



Our Yard

SUN SHIPBUILDING AND
DRY DOCK COMPANY
FEBRUARY 1948

YULE SPIRIT CAUGHT BY CAMERA



- A — CHEERFUL scene at Dispensary.
 B — LARGE ASSEMBLY at Engine Drawing Room tree.
 C — HEARTY GOODWILL featured the Purchasing Dept. tree.
 D — ATTRACTIVE corner of Personnel office.
 E — PAYROLL'S cotton plant Christmas tree.
 F — ELECTRICAL STAFF had a tree.
 G — FINANCIAL ACCOUNTING joined heartily in Christmas celebration.
 H — LARGE TREE set up in Cost Accounting.
 I — TREASURER WILLIAM CRAEMER greets the office "snow man."

WINTER -- *It's the Time to Play Safe*

"Ha Ha" is an expression of joy or laughter, but its letters also stand for Home, Automobiles, Health, Amen — and Safety.

HOME

Do not push your stoves too hard, causing overheating and igniting your home.

Watch your fireplace for chimney fire. Keep screen in front of fireplace.

Do not put supposedly cold ashes in a wooden basket or any other inflammable containers.

Keep a pan of water on your radiators to give you the proper humidity.

Do not overtax your current with too many heaters and electric blankets.

Keep your walks and steps free of ice.

AUTOMOBILE

Have windshield wipers and defroster in good condition.

Have smooth tires recapped or purchase new ones.

Check muffler and heater against deadly carbon monoxide.

Do not look into a wet battery with a lighted match.

Do not look into your anti-freeze or alcohol filled radiator with lighted match.

Do not fully close your door when car is running inside the garage.

Do not gamble with icy roads, use chains. Liquid cheer and gasoline don't mix. Allow a greater distance in which to stop. Watch for children sleigh riding and skating.

HEALTH

It is not necessary to open windows in sleeping room as far as in summer. Night air is sometimes injurious.

Be careful of chills from hot baths, and do not go outside immediately. Do not sit in house with sweater or overcoat on.

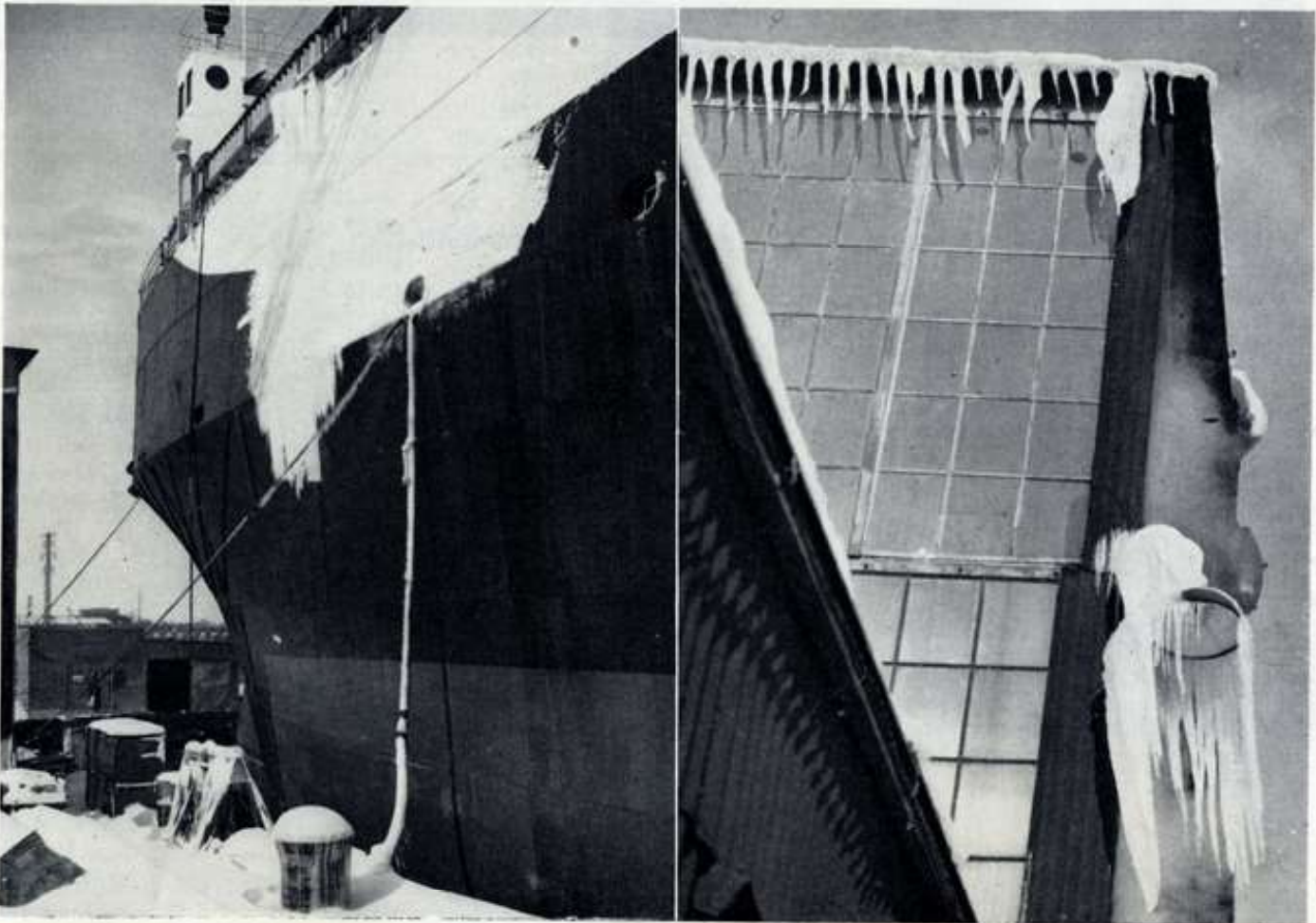
Watch your diet, eat according to the work you perform.

Many colds start from worn-out soles and open-toed shoes.

Although its a fad, cover your head in winter, particularly the "cue ball" type.

AMEN

Others will be present, not you, when this is sounded off. Your failure to observe conditions one, two and three, puts the "Ha Ha" on you; sealed with the final Amen.



Snow and icicles do not last long in the shipyard but at times unusual scenes are caught by the camera, such as the dock and tubemill views.

THEY GIVE BLOOD TO SAVE LIVES



NO ONE can foretell which of our Sun Ship families will need the next blood transfusion. The call will arise suddenly and if it were not for our Blood Bank, might create a real crisis — possibly a very expensive one. In many cases, several transfusions may be required both before and after the operation is performed.

Under the Sun Ship Plan, which is operated by the Safety Office, there is no need for any employee to worry because **ANY MEMBER OF HIS IMMEDIATE FAMILY IS** eligible for as many transfusions as may be needed.

Last year 38 men, women and children in our big Sun Ship family were beneficiaries under the Plan. Unquestionably, other donations were made by men on their own time but the list which follows contains the names only of those known to have answered calls for help which came to the Safety Office.

4-249	J. Seber
8-617	M. Zanzinger
30-63	C. Petka
30-76	W. Twardowski (2)
30-88	P. Webb
30-99	S. Bardsley
30-189	E. Hodgins

30-380	F. Anderson (3)
30-686	J. Massarelli
30-825	M. Papoli
30-2100	W. Reynolds
30-2351	H. Aperio
33-210	G. Milne (3)
33-295	W. Lappin
33-350	H. Bullock
33-432	R. Napier (3)
33-4034	C. Miller (2)
34-120	J. Ackroyd
34-524	E. Gatta
36-96	W. Bward
36-300	J. Sheariss
36-591	T. Mummert
36-716	G. Blythe
36-166	J. Maloney
45-30	R. Cahoon
45-258	J. Anderson (2)
47-151	L. Simmons
47-236	C. Sokoloski
47-253	C. Harris
47-456	E. Bedsole
47-717	R. Rothka (2)
47-809	R. Reimers
47-2887	J. Wonderly
51-4	C. Davis (2)
55-58	S. April
55-117	J. Friel
55-216	E. Butakis

59-6	H. Gaskill
59-102	F. Babick
59-202	E. Blizzard
59-628	A. Smith
59-4052	L. Lewis
60-415	E. Heisner
65-74	T. Polishuk
66-223	J. Taylor
68-8	C. H. Bryson (2)
68-20	G. Smith (2)
68-93	M. McGrath
68-335	J. Finnegan (2)
69-101	T. Highfield
69-106	H. Malseed
69-132	J. Scott
69-148	T. Simms
74-78	H. Reed (3)
74-85	W. Wright
74-130	W. Crossin
75-249	R. Durning
80-53	A. Charnock
84-49	H. Burr (2)
84-85	R. Owens (2)
84-87	J. Purcell
88-71	C. Allen
89-74	Jane Roberts
89-189	J. Hartkorn
91-40	H. Renz (2)
91-121	A. Gray (2)
93-32	Minnie Bell
96-34	Mable Gilmore

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TOWER MORE THAN 100 FT. LONG



THREE FLAT CARS were needed to carry this depropanizer vessel recently built by Sun Ship. This tower is one of a lot being built for the Gulf Oil Company. The largest will be 18 ft. diameter and is scheduled

for shipment by water in March. These units are highly specialized and require craftsmen to build them.

