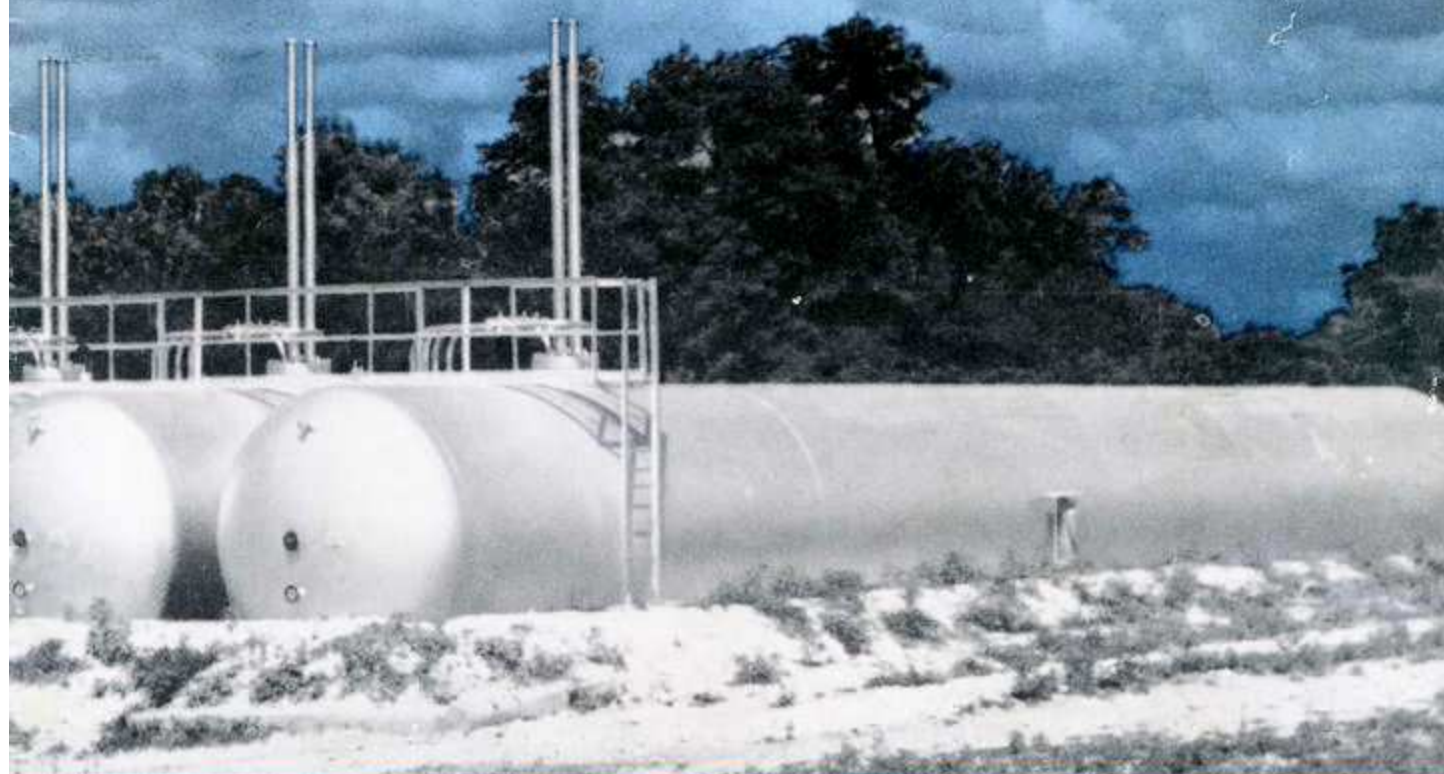
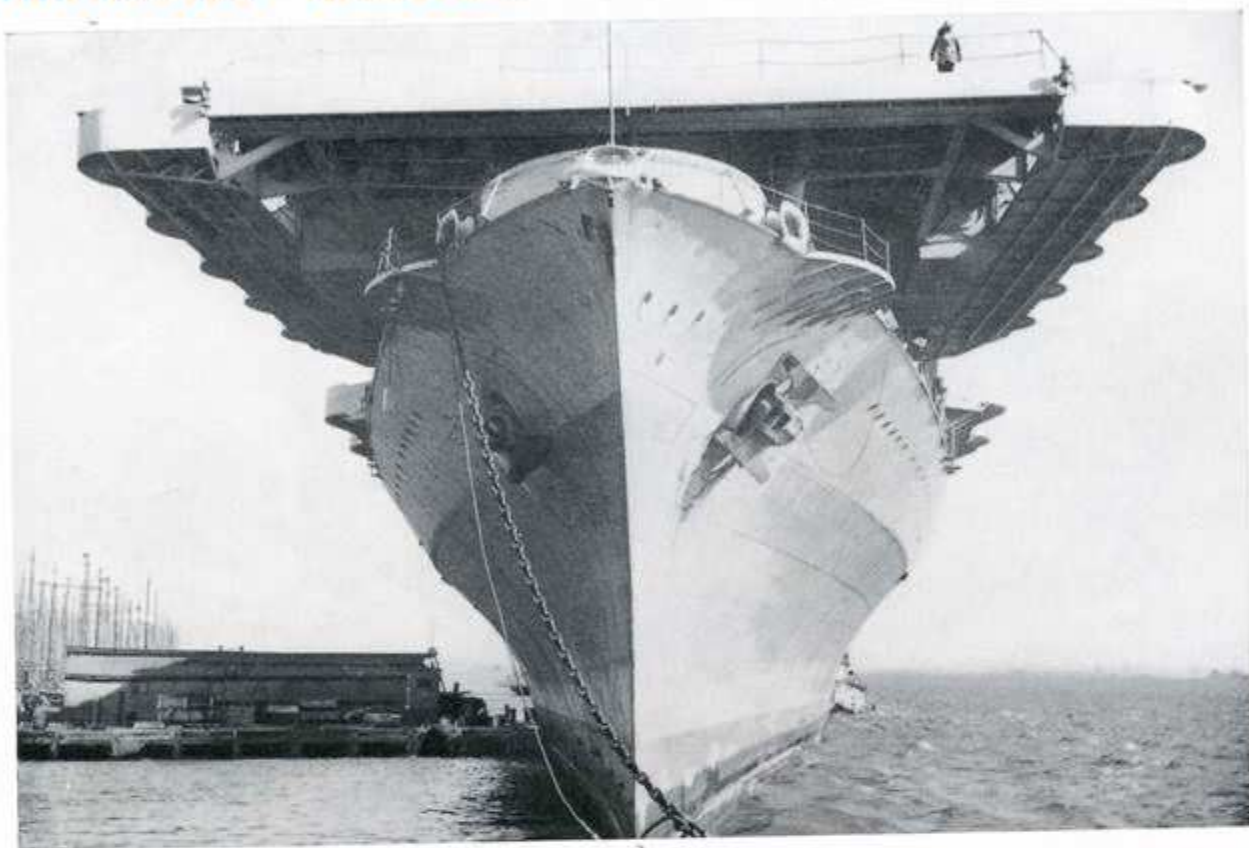


# *Our Yard*



SUN SHIPBUILDING & DRY DOCK COMPANY • OCTOBER, 1947

**MAJESTIC "RANGER" AS SHE ARRIVED FEB. 6**



**SCRAPPED "RANGER" AS SHE LOOKED SEPT. 6**





# Anniversary of Our First Ship

By Robert Haig, Vice President

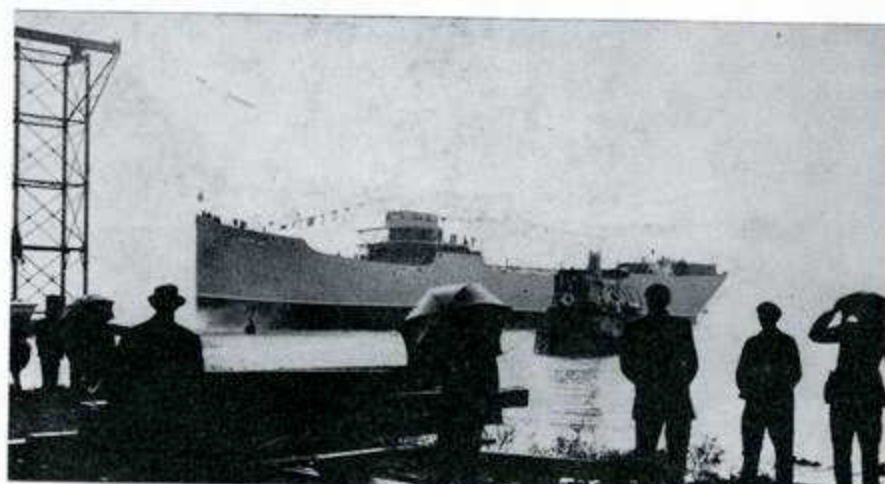
**T**HIS month marks the 30th anniversary of the first vessel launched by the Sun Shipbuilding & Dry Dock Company.

It was on October 30, 1917 that the CHESTER SUN, sponsored by Mrs. J. Howard Pew, floated out on the Delaware River a tanker of 10,600 dead weight tons.

The keel of the ship was laid January 27, 1917 which also was the birthday of J. Howard Pew, then president of Sun Ship. It was a bitter cold day when the keel was laid in Central Yard. The ground was partly covered with snow and a bitter wind swept across the shipway. The Yard was young and few of the shops had been erected. On the day the keel was laid, there were no special ceremonies and a group of officials and executives composed the audience.

The launching on October 30, 1917, however, was an important occasion and attracted much attention. The CHESTER SUN was built for the Sun Oil Company. J. Howard Pew, J. N. Pew, Jr., Senator William C. Sproul and later governor of Pennsylvania, Justice William I. Schaffer of the Pennsylvania Supreme Court and numerous state and city representatives attended the launching.

A heavy thunderstorm broke during the day and the lightning was flashing and the rain came down in torrents just previous to the actual launching. Mrs. Howard Pew, the sponsor, and other ladies, who were present, were caught in the downpour.



(B) CHESTER SUN, first vessel built by Sun Ship, floats proudly on Delaware river after launching on October 30, 1917. Heavy storm prevailed at the time and some spectators are shown with umbrellas.



(A) EXTREME COLD WEATHER marked the laying of the CHESTER SUN'S keel on January 27, 1917. Vice President Robert Haig is shown in photo fifth from the left.

For a time, all of us were very anxious about the safety of the ship as well as the comfort of our guests but everything went off well. The storm abated and there was a luncheon served in the Mold Loft. The ship's boilers were installed later in the day.

The CHESTER SUN was the first of a large number of tankers that we built for all the principal oil companies in the United States and for foreign accounts.

This tanker proved to be a sturdy craft. The CHESTER SUN went through two World Wars. Her name was changed to the D. J. MORAN and in 1936 she became the ELWOOD.

She was later operated by the Keystone Shipping Company, an enterprising organization for whom Sun Ship had built other vessels. She served valiantly in delivering gasoline and fuel oils during the late war and was drawn from active service and laid up with other ships on the Pacific coast.

