



CTIVE head of the world's largest commercial, as well as single shipyard — the Sun Shipbuilding and Dry Dock Company, Chester, Pennsylvania which received numerous Citations from the United States Government because of the quick deliveries of ships that were so badly needed to help win victory over the Axis forces, John G. Pew again is cited for his out-standing service to the Nation and the marine industry.

Only recently, too, on January 27, 1947, Generalissimo Chiang Kai-Shek, President of The Republic of China, awarded our distinguished subject a scroll paying tribute to Mr. Pew and the employees of his great shipbuilding plant for assistance rendered China in the training of young Chinese students, and other services.

During the twenty-eight years that John G. Pew has directed this great shipyard, it built 497 vessels of all types. This is an unusual record for any shipyard, particularly one that specialized during World War II in

the construction of tankers.

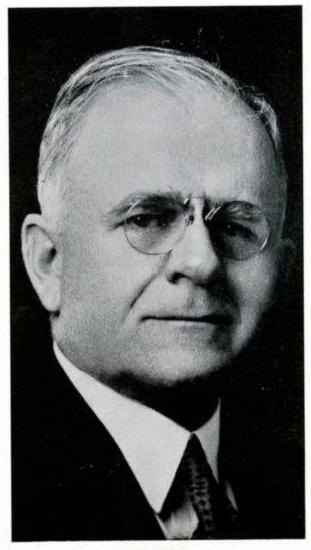
John G. Pew has had rich and varied experience in shipbuilding, and doing his regime he personally supervised the expansion at the recent war's beginning of Sun Shipyard from eight to twenty-eight ways; from 6,000 employees to 35,633 at the peak. This was on July 14, 1943. In 1944, Sun Ship turned out 81 ships and 35 large carfloats for the invasion of France, a total of 116 vessels. Sun Ship's delivery of a big ship every five and a half days from "Pearl Harbor" on, won the Maritime "M" pennant and two stars for continuing excellence of production.

Previous to the Japanese attack on Pearl Harbor without any declaration of war, Mr. Pew had started work on the construction of the South Yard which adjoined the original Central Yard. He then went ahead in building the North Yard. His amazing foresight was verified when Japan struck in the Pacific because within a very short time after the declaration of war, Sun Ship had twenty ways ready for the building of tankers, of troop ships, hospital ships and other vessels. Later came the addition of No. 4 Yard which brought the total of shipways up to twenty-eight.

John G. and his twin brother, J. Edgar Pew, as much alike as their birth certificates in warmth of human understanding and simplicity, were born 45 minutes apart on September 27, 1870, in Mercer, Pennsylvania. They started their first jobs together at the age of sixteen.

J. Edgar Pew died in November, 1946.

In 1918, then recognized as the outstanding gas expert of the country, John G. Pew joined Sun Oil Company in Philadelphia. The next year he became president of



JOHN G. PEW

Sun Shipbuilding Company, which under his leadership pioneered two of the most important advances in ship construction in a century - the first all-welded con-

struction and pre-fabrication.

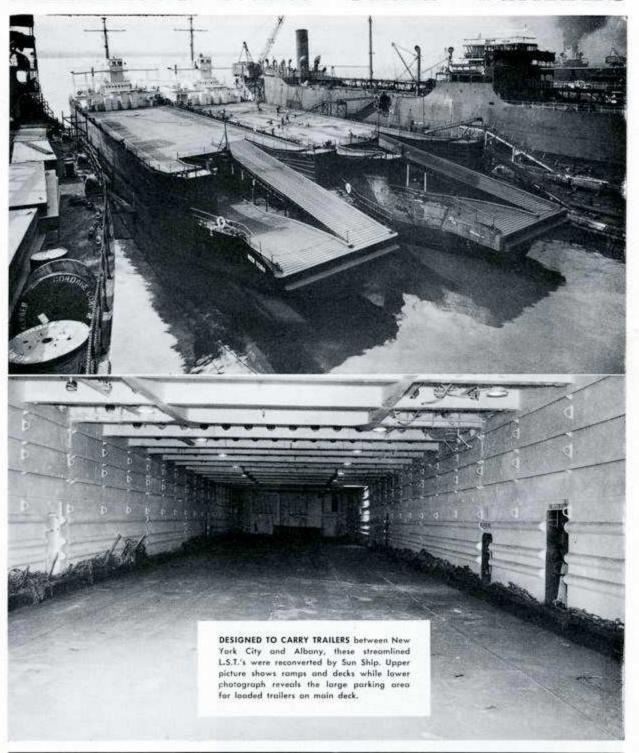
Specialists in tankers, in 1938 the tanker known as T3-SE-A1, commonly called "Cimarron" type, the fastest tankers afloat, slid down the ways of Sun Ship, which in 1942 designed the famous T-2 tanker for the United States Maritime Commission, the sleek, 16,500 deadweight ton model that comprises 80 per cent of all tankers built under the war program. John G. Pew directed the construction of 40 per cent of all the oil tankers built in the United States during the war period.

Since war hostilities came to an end, he has constructed ten cargo-passenger ships for the Dutch Government, attracting world wide attention because of their

speed and economy.

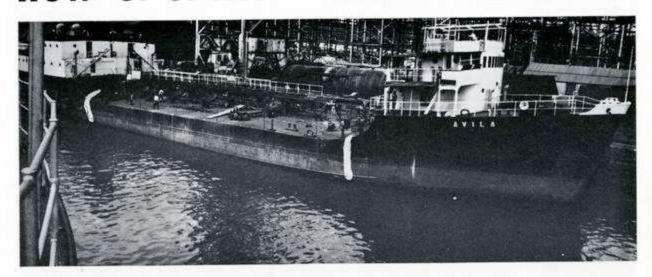
It is a rare pleasure, indeed, to confer this Citation for Service to the American marine industry upon 76year-young John G. Pew.

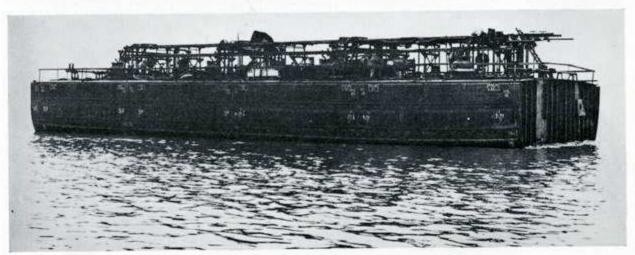
BLAZING NEW SHIP TRAILS

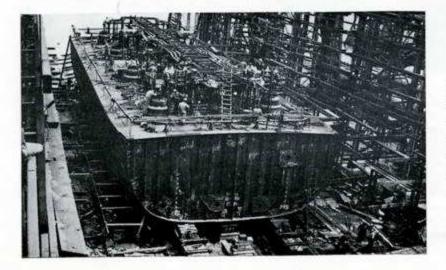


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HOW S. S. AVILA WAS LENGTHENED

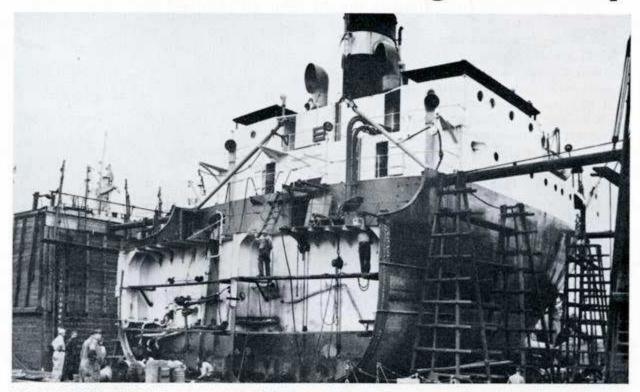






WHITE LINES in top picture show where the S.S. AVILA had her bow and stern cut off. Then the midsection, shown in middle, was welded in place. The midsection also is shown as it rested on the Way before being launched. It is equipped with propane tanks.

Avila's Stern Section High and Dry



THIS PHOTOGRAPH SHOWS HOW THE REAR PORTION of the ship looked after the old mid-section had been removed. After the new structure had been welded to the bow, this stern portion was brought

in and welded in place. The job of equipping a ship with modern tanks and lengthening the vessel was now finished.



LAST ACT IN RECONSTRUCTING THE AVILA to carry propone gas was welding the brand new midsection and the stern section together for the final welding operation. Photograph shows how accurately Sun Ship engineers and mechanics had planned and executed the big job of cutting a ship apart to lengthen and modernize it.

