

# *Our Yard*

SUN SHIPBUILDING AND  
DRY DOCK COMPANY

*June, 1947*

# DRIVER! *Save a Life*

EVERY summer OUR YARD has called upon Sun Ship employees to aid in reducing the number of automobile accidents. There were 33,900 persons killed and 1,300,000 injured in 1946 according to statistics. That is a fearful toll in 365 days.

For the sake of your loved ones be a SAFE DRIVER. Here are some facts to think over:

*Last year, 30 per cent of all persons killed on America's streets and highways were pedestrians. Watch while you walk!*

*In 1946, 570 persons were killed and 21,600 injured on bicycles in the United States. On a bike, play it safe!*

*Speeding was the direct cause of 9,460 deaths and 230,760 injuries in 1946 traffic in the United States. Heed speed limits!*

*Last year, 3,410 persons were killed and 120,060 injured in U. S. traffic accidents as a result of driving on the wrong side of the road. Drive right!*

*Crossing between intersections killed 2,770 and injured 46,770 pedestrians in this country in 1946. Don't jaywalk!*

*In 1946, 1,960 persons were killed and 7,740 injured walking on rural highways. In the country, walk on the left shoulder of the road — and wear white or carry a light at night!*

*Last year, 870 children were killed and 21,660 injured while playing in the street. Keep your child out of the street!*

*4,740 children under 15 years old were killed in automobile accidents in America in 1946. Innocence is fatal if you don't drive carefully!*

*More than a million American adults were injured in 1946 automobile accidents. Drive carefully!*

*More than 80 per cent of 1946 automobile accidents in the United States occurred in clear weather. Drive carefully — always!*

*More than 70 per cent of 1946 automobile accidents occurred on dry pavement. Drive carefully — always!*

*In 1946, 1,220 Americans were killed and 85,000 injured in accidents involving automobiles which were turning left at the time of the accident. Know your hand signals—and use them!*





**JAMES NEILSON**, 36-65, looks at battered safety hat that won over a "squeeze play" and enabled him to escape death when his head was caught between electric winch and 1500 pound motor. Arrow shows how the frame of motor closed on him like a vise while working on a ship in the yard for repairs.

## THE HAT THAT SAVED A LIFE

**O**NLY a safety hat stood between Death and James Neilson. The safety hat won and Death was cheated by a thin margin.

Picture in your mind the frame of an electric motor weighing more than half a ton closing like a pair of shears against the side of a steel winch and a man's head trapped in the opening and then guess the odds on the workman's escape.

Fortunately James Neilson was wearing a stout, tough safety hat. Otherwise, his skull would have been crushed like an egg shell.

What happened was this. In the powerful pinch, the safety hat took the strain long enough to prevent harm to Neilson. He was knocked

senseless for a moment but his head was free and he recovered quickly.

The incident took place on Friday, April 11 while machinists and riggers were dismantling an electric winch on the **STOKES**. They had a crane hooked to a motor weighing 1500 pounds. Wedges were placed under the foot of the motor to free it from the foundation and Neilson was close in on the job with his head in the space between the motor and the winch. When the motor came free suddenly he had no time to jerk his head back as the frame closed catching the safety hat in the vise.

Every man on the deck of the **S.S. STOKES** was impressed by the dra-

matic proof of the value of a safety hat and congratulated Neilson. His few words meant more than all the lectures and advice on safety. He said, "Suddenly everything went black. Then I came to and realized what a narrow squeak I had. I was mighty pleased that I was wearing the safety hat; but for it, I would not be here."

The pressure was so great that it literally popped his head out of the hat like a grape squeezed out of its skin.

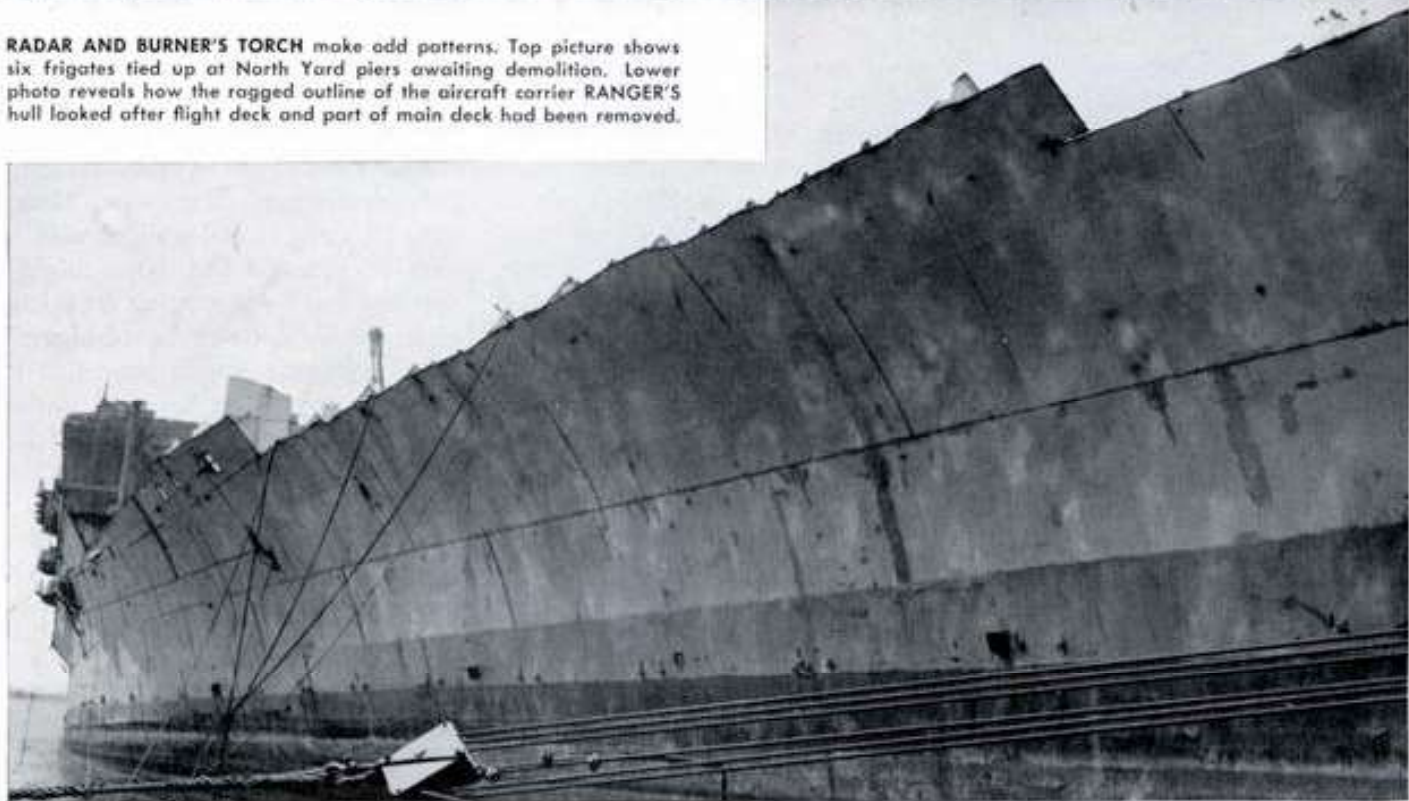
When Neilson picked up his safety hat, the both sides were crushed; the right side having a large hole in it and the left side gashed as if struck several blows by an axe.



# NEW SKYLINES IN SHIPYARD



**RADAR AND BURNER'S TORCH** make odd patterns. Top picture shows six frigates tied up at North Yard piers awaiting demolition. Lower photo reveals how the ragged outline of the aircraft carrier **RANGER'S** hull looked after flight deck and part of main deck had been removed.





# In The Spotlight

ANTON E. JOHNSON

**T**HE tang of the sea and the strong, steady drive of trade-winds cling to Tony Johnson, Sun Ship's most picturesque machinist rigger. He was only a kid of 16 when he made his first trip on a two-masted schooner. Today, at the age of 76, he is in charge of storing and handling machinery.

In the years that elapsed since his youth, this son of Viking mariners has sailed on clipper ships, steamships, Diesel-powered craft and a millionaire's yacht. He has been shipwrecked, has faced death and has helped to save lives. He has lived, loved, laughed. His life has been filled with adventures which he recalls vividly as he looks into the currents which swirl and roll in the wake of his ship now gliding into the sunset.

Anton E. Johnson was born in Sweden. Love of the sea was strong in the heart of the Norse lad and he wasn't quite 16 when he shipped on a small coasting schooner. Soon he was off to China and Japan on a German steamship. Next, he shipped on an English sailing vessel; went 'round the Horn in a howling gale to Valparaiso, Chile. Then a second trip to Chile on a Norwegian ship.

The boy loved sailing ships with their billowing canvas and towering masts. He made several short trips, then joined the crew of a Scotch clipper bound from Cardiff to Australia. Favored by strong winds, it broke all records on the Australia run; 67 days with a speed of 16 to 18 knots maintained for days.

One of his ships was wrecked at Hatteras, "graveyard of the Atlantic coast." All hands escaped.

Another ship, a full rigged brig, was lost on the Swedish coast but no lives were lost. Tony was offered a post on the palatial Van Rensselaer yacht and for three and a half years, he lived the life of Riley. Suddenly he tired of the sea; got a shore job. He came to Sun Ship in 1917 and helped build the first ship, CHESTER



SUN. He's been here ever since. During World War No. 1, he became a Quartermaster in 36 Dept. riggers.

His knowledge of ships and their construction made him valuable. He was careful and capable.

How Tony helped save three men from drowning is a tradition in Sun Shipyard. James H. Pidgeon, Al Langford and George Constable, who were boarding a ship in for repairs in the early 20's, were thrown into the river between Pier 2 and the vessel. None could swim. Tony, standing on the forecastle head, saw the accident. Lashing a line about his waist, he leaped overboard and clutched Langford with one hand and Constable with the other. Pidgeon was under the pier clinging to a piling. "Shorty" Pearson, also on the ship, jumped into the river and dragged Pidgeon to the line which held up the three other men. In a few seconds all were on the dock.

Tony had only one narrow escape from death. He was working on the MARY ELLEN O'NEIL in 1927 when a staging plank slipped. He fell and was knocked senseless. As his body came hurtling toward the engine room base 30 feet below, a fellow employee, Arthur H. Charnock of 36 Dept., caught him by the

shoulders and held him in mid-air until more help arrived.

Tony is a widower, his wife having died some years ago. He has two step-children. Naturally, his thirty years of service with Sun Ship brought him many close attachments, the strongest being his devotion to the Shipyard itself.

