

SUN SHIPBUILDING & DRY DOCK COMPANY • DECEMBER, 1947

Christmas

*And now the Christmas season
Is with us once again,
And more so, too, there's reason
For peace, good will to men.*

*And as United Nations
Strive for a united stand,
There will be no need of rations
If we lend a helping hand.*

*So think of that manger, lowly
Where the Prince of Peace was born,
And endeavor to keep holy
All our thoughts on Christmas morn.*

*Not receiving, but in giving
Is the symbol true, of Yule,
And there's greater joy in living
By that good old Golden Rule.*

*And so here's a Christmas Greeting
And a Happy New Year, too
With prosperity repeating
Is Our Year's wish for you.*

Arthur J. Brown
90-164

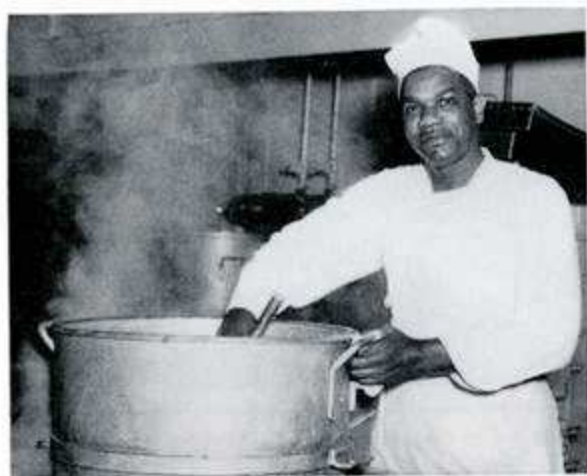
GAS TANKS GET X-RAY TEST



TANK cars used to carry gasoline, propane or other petroleum products must be well constructed and without flaws. Here at Sun Ship where the tanks are built, a large X-ray machine is employed to test the welded parts and all joints. The X-ray reveals faults so tiny that they cannot be detected by the naked eye. After the test, the welders go over the tank again and repair the spots checked. However, within a brief period recently, three "100 per cent" tanks were reported. The X-ray machine could not find one fault and they passed the first check with flying colors. The first perfect was No. 80 shown in this upper photo. In front of it are Ed Hall, Andrew Yeager, D. Daniels and Jack McGeehan. Below — Arthur Gray operating the X-ray machine on a tank.



New Cafeteria Is Opened



COMPLETELY REMODELLED the new cafeteria swung into action on October 27. There was a heavy rush of patrons that had the staff on its toes but after a few days everything was going smoothly. This cafeteria which replaces the two canteens in Central Yard can seat 500 persons.

Patrons enter from two side aisles and after being served leave by central doors where cashiers are stationed.

Middle picture shows the personnel: Ethel Alexander, Susie Mills, Verna Sharpless, Laverta Gicker, Martha Brown, Thomas Hardy, Chef Erwin Andraeas, Willis Anderson, Veronica Folger, Herbert Williams and John Mann. Upper left: View of patrons being served with Vice President John G. Pew, Jr. talking to employee. Upper right: Fred News and Elmer Hafner, of checking staff, greet Messrs. Hardy and Andraeas. Left: Willie Anderson beats up mashed potatoes.



THE first Christmas Seal Sale in the United States was conducted 40 years ago. The sale in 1907 was promoted by Miss Emily P. Bissell of Wilmington, Del. and was confined to the Wilmington area. Miss Bissell adopted an idea originated by Einar Holboell, a Danish postal clerk, who had conducted a Seal Sale in Denmark in 1904. In 1908, Christmas Seals were sold nationally in this country. The Sale has been nationwide ever since.

Christmas Seal Funds have been used to support tuberculosis control work throughout the 40-year history of Seal Sales in the United States. This year 3,000 associations affiliated with the National Tuberculosis Association are conducting Christmas Seal Sales to support state and local tuberculosis control and prevention work.

Since 1904, the year the National Tuberculosis Association was organized, the TB death rate has been cut

almost 80 per cent. Yet tuberculosis still kills 53,000 Americans a year.

One out of every 12 deaths among Negroes is due to TB.

Approximately 2,000 children under 10 years of age die of tuberculosis each year.

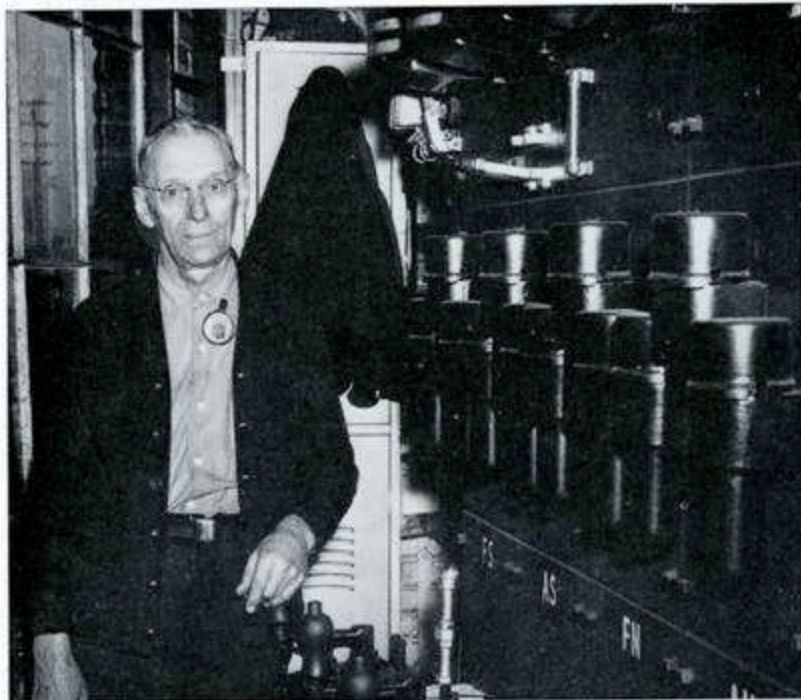
Tuberculosis cost the lives of two persons for every three Americans killed in combat in World War II.

BUY CHRISTMAS SEALS



In The Spotlight

SAMUEL B. FOX



The mechanical heart of Sun Ship's two dry docks is the electrical control room, a squat, brick building that juts out towards the river with big glass windows enabling an observer to see every part of No. 1 and No. 2 dry docks.

Sam Fox is the man in the control room. He operates the 32 pumps on signals from dock master Olaf Martin. Sam is an electrician. He acts as maintenance operator on all the motors that drive the pumps.

A dry dock is a huge structure but it is a delicate piece of mechanism to handle. The principle on which it operates is simple. In actual practice, however, the dry docking of a vessel is an operation calling for mathematical exactness, knowledge of tides, familiarity with wind, currents, con-

struction of hull, and capacity of ship's power plant.

H. D. Campbell, yard captain and dock master Martin have supervised the handling of thousands of craft and Sam Fox has handled the machinery for docking most of the ships.

Late this month, he will round out 24 years of service with Sun Ship nearly all of these years in the control room at the dry docks.

When a ship arrives to be dry docked, a diagram of the hull is given the dock master and the blocks are placed so there will be even distribution of weight over the entire length of the ship. The dry dock is not a single unit. It is made up of pontoons. These are sunk to allow the ship to come in until the vessel is exactly over the blocks on which it must rest. The pumps then go into action and the pontoons are raised until the vessel is completely out of

water and its keel exposed from bow to stern.

When the man in the control room observes dock master Martin raise one finger, that means putting the pumps on one point speed, which is slow. Two fingers raised means two points. Three fingers three points, which is speeding up. The clinched fist is raised for four points. Now the reason for that is, in the dusk it would be difficult for the control operator to distinguish between four fingers and an open hand, the latter meaning five points.

The pontoons must be raised so that there can be no overbalancing on port or starboard side or fore and aft. Everything must be coordinated so that it can be dry docked almost as delicately as a feather sinks to rest on the ground.

The years of association between Captain Campbell, dock master Martin and Samuel B. Fox have brought about a perfect understanding and admirable team work.

Sam was born on a farm near Oxford, Chester County and as a young man went to work as a trolley motor-man. He was holding down a job in Chester at the same time studying electrical engineering when he received an offer to become an electrician with the Chester Steel Company. After working for Baldwin's and the Penn Seaboard Company, he joined the Sun Ship organization nearly a quarter of a century ago and has been here ever since.

"I like the plant, I like the people here in the Shipyard and I like my work," he told a representative of OUR YARD the other day.

"It's a fine place to work and I have enjoyed every hour spent here. I think the most exciting night was when we dry docked the cargo vessel EAST INDIAN. This was on a winter day after the first World War ended. There had been an extreme cold spell and the river was packed with great cakes of heavy ice. It took hours to force the vessel through the ice field and get her in position and when we raised the pontoons, the EAST INDIAN seemed to be imbedded in ice. The dry dock gave a splendid exhibition of itself that day and we were all proud of the job that had been done."

Samuel B. Fox and his wife live in Chester. His son, Samuel B. Jr., formerly worked at the Wetherill Plant. A daughter is married and resides in Elizabethtown, Penna.

BLACKSMITH SHOP GETS INTO PRINT



FORGE EMPLOYEES are shown in a get-together. In the group are: Top row, left to right: E. Mathis, L. Burney, J. Lang, J. Yeager, E. Harron, J. Coiro, F. Martin, R. Johnson, J. Deek, S. Giandonato. Middle row: E. Turner, E. Lankford, G. Lewis, P. Skodis, N. Stone, J. Maness, W. Jones, M. Rozlucki, A. Henry, W. Belczyk, W. Novak, O.

Stanback, N. Vadino, A. Curry, A. Pitts, W. Federowicz, S. Belczyk, E. Ditchburn, G. Wilson, O. Newsome, E. Lindell, B. Frazier, Deacon Givens. Bottom row: S. Diggs, D. Ytse, O. Hibb, E. Touring, H. Culbertson, F. Cox, H. O. Hall, F. Culbertson, J. Weichert, D. Dempsey, Sugar Thomas, D. Custer.