PUTTING STRAPS ON SHIPS

Following recommendation by the American Bureau of Shipping on strengthening T2-SE-A1 tankers and Liberty ships through strapping the hulls, Sun Shipyard has performed this work on several ships.

The Liberty ship ANGUSTINE HEARD and the tankers BLUE LICKS and ESSO CAMBRIDGE were strapped.

There are about three hundred of the tankers in operation, owned both by the Government and by private operators and the program of strengthening is to extend through October 31. Tankers of this type in shipyards will have the work done in addition to regular voyage renairs.

The work done in the tankers includes the riveting of steel straps on the deek, side shell and botton shell.

BITTEN BY SNAKE; LEG AMPUTATED

(Vacationists should take no chances)

Sun Ship employees and families who are going to the mountains for their vacations this summer should realize the danger from deadly snakes. The picture of Marie Proctor, 10, daughter of a former Sun Ship employee, whose leg was amputated below the knee because of a rattlesnake bite, is an impressive warning.

There are two types of venomous snakes in the East. The most deadly is the rattlesnake. Its bite can be fatal. Slightly less poisonous is the copperhead.

While the rattlesnake is equipped with a set of rattles it does not always give warning before striking. Where it does sound it's rattles, the noise is similar to the humming of the ordinary locust. If you are in the mountains and hear that sound on the ground, halt and look around carefully. All snakes are easily killed by a sharp blow from a stick that breaks the backbone. Both the rattlesnake and the copperhead coil before attacking and they can strike only three quarters of the length.

In case of a snake bite, the most important thing is to stop the poison from circulating through the system. If a person is bitten on the foot or leg or the arm, apply a tourniquet above the point where the fangs have entered the flesh. This will stop circulation. The next thing is to get the victim to the nearest hospital or physician.

If you are in a remote spot and the emergency is grave, a small incision at the wound made with a blade or a knife that has been sterilized will induce the flow of blood and get rid of some of the poison. There are snake-bite kits which should be handy at all camps.



Photograph by Joseph January Steinmetz Courtesy Sarasota, Florida, Herald-Tribune

Don't forget that speed in reaching a hospital or physician is the most important factor in case of a snake

Marie Proctor, daughter of Norris Proctor formerly of the Shipfitting Dept., was bitten by the rattlesnake while returning from school at Sarasota, Florida.

Not only did her father work at Sun Ship, but her uncle, Frank A. Pietras, has been a marine rigger in the plant for many years.

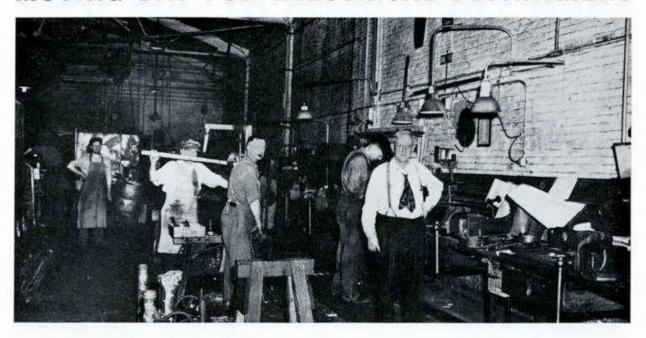
Marie formerly attended public school in Holmes and her former classmates have raised \$19 to help buy her an artificial leg. School children in Sarasota also have raised a fund for this purpose.

It had been the ambition of the little girl to become a professional acrobatic and tap dancer. She was unusually talented and had appeared in entertainments in the Holmes school. The family moved to Sarasota a little more than a year ago, and Marie attracted attention at once in the schools there as a piano soloist and dancer.

A few weeks ago, the young girl came from school in a bus with the other children. She alighted near her home. She did not notice a large rattlesnake coiled at her feet. A moment later the snake struck. Marie was taken to a hospital and given immediate treatment but the poison spread so fast through her system that she was in danger of death. Her life was saved but physcians were unable to save the leg and it was amputated.

Word from her father and mother, both of whom had friends in the Sun Ship plant, states that Marie is cheerful under her handicap and plans to continue her studies in music.

MOVING DAY FOR ELECTRICAL DEPARTMENT









ELECTRICAL WORKERS under Oscar Holt have set up shop in the building formerly occupied by 84 Dept, and the Machinists of 36 Dept, will take over the space just vacated. Top picture shows Harry M. McCoy standing near the wall which will be torn down. Middle pictures show the deserted Electrical Dept. (left) and the new main shop of the 33 Dept. (right). The task of removing equipment from the old Central Yard Electrical Shop to the newly painted and well lighted quarters took several weeks. Among the last to leave were the armature winders and William Longquist of the Electric Shop storeroom; the latter shown lower left.

CREW FROM INDIA AT SHIPYARD





MORE THAN FIFTY Hindoos and Moslems, members of an East Indian crew from the M.S. HICKORY KNOLL were shipped back to the Far East on July 10 when their lend-lease vessel was turned back to the American government by Great Britain. The transfer took place at the Dry Dock, the picturesque members of the crew being loaded into two busses while their personal belongings filled an extra dray. Photographs on this page show most of the men after leaving the HICKORY KNOLL. Some

strict Mohammedans refused to pose. Nearly all would not eat meat, so egg and salmon sandwiches were supplied before they boarded a train for New York where they took another ship to London. Two of the bearded sailors shown in the layout are Iman Ali and Mozafar Islam. Another inset shows two officers who had been on the ship since 1945 when she was loaned to the British. They are H. P. MacNamara, radio officer and N. B. Sarkar, 4th engineer.

In The Spotlight

HARRY "JUDGE" MacPHERSON

SHIPBUILDING is in the blood of Harry "Judge" MacPherson, one of the reliable stand-bys in 74 Department. His grandfather was boss blacksmith in the old Roach Shipyard many years ago and two of his brothers have been in the shipbuilding industry.

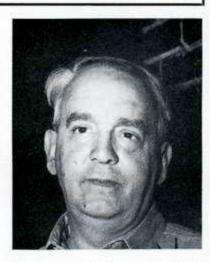
Prizefighting and the managing of pugilists also are in his blood because he has trained many fighters and promoted numerous bouts.

It's been a long time since "Judge" MacPherson entered the Shipyard, He helped to build the SABINE SUN which was launched February 2, 1918 and which was the second ship constructed in the plant. At that time, the Yard had only five shipways. When he came to Sun Ship, he was employed as a Chipper and Caulker. Due to an injury to one of his arms, he transferred to 74 Department and has been employed there during the past 11 years.

He was born and raised in Chester and as a youngster played on the present site of the shipbuilding plant. Central Yard was the site of Walter Sydnor's farm. Another part was known as the "tar beds" and the rest of it was mostly marshy land. As a boy, MacPherson trapped muskrats and sold the pelts for 50 cents each. Even before Sun Shipyard was established, part of the land had been filled with mud dredged out of the 30 foot channel which the government was digging.

Boxing was the hobby of the "Judge." He did a little bit of fistic work himself and after awhile he trained boys in the art of self defense. At one time he had quite a stable of fighters including such well-known names as Bobby Barrett, Lou DiMiao, and Joey Fletcher.

It was an easy step from the training of prizefighters to promoting contests. The "Judge" brought Jack Johnson to Chester during the period that Jack was Heavy Weight Champion and 8,000 customers turned out to see Jack put on a exhibition match. He later brought "Battling Nelson"



here for an exhibition and he helped to promote contests in Chester and Philadelphia. He has served as manager, trainer, referee, judge and timekeeper in the Philadelphia area during the past 30 years and at the present time is one of the Pennsylvania State Boxing Judges. A recent illness took him out of the fighting game but he is getting back to it again.

He takes great pride in recalling that he promoted a fight that had the largest paid attendance in Chester or Delaware County. That is the one that Jack Johnson appeared in.

"Judge" MacPherson is married and has one son, Harry, Jr., who served nearly 4 years in the army during World War No. 2. Harry, the second, graduated from Chester High in 1934 where he was all suburban guard on the Chester team for 3 years,

Harry, II later graduated from University of Pennsylvania, working in the Sun Shipyard for 3 years during vacation time. He is married too and is the father of a son, Harry Mac-Pherson, III.

Harry MacPherson, the subject of this sketch, told a representative of Our Yard:

"If I had my life to live over again, I know that I would return to Sun Shipyard because it is a fine place to work. Although it's cold in the winter and although the summers are hot, there is no healthier group of men than those seen in the Shipyard. I hope to be around a good many years to come because no one ever can grow old in such delightful environment as this."

NEED SHIP PROGRAM

The United States should maintain enough merchant marine tonnage to support peacetime trade, provide for national defense and assure an adequate shipbuilding industry, the National Association of Manufacturers urged recently in a letter to President Truman's Advisory Committee on the Merchant Marine.

