



*Our Yard*

SUN SHIPBUILDING AND  
DRY DOCK COMPANY  
JANUARY 1948

# SUN SHIP'S OUTLOOK FOR 1948



**T**HERE will be work for our present employees during the year 1948 and we believe for at least fifty percent more employees.

There are very few ships being built in this country and to procure contracts to build new ships we must meet strong competition, which means that every employee in our organization must do a good day's work every working day.

It is difficult for anyone to know just what is going to happen in the years ahead of us. During my lifetime I have always found that such prosperous times as we have had during the past six or eight years, with large amounts of money being spent by the government and the people, are always followed by what we term "hard times." Therefore, I suggest that every employee make a practice of saving money. A good way to save money is to buy government bonds which will always return you a fair interest on your money.

For the New Year I wish you and your loved ones Health, Happiness and Prosperity. I have enjoyed many years with you here at the shipyard and hope I shall continue to do so.

JOHN G. PKW, *President*

**A**NOTHER year has rolled around and 1948 looms ahead with its hopes and uncertainties, but the prospects of peace and tranquillity are still to be developed and brought to the level somewhat related to what we enjoyed prior to 1939.

The business world is looking eagerly to the settlement of the various problems that the war left in an atmosphere of despair in some parts and hopes in others, but we have reasons to believe that our hopes will predominate and that the good character of our Country will continue a shining light to encourage the rest of the world in the hope that life and business will survive on a high plane which means peace and happiness to all concerned.

The prospects that lie ahead of us in our business are more than hopeful for a resumption of work with which we are all so well fitted for and 1948 I feel confident will bring us the added zest to look upon our accomplishments in the past as earnest indications of our future enjoyment of life.

With the Best Wishes for Christmas and the New Year.

ROBERT HAIG, *Vice President*



**T**HE year 1947 has passed without the building of any ships in our yard, other than the suction dredge for the American Dredging Company. Our efforts have been generally consumed on ship repair and conversion work, high pressure vessels, tank work, miscellaneous outside machinery sales and scrapping ships. During the first half of the year we averaged 3402 employees and an average of approximately 4250 employees for the last half of the year.

The prospects for shipbuilding for 1948 seem somewhat brighter as we have an order to build an 8,000 cubic yard seagoing hopper dredge for the Army Engineers. The work and material required for the construction of this vessel is approximately equal to that required for two ordinary tankers. At the present time the prospects for the construction of new tanker tonnage for the year are very bright and we are hopeful that we may be able to obtain contracts for some of these ships, in which we hope to install our Diesel engines, as this would be helpful in balancing our shipyard and Wetherill Plant facilities.

Our shipyard has not stood alone during the past year in not having new ships to build. Other yards are also hungry for work and when new tonnage appears on the market the competition is most keen. To meet this competition, we must all increase our efficiency, stay on the job and try a little harder to turn out more work in order to provide steady employment at Sun Ship.

On this occasion, I wish to thank all of our employees for their cooperation during the past year and to extend to them and their families my best wishes for a Happy New Year.

R. L. BURKE, *Vice President*





## CHESTER HOSPITAL DRIVE

For the first time in 30 years, the Chester Hospital has appealed to the public for funds to build a much needed new wing to the institution.

The great increase in the number of patients, the fact that births in the hospital have tripled in the past 10 years and the heavy increase in the



number of persons covered by hospitalization insurance have combined to make the addition to the hospital imperative.

It is admitted that the hospital's present facilities are overburdened and it is often difficult to get a bed. A campaign spokesman summed it up when he said, "Hospitalization insurance isn't worth much if you can't get a hospital bed when you need one."

The expansion program calls for the construction of a new hospital building linked to the Crozer wing. It will be 4 stories and will relieve the pressure on the main hospital so that 50 more beds can be made available for medical and surgical patients. The new wing will be used mostly for maternity cases. There will be 6 clinics, 2 floors exclusively for maternity patients and babies with 10 private rooms and 14 larger rooms with a total capacity of 60 beds. There will be 7 nurseries, a diet kitchen and complete equipment. On the top floor will be a modern obstetrical suite. There will also be a new X-ray department, accident room, orthopedic clinic and physical medical department.

It is planned to raise \$600,000 to provide for only the absolute vital facilities required by the hospital.

## REVIEW OF BENEFICIAL PLANS AND GOVERNMENT BOND PURCHASES DURING THE YEAR 1947

By William Craemer, Treasurer

AS we enter into the New Year 1948 with another year of experience in back of us, many of us have in mind resolutions and objectives that will be helpful to ourselves, our families and our fellow man. These are worthy of our best efforts.

At present, our organization is made up of about 4400 men and women who have been with the Company many years as evidenced by the service pins in their possession, and who have valuable experience in turning out the products which made our Company outstanding in its field, both in war time and in peace time. If we apply this valuable experience and our best efforts to the work obtained, our Company will continue to be successful in the years ahead, and in turn, all of us will benefit.

Our Company, in order to be helpful to its employees, has for many years sponsored and carried part of the cost of several plans for the benefit of its employees and their families. These include Life Insurance, Hospitalization Insurance, Sick Benefits, and systematic savings through the purchase of Government Bonds.

During the year 1946, \$246,000 was paid by the Equitable Life Assurance Society to the dependents of 43 employees who died, averaging \$5,720 per family; \$31,505 was paid out to 253 cases of sickness requiring hospitalization and surgical treatment; and \$38,355 additional was paid through the Mutual Benefit Association to employees having sickness which may or may not have required hospital attention.

The Company continues to encourage systematic savings. In 1947, employees purchased \$621,912 face value of Government Bonds through authorized payroll deductions, which was about 4% of the total payroll. The grand total of Government Bonds purchased by Company employees through payroll deductions since the plan was adopted amounts to \$53,431,127 face value.

While nearly all employees are participating in the plans, there are some who are not. It could well be that conditions in their personal affairs have changed which would now make participation desirable. It is suggested especially that, in connection with the Group Life Insurance Plan, employees review the matter of the beneficiary as, in the march of time, marriage or some other reason makes a change in the beneficiary desirable. As we enter another New Year, it would be well for all to consider these beneficial plans sponsored by Sun Ship.





# HOW PROPELLER WHEEL WAS BORN

BY MARTIN G. BITTEL

*(Second installment of an article on the development in ship propulsion.)*

**I**NVENTOR John Fitch was an unfortunate and eccentric man. He roamed around the country until he was 40 years of age and then settled down at Neshaminy Falls in Bucks County, Pa. In April 1785, he conceived the idea for a steam boat and immediately set to work to build one. The machinery was made of brass and the boat was driven by paddle wheels and tried out at Davisville, Pa. in 1785.

The State of New Jersey granted Fitch a patent in April 1786 and a monopoly to use steam propulsion in that state for 14 years. In March 1787 the State of Pennsylvania followed suit, and Fitch was able to attract capital, and a vessel was started immediately and a trial took place on August 22, 1787 at Philadelphia.

The first boat had paddles worked at the side in much the same way as a canoe is paddled. In 1783 Fitch built a larger boat—about 60 ft. long and the paddles were moved to the stern. The engine had a cylinder 18 in. diameter. It was finished in July 1783, and made a trip to Burlington, New Jersey where the boiler collapsed and they drifted back to Philadelphia with the current.

He built another one and in April 1790 made 7 miles per hour. In June of that year it was placed in the passenger service between Philadelphia and Trenton and occasionally made trips to Chester and Wilmington. The

vessel logged about 3000 miles during the summer.

## Uses a Screw Propeller

He went to France to interest additional capital but was not successful and returned to this country in 1796 and settled in New York where he took a ship's yawl and fitted a rudely made engine in it and fitted it with a screw propeller, crudely made but was not too successful. He then secured a grant of land in Kentucky, where he died in July 1798.

Robert Fulton was a native of Little Britain, Lancaster County, Pa., born in 1765. He studied the trade of watchmaker, gave this up for painting and became a skillful portrait painter. In 1793, he gave up painting and became a civil engineer and began experimenting with submarine torpedoes. In this year, he went to France to interest the French Government in his torpedoes and while there met our ambassador to France, Robert Livingston, who was also

much interested in steam propulsion. He conducted experiments at the request of Mr. Livingston and proved that the side wheeler was more efficient than the "chaplet" (paddle floats set on an endless chain.)

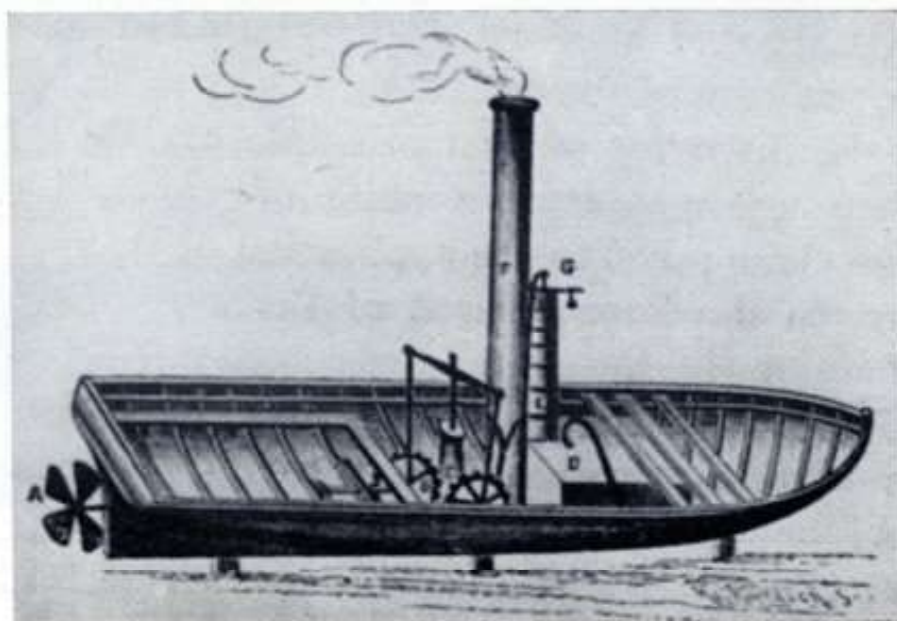
In May 1807, Fulton went to England to Boulton and Watt and ordered an engine to be built and shipped to the United States. Who paid for it is not disclosed. This engine had a steam cylinder 24 in. in diameter and a stroke of 4 ft. He sailed from England in October 1806 and reached New York on December 13th.