"My best years have been spent here," he said. "Every day has been a happy one. Good friends and a good job! You can't beat it."

## American Ships Are The World's Safest

**T**HE world's safest merchant ships fly the American flag, according to statistics for a period extending over 35 years.

Since 1910, excluding the two war periods, American shipping has been nearly twice as safe as world shipping as shown by data compiled by Lloyds Register of Shipping, London. These figures disclose that since that date, the annual average percentage of total tonnage which was lost for the world was 0.74 per cent, as compared to 0.42 per cent for the United States.



**THEY'RE NOT LUMBERJACKS** but our own Harry Hamby and his son Harry, Jr., who formerly was in 33 Dept. but who left to join the Merchant Marine. The picture was taken in Fort Worth, Texas.



## U. S. MARITIME COMMISSION NOW FILLED



U. S. MARITIME COMMISSION. Left to right: Joseph K. Carson, J. Grenville Mellen, Vice Admiral W. W. Smith, USN (Ret) Chairman; Raymond S. McKeough and Richard Parkhurst.

**J**OSEPH K. CARSON, Jr., was sworn in as a member of the U. S. Maritime Commission and the board is now fully staffed. Associate Justice Douglas of the U. S. Supreme Court administered the oath. Other members of the Commission, John R. Steelman, assistant to President Truman and other officials attended the ceremony.

Appointed to fill the vacancy caused by the expiration of the term of former Commissioner Carmody, Mr. Carson will serve for the term ending September 25, 1952. The following biographical sketch of Mr. Carson was made available by the Commission.

A resident of Portland, Oregon, Mr. Carson was elected mayor of that city in 1932 and again in 1936, serving until 1940.

Mr. Carson returned to his law practice in Portland in 1946, in which he has been occupied until the present time.

A native of Kentucky, Mr. Carson became a resident of Oregon in 1902, and was graduated in law from the University of Oregon in 1917. Shortly thereafter he entered the Army as a private reaching the rank of 1st

Lieutenant. He also served overseas in World War I.

Mr. Carson holds the Bronze Star and decorations from the governments of Belgium, Norway, Holland and Czechoslovakia.

Mr. Carson is married and has two children, Joan and Lucien. His wife is the former Miss Myrtle Cradick of Oregon. Mr. Carson is a Past Department Commander, American Legion, Department of Oregon, and a member of the Shrine, Elks and the Arlington Club and University Club of Portland.

The immediate construction of 116 new ships, aggregating 900,000 deadweight tons, to balance the nation's merchant fleet has been recommended by the U. S. Maritime Commission to President Truman's Special Advisory Committee on the Merchant Marine.

The program, presented to the committee by Vice Admiral W. W. Smith, Chairman of the Commission, calls for the construction of 31 combination passenger-cargo liners and 85 special types of freighters. A supplemental report, prepared by officials of the Maritime Commission but not yet formally approved by the Commission, provides for the construction

of 59 combination passenger-cargo ships by 1954 at an estimated cost of more than \$635,000,000.

The approved program, prepared by James L. Bates, director of the Commission's technical department, and Hugh D. Butler, director of the research division, recommended the construction of 116 ships as "the initial move" of a long-range replacement program designed to maintain the high efficiency of the U. S. merchant fleet and, at the same time, keep privately owned shipyards busy. The Bates-Butler report proposes to supply the United States with a balanced merchant marine of 1044 ships totaling 11,400,000 deadweight tons in 1950 or thereabouts.

Admiral Smith told the Presidential Committee that the Bates-Butler report "was approved by the Commission subject to change from time to time as conditions warrant" and went on to say that the report represented an over-all program involving ship construction for a 25-year period. In short, he said, the report is "not fixed or static" one and the execution of any program is bound to entail further changes.

The report, said Admiral Smith, has selected 1960 as the turning point for our war-built fleet, noting that at this time most of the World War II ships will have reached their life expectancy of 20 years. According to the Commission's recommendations, the yearly building program should then be jumped from 250,000 deadweight tons to about 640,000 tons in 1959, one year before the "deadline."

In other hearings, the Presidential committee conferred with representatives of the Interior Department, Secretary of Commerce Harriman, and Secretary of the Navy Forrestal and Secretary of War Patterson. Marion B. Folsom, treasurer of the Eastman Kodak Company and vice chairman of the committee, said a week of hearings would be held starting May 18 with private ship builders, ship operators and representatives of labor.

Mr. Folsom said the committee recognized its task as an "extremely complicated" one but that the needs of planning the construction, modernization and maintenance of an adequate fleet of passenger and freight vessels to serve American commerce was "pressing." The study and report to the President would thus be accomplished with all possible speed and vigor consistent with thoroughness, he said.



## Freight Cars Take to Water... Again



SEATRIN COASTWISE SERVICE, whereby entire freight trains of 100 cars each are transported by ships between New York and New Orleans, and New York and Texas City, Texas, was resumed by Seatrain Lines, March 12, after a five year lapse due to the war. Four

seatrains, all of which served with distinction in the war, were recon-verted to peacetime use by Sun Ship and are now plying the North Atlantic Gulf lanes. Photo shows: Freight car being placed aboard Seatrain ship.

## SHIPBUILDING ON THE DELAWARE

ADDRESSING 1600 young former servicemen, who are taking special courses at the Benjamin Franklin High School, Philadelphia, Vice President John G. Pew, on May 15th, gave a detailed history of shipbuilding on the Delaware River.

This was part of a program under

which all the important industries in the Philadelphia area had been asked to join. Sun Ship was chosen to speak for the shipbuilding industry.

Going back into early days, Mr. Pew referred to the fact that William Penn required the men who were to settle his Colony, to make an agreement that they would save all good oak trees for shipbuilding when they cleared the land. And in 1681 when he came to America, Penn found that boats and some ships had been built,

Eighteen years later, a visiting Englishman, Gabriel Thomas, wrote that ships of 200 or 300 tons had been built in Philadelphia although the average size in England 30 years later was only 200 tons.

It was Joshua Humphreys who owned a shipyard in Philadelphia and who was named Naval Constructor of the United States, who founded American naval construction. He built two ships before the Declara-

(Continued on Page 16)



# CASABLANCA HEADS FOR SCRAP PILE

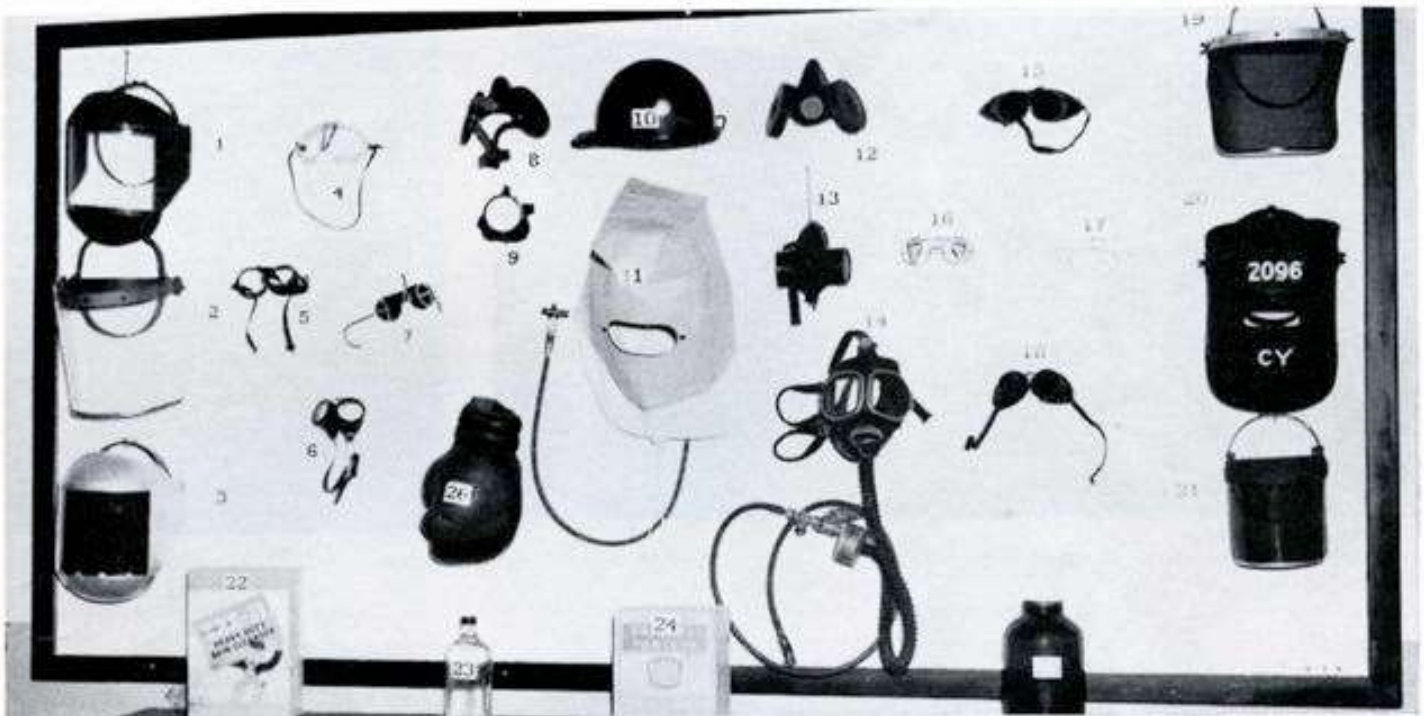


**AIRCRAFT CARRIER CASABLANCA** arrives at North Yard and joins the **RANGER** and other scrap ships. Lower view shows deck of **RANGER** (right) and **GOVERNOR COBB** (below) with work of demolition going on rapidly.





# For Safety of Sun Ship Employees



## EQUIPMENT FOR SAFETY OF EMPLOYEES:

- |   |  |  |
|---|--|--|
| 1 — Shield for grinders.                              | 9 — Dust respirator.   | 18 — Burner's goggles.   |
| 2 — Shield for grinding and buffing.                  | 10 — Safety Helmet.  | 19 — Mesh screen face shield for high heats.   |
| 3 — Shield for burners in confined areas.             | 11 — Compressed air hood for painters.                             | 20 — Welder's shield or hood.  |
| 4 — Coverall for prescription glasses, when grinding. | 12 — Metal fume respirator.  | 21 — Head shield for grinding or buffing.  |
| 5 — Coverall glasses for grinders.                    | 13 — Chemical cartridge respirator for paints and cleaning fluids. | 22 — Powdered soap.  |
| 6 — Grinding goggles.                                 | 14 — Face mask and air-line respirator for painters.               | 23 — Liquid soap.  |
| 7 — Flash glasses with side shields for welders.      | 15 — Coverall glasses for burners.                                 | 24 — Salt tablets.   |
| 8 — Respirator for painters.                          | 16 — Chipping goggles with side shields.                           | 25 — Cold Cream.   |
|   | 17 — Chipping goggles without side shields.                        | 26 — Not part of regular equipment but suggested for those who don't use their bean in safety. |



HERE WE SEE DON SIDLE of Safety Dept. issuing a pair of gloves to one of Sun Ship's young employees.