The NAM said merchant vessels should be built by private industry on a competitive basis and should be kept under private ownership and operation in order to promote efficiency and competition. It recommended that competent authorities determine immediately how much tonnage is needed to protect national security and maintain our position in world trade.

It is only through a well-planned program of ship replacement and development, said the NAM, that "new and better ships will be developed, which through their superior efficiency, will force old ships into the scrap heap. This should have the effect of providing new business for our shipyards and of maintaining our national defense system in a superior position."

The letter stated that "there are signs that foreign governments may attempt to require the products of American manufacturers to be carried in foreign bottoms," American foreign commerce, it said, cannot depend on foreign flag vessels and "we should not risk being caught again, as we were at Pearl Harbor with a wholly inadequate merchant marine."

Henry Vankoski, an employee on the Clester Bridgepart Ferry who fell overboard and was drowned July 22, was a former employee of Sun Ship, having worked several summers during the war as a helper in 36 department. His father, Alexander Vankoski, is an old employee in the Wetherill Plant.

SERVICE PINS AWARDED FOR JUNE



	30 Years
	B. Abrams
75-1	J. Seaman
45-1	D. Cadman
91-514	
	25 Years
1.22	C. Stinson
DRA	FTSMEN ROLL
	20 Years
78-19	G. Wilkie
н	OURLY ROLL
	15 Years
51-363	A. Petka
0.2.000	W. Kiernicki
59-923	P. Primaldi
	A. Simon
67-312	M. Griffin
69-14	J. Messick
	10 Years
34-112	W. Ramsey
34-146	S. Krupic
	C. Fuller
	S. Rickle
	J. Stafford
47-48	J. Albany
47-181	E. Dwyer
59-641	J. Murray
59-645	F. Geddings
59-646	J. Vincent
60-119	G. Eaton
	J. Vandergast
67-1187	
68-260	F. Modesto

MABEL EMMOTT, 91-514, smilingly accepts 30year service pin from Controller Charles H. Dayle.

F. Thompson P. Ingram

A 30-YEAR SERVICE PIN is presented to J. Seamon, 75-1, by Supt. William Beatty.

B. ABRAMS, 47-41, receives 30-year service pin from Supt. William Beatty.

CONGRATULATIONS are extended to D. Codman, 45-1, by Supt. A. A. Norton on receipt of a 30-year service pin.

Some Sun Ship Safety Rigs





MICHAEL OLANIN, 60-38, SUN SHIP BURNER for the past 18 years demonstrates the proper protective clothing that should be used when burning in the open and in confined spaces, hard to ventilate:

(A) Equipment while burning in confined spaces include a sofety helmet, an aluminum shield with acetate of the proper density, an air-line respirator, tope and sleeves, burner's gloves, leather chaps and safety shoes.

(B) While burning under ordinary conditions, the burner wears the the same equipment as in picture No. 1 with the exception that gaggles, with lenses of the proper density are substituted for the aluminum shield and the use of the air-line respirator is optional.

ALL the equipment listed here is necessary in different types of work performed by welders and burners.

WELDERS

Respirators — Metal Fume, Air Line.

Safety Helmet — Bakelite. Safety Shoes — Tongueless. Goggles — Flash (Side Shields). Hood — Job Specification.

When working in shops a safety helmet is optional, but the balance of safety equipment is necessary. When working on black iron, no respirator is necessary, but this may be considered optional. Adequate ventilation should be provided.

When working on galvanized or stainless steel a metal fume respirator in the open and an air line respirator in confined spaces should be used, unless adequate ventilation can be provided and then the metal fume respirator,

The flash goggles provided with side shields are worn under the welder's hood: 1st—to protect against flashes when he raises hood while working close to another welder. Secondly—to prevent slag from entering eye when chipping weld.

Leather cape sleeves and bibs or jacket, together with leather pants or chaps at all times and proper welding gloves.

BURNERS

Respirators — Metal Fume, Air Line.

Safety Helmet — Bakelite. Safety Shoes — Tongueless. Goggles—Burning — Coverall (when wearing glasses).

Shields — Face (Acetate). Cape, Bib and Sleeves. Chaps and Pants.

Gloves.

The respirator problem is the same as welder's, with the exception that a burner should use a metal fume respirator when burning on red lead or other paints. In confined areas, the metal fume with plenty of ventilation and the air line where ventilation is hard to regulate.

Cape, bib and sleeves with either chaps or leather trousers should be worn at all times together with proper burning gloves.





ANTHONY KAVETSKI, 59-680, A WELDER at Sun Ship for the past ten years, demonstrates the proper protective clothing and equipment necessary while welding black iron, galvanized metal and stainless steel.

(A) For black iron welding, the welder needs a hood with glass of prescribed density, bakelite safety helmet when working on the shipways, calobar lens gaggles with side shields, which are protection against "flashes" and slag, leather cape and sleeves, welder's gloves, leather pants and safety shoes. (B) While welding galvanized or stainless

(B) While welding galvanized or stainless steel, the same equipment is used plus a metal fume respirator to supplement the ventilation furnished.

"THAR'S COPPER IN THEM HILLS, PARDNER"



CABLES ARE CUT to short lengths and the insulation is burned off leaving copper salvage. Brass also is reclaimed by these employees. This is one of the steps in the salvaging of ships.

TRAIN LOAD OF SCRAP IRON FROM SHIPS



HERE ARE FIVE CARS filled with scrap steel in assorted sizes. Huge assemblies will be cut down to smaller sizes and then shipped to blast furnaces. Trains of 5 and 6 cars are now common in the Yard.

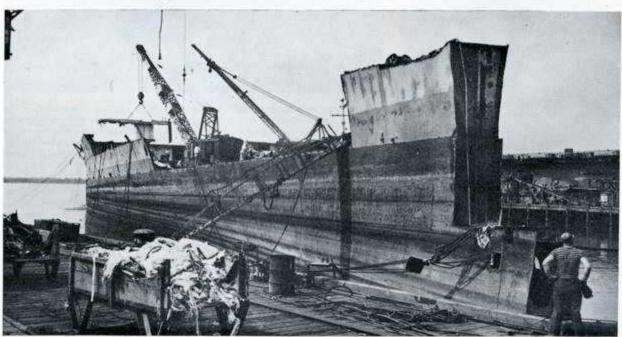
Checker Players Are Cheerful



TWO CHAMPIONS IN THE PIPE SHOP are battling it out during noon rest period. They are Dave Laird, left, and Dick Ancarrow, right. In

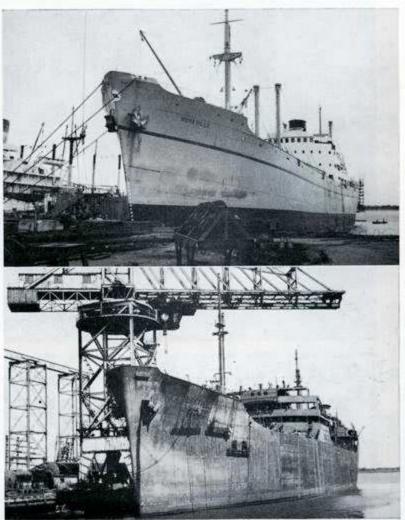
the gallery we see Chief Kibitzer Smyth, Assistant Kibitzers: Fry, Peppe, Stewart and Cavanaugh.

How Ranger Looked June 20, 1947



Sun Shipyard Haven for

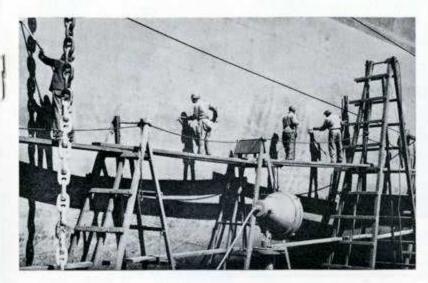


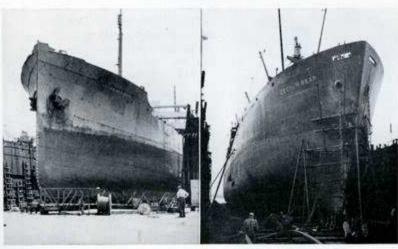


5.5. EDWARD RICHARDSON (left) is owned by the U. S. Maritime Commission and operated by the Arnold Bernstein Shipping Company. The vessel's rudder split in way of the stepped partion while the vessel was at sea on a return trip from France. To facilitate steering the ofter peak and the No. 4 and No. 5 lower holds were flooded to put the ship down by the stern enough so that the upper portion of the rudder could be used for steering. Upon arrival of the vessel at the yard, another rudder, reinforced in way of the step by steel plates, was installed and the vessel left the yard.

