

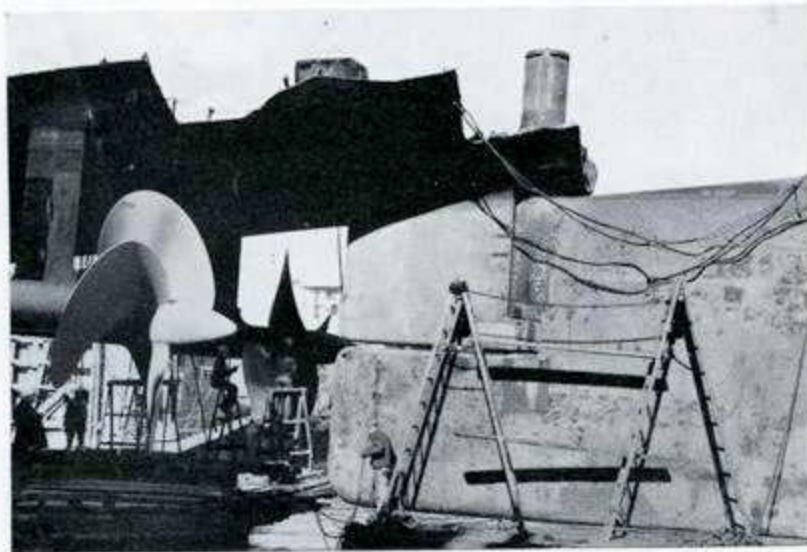
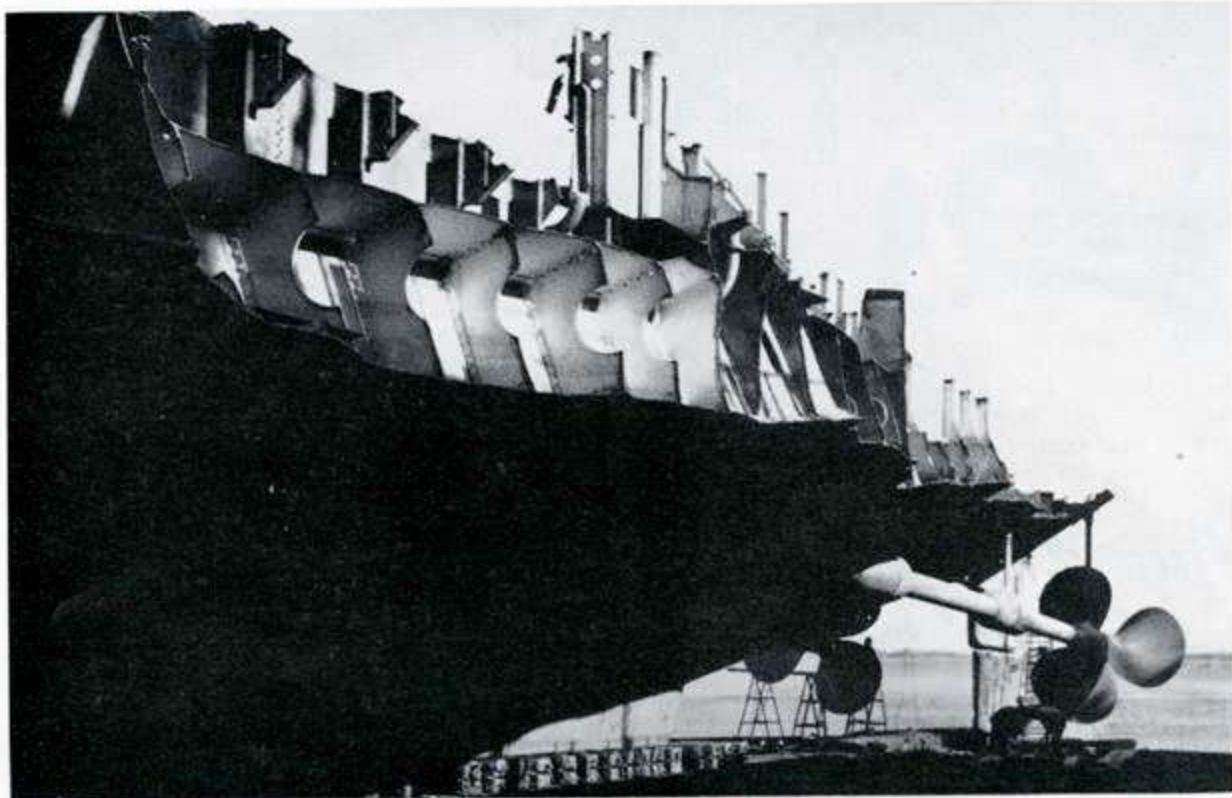
Our Yard



SUN SHIPBUILDING & DRY DOCK COMPANY • NOVEMBER, 1947



"RANGER'S" LAST RESTING PLACE



FINAL CHAPTER IN THE SCRAPPING OF THE CARRIER RANGER was written on September 30th when the hull which was almost down to the keel was moved from the North Yard to the Dry Dock.

When the hulk rested on the blocks, it presented a picture pathetically different from the appearance of the stately war craft entering the wet basin on February 6th last.

For the first time, workmen and others in the yard saw the twin propeller wheels and the huge rudder. These were impressive and attracted much attention from visitors from the dry dock. The propeller wheels and the rudder were removed from the shell and later one section of the rudder slipped and dropped into the river. It was picked up later.

Burners went to work and the hull was cut into two sections which were towed to the shipways. Here the bones of the once mighty RANGER were picked dry so that naught remains of the stately craft but a series of photographs showing the various steps in scrapping the ship and also the memories of the men who served on the craft during World War II.



SOME ACTIVITIES OF DR. C. E. FEDDEMAN AND HIS DISPENSARY STAFF are shown on this page. Left to right: Dr. Feddeman, John O'Rangers, Herbert Holgate, and Wallace Journey. Seated: Anne Finnegan, Florence Pastick and Catherine Bakia.

Guard Health of Shipyard Employees



X-ray machine goes into action.

Patient reports to Florence Pastick and announces "he's getting along fine."



Dr. Feddeman and male staff.

Removal of an object in the eye takes only a few moments at the Sun Ship Dispensary.



Story of Sun Ship's Dispensary

SINCE it was organized in 1917 in a little one room building close to where No. 2 Way is located, Sun Ship's Dispensary has alleviated the suffering of hundreds of thousands of sick or injured employees. It was the haven to which shipyard workers turned during many years including World War I and World War II. This year is the 30th anniversary of the Dispensary.

Statistics previous to 1940 are meager but since 1940 the Dispensary handled 1,900,115 cases of all types. They include, up to September 24th last, 8,117 lost time accidents including 57 fatalities, 374,612 minor accidents, 1,331,450 re-dressings and 130,233 medical treatments.

In addition there were 55,803 cases which originated outside of the Yard but which were handled in the dispensary after the employee complained of feeling ill. The heaviest year was in 1943 when there were 2,158 lost time accidents including 17 fatalities, 126,929 minor accidents, 492,652 re-dressings, 35,514 medical cases and 14,964 cases that originated outside of the plant.

When the Dispensary was opened in 1917, Dr. Hiram M. Miller was in charge with Miss Keeley as nurse. During the latter part of 1917, the late John Maher was added to the staff and when there was need for additional medical help, Dr. Albert Ussik of Philadelphia was called upon. He later moved to Chester and engaged in general practice. As the personnel in the Shipyard increased a new Dispensary was started just across the road from where the foremen's cafeteria is now located.

Miss Ethel Pew and her sister Miss Mabel Pew, who later became the wife of Mr. Alarik Myrin and who was deeply interested in Red Cross work, came to the Sun Ship Dispensary every day for a long period. During the influenza epidemic which cost tens of thousands of lives in the Philadelphia area, these two ladies performed a great service for the afflicted. Miss Emma Temple, who later became Mrs. Nason of Swarthmore, and Mrs. Harvey Shoemaker also took part in fighting the epidemic.

It was in the late autumn of 1918 that Dr. C. E. Feddeman, present chief

of the Dispensary, came to the plant. The staff of nurses was increased and the Dispensary was enlarged and moved across the driveway. A portable X-ray unit was added and to handle the large number of eye cases, Dr. George Cross came to the Dispensary one hour every day.

Just before the beginning of World War No. II, the present Dispensary was built on the site of the old Paint Shop. This brick structure was in operation when the war began and while at times the pressure was heavy it managed to serve the needs of the Shipyard. It includes a ward with eight beds, six now being set up, a modern operating room, sterilizing room, X-ray and other equipment, storeroom and other divisions.

On the opposite page will be found pictures of the Dispensary together with the members of Dr. Feddeman's staff.

Outside of the flu there has never been an epidemic and fortunately there never has been one large accident in the plant resulting in mass casualties.



ON ONE OF SUMMER'S HOTTEST DAYS this interesting lunch hour picture was snapped at a drinking fountain. Left to right we have these members of the Dry Dock outfit: Joe Horan, Chris Deal, Oscar Grim-

stad, Whitey McQuaig and Dominick Sileo. Besides drinking plenty of water, the men used salt tablets liberally.

In The Spotlight

THE APRIL BROTHERS



THIS is the story of FIVE BROTHERS, all of them working in the same department, Chipping and Caulking, at Sun Shipyard. Many days they work side by side and each day at noon the five April brothers have lunch together among the good natured, swift, joshing chaps just back of the dry dock offices.

In a way, this also is a story of two other members of the April family because the father, Ralph April, and a brother Vincent worked at Sun Ship. The old gentleman passed away in March of this year and Vincent went over to the Baldwin plant. Seven members of one fine family working in a plant is something to be proud of.

In the picture on this page from left to right in the order of their ages we have: Frank, age 41, Armando, 38, Salvador, 36, John, who was 31 on October 9th the day the picture was taken and Joseph, 26.

The April boys are a good natured lot, nearly always laughing, full of fun and able to take a joke as well as pass out jests.

They are all married. Frank has three children, Armando, 1, Salvatore, 2, John, 2, and Joseph, 1. Mrs. April, mother of the boys, is still living.