Eleven New Tankers Planned

CONSTRUCTION of 11 new tankers which will be among the largest in the world has been listed for the Sun Shipbuilding and Dry Dock Company.

The vessels will be 600 ft. long with a beam of 82 ft. 6 in.; depth of 42 ft. 6 in. and dead weight tonnage 26,000. The propulsion will be single screw geared turbines and shaft horsepower 12,500, speed 16 knots and cargo capacity, 230,000 bbls.

In order to construct these huge tankers, Shipways Nos. 1, 2, 4, 6, and 8 will be lengthened and this preliminary work is expected to be started at an early date.

Two of the tankers will be built for the Gulf Oil Corporation of New York, two for the Standard Oil Company of New Jersey, and seven for Tankers Navigation Company, Incorporated, to be chartered to Socony-Vacuum Oil Company, Incorporated, New York.

Naturally it is expected that there will be an increase in the employee personnel. In his annual New Year statement, President John G. Pew announced, "There will be work for our present employees during the year 1948 and we believe for at least 50% more employees."

Publication in newspapers of the possibility of constructing 11 new tankers attracted considerable attention recently and was favorably received by the Shipyard employees.

NAMES ON XMAS CARD

One of the interesting Christmas cards was presented to Mr. John W. Hudson, Chief Naval Architect. It was signed by virtually all the members of his staff including:

John F. Roeske, L. D. Collison, F. L. Pavlik, A. E. Loeb, J. H. Booth Jr., C. D. Grauel, D. Karlsson, Samuel S. Morse, G. Vettor, K. Damsgaard, George W. Wilkie, Alfred T. Ingham, Frank W. Bierling, John B. Stevenson, V. Trevisan, Paul W. Delahanty, A. E. Fisler, Merville Willis, T. V. Germann, D. B. Gross, Henry McDermott, Tom Dunion, Granville R. Hallman, Charlie E. McCauley, Elmer J. Fisher, Ernest D. Hosking, Furman A. Hallman, J. F. Chermol, William Joyce, J. P. Ambrosino, Bill Eppright, John M. Davidson, John Petchel, David Slaven, Jack McInnis, Paul J. Sloan, Otto H. Nieland, A. J. Hubay, John B. Salerno, John Filliben, Robert M. Hoffman, William H. Deck, John Otten, Jack F. Sulger, Tom Niblock, Don J. Burkey, Earl Springer, W. G. Greeby, Frank X. Surma, R. W. Bowers, T. C. Larkins, R. J. Hall, Alex. Williams, F. Norman Darby, E. E. Proctor, Edith Montague, Betty Buckley, Anna Mae Lamb, F. Lester Ives, and Wm. J. Buckley.

DECEMBER 30 Years

33-125 E. Souder
42-33 J. Niehaus
51-1 J. Neary
79-8 T. Ickes

25 Years

30-20 L. Harris
68-250 F. Carr
97-14 Mrs. Mary Perry

HOURLY ROLL 20 Years

8-631 T. Kobus
33-62 W. Hadley
34-60 W. Dzwoniarski

SERVICE PINS

36-82 L. Field
68-252 S. Melada
69-65 G. Damico

15 Years

42-769 B. Burney
47-56 W. Ford
59-143 E. Palo
59-435 A. Kowal
59-782 H. Clark

10 Years

30-2096 L. Kilduff

30-2125 J. Dunne
33-274 R. Hampton
36-117 L. Partin
36-560 T. Moloney
42-225 S. Diggs
45-409 C. Smith
46-53 H. Kane
59-245 T. Smith
59-495 P. Levick
59-682 S. Mason
60-166 E. Boulden
65-134 E. Dougherty
68-124 M. Oldham
69-106 I. Malseed
75-16 J. McBride
91-278 J. Hock



FOREMAN JAMES J. NEARY, 51-1, is shown being congratulated by Supt. A. A. Norton on completion of 30 years service with the Company.

TWO BIG EVENTS on the same day were celebrated by J. Niehaus, 42-33; one being his 65th birthday and the other completion of 30 years with the Company. Supt. William B. Beatty is shown presenting him with his 30-year service pin.

F. CARR, 68-250, is shown being congratulated by Supt. A. A. Norton after presenting him with a 25-year service pin.



L. HARRIS, 30-20, smilingly accepts 25-year service pin from Supt. Raymond Flanigan.

A 30-YEAR SERVICE PIN is presented to E. Souder, 33-125, by Chief Electrical Engineer Thomas Jackson on completion of 30 years of service here at Sun Ship.

MRS. MARY CLAYTON PERRY, 97-14, is shown receiving a 25-year service pin from Mr. Neil L. Jamieson, head of the Order Department.

SO THEY GATHERED AROUND THE TREES

(Upper right) — PERSONNEL of Accounts Payable and Stores joined in Yule festivities.
(Lower right) — SALES ENGINEERING DEPT. in Pre-Christmas gathering. (Lower) — BILLING OFFICE set up this tree and the lads were too shy to pose so Mrs. Geneva Kozak represented them.



NEW FAST TANKERS

CONSTRUCTION of new fast tankers in American yards and the transfer to foreign governments of some laid up special tankers are important recommendations of the Harriman report adopted recently in Paris.

This report followed a conference of 16 nations to consider world shipping needs during the next four years.

Referring specifically to tankers, the report states:

"Tankers present a somewhat special problem. In the first place the position here is one of prospective world shortage rather than surplus. In the second place, it is generally recognized that the great bulk of Europe's required petroleum im-

ports, most of which will come from the Eastern Hemisphere in the future, will and should be carried in foreign flag vessels. Hence it is appropriate to transfer to foreign flag any United States surplus tankers which are not required for our own import programs insofar as this can be done without jeopardizing national defense.

"The Committee recommends as part of the aid program the transfer to foreign governments of some special tanker types now in lay-up. These vessels, consisting principally of nearly sixty Liberty tankers, are not needed by United States interests and they could be sold by the receiving governments to provided interests in foreign countries for local currency.

"The Committee also recommends the construction in American yards of some new, large, fast tankers for

the American oil companies to ease the prospective tanker shortage and strengthen our fleet available for defense. These tankers should be designed in cooperation with the Navy so as to incorporate such special features as to speed, etc., as the Navy may desire. Such construction would release additional numbers of our older tanker types for sale to foreigners.

"It is further suggested that the presently planned balance between foreign construction of dry cargo and tanker vessels be shifted to provide for more tanker construction and less dry cargo.

"In order to meet any possible tanker operating contingency Congress should extend beyond March 1 the authority for operation of United States Government owned tankers under general agency agreements."

CHRISTMAS COMES TO SUN SHIP



PRESIDENT JOHN G. PEW gives Christmas greetings to employees at Central Yard Cafeteria.



(Top) — TOMMY LEESON and Fred News lead carol singing.
 (Middle) — SONGFEST in Main Cafeteria; Wills Brodhead, leader.
 (Lower) — HARRY WILSON (standing) organized Central Yard celebration.

IT WAS one of the merriest Christmas holiday seasons ever staged by Sun Ship employees. There were more gaily decorated trees and evergreens in the offices and through the Yard than there had been for many years.

Get-together parties marked every part of the Shipyard, with the most unusual celebration taking place in the Central Yard Cafeteria. This was organized by Harry Wilson of the Carpenter Shop with Fred News leading the Christmas carols. Then there was an office songfest in the main building cafeteria led by Wills Brodhead. Vice President John G. Pew, Jr. presided at both these celebrations on Wednesday, December 24th.

President John G. Pew and other executives of the Company spoke at both events. Mr. Pew made the cheering prediction that there will be work for all the present employees and half as many more during 1948. He was applauded as were Vice Presidents Robert Haig and Richard Burke and Treasurer William Craemer who also spoke.

The largest Christmas trees in the Shipyard were set up in the two Cafeterias. Both were decorated with lights and ornaments.

Generally throughout the plant there was a unanimous spirit of Christmas gaiety. Every office in the main and Maritime Buildings had Christmas trees. There was a pretty tree in the Dispensary, also in the Employment and Guard offices. Two of the most original trees had been planted in the Hull and Engine Draw-

WITH SONGS AND FESTIVE SCENES

ing Rooms. All the decorations were homemade.

Speaking at the Central Yard cafeteria which was crowded to the doors, President Pew said:

"I am very glad to be with you at another Christmas and I want to extend Merry Christmas greetings and wish you all a prosperous and happy New Year. I believe that we will not only have employment for everyone of the present force but half as many more during the coming year.

"We try to give you the best pay possible and we like to feel that you are giving your best efforts in return. I look forward to a good year."

