

Our Yard



SUN SHIPBUILDING & DRYDOCK COMPANY—MAY, 1947

Tribute to Our Veterans



ON May 7 we celebrate the second anniversary of victory on the European front.

On May 30 we pay tribute to those who laid down their lives for their country.

We honor the 18,331 Sun Ship employees who left the yards to join the armed forces of America.

With pride we salute the 4,772 veterans who returned to the shipyard when their task was done; many are still with us.

It is with deep reverence that we bow in prayer in memory of our 242 young men who died in the uniform of their country during World War II. May they rest in peace.

Vice President

Sun Ship Comes to Aid of Cupid

WHEN Miss Eileen E. Duck arrived from Holland at Sun Shipyard some weeks ago on the GRONINGEN, her sweetheart Herbert G. Sharp, former Canadian soldier, was not on hand to greet her. He was snowbound deep in the Canadian woods and had failed to receive the telegram which she had sent. This was a real calamity because the other passengers on the GRONINGEN had left the ship and Miss Duck was alone.

Then Sun Ship took a hand in the romance. Lew Hazlett, of the Main Office, got in touch with Mr. Sharp's partner, Ken Bell, in Toronto, and by 4:51 in the afternoon the young woman was on her way to Toronto by way of Buffalo. Employment manager, Eugene E. Vickers, Jr., escorted her to Philadelphia and saw her safely on the train. Even her luggage was handled without any delay.

Miss Duck, who is 22 years old, is a native of Holland and met the young Canadian soldier when he was on duty in Europe.

After she was safely in Toronto, the young woman wrote a fine letter of thanks to Sun Ship and addressed it to Mr. Hazlett. In it she said,

"I am sorry that such a time has elapsed since my arrival in Canada and this little note. I really did intend writing you earlier but a new country, new faces, and—well you know the rest.

"You might be interested to know that Ken Bell could not locate Bert as he was traveling in Western Ontario and so he met me at the station. Ken and his secretary looked after me for a full week and then Bert arrived in the city.

"He went to Ken's office expecting to find some letters or maybe a telegram saying when I was coming but Ken started kidding him and telling



MISS EILEEN DUCK

him there was no mail and then later phoned me and put Bert on the line.

"Bert was nearly dumbfounded at hearing my voice and came immediately over to my hotel. What a wonderful reunion.

"Unfortunately, he had to leave the city again first thing Monday morning and I am seeing the country.

"We are as you will note in Niagara Falls. What a beautiful spot this is. I have never seen anything like it in my life. We have been here all week and have seen quite a bit of the surrounding country. We are going back to Toronto tomorrow morning but imagine will be out somewhere else seeing some more country starting Monday morning. As I told you, Bert is a traveller.

"I do want to thank you most sincerely for the wonderful way you looked after and helped me while in Chester. I do not know how I would have got on without you. It was certainly very pleasant to arrive in a new country and meet such a kind gentleman as yourself. I appreciate the way you went out of your way to help and all that you did for me. I have told Bert all about the way you helped me and he wishes me to express his appreciation along with mine.

"Thanking you again, hoping to see you if you ever come to Canada or if we ever are in Chester. I am,

Yours sincerely,

EILEEN E. DUCK"



JEANETTE SWIFT, our first woman machinist's helper, is indicated by arrow. She is with a group of women defense workers at the Allison tube plant who were trained by Foreman Carl Boettger.



In middle picture, Jeanette, promoted to be an expeditor in the Sheet Metal Dept., is seen with her father, William C. Swift, then employed in 46 Dept. Finally, in the bottom picture, we see her today; mother of a ten month old daughter, Sonia Cheryl, an American housewife, proud of her part as a war defense worker.

She Helped Make History

Jeanette Swift
Sun Ship's First Woman Mechanic
Tells of War Job

Now a Housewife

What became of Sun Ship's women war employees?

On this second anniversary of Victory over Hitler's armies, OUR YARD presents the answer in the story of a 20 year old girl who became the Shipyard's first defense worker.

BY ROBERT B. VALE

TWO years ago, May 7, 1945, Germany surrendered and the end of World War II was in sight. Out in Central Yard a young girl breathed a prayer of thanks; then turned to her work. A few months later, August 10, Japan quit. The great conflict was ended and on September 4, 1945 Jeanette Swift, of the Sheet Metal Shop, left the great Sun Shipyards, married and took up another noble career—an American housewife.

Jeanette Swift helped to make history. SHE WAS THE FIRST WOMAN DEFENSE WORKER EMPLOYED AS A MECHANIC BY THE SUN SHIP-BUILDING AND DRY DOCK COMPANY.

In paying tribute to her on this second anniversary of the defeat of the Nazi forces, Sun Ship also honors the thousands of other fine women who donned overalls and aided in building ships that helped win the World War. Never forget that there were 2,681 women on the shipyard payrolls at one time in December 1943.

They were a grand group. You saw them in the Fabricating department. You met them in the Mold Loft. As welders they toiled under the blinding rays of summer suns and the chilling blasts of bitter winters. The last place one would expect to see women working is the Boiler Shop—but our girls were there. We had women Electricians. One of the prettiest youngsters in the Yard operated a crane, high in the air. Women did well in the Copper Shop, Machine Shop, Tube Mill, Storeroom, Pipe Shop and Salvage Yard. Then, there were women Guards to help protect the plant; women to drive the trucks.

One of the most unselfish and impressive acts on the part of these women defense workers was the way they gave up their jobs in the plants to make way for our returning young veterans. Eugene Vickers, Jr., Employment Manager, has said that he did not hear one real complaint on this score. The feeling virtually was unanimous among the women that they had been called into defense work in an emergency and when the war ended, their task was finished.

She Helped Make History

Jeanette Swift was an illustration. She came to Sun Ship at the age of 20. She resigned just 24 days after Japan was crushed. Four days after that, she was a bride. Today, as the mother of a ten month baby girl, Sonia, she plans only to build a home, be a loyal wife and good mother.

There were four of the Swift family employed by Sun Ship. William C. Swift, the father of Jeanette was employed in 46 Dept. William C. Jr. was in the Fabricating Dept. He joined the Navy, took part in the invasions of Jap islands in the Pacific and, returning home to visit his sick mother was killed in an auto accident after leaving her at the Chester Hospital. Curtis G. Swift, a younger brother, was in the Electrical Dept. He, too, joined the Navy and was sent to the Pacific. Jeanette married S/Sgt. Stephen Chechila, who served five years in the army.

There you have the story of a family's loyalty to Country, service to Nation and Defense work.

Jeanette Swift Chechila, our first woman Defense worker, was asked to describe her experiences in the plant. Here is the reply just as she wrote it:

"In reply to your letter of the 27th, I am sending at your request the only picture I have of myself taken at the yard. It is a picture I had taken while working in the Sheet Metal Shop, shown with my father. This was taken shortly after my brother, William Carlton Swift, Signalman 2/C, was killed in an auto crash in Chester while on emergency leave. Prior to his enlistment in the Navy, he worked for Sun Ship in 47 Dept. and a younger brother worked in 33 Dept. before he entered the Navy also. My father worked in 46 Dept. for over five years.

"As your records show, I worked in Sun Ship from October 1, 1942 until September 4, 1945. We, of the Swift family, liked working at Sun Ship very much. It always seemed like home.

"You asked how I came to work for Sun Ship. My father had an application lying around the house so, I filled it in and the part where it had 'type of work desired', I wrote, 'DEFENSE WORK FOR WOMEN OF ANY KIND'.

"To my knowledge there were no women in defense plants as yet. So after sending in the application, I immediately forgot about it. There-



fore, I was quite a surprised person to receive a letter six weeks later asking me to come for an interview. I was even more surprised when they hired me as a mechanic's helper to begin at the rate of 80½ cents per hour. (Incidentally, that seemed like a small fortune at that time to a young girl.)

"We began working the next morning at the Allison Plant and I'll never forget it. I walked in with a pair of white cover-alls on. As the result, the men began laughing and kidding me about it. Before long I found out why. Soon spotless white cover-alls were all dirty and oily.

"I began working at the Allison as a driller under the supervision of a fellow employee. I was taught how to drill holes into small bushings with a hand drill. These were driven into holes in the tubes. As the weeks went by, I learned to inspect tubes and to gauge them and was paid at the rate of 88c per hour. A year later, I was sent up to Central Yard Tube Mill. There I learned to operate one of their welding machines and a drill press.

"Then, I was transferred over to the Sheet Metal Dept. to learn expediting. This proved to be even more interesting work which I liked very much. My job was to see that materials which were needed for various jobs were found, received and sent out accordingly. My new job gave me the opportunity to get around the yards and see what types of work women were doing in various departments.

"It could plainly be seen that women were successfully proving themselves as defense workers and doing a good job. I've seen both young and elderly women all work-

ing together and doing everything from mechanic's helpers to welders or burners, small crane operators and a great deal more. There just seemed to be no limit to what they could do next when it came to learning new jobs and responsibilities. And as the time passed, they proved themselves even more.

"Often, when I meet other women who used to work at Sun Ship, I hear them say how much they miss the Yard and the good times we had working there. We all agree that we wouldn't exchange our Sun Ship experiences for anything.

"At the present time, I am engaged solely in the duties of my home. I was married four days after I left Sun Ship to my fiance, S/Sgt. Stephen Chechila. He had served five years in the army (3½ years overseas). We now have a baby daughter, Sonia Cheryl, who is just 10 months old. Thanks to my job at Sun Ship, I was able to earn enough to save a little.

"We are planning on building our own home next spring on the several acres given us by my husband's father and those savings will be a great help towards getting our home built. It is a wonderful feeling to be able to work side by side with a swell husband towards the building of our future together.