## Fulton Builds the "Clermont"

In the Spring of 1807, the "Clermont" was launched from the yard of Charles Brown on the East River and by August the machinery was installed and in operation.

The "Clermont" was followed by other vessels and the "Feathering

(Below) — Early design of a screw propeller.





# In The Spotlight

EIGHT WITH 349 YEARS OF SERVICE



**JACK McKINNEY**, foreman, Foundry — 39 years service.



**FRANK THOMPSON**, assistant foreman Machine Shop — 37 years service.



**CHARLES MARCH**, 1st class Machinist — 48 years service.



**CALEB COPE**, 1st class Machinist — 46 years service.



**A. M. BROWN**, foreman Machine Shop — 42 years service.



**WILLIAM GLOSSOP**, foreman Pattern Shop — 49 years service.



**HORACE ESREY**, Molder, 1st class — 44 years service.

**WILLIAM REYNOLDS**, 1st class Machinist — 44 years service.

**E**IGHT men in the Wetherill Shop with a total of 349 years service! That's an average of more than 43 years each. And, with the exception of one who was recently operated on, they are still putting in a full day's work come rain or snow, bitter cold or blistering heat.

That's a record possibly unequalled by any American industrial plant the size of Sun Ship's Wetherill.

Here is the roll call of this notable list:

William Glossop, foreman Pattern Shop — 49 years service.

Charles March, 1st class Machinist — 48 years service.

Caleb Cope, 1st class Machinist — 46 years service.

William Reynolds, 1st class Machinist — 44 years service.

Horace Esrey, Molder, 1st class — 44 years service.

A. M. Brown, foreman Machine Shop — 42 years service.

Jack McKinney, foreman, Foundry — 39 years service.

Frank Thompson, assistant foreman Machine Shop — 37 years service.

William Glossop, who is at the top of the list so far as years of service

(Continued on Page 24)



Paddle Wheel" was invented by Robert L. Stevens.

In 1804, Colonel John Stevens, of Hoboken, New Jersey, constructed a steamboat 68 ft. long, beam 14 ft., driven with a direct action high pressure steam engine leaving a bore of 10 in. and a stroke of 24 in., driving a four bladed propeller which even by today's standards had good form. He later modified the drive somewhat so as to have two propellers — the first twin screw ship.

In 1812, Trevethick designed a boat to be propelled with a screw propeller and laid his plans before a Navy Board in that year. His plan also envisioned a wrought iron hull. The boat was never built.

The following inventors all contributed ideas on screw propellers but did not have the perseverance to see their plans perfected: Joseph Bramah, Mr. Shorter, Mr. Littleton and Joseph Revel.

### **Ericsson Perfected the Propeller**

It remained for John Ericsson, a skillful Swedish Engineer, to bring the screw propeller into general use.

Ericsson designed a peculiar form

of screw propeller in 1836 and patented it in England in that year. The screw was double, two shafts being placed one within the other, driving two propellers in opposite directions. These screws were 5 ft. 3 in. in diameter. On her trial trip, the little vessel attained the phenomenal speed of 10 miles per hour.

He induced the British Admiralty to take an excursion with him, but they did not seem to be impressed.

Fortunately the American Consul at Liverpool, Mr. Francis B. Ogden, was more favorably impressed. He placed money at Ericsson's disposal to continue his research and another vessel named the "Ogden" was built. Captain Robert F. Stockton, of the United States Navy, was in England at the time and gave Ericsson an order for two vessels to be used in the United States. He also induced Ericsson to take up residence here.

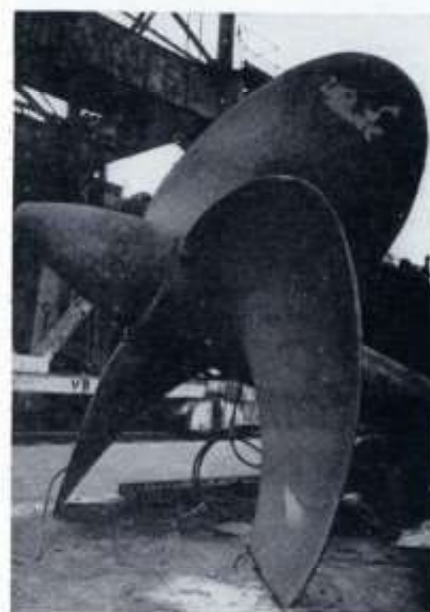
The "Princeton" was the first Navy vessel driven by a propeller. Six steamers were fitted with Ericsson's screw in 1841, nine in 1842 and thirty in 1843. The most publicized of Ericsson's ships was the Iron Clad "Monitor" which defeated the Con-

federate Iron Clad "Merrimac" at Hampton Roads.

In recent years ship designers have been giving much time to the study and development of variable pitch propellers. By the use of such wheels the strain on engines is relieved and mobility of ships increased.

Naturally jet propulsion for vessels also is attracting the attention of shipbuilders and it is asserted that the field has large possibilities.

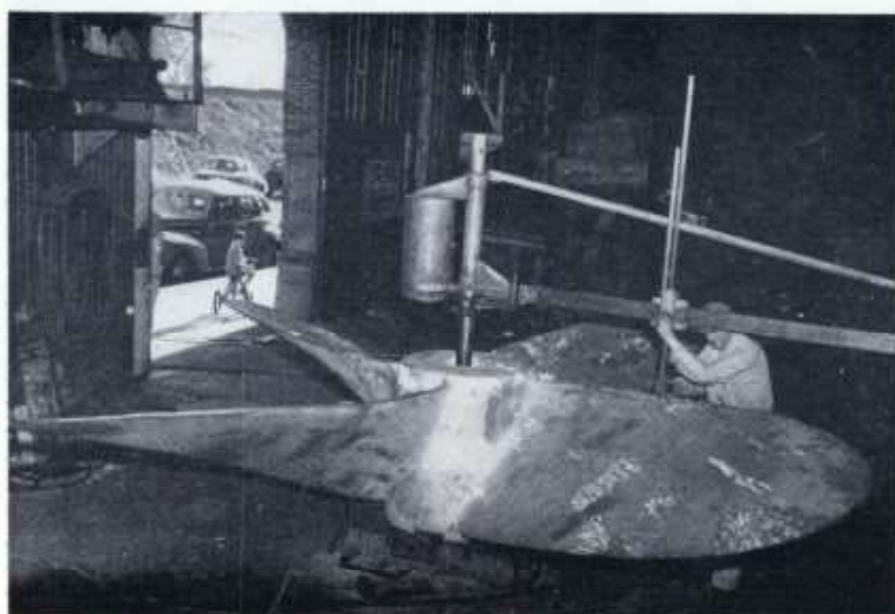
(Below) — A modern wheel attached to shaft.



(Below) — Workman is testing a wheel for precision balance.



(Below) — Measuring the pitch of a propeller blade.





Steamship, tugboat and barge.

## TRANSPORT

**T**HERE are more forms of transportation in Sun Shipyard than in most American industrial plants. That's because materials needed in the building or reconstruction of vessels or in assembling tanks and refining units must be handled by land, water and air. Virtually everything that is used in putting together a ship is swung into place through the air by huge cranes.

The most primitive forms of transportation: man-power and the ordinary wheelbarrow are employed in the Yard. Some of the common forms of transportation seen in the plant are:

Locomotives — freight cars — loco-

## SYSTEM

motive cranes — hammerhead crane — Gantry cranes — overhead cranes of many sizes, from shipways to shops — gasoline trucks ranging from big "Ben Hur" to small trucks — electric trucks — trailer trucks — lumber truck — fire truck, ambulance — passenger autos — wheelbarrows — hand trucks — dollies — tugs — barges — fireboat — paint and other floats.

Not forgetting the miles of water and various gas lines that carry propane, oxygen, etc., and the electric wires that carry current. To give some idea of the size of Sun Ship's transportation system we illustrated numerous types on this and preceding page.



Locomotive.

(Top) — Two railroad cranes lifting funnel.  
(Lower) — Men carrying lumber.(Top) — Electric truck beside a gasoline "Ben Hur" truck.  
(Lower) — Gantry crane.

Hand truck.



Portable electric crane.



Hammerhead crane.



Overhead crane and magnet.

(Top) — float used by riggers, etc.  
(Lower) — Passenger cars in parking lot.

Wheelbarrows, early form of transportation.



Modern lumber truck.



