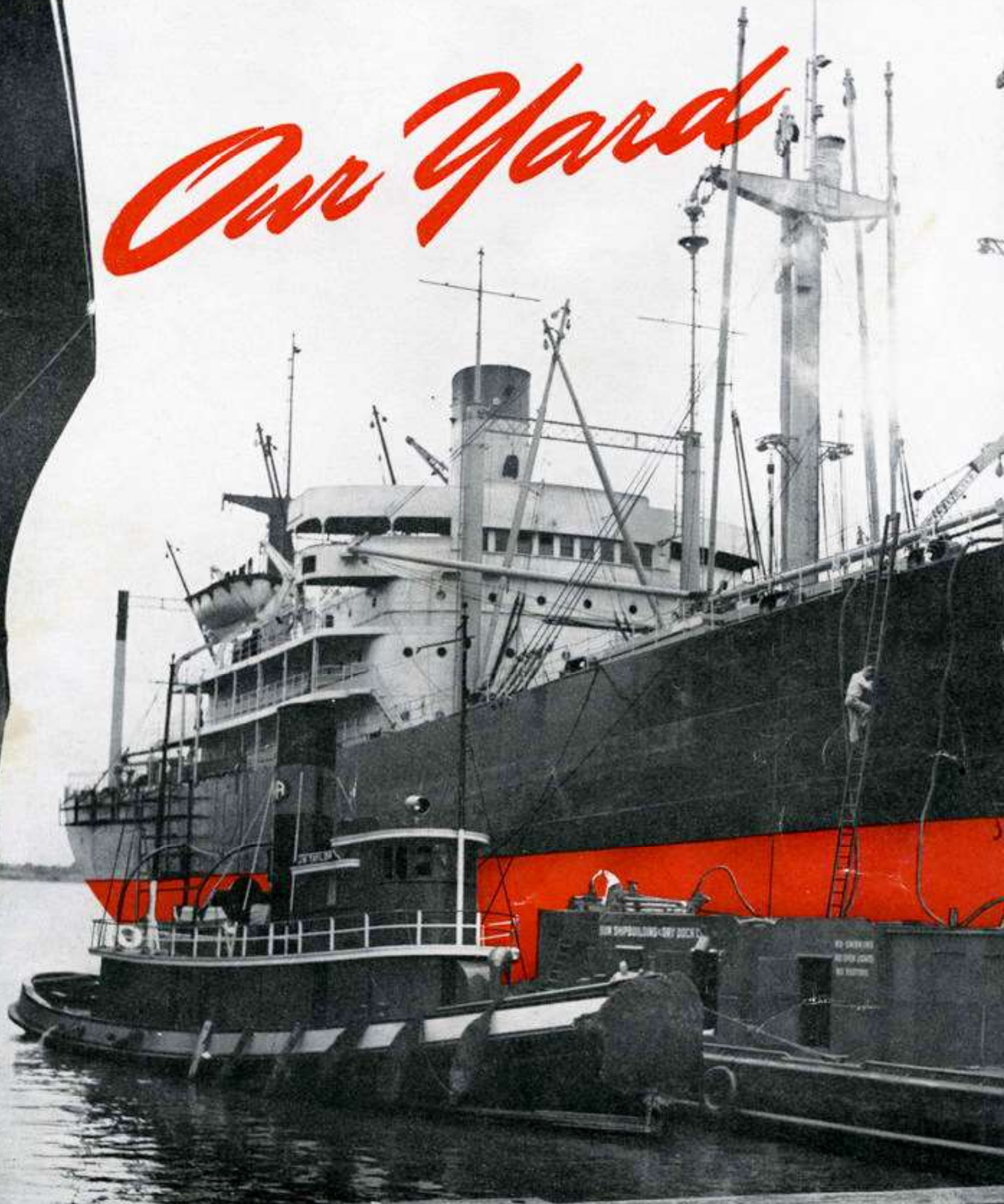
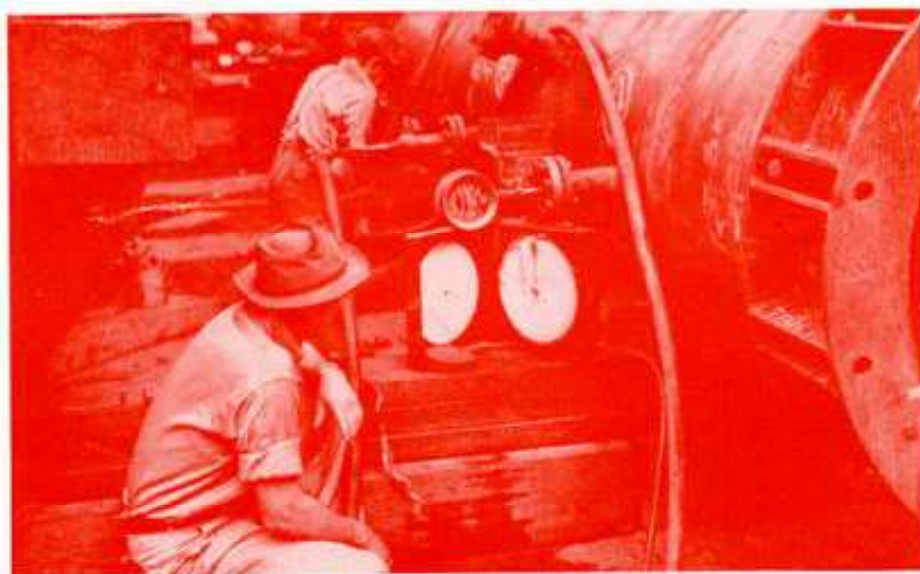


Our Yard



SUN SHIPBUILDING & DRY DOCK COMPANY • SEPTEMBER, 1947

Testing Sun Ship's Big Tanks



DOZENS OF TANKS rest on a Shipway awaiting testing, painting and final shipment. These pictures show the magnitude of Sun Ship's tank industry. One view shows a tank being tested. An inspector studies the gauge when the tank is filled with water under high pressure. The hammer test is part of the work. This is an added precaution to make sure that each tank leaving the Shipyard is sound and strong in every detail.

Trailer-Liner, SHIP OF FUTURE

NOT a single coastal passenger ship is now in operation in the United States it is asserted by the American Merchant Marine Institute which also points out that modern shipping is developing a new type of vessel: the trailer-liner. This ship is designed to meet modern transportation conditions.

The Sun Shipbuilding and Dry Dock Company recently converted two LST's into trailer ships for operation between New York and Albany.

It has been rumored that the Maritime Commission plans a \$47,000,000 program to rebuild the war-torn and defunct coastwise passenger ship fleet.

Seven fast new steamships are contemplated under this long-range plan. They would have a combined gross tonnage of 70,000 and a passenger capacity of 4,100 as compared to the 120,918 ton fleet of 23 ships which before the war had a capacity of 7,612 persons.

The new vessels would be highly specialized types because even before 1939, competition from other forms of transportation was rapidly rendering the older ships unprofitable. The war, which forced the suspension of all coastal passenger services for over 5 years, telescoped the few remaining years of potential service open to such vessels and required their owners to seek radically new ship types.

Planned for the Atlantic run are three combination trailer-passenger vessels to operate between Norfolk and New York or Providence. Of ultra-modern design, the 12,000 gross ton vessels would accommodate, in addition to 500 passengers, a large number of trailer trucks, minus the cab. The 22-knot liners would cost \$9,000,000 each and are designed to relieve congested highway traffic through city areas.

For overnight service between Los Angeles and San Francisco, two express trailer-passenger luxury liners of similar type are planned. Of 22-knot speed, these 15,000 gross ton



ships will accommodate 700 passengers. Trailers sent by this route will save 1/3 in operating expenses, it is estimated. Cost of the twin liners will be \$7,500,000 apiece. Two other new 2,000 gross ton vessels are planned for service between Los Angeles and Catalina Island. They are to be 15-

knot ships, and will carry 600 passengers. Each will cost an estimated \$2,500,000.

Until the new specialized tonnage is built, the once-popular routes on both the Atlantic and Pacific Coasts will probably remain empty of passenger ships.

Trailers Will Travel On Ships

WHEN the two trailerships NEW YORK and ALBANY reached New York harbor, ready for operation on the Hudson

river, shipping men in all parts of the United States sat up and took notice. They agreed that a new step

(Continued on Page 2)

had been made in transportation and predicted that the two pioneer vessels would be followed by larger, faster and more luxurious liners.

Sun Ship played a leading part in the creation of the trailerships NEW YORK and ALBANY for it was in our Yards that two former LST's were converted into sleek, efficient vessels designed to carry loaded trailers from port to port, saving the cost of hauling by tractors over congested highways.

Marine magazines and other publications have carried articles on the trailerships which they agree represent radical and practical advances in shipping to meet modern conditions.

The New York Journal of Commerce in a lengthy description of the trailerships said:

"The M.S. NEW YORK, a converted LST, docked at Pier 80 North River early yesterday morning on a delivery trip from the Sun Shipbuilding and Dry Dock Company yards at Chester, Pa., to Trailerships, Inc., which on August 15 will inaugurate a new form of water transportation, hauling loaded truck trailers between this city and Albany.

"Utilizing the NEW YORK and a sister ship, the M.S. ALBANY, Trailerships, Inc. is planning a daily overnight common carrier service transporting truck trailers at the rate of \$1.35 per linear foot.

"Each of the two converted LST's has accommodations for fifty 30-foot trailers, thirty of which will be carried on a covered deck and twenty on an open deck. Both decks can be reached by a ramp from the bow of the vessel.

"Capable of a speed of 12 knots, the two Diesel powered vessels will be able to make the trip along the Hudson overnight, permitting delivery and receipt of the trailer cargo during daylight hours. It is believed that over-the-road trucking concerns will realize a substantial saving in utilizing the service through a more economical use of personnel and tractor units as well as by a reduction in their insurance costs.

"In New York, Trailerships will berth their vessels at a ferry slip they are reconditioning at the foot of 23rd Street and the North River, while in Albany a floating pier has been installed for the same purpose. At each terminal the carrier will have sufficient parking space at its disposal for the accommodation of the trailers

once they are discharged from the vessel. This will permit truckers to deliver their trailers at any time during the day and to pick them up at their own convenience. The loading of the trailers will be accomplished by the water carrier's own tractor units assisted if necessary by a special hauling winch on the ship.

"Reconversion of the LST's has consisted in the extension of the bow and the construction of a flying bridge to give the navigating officers an unobstructed view of the river over a deck load of trailers.

"Trailerships will not use their own ramps for landing as the LST's did during the war. Instead special ramps will be installed at each pier which can be adjusted to the vessel when she docks.

"One of the great advantages of the type of vessel that Trailerships have adopted is that it permits rapid loading and unloading of cargo, reducing turn around time to a minimum.

"A similar project has been contemplated for the Pacific Coast for the transportation of passengers as well as trailers between San Francisco and Long Beach, California. A. L. Alexander, author of the Pacific Coast plan which will require a specially designed type of vessel, is chairman of the board of Trailerships, Inc., which is pioneering this type of transportation in the east."

OIL APLENTY FOR FUTURE

There is no shortage of oil it is pointed out by the Independent Petroleum Association of America. In a pamphlet issued recently, the Association showed that up to the present time a total of 55 billion barrels of oil has been discovered and there is at least that much more yet to be found. In addition there are billions of barrels of oil recoverable from natural gas and from oil shale and trillions of barrels of oil that can be made from coal. It is asserted that the total known oil supply that could be made available is sufficient to last thousands of years.