"At the present, we are living in a small bungalow on my father-in-law's farm. My husband is working and training to be a construction supervisor.

"I have many happy memories of the Yard and will always remember the different types of work I learned to do and how interesting each job was.

Sincerely yours,
MRS. STEPHEN CHECHILA, JR.
(Jeanette Swift Chechila)"

We Want More Photos

There's a nice representation of children's pictures in OUR YARD this month. Many thanks to the parents and our reporters for sending them in.

Keep getting them to the Editor. Also send along any photos of engagements or marriages. And don't forget the fishing pictures and photos of boats.

MOVING DAY AT MAIN BUILDING



(Top) — Controller Charles H. Doyle is shown with George W. Turner and Charles A. Pfahler.

(Middle) — New Stenographic Office. Marian Parker, Helen Shallett, Anna May Sulger, Jane Roberts, Helen Scott and Eleanor Crompton.

(Bottom) — Salary Paymaster Clifford Forney and John K. Bennett.

REMOVAL of the Payroll and Bond offices from the North Yard building to the Main building in Central Yard was the major transfer during March. All the equipment including the large intricate and delicate machines used in getting out the checks and in tabulation were moved and set up over one week-end. Sound-proof partitions were installed and there was a complete renovation and repainting of all the offices involved. The entire task was finished without any interruption in routine. All of the groups on this and the opposite page were affected, more or less, by the shifting of personnel.



Cost Dept. showing, left to right: Robert Hibbert, Frank Moonan, Edward McGinley, Watson Proctor, Gertrude Higgins, Nell Drain, Charles H. Yeager, Victor Littwin, Richard Horn.



Anna Preston, Helen Schmidt, Stella Rustark, Kathryn Fahey, Harry White, Edward Morgan.

WHEN PAYROLL FORCE CAME IN



Back row: Sue Witmer, Edna May Emery, Jane Heavey, F. L. Willcox, David Owens, in charge of Payroll office, and Mary Ferry. Front row: Frank Wilson, Jean White, Ruth McKinstry.



(Top, left) — Sara Connolly, Jerry Bruggeman, Norma Owens, Mildred Brauer, Sally Suidowski, David Owens, Charles Wahl, Jane Pietras, Kathryn Coonan, Mary Leary, Ethel James, Florence Bell, Andy Pescatore.

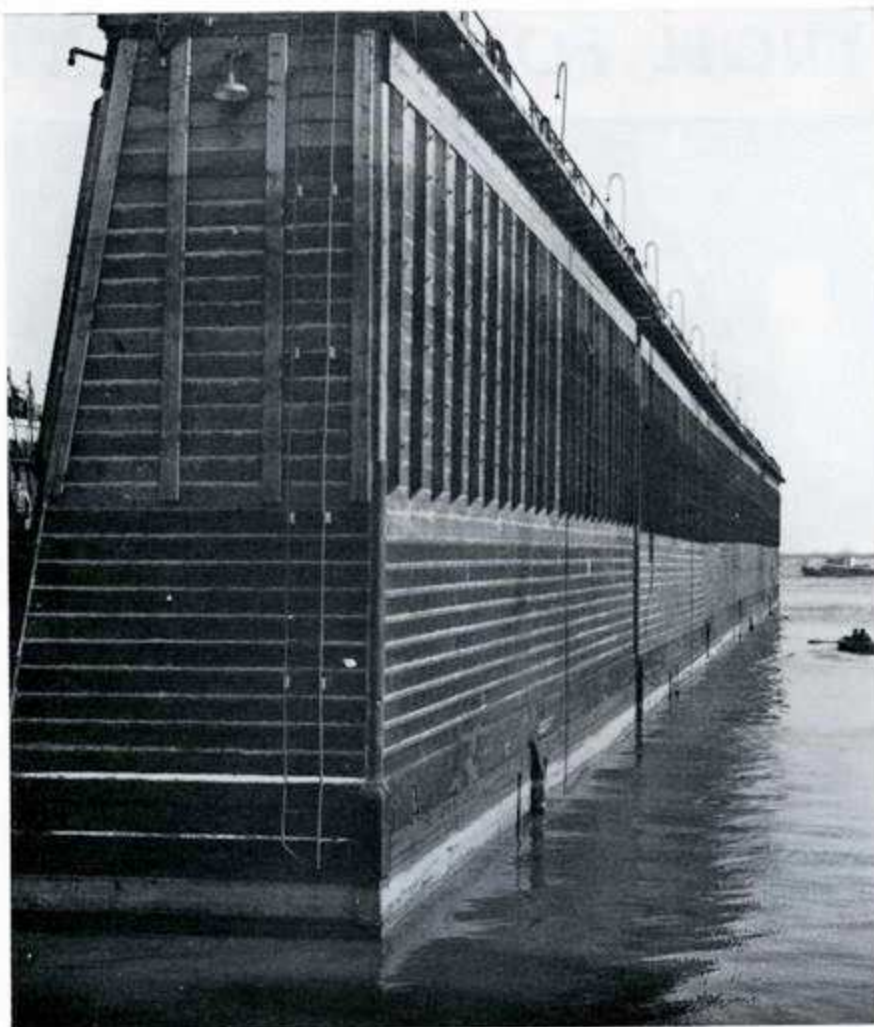
(Above) — Marge Krommer, Ed Bauman, at desk, Peggy McKinney, Anna Tomasitis, Rose Merletti, Peggy Tracy, Marion and Rita Suidowski at machines.

(Top right) — **TABULATING MACHINE ROOM.** Jean White, Helen Hury, Theresa Di Placido, Doris Gallagher, Carl Flammer, Milton Gordon, Paul Sigmund.

(Middle right) — **MUTUAL BENEFIT.** Elsie Massey, Preston C. Lilley, R. Crompton.

(Right) — **MAILING ROOM.** L. C. Hazlett, Jr., John A. McDonald.



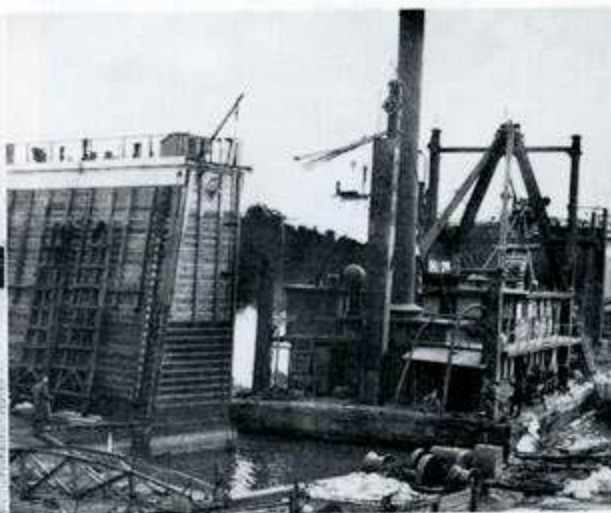


SCENES ALONG OUR WATER FRONT

BIG DRY DOCK (left) appears to be floating out on the Delaware river but it is anchored safely while the Wet Basin is being deepened. Great size of structure is shown in comparison with rowboat half way out.

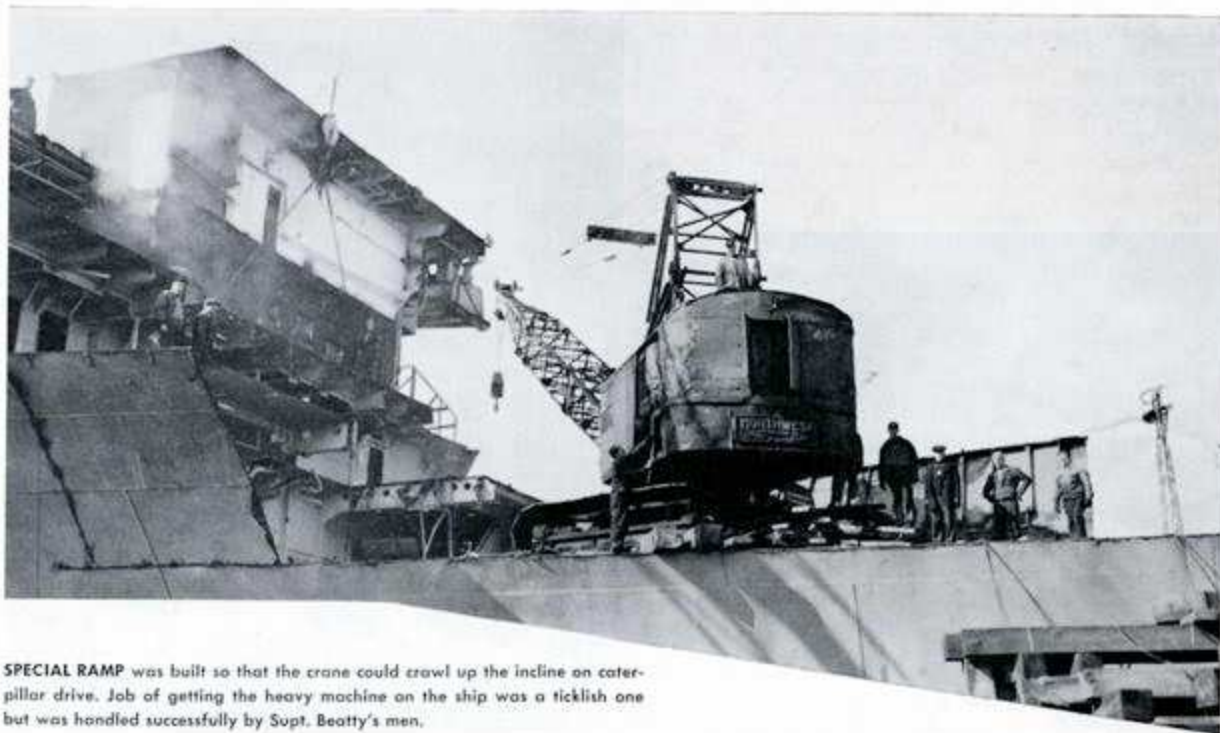


BARGE, TUG, CRANE at end of pier show an unusual view of the Shipyard.