Lower picture is that of ANGLE-SMITHS. Top row, left to right: A. Hunley, A. Rice, W. Spencer, G. Young, J. Neal, O. Dodwell, H. Ewasiw, L. Cox, J. Lang, T. Coleman, W. Wieckowski, W. Boddie, E. Turner,

M. Ponder. Bottom row: R. Armstrong, J. Brown, A. Piestrak, J. Niehuis, H. O. Hall, N. D'Alessandro, B. Girard, H. Williams, A. Smith,

WHAT MAKES SHIPS GO

Story of Propulsion from Days of Oars to Sails and Wheels

Propulsion of boats and ships from the earliest dugout to the modern tanker or liner is presented to OUR YARD readers in two articles. Martin G. Bittel, of 96 Dept. who compiled the facts in collaboration with Supt. John Wilkinson, of the Wetherill plant, is well known in yachting circles.

By Martin G. Bittel

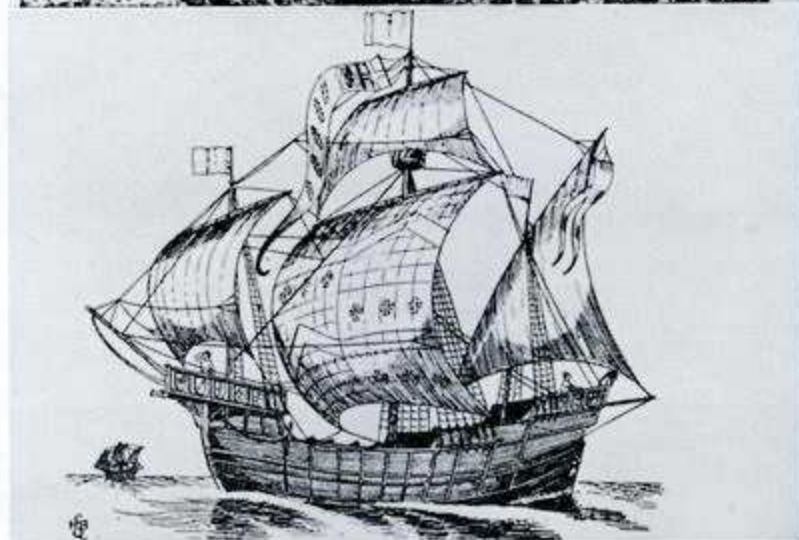
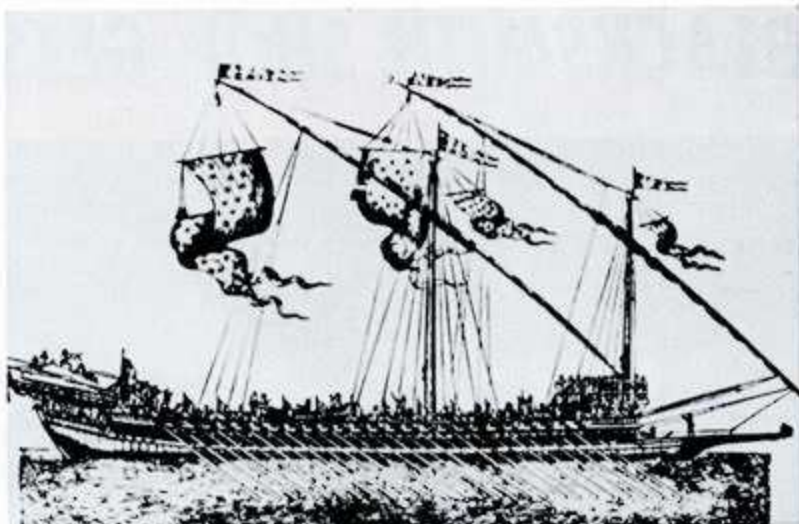
ONE of the earliest devices to move water—and that is essentially what the screw propeller does—was the screw of Archimedes invented by the famous Greek philosopher and mathematician, of that name (287-212 B.C.).

His device consisted of a spiral screw thread revolving in a tightly fitting cylinder. Only the lack of a convenient source of power prevented its development and it lay practically forgotten for over 21 centuries. Archimedes is of particular interest to the shipyard business, because of his treatise on Floating Bodies, which established the general principles of hydrostatics. He also enunciated many of the laws of mechanics and mathematics and has been soundly hated by schoolboys from that day to this.

When some prehistoric genius hollowed out a log to create the first "dugout" he probably hacked a flat blade out of a tree limb to fashion the first paddle—and the paddle has been used by man in all parts of the world since that time. The American Indian used it to propel his birch bark canoe; the Eskimo to propel his kayak, the Polynesian his outrigger and the modern American, an aluminum paddle to propel his aluminum canoe.

Oar Belongs to the Ages

The inventor of the oar has been lost in the shades of antiquity, but his device has been in continuous use since that time and there are probably more oars manufactured today than ever before, to propel dinghies, dorys, rowboats and small craft of all kinds.



Galley with 26 oars on each side of ship (top) was used up to time of Drake and one of sailing ships (bottom) used by Columbus.

It is interesting to note that the principle on which the oar works is the lever enunciated by our friend Archimedes of hallowed memory.

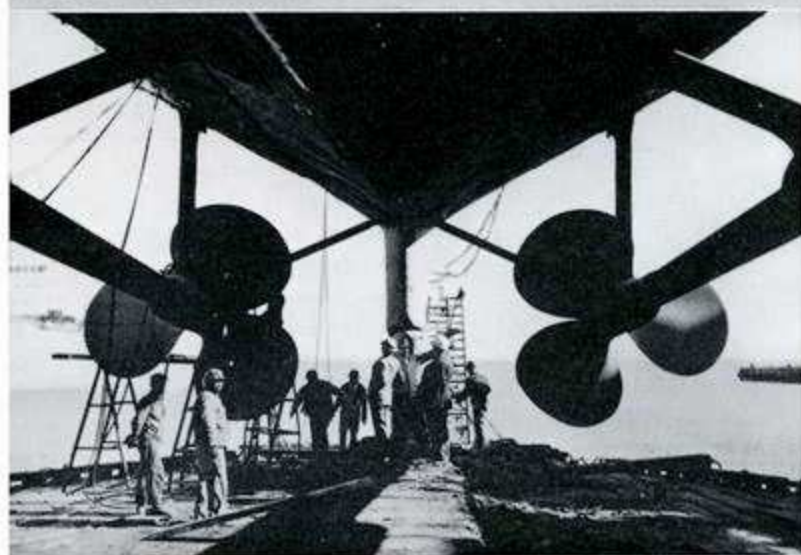
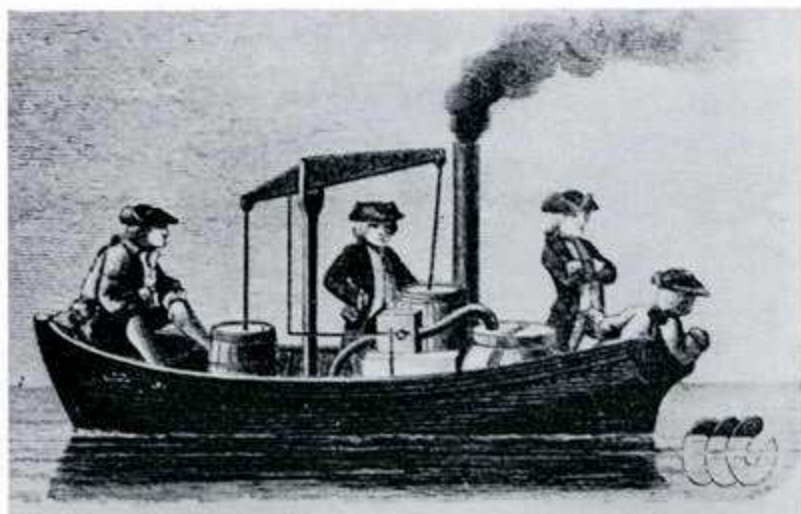
As time went on and boats became larger and longer, oars became known as "sweeps." These sweeps in time grew so large that one man could not handle them, so more and more men were added until it was not unusual to have as many as seven men to a sweep which might be as much as 50 ft. long.

The movements of the oarsmen were synchronized by the beating of a drum or hammering on a gong. Inasmuch as no one in his right mind could be induced to work at the oars on a voluntary basis, the oarsmen

were mostly prisoners-of-war or convicted felons and to prevent them from jumping overboard or starting mutinies, they were fastened to their places with chains.

However, they had to be fed and this cost money, so merchant ships developed sails and the galleys were mostly naval vessels. Even these, in time, were abandoned in favor of sailing vessels—especially after it had been found that the sails could be handled in such a manner as to "beat to windward." After that step, the galley became a relic. It is interesting to note, however, that some of the vessels of the Spanish Armada in 1588 were galleys.

The next 200 years saw sailing ves-



An early type of steam propeller wheel is on top. Below we have a modern twin screw drive. (This was used on the U.S.S. RANGER recently cut up for scrap.)

sels develop to their highest peak of perfection—a full rigged ship—and in vessels of this type hardy navigators discovered practically all the available lands on this earth. The men who manned these ships had to be hardy because at times they would be on a voyage for many months at a time and subsisted on sea biscuits and salted pork, the era of wooden ships and iron men.

Sails Give Way to Steam

The age of sail continued until the end of the Eighteenth Century when steam power appeared. Today, the only run in which full-rigged ships can compete is the Australian Grain Race from Australia to England and

even here, as the ships become unseaworthy, they will be replaced with steam or diesel. The only sailing vessels being built today are yachts and a few fishing schooners.

When Mr. Watts developed his engine, in which the expansive effect of steam was utilized, one of the most important and most fruitful of all applications of steam was to the propulsion of ships.

In 1690, Dionysius Papin, professor of mathematics at Marburg and Physician to his Royal Highness the Elector of Cassel, proposed to use his piston engine to drive paddle wheels to propel vessels. In 1707, he built a model boat in which the pumping engine forced water to drive a water

wheel which in turn was made to drive the paddles.

A mob of boatmen, seeing in the steam engine the ruin of their business, attacked the vessel at night and utterly destroyed it. Papin narrowly escaped with his life. This discouraged him and he did nothing further.

In 1736, Jonathan Hulls took out an English Patent for the use of a steam engine for ship propulsion, but there does not seem to be any evidence that he attempted to reduce his ideas to practice.

The French Academy of Science awarded a prize in 1752 for the best essay on a manner of propelling a vessel without wind. It was given to Bernoulli, who proposed a set of vanes like a windmill—a screw propeller in fact—he placed on each side of the vessel and two more behind. This idea was likewise never reduced to practice.

