik

We salute the Hull Drafting "A" Team. They have made the No. 1 position in the Bowling League. We have been requested to express the team's gratitude to Russ Staley, Accounting Team, for having a hand in this.

The present team line-up is: J. Ambrosino, Captain; J. Dougherty, T. Larkin, S. Wooley, E. Moody.

Whom do we miss? Yes, Elmer Fisher and Dave Slaven. They have been temporarily assigned to the Yoh Co.

Congratulations are extended to Al Hubay upon the completion of his apprenticeship. Those cigars were excellent Al, and we wish you much success in your chosen vocation.

Carl Sjostrom has resigned to take a position with the Marine Dept. of Standard Oil Company (New Jersey). Carl has been in the employ of the Sun Ship Co. as a hull designer for seventeen years. We wish him much happiness and success in his new work.

We dust off the "Welcome" mat for M. Willis who has transferred from 47 Dept. to this office.

Tool Room Outfit at Wetherill



THIS PHOTOGRAPH was made by Herb Wood, member of the "gang". Herb was an aerial photographer in World War No. 2. Bottom row, left to right: R. Kitzmiller, 8-122; S. Thomson, 8-64; H. Pugh, 8-531; R. Ashby, 8-151. Top row, left to right: G. Templer, 8-8; H. Hubbell, 8-217; E. Fouraker, 8-295; R. Mullen, 8-145; O. Rodger, 8-202; K. Lutz, 8-84.

SUN OIL BUYS TANKERS

Renamed M/S ATLANTIC SUN, the M/S BRANDYWINE has been formally accepted by Sun Oil Company from the U. S. Maritime Commission and now is on active duty hauling petroleum crude to Marcus Hook.

Third of three tankers recently purchased to restore Sun's tanker fleet to full pre-war strength, the ATLANTIC SUN is an 18,000 deadweight ton tanker built at Sun Shipbuilding and Dry Dock Company in 1943 and operated by the Company Marine Department during World War II.

S/S SUNOIL (the former S/S WAXHAWS) and S/S MERCURY SUN (the former S/S POINT PLEASANT), the two other units of the three-tanker purchase announced last fall, already are in Company service.

Acquisition of the ATLANTIC SUN, which is 521 feet long and 70 feet in beam, brings the Sun tanker fleet to a total of 17 ships, representing a total of 249,740 deadweight tons.

We Need More Pictures

Don't forget to send in to the OUR YARD office or give to your department reporter, all the fishing pictures and pictures of your boats, for use in the magazine. Yes, and photographs of your children.

WETHERILL SCOOP

By Wally

Well, another one of our boys has gone. Not with the wind, but with the War Assets. Here's the best of luck and good health, Fitz.

We are sorry to hear that Woodward, guard at Wetherill, is on the sick list. Come on Woodie, they can't keep the old timers down.

Don't talk loud boys, Otto Leinhauser had an ear job done last week. So speak low.

There will be an oyster roast in

April. Anyone interested get in touch with L. Amber or E. Sume.

In order to be a gardener, a wheelbarrow is something we all should have. Don't you think so "L"?

To all outdoor lovers, hold on, big news is coming.



CHARLEY MIDDLETON, formerly a machinist at the Wetherill Plant but now in the Army, pays a visit to the boys. He is greeted by G. Templer.

QUIPS FROM NORTH YARD

By Peggy Tracy

Mr. Burcaw, supervisor of our Contract Division, who came to us October 16, 1922 after having resigned a position as manager of one of the Woolworth Stores, has retired after serving 24 years of good, faithful service. We offer him our congratulations and feel that he has earned this well deserved rest. We wish him luck and success.

Another employee retiring this month was Mr. Charles F. Worriow. Coming here January 14, 1918, Mr. Worriow has given 29 years of efficient and conscientious service. He is on the Board of Directors of our leading Building and Loan in this vicinity and is vitally interested in all types of sports. He particularly likes to sing and we are going to miss him leading the Carols at our Christmas parties. We believe at this moment Mr. Worriow will be working on his little farm in Bortendale. We know



The wedding of **HELEN TAYLOR** and **PETER PEROZOK** took place on November 23rd at the Third Presbyterian Church, Chester. They spent their honeymoon touring the south, highlighting their trip with a stay at Miami, Florida.

he won't let his energies go to waste. We want to wish him luck and success.