M. S. HOPEVILLE (top), (Norwegian cargo ship). Operated by the Barber Steamship Company. The vessel was drydacked for cleaning and painting and while in the Yard various damage repairs and miscellaneous voyage repairs were completed. Port side aft is staging erected for making repairs to a hull damage. S.S. ESSO CAMBRIDGE (above). One of the famous T-2 tankers built by the Sun Yard as the WHITEHORSE, Hull No. 409 in 1944. Shown in the photograph, the vessel is lying under the hammerhead crane at No. I pier where the tanks for carrying propane were put aboard. The installation of four propane tanks constitutes another first for the Sun Yard. S.S. INDIANA (middle left). Owned by the Texas Company and one of the special tankers of the Texas fleet. Built by Sun Ship in 1943 as Hull No. 326, the vessel came to the Yard far routine drydacking and voyage repairs. Propulsion gears were removed and sent to Westinghouse where they were rehobbed and returned and reinstalled. The work was completed in record time. S.S. GALEN L STONE (lower left). Owned by the U.S. Maritime

r Craft Needing Repairs

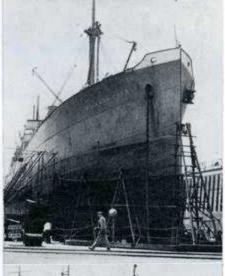




Commission and operated by the Fall River Navigation Company. When the vessel was drydocked, bottom damage was discovered and the vessel was removed from drydock for tank cleaning so that the damage could be repaired. While on dock, the rudder was reinforced by installation of steel plates.

SUN SHIP'S REPAIR DEPARTMENT continues its octivities with undiminished speed. On these two pages are some of the ships arriving in recent weeks. S.S. ALEXANDER C. CLAY (upper right). Owned by the U. S. Maritime Commission and operated by the South Atlantic Steamship Line came to the Yard for routine drydacking, M.S. SUN (upper left). Another Sun Oil tanker built by Sun Ship in 1928 as Hull No. 110. Cleaners are scraping down the sides preparatory to painting. S.S. ATLANTIC CITY (middle right), Isthmian Steamship Company cargo vessel in for repairs. S.S. DELAWARE SUN (middle left). Another Sun-built tanker delivered in 1922 to the Sun Oil Co. as Hull No. 43. The only remaining direct steam engine drive vessel in the Sun Oil fleet. S.S. CECIL N. BEAN (middle center). Owned by the U. S. Maritime Commission and operated by the Fall River Navigation Co. The vessel last her propeller while at sea just off the coast of the U. S. She was towed to the Shippard where a new propeller and tailshaft were installed, the bottom cleaned and painted, the stepped rudder was reinforced by Installation of plates in way of the step, and bow damage repaired by installation of new plate work. All work was completed in record time. S.S. COMET (lower right). Built by the Sun Shipyard as Hull No. 128 in 1930 for the Socony-Vacuum Oil Company, this tanker has been in successful operation ever since.









INTENT UPON A JOB, SUPT. "BILL" BEATTY didn't know that this picture was being taken. Once the hulk of the GOVERNOR COBB had been houled out of the water and drawn up on No. 7 Way, he relaxed. Other tense moments were when he moved a crone to the deck of the RANGER and later rolled it to a lower deck.



SUN SHIP FIGURED ON A TRIP TO DELAWARE BAY. In the group are: Joe Omelia, 36 Dept., G. Brown, 33 Dept., W. Brewer, 33 Dept., C. Jones, 34 Dept., and R. Queensbury, 33 Dept. Jones and Queensbury claim they could catch more with hand lines than the rod and reel anglers; but they didn't.



BABY RABBIT, two days old, is being fed by Ben Person with a medicine dropper. Nest of five wild rabbits was abandoned by "Mrs. Bunny."

SAVED

(This poem is an "Old Timer" from the First World War. It appeared in a local publication at that time and is republished now as a curiosity.)

The boy stood on the burning deck, Tho' all but him had run. Said he, "this ship will never sink; They built her at the Sun."

The captain, out in the first boat, Heard what the boy had said. He ordered all back to the ship, From whence they once had fled.

And soon they put the fire out, And she started on her way, And things again were all serene, And everybody gay.

The captain he sought out the boy, Tears glistened in his lamps. He said. "My boy, you saved my life; I thought she was built at Cramp's."



WE SEE FLOATING ON AN ARM OF THE CHESAPEAKE BAY, the trim little cruiser RUTH M, owned by Thomas Hardy. The boot was purthased recently.

MORE RECONVERSION CONTRACTS

The Sun Shipbuilding and Dry Dock Company has been engaged on contracts for insulation and installation of cargo-refrigeration in three steamships. Work on two of them is being done for the United States Maritime Commission. The third is for the account of the Matson Line.

The Government contracts include the U.S.S. SEA STURGEON, which is renamed the HAWAIIAN FARM-ER, and the U.S.S. HANOVER, whose new name will be the HAWAIIAN WHOLESALER. The latter will arrive at the Yard about August 15th.

The Matson Company's vessel is the SEA RAY, which has been renamed the HAWAIIAN RANCHER.



66 DEPARTMENT

By P. Embree

The Mosser car is practically being rebuilt for Frank's vacation trip. We understand it's "Oak Ridge, Tennessee here we come."

66 Dept, welcomes the welders who were transferred into our department and last reports show that they are doing a good job.

Alex Bedwell was seen going up the spare gangway on No. 2 pier that was not connected to any ship. Keep your head up, Alex.

Penniwell still wants to know who takes the plugs out of his bins when he takes a smoke or rather whenever he turns his back.

Paul Round and Charlie Franks have installed an electric refrigerator in their summer cottage. Paul says it really kept the stuff cold.

Byers will be motoring to Maine this summer. Last year it was Florida, next year he plans a trip to Mexico.

A. Roux, our well known sawman, looks like a dashing G.I. with his new navy dress shoes.

"Shop" Gus has moved to his old location in Lester. We wish you and Mrs. Gus many happy years in your new home.

Stan Baker said his son looks so much like him that when he went to the barber the artist mistook Stan for the boy and gave him a "butch" hair-cut.

Johnny Jenkins is on the "Indian" list this month and that's not a motorcycle either.

McGhee has three new hillbilly records. He says to stop around on Saturday morning if you want to hear them.

"Shorty" Frear has moved his family to Tannersville, Pa. for the summer and up to the present he has made two successful trips out of four from Chester to Tannersville. He says, "The old bread wagon ain't what she used to be,"

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

It's no longer a military secret; we mean the Boulden-Hoffman nuptials. Dot and Bob were married at Valley Forge on June 21st. Good Luck!!

And Al Hubay pulled a fast one on us. He married Margaret Dunn, of Woodlyn, in Greensboro, N. C., on the 24th of June, We wish Al and Margaret much happiness.

Dick Byham, formerly of the Blue Printing Dept., was married on July 5th.

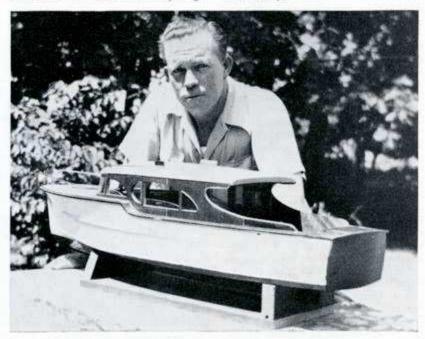
That stork certainly was a busy bird this month, bringing a baby girl, Rose Marie, weight 6 lbs. 5½ ozs. to the John Borsello's on June 24th; and a baby girl, Diane Cheryl, weight 6 lbs. 11 ozs. to the Les Ives' on June 28th, This is John's first youngster and he certainly is a proud Daddy. The Ives have two other youngster, both boys, and apparently were planning on having a ball team, but the arrival of the little lady has changed the picture. Yes, the cigars were excellent!!

George Wilkie is sporting a 20 year Service Pin these days, Congratulations, George!

And we dust off the welcome mat for: Al Williams, Joe Chermol, Sam Morse, John Otten, John Salerno, and Bill Eppright. John Salerno has added a son to his family since we last saw him.

The chess and cards continue during the lunch period, and table tennis has re-appeared as a spirited activity, with much local talent.

Al Williams has organized a softball team for Dept, 78 and will play Joe Clark's outfit from Sinclair Oil Co. shortly.