Demands for oil will increase in the future as they have in the past but in a less rapid rate, it is said. There are 1,500,000 square miles in the United States to be hunted for oil as contrasted with less than 10,000 square miles under which oil has been discovered.

It is a fallacy that the war caused a huge drain on our oil resources. During the war, the production of crude petroleum followed the normal trend upward based on official figures of the United States Bureau of Mines. Since the war ended, the demand for oil has continued to increase in about the same ratio as during the war. Part of the oil was diverted from peace time uses for war purposes by rationing but when the war ended it flowed back into civilian channels again.



FIRE MARSHAL JOHN OGDEN is testing out Foamite fire equipment to be installed on Dry Docks and other places.

In The Spotlight

JOHN (JACK) HOLLAND

DURING the 28 years that Jack Holland has been with Sun Ship he has tested and ground in about 60,000 valves. He is the first class machinist who specializes in valves of all types. He inspects them and repairs them. Sometimes he works on ships but more frequently he can be found at his bench in the Machine Shop.

Jack's father worked in the Wetherill Plant for 35 years so the son has seven years to go before equalling the record of his parent.

One of Jack's sons is in 67 Dept. and was an assistant foreman during the World War. He is Ross Holland with 15 years service. Another son, Earl, who was an expeditor, left the Yard during the war.

Jack believes in doing a full day's work and giving the best that is in him. He is rated as a careful and conscientious Sun Ship man. His fellow workmen say that he never has been known to complain. He has won many friends through cheerfulness.



JOHN (JACK) HOLLAND

"I just go ahead in a steady way," he said. "Sun Ship has treated me well and I never wanted to go elsewhere. What's the use of leaving a place that is like home?"

Jack resides with his family in Chester.

AUTO ACCIDENTS HIGH TOLL

Killed, 35,999.

Injured, 828,577.

That's the highway fatality and casualty record of Pennsylvania in the eighteen years in which accident statistics have been kept on a State-wide basis, according to a Keystone Automobile Club compilation made public this week.

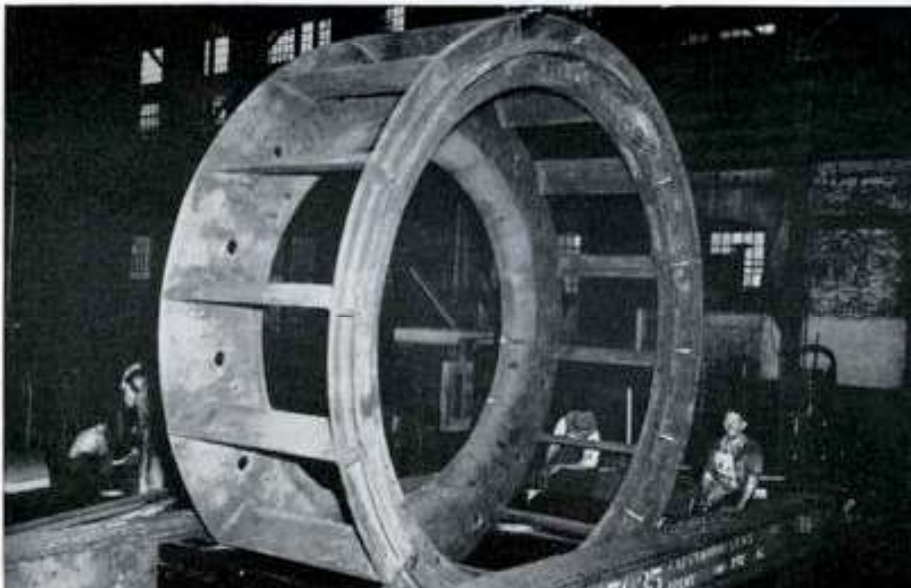
"In presenting these figures," said J. Maxwell Smith, President of the Club, "it is not our purpose to engage in a statistical orgy but to point up the seriousness of the traffic accident problem and lay the groundwork for a continuing and consistent campaign for drastic reform in the promotion of highway safety."

"Pennsylvania's total of dead and injured in the period 1928-46 would fill Philadelphia's Convention Hall more than 66 times. It is 2-2/3 times the population of Delaware county, and 6-1/3 times the population of Chester county. It is equal to the combined population of Bethlehem, Norristown, Bristol, Chester, Williamsport, Scranton, Wilkes-Barre, Allentown, Altoona, Hazleton, Erie, Johnstown, Coatesville and Chambersburg.

"In terms of human values, the losses incurred in this tremendous casualty list are incalculable. In monetary terms, based on an arbitrary average of \$5000 for each life lost, the losses total \$177,995,000.

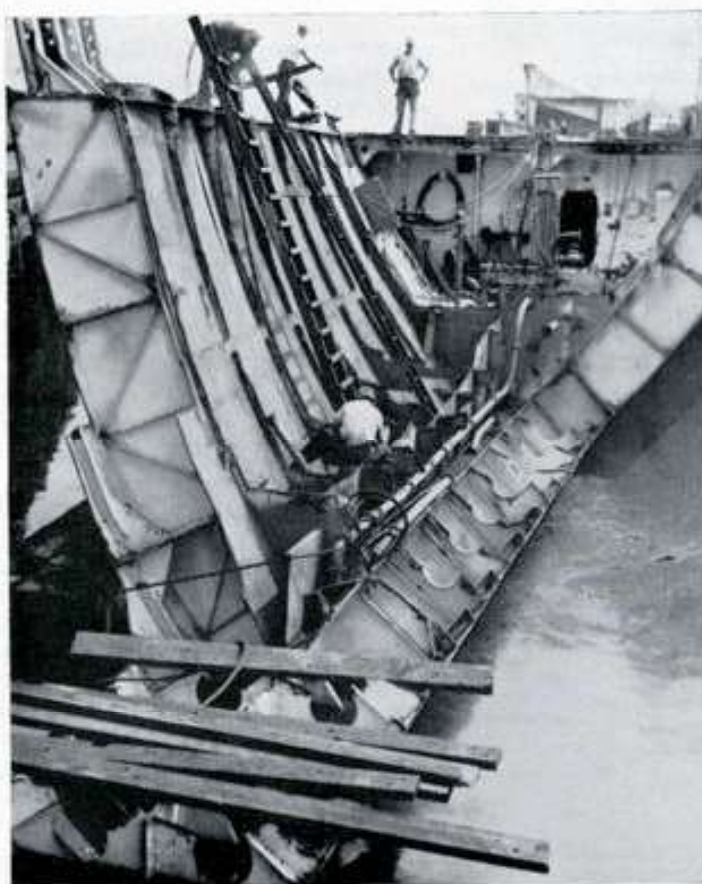
"On the injury side the monetary losses also mount into astronomical figures. Taking an arbitrary average of \$250 for each injury, the losses totaled \$25,144,250, or a grand total exceeding \$375,000,000. When it is considered that many accident victims are crippled or handicapped for life, the real monetary loss—aside from the human suffering involved—unquestionably is much greater.

"We have considered here only accidents involving death or injury. Accidents involving property damage would add at least another quarter million to the total."



SPEED RING FOR HYDRO-ELECTRIC TURBINE. It has a diameter of 15 feet and the casting weighs 21,500 pounds. This casting was made at the Wetherill plant and when completed will form part of one of the largest hydro turbines built.

FROM SHIPS TO STEEL SCRAP



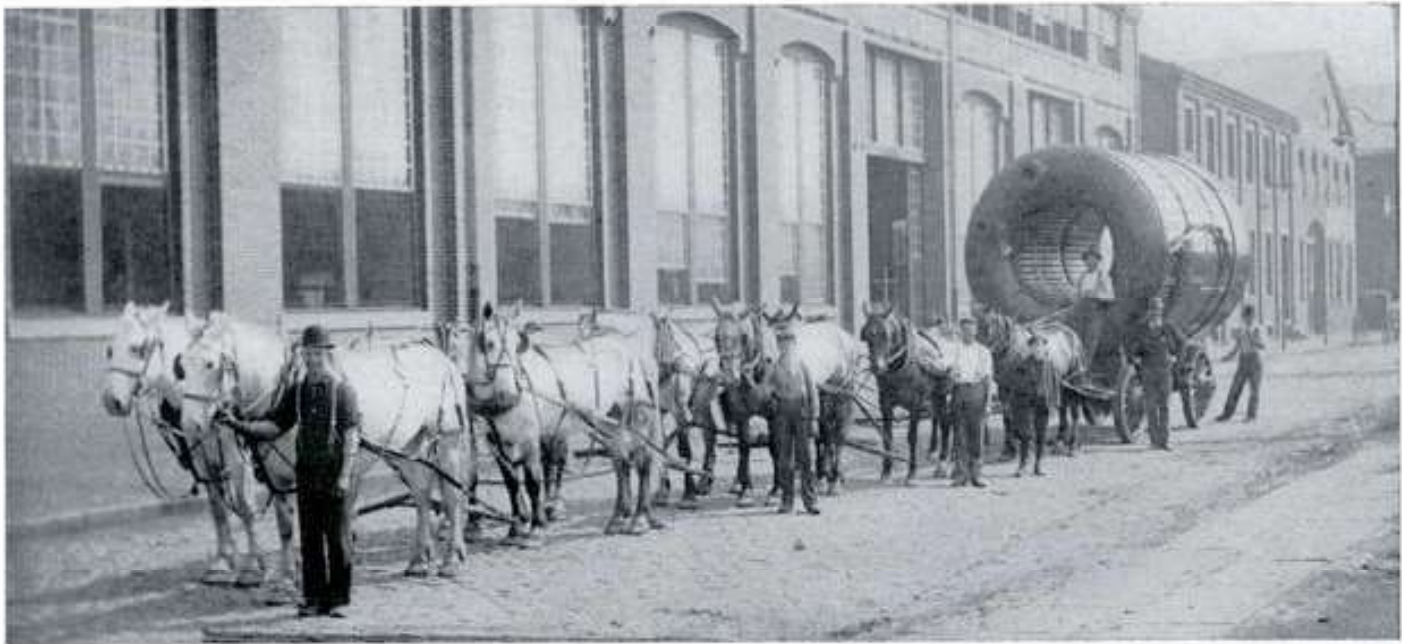
SEVEN MORE SHIPS have been awarded to the Sun Shipbuilding and Dry Dock Company for scrapping. Types of the frigates are shown above. Four of them were lend-lease ships which have been turned back by the British Government.

All are the frigate type, used during the war as escorts to convoys. Sun Ship previously had been awarded six other frigates which are now in process of being dismantled and cut up.

The seven vessels which will be converted into scrap iron are the U.S.S. SHREVEPORT, U.S.S. HINGHAM, U.S.S. VAN BUREN, which are located at Charleston, South Carolina and H.M.S. ANTIGUA, H.M.S. SARAWAK, H.M.S. SEYCHELLES and H.M.S. PERIM, which are located at Davisville, Rhode Island.

Other pictures. Left, the aircraft carrier RANGER being cut down close to water line. Right, lifting last piece of equipment off a frigate being scrapped.

