

A black and white photograph of a shipyard. In the foreground, there are large, curved metal structures, possibly parts of a ship's hull or funnels. In the background, there are tall, cylindrical structures, possibly smokestacks or funnels, and a large, curved structure that looks like a ship's hull. The title "Our Yard" is written in a large, stylized, red script font across the upper part of the image.

Our Yard

About three years ago, you heard a lot about me when Okinawa was a big name in the newspapers.

I'm still laid up with wounds suffered there, but I'm coming along fine, thank you.

Besides, the Red Cross is helping me out in so many different ways, too.

It gives me needed advice on family problems and anxieties.

It provides me with recreation.

It gives me advice on government benefits and pension adjustments.

Remember me?

Best of all, it bolsters my morale—a guy needs encouragement sometimes.

I may not be a headliner now, but the Red Cross hasn't forgotten me.

You won't forget the Red Cross, will you?

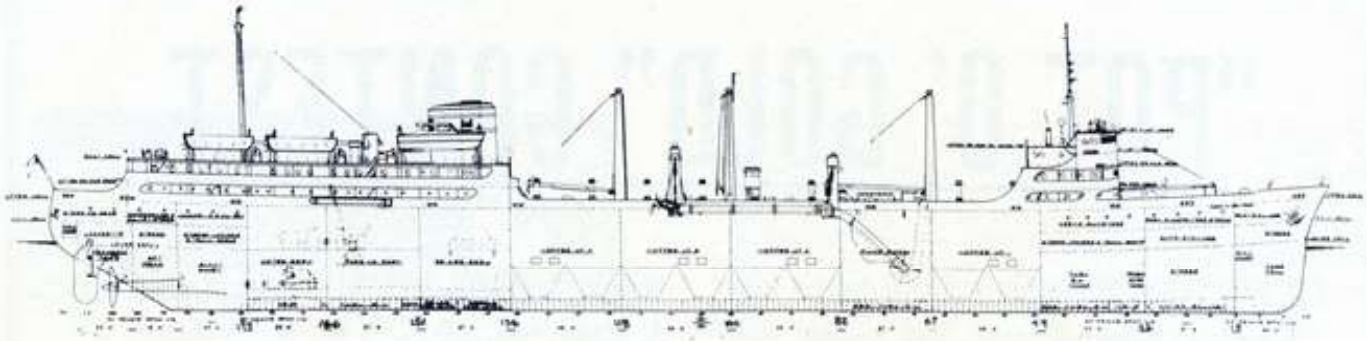
So give—all you can—to this great friend. Right now, it's staging an important appeal for urgently needed funds.

The Red Cross depends on you, just as I depend on it!

IT'S YOUR RED CROSS... KEEP IT GOING  Give Generously!

SUN SHIPBUILDING & DRY DOCK CO.

WORK PROGRESSES ON NEW DREDGE



ABOVE — PROFILE VIEW of arrangement of huge dredge being built for U. S. Army Engineers. Keel was laid December 15.

THE seagoing dredge now being built by Sun Ship and which can strip 12,000 tons of dirt and muck from navigable channels within two hours has been given a detail description by engineers of the Westinghouse Electric Corporation in Pittsburgh. The huge dredge is being built for the United States Army Corps of Engineers.

Latest weapon in the constant battle to keep harbors and channels navigable, the 525-foot-long hopper dredge is designed to suck up 8,000 cubic yards (about 12,000 long tons) of muck and dump it in deep water where it will cause no navigational hazard.

The dredge will be a twin-screw turbine-electric vessel, propelled by two 4,000 horsepower motors. Each of the main turbine-generating sets will supply 3,300 kilowatts of electrical energy for

propulsion, 1,600 kilowatts for dredging and 500 kilowatts of auxiliary power for winches, lighting, ventilation fans, and other equipment. The main condensers will have 5,500 square feet of surface area.

In operation, the dredge will cruise over the channel area. Two swivel-jointed 36-inch drag pipes 100-feet long projecting from the

sides of the vessel will be lowered until the drag heads reach the bottom of the channel. Then two 1850-horsepower pump motors will go into action, sucking up 100-tons of dirt through the drag pipes every minute. When the hoppers are filled the vessel will steam to the dumping ground, drop its load and return for another run.



WELDERS and others busy on one of the assemblies for the dredge.

"POT O' GOLD" CONTEST

THE Safety Department announced a new Safety Slogan contest last month with several unique features.

Each month, a new slogan is published by the Safety Department. After it has been posted for a week, the Safety Inspectors will approach 50 employees. The Company provides \$50.00 each month and each employee who can repeat the slogan correctly will be given one dollar. If unable to remember it, the dollar goes into a jackpot which will be distributed the day before Christmas.