# STEADY STREAM OF SHIPS



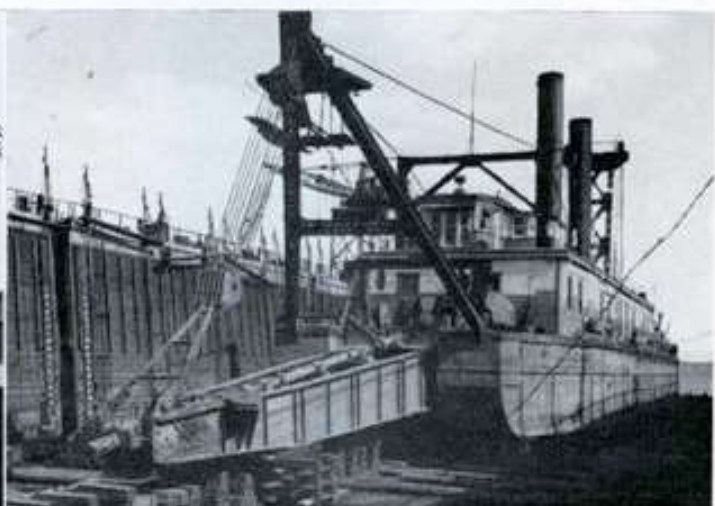
(ABOVE) — "Before and after" on the JOHN FISKE. We see her as she came into the yard with a hole stove in her side and then after Doug Cadman's gang filled up the hole.

(BELOW RIGHT) — The stationary dredge GAHAGAN #5 recently on dry dock, presented a problem in wood vessel construction which was promptly solved by the fitters and carpenters and the vessel was floated promptly and returned to service.

(BELOW LEFT) — The ARCTURUS shown as the K1 is the old MORMACHAWK. Sun built her. Sun converted her into an attack vessel for the Navy. Finally we shaped her up for carrying a cargo of coal to Sweden.

(TOP) — Norwegian Motorship GYLFE arrived with engine damage. Repaired in 4 days.

THE SWORD LINE sent the MILTON J. FOREMAN to the dry dock for a quick point job and slight underwater work. Owners of this line operate a shipyard and it was a compliment to participate in their work.





# COME IN FOR REPAIRS



THE JAMES A. DRAIN was drydocked and then purchased by the Olympic Steamship Company from the Maritime Commission.



THE UNUSUAL PHOTO of the Experimental Navy vessel gives an impression of an old decrepit wreck. She was formerly the river steamer LIBERTY BELLE and when cleaned up and restored for service conditions, she will be a trim and worthy vessel.



ANOTHER RECENT VISITOR to our repair yard was the RUTGERS VICTORY and workmen completed the job without delay.

THE HALL J. KELLEY came to dry dock for a quick point job. Unexpectedly we found the bottom damaged and she was removed from the dry dock, the double bottom tanks cleaned with the new Vacuum Barge, and the ship was back on the dry dock for about a week re-



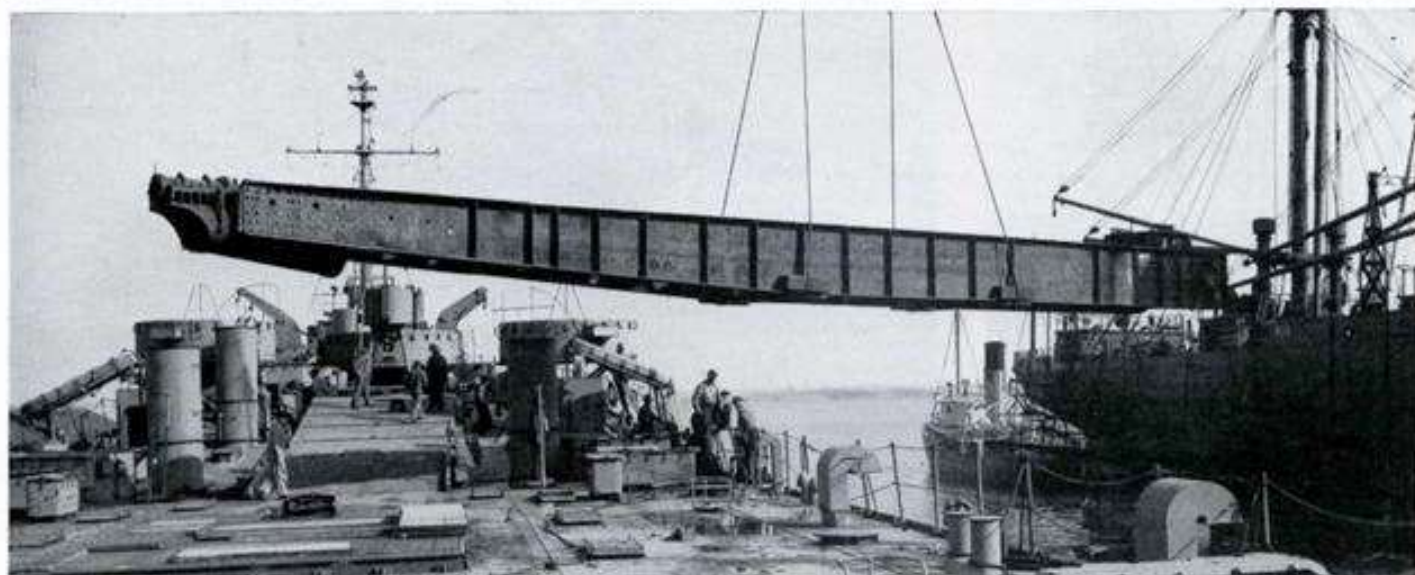
newing damaged bottom plates. This Liberty Steamer is being operated by the Waterman Steamship Company, a pre-war patron of Sun Ship.

(Below) — THE SLEEK PILOT boat PHILADELPHIA is another example of an old timer that came back. She had been laid up but an emergency put her on duty again, Sun Ship playing a part.





## HERE'S 80 TONS OF "LADDER"



**DREDGE LADDER** built by Sun Ship was shipped to Baltimore by water. It is 89 feet long, weighs 160,000 pounds and was lifted on a barge by the big hammer head crane. Upper picture shows the ladder being lifted over another ship to be lowered on barge. Middle, view of

structure on pier. Lower, left to right, R. Taylor, who assembled the massive unit, L. M. Jones, representing the Ellicott Engineering Company of Baltimore and Carl Finks, leader.



# SERVICE PINS AWARDED FOR APRIL



CHIEF NAVAL ARCHITECT JOHN W. HUDSON presents C. McCauley, 78-9, with a 30-year service pin.

## APRIL

### 30 Years

75-81 ..... H. Fisher  
78-9 ..... C. McCauley

### 25 Years

42-200 ..... L. Cox  
42-251 ..... P. Skodis  
47-55 ..... J. Tonunusko  
67-1606 ..... A. Mosley  
79-18 ..... C. Heacock

### SALARY ROLL

#### 10 Years

68-8 ..... C. Bryson

### DRAFTSMEN ROLL

#### 10 Years

96-22 ..... E. Bland

### HOURLY ROLL

#### 20 Years

8-521 ..... P. Kurelovich  
34-51 ..... C. Forwood  
60-68 ..... W. Bartos  
68-34 ..... K. Anderson  
75-49 ..... L. Strickland  
91-26 ..... T. Dougherty

### 15 Years

1-49 ..... F. Weaver  
8-32 ..... J. Dorhan  
8-511 ..... W. Bilsky  
36-113 ..... B. Belk  
51-59 ..... L. Harrison  
51-268 ..... W. Lepak  
60-45 ..... R. Moore  
66-57 ..... H. Coulburn  
66-114 ..... G. Morris  
68-20 ..... G. Smith

### 10 Years

34-2524 ..... N. Fisher  
36-474 ..... R. Glover  
46-7 ..... J. Olesen  
60-244 ..... S. Disiderio  
66-79 ..... G. Mumford  
66-106 ..... E. Koechert  
66-329 ..... A. Trader  
66-770 ..... J. Irvin  
67-187 ..... M. Allen  
67-477 ..... C. Harman  
75-147 ..... L. Baekey  
91-136 ..... A. Aveyard



(Top) — A 30-YEAR SERVICE PIN is presented to H. Fisher, 75-81, by Supt. William B. Beatty.

(Middle) — P. SKODIS, 42-251, is shown receiving a 25-year service pin from Supt. William B. Beatty.

(Bottom) — SUPT. A. A. NORTON is shown congratulating C. Heacock, 79-18, after presenting him with a 25-year service pin.



(Top) — L. COX, 42-200, is presented with a 25-year service pin by Supt. William B. Beatty.

(Middle) — AFTER RECEIVING HIS 25-YEAR SERVICE PIN, A. Mosley, 67-1606, is shown being congratulated by Supt. A. A. Norton.

(Bottom) — J. TONUNUSKO, 47-55, completes 25 years of service with Sun Ship and is given a 25-year service pin by Supt. William B. Beatty.





## SCENES AT SUN SHIP'S 18th BOWLING BANQUET

1 — VICE PRESIDENT JOHN G. PEW, JR., makes A. A. award to Sun Shipyard bowling champions for 1946-47, Shipways team. Left to right: Frank Messer, D. Garner, C. Unglaub, S. Baker, F. McShane, Captain, and John G. Pew, Jr.

