



SUN SHIPBUILDING AND
DRY DOCK COMPANY

July, 1947

Independence Day

In 1776 America was freed
None could impose, our Forefathers decreed.
Declared our Independence to all the world
Enforce it we would, where our flag was unfurled.
Peace was our aim, but fight we could too
Especially when we had it to do.
Now Spain was unwise to the American way
Dewey taught them in Manila Bay.
Even the Germans have tried it twice
Now they're convinced they had better be nice.
Collective we stand, for our earned Liberty
Each one for America, Land of the Free.

Arthur J. Brown
90 Dept.

Relic of Sailing Ship Days

THERE stands in the Atwater Kent Museum, Philadelphia, the carved figure head of SHIP JOHN which was sunk in the Delaware Bay about 150 years ago. Salvaged from the wreck, it once was used to decorate a stable. It was then presented to the Lighthouse at Ship John Shoal when the vessel sank in 1797. Finally it came to the museum.

Capt. H. D. Campbell of Sun Ship was one of those who saw the historic value of the relic and his daughter Virginia hand-lettered the beautiful scroll which hung in the lighthouse. This describes the history of the figure head up to the time of the presentation and the later transfer to the Atwater Kent Museum. The scroll reads:

THE FIGURE HEAD OF SHIP JOHN

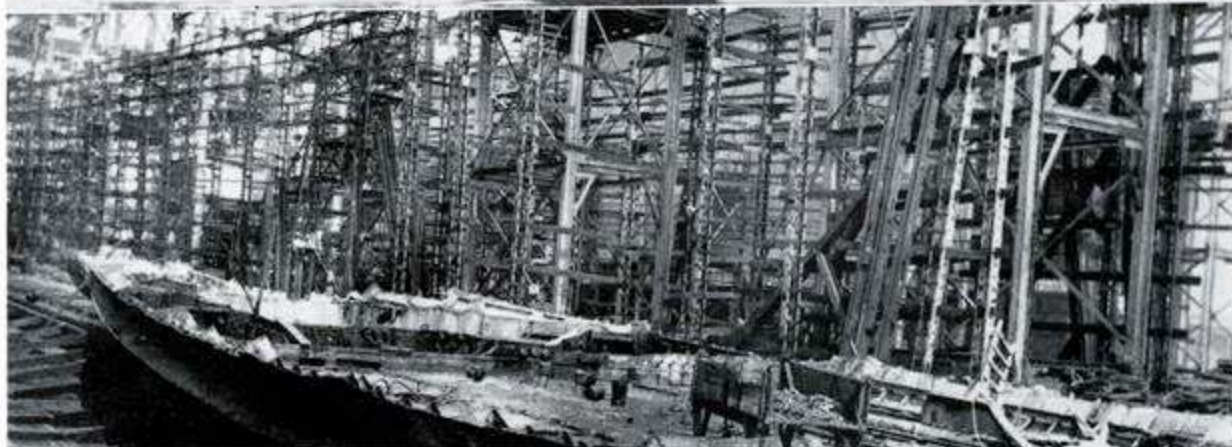
*Presented to the Lighthouse at Ship John Shoal
by Wm. Logue of Bridgeton, N. J.*



This effigy of a lady, which for upwards of 90 years has breasted the elements, was formerly the figure-head of the old SHIP JOHN which was cut through by the ice in the early winter of 1797, and sank near the ship channel, some three miles distant from the Cohansey Light. The original manifest of the ship as sworn to before Eli Elmer, Collector of the Port of Bridgeton, on the 28th day of December, 1797, is yet preserved. According to these official papers, the vessel was built at Newburyport, Mass., hailed from Boston, but was freighted from Hamburg, Germany, for Philadelphia. Robert Folger, of Nantucket, R. I. was master; evidently a man considerably above the average seaman in intelligence and business capacity, judging from his letters. The ship was freighted with an assorted cargo, consisting of cordage, 13 pipes of Geneva gin, linen, Swedish iron, Russia sheeting, ravens—duck, sail-cloth, copper sheets, copper nails, window-glass, and German toys, besides her supplies and appurtenances. Much was saved, being "fished from the hold," in a damaged condition. She was consigned from Havre, France to the well known Philadelphia merchant Henry Drinker. Colonel Elmer went out in an open boat to the wreck and boarded her, assisting in saving some of her cargo, and secured this figure-head as a relic or souvenir.

Originally, this was an elegantly carved image; the tradition being that it was the work of William Rush, a younger brother of the eminent physician and ardent patriot, of the Revolution, Dr. Benjamin Rush, of Philadelphia. He was said to have been an artist of some celebrity. Soon after it was brought to Bridgeton, General James Giles, having erected a large and handsome ice-house on his property, adjoining his mansion, at the Northwest corner of Broad and Giles Streets, where now stands the new and elegant dwelling of William A. Logue, Esq., it was presented to him and placed on the apex of the ice-house, where it was the admiration of the young for several generations, and until very recently. On account of its historical associations, it will doubtless be considered, for many years to come, a very interesting and valuable relic of the past.

The goods saved from the wreck were brought to Greenwich Landing and were deposited in the stone store-house of John Sheppard, Jr.; Capt. Folger and Mr. Sheppard giving bond and safe custody and delivery of the same. The store-house is still standing near the waterfront. According to the precise words in the bond, the ship was, "Stranded in the Middle Ground or Shoal, nearly abreast of Cohansey, and was cut through by the ice."



FINAL ACT IN SCRAPPING SHIP

WHAT HAPPENS NEXT? When a ship being cut up for scrap gets down to the water line it is obvious that you can't smash her into pieces that sink to the bottom. Sometimes the hulk is put on the dry dock where her bones are picked. But time on Sun Ship dry docks is too precious. So Supt. Beatty's boys brought the S.S. GOVERNOR COBB to No. 7 Way where the Electricians had set up winches. Above we see two tugs bringing the ship's shell into the Way. Middle: Steel cables are attached to an overhead crane and the bow is dragged up on the Way. Then, the electric winches haul the rest of the hull high up on the Way. In other words, it is the reverse of a launching. The lower picture is a panorama of the scene.

Safety Tips in Pictures



G. DAMICO, a spray painter, who has been on the roll at Sun Ship for 20 years, demonstrates the proper respirator under the following conditions. Above: a "Comfo" respirator is used in the presence of spray paint or small particles of paint to prevent inhalation.



A CHEMICAL CARTRIDGE RESPIRATOR with G. M. A. cartridge is used when the liquid vehicle or the solvent used in the paint is injurious to the health.



AN AIR-LINE RESPIRATOR with face mask is used when working in confined spaces with a liquid vehicle or solvent injurious to the health.



A PAPER HOOD, supplied with compressed air of sufficient pressure to prevent outside spray from entering it, is used under all conditions where it is not too cumbersome.

USES of proper equipment under different working conditions are shown on this page. Safety Engineer Ed White had employees pose for the photographs. This month's OUR YARD illustrates equipment used by sprayers in the Paint department. Here is a list of the articles needed:

- Safety Helmet, Bakelite
- Comfo, Respirator
- Air Line Respirator
- Chemical Cartridge (Paper) Respirator
- Air Hood
- Gloves
- Creams
- Soaps
- Head Cover

Paint spraying can be divided into one of three conditions:

1st — where paint spray itself or the small particles of paint are inhaled by the worker, a mechanical filter respirator, like "Dust Foe" or "Comfo" should be used.

2nd — when the liquid vehicle or solvent used in paint is injurious to health, as in the case of lacquers, a chemi-

cal cartridge respirator with a G. M. A. cartridge should be used.

3rd — when paint, using a liquid vehicle harmful to health, is used in confined spaces, an air line respirator must be used.

Covering face and hands with proper creams and washing hands and face before eating and as soon after completion of job is most essential.

SAFETY EQUIPMENT SUPPLIED BY COMPANY

Goggles, Face Shields and Hoods for the following: Welding, Burning, Chipping, Grinding, Buffing, Brazing, Scaling, Riveting, Heat.

Respirators and Gas Masks for: Welders, Painters, Burners, Sand Blasters, miscellaneous jobs such as: dust, grinding, buffing, scaling, lead wiping, cleaning, castings, cleaning fluids, fires, Soaps, face creams and disinfectants.

SAFETY STORE

The Safety Store supplies at cost to the employee: Safety shoes, leather clothing (cape, bib and sleeves, overalls, pants, chaps, spats, welder's and burner's gloves and work gloves) raincoats and overshoes.

BIG TANK ON "BEN HUR" TRUCK



TANK 71 FT. LONG is loaded on special truck and trailer at hammerhead crane. Huge vessels of this type are being built in our Boiler Shop. Each tank weighs 40 tons and is 8 ft. 7 inches in diameter. Similar tanks will be made by Sun Ship for export to foreign coun-

tries. These are in addition to refinery towers and pressure vessels which we have been building for many years. In above picture, the man on the tank plays safe by bracing himself on the steel line.

FATALITY IN SCRAP YARD

Garrett Newman 60 years old, of 47 Dept., was fatally injured on May 29 when a piece of steel from the scrap shears knocked him against a flat car in the salvage yard.

The accident took place about 4:45 A.M. and Mr. Newman died a short time after being admitted to the Chester Hospital. He resided at 145 N. Wilton Street, Philadelphia and is survived by his widow, Helen, and daughter Clara.

Due to some extra hard rivets in the piece of steel that was being cut, a slab weighing about 1500 pounds sprang from the shears and hit Mr. Newman. Joseph Adkins, 36, of 1133 S. 18th Street, Philadelphia, was hit a glancing blow and was treated at Chester Hospital for bruises.