These Sun Ship employees are not newcomers. Frank has been in 55 Dept. for more than 21 years. Armando takes credit for only 8½ years although he had worked longer because at times he was away from the plant and his service was broken. Salvatore's service is 15 years while John has 12 years and Joseph 8. Joseph saw some hard fighting in Europe but came through safely. He was with the 14th Armored Division and took part in the invasion of Germany starting in Normandy.

The April boys are proud of their association with Sun Ship and as Frank put it: "We are more than happy to be working with such fine men as we find in the Shipyard. All the boys are more than satisfied with the way we have been treated by the management. I think that our father guided us to the right place when he told us to come to Sun Ship."

OUR NOVEMBER COVER

Sun Ship's Repair Department has been throbbing with activity during the year that is drawing to a close. Pictures on the front and back pages show many ships grouped in the vicinity of the Dry Docks. In addition to the ships repaired in the yard vessels in other places were put in condition by Sun Ship employees.

HEADS NAVAL RESERVE



REAR ADMIRAL RALPH S. RIGGS, well known at Sun Shipyard, has been selected as the new Director of Naval Reserve.

Rear Admiral Riggs will be responsible for the policy and general development of the entire Naval Reserve establishment—which will total more than a million officers and enlisted personnel when fully organized.

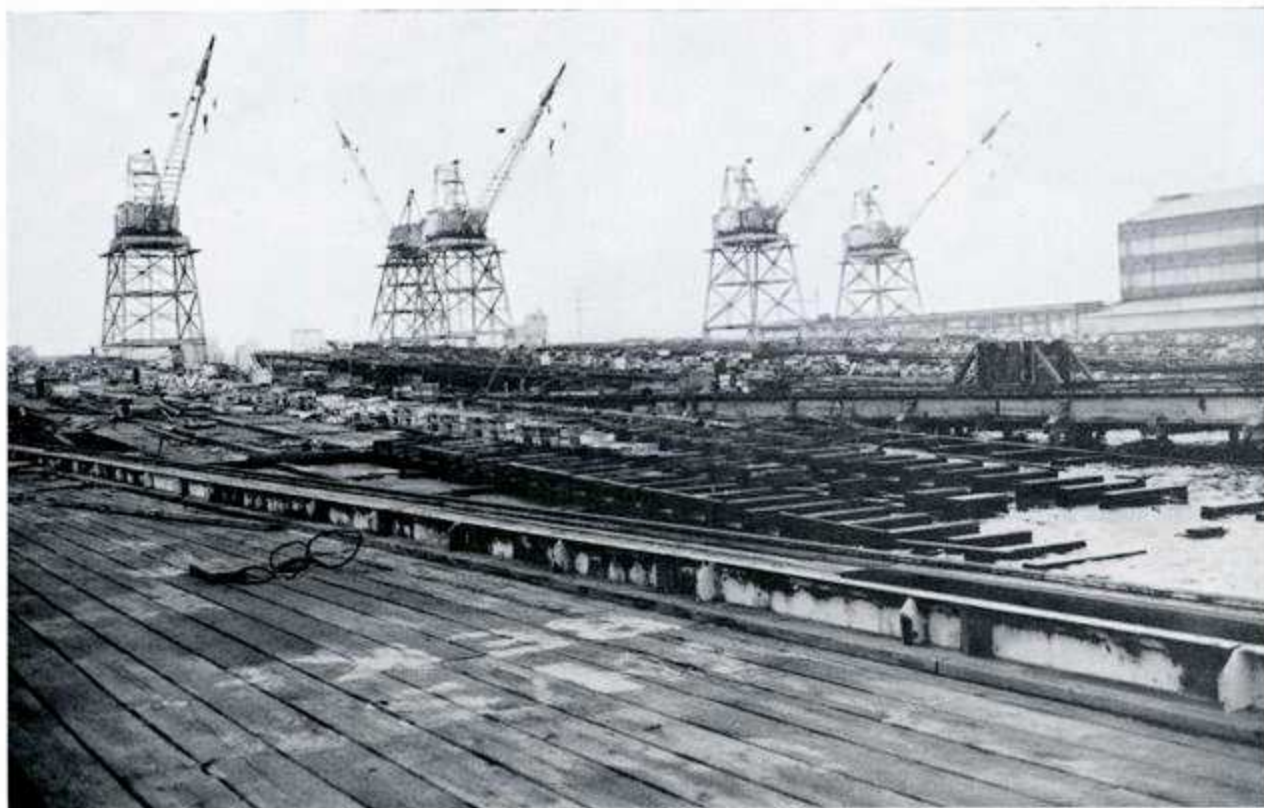
The total of Reserve strength at present is approximately 266,045 officers and 550,515 enlisted men.

Said Rear Admiral Riggs: "We can't build or have an adequate Navy without Reserves . . . The problem is to keep a Reserve system up to strength and trained in the most up-to-date fashion."

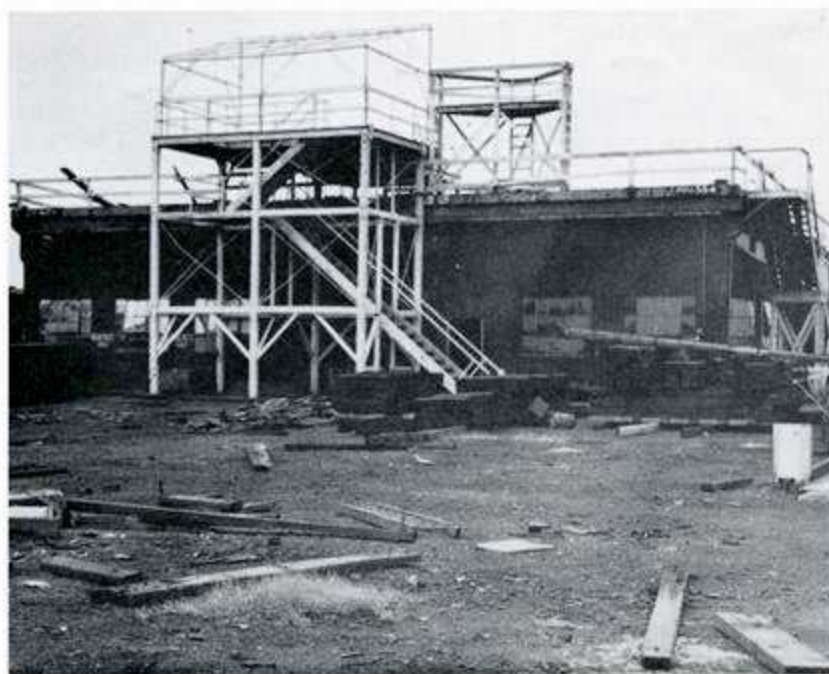
The basic mission of the Naval Reserve is to furnish a source of trained officers and enlisted men to augment the regular Navy in time of war or emergency.

Rear Admiral Riggs comes to his new post from the Navy's General Board where he has been on duty since May 12th.

HERE'S HOW THE SOUTH YARD LOOKS



WITH STEEL COLUMNS AND STAGING removed, the four ways in South Yard now present the appearance of a vast area covered with wooden blocks and concrete. In the distance, in the top picture, are seen five gantry cranes. The lower picture shows the launching platform from which many vessels were christened during the war years. Many prominent men and women stood on the platform which is now deserted. To the right of the launching platform, is the stage where photographers took their pictures of gallant ships as they slid down the ways into the water. Now all of this glamour and glory has departed and like the No. 4 Yard and North Yard Ways, the South Yard will become a scene of industrial inactivity.



Just Learn They Were War Buddies



SGT. YEAGER during World War I



"ANDY" YEAGER today



CORP. LEESON during World War I



"TOMMY" LEESON today

FOR 11 years, two Sun Ship veterans of the First World War worked in the Shipyard without knowing that they had fought almost side by side at St. Quentin. Only a chance remark by one of them revealed their former association in battle. These two fighting men are former Sgt. Andrew Yeager, a foreman in 47 Dept., and former Corporal T. G. Leeson, of 80 Dept.

The other day, "Andy" overheard Leeson mention an incident that took place during the battle in front of Cambria.

"Do you remember the tanks that came through to smash the barbed wire entanglements so that your infantrymen could get through?" queried Yeager.

"I certainly do," replied Tommy. "And I also remember how one of the tanks bogged down and we had to pull it out."

"Well, I was in that tank," said "Andy."

And that's the first time the two men knew that they stood beside each other in smashing the Hindenburg Line.

It was on September 27, 1918 that Company A of 301st Heavy Tank Corps., to which "Andy" belonged, was ordered to break through the barbed wire together with Companies B and C. The outfit moved in ahead of the infantry which had been under heavy fire from the Germans.

The engagement was a desperate

one and six of the twelve heavy tanks that the Americans were using at that spot were knocked out. One of the tanks became an inferno when the 70 gallon gasoline tank blew up. The infantrymen saved four men but seven were burned to death.

"It was about this time that things began to happen to my tank," said "Andy" Yeager. "I was in charge of the port 3-in. gun which fired a shell that exploded on impact. We fed it to the Germans in their pillboxes. We also had 3-in. shells filled with $\frac{3}{8}$ diameter round balls which we used for clearing a path through large bodies of Germans. The Germans concentrated their fire on us and our Sgt. Mechanic was busy keeping the engine running when a German bullet came through a sighting hole in the tank and drilled the mechanic through the head. He was killed instantly. Then a shell struck our tank and I was wounded by fragments of flying shrapnel. One piece struck me above the right eye; other chunks got me in the neck and splinters messed up my left hand. I still am carrying some of that German shrapnel in my system. During the height of the action, our tank bogged down and we had to abandon it. Out of 254 men in the Tank Corps Battalion, only 96 men came out."

Tommy Leeson said that the American tank outfit did a marvelous piece of work and enabled the infantry to break the Hindenburg line. The 106th Infantry, to which he belonged, suf-

fered its heaviest losses during the fighting September 27-29.

"I passed within a few feet of the bogged down tank and never knew that "Andy" Yeager was in there and was wounded," said Leeson. The next day, the infantry helped to drag out "Asbestos," as the tank was named.

Yeager recalled that during the fighting one of his outfit took a buddy back to first aid in a wheelbarrow. The wounded man had a badly mangled leg. The soldiers, who were accustomed to seeing dead or injured men, were impressed by this act of loyalty but mostly they wondered where he got the wheelbarrow.