Talking along the same line, Vice President Burke said:

"I believe that we will realize the prediction of Mr. Pew. The outlook

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(Top) — EMPLOYMENT OFFICE STAFF and Christmas tree.

HULL DRAWING ROOM tree and landscape.

(Top) — PAYROLL TREE and merry group.

(Second row) — ELABORATE effect of Stenographic girls.

(Third row) — GOOD SPIRIT prevailed at Storeroom.

(Fourth row) — TREE set up in Order Dept.

(Lower) — GUARDS and staff at headquarter's tree.

In The Spotlight

FOUR WITH 120 YEARS SERVICE

BECAUSE their duties throw them in close contact, there are four foremen in the Yard who day after day are seen sometimes in pairs, sometimes in trio, and once in a long while you will run into the four of them together. During this year they will complete a total of 120 years of service with Sun Ship.

They are: James J. Neary, foreman of Reamers & Drillers, Liners & Tackers, who in December completed 30 years employment; Frank A. Mc-

Shane, foreman of Ship Carpenters and Stagebuilders, who will be awarded his 30 year pin in February; George Petchel, foreman of the Hull Division, 2nd Shift, who gets his 30 year pin in April and Joseph Ireland, foreman of Erectors, whose 30 year service pin is due in June.

All of the men have a strong bent toward athletics. Joe Ireland was a semi-professional baseball player and still takes some of his exercise by playing in sand lot games.

Frank McShane went to Haverford High with Jimmy Dykes, one of the nation's outstanding professional players, and played on the school team with Jimmy.

When the first World War broke out, McShane and Dykes enlisted in the same military outfit and served together until the Armistice.

James Neary, not only played baseball, but he also played football and developed into a good golf player.

George Petchel went in for baseball and fishing.

Before coming to Sun Ship, Foremen McShane and Petchel were engaged in the Merion Cricket Club. Mr. Neary became affiliated with Sun Ship through the Remington Arms Company and Mr. Ireland was formerly with the Headley Company.

All of them are deeply attached to Sun Ship.



GEORGE PETCHEL

JAMES J. NEARY

JOSEPH IRELAND

FRANK A. McSHANE

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is bright for larger tanker vessels. I am gratified to tell you that there has been an improvement in production. The more work we can turn out, the more work there will be for everybody."

Mr. Haig and Mr. Craemer spoke at this gathering but at the main building party they extended their remarks. Mr. Haig said:

"I just echo Mr. Pew's words. This is the first real Christmas we have had since the war period. I think we all should enjoy it as a new period of life. The young people have grown up and some came through the war period and it is a new life and beginning for them and all of us. I want to wish you the best in the world for you and your families."

Mr. Craemer said:

"I am very glad we have had this opportunity to all get together and get acquainted a little better and let each one know just how we feel. I wish you all a Merry Christmas and my sentiment on this occasion is all in these words you have been singing. There is nothing I can add to that. I wish all a prosperous New Year and a happy one."

How You Can Help In Oil Crisis

TO meet the present critical situation in fuel oil, gasoline and other oil products an urgent call has been made to all users to conserve the supply.

The oil industry is at the present time, producing more oil and refining more gasoline than any time in history. However, the present tight situation is due to the plain truth that consumption has swept far ahead of normal estimates. Right now, oil products are being delivered at the rate of 582 gallons a year for every man, woman, and child in the United States. We are living in the Oil Age with more oil heated homes than ever, more oil consuming machinery for farms, more diesel engines used for transportation and more gasoline called for to supply automobiles.

Householders and car drivers can save fuel if they will do these things:

OIL BURNER USERS

1. Keep daytime room temperature not more than 68 degrees — 60 or below at night.
2. Keep doors and windows closed.
3. Shut off rooms not in use. Draw shades at night. Close flue damper of any fireplace not in use.
4. Have your heating system checked to be sure you are getting the most efficient use of your fuel oil.

CAR DRIVERS

1. Don't speed . . . stay under 40.
2. Avoid "Jack Rabbit" starts. Shut off engine except when driving.
3. Have your car regularly serviced . . . keep tires properly inflated.
4. Keep spark plugs clean . . . keep carburetor and ignition adjusted to avoid waste.

REVIVED OLD ASSOCIATIONS



REUNION DINNER and Christmas party of all employees of the Bond Department was held on Wednesday evening, December 17 at the Clubhouse, Chester. Mr. Fielding L. Willcox, head of the bond Department, expressed his pleasure of meeting again his former associates during the war period. James H. Brown, his former assistant, also attended the affair.

Hostesses were Ruth McKinstry and Doris Howard. Jack Thornton played Santa and carol singing was led by Betty Davidson and Margaret McKinney sang several solos.

Others attending were: Mildred Brauer, Betty Bentley, Mae Beard, Lois Cochran, Margaret Carroll, Patricia Criely, Kathleen Devine, Helen Doyle, Marian Ebright, Nora Fowler, Peggy Fitzpatrick, Mary Ferry, Ann Fleitz, Ann Greenberg, Margaret Gallagher, Carmella Garzia, Ruth Hilferty, Jane Heavey, Kitty Haney, Helena Kern, Dora Kaciuryna, Mary Lloyd, Kay Lochboehler, Caroline Lochboehler, Nellie Lilley, Alice Middleton, Laura Miklasz, Francis McCarthy, Rosalie Price, Chick Messick Quinn, Mary Rosemary, Elsie Rothwell, Sara Rader, Rita Suidowski, Marian Saling, Ann Schrieber, Alice Snyder, Florence Scalon, Donnetta Smeltzer, Sally Suidowski, Ann Tonelli, Mary Thornton, Dolores Triballetti, Mildred Winfree, Jeanne Wright, and Doris Zarzycki.



BOWLING LEADERS IN FIRST HALF

Here are the standings of the bowling teams at the close of the first half of the season.

"A" LEAGUE

	Won	Lost
1. Hull Drawing "A"	46	18
2. Sheet Metal Shop	39	25
3. Shipways	35	29
4. Paint Shop	35	29
5. Riggers	35	29
6. Electricians	34	30
7. Engineering	33	31
8. Office	30	34
9. Truck Drivers	29	35
10. Machinists	29	35
11. Hull Drawing "B"	23	41
12. Engine Drawing	16	48

High single for season: Cornell of Paint Shop with 256.

High three for season: Cornell with 651.

"B" LEAGUE

	Won	Lost
1. Timekeepers	43	21
2. Pattern Shop	42	22
3. Wetherill	42	22
4. Safety	40	24
5. Hull	38	26
6. Tube Mill	37	27
7. Paint Shop	30	34
8. Ship Repair	30	34
9. Cranemen	30	34
10. Boiler Shop	28	36
11. Refrigeration	15	49
12. Blacksmith	9	55

High single for season: Mack of Tube Mill with 258.

High three for season: Welch of Paint Shop with 621.



SUN SHIP'S HOTTEST BOWLING SEASON closed its first half with Hull Drawing "A" team leading in the "A" League and the Timekeepers tops in "B" League. In both leagues, the contests were extremely close. Decision in "B" League was not reached until the last frame. Any one of four teams could have won. The fight in "A" League was bitter to the very end. Above is the "B" League's Timekeepers team. Lower: Winners of "A" League's first half.

JOIN SUN OIL FLEET

Three tankers built by Sun Ship have been added to the Sun Oil fleet, it has been announced by Charles L. Boyle, manager of the Marine Department. All are of the T-2 type and they bring the Sun Oil tanker fleet to 20 ships.

First of the three newly-acquired tankers, the M/S Kenesaw Mountain was placed in Company service around December 22. The M/S White Plains began its Sun service around December 26 or 27. It has not been determined when the third vessel, M/S Cedar Mountain, will start operating for Sun.

A fourth tanker for which Sun has entered a bid is the M/S Palo Alto.

The three new tankers will continue to sail for Sun under their present names. Each is 525 feet long and has a capacity

of 134,000 barrels of gasoline. All were built by the Sun Shipbuilding and Drydock Company in Chester for the Maritime Commission during the war years.

Captain Norman E. Walls has been assigned to take command of the M/S Kenesaw Mountain, moving over from the M/S Sun. Master of the M/S White Plains will be Captain Thomas R. Stuart, formerly in command of the M/S Eastern Sun. At present master of the M/S Western Sun, Captain Cornelius VanGemert will be in command of the M/S Cedar Mountain.



Rod and Gun News



By G. Brownhill and D. Thomas

There has been such an increase in fishing, hunting and other outdoor recreation that this column is made a feature of OUR YARD. Give news items and pictures to Brownhill of 59 Dept. or Thomas of 34 Dept.

With the close of the big game season, the only shooting the gunners can indulge in is practicing on crows. Buck Brown, of 65 Dept., and a group of others, are using rifles for long distance shots on the crows. They say that because of snow and cold weather, the hawks are killing crows and making the birds more cautious. Sportsmen using shotguns are not getting many crows even with the use of decoys and calls.