DREDGE, BARGE AND DRY DOCK are crowded into small area while wet basin gets an overhauling.

EIGHTY TON CRANE ON "RANGER'S" DECK



SPECIAL RAMP was built so that the crane could crawl up the incline on caterpillar drive. Job of getting the heavy machine on the ship was a ticklish one but was handled successfully by Supt. Beatty's men.



These pictures show the piles of scrap steel and iron that are being shipped out of the Yard to steel mills almost as rapidly as the RANGER is being demolished by Sun Ship workmen.

The large sizes of the steel and iron fragments indicate that the former aircraft carrier is being taken apart wholesale. Huge sections are cut away with burners' torches and the pieces of steel are lifted out by means of the cranes. Some of them weigh many tons. After being removed from the ship, the steel scrap is loaded on the cars; some of it going to the salvage yard and others being sent to the furnaces without rehandling.

With the "B" League Players

PAINT SHOP PLAYERS (below) were winners in the first half of the "B" League season and held their grip well during the second half. Shown are W. Doyle and Capt. W. Ellbeck in back row with Marvel, Bartholf and Svini. (Right) Cranemen Team which fought hard for top place: M. Bullock and W. Reynolds, back. Capt. W. Sidner, J. Hobbett and Milne, front.



(Left to right) — In action are: Ed Ditchburn, Tom Toohey and W. Doyle.



LONG RANGE MERCHANT SHIP PROGRAM IN HANDS OF FIVE MAN BOARD

PRESIDENT Truman's appointment of a 5-man industrial board is the first post-war step toward setting up a long range merchant ship plan. It has attracted nationwide attention and is designed to meet the challenge of Great Britain and other European nations which are in a wild race to expand their merchant fleets and seize the shipping trade.

In Great Britain and Northern Ireland, 454 ships are under construction, compared to only a slim 64 in the United States, the latter including only seven passenger and combination cargo-passenger ships.

Holland is building 91 vessels; Italy, 87; Sweden, 66; Norway, 62; and France, 58.

In other words, Europe is building 818 ships to 64 in the United States. That's nearly 13 times as many as we are constructing.

The following were named members of the committee:

K. T. Keller, president, Chrysler Corp., Detroit; Marion B. Folsom, vice chairman, Business Advisory Council for the Department of Commerce and treasurer of the Eastman Kodak Company, Rochester, N. Y.; Andrew W. Robertson, Chairman of the Board, Westinghouse Electric & Manufacturing Co., Pittsburgh; James B. Black, president, Pacific Gas & Electric Co., San Francisco; and Vice Admiral Edward L. Cochrane, formerly chief of the Bureau of Ships, United States Navy, and president, The Society of Naval Architects and Marine Engineers. Mr. Keller was appointed chairman, and Mr. Folsom vice chairman of the committee.

The President asked the group to confer with the Navy Department and the Maritime Commission and leaders of the shipbuilding and ship operations industries. The committee is expected to hold hearings and to submit after its study "its recommendations as to the number and types of merchant vessels to be constructed annually under a stable, long-range program." The President also wrote that such findings will assist him in formulating legislative proposals to Congress and assured the committee that heads of the executive departments and agencies would be available for all possible aid.

In his letter, the President said that "with no new passenger lines and few cargo vessels scheduled to be built in the immediate future, the nation is not assured of the existence of a balanced and modern merchant fleet. This is a matter that concerns not only our commerce and trade, but our national security as well.

"Although our present need is primarily for passenger ships, our ship construction program as a whole merits careful consideration. As an important element of national security in connection with preparation for expansion in case of emergency, it is essential that shipbuilding skills be maintained by shipbuilders through an orderly replacement program of all types of vessels. Latest technological developments must be incorporated into our future cargo and combination cargo and passenger vessels as well as in the passenger liners if the United States is to maintain a trade as well as security requirements."

At the outset of his message, President Truman reviewed briefly wartime shipbuilding activities and gave reasons for the present shortage of passenger ships.

"Even before the war we had few passenger vessels," he wrote. "When we entered the war we shifted to the construction of mass-produced cargo ships in order to carry America's great production of war material

overseas. We used all our pre-war passenger vessels, one-third of which were more than 20 years old, as transports or fleet auxiliaries. Some of these were sunk or badly damaged and many others so drastically altered for war use that their complete reconversion to peacetime needs is not economically justified."

The action came after repeated reports that the President had been in consultation with key men in the shipping industry and the Maritime Commission, which has established proposed world trade routes for the American flag but which last year saw its post-war construction program eliminated in the Federal economy wave.

The President's advisers were said to have told him of the anxiety in the country's shipbuilding industry where fears have been expressed that the nation's "know how" in ship construction would die. Employment in the nation's private shipyards has been declining at the rate of 12,000 men a month for more than a year, yard spokesmen pointed out. As of the first of this year only 159,000 men were reported employed in the private yards and approximately half of them were engaged in repair or reconversion work.

The establishment of such a fact-finding committee is said to be a revival of suggestions made to the President more than a year ago by Secretary of the Navy James Forrestal and Vice Admiral Emory S. Land, as War Shipping Administrator. The Forrestal-Land proposal called for a committee of five outstanding citizens not associated with shipbuilding or shipping to be appointed to survey the need for a long-range program to preserve a nucleus of the nation's shipbuilding interest for the sake of national defense.

SERVICE PINS AWARDED FOR FEBRUARY, MARCH



H. BURKE, 34-5, is shown with Supt. Raymond Flanigan on receipt of 30-year service pin.

FEBRUARY

38-30 30 Years A. Moyer

33-658 25 Years A. Kestel
67-300 H. Blockum
68-54 G. Cline

SALARY ROLL

91-4 20 Years D. Owens

67-1 15 Years E. Gatchel

HOURLY ROLL

4-186 20 Years D. Monagle

33-31 G. Evans
34-125 F. Hartigan
36-83 J. Laird
47-84 J. Dougherty
67-400 L. Page
74-56 W. Adelman

47-132 15 Years F. Pepe

45-362 10 Years E. Anderson

59-115 M. Saneck
59-183 J. Iveschick
59-197 W. Thomas
59-725 A. Higginbotham
59-940 L. Auritt
60-198 E. Klock
67-1877 J. Evans
69-48 M. Hymovitz
74-118 G. Bramble
75-71 H. Collins
80-2726 R. Biggers
88-28 G. Linaweaver
91-74 J. Begley

MARCH

19-1 30 Years J. Wilkinson
34-5 H. Burke



(Top left) — H. BLOCKUM, 67-300 is shown with Supt. A. A. Norton who is presenting him with a 25-year gold service pin.

(Second row) — C. RILEY, 68-287, receives a warm handshake from Supt. A. A. Norton on completion of 25 years of service with the Company.



(Top right) — 25-YEAR SERVICE PIN is presented to B. Wilson, 47-33 by Supt. William Beatty.

(Second row) — SUPT. WILLIAM B. BEATTY presents 25-year service pin to W. Sherman, 84-32.

25 Years	
30-12	W. Vogel
36-8	J. Smith
47-33	B. Wilson
68-287	C. Riley
74-30	W. Shamof
74-54	L. Mouseley
79-27	E. McDade
84-32	W. Sherman

SALARY ROLL

20 Years	
99-5	M. Stewart

10 Years	
86-11	J. O'Rangers

DRAFTSMEN ROLL

20 Years	
33-20	C. Roan

15 Years	
38-66	F. McLarty
78-20	W. Joyce

HOURLY ROLL

20 Years	
8-12	C. Grant
8-546	J. Black
8-634	T. Nowak
34-14	Y. Linski
47-2812	W. Weldon

15 Years	
8-651	W. Anderson
30-2076	H. Forbes
34-154	C. Cox
45-27	W. Clark
46-14	E. Wood
47-1014	J. Kulish
51-512	R. Baughan
59-16	A. Green
69-110	S. Robles

10 Years	
34-741	F. Walden
36-127	J. Miller
36-730	H. Overline
36-1000	A. Merritt
42-233	J. Maness
42-240	E. Turner
59-579	J. Saulis
59-675	E. Ericson
59-4207	L. Myers
60-49	R. Swymeler
60-66	C. Schaeffer
60-77	H. Witman
60-89	L. Natale
60-320	C. Fisher
65-112	S. Calloway
88-20	G. Wood



When SUPT. JOHN WILKINSON, of the Wetherill Plant, was awarded his 30-year service pin by Vice-President R. L. Burke, he stated that he had started to earn a livelihood 53 years ago. He was only 14 years old when he went to work in an iron plant at Gartsherrie, Scotland. In presenting him with the gold service pin, Vice President Burke said:

"I want to congratulate you upon 30 years faithful service. All of us from Mr. Pew down appreciate your ability and fine loyalty."



(Top left) — ANOTHER 25-YEAR MAN is Walter Vogel, 30-12, shown here with Supt. Raymond Flanigan.

(Second row) SUPT. RAYMOND FLANIGAN congratulates J. Smith, 36-8, on completion of 25 years of service with the Company.