HAULING A BOILER — OLD STYLE



Ten horses were used in this trucking job, the boiler being one built at the Wetherill Plant. We asked Charles E. March, one of the oldest of the Wetherill veterans, to identify the men in the photograph. He said, "They were before my time". Which makes the picture more than 50 years old.

We Must Maintain Tanker Fleet

STRONG plea for an increase in American tank ship was made by Vice Chairman Raymond S. McKeough of the Maritime Commission in a recent address in New York City. He said in part:

"Another essential sector of a well-rounded merchant marine in which we are deficient is the offshore tanker trade. The bulk of our petroleum exports to foreign countries has long been carried in foreign ships, many of them chartered by our big oil companies for ten year periods, or owned by their foreign subsidiaries. Today we are not only exporting but also importing increased quantities of petroleum products. At present much of this traffic moves in tankers owned by and operated for the Maritime Commission, as American tanker companies have been reluctant to purchase more tankers for offshore use except if permitted to transfer them to foreign flag and registry.

"Unless either oil companies or independent tanker operating companies buy more tankers for American flag

operation, our tanker fleet, except for coastwise movement, will gradually disappear from the oceans as foreign countries complete their huge tanker building programs.

"Such development, I fear, would be just as harmful to the interest of the national defense in the case of tankers as it would be in the case of dry cargo ships. In the dry cargo field, not only independent steamship companies, but industrial companies as well, quite comparable to the big oil companies, have found it possible to compete under the American flag with low cost foreign competition. Should not the same be possible for offshore tank operation?

"I for one refuse to join the traditional defeatist attitude that it cannot be done, that we cannot compete. I believe it can be done. It must be done for the good of the American Merchant Marine and the American people in peace and in war — and God forbid there be another war."



STERN OF SHIP showing how a rudder is hung and also blade of propeller high out of water.

NEW PARKING LOT POPULAR



As fast as workmen graded the lot at Third Street and Morton Avenue, customers drove in and parked their cars, pleased because the new location is closer to the Central Yard. It relieves congestion in front of the Main Building.

AMERICA'S PLACE IS THREATENED BY FOREIGN SHIPPING

THE rising tide of foreign competition is beginning to have its effect on U. S. shipping and threatens to engulf it as it did before the war.

A steady increase in quantity of cargo carried by foreign-flag ships took place in 1946 and is continuing during this year, The American Merchant Marine Institute stated. The Institute cited the following factors as contributing toward the growth of foreign competition.

1. Foreign shipyards are turning out great numbers of ships of all types whereas there is practically no new building in the United States.
2. Foreign fleets have been augmented by the purchase of more than 800 American war-built vessels. This does not include the approximate 300 U. S. ships foreigners continue to operate under agreements whose terms are more favorable than those given to American companies.
3. Many countries which had small merchant fleets before the war have expanded them several times. At the moment, when there is still

a great demand for ships, the full impact of this foreign competition has not been felt. However, when there is a curtailment of coal and grain relief shipments abroad and shipping returns to normal, keen competition for cargoes will develop. Then the American Merchant Marine's competitive handicaps will be obvious. Wages for American seamen are now the highest in the world as are their living conditions.

If the United States is to have an adequate merchant marine, more American-flag ships must participate in foreign trade than heretofore. Prior to the war, at least half of our dry cargo ships were in domestic trade. But this field of transportation offers so little promise in the post-war period that ships normally in the domestic fleet must turn to foreign trade.

The Soviet Union now operates a merchant ship fleet representing a 64% increase over its 1939 tonnage. Switzerland, Colombia, Costa Rica, Ecuador, Greenland, Iceland and Ireland, for the first time during peace, have merchant ships on the high seas. Canada, Brazil and Argentina have vastly increased merchant fleets. The Italian Merchant Marine has already risen from the ashes of defeat.

HELPING YOU TO GET AHEAD

The opportunity for Sun Shipbuilding employees to learn more about their jobs, and to prepare for possible promotion when the time comes for a promotion, is provided at the Penn State Technical Institute in Swarthmore.

Registration for the coming year will be held September 8, 9, 10, 11, 12, from 7 to 9 p.m., and September 13, from 9 a.m. to 5 p.m., at The Pennsylvania State College Center, 855 Harvard Avenue, Swarthmore.

Courses will include Building Construction, Business Administration, Diesel and Gas Engines, Industrial Electricity, Mechanical and Production Tool Design, Merchandising, Personnel Management, Production Management, Refrigeration and Air Conditioning, and Steam Power Plants.

Classes are held twice weekly on Tuesday and Thursday nights, beginning September 23.

Further information may be secured from the personnel office, or from Mr. A. K. Meyers, Administrative Head, 855 Harvard Avenue, Swarthmore.

KEEP TANKERS READY FOR CRISIS

AMERICA'S reserve tanker fleet should immediately be placed in condition to meet any serious national emergency.

This urgent recommendation has been made by the National Petroleum Council which was created by the U.S. Secretary of Interior in a report of the Council's committee on tanker transportation.

The tanker fleet of the United States played a large part in winning World War II. These tankers, a great number of which were built by the Sun Shipbuilding and Dry Dock Co., delivered gasoline, fuel oil and other petroleum products quickly to every fighting front in quantities that amazed the world.

Findings of the National Petroleum Council are based upon a statistical survey made by Benedict Saurino of the Sun Oil Co. He supplied data not only on the ships being used for oil transportation in every country but he analyzed the age and equipment of the tankers of the entire world.

In summarizing the report Chairman James P. Patterson of the tanker committee stated:

"1. The United States as a whole (Maritime Commission, Navy and private industry) not only has by far the largest tanker fleet in the world, but the fastest in speed and highest in average dead-weight ton capacity. It is also the 'youngest' fleet from the angle of construction dates.

"2. It can control, in case of emergency, the largest part of the Pana-

manian Flag fleet, which ships are mostly owned by American citizens.

"3. Tankers owned by U.S. Navy are all under an age of ten years and have the highest average speed of any fleet ever known.

"4. While approximately 125 U.S. Maritime Commission tankers are now being used in handling petroleum for British, French and other foreign interests, the fact that 154 tankers are on order and under construction in and for foreign countries should release this American flag tonnage for reserve fleet layup within two to three-and-a-half years.

"The United States therefore, has the following tanker capacity available in case of a National Emergency: all figures based on a T2-SE-A1 type tanker.

| | |
|---------------------------|-----|
| Private Industry owned | 229 |
| U. S. Navy | 53 |
| U. S. Maritime Commission | 468 |
| Panama | 45 |
| | 795 |

"Less Tonnage over 20 years of age:

| | |
|------------------|-----|
| U. S. Flag fleet | 62 |
| Panama fleet | 17 |
| | 79 |
| Net Total | 716 |

"Of the above total, it is estimated that 240—260 tankers are needed for the entire U.S. domestic requirements which figure would include approximately 60 tankers for present amount of imports from Caribbean area. This

would leave from 456—476 tankers for National Emergency. From this latter figure must be deducted any T2 tankers which may be sold to non-citizens between March 1, 1947 and December 31, 1947 on which date, under the present law, the Ship Sales Act of 1946 cuts off all sales of surplus U.S. tonnage.

"In case of a National Emergency, the tanker tonnage shown above as needed for domestic economy, could be released from such service, to the extent that pipe lines, barges, tank cars, etc. could be utilized to bring additional petroleum and its products from source of supply to point of consumption.

"So that the reserve tanker fleet can be rapidly put in service in event of National need, the Committee strongly recommends the following:

"1. That the U.S. Maritime Commission immediately work out a comprehensive program to keep all ships under proper maintenance while in tieup.

"2. That necessary spare parts for the standard type T2 tanker be ordered and placed in storage for emergencies. Particular stress should be placed on those spares which require a lengthy period for manufacture.

"Unless both these recommendations are adhered to over the coming years, it might be found that in event of another National Emergency the reserve tanker fleet would be incapable of performing the service for which it was intended."

Latest Ship Statistics

The American Merchant Marine has been reduced by over 50% since the end of the war, through sales abroad, lay-up of idle vessels and scrapping. As of July 1, 1947, 2559 merchant ships carried the Stars and Stripes on the high seas, according to the American Merchant Marine Institute. The fleet consisted of over 5,300 ships at the war's peak. The present tonnage includes 2,008 dry-cargo vessels and 551 tankers. Of these, 811 are privately owned, 1,405 are chartered, 343 operate for the government.



TROUT CAUGHT IN UPPER CHESTER CREEK
by Morton Paul. The largest is a brown trout that measured 19½ inches.

OUR COVER PAGE

Waste oil and sludge are being pumped out of the ship into the Shipyard's new salvage barge shown between the vessel and tug. After water and impurities are removed, the reclaimed oil is used in our heating plant.

Junior Members of the Sun Ship Family



MRS. JANE GALLAGHER GEORGE, formerly of 91 Contract Dept. and sister of William Gallagher, who is now serving an apprenticeship in the Electrical Dept., is shown with her daughter, Susan Jane George, born on St. Valentine's Day. While at Sun Ship, Jane sang with the band at lunchtime, also at Deshong Park during summer concerts. She appeared in one of the leading roles in "Sun's Fun."



LOUISE PELFREY, age 3, is the granddaughter of one of our Guards, H. B. Lewis.



TWO SONS OF JACK BARTHOLOF are shown left to right: Freddie, age 3½, and Jackie Bartholf, age 9. Mr. Bartholf is employed in 69 Dept.



WIFE AND CHILDREN OF GEORGE F. BROWN, recently recalled to work in the Electrical Dept., are shown left to right: Mrs. George Brown, George F. Brown, III, and Robert Brown.



FRANK THOMPSON, 3rd is the six-year old son of Mr. and Mrs. Frank Thompson. His father is employed in 80 Dept.



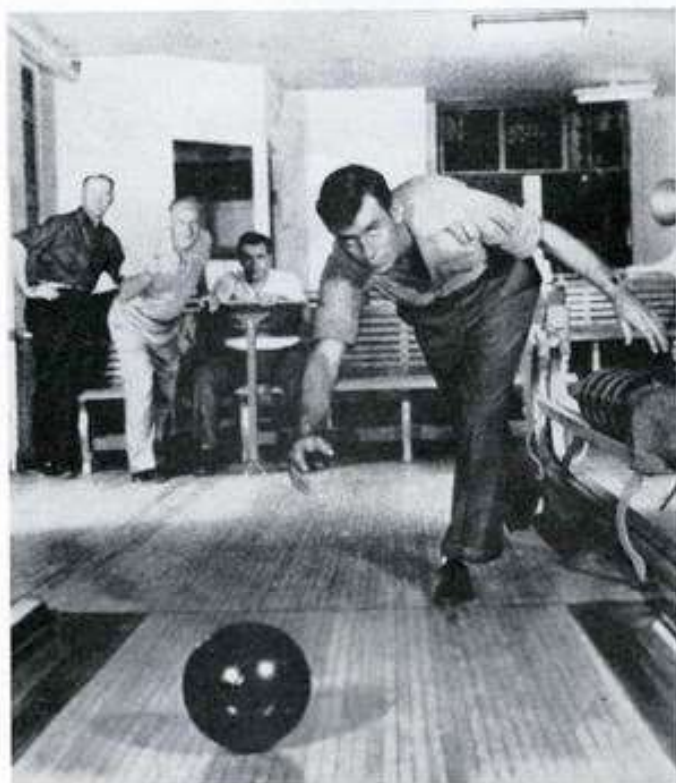
THREE REASONS WHY H. TRAVALINO, employed in 33 Dept., never loses time from work.