HERE YOU SEE THE MODEL OF THE 39% FT. CRUISER which Lloyd Lawson plans to build. The cabin as well as the hull has a streamlined design,

36 MACHINISTS

By Dick Clendening

Ralph Boettger just got under the wire to be among those married in June — having waited until June 28, when he and Miss Margaret M. Lippy were wed at the Medford Methodist Church at Medford, N. J., by the Rev. Edwin A. Bustard, of Grace Ref. Episcopal Church, of Collingdale, and the Rev. McCleave, of Medford Methodist Church.

They honeymooned in the Pocono's and are now at home on Holland Street in Penn Hills. Ralph's automobile also profited by the occasion as it took a good simonizing job to get rid of the soap inscriptions with which it was well covered. Here's wishing them lots of good luck and hoping that all their troubles may be little ones.

Jimmy Knox and George Laird journeyed up to Canada over the Fourth and had a very enjoyable trip.

We are greatly pleased to welcome back to our midst Sam Raisner who was injured while at work on the INDIANA. Sam is apparently in good shape again and we trust that Lady Luck will favor him with no more mishaps.

Our old friend from dry dock— Dave Houser has been giving the fish a bad time this year—getting down the bay almost every week and making some remarkable catches—reporting over 800 on one trip. How's about a page from your book, Dave?

Our favorite welder "Brownie" Brownhill is giving the nearby groundhogs lots of trouble these days and has been the cause of a great many of them "biting the dust." We heard him complaining recently that he only got 8 on one of his trips and later learned that the reason for the "gripe" was that he had 15 shots. Incidently — "Brownie's" daughter -Mrs. Geraldine Pennington has left to join her husband Lt. William Pennington who is stationed at Osaki in Japan and is taking their little girl, Priscilla, along for the trip. Brownie shows signs of loneliness already and quite some concern as to how they will fare on the trip. We join him in hoping that they will have a very enjoyable trip and return better off for their experience.

A rather belated welcome to the first contingent from 84 Dept. Frank Wood and Tommy Dunn. They are doing first rate and we hope they find their new surroundings to their liking.



VICE PRESIDENT JOHN G. PEW, JR. accepts a 15-year service pin from Vice President R. L. Burke on July 8th.

OFFICE CHATTER

By M. Mae Scott

The Fourth of July week-end found many of our office workers at the seashore and other places of interest. Anna May Sulger, of the Stenographic Dept., motored to Boston while Nellie News and Marge Desmond, of Mr. Landing's Office, in a party of four, flew to New York City. Except for very "bumpy" weather, the girls agreed their trip was quite a success.

Vacationing at Atlantic City were Marian Parker, of Stenographic, Betty Montgomery, Wildwood, and two of our Purchasing Dept. girls, Peggy Jones at New York City and Edith White, Virginia Beach.

Another one of our girls, Mrs.

Carrie Massey Johnson, has left to take up her household duties. The best from all of us, Carrie.

The engagement of Eleanor Lois Crompton, formerly of the Stenographic Dept., to Lt. Richard Barnes, was announced by her parents Mr. and Mrs. Robert Crompton of Ridley Park. The wedding took place in the Ridley Park Methodist Church on July 12. Eleanor will make her home in California where Lt. Barnes is stationed.

It is our turn to say "hello" to our new switchboard operator, Catherine Ferry, sister of Mary Ferry of the Bond Dept,

Florence Montgomery, of the Hull Drawing Room, on July 8th rounded out five years of service with Sun Ship.



STENOGRAPHIC DEPARTMENT GIRLS are shown strelling along the boardwalk at Atlantic City during a recent visit to the shore. Left to right: Marian Parker, Eleanor Crompton, Anna May Sulger, Helen Shallet, Jane Roberts and Helen Scott.

SHIPFITTING DEPT.

By Jack Grieco

We want to extend our sympathy to "Shorty" Cahoone upon the recent death of his father.

Quite a few of our men are taking advantage of the present good weather, and are putting in for their vacations. Hope you men will send us any snaps you've had taken, so that OUR YARD friends can see the size of your "catch."

Bill (Swish) Clark seems to pick up speed with age - A little forgetful maybe, but we see that he gets

his time in - on time.

All George (Aloha) Gallagher needs now to complete the picture, is a "ukelele" and a "grass skirt"-George is supervising the work on the HAWAIIAN RANCHER, and HA-WAIIAN FARMER. Beginning to look like a Hawaiian, eh George?

We understand the "surgical operation" on the AVILA was successful, and that the middle section is

"grafted" onto the ship,

Shep (The Chef) Sheppard is looking around for a spot to open a "beanery" of his own. From the "fire" into the "Frying Pan" ch Shep?

Arthur Millay packed up and off on his vacation this week to do some flying and glider-ing. Oh yes, that promised ride will be forthcoming soon. We can hardly wait.

Joe (The Hair-cut) Anderson, the "soft-spoken" Folsom Adonis, finally lost a day from work. His excuses the next day were very incoherent -Basil and I didn't believe him anyway: also, we heard that the Anderson dog had to find new sleeping quarters for a couple of nights.

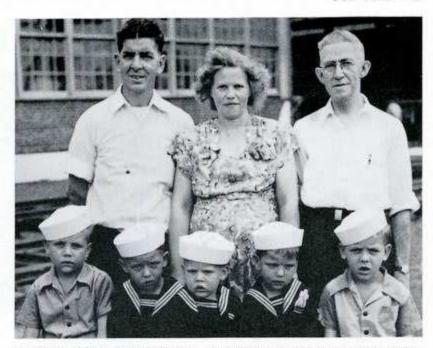
Jack Doyle, back on the job after spending a "quiet" week's vacation at Atlantic City. His family accompanied him. Made you toe the mark,

eh Jack?

Happy George Kilgore can't make up his mind where to go on his vacation. We suggested a fishing trip, so that he would have some "tall" stories to tell us about the "big ones" that got away.

Basil (Sherlock) Griesmeyer is now wearing an old panama hat he found in his attic. With that hat, and his ever present cigar, he reminds us of the late Joe Penner. (remember — "Wanna buy a duck?")

"Whitey" Petchell carries his pipe attached to a chain since it dropped out of his pocket into the river, under the Hammerhead, the other night.



FIVE GRANDSONS OF GUARD GROVER C. LINAWEAVER, top right, shown with their parents, Mr. and Mrs. Leland Hunter. First names of the boys start with letter L. They are, left to right: Leland, Jr., 8; Lewis, 6; Leslie, 3; Lionel, 4 and Lawrence, 7. A son of Guard Linaweaver, Pvt. Ralph W. Linaweaver, was killed in battle at Saipan, June 15, 1944. He formerly warked in 84

However, with a piece of rope, an old broom, and a bucket, and with the aid of Joe Roskie and Jack Bair. they finally fished it out of the drink which made "Whitey" very happy. "Shorty" Cahoone supervised the rescue.

We just got a message by "Stork-Express" that Ray Henry is the proud "pappy" of a baby boy. Congrats and good luck, Ray.

Genial Frank Ryan acts as referce when Kilgore and Impagliazzo indulge in one of their daily lunch time arguments about the conditions of the country at large. As always-Frank's decision — a draw.

Earl (Pittsburgh) Haight looks like a man from Mars in his working clothes. Rather "messy" down thar in those tanks-eh Pittsburgh? Look out for those barnacles. With our help, Earl can now make out his own time in an intelligent manner.

We wouldn't mind catching one of those "Flying Saucers," if the dern thing had a good cup of coffee on it.

"WEE BIT O' NONSENSE"

or SMILE - DERN YUH

A Sergeant friend of mine was telling me about a bunch of "rookies" he was charged with to drill and try and make soldiers out of them.

"It was a hot day," he explained,

"and those danged rookies were as awkward as truck horses.

"I'll swear I don't know what to do with the lot of you," growled the Sergeant.

"There's some nice shady trees over there," suggested one of the new recruits.

"Yeah, I know," said the Sarge, "but I haven't got any rope,"

There's a good looking guy in 45 department who does all his woo-ing by telephone — the safe way. "Why?" asked we.

"Because no gal can tie blue ribbons around telephone calls and put em away in a drawer — for future use.

Did you know that Etiquette is learning how to yawn with your mouth closed, (care to try ithmm-m?)

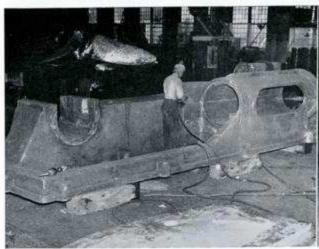
I overheard two women talking

the other day. Said one: "Whenever I'm in the dumps, I get myself a new hat."