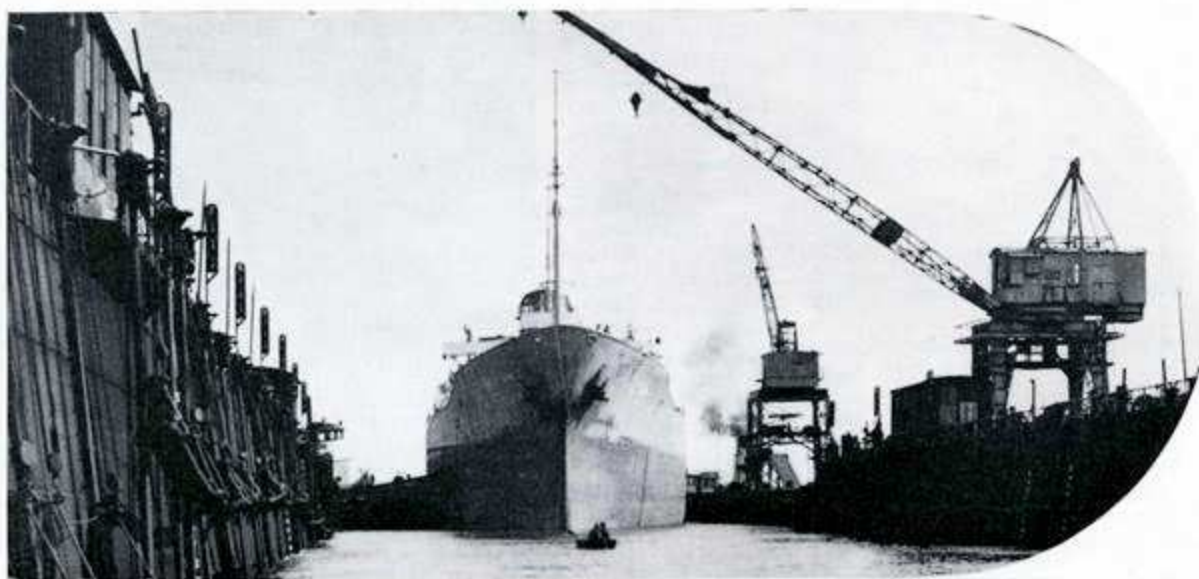


(Top right) — Upon completion of 25 years of service, W. SHAMOF, 74-30, receives pin from Supt. William Beatty.

(Second row) — L. MOUSELEY, 74-54, smilingly accepts 25-year service pin from Supt. William Beatty.



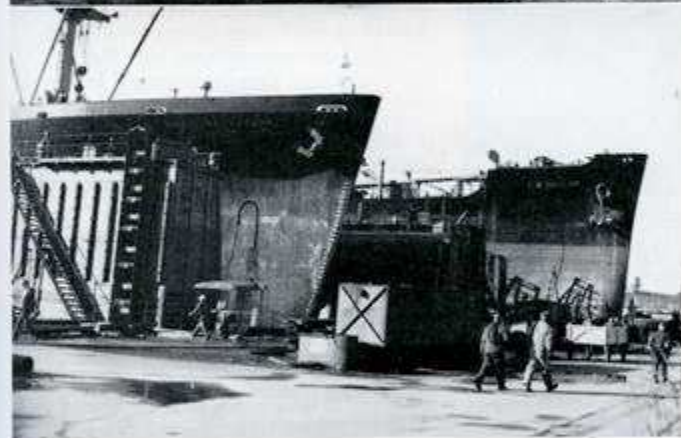
Activity in Repair Departn



M.S. AMERICA SUN is seen entering the Dry Dock (top of page). She was quickly overhauled, painted and engines repaired; then returned to hauling Sun oils.

THE PILOT BOAT DELAWARE (above, right) came here for a painting of the bottom. It was reported that with her new engines and rebalasting, the vessel behaves better than ever. Other old friends were the GULF CARIBBEAN (above, left) and Ferryboat JERSEY SHORE (left.)

ment as more ships come in



The above picture shows the **AMERICAN PACKER** and the **E. W. SINCLAIR**.

THE NORWEGIAN TANKER "MARINA," which came to the Shipyard for engine repairs is shown in the top picture. On board were several passengers including a 13 year old girl.

THE "AMERICAN MANUFACTURER," right, got an overhaul of two main Diesel engines. Quite an art is required for a job of this kind on Busch-Sulzer Diesel twin engines geared down to a single propeller but the ship was returned to the Southern S. S. Company in contract time.



The **"CLIFFORD D. MALLORY,"** top, a Liberty ship, was here for annual inspection and survey.

The lower picture shows the **SINCLAIR H. C.** (the H. C. meaning high compression).



36 MACHINISTS

By Dick Clendenen

A famous bard once observed that "In the Spring, a young man's fancy, etc." Guess the old boy knew what he was talking about—36 Dept's. Jack Fretchel just recently took unto himself a wife, and we find that Pete Yagle and Mike Grieco, both of 36 Dept., are just on the verge of taking this important step. All our best wishes fellows for much success and happiness in the future and may all your troubles be little ones.

36 Dept's. John (Jock) Laird is justly proud of the versatility of his son, Jack, Jr., when it comes to scholastic sports, having excelled in track and basketball, we now find him on the pitching mound for Eddystone High. Nice going Jack and here's hoping that your success continues and that your future may be bright and happy.

59 Dept's. "Brownie" Brownhill is still giving the crows a lot of trouble out in the country, but we are of the opinion that "Old Jim Crow" will soon have a respite, due to the inevitable call of the funny tribe. That is one call that "Brownie" has never yet been able to ignore, (and he is not alone brother).

At the time of this writing, Herb Taylor of 8 Dept., son of 36 Dept's. veteran Johnny Taylor is hospitalized, the result of a very painful and serious throat ailment. We sincerely hope that his recovery may be speedy and complete and that long before we go to press, he may be fully recovered and back on the old job again.

We received another letter from Al Mackubin and learn that he is still at Tampa, Florida enjoying the very best of health and having a wonderful time. He enclosed a picture which tells of the fishing much better than words. He sends all his best regards to all his old friends at Sun Ship.

The caliber of the present group of

apprentices in 36 Dept. has been the subject of conversation quite frequently of late. It is so manifest that we have all noticed it. They are all returned veterans and we certainly hope that they all continue to apply themselves and thus acquire the essentials to build for themselves and theirs a future filled with many of the good things of life and thereby be assured of a good measure of happiness.

We recently received a letter from our old friend "Big" Bud Goheen and learn that he has married a Seattle, Washington girl and settled out there. We always had real respect for Bud and trust that the future holds health and happiness for him.

36 Dept. can now boast of another up and coming aviator, John Lillig, having obtained a pilot's license. Nice going John and "happy landings."

80 DEPT.—STOREROOM

By F. Thompson

Congratulations to Mr. and Mrs. Henry Jones upon the birth of a boy,

Ernest Rickett, on Easter Sunday at Chester Hospital. Good news was in abundance at the Jones household as Henry Jr., age three, was released from the doctor's care after a recent automobile accident, and we are glad to hear he has completely recovered.

Ray Turner has given up the idea of a garden patch this year. "Farmer" Ray had met with lots of success prior to last year but we have heard that only the "hives" blossomed from last year's crop. How about it Ray?

John Phillips tells us he has recently finished renovating his estate up Clifton Heights way. Maybe now we will get to see a little more of John in the days to come; socially that is.

Mrs. Plummer has returned to her desk after a very serious illness. We are glad to see her back on the job and fully recovered.

Mack Council made a hurried auto trip to North Carolina the other weekend and tells us he has found a new and more direct route south. Look out Mack, United Airlines furnishes pretty tough competition.



ELEVEN WEAKFISH shown here were caught in Florida by Al Mackubin, formerly of 36 Dept. The largest fish weighed 4 pounds and the smallest ran more than a pound.

In The Spotlight

CHARLES McGUIRE

CHARLES McGuire is a vigorous, active chap, who has been a Sun Ship employee for nearly 30 years. There's nothing spectacular about him; he just keeps going along in an efficient, loyal way that endears him to his fellow workers.

"I'll bet that despite his 79 years, he could go to the top of one of the big cranes in Central Yard and do a bit of maintenance work with any of them," declared Supt. William Beatty in estimating the work of Charley.

It takes an unusual type of man to make a place in 84 Dept. Maintenance of the great cranes calls for workmen who can make repairs 100 feet above ground. Cool judgment, skill and iron nerves are needed.

To be sure, Charley puts in most of his time today engaged in shop work but what Supt. Beatty wanted to bring out was that in any emergency, McGuire could be relied upon.

The venerable employee has an interesting slant on life.

"Too many men burn themselves out," he said. "They try to do many things in business or trade. They tackle sports and athletic games, they throw themselves into politics or other public affairs. They can't take life easy. So they work and fret themselves to an early death."

Charley McGuire contends that he wouldn't be around today if he hadn't settled down to a steady gait in his



work. Come to think about it, the dizzy tip of the hammer-head crane requires a surefooted guy more than a sprinter.

Our friend McGuire was born in Baltimore and his first job was in a cotton mill. Evidently his system needed something more durable than textiles so he switched to iron and got a job at the Chester Pipe Mill. Later, he went to the American Steel Plant. He joined Sun Ship nearly 30 years ago. He has built up an outstanding reputation for reliability.

He also has raised a fine family of five boys and one daughter. He resides with his wife, and several children at 620 W. 6th Street, Chester.

OUR MAY COVER

One of the striking landmarks of Sun Shipyard is the huge hammer-head crane. Al Knott made this photograph which brings out the height of the crane in the busy setting at Pier No. 1.

Thanks for the Photos

The large number of Baby pictures in this issue came in response to our appeal last month. The editor of OUR YARD appreciates this fine cooperation and thanks the Yard Reporters and employees. Keep 'em coming.