*Master Chester J. Blake*  
*Steddy Blake*  
*Master Steddy Blake*

# "BOTTLED GAS" GENII NOW

By P. E. Shaver

**T**HE shipyard is now building several types of propane tanks. Tanks for storage on land, tanks for tank cars, tanks for hauling propane by ships and by trucks. For the interest of the readers of OUR YARD, we publish the following information on propane and these tanks.

Sun Ship with its vision to the future, its connection with the Oil Industry and its experience in building oil refining equipment and pressure vessels of all types, is an ideal plant in which to develop and build propane tanks.

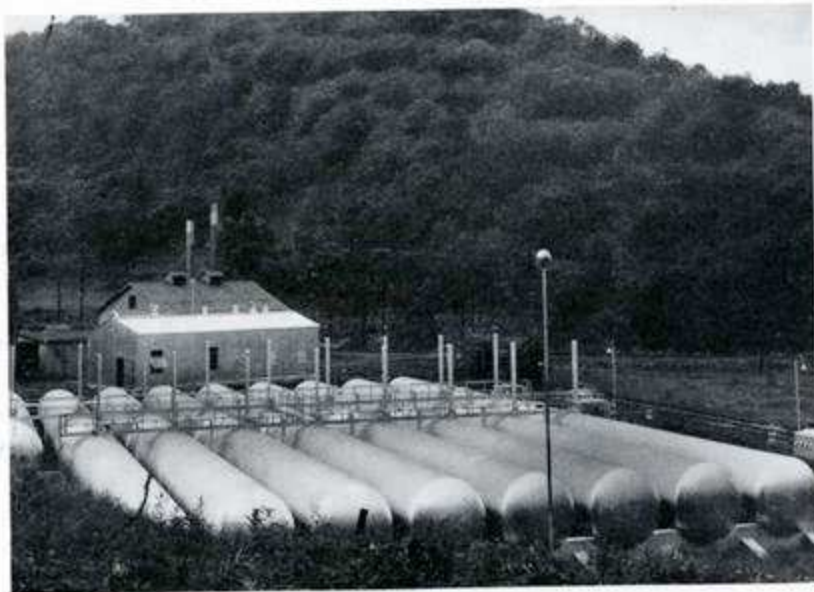
From the time propane was first used in industrial plants in a small way to the present when it is a major factor in the heating industry, Sun Ship has been

building tanks for its storage and transportation.

Sun Ship built some of the first tanks for hauling propane by automobile trucks; so through the years of development of this product of the Petroleum Industry, Sun Ship has kept abreast with its advancement and now is supplying pressure vessels for every phase of storing and shipping propane.

Propane is a by-product of petroleum. It is a liquid which goes into a vapor or gas. Most of Sun Ship employees are familiar with it since it is used through the yard for metal cutting and for heating.

About 15 years ago, the petroleum concerns began the development of two of their by-products, propane and butane, sometimes classed as Liquefied Petroleum Gas. These products are peculiar in that they can be held in tanks as liquids under pressure and can be used as vapor or gases for heating like manufactured or natural gas.



(Left) — **STORAGE PLANT** by J. F. Pritchard & Co. of tanks built by Sun Ship at Rosby's Rock, West Virginia.

(Below) — **HUGE PROPANE TANKS** pouring out of our plant. 30,000 gal. capacity of each tank. A single tank holds 24 hr. supply of gas for a city of 70,000 (size of Chester, Pa.)





# CHAINED IN GIANT TANKS

Propane vapor is about 5 times as potent as ordinary manufactured gas; that is, it has 5 times as much heating value.

The first stage of the development of these materials was to transport them in small steel cylinders (similar to acetylene cylinders) or bottles. So they became known as "bottled gases." Their use became common in the farming regions and in suburbs of the cities, and anywhere that people desired heating gas and where their homes or farms were beyond the gas mains of the larger cities.

Since these Liquefied Petroleum Gases have a high heat content and since they can be stored in tanks, they also became useful to industrial plants.

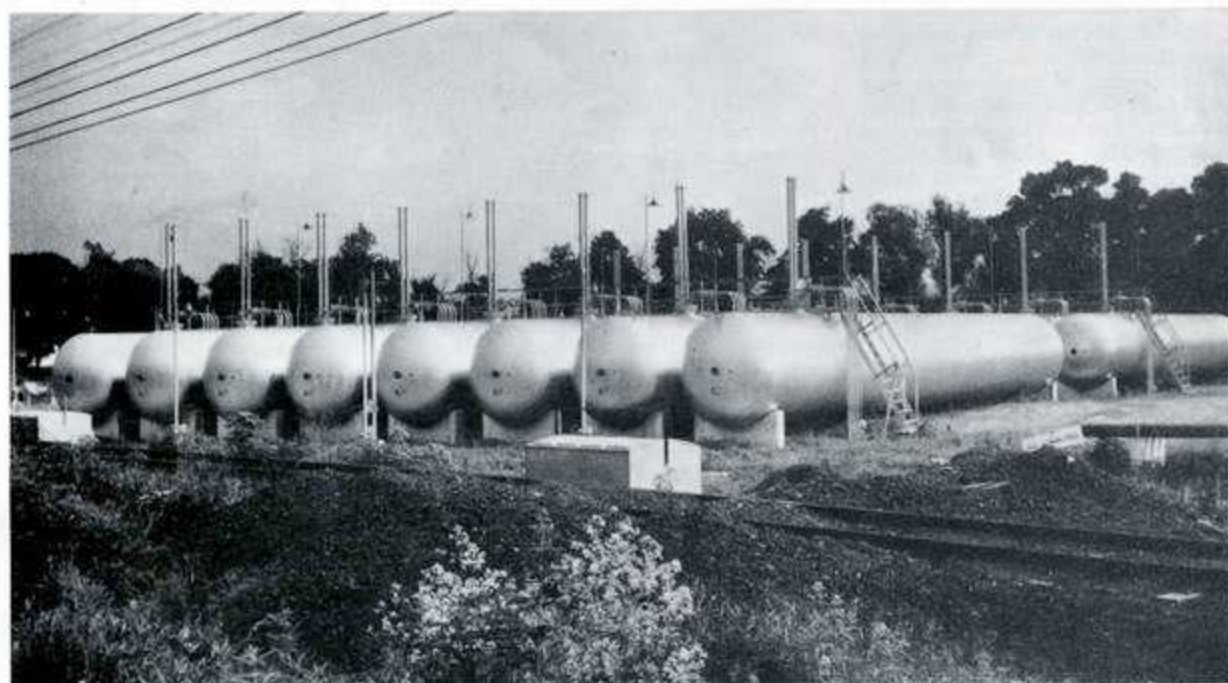
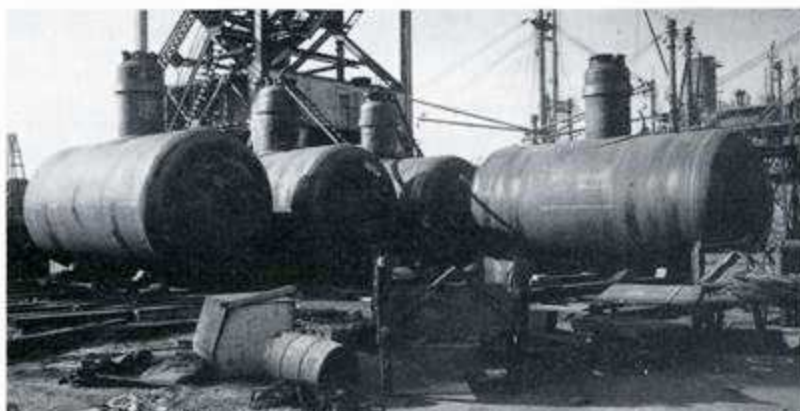
On account of the pressure required to store this material as a liquid, the tanks must be much stronger than ordinary oil storage tanks. In this climate, propane tanks

(Continued on Page 18)

(Above right) — **PROPANE TANKS** ready for installation on the S.S. AVILA.

(Right) — **THESE** are tanks for installation on tank cars.

(Below) — **SUN SHIP TANKS** set up at Elwood City, Pa., by J. F. Pritchard & Co.



*Mattie Chester Pritchard.*



# TAFT-HARTLEY LAW MADE CLEAR

By John G. Pew, Jr.

SINCE the passage of the Taft-Hartley Bill much has been said concerning the effects of this law on the working men of the country.



JOHN G. PEW, Jr.

I personally have read and studied the law on several occasions, and have found in it many things which in my opinion are of definite benefit to the working man in his relations with management.

The right to quit a job individually or to strike collectively is very definitely maintained.

The right of an individual to represent himself on his grievance is clearly spelled out.

The Sun Refinery News published at Marcus Hook in cooperation with the employees of the refinery and marketing division of Sun Oil Co. has recently printed the clearest summary of this new law that I have seen to date. I have requested that it be reproduced here and I hope each employee will read it and from it gain a better understanding of this new law.

## All Should Understand Law

The new law is poorly understood, according to public opinion polls. A majority of workers think the law is "anti-labor," but more than half of all workers cannot name a single one of the law's major provisions.

These same workers, however, when asked specifically about the major provisions of the law, say they agree with them. Out of 10 major provisions, union members in majorities ranging from 61 per cent to 85 per cent agree with eight, and

on one provision (banning political contributions, by unions), union members were split 50-50. The one provision which did not receive more than 50 per cent support from union members is the provision banning the closed shop. Among union members, 43 per cent were against the ban on the closed shop, while 48 per cent were in favor of the ban. Non-union workers were 70 per cent in favor of the ban.

## Individual Worker is Protected

One of the most outstanding features of the new law is its regard for the interest of the individual worker. Not only are new safeguards for individual union workers written into the new law, but the worker who does not care to join a union is given a legal status which he never before enjoyed. This greater protection for the individual worker is reflected in several provisions, such as these:

Union officers are required to make financial reports to all members, such as corporations are required by law to file.

A union shop (requiring employees to join the union within 30 days after employment) can be established only when a majority of all the workers vote for it. Individual workers can refuse to join a union, except where a majority of all workers in the unit have voted for a union shop.

Withholding of union dues from the employee's paycheck is not permitted unless the worker gives his consent in writing.

Welfare funds are safeguarded by requiring that the money be used for welfare only.

## Guarding Employees' Wages

Worker's wages are protected by outlawing wildcat and sympathy strikes which tie up production and affect workers who had no part in voting for the strikes.

Individual workers, under the new law, can take a grievance directly to the employer without consulting the union. The settlement, however, must not be contrary to the contract and a union representative must be given an opportunity to be present when the grievance adjustment is made.

In addition to a financial report

sent directly to all union members, union officers are required to file a report with the Secretary of Labor, from which members of the union can learn the names, titles, compensation and allowances of the union officers and agents; the manner in which such officers or agents were appointed or elected; and what authorization union officials have for calling strikes, imposing fines, expelling members, disbursing union funds, etc.

If an individual worker is discharged because of an unfair labor practice on the part of his union, he can sue the union to collect back pay.

An employer cannot discharge an employee under a union-shop contract simply because he is expelled from his union, as long as the employee continues to offer to pay his regular union dues.

## Workers Free to Organize

The basic rights of workers under the Wagner Act—to quit the job individually, or to strike collectively—are re-stated in the new law. Workers are free to organize into unions, to petition the National Labor Relations Board for an election, or to request an election to withdraw a union-shop agreement. Workers also can file charges of unfair labor practices against both the union and the employer, or against the union if, in a union-shop, the union charges excessive initiation fees.