Early Steam Vessels

There were other dreamers—a paper by the Abbe Gauthier published by the Royal Society of Science and Arts of Nancy being one. He proposed a Newcomen engine be built having a stroke of 6 feet and make 15 strokes per minute with a force of 11,000 lbs. be used to drive a paddle wheel. In 1760, a Swiss clergyman, J. A. Genevois, published a paper in London relating to an improvement in navigation. His plan was to have a steam engine compress a flock of springs and releasing their effort to drive a paddle wheel—a sort of a Rube Goldberg idea.

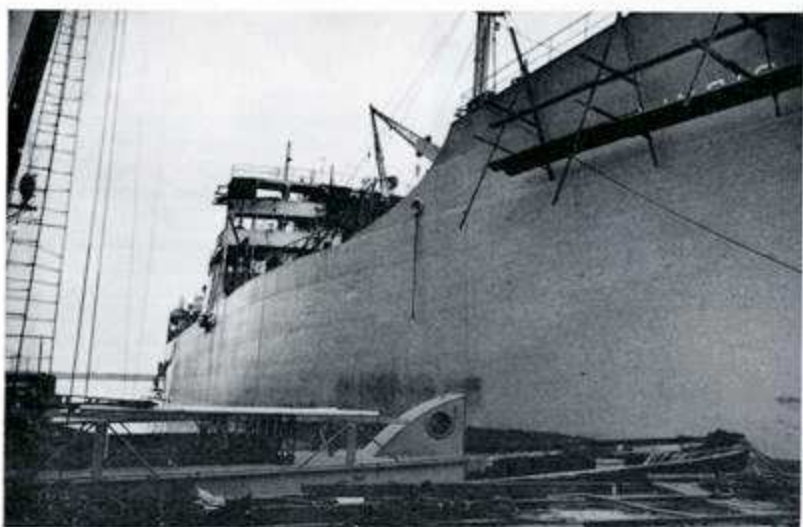
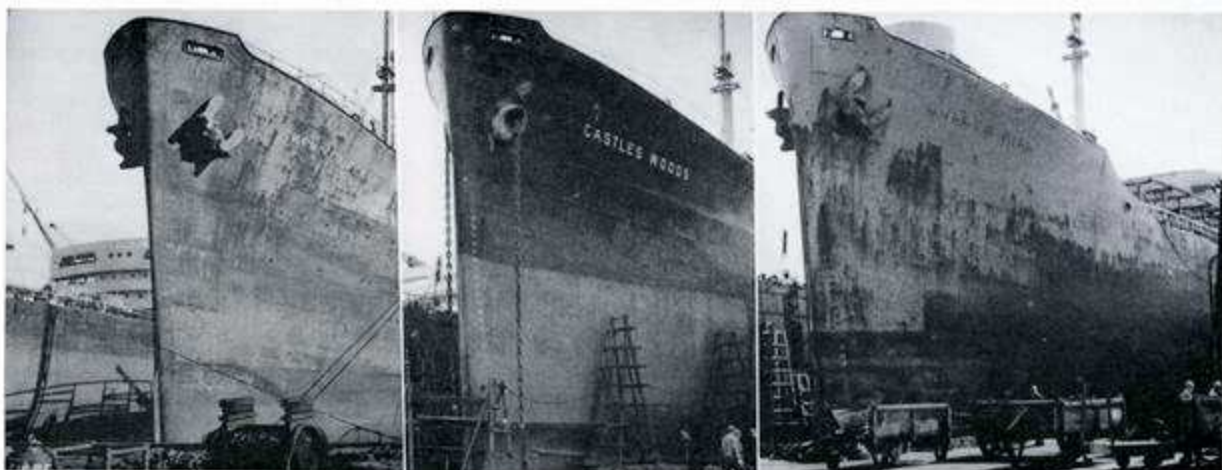
In 1763, William Henry, a prominent mechanic in Lancaster, Pa., built an engine according to Watts plans and placed it in a boat fitted with paddle wheels and made a trial on the Conestoga River near Lancaster. The craft by some accident sank. He built another engine but decided the public was not in favor of such "goings on" and did nothing further.

John Fitch, a frequent visitor to Mr. Henry's shop, probably received his first idea on steam navigation from him.

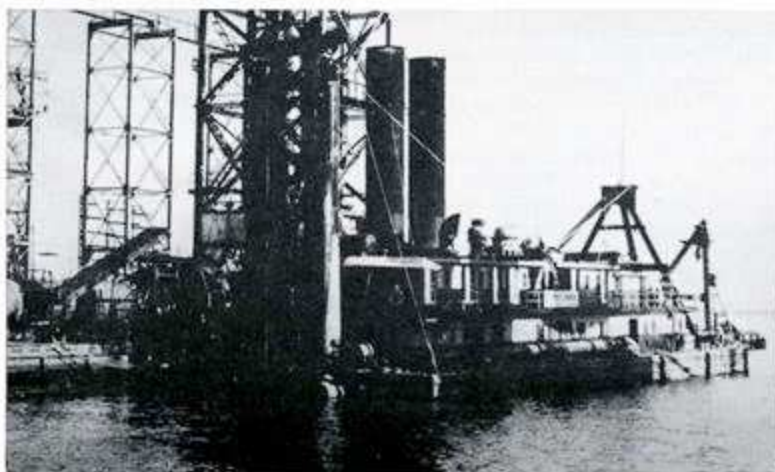
In June 1776, the Marquis de Jouffray at Baume-les-Dames in France, built a small boat fitted with a continuous chain driven by a Watt engine and fitted with "ducks foot" paddle. The "ducks foot" system proved unsatisfactory and Jouffray

(Continued on Page 24)

Repairing Ships Continues at Yard



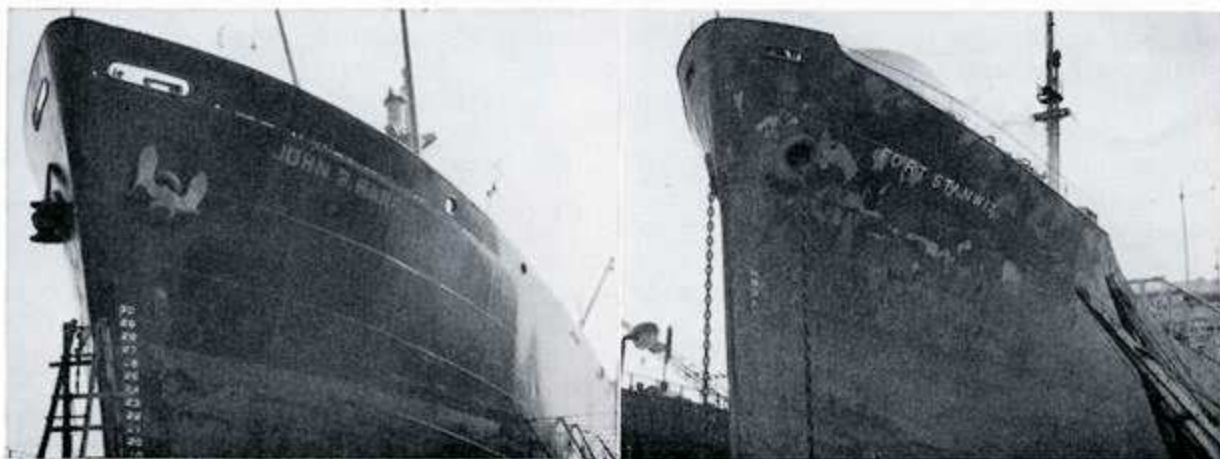
The **CARNIFEX FERRY**, which has been re-named **CROWN TRADER**, owned by American Trading and Production Corporation, was overhauled, strapped and defense features removed. An annual overhauling was given the **CASTLE'S WOODS**, owned by the Overseas Tankship Corporation. This ship carried a Chinese crew. **SULLY'S HILL** was recently in the Yard for overhauling and strapping. It is owned by the Overseas Tankship Corporation. An important visitor to the Yard was the Dredge **PENNSYLVANIA**, (below) American Dredging Company, in for installation of new machinery. The **VERA CRUZ** and **ILLINOIS**, owned by the Texas Company, had girders and stiffeners installed.



They Came In For Repairs



Defense features were removed from the S.S. KING'S CANYON, owned by the Overseas Tankship Corporation, and the ship was completely overhauled. The M.S. DYNAFUEL, owned by the Sun Oil Company, came in for damage repairs and miscellaneous repairs. The liberty ship JOHN P. HARRIS, owned by the Shepard Steamship Company, was dry docked and had rudder reinforced. There was a complete overhaul of the FORT STANWIX, owned by the Overseas Tankship Corporation. The M.S. LIDVARD (right) came to the Yard for dry docking and painting.



Vocational Students Visit Sun Ship



SPECIAL SCHOOL STUDENTS inspected the Shipyard October 14-15-16 under guidance of Safety Engineer Edward White. Left: from Bartram High, J. Marsicano, A. Scully, L. B. Goodman of Dept. of Labor, F. Hamme, G. McArthur and R. Elliott. Lower left: Bok Vocational, Robert Byrd, M. Falcone, A. Marino of Dept. of Labor, Fred Pile, Ralph Nasuti and John Pedone. Lower right: Dobbins Vocational, J. Wiley, G. Magee, William Quinn of Pa. Dept. of Labor and Industry, H. Struble and G. Enz.



Merry Christmas from the Safety Department

IF YOU have played safe with your God, your country, your fellowman and yourself then a Merry Christmas is yours.

If your actions and words have been unsafe to the foundations of your religion, your nation, your friends and yourself, the merriment that comes with this Yule time is certainly not with you.

Have you built up or have you torn down the foundations upon which all these worth-while things are built?

If you can answer these things when you commune with yourself and answer them truthfully and with understanding and find yourself still pleased with the work of your

mind and hands, you will have merriment; a joy well earned.

Your mental, physical, moral and financial happiness is the wish of the Safety Department for you during this Yuletide and throughout the whole New Year to come.



SERVICE PINS AWARDED FOR OCTOBER



M. DOYLE, 8-43, upon completion of 25 years of service with the company, receives a service pin from Supt. John Wilkinson.

TWO BROTHERS receive service pins from Supt. William B. Beatty. Left, Leon Layton, 47-2827, who has 25 years service with the company and right, Horace Layton, 47-19, who has completed 30 years service. They are both married and Leon has two sons, one 17 years old and the other 15.