The other replied: "I've often wondered where you got your hats."

Well folks: As one stocking said to the other stocking - "I gotta

CORLISS STEAM ENGINE COMES BACK





THESE TWO PICTURES WERE TAKEN AT THE WETHERILL PLANT and represent important castings in a large Carliss engine. The casting weighs about 38,000 lbs. On the right is a casting of one half of a

huge flywheel for the same engine. The massive size of the flywheel may be realized when compared with the size of the man.

By Otto Leinhauser

POUNDED about 1872, the Wetherill Plant pioneered the building of Corliss Engines which in that era represented the peak of economy in stationary engines being used as generating units and providing power for various types of mills.

Successively, hydro-electric steam turbine and diesel engines with their attending economies relegated the Corliss engine to the background except for some special installations where the Corliss engine particularly adapts itself and where after 60 years of continuous operation they are still doing service, with the Wetherill Plant supplying occasional replacement parts.

The casting shown above weighing 38,000 lbs, is one of two bed plates for 36x60 Corliss engines being cast for the Vulcan Iron Works of Wilkes-Barre, Pa., which along with other parts being cast in our foundry to eventually operate a huge rolling mill to help our post-war prosperity.

The Wetherill Plant, as an engine and machine shop, is continually casting, machining and effecting repairs on all the types mentioned above of both foreign and domestic manufacturers.

PAYROLL DEPT.

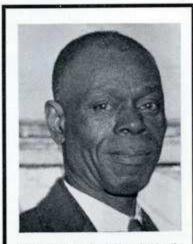
By Peggy Markkanen

A miscellaneous shower was given recently in honor of Jean White at the home of her mother. Her guests included: Helen Hury, Rose Merletti, Kas Coonan, Mary Leary, Sarah Connolly, Jane Heavey, Peggy McKinney, Doris Gallagher, Theresa DiPlacido, Peggy Brogan, Florence Bell, Jane Pietras, Mildred Brauer, Ruth Mc-Kinstry, Marge Kromer, Evelyn Gay, Jerry Bruggeman, Katherine Brown, Jeanette Chartier, Ann Tomasitis, Mrs. C. White, Mrs. J. Duffy, Mrs. H. Bignear, Mrs. H. Talone, Mrs. P. Murphy, Mrs. Kelley, Mrs. F. Chartier, Mrs. W. Higgins, Mrs. E. Chartier and Mrs. H. Markkanen. Miss Jean White and Robert O'Brien were married on July 12th in St. Rose of Lima's Church in Eddystone. They are now residing in State College,

Birthday Greetings this month are extended to Rita Suidowski and Ann Tomasitis on the 26th, Helen Hury on the 25th and Ethel James on the 17th. Belated Birthday Greetings are wished to Peggy McKinney and Carl Flamer.

Good old summer time is here at last and this means vacations for most of us. The girls taking vacations in July included Mary Pedanti, Rose Merlette and Am Tomasitis staying in Atlantic City, while Rita and Sally Suidowski spent a week in Asbury Park. Jane Pietras, Mary Leary and Florence Bell had a nice time in Ocean City. Good old Wildwood was enjoyed by Marge Kromer, Kas Coonan, Peggy McKinney, Sue Whitmer, Jane Heavey, Mary Ferry and Helen Hury.

Carl Flamer now has in captivity a "flying saucer." Not from Mars but from his wife.



SYMPATHY is extended to the family of William Thomas, formerly of 93 Dept., who died July 2nd. He is survived by his wife who resides at 8633 Brewster Avenue, Philadelphia, Pa.

Junior Members of the Sun Ship Family



RAIPH JENKINS, JR., 17 months old, is the grandson of C. Poole, who is employed in 34 Dept. His father, Ralph Jenkins, Sr., formerly worked in the Copper Shop.



SANDRA PETERSON is the three-year-old daughter of Arthur Peterson, who is now employed in 36 Dept.



ETHEL MAE AND LINDA BYTHROW are the daughters of E. Bythrow employed in 33 Dept.



ARDIS ANN GRIECO is the 11-year-old doughter of Jack Grieco of 91 Dept., who is also a reporter for OUR YARD.



THE THREE SHENNAMAN CHILDREN shown left to right are: Harry, Jr., Dorothy Ann and George. They are the grandchildren of Hugh Ward, 36 Dept. Their father, Harry Shennaman, farmerly worked in 58 Dept.



SEATED IN ROCKER, we have Charles H. Schmidt, Jr., 5 months old grandson of Charles Jenkins of the Welding Dept.



CHARLES E. JENKINS, JR., 11 years old, is shown with his 8-year old twin sisters, Nadaline Ann and Kathleen Jone. They are the children of Charles Jenkins, who works in 59 Dept.



LITTLE GIRL WITH RIBBON IN HER HAIR is Mary Ann Cahoone, 7 years old, daughter of Roymond "Shorty" Cahoone. "Shorty" is a leader in 45 Dept. on the second shift.



DAWSON PALM, AGE 9, son of Major Palm of 67 Dept., was selected as King at a recent entertainment at Starr School, Chester. With him is SHIRLEY McNAIR, age 9, who was the Queen. Her father recently worked in 67 Dept.

68 DEPARTMENT

By Clove Hitch

Our regular contributor "Half Hitch" has been ill and is now back in the Yard making a satisfactory recovery but has not got his bearings as yet and so for "68" news this month we have a substitute.

I make no claims to any accomplishments in the field of journalism but will attempt to deal briefly with the doings of that admirable group of gentlemen commonly referred to as "the #8% &('%#\$ riggers."

Vacations are the order of the day now and each week we miss familiar faces only to learn that the fellows are indulging in that annual respite from the every day business of building, converting and repairing ships.

Captain Bryson has just returned from an enjoyable stay at his place down on the Chesapeake. And with his return we see Captain Campbell pack his bags and set his course for a sojourn at one of the Jersey ocean resorts.

Our two departmental clerks Harry Renz and John Ingram toil away endlessly at the multitudinous clerical matters that go along with the operation of a department such as

The machinist riggers these days seem never to get caught up on their ever increasing jobs of servicing the engineering installation departments, along with moving ships about in the basins, etc.

The drydock riggers, it is rumored, are going to be required to procure elevator operators' licenses, so much are they engaged in sinking and raising the dry docks.

The ships' riggers are occupied continuously with vessels' rigging, ground tackle, life saving equipment, etc. and when each job is finished it seems that always there is something else to get started on.

However with all of this everything seems to be taken in stride and at the end of each shift of each day all of the assigned work usually is found completed.

It is rumored that a number of the boys are interested in a trip South. Jack Lee is reported to have offered the advice that if they started at the North Pole they couldn't go wrong.

It is understood that 68-217 made a fast trip to the West Coast during his vacation and upon gazing up at the Big Dipper over the Pacific found that someone had restored it to its prewar position and it is now identical with the Dipper seen in these parts.

34 DEPT. By Chick and Toots

Lloyd (Capt.) Lawson and Mrs. Lawson are being congratulated on the arrival of a bouncing big baby girl. Nice going Capt.

Another proud Papa of the Pipe Shop is William Clark. The new arrival, a boy, had Bill on edge for a few months, but he is gradually getting back to normal. Poor Bill had a tough time.

George Stauss, after waiting the usual two years to get a new car, finally got the customary phone call to come and get it; a green shiny Plymouth. George said it was worth waiting for. Keep the dust off of her George, and watch the garage doors.

George, and watch the garage doors. The Pipe Shop is boasting of a hero by the name of Nelson Fry, Jr. It seems the other morning before the starting whistle a dog fell og poord. Without a minute's hesitrion. Nel like a real hero jumped over of er the dog. With the assistance of Bill Ramsey and a couple of other men, they

NEWS OF THE GUARDS By D. Morris

Capt. Johnson, has a crying towel for the boys, but they can't cry on his shoulder.

Capt. Mills, at the seashore for two weeks vacation.

Goslin is chief cook and dish washer; his wife is on a little vacation.

Swyers arrived at work on the first day of summer with a felt hat, instead of uniform cap.

Mr. Robert Schaffer got a new Plymouth car, quit smoking cigars.

managed to save the dog and the

Tool room Willie and Harry (Parky) Fry, will be able to golf until dark some night, because Willie invested in a dozen new balls, a dollar down payment and the balance ten days after death.

Another one of the local boys from the Pipe Shop, Joe Castagna like his buddy Johnny Pepe, couldn't take advice while the taking was good, and went and got married. Good sailing Joe and the Mrs.