Attacking the problem of economic peace in the U. S. the new law provides for a 60-day cooling off period after a contract ends or notice for its modification is given, thus providing an opportunity to settle disputes around the bargaining table without loss of wages and production. In a recent public opinion poll, 70 per cent of all union workers and 78 per cent of all workers, union and non-union, approved of this "cooling off" provision.

In the case of "national emergency" disputes, a delay of 30 days before the start of a strike is provided, within which time the employees must vote secretly whether to accept the employer's last offer. If an employee goes on strike during the cooling off period, he loses all benefits as an employee under the Act and may be dismissed.



### Responsibilities of Employers

Both restrictions and new rights for employers are contained in the new law. Employers are still liable for these unfair labor practices: (1) refusal to bargain, (2) domination of union, (3) discrimination against employees for union activity, (4) discrimination against employees who file charges or testify against the employer before the National Labor Relations Board. Moreover, employers cannot lock out employees during the 60-day cooling off period.

For the first time, employers can file charges against unions for unfair labor practices, can petition the NLRB for an election, and can express views, arguments or opinions regarding unions if they contain no threat of reprisal.

Union officials can request an NLRB election to authorize the signing of a union-shop contract; can sign such a contract if authorized by a majority of employees; can petition NLRB for an election if (1) employees desire representation, or (2) the certified or recognized union no longer represents the majority of employees.

### What Unions Cannot Do

The law prohibits unions from:

1. Refusing to bargain with the employer.
2. Imposing excessive initiation fees under a union shop agreement.
3. Restraining or coercing employees or employers in their choice of a bargaining representative.
4. Causing an employer to discharge an employee under a union shop contract unless he failed to pay dues or usual initiation fees.
5. Conducting jurisdictional strike or secondary boycott.
6. Forcing "featherbedding" practices on the employer—that is, requiring the employment of more workers than are necessary to do a job.

Unions are required to certify by affidavit that their officers are free of Communist affiliations or sympathies.

Unions also cannot make political contributions or expenditures, a rule applying to corporations for many years.

Both unions and employers may bring damage suits against the other if contracts are broken, but the law provides that the employer can collect damages only against the union organization and not against individual members of the union.

## In The Spotlight

JOHN B. TAYLOR



John B. Taylor and his three sons make up what might be called a typical Sun Ship team.

For more than 17 years, John B. has been associated with the Shipyard and every working day you'll find him intent on some job in his shop under the shadow of No. 1 Way or maybe on a craft that needs his services.

He is a reliable, steady chap who holds to the idea that hard work is good training for a young man. So, as his three sons grew up he entered them in the practical courses in the College of Manual Labor at Sun Ship.

John B. Taylor, Jr. became a bolter and reamer. Bob was given a job at the Wetherill Plant. William W. completed his apprenticeship in 36 Dept. and became a machinist.

At the same time, the wise father arranged for the education of the boys. "Trained minds and trained bodies combined to make good citizens," he said.

John B., Jr., was sent to State College and upon the completion of his college course went with the Philadelphia Electric Company. He holds a responsible position at the big plant

in this county.

Bob went to Columbia University and after getting his degree in engineering became associated with a New England firm.

Young Bill is a student at Trinity College.

John B., Sr., is mighty proud the way the boys have carried Sun Ship traditions into a busy world. He is pleased too with the athletic record of Bob who just previous to the outbreak of World War II was a football star at Columbia. He became famous because of the way he kept opposing players from tackling Sid Luckman, the Columbia passer and runner. One writer said of him:

"Taylor plays what is known as the No. 2 back position. He has only one assignment. It is to knock down laddies who try to tackle Luckman. Someone recently asked Coach Lou Little why he never let Taylor carry the ball. 'He's far too valuable,' said Little."

John B., Sr., resides at 1247 Kenwyn Street in Philadelphia. He looks forward to the time when he will receive his 20-year service pin.

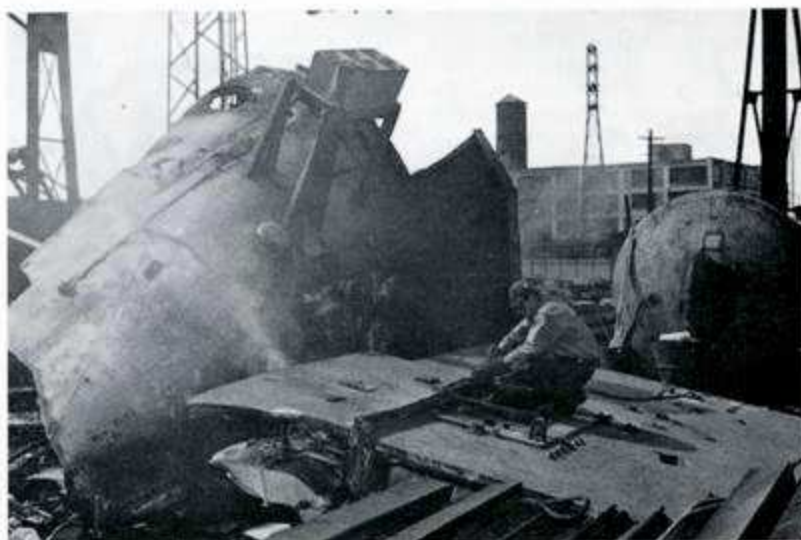
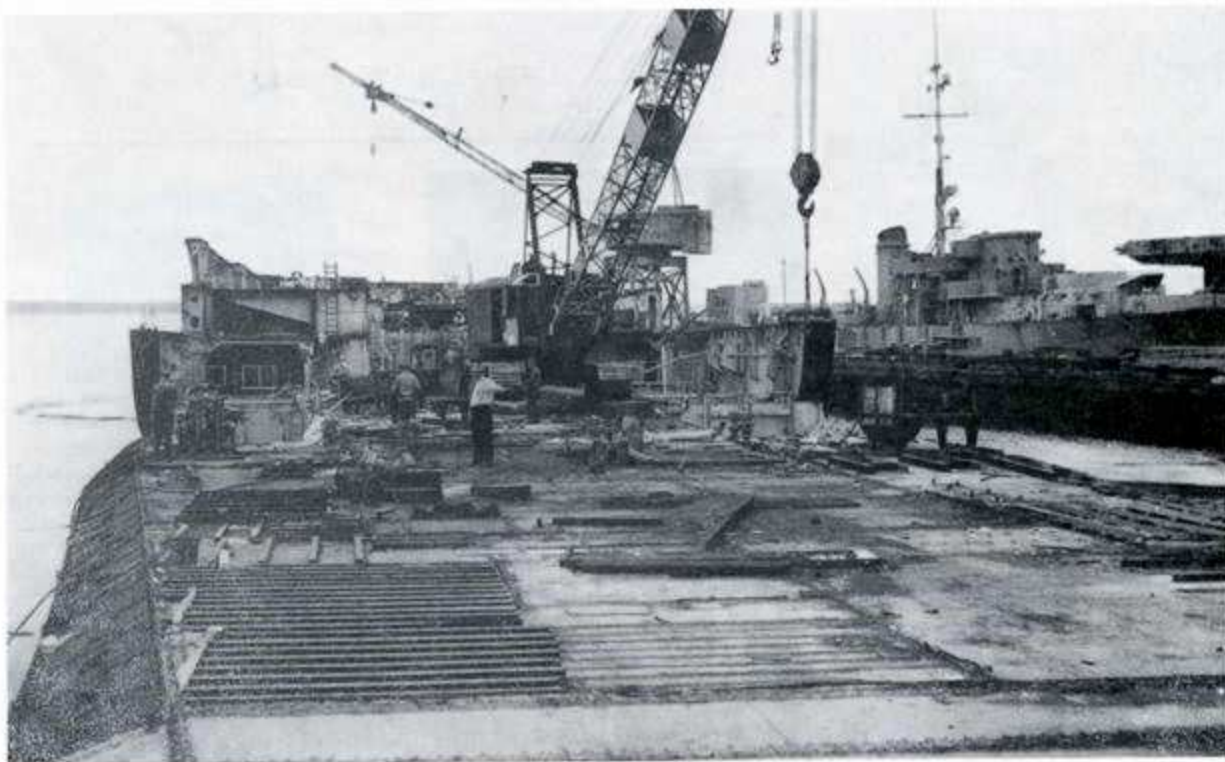
"The years have passed very happily here," he said recently. "I am glad to be one of the Sun Ship family and I know that my sons benefitted by their experiences in the Shipyard."