# Saga of a Sun Built Ship

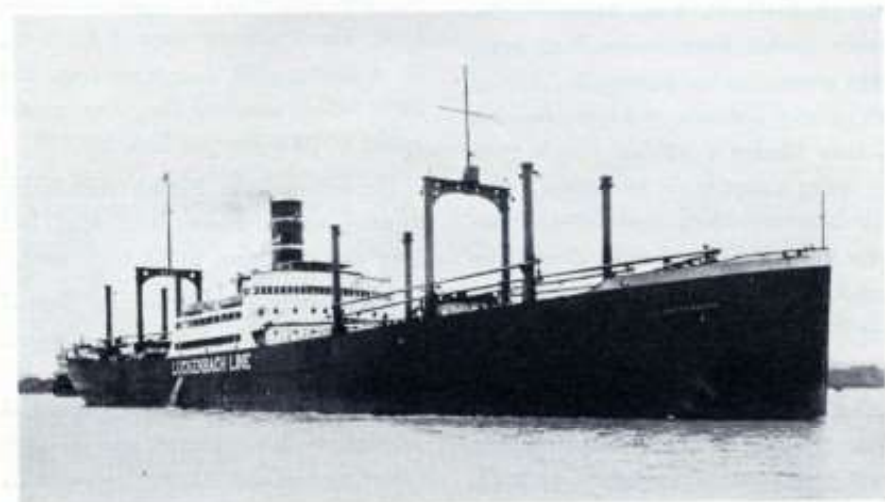
**T**RIBUTE to a stout craft built by Sun Shipbuilding and Dry Dock Co. was featured in a recent article published in the MARINE AGE. The vessel is the S.S. J. L. LUCKENBACH, 13,000 tons, launched October 29, 1918 and which is traveling the Seven Seas today.

She was originally the S.S. SOUTH BEND and was the fifth ship turned out of our plant. The article follows:

"According to all standards of life expectancy, she was living on borrowed time but yet, there she was steaming out of Philadelphia harbor as smoothly as ever, carrying her quota of cargo — just as she had on her first trip 28 years ago. She had seen military service for seven of those 28 years and had been through all kinds of storms, tropical hurricanes and western Pacific typhoons. She had traveled more than 1,300,000 miles. She had cut her way across the seven seas for more than a quarter of a century without any major mechanical failures. "She" is the S.S. J. L. LUCKENBACH, a 13,000 ton freighter of the Luckenbach Steamship Company. This is her story.

"In March, 1919, a twin screw vessel was completed by the Sun Shipbuilding Company, Chester, Penna. Upon completion, she was immediately requisitioned by the government as the S.S. SOUTH BEND, and achieved a commendable record in transporting military goods to Europe to maintain the Allied armies of occupation which had, just a few months before, defeated the Kaiser's armies.

"She was well qualified for this service. She was 474 feet overall, 60 feet beam, had a full draft of 31 feet with a cargo capacity of 11,000 tons. For normal operation, each shaft requires 2500 HP at 110 rpm of the propeller with an average speed maintained over its many years of service of 13.5 knots. The propelling equipment consisted of a marine turbine of the cross compound type and a single reduction gear. The turbines were of the multistage impulse type and, because of their large clearances, could be started after a very brief warm-up period. Light and power for



S.S. J. L. LUCKENBACH

the ship were supplied by two 175 KW, AC generators.

"In February, 1923, the freighter was returned to the Luckenbach Steamship Company for use on the intercoastal route. For the next nineteen years the J. L. LUCKENBACH established herself as one of the prize ships of the Luckenbach fleet. Her normal course included calls at the Eastern ports of New York, Boston and Philadelphia and the West Coast ports of San Pedro, San Francisco, Portland, Tacoma and Seattle.

"Cargo ranged from canned goods from Eastern processors to lumber from the northwest forests of Washington and Oregon. Among her notable cargoes were 80 to 100 foot steel girders used for the Golden Gate Bridge at the entrance to San Francisco Bay. This ship's capacity to handle the Golden Gate steel girders was indicative of its many practical physical facilities. Having twin decks where most freighters have the conventional one, made the "J. L." one of the largest lumber carriers in the world.

"The unusual number of eight large hatches made it possible for longer pieces of lumber, as well as steel, to be lowered into the hold. This distinctive design and large capacity enable the "J. L." even today to carry special cargo twice the length as can be carried on modern ships of the same tonnage, and this, coupled with loading facilities that

include 24 booms, contributes to making the operation of the vessel economically feasible despite its age.

"At one time, the ship had two refrigerated lower holds which were used for the transporting of perishables such as shortening and chocolate but this type of service was later discontinued.

"Although the J. L. LUCKENBACH actually was not requisitioned for World War II service until three months after the Pearl Harbor attack in 1941, the ship had long before been engaged in defense activities through the transporting of Lend-Lease materials to countries fighting the Axis. One of the freighter's trips included delivery of guns, tanks and trucks to the British in Egypt, their last foothold on Northern Africa after being driven out of Libya.

"With the Axis in control of the Mediterranean, the cargo had to be carried around South Africa and up into the Red Sea. American merchant vessels were not armed at the time and the "J. L." was at the mercy of attacking Axis aircraft.

"In March, 1942, the government requisitioned the freighter for wartime service. To fight off enemy attacks from the air or by sea, the vessel was equipped with a 3" gun at the bow and a 5" gun on the stern and eight 20mm anti-aircraft guns. The wartime crew included a naval officer and 30 enlisted men. Immedi-

(Continued on Page 23)





# **VIEWS IN NEW ELECTRICAL SHOP**



(Top) — Electricians are testing circuits on a heavy duty armature.  
(Middle) — View of shop showing men working on parts. (Lower) — Large group of employees with Foreman Oscar Holt in center foreground.





## SCENES IN MACHINE SHOP

Sun Ship's reconstructed main Machine Shop is now in full operation after several months spent in rebuilding. Additional space was gained by removing the Electrical Shop to the building formerly occupied by 85 Dept.

(A) — VIEW of two 42" Boring Mills, one 6 ft. Radial Drill Press and a 3 ft. Radial Drill Press with operators from right to left: C. Erle, D. Harris, H. Sherman, Foreman H. McCoy and repairman J. Oberdorf, and Cleaner E. Tillery and in the background P. Yagle and J. Conwell. Halper W. Gibbs is cleaning burrs of material for machining.

(B) — SECTION OF LATHE, 7 in. all and two turret lathes, with Foreman H. McCoy and Leader P. Schied looking at Blueprint and Lathe operators No. 1 W. Gaal, No. 2 W. B'eat, No. 3 C. H'ier, No. 4 L. Lull van, No. 5 J. Lill'e, No. 6 R. Clendening, No. 7 C. Brooks and Turret Lathe operators W. Wallace and G. Smith with expediter G. Howell.

(C) — NEW BENCH and the new addition with Milling Machines and Planers. Shown are bench hand George Calhoun, Fred Thorman, Charles Buckley, Ralph Dantonio, Anthony Saltner and E. Tillery.

(D) — SHOWING the Burning Machine and Shaper with D. Garramore the operator of burner and L. Jillson operator of shaper and men from outside getting a piece of pipe cut in half.

(E) — ANOTHER BENCH SECTION also showing the multi-spindle drill presses with bench men from right to left: L. Haindl, J. Holland, H. Walton and in the background men from outside after materials.

(F) — WE PRESENT a section of 18" upright drill presses with the operators from right to left: P. Schafft, F. Semeister, H. Sherman and J. Conwell.





# More Vessels That Came To



S.S. "WARRIOR POINT" — T2 Tanker purchased from the U.S.M.C. by the Overseas Tankship Corporation. Removal of defense features, alterations to quarters, drydocking and installation of shell and deck straps.



S.S. "ATLANTIC COAST" — Liberty Ship owned by Livanos Steamship Company. Came to the shipyard for drydocking.



S.S. "JOHN G. WHITTIER" — Liberty ship operated by the States Marine Corporation came to the shipyard for heavy weather damage repairs consisting of drydocking, and realigning the main engine crankshaft, line shaft and tallshaft.



M.S. "PACIFIC SUN" — Built as Sun Hull #120. Came to shipyard for annual drydocking and misc. repairs.



S.S. "FORT ROUILLE" — British cargo ship. Came to shipyard for bow damage repairs on miscellaneous heavy weather damage repairs.



# Sun Ship Dry Docks Recently



S.S. "COOPER UNION VICTORY" — Victory type cargo ship operated by the American Export Lines came to shipyard for drydocking and painting.



M.S. "STAR BETELGEUSE" ex "Mormaclark" — Built as Sun Hull #180. Purchased from the U.S.M.C. by Compania de la Paloma for operation by Swedish interests. Was towed to the shipyard from the laid-up fleet in the James River for complete examination and overhaul of machinery, removal of Navy installations, drydocking, painting and miscellaneous repairs.



M.V. "EL CARIBE" — Ex Navy oiler owned by The Texas Company. Vessel came to the shipyard from the Caribbean for extensive alterations to the main engine propulsion shafting and re-arrangement of living quarters and miscellaneous voyage repairs.

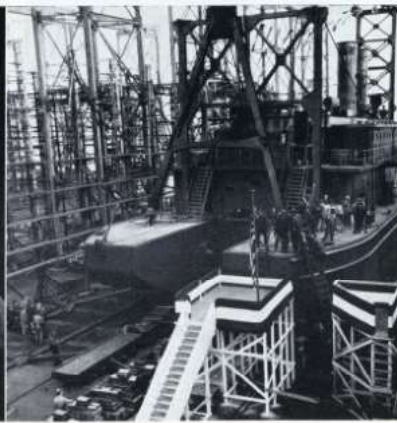


S.S. "VICTORY LOAN" — T2 Tanker purchased from the U.S.M.C. by the Overseas Tankship Corporation. Removal of defense features, drydocking and installation of shell straps.

S.S. "SUN OIL" — Built as the "Waxhaws" Sun Hull #427. Owned by Sun Oil Company. Came to the shipyard for drydocking.



## Scenes at the Launching of the Modern Dredge 'Philadelphia'



WITH WHISTLES BLOWING and guests and shipyard workers cheering, the 172 ft. dredge PHILADELPHIA was launched in Central Yard on Wednesday, December 3rd. This modern dredge was built for the American Dredging Company of Philadelphia and Mrs. Mabel B. Stroud, wife of E. Homan Stroud, president of the American Dredging Company, was sponsor. Weather conditions were perfect and the launching was one of the most successful in the history of the Yard. Upper left shows the christening at the moment Mrs. Stroud broke the champagne bottle against the vessel. Upper right: President John G. Pew, of the Sun Shipbuilding and Dry Dock Company, congratulates Mrs. Stroud and presents her with a token of the event. Lower left: PHILADELPHIA leaves the Ways and dips into the Delaware River. Lower center: Sponsor is shown with her husband, E. Homan Stroud, vice presidents Robert Haig and John G. Pew, Jr., Designer and Resident Inspector R. W. Roane and others. Lower right: Close up view of the dredge PHILADELPHIA taken just before the launching.