DOOR PRIZE WINNERS at the recent Bowling Banquet included, left: Frank Griffith, who was presented with a pigskin wallet by Miss Rosalie Jovinelly and Harry Robinson, who was presented with the second prize, a leather travel kit, by Chairman Norman Fisher.

In The Spotlight

BERNARD McQUILLAN

BERNARD "Barney" McQuillan served in the Navy before coming to Sun Ship and took an active part in World War No. 1. When the HARRY LUCKENBACH was torpedoed in mid-Atlantic, all members of the crew were saved by the U.S.S. DIXIE to which "Barney" was attached.

He also helped to guard the only German submarine which was captured during the first World War. This U-boat was taken by the U.S.S. FANNING and the prisoners were turned over to the U.S.S. DIXIE.

"Barney" was born in Pittsburgh and spent his early days there. His first job was in a steel mill. At the age of 16, he joined the Navy because he had a deep attachment for ships. He has served on repair ships, destroyers and submarines.

He aided in another bit of rescue work when a British ship went ashore at Cape Hatteras during a heavy storm. McQuillan and his fellow sailors fired a line to the helpless ship and the stranded craft was pulled off the sand and towed to Norfolk for repairs.

On still another occasion, "Barney" was on a ship whose cargo of coal caught fire. The vessel was saved after quick dash to the nearest port.

Previous to our entry in the war, McQuillan and other naval men performed guard duty over the German ships: CROWN PRINCE WILHELM



and the EITEL FREIDERICH. The English Navy had chased these armed passenger ships into Norfolk. We gave them 48 hours to get out but they refused. We then took them over and interned the crews.

Tiring of the sea, "Barney" came to Sun Ship and has been employed in Captain H. D. Campbell's Dept. He is married and has one son.

This Navy man is proud of his years of service with Sun Ship.

"I am glad that I came to the Shipyard," he said. "From the first day I began to work here I have felt at home. When you are happy and contented you can do a better job. That's why I consider myself fortunate in my occupation."

The WASHINGTON was the first steamship built in the United States for trans-oceanic service. She was the first steamship to sail between New York and Bremen. She was the first steamer to have separate first and second class cabins, each with their own public rooms, the Steamship Historical Society noted.

Boasting a full-length figurehead of George Washington, this steamer was the first of a long line of famous vessels to so honor "the father of his

country." Today, America's second largest trans-Atlantic lines, built for the United States Lines, carries on this famous name. The present-day WASHINGTON, over 20 times as large as the earliest WASHINGTON, is now undergoing reconversion after serving throughout the war as a transport. She will soon join the United States Lines' AMERICA in the North Atlantic passenger service.

The first WASHINGTON's maiden voyage was long remembered as the occasion for a tumultuous celebration in New York.

After a brief stop at Cowes, Ireland, the WASHINGTON made for Bremerhaven, where her arrival caused a sensation. She was welcomed by the burgomaster and a large delegation of merchants.

The new vessel's appearance presented a curious compromise between sailing ship and steamer design. Except for her smokestack and wheel boxes, she would be taken today for a rather stubby looking clipper ship, the Steamship Historical Society noted.

Around the WASHINGTON'S thick wooden sides were painted imitation gunports, such as those on the famous CONSTITUTION. Her paddlewheels were boxed in with a golden crescent of carved timbers. She carried 112 in first-class and 70 in second.

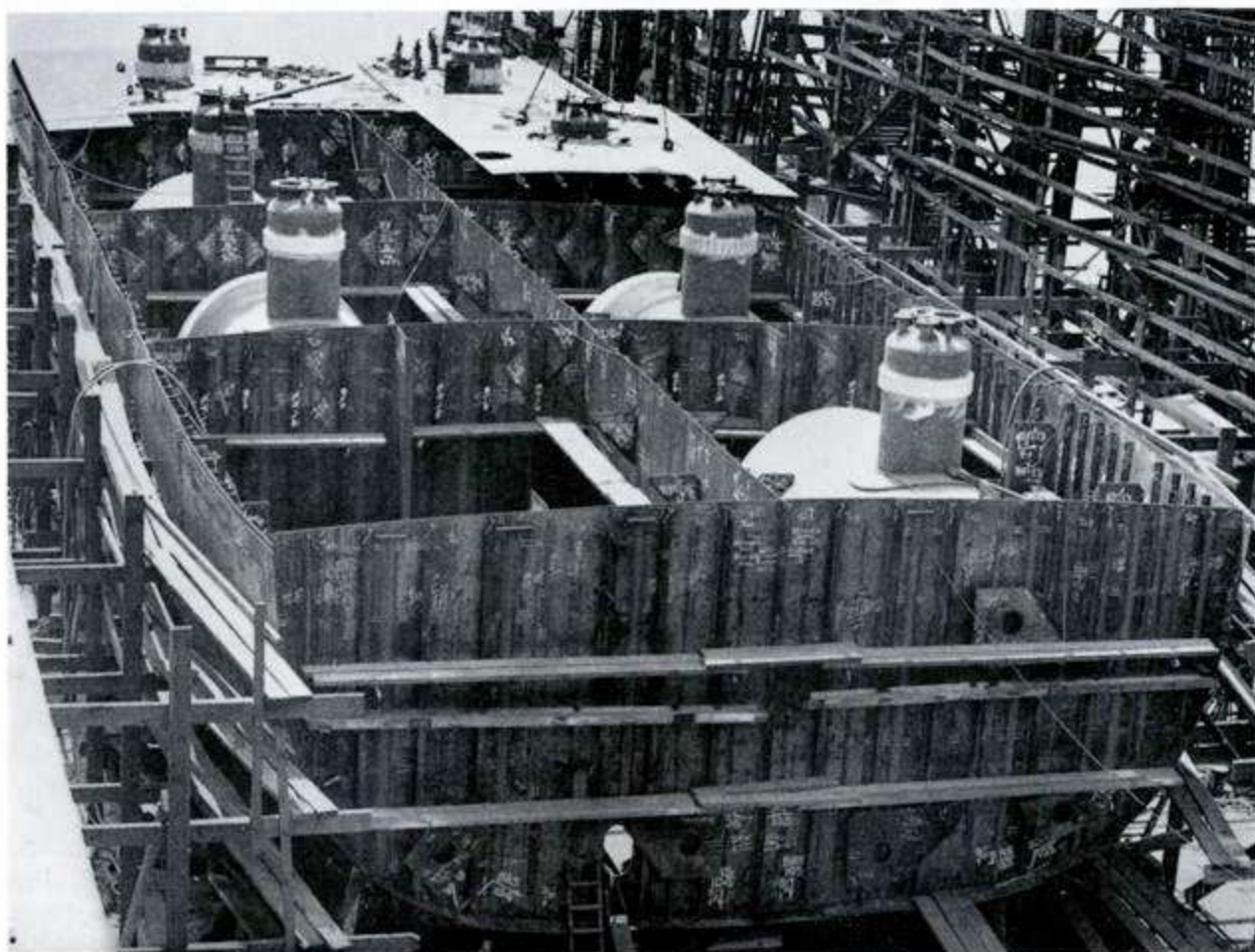
Perhaps the most exciting event in the vessel's career took place in 1854. Riding out a heavy gale successfully, she sighted a sailing packet in distress. Dismasted and leaking badly, the WINCHESTER, out of Boston, was slowly foundering. On board were 477 persons. Their rescue, effected with a single lifeboat from the WASHINGTON was a tribute to the pluck and seamanship of those early American sailors.

Due to cancellation of her subsidy contract after only ten years of service, the WASHINGTON was sold in 1858 to the California, New York and European S. S. Co. for \$46,000. She was scrapped in 1864.

100th Anniversary of America's First Liner

The beginning of scheduled oceanic service by American steamships marked its 100th anniversary June 1, 1947, the Steamship Historical Society of America stated. On that date in 1847, the 1,600 gross ton steamship WASHINGTON, owned by the Ocean Steam Navigation Co., America's first trans-Atlantic steamship line, set sail for Bremerhaven from New York.

Part of Ship Stretching Job



WITH THE ARRIVAL OF THE S.S. "AVILA" in Sun Shipyard, starts one of the most interesting engineering jobs in the country. The work involves cutting off the bow and the stern of the AVILA and installing the new middle body with tanks and other equipment complete. It is nothing new to Sun Ship engineers and mechanics, similar jobs

having been done in the yard.

The new middle body will have a length of 132 ft. As the mid-section is put together the propane tanks are installed, each in its own section as shown in the above photograph. This is Step 1 in the big task.

\$9,600,000 CONTRACT RECOMMENDED

AWARD of a \$9,600,000 contract to Sun Ship for the construction of the world's largest hopper type dredge has been recommended by U. S. Army Engineers it was announced by Col. F. F. Frech, Philadelphia district engineer.

The dredge will be 500 feet long, 72 feet wide and 40 feet deep. It will have 8,000 cubic yard capacity. Some idea of the huge dredge can be had when it is known that the average T-2 tanker built by Sun Ship

had a length of 503 feet with a 68 ft. beam and depth of 39 ft. 3 in.

It has been stated by Vice President Richard L. Burke that the keel of the dredge will be laid in Central Yard in October of this year. It will take nearly two years to build the big dredge, the time limit on construction being 669 days.

There will be an addition to the Yard force of about 500 men but they will not all be taken on at the start. The increase will be made progres-

sively as the work advances.

There were six bidders for the contract, Col. Frech declared. The Government had figured the construction at \$9,422,866 and Sun's Ship's bid was \$9,600,000.