BOB TAYLOR

*Tackle Luckman!*  
*Tackle Luckman!*

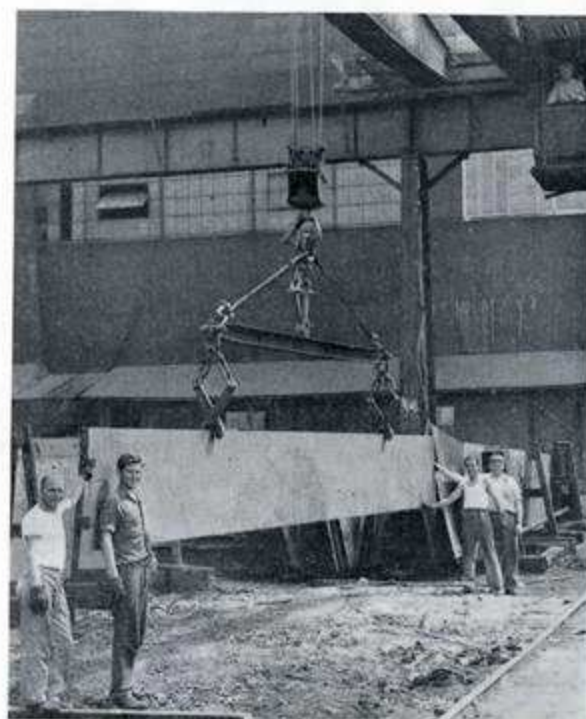
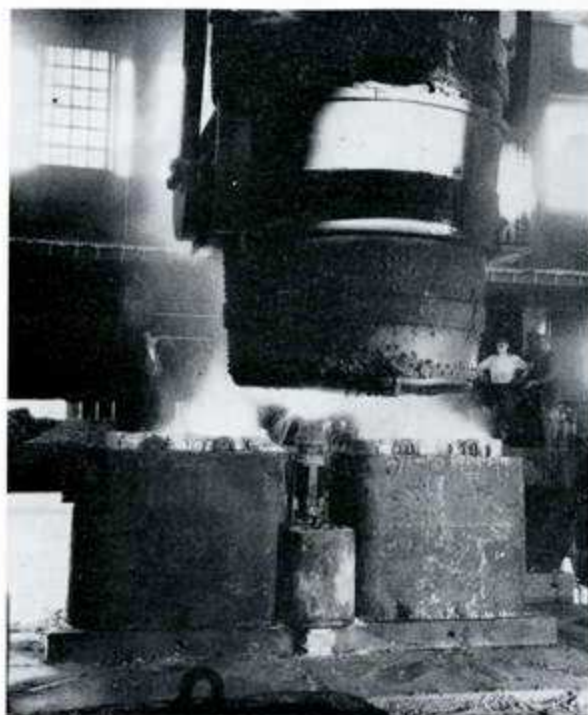
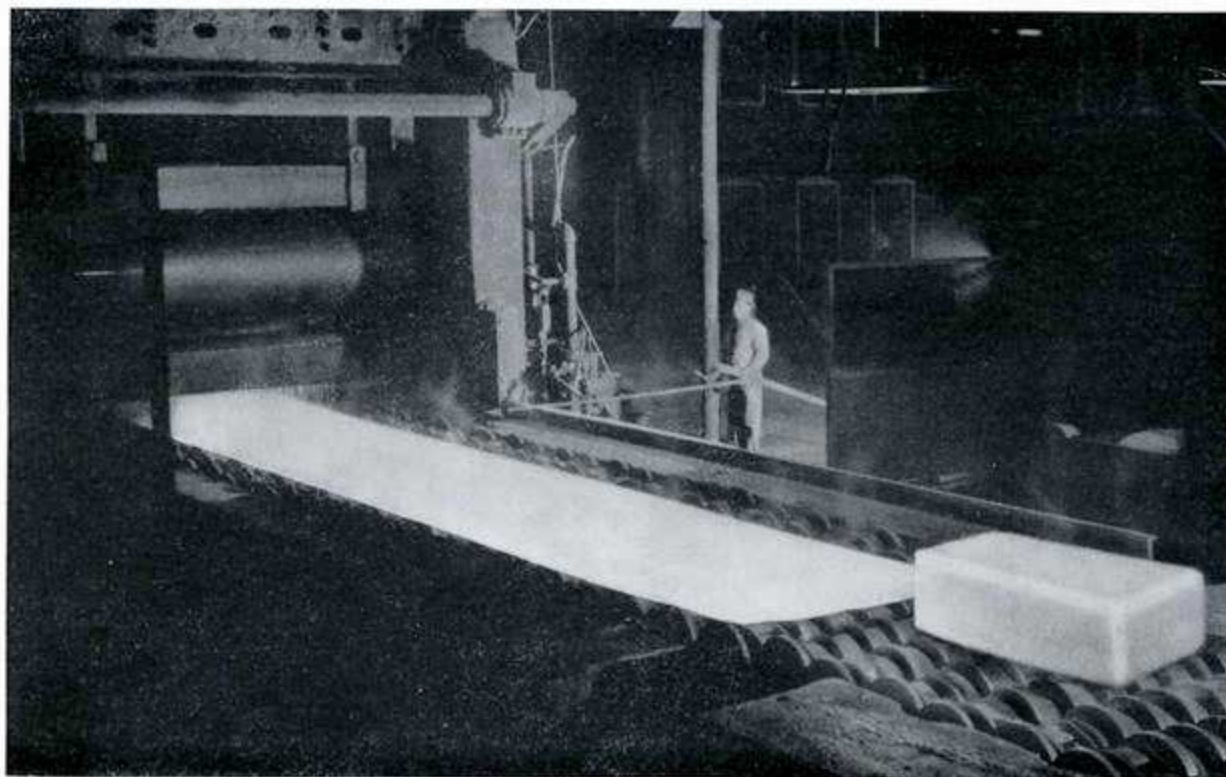
# FROM SHIP TO SCRAPYARD



**PICTURES TELL THE STORY** of Sun Ship's part in steel salvage. On these two pages you see a vessel being taken apart (above); huge assembly being guided on flatcar by Tom Howat and large pieces of metal being cut into small chunks to be melted. On right page the Warth Steel Company at Claymont, Delaware pours molten steel into ingots. Then the same plant rolls the ingots into plates (top of right page) and finally, Sun Ship puts the reclaimed steel plates back into ships, dredges, tanks, etc.



# FROM SCRAP TO STEEL PLATES



# SERVICE PINS AWARDED FOR AUGUST

**30 Years**  
 8-45 J. O'Neill  
 66-5 W. Marine  
 90-2 F. W. Burr

**25 Years**  
 1-15 R. Stauffer  
 8-588 A. Allen  
 47-2811 J. Gleave  
 90-89 Miss Ann Preston

## HOURLY ROLL

**20 Years**  
 1-32 H. Proctor  
 47-1053 P. Darlak

67-208  
 67-4347

8-115  
 8-182  
 34-817  
 45-51  
 47-203  
 47-256  
 65-89  
 67-156  
 75-48

8-550

## 15 Years

G. Edwards, Jr.  
 P. Young

O. Garrison  
 T. Johnson  
 J. Donlin  
 R. Willing  
 S. Depter  
 P. Polinski  
 M. Menard  
 J. Kates  
 J. Downs

## 10 Years

H. Hughes

30-52

30-83

33-264

36-567

36-618

36-754

36-779

47-436

59-324

59-662

59-1280

60-217

66-729

67-116

84-90

J. Day  
 F. Dute  
 J. Palser  
 J. Naspoli  
 A. Lilley  
 H. Walton  
 G. Calhoun  
 P. Peppe  
 S. Stevens  
 H. White  
 G. Casperson  
 E. Lang  
 R. Barrett  
 L. Bailey  
 A. Smedley



(Top) — J. GLEAVE, 47-2811, receives 25-year service pin from Supt. William Beatty.

(Middle) — R. STAUFFER, 1-15, is shown being congratulated by Supt. John Wilkinson on completion of 25 years service with the company.

(Bottom) — 30 YEARS OF SERVICE have been completed by J. O'NEILL, 8-45, and he is shown here receiving his 30-year pin from Supt. John Wilkinson.



(Top) — A 25-YEAR SERVICE PIN is presented to A. ALLEN, 8-588, by Supt. John Wilkinson.

(Middle) — SUPT. A. A. NORTON presents 30-year service pin to W. MARINE, 66-5.

(Bottom) — "The happiest years of my life," said PAYMASTER FRANK BURR when presented with a 30-year service pin by Contraller Charles Doyle.



## WHAM !! BOWLING SEASON STARTS

BOWLING SEASON FOR 1947-48 went rolling down the alley on September 10 with "B" League starting off. The "A" League started September 12. "B" League players are shown in this issue. "A" League players in next edition. (A) PAINT SHOP: Svini, Welch, Doyle, Bartholf, Eilbeck, Marvel. (B) WETHERILL: Bardsley, Grant (captain), Rowles, Siezikowski, Nauman, Pubusky. (C) BOILER SHOP: Sommers, Lynn, Anderson, Dignazio, Fitzsimmons (captain). (D) CRANEMEN: Bullock, Sidner (captain), Reynolds, Vickers, Presloid. (E) PATTERN SHOP: Robinson (captain), Strohl, Welsh, Weaver, Hill, Smith. (F) TUBE MILL: Smith, Kaminski, Toohey (captain), Mack, Garramore. (G) SAFETY: Renz, Herald, Green, Turner, A. B. Cressy (captain). Other teams on page 10.



## MORE BOWLING PICTURES

*(Continued from Page 9)*

(Top right) — **SHIP REPAIR:** Haebel, Owens, Johnson, Bradford

(Lower right) — **BURNERS:** Capt. Ryan, G. Moreland, Jr., Friel, Butakis.

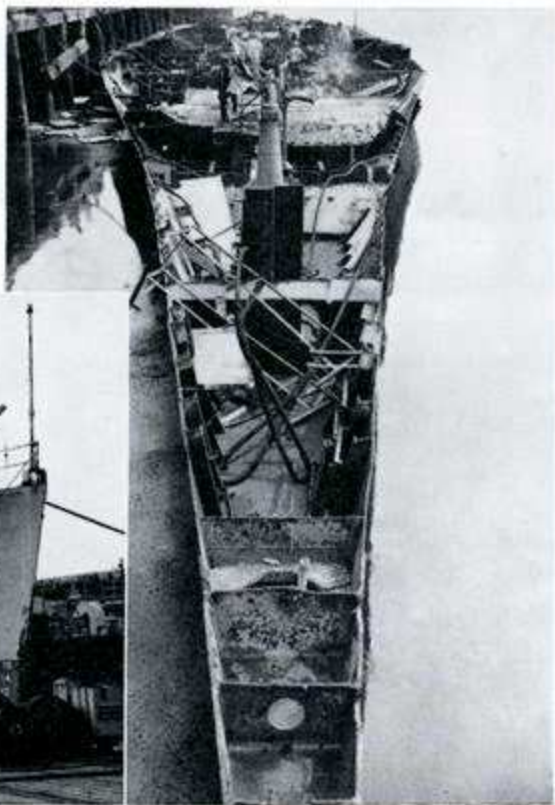
(Lower) — **REFRIGERATION:** J. Kervois, J. Mullen, D. Fisher, D. Bunel, M. Follett, J. Horner.

(Pictures of two more teams in the "B" League will be printed later.)



## THIS SHIP WAS ON SCRAP PILE IN 14 DAYS

**RAPID SPEED** with which Supt. William Beatty's men under Tom Howat scrapped a ship is pictured here. In 14 days, or less, the frigate shown in the lower picture was completely cut up and the steel was on the way to an open hearth or blast furnace. The picture at the right was taken about ten days after work of scrapping the frigate was begun.





# Tops In 6 Mo. Safety Standing



**T**HE slogan at the top of the picture, "Good Supervision Produces Real Safety," is exactly what the foremen in the picture accomplished. During the first six months of 1947, the departments supervised by these men did not have a single lost-time accident.

There was no suffering by their employees and their families, no loss of earning power and no loss of money to the company.

This record was made possible by good supervision and cooperation by the employees.