R. McLAIN, 91-49, receives a 25-year service pin from Controller Charles H. Doyle.

ANOTHER PAINTER, S. Nardiccia, 69-31, received his 25-year service pin from Supt. A. A. Norton. Both he and McGinley were employed on the same day, October 23, 1917.

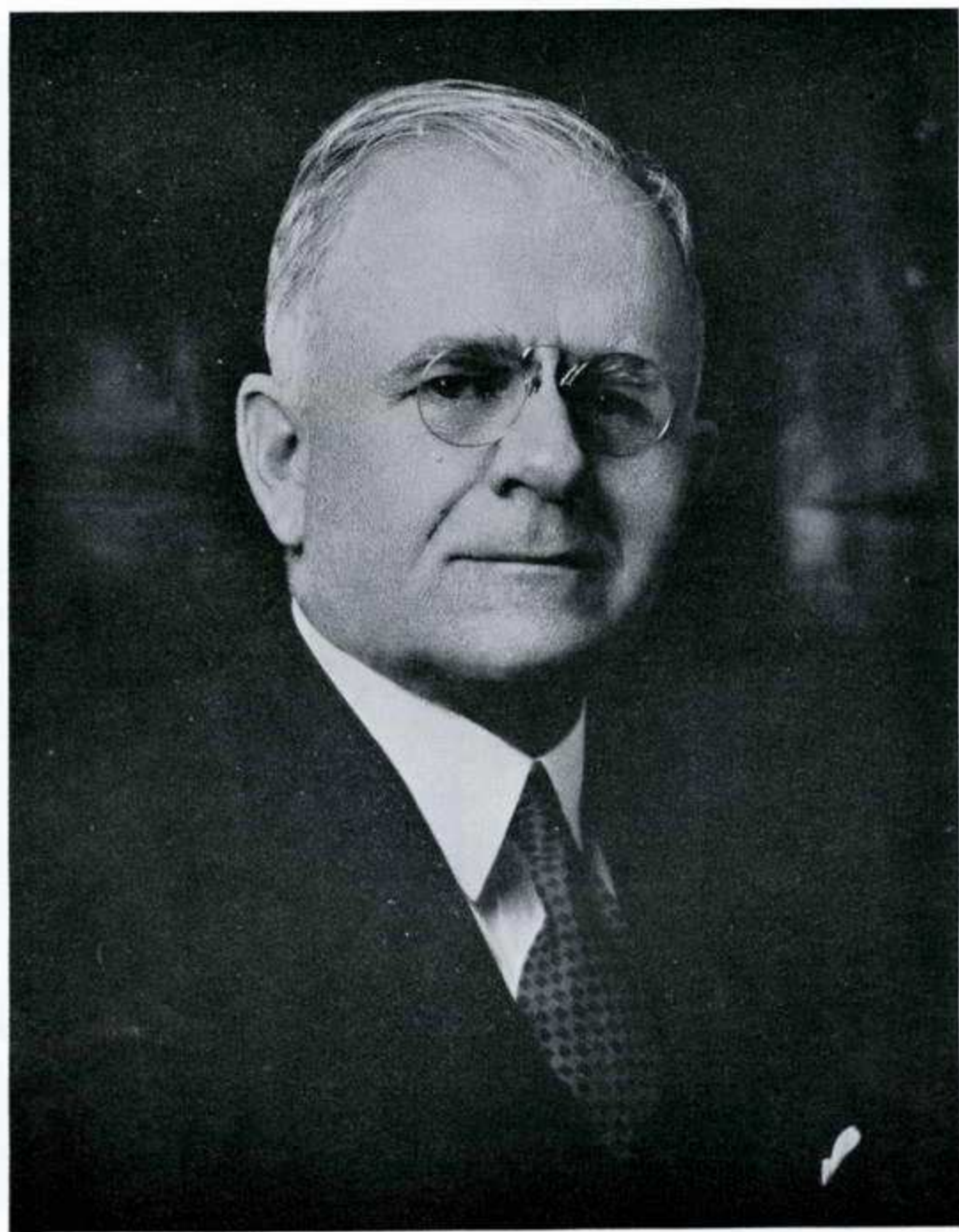
30 Years		45-38	R. Gatchel
47-7	R. Taylor	47-77	J. Ciprick
47-19	H. Layton	47-95	E. Scheer
89-8	Miss Helen Finegan	47-227	G. Trosley
25 Years		51-54	F. Springer
8-43	M. Doyle	58-541	A. Barbic
36-752	P. Scheid	59-65	W. Corter
47-2827	L. Layton	67-201	J. Meekins
69-31	S. Nardiccia	74-58	A. Fullerton
69-39	J. McGinley	10 Years	
91-49	R. McLain	33-96	J. Fellenbaum
SALARY ROLL		33-131	W. Martin
15 Years		34-120	C. Schnell
59-9	H. Dongel	34-269	F. Hammond
HOURLY ROLL		36-609	G. Anderson
20 Years		42-340	A. Henry
8-80	M. Cherry	58-551	J. Bogucki
47-1020	A. Wheeler	59-191	H. Whaley
51-152	W. Kaciuryna	59-326	A. Stipa
51-65	B. Mitch	59-452	C. Viguers
80-235	M. Jacob	59-482	W. Dolan
15 Years		59-724	J. Godo
4-28	E. Pennington	59-876	H. Goodman
30-22	A. Fox	59-1004	W. Burnett
34-95	F. Kilgore	68-96	J. Rhyne
42-35	M. Belczyk	80-1869	J. Watkins



J. MCGINLEY, 69-39, is shown receiving a 25-year service pin from Supt. A. A. Norton.

P. SCHEID, 36-752, is congratulated by Supt. Raymond Flanigan on completion of 25 years service with the company.

SUPT. WILLIAM B. BEATTY is shown presenting R. Taylor, 47-7, a 30-year service pin.





SPECIAL NOTICE

To All Employees
And Their Families:

Merry Christmas and may the
New Year bring to each of you that
which we desire above all -- abundant
health and happiness and continuing
good will toward our fellow men.

John F. Lewis



91 DEPT.

By H. Obodye

As we approach the Christmas season and the New Year, let us, during this period of unrest and uncertainty for the future, bend our every effort toward promoting good fellowship and friendliness, not only among ourselves, but among all nations, working toward a broader and lasting peace such as the world has never known.

May we rise above all thoughts of war — fulfilling our obligations to our fellow man and spreading the gospel of Brotherly Love. This is our prayer for America and the world.

To the management and all our co-workers we extend sincere wishes for a Merry Christmas and a Happy and Prosperous New Year.

*Comes again the Christmas Season,
Silent nights and happy days
As we travel forth to worship
With our prayers and hymns of praise.
Pouring out our heartfelt wishes
While we journey on our way
To the shrine where He would have us
On His blessed natal day.*



*May the precious Christmas spirit
Fill our hearts with joy and love,
Cheerfulness and full thanksgiving
For the favors from above.
Let us radiate the sunshine
So the world will better be,
And the trials of men and women
Will result in victory.*

*Let the carols tell the story
Mothers told on bended knee,
So that others learn the glory
Of the love that keeps us free.
Pass the word and count your blessings
Journeying from day to day
Sending forth His precious sunshine
In the glorious Christlike way.*

Our department would be interested in a Bubble Gum Contest to find out who is champion. Our chief contender, Harry, can crack five times without reloading. Can anyone match this?



ENGAGEMENT OF MISS ELSIE MASSEY, of the Paymaster's office, to James Hastie, a former member of the armed service, was announced on October 15th. No date has been selected for the wedding.

Mr. and Mrs. John G. Pew celebrated their 51st wedding anniversary on November 5. In the evening at the Pew residence, Moylan, their children presented them with 51 roses. Congratulatory messages were received from many friends.

INK SPOTS FROM THE HULL DRAWING ROOM

Reporter: Frank L. Pavlik

With the return of the holiday season we take pleasure in wishing you a "Merry Christmas" and a "Happy and Prosperous 1943."

Al Williams will edit this column starting with the January issue. "Chat" will appreciate your cooperation in passing along to him the "Pick-Up" for this department.

A. Hoersch has severed his connections with this Company and is now employed at the Philadelphia Naval Base.

Merville Willis took time out on October 18th to tie the splice with Minetta Gladeck. Heartiest congratulations and best wishes are extended to the happy couple who now reside in Norwood.

Greetings are extended to Don Burkey as he rejoins this staff.

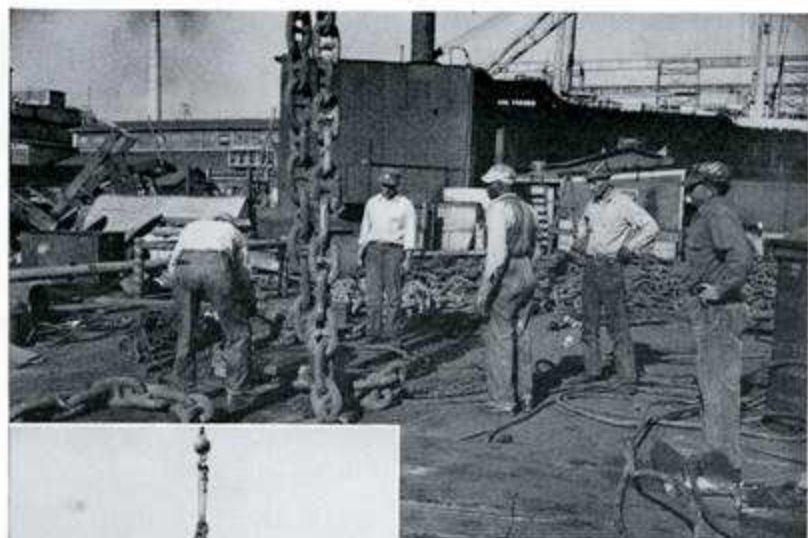
Dave Karlsson has returned from a pleasant vacation spent with his family in Sweden.

Side Glances—Anna Mae with the long skirt ballerina "new look"; Henry M'D late for the first time in five years; Betty and Bill making 3:30 for the first time in five years; Edith with her mascot pup; Bill Joyce with the scar on his forehead where he contacted the pencil sharpener (?); Surma with that "contented" look; Dick Hall with Penn and how many points; Hull "A" team in first place and Hull "B" team on the first step out of the cellar.