At the close of his service in the First World War, "Andy" came back to Chester, arriving on a Christmas Eve. He surprised his family and friends because they had regarded him as dead. All of their letters to him in France had been returned with the notation "no record." He said that arriving at the Chester station an elderly lady came up to him thinking he was her son. When she realized that she was mistaken, she shook his hand and said, "Well anyway, thank God some other mother will be happy that her boy is home for Christmas." He had not been paid for months when he arrived in the United States. He had to borrow enough money to pay his carfare. He visited his girl's home since his own family lived in the country and she loaned him \$56 to celebrate Christmas. She later became Mrs. Yeager.

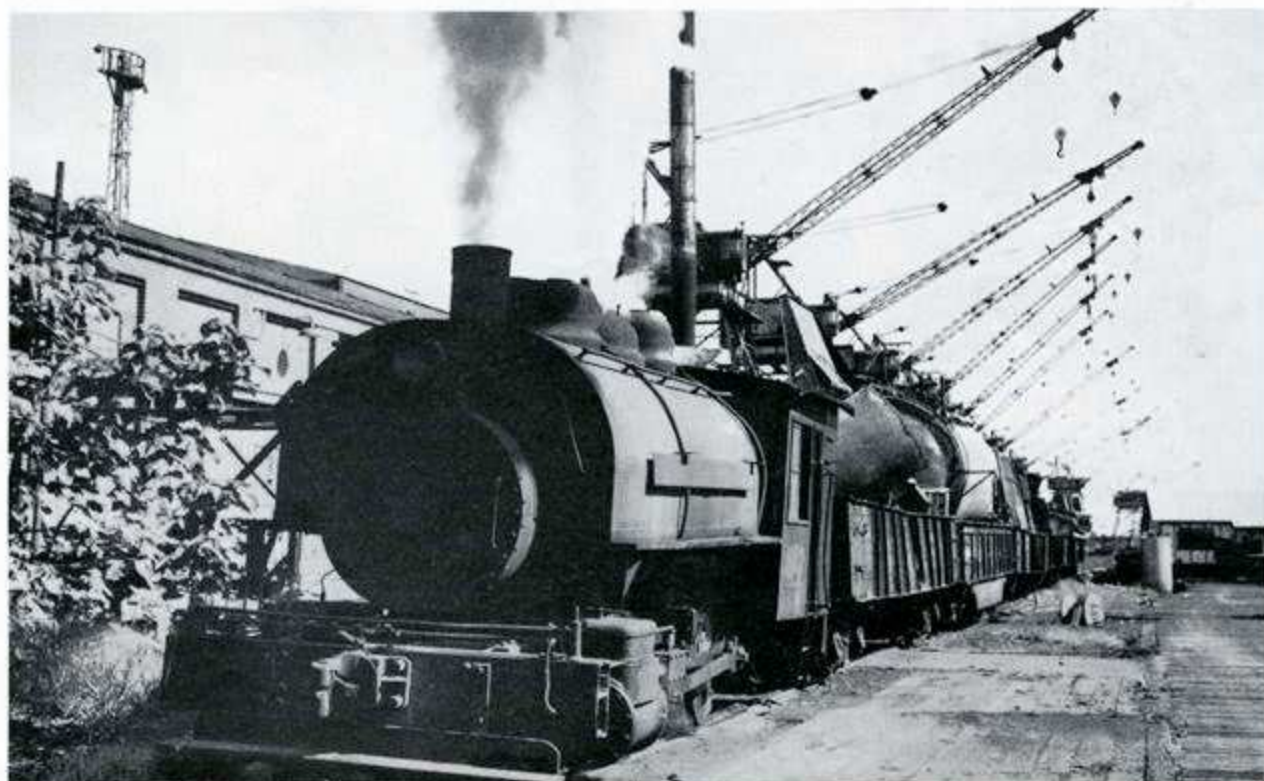
Early Days at the Dry Docks



DRY DOCK OFFICE SET UP IN 1921. This one room corrugated iron structure was built soon after Dry Dock No. 1 was put in operation with William Payne, of the Repair Dept., in charge. First ship on the Dry Dock was the S.S. JOSEPH M. CUDAHY, June 11, 1921. On the right is a snapshot of the S.S. PERSIAN on Dry Dock No. 1, February 16, 1924. It was a bitter cold day and Capt. Payne, of the PERSIAN, is seen with Capt. H. D. Campbell.



TRAINLOAD OF SCRAP LEAVING PIER



LOADED WITH STEEL SCRAP from the RANGER and other ships this train was snapped by our photographer in North Yard where former

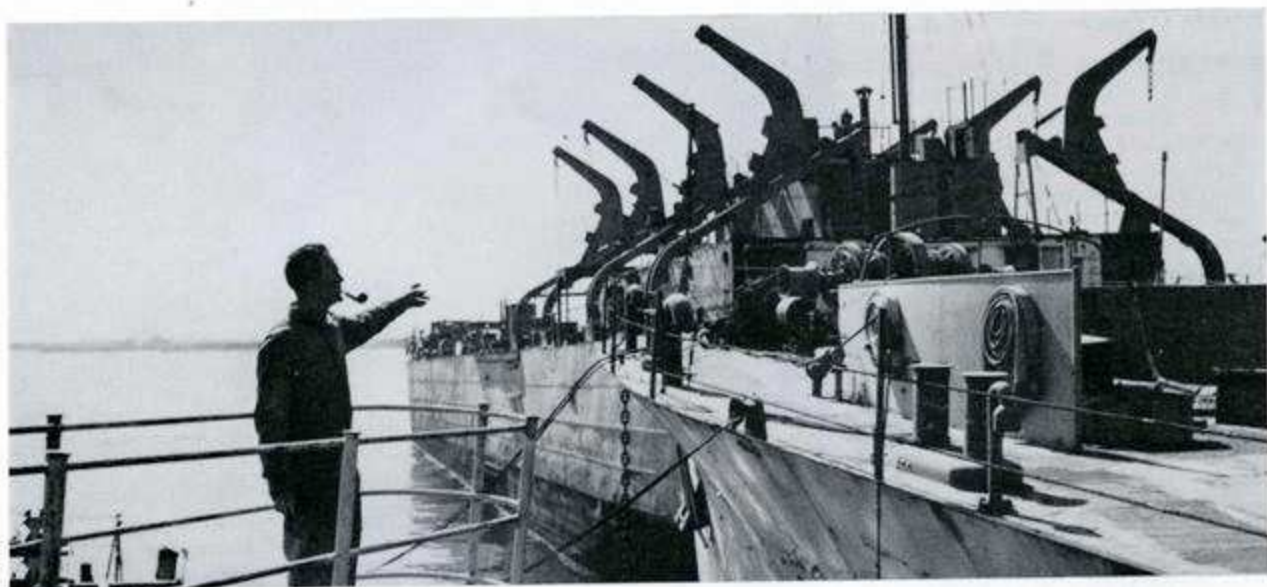
fighting vessels are being dismantled. Towering Gantry cranes of North and No. 4 Yards make a striking background for this impressive view.

Bowling Teams in "A" League



FIGHTING UNITS OF "A" LEAGUE shown this month include Riggers — M. Elliott, G. Clifton, R. Cole, J. Hall, M. Webbert and C. Bryson. Electricians — E. Walling, J. Thunder, J. McGowan, N. Paxson, C. McFadden and J. Martin. Truck Drivers — C. Grimminger, A. Zakorchemy, H. Rosenberg, W. Edge, H. Jones, E. Strickland, C. Desmond and J. Gordon. Engine Drawing — J. Albany, J. Rodgers, J. Paxton, J. Aitken and W. Boyd. Hull Drawing — Dougherty, Larkin, Moody, Ambrosino and Wooley. Hull Drawing "B" — Deck, Collison, Williams, Davidson and Ives. Sheet Metal — Biddle, Adam, Clark, Kandravi and Pascal. Additional bowling team pictures will appear in the December issue.

THIS CREW DIGS FOR GADGETS



VALUABLE INSTRUMENTS and other equipment are removed from a scrapped ship by a special crew under former Lt. Commander V. K. Bayless. Upper picture shows the Annapolis man pointing to the LST 327 which soon will be on the scrap pile.



(Above left) — J. Haughton, V. K. Bayless, T. Glenn, V. Pajan, L. Simmons. (Above right) — **TOMMY GLENN** removing standard compass from the U.S.S. HINGHAM. (Lower left) — **TYPICAL SALVAGE BOX** showing ship's bell, gyro-compass, furniture, switch boxes and navigating instruments. (Lower right): — **JIMMY PAJAN** taking off a whistle. All salvage gadgets are sent to storeroom for future use or sale.

SKILL IN TEMPERING TOOLS

By A. D. O'Connor, 84 Dept. H. T.

H EAT Treating, an ancient craft and yet an ever changing one, owes its origin to the blacksmith who was the first heat treater. He was the first metalworker and down through centuries the secrets which he discovered in steel made it his servant. Until the twentieth century there were very few steels and very few heat treatments for them but they were adequate for our early industry.