PAINT SHOP'S PATTERN

By H. Thompson

Finny Futures:—There is a creaking of bones in 69 Dept. as our numerous veteran anglers salute the season by unlimbering their joints and uncorking their equipment, in anticipation of hooking the ones which got away last year. See Pete Hite for dipsies; he models them to suit your personality (if it's not too complex).

Diaper Derby:—Won by yours truly March 29th. Second place taken by Jack Umphlette, April 4th and if our underground information is correct show will be taken by Ray Wahl in July. The new fathers were conspicuous by their absence. (Nobody knows what we fathers go through.) Ray is our last hope for a "himage."

In Our Alley:—Well, the boys are getting anxious to break training with the rapid approach of the banquet and finals. Charlie Taylor rolled 641 and Pye Highfield soared to 230. What they rolled next you can guess. Oh brother!

From The Deep South:—Rumors have reached us that Col. Ira E. Dunn, in keeping with the times, has developed a new tobacco on his plantation that goes bu-u-rrrrp instead of shi-i-i-sssh.

Sick Boy:—Paul Jorgensen has returned to the list after several weeks illness and Cap. "Ivy" Malseed has resumed command of the float. Dry Dock Joe's whistle was missing from the yard for 4 days but he's back now with the same theme song.

* * *

SHIPWAYS YARD CHAMPS

Sun Ship's 1946-47 Bowling Contest ended May 2 with the Shipways team of "A" League defeating the Paint Shop team of "B" League by 18 pins.

The Shipways Champions were No. 13 in the League and the opening game was played Friday, Sept. 13.

The next issue of OUR YARD will give the final results as well as an illustrated article on the annual banquet, scheduled for May 8.

Junior Members of the Sun Ship Family



THESE THREE ATTRACTIVE YOUNGSTERS are the children of Mr. and Mrs. Anthony Del-Vacchio. The father is in the Machine Shop. Left to right: Jo Anne, aged 5½ years; Mary Lou, 4 months and Anthony Jr., 2½ years.



Above are EDWARD IRVING, 6 years, and JUDY IRVING, 1 year. The parents are Mr. and Mrs. Eddie Irving, the former being in 36 dept.



BROTHER AND SISTER are shown "watching the birdie." Left, Richard John and right, Bernice Ann Woleslagle. Their father, Richard Woleslagle, is employed in 33 Dept.



MARY E. GLAUS, 11 years old, is the daughter of Andrew B. Glaus of 74 Dept.



ANDREW B. Jr., 8 years old, is the son of Andrew B. Glaus of 74 Dept.



MARGARET MARY GAAL, 2½ years old, is the daughter of Bill Gaal of 36 Dept.

And Here Are More Children



MRS. W. CROSSEN, wife of W. Crossen of 36 Dept., with her children, Betsy Ruth and Catherine Jean, twins, and David.



CLAIRE SLOAN greets us with a smile. She is the daughter of Jack Sloan who works in 33 Dept.



ELAINE SMITH, 3 years old, is the daughter of Mr. and Mrs. George Smith, the father being in 36 Dept.

Spring

*Comes Spring — Best season of the year
Upon the heels of winter's cold
Bringing all that we love dear
Well worth its weight in shining gold.
The birds who travel from afar
Bring songs to cheer us on our way
And flowers, reaching for a star
Add happiness from day to day.*

*Comes Spring — Ah what a joyous treat
To young and old, both dark and fair
And kiddies romping in bare feet
Enjoying all the fragrant air.
Upon the lawn a robin sings
Glad for a chance to add his song
And make us dream of better things
From morn 'til night, the whole day long.*

*Comes Spring — Best season of the year
Which brings to us the fuller life
And makes us lose all thought of fear
Which haunts us through our daily strife.
I wish that Spring would always stay
To keep our spirit flying high
And drive all thoughts of gloom away
Then happiness would never die.*

H. OBDYKE

74 DEPARTMENT

By R. Gilbert

Congratulations to Mr. and Mrs. Harry Veit upon their 52nd Wedding Anniversary on April 2, 1947. Celebrated by a dinner at Inglenook Tea-room in Swarthmore and reception at their home, in Prospect Park.

We understand Harry MacPherson is coming along very nicely after his recent illness. "Atta Boy Harry," that's what we like to hear.

Bob Lee and Al Hancock are all set to go fishing this summer and expect to do plenty of it. Bob says he's going to get the first one coming in the bay. "We all hope?"

Mr. White and Associates:

We are sending our thanks and appreciation for your blood donors you sent us at the time of need. You can give our thanks to your donors.

We thank you.

Mr. and Mrs. Edward Abbott
Dept. 34-124.

Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the families of the following employees who died during the month of April.

C. Ruth, 33-37, Upland Road, Chester, Penna., April 3.

A. Moat, 67-297, 444 Leiper Street, Media, Penna., April 8.

Guy Miller, 34-89, 1116 Morton Avenue, Chester, Penna., April 9.

Wages of Seamen

The average American able bodied seaman gets \$265 monthly. This is the highest amount earned by the seamen of all nations.

The basic wage of Canadian seamen is \$150 a month. Following in order of gross earnings are the Greeks, \$117; the Swedish, \$105; the English, \$103; the French, \$92; the Danish, \$90; Yugoslavian, \$87 and the Dutch, \$80.

WHAT'S WRONG WITH THIS PICTURE?



In the Swarthmore High School Auditorium recently, Harry F. Hamby, of 90 Dept., and Charles Kimmel, former fire coordinator at Sun Ship, superintended a program dealing with fire prevention.

One of the features was the announcement of various methods of reducing the fire hazard. Some of them follow:

Don't overload electric circuits by using octopus outlets. Cut off current from electric wires when finished. Inflammable cleaning fluids should be kept in metal containers and never used near an open fire. Overheated fire

places cause roof fires. Trash should never be burned out of doors on a windy day. Use a trash container when you do burn it. Good housekeepers do not allow papers or other wastes to accumulate in closets or attics.

Oil mops and oily rags used in polishing furniture or in painting should be kept in a metal container. Curling irons are a fire hazard. Do not keep them near inflammable articles. Careful housewives do not empty ash trays into the waste basket.

Chain smokers who leave lighted cigarettes all over the house start many blazes.

Do not use matches to see whether there is a leak in the gas pipe. Flash lights are safer. Only dumb smokers throw away lighted cigarettes in the woods or around the house or put lighted pipes in their pockets. The person who smokes in bed may call in the fire department or the undertaker or both.

If fire breaks out in a public building, don't run to the nearest exit; be calm and walk. Never open doors into the hall during a fire. Most deaths and injuries in fires are caused by panic. Keep cool.

Sic Transit Gloria Mundi

When the historic aircraft carrier RANGER came to Sun Ship on her last voyage, the photograph of a very pretty girl was found in one of the desks. It was in an expensive dark blue all leather frame and on it was written the tender sentiment: "To my one and only. Yours forever, Gloria."

The photograph and frame was

about to be tossed aside among the trash when a romantic guy sent it to the Safety Department (of all places) in the hope that it might be restored to the owner.

Chances are against such a happy outcome. It looks as if "Gloria" was deliberately abandoned. The chap who used the desk had removed all his official and personal papers and other possessions. But he left the picture of "Gloria" behind. Being 3

by 10 it was too big to be overlooked.

Every other memento was packed and taken away by the Navy man, the "one and only," but the picture of the beautiful blonde was permitted to go to the scrap pile with the fighting ship.

Why he did it is a deep mystery that has everyone guessing; particularly the Safety Department.

It is as if the Sailor man said, "Let her go down with the ship."

30—SHEET METAL SHOP

By George Lamey

Herb Farley, former employee of the Sheet Metal Shop, is the proud father of a baby girl. Congratulations Herb.

Jack Rhoads has left Sun Ship to take a position as organist at the Surf City Hotel for the summer.

It's a sure sign of spring; Pete Brown, the welder, has pruned his mustache. Walter Martin was seen last week throwing out his Christmas tree.

Customer: "Do you have any vacancies at this hotel?"

Room Clerk: "Yes, but due to the shortage of help I'll have to ask you to make your own bed."

Customer: "Oh, I don't mind a little thing like that."

Room Clerk: "Fine, here's a hammer and saw."

John Kandravi has been a busy little bee lately. He's been bouncing around the shop like a loose lid on a pressure cooker.

Harry Smith has taken up his duties at the Wetherill Plant fixing a leaky roof and they couldn't have sent a better man.

Pete Dudzen, our layerout, will soon be laying out plans for his new home. He just purchased a lot down in the Diamond State. How does it feel Pete to be a land-owner?