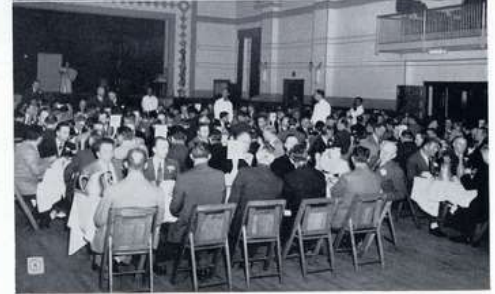
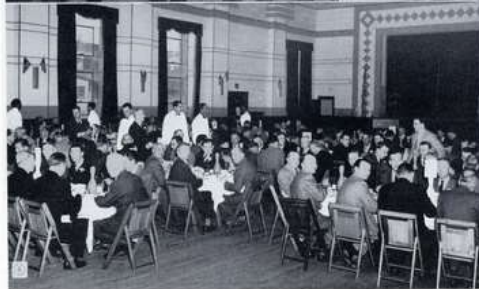
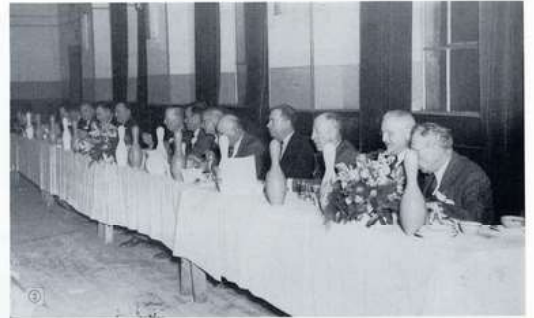
2 — AT THE HEAD TABLE, left to right: Perry Shaver, Edward Lomberson, Supt. John Wilkinson, Controller Charles Doyle, Supt. Ray Hanigan, Vice President R. L. Burke, Vice President John G. Pew, Jr., Treasurer William Cramer, Supt. William Beatty, Supt. A. A. Norton, Chief Engineer J. M. G. McConehy, H. W. Scott and John W. Hudson.

3 — INDIVIDUAL PRIZE WINNERS "A" LEAGUE, left to right: E. Staley, high three; J. Anderson, high single with handicap; P. Holl, high average; E. Brang, high single game, missing from the picture is C. Taylor, winner of high three with handicap. Awards made by Supt. A. A. Norton.

4 — A. CRESSY, of Safety Dept., is presented with top door prize by Chairman Norman Fisher.

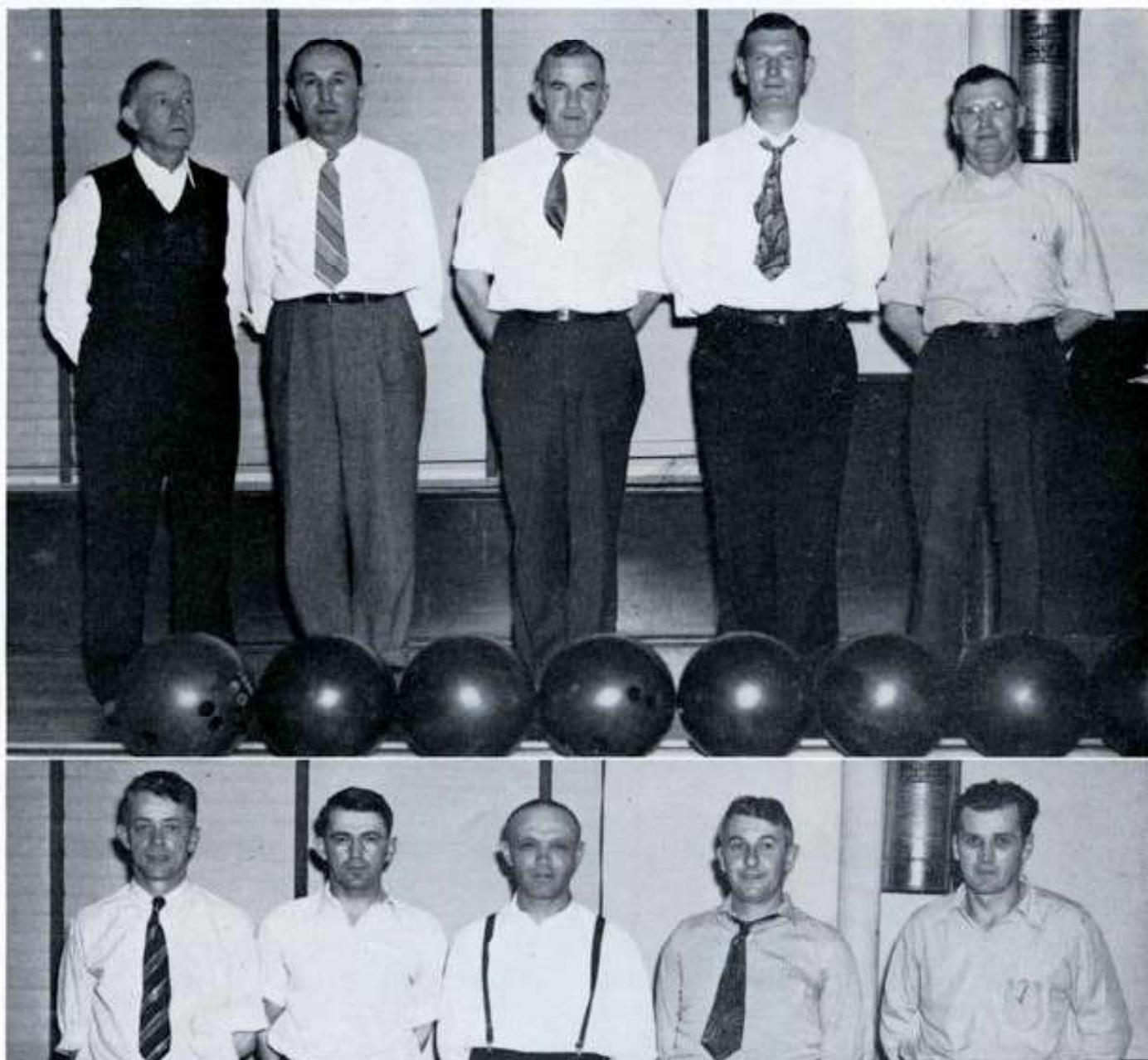
5 — INDIVIDUAL PRIZE WINNERS "B" LEAGUE, left to right: W. Ellbeck, high single (handicap); J. Grant, high three (handicap); W. Doyle, high three games; T. Toohy, high average, and M. Bullock, high single. Awards made by Supt. Beatty.

6-7-8 — SNAPSHOTS of guests of the banquet. (Other pictures and story on page 14.)





# SUN SHIP'S CHAMPION BOWLERS — 1946-47



**SHIPWAYS TEAM** "A" League, (top) captured yard championship defeating the Point Shop team, "B" League by 18 pins. Left to right: D. Gerner, F. Mosser, Frank A. McShane, S. Baker and C. Unglaub.

Lower, the Point Shop team which won top place in "B" League. Left to right: W. Eilbeck, W. Marvel, S. Sivini, J. Bartholf and W. Doyle.

**S**UN Ship's Bowling Tournament for 1946-47 wound up with the "A" League Shipways Team as Champions of the plant. This outfit, headed by Captain Frank McShane, topped the Point Shop Team of "B" League by the thin margin of 18 pins.

At the 13th Annual Sun Ship Bowling Banquet at Columbus Center on May 3, both teams were given a big hand when awards were made. At the same time, individual awards were

handed out. John G. Pew, Jr., presided in the absence of his father, President John G. Pew and brief talks were made by Vice President R. L. Burke and Treasurer William Craemer.

Superintendent A. A. Norton presented the "A" League plaque to the Shipways Team winners in "A" League and Superintendent William B. Beatty presented the "B" League plaque to the Point Shop Team. The

Yard championship plaque was awarded to the Shipways Team by Vice President John G. Pew, Jr.

Those composing the Shipways Champions are: Frank McShane, Captain, F. Mosser, C. Unglaub, S. Baker and D. Gerner. Individual winners in "A" League are: High average for season, P. Hall, 190.4; high single game, E. Brong, 265; high three games, R. Staley, 660;

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### 36 MACHINISTS

By Dick Clendening

36 Dept. has just added three new names to the growing list of beneficiaries; Mike Grieco, Pete Yagle and Gabriel Ambrosino having been married since our last issue. A photo of Mr. and Mrs. Grieco appears on this page in this issue. We might add that Mike, who did a 26-month stretch in the Navy, is very active in baseball and is at present holding down the short-stop position for the Brookhaven Champs and also for Wayne of the Main Line League. His father, Anthony, who was a chipper in 55 Dept. for about 15 years, was an old-time pitcher of no mean ability and played under Safety Dept.'s Bush Cockrane in the old Independent League. Mike is also a nephew of our old friend Jack Grieco of 91 Dept.

There also is a photo in this issue of Mr. and Mrs. Ambrosino. We can only add that "Gabby" did his turn in the U. S. Navy.

Pete Yagle, who had no photo for us, became the proud husband of former Miss Christine DeJohn on April 19th. Following the ceremony at St. Anthony's Church of Chester, a reception was held at Ukrainian Hall under the able guidance of 36 Dept.'s Henry Dychala. After the "Grand March," Mr. and Mrs. Yagle slipped off to Quebec, Canada for their honeymoon. They are now at home at 1114 W. 7th St., Chester. Pete was in Italy with the U. S. Army Transportation Corps for 3 years. To all three couples, our best wishes for future success, health and happiness.

Our own George Weber turns up with a real harbinger of spring with his tall stories of fishing and if his tale is an indication of what we may expect along this line, we are in for some "humdingers." George tells of an encounter he had in a stream out Boothwyn way with an 8 ft. tiger shark. He claims to have landed it

and says that to this day he can't imagine how the "durn thing" got there.

All our sincere good wishes for health and happiness go with our old friend Jim Mackie, who recently retired. Jim was Guarantee Engineer for many years and his quiet efficiency and all around good fellowship made him very popular with all who knew him. Happy days, Jim.



MICHAEL J. GRIECO, of 36 Dept., and his bride, former Miss Rose Marie Solge of Wilmington. They were married April 12, the uncle of the bride, Rev. Michael J. Jordan performing the ceremony.

We wish to extend our deepest sympathy to 36 Dept.'s Jack Holland and his family on the recent death of his brother, Ross Holland.

36 Dept. also wishes to express sympathy to 33 Dept.'s Oscar Holt, who recently lost his wife.

Somewhere we recall reading:

*"God and the soldier we adore  
In time of danger, not before,  
The danger passed and all things  
righted,  
God is forgotten and the soldier  
slighted."*

Here is much food for thought. Just get out last month's issue of OUR YARD and read again the "Tribute to Our Veterans" appearing just inside of the cover.

We can form some idea of the real character behind the writer of those lines when we consider that despite the tremendous strain which present day conditions impose upon all our industrial leaders, time was found to pause in humble remembrance of our Servicemen; past, present and future, which all adds up to giving us still further pride in being associated with a truly humane industrial organization.