# NOVEMBER 30 Years

1-69 ..... O. Groch  
33-22 ..... S. Rankin  
33-26 ..... R. Smith  
34-114 ..... E. Loveland

## 25 Years

30-2084 ..... H. Carsins  
75-74 ..... H. Morley

## SALARY ROLL

### 10 Years

86-13 ..... H. Holgate

## DRAFTSMEN ROLL

### 10 Years

33-310 ..... W. Chatten  
38-93 ..... A. C. Bosshardt

# SERVICE PINS

## HOURLY ROLL

### 20 Years

42-60 ..... S. Giandonato  
51-983 ..... J. Gabalos

### 15 Years

45-74 ..... E. Humphreys  
59-103 ..... H. Herman  
59-126 ..... E. Rogeri  
81-91 ..... S. Rodgers  
91-42 ..... J. McGrann

### 10 Years

4-204 ..... W. Wallace

30-373 ..... H. Carpenter  
30-2064 ..... J. Fields  
33-290 ..... W. Collins  
33-387 ..... T. Dearmit  
34-137 ..... M. Brooke  
34-164 ..... W. Yocum  
36-121 ..... L. Heindl  
36-691 ..... J. O'Melia  
36-897 ..... G. Smith  
42-295 ..... L. Harris  
59-280 ..... H. Field  
59-660 ..... F. Goodwin  
59-4230 ..... N. White  
68-75 ..... E. Boland  
68-282 ..... P. Christensen  
80-25 ..... W. Connor  
84-93 ..... W. Styer  
84-227 ..... J. Knorr



**O. GROCH, 1-69,** receives a 30-year service pin from Supt. John Wilkinson.

**A 30-YEAR SERVICE PIN** is given to S. Rankin, 33-22, by Chief Electrical Engineer Thomas M. Jackson.

**SUPERINTENDENT RAYMOND FLANIGAN** is shown presenting a 25-year service pin to H. Carsins, 30-2084.

**E. LOVELAND, 34-114,** is shown receiving a 30-year service pin from Supt. Raymond Flanigan.

**R. SMITH, 33-26,** is congratulated by Chief Electrical Engineer Thomas M. Jackson before being presented with a 30-year service pin.

**SUPT. WILLIAM B. BEATTY** is shown congratulating M. Morley, 75-74, on completion of 25 years service with the company.



# HEY, LOOK! MORE BOWLERS



**BOTH LEAGUES ARE INCLUDED IN THIS MONTH'S BOWLING PICTURES.**

Upper left, Timekeepers of "B" League: E. Touring, T. Dougherty, E. Ditchburn, L. Highfield, F. Sutton and F. Griffith. Upper right, Berthing, "B" League: M. Carey, G. Gibbs, Captain, G. Kilgore, A. Flacco, Ed Humphries and J. Singley. Lower left, Engineering, "A" League: R. Clayton, J. Selvard, P. Hall, P. Sides, and F. Dunn. Lower right, Paint Shop, "A" League: F. L. Woodall, Taylor, Roberts, Cornell and Carr.





## 59 DEPARTMENT

By C. DeTulio

This entire department wishes to express its sympathy to Mrs. Edward McDade and family upon the recent death of Edward J. McDade, who had been quite a familiar figure in this department. "Eddie," as we all called him, was employed at Sun Ship for over 25 years and had been confined to his home with high blood pressure. Eddie served his department well and was the first supervisor of the all-welded ship, something we will always remember him by.

Billy Lynn, Ed's brother-in-law, wishes to thank 59 Dept. members who volunteered as pall bearers. They were Joe Rusek, Harry Gaskell, George Curry, Elwood Webster and Ed Larson.

Walt Davis bought a new Mercury, but seldom drives it. His daughter does leave him back it out of the garage once in awhile.

Jimmy Ennes enjoyed his vacation down South but got pinched on the way home. Some hillbilly officer said he was speeding and after waking up the Justice of Peace at 4 A.M. they all acted like they were old friends, handshaking etc., until the payoff — a \$17.50 fine. Was Jimmy mad!

Bill DeLoaf recently was married and Ray Enthraut was best man. Bill is well liked and was one of our assistant foremen.

Walt Brysiak bagged a deer, 6 point, 150 lbs. Jimmy Vincent also got one, 8 pointer, 165 lbs. They both hunted near Williamsport.

J. Ferguson trotted all over West Chester, Coatesville, and Downingtown but never fired a shot.

Jack Godo saw a deer but didn't shoot it because he was too small; only an 8 pointer, he said. Next year he will have a couple more points and it will be more fun shooting at him.

Harry Cornish and Harold Witman knocked one deer down but never did catch up to it.

Ed Ruggeri received his 15 year pin, and Harry Dongel also got his. Harry is back after spending two weeks in Florida.

Bud Stepa is building his own little house in Essington. Good luck Bud.

Bill Divis spends all his spare time on his 30 ft. cabin cruiser.

Wanted—an old motor, any make, see Specks Goudy.

L. Meyers won't weld anything that's under water over 3 inches.

Al Wagner always carries a mirror in his pocket.

Attention up there in the control tower. The mad Russian and Klondike wish you would play some Polish music during lunch time. Thank you.

\* \* \*



MR. AND MRS. JOHN KOZAK shown here were married on Sunday, October 26 in St. Hedwig's Roman Catholic Church. Mrs. Kozak is the former Miss Geneva Wiszumirski. She is employed in Mr. Hoffman's Office.

## 67 DEPT. CLEANERS

By Major Palm

Cleaners of the Month—Honors are shared by Walter Barret, first shift leader and Columbus (My Friend) Taylor. Walt is an easy going, shy gentleman who has been with the Cleaners for 14 years. "My Friend" Taylor has been with the Cleaners for 17 years. He is a very religious chap. He is one of the second shift leaders. Happy New Year, Honor Cleaners.

New Year brings out resolutions of the Cleaners:

Joe Henson; to improve production.

Chappy VanDoran; to get a new pipe.

Jerry Johnson; less double talk.

Medford Cooper; win at least one pigeon race.

Buddy Dirkerson; hang more wall paper.

Eddie Neil; to keep Kinsley (Hittem) Jones on the ball.

Charlie Minor; to try Ipana Tooth Paste.

Bill (Handsome) Jones; to convert Elmer (Preacher) Hern.

Willie Steward; to be a model husband.

Daddy (O Wash Down) Buck; to pass 800 rivets a night.

Dallas Harmon; to relieve Sonny Marshall, baby sitter.

Bill Miles; to become as even tempered as "Cool Breeze."

Ross Holland; to form a club called the "Bald Headed."

Ace Members—Nace Jamerson, Ruddy Hollis, Russ Gerald, Eddie Neil, Martin Outterbridge, Henry Jones and Val (overtime) Jones to bring their beds down and keep the pump a jumping. Happy New Year.

The late James (Crack) Wallace will be missed by all the Cleaners. He was always full of fun. His wife Mildred has the sympathy of all the Cleaners.



# Sun Ship Junior Members



**ANNA PAOLUCCI** is the daughter of Mr. and Mrs. Anthony Paolucci, who resides at 1225 Ellsworth Street, Philadelphia. She was two months old at time picture was taken. Her father is employed in 68 Dept.



**THIS LITTLE TOT** is Patricia M. Kerrigan who is 3½ years old. She is the daughter of James P. Kerrigan, of 74 Dept., and granddaughter of Charles Gremminger, of 91 Dept.



**WARREN STANSBURY, Jr.**, 5 months old, is the son of Warren Stansbury of 67 Dept.



**CARLTON BROWN, Jr.**, age 10, is the son of Charles Brown who is employed in 67 Dept.

## 80 DEPT. STOREROOM

*By Frank Thompson*

We have all missed Arthur Holman who has been hospitalized with a stomach condition. Here's hoping you have a speedy recovery Arthur and will be back on the job in the very near future.

Also our best wishes to John Foley, who is recovering from an operation at Chester Hospital. Anyway John, you waited till football season was over. Let's hope you will be able to enjoy New Year's Day much better than you did Thanksgiving and will be back at your post real soon.

Norman Dowd also has submitted to treatment at Wills Eye Hospital where he will undergo a serious operation for a cataract on his eye. By the time this column has been printed, we hope that Norm will be on the way to complete recovery.

Now that we have covered our December sick list and with the New Year upon us, we were able to enlist some New Year resolutions from our personnel as follows: Bill Connors resolves to take no more taxis from Wilmington to Chester. Jack Donahue and Walt Emsley to buy new alarm clocks. Mary Filnick to stay

away from Ventnor. Bob Selfridge commuting from Philadelphia to Chester, around Eddystone. Bob Curry to spend more time in the mountains and last but not least, Ray Turner to spend less time with the "hives."

Earl Bennett and his party got two deer while on a one day deer hunting trip to Buffalo Mountain.

In closing out the last column of my first year as reporter, I would like to thank all who contributed news items to this column during the last year and to wish each and everyone in the department a happy and prosperous New Year to come.

\* \* \*

## WETHERILL SCOOP

*By Wally*

Sam Sterrett and his wife spent their vacation in Coudersport, Penna. with a side trip to Oil City where they were entertained by their many friends.

The hunting season is on so, O. Leinhauser ventured in to the wilds of Pennsylvania for a 8 pointer. Otto has returned but without 8 points.