The distribution will be confined to one man in each of the 10 departments with the best accident frequency record for 1948 to November 30th. This "best" man will be selected by the Safety Department on the basis of reports given to them by leaders throughout the year. Whenever a leader or any other supervisor observes an act in behalf of safety, he will send the man's name and number, together with a description of the act to the Safety office.

The plan was put into effect February 1st and the slogan, "Let Safety Be Always Your Motto" was remembered by only twelve of the men approached. They were, J. Jackson, 8-164; S. Yurgaitis, 30-356; H. Phillips, 30-2052; A. Adam, Jr., 34-2509; A. Stevenson,

36-15; S. Depter, 47-203; J. Carey, 59-1029; J. Bandyrski, 60-221; W. W. Webbert, 68-120; C. Lukens, 74-60; C. Brown, 33-36; H. Byers, 66-104. Every effort is being made to cover all departments and all shifts.

The following 39 men failed to give the right answer and \$39.00 went into the jackpot to join the \$50.00 with which the contest was started: H. Birtwell, 1-31; E. Bishop, 4-135; H. Holmes, 8-422; W. Adams, 33-428; J. Scallan, 34-149; D. Langton, 34-18; W. Stempe, 34-836; C. Howley, 34-378; L. Dixon, 36-664; H. Sherman, 36-876; H. Overline, 36-730; G. Lewis, 42-270; E. Longen, 45-326; P. Doyle, 45-336; J. Olsen, 46-7; H. Hanley, 47-381; E. Fisher, 47-569; B. Harvey, 47-794; J. McCracken, 47-2862; A. Brugnetti, 51-33; A. Williams, 55-127; A. Lowther, 58-6; A. Susich, 58-534; J. Starkey, 59-122; C. Jenkins, 59-621; J. Trakis, 59-696; M. Miller, 65-132; W. Roberts, 66-96; C. Charlton, 67-130; W. Cruze, 67-363; J. Henson, 67-389; O. Grimstead, 68-38; C. Mallen, 68-151; J. Mack, 69-124; F. Nye, 75-209; W. Logan, 80-40; E. Harris, 81-193; and W. Haebel, 84-240.

On March 1st, a new slogan will be posted at the Main Gate, the locker room in the North Yard, at the Wetherill Plant and the Allison Plant.

SAFETY PASSES THE BUCK — *No Fooling*



IT IS EASY to pick the first Sun Ship man who won a dollar in the Safety Department contest with \$50 offered in prizes each month. If you don't know the slogan the money goes to a jackpot. J. Jackson, of the Wetherill Plant, No. 1, is shown getting a buck from Safety Engineer Ed White. All the other contestants shown on this page missed and the cash was put in the jackpot. Shown in company with Safety Inspectors Cressy and Crawford, they are: O. Grimstead, 68 Dept.; J. Starkey, 59 Dept.; W. Adams, 33 Dept.; B. Harvey, 47 Dept.; and J. Henson, 67 Dept. (See details of contest on page 2.)



EXPLAINS NEED FOR BIGGER TANKERS

IN A paper presented before the American Petroleum Institute, M. G. Gamble, General Manager of the Marine Department, Standard Oil Company of New Jersey, explained why his company finds the use of larger tankers more profitable. Mr. Gamble surveyed the current situation and stressed the growing importance of water transportation throughout the world.

Recently, Sun Ship received contracts to build eleven modern tankers; two of them for the Standard Oil Company of New Jersey; two for the Gulf Oil Corporation and seven for Tankers Navigation Company, Inc.

Extracts from Mr. Gamble's paper follow:

"The war resulted in the loss of about 40 per cent of the prewar world-wide tanker fleet. However, it also had the effect of hastening the general utilization of larger and faster ships. For example, the average prewar American-flag tanker had a deadweight tonnage of about 11,500 tons and a speed of about 10 knots, whereas today the average American tanker has a deadweight of about 15,000 tons and a speed of 14 knots. In general, we might safely say that the size and speed of a tanker, within certain limits, are all-important in reducing operating costs. This is particularly true with today's high and rising costs.

"Our government constructed during the war about 9,000,000 tons of T-2 type tankers. These vessels have a deadweight of about 16,600 tons, a speed of 15 knots, and a capacity of 138,000 bbl. of gasoline. In most trades oil can be transported in them about 25 per cent cheaper than in a prewar 13,000-ton 12-knot tanker, and for about 30 to 40 per cent less than on the old 11,000-ton vessels.

Operating Costs Higher

"Looking at this question in another way, it is estimated that out-of-pocket operating costs have about doubled since 1939. However, the increased size and speed of the modern fleet, with consequent increased haulage capacity, has fortunately reduced the cost per ton-mile, so that the effective rise on that basis has only been about 65 per cent.

"Inasmuch as it is obvious from the foregoing that large, fast tankers are an answer to the high cost which owners — and, I might say, particularly American owners — are experiencing today, the question naturally arises as to how far one should go in this matter of size and speed. Since difficulties have been experienced in accommodating T-2 tankers in many ports, some may question the advisability of going to still larger ships. However, various waterway improvement projects already carried out or in progress by the U. S. Army Engineers, coupled with terminal improvements by private companies, have greatly improved this situation.