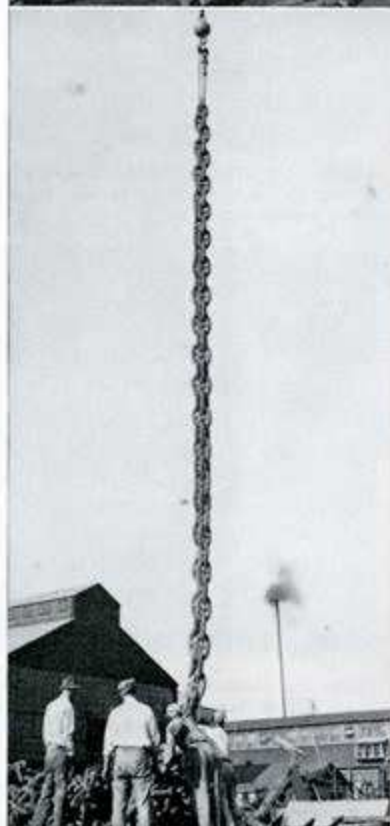
Hull "A" team has dropped two games to Engine Drawing and three games to Hull "B." Now who is hot stuff. Engine Drawing were spotted 130 pins and Hull "B" 116 pins.

From here on in Al takes over.

Happy Holidays.



ANCHOR CHAIN is suspended high in air as employees lift links from pile for transfer to flat car. Upper picture shows anchor chain being separated into lengths convenient for handling.



Our December Cover

Another Al Knott snow scene in the Yard has been taken as the theme for the Christmas edition. Santa Clause is seen sailing over the plant bringing greetings and good wishes to all Sun Ship employees.

Former Sun Ship Man Promoted

W. Henry Linton, of the Sun Oil Company, who recently was appointed administrative assistant to Clarence H. Thayer, Vice President in charge of manufacturing, began his business career with the Sun Shipbuilding and Dry Dock Company.

Mr. Linton joined Sun Ship as a clerk in the accounting department in 1919 shortly after his graduation from Chester High School.

Three years later he entered the accounting department of Sun Oil Company at Philadelphia. In 1926 he was placed in charge of the yield department at Sun's Marcus Hook Refinery, continuing in that capacity until 1931 when he returned to the Philadelphia office.

From 1937 to 1942 Mr. Linton served as office manager and chief accountant at Marcus Hook. Recalled to the company's main office in 1942, he was appointed manager of the refinery accounting department.

A native of Philadelphia, Mr. Linton resides at 20 Benjamin West Avenue, Swarthmore, Pa. He is married and has four children.

HONOR SUN SHIP ENGINEER



Chief Electrical and Welding Engineer Thomas M. Jackson has been elected a director of the American Welding Society. Mr. Jackson will serve for three years.

Mr. Jackson has been associated with Sun Ship since 1918 and played an important part in the development of the all-welded ship in which our yard pioneered.

He is a resident of Swarthmore and was born in Kennett Square.

He graduated from Cornell University in 1908 with a degree in mechanical and electrical engineering. Prior to joining Sun Ship, he was with Westinghouse Electric and United Gas Improvement Company. He is a member of the Society of Naval Architects and Marine Engineers and the American Welding Society.

Mr. Jackson is married to the former Lillian M. Davis, of Kennett Square. They have one son, Thomas, Jr., who was an ensign in the Navy during the war.

Junior Members of the Sun Ship Family



THIS LITTLE CHARMER is Jay Deakyn, nephew of Marge Desmond, of Mr. Landing's office. He is 6 months old.



JOHN WARREN MCKENNEY, Jr., 11½ months old, is the son of John Warren McKenney of the Pipe Shop and the former Ruth Smith who at one time worked here as a telephone operator.



GRANDSONS OF SAM RHOADES, 80 Dept., are shown left to right: Bobby, age 2, and Jackie Downie, age 5.



WIFE AND CHILDREN OF L. GRAU, who is employed in 36 Dept., are shown, left to right: Richard, 7½ years old, Mrs. Grau with 1 year old Joan and Joyce, 6 years old.



HARRISON THOMAS SMITH, Jr., age 4 years, is the son of Harrison T. Smith, Sr., who is employed on the third shift and works on the drydock.

74 DEPT. TOOLROOM

By Hilda Ramont

Frank Cowan has just returned to work after being confined to his home a long time due to illness, feeling fine and fully recovered.

Lunch hour is quoit time and the champions suffered a severe set back when Mike and Elmer gave them a dribbling. Brush up Charley and Cassidy. What's happened to DeHaven, too cold?

Zig Roblinski has joined the engi-

neer corps and is seen surveying the Woodlyn district.

Mike Cassidy, the Eddystone football fan, celebrated his birthday recently.

Charles Lukens is spending his vacation in Strausstown to do a bit of hunting remembering his co-workers with cards.

A bit of dust, a swish of a broom, that is Shorty Lewis our capable janitor, the short stop of 74. Has anybody seen his wheelbarrow?

Bob Lee and Al Hancock have just

returned from a week's hunting trip; reported no success, the birds flying too high and the rabbits running too fast.

Leonard Shamof, the son of Mr. and Mrs. Wally Shamof, has returned to the States from Trieste, Italy where he has been stationed with the U. S. Army and is now home spending a few days' leave with the family; celebrated by a family dinner.

Art Cheetham, the redman, was in company with the Indian chief Charley Bender recently.



SUN SHIP JOINED IN "Pennsylvania Week"

A DISPLAY contributed by the Sun Shipbuilding and Dry Dock Company attracted much attention during "Pennsylvania Week" in a Market Street window of the Gimbel store in Philadelphia. Photographs showed scenes in the Yard while full equipment used by Welders made an added feature. Sections of welded plates were exhibited in contrast to the old method of riveting plates. A letter of thanks from State Secretary of Commerce, Orus J. Matthews follows:

"May I take this opportunity to express my sincere, personal appreciation for your cooperation in helping to make this year's observance of

"Pennsylvania Week" such an outstanding success.

"The generous amount of advance publicity by industrial House Organs and other publications obviously was an important factor in making so many Pennsylvanians fully aware of the "Pennsylvania Week" observance, its important objectives, and the necessity for maintaining and expanding existing plants, and attracting new industries to our great Commonwealth.

"I am confident that, if we can keep these thoughts in mind and implement them with action throughout the year, Pennsylvania will continue to hold its own in the intensive, interstate competition for new industries."

80 DEPT. STOREROOM

By Frank Thompson

The entire Storeroom personnel would like to express deepest sympathy at this time to Mrs. Louisa Chester and family upon the death of Seaborn Chester, who had been a familiar figure in our pipe field. Known to most of us as "Ches," he will live long in our memories.

Congratulations and best wishes are the order of the day to Jim Gordon, our big "out-post" electric truck driver and Jane Roberts, of the Stenographic Dept., who announced their engagement recently. The date we understand will be April 24 next, thereby another eligible bachelor will have been eliminated.

Logan leaves on the first of December for two weeks of deer hunting in up-state Pennsylvania. Better bring something home this year, Logan. Don't forget the taxidermist has to live.

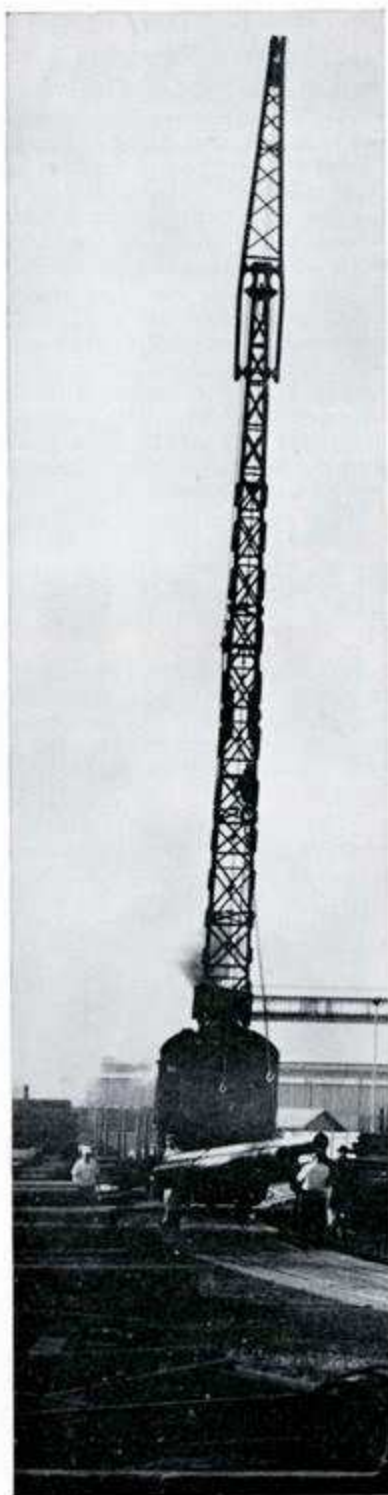
Earl Bennett returned from a week of hunting and reports the fields well stocked. Although he got his quota, he credits a tractor rather than marksmanship for his haul. How about it Earl?

Arthur Charnock has taken up where he left off in mid-October since



a recent Chester victory. Try to grin and bear it fellows.

The truck drivers have organized a bowling team consisting of Buck Gremminger, Clem Desmond, Bill Edge, Jim Gordon, "Satchel" Strickland and Herb Rosenberg. The team has gotten off to a slow start but most of the boys are of the opinion that when Gordon's mind gets on the game, instead of a mile up-town, the team should really start to climb. If that's the real story, boys, it will be sometime after April before the team really gets moving towards the top spot.



OPTICAL DELUSION is presented to our readers. Looks as if the boom on this crane is perfectly upright. It isn't; it is tilted forward at a steep angle to lift pipe off a car. Al Knott, the photographer, snapped the shot from under the boom.

Sun Ship Bowling Leagues Close 1st Half of Season

Sun Ship's Bowling Contest is winding up the first part of the season with close battles in both leagues. Here are the standings of the teams as of the middle of November.