Col. Frech pointed out that the cost of building a dredge of this type is rivalled only by the expense of constructing a luxury liner or a naval vessel. It cost between \$2,500,000 and \$3,000,000 to build a Liberty ship during the war and a T-2 tanker cost approximately \$3,000,000.

SERVICE PINS AWARDED FOR MAY



30 Years

42-48 A. Piestrak

25 Years

36-13 W. Evans

58-6 A. Lowther

59-102 F. Babick

SALARY ROLL

20 Years

94-22 H. Robinson

15 Years

59-900 W. Williams

10 Years

38-79 R. Enriken

HOURLY ROLL

20 Years

8-541 J. Borrie

47-38 G. Bennett

81-79 D. Brown

15 Years

8-290 F. Newsham

8-570 J. Rowe

34-82 J. Stewart

34-184 R. Crowley

47-354 W. Griffith

67-96 R. Holland

67-339 E. Phillips

68-237 L. Miles

10 Years

4-209 J. Seber

34-106 T. Worrall

34-547 J. Metrick

51-472 J. Boleslawski

58-64 J. McElhone

60-64 A. Hudreck

69-97 J. Whitehead

80-144 S. Tryens

A. LOWTHER, 58-6, is shown with Supt. A. A. Norton after receiving a 25-year service pin.

SUPT. WILLIAM BEATTY presents 30-year service pin to S. Piestrak, 42-48.

W. EVANS, 36-13, smiling accepts 25-year service pin from Supt. Raymond Flonigan.

A 25-YEAR SERVICE PIN is presented to F. Babick, 59-102, by Chief Electrical Engineer T. M. Jackson.

QUOIT PLAYERS IN HOT GAMES



PITCHING QUOITS AT SUN SHIP is an important lunch hour sport and here are some of the best players. It has been suggested that a tournament be staged between teams from various departments. Notice in the top series how the photographer has caught a quoit in the air. We introduce, left to right: John Tingle, Joe DeKnight, "Champ" Highfield, Wm. Palmer, Elmer Lowry and Mike Znachko. Lower, Robert Lee in action and Charles Roods getting set.

OUR RABBIT RESERVATION

Up in the No. 4 Yard, where industrial activity has been stilled, there is a rabbit reservation. The animals moved in from surrounding areas and during the past year they have increased.

Next winter there probably will be so many that they will have to be thinned out. Sun Ship employees, who belong to the Delaware County Game Protective Association or other conservation groups, have been trapping thousands of rabbits annually from parks and other areas. The animals are used to restock parts of the county.



Rungs in Our Chess Ladder



EACH day at noon, chess players in the Hull Drawing Room combine the serious business of eating with fun of a tournament. Seven games are in progress at one time and at the close of each week, standings, in what is known as the "chess ladder," are posted.

Because they get plenty of practice, the players in the Hull Drawing Room are rated as the most proficient in the yard.

This "chess ladder" is made up of 14 rungs each one representing a player. In the group are Messrs. Bierling, Collison, Hosking, Ambrosino, McDermott, Wilkie, Willis, Hall, Trevison, McCauley, Petchel, Proctor, Fisher, Davidson.

A study of the pictures shown on this page reveals two things: first, the fact that most of the players have their sandwiches and coffee or milk within reach so that no time is lost as the games proceed. Second, each player is intent on the game and the faces show plenty of concentration.

Each day the players change opponents. The winner of one game is matched against the winner in another game.

In the top picture we have, left to right: E. Fisher and J. Davidson.

Below this group are R. Hall, W. Buckley, an observer, and J. Petchel.

Next group shows L. Collison playing F. Bierling with D. Cadman looking on.

Bottom: Two sets of players are seen. They are, left to right: L. Hosking, H. McDermott, C. McCauley and M. Willis. The gallery includes the Editor of OUR YARD, D. Cadman and L. Collison.

HOW U. S. SUB CREW WRECKED JAP TRAIN

COMMANDER Eugene B. Fluckey, who was presented with the Medal of Honor for his exploits while in command of the famous submarine BARB, is known here at Sun Shipyard because of the deep interest he took in the plant on a visit last November. He was aide to Admiral Nimitz when the S.S. UTRECHT was christened by Mrs. Nimitz.

The BARB sank two Jap and one Nazi tankers, four transports, twenty-seven Jap freighters, two carriers, two destroyers and other vessels. The most remarkable venture was when Commander Fluckey sent a party ashore at night to wreck a Jap military train.

The plan was to land a saboteur force to plant a demolition charge under the tracks, to be exploded by a train passing over and closing a micro-switch.

They found the right location, moved in towards the sandy beach and waited for just the right sort of night for their operation. Train timetables already had been checked for schedules. The night seemed to favor them — no moon, heavy clouds and pitch darkness.

Two rubber boats, containing four men each, were to land at a designated spot on the beach. As the men stood ready to board these boats, plans were reviewed. Upon beaching, a signalman and guard were to remain with the boats. The six other men were to plant the charge and divide, one guard proceeding 50 yards up the track near the road, another 50 yards down the track, and a third 20 yards inland. The job of the re-

maining three was to dig under the rails, plant the battery and charge, test and adjust the firing circuit and, when ready, recall the men and make the final hookup before returning to the ship.

Every man carried a red flashlight, watch, knife, 2 D-rations, life jacket, cigarette lighter and pistol. Equipment in the boats included carbines, tommy guns, hand grenades and demolition charges.

A system of communications, using bob-white whistles, whippoorwill calls, mechanical whistles and Very stars and blinkers was arranged. The party was led by the ship's engineering officer, Lieutenant William M. Walker, USNR. The other seven men were chosen from various departments of the ship. At 10:00 o'clock that night, the party piled into the little boats and awaited word to shove off.

Finally, the boats were splashing their way through the black night. No one talked. Only the rippling sounds of paddles were heard. Somewhere in the distance a dog barked. Trouble started early. First the boat compass became erratic; then a haze covered the two peaks upon which their navigation depended. As the party landed, they found themselves in somebody's backyard, 50 yards from a house. No one was there to stop them, so the men went on with their plans.

At this point, what appeared to be grass from off shore turned out to be waist-high bullrushes which crunched and cracked with every move. Lieutenant Walker arose to dash across

a road and fell head-first into a four-foot ditch. Picking himself up and cautioning the rest against a similar fate, he dashed across a highway, only to fall head-first into another ditch.

Stealing forward 100 yards, the party found themselves at the track. Men were stationed and digging started. Suddenly, at an estimated range of 75 to 100 yards, a train loomed up and roared down the tracks. The entire party made a dive for the nearest thing that looked like a fox-hole, a few contenting themselves by squeezing behind bushes six inches high and two inches wide. The train zipped by, with its engineer leaning far out of the cab and looking down upon the terrified men.

Blackness of the night engulfed all as the men set the charge and made their cat-like retreat. At 1:44 A.M., a bright beam swung around the bend and the train came roaring down the tracks. A minute later, the explosion came, even greater than was expected. The engine's boiler wreckage blew 200 feet into the air and crashed down into a mass of flame and smoke. What was estimated as twelve freight, two passenger and one mail car piled up and rolled over the track in a mass of writhing, twisting ruins. A jubilant cheer arose from the party, as they splashed back to where the BARB was waiting. About a week later, they picked a Jap out of the sea. He had great news for the men, as he told them about the railroad train that had been destroyed by an "airplane bomb" with the loss of 150 lives.

Helping You To Serve Others

In a statement calling attention to the 21 services maintained by the Community Fund, it is pointed out that some of the Welfare agencies are particularly helpful to certain persons. It is not necessary to list the hospitals, the Y's, the scouts, and the boys' clubs as you are familiar with these, but we are listing below 5 services that you may find needful to call on.

Community Nursing Service, Ches-

ter 2-7953. A nursing service available to everyone.

Child Health Centers, Chester 2-5692. Four conveniently located "Well Baby Clinics" open to all mothers and children.

Delaware County Childrens' Aid Society, Media 2192. A child placement service for short periods or long-time care.

Family Service of Delaware County, Chester 4987. A counselling service for the problems of families and individuals.

Veterans' Information & Advisory Center, Chester 2-3353. Help and advice for veterans.

OUR JULY COVER

The spirit of Independence Day is the patriotic message conveyed in the cover page. The illustration shows our Country's Flag floating from the stern of a Sun-built ship.

SCENES IN MAIN TOOL ROOM



VIEW OF WORKROOM, left to right: Harry DeHaven, Harry McPherson, Jack Orwig, Leon Koenig, Andy Glaus, Thomas Greenough, Elmer Laury, William Cassidy, Albert Fullerton, Wally Shamof, L. Mousley.