"Recent studies made on this subject by our technical staff have led to the design of a 26,000-ton 16-knot vessel with a length of 628 feet and a draft on summer freeboard of 31½ feet. This is felt to be the most practical answer to the foregoing question. The draft, which is only slightly more than a foot above that of a T-2, will permit this large vessel to enter the majority of ports which can accommodate T-2's with full cargo.

Carry 228,000 Barrels

"The cargo tank capacity, after making the usual allowance for expansion, is about 228,000 bbl. It is estimated that transportation costs on such a vessel would be about 20 per

cent less than on a T-2. Naturally, the use of this size of tanker will involve some sacrifice in flexibility, both as regards the grades that may be carried and the terminals at which they can be accommodated.

"In the early stages, these vessels would probably be used principally with fuel oil and crude oil; but, with the present upward trends in the volume of petroleum products consumed, it is a safe assumption that, as time goes on, they will be used to an increasing extent for the transportation of products. Also, as vessels of this size increase in use, they will be taken into account in the design of future terminal facilities, and in the improvements in existing ones both here and abroad.

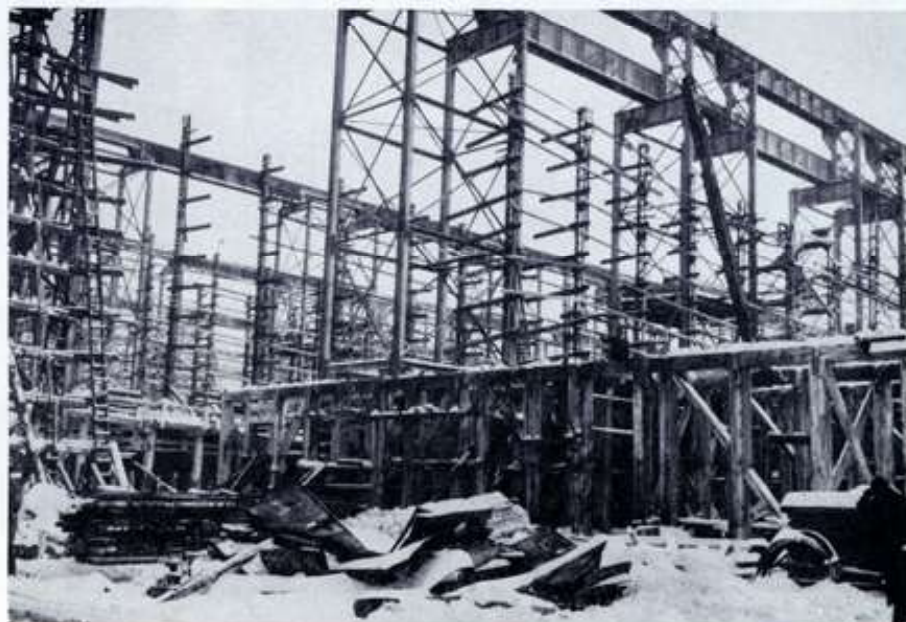
"Just as high operating costs highlight the need for large, fast tankers, so do these high costs (many of which go on in port the same as at sea) accentuate the need for quick turnaround. The average cost of a T-2 at the dock is about \$1,800 per day, which gives some idea of the importance of keeping port time to a minimum. Given the proper shore facilities, a modern tanker is capable of loading or discharging at a rate of at least 10,000 bbls. per hour. It is in the common interest of all concerned, therefore, including suppliers and consignees, to provide loading and discharging facilities with the maximum capacity justified by the volume handled. In normal times, when rates follow closely the market situation, the charterer with a reputation for quick turnarounds will be favored over others.

"Another factor which may react to the charterers' benefit is the covering of their requirements well in advance and for as long a period as practicable. Over the long run, rates reflect the owner's costs; and it is, therefore, in the interest of all concerned to keep these costs to a minimum."

Making the Shipways Longer



REMOVING TIMBERS at the head of the shipways was the first step in increasing the length to facilitate construction of the eleven huge tankers to be built by Sun Ship. Upper picture shows lumber truck removing load of beams. Below: Rapid progress made on tearing out timbering at No. 1 Way. Other shipways to be lengthened are Nos. 2-4-6 and 8.



Business as Usual at Allison



MANNED BY EMPLOYEES from the Tube Mill in Central Yard, the supplemental plant is a busy place these days. Following the war it had been closed down until urgent business forced its re-opening. This page of pictures show activities at shop. (A) Top row, left to right: F. Malloy, J. Massarelli, J. Thomas, S. Blochowsky, J. Mullen, J. Scholes,

F. Foy, H. Cheshack, S. Nagurne. Middle row: Sam Forsyth, F. Bassett, W. Gruszka, W. Trosino, H. Sharpless, Harry McGowan, W. Hamilton, A. O'Neill, H. Patrick, C. Casperson, J. Boloski, D. Harman, J. O'Melia. Bottom row: D. Esrey, A. Hardcastle, S. Custer, A. McAllister, S. Styer, G. Brunst, G. Freeman, R. Matteo, T. Russell.