With regrets we say goodbye to Mr. Neil Jamieson, Jr., who has been in our department since September 28, 1936. Neil has decided to look for new fields to conquer and has entered the employ of the Sun Oil to study the I. B. M. Tabulating Accounting. Neil will be missed most for his willingness to help anyone, anytime he could. We wish him success.

Dora Kaciuryna is taking a job with the Penn Steel Casting Company as a private secretary. Dora came to Sun Ship on March 23, 1942 to work for the Bond Dept. and later for the Vacation Dept. She was very popular among her friends and will certainly be missed. We wish her the best of luck in her new job.

Mary Waddell has accepted a job with the Chester Packing Company. Mary came to Sun Ship on April 13, 1942 as a payroll clerk and was one of the first girls to start keypunching when Remington Rand Tabulation was installed in Sun Ship. Mary will be remembered for her eagerness in getting her work finished before the deadline and her attitude towards helping people out in their work. Mary also has quite a sense of humor and talent for telling jokes. We wish her the best of luck and success in her new job.

Mr. and Mrs. Bruno Tonelli recently announced the birth of a baby boy on March 11th. Mrs. Tonelli is the former Ann Merletti of the Bond Dept.

Birthday greetings to Evelyn Gay on the 19th and Marge Kromer on the 30th.

To those who are still in a quandry about the riddles which appeared in last month's column, I submit the following answers: The bear was a white polar bear because the man set up his camp on the North Pole. That is the only place from which he could walk 10 miles south, then 10 miles west and be at a point exactly 10 miles from where he started. The answer to the next riddle was, a pair of shoes.

Kas Coonan, Dora Kaciuryna, Gladys Hines and Bobby Null were glad to return home after spending a most enjoyable weekend at "Sky Line Inn". It is rumored that a new winter sport "scootering" was introduced by Dora Kaciuryna. She is available by appointment for instructions.

Five Tankers Sold to Tidewater

The United States Maritime Commission recently sold to the Tide Water Associated Oil Company five modern tankers for \$10,132,500, subject to adjustments.

74 DEPARTMENT REPORTS

By R. Gilbert

Congratulations to Mr. and Mrs. Harold Radabaugh upon the birth of a baby boy, Richard David, on March 15, 1947 at the Chester Hospital. Harold had a birthday on March 8.

Congratulations to Mr. and Mrs. George Bramble upon the birth of a baby boy recently.

Congratulations to Mr. and Mrs. Frank Cowan upon their 30th Wedding Anniversary on March 31, 1947, celebrated by a family reunion and dinner party.

Happy Birthday to Pete Hilferty who passed another milestone on March 24th.

Congratulations to Mr. and Mrs. Leon Koenig upon their 5th Wedding Anniversary on April 4.

Edward Smith is now a "Gran" Pappy.

Howard Clark donned his tuxedo on April 5th and gave his niece Miss Ethel Parks away in Saint Paul's Episcopal Church.

Harry MacPherson is back to work, but for the first time in 9 years missed judging the Inquirer boxing tournaments in Convention Hall due to illness.



PRESENTING **ALLEN IRVING** and his bride, Mrs. Lillian Irving. This is the fourth matrimonial venture for Allen who is known to thousands as janitor at the Employment and Guards building. He is 59 years old, served in France during World War I. He has five children and resides in Philadelphia.

36 MACHINISTS

By Dick Clendenen

Congratulations to Mr. and Mrs. Samuel Fillman on the birth of a daughter, Judith Gaye on March 17; weight 7 lbs.

36 Dept's. Mike Eitelman passed the cigars in announcing the arrival of 7 lb. 9 oz. Nancy Jean Eitelman on March 11th. Mike, a returned veteran, is bubbling over with joy and we all wish to extend to him, Mrs. Eitelman and the baby all our best wishes for future health and happiness.