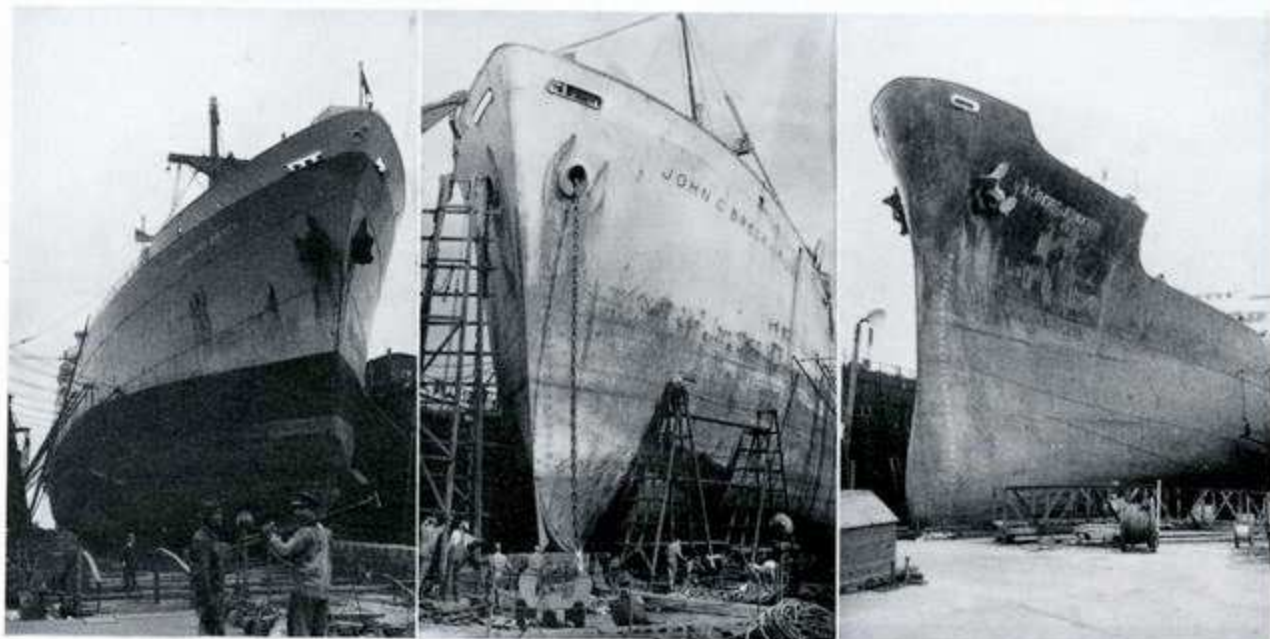


(Middle Left) — REPAIR OUTFIT, left to right: Ben Kneeder, Harold Rodabaugh, Frank Cowan, Raymond Gilbert.

(Middle right) — PASSING OUT TOOLS, left to right: George McGlennen, Ben Laughery, Thomas Behringer.

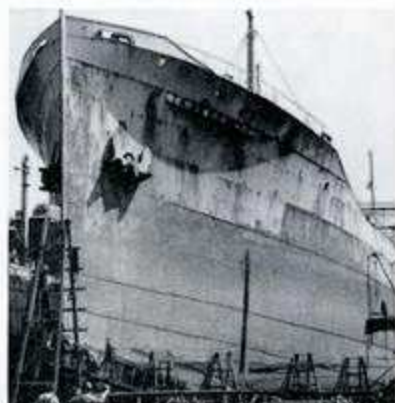
(Lower) — HILDA RAMONT, the friendly clerk.

They Sail to Sun Ship for



AMONG THE CRAFT that came to Sun Shipyard in recent days were: Top, left to right: M.S. HIGHLAND PRINCE, a Prince Line vessel, for cleaning and painting, etc. Agents are Furness, Withy and Company, old friends of the Shipyard. Center: The U. S. Maritime Commission sent the S.S. JOHN C. BRECKINRIDGE to our Yard for dry docking and repairs. Work was completed in one day and the vessel proceeded to Philadelphia where another contractor is performing the minor repairs while afloat. Another instance of the importance of Sun dry docks without which the work on the vessel could not have been carried out in this port by our equipment and expert staff. Top, right: S.S. ALBERT E. WATTS, Sinclair Refining Company, owner: miscellaneous repairs. Middle, right: S.S. LIBREVILLE, Norwegian owned, for dry docking, cleaning and painting. Middle left: S.S. BAY BELLE, Wilson Line passenger vessel, for annual dry docking. Below: M. S. BIDWELL, Sun Oil tanker, for repairs to bow plating, a result of collision.

for Repairs and Refitting



Upper left: PILOT BOAT DELAWARE and Wilson Liner CITY OF WASHINGTON on No. 2 dry dock at same time. DELAWARE was in for repairs and CITY OF WASHINGTON for annual dry docking. Two middle pictures: L. S. T. 970 renamed M.S. ALBANY and 969 renamed M.S. NEW YORK are being converted to truck-trailer carriers for Trailer Ship Inc. Lower left: S.S. INDIANA, a Texas Company tanker built by Sun Ship. Upper right: M.S. WESTERN SUN, another Sun Oil tanker, came in for renewal of several bottom plates. Middle right: S.S. SHEDDON CLARK, owned by Sinclair Refining Company, in for painting of hull and minor voyage repairs. Lower right: S.S. NACHMAN SYRKIN, operated by William J. Rountree.

What the Caribbean Sends Us:



VITAL PRODUCTS SHIPPED TO U. S. FROM CARIBBEAN

American Ships Busy Bringing Foods, Ores for Home, Factory

Criss-crossed by ship lanes that are centuries old, the Caribbean area continues to be a region whose products are most essential to the welfare of the United States. Some 1,350,000 tons of food and other products arrive at Atlantic and Gulf ports each month, according to the American Merchant Marine Institute.

In addition, some 6,000,000 barrels of petroleum products are

brought by tankers each month to supplement our domestic supply.

Ever since the days of the Spanish Main, our trade with the countries and islands touched by the Caribbean has flourished, chiefly because of intrepid Yankee sailors. Today, 70 per cent of this greatly expanded trade is still carried by American-flag vessels.

The romantic and historic places of the Caribbean have also made this region a travel mecca. It is expected that when American-flag steamship companies complete their building

programs the area will have the best passenger service ever offered.

As in colonial times, the Caribbean continues to send us such products as sugar, coffee, tobacco, lumber, precious minerals, spices, cocoa and liquors.

But through the means of modern refrigerated ships, bananas have now become a leading export to the United States. They were first introduced shortly after the Civil War and today this has developed into an industry worth many millions. The fruit has become the principal export of several Caribbean countries.

Another comparatively new export from the area is bauxite, the principal source of aluminum. Found chiefly in the Guianas, it is shipped to this country for refinement and for distribution to the many industries that make use of this valuable metal.

World War II has been responsible for two new exports. When the Philippines were cut off, abaca, a vital source of high grade hemp, was cultivated in the Caribbean. A leading American steamship company, familiar with Caribbean planting, did much to develop the growing of abaca, and the plant now flourishes to the extent that the Philippines no longer have a monopoly on Manila rope. Rotenone, which is both a deadly insect killer and a soothing lotion for humans, was also introduced into the Caribbean to meet urgent war needs and soon may rank as an important export from this region.



SYMPATHY is extended to the family of William Herbert, who died April 30. He is survived by his wife, Lillie; a son, Augustus C., and three grandchildren. He formerly resided at 9th Ave., Prospect Park and worked in 8 Dept.



OFFICE CHATTER

By M. Mae Scott

A recent bridal shower was given in honor of Peggy Tracy, of the Pay-roll Dept., in which sixty-five guests attended. Peggy was married on June 7th to Howard W. Markkanen in St. Michael's Church. They spent a two-week honeymoon at the Pocono Manor Hotel and are now at home to their friends.

The Memorial Day week-end was spent very nicely by Ethel James, who stayed at the Senator Hotel in Atlantic City, also Helen Hury having a grand time in Newark, New Jersey. Ruth McKinstry enjoyed the sights of New York. Marian Taylor and friends visited Camp Borton. Charlie Wahl enjoyed a fishing trip at Stone Harbor. Florence Bell came back from Rehoboth with a nice coat of sun tan.

Carl Flamer puts a big question to the girls. When is an ear of corn like a Pirate? When it's a buck-an-ear.

Jean White, of the Tabulating Dept., and Robert O'Brien, who is attending Penn State College, are planning to be married on July 12th at St. Rose of Lima Church. Miss White, who has been with the Company for five and one-half years, plans to live at State College, Pa. We wish you the best of luck and happiness.

Miss Jane Roberts, Stenographic Dept., and a former Sun Ship girl, Anne Davis, spent the week-end of May 17th in Harrisburg where they attended a Convention of the International Sorority, Beta Sigma Phi.

The Stenographic Department which includes Anna May Sulger, Marian Parker, Jane Roberts, Eleanor Crompton, Helen Scott and Helen Shallet spent Saturday, May 24th in Atlantic City, New Jersey. They made the trip in Anna May's new car which incidentally is quite a beauty.



JEAN WHITE

On Friday June 6, Pauline Ware, of John G. Pew, Jr.'s office, attended graduation exercises at the Bliss Electrical School, Washington, D. C., her fiancé, Russell Hyde, being a member of the graduating class.

Miss Janet Mentzer, secretary to Mr. Craemer, proudly displayed two things last month. First a new Plymouth car and second a red ripe strawberry which she informed us she grew herself. It was hard to tell which pleased her the most.

Recent visitors to the office in the past month include Mrs. Joan Rodgers Gillon, formerly of the Purchasing Dept., and Miss Elsie Long, formerly of the Billing Dept. Joan is on from Chicago visiting her family in Ridley Park while Elsie had just returned from a short stay in Florida where she acquired a wonderful suntan. Nice to see you again girls.

MAIN TOOL ROOM NEWS

By Ray Gilbert

Mr. and Mrs. Wm. Lonnquist celebrated their 5th wedding anniversary June 20, with a week end trip to New York City.

"Congratulations" to Mr. Edward Smith who is starting his 30 years of service with Sun Ship. Good work Ed. Hope to see you here many more years.

Ben Kneedler and his friend Ruth, entertained Mr. and Mrs. Raymond Gilbert at his cottage at Stone Harbor, N. J., the foursome spent a successful day deep sea fishing.

For any one interested on how to pitch quoits, see Mike for a booklet on 10 easy lessons, on how to make "ringers."

Since quoit pitching is in full force amongst the members of 74 Dept. south paw Harry Dehaven still retains his "Lawrels." Mike Cassidy, the "Eddystone Flash" who has been in a slump for several weeks says he will put the pressure on and the boys had better look out.