(Top) — D. Esrey and S. Custer — straightening a tube.
(Lower) — T. Malley in foreground. F. Foy and J. Scholes driving bushings.



(Top) — S. Styer and A. McAllister at multiple drill press.
(Lower) — W. Trosino, R. Matteo, H. Cheshack in yard. Crane operated by A. Hardcastle.

When February Storm Hit Yard



TWO DAYS after the ground hog saw his shadow, one of the big snows of the winter rolled in and the Shipyard was covered with white. Upper, view showing ship in the distance. Lower: In these busy days, it is rare that a dry dock is vacant but this picture was taken a short time after the THOMAS HEYWARD pulled away from No. 2 and the snow blanket arrived.

SERVICE PINS

JANUARY

30 Years

8-14	L. Feusht
34-9	H. Worrell
34-68	D. Dougherty
34-70	E. Rothwell
34-808	G. Lockwood
36-11	E. Stehle

25 Years

36-4	D. Moorehead
45-50	W. Sacco
47-53	P. McHale
47-65	P. Simonis
68-12	J. Lee

SALARY ROLL

10 Years

96-34	Mrs. Mabel Gilmore
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DRAFTSMEN'S ROLL

10 Years

38-89	Earl Dague
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HOURLY ROLL

20 Years

8-654	P. Kuhn
59-34	E. Larson
88-54	W. Baker

15 Years

30-2208	J. Kandravi
42-14	J. Neal
45-85	D. Persinger
55-43	J. Reynolds
55-58	S. April
55-127	A. Williams
55-199	C. Zebley
58-140	J. Pierce
59-4065	E. Webster
60-23	S. Lynch

10 Years

30-2059	C. Cohen
30-2081	H. Smith
47-710	J. Robinson
47-849	O. Jorgensen
59-511	H. Kloefer
59-974	G. Morris
60-384	J. Knox
67-295	M. Cooper
68-59	L. Gunnarson
68-279	J. Spencer
91-289	F. Dulin



FIVE SERVICE PINS are awarded by Supt. Raymond Flanigan to the following, left to right: D. Moorehead, 36-4, 25 years; H. Worrell, 34-9, 30 years; (Supt. Raymond Flanigan); D. Dougherty, 34-68, 30 years; E. Rothwell, 34-70, 30 years, and E. Stehle, 36-11, 30 years.



A 25-YEAR SERVICE PIN is presented to Paul Simonis, 47-65, by Supt. William B. Beatty.

P. McHALE, 47-53, is shown receiving his 25-year service pin from Supt. William B. Beatty.



W. SACCO, 45-50, is congratulated by Supt. A. A. Norton on completion of 25 years of service with Sun Ship.

SUPT. A. A. NORTON presents 25-year service pin to J. Lee, 68-12.

WHEN ICE FLOES JAMMED RIVER



HUGE ICE FLOES filled the Delaware River this Spring and backed into creeks, the dry docks and wet basins. At times tugs were called in to open lanes for ships to enter the dry docks. Upper picture shows masses of frozen mud on barge with giant icicle hanging from side

of ship in background. Lower is the mouth of Ridley Creek with drift ice piled on the bank and floe ice being forced up the creek by pressure from the river.

In The Spotlight

From APPRENTICE BOY to VETERAN

IT WAS on March 2, 1903 that Horace J. Esrey, then a youngster of about 17 years, walked into the Wetherill Plant and became an apprentice in "the art and trade of molding."

The indenture papers were signed by his father, David Reese Esrey, who had gone to work in the same plant back in 1877 and the only advice that was given to the youngster by his dad was, "Do nothing that will disgrace your name."

Back in those days apprenticeship was a serious thing in which a boy agreed to stick to the job during four years. A week's work consisted of 10 hours a day and 6 days a week; 60 hours. During the first year, Horace Esrey received \$1.80 a week or 30 cents a day. In his second year, the wages were \$3.00 a week; in the third year there was an increase to \$4.20 and in the final year of apprenticeship he was given \$6.00 a week or a dollar a day.

In talking with a representative of OUR YARD recently, Horace said that the best advice he ever received from a foreman came from one who said, "Learn how to do a thing well. If you turn out a perfect job, speed will come later."