"A" LEAGUE NOVEMBER 14, 1947

	Won	Lost
1. Hull Drawing "A"	28	12
2. Sheet Metal Shop	26	14
3. Shipways	26	14
4. Electricians	25	15
5. Paint Shop	23	17
6. Riggers	23	17
7. Office	21	19
8. Engineering	19	21
9. Machinists	19	21
10. Hull Drawing "B"	14	26
11. Truck Drivers	12	28
12. Engine Drawing	4	36

HIGH THREE SEASON

Cornell, Paint Shop	651
Moody, Hull Drawing "A"	626
Messick, Machinists	602
Staley, Office	601
Dougherty, Hull Drawing "A"	598

HIGH THREE — NOVEMBER 14

Staley, Office	593
Moody, Hull Drawing "A"	590
Evans, Machinists	578
Cornell, Paint Shop	563
Ambrosino, Hull Drawing "A"	559

HIGH SINGLE — SEASON

Cornell, Paint Shop	256
Queensbury, Electricians	246
Dougherty, Hull Drawing "A"	242
Mitchell, Office	241
Hall, Engineering	236

HIGH SINGLE — NOVEMBER 14

Moody, Hull Drawing "A"	236
Ambrosino, Hull Drawing "A"	215
Unglaub, Shipways	212
Evans, Machinists	211
Queensbury, Electricians	211

HIGH THREE — PLUS HANDICAP — NOVEMBER 14

Staley, Office, 203, 183, 207 = 593, plus
hep. 30 = 623.

HIGH THREE — PLUS HANDICAP — SEASON

Hiller, Paint Shop, 193, 178, 198 = 569,
plus hep. 120 = 689.

"B" LEAGUE NOVEMBER 12th, 1947

	Won	Lost
1. Wetherill	29	11
2. Timekeepers	28	11
3. Pattern Shop	27	13
4. Safety	25	15
5. Boiler Shop	25	15
6. Paint Shop	22	18
7. Hull	21	18
8. Tube Mill	19	21
9. Ship Repair	16	24
10. Cranemen	13	27
11. Refrigeration	9	31
12. Blacksmith	5	35

HIGH SINGLE FOR SEASON

(12) Rowles, Wetherill	244
(4) Toohey, Tube Mill	238
(14) Humphreys, Hull	230
Flacco, Hull	235

HIGH THREE FOR SEASON

(10) Marvel, Paint Shop	612
(1) Weaver, Pattern Shop	611
(14) Humphreys, Hull	607
(4) Toohey, Tube Mill	607
(3) Ditchburn, Time	602

HIGH SINGLE — NOVEMBER 12th

Toohey, Tube Mill	238-200
Flacco, Hull	235
Weaver, Pattern Shop	227
Rowles, Wetherill	213-212

HIGH THREE — NOVEMBER 12th

Toohey, Tube Mill	607
Rowles, Wetherill	583
Weaver, Pattern Shop	566
Pubusky, Wetherill	559
Biddle, Boiler Shop	544

Gay Nineties — Mullen, Refrigeration	89
Gibbs, Hull	90
Lewis, Smith	97





CASHIERS, CHECKERS AND INSTALLATION AIDES were busy at opening of new cafeteria in Central Yard. Left, Alfred Davis and M.

Hendricks at cashier desk. Right, F. Federici and Harvey Martin at Checking desk.

First Bodies of War Heroes Are Brought Back Home

Bodies of two of Sun Ship's gallant war dead "came home" late in November. They were 2nd Lt. C. S. Topham, former apprentice pattern maker at the Wetherill Plant, and Pfc. Edmund Grayson, formerly of 47 Dept. They are the first to be brought back from foreign shores.

Sun Ship heroes who died in the service of their Country totalled 242 and during the coming months, more bodies will be returned to their final resting place in community cemeteries.

Second Lieutenant Charles E. Topham, Jr. was buried in the family plot at Chester Rural Cemetery.

A member of the First Army Air Force, he was killed near Gander, Newfoundland, in the crash of a B-24 Liberator which left Mitchel Field, L.I. February 13, 1945.

He was the son of Mr. and Mrs. Charles E. Topham, 804 East Sixteenth Street. He was co-pilot of a bomber carrying ten men including Col. W. C. Dolan, Army Air Force, which was circling to land at a fog-shrouded Newfoundland field when it crashed into a mountain. All the crew and passengers were killed.

Lieutenant Topham, Colonel Dolan and the other eight men were buried with full military honors in the Royal Canadian Cemetery, Gander.

A graduate of Chester High in 1941, he was a patternmaker apprentice at the Wetherill plant before entering the service February 1, 1943. A member of St. Paul's Church, he was active in young people's organizations there and played on the championship basketball team in the church league during 1941-42. He is survived by his parents and a brother, James, of Milmont Park.

Lawn Croft Cemetery was the final resting place for Pfc. Edmund K. Grayson, son of Mr. and Mrs. William D. S. Grayson, Fox and Middletown roads, R.D. 3, Media. He was killed in action November 20, 1944, in Germany, at the age of 19. His parents received the Purple Heart medal which he was awarded posthumously.

He entered the Army December 2, 1943 and went overseas in September, 1944, with the Ninth Army. He was a member of the 104th Division, the "Timber Wolves," and was reported killed in an attack on a German industrial city.

Born in Chester, he was a graduate of Dewey-Mann School and worked in 47 Dept. prior to entering the Army. Surviving are his parents and a brother, William D. S. Grayson, Jr., now studying at Nazarene College, Mass.

Obituary

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

J. Adel, 47-206, 1015 N. Adams Street, Wilmington, Delaware, October 17.

F. Wallis, 38-49, 1209 Ganster Place, Chester, October 20.

Seaborn Chester, 80-275, 1103 W. 22nd Street, Chester, November 9.



CHARLES DE TULLEO, of 59 Dept., is an extra driver for the Hanley Hose Company.

36 MACHINISTS

By Dick Clendenning

Congratulations and all our best wishes to two new papas. Buddy Follett having been presented with a lovely little daughter — Sandra Lee, who arrived on October 15 weighing exactly 4 lbs. 5 oz., while Tommy Pilkington, of dry dock, feels mighty proud of the 6 lb. 14 oz. son, who arrived on October 5th. Name? Thomas B. Jr. of course. All concerned doing nicely and again we wish them all lots of the best.

We understand Jimmie Collins had a good laugh to himself when he sent his little girl out Hallowe'en with a good supply of soap, awaiting gleefully the dismay of the neighbors when they found their windows soaped. However, the ultimate result boomeranged on Jim and when the smoke cleared away, all the ground floor windows of his own home were decorated. Jim is now considered to be an excellent window cleaner.

We are informed that Joe Karvios, of the shop, was married October 25th. We wish them both lots of future happiness and success.

Not many things were left unchanged when the shop was rejuvenated. However, noontime conditions in the corner situated at the southwest angle of the shop remain just the same as ever. Everything in the book comes up for discussion and

hours and then called it a day after which the fish packing plant was visited in search of some fish.

They were found to be almost as scarce there as in the Bay, however, we took what they had and later added more at a market in Easton, finally rounding up a fair catch. The silver bait was found very effective. It seems to be "Reds" favorite as the following anecdote might indicate.

"Reds" went gunning early in the season and brought home a nice wild goose. At least he said it was a wild goose, however, a "Doubting Thomas" took time out to examine "Reds" yard and claims to have found no evidence of a wild goose but plenty of proof that a duck had recently perished nearby. So-o-ooo.

* * *

WETHERILL SCOOP

By Wally

The Wetherill Shops extend best wishes to Norman Fisher who is celebrating his first anniversary as chief timekeeper.

Richard Mullen of the tool room is on our sick list. Here's wishing him a speedy recovery. We miss Dick's morning greeting, "Lovely Day."

Frank Leinhauser is a grandfather. Congratulations, best wishes and good luck to Florence Montgomery employed in William Smith's office, who on November 1st became Mrs. John B. Slack. The wedding took

place at the Madison Street Methodist Church, Chester. Following the wedding a reception was held at Media Inn.

Florence is a graduate of Chester High School and has been employed by Sun Ship for 5½ years.

John, her husband, is an ex-G. I. having seen service with the Coast Guard. He is a graduate of Springfield High School and is in business.



CONDOLENCES are extended to the family of VOICE LESLIE who died on October 10. He was formerly employed in 81 Dept. and resided at Hedge View Road, Lima, Penna.

A daughter was born to Mr. and Mrs. John G. Pew, Jr. on Monday, November 10. This is their fourth child, the other three being sons.



argument and we find instructive and amusing entertainment always available while dining. The best part is that no matter how hot the argument may wax, we have never known of any hard feelings resulting.

59 Dept's. "Reds" Moore recently decided to try the rock fishing at Tilghmans, Maryland and took along a party of four: 33 Dept's. Bill Brown, ye scribe, young Dick and a younger Clendenning, Leo, who is still in high school. After an excellent breakfast at Capt. Harrison's, we trolled the Chesapeake Bay about ten



THREE BIG PULLEY WHEELS have been sent to China from our Wetherill Plant. They are to be used in modernizing a mine and will be driven by a 1200 H.P. motor. Each wheel has a diameter of 12 ft. 9 in. and weighs approximately 8000 lbs. They were built on order of U.N.R.A.



66 DEPARTMENT

By P. Embree

Seen on the Avenue:—

Harry Mooney drinking root beer at the A&W, Root Beer Stand.

"Baldy" McGhee looking both ways before crossing from the starboard to the port side of the avenue. (He lives on the starboard side.)

"Big Bill" giving the boys a song and dance at Third Street and the avenue.

Joe Sage has a season ticket for all Penn games. The Saturdays he works he will give his ticket to any of you fellows. The only catch is that you have to take his wife with you.

There is a rumor "Doc" Gus is going to move again.

66 Dept. welcomes its new Ross-carried driver Bob Stalford, former Army driver. Well Bob, give us the service George Herner gave us. George has three notches in the steering wheel in four years of driving. See that no more notches are required to be cut in the wheel. Blow your horn and drive carefully.

Well men, I have just returned from Florida where I enjoyed my vacation. I visited John Fry at Hollywood Beach. He's doing fine; asked to be remembered to you all and if you ever get to Florida to look him up.

Fred Smith, the former Chester sportsman, is sporting a new leather monkey cap.

"Baldy" McGhee is enjoying his vacation in Virginia visiting his brother, the Rev. H. McGhee, if he didn't get lost in Washington, D. C.

It seems that your department birth rate had dropped off considerably, but we can report that a few of our trainees have recently married.