"Flash:"

Mike and Elmer challenge any one in the Department quoits and more quoits. "Come on fellows, competition is what we want."

We are wondering when Mr. Stevens is having that cherry picking outing. "Don't disappoint us Steve."

Bob Lee and Al Hancock, spent the week end fishing. Bob caught a 12 lb. drum on a minnow hook.

Leon Koenig and friends spent the past week end fishing at Lewes, Del. Leon reports luck was bad, but isn't discouraged.

As soon as the new broadcasting station is in operation at Brookhaven the radio fans of 74 Dept. hope to hear a new tenor voice in the person of Andy Glaus who with Wm. Jones is running Frankie Sinatra competition.

Ben Stipe has returned to his home, after some time in Chester Hospital.

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

"78" makes the headlines again — this time with the announcement on June 5th of the engagement of Dot Boulden and Bob Hoffman. It is alleged that Dot took her vacation concurrently with the announcement to get over the shock of it. Bob is surveying the housing situation and we expect to report shortly on the tentative date when they propose to "middle aisle" it.

Two prospective grooms, formerly of this staff are Joe Chermol and Jim Carr. Joe will say "I do" in October and Jim was seen doing some window shopping at the furniture stores recently.

Yes, gals, our list of eligible bachelors is decreasing.

"Doc" Delehanty, at this time will be quoted on "nothing — nohow."

Mary Jane Rottenberk, formerly of this Dept., announced her engagement in May.

Ed Loeb has reduced his weight by twenty-five pounds. We cheer him along at lunch time as he counts calories and inhales rabbit (?) food lunches. How about a helping of pie or ice cream, Ed? T. C. won't be able to say "tremendous" if this starvation keeps up.

Everett Lord-Wood, formerly of this staff, will receive his B.S. in C.E. this month at Dartmouth. It will be recalled that Everett was with the ski troops during the recent fracas. Congratulations, Everett.

Norman Paul is stationed with the occupation forces in Korea.

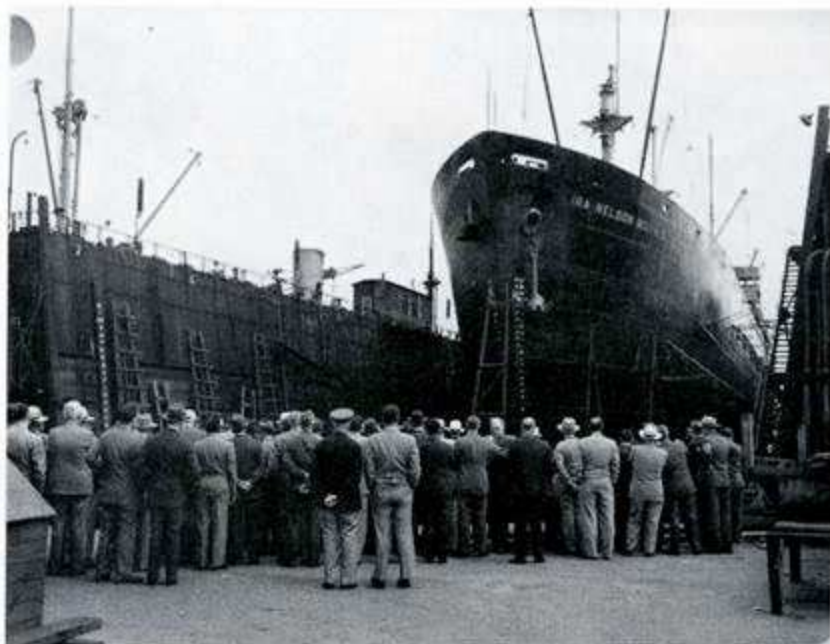
Al Williams dropped in for a brief visit recently.

The chess tournament goes on and the three leading players at this writing are: L. Collison, F. Bierling and E. Hosking.

We quote some of our veterans who say that they received OUR YARD regularly while overseas, but carry a single copy since re-employed at Sun Ship.

Dock Master Olaf Martin announced on the 26th anniversary of the opening of No. 1 Dry Dock, that 2455 ships had been placed on the Dry Dock since June 12, 1921.

No. 2 Dry Dock was opened January 22, 1924 and up to June 12 last it had handled 1475 vessels. That's a total of 3930 for both.



A visit to the Sun Shipbuilding plant was made on June 3rd by Regional and District Managers of the Sun Oil Company. They represented 13 states and the Dominion of Canada. The visitors inspected Central Yard just as a ship was being brought into the dry dock and then went to North Yard where they saw the RANGER and other vessels being torn down for scrap steel.

At a meeting of the representatives, Vice President Samuel B. Eckert said that rapidly increasing demands for petroleum products challenged the ability of the oil industry to step up its output.

The two day session, called to plan methods of transporting and handling increased volumes of products and to hold down prices, was marked by visits to the refinery at Marcus Hook and our Shipbuilding Yards.

Faced by materials shortages, especially steel, the petroleum industry is straining every resource to meet demands for petroleum products which are now above the highest level reached during World War II, Mr. Eckert said.

As its contribution toward the industry's effort to meet this unprecedented demand, Sun Oil Company during recent months has been able to increase its motor fuel production over 15 per cent and lubricating oil production by 50 per cent, he revealed.

80 DEPT. — STOREROOM

By Frank Thompson

Herb Rosenberg has inaugurated his fishing trips again this year and almost every noontime you can stand by and watch the fish grow.

Rev. Scott has become quite a spare time farmer over in Jersey and if predictions come true, we can look for a bumper harvest this year.

We offer our deepest sympathy to Blake Shugarts on the recent death of his mother in Clearfield, Penna.

Tommy Leeson has been living among royalty lately. His daughter, Ruthie, was selected May Queen up Yeadon way and from the snapshots

exhibited by the "Duke," she made a very lovely queen on that gala occasion.

We are glad to see Tom Evans back at work and in good health after an appendicitis operation at Mercy Hospital.

Mary Fillinick and Stella Zabitzka enjoyed the Memorial holiday weekend at Wildwood. Even though they complained of freezing nights both managed to return pretty well "burned up."

Bob Curry has returned from an up-state vacation and reports that both the farm and his new grandson are progressing nicely.



RUTHIE LEESON, this year's May Queen for the Bell Avenue Elementary School in Yeoman, poses with her court in an attractive setting, climaxing a May Day celebration. She is the 11 year old daughter of Tommie Leeson in the Storeroom.

Junior Members of the Sun Ship Family



RICHARD LASTOWKA, shown on back of a goat, is the son of Tony Lastowka of the Wetherill Plant. He is 7 years old.



TERRY DOUGLAS HAYES, 9 months old, is the son of Terry Hayes of 67 Dept.



PRISCILLA PENNINGTON, age 3, granddaughter of G. Brownhill of 59 Dept. with her mother Mrs. William R. Pennington. They are leaving for Japan where Priscilla's father is stationed.



TWO SONS OF LOUIS R. HUNTER of 33 Dept. are shown with their dog. Left to right: William, age 7 and Robert, age 9.



"SANDY" STEVENSON, shown with her toys, is the daughter of Mr. and Mrs. Andrew Stevenson. Mr. Stevenson is employed in 33 Dept.



RITA RAE WEBER, shown posing in a tulip bed, is the daughter of George Weber of 36 Dept. She is 3 years 9 months old.

68 DEPARTMENT

By Half-Hitch

By the time this goes to press, Dick O'Tool 68-208 will have made the jump into matrimony. Dick has been a lot of places both as a sailor and as a U. S. Army man. He has seen lots of girls, and now he has picked the right one. Every one is wishing the O'Tools the best of everything.

Marty Oldham and George Wilson are still trying to get their legs straightened out after their trip to Norfolk, Va. in a truck. Marty said "Man, I won't be any good for coon hunting this year." But wait 'til those hounds start singing.

A welder asked us the other day what Jack Lee meant when he said "Stick around, boys." Jake Moliken said, "Oh he only wants to kiss us all good night."

Reminiscing of ships - gone - by brings to mind our guarding the Princess Eitel Frederic and the Crown Prince Wilhelm during their internment at Norfolk, Va. after World War No. 1. As you know, these ships were crack German passenger liners and at the outbreak of the war were converted into Sea Raiders. They got along pretty good, if you want to believe Felix Count Von Luckner. The Count, if you remember, rolled up quite a lot of dough bragging about his exploits over the radio just before the outbreak of this last war.

After some British Men O'War ran them into Hampton Roads, Uncle Sam who was neutral then, gave these Sea Raiders 48 hours to get out. When they didn't get out, Uncle Sam interned them. For a time their crews were given the same privileges as all other crews regarding going ashore etc. When they finally became too arrogant about their victories some of the boys began taking them over.

I remember well one big German with a red beard who was bragging about his gunnery go sailing through a plate glass window on Avon St. after some coal passers tagged him. It wasn't long after this incident that all leaves were cancelled for the Germans.

One day the Germans challenged us to a boat race under oars in the Elizabeth river at Norfolk. The German ships were to have one boat each, and our training ship, the Cumberland, two boats. All were cutters. The race was to be over a mile course. Every German sailor had a beard in those days, and when the boats were lin-



BULL GEAR "UP IN THE AIR"

THIS HEAVY UNIT was lifted out of the INDIANA together with smaller gears and sent to a shop for checkup. It weighs 26½ tons. Top picture shows the bull gear being lowered into frame for transportation. Lower, view of unit suspended in mid-air.

ing up, we kids were plenty impressed with their seaman-like look. Our coxswain Jerry Slapp broke the news to us then that there was one month's pay (\$17.00) on each oar, and that we had better win. Needless to say, we pulled the pants off those square heads.