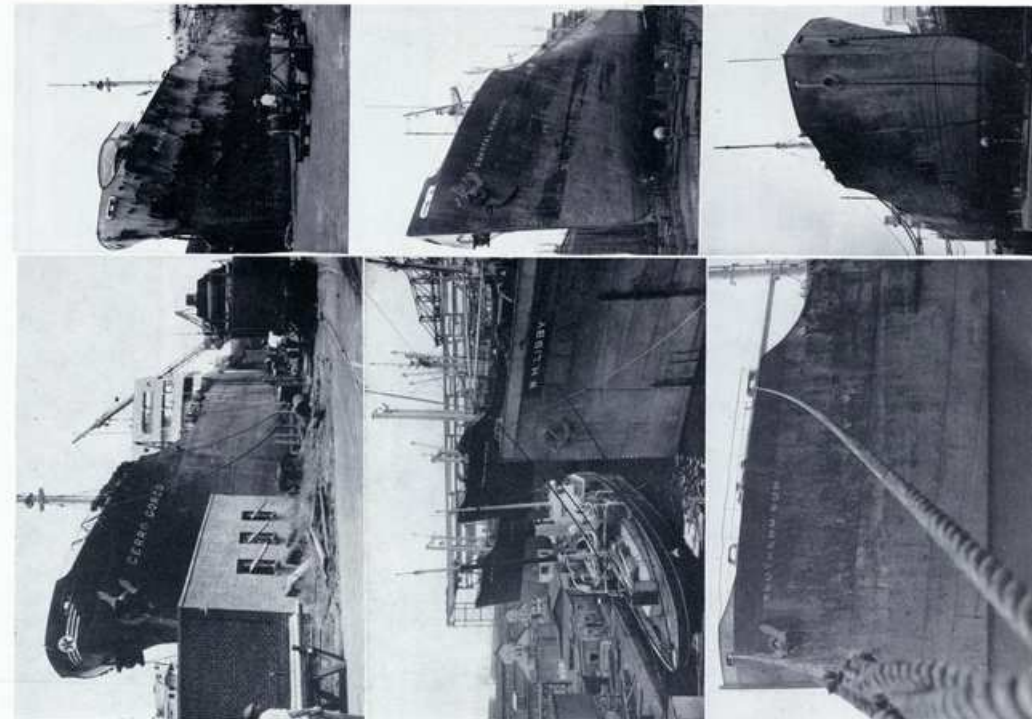
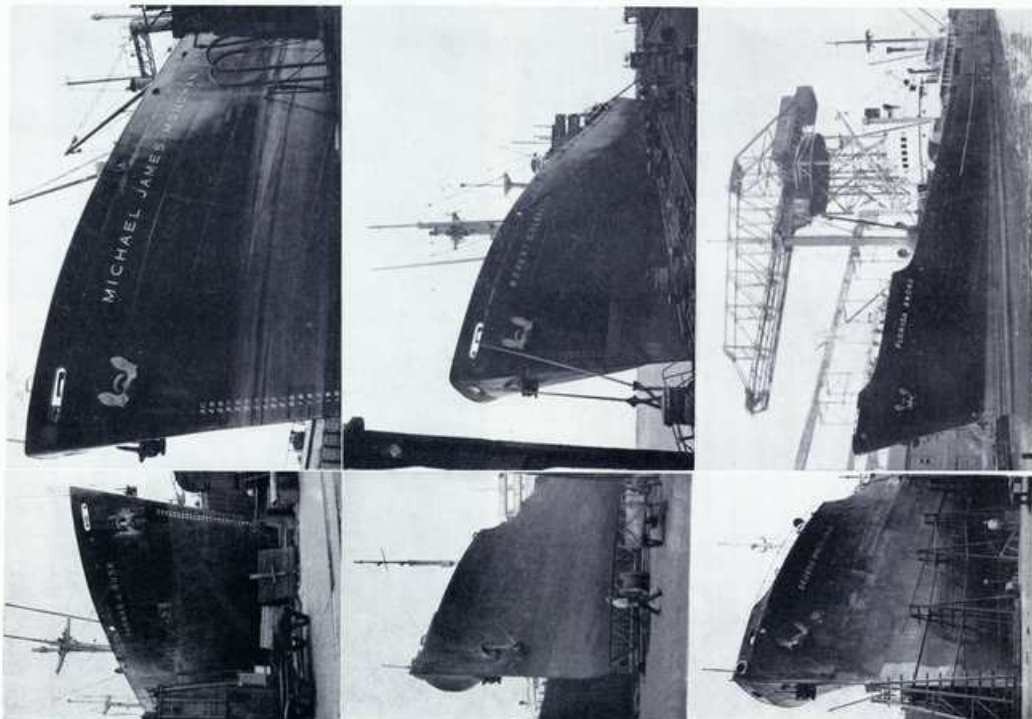
Mr. R. L. Burke, Vice President in charge of operations, who knows and deals with supervision, took time out to pay tribute to the foremen represented in this picture, left to right: J. W. Glossup, 1; William Rennie, 34; J. McCann, 65; F. L. Woodall, 69; Robert Mitchell, 31; R. L. Burke, Vice President; Frank McShane, 66; J. J. Neary, 46 and 51; A. Adam, 34 Copper and E. La-Crosse, 58. In his remarks he stressed what good supervision and cooperation of the men mean in eliminating the hardships caused by accidents.

He quoted some comparative figures from the Bureau of Labor Statistics, in Washington, showing Sun Ship with a frequency of 12.5 far below the average of the entire shipbuilding industry which was 23.9. In addition he quoted the following industrial frequencies which were much higher than the Sun Ship rate namely, construction and mining machinery, 25.0; pumps and compressors, 19.8; railroad equipment, 19.0; fabricated structural steel, 27.2; and plate and boiler products, 29.7.

Mr. McShane thanked Mr. Burke for his tribute on behalf of the group and expressed the hope, that, through their continued effort, the next six months would show the same results.

This picture is unique in that it is number one in a series that will appear every six months; the hope being that the same faces will again be on hand and that many more foremen will have joined the ranks of no accidents, no suffering, no loss of wages and no cost of compensation for the last six months of the year.

## CALLANT SHIPS THAT CAME TO YARD FOR REPAIRS OR CONVERSION







## OFFICE CHATTER

By Markkanen and Scott

A miscellaneous shower was recently given in honor of Anne Tomasi at the home of Peggy McKinney. Those attending were: Rose Merletti, Marge Kromer, Kay Bail, Maggie Gallagher, Jane Pietras, Helen Hury, Mary Pedanti, Cris Skidas, Marian Taylor, Kas Coonan, Jane Heavey, Bobby Null, Mary Leary, Jerry Bruggeman, Florence Bell, Libby Kauffman, Marie Orobono, Sarah Connolly, Ruth McKinstry, Sally and Rita Suidowski, Doris Gallagher, Theresa DiPlacido, Gloria King, Norma Owens, Sue Witmer, Peggy Markkanen, Mildred Brauer, Ethel James, and Evelyn Gay. Anne and John Witcowsky were married on September 27th in Our Lady of Vilna R. C. Church. We extend our best wishes and good luck to you both.

Pauline Ware, of John G. Pew, Jr.'s office, received many lovely gifts at a recent bridal shower given at the home of Betty Montgomery on September 25th. Pauline was married to Russell Hyde, of Marcus Hook, on Saturday, September 20th at the Marcus Hook Baptist Church and spent her honeymoon in the Poconos.

Jane Pietras, of the Payroll Dept., recently announced her engagement to Stanley Przywitowski. Best of luck to you Jane. No date has been selected for the wedding.

Birthday greetings this month are extended to Florence Bell on the 4th, Sally Suidowski on the 14th, Mildred Brauer on the 15th, and David Owens on the 20th.

Belated birthday wishes to Rose Merletti and Jerry Bruggeman.

Vacation Time. Members of Mr. Landing's staff have enjoyed spending their vacations at various places. Marge Desmond, and several friends, spent a week at the Glen Wood Hotel in the Poconos. Ray Burgess and his wife, the former Naomi Ingram, visited Ocean City, while Nellie News

went out to Indianapolis to visit her sister.

Franny Holland, of Mr. Hoffman's office, spent his vacation in Florida. Rather hot wasn't it Franny?

Hobby Dept. Dressing dolls is the favorite hobby of Anne Earnshaw, of Mr. Thom's office. Anne was at a loss as to what to do with the dolls when finished but we feel sure they will wind up under some needy child's Christmas tree.



PEGGY TRACY MARKKANEN, another lovely Sun Ship bride, was married on June 7 at St. Michael's Church, Chester. Peggy is employed in the Payroll Department.

## 74 DEPARTMENT

By Hilda Ramont

Our deepest sympathy is offered to Mrs. Jessie MacPherson upon the

death of her husband and our co-worked, "Mac," as he was known to his friends, waged a valiant battle against a long illness and his loss is felt by all.

We also extend to Leon Koenig and family our sympathy on the recent death of his father-in-law.

Congratulations to Mr. and Mrs. William Divens who recently celebrated a year of wedded bliss and to Mr. and Mrs. William Wright who were married September 27 at the St. Paul's Church. Dinner and reception were held at the Clubhouse; honeymoon spent in the Poconos. Lots of luck and happiness Bill and Jean.

### Did You Know?

Howard Clark has lost all faith in fishermen since he can't find anyone to repair his fishing pole. Mile and Uncle Steve are Boy Scouts. Bob Lee wants a receipt for flat tires. Harold is in the dog house and Fred has the keys.

School Days, not the good old golden rule days, but something new. Anyone wishing to become a "Deputy Sheriff" see Coak Bell. All that is needed is a 10 gallon hat, cap pistol and a Jr. G-man badge.

Vacations are over and we hear Mr. and Mrs. William Adelman visited Ocean City, Mr. and Mrs. Harry Todd, Atlantic City, Mr. and Mrs. William Lonnquist, New York City and Mr. Smith is wearing a nice tan.

Staff Sgt. Tom Behringer, Jr. and wife have returned to his base in Honolulu after spending a month's furlough at the home of his parents, Mr. and Mrs. Thomas Behringer, Sr. The Sergeant was a delegate to the American Legion Convention in New York.

Frank Cowan, who has been confined to his home due to illness, is improving and expects to be back with us very soon.



### 36 MACHINISTS By Dick Clendenen

So far as your reporter is concerned this has been a very poor year for the fishermen. However, there are some noteworthy exceptions—among which is the feat of 59 Dept.'s Lew Myers who while vacationing at Wildwood, N. J., landed a large catch of porgies, flounders and sea bass. Included in his catch was a 3 lb. flounder which, while far from a record catch, was large enough to win the pool which amounted to \$7, thereby insuring for him a cheap trip.

We were sorry to learn that our friend Horace Esrey, veteran foundryman at Wetherill Plant, is hospitalized and must undergo an operation. His son, "Bud," was formerly employed in 34 Pipe Shop and two brothers, Reese and Freddy, are in 36 and 91 Depts. We sincerely hope that his operation will be entirely successful and that his recovery may be both speedy and complete.

Also in the hospital is Fred Ott, who for many years was with us in 36 shop. Fred's health has been poor ever since he left the yard and we were very sorry to learn that his condition has apparently declined. It is our sincere hope that he may be restored to health again and enjoy a happy future.

36 Machine Shop is in the process of a real transformation having been overhauled from stem to stern and undergoing an almost complete re-tooling. We have all been raised about 18 inches which height represents the amount the floor was elevated. (No more floods, we hope).

Much of the old equipment, which we have nursed along these many years, has been relegated to the scrap pile and many of the old timers, finding themselves confronted with the task of operating modern machine tools, will find it necessary to learn all over again.

We are all anxiously awaiting the completion of this change over and anticipate much better working conditions in the future and as for management, we are thoroughly convinced the value of the shop will be enhanced many fold.

It seems just like old times to "yours truly" to again be in the same shop with such old timers from 34 Dept. as Charlie Buckley, Ralph Dantonio, Webbie Sherman and all the others and here's hoping that we may spend many more happy years together.

36 Dept. wishes to extend heartfelt sympathy to Sam Minnick whose father recently passed away. Sam

spent many years with us in the shop and was always very popular and we all join him in his bereavement.



**CONDOLENCES** are extended to the family of SAMUEL NELSON, formerly of 36 Dept., who died on July 30. His family resides at 2337 N. 30th Street, Philadelphia.



**BIRTHDAY CAKE** was presented to popular Elmer (Grandmom) Fisher by his fellow-employees in the Hull Drawing Room. He had just won a lunch hour chess game when the cake was brought in and with a mighty puff the candle was blown out. Shown in the group, left to

right are: Earl Moody, Robert Hoffman, Joseph Ambrosino, Alex Hubay, Thomas Dunbar, William Eppright, William Deck, Paul Sloan, Richard Hall, M. Willis, Thomas Larkin, Paul Delehanty, John Sulger, John Salerno, Otto Nieland.