A. M. Brown will have another son after the 20th of December. His daughter was married on that date. Good luck.

\* \* \*

## 74 TOOL ROOM

*By Hilda*

Charles Lukens and Al Hancock went into the deer woods during the big game season. Although they didn't make any personal kills, the camps to which they belonged got venison.

Elmer Lowry spent part of December on a trip to Georgia and Florida.

Sympathy is extended to William Adelman on the death of his wife.

Refusing to accept the claim that the Dry Dock quoit team is the tops, the Tool Room players are ready to compete in a match for Yard championship. Tool Room's quoit team is made up of "Flash" Cassidy, Elmer Lowry, Mike Znachko and Charles Rhodes.

Deacon Jones lost part of a fender on a recent trip to Philadelphia. However, he picked up something—a parking ticket.

Best wishes to everybody in the Yard for a Happy and Prosperous New Year.



## 66 DEPARTMENT

By P. Embree

We wish all 66 Dept. men a Happy New Year.

John Jenkins has returned from vacationing at Kelly's Ranch. He looks pretty good except his legs are starting to bow from riding cow ponies.

"Pop Eye" will bet anyone that he'll be parking in the select parking lot where 3rd Street crosses Morton Avenue. (Look out he has Slim working for him.)

Paul Rounds starts the New Year off by moving into his new home. Well, Paul, start the New Year and the new house off right by having an open house party for the shop boys.

Sherwin-Williams paints, which cover the earth, has nothing on Frear's truck which he is selling as a slightly used truck whose former owner was a wealthy baker.

Sorry to hear J. Sage had trouble at home over that article about Joe's football ticket deal and I understand I am going to receive a hot letter from Joe's wife. If I do, I'll get my wife to answer it telling Joe's wife the truth about the tickets. Anyhow, Joe has things under control now by Joe entering a contest for a \$10,000 fur coat which he will give his wife — if he wins.

66 Dept. welcomes Tom Zettle back into the department.

Harold Byers' kittens are growing very fast. He gave them a monkey swing, two balls of cat-nip and half of his sandwiches for Christmas.

## 33 ELECTRICAL

By William Powers

Everyone in the Electrical Dept. wishes you a happy and prosperous New Year, and hope you enjoyed a Merry Christmas.

George Milne and Bill Ogden returned from a hunting trip sans deer. George claims they saw a few in the distance. During one particular barrage of gunfire (started by Ogden), the same Bill Ogden was seen crawling on all fours to keep out of the line of fire.

R. Napier and C. MacFadden were given a warm reception when they returned to ship work to help out during this sudden rush.

E. Bythrow, one of our recently married armature winders, seems to be holding up.

33 Dept. wishes to extend its deepest sympathy to Maurice Bullock,

## WAR HEROES "COME HOME"

**B**ODIES of four more Sun Ship heroic war dead arrived from Europe late in November. They came from military cemeteries in France and Belgium. The caskets were interred with military ceremony. The war dead were:

S/Sgt. Howard W. Anthony formerly of 59 Dept. He was killed in action in Belgium on January 16, 1945 at the age of 24. He had been born and lived in Prospect Park until a short time before he entered the service when he moved with his family to 1416 Williston Street, Chester. He was sent overseas early in 1943. He and his wife, Virginia, were both active in the Prospect Park Baptist Church. Survivors include his widow, a son, Richard, and his parents, Mr. and Mrs. Howard E. Anthony, of Freeland, Pa.

Private John C. Hendren, Jr. formerly of 59 Dept. His mother, Mrs. Helen S. Hendren resides at 517 LeHann Circle, Springfield. He was killed following the invasion of Europe.

S/Sgt. Albert Rutman, of Collingdale, formerly of 36 Dept. He was killed in Germany October 10, 1944, after taking part in the Normandy

invasion. He had served two years with the Army, one year overseas and was attached to the First Army. He was the son of Michael and Tillie Rutman, 715 MacDade Blvd., Collingdale. And finally Private George Swyers, Jr. formerly of 8 Dept. He was in his twentieth year when killed in action in Germany, October 3, 1944, within a few miles of a battlefield of the First World War in which his father Capt. George Swyers was engaged. It is believed Pvt. Swyers was the first Delaware Countian to give his life on German soil in the last war. His death coincided with his mother's birthday.

Pvt. Swyers served with the Combat Engineers of the First Army and entered the service March 10, 1943. After training at Camp Butner, N. C., and Camp Meade, Md., he sailed for overseas May 10, 1944, and saw his first action the following June 10. He attended Haverford Township and Collingdale High Schools and at the time of his induction was an apprentice at the Wetherill Plant of the Sun Ship. Survivors include his parents, George and Esther Swyers, 619 Hibberd Avenue, and two sisters, Esther and Ruth.

crane operator, on the loss of a member of his family.

Also to Mrs. John Keenan on the loss of her husband, former crane operator.

Evans would like to know whether Blair obtained spark plugs for his auto yet?

Heard a shipyard story about a characted named "Snake" Hogan. It seems "Snake" had to replace a blown fuse and he figured if he put in a new one quickly he might get it in before it blew. One-half bucket of fuses later, some one came to "Snake's" rescue.

"Jiggs" Detweiler purchased an electric train for his six month old baby.

We all hope the Humes family have completely recovered from the fire recently at their home.

H. Broomall, Jr. was among the deer slayers. He came home with a 150 lb. doe.

Mr. and Mrs. Broomall are planning a trip to the West Coast to visit their son William.

T. Woosley, Jr., according to my information, was trying to sell some Christmas trees that looked like fugitives from the Maine forest fire.

**THE WISE BIRD STICKS TO REGULAR PAYROLL SAVINGS.**



**Buy U.S. Savings Bonds REGULARLY**



## HEY YOU! WHAT'S NEW?

**Y**OU think your children or grandchildren are mighty nice? Okay, then put their pictures in OUR YARD.

You caught a big fish or shot a deer, ringneck or some rabbits? All right, let your fellow employees see the pictures in OUR YARD.

Maybe your pet dog has learned tricks. That makes a good picture for OUR YARD.

Old-time photos of the Yard or groups of employees cause more interest than any kind of illustration. Try to dig up some for OUR YARD.

We've given you a few suggestions on how to make your Shipyard magazine more interesting. Come through.

After all, OUR YARD is your publication. Every reader should be a correspondent. The small, commonplace personal items are the foundation stones on which our magazine is built.

Perhaps you want a ride to and from work, or you have lost or found something in the Yard. Or want to buy, sell or swap. Or wish to announce a birth or wedding anniversary or other event.

We have a fine group of reporters in various departments. They give you their time and effort without cost. But it's a real task. It's like pulling teeth to get news in some departments.

You can show your appreciation by supplying them with news about yourself, your friends and your family. That will show you are trying to help them. The wives, mothers, sisters of Sun Ship workers can aid by sending in items.

Here is a list of OUR YARD staff reporters listed by departments. We want to thank them for their splendid work during the past year and sincerely trust our readers will lend a hand in supplying news during 1948.

### OUR YARD's Reporters:

Wetherill Plant	“Wally” Stakoski
30—Blacksmith Shop	Vacant
30—Sheet Metal Shop	Vacant
33—Electrical Dept.	William Powers
34—Pipe Shop	C. Forwood
	C. Thornton
36—Machinists	Dick Clendening
45—Shipfitting	Jack Grieco
59 & 60 Depts.	Charles DeTulio
66—Carpenters	P. Embree
67—Cleaners	Major Palm
68—Riggers	“Barney” McQuillan
69—Paint Shop	H. Thompson
74—Tool Room	Hilda Ramont
78—Hull Drafting	Al Williams
80—Storeroom	Frank Thompson
88—Guards	David Morris
Office	Peggy Markkanen
	Mae Scott
91—Timekeeping	H. Obdyke



TEST BORINGS being made at No. 1 and No. 2 shipways attracted much interest recently. They were made to determine the depth at which solid rock is to be found along the waterfront in case of any future extension of the shipways.

## OFFICE CHATTER

By Markkanen & Scott

A gala display of Christmas trees and decorations were in many of our offices this year. The Hull and Engine Drawing Rooms, Stenographic Dept., Payroll Dept., Cost Accounting Dept., just to mention a few, had beautifully trimmed trees. The one in the Main Office Cafeteria was by far the nicest shaped Christmas tree we have ever seen.

Congratulations are extended from all of us to Mary Perry, of the Order Dept., who received a service pin on December 1st, upon completion of 25 years service with the Company.

George A. Powell, who has been in Crozer Hospital following a sudden illness, is showing steady improvement. George, who has been with Sun Ship for 20 years, is one of the popular men in the Engine Drawing Room.

Anna May Sulger, of the Stenographic Dept., and three friends, spent two weeks of December in Florida. They went by auto and needless to say, had a wonderful time.

We were sorry to hear of the recent illness of Mr. Harry Wescott, of the Employment Office, and we want to take this time to wish him a speedy recovery.

The girls from Payroll started their Christmas celebrating on December 16 at Walbers. Starting their evening with a delicious dinner, they were then greeted by Santa Claus who left many lovely gifts for all.

Those present were: Marge Kromer, Helen Hury, Marian Taylor, Peggy McKinney, Rose Merletti, Rita Suidowski, Sally Suidowski, Theresa DePlacido, Edith Sharpe, Jane Pietras, Mildred Brauer, Bobbie Null, Mary Pedanti, Sue Witmer, Jane Heavey, Ethel James, Doris Gallagher, Betty Melnychuk, Kas Coonan, Mary Leary, Ruth McKinstry, Anne Witcofsky, Donnetta Smeltzer, and Peggy Markkanen.

A reunion dinner for the girls from Bond Department was enjoyed by fifty-one at the Clubhouse on December 17th. Those present included girls who first started to work in the department when it was organized. Doris Howard and Ruth McKinstry planned the affair.