We are informed that 36 Dept's. George Powell and the Garage's Bill McIntyre are also "proud papas". To



AL MACKUBIN, formerly of 36 Dept., sent this photograph back to his friends after arriving in Tampa, Florida.

them also, all our best wishes for lots of the best.

We wish to extend our deepest sympathy to Jim Mackie and his family on the recent death of Mrs. Mackie, which came as a great shock to all who knew her.

A cordial welcome to the shop to our old friend Lu Messick, who is now earning his daily stipend as a bench hand. Glad to have you Lu, and hope you may find your new duties to your liking.

Congratulations and best wishes to our old friend Dave Harris, who was recently married. Mrs. Harris is the former Miss Irene Butler, who has been employed in the main office. Good luck folks.

We were all sorry to learn of the illness of 59 Dept's. John Champion, who has been incapacitated the past couple of weeks. "Champ" is very popular around 36 Dept. and is sorely

ANNUAL REPORT TELLS OF SUN SHIPYARD ACTIVITIES

SUN Shipbuilding and Dry Dock Company delivered fifteen vessels during 1946 and finished the year with an operating profit despite the slackening tempo of shipbuilding generally. J. Howard Pew, president of the parent Sun Oil Company, revealed today in his annual report.

Mr. Pew resigned as head of the Sun Oil Company and was succeeded by Robert G. Dunlop. Joseph N. Pew, Jr. became Chairman of the Board. He also is Chairman of the Sun Shipbuilding and Dry Dock Co. board of directors.

The retiring President of Sun Oil has called for an end to remaining wartime controls on industry, asserting, "Until all these controls are ended industry cannot function efficiently and effectively to serve the Nation."

Sun Ship's production, the report states, included four tankers of the large, speedy Cimmaron type delivered to the United States Government; nine C-4 cargo vessels to the Netherlands Government; and two large, modern tankers to a private operator.

Repair Work is Heavy

A tenth cargo vessel, launched in November, was delivered to the Netherlands Government shortly after the first of the present year, completing this sizable postwar order.

Although the ways at Sun Ship were empty of keels at year's end, drydock, repair and reconversion work was going on at an accelerated pace and gave promise of continuing at that tempo.

Sun Ship also was active in the

fabricating of equipment for refineries, particularly gas towers and tanks, and catalytic refining facilities.

Employment at the shipyard dropped from 11,495 to 4,381 during the year. The payroll totaled \$24,691,721.

Transportation activities of the parent Sun Oil Company during 1946 were concerned principally with the restoration of its tanker fleet to pre-war size.

Replace Lost Tankers

To replace war losses the Company bought from the Maritime Commission two T-2 tankers with a crude oil carrying capacity of 115,000 barrels each. These vessels were renamed the S.S. MERCURY SUN and the S.S. SUNOIL. Purchase of a third tanker of the special T-3 type, equipped with Sun Doxford Diesel engines, with a 130,000 barrel crude oil carrying capacity, was negotiated and delivery was made early in 1947. This vessel was re-named the M.S. ATLANTIC SUN.

A 30,000 barrel tanker named the M.S. DYNAFUEL, used in products delivery service, was also purchased in 1946.

With the acquisition of these tankers, the crude carrying tanker fleet now numbers 16 vessels with a capacity from Gulf Coast ports to the Marcus Hook refinery of 120,000 barrels a day.

Gross business of Sun Ship in 1946 totaled \$63,964,112, including \$2,214,673 of inter-company sales. Net income after taxes was \$1,893,238, or 2.96 per cent of the gross.

Few War Freighters Unreturned

Of 900 merchant vessels requisitioned for war service, only 25 remain to be redelivered to their owners, the Maritime Commission announces. The ships already returned include 460 dry cargo carriers, 341 tankers, 36 passenger ships, 34 colliers, three barges and one cable ship. Still to be redelivered are 20 passenger ships and 5 dry cargo vessels.

missed. Here's hoping his recovery will be speedy and complete.

Our old friend, John W. Stevens of 74 Dept., has just been recalled to serve his first love, as it were, the Mutual Benefit Association. Jack, who was one of the founders of the Mutual Benefit but who has been inactive for many years, now has been pressed into service again as a Director, by virtue of which we are sure the Mutual Benefit will gain a valuable asset.