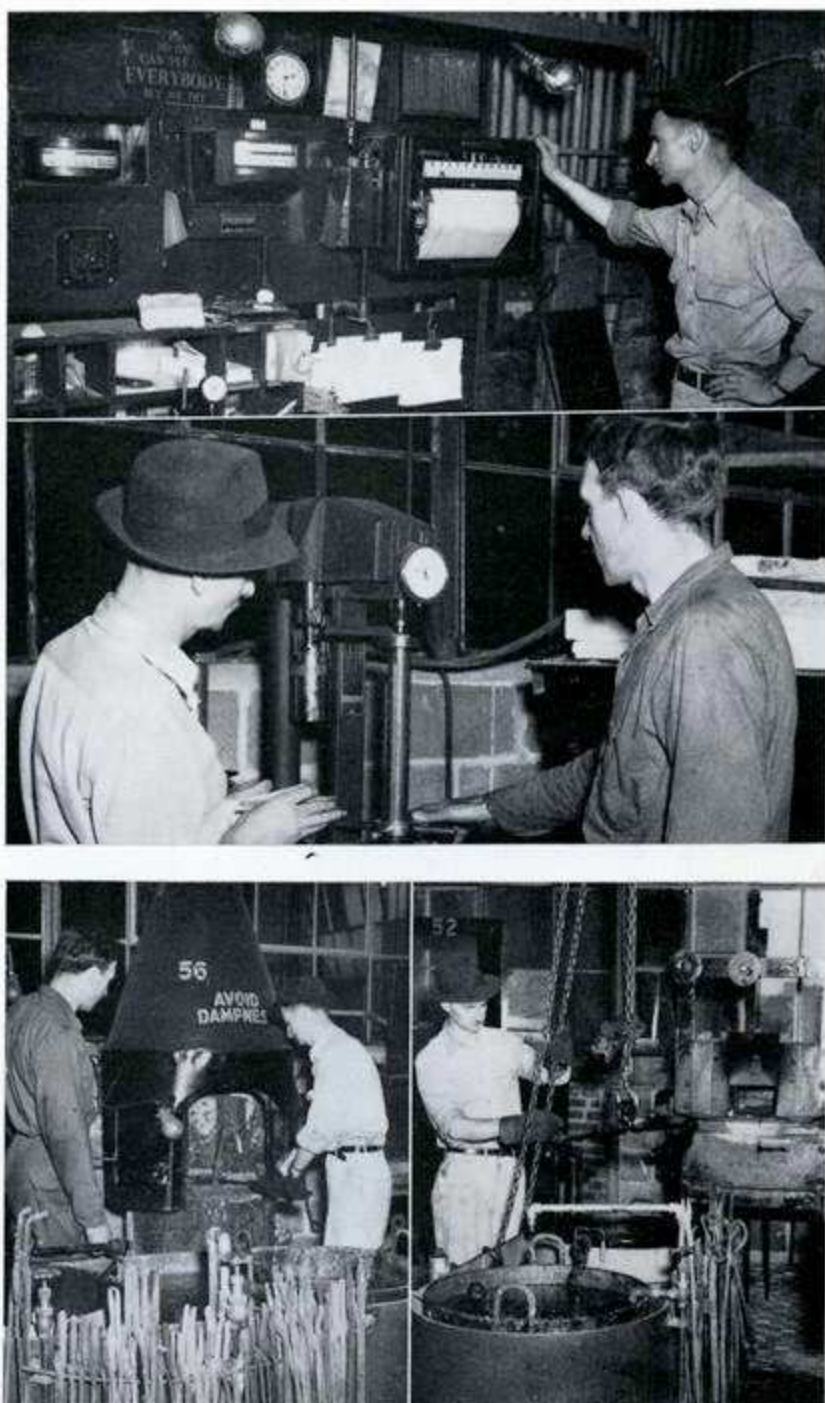
The machine age brought a demand for new and better types of steel and steel alloys to meet specific requirements. As new types of steel were developed by the steel industry so also were new treatments and a new temperer was created, whose job it is to make the steel meet the requirements demanded of it. Where as years ago there were only a few steels, today there are over a hundred kinds of steels and a hundred different treatments for them.

Steel by proper heat treatment may be made either soft or hard, hard and tough, or tough and strong, depending on the purpose for which it is to be used.

Two fundamental operations are involved in all heat treating, first a heating cycle and second a cooling cycle. The time element must also be taken into consideration in regards to size and shape of the work being treated.

For tools and dies, subject to great stresses, special high speed tool steels and alloy steels capable of enormous physical properties were developed. Before hardening, these steels must be free from all scale, and tool marks must be removed, as the smallest tool mark will sometimes cause tool failure.

Tool steels are hardened by heating in an instrument-controlled furnace to a high temperature and quenching in either water, oil, or other liquid medium depending on the size and shape of the work and the structure desired. Then they are tempered by reheating to some low temperature for the purpose of removing the excessive brittleness resulting from quenching, also reducing hardness and increasing ductility, thereby assuring a product of better quality and longer lasting service.



(Top) — ARTHUR D. O'CONNOR, temperer, studies instruments used in controlling furnace temperatures.

(Center) — O'CONNOR and Robert L. Baker, assistant, using a testing machine to check the hardness of a tool.

(Lower left) — HEATING A TOOL for hardening, using a molten lead bath as a heating medium.

(Lower right) — REMOVING a batch of work from an oil quenching tank.

SERVICE PINS AWARDED FOR SEPTEMBER



BEFORE PRESENTING J. ARTINKO, 67-79, with a 25-year service pin, Supt. A. A. Norton congratulates him on his long service with the company.



J. TEMPLE, 47-2816, receives a 25-year service pin from Supt. William Beatty.
SUPT. JOHN WILKINSON congratulates J. Ruby, 8-406, while presenting him with a 30-year service pin.

SEPTEMBER

30 Years
8-406 J. Ruby
45-13 W. Rouke

25 Years
36-12 J. Knox
47-2816 J. Temple
69-79 J. Artinko

SALARY ROLL

10 Years
91-1744 C. Yeager

DRAFTSMEN'S ROLL

15 Years
33-18 B. Stowe

HOURLY ROLL

20 Years
30-41 R. Plotts
30-2062 R. Lidstone
47-67 L. Laird
59-20 C. Hearn

15 YEARS

4-107 E. Reese
33-113 R. Cantwell

42-237 J. Givens
47-148 J. Catanese
47-1033 S. Wrzesniewski
67-213 W. Irving
75-464 E. Jenkins

10 YEARS

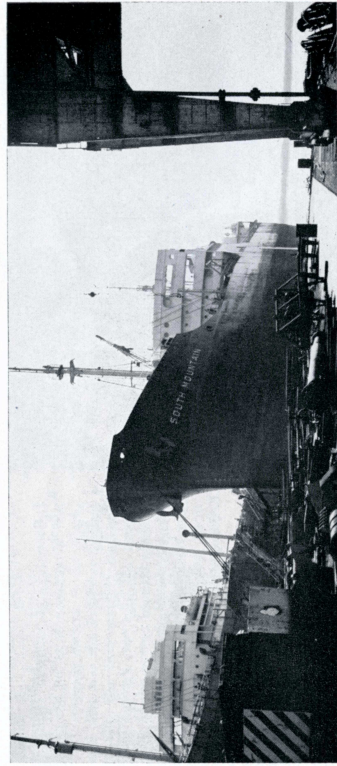
8-372 G. Wood
30-352 A. Hall
30-356 S. Yurgaitis
30-2154 L. Cressy
33-148 J. Green
33-279 H. Cunningham
33-4046 L. DeHaven
34-46 J. Mifflin
34-258 A. Spencer
34-413 L. Cuminsky
34-2541 C. Bauer
36-260 E. Burg
36-578 H. Hasage
36-864 C. Shropshire
36-952 H. Grubb
47-315 T. Mieczkowski
59-4052 L. Lewis
67-333 S. Britt
67-1875 N. Potts
69-101 T. Highfield



SUPT. A. A. NORTON is shown pinning a service pin on W. Rouke, 45-13, on completion of 30 years service with the company.

SUPT. RAY FLANNIGAN presents 25-year pin to J. Knox, 36-12.

Presenting More Craft That Were Repaired in Our Yard



S.S. "SOUTH MOUNTAIN" — T2 tanker built by Sun as Hull No. 303 owned by The Texas Co. Vessel came to shipyard for drydocking, complete overhaul, installation of longitudinal girders and bulkhead stiffeners.

M.S. "MORMACDALE" — Owned by Moore-McCormack Steamship Co. Came to yard for drydocking, painting and performance of miscellaneous voyage repairs.

S. S. "THOMAS EAKINS" — Liberty ship operated by American Export Lines came to shipyard for drydocking and painting. While on drydock the tail shaft was drawn for examination and a new tail shaft installed. The rudder was reinforced in way of stepped portion as recommended by the American Bureau.

S.S. "CAPE NOME" — New York & Cuba Steamship Co. Came to shipyard for drydocking, painting and miscellaneous repairs. Tailshaft drawn for examination and run out. Generator armature removed ashore and re-wound — spare armature installed so that vessel could sail.

S.S. "HENRY BALDWIN" — Liberty ship operated by the United States Lines. While in yard vessel was drydocked, tailshaft drawn for examination and new tailshaft installed, rudder reinforced and miscellaneous voyage repairs carried out.