Many Happy Birthdays are extended this month to Jane Pietras, on the 3rd, Sarah Connolly on the 16th and Peggy Markkanen, the 20th.

Kas Coonan recently returned from a two weeks' vacation.





**CONDOLENCES** are extended to the family of SEABORN CHESTER, who died November 9th. His widow, Mrs. Mary L. Chester, resides at 1103 W. 2nd Street, Chester.

## OUR JANUARY COVER

*Lawrence J. Robbins, 3rd, who posed as the youthful New Year, is seen steering full speed ahead into the future. Larry is 4 years old. His father, of the Merchant Marine, sailed on Sun-built tankers during the World War. His mother, Margaret Robbins, says Larry wants to be a sailor. Photo composition arranged by Al Knott.*



**CONDOLENCES** are extended to the family of James M. Wallace, formerly of 67 Dept., who died November 25th. He formerly resided at 902 Summit Street, Darby, Pa.

## INK SPOTS FROM THE HULL DRAWING ROOM

By Al Williams

Howdy. How're you all? Yep, for better or for worse, you're starting the year with a new reporter and now that we've had sufficient amount of time to get over the New Year's entrance and to forget about the New Year's resolutions, lets look around and see what has taken place of late.

There was a house warming at Bill and Betty Buckley's on Friday, November 21st, which was enjoyed by everyone present. The refreshments were delicious and plentiful and several of our old cronies were there in the persons of Joe Clark, Bill Wallace and Clyde Roan. Our thanks go to "Doc" for the arrangements. It is rumored that the next one will be held at Edith's home.

We welcome Thomas Niblock, who started work in Dept. 78 on December 2nd. Tom just came over from Glasgow, Scotland, where he served an apprenticeship, after which, he worked two years on the board.

Mary Jane Rottenberk, who formerly worked in the ventilation section, was married to Mr. Carmen R. DeFerina on November 22nd. Miss Anthy Koukedis was soloist. A reception was held at Columbus Center from 7 to 12 in the evening when 300 guests attended. Best of luck to Mr. and Mrs. DeFerina.

Our condolences to the family of Bill Greeby whose mother passed away in December after a lingering illness.

Dave Karlsson has bought a place in Sharon Hill following his return from Sweden.

Jack McGinness has sold his home in Ocean City since returning to Sun and rented a place in Woodlyn. His family moved in and were settled by Christmas.

Paul Atkinson, of Mr. Norton's office, challenged "Brody" Bierling to a seven man touch football game, whereupon Bierling immediately formed a team with the backfield consisting of Larkins, Bierling, Wilkie, Filliben, Epright and yours truly. The game was arranged but Paul backed out when he saw our line. The line consists of John Paxton of the Engine Drawing Room. Unlike Notre Dame it looks like the Drawing Room team went through undefeated and untried.

This band work must be a paying sideline for the drummer boys. John Borsello has bought an 8 cylinder Pon-

tiac while Tom Dunion is buying a 12 cylinder Lincoln Zephyr. Tom says he can't afford to drive his till it is paid for but it does make the front of his home impressive.

John Petchel's brother played only a quarter for West Catholic when they met Roman but John played the game for a week.

Bud Hallman's method of campaigning for an office is unique in that he requests the voters to vote for the other fellow.

For a lesson in conservative Bridge watch Charles McCauley play.

Now that "The Barrel" is a landlord he can afford to take off the first of every month.

Dick Hall has established a record for the Hull "B" team with a 78 score. By the way, if you want a ticket to next year's Army-Penn game I know how to get a couple from Dick.

"Gabby The Jet" Filliben has joined our lunch-time card game.

Joe Ambrosino is the lunch-time ping-pong champ.

Larkins says that Surma's jokes are growing whiskers but I disagree. I say that's corn-silk.

In the bowling league the Hull "A" team continues to move along in first place and it appears to this reporter that the Champs are a cinch to take the first half. While Hull "B" may not have been one of the first place teams they have the distinction of being the only team to win three points from Hull "A" in one night, during the first half.



**PRESENTING AL WILLIAMS** our new reporter in the Hull Drawing Room. If you have any news tell it to Al.



### 34 DEPARTMENT

By Toots and Chick

Edward Sisson, second shift foreman of the Pipe Shop, is enjoying a much needed vacation in Florida. Ed has put in many faithful years at the Yard and each year he tries to get a couple of weeks rest down in Florida, while the boys at the Yard are shivering in their heavies. Good luck, Ed.

We are glad to see Harry Fry and Herman Schroeder back in the shop after being on the sick list for a few months. Harry and Bill (Windy) Lonquist, of 34 Tool Room can start their golf feud again; it won't take long to get back in form again boys.

Gene (I'll never smile again) Perkins may crack his mask and smile any day now. The dredge is nearly finished.

Bill Ramsey, Alec Vincent and Mel Brooks, the "Three Musketeers," were up bear hunting last month. The advance guard, Jim (Smyrna) Hamilton, had the cabin all heated for the cream puffs when they arrived with their luggage.

After a good night's sleep, the quartet arose very early. While the chief cook, Jim, and headwaiter and dishwasher Alec Vincent were busy getting breakfast, Ramsey took his gun and thought he would take a stroll up the side of the mountain in search of a bear. He hadn't gone far when he spotted his game. Bill tried to sneak up to about ten feet of the animal, so he wouldn't miss, when the bear started off on a run. Bill got excited and dropped his gun and started in pursuit. The bear stopped and Bill started back to the cabin on a dead run. On his way back, he outran two deer. The boys inside the cabin thought a boulder had rolled down and hit the hut, but it was only Bill. He cut a new door in the side of the cabin. The moral of this story is, don't drop your gun while hunting bear.

Walter Seltzer is back in the fold again, after a sojourn with the machinists. Good luck, "Bubbles."

Otto Seigel said, Chick (Rev.) Forwood is the only person he knows with a hermetically sealed wallet.

Howard Starck is pinch hitting for Ed Sisson while he is on vacation. When he comes back on day work he is going to take a job with Western Union in the evenings, writing night letters.

Joe Rispoli, the turkey king of Springfield, has oversold his stock. It

looks like Roy will have to eat Marcus Hook turkey (beef liver) for Christmas.

Dave Thomas will have to have police escort to pass 15th and Edgmont if he has a close shave again with Bill Wilson. Tough guy.

Jerry Scallion not so long ago was a bull of the woods but now that he is trying to fit the handrail on the dredge himself, he is getting more frost on the roof.

Sam Krupic came to work the other week with both eyes nearly closed and using a cane to get around, to say nothing of the nose and bruised skin around his face. It looked like he survived a head-on collision with the Royal Blue. He told many stories, such as, being kicked by a fish and trying to kill a turkey for Thanksgiving and its wing nearly beat him to death.

Harry (Pappy, if satisfied why change) Worrell was visiting his son in Spring City last week. His son suggested a horseback ride, so Pappy, due to his size, perfect jockey weight, said: "If Earl Sande could do it, so can I." After a nice quiet ride through the woods, they headed for home. As they neared the house, Pappy's mount broke for the barn. Like a hardened veteran of the saddle, he stuck to his mount. Everything was all right until Pappy started for home. His son had to lend him an air cushion, and after suffering the misery of riding home, he had to eat his meals off the mantel for three days. Let the grandchildren do the riding, Pappy.

### 91 DEPARTMENT

By H. Oddyke

It is with sincere regret we announce the death of John Ingram on Sunday, December 14th., shortly after being visited by our Foreman and Assistant Foreman. John had been ailing for sometime with a heart condition and although he made a valiant effort to report for work against odds, he could not overcome this condition. Our sincere sympathy is extended to his family.

Jim Desmond is back on the job and we are glad to welcome him again.

With the coming of the New Year, we are hoping for bigger and better things for America and the World. Let us do our best to promote better understanding among ourselves and the rest of the world.

We extend best wishes for a Prosperous and Happy 1948 to all.



The death of **JOSEPH MERCZ** on November 13th was deeply deplored by his friends. He was formerly employed in 47 Dept. and resided at Forest and Mt. Vernon Sts., Milmont Park, Pa.

### Obituary

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

Joseph Mercz, 47-49, Forest & Mt. Vernon Sts., Milmont Park, Pa., November 13th.

Edward J. McDade, 79-27, 1123 Spruce Street, Chester, Pa., November 18th.

J. Wallace, 67-209, 902 Summit Street, Darby, Pa., November 25th.

Edward Clarkson, 47-149, Convent Road, Media R. D. 2, Lenni, Pa., November 28th.



**SYMPATHY** is extended to the widow of **EDWARD CLARKSON**, who died November 28th. He was a veteran of World War I and a member of American Legion Post No. 87 of Rockdale. He was formerly employed in 47 Dept. and resided at Convent Road, Media, Pa.



## The Luckenbach

(Continued from Page 4)

ately after the installation of the arms and the completion of her war conversion, the ship began carrying vital war materials for our own fighting forces as well as those of our allies in all parts of the world.

"So secretive was one of her first major war voyages that only the captain knew that the cargo was radar equipment and parts. Special precautions were taken to dispose of the cargo as well as the ship itself if they were in danger of being captured by the enemy. The sea valves were fixed so that the ship could be sunk quickly and easily by its own crew.

"During the Battle of the Bulge in December, 1944, the freighter had one of its closest calls facing enemy fire. At Antwerp, the "J. L." was unloading cargo which was being moved directly to the front by truck to help turn the tide of the German advance. Along with heavy air attacks engineered by Nazi fighters and bombers, the Germans launched a heavy barrage of the dreaded V1 and V2 flying bombs. One of the highly destructive V2's hit about 50 feet from the ship and the powerful impact as it hit the water lifted the ship up, the explosion shattering the port lights and loosening steam lines.

"However, the ship came through the attack without serious damage, and successfully delivered the cargo urgently needed to stem the German counter-offensive which was aimed at retaking Antwerp and splitting the Allied forces in Western Europe.