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FANTASTIC ICE SCULPTURES were made during the cold weather of mid February. Guard Tom Welsh views a setting on one of the piers.

PAINT SHOP'S SPLATTER

By H. Thompson

The "Fighting 69th" again goes to press with a new columnist introducing your reporter, H. Goatford Thompson, so now you know where to deliver the news of interest; any and all contributions will be welcome.

For sometime now we have been receiving complaints as to the dearth of "cigar passer-outers" in 69 Dept. This we hope to remedy in the near future. Contestants in the "Diaper Derby" are as yet limited to two entries, M. (Jack) Umphlett and yours truly.

However, in the livestock and pet department (no cigars) business is booming. Pete Childs is the owner of nine boxer pups and the "Bar-None" Goat Ranch announces the arrival of twin "William goats".

Clarence Johnson, of boat-top and fowling fame, reported faithfully to work all during the bad weather we recently endured only to be confined at home by illness since then. Hope to see him back with us soon. Jesse (Gus) Schelling, his very able partner, has kept things stirred up but, Hey Gus, where did you hide the "moon-poles"?

Bob Phillippi is now off our sick list as is our most eligible bachelor, Hewlett Greenwood.

Best wishes to Walter Hancock whose wife is recovering from an operation.

We understand our former co-worker, Harry Kilpatrick, is still basking in the Florida sunshine (when available).

Ed Robles is commuting weekly to his Jersey plantation. How do you

plant a garden on week ends Ed?

Our Paint Shop bowling teams are valiantly fighting with the best of them.

The "B" Team deserves special mention as the boys went into first place. We're all rooting for you.

This concludes our initial newscast with the hope that coming news events will be more abundant. (Let us in on them, Huh.)

* * *

NEWS FROM 80 DEPT. STOREROOM

By F. Corcoran

Bill Connor challenges anyone in 80 Dept. to beat him in raising garden vegetables this year. In addition to a variety of other vegetables, he said he is going to raise Jersey tomatoes on Pennsylvania soil.

Samuel Rodgers is back to work again looking fit as a fiddle. He recently underwent an operation for appendicitis.

Tommy Leeson, popular band leader and Leader of trucks in 80 Dept., is confined to his home with a severe illness. We all wish him a speedy recovery.

Stella Zabitka, typist, is also on the sick list.

Herbie Rosenberg is all pepped up over the advent of Spring. He's getting his fishing rods and tackle ready for an anticipated many weekends of fishing at Ocean City, Maryland during the Spring, Summer and Fall.

Many Happy Returns of the Day to Frank Cullen on March 14th. That was his birthday and we hope he enjoyed his ice cream, cake and candles.

34 DEPARTMENT

By Chick and Toots

We are all glad to see old Jack (Gramps) Taylor back on the job after his operation. Good luck, Jack.

The golfing feud between "Tool Room Willie" and Harry (Porky) Fry has come to the point where they both agree Willie should play golf by radar.

We hear that Gene (I'll never smile again) Perkins is home from the hospital. We hope for a speedy recovery.

Supt. Flanigan's and Mr. Van Horn's offices are getting a thorough spring house cleaning. It certainly makes a big difference what a little paint will do.

After living at the turkish bath off and on, Nick DeMarco decided it would be more comfortable to sleep in a bed so he moved to the Eddystone Hotel.

Ed (Pappy) Woolsey came all the way from Wilmington and he knew there was something wrong with him but he couldn't figure it out till he got to the yard. He had forgotten his teeth and had to drink his lunch.

Joe Rispoli is going in for the feathered flock. Anybody having any chicken houses or chickens for sale, Joe is in the market for same.

THE "MYSTERY" MAN



THOMAS CROMPTON, of the Office Team, is the bowler whose identity was not revealed in the March issue of OUR YARD. Only the back of his head and body were shown. While many readers picked Mr. Crompton, others went wrong. A large number guessed that the "Mystery Man" was John Anderson.

FROM 68 DEPARTMENT

By Half-Hitch

Ever since the last issue the old hat doesn't fit the same. OUR YARD referred to this writer as "Editor". We have been called many things before, but nothing so refined. Boy, how we like to put our neck out.