The campaign against crows is encouraged by the Game Commission because these big black birds take a heavy toll on song birds, robbing the nests of eggs and killing the young.

Sun Ship workers who belong to county fish and game associations are aiding in winter feeding. Snow has covered much of the natural food so grain is placed at different shelters. After a short time, the birds visit the shelter regularly.

The wildfowl season along the Delaware was all to the bad. Reduction in the number of shooting days kept the score low. Worse than that, was the fact that during the early part of the season in Pennsylvania, the weather was warm and few ducks appeared. The New Jersey season came later and showed some improvement. However, the great flocks of wildfowl did not arrive until after the season had closed in that state.

C. Swenker, 33-95, had a tough break while deer hunting in the mountains north of Hamburg. He knocked down a fine buck but it got up badly hit and staggered away. He fired a second shot and just as the deer was stopping, a stranger fired and knocked it down for keeps. The stranger claimed the buck under the rule that the hunter firing the shot that keeps a deer down is entitled to it.



SEVEN POINT BUCK brought down by J. Grant, of 47 Dept., was one of the fine deer taken by Sun Ship hunters during the recent season. It was shot near Cross Fork, Potter County, on the opening day of the big game season.



BEFORE OUTBREAK OF WORLD WAR II, Sun Ship had a thriving Gun Club, some of them veterans of the First World War; many younger men who were to join the colors after Pearl Harbor. This picture made early in 1941 shows 11 of the 30 members. Upper row, left to right: D. McKenna, 33 Dept.; D. Thomas, 34 Dept.; Oscar Holt, 33 Dept.; W. Wolf, 36 Dept.; C. Roan, 33 Dept.; G. Brownhill, 59 Dept. Lower row, left to right: Chick Davis, 33 Dept.; Warren Davis, 59 Dept.; Pete Davis, son of Warren; J. Taylor, 60 Dept., and W. Watts, 59 Dept. Those still in the Shipyard are: Thomas, Holt, Brownhill, W. Davis and Watts.

Craft That Came to Sun Ship for Repairs, Conversion, Checkup, Etc.



(A) — S.S. "BOONESBOROUGH" — T2 tanker owned by the Overseas Tankship Corporation. This vessel came to yard for periodic repairs and installation of six crack straps.
 (B) — S.S. "E. W. SINCLAIR" — Owned by Sinclair Refining Company — came to yard for annual repairs and drydocking.
 (C) — S.S. "CARLSBAD" — T2 tanker owned by the Overseas Tankship Corporation. Purchased from the U.S.M.C. while in the shipyard this vessel was completely overhauled, defense features removed, quarters altered and six crack arrester straps installed.
 (D) — S.S. "ATLANTIC TRADER" — Owned by the Atlantic Refining Company — this vessel came to the shipyard for machinery repairs.
 (E) — S.S. "HOBART VICTORY" — Victory type cargo ship operated by the American Export Lines came to yard for drydocking, painting and miscellaneous work.
 (F) — S.S. "PAULUS HOOK" — T2 tanker purchased from the U.S.M.C. by the Overseas Tankship Corporation — completely overhauled, defense features removed, quarters altered, and six crack arrester straps installed.
 (G) — S.S. "TERRY E. STEPHENSON" — Cargo vessel operated by the Matson Navigation Company came to shipyard for installation of refrigerated cargo spaces and alterations.
 (H) — S.S. "JOHN GIBSON" — Liberty ship owned by U.S.M.C. and operated by Arnold Bernstein Shipping Company — came to yard for drydocking, painting, installation of new rudder and miscellaneous repairs.
 (I) — S.S. "CARLSBAD" — T2 tanker purchased from U.S.M.C. by Overseas Tankship Corporation, completely overhauled, quarters altered, defense features removed, six crack arrester straps installed.
 (J) — S.S. "TERRY E. STEPHENSON" — Liberty type cargo ship owned by U.S.M.C. and operated by the States Marine Corporation — came to yard for drydocking, hull plate renewals and miscellaneous repairs prior to being turned back to the U.S.M.C.
 (K) — S.S. "HIGH POINT VICTORY" — Victory type cargo ship operated by American Export Lines came to yard for drydocking, painting, hull plate renewals and repairs.
 (L) — S.S. "ANGELINA" — Owned by A. H. Bull & Company came to yard for drydocking and miscellaneous repairs.



34 DEPT.—COPPER SHOP

By Worrilow & Fisher

Surprise! Well folks, here we are back again after some eighteen months of inactiveness, but we will try to do our best from now on so that our department will not be slighted. The new reporters for the Copper Shop are Charlie Worrilow and Norman Fisher, so with a little help boys, we can still keep our department in OUR YARD.

Ray Boyle has returned from the Christmas and New Year holidays down in Jacksonville, Florida with relatives and friends.

After several previous attempts, "Our Fire Chief," George Bechtel, has finally got a soup strainer under his nose. Good luck "Chief."

We still see that Wesley Jones (better known as "Ben") still has that old habit. He borrows cigarettes from Walter Davis and "Browns Mule" from Pat O'Hara, but they don't mind.

Ralph Denston is sporting a new pair of trousers. Could it be that Ralph bought them down in the big city of Pocomoke, Maryland.

"Butch" Bazis has been ill at home for a few days. The whole gang misses you "Butch" and we are all hoping for a speedy recovery.

Flash! That belated "cigar" of six months was given to Bud Machamer by Ralph Jenkins the other day, and it sure was a great surprise. Lucky boy Moch.

The boys of the shop would like to know where "Porky" Hollis got that hair cut and also does he have a "zoot suit" to go with it. What about it "Porky?"

Mr. Adam is very much pleased with his new Oldsmobile. It sure does run fine. Good luck "Bill."

Turner Robinson is back again after a bad sickness. We are all glad to see you again Turner.

74 DEPT. TOOLROOM

By Hilda

Mr. and Mrs. Richard Kershaw are being congratulated upon the birth of a son on January 12 at Chester hospital. He has been named Richard W.

Among those who celebrated their birthdays during January are popular Ben Langhery, Thomas Greenough and William Orwig.

Some of the anglers who can't wait till warm weather are planning to do some fishing through the ice.

"Beau Brummel" Cassidy is sporting a beautiful new Dodge.

Anthony Vannello is back with us again as truck driver.

36 MACHINISTS

By Dick Clendenen

Congratulations and all good wishes to 36 Dept's. Steve Pierpont, who started 1948 by exchanging greetings with brand new daughter Barbara. She was the third baby born in the county on New Year's Day, having arrived at exactly 2:45 A.M. She tipped the scales at 7 lb. 4 oz. All concerned are doing very nicely and again thanks for the smokes and all good wishes for health and happiness.

Genial Walt Biebas, the "Country Gentleman" chills us daily with what he terms a true and exact report of the temperature in the wide open spaces.

A hearty welcome to 59 Dept's. Gay Brownhill, who has recovered from a recent illness. Let's hope that the future holds better health for him. Incidentally, Brownie favored us this month with a picture and information on the old Sun Ship rifle team, details of which will be found elsewhere in this issue.

Your attention is also called to a photo of Dave Thomas, 34 Dept's. "Adonis" demonstrating conclusively his prowess with the shotgun.

We understand that 36 Dept's. Dave Houser and Cliff Evans were also displaying separate pictures of themselves showing the deer they bagged. We shall endeavor to have these pictures for a future issue.

We have it on good information that Henry Dychala will soon be joining the benedicts, he being about ready to announce his engagement. More details later.

36 Dept. has shown considerable evidence of an increase in the number of sailing enthusiasts due largely to the efforts of our own Johnny Laurence. Good sailing, mates.



DAVID E. THOMAS is shown with his favorite hunting dog after a successful day's shooting at Aston Mills.

INK SPOTS FROM THE HULL DRAWING ROOM

By Al Williams

Congratulations to "Doc" Delehanty who recently completed seven full weeks without once being late or losing a day.

Don Gooden, who formerly worked in the structural gang, dropped in for a visit a short while back, and Don really looks good, having lost about 30 pounds.

Two of our former pals rejoined us recently. Dave Gross came back to work on December 15th and Jimmy Jennings followed closely by starting back on the board January 12th. We wondered if Jim hadn't dropped in to rearrange the boards, but he finally picked one he liked and settled down in the structural side.

Joyce (W. C. that is), the paper king of Dept. 78, was crowned the best dressed man on the third floor, for the year 1947.

Al Ingham has been convinced that while radio quiz programs may be highly humorous, they are poor paying.

John Borsello, who enjoys many sidelines, is now an outside advertising agent for the "King Cole Trio." This brings us to wonder if the new "zoot" isn't his compensation.

We have learned that Paul Sloan is engaged to be married, which explains his day-dreaming when he smashed into the rear of Tom Duni-on's car when Tom was forced to stop suddenly to avoid hitting a truck in Chester.

Don Burkey and Ed. Loeb, the flying boys of Dept. 78, are looking for an appropriate rocket launching platform, while Tom Niblock remains dubious of the whole thing.