### OFFICE CHATTER

By M. Mae Scott

April 24th proved to be a "red letter" day for Marge Desmond, of Mr. Landing's Office, when she became an aunt for the first time. The baby, a boy, was named Dean Jay Deakyne III and weighed 8 lbs. 4 ozs.

What's this we hear about Peggy Tracy, of the Payroll Dept., setting the date of her wedding for June 7th. Lots of luck from all of us Peggy.

Pauline Ware, of Mr. Pew, Jr.'s Office, spent Saturday, May 3rd in Washington, D. C. viewing the sights.

At the time of this writing, Lew Hazlett of the Main Office Bldg. is recuperating from an operation on his neck. Here's hoping for a speedy recovery Lew.

**FOUND:** — One gold cross. Contact L. Hazlett, Lobby, main building.



## MARITIME DAY

National Maritime Day was celebrated on May 22 and while there was no special ceremony at Sun Ship, its observance provides an opportunity to consider the present status and future prospects of America's merchant fleet of tankers, freighters and passenger ships.

The theme for Maritime Day was "For Trade, Travel and Defense — the American Merchant Marine."

These ships must be readily convertible into transports, attack cargo ships, hospital ships, oil carriers and other vital auxiliaries.

Public acceptance of these three functions of the American Merchant Marine is necessary if the nation's shipping industry is to be supported so that it can carry on in the face of foreign competition.



FRANK WILSON AND HIS BRIDE, the former Miss Paulette Ertwine, were married on April 26th at her home in Ringtown. They spent their honeymoon in Atlantic City. Frank is from the Contract Dept.

## Obituary

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

S. Inderlied, 91-39, 307 Grant Avenue, Pitman, New Jersey, April 18.

John Laughead, 66-129, 28 Church Street, Upland, Pa., April 25.

Vita Iacono, 47-292, 305 W. 2nd Street, Chester, Pa., April 29.

W. Herbert, 8-69, 720 9th Avenue, Prospect Park, Pa., April 30.

## Dutch Children Receive Clothing and Supplies

WORD has been received that \$2000 worth of boys' and girls' clothing and other supplies, donated by Sun Ship at the request of Mrs. Chester Nimitz, have been received at a Dutch orphanage in Vluchtheuvel, Scheveningen, Holland.

When Mrs. Nimitz, wife of Admiral Nimitz, christened the S.S. UTRECHT, one of the ten Dutch ships built in the Sun Shipyard, instead of accepting a sponsor's check, she asked President John G. Pew that the money be turned over to Holland relief.

Among the articles shipped to the orphanage were: 37 girls' corduroy dress suits, 19 children's playsuits, 24 girls' blouses, 35 mackinaw coats, 24 slack suits for girls, 48 pairs rayon pajamas, 12 wool skirts, 12 girl's reversible coats, 48 union suits, 15 snow suits, 72 pairs of stockings, 12 girls' slips, 24 wool shirts, 24 pairs wool trousers, 48 wool sweaters, 210 yards of Oxford grey cotton covert cloth, 200 yards of striped flannel, 200 yards of checked gingham, 100 sew-



MRS. CHESTER NIMITZ

ing kits, 40 blankets, five dozen bath towels, five dozen kitchen towels, one Singer sewing machine, 24 pairs of boys' shoes and 24 pairs of girls' shoes.

In addition, the shipment included leathercraft and weaving kits, painting and clay modeling kits and handicraft books.

## SHIPBUILDING

(Continued from Page 5)

tion of Independence and later constructed 5 frigates.

A steam boat was operated on the Delaware by John Fitch in 1787. The first American iron ship, the BANGOR, was built in 1843 by Harlan and Hollingsworth at Wilmington. The Roach Shipyard at Chester built three monitors during the Civil War.

During the First World War, the ship tonnage built on the Delaware River was greater than that produced anywhere else in the world. 135 ships were completed and 102,000 workers were employed at all of the Delaware River shipyards.

After the First World War, the American Merchant Fleet was allowed to rust. Sun Ship and New York Ship were the only two privately owned shipyards that survived the period between World Wars I and II.

Mr. Pew told of the great contribution by Sun Ship during World War No. 2 and said that between Pearl Harbor and the end of 1945, Delaware River shipyards had constructed 4,500,000 deadweight tons of mer-

chant ships and 850,000 gross tons of naval ships. He told how Sun Ship turned out the first all-welded ship in the world.

Finally he frankly pointed out how American shipbuilding is now on the decline and told of President Truman's Advisory Committee to study and propose a long range merchant ship plan. He brought out the fact that Europe is building 813 ships or 13 times as many as are under construction in the United States where the industry is at low ebb. He closed by saying:

"Because of the things I have recited, there are no job opportunities, relatively speaking, in shipbuilding today. Shipyards are in the position of fighting for survival, by taking on repair work and by tearing down old ships for scrap. The work of reconverting ships from war time service to peacetime is almost finished. Men are being laid off by shipyards, rather than hired. We shall wind up with only a skeleton crew on shipyard payroll unless the American people as a whole resolve that they are determined to maintain a strong American Merchant Marine."



# Junior Members of the Sun Ship Family



NANCY JEAN EITELMAN, 1 month old, is shown with "Pop" Mike Eitelman of 36 Dept.



GRANDCHILDREN OF GEORGE MAC KENZIE, who is employed in the Wetherill Plant, are shown left to right: Kenneth, age 5, and Judith Dalrymple, age 2½.



MARION LOIS O'BRIEN, 8 months old, is the daughter of John R. O'Brien of 33 Dept.

## 68 DEPARTMENT

### By Half Hitch

During these past months we have been getting down to the Dry Docks quite a lot. We notice Martin going around with a big grin since the Dredge has been in there and cleaned out the muck.

This Dry Dock Gang, another branch of Capt. Campbell's 68 Dept. is a grand bunch of fellows, most of who have been with the company a good many years. That "beat up" look they have, is from Old Man Weather working them over. Ships have a habit of going on and off the docks on schedule regardless of time or weather.

Incidentally fellows, there is a man in this yard named Harry McBride who pulls the strings on this repair work. He's the guy who keeps them limping in so you can fix them up. Once in awhile he dreams up some tough ones, but so far the boys haven't let him down.

A friend of ours out in California sends us this news about a new crane the U.S. Navy has out there. It's a Floating Hammer Head from water line to top of rigging 200 ft. with a boom of 374 ft. The float is 204x103 ft. She is self propelled by three variable pitch propellers, so that she can maneuver around to jobs. It has 450 tons of Cement Counter Ballast and has a lifting capacity of more than 350 tons. The winches and other equipment are housed in a 3-story

building up in the rigging. The crane was acquired as part of the tripartite Naval Commission of the German Fleet. Most of the rig was towed across the Atlantic, through the Panama Canal and is now located at Terminal Island, Long Beach, California, Navy Yard.

All this sounds like a Rigger's Dream. All they would have to do is reach into the Wetherill Plant, pick up a Sun Doxford in one piece, take it to any one of the piers and drop her in. If this ever came to pass, we would like to see Hammer Head Mike at the controls. Yes Mike, they even have an elevator and Joe McGowan would be talking to you by way of a telephone in place of the old hand signals.

That big grin that Jim Chartrand is wearing from ear to ear is because he is a new grand-dad. Jimmie is probably the youngest grand-dad in the yard. He reports the baby weighs 8 pounds and is doing fine. Lots of luck to the new family Jim. Also that serious look on Johnny Pace's face will be replaced with the old smile soon, boys—unless it's triplets. Now we hear Howard Ebright and his wife are starting to shop in infant wear departments.

Chief of the Black Gang, Jim Mackie is retired. Nearly all of 68 Department sailed with the Chief on many trial trips. He was a fine man to work with and all in 68 Dept. wish you the best of everything, Chief.

## WETHERILL SCOOP

### By "Wally"

Herbert Taylor has just returned to work after being a patient in the Naval hospital. Feeling fine and fully recovered, Herb is fit as a fiddle. We would like to have some more pictures, Herb. How about it?

Farmers, gardeners and others. Stop — Look — Listen — and Hear. Dick Fredicks has a secret in raising tomatoes. Yes, those great, great, big ones just like 'Jack and the Bean Stalk.'

Golfing season is now getting in full swing, but as usual, A. Brown is on the losing end.

Sorry to hear that Jack McKinney, foundry foreman, is on the sick list. Here's hoping for a quick recovery.

Harry Ebright has been very quiet these days. Could it be that Jack Gillespie is not allowed out any more?

Received a card from Bert Van Zandt and Jimmie Louzon in Florida; just the same old boys rubbing it in how nice the weather is and especially how warm it is. Also, a hello to all the boys.

Hal Bert left in May to take up farming in New York State. Well, here's luck and prosperity, Harold.

The war is over, and the boys didn't come back till it was over, over there. Don't forget Father—June 15 is his day. He's a good pal.





AT LUNCHTIME each day a sad cat with cropped ears and tail visits J. Loky and begs a snack. Then it curls up on a bench and watches him wind armatures in his little shop under No. 2 shipway.

## MAIN TOOL ROOM NEWS

By R. Gilbert

Congratulations on their Wedding Anniversary: Mr. and Mrs. Harry Todd, 30 years, June 6th; Mr. and Mrs. Harold Radabaugh, 7 years, May 25 and Mr. and Mrs. Raymond Gilbert, 1 year, May 25th.

Ben Kneedler, the "Beau Brummel" of 74 Dept. welcomes all painters to participate in coloring up his summer cottage.

Ben Laughery is full of smiles now that Mrs. Laughery is home after a three weeks stay at Chester Hospital.

If you see Andy Glaus riding around in a brand new Ford don't be surprised. Andy is on the "look out" list.

It's a sure sign of spring. Lunch time is quoit time and competition is keen.

Welcome Back — Harry McPherson after his recent illness.

We wonder just who is "Little Abner" on the second shift. Could it be Rebel?

Mr. and Mrs. George Bramble and infant son are spending their vacation in Parkersburg, West Virginia, where the baby's granddad, the Rev. Vernon C. Cutright, will baptise the baby.

Congratulations to William Kealey who has completed 29 years of faithful service with our company on May 20, 1947. Good work, Bill, keep it up. Everett Collins, 35, a Sun Ship welder, was one of 13 injured on May 4 when an airplane returning from the Kentucky Derby missed the Newark, N. J. airport runway and rammed into a ditch. Collins, who resides at 1222 Clover Lane, Chester, suffered injured ribs.

## 33 DEPT. NOTES

By Morton Paul

Oscar Holt, for many years yard foreman in 33 Department, suffered a great loss in the recent death of his wife after a long illness. I know that the Electrical department as well as his many friends in other departments and outside the yard all join in extending deepest sympathy to Oscar.