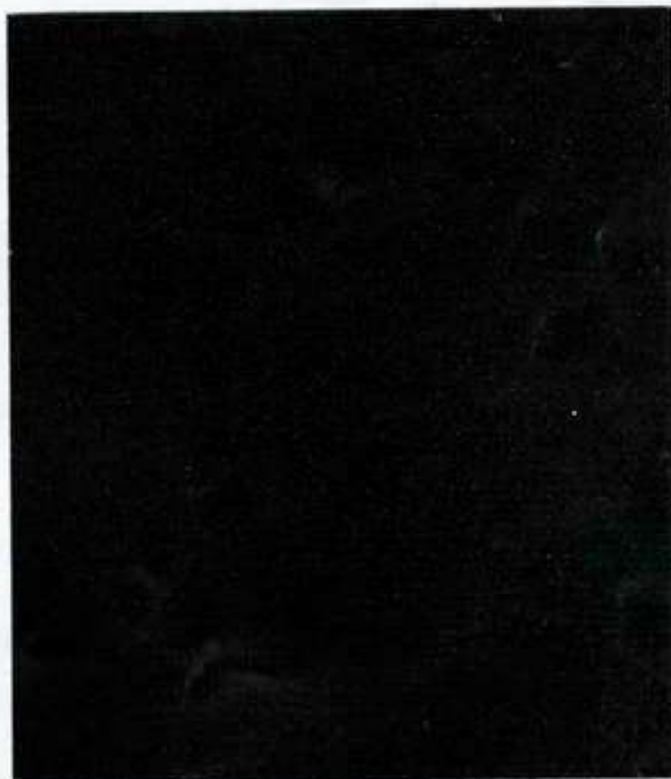
LYNDA SUSAN SMITH, 21 month old bathing beauty, is the daughter of Dick Smith of 33 Dept. Her mother, Kay Smith, formerly worked in the Tube Mill as a welder.

Wear Safety Goggles

WHAT *You* SEE



WHAT A *Blind Man* SEES



GLASS eyes may be purchased in many shops at fairly reasonable prices. But —

Who wants to buy a glass eye? No one, of course. However, some men working at Sun Ship are taking long chances with their eyes.

First, consider the men whose eyes are 100% perfect and who work without goggles on or near jobs producing dust or chips which can reduce vision in a split second or wreck it for keeps.

Goggles for all purposes at the Tool Rooms are issued on your button number and are returnable when the need for them passes. Use this service.

Second, many men are working at Sun Ship whose eyesight, like the Old Gray Mare, "Ain't what it used to be." Corrective glasses, in most cases, will halt fading vision. A small sum of money, \$5.00 or less, is well spent for a checkup by a competent eye doctor. If you need

glasses, they may be obtained through the Safety Office at cost price. These glasses, ground to your own prescription, are shatter-proof, hardened flash lenses and not bad looking. They will provide the necessary protection your eyes deserve plus the comfort your optics are crying for.

Several hundred men are now wearing such glasses instead of expensive ones with fancy frames which are not safe in a shipyard. To replace one lens generally costs more than a brand new pair of these work spectacles.

Remember these facts:

1. Only one pair of eyes are issued to you.
2. Treated properly, they will last for a long time; abused or neglected, they won't make the grade.
3. Sun Ship provides the facilities to safeguard your eyes.
4. Sun Ship does not sell glass eyes.

SERVICE PINS ARE AWARDED FOR JULY



30 Years

| | |
|-------|-------------|
| 59-12 | H. Butler |
| 75-6 | H. Machamer |

25 Years

| | |
|-------|----------------|
| 36-50 | L. Messick |
| 38-11 | A. Imschweiler |
| 38-19 | E. Broomall |
| 68-39 | C. Deal |
| 68-56 | W. McQuiston |
| 96-5 | W. Elliott |

EXECUTIVE ROLL

15 Years

| | |
|-----|------------------|
| 3-A | John G. Pew, Jr. |
|-----|------------------|

SALARY ROLL

10 Years

| | |
|---------|-----------|
| 59-4067 | C. Dooley |
|---------|-----------|

HOURLY ROLL

20 Years

| | |
|--------|-----------|
| 34-540 | J. Hubert |
| 55-168 | E. Wells |
| 65-113 | J. Skidas |

15 Years

| | |
|--------|---------------|
| 8-723 | W. Bringman |
| 34-524 | E. Gatta |
| 42-72 | H. Culbertson |
| 66-72 | A. Celestine |
| 74-131 | R. Crawford |

10 Years

| | |
|---------|----------------|
| 33-134 | J. Wooley |
| 33-4020 | A. Lodge |
| 34-2585 | C. Worrilow |
| 36-272 | H. Evans |
| 45-16 | L. Thomas |
| 45-326 | E. Longen |
| 47-2834 | C. Williamson |
| 59-680 | A. Kevetsky |
| 59-1093 | R. Amy |
| 59-1783 | J. Martin, Jr. |
| 67-363 | W. Cruze |
| 67-1827 | C. Rudolph |
| 84-123 | C. Rager |

H. BUTLER, 59-12, is being congratulated by Chief Electrical Engineer T. M. Jackson upon completion of 30 years service with Sun Ship.

FOR 30 YEARS OF SERVICE with Sun Ship, H. Machamer, 75-6, is presented with a service pin by Supt. William B. Beatty.

SUPT. RAYMOND FLANIGAN presents 25-year service pin to L. Messick, 36-50.

25-YEAR SERVICE PIN is presented to A. Imschweiler, 38-11, by Chief Engineer J. H. Gordon McConechy.



UPON COMPLETION OF 25-YEARS SERVICE with Sun Ship, E. Broomall, 38-19, is presented with a service pin by Chief Engineer J. H. Gordon McConechy.

C. DEAL, 68-39, is shown receiving a 25-year service pin from Supt. A. A. Norton.

SUPT. A. A. NORTON congratulates W. McQuiston, 68-56, after presenting him with a 25-year service pin.

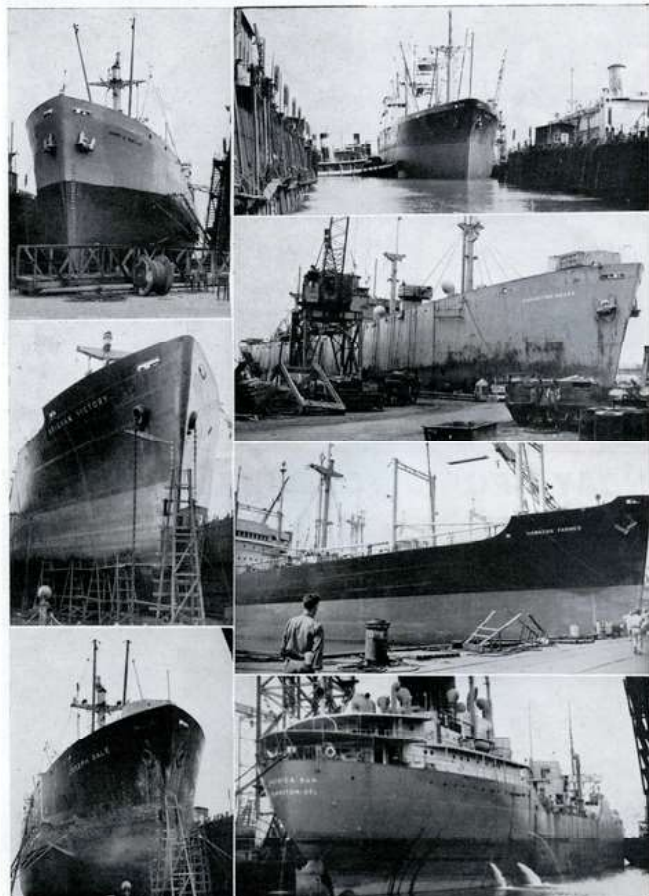
WILLIAM ELLIOTT, 96-5, smiling accepts 25-year service pin from Perry E. Shaver, Sales Engineer.

NOONDAY SPORTS FOR SHIP DRAFTSMEN



TABLE TENNIS has been added to the lunch-time recreations in the Hull Drawing Room. Office champion Joe Ambrosino, right, is seen in an exciting game with John Salerno.

DRY DOCKS AND WET BASINS FILLED WITH SHIPS IN FOR REPAIRS



S.S. JAMES E. HAVILAND: Liberty ship, owned by U.S.M.C. and operated by Moore-McCormack Lines. The vessel, while on voyage from New York to Baltimore, lost her propeller due to the tailshaft breaking. She was towed to the Shipyard, drydocked and a new tailshaft and propeller installed.

S.S. BRIGHAM VICTORY: Victory ship, owned by U.S.M.C. and operated by American Hawaiian S.S. Co. Drydocking, complete shell painting and voyage repairs.

S. S. JOSEPH GALE: Liberty ship, owned by U.S.M.C. and operated by Weyerhaeuser S.S. Co. being turned over to Sward Line, Inc. Vessel was drydocked, bottom painted, anchor chains ranged, rudder reinforced with welded straps. In way of step, tailshaft drawn for examination and voyage repairs.

S.S. CAPE MAY: Owned by U.S.M.C., operated by Southern Steamship Co. Vessel was drydocked and painted.

S.S. AUGUSTINE HEARD: Liberty ship, was purchased from the government by a Norwegian company, Sigurd Harlophen Co. Vessel was towed to the Shipyard from the Load-Up Fleet in the James River and completely overhauled. Defense features and other wartime installations were removed. The crew's quarters on the main deck were sheathed on the hull side to meet the requirements of the Norwegian Sea Control. All of the ship's machinery was opened up for examination and repairs. A riveted seam strap was installed on the port and starboard sides. Vessel left the yard under her new name HERVA.

S.S. HAWAIIAN FARMER: Owned by U.S.M.C. to be taken over by the Matson Navigation Co. Installation of refrigerated cargo carrying spaces.

S. S. AMERICA SUN: One of the Sun Oil Co. fleet in for repairs to main engine.

FERRY CINCINNATI: Owned by Delaware-New Jersey Co. Repairs to rudder and painting.

M. S. HICKORY KNOLL: Returned to the U.S.M.C. by the British government. Drydocked for examination.

S.S. BRIGIT MAERSK ex COMET: One of the Sun-built tankers operated for many years by the Socony-Vacuum Oil Co. While in the yard, the vessel was sold to the Matson Steamship Co. The vessel was completely overhauled and was painted out to suit the color scheme used by the Matson S.S. Co.