My apologies to Jack McInnis for misspelling his name in the last issue.

The Hull "A" bowling team fulfilled my prediction of winning the first half by taking four games the last night while the Sheet Metal shop was losing four. This put Hull "A" in by a margin of 7 games. Hull "B"? Oh well, we'll do better the second half.



Night scenes on the waterfront always are interesting. This photo by Corsini shows the ESSO SPRINGFIELD at the Standard Oil Company of New Jersey loading docks, Bayonne, New Jersey. The ESSO SPRINGFIELD was built by Sun Ship and was launched March 8, 1944.

WETHERILL SCOOP

By Wally

E. Sume, Sun Oil Inspector, has returned from Florida. He had a very enjoyable trip. On his way down he stopped at Winter Beach to see two old friends from Wetherill: Bert Van Zant and Jim Lauzon. Bert, Jim and families are looking very well from that good old Florida sunshine.

Bill Glossop, Pattern Shop foreman, is back to work again after six weeks of sickness. Bill spent a few weeks recuperating in Florida.

Obituary

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

H. Shuster, 65-59, 127 W. 13th Street, Wilmington, Delaware, December 5.

John Ingram, 91-80, 917 E. 14th Street, Chester, December 14.

Sun Ship Junior Members



ANITA SUZZANNE THOMPSON, 6½ months old, the daughter of Mr. and Mrs. Frank Thompson. Her father is employed in the Storeroom.



MICHAEL C. RIDGLEY, age 1, son of Mr. and Mrs. George C. Ridgley of 217 E. Marthart Avenue, Havertown, Penna. Mr. Ridgley is employed in 59 Dept.



THIS LITTLE "COWBOY" IS BARRY ALLEN HAIG, nephew of Jim Riggs who is employed in the Paint Shop.



RUTH ANN WEIDNER, 7 month old daughter of William Weidner, who is employed in the Copper Shop. She is also the niece of Charles DeTulleo of 59 Dept.



VERONICA RYAN shown here is the daughter of Tommy Ryan who is employed in 60 Dept.



HELEN LACY, shown here, is the daughter of Rodger Lacy who is employed in 67 Dept.

80 DEPT. STOREROOM

By Frank Thompson

Stan Armstead had a very successful one day hunting trip to "Promised Land Lake" up in Pike County, Pennsylvania, bagging a 220 pound buck with a short 3006 military. P.S. For proof, check pictorial section of this issue.

We were all glad to see John Foley back on the job again after several weeks recovering from a very severe operation.

Arthur Holman is making progress at Crozer Hospital after a rather lengthy illness. All of us hope he will be back on the job in the very near future.

Here is a tip for "Shipstad and Johnson" of Ice Follies fame. Mary Fillinick and Adis Kattinge have taken up ice skating and hold most of their rehearsals on the Ridley Park lake. We understand the "new look" for this sport is a double blade affair complete with a pillow. How about it, girls?

Spring must be around the next corner. Herb Rosenberg is getting his fishing tackle and outboard into shape. Hurry it along Herb.

Mack Council is taking up plant life and hot housing in his spare time. He tells us he would like to specialize in Cactus plants.

Earl Bennett is now definitely out of our class in bowling. The other evening at a Chester Alley, rolling in the merchants league, he came up with a (248) and this was scored without a handicap, seven straight strikes before a split. That's really bowling in any man's league, Earl.

OUR FEBRUARY COVER

Striking effects in photography sometimes are accidental. This spectacular torrent of sparks was caught by John G. Pew Jr. while making a snapshot of a burner cutting off bolts under a ship. It happened before busy war days. Recent inspection of the negative showed it had Page One value.

91 DEPARTMENT*By H. Obdyke*

We are very happy to report that Bob Fulton's wife is recovering satisfactorily from an operation in Presbyterian Hospital, November 30th. Best wishes, Bob, to you and yours.

Joe Begley is wishing for Spring-time when he can go out on the golf links and shoot his usual pars.

We hear that "Ducky" is all smiles and putting on weight since the opening of the new cafeteria.

Joe Doran is waiting for Spring so he can take Johnny, Joey, Arlene and Mary to the parks and enjoy the good old fresh air.

What Timekeeper was bumming shoe laces in the Safety Stores on a Friday and the following Monday bought a \$12,000 lot?

Customer: "Come on Barber, I want a close shave."

Barber: "You just had one, Bud."

Customer: "What do you mean?"

Barber: "That manicurist you were flirting with only happens to be my wife."

Cop: "Hey, you! You need a license for that gun."

Joe: "But officer, this gun is over a hundred years old."

Cop: "So is marriage, but you still need a license for it."

67 DEPT. — CLEANERS*By Major Palm*

John (Soap) Price has decided to give his daughter a chance to ride her bicycle.

Shorty Nelson is getting the "new look" on third shift.

Dave Brooks has been added to the bald headed club.

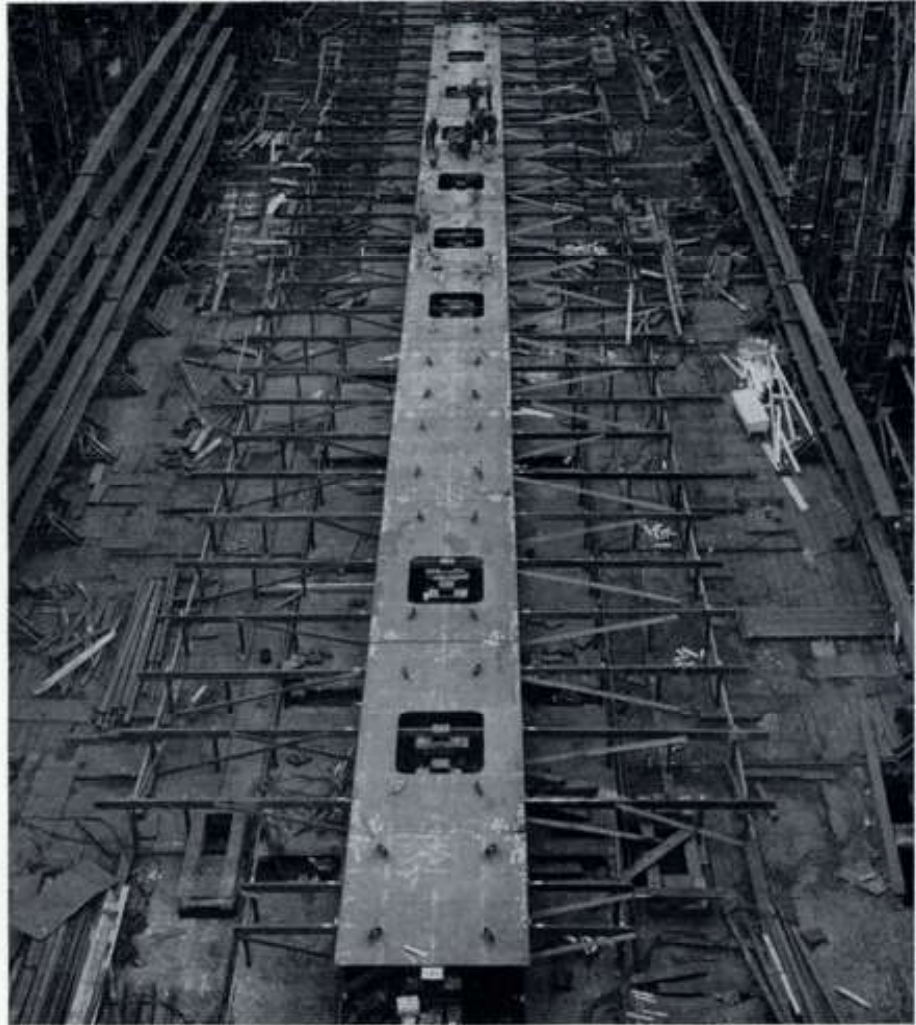
Hurry and get well, Nace Jamerson, we miss you so much.

Rufus Ivory is turning over a couple of new leaves.

Percy Young, of second shift, is sporting a new derby.

Jerry (Mumbles) Johnson is getting on jive time.

"Cleaner of the Month" honors go to Thomas (Chappy) Van Doran, a real guy from West Chester, Pa. He is a family man, respected by all. We are hoping for 25 years more of service, "Chap."

Keel for World's Largest Dredge

ON DECEMBER 15 THE KEEL for the 8000 cu. yd. seagoing hopper dredge was laid on No. 5 Way. No special ceremonies marked the event. The dredge will be 525 ft. long and will cost approximately \$9,600,000.



STANLEY ARMSTEAD, of 80 Dept., with deer he shot in Pike County.



HOWARD SHUSTER, formerly employed in 65 Dept. and who had been retired about a year ago, died December 5, 1947. He formerly resided in Wilmington, Delaware.