Since March 10th, we have been having 45 minute lunch periods and a lot of interesting stories are heard. Just the other day, Big Ed McGowan was quoting poetry. It is a sure sign of Spring when a rigger starts that.

Joe Ryan has a big nut to crack now. It's a 1947 Dodge and he is sweating out his first bump.

Ex-Navy Chief Brown, the Cassanova of 68 Dept. gets that bleary look in his eyes everytime a Man-o-War passes up or down the river. It wouldn't surprise anyone to see him make a pier-head jump anytime. Brownie has been through the mill in the South Pacific and can tell us a lot about Sun-built ships in action.

Some of the boys have been talking picnic; one of these Rigging affairs where no one is related. All hands over 21 hope to be counted in.

Old "Popeye" Joe Magasick is back on the job and we are sure glad to see him.

Shipbuilding, like most construction work, has many angles. You may be called upon to sail on a ship to complete work that otherwise would hold up a badly needed ship, or you may be sent to any number of places to meet ships. Most of these times we are out with Dave Moorehead's or Ray Flanigan's gangs. These are the times when we really get acquainted with people and old man "Cooperation" works at his best.

Generally these jobs are hot ones. What we mean by "hot" ones is: The port Supt., Port Engineer, the Captain, the Chief, his assistants and Boss Stevedore all want to know how soon they can have steam, a winch, beam, or will the life boats be finished.

One night we were having life boat inspection. Everything was fine until we came to the boat plugs and discovered there was one rubber ball missing. This ball is only about one inch in diameter and in normal times would cost about one cent. It is very similar to the ball used in the child's game of Jacks, but here it was threatening to hold up the FLAGSHIP SINCLAIR. We found a little store open



THIS IS "MR. DIZZY", one of the few tom cats in existence who takes his milk in powdered form. Instead of lapping up a saucer of fluid, "Mr. Dizzy" prefers malted milk tablets fed to him by Olaf Martin, Dock Master. He usually chews up 17 at a meal after which he takes a nap.

that had a few balls with rubber bands on, which answered the purpose.

Our main office, which is Capt. Campbell's headquarters, is a most interesting place. This is where Time, Tides, Weather and Ship movements are talked about. All sorts of last minute requests are made here by Captains of ships that really take some fast stepping to fill. We have known Captain Campbell to get an anchor chain out of a Chain Works at night when the Works were closed. We have seen him get Pilots, Compass Adjusters, Tow Boats when everyone in the world was screaming his head off for the same things. We even saw him get 250 cartons of cigarettes in one hour, after everything was closed, for a ship that was sailing.

Last issue we made a statement about sailing on all types of ships. As a matter of fact, we thought we took in about everything, but never — never did we sail on a "Mother's Little Helper". Oscar Paulson said it reminded him of a trained whale the Atlantic Fleet had in 1912 when he was in Collier service. This trained whale would come along side after dark and take men ashore that were jumping ship. The whale kept this up for years, but finally gave it up when the sailors started wearing wrist watches and fountain pens.

John Lamont shook hands with us Friday, March 14th for the last time in the yard. John, who celebrated his 72nd birthday, March 7th, decided to take it a little easier from here on out. Records don't show just how many splices John has made in this yard, but if they were put end to end they would reach a lot of places.

PURCHASING DEPT. — 94

The news events of this department are topped with congratulations to Mr. Paxton on becoming a grandfather again, for son and daughter-in-law, Mr. and Mrs. Joseph Paxton, are the proud parents of a boy.

Week-ending in New York March 15th, Miss Dorothy Smith and friend Miss Evelyn Jennings enjoyed the sights and the play "Lady Windemere's Fan".

The flower show attracted many, amongst those enjoying the beauty of the show March 18 were Misses Peggy Jones and Ruth Shull.

St. Patrick and Miss Dorothy Smith had celebrations the same day, so we all helped Dorothy with her celebration as well as the ice cream and cake.

George W. Bechtel, a Sun Shipyard guard, died February 13 at his home in Media following an illness of several months. He was 62.

George was assigned to the Ration Board Office during the war period and his face was familiar to thousands of employees who stopped at his desk in the Maritime Bldg. for ration forms and applications.