## PLENTY OF COLOR IN THIS SHOP

**PAINT SHOP INTERIOR** is one of the unusual pictures of this issue because it shows the great cans in which pigments are mixed as well as the buckets of paints. Head of Paint Shop is F. L. Woodall, who is shown with some of the men in the shop.



## 34 DEPARTMENT

*By Chick and Toots*

Harry Fry was taken to the hospital the other day. We all hope for a speedy recovery "Hutch."

Jimmy (Plugger) Davidson has returned to the Pipe Shop after spending a couple of weeks at the Wetherill plant with some of the older employees of the company, most of whom are pipe smokers. Now the "Plugger" is off cigarettes and smokes a pipe continually.

Chick (The Rev.) Forwood has returned from his vacation. He spent most of his week touring through Georgia looking for peaches. On the way home, he developed a stiff neck looking over Lookout Mountain. Since coming home, "Rev." has started a new hobby; shoe repair. Anyone having any shoes to mend bring them to the Pipe Shop.

Looking around the Pipe Shop we see a lot of bay windows that would look better on a three story house.

Ed (Pappy) Woolsey, after running an ad in the last issue, failed to get his wrist watch back. However, "Pappy" broke out with a new one, a dollar down and the balance ten days after death.

Roy Grander has to take a back seat now that the new speaking system is operating at lunch time. Roy likes to tell the boys of his experiences in the Navy.

Clayton Toureville is going to raise lima beans next season so he can mix them with his corny jokes. He loves succotash.

Otto Seigel, of the Expediting Dept., spent a couple of days at the Reading Fair. They were afraid his snuzzle would get caught in the cages,

so they moved the animals out early. He said he did enjoy the Reading beer and pretzels.

Joe Meehan has returned from his vacation, a long one, sporting a nice sun tan obtained at Garden State.

Jim Ackroyd also returned from one of those long vacations. They say his old crate fell apart on the sands of Arizona. It cost him as much to get it patched up to come home as a new car; a very expensive trip, Jim.

George Ives, of Mr. Flanigan's office, came to work again the other day looking like a New York alderman. We all wondered where the onions were that came in that sack.

Willie (Sweets) Green, the Wilmington whirlwind, likes to tell the boys of his experiences on the baseball diamond, especially when they would go out to the work house and play. A lot of his buddies think at times they let the wrong team out.

## 69 PAINT SHOP

*By H. Thompson*

The sign shop has been busy repainting the name boards of ships. During recent weeks more than 20 were restored.

William Lista headed a group of anglers on a trip to the shore. The party caught exactly three fish.

It is pleasant to see the faces of old employees who have returned to the Shipyard.

Vacation days are coming to a close. Assistant foreman Pete Childs has returned from a restful trip to the seashore.

The gunners are getting ready for the opening of the shooting season. This year the boys get a break because small game hunting opens on a Saturday—November 1.

## IT'S A WORTHY CAUSE

J. Newton Pew has been named Chairman of the 1947 Christmas Seal Sale in Delaware County. He is an active member of the Executive Board of the Tuberculosis Association and has been interested in civic and social activities.

The County campaign will start November 24th and continue until Christmas, it was announced.

Mr. Pew is Vice President of the Delaware County National Bank, and in accepting the Christmas Seal chairmanship, stated that he felt the mass X-ray surveys conducted in the past year brought a full realization of the association's efforts to eradicate tuberculosis throughout the county.

Within a few days, he added, committee members will be named to assist in this campaign. "I should be very happy to have residents volunteer for this work," he said. "Anyone who feels that they can assist in this important community undertaking will, I trust, communicate with the office of the Tuberculosis Association, Eighth and Edgmont Avenue, Chester."

## OUR OCTOBER ISSUE

The October edition of *Our Yard* presents the story of how "bottled gas" became a big industry. The front and back pages show an important installation of Sun ship-tanks by J. F. Pritchard and Co., through whose courtesy the picture was made possible.

*Lemmi School.*

*Chester Blake  
111 Ninth*





THERE'S HALF A MILE OF ONE INCH COILS in this old section of refrigerating equipment removed from the TIGRE. Sun Ship is installing new refrigeration on the ship and making other improvements.



WHEN THE FLORIDA SWORD CAME TO SUN SHIP FOR REPAIRS, her decks were loaded with buses, trucks and automobiles for shipment. All of this deck cargo had been protected from the elements by tarpaulins. One of the buses, with covering removed, is shown in the picture.



LARGE PLANER, shown in this picture, was hauled from the old 36 Machine Shop completely around the building to be installed in the new addition formerly occupied by the Electrical Department. Workmen are shown carrying heavy planking over which the rollers travel.

### 33 DEPT.—ELECTRICAL

*By William Powers*

Most of the vacations are about over except for the deer slayers who are saving time for the winter.

O'Brian seems to be very proud these days that he finally finished his apprenticeship, interrupted by the war as were so many others.

Ed Shisler just returned from a very pleasant vacation through the South.

Cantwell made his annual trip to the Poconos this summer.

Typical greeting from Al Rowe, dry dock electrical leader: "Are you getting anything done? The ship sails, you know."

Joe Thunder has been umpiring baseball games all summer and still has quite a few friends.

Luke Fannon played center field for the pennant winning Upland baseball team.

Warren Humes still catches a few ball games though not as active as he used to be.

Queensbury leaving for a fishing trip was heard to say that he would teach "Senator Claghorn" Cartwright how to catch a lot of fish.

William Gallagher, apprentice in the Electrical Dept., tells me his vacation money ended a little before his vacation. However, he had a fine time in New York and Sea Isle City.

G. Milne has purchased his season tickets for the Penn football games again this year and is looking forward to pleasant Saturday afternoons.

### 91 DEPARTMENT

*By H. Obdyke*

Our fellow worker, John Ingram, is on the sick list and we wish him a speedy recovery and return to his post.

Foreman Norman Fisher, Frank Renwick and your reporter have enjoyed vacations since last issue. Mr. Fisher in Maryland, Renwick and your reporter in Ocean City, New Jersey.

Don McKay is pleased with his permanent vacation on 2nd shift. Keep your chin up, Don.

It has been reported that Harry Renz and Larry Roten have buried the hatchet. (Renz buried it in Roten's neck.)

Anyone desiring accordion lessons should contact the timekeeper in 68 Dept. Good rates and volume guaranteed. Look him up; he's good.



## CHAINED IN TANKS

(Continued from Page 3)

are built for 200 lbs. per square inch pressure whereas ordinary underground tanks for gasoline or fuel oil are built for 5 to 10 lbs. per square inch.

Since industrial plants need these materials in large quantities, tanks of much greater capacity than the original bottles are now needed.

Sun Ship has built tanks from the smallest sizes up to the largest sizes. The standard industrial size is now 30,000 gallons. This is the size tanks which are now being built in large quantities in Sun Ship shops. Each tank will weigh empty about 77,000 pounds. One tank will hold fuel equivalent to 4,500,000 cubic feet of manufactured gas or about 2,750,000 cubic feet of natural gas.

One tank full will supply the gas requirement of the City of Chester for a full 24 hour average day. Chester (with a population of 70,000) uses from 3 to 5 million cubic feet of gas daily.

These tanks are being installed all over the country, not only in industrial plants but as the gas supply for small towns that do not have gas plants and for the larger cities that do not have gas plants but need more gas reserves for peak loads.

Propane gas is mixed with the manufactured or natural gas. The producers of Liquefied Petroleum Gases had to develop means of transporting these materials to the many places of storage therefore special railroad tank cars were developed for this purpose. Sun Ship is now building tanks for these tank cars, each car will haul about 10,000 gallons. Many automobile truck tanks have been built here in various sizes.

A more recent development is the building of tanks for hauling Liquefied Petroleum Gas by ships. The installation of large propane tanks in the S.S. ESSO CAMBRIDGE was recently completed here and the work for the S.S. AVILA are good examples of this new phase of handling Liquefied Petroleum Gas.

At the close of the war, many gas companies all over the country found that it would take them years to catch up with the increased demand for their produce. This increased demand for all fuels is general throughout this nation. The gas companies have for that reason installed propane storage and standby facilities on a major scale as an expedient method

of meeting their peak load mid-winter cold weather demands.

They store the propane in large quantities during summer in tanks arranged at strategic locations on their systems, and then when high demand periods occur in winter, they vaporize this stored liquid propane, blend it with air and mix it with their regular gas supply flowing through their lines.

Sun Ship has been building propane tanks for many of its customers. One of its largest orders has been for the J. F. Pritchard Company of Kansas City, Missouri.

Space will not permit the complete development of this subject but it is hoped that this brief description, together with the accompanying pictures, will convey to our readers a better understanding of this phase of the company's business.

\*Much of the information was supplied by Mr. C. V. Spangler of the J. F. Pritchard Company.

## 88 — GUARDS

By David Morris

Capt. MacGregor is back from two weeks vacation: Canada, Radio City, Coney Island and Atlantic City with enough pleasant memories to last till next vacation.

Capt. Swyers moved from Collingdale to Rosemont. "Main Line," more aristocratic out that way.

Carney taking vacation in October. It is rumored his pretty daughter is to be married then. Is this right, Jim? Forsythe take up where Bartow left off.

Schaeffer has or did have a Plymouth for sale.

Christopher must be thinking of his fur lined undies.

Hardwick trying to find his lucky star. So far just a kinked neck.

If you break it, see Collins and he will fix it.

Sheriff Pechin had his annual fishing trip. Fisherman's luck; all the big ones got away.

## WALLET IS RETURNED



George Blue, 80-137, recently found a brown leather wallet containing \$165 in cash in the men's room in the garage. Mr. Blue promptly turned this wallet over to Guard J. Carney, who turned same over to the Guard Office.

Supt. Harry Sheain, of the Guard Department, notified J. Dugan, 30-2287, owner of the wallet, before Mr. Dugan realized the wallet was not in his possession.



GUARD FRANK McLAUGHLIN, 88-64, came to work at Sun Ship on March 6, 1941. During that period, he never lost a day and he has never reported for work late. This record of dependability and devotion to duty is something to inspire all the employees of the plant. Guard McLaughlin resides with his family at 420 E. 20th Street, Chester. Mr. and Mrs. McLaughlin are the parents of twin daughters, Helen and Maureen, nine years old. They also have another daughter, Frances, 14.



## 59 DEPARTMENT

By C. DeTulio

With vacations almost coming to an end, and election worries cleared up, hunting season will soon be on the way. I met Charles Nyce last week, who was talking about his new rifle and promises the venison dinner that he missed last year.

I went to Wildwood over Labor Day and I couldn't begin to tell you of the 59 Dept. men I saw. Of course, Larry Biddle, Elmer Palo and family, Joe Trakin, J. Starkey, Frances Delaney, J. White and many others were there and all were sun tanned.

Reds Moore and family spent their vacation at Newport News and also had their family reunion. Reds said there were at least 80 relations there.

George Milnes (Limey to all of us) just returned from his three month trip to England and said he will fly there next year. It's much quicker than sailing.

Congratulations to Harry Butler, of the Boiler Shop, who recently trotted up to receive his 30-year pin. That's a proud record Harry. We of 59 Dept. are glad to be able to have a foreman with such a fine record.

Frank Metz, alias Magno, and Joe Loyko went to Oyster Creek fishing. Joe sported a black eye when Frank hit him with the motor starter cord.