Horace J. Esrey came of a family with plenty of Sun Ship history. In addition to his father, his brother, David Reese Esrey, became a machinist at Wetherill. Another brother, Fred, is connected with the Time-keeping department. Horace's son, David R., worked for 11 years in the plant. A daughter, Mrs. Hester Archer, put in three years and two months during the war period in the Payroll Department. Another daughter, Mrs. Josephine Bowhall, was a welder and



the first woman to work in the Yard on the third shift. Mr. and Mrs. Esrey also have another daughter, Mrs. Sarah Baldwin. She did not work in the plant but her husband was a welder here.

The Esrey family is one of the old time clans of Delaware County going back to Revolutionary days. Horace was born in Chester and as a lad caught perch and catfish where the dry dock now stands. He remembers the large hauls of herring and shad and recalls how even in those years sturgeon were very valuable, some of them being sold for \$125 each. Ducks and reed birds were abundant in the marshes where the Sun shipways now stand.

He described how Ridley Creek made two big bends and the mouth of the stream was near where No. 2 shipway is built. The Morton and Black sawmill was located on the stream and boats carried coal up the creek to where the Reading Railroad is located.

The winters were just as severe in those days and at times the Delaware river was frozen over. There were not as many ships as today and the ice was not broken up as today. Ox roasts were staged on the ice out from the Market Street wharf. Mrs. Esrey's family also figured largely in Delaware County history and her grandfather was a heavy land owner along the Brandywine.

During all the years that Horace Esrey worked for the Wetherill Plant and Sun Ship he never once had a serious accident which is a very good record over a period of 45 years.

"While there have been numerous changes in the metals employed, there has been little change in the method of molding," he said. "I have at the shop several tools that I first used when I went to work. I stuck to molding for nearly half a century because I really love the business and took an interest in what I was doing. I have handled all kinds of tasks from the smallest cast up to helping to make wheels, which when the two halves were put together, weighed 75,000 pounds. I have been what you might call one of the 'happy Sun Ship employees.' That means that my surroundings have been pleasant and my dealings with the management most harmonious and agreeable."

Mr. and Mrs. Esrey have six grandchildren and one of the pleasures of Horace is to take the youngsters to the circus. He is one of the well known circus fans of the Philadelphia district, and has been known to attend circus performances afternoon and evenings during the stay of Ringling Brothers in Philadelphia and then for good measure go down to Wilmington and see it all over again.

The Esrey family resides at 1122 Brown Street, Chester in the same general district where Horace played as a child.



Rod and Gun News



TWO FINE BUCKS were shot in Lycoming county by Jim Vincent and Walt Brysiak both of 59 Dept. Jim brought down an 8 point deer and Walt got a 6 pointer. It is said that Jim was so amazed at the size of the deer that he really couldn't believe a buck was that large and he closed his eyes when he shot. When he opened them, there was the big deer deader than a door nail. Jim is shown on the left and Walt on the right.

500 CROWS IN SEASON

ONE of the expert crow hunters in these parts is O. J. Brown of 65 Dept. He and other members of a hunting quartet kill more than 500 crows every Fall and Winter, doing the job in a sportsmanlike way. They use rifles and make successful shots up to 300 yards.

On a recent trip ten kills were made out of ten shots with ranges of from 65 to 300 yards. That's good shooting.

Most of the crows that are killed in this vicinity during Winter come from Canada. They are not natives being forced down into Southern Pennsylvania in search of food.

O. J. Brown and other crow hunters do not make their kills at the roosts. The nearest roost to Chester is at Coatesville. It has been known that crows will fly 100 miles to a favorite roosting woods.

Crows are regarded as pests and the Canadian crows will migrate northward in a few weeks. They will follow the wild ducks and will feed on the eggs and young of the breeding ducks. It is agreed that crows raid tens of thousands of wild duck nests every year.

Late in the Summer Mr. Brown will turn to hunting ground hogs. He got 42 last year, using a rifle. His son William made 11 kills out of 13 shots last Fall.

What Happened to the Bear?

Dave Morris, recently of the Yard Guards, brought this story back from Clearfield county where there was an

SUCKERS ARE BITING

One of our reliable scouts reports that good catches of suckers are being made in Crum creek. These fish start biting as soon as the snow water goes out. Try the deep holes near the mouth of some small run.

old-time guide. The guide had been employed by several New York men to aid them in tracking a big bear. He found that it had holed in a cave.

The guide said that he would crawl in and chase the bear out. The New Yorkers thought that the old man had gone crazy but he told them that it would be safe because a bear generally stands up on its hind legs to make an attack. He warned the hunters to be sure and shoot because the bear would be apt to come out in a hurry. He set his rifle on the outside and then started to crawl in the cave sticking close to one side.

When he was back in the cave a short distance, the bear started out with a roar and the hunters were so surprised that they dropped their rifles and ran away not stopping until they were several hundred yards distance. Just outside of the entrance, the bear stopped and waited. The guide couldn't come out to get his rifle and the hunters couldn't come back to get their firearms.