He was born at Oaks, Montgomery County, but for 40 years had resided in Delaware County. He is survived by his widow, Mrs. Ellen Davis Bechtel, a son, George Jr. and a daughter, Mrs. Dorothy Bruton.

66 DEPARTMENT

By Frank Mosser and P. Embree

A well known Chester sportsman was seen in the saw filing room Wednesday. What about it Roux?

Mrs. Gus, the wife of "Shop" Gus, has returned from Florida to their "Mansion House" on Battle Creek Road.

Andy Gibbs, former saw sharpener, would like addresses of men who have moved recently as it is discouraging to stop at your old address and find you have moved.

H. Byers says he is not raising goats. What he did say was that they are getting his "goat".

Ross Carrier George says, "Last Friday night was the best night of all". Spring is sure in the air.

George Morris paid two dollars to a doctor to examine his head after a fall. George says the doctor could find nothing serious. We could have told George that free of charge.

Our carpenters did not complain of cold hands this winter. All that F. Mosser gives them to work is "Fir". (Fir—and that's a joke, boys.)

We have seen a lot of 66 Dept. old time baby pictures and you could not believe our men ever looked like those pictures. It could be the hard hats they wear now or else milk doesn't agree with babies.

The riggers last month remarked, "Once a ship arrives it is our job to nurse her into Dry Dock or Wet Basins, she is handled like a baby". By the look of the broken cap logs and ends of piers, I would hate to be one of their babies.

Do You Know That —

C. Penniwell was the first electric street car conductor in Chester — Joe Sage was a photographer's model — Johnnie Jenkins is a well known Chester yacht club member — Eric Lundberg was a cowboy — Fred Smith, 34 Dept., is a lover of flowers — A. Roux was a groom — George Long sells lamps as a side line — McGhee plays his talking machine Saturday mornings — Harry Wilson was a real estate operator — "Slim" Rankle ran a beauty salon.

67 DEPARTMENT NEWS

By F. Festus

Charlie Minor is still trying to speak Jamaica language around our gang. Old "Crack" Wallace is making him speak English and learn to write English so he can understand him. Old "Crack" is a tough leader to get past.

OUR YARD'S REPORTERS

There have been numerous changes in the list of departmental reporters for OUR YARD in recent months. In response to requests from employees who desire to supply news items, the revised list of reporters is given.

Please keep them informed on interesting personal items. They also are on the lookout for photographs of babies, engagements, weddings, hunting and fishing, etc.

OUR YARD'S inter-department phone number is 506. Please mark this correction in your department directory.

OUR YARD'S Reporters:

Wetherill Plant	Wally Stakoski
30-Sheet Metal Shop	George Lamey
33-Electrical	Morton Paul
34-Pipe Shop	C. Forwood & C. Thornton
36-Machinists	Dick Clendening
59 & 60 Depts.	Charles Risley, Jr.
66-Carpenters	Frank Moser & P. Embree
67-Cleaners	Frank Festus
68-Riggers	Barney McQuillen
69-Paint Shop	H. Thompson
74-Tool Room	R. Gilbert
78-Hull Drafting	Frank Pavlik
80-Storeroom	F. Corcoran
88-Guards	J. Brennan & D. Morris
Office	M. Mae Scott
Payroll & Bond Depts.	Peggy Tracy
91-Timekeeping	H. Obdyke
94-Purchasing	(call department)

Our foreman, Mr. Gatchel, was on a trip down the river to get a line on this big job that we have on at the yard at the present.

We have some of our old boys back in the yard after a three week's absence. Lots of luck boys.

Albert Roberts is back after a bad case of sickness. Take it easy Albert and keep out of the draft.

Dave Brooks is still wearing the same cap that he had before the war. Good old Dave is still making his trips around the shipyard and going strong.

The Rev. James E. Hamlin, Pastor of the First Baptist Church of Marple who works on the third shift, is holding a two weeks revival at his church and the boys of 67 Dept. are wishing him great success and plenty of converts.

Frank Festus is a very busy man these days scooping news for 67 Dept.