Who was the 33 Department crane-runner who fell out of a rowboat into the cold river down in Maryland while he was trying to remove an imaginary fish from a net?

Always thought the "Needler" was a local publication but the gang on the boats tell me there is one running around by the name of Paige.

A reminder of time gone by, the "Five Pal's Bowling Team," formerly called 33 Expeditors, led the Armory City Bowling League during the second-half till May 12 when they lost three games. Capt. Herb Ramsey is ably assisted by Norman Kefford, Al Hinderhofer, Walter Kowalski, Barnard, and Lou Casciato.

Sorry to say goodbye to John Harrison (Whitey) Eastwood, old time expeditor — not to mention capable vocalist — who left the yard recently to join his father in the contracting business.

Gerald Evans was out fishing on the bay the week-end of May 17th but reported the catches were very poor.

Despite the local frost and cold weather, good reports come in about S. Rankin's garden. His ninety-seven tomato plants are coming along in fine shape. From what I've seen of tomatoes, he must be going into the trucking business.

## PAYROLL DEPARTMENT

By Peggy Tracy

Edward W. Bauman, after supervising our Tabulation Section for four and one half years, has left the employ of the company to re-enter the employ of the Remington Rand Tabulation service. We will remember him for his willingness to help and for the

time and patience he spent training all of us in the operations of this equipment. We wish him the best of luck and success in his new venture.

Miss Sue Witmer has been in the employ of our company for five years. Our Sue is at present taking care of our Earnings' Records from which she accumulates the weekly income of each man and is responsible for his gross income total at the end of each year. Sue also has the responsibility of O.A.B.

Rose Merletti has returned after a short stay in the University hospital. Glad to have you back.

Kas Coonan recently spent a most enjoyable weekend in New York.

The record breaking cold wave hasn't stopped the girls of the Payroll Dept. from starting their sun tan. Each week they enjoy the swimming and the sun lamps of the Garden Court Pool.

Why all the mourning Carl Flamer? Could it be because a friend of yours got married?

\* \* \*

## More Surplus Vessel Sales

The Maritime Commission has approved the sale of 30 merchant vessels to Great Britain and of 107 to shipowners in the United Kingdom for approximately \$72,000,000.

The vessels are among the 306 now in operation by the British on a cash charter arrangement that superseded the original lend-lease agreement.

The 30 vessels to be acquired by the government are of the N3-S-A1 coal-burning coastal type of 2900 deadweight tons and the ships to be acquired by private operators are principally Liberty type vessels.



**66 DEPARTMENT***By P. Embree***Do You Know That:**

Tom and Benny "Morris" were both sick the night they were called to work the 3rd shift.

Norman Lloyd, the "third shift flash," always has a smile and pleasant word for the day shift crew.

Jim Ryan has been on the job five days a week for the last three months. Keep up the good work, Jim.

"Doc" Gus alias "Shop" Gus was late getting to sleep the other night on account of one of his patients.

"Ross Carrier" George is wearing a little gold wedding ring on his finger. Did it happen the day you were off from work, George?

Bill Marine has moved to his new home in Highland Gardens. He invites all his friends to stop and see him anytime as he is never home.

Fred Smith, of 84 Dept., new address is 21st and Edgmont Avenue, Chester. "Stop in any time," says Fred.

Your department reporter has an extra hoe that will be loaned to any gardener that needs an easy moving hoe; all you have to do is raise and lower the handle.

I just heard a remark about my garden being called a "patch." That's an insult, my garden looks like "God's Little Acre," holes and all.

If you are ever in Sun Village on Saturday morning, stop in and see McGhee and Rounds and listen to them sing with McGhee's talking machine.

Penniwell has moved again, second time in two weeks. Penny, remember "A rolling stone gathers no moss."

Joe Sage is a catcher on the Odd Fellows' Ball Team of Darby. We don't know about his catchin' that stuff but we know he is good on pitchin' that stuff.

"Popeye" Burton is Joe Sage's shadow. "Popeye" says, "Wear-ever I go my pipe goes with me."

Jack Spath is on the sick list and is staying with his son in Wilmington, Delaware. Hurry back, Jack, we miss you.

Joe Sage and wife, Carrie, celebrated their 50th wedding anniversary on May 22. The boys wish you 50 more years of grand happiness. Carrie said it's not 50 years it just seems like it.

66 Dept. is very proud of having three members on the Championship

Bowling Team: Mr. McShane, F. Mosser and Stan Baker. Still we can't help feeling sorry for bowlers after the season ends when that good old liberty pass to bowl expires and now they stay home and paint screens and cut grass. It's an awful let down but cheer up boys, another season will soon be along.

Our boys report Alex is a very busy man these days.

Latest reports from Garden City say F. Mosser's electrified lawn mower is a clipper dipper. It got away from Frank the other night and got clean over to his neighbor's grass. He had to pull out the lead wire to stop it.

George Morris and Hoffmeister are reported to be great buddies these days. Who is helping who?

Well folks, I guess I'd better stop writing as my wife just yelled for me to turn out the light. It's 2:00 A.M. (lucky Gus).



**JAMES MACKIE**, guarantee engineer, was retired after 37 years service with the Sun organization. He was in the Shipyard 27 years and previous to coming here was with the Sun Oil Company for 10 years. He also served in the Navy. To his many friends he is known as "Jim" and his fine traits have endeared him to his associates.

John Fry, of the Carpenter Shop, and a party of fishermen from Chester made a catch of 253 large weak fish in the Delaware Bay on Sunday, May 18th. The anglers went out from Mispillion Light and the fish were caught within less than 6 hours.

**80 DEPT. — STOREROOM***By Frank Thompson*

Our deepest sympathy to Mr. and Mrs. Henry Jones upon the death of their eleven day old son, Ernest Rickett, on April 16th.

Bob Selfridge has been performing a job beyond the line of duty. Every noontime Bob can be seen heading toward the record room. The other day, we decided to investigate those daily jaunts and to our surprise found a family of new born kittens. Apparently the housing situation is more critical than most of us suspect.

We are glad to see that Sam Tryens has returned to work sufficiently recovered after a brief illness.

Congratulations to Mr. and Mrs. Frank Thompson upon the birth of a daughter, Anita Suzanne on April 15th at Chester Hospital.

Baseball is in the air again; aches and pains are too. Earl Bennett has started his softball campaign down Linwood way and says in their league, hitting will excel over pitching this year. The reason for Earl's assumption is due to the fact that he has switched from a pitcher to a slugger.

If you are interested in what the well dressed man should be wearing in the way of neckwear, see Nate Freedman. Nate is setting a fast pace in that fashion lately.

John Foley, our second shift man, complains that this year either his gardening or listening to the afternoon ball games will have to be slighted, but in our opinion, John has made his decision for he keeps all of us well informed on the doings of the A's and Phillies.



**SYMPATHY** is extended to the family of John H. Laughead, formerly employed in 66 Dept., who died April 25 at the Naval Hospital, Philadelphia. He is survived by his wife, Mary A. and seven children.



**45 SHIPFITTING DEPT.***By Jack Grieco*

Since the last issue we are glad to welcome back to this department, F. Bingnear, J. Pasternak, F. Morris, R. Kelly, H. Ferebee, M. Wolanin, and V. Girard.

Two men who have left service are W. Mason and G. Brown. "Brownie" is going into the brush business way down south.

"Shorty" and "Griesmeyer" had to put their winter "jaegers" back on again due to the changeable weather. However, this hot spell will make them yank 'em off again we think.

Arthur Millay is still dickering for that new plane—and I'm still waiting for that promised ride.

We are sorry to report that George Kilgore, of berthing, has been out on compensation. Hurry back George, we all miss you.

"Shep" Sheppard hasn't lost a pound in years—must be feedin' good down at "Anthony's" — eh "Shep?"

Basil Griesmeyer and Joe Anderson were seen floating down thru the yard during the recent heavy rain storms. Were they soaked. Oh Yeah, Basil looks like "Sherlock Holmes" in his new spring bonnet. "Where's his pipe, Watson?"

The current cross-word puzzle throughout the yard is vacations.

The Doyle and Gallagher combo at No. 2 Pier are a busy duo these days. Were those "tears" we detected in their eyes when the "Stokes" left recently? Now it's L.S.-L.S.T.-L.S.-L.S.T. 969 and 970.

Jim "Adonis" Garvey, of the dry dock is so busy these days he forgets to cover his own time. We manage to keep him straight however.

Cliff (Grip) Haycock nearly broke four of Basil's fingers in a friendly handshake the other day.

Shorty (Blue-Print) Cahoon has an awful time holding on to his men. I met "Shorty" down town the other evening with a bunch of flowers in his mitts, and I asked him what was the occasion for the flowers.

Shorty scratched his bald dome, looked perplexed and said, "I don't know yet. My wife kissed me this morning. I don't know if it's her birthday or our anniversary."

%&?/X"Z8()—\*%&?!!!! stated your reporter, when somebody asked, "How's your garden coming along—during the recent heavy rain spell?"

Anybody care to come up and make mud pies?

Here's the answer to last month's riddle—

Two boys go over. One boy comes back. Father goes over. Other boy comes back. Both boys go over. One boy comes back. Mother goes over. Other boy comes back. Both boys go over.

(And there you are — simple, wasn't it?) And the first prize goes to Bezwenzooeki Ogz of 45 Dept. Congrats B.O.

Frank Impagliazzo has taken over the berthing in lieu of George Kilgore who is out sick.

R. Wallace has been appointed Shop Steward of 45 Department, vice: Brown who has left service.

**A Wee Bit o' Nonsense***or***Smile — Derr Yuh**

The angry husband demanded: "I want to know once and for all, who is the boss in this house?"

The wife replied: "You'll be much happier, dear, if you *don't* try to find out."

And then there was Mary's boy friend who was a printer, but she gave him up.

He wasn't her *type*.

And speaking of baseball, The girl who doesn't make a "hit" is usually "safe" at "home."

A bricklayer working on top of a tall building, accidentally dropped a brick squarely on the head of his helper working 5 stories below.

"Hey, take it easy up there boss," said the helper. "You just made me bite my tongue."

**91 DEPT.***By H. Obdyke*

With sincere regret we announce the death of our fellow worker, S. Inderlied, in Cooper Hospital, Camden, N. J., on April 18th last.