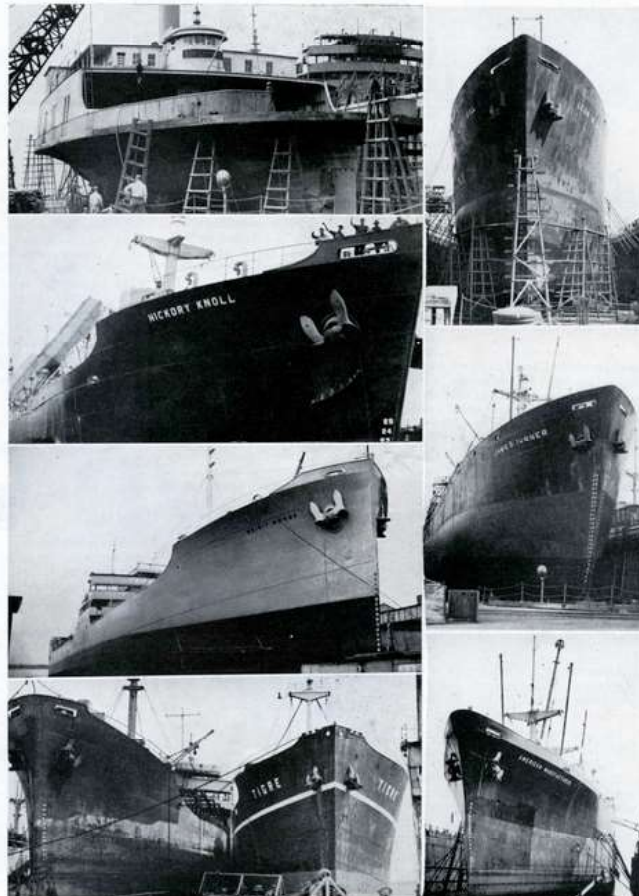
S.S. BLUE LICKS: T-2 tanker bought by the Overseas Tankship Corp. from the government. Installation of strengthening straps, removal of defense features, and alterations to the living quarters.

M.S. TIGRE: Norwegian freighter. Complete overhaul of machinery and equipment. The No. 3 hold of this vessel is completely refrigerated.

S.S. KEON S. MERRILL: Liberty ship owned by U.S.M.C. and operated by the Black Diamond S.S. Co. While on drydock, the vessel's rudder was strengthened by installation of welded straps.

S.S. JAMES TURNER: Liberty ship, owned by U.S.M.C., operated by Isthmian S. S. Co. Drydocking, painting, and complete overhaul of machinery.

M.S. AMERICAN MANUFACTURER: Owned by U.S.M.C., operated by Southern Steamship Co. Drydocking, painting and miscellaneous voyage repairs before being turned back to the U.S.M.C.





66 DEPARTMENT

By P. Embree

The main topic around our department is the size of tomatoes and beans which we artisans grow as a side line. Howard Byers says his tomatoes are so large that he could only place three on the back seat and 20 in the trunk of El Culbertson's car. Well, your dept. reporter's (that's me) pole beans are not doing so good. The Bell Telephone Co. didn't get around this year to plant bean poles in my garden.

Johnnie Jenkins went for a lost week-end from Chester to Chesapeake Bay. He lost his bearings, ran aground during the night, next day ran out of gas, then ran out of food and drink. Finally he arrived back in Chester on Tuesday. He says it was a swell trip. Some fun Johnnie.

"Bald" MacGhee walking around the piers these hot days with his pants rolled up to his knees looks like a real Scotchman in kilts. (Don't let him fool you as he is from Virginia).

Harry Mooney has been vacationing for the last three weeks visiting Wildwood, New York City and good old Eddystone.

Tom Brown, the "Blocking King," has had it a little easier the last two weeks. (Les Harris is on his vacation.)

There will be one less person coming around to Joe's house. He did away with his old ice box. He just received a new gas refrigerator.

Do you know that Penniwell is back in the saddle again?

"Smiling" Norman Lloyd, third shift, still has a smile and a good word for the first shift gang in the mornings.

C. Howard was seen walking to No. 4 Yard last week. Whatamatter, did you miss the bus?

"Little Al" still only smokes outside the yard.

WETHERILL SCOOP

By Wally

While on his vacation, Harry Birtwell, of the Pattern Shop, won a prize for the largest and most fish caught for the day. As to the size and number, you had better ask Harry.

Our sympathy is extended to William Gilmore on the death of his father on August 16th in New Zealand.

There has been quite some controversy who has grown the largest tomatoes. In order to settle all disputes, your reporter will accept pictures for proof of your statements. Pictures will be published.

According to all weather reports, it has been a lot cooler in Florida than it has been in Maine. Here's hoping that this does not discourage A. M. Brown.

William Glossop, Pattern Shop Foreman, has been on the sick list. Bill is up and around again but is resting until after Labor Day, at which time he will be back again.



PRESENTING JOHN ALLEN of the Wetherill Plant. He raises prize cabbage by "keeping that ground moving."

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

Once again the Hull Drawing Room Softball Team has gone into action — and to date has played and won two ball games. The victims were the Boomtown team of Norwood, played at Norwood on August 5, 1947; and the Springfield Rep. Club, played at Smedley Park on August 12, 1947. There are two more proposed games, one with the Darby Moose, and the other with Sinclair Ref. Co. The dates for these games have not as yet been arranged.

Standings:

| | Runs | Hits | Errors |
|-------------|------|------|--------|
| Sun Ship | 9 | 20 | 4 |
| Boomtown | 7 | 11 | 4 |
| | Runs | Hits | Errors |
| Sun Ship | 11 | 18 | 2 |
| Springfield | | | |
| Rep. Club | 9 | 15 | 3 |
| | W | L | Pct. |
| Sun Ship | 2 | 0 | 1.000 |

The following are the Ink-Slingers on the team: Ambrosino, p, Larkin, 1b, Sloan, rf, Hubay, rf, Salerno, 3b, Eppright, ss, Moody 2b, Hall, c and cf, Sulger, c, Paxton, lf, Deck, cf or short field.

The table tennis skirmishes have become quite keen and Bill Joyce has developed a new "blooper" ball shot — all his very own.

It is pleasant to welcome Jack Sulger and Bill Greebe as they re-join the staff of Dept. 78.

Ernest Hosking has returned from an interesting vacation tour through the western states.

Ed Loeb is developing a new "forced landing" technique, and as long as he stays out of our gardens it's all right by us.

We appropriately celebrated Elmer Fisher's birthday with a cake and best wishes from his colleagues. The next 50 won't be so tough, Elmer.



33 DEPARTMENT

By William Powers

Did you know that Mr. Oscar Holt, electrical superintendent, took a very extensive motor trip. He visited his sister in Natchitoches, La. Also his nieces in Dallas, Texas. The three week trip also included fishing and sight seeing.

Charles McCune wants everyone to know he is the very proud daddy of a month old boy born at Taylor Hospital, Ridley Park.

One of the powerhouse crew purchased a chemical set for his wife so she can tell red lead from cosmetics while washing his shirts thereby averting any strain on the family ties.

"Ham" Hamilton seen amid a cloud of dust tells me he has dedicated his remaining years to sweeping the top layer off the floor in the new shop.

The armature winders, a very able and efficient group, seem to be pleased with their new home although Hoffman just can't seem to make it on time in the morning.

If you lose patience with Ed Shisler or Charlie Busby, the two shop men, because your order isn't made up, take notice, they have plenty to do and are scarcely ever idle.

The fact that the thatch on the N. Collins dome is sparse is very evident in some fine movies Norris took while vacationing.

"Wes" Hardin, of the crane dept., has a new son-in-law. His daughter was married recently and from all reports, the reception was a gala affair.

There is probably nothing Bill Ogden, of the crane repair gang, likes better at this time of year than a few big red tomatoes but then he gets a bad rash. His problem is how to eliminate the rash and still be able to have the tomatoes.

Mr. Chutek, of the maintenance crew, finally received his new automobile and is very pleased.

A. Cassidy must have taken seriously one of those articles advising, "Go North, Young Man, Go North." He has been loaned to the Maritime Commission up in No. 4 Yard.

If your drinking water is cold, you can thank Joe Hutten, the refrigeration expert.



W. SAWERS, of the Wetherill Plant, and a party of friends with a 25-pound channel bass caught at Cape May.

Junior Members



GRANDCHILDREN OF GEORGE YOUNG of the Tool Room, Wetherill Plant are shown, left to right: Patsy, 11 years, Bobby, 10 months, and John, 13 years. They are the children of Mr. and Mrs. John Davis of Wayne.



ARCEANO GERALD, 7 years old, is the daughter of Russell Gerald of 67 Dept.



PEGGY JO-ANN ADAMS, six months old, is the daughter of Mr. and Mrs. James Adams. Mr. Adams is employed in 80 Dept.

80 DEPT. — STOREROOM

By Frank Thompson

Congratulations to Mr. and Mrs. John Phillips upon the birth of a daughter, Theresa Ann, at Fitzgerald Mercy Hospital on July 10th.

Congratulations are also in order for Sam Tryens and Miss Helen Fridy both of Ridley Park who have recently announced their engagement, the wedding to take place sometime in October. We wish you both lots of luck and every happiness in the future.

Bill Connors took a late train recently at 30th street station bound for Chester but much to his surprise ended up in Wilmington. Now it seems Bill had a basket of tomatoes with him and it may be that the P.R.R. classified the fare as freight instead of passenger but regardless, Bill, tomatoes and a yellow cab ended up in Sun Village the next morning, a little put out, but none the worse from his experience.

Mr. and Mrs. Brown are enjoying a three weeks vacation up in the cool atmosphere of Maine.

Frank Cullen has acquired a tract of land in Avalon, New Jersey just off the surf and according to Nate Freedman, his noontime partner, a Bar-B-Q will rise from the sand in the near future.

Incidentally Nate don't forget the firemen's suggestion to have a hand full of salt on hand at all times because a burned Bar-B-Q would be less appetizing than burned steak.

* * *

88 GUARDS

By D. Morris

Captain Johnson, enjoying two weeks vacation.

Captain Mills has a lovely coat of tan.

J. Brennan is the acting captain when the captains are on vacation.

Goslin at the seashore on vacation. Says he still looks good in a bathing suit — no picture.

Bowers, spending all his spare time at Wildwood, looking for the mermaids.

Norris seems to have discovered the "fountain of youth."

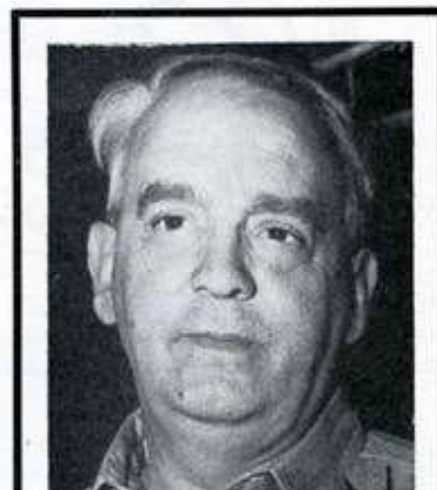
Grayson, putting on more weight, musical feet soon — "two flats."

Quartermus has a necktie with colors that no rainbow ever had.

Dottie goes walking every day at lunch time.



ANN WOODWARD, left, and MILDRED REW, right, are in Chester at the home of Mr. and Mrs. J. S. McGilliard. Ann's home is in San Juan, Puerto Rico, where Mildred has just finished a year at the University of Puerto Rico. Ann thinks the "States" are simply grand. Mildred, daughter of Mr. and Mrs. J. S. McGilliard, plans to finish her education here although she says the year in Puerto Rico was invaluable to her work in Spanish. Mr. McGilliard is employed in 36 Dept.



HARRY MacPHERSON, OF 74 DEPT., died at his home 32 E. 22nd Street, Chester on August 23 following an illness of several months.

He was 51 years old and came with Sun Ship in 1918. His father and two of his brothers were in the shipbuilding industry.

Mr. MacPherson took a deep interest in athletics and promoted numerous boxing contests. He was one of the official judges of the Pennsylvania Athletic Commission. He is survived by his widow and a son, Harry MacPherson, Jr.