DONALD FREEDMAN, 8 year old son of Nathan Freedman of 80 Department, is an excellent violinist. He has been recently entered in the Ornstein School of Music.

Rescued by Sun Oil Tanker

Emerging from a dense fog bank on January 27 the motor barge under command of Captain Peter A. Tuveson sighted a vessel a half mile ahead sending distress signals.

Heaving to and hailing the stricken boat, the Sun crew learned that she was the 65-foot fishing vessel, "June Bride," out of Greenport, Long Island, stove in at the bow and in a sinking condition.

The Sunoco took the sinking ship in tow, and headed for Bridgeport, Conn., notifying the Coast Guard of the derelict's condition by radio telephone.

Two hours after sighting the fishing boat, the Sunoco turned the tow over to the Coast Guard crash boat, "Blondie," and proceeded on her run from Providence, R. I., to Newark, N. J.

On December 1, 1946, the M/S Texas Sun played a leading role in locating and removing a floating menace to navigation in the Gulf of Mexico, thereby earning a "Well Done" from District Coast Guard officials.

GETTING RID OF SUN SHIP DIRT

(continued from page 6)

is enormous. Out in midstream, where the current is in constant action, less silt is deposited, the current serving to scour the channel. However, around the wet basins in the Shipyard, there is dead water and the mud settles to the bottom in the basins and off the

docks. The eddies, just outside the docks, also help to carry mud into the basins.

Few persons in the Shipyard know that at No. 3 Way Wet Basin, for the operation of the dry docks, about 50,000 cubic yards of maintenance dredging must be made each year. At No. 2 Way Wet Basin, about 14,000 cubic yards must be dredged annually to keep a proper depth for the ships that come and go. At No. 1 Way Wet Basin, about 18,000 cubic yards per year and at No. 4 Wet Basin, about 16,000 cubic yards per year. There's a total of almost 100,000 cubic yards annually.

All dredging work in the Shipyard comes under the direction of W. G. McNees, head of maintenance, and his men.

When it becomes necessary to clean out the wet basin, the dredging outfit, using highly modern machinery, sets to work with its clam shell bucket that opens wide when it drops to the bottom. Then one side of the bottom is closed and with a sweeping motion the mud, muck and silt is scooped up. The open side is closed tightly and the bucket is raised with its contents and swung over a scow which is moored to the side of the dredge. This scow has five or six pockets or compartments. When each one of these is filled to the brim with oozy mud, a tug comes along and tows the scow to a location on the Jersey side of the river opposite Chester. Doors in the bottom of the scow are open and the mud pours out into the bottom of the river again. However, there is located at

that spot a suction dredge equipped with a large pipe line that extends back on the marshes. This suction dredge picks up the mud which has been left by the scow and pumps it ashore to make new land.

Meanwhile, the dredge at the Shipyard is operating 24 hours a day with 3 shifts of men in order to speed up the work of getting plenty of depth in the basins. Sun Ship maintains inspectors on board the dredge to see that the scows are filled to the limit and that the dredging is done efficiently.

The dredge is an all important factor on water front construction. In building a wet basin for instance, the first piece of equipment to arrive is the dredge. This removes enough mud and other material to get sufficient depth of water for other floating equipment. After it has done its work, the floating pile driver sinks the piles upon which the super structure of the piers is laid.



CONDOLENCES are extended to the family of GEORGE ZAMBETIS, who died January 20, 1947. He formerly resided at 1403 E. 11th Street, Eddystone, Pa.



MEMBERS OF THE "RIDING CLUB", formed by North Yard girls, spent Sunday, February 2nd at Atlantic City. Shown in the group are: Kas Coonan, Mary Leary, Anna Jean White, Jane Pietras, Helen Deutch and Gladys Hines.

Our April Cover

"On Their Way" is an appropriate title for the picture. A Sun-built ship is seen leaving for a distant port. Wild ducks are on the Spring flight to Northern breeding grounds. Both carry the spirit of the sea and wide open spaces.



Swinging Out to Sea



SMALL BOAT was set down in river by crane. Note that the Sun Ship employee isn't taking any chances and has arm around line.