AFTER ALL DECKS had been removed and all partitions knocked out, the frigate BEAUFORT was then sent to No. 7 Way, Central Yard far the final work of demalition.

80 DEPT. — STOREROOM By Frank Thompson

Arthur Charnock has returned from his vacation and apparently lost most of his ball park sunburn. We sort of thought he would have returned even more burned after his "red face" incident in McCrory's Five and Ten Cent Store the other day, when Art and a display shelf collided, but as usual he was a gentleman and stood by while the salesgirls repaired the damage.

Congratulations to Mr. and Mrs. Samuel Rodgers upon the birth of a son, Samuel, Jr. on July 2nd at

Media Hospital.

Stella Zabitka plays softball with the Sun Village girls' team and from all reports, she is the "Bobby Feller" of their league. The other night, her team suffered a 27 to 3 set back in which the opposing team scored thirteen runs in one inning, however, we are almost certain that Stella was not pitching at the time.

We received a card from Bob Selfridge who is enjoying a vacation in the New England States. He says there is lots of activity and very little

time left on his hands.

Jake, of 80-B fame, says there is nothing like a two weeks' vacation at home. Ordinarily that is, but when you put in ten hours a day, every day, painting, and repairing, etc., then Webster's definition of the word is an overstatement.

PICKED UP IN 74 DEPT. By R. Gilbert

The boys of the department wish a speedy recovery to Harry McPherson who is in Crozer Hospital and is recuperating. Also to Frank Cowan who has been confined to his home on account of illness and Ben Stipe who has returned home after being in the Chester Hospital.

Vacation time is here and all are making the most of it.

Elmer Lowry spent the week-end at Coney Island.

Jack Onwig had an enjoyable three

weeks in Atlantic City.

Mr. and Mrs. Leon Koenig took a trip to Atlantic City, Wildwood and Barnegat City. They caught so many fish they got tired pulling them in.

Ben Kneedler relaxed for two weeks at his cottage in Stone Harbor,

Arthur Cheetum is spending some time in the Pocono mountains and also at Margate City, N. J.

Mike Znacko went to Freeland,



SUPT. JOHN WILKINSON is shown presenting a 25-year service pin to C. Stinson, 1-22.

Pa.: then to Newark, N. J., and also took in the sights in New York City.

Mr. and Mrs. Fred Sayers have returned home after spending an enjovable week at Atlantic City.

Mr. and Mrs. Raymond Gilbert have returned from a tour of Quebec and the New England states.

67 CLEANERS

By Major Palm

Things Worth Seeing - That merry two-tone job that our foreman, C. Gatchell, has; that whale of a fish Bill Erving is about to catch; those sun glasses of Bill Miles; Joe Henson's pompadour.

The entire department grieves the passing of Joe Bey, Brother Bey, as he was known, had been with Sun Ship about 28 years. His family has our sympathy.

The Bills have it for supervision in our department; Bill Miles, Bill Stew-

ard and Bill Erving.

Do You Know These Fellows? -"No. 1" (Russell Gerald), "Chappie" (Thomas Van Doren), "Runt" mer Phillips), "Preacher" (Elmer Hearn), "Soap" (John Price),
"Shorty" (James Nelson), "Gaiter"
(David Brooks), "Crack" (James Wallace), "Hobby" (Howard Ban-tum), "Bridge" (Martin Outtertum), "Bridge" bridge), "Mama" (Henry Pierson), and "Big Philyard" (Phillip Pier-

We were asking Dave Brooks how he keeps his car looking so new. The answer was, "I have been in the Cleaning Department twenty years. It just comes natural."

Phil Pierson has returned from his vacation. He spent some of his time in Baltimore, the rest in Virginia.

WETHERILL SCOOP By Wally

Vacations are in full swing: L. Ambler, J. Dorhan, F. Sinex, J. Jackson, C. Cope, A. Storie, C. Redfern, F. Savage, G. Lee, J. Robertson, T. Johnson, O. Rodgers, W. Fairchild, J. Black, H. Gillespie, G. Beck all celebrated the 4th of July at various resorts and are back at work again. You should see their coats of tan.

Joe Begley shot a "77" last week;

not bad at all.

C. Stinson has returned to work. Glad to see you back Charlie.

John Allen (8-351) is a man of ambition. He loves farming especially raising cabbage. If you should ask John what his secret is he would say, "Man you got to keep that ground moving." John also is a contractor in cement work and a deacon in the Temple Baptist Church, Ches-

John worked six years in the Blacksmith Shop and three years on the locomotive engine at the yard.

Otto Leinhauser had gladioli in July, Can anyone top that?

A Brown sent his winter clothes to the cleaners; could it be that he is leaving for Maine?

91 DEPARTMENT By H. Obdyke

Bart Orr and Jim Desmond are back with us again and we are very glad to welcome them to our ranks.

Since our last issue, George Worst, Tommy Dougherty, Paul Ingram, Bill Jenkins, Harry Renz and Frank Griffith have enjoyed vacations and are back in harness ready for whatever may lie ahead.

All of our amateur gardeners report the biggest crops in years.

Radio Operator Builds Tanker Model

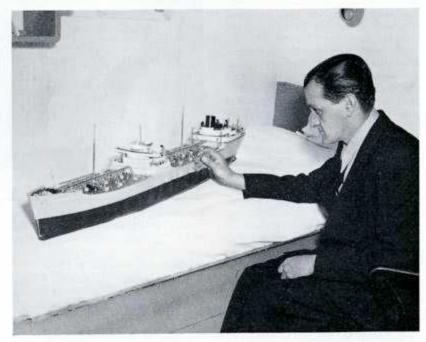
RICHARD W. Burgess, radio operator on the M.S. PENNSYL-VANIA SUN, has completed a model of the tanker which was launched at Sun Shipyard May 20, 1938. The miniature ship is 4 ft. 3 in. long with a 10 in. beam.

The model was built by Burgess during his spare time. He served in the U. S. Navy and signed on the M.S. PENNSYLVANIA SUN last November.

Centering his interest on the ship in which he was sailing, the Sun radio expert obtained blueprint specifications of the tanker and made exact measurements of fittings and equipment as he plotted his unusual shipbuilding project.

Whereas most small ship models are constructed of soft, straightgrained wood, Burgess' is made entirely of scrap cardboard, safety matches and small sticks of wood. Blocks, steering wheels and anchor windlass were readily available in a collection of ship model equipment obtained from dealers located in the United States and abroad.

Working three or four hours a day for three months, Burgess used a jeweler's eyepiece while constructing and assembling the infinitesimally small

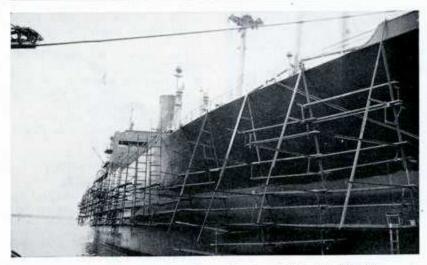


sections of the tanker, built on the scale of 3/32nds of an inch to one foot.

A brother of Captain Fred C. Burgess, Marine Personnel manager for Sun Oil Company, the small scale shipbuilder reports that officers and crew members of the "Pennsy" who have inspected the model from stem to stern pronounce her shipshape, find her surprisingly accurate in every detail.

Our Front Cover Page

"When My Ship Comes In" is the appropriate title of this striking picture. Posed in the bow of the lifeboat is George Thomas Clifton, III. His granddad is a Sun Ship rigger and his father is employed in 34 Dept. This is one of the most effective water scenes made by Photographer Al Knott but to be very frank with our readers, the photograph was not made on the river but a long way from water - in the Ball Park where surplus material is stored. The lifeboat was high and dry on skids. Standing in the dust below the youngster was the photographer aiming his camera into the sky. At that, the picture is very sea-going.



STUDY IN STAGING. The S.S. BOSTONIAN, formerly the Navy fighting ship HERCULES, came to Sun Ship for reconversion. The staging was needed for the renewal of side shell plating. Upon completion, the vessel will be turned back to the Maritime Commission for whom the work is being performed and will then be taken over by the Shepard Steamship Company for comnercial operations.

Mendell G. AcNees



HE sudden death of Wendell G.
McNees on July 20th came as
a shock to the Sun Shipyard
where for 31 years he had been Construction Engineer. He was 62 years
old and was stricken by a heart attack while working on his estate,
Providence Road and Fifth Street,
Media.

Mr. McNees was the first man to go to work in the Sun Shipbuilding Yard after the purchase of the land in 1916. He helped to layout the primary construction and supervise the building of the shops, ways, and dry docks. He also built the highways and helped plan the underground system of water and gas mains and electrical ducts of the great plant stretching along the river for a distance of two miles.