OFFICE CHATTER

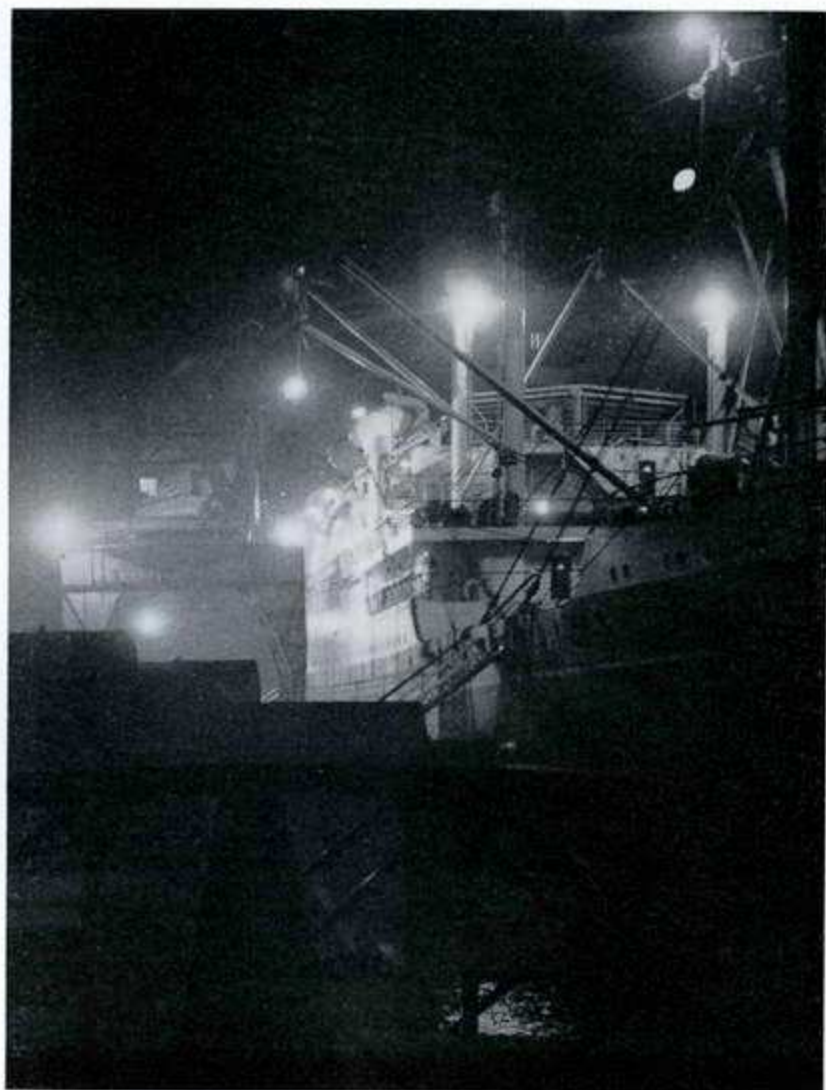
By M. Mae Scott

One of the prettiest and most elaborate affairs we have attended this year was the wedding of Connie McCarty Wagner, formerly of Mr. Thom's office, on April 12th. The bride gave added charm to the white lace gown she wore. One of her bridesmaids was Ann Smedley who works in the Engineering Drawing Room. A reception for 350 persons was held at the Parkside Fire Hall.

Helen Shallet, of the Stenographic Dept., spent a week in Chicago visiting Mrs. Joan Rodgers Gillon, whose husband is with the Air Corp. Joan was a former Sun Ship girl having worked in the Purchasing Dept.

Now that Spring is here and Summer not in the too far future, many of you office workers are no doubt making vacation plans. How about tipping us off. Any pictures taken while on your vacations will be appreciated.

SUN-BUILT SHIP BUSY ABROAD



UNLOADING CARGO at night, the S. S. ANDIJK, formerly the GRONINGEN, presents a striking picture in the Rotterdam harbor. She carried oils and greases consigned to the Netherlands Sun Oil Company and is said to have made a fast trip from America to Holland. This ship was launched in Central Yard July 27, 1946 and was one of ten built for the Netherlands government. She was transferred to the Holland-American Line which has been operating the vessel since the transfer early in October of 1946.

WETHERILL SCOOP

By Wally

Well, at last it's here—Spring! All the boys are smiling and full of pep. Here's J. O'Neil taking pictures again; Robert Kilgore all ready for that trip to Delaware for big mouth bass; M. Cherry and his fly rod, trout season is in.

J. Jackson, the deep sea fisherman, is going out this week. J. Begley and J. Dorhan are in the best of shape;

you should see their golf form; a hole in one without any trouble.

O. Garrison (rigger) is looking much thinner these days; could it be that he's shed some clothes. Yes, Spring sure does make a lot of changes.

We are sorry to hear that W. Fairchild is on the sick list. Here's hoping for a speedy recovery.

Bill Hagerty knows where to get the biggest ones in town.

91 DEPARTMENT

By Horace Obdyke

Paul Ingram, formerly in charge of Contract Dept., is now on 3rd Shift—a regular night owl.

Pat Gray is the proud father of a son born in March. Best wishes and congratulations to both parents and a long and happy life to the new member of the family.

We are very glad to be able to report the return to health of Jack Mullen, who suffered a very serious attack of pneumonia recently. Take it easy Jack and don't do anything to cause a relapse. Your fellow workers extend best wishes and hope to see you back on the job real soon.

Micky Inderlied has also been on the sick list but is back on the job doing his best to keep up the morale of 91 Dept. Micky has been under the weather with a bad stomach and is still under the doctor's care. We want to see him fully recovered and displaying his old time pep.

Horace C. Obdyke and wife Edith celebrated their 41st wedding anniversary on April 24th. 91 Dept wishes you many more years of happiness and success.

33 DEPARTMENT

By Morton Paul

With deepest regret we hear of the death of Charlie Ruth, an oldtimer of the Electrical Dept. who for the past several years was in charge of the Battery Shop at the Power House. After an extended illness, Charlie passed away on Thursday April 3rd. To his family, we send the most sincere sympathy of his many friends in 33 Dept.

With the coming of Spring we start getting news from the sports groups.

Luke Fannon is playing with the Upland Ball Club who recently beat the Lincoln A. C. Team, 19 to 5 in a practice game.

Bill Sietz, playing with Roxy Softball Team, needed several stitches to close up a cut in his hand after being spiked. That is the first casualty report of the season.

April 15th was good for the fishermen who had been looking forward for months to the opening day of trout fishing.

Haven't heard who has been golfing yet, but would bet that Paul Herman was among the first. Let's hope that the Sun Ship Golf Tournament will be played this year. It makes one of the most enjoyable Sun Ship gatherings we've seen.



With ship as background, C. LAIRD of 34 Dept., directs a job from the top of a tank and thereby gives OUR YARD a striking photographic study.

34 PIPE SHOP

By Chick and Toots

The golf feud between "Tool Room Willie" and Harry (Porky) Fry, the radar golfers, has come to an end. "Porky" was put on third shift.

Charles Forwood broke out with a new Olds. Anybody who values his car in Parkside will keep it in the garage when the "Rev." starts out on his cruise.

George Ives, of Supt. Flanigan's office, got up the other morning ahead of everybody else. He had the pick of the clothes. When he came in he looked like a Spanish undertaker, the necktie he had on was so loud it spoke for itself. Nice going George.

Anyone in need of a helper to do their spring cleaning can hire same in the person of shop boss Roy Grander. He has had quite a bit of practice lately. His wife has been ill and Roy has been doing the household chores in expert fashion. According to him, he can cook also. Speedy recovery, Mrs. Grander.

TO SCRAP ANOTHER AIRCRAFT CARRIER

Another ship, the escort aircraft carrier CASABLANCA, has been purchased by the Sun Shipbuilding and Dry Dock Company to be scrapped. It arrived at the Yard from the James River late in April. This is the second aircraft carrier taken over by the Sun Ship to be converted into scrap steel. The first, the RANGER, is being rapidly cut up. The towering "island" which stood in the center of the starboard side, has been torn down almost to the level of the deck.

The U.S.S. CASABLANCA, latest of the fleet to be reduced to scrap, is 512 ft. long and the flight deck has a beam of 100 ft.

The ship has twin screw drive and its gross tonnage is 3,700 tons.

Six other ships of the frigate class have arrived at North Yard, headed for the salvage pile. They were bought by Sun Ship less than two months ago.



THIS BIG TANK, which rested close to Ridley Creek in North Yard, is moved from its base and lifted on flat-car to be taken to another location. Looks like a large task but as a matter of fact it was done by Sun Ship men in a few hours.

QUIPS FROM THE PAYROLL DEPT.

By Peggy Tracy

The Payroll Dept., after five years in the North Yard, has been transferred back to its original office in the Central Yard. In 1942, due to a large increase in yard personnel, the payroll staff was increased necessitating a larger office. One memory we all cherish from the North Yard is that of the late Mr. Hill.

The marriage of Frank Wilson and Paulette Ertwine on April 26th has been announced. Paulette is a former employee of the Contract Dept. We extend our sincere congratulations and the best of luck.

Ida DiPietre and Angelo Dullett-plon are to be married on May 25th. Ida is a former member of the Payroll Dept. We wish you the best of luck and happiness.

Rose Merletti has been in the University Hospital for three weeks. We are hoping to see her home real soon. Rose, who is a keypunch operator, is very much missed by her co-workers.

Norma Owens, who has been absent for the last several days, is convalescing at her home. We wish her a speedy recovery.

In the Easter Parade this year, some of the most stunning costumes were worn by girls from this dept. Peggy McKinney chose a navy blue suit and a hat of natural straw trimmed with navy blue ribbon and colorful flowers. Florence Bell was seen in a three piece dusty pink suit with a dark brown summer felt hat trimmed with taffeta bows. Helen Hury wore a black crepe wool suit. Her hat was a natural straw with black streamers. Jane Pietras was very chic in a beige gabardine suit with a small brown straw hat trimmed with exquisite feathers. Marge Kromer chose a tan gabardine suit and a hunter green top coat. Her hat, a toast colored straw, was trimmed with plaid taffeta bows.

Many happy birthdays to Helen Perozok on the 18th and Robert Schenkel on the 21st.

We recently bade goodbye to Edna May Emery and Robert Schenkel. Wishing you the best of luck in your new positions.

FOUND—A man's wrist watch. Owner can recover same by identifying. See Don Pastorius, Ship Repair Office.

INK SPOTS FROM THE HULL DRAWING ROOM

Two three star—thirty year—service awards have recently been presented to members of the Hull Drawing Room, Structural Division. Congratulations are extended to L. D. Collison, Chief Draftsman and C. McCauley.

Al Williams of the Ventilation Division has taken a new position with the Cargocaire Engineering Corp. and we wish him much success in his new job. Al is very popular in 78 Dept. and we know that the Hull "B" Team will miss him on Friday nights; as will the opposing teams.