Cargoes in Bulk

For bulk cargoes, specially designed ships are operating in America's Merchant Marine. Three important types are:

*Information Courtesy
American Merchant Marine Institute
New York*



• **COLLIERS** BRING COAL TO FIRESIDE AND INDUSTRY, RUNNING NIGHT AND DAY ALONG OUR COASTS AND TO EUROPE THEY REPRESENT AN IMPORTANT COG IN OUR ECONOMY



• **TANKERS** SUPPLY OIL PRODUCTS AND OTHER LIQUID CARGOES TO MOTORISTS, FURNACES AND FACTORIES



• **ORE CARRIERS**, DEEP-WATER SISTERS OF THE GREAT LAKES TYPE, BRING IRON AND OTHER ORES FROM OVERSEAS MINES TO AMERICAN INDUSTRY. MECHANICAL UNLOADING PERMITS REMOVAL OF THOUSANDS OF TONS PER HOUR



COMMODITIES CARRIED BY GENERAL CARGO SHIPS IN BULK INCLUDE ORES, LUMBER, SULPHUR, PHOSPHATES, SUGAR AND NEWSPRINT

74—TOOL ROOM

By Hilda

Wedding Bells will be ringing soon for William Wright and Miss Jean Traub. Their marriage is to take place September 27 at 6 P.M., St. Paul's Church, Chester and we hear "Bud" Wright from 30 Dept. Tool Room is to be best man for his brother. We all wish them the best of luck. Bill spent the week-end fishing at Cape May with a party of friends. The haul, 345.

Ben Stipe who has been out due to illness is back; we hope to stay.

Vacations are coming to an end and we hear: Mr. and Mrs. Fred Sayers were seen vacationing at Ocean City; Mr. and Mrs. John Stev-

ens at Wildwood Villas; Mr. and Mrs. Andy Glaus and family at Crystal Manor; Mr. and Mrs. Leon Koenig at Atlantic City and Mr. and Mrs. William Crossen and family at Ocean City. Smiling Mike Cassidy can be seen at Atlantic City anytime.

William Kealey has just been named Assistant Chief at the noon hour quoit game and was he surprised when the Champion "Mike" made three ringers in one game.

Congratulations to: Mr. and Mrs. Harry Reed on the birth of a daughter July 3. We know the new arrival has brought a lot of happiness to their home.

Deacon Jones, the smiling master of ceremonies, has just returned from an extended fishing trip.

68 DEPARTMENT (RIGGERS)

By Half Hitch

M-2581-65. One look at those figures and everyone from Mr. Pew down will tell you that this charge number authorized Sun Ship to deliver the LST Albany to New York. It means that sufficient fuel, water, food and crew be aboard this ship at a certain time, and that this ship be delivered to her destination safely. All this is taken for granted. It is also taken for granted that her owners will provide ample space for her berthing.

This all sounds very simple, but once in a while we run into a tough one. M-2581-65 had all the ear marks of being a "dinger." With a yacht on one end of the pier and a Hudson Day liner on the other, a two knot current and a ten knot wind, and no tow boats, the man on the end of the pier said, "Captain, will you put her in here?" indicating a space between the yacht and the liner.

We cleared the liner with four inches to spare and the yacht with three feet. Half of New York stood with mouths open and it seemed that the only sound being made was our telegraph bells to the engine room. Everyone's mind was racing a mile a minute while this was going on. We took time out to note that every time that telegraph sounded, Chief Beeton's gang did something quick and right, and our respect of the Black Gang went up pretty high.

The Captain of the Hudson liner leaned over the rail and waved a salute, which in New York harbor is comparable to twenty-one guns and eight side boys.

Yep — Captain Bryson, we all thought that was a nice piece of seamanship.

Obituary

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

A. Winiasz, 47-373, 515 E. 8th Street, Chester, Pa., July 25th.

S. Nelson, 36-174, 2337 N. 30th Street, Philadelphia, Pa., July 30th.

OFFICE CHATTER

By M. Mae Scott

Milt Drinnan, of Mr. Shaver's Office, and Mary Bartkow Drinnan, formerly of Mr. Paxton's office, became the proud parents of a baby boy born July 19, who weighed 6 pounds 11½ ounces. Milt is as proud a papa as we have seen in a long time.

It's a girl for Dorothy Howard Fry, former Sun Ship employee. The baby was born at the Chester Hospital on July 11. Mr. Fry is employed in the Pipe Shop.

Congratulations to Ann Preston, of Mr. White's Dept., on completion of 25 years service with the company on August 14.

Helen Scott, of the Stenographic Dept., spent the week-end at Ocean City; Betty Montgomery chose Wildwood, New Jersey while Marian Parker, of the Stenographic Dept., and Marge Desmond, of Mr. Landing's Office, spent a week-end on a farm in Liverpool, Pa. Anna May Sulger, of the Stenographic Dept., went to Coney Island where she informed us she got quite a kick out of viewing the "sights."

Doris Butler, of Mr. Norton's Office, spent her vacation at a dude ranch in New York State.

Stenographic girls Jane Roberts and Kay Noel are also vacationists. Jane spent a week with her family in Ocean City and Kay went to Hack's Point, Maryland.

Della Cloud, of Mr. Jamieson's Office, spent a week in Wildwood, New Jersey.

Miss Anne Tomasitis, of the Payroll Dept., recently announced her engagement to John Witcofsky. The wedding will take place on September 27th. Lots of luck to you both.

Wishes for a Happy Birthday are extended this month to Kas Coonan. Here's hoping you enjoy many more of them.

Cris Skidas and Mary Pedante spent two weeks' vacation in Wildwood. Nice tan you have girls.

Marian Taylor recently returned from a week's stay at Wallenpaupack Lake in the Poconos. She tells of many interesting and exciting things they did and the best of them all was the fishing story. Marian and her friends went fishing one day and stayed out for five hours and not one fish did they catch. They finally decided there were too many other people trying to fish in the same place.

COST OF LIVING vs. SEAMEN'S WAGES

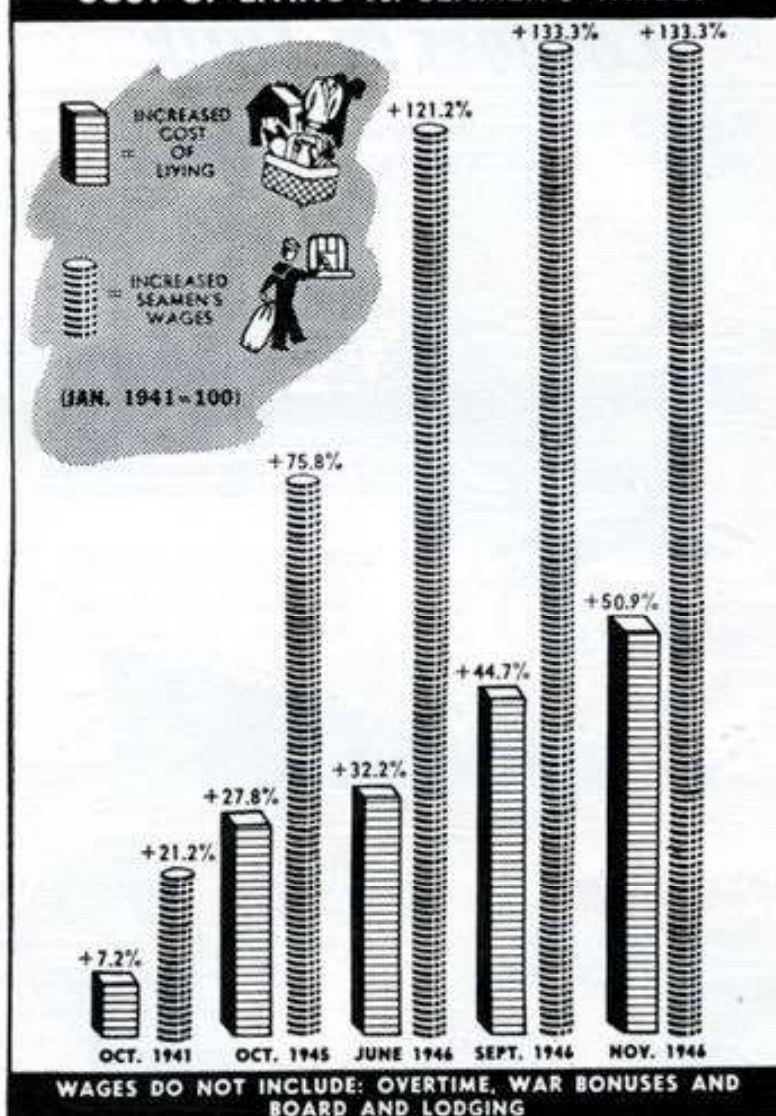


Chart by Graphics Institute, N.Y.C.

PAINT SHOP—69 DEPT.

By H. Thompson

Congrats: Hats off to Ray Wahl, returned G.I., who saved the day for us seegar smokers. The bouncing baby boy arrived June 12th; weighed 6 lbs. 15 ozs. Monicker: Philip Raymond Wahl. Both parents doing fine.

Our Hero — If you have noticed the crew of the Paint Shop float "S.S. SCUPPER" carrying a life ring with their other gear, it is simply a precaution against "dying with your boots on."

The other day, Ivy Malseed discovered how easy it is to do just that. The float swung under the overhang of the boat pushing Ivy off the top planks but with great presence of mind, Marty Echelman grabbed a rope's end and dived to the rescue.

The only casualties were a paint pot and a brush.

Salt Air Doings — Bob Sorensen has survived a visit to Ocean City. While there he was at our former co-worker Fred Todd's Hamburger Shoppe. According to Bob, the Todd-burgers are excellent — pickle in the middle and mustard on top.

The much heralded fishing expedition was a great success for the fish. Those finny fellows must have had the scales in their favor as they eluded all the tidbits offered. Tom Simms, our model of the well equipped gentleman angler, did everything but go in after them. We believe he has established a time and distance record for a piece of bait. The payoff came when Joe Mack wanted to sell the bait back to the skipper.

SHIPFITTING DEPT.

By Jack Grieco

Well here I am, back on the job again after a very "restful" vacation last week. Of course we spent a couple of days at Wildwood — and the water was just fine.

George Gallagher is back in harness again after his two weeks vacation, also Jim (Adonis) Garvey — Thanks for the salt water taffy, Jim.

Basil (Sherlock) Griesmeyer is always threatening to take a day off, but bright and early every morning we discover him chasing material as usual.

"Believe it or not" Joe (Handsome) Anderson just got another hair-cut. He has decided to get one quarterly from now on.

Bill (Whizz-Swish) Clark is enjoying his vacation down Virginia way. Learning to be a farmer, Bill?

Sam Mitch has joined our little group at lunch time, and he tells us he'd love to be back in Alaska, where he was stationed during his hitch in the army.

Jovial Frank Ryan, we understand is on a diet. We like you the way you are Frank.

Benny Wolinsky spent two weeks at Indiantown Gap with the National Guard.

Did you know that "Big George Kilgore" is a mimeograph expert? George is still looking for that little home in the country, we hope he gets it soon so that we can enjoy that house warming party he has planned for his friends.

Ray Henry is now working for 79 Department as a coordinator on production. Ray's hobby is work. However, we understand he spends a lot of time with that "little bundle of joy" that arrived at his house recently.