"Mickey," as he was known to his many friends here, came to Sun Ship in March 1936 as Timekeeper and Clerk and was recently located in North Yard Exception Office. He waged a valiant battle against an illness covering a period of two years and I am sure his many friends were very sorry to hear of his passing. To his family we extend our heartfelt sympathy.

Due to curtailment of forces we have also lost, during the month of April, Jim Desmond, Larry Wroten, Bart Orr, Frank Dougherty and Alan Aveyard.

We appreciate having worked with them and wherever they may go extend our best wishes for a bright and prosperous future.

Dorothy, daughter of Harry Renz, and Harry J. Worrall of Media were married in the Norwood Lutheran Church on March 15th, last. The bride was formerly a member of the Sun Ship family having worked in Mr. Shaver's office and made many friends while here. The newly married couple are living with the bride's parents temporarily until they can locate a place of their own. We extend our sincere congratulations and all happiness in the future.

Congratulations are also in order for Tommy Dougherty and his wife on the birth of a son on Sunday May 4th and we sincerely hope the new arrival will bring a lot of happiness to their home.

Our genial co-worker Harry Renz and his wife Florence will celebrate their 30th wedding anniversary on Monday June 23rd next. They have been blessed with the following children—Warren D., Dorothy, Florence F. and Harry Jr., who was a worker in the Fabricating Shop.

We wish to extend to Harry and Florence our congratulations and best wishes for many more years of happy married life. This, we know, will be a grand celebration and one to be long remembered.

The fishing season is now upon us and we would like any news on trips, and if possible, accompanied by pictures. Send them in and call 536 for immediate entry of all items of interest.



CONDOLENCES are extended to the family of VITO IACONO who died April 29. Mr. Iacono was formerly employed in 47 Dept. and resided at 305 West Second Street, Chester.



## AWARD TO J. HOWARD PEW

J. Howard Pew, former president of Sun Oil Co., is given award for outstanding service to community by Chester Business Men's Association. Thomas B. McCabe, president of Scott Paper Company, presents silver plaque to Mr. Pew. Also shown are Robert G. Dunlop, president of Sun Oil Co., and Mayor Ralph F. Swarts.



**P**RESIDENT John G. Pew, of the Sun Shipbuilding and Dry Dock Company, was one of the notable guests at the presentation of the Chester Business Men's Association's Community Fund Award to J. Howard Pew, who recently retired as President of the Sun Oil Company.

During the ceremony reference was made to the growth of the Shipyard which was founded by J. Howard Pew in 1916.

The formal presentation of the Award was made by Thomas B. Mc-

Cabe, President of the Scott Paper Company. He spoke of the contribution made to the country in war and peace by Mr. Pew, stating that the Sun Oil Company had grown 20 fold during the 35 years of Mr. Pew as President and recalled that the Sun Shipbuilding Company had become the largest commercial shipyard in the world and had turned out 40 per cent of the tankers built in the United States during World War II. He also brought out the fact that Mr. Pew was an outstanding figure in the

campaign to preserve the American system of free enterprise.

In accepting the Award, J. Howard Pew said, "The Second Front in Europe, so anxiously awaited during the war, was born here in Delaware County's factories." He cited the products turned out in the Chester area and added:

"If we hope to continue such accomplishments in peace time, we must stand fast to our system of competitive enterprise and not allow ourselves to come under governmental control as other countries have."

## 34 PIPE SHOP

By Chick & Toots

Due to the high cost of living, Clayton Tourville thought he would cut down on expenses and feed up on canned rations but cats gave his lunch bag a play to the extent that Clayton went without lunch one day.

"Tool Room Willie," of the Pipe Shop, has lost his one and only golf ball. Then his radar equipment went on the fritz. In his spare time, his wife got him to help her father who runs a shoe repair shop. Tough luck but Bill gets his spaghetti for his work and an extra meat ball.

There has been quite an addition to the force in the Pipe Shop. We see a lot of old boys around again and

it is getting to look a little like old times. Also in this group was Gene (I'll never smile again) Perkins, who has been on the sick list since January. We all hope he is back to normal again. Good luck Gene and welcome back to the rest of the boys.

Since (Plugger) Davidson has been bending coil, he has given Joe Rispoli and Jake DeMarco a few pointers on the art of bending. Joe has pulled on so many coils, he can walk better backwards than he can frontwards; poor Joe.

Harry (Pappy) Worrell, the ship repair merchant of the Pipe Shop, is one of the veteran employees. In his long stay with Sun Ship, he has walked to and from the dry dock so many ships that he has almost worn

his legs down to his knees. With "Pappy's" size and ability, he should have been a jockey. He doesn't seem to have any trouble holding his weight. His favorite pastime is going to see his grandchildren of whom he is very proud. Nice going, Pappy.

Jimmy Peppe couldn't stand being his own boss, so he went and got married a couple of weeks ago. It's okay Jim; good luck to you and the wife.

The checker champs are at it again in the Pipe Shop with Dick Ancarrow and Crauf Laird as contestants. Someone donated a new board; the blocks were worn off the old one from years of fast playing. Of course, Dick lets Crauf win a game now and then to keep his spirits high.



## BOWLING

(Continued from Page 14)

high single game (Hcp), J. Anderson, 272; high three games (Hcp), C. Taylor, 698.

The members of the "B" League Champion Paint Shop Team are: W. Eilbeck, Captain, W. Doyle, W. Marvel, S. Sivini, L. Welsh, J. Bartholf. Individual winners: High average for season, T. Toohey, 183; high single game, M. Bullock, 265; high three games, W. Doyle, 621; high single game (Hcp), W. Eilbeck, 259; high three games (Hcp), J. Grant, 646.

Door prizes were distributed with the top prize, a radio, going to A. Cressy of the Safety Department. The banquet wound up with a vaudeville program. Congratulations were extended to the banquet committee consisting of Norman J. Fisher, Chairman, David Owens, J. Dougherty, W. Eilbeck and L. Highfield.

\* \* \*

## Discuss Ship Decoration

"Interior Decoration of Ships," by William F. Schorn, of William Schorn Associates, was the paper for the regular monthly meeting of the Philadelphia Section of The Society of Naval Architects and Marine Engineers, at the Engineers' Club, 1317 Spruce Street, Philadelphia, on May 16. J. A. Hill, Naval Architect of the Philadelphia Naval Shipyard, was the Meeting Coordinator; Discussers were John F. Roeske, Assistant Naval Architect, Sun Shipbuilding and Dry Dock Company; and Leonard M. Richards, Naval Architect, Philadelphia Naval Shipyard.



MR. AND MRS. GABRIEL AMBROSINO are shown just after their wedding which took place April 19 at the St. Gabriels Church, Norwood. They honeymooned at Niagara Falls. She is the former Miss Julia Chiorolanza of Prospect Park. Gabriel is employed in 3d Dept.



EVERY NOW AND THEN the shackle on a ship's anchor becomes loose and must be hardened up. Here is an outfit on the job. After the metal is heated, sturdy men with sledge hammers do the rest. Note the hundreds of feet of anchor chain on the floor of the dry dock.

## PAINT SHOP PATTERN

By H. Thompson

June — Spring fever has old 69 in its grip and in this case "old" is used in the literal sense as due to lay-offs and the mere passage of Time our average age is up.

Home Front — Mr. and Mrs. Jack Umphlette named their glamor girl Patricia Gail. After Jack, in the full glory and pride of fatherhood, had collared a goodly percentage of the populace and caused them to bear witness to this phenomenon (a perfect Umphlette), he conceived the bright idea of taking her (2 weeks old) to the opening game of the Phillies.

Mr. U. and his plan were nipped in the bud by the "Missus," who stated that though Patricia was an "Umph" girl, she would not "lette" go.

The Thompson che-ild is named Paula May.

Early Bird — Our first vacationist, Mr. John Artinko, has returned from an extended tour of Chester full of vigor.

Sick Bay — Welcome back to Clarence Kelley who managed to survive a long siege of sciatica.

Farm News — James McGinley has at long last purchased a sizeable tract of land complete with home, trimmings and orchard and adjacent to

the hearts of Chester and McGinley.

Dead End — Our "B" team lost the play-off by 18 pins and Oh brother! you should have heard each pin not drop.

Orgy — The banquet as usual was a huge success. We all at a certain point wished that our "Grand Old Man" could be enjoying every moment along with us. How about a transcribed message for next year, Mr. Pew.

The entertainment was in the upper brackets (most of the time) and by the way since that memorable evening, I keep wondering if a certain person really does carry a concealed bowl of goldfish.

Democracy — When the falling curtain signaled time for the checkroom scrimmage, the converging line made me a misplaced person. With a pre-occupied manner, I firmly edged in for a gain of possibly 25 feet.

My infiltration maneuver completed, I glanced around to see who had so graciously given way only to be impaled on the gaze of Mr. Richard L. Burke, who gave me his usual hearty "How are you?" As I guiltily shuffled ahead of him for the next 10 minutes or so, I had plenty of time to deliberate on possible results of a similar action in certain other countries. I went home with a satisfied look and an orchid; an orchid for the U.S.A.



# 84 MACHINE SHOP'S FINAL BOW



WHEN 84 MACHINE SHOP was closed the employees were transferred to other units. This was the last picture of the outfit.

Top row, left to right: J. Gallagher, D. Robertshaw, F. Smith, F. Hopkins, H. Hansen, A. Swenker, R. Stewart, G. Moyer, W. MacLennan, J. Kelley, F. Ellis, W. Weitz, Ike Hamilton, R. Gibbons, J. Oberdorf, T. Redmon, F. Fowler, A. Smedley, W. Styer, W. Lynch, H. Phillips, C. Buckley, H. Venable, Tim Sullivan. Second row: G. Morgan, H. Johnson,

J. Bradford, W. Biebas, Sam Yost, R. Dantonio, W. Snyder, H. Cleland, J. Purcell, W. Sherman, William Rennie, E. Simpson, R. Baker, Tony Soltner, B. Kravitz, Bob White, C. Rager, F. Wood, M. Flowers, A. O'Conner, F. Sutton. Bottom row: C. Stearne, L. Jillson, R. Owens, E. Klock, A. McKniff, W. Haebel, K. Snyder, H. Kalin, W. Stewart, T. Dunn, G. Mears, R. Lockwood, C. McGuire, Roy Haskell. (Absent when photo was taken: H. Burr, Ben Persing, W. Hartz.)

## 30 SHEET METAL SHOP

*By George Lamey*

Howard Colburn, the department "knick-knacker," has a burning desire to return to his old love and profession of prospecting for gold. Howard has a yearning to return to the great open spaces, where men are men and each one carries a six shooter. Howard has been forced to postpone his venture to a more convenient time. However, a few of the boys in the shop, learning of Howard's plight and knowing what's so deeply rooted next to Howard's heart have decided to pool their resources, and grub stake him to a pick and shovel, a mule, and a few loaves of bread, and give him a start on another one of his expeditions.