We have also said "Good-bye" to Tom Crompton of the Blue Printing Dept. The "A" Bowling League has lost its "Mystery Man" thereby, to say nothing of the 41 pin handicap.

We would like to razz Johnny Borsello in this issue but believe that we are one month premature.

Bill Buckley has been sick again but this time without benefit of Betty as Florence Nightingale.

A new chess tournament, involving 19 players has been initiated in the office and promises some interesting skirmishes — to say nothing of the kibitzing. Our next issue will give the standing of some of the contestants.

45 DEPT. — SHIPFITTING

By Jack Grieco

Emerging from 'neath a pile of Blueprints, BM's, and Work sheets, and glancing about me, I discovered that I am now in the Shipfitting Dept. office, where Arthur Millay reigns. And so, until further notice, I will endeavor to write a column for these "yere" shipfitters.

We are glad to welcome Fred (Bulgy) Glatz, back to work fully recovered from a recent operation.

"Shorty" Cahoon had a touch of laryngitis recently, and he sounded like (duh) "Finnegan" (duh) in "Duffy's Tavern."

Basil Greismeyer our expeditor has been seen at six places at the same time. How that man gets around. We suggest a pair of roller skates Basil.

George Gallagher was recently on the sick list. However, Jack Doyle struggled thru with the "Stokes and Hercules" operations.

George Kilgore in the "Berthing," has the cute-ist hat—and speaking of "hats," "Shorty Cahoon" dug his iron helmet out of the locker the other day, after banging his dome on a section of Dredge 564 — (I understand that section had to be re-welded).

Arthur Millay is in the market for a new plane, having recently sold his old one — now I'll have to wait a while for that promised ride.

Basil and "Shorty" changed their "jaegers" the other day — sure sign of summer says we.

I'm expecting a cigar from our 91 Dept. Tommy Dougherty any day now. Congrats and good luck on your new addition Tommy.

Now here's a riddle ala Peggy Tracy for you guys and gals — the first to solve it receives a prize. (A chewing gum door-mat) Bubble gum that is. Here tiz:

A family is picnicking on a small island when a dam breaks and washes out the bridge to shore.

They scour the island and discover a small rowboat. By testing it they find that it will just hold either the man or his wife — each of whom weigh 160 lbs. — but no more. With them are their twin sons who weigh 30 pounds each. All of them can row.

How do they manage to get across and keep the boat with them on the far shore? H-m-m-m? (Answer next month).

Joe Anderson says a plane could leave New York at one o'clock, and go around the world in nothing flat. Be more explicit, Basil doesn't get it.

George Kilgore delights in throwing bundles of blue-prints at me — and that laugh, heh-heh-heh. The lil rascal used to be a pretty good ball player in his "younger" days, George was—"my ear's are still burnin'."

Ladies and Gents—Introducing to you my new feature called:

"A Bit 'o' Nonsense"
or
"Smile—Dern Yuh"

Ready??

There is a pretty "Blonde" over at the Chester Hospital, and her name is "Appendix."

All the doctors want to take her out.

"Everything I know I learned by mail," said a sweet young thing.

"Yeah, I surmised as much," said her boy friend, "when I was out with you last night. Your kisses tasted like a 3 cent stamp."

"Hey Toots, haven't you got a little kiss for a busy reporter?"

"Sure thing Jack, when are you going to press?"

There's a guy in 45 Dept. so dumb he thinks bacteria is the end of a cafeteria.

Grandpa Hokum was getting married for the second time. Asked why

he was marrying a young and nifty chorus girl from the city, instead of a woman his own age, Gramps gave this answer!

"Wal son, I'll tell you—I'd a sight rather smell perfume than liniment. "Hyuh-Hyuh."

Did you know that many a fountain pen is taken to a "Post-office" for a transfusion?

As one little watch said to another little watch — "We must always tick together."

A little old lady with an ear trumpet walked into church one morning and found a seat, without the usher.

But one of the new ushers spied her, and tiptoeing over to her said, "One toot on that horn and out you go!"

* * *

SUN SHIP STANDS HIGH

Industrial injury frequency rates for the year 1946, recently released by the Commission of Labor Statistics, U. S. Dept. of Labor, discloses that Sun Ship has an excellent safety record.

The accident frequency rate for the shipbuilding industry was reported as 23.6 lost-time accidents for each million manhours worked.

During the same period, the Sun Shipbuilding and Dry Dock Company rate was only 15.7 — 33 1/3% better.



THAR'S BRASS in those screenings. Inventor of pan to burn oil off valuable brass cuttings seen on job. Thousands of pounds of brass are being salvaged by Sun Ship employees.

FROM 68 DEPARTMENT

By Half Hitch

If you want to see how the time flies, just promise Mr. Best that you will write an article for this magazine. It's surprising how quick a month goes by.

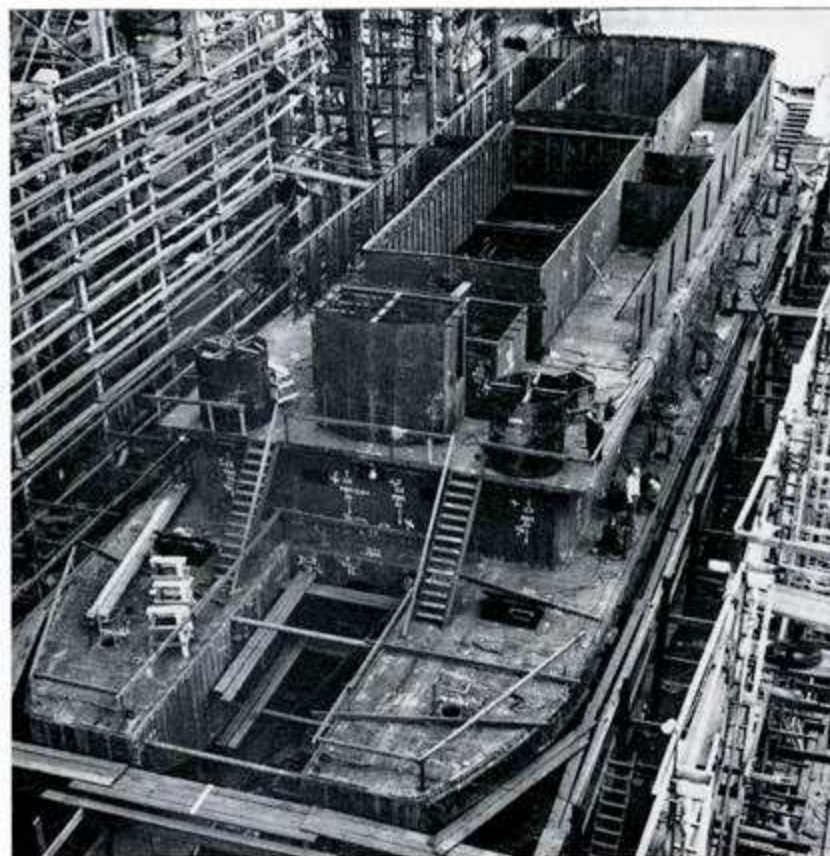
Before we go any farther, we would like to brag a little about our bowling team. Here is a gang that has turned out for nearly five years and during that time they have asked no special favors, have not used any wringers and gave all the rest of your teams a run for your money. Of course the Champs are the ones who pick up the chips and pose for pictures, but one team does not make a league. There should be some kind of a prize for pluggers too.

Here's 68 Department's "Never Say Quit" team: Capt. C. H. Bryson, 68-5; Joe H. McGowen, 68-64; Eddie Walling, 68-94; C. Morrow, 68-180; George Clifton, 68-181; and Robert Cole, 68-259.

Probably the best rooster 68 Department has is John Ingram 91-30. John's official job on the team is score keeper. It's a shame he ever took up pencil work for he talks like a rigger, hangs out with them, and spits like one. Stick around John, we like your company.

Every once in awhile some ship comes into the yard that we haven't seen in years. A few days ago the Governor Cobb came in. This time for the chopping block. The first time we saw this ship in 1916 she was running between Key West and Havana, Cuba. She was a fast ship in those days carrying passengers and light freight for the Over Sea Railway. In Feb. 1917 we were in Havana, Cuba during one of their revolutions when our country broke diplomatic relations with Germany. Shortly after this our Ambassador Gerard returned home on the Spanish Liner Alfonso XIII by way of Havana. We placed the Ambassador on the Governor Cobb and provided an escort for him to Key West. A little over a month after that all hell broke loose and we had World War No. 1.

The next time we saw the Cobb, some operators got hold of it and were using her in Atlantic City to take sightseers for a short run to sea from the Steel Pier. They had renamed her "Steel Pier." One night she shoved off with about 250 passengers and a storm came up. After making several attempts to land her passengers back at the Pier, she was



HUGE DREDGE, being built in Central Yard for the American Dredging Company, is taking form on the way while equipment is being put together in the shops.

badly battered, but put to sea again and finally landed her passengers in Philadelphia. The operators had to provide transportation for all the passengers back to Atlantic City, thus folding up another page in her long career.

Bill Beatty has hold of her now, and there's that glint in his eyes that we suspect all executioners have. It's been nice knowing you, ship.

66 DEPARTMENT

By P. Embree

Do You Know That:—

Paul Rounds listens to Baldy McGhee's talking machine on Saturday mornings. Stan Baker's uncle is not "Home Run" Baker. P. Embree, the West Chester flash, was a big lard and pork dealer. Harry Mooney was born in Media and not Chester. "Big" Bill Swaffard, at one time, weighed 6½ lbs. Johnny Jenkins' girl friend fell off a bread wagon horse last Sunday. The well known Chester sportsman from 34 Dept. was mar-

ried last week. John Fry has a new wheelbarrow with a rubber tire. He says the rubber tire makes it easier on Jackie's back. You big brute. Joe and Carrie Sage cut down the old weeping willow tree in front of their home. C. Penniwell says his feet are not big, just wide.