Haven't received any vacation snaps from any of you men in 45 Department. Send them in to me at No. 2 Way, let's see the size of those fish "that didn't get away."

"Shep" Sheppard gets bigger and bigger as time goes on — and "Shorty" Cahoon gets shorter and shorter.

Our sympathy goes to Arthur Milay who has experienced two deaths in the family. An aunt and an uncle.

We understand Fred (Tiny) Glatz is the new Fire Captain out Collingdale way. They had to buy a new

fire engine for Fred, as the old one was bent in the middle caused by his bulk.

The reason we didn't go to camp with the National Guard to Indian-town Gap this year, was that "somebody told me the heat was intense (in-tents)."

"WEE BIT O' NONSENSE

or

"SMILE — DERN YUH"

Amos (after a narrow escape at a railroad crossing): "Sambo, how come yo' blow yo' hawn? Yo' oughta know dat wouldn't do no good."

Sambo: "Boy, dat wa'nt my hawn. Dat was Gabriel's!"

Three slightly deaf men were motoring from the North of London in and old, noisy car and hearing was difficult.

Nearing the city, one asked: "Is this Wembly?"

"No," replied the second, "this is Thursday."

"Me too," said the third, "Let's stop and have a drink."

A POEM

Said the needle to the stocking

I will stick you thru and thru,

Said the stocking to the needle

I'll be darned if you do."

A lady went into a grocery store to buy some cheese. The grocer had a variety of brands including Swiss and limburger.

After buying a pound of Swiss cheese, she turned to the grocer and said: "Mr. Brown, will you tell me why they put holes in Swiss cheese when it's the *limburger* cheese that needs the ventilation?"

Ma (trying on hats): "Do you like this turned down, dear?"

Pa: "How much it is?"

Ma: "Twenty-five dollars."

Pa: "Yes — turn it down."

Traffic Officer: "Why are you driving so fast, Lady? Where's the fire?"

Pretty Miss: "Oh, Officer, it's in your great, big, beautiful eyes!"

A few girls want to remain single, but most of them would rather "knot."

Cheerio, see you next month.

91 DEPARTMENT

By H. Obdyke

Anyone with intention of hitch hiking, please contact Don McKay who recently purchased a car. Now, we don't know what shape it's in or how ancient but, presuming it runs, we feel certain that Don wouldn't permit a fellow-worker to walk provided he was going in the same direction and would wipe his shoes before climbing on board. Gimme a lift, mister?

Vacationing since last issue were Jack Greco, Pat Gray, McKay and Bagley.

Wonder if Jim Desmond likes his coffee as much as he used to.

Seeing a picture in July issue of a certain fishing party, reminds us of a trip to Queenstown, Maryland last year when fish were so scarce a net had to be dragged in order to prevent coming home empty handed. Wonder if this had to be done on this latest trip or if the fish were bought in Queenstown. No one will ever know except those present.

Fred Esrey is sure getting familiar with the different yard offices. His latest escapade being North Yard Exception.

Two elderly townsmen chanced to meet on the main street of the town one day. Both were very hard of hearing.

"Hello Zeke," said one, noticing the other fellow's pole and bait box. "Going fishing?"

"Naw, Pete," he said, "I'm goin fishin."

"Oh," said Pete, "thought you wuz goin fishin."



MRS. EDGAR JONES, formerly Jane Williams a nurse in the dispensary, was married on Saturday, August 2 at the Wharton Memorial Methodist Church, Philadelphia. Her husband is employed by the Pennsylvania Railroad, Wilmington.

67 DEPT. — CLEANERS

By Major Palm

Our foreman, E. Gatchel, made it a threesome on his vacation with Mrs. Gatchel and their daughter. That lusty tan he is sporting was the work of "Old Man Sol" better known as the sun down at the seashore. From there they drove down Virginia way through the Shenandoah Valley which gave them a nice stretch to break the new bus in.

Dr. Charles H. Palm, brother of your writer who formerly worked in the Cleaning Dept., is now practicing medicine in Philadelphia. Charles says "hello" to his former workers.

If you should happen to see an object moving rapidly, don't become frightened or don't think you are seeing a "flying saucer" for it is only Al Bogy rushing to head the line. He has rung his time card 7:16 each morning for the past two years.

If any of the boys have any luck on their fishing trips remember Terry Hayes, second shift. He has fish every night of the week and twice on Sunday.

The mighty Bill Crews was very busy going to and fro on his vacation in fact too busy to take on his public friend "Brownie" on return.

A certain fellow in 67 Dept. should use a parachute to land more easy next time.

Henry James says many friends have been made in 67 Dept. because 67 Dept. is a friendly department and a person must first be friendly to make friends so let's remain friendly always and trust and pray for peace and a better world.

"Soap" Price, of second shift, can be seen cruising around town on his daughter's bicycle.

Leader Ennie Rider, on third shift,

goes on his vacation soon. Ground hog will be plentiful for the boys when he comes back.

ON A TRAILERSHIP

Ralph E. Boettger, who on July 21 completed his apprenticeship as a machinist, has joined the Trailership, Inc. organization and sailed on the NEW JERSEY when she left on her first voyage.

Ralph, who is a brother of Carl S. Boettger, had his apprenticeship interrupted by the war. He entered the

Navy in September, 1942 and was assigned to one of the L.S.T.'s. It was this type of ship that later was converted into the trailership. He took part in the big invasion in Normandy and Italy. He was in the service until December, 1945. He is a graduate of the Hershey Industrial School and during the war took special courses at the Great Lakes and Norfolk Training Station and also at Drexel Institute.

Ralph was married one month before completing his apprenticeship and becoming a machinist with the Trailership organization.

SUN SHADES PROTECT WORKERS



DURING the past two summers, Welders and others working in the sun have used these shades designed by the Safety Department.

34 DEPARTMENT

By Chick & Toots

The other day our local paper published a picture of the Vauclain Fire Dept. taken about thirty years ago. All the notables were present except the present Chief of the Lieperville Fire Company Bill Ramsey. Maybe Bill was away on a fishing trip when the picture was taken. However, Bill made the headlines on that trip up the pike to the parade in Norwood.

Nelson Fry, Jr. and his wife are being congratulated upon the arrival of a baby girl. Nice going Jr. keep up the good work.

Harry (Porky) Fry is planning a trip to Mexico in the near future. He wants to get a bushel of Mexican jumping beans for Tool Room Willie so he can use them for golf balls. Willie has a lot of whiffs and the jumping beans may help his stroke. Tough going Willie.

Congratulations to Joe (Bubbles) Gordon on his recent marriage. Good Luck, old timer.

Roy Grander and Joe Rispoli have just returned from one of their so called fishing trips. As usual the big ones got away but the boys always manage to bring something back even if it is corn and tomatoes.

A few of the boys from the Pipe Shop took a night out with the permission of their wives and went to the fights. John Roman got so excited during one of the contests, he started swinging and hit himself on the chin and the boys had to throw water on him to bring him out of it. If he is so good we will have to get him a match and let him get paid for knocking himself out.

George Ives, of Mr. Flanigan's office, is back from his vacation, sporting a light sun tan obtained from neon lights.

Harry (Pappy) Worrell is going on a well earned vacation. He expects to tour part of Canada and the New England States. Good luck "Pappy."



Bill Wilson has come back home to the Pipe Shop after having a sojourn with the maintenance department. It will be a little tough on Bill for awhile after handling nothing but hose. He gave Jake DeMarco a peck of tomatoes to get him back.

John (Whiskers) Knowles has also returned from his vacation sporting a neon tan. Good luck.

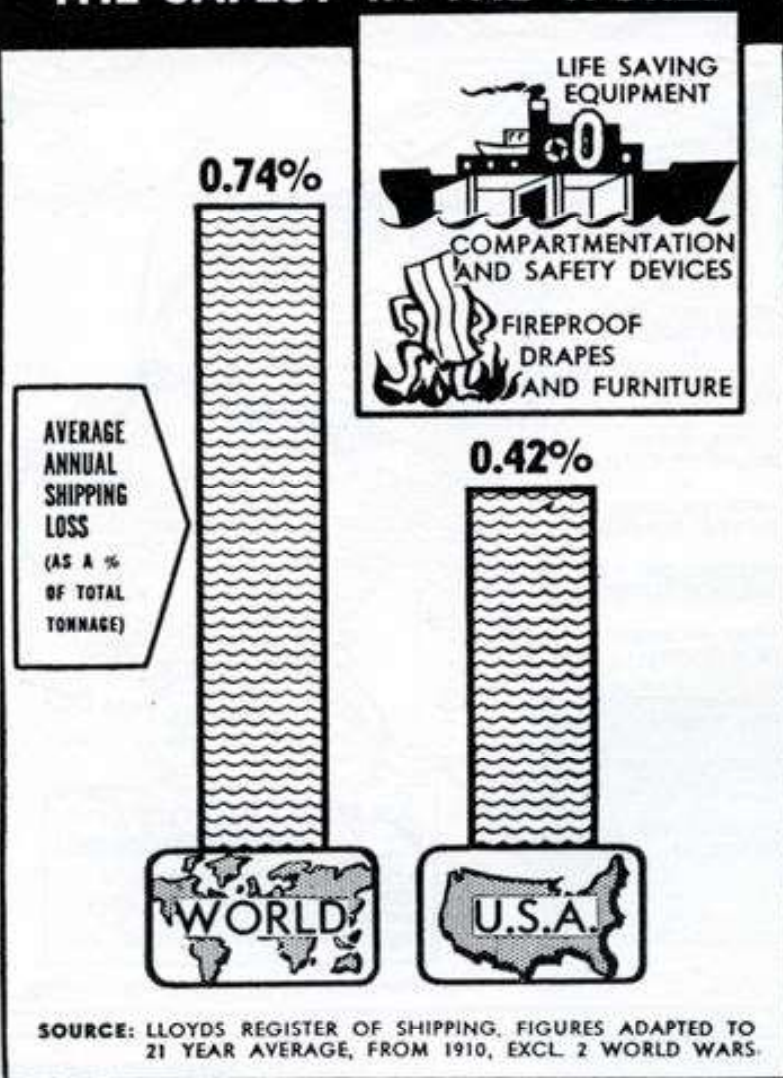
Best wishes to Johnnie Metrick who left Sun Ship the other day to start a new job.

Ed (Pappy) Woolsey has lost his wrist watch. Anyone finding same may return it to the Pipe Shop office.



ANOTHER LOVELY BRIDE, the former Miss Margaret Lippy, is shown with her husband, Ralph Boettger, who is employed in 36 Dept. They were married on June 28th at Medford, New Jersey.

WHY AMERICAN SHIPS ARE THE SAFEST IN THE WORLD



Graphics Institute for AMERICAN MERCHANT MARINE INSTITUTE

36 MACHINISTS

By Dick Clendening

In this issue will be found a picture of Miss Mildred Rew and Miss Ann Woodward. "Millie" is the daughter of Mr. and Mrs. J. S. McGilliard and "Mac" is justly proud of her. It will be recalled that last year she won a scholarship at Nether Providence School entitling her to attend the University of Puerto Rico. Having finished her first year earning high averages in languages and science, she is now back home, well tanned from bathing in the ocean daily, having lived right on the beach. While in Puerto Rico, she became acquainted

with Ann Woodward. Upon returning home, "Millie" was accompanied by Ann, who fulfilled a lifetime ambition to see the United States. Ann expects to remain here and enroll in the Nether Providence School and a brother is to enter P.M.C. next term. "Millie" expects to enroll at Temple University to complete her education.