And by the way, fellows, one of the finest stroke oarsman the U. S. Navy ever had is Carl Mortz, long of 68 Dept. Mortz pulled an oar for the Battenburg Cup. This Cup has been in the possession of the U. S. Navy since 1907. All Nations have tried to lift it at least once a year since that time but they just don't have the old Zip.

88 — GUARDS

By D. Morris

Capt. Mills: "My wife says I am the best house cleaner she knows."

Buttons, buttons who has the buttons, Guard Brennan has button shoes.

Norris had his vacation in his old home town. They wanted him to take the tax collector job.

Bowers, back from Georgia, says the "Georgia Peaches" are just fine.

Lanier and Dillworth would like to have a few good luck charms.

Glasgow has an old hat; it is not for sale.

Grayson, enjoying his vacation. Goslin moved to North Yard.



No. 2 SALVAGE SHEARS now being installed will aid in the job of cutting scrap steel. In crew are, left to right: Ambrose Smedley, Frank Wood, Walter Biebas, Tony Saltner and Joseph Purcell.

30s SHEET METAL SHOP

By George Lamey

It's coming along about the time of the year when Jess Wood will be getting out his fishing tackle and heading for the shore where the big ones are. Jess has the reputation of being one of the better sportsmen of the Dept.

Gus Heath has been on the sick list for quite a long time, and all the men in the Dept. wish him a speedy recovery.

Tommy Paul is now sporting a new Chevrolet and can be seen driving out Concord Road nearly every evening. What's the attraction, Tom?

"Outsmarted By a Mule"

Howard Colburn the old prospector dropped around the other day at lunch time for a little chat. It wasn't long before the conversation drifted to the great open spaces and Howard's old love of gold mining. Out of a clear sky he asked me if I knew what a Burro was, and I said yes, thinking he meant one like Darby, or Prospect Park, where Pete Brown lives; but I was wrong. The kind Howard meant had ears. He explained to me that a Burro was an animal a little bigger than a Doberman Pinscher, and yet smaller than a Mack truck, and had ears that went back and forth like this. Then he made everything clear by saying it looked like a Missouri mule with its legs shortened.

I just sat there practicing breathing, while Howard proceeded to tell me about the time he was out in Cripple Creek panning for gold. Grub was running sort of low, and he decided to pack into town and replenish his supplies. Looking around for his two Burros he had along for pack

animals, as well as for company, he couldn't find hide nor hair of them. He said they were like plumbers' helpers, when you didn't want them they were under your feet, but when you wanted them they were not to be found.

Howard started out to look for them, and being foresighted as he is, Howard had tied a cow bell around one of their necks. After searching for a while, and not hearing the tinkle of the cow bell, he was a little bit puzzled and started to walk to town. About five miles up the wagon trail, there they were. One Burro was laying on its back with its front leg slung across the cow bell to keep it from ringing, and the other one was pulling up grass and carrying it over to him.

Just think, if Howard could have had two cow bells he never would have been outsmarted.

WETHERILL SCOOP

By Wally

M. Cherry must feel old now that his daughter Dorothy has graduated from high school.

We are all wondering how A. Brown stands since his daughter Susan has received her B.S. degree.

Our sympathy and condolences are extended to George Lee and his family upon the death of his wife on June 10.

Charles Stinson is a patient in the Chester Hospital. Here's wishing him a quick recovery.

J. Ashton is back again. We are all glad to see him because that corner looked very dark.

If anyone sees Dick Mullen stepping around like a sixteen year old it's because of the new pills he is taking.

Gardening is very healthy work and pleasing to some but when Frank Miles stops to measure his plants each day to see how much they have grown that is taking gardening too seriously.

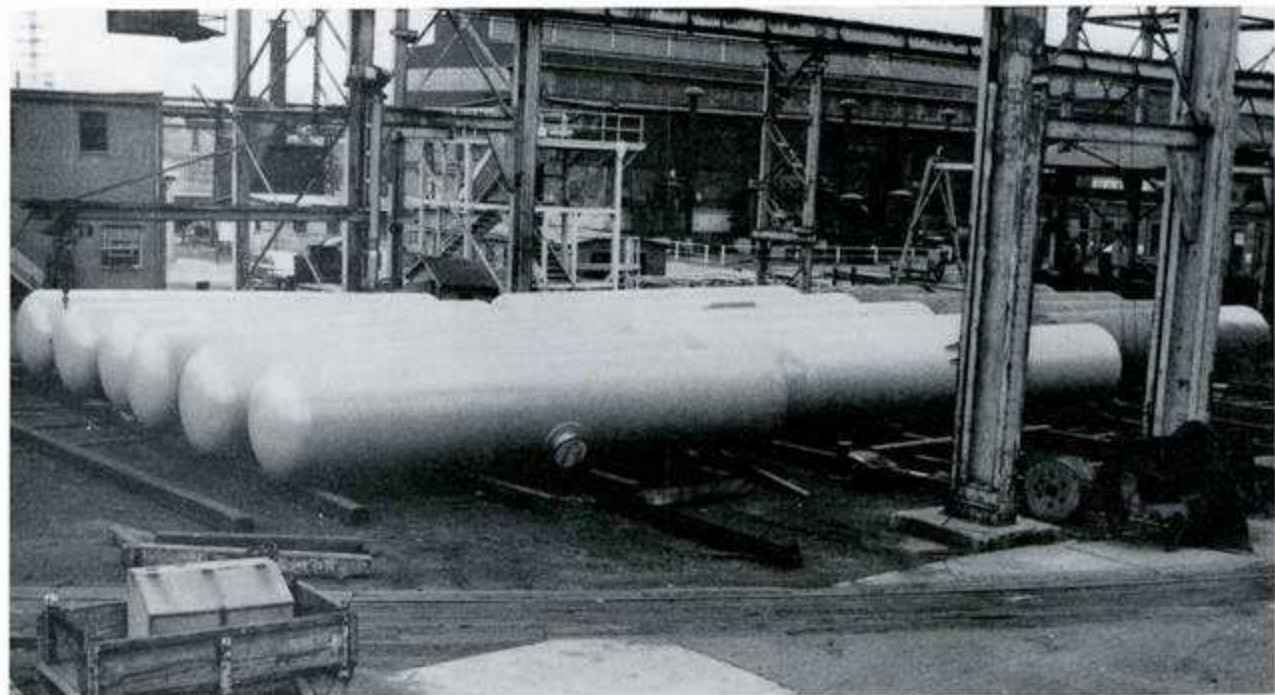
Joe Ebright is spending all week-ends at Hollaway Beach; could it be for his health or other interests?

ROOMERS WANTED

Accommodations for two men. Large room, twin beds, \$8 a week per person, laundry included. Located off Middletown Road, Brookhaven. For further details get in touch with Anna M. Groff, Chester 9065.



CASINO FOR FOUR is another lunch time diversion with draftsmen and blueprint men competing. Players here are: L. Ives, T. Larkin, E. Springer and J. Dougherty with S. Woolley and H. Allen in the gallery.



FIFTEEN MASSIVE TANKS resting in the assembly yard for a paint job cover a lot of ground and make an impressive picture. They are part of the post war program and help keep Sun Ship busy.

36 MACHINISTS

By Dick Clendening

On another page is a picture of 59 Dept.'s Gay "Brownie" Brownhill's daughter Mrs. Geraldine Pennington along with baby Priscilla. They are planning to visit her husband, Lt. William "Bud" Pennington, who is now stationed in Japan with the U. S. Army. Lt. Pennington's picture also appears in this issue with a snapshot of a 40 ft. pleasure boat which Lt. Pennington purchased in Japan. He tells "Brownie" that the boat cost less than a good American week's wages. Capt. Lawson may bring this ship back to American shores with the able assistance of 1st Mate Brownhill, after which we may all look for a good fishing trip.

We were mighty glad to find that our friend Sam Raisner, 36 Dept. who was injured while at work on the *INDIANA*, was believed to be not too seriously hurt. Sam has a reputation in the Yard as a very careful workman and we were all sorry to see him injured and look forward to having him back with us real soon.

Ralph Boettger, who plans a June wedding, is probably feeling right at home these days working on the L.S.T.'s, having done a two-year stretch in the Navy on L.S.T.'s. Ralph

is well liked in the department and we wish him lots of good luck.

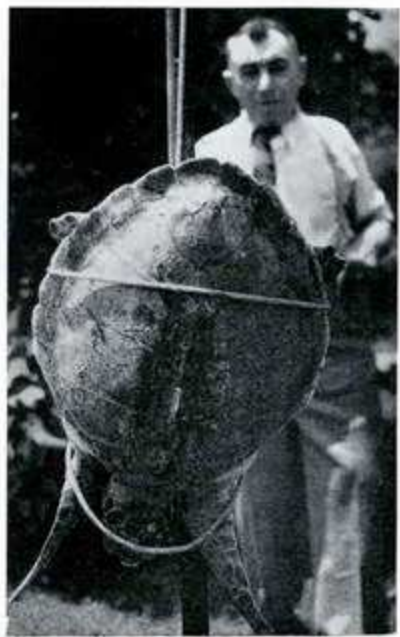
Our Eddystone correspondent informs us that the recent heavy rains were quite a source of annoyance to Bob Curry. However, we always did kind of stick to that old saying about, "People living in glass houses," etc. and suppose that Bob was far from alone.