66 DEPARTMENT

By P. Embree

66 Dept. shop men mourn the passing away of our shop cat which tangled with Hopeman's truck last week. Driver Smith said to Byers and his associates that he did everything possible to avoid striking the cat. Joe Sage with the aid of a shovel consigned the remains to the bubbling and briny deep.

As we go to press, the shop planer is still under repairs but Mr. Fred Smith, of 84 Dept., said we could quote him as saying that he will have it running by Ground-Hog Day come February 2.

From now on, Tom Brown will supervise having his battery serviced. Last week it went dead and much to his amazement, his high-priced, well known make had changed to a low-priced, unknown make.

"Doc" Gus switched oil dealers in the middle of the season. Both dealers just told him to see if he can find another oil dealer. Gus must really have an oil burner.

Joe Papi went to Jersey City to see his grandson, Vincent James, Jr., whose father Vincent, formerly with Sun Ship, is now in the U. S. Navy. The baby is the 4th generation of the Papi family, in other words, there are several grand Papis (grandpaps) in the family.

Ernie Howard is back at work again in Central Yard after several months off up in No. 4 Yard. We guess W.A.A. sold out about everything but got no bid on Ernie. Anyway, we are glad to get him back.

Harry Mooney celebrated his birthday recently. Congratulations. Harry has just become famous; his daughter is the proud mother of a brand new set of twins, each weighing 8 lbs.

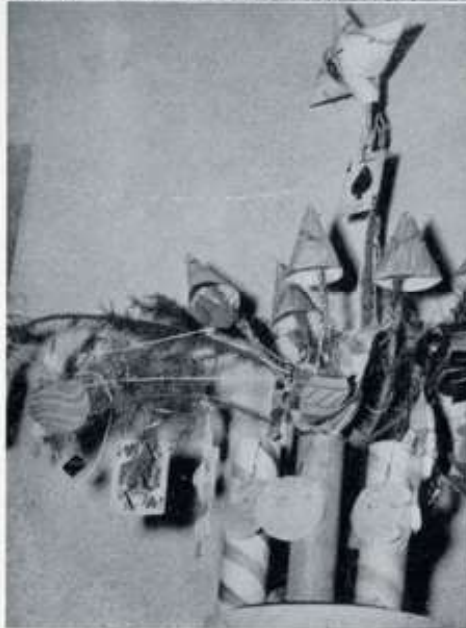
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OFFICE CHATTER

By Markkanen and Scott

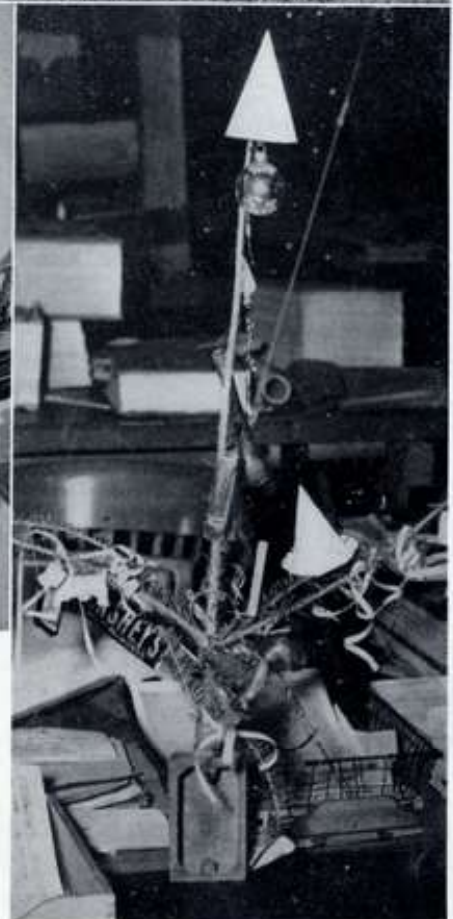
Several groups of office girls celebrated the Christmas holidays by having individual Christmas parties. The Order Dept. girls had dinner at the Inglenook Tea Room, Swarthmore;

Three Pictures That Are Different



On the day before Christmas our photographer saw more than half a hundred sparrows perched on bushes in front of the Main Office Building. Some flew away but he got this unusual picture of 40 that remained.

Below are two freak trees built and decorated by the Hull Drawing Room and Engine Drawing Room boys. The decorations ran from chocolate bars and pipes to playing cards and drinking cups.



Purchasing Dept. girls at the Clubhouse and the Engine Drawing Room girls at Walbers.

Miss Rose Merletti, of the Payroll Dept., became engaged to Anthony Rappucci on December 25th. No date has been selected for the wedding. We wish you both lots of luck.

Mr. and Mrs. David R. Owens are celebrating their 18th wedding anniversary this month. Sincere congratulations are extended from every mem-

ber of the Payroll Dept.

Mary Leary is enjoying a birthday this month on the 25th. Here's wishing you have many more of them.

Engagement of Harriet Ford, of the Engine Drawing Room, to George Gwynn was announced on Christmas Eve. Best of luck to you both.

Mrs. Irene Simpson, formerly of Mr. George B. Thom's office, is being congratulated on the birth of a son, Raymond MacDonald, December 22.



STANDING UNDER the giant hammer head crane of Central Yard, the photographer pointed his camera almost straight into the sky and got this unusual view of the girders and boom more than 100 feet in the air.

How Sun Ship Reconverted Two Matson Line Ships

A DESCRIPTIVE article on Sun Ship's refrigeration installation on the Matson Line vessels HAWAIIAN RANCHER and HAWAIIAN FARMER recently ap-

peared in "Nautical Gazette."

The HAWAIIAN RANCHER was completed first and the second trip was turned over to its owners in November. In telling of the work done,

the article stated:

"Refrigeration of the cargo holds of the Matson Navigation Company freighter HAWAIIAN RANCHER with equipment supplied by Carrier Corporation, has just been completed at the yards of the Sun Shipbuilding and Dry Dock Company. The ship is the first of eight Matson vessels which are being fitted with cargo refrigeration equipment.

"The HAWAIIAN RANCHER, and its seven sister ships, are all of the fast DC-3 type. It has 20 cargo compartments with a total volume of 65,000 cubic feet. The Carrier refrigeration system is designed automatically to maintain temperatures ranging from -10 degrees to 55 degrees F.

"Included in the installation are five Carrier marine-type Freon reciprocating compressors of 60 h.p. each, handling five individual shell and tube-type brine coolers using calcium chloride, and five brine pumps of 10 h.p. circulating 150 gallons per minute.

"The cargo compartments are equipped with Carrier marine cold diffusers in each of the refrigerated spaces. A special feature of the installation is the provision made to cascade the operation to permit supplying brine at temperatures of -25 degrees F. This arrangement for cascading compressors increases efficiency and saves horsepower. The brine circulation system is so arranged that any compartment can be maintained at any desired temperature by simply opening or closing the necessary valves controlling the circulation of brine.

"Electric motors having a total of 420 horsepower are required to operate the refrigeration system. The HAWAIIAN RANCHER will be placed in service in the Pacific soon, and installations on the other seven ships will be completed early in 1948."

33 DEPT. ELECTRICAL

By John Hefflefinger

With this issue your new reporter makes his entrance, and our hope is that this column will remain as bright and interesting as it has been in the past under your former reporters, Homer Reigel, Don Kent, Buss Paul and Wm. Powers. Only with your help will this be possible.

Though Christmas has passed, we note that among our "Electrical Engineers" we have some railway engineers. Wes. Harden of cranes is still constructing a system in his basement, and Joe Squitiere of Ship installation has one in his living room for (so he says) Little Joe. Could be for Big Joe also, we think. But far into the night they have the whistles blowing and the signals flashing.

This past month two of our old friends have left us. The best of luck, Wally and Bill, in your new jobs.

Welcome back to Apprentice Paul Hefflefinger who returns after a two year hitch in our Navy. His only gripe is that after spending so much time out in the warm Pacific and South Seas, he finds it rather cold here at home. He will be remembered to his former North Yard buddies by that beautiful pompador.

Had a question asked the other day as to who was the character who always has his shirt tail out. Better spruce up, Jack.

Our genial "Ham" tells us that when his hogs are ready for the butcher this year, he will do the job himself. Seems he took his pigs to a slaughterhouse and got some one else's pork. And his were milk-fed, too. Live and learn, Ham.

Buffington had better watch out or the movie bug will sure get him. He's been nipped already we fear. Heard that "Ted" Cartright also has become a movie camera fan. Seems we are getting quite a bunch of them these days.

Post card received from Harry

STARTED DREDGE ON HER WAY



(Top) — **LAUNCHING CREW ON THE JOB** at the christening of the dredge PHILADELPHIA included: D. Scott, A. Sutton, R. Marcillena, G. Morris, E. Barychi, H. McCain, R. Phillips, F. Mosser, P. Childs (General foreman), A. Lincoln, B. Stalford, T. Riley, W. Connors, P. Rounds, W. Kelley, T. Andrus, C. Frank, H. Hoffmeister, T. Brown, B. Culbert, D. Barron, C. Young, Farley, S. Mason, M. Michie, R. Boulden.