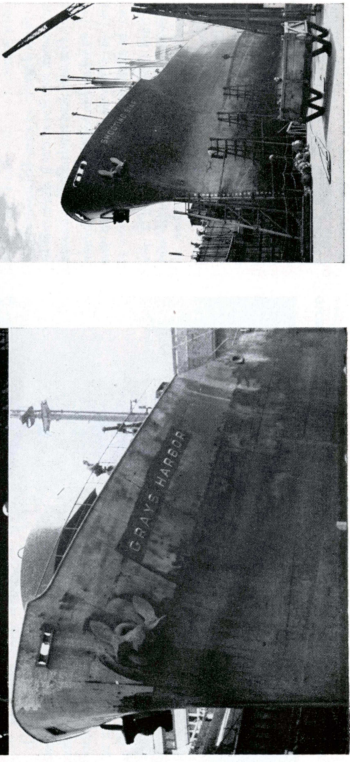
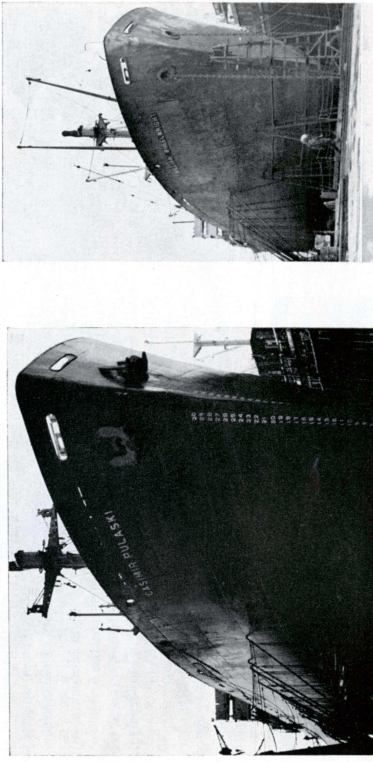
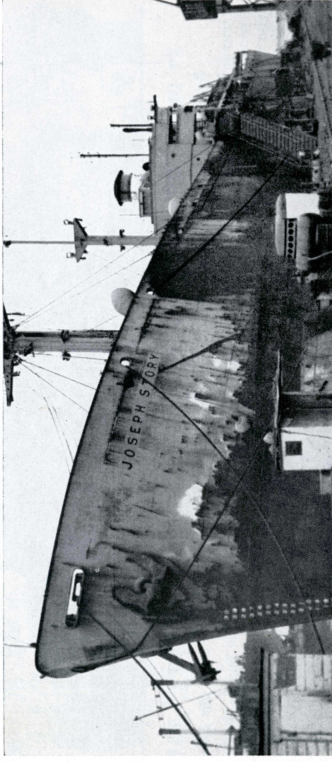
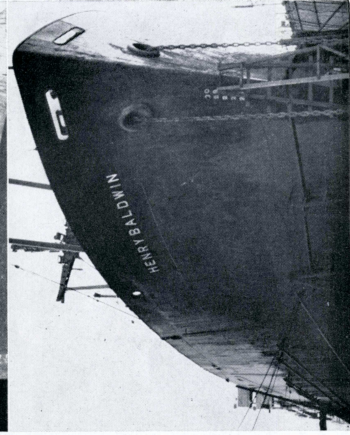
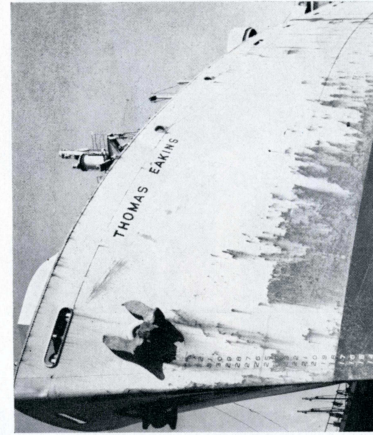
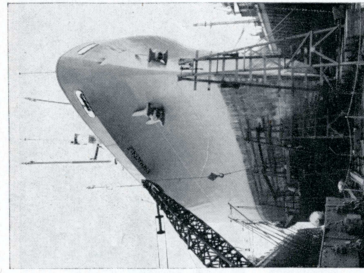
S.S. "JOSEPH STORY" — Liberty ship owned by the Shepard Steamship Co. Vessel was drydocked, the rudder which was found cracked was replaced with a new rudder, underwater painting and miscellaneous damage and voyage repairs carried out.

S.S. "CASIMIR PULASKI" — Liberty ship operated by American Foreign Steamship Co. Was drydocked, rudder reinforced, bottom painted, tailshaft drawn for examination and miscellaneous repairs carried out.

S.S. "GRAYS HARBOR" — T2 tanker purchased from the U.S.M.C. by the Overseas Tankship Corp. While in the yard the vessel was completely overhauled, defense features removed, vessel drydocked, painted throughout and six arrestor straps installed on the shell. The vessel was returned to operation in record time.

S.S. "WILLIAM WHEELWRIGHT" — Liberty ship operated by American Foreign Steamship Co. Came to yard for drydocking, painting, tailshaft drawn for examination, rudder reinforced, and miscellaneous voyage repairs.

M.S. "SHOOTING STAR" — Built by Sun as Hull No. 205. Operated by United States Lines. While in the yard the vessel was drydocked, painted, machinery and hull survey carried out, engine work performed and the ship returned to service in first class condition.





59 DEPARTMENT

By C. DeTulio

Jimmie Ennes is back at work after a recent operation. Walt Kowalchuk had a cyst removed from his eye and we hope Wilroy Burnett recovers quickly from his fall while working in the Boiler Shop.

Phil News is finally going to get married and we know Art Sherrer will be best man.

Frank Hagenberger, 140 E. Cooke Avenue, Glenolden has a hobby of collecting and repairing radios. Frank also told me he was going to Washington to see President Truman about his code rate.

Bill Collins earned his Doctor's degree by X-raying all of 59 Dept.'s code work and is well liked by everyone in the Boiler Shop.

Ed Spain is in the news again. He went to Florida and back without a mishap. While backing out of his father-in-law's driveway, he crashed into his neighbor's car.

Art Holzbaur is sporting a new corn cob pipe.

Bill Wilson doesn't go home via Morton Avenue anymore. Too many neon signs.

Slim Harris argues because everyone says he lives on a farm. Why not? His address reads Ridley Farms.

J. Starkey moved to Booths Corner, and says it's so quiet out there you can hear the grass growing.

Sam Oprouseck just bought a new television set. Perhaps he will stay home at nights now.

Lew Frye forgot to blow his horn for Billy Lynn when nearing the intersection of a seam; result was a blowout.

Andy's favorite song is, "I'll never smile again."

Jack Taylor is still Green Ridge's smiling mayor.

74 DEPT.—TOOL ROOM

By Hilda Ramont

Benny Stipe has returned to work after being in the Chester hospital. Glad you are with us again.

Three of our mighty hunters were gunning on the opening day of the small game season.

Elmer Lowry went to Lancaster county after pheasants.

Bob Lee and Al Hancock gunned for rabbits and ringnecks in nearby districts.

"Pop" Stevens has finished gathering his apples and says he is sure of having enough apple sauce to last through the winter.

Charley Wright, who acted as best man at the wedding of his brother William, made such an impressive showing in his full dress suit that he wants to wear it on Sundays.

Condolences from the shop to Frank Cowan on the recent death of his mother.

69 DEPT.—PAINT SHOP

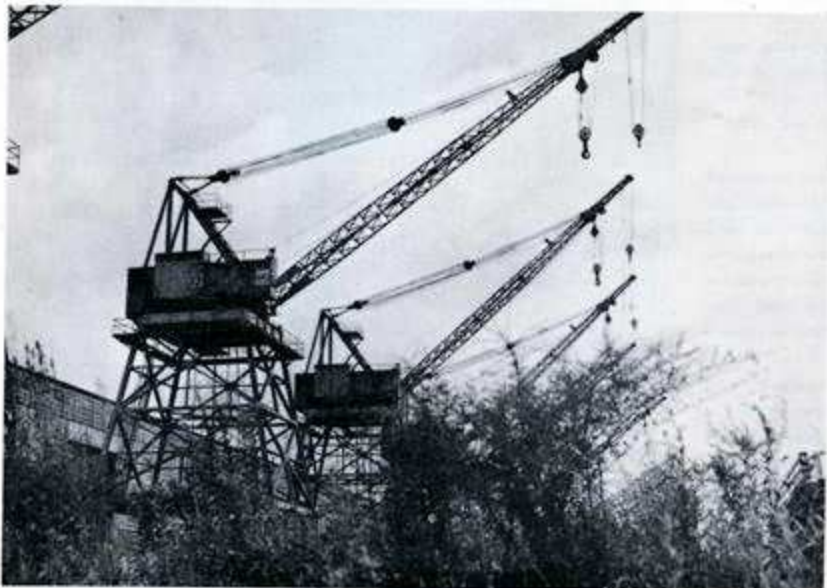
By Jack

Your regular reporter, H. Thompson, has been in the hospital so I am pinch-hitting until he returns. Best of luck, old pal, we are glad you are out of the hospital.

Charley Taylor started his vacation with the opening of the gunning season. He went up-state where there were plenty of ringnecks.

John Messick also joined the Nimrods on the first day of shooting. With birds and rabbits reported plentiful others in our department will turn to outdoor sport.

The sign shop has been busy repainting name boards for various ships. It also made a number of signs for the Community Drive.



GLORY DEPARTS from No. 4 Yard and North Yard shipways which are now grown deep with weeds. During World War 2, this was the scene of great activity.

36 — MACHINISTS

By Dick Clendening

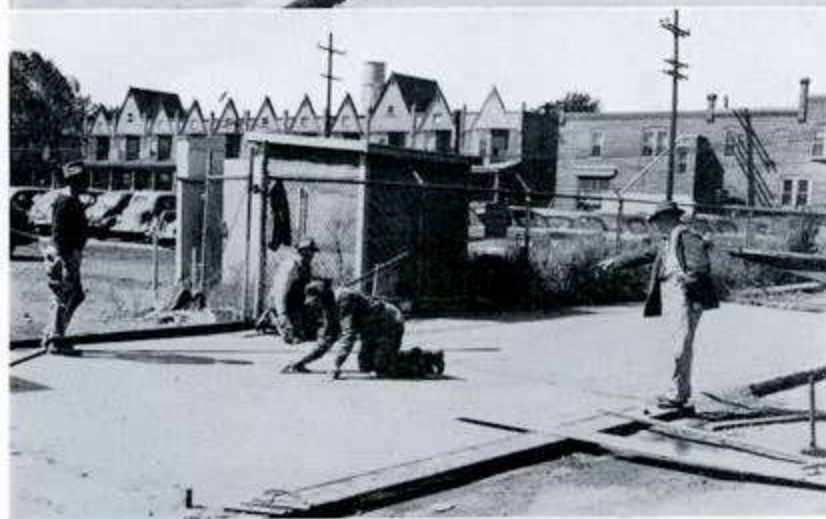
Frank Semeister, our genial pantograph operator, has been an ardent pigeon fancier since 1931 and has devoted his spare time to that hobby having trained and flown hundreds of birds each season. He just recently clocked the first first-place bird he has had since 1935 having won top honors in the 100 mile regular race for his club. This was the "Southwestern" when 602 birds from 44 lofts were entered. This entry also gave Frank 9th place in the Tri-State con-course combine when 2337 birds from 161 lofts competed.

All this made Frank feel mighty well pleased and then along came another one of his birds with third place honors in the 300 mile regular race with 153 birds representing 23 lofts. We are glad to see Frank getting results and hope that these birds of his bring him still further honors in that field.

For the benefit of the curious, an explanation of the age old problem of why the homing pigeon can fly home might not be amiss. Science had determined that apparently it is because the pigeon is a "navigating" instrument more sensitive than man has been able to develop.

The bird seemingly finds its way home by determining the magnetic intensity it feels while flying through the earth's magnetic field. An electric voltage results from flying through the magnetic field—the pigeon being able to detect this as well as the rate of the earth's surface turning under him as he flies and the magnitude of both of these is different at locations other than the bird's own home. Therefore, the pigeon need only fly in the direction of the magnetic intensity and the earth turning rate he is accustomed to and he will arrive at his home loft. The bird has on the end of the optic nerve in the eye a small mound like structure extending across the eye toward the lens and the presence of this nerve is believed to be the pigeon's "organ of navigation."