We were charged with erring in our "tall story" about George Weber's tiger shark. He now claims that this experience occurred in a dream. However, just to prove he came from a long line of fishermen, he brought us a snapshot of his grandfather with a monstrous sea turtle caught in Delaware Bay.

36 Shop was hard hit in recently losing some of the boys we have worked with for a long time and always held in high esteem. All our best wishes for health, happiness and success go along with Haas and Hoopes, formerly of the third shift, and day shift's Ed Irving, Mead, Fretchel, Fillman and Miller. Good luck fellows and here's hoping you all land the good jobs you deserve.

Capt. "Spike" Gowdy, 59 Dept., recently took a party of Sun Ship workers on a fishing trip in his boat down to Mispillion Light. Among those in the party were three April boys,

"Reds" Moore, young Dick Clendening and others, (8 in all). They had a pleasant trip and returned with 160 weakies.



GEORGE WEBER, OF 36 DEPT., comes of a fishing family. While on a trip to Delaware with his grandfather Judd Weber, the old gentleman caught a 100 pound sea turtle. Here's the proof.

SHIPFITTING DEPARTMENT

By Jack Grieco

We were glad to welcome back our old friend George (Fats) Kilgore, of Berthing, after seven weeks of illness. They certainly put some weight on him the two weeks he spent in the hospital. Good eats — eh George?

A "swish" of wind, a "cloud" of dust — that's Bill Clark — alternating between the HERCULES, AVILA and DREDGE 564.

Well, we understand Arthur Millay finally got his new plane — so with anticipation we await that promised ride.

Shorty (The Dome) Cahoon, has been transferred to the 2nd shift. Watch out for those Jersey mosquitoes, Shorty, that come snooping across the river at night.

Joe Anderson finally did it — Yep, he struggled and raved — but they managed to get him in a straight-jacket, and administered gas — results — his annual haircut. We hardly recognized him after the operation.

Expeditor Basil (Hawkshaw) Greismeyer claims he wears out a pair of shoes every week in his travels chasing material for the various ships.

Foreman Bill Rouke sporting a real Hollywood coat of "tan" — was it that hot down James River way, Bill?

Well, you 45 Department guys, and fishermen — The fish season is here. Let's hear some of those tall stories about the "big ones" that got away, also we'll be glad to publish photo's of your catch. Call me at 311.

Jack Doyle had a "ripping" time the other day; however, the Dispensary fixed him up with a few safety pins to tide him over for the rest of the day.

With the daily rehiring of men in nearly every department, hand-shaking and hearty greetings can be witnessed nearly every day in the yard, and a lot of old time buddies are working side by side again. Although many of the men who were laid off because of lack of work have pursued other fields, it is gratifying to see that a fair percentage of men have returned to their old jobs.

45 Department is glad to welcome back about 25 mechanics and helpers in the past ten days.

George Gallagher is busy putting the finishing touches on the HERCULES, however, the HAWAIIAN RANCHER awaits his attention next.

"WEE BIT O' NONSENSE"

or

SMILE — DERN YUH

Young Bride: "I made these biscuits all by myself darling."

Hubby: "Wonderful dear, but who helped you lift them out of the oven?"

Everyone should learn how to drive a car — especially those behind the steering wheel.

"Hi-ya Joe! who was the little blonde you were out with Wednesday and Thursday?"

"Oh, she was the brunette I was out with Monday and Tuesday."

"Don't you think a man has more sense after he is married, dear?"

"Yes, my love, (sigh) but it's too late then."

A POE-EM

My son, I've traveled around this world

And many maids I've met,
There are three kinds you should avoid

Red, blonde and brunette.

Cheerio 'til next month.

Here's A Big Catch



H. THOMPSON, of the Sign Shop, made this haul of weakfish and croakers in a one-day outing.

34 PIPE SHOP

By Chick & Toots

Roy Grander and Joe Rispoli took to the sea on one of their numerous fishing trips. There was the usual amount of bragging but the results are what counts. Of course as usual the big ones got away.

Captain Lawson has built a new boat of the dory type. He also has a model of a cabin cruiser made which he intends to build as soon as material is available. The kid is really handy with tools.

Harry (Porky) Fry is back on day work. The golf feud will be starting again between him and "Tool Room" Willie of 34 Dept. We all think they should play golf by the radar system as there is only one ball between them; those spendthrifts.

Anybody wishing a night's entertainment without radio or television get in touch with shop boss Roy Grander and let him tell of his experiences of the Gay Nineties when he was in the naphtha launch navy. Roy spent a double hitch on those schooners, which travelled the seven seas. He often refers to his experiences on Pango Pango and other Pacific bases, where they would venture to stop. He spoke well of his officers and thought quite a bit of them, especially his skipper, Captain Seagram of whom Roy thought very much. Here's to a great cook and sailor, Roy Grander.

Bill Ramsey had a tough time last Saturday. He belongs to the Leiper-ville Fire Company and they wanted to get an old vintage steamer in shape for a parade in Norwood. Well, the first thing they did was to borrow a pair of horses from Freihofer's Bakery, but they were a couple of hours figuring how to hook them up. They finally had to call in someone experienced on the hookup. After they started up the pike, Bill and one of the other members got into an argument on the size of the fire to put in the steamer. They had a large fire aboard because steam started coming out from top to bottom. It didn't blow up but it wasn't Ramsey's fault for they say he burnt up enough wood on that run to heat a six room house all winter. Get a little experience before the next parade Bill.

Herman Schroeder spent the weekend of June 7th with friends at a reunion of Penna. Soldiers' Orphan School, Scotland, Penna. He spent his childhood days at the school.

91 DEPARTMENT

By H. Oddyke

Our foreman, Norman Fisher, took a rest from his strenuous duties during the week of June 9th to 15th and it seemed strange not to see his smiling countenance, but we know the rest did him a world of good.

Your reporter was away from June 2nd to 8th at Avalon, New Jersey for a little fishing and recreation. Unfortunately we forgot our camera and cannot submit evidence as to fishing results but we can state that Kingfish were running fairly good off the pier but the wind and low temperature prevented our fishing but one day.

Now that vacation time is here, news is scarce but could be improved if you fellows will only call 255 and give us any items of interest you may have and particularly snapshots. We need them and will see that they are returned promptly. Please remember this is your column.

67 CLEANERS

By Major Palm

Jerry Johnson hasn't lost his million dollar personality. Jerry spent four years fighting the Axis troops. Keep it up Jerry, we like that personality.

Shorty Nelson, who reigns on third shift, is gifted with eternal youth. This lad is in his late fifties without a single gray strand. Give us the secret, Shorty.

Charles Minor can be seen running to and from work. Charles is getting in shape for the annual Elks Relays held in July.

To the Fishermen of 67 Dept.: Who is going to hook the largest catch this season? Will it be Jamerson, Wallace, Williams or Irving? Let's have a picture of your catches this season.

Champion Pinochle Players are Joseph Henson and Howard Bantum.

Chatter Artists are Jones and Greenie of Second Shift.

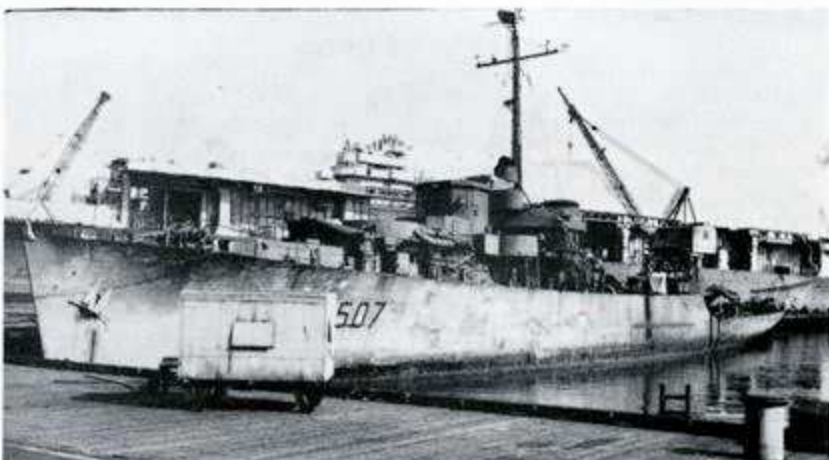
Obituary

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

C. Pinder, 67-1968, 120 Pulston Street, Chester, May 17.
B. Wilson, 47-53, 2901 W. 12th Street, Chester, May 18.
G. Newman, 47-623 145 N. Wilton Street, Philadelphia, May 29.



STORES ACCOUNTING. In the group are: G. D. McGeehan, F. W. Moore, J. F. Chodick, T. D. Bishop, Joseph Seeberger, F. H. Goy.



SUN SHIP has obtained six frigates, like the one shown in foreground, to be cut down to scrap size. These ships were used as escorts for convoys. In the background is the RANGER which is being sent to the scrap heap.



BOAT BOUGHT IN JAPAN by Lt. William Pennington, son-in-law of "Brownie" Brownhill of 59 Dept., cost no more than a good American week's wages according to the Lieutenant who is shown receiving a medal from Brig. Gen. Lester. His friends suggest that "Brownie" pilot the craft back to Chester. He says he is too busy to go to Japan.

66 DEPARTMENT

By P. Embree

Harold Byers was up to see Charlie Silcox's place last week. Charlie asked about all the boys and would like to have them stop and see him when he is ready to harvest the wheat.

Joe Sage has leased a cottage in Wildwood for the month of July, but as he only has two weeks vacation, he is interested in having some employee in 66 Dept. have the use of the cottage for the last two weeks.

Your reporter has heard a few remarks about writing articles in our department column about himself. Well, if I don't write about myself, who will? I merely slip a few notes in so you fellows know what I am doing.