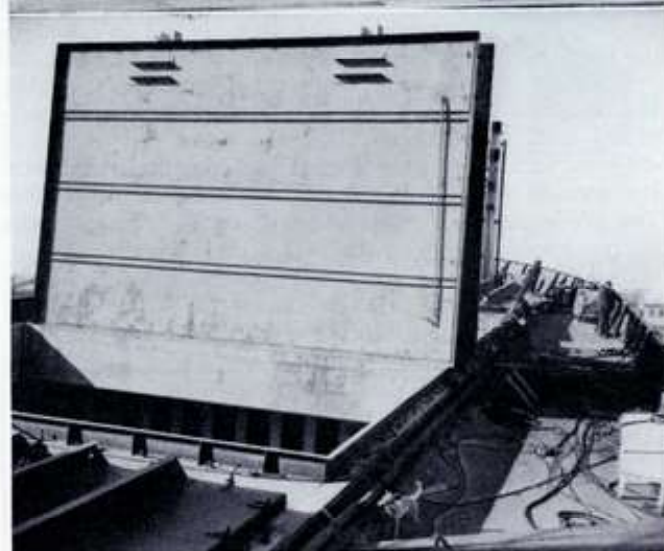
The editor asked Dave Morris how the incident came out and he said that he didn't know; its up to the Rod and Gun readers to finish the story for themselves.

Trout fishing opens on April 15 but since the streams are crowded on that day most of our Sun Ship anglers will wait until the following Saturday and Sunday. If our trout fishermen will send in photos of previous catches, we will be able to carry some interesting pictures for the April issue. Send 'em in right now.



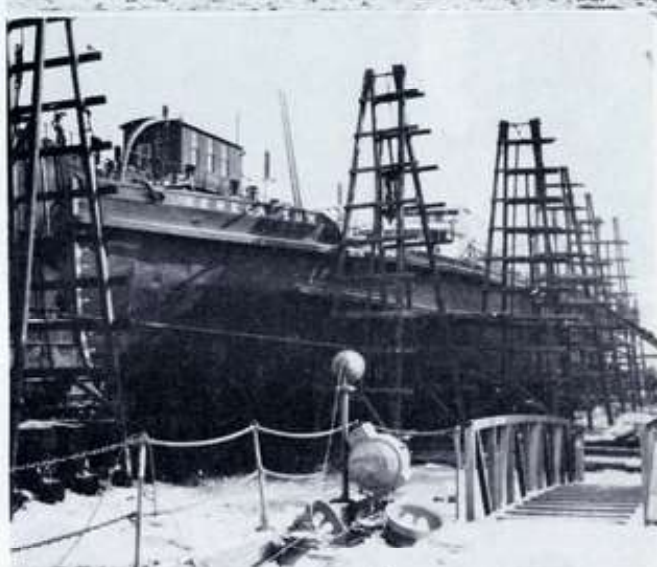
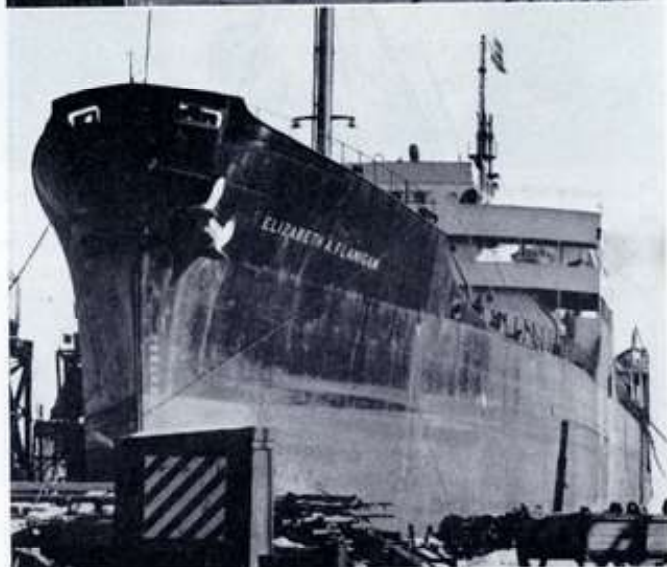
Casting a throw net in Double Branch River, Florida, Al Mackubin, recently of 36 Dept., caught 32 sand perch, 2 snook and 4 mullets.

SHIPS BIG AND LITTLE ARRIVE



(Upper left) — **S.S. ARISTOGITON**. Liberty type cargo vessel under the Honduran flag. Drydocking and examination of tailshaft.
 (Middle left) — **S.S. EVELYN**. Liberty type collier owned by A. H. Bull and Company. Repairs to the No. 2 port deep tank. Vessel is used in the carrying of coal and ore and is loaded and discharged by shore facilities thus accounting for the absence of rigging other than that necessary for raising and lowering the large hatch covers.
 (Lower left) — **S.S. MOBILFUEL**. Tanker owned by the Socony-Vacuum Oil Company. Machinery repairs which were quickly completed.
 (Upper right) — **S.S. PALO ALTO**. T-2 tanker built by Sun Ship. Alterations to quarters, extensive scaling and painting of hull and decks, installation of seam straps, drydocking and painting and other miscellaneous work. Left the Shipyard as the **LOUISIANA SUN**.
 (Lower right) — **TUG CYRENE**. Owned by the S. C. Loveland Company. This tug had work done on her main engine.