L. Lewis received his 10-year service pin but said he had to work more than 10 years to get it.

Tommy Ryan is recovering from blood poisoning after spending 5 days at the Chester Hospital.

We can't figure how Leader Ed Spain and Jim Doherty get so mixed

up on their signals while working over in the annex. It's plain enough 1-2-3-4.

Everybody won recently when Butler paid off. Johnny Mullen sped right up to Green Ridge and put a down payment on his new home. Good luck, Johnny, remember us when you have the house warming.

Congratulations to Mr. and Mrs. James White on the arrival of James Thomas, Jr., 7½ lbs. Thanks for the cigars, Jim.

Dick Webster finally got his new fire engine over at the Hanley. What a beauty.

## INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

At the opening of the Sun Ship bowling season, Dept. 78 is represented by two teams: Hull "A" captained by Joe Ambrosino and Hull "B" by Al Williams. It was a tough fight to get a captain for Hull "B." Perhaps one of the two teams will be able to knock off the championship this season. It will be recalled that "A" team was runner-up last season. Taking another slant at it, what "B" team lacks in bowling it makes up in enthusiasm.

Earl Ewing, Jim McQuade, Don Burke and Royden Rogers stopped in for brief visits last month.

And now we have the communal coffee cup; we mean the one that Kel Damsgaard shares at lunch with Sam Morse, and the one with which Val Germann sponsored Joe Ambrosino.

We take this opportunity to welcome A. Hoersch as he joins the staff of Dept. 78.

Charlie Bertun and Irene Mallgrave were married on September 6th, in Prospect Park. Good Luck!!

Our soft ball team tied the Darby Moose. The Moose have a record of 27 games won, we have 3 games; some team!!

We understand that Elmer has been initiated into the Darby lodge as a "droopy" moose.

## Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family of the following employee who died during the month of August.

S. Olafsen, 68-70, 1206 Johnson Street, Chester, Pa., August 26.

## HOSPITAL VOLUNTEERS NEEDED

The Council on Volunteers, a Community Chest Agency, coordinates the efforts of volunteer organizations, maintains standards of volunteer service, stimulates the use of volunteers in the agency and recruits and places volunteers in opportunities of service.

Your leisure time can be put to good use in any of the following jobs: 1. Hospital and Clinic Service. 2. Youth Guidance. 3. Child Care. 4. Motor service for the Handicapped.

A need exists especially at the Chester General Hospital. This agency can use both daytime and evening volunteers in the following capacities—ward aides, supply room assistants, receptionists, etc.

In the health field there is also a great need during the day for motor transportation for physically handicapped patients, to be taken to clinics for treatment.

For further information contact—the Council on Volunteers, 115 Commercial Trust Building, Philadelphia 2, Pa. Telephone LOcust 7-3035.

The Howard C. McCall American Legion Drum & Bugle Corps won the National Championship at the recent convention of the American Legion in New York. Tommy Leeson was instructor of music and drills and was present when the award was made.



GEORGE KILGORE, of 45 Dept., and BILL STERN, of 59 Dept., are shown with a 40 lb. tuna and that's a lot of fish.



ANDREW WINIASZ, formerly of 47 Dept., died suddenly at his home 515 E. 8th Street, Chester, on July 25.





JOHN VISCUSO (left), of 30 Dept., is shown with a group of his friends on a gunning trip to South Dakota. That state has the finest ringneck shooting in the world. The dogs in the picture are English Setters.

## 67 DEPT. — CLEANERS

By Major Palm

There is talk of a get-together party of Cleaners at present working at Sun Ship who sponsored vessels launched here. Party to date consists of Martin, Outterbridge, James Shorty Nelson, Nace Jamerson, Coleman Dawson and Major Palm.

Bill Steward—Tell the boys who the "Tree Dweller" is.

We told you Jamerson was going to catch a fish as big as a whale. The one Henry Jones is going to catch will be bigger.

### Personality of Cleaners:

Jerry Johnson: Cheerful  
 Russ Gerald: Good natured  
 Phil Pierson: Supersonic  
 Fred Rider: Foxy  
 Jim (Shorty) Nelson: Supervisory  
 Martin Outterbridge: Lively  
 Nace Jamerson: Determined  
 Joe Henson: Convincing  
 Ross Holland: Faithful  
 Lloyd Bodison: Willing  
 Roger Lacy: Tireless  
 Harry (Bubbles) Edward: Fairminded  
 Enoch Rider: Boastful  
 Bill Jones: Firey  
 Bill Ervins: Durable  
 Bill Miles: Temperamental  
 Howard (Hobby) Bantum: Noisy  
 Walt Barrett: Kind  
 Robert (Decon) Homes: Swift  
 Leroy (Babyface) Stansbury: Forceful  
 George (Battie) Bulware: Cunning  
 Terry Hayes: Smileable  
 Emerson Gathel: Serious  
 John (Soap) Price: Domineering  
 Wilber Prithet: Brotherly  
 Bob Dunkerson: Courteous

John Kates, third shift, Daddy Buck and Wallace Handy, of the first shift, are planning to go deer hunting. We hope all the deer have four legs.

There has been a lot of discussion on who is the 67 "Brown Bomber." We pick Dubby Allen, second shift, by a landslide.

## 68 DEPT. — RIGGERS

By Half Hitch

Well, Johnnie Pace's new baby came to town several weeks ago. It's a lovely little girl. She has long black hair and the finest, clean cut features of any baby we have seen for a long while. And, if fingers mean anything, Mrs. Pace, you had better start looking up a good piano teacher. The El Ropoes Johnnie passed out were really something.

Big Olaf Olsen is gone.

Pick up the yard phone these days and dial 211. If some one with a Jap accent or dialect answers, it's Walter Vogel. Welcome back, Walt. And by the way, is it true that everything runs by contraries in the Far East?

Here's one for Ripley. Jim Chart-rand takes a guy to the ball game. Jim pays for two tickets, gives one ticket to "Guy." "Guy" wins 1947 Buick and is immediately offered \$3000 for it. "Guy" keeps car. To date, Jim hasn't even had a ride in it. Don't lose faith in man, Jim.

Every once in a while we run into someone we knew years ago. This time it's Captain Small of the Overseas Tank Trans. Co. He is now located at Sun Ship as an inspector for that company.

## ONLY ONE TANKER BEING BUILT

On August 1st there were 254 ships under construction in American yards, 112 of them self propelled and the balance non-self propelled. In this list are twenty-nine cargo vessels, twenty-three of them turbine vessels, the balance Diesels. Five cargo-refrigerated ships are being built and two passenger-cargo ships. One tanker is also under construction.

Of the smaller craft being built the largest number are hopper barges, with sixty-eight under construction. Next are tank barges of which there are fifty-one to be followed by 36 cargo barges. All these are without propelling machinery.

Of the vessels under construction with propelling machinery the greatest number are towboats, seventeen of them being Diesel propelled and one steam reciprocating engine. There are also two ferry boats, eight steel tugs, nine steel trawlers and six coastal cargo ships.

## WETHERILL SCOOP

By Wally

Our electric truck driver, Miller by name, is smoking cigarettes these days. The cost of living sure does make a difference. You know Miller is strictly a cigar man. Cheer up, Christmas will soon be here. Remember, Santa Claus!!

Frank Thompson, 3-400, has just returned from his vacation. Frank had a very enjoyable motor trip out west. One of his stops was the "Windy City." Now Frank knows why people say, "Go West young man, Go West."

Photography is back in the news again now that supplies are plentiful. How about some pictures? Can't we start a picture contest soon?

Robert Fulton, of 91 Dept., (no relation to Robert Fulton, the inventor) has returned from his vacation. Bob must be an out-door man by the looks of his suntan.

H. Esrey, of 4 Dept., has been on the sick list for a long while. Here's wishing him a quick recovery. Esrey is the oldest man in service in 4 Dept.

Tony Lastowka, 8 Dept., has left service. Tony was well liked by all his fellow workers and will be missed a lot. Tony is president of the Polish-American Eagle Citizens Club and is now in business in Glenolden.



## SHIPFITTING DEPARTMENT

By Jack Grieco

In looking over our vacation records, we find that nearly all of our men have had their vacations, except a few who are saving theirs for that good old hunting season. Um-m, "I have visions of a venison steak."

We are glad to welcome back Herb Messick, who was off for a couple of weeks due to a piece of steel that chipped off a hammer and lodged in his abdomen while working on the dry-dock.

Sam (Lanky) Mitch carries enough lunch for three men. "Didn't they feed you while you were stationed in Korea, Mitch?"

Basil (Rathbun) Greismeyer reported in with a swollen jaw the other morning — said it was neuralgia. "So the Mrs. threw yer ole Joe Penner straw hat away, eh, Basil?"

In passing No. 2 Pier the other morning we noticed the HAWAIIAN FARMER listing. Upon investigation we found 'twas only Fred Glatz (265 lbs.) and "Shep" Sheppard (264 lbs.) near the railing amidship. "Shep" was assigned as Fred's helper while working on bulkheads, and we understand they had to come up on deck each time they had to turn around.

Arthur Millay was stranded up in Massachusetts with his plane for a couple of days due to heavy rains. However, when the weather cleared he flew the plane back home safely.

George (Hat) Kilgore of Berthing is a busy lad these days, ably assisted by his co-workers, Humphries, Johnson, and Newnom. Only time we get to see him is at lunch but then we can't get a word in edgewise when Frank (Talkie) Ryan is present.

Did you know that Freddie Glatz is a pin ball machine expert? "No fair tilting, Fred."

The Doyle & Gallagher duo are putting on the finishing touches on the two HAWAIIAN boats at No. 2 Pier. The RANCHER will be the first to move out.

Mrs. Joseph Anderson was seen recently shopping for a new alarm clock. "Can't get up in the morning, eh, Joe?"

Smiling Ray Henry of production department, has promised us a photo of that new baby for a future issue of OUR YARD.

Shorty (The Dome) Cahoon dropped in to say hello t'other day. "What was the rush, Shorty?"

## A RECIPE FOR BETTER PRODUCTION

Did you know that a good leader respects those under him: he does not act superior, but he lets them know who is boss.

### "WEE BIT O' NONSENSE"

or

### "SMILE — DERN YUH"

A chap after placing flowers on a grave in the cemetery, noticed an old Chinaman placing a bowl of rice on a nearby grave and asked:

"What time do you expect your friend to come up and eat the rice?"

Replied the old Chinaman: "Samee time your friend come up to smellee flowers."

Interviewer: "Have you any references?"

Applicant: "Here's a letter from my last employer. 'To whom it may concern: Miss Jones worked for us one week and we're satisfied.'"

Doctor (after examining patient): "I don't like the looks of your husband, madam."

Wife: "I don't either, but he's good to the children."

Did you know the average man has a vocabulary of 3000 words — that is, until he hits his finger with a hammer, then he just ad libs.

Marriage is a mutual partnership — the husband being the mute.

Said one little nurse to another: "I've been eating an apple a day — but that new doctor still chases me!"