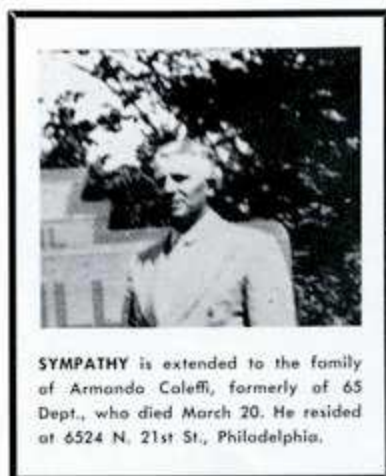
John Fry's new car must be speedy. He got down to Washington so early he had to wait for sunrise to take pictures of the Cherry Blossoms.

"Snow Hill" Penniwell went to Baltimore to buy his shoes. Bill Roux went to New York for the same reason.

Shop Gus is now "Doc" Gus to his buddies. Charges are reasonable but no night calls.

Our master maintenance mechanic has been off for a week which gave us a chance to get the "sticker" in first class running order.

Frank Mosser bought two guinea pigs for Easter. They died in 3 days according to Frank. It was from exposure. Well life in Garden City must be rugged.



SYMPATHY is extended to the family of Armando Coleffi, formerly of 65 Dept., who died March 20. He resided at 6524 N. 21st St., Philadelphia.

ROAD TO PEACE

*We ponder o'er the meaning
Of a land called Paradise;
But naught's achieved from dreaming
Only acting will suffice.*

*For Utopia is waiting
And Shangri La's nearby;
We will find it compensating
If we find them, you and I.*

*We must ban all racial feeling
And religious bigotry;
There should be above board dealing
To promote Democracy.*

*Establish true relations
With our friends across the sea;
For a real United Nations
Must be born in you and me.*

A. J. BROWN — 90 Dept.

88 DEPARTMENT

By D. Morris

Capt. Johnson got a new car. He is all set for his vacation.

Capt. Mills, his wife and daughter were hosts to 30 guests at a birthday party for his aunt.

Lanier had a trip to the southland; got the "you all" habit.

Norris says, "Spring is here, and I got the spring fever."

Grayson — "Why won't Richard open that door? He's a Harvard man and it's a Yale lock on that door."

Glasgow has a new wrinkle; sings Sonny Boy to Lewis.

Goslin — "In the Spring a young man's fancy turns to love, and the old men have pleasant dreams of youth."

Praise From Sweden

TRIBUTE was paid the Sun Shipbuilding and Dry Dock Company as the first shipyard to turn out the first all-welded vessel, in the year book of the Gotaverken Shipyard, Goteborg, Sweden.

The reference was contained in an article by Goren Mahlen of the Gotaverken plant who visited our Shipyard in April 1946. Copies of the Yearbook, issued by the Swedish company, were presented to Vice President John G. Pew, Jr. by John Karlsson, of Wetherill plant. Mr. Mahlen also stated that Sun Shipyard became a model plant for the quick delivery of ships during the World War because the Maritime Commission felt that a shipyard that could complete all the work in a single unit rather than at scattered shops was most effective.

Mr. Mahlen was a classmate of David Karlsson of our Hull Drawing Room and brother of John.

Ernst A. Hedin, head of the Swedish company, was a visitor at the Sun Shipyard and was a guest at the launching of the M. S. RHODE ISLAND, August 8, 1937.

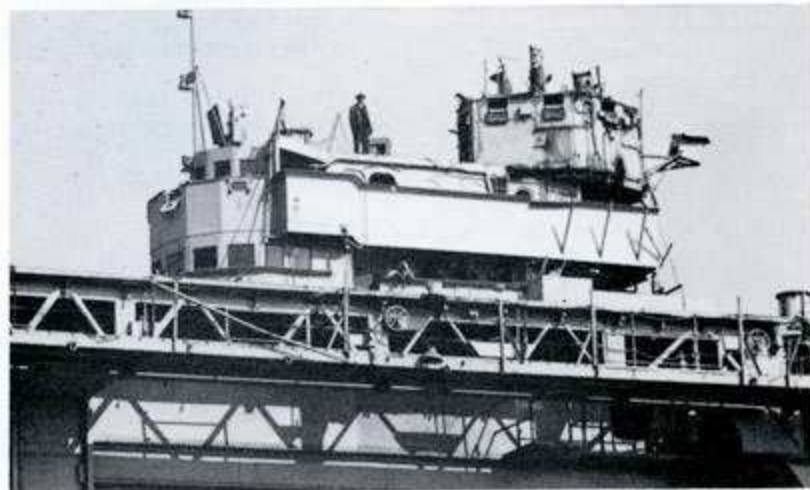
The 100th Anniversary of the founding of Gotaverken by Alexander Keiller in 1841 was marked by the publication of a souvenir historical edition richly illustrated.

ALL BUILT BY SUN SHIP

With the recent acquisition from the Maritime Commission of the type T-2 tanker CAMP CHARLOTTE, launched by Sun Ship May 12, 1945, Tide Water Associated Oil Company has taken the last of the fast, modern and economical vessels of the same type to meet its East Coast marine transportation requirements.

The fourth tanker acquired has been renamed the WILLIAM F. HUMPHREY to replace the vessel of the same name which was lost approximately 800 miles south of the African Gold Coast in July, 1942, following an attack by an enemy raider. The CAMP CHARLOTTE has been renamed the ROBERT E. HOPKINS, replacing the vessel of the same name, lost in the North Atlantic Ocean in February, 1943, as a result of enemy action.

The first three tankers all built by Sun Ship and acquired from the Maritime Commission were the GLORIETA, launched July 15, 1944; GROVETON, launched August 15, 1944 and CHESAPEAKE CAPES, launched December 9, 1944, which were renamed BYRON D. BENSON, DAVID McKELVY, and SAMUEL Q. BROWN, respectively, in honor of the first three vessels of the company to be lost during the war by enemy action.



LATEST PICTURE TAKEN OF THE "ISLAND" on the aircraft carrier RANGER. This is the heart of the ship and the photograph was made after workmen had begun demolition of the top most structure. Shortly afterward, a fire took place on the "island" but there was little that could be damaged and the blaze actually made the task of cutting down the works easier.

Hobby With a Future



Civilian members of the new Naval Reserve have the opportunity to receive training in various trades and to keep up with the newest scientific advances. Above, a Reservist receives instruction in an electronic device during evening session at a Naval Reserve training center.

In large communities there already are, or being built, Naval Reserve Armories. These "club houses" are equipped with the devices of a modern Navy — radar, sonar, radio transmitting and receiving, electronics. There are carpenter and machine shops, libraries, recreational spaces for dances and athletics, rifle and pistol ranges. Ships and submarines are assigned to Naval Reserve Battalions so that members may go on short training cruises. The Naval Air Reserve provides first line planes.

Because the Naval Reserve is a civic as well as military organization, it offers to its members instruction, either in classrooms or in home study courses supplied free, in the Naval aspects of these subjects:

Accounting, Air Conditioning, Aviation Specialties, Cabinet and Woodworking, Clerical and Personnel, Communications, Construction, Cooking, Electricity, Electronics, Engineering, Hospital Technician, Laboratory, Lathework, Machinist, Merchandising, Metalsmith, Meteorology, Motor Mechanics, Navigation, Phar-

macy, Photography, Plumbing, and Steamfitting, Radio, Welding.

Time in the Naval Reserve is credited with a 5% increase in pay every three years. Ex-Navy men are given the highest rate they formerly held and all members may be advanced in rate. Members of the Naval Reserve continue to receive all benefits of the G. I. Bill of Rights.

Those who may enroll in the Naval Reserve are:

- A. Navy, Coast Guard and Marine veterans of World War II of any age who served honorably for more than six months.
- B. Veterans of any other U. S. military service between the ages of 17-39 inclusive.
- C. Non-veterans 17-39 inclusive (after Selective Service expires March 31).

For those who qualify there are two-week periods with pay either: on cruises in the Navy's best ships; for Naval Air Reserves on carriers or at Naval Air Stations; or for specialists at Navy shore stations.



This car is running with an **"EMPTY"** gas tank!



Even after the gas gauge says "empty" a modern car can keep going for a good many miles. Here's why.

Automobile manufacturers know human nature. They figure that, sooner or later, we'll get careless, or misjudge how far we have to go. So the gas gauge is set to show "empty," while there are still a couple of gallons left in the tank.

This reserve supply is a swell idea that has kept many a family from getting stuck.

It's an even better idea for a family's budget!

A *reserve supply of dollars* is a lifesaver in case of financial emergency. It will keep your family going if sudden illness strikes, or unexpected expenses show up.

And one of the easiest ways to build just such a cash re-

serve is buying *U. S. Savings Bonds on the Payroll Savings Plan!*

Millions of Americans have discovered that *automatic Bond buying* is the quickest, surest way of piling up an emergency fund. And of saving money for other things, too—important things like college for the kids, or a home in the country, or a cash income for later in life.

What's more, the money you save in Bonds buckles right down and starts *making more money*—in just 10 years you get back \$100 for every \$75 you put in today.

So keep on buying Bonds on the Payroll Plan. Buy all the extra Bonds you can, at any bank or post office. And remember, you're helping your country as well as yourself—for every Bond you buy plays a part in keeping the U. S. strong and economically sound!

Save the easy way..buy your bonds through payroll savings
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