So if you are ever out West and come across a little man with a big smile, and a twinkle in his eye, frying bacon over an open fire and drinking coffee from a tin can, don't shoot,

it's probably Howard Colburn.

A few of the boys have returned to the shop after a brief layoff in order to let the rest of the yard catch up to the sheet metal shop. Among them were H. (Nick) McCarter, R. Mitchell, A. Fulton, J. Nealon.

The temperature must have been up in the late nineties last week. Charlie Blavier the congenial M.C. of the sheet metal shop doffed two sweaters.

### "Killing Time"

The best way to kill time is to work it to death. You can also kill a horse by the same method.

### DO YOU KNOW:

That what this Country needs more than a good five cent cigar, is a good five cent nickel.

Walter Martin, "the head duck in the puddle" on the second shift, is the proud owner of a new Hudson motor car, and can be seen washing and polishing the new wagon every day. If Walter straightens up and flies

right, next week Mrs. Martin is going to give him the keys.

This is the time of the year when wood ticks invade the country, spreading the dreaded Rocky Mountain fever and other ailments. So if you happen to get a tick on you, well, then you can take him apart and see what makes him tick.

### DO YOU KNOW:

That all faces come from the same mould, only some are moldier than others.

## *Our June Cover*

One of the important activities at Sun Ship for many years has been the building of huge tanks. The front page color photo shows a typical scene in the yard.



# LOOKING BACKWARD — 1925-26 SOCCER TEAM



THIS OLDTIME PICTURE was supplied by Frank Burr. Left to right, top row: Bert Wells, Robert Lamont, Samuel Soles, James Duncan, Frank Robertson, John Duncanson, Andy MacLachlan, Doc Maher. Bottom row: George Laird, Fred Newsome, George Mears, Jack Laird, Peter Kelly,

and mascot, daughter of Sam Soles. Of those in picture four still are employed at Sun Ship. They are Robert Lamont, George Laird, Jack Laird and George Mears.

## SHIPYARDS SUPPLY STEEL

A full page article on the scrapping of vessels in Sun Shipbuilding and Dry Dock Company appeared in the May 10th issue of "Business Week." In addition to pictures by Photographer Hamilton there was an article by John A. Malone in which he said in part:

"Having tacked up a fine wartime record, the shipbuilding industry has uncovered a profitable sideline — destruction. From the yards are flowing 40,000 tons of scrap a month — the yield from ships sold for destruction.

"Sun Shipbuilding and Dry Dock Company, Chester is a case study in turnabout. Between 1942 and 1945 Sun turned out 256 ships. Now, breaking them up constitutes a nice slice of its business."

## INK SPOTS FROM THE HULL DRAWING ROOM

We salute the Hull "A" team, the runners-up in the "A" League for the Sun Ship bowling championship. They have a swell team and deserve a lot of credit for the showing they made. The four other members of Hull "A" team blame Capt. Joe Ambrosino for the loss of the championship because he drew alleys 3 and 4 for the roll-off.

Hull "B" team wound up in eighth position.

The stork has been flapping his wings around Dept. 73 again. We are happy to congratulate Mr. and Mrs. William Deck upon the arrival of a daughter, Carol Lynn, on April 30th. The little tot weighed 6 lbs. 7¼ oz. at birth, and we wish the parents much happiness with her.

Congratulations are extended to Bill Joyce who has received his 15-year service pin.

We are sorry to hear that Bill

Greebe, formerly of this staff, has been seriously ill, and join in wishing him a prompt recovery.

The chess tournament is continuing, and the players in the ladder set-up are having their ups and downs.

## 88 DEPARTMENT

By D. Morris

Captain Johnson is going to St. Louis for his vacation.

Captain Mills has a well planned trip covering a lot of territory.

Goslin is getting a new roof on his house. Says he is tired sitting up with an umbrella.

Lewis, "I got 112 hours vacation. You can fly around the world in 78 hours."

Lanier and Dilworth are interested in riding horses.

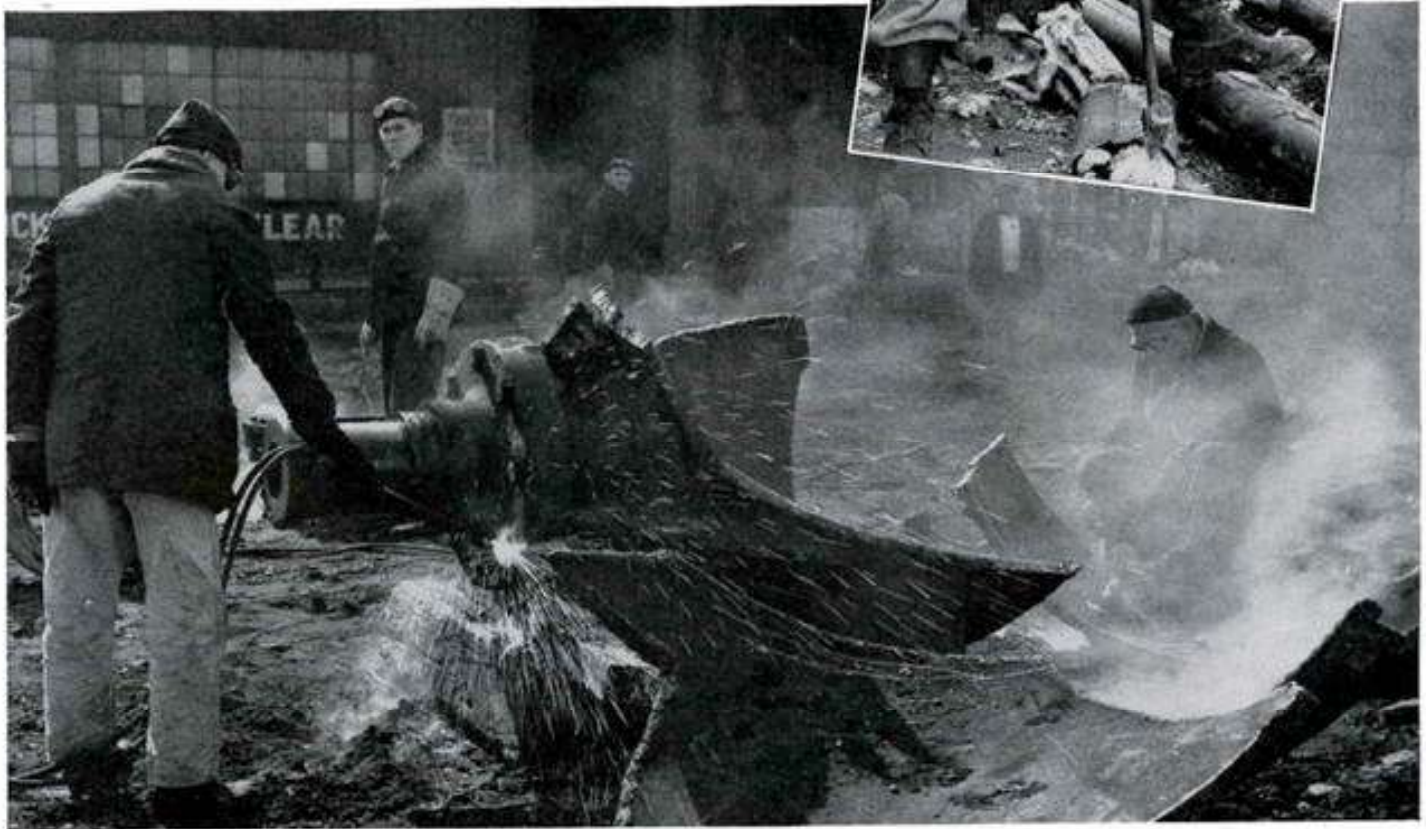
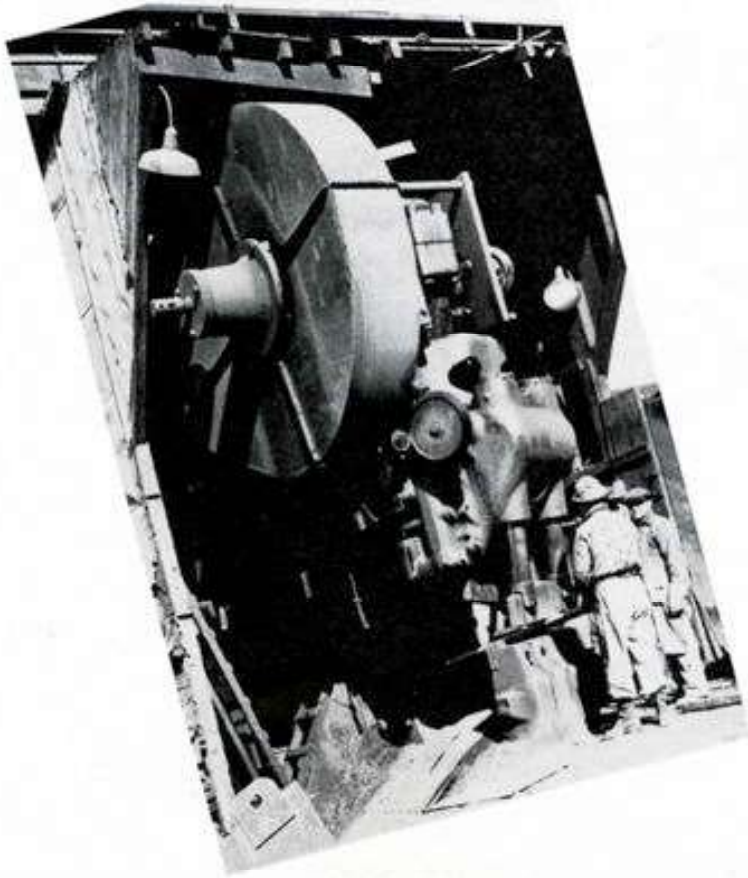
Grayson is looking for the weather man. He would like to tell him that he is all wet.

Bowers is going to Georgia for his vacation.



# CUT-UPS IN SALVAGE YARD

THESE MEN and big machines cut large pieces of scrap into smaller fragments. One of the jobs is to separate the brass and copper from steel. At left are the giant shears that cut steel as easily as scissors cut cloth. Below, removing covering from pipe. The bottom picture shows burner at work.







**SUN SHIPBUILDING & DRY DOCK CO.**