AT SUN SHIP FOR REPAIRS



(Top left) — **S.S. THOMAS HEYWARD**. Liberty ship operated by the Waterman Steamship Company. Vessel was drydocked, painted, the rudder and rudder tube reinforced, the tailshaft drawn for examination and miscellaneous machinery and boiler work carried out.

(Lower left) — **S.S. ELIZABETH A. FLANIGAN**. T-2 tanker owned by Flanigan, Loveland, Inc. and flying the Panamanian flag. Drydocking and survey of an extensive bottom damage.

(Top right) — **S.S. GRIGORIOS C. III**. Liberty ship owned by Greek interests. Repairs to one of her boilers.

(Middle right) — **M. V. SENECA SUN**. One of the Sun Oil Company's small self-propelled barges. Miscellaneous hull work and annual repairs.

(Lower right) — **S.S. NACHMAN SYRKIN**. Liberty ship operated by the William J. Rountree Company. Drydocking, painting, reinforcement of the rudder, installation of a new tailshaft, and miscellaneous voyage repairs.



SECOND SHIFT BOWLING LEAGUE

THERE are a lot of first class bowlers in the Second Shift League and they are now going into the 2nd part of the season. The Second Shift League is made up of six teams of four men each. The teams are 80 Dept., 84 Dept., 36 Dept., 33 Dept., Cranemen and Wetherill Plant.

Contests are staged each Tuesday morning at 10 A.M. at the Armory Bowling Academy. The first part was won by 84 Dept. with 33 wins and 7 lost. Standings of the teams for the 2nd third up to the present time are:

	W.	L.
33 Department	18	6
Wetherill Plant	15	9
84 Department	12	12
80 Department	10	14
Cranemen	10	14
36 Department	7	17



36 DEPARTMENT, left to right, standing: Logan, Gabany, E. Johnson (Captain). Kneeling: Gibbons and Miller.



(Top) — **CRANEMEN**, left to right: W. Reynolds (Captain), H. Lewis, E. Cass, and M. Lessig.

(Lower) — **POP STEARNE** in action. He doesn't take a back seat for anybody and is listed in the upper bracket for high score.

Officers of the league are: Clarence Stearne, Sr., 84 Dept., President; John Foley, 80 Dept., Vice President and Gilbert Brown, 33 Dept., Secretary and Treasurer.



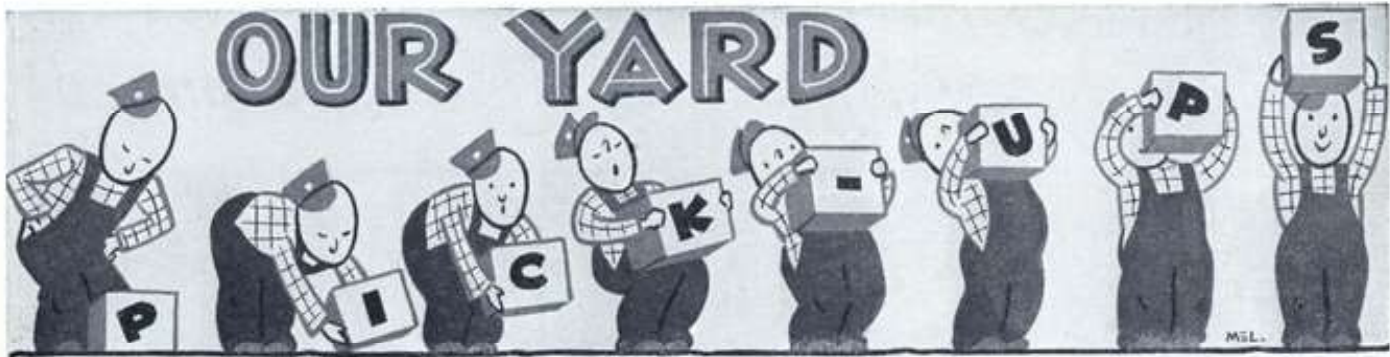
(Top) — **84 DEPARTMENT**, left to right: Campbell, C. Stearne (Captain & Pres.), Stevens, J. Hollis.

(Lower) — **WETHERILL PLANT**, left to right: Wood, Macks, Kobus (Captain), and Stokar.



(Top) — **33 DEPARTMENT**, left to right: Joe Holley, Ed Shaw (Captain), Jack Trumbull, G. T. Brown (Sec. & Trea.)