"The LUCKENBACH had one other close call in March, 1944, but it was not due to enemy action. Sailing in a convoy with many other supply vessels, the "J. L." was caught in a severe hurricane off the coast of England. The storm tossed the vessels around in heavy seas for many hours before it subsided. The convoy lost many of its ships but the LUCKENBACH withstood the lashing storm and carried on — having suffered no damage.

"Until the unconditional surrender of Germany in May, 1945, and Japan three months later, the "J. L." was constantly on the move to carry war materials to our armies fighting on both sides of the world. Time spent in loading and unloading in ports was cut to the minimum in order to speed up the delivery of supplies which were vital to the undertaking

of campaigns that, in the last twelve months of the war, were carried out with precision and greatly accelerated speed. Hardly was one campaign completed when another was begun. These rapid-fire campaigns were made possible through the untiring efforts of the American merchant fleet.

"After the surrender of the Japs, the "J. L." continued to transport military goods necessary to the maintenance of American occupational troops. Because the war in the Pacific developed into a highly mobile war with bases scattered over the vast distances between hurriedly constructed island bases, great quantities of materials had to be shipped overseas for the maintenance of troops manning these bases as well as those troops occupying Japan itself.

"Now returned to the Atlantic coast, the J. L. LUCKENBACH has been carrying grain and coal to British waters, mastering the sea and the elements with as much authority in her 29th year as she commanded for 28 years before."

### 36 MACHINISTS

By Dick Clendening

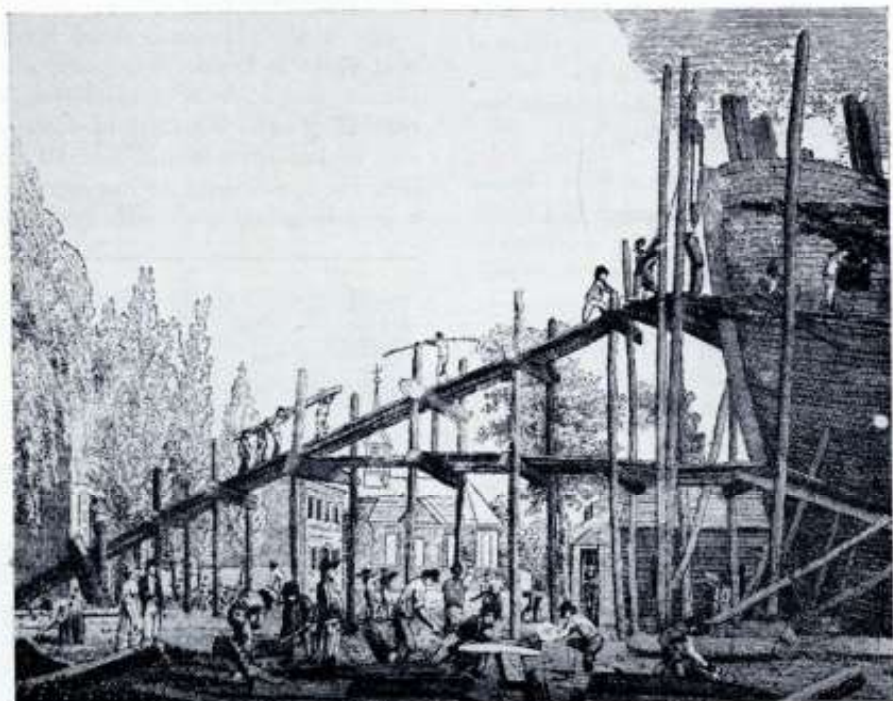
We wish to extend our heartfelt sympathy to the family of Bill Greenhalgh who recently passed on. Bill

was with us in 36 Shop for quite sometime and was the third shift leader in the Shop for several years. Later he was transferred to North Yard where he worked as inspector.

59 Dept.'s "Brownie" Brownhill is on the sick list and the whole Shop has missed him. It has always seemed as though "Brownie" belonged to 36 Dept. rather than 59 Dept. and a deep-rooted friendship has resulted which we know is mutual. "Brownie" has not been well for quite some time and therefore has missed much of his customary fishing and gunning. However, he has made a steady improvement and we look forward to his early return to the Yard and trust that his recovery will be complete.

We are sorry to report that our friend from Wetherill Plant's foundry Horace Esrey is still incapacitated and confined to his home. It is urged that some of his many friends take time out to pay him a visit.

Another old-timer from Wetherill Shops, who has been confined to his home for some 5 or 6 years and who is also very lonesome for some of his old buddies, is Elmer Weaver, who lives directly across the street from Horace Esrey making it a very simple matter to visit both by making but one trip. Mr. Esrey resides at 1122 Brown Street and Mr. Weaver at 1125 Brown Street. How about it fellows?



OLD DRAWING showing how wooden ships were built on the Delaware in early days of the United States. In an address delivered by Vice President John G. Pew Jr., reference was made to this shipyard which was located not far from Old Swedes Church, Philadelphia.





**LARGE OIL REFINING VESSEL**, 13 ft. 2 in. o.d. 66 ft. high, being trucked from the Yard in section. It was built in 47 Dept. There were several on order and one yet to be shipped.

## In the Spotlight

(Continued from Page 5)

go, entered Wetherill Plant as a young apprentice and has stuck there ever since. He has lived in Chester during his entire life, is married and when he was younger he did a great deal of travelling. His hobbies are reading and sports.

Charley March originally came from Harrisburg where he learned the trade of machinist. He also resides in Chester and his hobbies are reading and the radio.

Cale Cope came from West Chester originally but has resided in Chester for 47 years. He is quite a fisherman and his only other hobby is experimenting with machinery.

Another fisherman is William Reynolds, who came from Smyrna, Delaware. He is married and has one daughter.

Entering the Wetherill Plant as an apprentice, Horace Esrey has worked there for more than two score years. He resides in Chester and his family consists of his wife, one son, three daughters, and six grandchildren. His hobbies are baseball, football and gardening.

A. M. Brown is a native of New England and although he has resided

in Chester for many years, he spends his vacations in Maine. He has two daughters and one grandson and fishing and golfing are his hobbies.

Jack McKinney is a native of Delaware County. He was born, raised and still lives in the same house in Crum Lynn, 1314 Chester Pike. He too was an apprentice in the Wetherill Plant. He is married and has one son and grandson. His hobbies are football, swimming and fishing.

One of the granddads at the Wetherill Plant is Frank Thompson, who learned his trade as a machinist in the old Roach Shipyard of Chester and he has lived in this city all his life. He is married and has one son, a grandson and a granddaughter.

## Robert Haig's Birthday

Robert Haig, senior vice president, celebrated his 86th birthday on November 24 in his traditional manner; that is, busy at his desk all day. His numerous friends through the plant extended congratulations to him.

Mr. Haig became associated with Sun Ship at the time of the organization of the Company in 1916 and was an important factor in creating the staff of marine architects, engineers, and skilled supervising force.

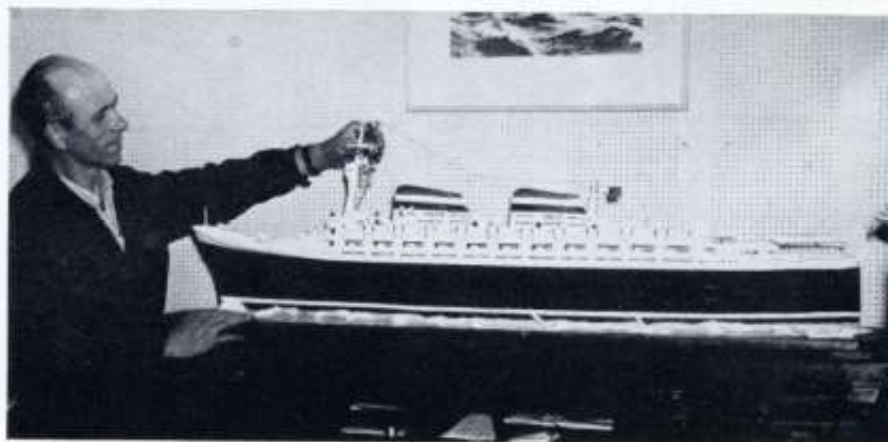
He helped build vessels to aid in winning victories in World War I and World War II.

Previous to his association with the Shipyard, he had been a representative of Lloyds Registry in Philadelphia.

He was born in Sterlingshire, Scotland, November 24, 1861. He resides in Swarthmore.



**CONDOLENCES** are extended to the family of EDWARD J. McDADE, popular and well known foreman in the Welding Dept., who died November 18th at his home, 1123 Spruce Street, Chester, after an illness of four years. He is survived by his wife, Cecelia Lynn McDade; a daughter Loretta; two brothers and a sister.



**DIPPING INTO FUTURE**, John Pastick designs another model of a streamline passenger ship. He is shown installing it in office of Vice President John G. Pew, Jr.



**Cooperation of Management +  
Supervision + Employees = Safety  
= Happiness + Security = A Pros-  
perous New Year = The Wish of  
The Safety Department.**



## SHIPFITTING DEPT.

By Jack Grieco

Folks, I want to take this holiday occasion, to wish each and every one of you, a very HAPPY NEW YEAR. Let us hope and pray that the world will come to a congenial understanding and that we will have lasting peace on earth.

And right here I would like to say — An orchid for our Editor, who has been instrumental in bringing to our homes each month this interesting and entertaining magazine.

Also I would like to state, that as I enter into my tenth year with the Sun Ship Company, I would like to take this opportunity to express my gratitude for the fine treatment I have received and hope that I may remain on the job for many more years.

Well, since the last issue a lot of things have happened. Miss Hush has been identified — Joe Louis nearly lost his championship — Notre Dame beat California — our Philadelphia Eagles took a lickin' last week — and Arthur Millay is sporting a brand new hair-cut.