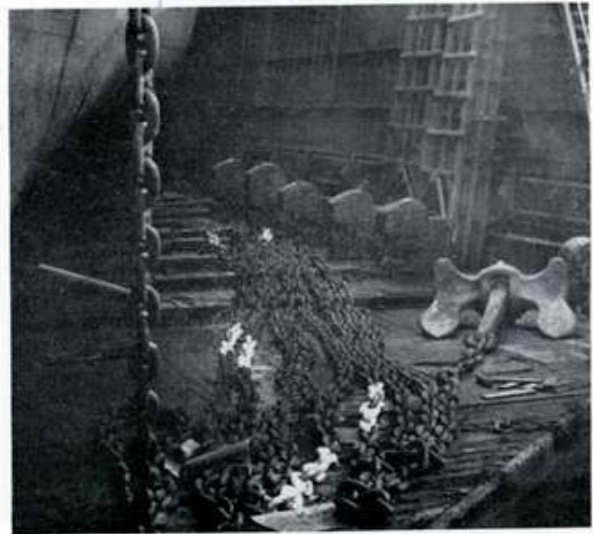
ALL SET TO SHOVE OFF in their toboggan is a group of North Yard girls, who spent the weekend at Sky Line Inn in the Poconos. The party consisted of Kas Coonan, Dora Kacuiryna, Bobby Null, Gladys Hines and Anna Jean White. The girls also enjoyed the skiing.

Obituary

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

Number	Name	Address	Date of Death
86-2	J. Maher,	1418 Grant Avenue, Woodlyn, Penna.	Feb. 18
47-358	W. Keefer,	628 Freedom Road, Woodlyn, Penna.	Feb. 24
65-115	A. Caleffi,	6524 N. 21st Street, Philadelphia, Penna.	Mar. 20

Chain and Anchor on Drydock



STRIKING STUDY of equipment is shown here. Size of chain is indicated by the links dropping from the ship.

Ever Seen a Smashup?



It gets you—being there during those interminable minutes before medical help arrives. The suffering. The anxious waiting. The intense, helpless desire to *do something* for injured human beings.

Then—the feeling of relief as competent hands take over!

Often it's the Red Cross first—bringing comfort and skilled first aid—before the doctor comes.

Yes, your American Red Cross mans 12,000 highway first aid stations and mobile units to fight the terrible toll of America's fourth big-

gest cause of sudden death—accidents.

Too, your Red Cross works continuously to *prevent* accidents. Sound programs for water safety and home safety save countless lives *every day*.

Think about *that* when your American Red Cross neighbor comes to call. Think—and give gladly to *your* Red Cross.

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

SUN SHIPBUILDING AND DRY DOCK COMPANY

PICTURE QUIZ: Which of these five people gives the right reason for buying U.S. Bonds?

(ANSWER BELOW)



1. Easy to save! "I'm putting my money into U. S. Bonds because it's the *easiest* way for me to save. Under the Payroll Savings Plan, I put aside a regular amount each week for Bonds. So far, I've saved \$500 without missing the money!"



2. Good investment! "Getting back \$4 for every \$3 I invest—the way I will in ten years' time with U. S. Bonds—is my idea of a *good investment*. I know it's safe and sound, too, because it's backed by Uncle Sam. Buy Bonds, I say."



3. Plans for the future! "Ten years from now, the money I'll get for my U.S. Bonds will help to send my kids to college, or buy our family a new home. I think that buying U. S. Bonds is the wisest thing a family man can do."



4. Fights inflation! "I want America to stay economically sound. That's why I'm putting all our extra dollars into U. S. Bonds. It's like buying a share in our country's future prosperity!"



5. Rainy day! "Maybe a rainy day's coming for me. Maybe it isn't. But I am taking no chances. That's why I'm buying all the U. S. Bonds I can through my Payroll Savings Plan."

THE ANSWER

Every one of these people gives the "right" reason—because there's more than one right reason for buying U. S. Bonds.

Whichever way you buy them—through Payroll Savings, or your local bank or post office—U.S. Bonds are the best investment you can make!

Save the easy way..buy your bonds through payroll savings
SUN SHIPBUILDING AND DRY DOCK CO.