The food in the new Cafeteria is so good that Jack Spath says he can't wait in line; he has to be first.



SUN SHIP COUPLE announced their engagement on October 11th. They are: former S/Sgt. James Gordon, who is employed in 80 Dept., and Miss Jane Roberts, of the Stenographic Dept. No date has been selected for the wedding.

OFFICE CHATTER

By Markkanen and Scott

Florence Montgomery, now working at the Wetherill Plant, and Geneva Wiszumirski, of Mr. Hoffman's office, now answer to "Mrs."

Florence was married on November 1st at the Madison Street Methodist Church to John B. Slack, Jr., of Springfield. They motored to Washington, D. C. and the Skyline Drive for their wedding trip. Anne Marshall, of the Engine Drawing Room, was her maid-of-honor.

Geneva became the bride of John Kozak, Trainer Street, Chester, on Sunday, October 26th at St. Hedwig's Roman Catholic Church. He served in the U.S. Army with the Infantry, 26th Division. They spent their honeymoon in New York City. Mr. Abe Hoffman was warmly

greeted upon his return to the office after an absence of several weeks due to a fall.

Fred McKenna, who was employed by Sun Ship for eight years, recently left to accept a position with the Piasecki Helicopter Corp. We wish him the best of luck.

Marian Taylor, another member of the Payroll Dept., left Sun Ship on September 23rd. She also is accepting a position with the Piasecki Helicopter Corp., where she will serve in the capacity of a keypunch operator. Lots of luck and success Marian.

Rita and Sally Suidowski recently back from their vacations had a most enjoyable time in New York.

A Happy Birthday is extended this month to Bobby Null.

The following telegram and an added message from President John G. Pew tell the fine story of Sun Ship's part in the Community Fund Campaign.

MR. JOHN G. PEW, PRESIDENT
SUN SHIPBUILDING AND DRY DOCK COMPANY
CHESTER, PENNSYLVANIA

THE GENEROUS GIFTS OF YOUR COMPANY AND YOUR EMPLOYEES HAVE ENABLED EXPANSION OF OUR RED FEATHER SERVICES FOR 1948. MAY I EXTEND TO ALL OF YOU OUR APPRECIATION FOR HELPING TO PUT THE COMMUNITY FUND CAMPAIGN OVER THE TOP. PLEASE POST THIS ON YOUR PLANT'S BULLETIN BOARDS, ADDING YOUR OWN PERSONAL THANKS.

THOMAS B. MCCABE
GENERAL CHAIRMAN COMMUNITY FUND OF
CHESTER AND VICINITY

TO FELLOW EMPLOYEES:

I feel we should all be proud that since the first year of the Community Fund Campaign over 95% of the employees of this plant have been able and willing to contribute to this Fund. By this action we are demonstrating our real interest in a better community for our families and friends.

JOHN G. PEW
President



SHIPFITTING DEPT.

By Jack Grieco

Basil (The Whistler) Griesmeyer is back on the job again after a week's vacation, grumbling as usual, but happy to be chasing material wearing an appropriate "Hunting Hat."

"Gabby" Joe Anderson was transferred to the Third Shift. He is conspicuous by his absence at our lunch time gathering. No wonder Sam (Lanky) Mitch doesn't come around anymore.

We are glad to welcome "Buzz" Plant back to our fold. An able assistant for Teckton.

Didja know that "Smiling" Ray Henry was a football star with West Chester a few years back? Oh yeah, that recent bundle of joy at Ray's house will appear in "Our Yard's" next issue. That's a promise.

"Shorty" (Jaegers) Cahoon said he felt so low the other night that he could walk under a coat of floor paint—on stilts. "Why the stilts, Shorty?"

Frank (Windy) Ryan gave us a bit of advice the other day. Says Frank, "If a woman looks old—she's young. If she looks young, she's old. If she looks around—follow her." Ah-h-h. "The Voice of Experience."

George (Lug) Kilgore has added two more assistants under his command. "Keep 'em covered Gawge, or I'll haunt yuh."

Our thanks to Bill Rouke and Cliff Heacock at Drydock who give us the correct answers for bad charges, thereby making Evelyn and Jerry very happy.

We understand Art Millay has been doing a little target shooting on the side preparatory to his hunting vacation which is due soon. Good luck Arthur, and bring back the bac-er-I mean venison.

Our candidate for a community "Santa Claus" would be "Shep" Sheppard—His face was as rosy as a cherub 'tother cold morning.

George (Hawaii) Gallagher is putting the finishing touches on the "FARMER."

When "dazzling" Doris of Mr. Norton's office walks thru the yard, she becomes the cynosure of all eyes—plus a lotta vociferous ah's.

We understand that "Fire-chief" Fred Glatz got his uniform wet dur-

ing the Armistice Day activities. "Did it shrink, Freddy?"

A neighbor of mine is bemoaning the fact that he spent two thousand smackers to send his son to college to learn football—and all he got was a "quarter-back."

Fellows: The Penna. National Guard needs men. Join now. The 707th AAA Gun Battalion, 32nd & Lancaster Ave., Phila., Pa., under command of Lt. Col. Bertolett, offers rapid advancement. Drill one night a week. Enlisted men's Club room is equipped with a television set, ping-pong and pool tables, and many other interesting features. Apply any Tuesday night at address above between 8 and 10 PM, and inquire for Staff Sgt. Jack Grieco, Battalion Headquarters.

Did you know the best substitute for success is to go off some place where no one knows you and pretend that you amounted to something where you came from.

"A Wee Bit o' Nonsense"

or

"Smile—Dern Yuh"

Teacher: "Who can tell me the name of the first man and the first woman?"

Boy: "Adam and Evil."

A Fish Story

A native approached an angler who was just about to give up in disgust and start for home, and said, "Let's see your bait."

The angler showed him his minnows. Whereupon the native pulled a bottle of corn liquor from his pocket and poured it in the minnows bucket. Then he took one of the minnows and fastened it on the angler's hook. "Now try it," he advised.

Almost immediately there was a heavy tug on the line, and after a struggle that lasted half an hour, the angler landed a fifteen pound bass. But the fish wasn't on the hook. The minnow had the huge bass by the back of the neck.

Judge: "Well Sam, I see you're back again for fighting with your wife. Liquor again?"

Sam: "No sah, jedge, she done licked me this time."

Kitty: "I don't see how those muddy ol' football players ever get clean!"

Lilly: "Silly! What do you suppose the scrub teams are for?"

The inventor of high heels was probably a woman who had been kissed on the forehead.

CHEERIO 'TIL NEXT MONTH.

88 DEPT. GUARDS

By D. Morris

Lewis—Still on the sick list.

Bowers—Does not like cold weather. Go South young man, go South.

Lanier—The tall story teller: gets the cart before the horse sometimes.

Mills—Had a chance to sample some Florida Weather and passed it up.

Glasgow—Keeping on the sunny side of the street! The boys are betting two to one that Thorpe's old Ford will make it all this winter.

Quartermaster—Needs a change of cigars.

Baker—Just like the Sphinx, very silent.

Dilworth—Has four horseshoes, will someone give him a horse?

Schaffer—Never says good morning, always, "What's new?" etc.



FRED OTT, who died recently, was one of the best loved men in 36 Dept. This photo shows him as the old timers knew him a quarter of a century ago. It was made in 1922 by John Orner, who was then an apprentice boy. John is still in 36 Dept. and is a leader.

FOR SALE—1940 Hudson, 4 door sedan with radio and heater. Motor just overhauled. Price, \$850, but will consider any reasonable offer. Car at 822 Girard Avenue, Swarthmore. Can be seen at any time. Norm Madison, 59-261, second shift.

69 PAINT SHOP

By Jack and Thompson

Our Mr. Hewlett (BeeBee) Greenwood has left the services of "ye old Sign Shoppe" and has followed the wild geese South. He intends to settle in St. Petersburg, Florida where he hopes to find Fame and Fortune and plenty of good sleep.

The Messrs. Thompson, Simms, and Malseed recently went on a hunting trip all togged out in their \$250 outfits. They had pretty fair luck too, returning with two rabbits apiece and their hunting coats filled with apples and black walnuts.

Our old friend James J. McGinley of the hardwood shop has become a "Pigeon Merchant." Anyone wishing roast squab for Christmas dinner, place your order early.

While doing a little painting at a suburban home, our friend Mr. James Morson tore up several rose bushes and put a perfectly good gate out of commission getting out of the way of a pet dog.

Mr. Robles, another marksman, has been doing a bit of hunting lately and they tell me he has made a very "lovely ketch."

While on a recent hunting trip down Harrington way, Bill Marvel ran into some wet weather; in fact too wet to hunt. Bill didn't come home empty handed. He was doing a little target practicing and a couple of his neighbor's chickens crossed his path. Bill thought they were pheasants.

Dry dock Joe Saunders has returned to work after being on the sick list for over a week.

Bowlers Wanted—Due to the loss of the "A" team's ace pivot man, Captain Charlie Taylor is in the market for a couple of good bowlers.

Speaking of bowling, we don't hear much out of the "B" team lately. Since they haven't had much publicity lately, they are sort of loosing hope of a championship team.

Our North Yard ace sign painter, solider and ladies' man, Mr. Wesley Hamilton, has returned from the war safe. He didn't even get his throat cut. P.S.—He was asking for all of the Paint Shop boys.

Field and Stream: A very incomplete report shows that wildlife is in no danger of extinction through any efforts of Paint Shop gunners. We blush to mention it but for a fact some hunters have returned "bagless." T. Simms is of course in this group continuing his record, no hits

—no runs—no errors. On the other hand we can point with pride to sharpshooter I. Malseed who never shoots without hitting something.

War Games: A group of G. I.'s, new additions to 69, are currently engaged with J. Saunders in "Operation Dry Dock." These maneuvers are something to watch.

Brothers Under the Skin: Answering the call for blood donors my sincere thanks go to Pye Highfield, J. Scott, I. Malseed and T. Simmons.

67 DEPT. CLEANERS

By Major Palm

"Cool Breeze," the dapper cleaner, has the "new look" from head to foot. Speaking about the "new look," we cleaners welcome the "old look" back in the 67 Dept. We mean, because of increased activity there are lots of the boys back at work.

F. (Sonny) Marshall has majored in the art of baby attendance. He can be seen caring for his 18-month-old daughter. It is a pleasure to watch him.