Dame Rumor has it that our old friend Joe Gordon, the "soap and bubble" man, has doubled up.

We wish to extend our sympathy to 36 Dept's Bill Wallace and his family. Bill's brother, Herschel, having recently passed away at his home near Salisbury, Maryland.

A hearty welcome to the many old friends who have been recalled in 36 Dept. Glad to see you back, fellows, and hope it lasts a long while this time.

Young Harold Barr has, by his willingness and courteous helpfulness, become very popular in the shop, a true "chip off the old block" as Harold, Sr. has always been a favorite with us. Harold is a second-year man at Lafayette, excelling in baseball and basketball, but it remained for the boys here to teach him how to use the turkey caller most effectively. Here's wishing him a successful career and much future happiness.

We were sorry to see young Bill Greenhalgh sent home sick recently and trust that his illness does not prove serious and that we may soon have him with us again. Snap it up Bill, we miss seeing you around the shop and the drilling is piling up.

With the vacation season in full swing, we find many of the boys showing up looking like Indians, the handiwork of "Old Sol." The journeyings of the boys this year are quite varied. Harry McCoy journeyed up around Maine; Jack Holland at Cape May. G. Rennie, second shift, took his in a southerly direction hitting Virginia, Kentucky, then veering westwardly to visit spots in Ohio. Paul at Sea Isle; John Lillig, North Wilwood; Fred Thorman at Wildwood Crest; John Taylor, Atlantic City and all the rest scattered hither and yon with many holding out for a fall vacation. As for yours truly, it's Wildwood again for three weeks.

Bill Crossin, 36 tool crib attendant, literally flooded the shop with cards while he was vacationing.



LT. RICHARD BARNES and his bride, Eleanor Crompton Barnes, formerly of the Stenographic Dept., just after their wedding at the Ridley Park Methodist Church on July 12. They will reside in California.

HELP YOUR COMMUNITY FUND DRIVE



William Craemer in Community Fund Drive

William Craemer, Treasurer of the Sun Shipbuilding and Dry Dock Company and Ralph Kelly, President of Baldwin Locomotive Works, will serve as co-chairmen of the Industrial Division in the Community Fund Campaign. This announcement was made by Thomas B. McCabe, general campaign chairman, who stated that the Industrial and Labor Division will conduct their campaigns in October with the general Community Fund Campaign opening November 3.

This year, for the first time, the Chester Community Fund and the Philadelphia Community Chest will conduct a joint campaign covering Delaware County and Philadelphia. Community Fund officials say that this cooperative plan will assure a concerted combined drive for welfare funds.

HERE'S A LOAD OF LUMBER



THE LUMBER TRUCK, a familiar sight in the shipyard, is hauling a big load. Pilot of the odd looking craft at the time picture was taken is George Herner.

GOOD FISHING



OSCAR HOLT, foreman of the Electrical Dept., proudly displays his catch of white perch and bass taken from Bayou Pierre, Natchitoches, Louisiana during a vacation trip to Texas and Northwest Louisiana. All of these fish were caught in two hours on live bait.

AMERICA SLIPS IN BUILDING SHIPS

IN an article reviewing the shipbuilding industry during 1946, Marine Progress says:

"The United States has passed the baton of premier shipbuilder to Great Britain which led all the world in ship construction during 1946. Lloyds Register reports that of a total of 2,127,421 tons of shipping launched last year Great Britain and Northern Ireland launched 1,333,245 tons. The United States total was 501,294 tons, Sweden was next with 146,875 tons.

"World construction was limited to vessels of average size and of the 747 ships sent down the ways, only seven were more than 15,000 tons.

"The motorship **WILLEM RUY**S, of 21,000 tons, built in the Netherlands, was the largest vessel to be turned out during the year. The American liners **PRESIDENT CLEVELAND** and **PRESIDENT WILSON**, each 16,000 gross tons, were next in size.

"According to the summary, the total steam tonnage launched last year — 302 vessels of 1,193,083 tons — includes six vessels of 70,474 tons, to be fitted with turbo-electric drive, 101 ships of 737,979 tons to be fitted with steam turbines, and thirty vessels of 95,649 tons, having a combination of steam reciprocating engines and turbines.

"The gap between the prewar and the postwar British merchant fleet is closing. Sir Ernest Murrant, new president of the British Chamber of Shipping, said that there remains a lag of three and a half million tons between the volume of the prewar and the present fleet.

"Construction schedules for 1947 have been set by the government at 1,250,000 tons.

"The first example of a marine gas turbine will be the 12,000 ton British tanker **AURIS**, owned by the Anglo-Saxon Petroleum Company. The ship was first announced as being powered by four Diesel alternator sets. Now

British Thomson Houston, who are supplying the machinery, have announced that a combustion turbine is being built at their Rugby works, which at a later stage will replace one of the Diesel sets.

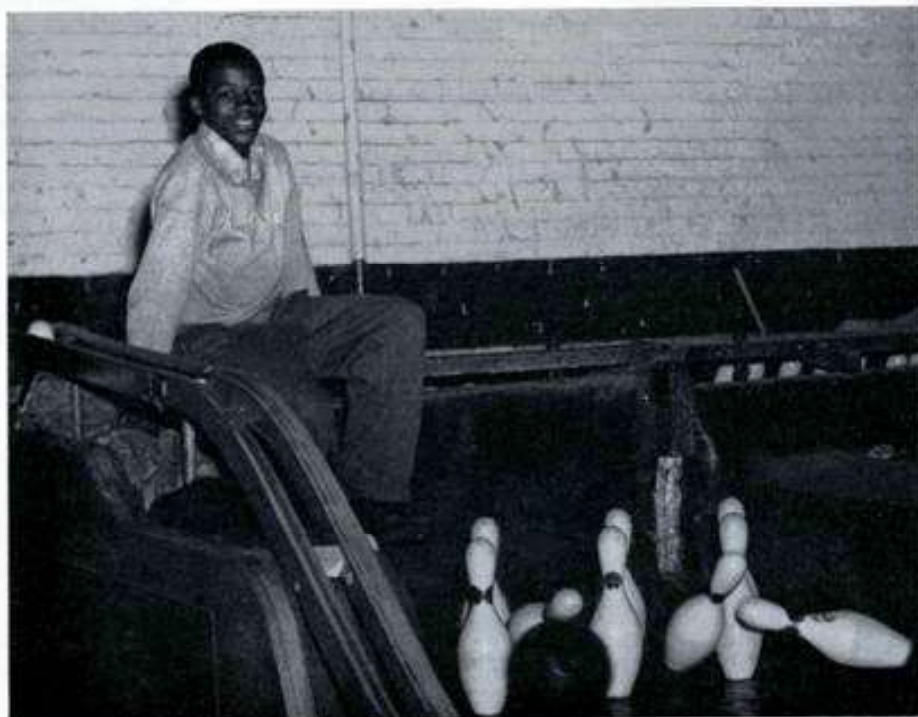
"Anglo-Saxon, which operates Britain's largest tanker fleet, will replace all its ships lost in the war by the end of this year at a cost of \$80,000,000.

"While decisions are held in abeyance pending further study, the U. S. Maritime Commission is reported drafting plans for more than a hundred vessels including thirty-five combination passenger-cargo vessels and eighty-five special cargo ships.

"The purpose of planning this program is to be able to present to the President's Advisory Committee an overall picture of what is required to bring the American merchant fleet into balance. This program visualizes a fleet of 1,044 vessels of approximately eleven and a half million tons by 1950.

"There are some basic questions to be asked concerning the postwar fleet and the answers to them will determine the shipbuilding program. The question asks, 'What postwar shipbuilding program should be inaugurated considering the size, composition and modernity of a merchant marine essential to implement the will of Congress as expressed in the Merchant Marine Act of 1936 and the Merchant Ship Sales Act of 1946?'

"The answer to that question should resolve all doubt in the minds of the industry officials about the future of the American Merchant Marine. But it is not the shipping industry that is to decide the issue. While it is the duty of shipbuilders and ship operators to hone a single blade the requirement of Congressmen, who will ultimately determine the ship construction program, is to be universal in their interests and shipping must compete with agriculture, industry and all their running mates in the race for federal support."



Sun Ship's 1947-48 Season will start on Wednesday, September 10th for the "B" League players and on Friday, September 12th for the "A" League.

There will be 12 teams in each league and the games will be played at Penn Recreation Center. The teams entered in the "A" League schedule are: Riggers, Hull Drawing, Office, Paint Shop, Engineering, Engine Drawing, Truck Drivers, Electricians, Hull Drawing "B", Machinists, Shipways, Sheet Metal Shop. In the "B" League, the teams are: Tube Mill, Safety, Boiler Shop, Pattern Shop, Hull, Refrigeration, Cranemen, Timekeepers, Wetherill, Paint Shop, Burners, Ship Repair.

"You Bet Your Life"

40,000,000 automobile drivers, some good and some bad.

140,000,000 pedestrians, including the very young, the very old, the lame, the halt and the blind.

34,000,000 automobiles, some new, some old, and many ready to fall apart.

3,000,000 miles of highways, with many a hazard in every mile.

Add all these together and you have America's traffic lottery, a complex game of life and death in which each one of us, willing or not, must have a hand.

Last year, 33,900 were killed and more than 1,300,000 injured in U. S. street and highway accidents, according to figures compiled by The Travelers Insurance Companies. It was a year in which most of us did not yet have that new car and those new tires with which to drive as frequently, or as fast, or as far as we might have liked. But the casualties were heavier than in any year since 1941. Why?

Most of the 1946 dead and injured were killed or hurt because they took a chance. They didn't pause to consider the risk because they didn't expect to lose. They *did* lose.

What of this year? This month? Today?

Some will lose because they are willing to take a chance, no matter how great the odds. Others will lose because they have not learned the game well enough to play it safely. Your stake in this lottery is high. It is up to you to make certain you do not lose.

Remember this: when you gamble in traffic, you bet your life.



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PUZZLE: Station Scene, 1957. Find the man who is getting a steady income from U.S. Savings Bonds. He was smart enough to start buying, back in 1947.

Of all the ways of saving up a tidy sum of money, one of the *easiest* and *safest* ways is to invest your money in U. S. Bonds.

You can buy Bonds through the Payroll Savings Plan where you work.

Millions of Americans are taking home this "money-that-grows" every payday.

U. S. Savings Bonds pay you \$4 for every \$3 you save, by the time your Bonds mature. Choose the sum you can afford — and start saving today!

| Save each week | AND YOU WILL HAVE | | |
|----------------|-------------------|------------|-------------|
| | In 1 Year | In 5 Years | In 10 Years |
| \$2.50 | \$130.00 | \$603.97 | \$1,440.04 |
| 3.75 | 195.00 | 1,004.20 | 2,163.45 |
| 7.50 | 390.00 | 2,009.02 | 4,329.02 |
| 12.50 | 650.00 | 3,348.95 | 7,217.20 |
| 18.75 | 975.00 | 5,024.24 | 10,828.74 |

Save the easy, automatic way ... with U.S. Savings Bonds

SUN SHIPBUILDING & DRY DOCK CO.