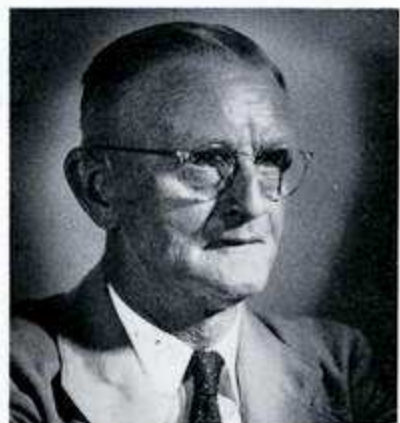
Confucious say: "People who live in glass house at least have a place to live."

The country boy, watching his first game of golf, was amused at the heroic efforts of a man in a sand trap to extricate himself. Finally the man belted the ball just right and it dropped on the green and rolled into the hole. "Gosh," chuckled the boy. "Reckon he's going to have a hard time getting out of that one."

## HOW'S YOUR NERVES — TRY THIS

Hold a half dollar by the edges between fingertips of both hands, then pass it over your head, touch back of neck with coin, and return to front of body without dropping it. (Steady now, and don't use your thumbs.)

## MASTER OF FOUR SHIPS



Capt. John V. Olsson, of the Sun Oil Company tanker fleet, has taken command of four vessels built by Sun Ship just following their trial trip.

The first was the S.S. SABINE SUN launched February 2, 1918. Then he took over the S.S. ATLANTIC SUN in 1920 and sailed as her master for eight years.

When the M.S. SUN was completed in 1928, he was in command and became captain of the M.S. TEXAS SUN in March, 1937.

Capt. Olsson was born in Gothenberg, Sweden and his first voyage was on a sailing ship. He travelled around the world in square riggers but with the passing of sailing craft, he turned to steam and motor ships.

During World War I, his ship was torpedoed by a German submarine but the crew were saved by a British trawler.

He was active in World War II and as Master of the TEXAS SUN, he carried oil to England, Australia and New Guinea. In addition to Milne Bay, Manus and Saipan jaunts, the Sun tanker plowed up the line to steaming Abadan in the Persian Gulf.

Sweltering in a humid climate where temperatures soared to 120 degrees in the shade, Capt. Olsson had his nautical nightmares guiding his tanker through a four-mile wide channel in a blinding sandstorm, knifing between the low-lying almost invisible Holy Islands and jagged, rocky cliffs without visible navigational aids.

As M.S. ATLANTIC SUN master, the rugged mariner commanded the first ship to transport crude oil from the Signal Hill (Cal.) oil fields. He also commanded the first Sun Oil vessel to proceed through the Panama Canal and is a veteran of 101 round trips through the "Big Ditch."





THIS CATCH OF MORE THAN 25 ROCK FISH was made at Rock Hall, Md. Left to right: Walter Belczyk, Mrs. W. Belczyk, Walter Bartos, Mrs. S. Belczyk and Stanley Belczyk.



OLD TIME PICTURE OF LIFEBOAT that was converted into a cabin cruiser by Jim Riggs of the Paint Shop and used by F. L. Woodall and others for fishing. Shown are Horace Esrey, of Wetherill Plant, Mr. Riggs, Izzy Sacks and the late George Ettner.

## 66 DEPARTMENT

By P. Embree

Scoutleader Stan Baker, of Troop No. 66, says his scouts are coming along fine in their course in carpentry.

Penniwell says he is so skilled in operating the band-saw that he would cut out a pair of wooden false teeth for George Craig if George would wear them.

Speaking of false teeth, Jack Spath has spent the last 6 weeks visiting the dentist's offices because his teeth won't fit. Your trouble, Jack, is your mouth won't fit the teeth.

John Fry is not wearing his red cap anymore since a seaman coming off a ship one day yelled, "Hey, Red Cap, carry my suitcases to the gate."

Who's looking for who? Tom Brown says, "Did you see Les Harris?" Five minutes later Les Harris says, "Where can I find Tom Brown?" This goes on all day. The question is do they ever meet?

After his vacation, driver George Herner found the lumber carrier had had a new clutch installed. Too bad we can't get George fixed up too. His clutch slips badly at times.

Brothers G. Morris and H. Hoffmeister took their vacations at the same time this year. We bet they had a good time because they are really a team and we mean a team.

Stagebuilder "Little Al" is learning his lessons step by step. We hear he only smokes outside the yard and

now wears his hard hat.

That ex-sportsman Smitty, of 84 Dept. got cut on our band-saw. We hope the doctor's two stitches will hold it together.

## 80—STOREROOM

By Frank Thompson

From the truck drivers' corner we learn that Whimpy has become very much interested in real estate. Bet we can guess the next move, Whimpy.

By the way, from all reports Jim Gordon has a growing interest along the same line. Watch your step, Jim.

The vacation season in the Store-room reached its climax during the past month. Frank Cullen and family had a fine stay at Avalon. Harry Meredith covered the Eastern Shore. Nate Freedman helped choose Miss America at Atlantic City. Jack Hamilton was at Ocean City. Mary Filnick went to Wildwood. Bob Curry tried upstate Pennsylvania. Yours truly and family still have a trip out Chicago way and hope to catch Don McNiel's breakfast club; also the Nebraska-Notre Dame game.

Summing up every vacation season it always can be described as, "Long time coming — short time going." Do you agree?

Bob Selfridge was heard complaining to Bill Connor about 35-cent haircuts and Bill replied: "Gee Bob, you had a just complaint during the two-bit era."

Stella Zabitka is our foreign language expert.

Correction please! In our last month's column we stated that Mr. and Mrs. John Phillips were the proud parents of a daughter born in Mercy Fitzgerald Hospital. Actually, it was the Delaware County Hospital.

## PIRATES AND LAWYERS

One of the legal minds in the Shipyard recently received the following from one of the nautical minds:

"The other night at a meeting of a civic club, one of the members, a lawyer, was making a speech.

"When a boy," he cleared his throat, "I wanted above all else to be a pirate." From the other end of the table came this retort: "You're lucky. Not everyone gets to realize his ambition."

"Before I came ashore, I had always thought sailors were closer to being pirates than anyone—but, later I realized that some others had a greater claim to the honor.

"If, as has been said—'There is honor among thieves'."

# *Junior Members of the Sun Ship Family*



**LITTLE JOE PLATT, Jr.**, age 4, is the son of Joe Platt, of 33 Dept.



**NANCY LEE STEVENS**, 5 years old, is the daughter of Charles E. Stevens, of 33 Dept. Favorite hobby of both father and daughter is roller skating.



**LEROY HYFIELD, Jr.**, age 10 and sister Arlene, 9, are shown with their father, a timekeeper in 69 Dept.



**BRENDA RYDER** is the three-year old daughter of Fred Ryder who works in 67 Dept.



**FIVE YEAR OLD HOWELL MARSHALL** is the brother of Anne Marshall who is employed in the Engine Drawing Room.



**GLORIA JEAN MOORE**, 7 months old, is the granddaughter of R. Moore, who is employed in 60 Dept. Mr. Moore has been with the company 15 years.



**WIFE AND CHILDREN** of Anthony Biasiello, of 33 Dept., pose for family snapshot. Standing, left to right: Marlene, age 7, and Daniel, age 10. Seated are Mrs. Anna Biasiello and daughter, Mary Ann, 19 months old.



**BROTHER AND SISTER** shown here are the children of Bob Hampton, of 33 Dept. Left, Robert Hampton, Jr., and on the right, Ann Hampton.



# WANTED:

**RED FEATHER DRIVE ASKS 4,000  
SUN SHIP GOOD NEIGHBORS TO HELP  
THEMSELVES BY HELPING OTHERS**



**T**HE Community Fund of Chester and Vicinity will open the annual fall drive on October 6 when the campaign among the industrial organizations of the area will get under way. John G. Pew, Jr., Vice President and William Craemer, Treasurer, are co-chairmen of the Sun Ship drive. During this industrial campaign, the cooperation of all men and women in the plants and offices of the community will be asked as their part in reaching the 1948 goal of \$240,000. Each industrial group will contribute in three ways: Company contributions, executive contributions, employee contributions. Twenty-one separate services—shown in the space below—will share in the results of the drive, which has as its objective each year the raising of sufficient money to make up the deficit in the operating budgets of these essential community health, welfare, and youth guidance groups.

Statistics gathered by the fund in a recent survey indicate that four out of five families in the community use one or more of the "Red Feather" services to some degree. Therefore, the slogan "Everybody Benefits—Everybody Gives" is both a simple statement of fact and a reason why everyone should help freely.

This year the Chester drive will be conducted jointly

with the campaign of the Philadelphia area. The joint campaign is based on the assumption that a cooperative approach to budgeting and fund-raising will simplify the work and minimize the friction that often develops because of overlapping territories, borderline plants and dual solicitation. The joint campaign is for a trial period of one year.

## Co-Chairmen of Sun Ship Campaign



JOHN G. PEW, Jr.



WILLIAM CRAEMER

John G. Pew, President of Sun Ship, is Founder and President of the Chester Community Fund. Thomas B. McCabe, President of Scott Paper Company, is Chairman of the campaign. Charles P. (Pard) Larkin, Jr. is Associate Chairman.

A tabloid newspaper, "Community Fund News," will be distributed to each man and woman early in

October and will carry more complete details as to the campaign and the use of the \$240,000 to be secured.

The Community Fund of Chester and Vicinity is one of the oldest of the 980 funds in the United States. For twenty-five years it has helped the participating agencies to carry on their essential services, services of vital importance within a community of over 100,000 people. It is looking forward hopefully to your generous support this year. Sun Ship has always been part of the backbone of the Drive. We know this year will be no exception.

## Red Feather Agencies

AT YOUR SERVICE — AND YOUR NEIGHBORS' — 365 DAYS AND NIGHTS EACH YEAR

Chester Hospital  
Crozer Hospital  
Chester Day Nursery  
Child Health Centers  
Del. Co. Children's Aid Society  
Family Service of Del. Co.

Bennett Home and Nursery  
Salvation Army  
Community Nursing Service  
State Venereal Clinic  
Delaware County Welfare Council

Boy Scouts of America  
Girl Scouts of Delaware County  
Y. W. C. A.  
Y. M. C. A.  
Chester Boys' Club

Central Boys' Club  
Robert Wade Neighborhood House  
Federation of Hebrew Charities  
Public Charities Association of Pa.  
Veterans' Information Center





## *If you can catch a leprechaun..*

A **leprechaun**, according to Irish legend, is a dwarf who keeps a pot of gold hidden away.

If you can catch a leprechaun, your troubles are over.

Because he keeps his gold just for ransom money. If you catch him, he'll quickly tell you where his gold is, so you let him go.

The best place to look for a leprechaun is in the woods. They're green, and only about nine inches tall, so you'll have to—

Or maybe you don't believe in leprechauns.

Maybe it would be more practical to just keep working for your money. But you can learn one good lesson from these little fellows. A small pot of gold put to one side is a great help when trouble catches you.



And there's a much faster and easier way to get your pot of gold than by catching leprechauns. You can buy U. S. Savings Bonds through the Payroll Savings Plan right where you work. *Your* pot of gold just saves itself, painlessly and automatically.

Millions of Americans are taking home part of *each* paycheck in money-that-grows every payday!

And, every ten years, your money increases one-third. That would make a leprechaun turn greener with envy.

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

**SUN SHIPBUILDING & DRY DOCK CO.**