He was presented with his 30-year pin by President J. G. Pew on June 12, 1946.

Graduated from Yale in the class of 1906, he became associated with the Pennsylvania Railroad Engineering Corps and remained there until called to Sun Shipyard in 1916. He was a faithful, diligent engineer and held the confidence of all who were associated with him.

Mr. McNees also took a deep interest in civic affairs and was an active member of the Chester Kiwanis Club serving as its president in 1936.

He was essentially an outdoor man and was an excellent horseman owning several fine mounts. During vacation trips in the West and other parts of America, he spent much of his time in the saddle.

He was devoted to his estate on the outskirts of Media and spent much of his spare time gardening and caring for his blooded live stock.

He is survived by his widow, Mrs. Helen McNees and four daughters; Mrs. E. J. Gorini of Beverly, Mass., Margaret and Rebecca at home, and Alice McNees, a student at Swarthmore College, He also is survived by two brothers and two sisters.

Ohituary

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

George Mears, 84-88, 1314 12th Street, Eddystone, Pa., June 11.

Joseph A. Crowder, 42-50, 811 W. 11th Street, Chester, Pa., June 30.

William Thomas, 93-38, 8633 Brewster Avenue, Philadelphia, Pa., July 2.

The following letter has been received by Safety Engineer E. E. White.

"Dear Sir:

On June 7th, my wife was subjected to a serious operation which at the time might have necessitated several blood transfusions.

At such a time, many problems presented themselves adding confusion and mental strain to the individuals closely associated and related to the person ill. Fortunately, it was not necessary for the surgeon to administer additional transfusions. However, I was aware of the presence of your representative who was very helpful and willing to render assistance wherever possible.

I am taking this opportunity to express my sincere gratitude and shall always remember your kindness and consideration which was very much appreciated.

Sincerely,

FRANK EMPER, 45-412"

UNCLE SAM GETS BIG SHARE OF PROFITS

Your Uncle Sam, through the Maritime Commission, has turned out to be a financially successful ship operator. The Commission has been making money and has been passing it on to the U. S. Treasury at the rate of \$20,000,000 a month.

Charter hire, special profit recapture and returns from government operated cargo and passenger ships accounted for this total, according to a recent statement by Commission Chairman W. W. Smith.

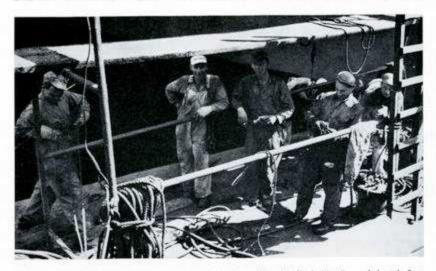
Several hundred ships of America's war-built fleet have been chartered to private operators at rates of hire most favorable to the government. In addition, to insure against any exorbitant profits under such an arrangement and to encourage the sale of ships, it is required that the lion's share of net profits from such operations be turned over to the government.

As a concrete illustration, consider a ship after a 25-day voyage. The vessel clears, above expenses and a ten percent profit allowed to the charterer, a net profit of \$10,000. This would indicate an average daily profit of \$400, of which \$290 goes to the Commission. The charterer gets the remaining \$110, which is subject to income taxes as is the original ten percent profit,

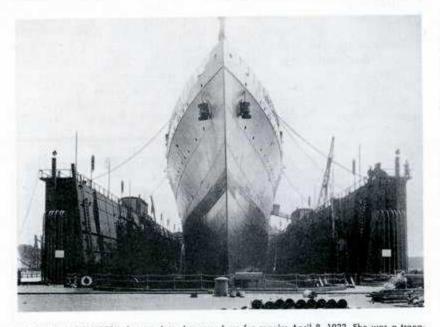


CONDOLENCES are extended to the family of JOSEPH A. CROWDER, formerly of 42 Dept., who died on June 30th. He formerly resided at 811 W. 11th Street, Chester, Penna.

NEVER A DULL MOMENT



PAINT CREW ON FLOAT. These men are preparing for a job on hull of ship. Several days before this picture, was taken, a tug got too close to the float for comfort and the boys bailed into the drink. All were good swimmers. Left to right: R. Phillippe, M. Eshelman, E. Matteford, M. Hymovitz, W. Hancock. A short time after the picture was taken, the paint crew figured in another drama. Ivan Malseed, who is not in the picture group, fell into the river while he and his associates were working on L.S.T. 969. A ladder struck some staging, forcing Malsteed overboard. He had gone down several times and was in great danger of drawning when Martin Eshleman, on excellent swimmer, dived into the river and brought up his companion, swimming to the float with him. Malseed was revived by the rest of the crew.



S.5. "H. F. ALEXANDER" shown when she came here for repairs April 8, 1922. She was a troopship during World War I and later was in the West Indies service under the name of U.S.S. COLUMBIA. The vessel was taken over by H. F. Alexander and was reconditioned by Sun Ship. She was christened under her present name while in the Dry Dock. After leaving the Shipyard, she went to Philadelphia and took on her cargo. On the way down the channel, she was in collision with a British ship, the ANDRE, which was sunk. The H. F. ALEXANDER again was repaired and operated in the Pacific until she ran on the rocks. She was repaired on the Pacific coast.

SUMMER SAFETY TIPS

WITH the approach of hot weather, Safety Engineer E. E. White posted two notices in the Yard. One read:

"Within the past few days, I have noticed several burners cooling themselves off with oxygen from their torches. One of them was a new man and the other one confessed to 18 years of service at Sun Ship.

"Again, let me call attention to the fact that oxygen is not air!!! When a spark strikes clothing impregnated with oxygen, it causes an immediate flame of intense heat.

"For men who persist in their use of oxygen, in order to cool off, it is only a question of time until someone is burned to death. Those who use oxygen to clean out corners on decks take similar chances.

"Please observe this safety rule as well as the one which requires all gas and oxygen lines to be turned off at the manifold at lunch time and at quitting time."

The other follows:

"The approach of hot weather makes it necessary to call your attention to Mr. R. L. Burke's letter of May 23, 1945.

"The substance of his letter follows: 'Due to the unsafe conditions caused by employees taking off their shirts in the summer, it becomes necessary to enforce the rule that top shirts must be worn at all times and in all places.

'Burns from welder's arcs, burner's sparks, the sun's rays plus scratches produce thousands of avoidable dispensary treatments.

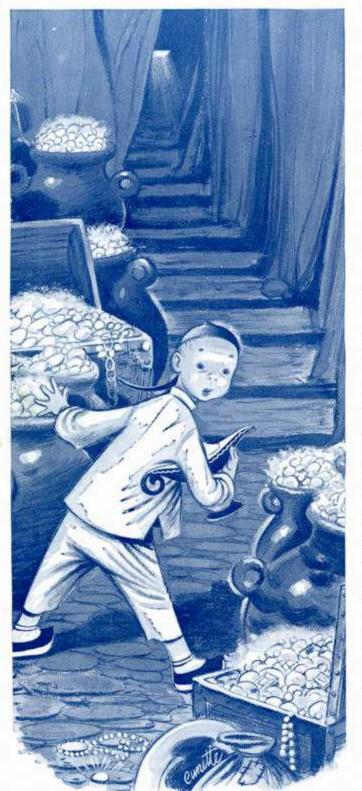
'Due to the substantial saving in injuries and dispensary treatments caused by wearing top shirts, we must insist that supervision assist the safety department to enforce this rule strictly during the summer months'."

It is highly important that employees of Sun Ship shall notify the Employment Office of any change in address. If you move, do not delay in notifying the Employment Office. It is not enough to tell the head of your department,

There have been a number of instances recently where employees who changed their addresses gave the excuse that they had "told samebody" in their department of the change. Much trouble could have been saved had the employees sent word to the Employment Office.

Dont's for Summer

- 1. Eat to live, don't live to eat.
- 2. Don't cramp your stomach with cold food and drink.
- 3. Don't be a night-owl, get your rest.
- 4. Don't sleep in the raw, use some cover.
- 5. Don't let a suntan cause a heat stroke.
- 6. Don't let sweat run in your eyes.
- Everyone knows you have a fine physique but use a shirt anyway.
- Don't impress the ladies by dashing into the surf or pool when overheated. Some of them may have to haul you out.
- Replace the loss of salt in your body by eating salt tablets.
- If you're past forty, don't believe you are still a great athlete.
- Beware the Hong Kong Itch (Athlete's Foot); use slippers to and from the bath.
- 12. Don't use thin summer shoes in a shipyard.



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