We were very sorry to learn that our friend Mr. Hoffman, of the Mari-



MOST POPULAR IMPROVEMENT made recently was laying a cement sidewalk in front of the ball park lot from Third street to the railroad track. With Assistant Foreman F. J. Hibbs are R. Horsey, W. Miller, E. Harris, A. Brown, D. Brown and A. Costley. This is the outfit that laid the cement walk around the Wetherill plant two years ago.

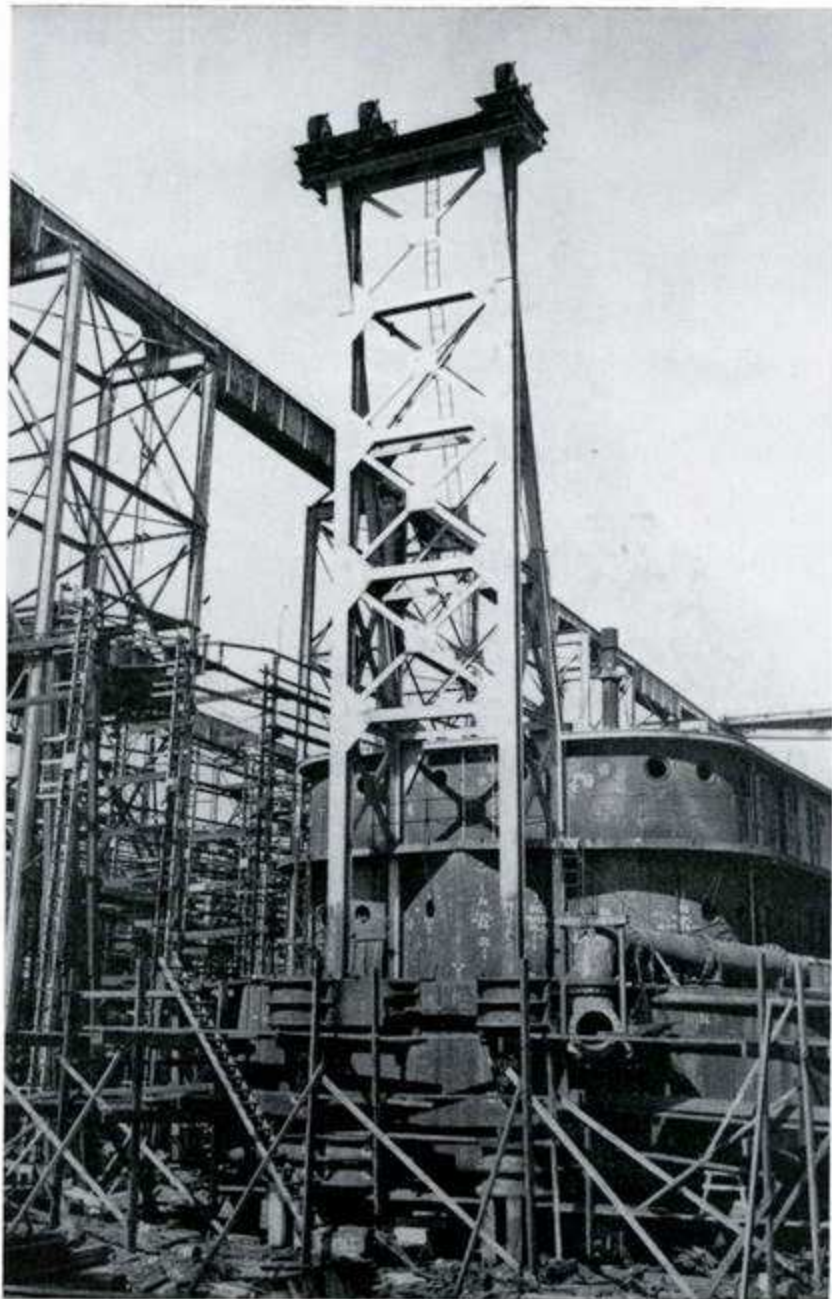
time Building, has been hospitalized, having received a painful knee injury. Last time we saw him he was showing steady improvement and hope that by the time we go to press he will back on the job again.

At the time of this writing, Horace Esrey is still in the hospital and while his condition is serious, he is showing progress and has kept in remarkably good spirits. Here's hoping that he too may be greatly improved by the time this is printed.

Reese Esrey, Horace's brother, one of 36 Dept.'s old timers, had a trip to Chester Hospital and underwent an operation too and after a few tense stages, he got straightened out and is coming along nicely. He has all our sincere good wishes for a speedy and complete recovery.

36 Dept. sends sympathy to the family of Fred Ott, who recently passed away. There are many men in the Sun Ship family who will never forget Fred who worked along with us for many years and who, when in his prime, was one of the best in the Engineering Depts. He was laid away with the honors customarily given veterans of the Spanish-American War and the ceremonies, attended by some 12 or 15 veterans, was impressive and touching.

Steve Latocha, who worked with the Engineers for many years, has left the yard to take a position as 3rd Engineer on the ROBERT C. TUTTLE. He is expected in port here on his second trip. Here's wishing him every success.



STERN VIEW OF LARGE DREDGE being built in Central Yard. Impressive as it is, this dredge will be dwarfed by the huge one to be built for the Army Engineers by Sun Ship.

88 DEPT. — GUARDS

By D. Morris

Lewis is on the sick list. Here's hoping for a quick recovery and a speedy return to work.

Norris is leaving service. Best of luck in your new venture.

Grayson is now serving probation on the Ridley Township Police Force.

Bowers has got the lonesome blues.

Lanier is a victim of spring fever these hot days.

Dilworth is always out on a limb.

Quartermus says, "You're never too old to learn."

Goslin is finally satisfied. He has got the car patrol.

68 DEPT. — RIGGERS

By Half Hitch

Sure wish I could be fired off this job, or, that the rest of the department would help me out. I am running out of ideas, boys — so if any of you can offer anything, let's get together.

Harry McBride has in his office a young man whose job while in the Navy was to interview prisoners released from Jap prison camps. His name is Don Pastorius. Some of the American boys worked in mines in Manchuria and others in the Jap shipyards. Several had survived the terrible "Death March" after the fall of Manila.

Am enclosing a picture of a dry dock owned by the U. S. Navy at Hamilton, Bermuda. This dry dock can take care of anything up to 720 ft. long and 25,000 tons. She has four Gantry cranes, each good for 35 tons. She is also equipped with a machine shop, carpenter shop, paint shop, rigging loft and is practically self-supporting. This picture was taken by "Bobbie" Patton, "Half Hitch's" favorite Wave. Specialist 1/c U.S.N.



On the night of October 7th, we rode up No. 7 shipway on what remained of the carrier RANGER. We must confess that the thrill of going down with a brand new ship is far different than going up with a part of a ship that has fought for her life and for that of her country. Maybe we are ready for Snug Harbor too. The other day "Patty the Pig" said we looked like a Spanish windlass. That my friends is a real insult.

67 DEPT. CLEANERS

By Major Palm

Al Bagly will not head the Cleaners line during hunting season. He will be in near Kane, Pa. gunning for deer. We hope he has lots of luck. Bring us back a fine buck.

George (Bottie) Bulware came close to rolling a perfect bowling score he ended up with 290. He is a mighty fine bowler.

We are glad to have Mark Williams back after a three months' vacation touring the good old U.S.A.

Brothers who are working with you as Cleaners are: Willie and Charles (Lep) Steward, Willard (Six) and Pete Brown, Al and Frank Bagly, Charles (Val) and Linwood Jones, Leroy (Babyface) and Warren Stansbury, Ed and Elmer (Runt) Phillips.

HARD TO BELIEVE BUT IT IS TRUE

Fred (Foxey) Rider and Charles (Chops) Carlton played 18 holes of golf in the low 70's.

Sam Britt has been a professional baseball and football player, a prizefighter and a wrestler.

Charles Minor, Sam Britt, Shorty Nelson, Bill Jones and Robert Holmes can run 100 yards in less than 10 seconds.

Cleaner of the month honor goes to William (First Man) Adams who is a quiet, smooth, serious gentleman with lots of friends.

Personalities of Cleaners: Chappie Van Doren — *Prankful*, Percy Foster — *Hopeful*, Henry Jones — *Smooth*, "Heads" Emery — *Daring*, Charles Minor — *Pleasant*, Ben Laws — *Shy*, Al Bagly — *Driving*, "Buss" Morgan — *Loud*, Bob Smith — *Helpful*.



SYMPATHY is extended to the family of SIGURD OLAFSEN who died on August 26. He formerly resided at 1206 Johnson Street, Chester and was employed in our 68 Dept.



HUGE SIZE OF SHIP'S WHEEL AND RUDDER are brought out vividly by this photo taken on the dry dock. Compare the size of the workman with wheel on which he is standing while repairing rudder.

U. S. LEADS TANKER TONNAGE

More than half of the world's large oil tanker tonnage, consisting of 1,633 ships totaling 22,067,151 deadweight tons, is under the American flag, a recent survey by the American Merchant Marine Institute shows.

The tanker fleets of Great Britain, Norway, Panama, Sweden, France, Netherlands, Italy, Argentina and

the Soviet Union follow by size in the order named. Even land-locked Switzerland owns two seagoing tankers, the survey disclosed.

The total number of American tankers afloat was listed at 741, aggregating 11,227,027 tons. The U.S. Maritime Commission owns 6,858,749 tons, while private American operators own the balance, 4,368,278 tons.

Junior Members of the Sun Ship Family



This charming little fellow is **HOWARD VIGUERS**, age 6, the son of Charles W. Viguers who is employed in 59 Dept.



JACKIE FRY, son of John Fry, recently of 66 Dept., is shown with string of large fish taken in Maine. Largest pickerel was 23 in. One bass was 17½ in. long. Another, 18½ in.



ROSE MARIE BORSELLO is shown at 2 months just after being christened. She is the daughter of John Borsello of 38 Dept.



MR. AND MRS. RUSSELL STALEY AND CHILDREN, Virginia, Ron and Nancy, were snapped by the photographer while attending the opening games of the "A" League Bowling teams.