The little inches are the small boys in the department: Humb Campbell, Johnny Moses, "Runt" Philips, Robert Holmes, Clarence (Costonie Delaware) Jordon, Kinsey (Hittem) Jones, Charles (white teeth) Minor, Henry (Flathead) Pierson, Howard (Hobby) Bantum, James (Shorty) Nelson.

We had the pleasure of watching some of this group clean the bottom shell of a vessel. Some of this group

could stand erect on the drydock.

In our estimation, "Shorty" Nelson is chosen as the "Mighty Inch."

"Cleaner of the Month" honor is shared this month by two veterans who served in World War: James Myrick and Floyd Carter.

Both boys have served as Cleaners over 15 years.

The champion quoit pitcher in 67 Dept. is Bill Maloney. Anyone doubting his ability, please let us know.

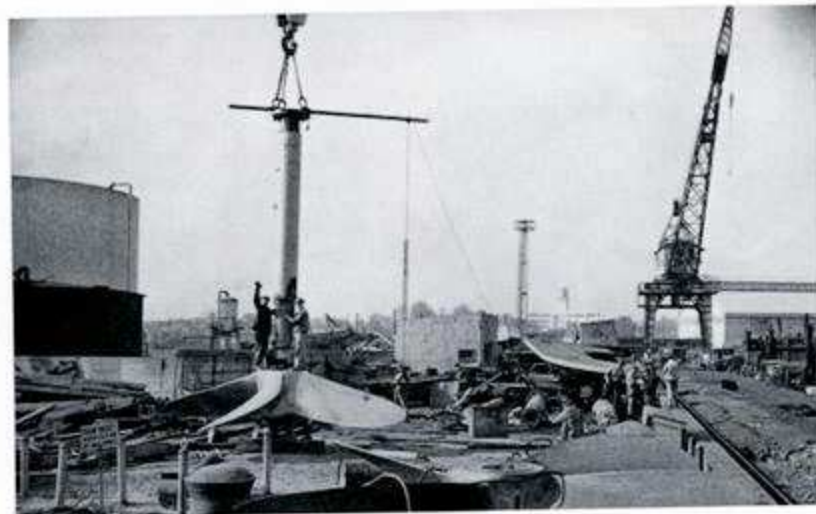
Elmer (Preacher) Hern and Willie Burton are still chirping like a (boid) I mean bird.

If Bob Dunkerson's beard gets any longer he will be mistaken for good old Santa.

Ross Holland also has the "new look," we are told. He is growing new hair but right now we are using a magnifying glass to bring it to the surface.

Cleaners' ability and possession: Dave Brook—Fleetness. Mark Williams—Slick Hair. Colman McKay—Large eyes. Lloyd Bodison—Lion roar voice. John Moses—Tiny size 4½ shoes. Robert Burns—Strength. Dawson Coleman—Willingness. Howard Coleman—Street. Emerson Gatchel—Vocabulary. Sam Turpen—Intelligent. Robert Holmes—Devout. Jim Robinson—Bay window.

The marriage of Mary Jane Rottenberk, formerly of the Hull Drawing Room, to Carmen R. deFerino, was announced for November 22nd in St. Gabriel's Church, Norwood. Our best wishes attend the couple.



IT'S NOT OFTEN that you see a propeller shaft being swung into the air to be fitted into the wheel. This was taken recently in the Shipyard. Contrast size of men with the shaft.



59 DEPARTMENT

By C. De Tulleo

W. Dolan has just received his 10 year pin.

Joe Trakin and Larry Biddle are not partners anymore. After 8 years together Greenie finally managed to break them up. Now it's L. Biddle and D. Biddle seen together a lot.

Speaking of partners, I noted:

Bill Hearn and Bill DeLoaf, Big White and Shorty Bryan, Neihaus and News, Webb and Stewart, Dick Webster and Ed Larson, Delgott and Fabris, Loyko and Metz, M. Fleming and Warfield, Doherty and McGuigan, Oneil and Pedro, Mullen and Vigures, Hagenberger and Dayton, Donnelly and Erickson, Rusek and Goody, Bresset and Holzbaur, Ruggeri and Louie Abbruzzesi, Kavetski and MacKenny.

No reports from any of our great hunters. Let's hear from you. After all, somebody shot at somebody.

Cliff Crow started out for a week's vacation in Tennessee and was suddenly taken to the hospital. The operation turned out okay and Cliff is back to work again.

Tippy Lee has a new German police dog. His real name was Johann but Tippy couldn't see such a nice dog called such, so he nicknamed him "Yo-Yo."



Dick Webster is being swamped with "Hi Chief." As you know Dick

will be Chester City's new Fire Chief for four years starting January 1, 1948. Good luck to you, Dick.

Cy Diamond almost got a pink slip for mutiny on the SULLY'S HILL. Cy was pulling his line around the whistle lever on the aft deck when he accidentally set the whistle off. Well, all you could see was the crew running around as if somebody fell overboard, until they noticed Cy still pulling the line. You can guess the rest. Cy just stood there and took it all. Now he knows where the whistle is.

Jim Maher is burning now. "No more flashes for me," he says. Jim was 59 Dept.'s champ flash getter.

WHAT MAKES SHIPS GO

(Continued from Page 7)

gave it up and started out on a new arrangement.

He built a new boat 150 feet long at Lyons, fitted it with a 14 foot paddle wheel and on July 15, 1783 gave it a public trial. The little steamer was so successful that it was made the subject matter of an official proclamation, but the fact that the trial was not made at Paris gave the Government an excuse for refusing the promised guaranteed monopoly and Jouffray, impoverished and discouraged, gave up all hope of successfully carrying out his plans and did nothing further.

Jet Propulsion Appears

James Rumsey began experimenting in 1774 and in 1786 he succeeded in driving a boat at a speed of 4 miles per hour against the current of the Potomac River at Shepherdstown, West Virginia in the presence of George Washington. Rumsey's system of propulsion was to use his engine to drive a pump which sucked water in at the bow and discharged it at the stern — as proposed earlier by Bernoulli.

In 1787, he obtained a patent from the Colony of Virginia and then went to London, where he built a steam boat along the same lines but died before it was completed. The boat, however, was tried on the Thames in 1793 and steamed at the rate of 4 miles per hour. It is interesting to note that the State of Kentucky (in 1839) officially recognized him as the inventor of the steam boat.

(Second installment will appear next month.)

34 PIPE SHOP

By Chick & Toots

Ed (Pappy) Woolsey broke out with a new jacket the other day. When he got home the zipper wouldn't open so "Pappy" had to go to bed in it. The next day he managed to get it half open. Now he has to have a two-man crew to help him on and off with it. Trade it in "Pappy."

We see "Tool Room Willie," of 34 tool room, made the headlines again. (Old Windy)

Our first snow of the season fell last Saturday but not for the men in the Pipe Shop because Bill Ramsey has them snowed under daily.

George Ives, the Beau Brummel of Mr. Flanigan's office, and Charles (Rev.) Forwood are going to Pittsburgh to see the Pitt-Penn State game. They bought tickets on an automobile being chanced off after the game and they want to be on hand to drive it home. Good luck boys.

ELECTRICAL SHOP

By William Powers

With the football season over, the forecasters in 33 Dept. will have to find another sport to get interested in.

Joe Thunder is a proud papa again. C. Swank (33-95) claims competition in quoits is so keen in his hometown that every third pitch must be a ringer. Claims he lasted 3 months.

W. Chatten (33-310) tells me he is well pleased working in the Electrical Drawing Room; says he always did like working with figures.

A. Hamilton, Jr. is in the Crozer Hospital recovering from an auto accident. We all hope to see him well soon.

Due to high cost, some of the maintenance men seem to be fugitives from the barber.

"Pump Room Joe" was suffering from a severe case of indigestion attributed to worry over whether he would be paid for working lunch period.

Steve Bara Hara, formerly in 33 Dept., was seen perched atop a pole on one of Chester's main streets hanging Christmas lights, last Sunday.

Charles Hewlings, 33-221, according to rumor, is one of the top notch quoit pitchers in 33 Dept.

Charles Anderson, 33-1385, also holds top honors in this department.





For once they actually agree!



Hope and Crosby, in the movies, seldom see eye to eye. But there's one thing they really do agree on—they both think U. S. Savings Bonds make wonderful Christmas gifts!

SAYS BOB: "They're swell for *anybody* on your list. You couldn't pick a nicer, more sensible, more welcome present. Even Crosby knows that."

SAYS BING: "I hate to admit it, folks, but Hope is right. And remember this—you can buy Bonds right where you work—through the easy, automatic Payroll Savings Plan."

BOB AND BING (together): "This Christmas, why not give the finest gift of all—U. S. Savings Bonds!"

Give the finest gift of all ... U.S. SAVINGS BONDS
SUN SHIPBUILDING & DRY DOCK CO.

“AND it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed. And all went to be taxed, every one into his own city.

☆ ☆ ☆

“AND Joseph also went up from Galilee, out of the city of Nazareth, into Judaea, unto the city of David, which is called Bethlehem, to be taxed with Mary his espoused wife, being great with child. And so it was, that while they were there, the days were accomplished that she should be delivered. And she brought forth her firstborn son, and wrapped him in swaddling clothes, and laid him in a manger; because there was no room for them in the inn.

☆ ☆ ☆

“AND there were in the same country shepherds abiding in the field, keeping watch over their flock by night. And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them; and they were sore afraid. And the angel said unto them, Fear not; for be-

Christmas — 1947



hold, I bring you good tidings of great joy, which shall be to all people. For unto you is born this day,

shall find the babe wrapped in swaddling clothes, lying in a manger.

☆ ☆ ☆

“AND suddenly there was with the angel a multitude of the heavenly host, praising God, and saying, Glory to God in the highest, and on earth peace, good will toward men.

☆ ☆ ☆

“AND it came to pass, as the angels were gone away from them into heaven the shepherds said one to another, Let us now go even unto Bethlehem, and see this thing which is come to pass, which the Lord hath made known unto us. And they came with haste and found Mary, and Joseph, and the babe lying in a manger. And when they had seen it they made known abroad the saying which was told them concerning this child. And all they that heard it wondered at those things which were told them by the shepherds.

☆ ☆ ☆

“BUT Mary kept all these things, and pondered them in her heart.”

Luke 2:1-19.