(Lower) — **ON DECK OF THE 172 FT. DREDGE "PHILADELPHIA"** when it was launched December 2 were employees from various departments. Top row, left to right: John Keeney, 55 Dept.; Gene Perkins, 34 Dept.; F. Constantino, 60 Dept.; Pete Ambrosino, 55 Dept.; Anthony April, 55 Dept.; William Evans, 36 Dept.; Robert Curry, 36 Dept. Lower: Francis Dunn, 34 Dept.; R. Garis, 34 Dept.; Frank April, 55 Dept., and Joseph April, 55 Dept.

(Third Shift) Broomal says that he is really enjoying the warm California climate. Lucky guy.

Bill Lappin of Construction is off for a vacation in Florida. Don't forget to tell us about the big ones Bill and let's have some pictures.

Santa Claus paid a visit to Crane Repair and left a beautiful new wagon. Aluminum roller bearing wheels and all. Are they proud of it.

We notice that "Pipe" Charlie has

finally graduated to the new pipe threader.

Time for our Expediter to let go of that 1928 Ford. How 'bout it, Norm?

When the heavy snows we had recently started to melt a leak developed in the roof of our shop. Geo. Milne really built a Rube Goldberg to carry off the water.

And now for the \$64.00 Question. When does a five gallon water bottle hold twenty gallons? Ask Butt.

See you next month.

MARITIME COMMISSION'S WORK

AFTER years of activity, including the war period, representatives of the U. S. Maritime Commission are winding up their work in Sun Shipyard.

There have been 233 ships and 35 large car floats built here for the Maritime Commission. Actually Sun Ship had contracted with the Commission previous to December 1, 1941 to build 114 ships.

In June of 1941, the United States Maritime Commission took over the expansion work that was already started by the Navy Department in December, 1940, in the South Yard.

Representing the United States Maritime Commission were—Mr. W. H. Yetman (Resident Plant Engineer) and Mr. F. S. Kiefer (Plant Engineer).

The Resident Auditor, with a staff of 65 employees was engaged in Auditing accounts of the Government's long range Ship Building Program.

During the War, at the peak of employment, there were approximately 100 persons employed by the United States Maritime Commission in various capacities. Government offices in operation at this yard were—Auditors, Plant Engineers, Material Controller, Supply Officer, Inspectors and Warehouse Section.

When the Government's Ship Building Program was completed, the in-

spectors were transferred to other locations.

In 1945, the activities of the Supply Officer and Material Controller, were combined with Mr. A. J. Wolnski as Resident Material Controller and Mr. J. S. Gerko as Material Controller.

In March 1947, the United States Maritime Commission Regional Offices were closed and Mr. H. P. Rude (Sales Manager) (now deceased) was transferred to Sun Ship to take charge of Maritime Commission Sales. Later all sales activities were transferred to New York. At that time the offices of Sales Manager, Disposal Agent, Material Controller and Plant Engineers were combined and Mr. F. S. Kiefer was placed in charge of all United States Maritime Commission activities at this yard, except Auditing.

On September 1st, 1947, the United States Maritime Commission turned over care and custody of No. 4, North and South Yards to the War Assets Administration. Sun Ship was high bidder for North Yard.

Mr. F. S. Kiefer's office is now completing the work in connection with previous sales made by the United States Maritime Commission. It is expected that this work will be completed by January or February, 1948. The present staff of Mr. Kiefer's office is composed of Mrs. Madaline Holl, Mrs. Lottie Flick (Clerk Stenographers) and Mrs. Joseph S. Gerko (Assistant to Mr. F. S. Kiefer).

THEY GIVE BLOOD

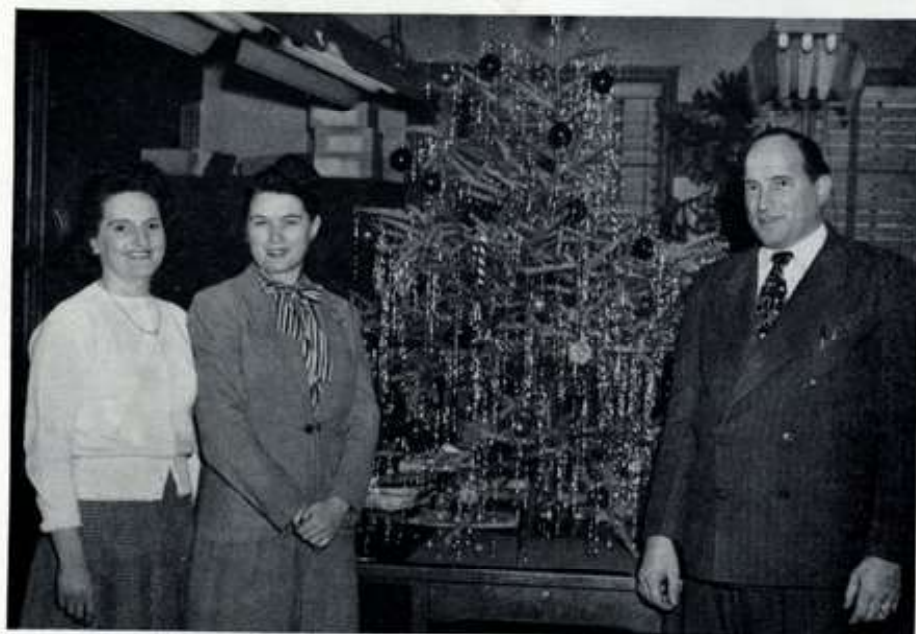
(Continued from Page 2)

The many letters of appreciation make the Plan worth while. For example, the wife of an employee writes: "Please convey my deepest gratitude to the men who gave the blood that made it possible for me to recover my health completely." A sister of another employee said: "I will pray God to bless all who gave the blood which meant so much to me in my hour of distress." Another wife expressed it this way, "Please convey my deepest appreciation to the men who donated blood when I was so ill. It saved my life."

The gratitude of the men who have been hospitalized because of operations or serious illness is expressed along a bit more rugged lines but equally sincere.

These transfusions were made without expense to the patients. The employees donated the blood and the Company paid for the time of donors. Another example of what real cooperation produces.

Aside from the above donors, there are 26 other employees "on call" at the present time—not enough. Their names follow: L. Feusht, 8-14; J. Ashton, 8-466; J. Fields, 30-2064; J. Wrzesniewski, 33-207; W. Quinn, 33-1312; C. Worriow, 34-2585; C. Poole, 34-3268; A. Stevenson, 36-15; J. Langford, 36-18; C. Ross, 36-882; C. Miller, 36-2005; F. Glatz, 45-33; F. Hockman, 47-76; M. Cappa, 51-11; L. McCabe, 55-36; S. Czukiewski, 55-260; O. Thomas, 58-8; S. Sherry, 58-509; K. B. Bryson, 59-286; C. Goudy, 59-4051; C. Huland, 67-2433; Z. Roblenski, 74-159; W. Felton, 80-152; J. McLaughlin, 80-532; N. Dilworth, 88-21; W. Bradley, 95-34.



REPRESENTING MARITIME COMMISSION, Joseph S. Gerko, Lottie D. Flick and Madaline

M. Hall are kept busy closing up many details of the office.

To maintain Sun Ship's blood donor system, we need additional volunteers. Whether the type of blood is known or not, it is urged that all employees in good health call at the Safety Office and register.

While you are reading this article, a new call for help may come in. From whose family we do not know. Stand ready to help. Register now.



STRIKING BOW VIEW of the American Dredging Company's PHILA DELPHIA was taken shortly before the vessel left Sun Shipyard.



USUAL WINTER REPAIRS to piers are being made in the Yard. Here's a view of men working from float while rowboat is being lowered into water.

Sun Ship's Part in Conversion Of Tanker to Carry Propane

A THREE page feature article on propane tanker construction featuring Sun Ship's conversion of the ESSO EL SALVADOR was published in the October number of **WORLD PETROLEUM**. The ESSO EL SALVADOR came to Sun Shipyard as the AVILA. The entire midsection was taken out and a new midsection was placed between the bow and stern sections.

"Conversion of the ESSO EL SALVADOR to LPG service was a job which Sun Shipbuilding and Dry Dock Company undertook with a good deal of interest because of the problems involved. In its barest outline the task consisted of cutting off bow and stern sections, scrapping the center and installing an entire new center section. The job was unusually tricky because the new center section was built on a Sun way and launched before the AVILA came to port for rebuilding. The Standard Oil Company (N.J.) marine department, which supervised building the new section, was gratified that the three sections matched perfectly when put together.

"The method of building the center section in advance paid off in the time saved in getting the ship back to sea — no small item in these days of short shipping capacity. The ESSO EL SALVADORE was in drydock only 11 days, of which only eight days were required to install the new 132-foot length cargo tank body.