POSING WITH GRANDPA, Jimmie Jones of the Rigging Dept., is tiny **WARREN GAINES, Jr.** 4 months old.



CARL JACK AGE 5, AND BEVERLY ANN WALLING, AGE 3, are the children of Eddie Walling of 68 Dept.



CHUBBY little girl in picture is Mary Ann Mullen daughter of John Mullen, who works in 59 Dept. She is 10 months old.



THIS LITTLE BUNDLE OF CHARM is Sally Hamer, daughter of John Hamer who works in 33 Dept.



KATHLEEN O. WEITZ is the 5 month old daughter of M. Weitz who is employed in 36 Dept.



JERRY VISCUSO, 6 ft. 2 1/4 in., shown here is a student at the Glen-Nor High School. He is 15 years old and the son of John Viscuso of 30 Dept.



ARTHUR JOHN POLISHUK, 6 months old, is the grandson of Thomas A. Polishuk of 65 Dept.

More Junior Members of the Sun Ship Family



DAUGHTERS OF T. GLENN, of 47 Dept., are shown left to right: Annis, age 10, is a dancer while Dolores, age 12, is a majorette.



DORETHA E. PRICE, 14 years old, is the daughter of Mr. and Mrs. John Price. Mr. Price is employed in 67 Dept. and has rounded out 22 years service with the company.

34 PIPE SHOP

By Chick and Toots

Jim Ackroyd volunteered to give a pint of blood for a transfusion. Everything was okay until Jim tried to get a pint of coffee for a replacement. Poor Jim.

Clayton (just call me Scotty) Toureville was out with a couple of the boys the other day on a job that took them to Marcus Hook. At lunch time they all went out for refreshments. Tooner opened his pocketbook and freed some of the moths he had imprisoned for months.

Bill Ramsey said some of the bills he had were in there so long that the lapels were eaten off George Washington's coat. Tooner bought himself a coke and tried to retrieve his pet moths that escaped and left Bill Ramsey and Joe Metrick standing by with their tongues hanging out. Joe said Tooner wasn't putting out anything but tomb stones and you have to die to get them. After the boys shook him up a little on being so close he said he didn't care if they did call him Scotty, it's cheaper.

Talk about the hurricane in Florida, we have one up in the office every noontime when "Tool Room" Willie and Joe Krupic start breezing off.

George Ives, of Mr. Flanagan's office, is glad the series are over. He lost enough on them to get that onion sack out of hock.

Charles Costello said Dave Van Horn has Willie (Sweets) Green on the right boat at last.

Charles (Rev.) Forwood tried to play a diplomatic role down in Georgia where he went on his vacation. He went all the way to Atlanta to a wedding and as usual arrived a half hour late. The wedding was over when they arrived. Those "crackers" don't wait; however, the "Rev." wasn't too disappointed—he was in time for the eats.

Charles (Toots) Thornton is being congratulated on the arrival of his tenth grandchild. He claims to be the youngest grandfather around the yard.

We hear Harry Fry is out of the hospital feeling much better. Nice going, "Hutch."

ONE BIG SNOW DUE



After studying the snow bloom clouds during the month of August, former Sheriff Nate Pechin announced that there will be only one big snow during the coming winter. Little ones do not figure in his weather prediction; only the he-man snowstorms count.

Last winter the Sheriff said we would get off lightly with only two worthwhile snows. Sure enough, we did have a mild winter. And the winter of 1945-46, he gained renown when his prediction of four good snowstorms came close to what happened. Also he hit it on the nose in 1944-45 with a prediction of many snows. There were.

Here we are going into the winter of 1947-48, cheered by the Sheriff's assurance of only one deep snow.

If there is a first class goose-bone weather prophet in the Yard, will he kindly send his prediction to OUR YARD.

91 DEPARTMENT

By H. Obodyke

Since our last issue, Clayton, Rankin, and McClain have enjoyed vacations and are ready for the winter season.

Now that vacations are over we are hoping for more news items this coming winter. Just call 255 and let us have your news—as the actors say, "The show must go on."

It's "Grandpop" Billy Osterheldt

now. And he is proud of the title.

Donald McKay, descendant of the famous clipper ship builder, says he is going deer shooting in December. Good luck Don, we know you are a good shot.

Moe: "Got a cigarette?"

Joe: "Yep."

Moe: "Got a light?"

Joe: "Yep, got a lighter."

Moe: "Well, where's the light?"

Joe: "When you press this button on this lighter it shoots out a finger and points to a guy who has a match."

Al: "What on earth have you been doing?"

Pal: "I've been decorating my own house. I even put the wallpaper on myself."

Al: "So I see. It looks good on you."

OFFICE CHATTER

By Markkanen and Scott

Ethel James recently returned from a motor trip on which she visited Canada and New York State. The highlight of her trip was a visit to the Hyde Park home of the late President Roosevelt.

Andy Pescatore visited Beaufort, South Carolina on his vacation.

Carl Flamer, after a visit to the Zoo, had this story to tell Fred McKenna:

Carl: "While at the Zoo I saw a sniffsenough."

Fred: "What?"

Carl: "You know one of those black cats with a white strip down it's back."

Fred: "That's a skunk."

Carl: "Yeah, sniffsenough."

Gloria King, until recently a member of the keypunch section, is now residing in Newport Beach, Southern California. We wish her luck and success and we certainly miss her.

Peggy McKinney has been sick and we hear she is coming along fine and will be back with us soon.

Charlie Wahl, when shopping for his wife the other day, asked the butcher for a yard of pork. The butcher, with a puzzled look, told him that he didn't sell it that way. "Yes you do," said Charlie, "three pigs feet."

Many Happy Birthdays are extended this month to Marian Taylor on the 17th.

Two more office girls received lovely diamond engagement rings during the month of October. They

are Jane Roberts, of the Stenographic Dept., who announced her engagement October 11th and Elsie Massey, of the Paymaster's office, who became engaged on October 15th. Further details and photographs of the two girls will be in our December issue.

It's a baby boy for Mrs. Elverna White, formerly of Mr. Jamieson's office. The baby was born on September 14th.

Anna May Sulger, of the Stenographic Dept., made her first "flying trip" to New York City on October 5th. She had a perfect day for a flight and was quite thrilled by seeing New York's skyline by night.

Raymond Burgess, of Mr. Landing's office, spent the week of October 20th at Merry Hill Lodge in the Poconos.

We all enjoyed the birthday cake that Grace Hite, of Mr. Thom's office, received and shared with us on October 15th. Best wishes to you Grace from all of us.

Congratulations to Mr. and Mrs. Donald Clare on the birth of a baby girl on October 17th.



MR. AND MRS. RUSSELL F. HYDE are shown coming down the aisle just after the wedding ceremony in the Marcus Hook Baptist Church on September 20th. The bride is the former Miss Pauline V. Ware, of John G. Pew, Jr.'s office.

SHIPFITTING DEPARTMENT

By Jack Grieco

And so with the ending of the World Series, and our blood pressure back to normal, we focus our attention on football. At this early date I would like to go on record in predicting that Army will win over Navy. (Did I hear any nays to the contrary?)

Johnny Pastick, Leader in 58 Department Regulators, tells us that he enjoys our column. John's hobby is designing and building model ships and has quite a few in his collection. His latest we understand is an artistic piece of work.

Sam (Korea) Mitch enjoyed his "time off" days at Garden State. "How many did you buy oats for, Sam?"

Basil (Charlie Chan) Griesmeyer has switched from cigars to a pipe. He almost swallowed the dern thing talking on the telephone tother day. Better go back to cigars, Basil.

The barbers have raised the price of haircuts again, so Joe (Tea) Anderson advises us he will wait an extra month this quarter before submitting to another operation. Afraid to take gas again, Joe?

Did you know that nimble fingered Frank Ryan is an accomplished pianist, and that smiling George (Hat) Kilgore used to be a good singer — in his younger days. Also, we can recall when Jack Doyle could shake a mean "hoof" on a dance floor. Remember those days, boys?

George (Aloha) Gallagher & Fred (Fire Chief) Glatz got a big kick the other morning at the expense of a certain timekeeper who could not locate the alley he was supposed to hand out time cards.

"Okay, Gawge, I can take a rib."

Genial Ray Henry looks like one of "Roy Rogers Cowboys," in that red and white checkered shirt and turned up hat. Howdy, Pard!

We seldom see much of Bill (Swish) Clark any more as he is now located at the drydock. Come up and see us sometime, Will!

Our sincere sympathy is extended to Foreman Eddie Lacrosse of 58 Dept., upon the recent death of his mother.

"Shorty" Cahoon advised us that he has taken his long-handled "jaegers" out of the moth balls and is all set for the approaching cold weather.

Ass't Foreman Bill Rouke and Jimmy (Handsome) Garvey are be-

ing kept busy these days handling ship repairs at the dry dock.

I understand a few of our men (including Boss Millay) are oiling their shotguns and rifles preparatory to the hunting season. Take a camera along, fellows, let's see proof of your aim. OH yeah, your reporter likes venison steaks, too.

After checking over the returns of the "Community Fund Campaign" slip it was gratifying to note that the men of this department responded in the usual manner. Good work, boys.

Methinks Walter Winchell must have "Atomic Ache" — all he talks about is atomic bombs and Russia.

"A WEE BIT O' NONSENSE"

or "SMILE — DERN YUH"

An old farmer paying his first visit to the seashore, asked a boatman if he could buy some of the salt water to take home to show his wife Mirandy. The boatman assented and charged the farmer a quarter for a quart bottle full. A few hours later the visitor returned to the shore. By now the tide had gone out and the farmer gazed open-mouthed at the spectacle.

"By cracky, mister," he said, "looks like you've done a good business today."

PARKING LOT — A place where you leave your car to have dents made in your fenders.

"Wait a minute," called an excited voice, "don't start this street-car until I get my clothes on."

The passengers craned their necks expectantly.

There stood an old colored mammy struggling to get on the street car, with a basket of laundry.

Judge: "Who was driving when you collided with that car?"

Drunk (triumphantly): "None of us, sir, we were all in the back seat."

It's a fine thing to be a gentleman, but it's an awful handicap in a good argument.

A squad of recruits were taken out to the range for their first try at marksmanship. 250 yards and fired. Not a hit. They moved up to 200 yards. Not a hit. They tried at 100 yards. Not a hit.

"Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."

Then there was a guy who went

out with the optician's daughter. Two glasses — and she made a spectacle of herself.

Some girls are like paint: Get them stirred up and you can't get them off your hands.

And so we close with the song: "No Matter How Young a Prune May Be, They All Have Wrinkles."

Cheerio till next month.



DELICATE SPIDER WEB photographed on an unused shipway shows how the strands are woven to make a strong, tight trap to catch stray flies.



ENGAGEMENT OF MISS GLORIA KING, recently of the Payroll Dept., to M.O.M.M. 1/C James Poulicci was announced by her mother at a dinner on September 28th. Seaman Poulicci is now stationed in Newport Beach, California. No date has been selected for the wedding.



VERTICAL LATHE IS MOVED TO NEW POSITION in the enlarged machine shop. Crane assisted in the transfer of heavy unit.



BROADCASTING AT NOON has been resumed in the shipyard. The program includes music, news and weather reports and some of the popular records. Anthony Chutek, of 33 Dept., is in charge of the broadcasting station.



USING A SMALL BOAT, members of the crew of one of the ships in the Yard are seen painting the side of the vessel near the water line. Usually floats are employed for this purpose but the ship's sailors decided to use an ordinary life boat.

INK SPOTS FROM THE HULL DRAWING ROOM

By Frank Pavlik

With Christmas just around the corner we had all better get busy on the annual gift shopping list.

Tom Crompton and George Childs dropped in for a brief visit recently.

It was pleasant to again see Jack and Johanna McLinnis in the office. Jack has rejoined the staff of this department. Their family group now includes two husky little boys.

Les Ives realized a big ambition recently in bowling a better than 200 game in league competition. In fact his score was 221, and he took an extra day off to get over it. We have heard that he collected that night and is now setting his sights on a 250 score.

Hull B. Team has climbed out of the cellar at the expense of Engine Drafting.

John Booth has acquired a 22' boat which he sailed down from Long Island to its home port in Ocean City, N. J. Mrs. Booth and a friend were members of the crew that helped handle the craft on an enjoyable shake down cruise.



THE LARGER WEAK FISH caught by Elmer "Old Grad" Hafner was 26 in. long and weighed 6 1/4 lbs. Elmer did his fishing at Margate City, New Jersey.

33 DEPT. NEWS

By William Powers

H. Detwiler is going around the yard with his chest out because he is the father of a second baby.

G. Milne is trying to avert high cost by building himself a house.

R. Borrie was married on September 27th and is living on E. 14th Street in Chester.

A. Rankin has just returned from a successful vacation.

"Terry" Murphy tells me the reason he is among the best dressed electricians when not at work is because his brother operates a men's wear shop.

Paul Herman has returned to the fold after an extended furlough to No. 4 Yard with the Maritime Commission.

George Brown, one of our sports minded electricians, has put away his baseball glove till next year and is manager of the Chester Bears Football Team.

A. Osowski, formerly assistant foreman in the electrical department, would like to see any of his friends at Oak Lane and McDade Blvd. in Collingdale.

We all hope McLaughlin makes a very speedy recovery after having injured his hand while working.

The recently married Al Davis seems to be getting in on time in the morning.

A. Cassidy is attending all sporting events in his living room now that he has a television set. Andy says he has refreshments for anyone that cares to drop in.

Obituary

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

James Cooper, 60-81, 731 Wilson Street, Chester, Pa., September 16.

Fred Ott, 36-58, 1118 Hancock Street, Chester, Pa., October 3.

William Bonner, 30-24, 719 Potter Street, Chester, Pa., October 5.

V. Leslie, 81-654, Edgwood Road, Lima, October 10.



THIS BRIGHT AND SHINING PROPELLER WHEEL is shown with the dry dock as a background. It was placed on one of the vessels in for repairs.

Old Employee Dies



WILLIAM J. BONNER

For more than half a century William J. Bonner worked at the Wetherill plant and in Central Yard as a boilermaker and his death on October 5 marked the passing of one of Sun Ship's oldest employees. He was nearly 84 years old and passed away following a serious operation.

During the war years he worked on boilers in the Ball Park and he put in long hours. In 1943, he averaged nearly 8 hours a day for 365 days. That includes time out for two weeks vacation, bad weather and several days illness. He was retired April last.

He lived at 719 Potter St., Chester. His wife died in 1939 and he had no children. When he picked the sponsor of the S.S. PALO ALTO, which was launched February 20, 1943, he chose a young girl living in his neighborhood, Miss Doris Ruth Snipes.

A brother, Edward, of Chester and several nephews and nieces survive him.

WETHERILL SHOP

By Wally

Supt. John Wilkinson took his golf clubs with him on his vacation trip to Florida. He recently gained fame as a golfer when he and Joe de Berardinus won the Doc Baldwin Golf

Tournament of the Springhaven Golf Club with 30-14-166, after matching cards with Joe Wittan and John McGovern who had tied with 32-16-66.

We are glad to hear that Bob Fulton's wife is home from the hospital.

Frank Miles is displaying a new kind of fruit in his lunch. It's shaped like a pear but it's not a pear; smells like a banana, but it's not a banana. What is it?

The fall flower shows are now in full swing. Watch your local newspaper for the ones in Rutledge and Swarthmore College. It will be worth your while to see them, those of you that have cameras can get some good color pictures.

We are all very anxious to see Otto Leinhauser's chrysanthemums this year. They are always so beautiful and big. Any of you that raise them can compete with Otto. I am sure we all would appreciate it very much.

66 DEPARTMENT

By P. Embree

Yesterday when I asked Byers if he had seen Tom Brown, the blocking king, he replied, "I did not and anyhow it's not my day to watch him."

The \$64 question this week is, "Who took the hinges off the guard office door?"

Nearly all the department's men have had their vacations and your reporter hopes you all had swell vacations. Well men, I will leave on mine this week and as I fish and swim around Miami, Florida, I will still have my thoughts on dear old Sun Ship.

Hey Gus, how's Mrs. Gus and the new home doing?

Do You Know—

"Baldy" McGee is related to the McGees of Virginia.

Johnny Jenkins is doing a little farming out at Chelsea.

Harry Wilson still eats canned fish for lunch.

John Fry is located at Hollywood Beach, Florida. He has made good

connections and is enjoying the best of health.

"Ross Carrier" George and the candy men are on talking terms again.

The truck drivers bowling team took one point away from the Shipways Team.

Uncle Sam and "Abe Lincoln" are squared up to date. "Abe" received a substantial sum.

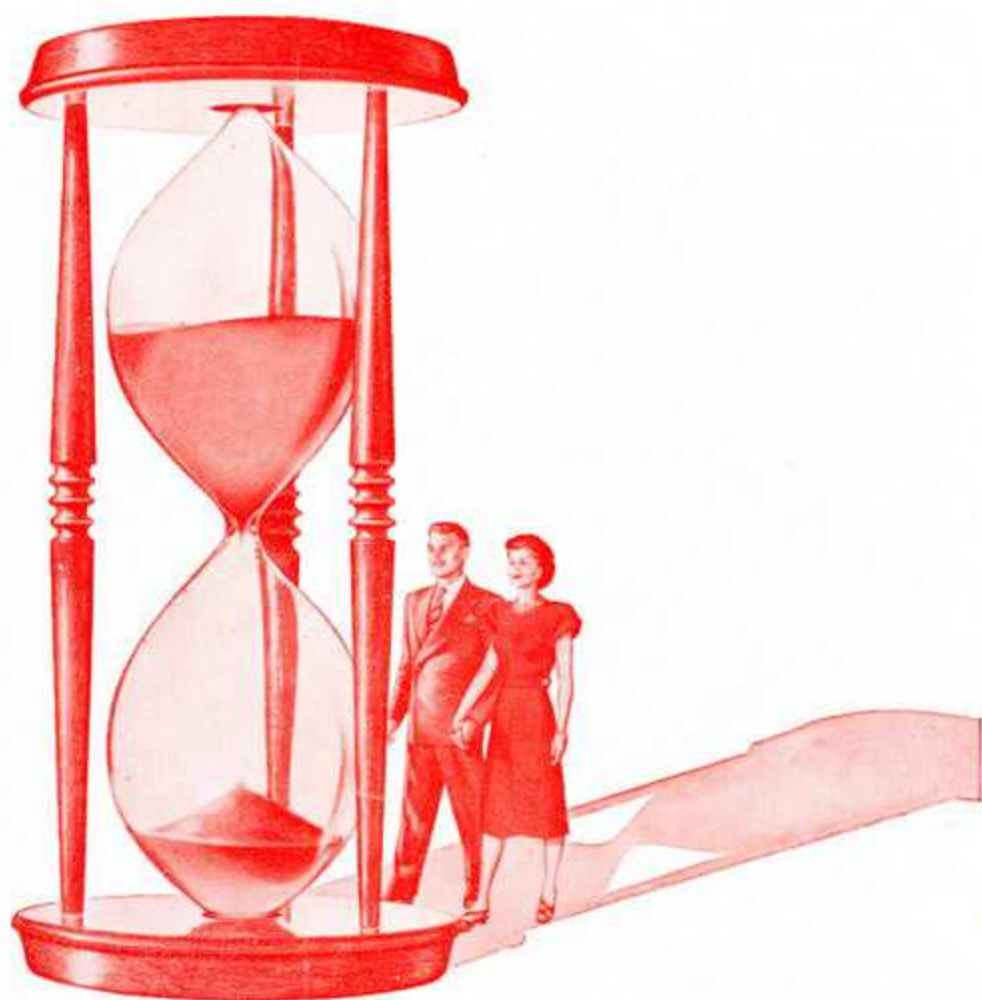
Charlie Frank was fishing for two days; he won the first prize for the largest fish—a 6-inch "spot" on Cape May "Goodie."



J. A. DAVIS AND HIS BRIDE, the former Miss Arlene M. Lantz, are shown just after the wedding ceremony. Mr. Davis is serving an apprenticeship in the Electrical Dept.

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They're LIQUID. Like water. You can get your cash out of them at any time . . . in a few minutes . . . without penalty.

Remember those words "melt away." They say better than a volume of statistics that you have less time than you think, to save.

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