All the men working around the Drydock are smiling again. That beloved little man, Doug Cadman returned to work after several weeks illness, and everybody was glad to see him back.

James (Fair-hair) Garvey is now sporting a new pair of "cheaters." "Can we look forward to correct distribution now Jimmie?"

Eddie LaCrosse, 58 Department Foreman bagged a deer on a recent hunting trip, however, I was too late with my order for a hunk of venison. Darn!!

The \$64 question is, "Who stole 12 gallons of gas out of Freddie Glatz's car while he was imbibing in a "milkshake."

"Shorty" (Jaegers) Cahoon told me he had a fight with his dentist the other day but it ended in a draw. Ouch.

Did you notice Jack Doyle limping the other day? Shucks, 'twasn't nothin'. He came to work with only one rubber that rainy day and didn't discover it until noon. Tsk, Tsk, Tsk, Jack.

Frank (Mumbles) Ryan received several offers to play "Santa Claus" during the holidays, but he turned them all over to "Shep" Shepard and "Tiny" Glatz.

What happened to George (Aloha) Gallagher's shoes when he put them on the radiator to dry the other day?

Joe (Noisy) Anderson can be heard before he is seen coming off the third shift.

"Didja know that Cliff Heacock was a fisherman years ago?" That was when shad were 2 cents apiece and the Delaware river was a fisherman's paradise.

George (Berthing) Kilgore says, "A woman's purse should have a zipper on the bottom — that's where they usually always keep things." Your not kiddin', Gawge.

By the way, "Have you made your NEW YEAR resolutions yet?"

## A Poem

I rose and gave her my seat  
I could not let her stand.  
She made me think of mother,  
With that strap held in her hand.

## "A Wee Bit O' Nonsense"

or

## "Smile—Dern Yuh"

There was a voice in Mrs. Murphy's hall. "Officer Cassidy callin'" it bellowed.

"And what is it ye want?" shouted back Mrs. Murphy.

"It's your husband," bellowed the cop, "a big steam roller just ran over him."

"Indeed, and did it?" replied Mrs. Murphy. "Well, don't just stand there a talkin'—slide him under the door."

There was a girl who was so homely that when she passed the Navy Yard even the tugs stopped whistling.

Never be afraid of guys who claim they're hard boiled eggs. Always remember, hardboiled eggs are all yellow inside.

Bill: "That fellow Anderson is a smart fellow."

Al: "Why do you say that?"

Bill: "Got his salary raised six months ago and his wife hasn't found it out yet."

Do you know the world's greatest water power? — Women's tears.

Cheerio 'til next month.

\* \* \*

## 88 DEPT. GUARDS

By D. Morris

We put the welcome mat out for Lewis who was on the sick list for 10 weeks.

Never debate with Grayson, you cannot win.

Mills — Had a trip to New York and Long Island. He played Santa Claus for his granddaughter.

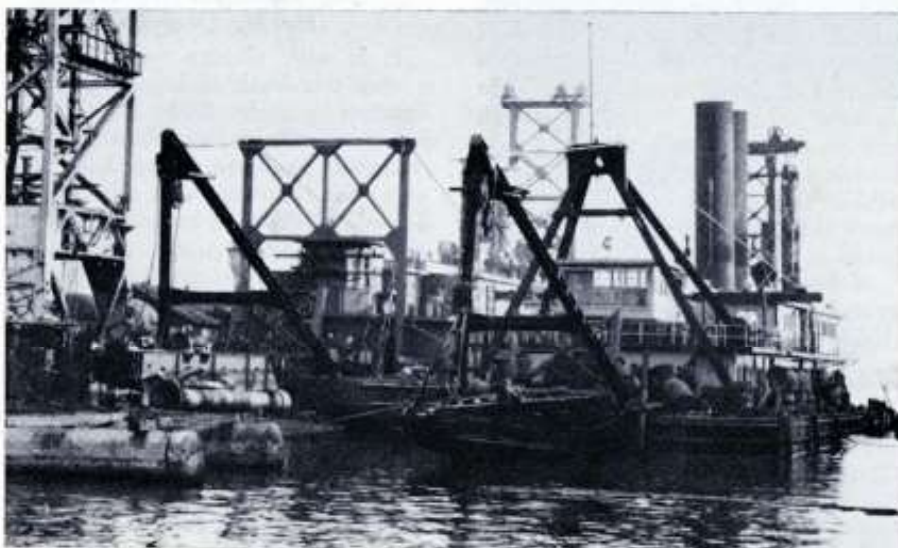
Glasgow is trying to out-guess the weather man. Score to date; he is two ahead.

Thorpe — Let the gas get scarce. The Lizzie drinks anything.

Camey — Still believes in Santa Claus.

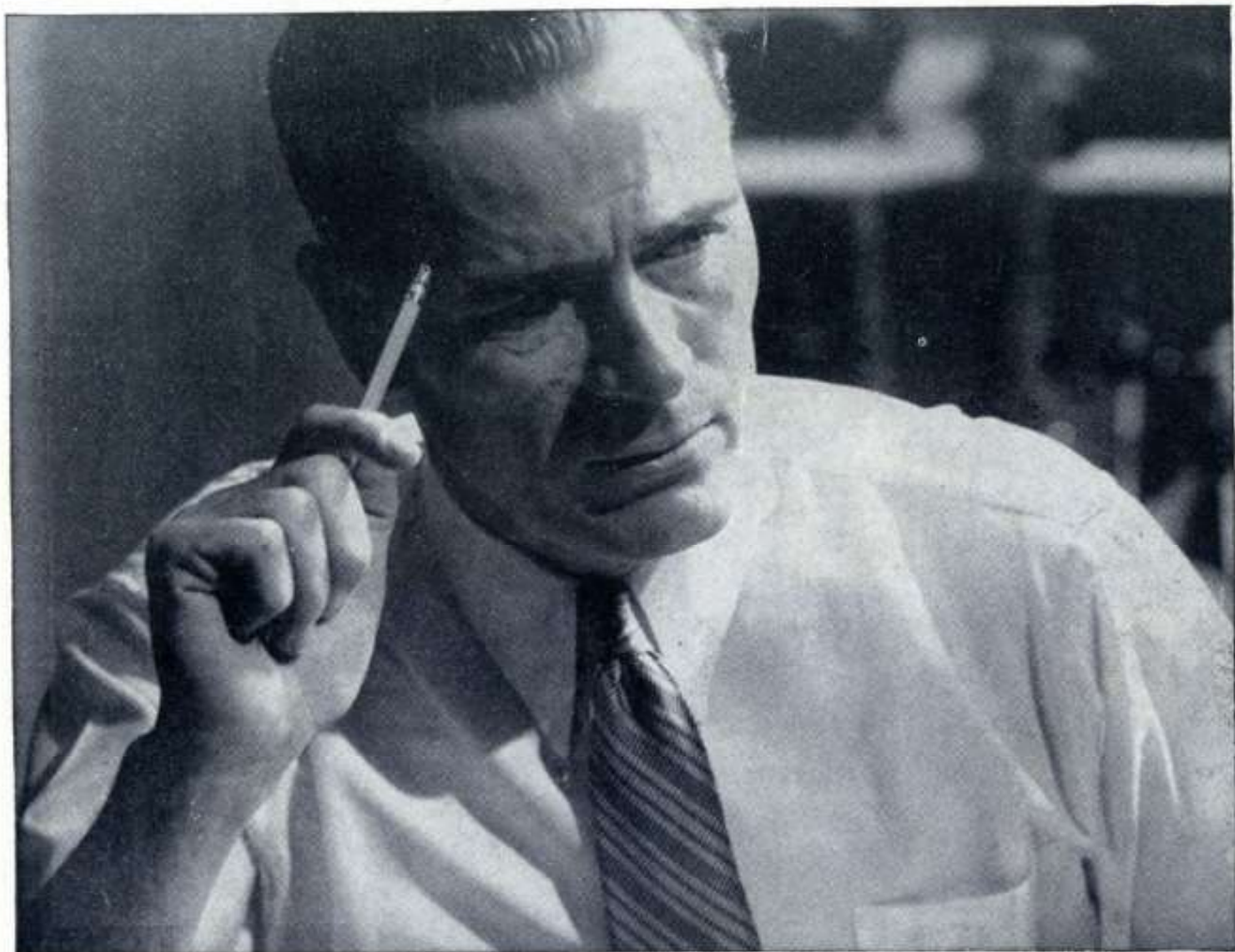
Shaeffer — Must be taking vitamin pills; full of vim, vigor and vitality.

Lanier — Happy New Year, you all.



BOTH DREDGES ARE OWNED BY THE AMERICAN DREDGING COMPANY. The PHILADELPHIA (left) was launched recently while the PENNSYLVANIA came to the Yard for alterations to dredging pump and propulsion.





## When does a man start slipping?

**The moment comes to every man.**

The moment when he realizes that he isn't the man he used to be . . .

That the days of his peak earning power are over . . .

**That some day** not so very far away some younger man will step into his shoes.

When does this time come?

It varies with many things.

But of one thing you can be sure. It will come to you as surely as green apples get ripe—and fall off the tree.

Is this something to worry about? Well, yes. But . . . constructively. For that kind of worrying can lead you

to save money systematically.

**What's the best way to do this?** By buying U. S. Savings Bonds . . . *automatically*, through the Payroll Savings Plan.

This method is an almost foolproof system of saving. It's automatic. You don't put it off. There's no "I'll start saving next month"—no "Let's bust the piggy bank."

And you get back four dollars, at maturity, for every three invested.

**So why not take this one step now** that will make your future so much brighter?

Get on the Payroll Savings Plan—today.

**Sure saving because it's automatic—U.S. Savings Bonds**

**SUN SHIPBUILDING & DRY DOCK CO.**