A. Roux, of the filing room, is limping around with a new pair of official navy shoes. He says the shoes are all right, it's his feet that trouble him.

Herb Hutton was seen after work at 4th and Morton Avenue with a little dog the size of a cat. The dog looked like he was trying to break away from Herb so he could go home.

Harry Wilson, of the Carpenter Shop, will be vacationing in July at the Hotel Swarthmore in Ocean City. Don't wear out the rocking chairs on the porch Harry.

Jenkins said it was not his girl's dog dying that broke him down, but digging a three foot hole to bury him in.

I won't write anything this month about Fred Smith, of 84 Dept., as I can see his nose now sticking over my shoulder.

"Ross Carrier" George is going to spend his vacation in Wildwood this year. He is looking for a buddy to pal around with down there.

This is the opening season for vacation planning and consulting maps but unfortunately some of the boys this year don't need anything but a Delaware County map. However, we only hope they all have a good time and bring home plenty of pictures to prove it.

Anyone who can master the Hindu Rope trick, please get in touch with Frank Mosser. He is building a fireplace and says he is all done except the last five bricks which have to be



REAR ADMIRAL RALPH S. RIGGS (center) was presented with a scroll in appreciation of his services as Commander of the Philadelphia Naval Base. The presentation was made by Captain Hamer N. Wallin (right). Rear Admiral Riggs, who has been assigned to the Navy General Board in Washington, has been succeeded by Vice Admiral James L. Kauffman, District Commandant. Both Rear Admiral Riggs and Vice Admiral Kauffman are well known at Sun Ship.



MR. FRANK S. KIEFER, OF THE U. S. MARITIME COMMISSION, has taken over the Warehouse Division, Disposal Section and Inspection Section on Sales. Mr. H. P. Rude, former Sales Manager, died during the past Spring and Mr. W. L. Jones, Disposal Agent, has been transferred to Baltimore, Maryland, for the Maritime Commission. Mr. H. C. Acker is the Material Engineer out of the Washington, D. C. office and Mr. Kiefer is Resident Plant Engineer. Standing, left to right: Charles McFadden, Cliff Emerson, George Chappell, Lottie Flick, Edwin (Pete) Jones, John Uhrin, Art Randall and Gil Passmore. Seated: Mary Mercadante, Gertrude Hughes, Anne Swallow, May Gatens, Mr. H. C. Acker and Mr. F. S. Kiefer. Missing from picture: Joseph Gerko and Danny Becker.

suspended in air.

J. Fry who goes to Maine claims he now knows where all the big fish are and just what is needed to catch them.

Penniwell goes to Snow Hill, Maryland where they decorate the town for him.

Alex Bedwell still insists he is a busy man.

33 DEPT. NOTES

By Morton Paul

One of the biggest spring house-cleaning jobs you ever saw got under way recently when 33 Dept. started moving to old 34 Dept. Building, the new electrical headquarters. The Dept. supervisors were practically on exhibit when the joiners removed the fronts of the offices and left only a scattered desk or two for operation centers.

Preparatory to the moving, some of the lockers had to be cleaned and what an assortment of odds and ends turned up. Uh-huh in mine too Dick! A few more days and the old shop will be just a memory.

After hearing that Arthur Charnock was looking for a cigar from Wally Dykes, I finally found out that Wally was just the proud father of another boy — his second.

Any day now, if not already, Bob Hanna expects to be a "poppa" too.

After going surf-fishing a few hours at Indian River Inlet on Sunday of Memorial Day weekend, your reporter and about two hundred others were pretty discouraged. By the next weekend things must have changed for Gerald Evans's party, fishing in Delaware Bay, caught over two hundred trout. Some fishing!

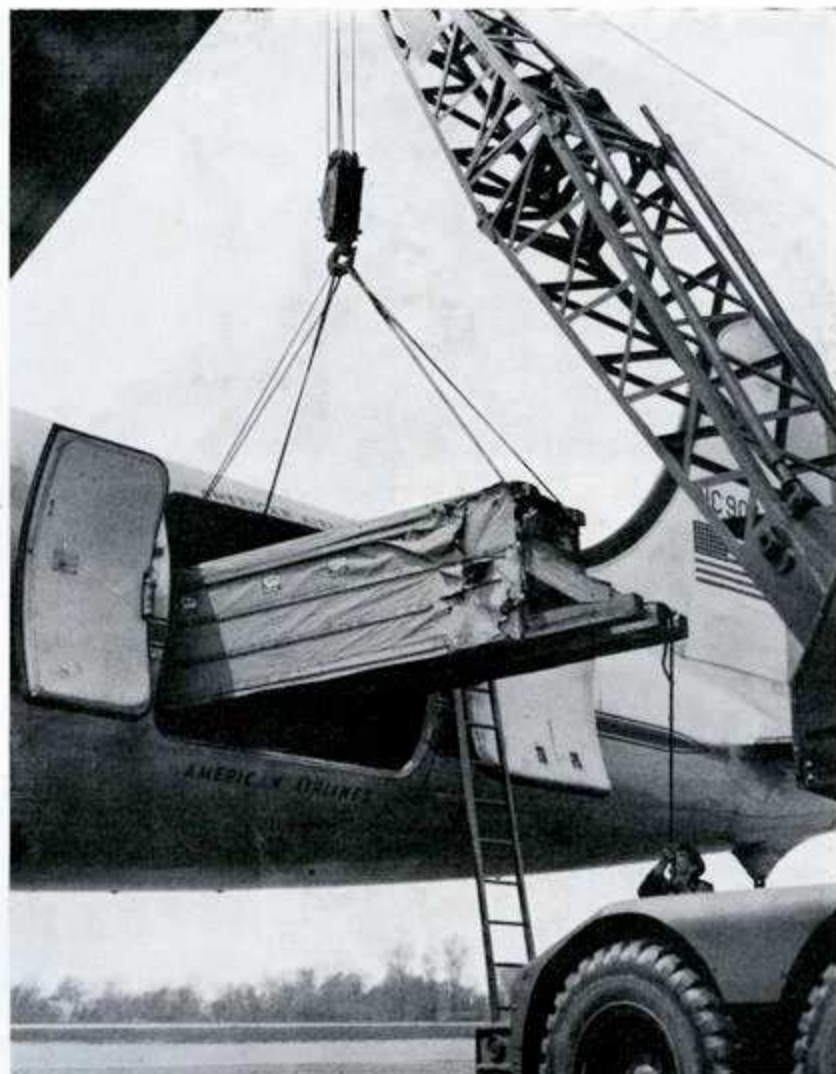
John Heffelfinger tells me that Norris Collins has joined him in the ranks of motion picture operators. Already Collins' library of reels is almost as tall as he is. If you know Collins, you'll understand how he got that many so soon.

With winter crow-shooting fading into the distance, Bud Martin of 60 Dept. has already started shooting woodchucks in Delaware, while "Brownie" the specialty welder at 59 Dept. and "Brownie" of 65 Dept. make their preparations for chuck-hunting locally starting any day now. Thinking of these "Brownies," reminds me of still another who ranks high in his line. "Brownie" the 33 Dept. maintenance man—expert bull-shooter.

69 DEPT.—PAINT SHOP

By H. Thompson

A group of baseball addicts succumbed to the urge and took in the double header at Shibe Park on June 9th, the day Schoolboy Rowe was knocked off the mound with a bat, literally. Our fans, including Bob Sorensen, Bill Marvel, Scotty Eilbeck, Dizzy Malseed and Fats Yocum, were astounded when "Reb-



A 10,000 POUND MOTOR ROTOR, the largest single piece ever shipped from Southwest Airport, Philadelphia, is loaded aboard an American Airlines Airfreighter for the S.S. BUNKER HILL, disabled in Jacksonville, Florida. The tanker, BUNKER HILL, was launched at the Sun Shipbuilding and Dry Dock Company, Chester, in April, 1942.

el" Jack Umphlette strode forth to Ben Chapman and offered to finish the pitch. Finding that his services weren't required, Jack nonetheless proceeded to enlighten Chapman on how to run a ball team to such an extent that I am sure the Phils will cut him in on the prize money.

New League — We have heard that Joe Saunders is now managing a quoit team whose picture will appear in an early issue. The boys start with washers and work up.

Twenty thousand years in Sing Sing — Congratulations to Pye Highfield who has successfully negotiated 20 years of wedded bliss. There are 4 Pye-lets, Pye's rabbits number their

anniversary by months. There are ten rabbit-lets. At this rate, we have figured that by 1954, the rabbits shall have taken over all of Media, half of Swarthmore and be executing a pin-cers movement on Chester, no doubt to get at that full bodied water. (If that was spelled foul, it's a misprint). Sooo, do you like rabbit-Pye?

Really Thumbing — Jesse "Drydock Gus" Schelling is enjoying the current heatwave amongst Florida's palms. Any palm outstretched in Gus' direction is ignored. However, on the other hand, his own I mean, he wields an educated thumb. Imagine thumbing reservations in advance to Florida. Ben Davis watch your time.

Sun-Built Tanker at Panama



THE S.S. "R. G. FOLLIS" and the "F. S. BRYANT," two tankers designed by the Standard of California and built by the Sun Shipbuilding and Dry Dock Company, are both in service on the west coast. This picture shows the R. G. FOLLIS passing through the Gatun Locks at Panama on her trip from the Sun Ship Plant to California. Both ships have

been praised by the Standard Oil operators in an article appearing in the LOG and giving a description of the equipment of these ships. It was stated that the F. S. BRYANT attained an average speed of 14.3 knots on the first leg of her voyage enroute to the Pacific coast.

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