"When the ESSO EL SALVADORE arrived at the Sun Shipbuilding plant at Chester, Pa., she was put in drydock consisting of five 80-foot sections and lifted from the water. The bow was chocked and shored in one section of the drydock and the stern in another. The old midsection on two of the pontoons was cut away with propane torches and the stern in its own section of the drydock towed away. The previously-launched new cargo tank body was towed in, drydocked, brought into position with turnbuckles and welded to the bow. Final act of the job was to tow in the old stern and weld it in place.

"There are four centerline-subdivided main tanks of 33-foot length in the new cargo tank body and two propane tanks, 11 feet 10 inches diam-

eter by 27 feet 5 inches, have been installed horizontally in each, one on each side of the center bulkhead, and space around the propane tanks is used for usual products. Different products may be loaded on opposite sides of the center bulkhead in each tank if the flash point is the same. The propane tanks are built to propane working pressure. Marine specifications, of 300 psig and were given a 600-pound hydrostatic test before installation.

These tanks were built by Sun Ship. All welded seams were X-rayed and the tanks as one piece were each stress relieved in a huge furnace, this being Sun Ship's standard procedure for building pressure vessels for oil refineries and other land purposes. All openings and connections for each tank are installed above deck in the four-foot-diameter dome which extends vertically up to and through the vessel's upper deck.

Necessary movement of the pressure tank dome at its passage through the deck without loss of vapor or liquid from the main cargo tanks is made possible by use of a flex-packed annular stuffing-box secured to the deck and through which the dome extends above deck. The dome is electrically bonded to the hull to prevent static build-up during loading or unloading."

59 DEPARTMENT

By C. DeTulio

I made a special sign this week and posted it on 59 Dept's. Bulletin Board for any or all kinds of news, pictures, or anything you might want in this column, but no response. Please co-operate.

Visited Chester Hospital last week and first on the visiting list was Richard Taylor. He is getting along very well but has a long road to travel. Dick is foreman of 47 shop and had an accident which has left his leg in a cast. If you visit him, he loves home-made apple pie. M. Eledge is also in Chester Hospital and is getting along pretty well. Les, as we all call him, had several operations recently but he seems to be coming along okay now.

We haven't heard from Clarence Stubbs for a long while, but we of 59 and 60 Dept. say hello to you Clarence and hope you get well real soon.

Bill Hearn's holiday accident which he suffered to the tune of 18 stitches is doing very nicely now.

Harry DePaul boasts of another increase in his family; a boy again. Everyone thanks you for the cigars Harry.

Lew Kostick bought a home in Drexel Hill. After all, he just couldn't drive up and down to Wildwood every day.

"Unc" Pulcher is training again. "Unc" was a welterweight title holder just a few years back, and a pretty good fighter in his class.

For Sale — One accordion, 120 bass Italian make, like new, also for sale, one 1946 Plymouth, four door sedan, color gray, heater, and spare tire — \$1900 cash, 9000 miles. See your reporter at lunch time in Copper Shop any day.

Charles Gremminger, our very capable and efficient clerk, spends all his spare time trying to make his granddaughter happy. She wakes him every morning in time to kiss him before he goes to work.

Bill Williams is still as chubby as he always was. Claims he hasn't put on any weight but he hasn't lost any either. Bill always has a smile for you anytime.

Robert Fletcher is always asking



REPAIRING LIFEBOATS is one of the side jobs in the Shipyard. Here is a small boat being made shipshape.



Diploma awarded to Bill Lonquist bears witness to his ability to "throw the bull."

me when we are going to start another welding school.

R. Shane is always singing, "Your Too Fat For Me."

Bud Martin, our congenial 60 Dept. Assistant Foreman, smiles through all his troubles. Bud told me he has quite a few. His wife's sister is sick; his mother isn't too well, and his brother just contracted double pneu-

monia in Newport News, Va., but Bud says, "I can't dare say I'm sick."

Tex Champion has a swell hobby. Tex can fix, sell, buy or borrow your watch and make it look like new.

Dick Webster is on the third shift now. He has quite a bit of work to do now as the city's fire chief and must work at night so he can do all inspecting in the day time.

SUN SHIP'S 1947 ACCIDENT RECORD

Here is the report of the Safety Department for the past year. It shows that there were two fatalities during the year. There were 150 lost-time cases.

Departments that went through the year without a lost-time case are: 1, 34-C, 46, 58-R, 69 and 84.

LOST-TIME CASES					MINOR CASES			
Division	Number	Frequency	Days Lost	Severity	Number	Ratio	Permanent Impairments	Fatal Cases
Wetherill	6	11.65*	87	0.17*	78	1.73*	0	0
Engineering	24	16.25*	974	0.66*	1230	8.33	1	0
Electrical	26	19.88	534	0.41*	862	6.59	1	0
Hull	47	24.56	8177	4.27	1281	6.69	3	1
Fabrication	43	38.04	8527	7.54	639	5.15*	3	1

In addition to the above main divisions, there were five more lost-time cases in 38, 80 and 88 departments.

Three toes were lost in one permanent impairment case. The other seven involved the loss of one finger or a part thereof.

The "Frequency" rates in column two represent the number of lost-time cases per million manhours worked. The "Severity" rates in column four represent the number of days lost per thousand hours worked. The rates in column six cover the number of minor injuries per 10,000 manhours worked.

A distribution of the accidents by departments follows:

LOST-TIME CASES						MINOR INJURY RECORD				
Dep't.	Number	Frequency	Position	Days Lost	Severity	Position	Number	Ratio	Position	Dep't.
1	0	Zero*	1st	0	None*	1st	6	1.16*	1st	1
4	3	29.65	19th	52	0.51*	16th	16	1.58*	2nd	4
8	3	8.29*	8th	35	0.10*	7th	67	1.85*	4th	8
30B	5	22.41	15th	412	1.85*	22nd	281	12.60	24th	30B
30S	4	19.36	14th	68	0.33*	12th	270	13.07	26th	30S
34P	5	11.08*	9th	108	0.24*	11th	308	6.32	14th	34P
34C	0	Zero*	1st	0	None*	1st	33	6.68	15th	34C
36	10	18.31	12th	386	0.71*	17th	338	6.19	13th	36
33	3	5.56*	7th	201	0.37*	14th	221	4.10*	8th	33
59	17	27.63	18th	280	0.46*	15th	446	7.25	16th	59
60	6	39.15	21st	53	0.35*	13th	195	12.72	25th	60
45	5	25.82	17th	33	0.17*	8th	187	9.66	20th	45
45B	1			30						45B
46	0	Zero*	1st	0	None*	1st	53	13.37	27th	46
51	2	24.86	16th	141	1.75*	21st	60	7.46	17th	51
55	7	51.68	27th	133	0.98*	19th	163	12.03	23rd	55
58E	3	46.96	25th	500	7.83	25th	64	10.02	21st	58E
58R	0	Zero*	1st	0	None*	1st	31	11.70	22nd	58R
65	5	34.99	20th	30	0.21*	9th	80	5.60	11th	65
66	4	18.47*	13th	302	1.39*	20th	178	8.22	19th	66
67	8	13.92*	10th	6347	11.04	26th	242	4.21*	9th	67
68	12	43.18	23rd	658	2.37	23rd	165	5.94	12th	68
69	0	Zero*	1st	0	None*	1st	58	3.57*	6th	69
42	6	49.37	26th	92	0.76*	18th	46	3.71*	7th	42
47	29	46.22	24th	7916	12.62	27th	471	7.51	18th	47
74	2	17.69*	11th	27	0.24*	10th	19	1.68*	3rd	74
75	6	39.68	22nd	492	3.25	24th	48	3.17*	5th	75
84	0	Zero*	1st	0	None*	1st	55	4.69*	10th	84
38	1			11			9			38
80	2			5			88			80
81	0			0			23			81
88	1			17			19			88
Misc.							53			Misc.
Total	150	18.75		18329	2.29		4293	5.36		Total

* This star indicates the rate is better than the Company rate.

1.



1.



2.



2.



3.



3.



4.



4.



Match up the people and the horns

(It may mean money to you!)

THE FIRST THREE, of course, are very easy.

The sea captain (1) goes with Cape Horn (3); the musician (2) with the French horn (4); and the pioneer (3) with the powder horn (2).

That leaves the Average American (4) matched up with the Horn of Plenty (1).

As such an American, you'd like that

to be true, wouldn't you?

It can be—and will be—for millions of Americans who, today, are putting money regularly into U. S. Savings Bonds.

In ten years, as the Bonds mature, these millions will find that they have truly created a Horn of Plenty for themselves!

For they'll get back \$4.00 for every

\$3.00 they're putting in today!

There's a sure, automatic way to buy U. S. Savings Bonds regularly. The Payroll Savings Plan for men and women on payrolls. If you're not already enrolled, get started today.

Let U. S. Savings Bonds fill up your personal Horn of Plenty . . . for the years to come!

Automatic saving is sure saving—U. S. Savings Bonds

SUN SHIPBUILDING & DRY DOCK CO.