(Lower) — **80 DEPARTMENT**, left to right: John Foley (Captain and Vice Pres.), O. Bietz, B. Shugarts. Missing: Donlevie.



67 DEPARTMENT

By Major Palm

Cleaner of the Month. This month we honor Edward Neal, second shift leader. A boy who has been with the Cleaners for 15 years. Eddie lives in West Chester, Pa. He entered the army in September, 1943 and saw three years of service. He served in the aviation branch in England and was two years in the C.B.I. Hats off to you, Eddie, we hope you are around for a long time.

Ross (Glossy Top) Holland sees a few new members for the Bald Headed Club.

Charles (White Teeth) Minor and "Cool Breeze" are seen out at No Man Land often.

Lloyd (Big Eyes) Bodison, of second shift, is on the loose again.

Sonny (Baby Sitter) Marshall is at it again, good boy.

Russ Gerald and Shorty Nelson — What became of your slogans?

Layton, of third shift, has turned over a couple of new leaves.

"Soap" Price is busy with his daughter's bicycle. Why?

Preston (Lifetime) Johnson is now a loyal second shifter.

Percy Young won't take off till midsummer.

Floggie Jones can really push that scaling gun.

Joe Rothwell and Mack (Tenderfoot) Allen have come to some agreement of late.

88 DEPARTMENT

(Capt. P. Side's Squad)

By Grover C. Linaweaver

We wish to extend to Guards A. C. Herrick, who has been out sick since January 5th, and W. McNeill, who has been out since January 12th, our sincere wishes for a speedy recovery.

Supt. Sheain is back in harness again after a short illness.

All of the guards are thankful for the break in the extreme cold weather of January and early February.



ENGAGEMENT OF ROSE MARIE MERLETTI, of the Payroll Dept., to Anthony Rappucci, was announced on December 25th. No date has been selected for the wedding.

OFFICE CHATTER

By Markkanen & Scott

The Marine Draftsmen Association (M.D.A.), made up of the Engine and Electrical Drawing Rooms, held their annual social banquet on Thursday, February 19th at Howard Johnson's in Media.

Congratulations are extended to Mr. and Mrs. Richard Swallow on the birth of a daughter, Catherine Mary, on February 4th at the Chester Hospital. The baby weighed 6 lbs. 7½ ozs. Mrs. Swallow is the former Miss Ann Sawka who had been employed in Mr. Kiefer's office.

Catherine Ferry, of the Stenographic Dept., and her mother recently returned from a two week's stay in Florida where they visited her sister.

Welcome Back. Two former Sun Ship girls have resumed their duties in the Purchasing Dept. They are Elsie Stott and Dorothy Clark Nuttall.

36 MACHINISTS

By John Taylor

(Pinch hitting for Dick Clendening)

With the arrival of warmer weather there has been a run on rakes and shovels. Many of the boys are cleaning up the back yard to make their gardens.

The amateurs are asking Walter, the real farmer, for advice. He tells them not to be in a rush to plant things.

Dave Harris, who moved from Henderson Avenue, Ridley Park some years ago, is now back on the same street.

Harry McCoy is taking a bigger interest in the Felton Fire Company now that a new pumper has been installed.

Everybody in 36 Dept. and especially the members of the Noonday Debating Society miss the absent — Dick Clendening and John Lawrence who have been doing some special work at Swarthmore College. Hope you are both back soon.

Collins reports that he saw a robin perched on a tree and wonders if it was waiting for the cherries to get ripe.

We have received word of our old friend Al Mackubin again and learned that he is still in Tampa, Florida and is developing into quite a fisherman. He sent a photo along to prove his prowess with a casting net. Al is gaining weight and feeling fine and sends his regards to all his Sun Ship friends.

We were sorry to learn that Pat Daly's son was seriously injured recently as a result of slipping on ice. We hope that his recovery will be speedy and complete.

Our old friend Sam Raisner recently took a ride down to the farm and got snowbound — finding it necessary to leave the car and return by train. Hard lines, Sam, better luck next time.

74 DEPARTMENT

By Hilda

William Cassidy has returned to work after spending two weeks visiting the Mardi Gras in New Orleans: reported having a wonderful time. "Mike," as he is known in the department, motored down with two friends and made many interesting stops.

"Shorty" Lewis is happy now that the snow has disappeared. Now he is able to get his work done on time.

We added two new granddads in the previous month. William Adelman — a granddaughter and Harry Todd — a grandson.

Charlie Lukens was on his toes the other day when Mr. Cressy, of the Safety Dept., asked him the Safety slogan. He won the buck and said it made up for the one he missed during the hunting season.

We express our deepest sympathy to Howard Clark and Leon Koenig on the recent deaths in their families.

We welcome back to the day shift, Ruf Ingram and we hear he isn't sorry.

Now that winter has been broken, the quoit pitchers are getting in a little practice. They say they are ready to meet the Dry Dock quoit pitchers.

66 DEPARTMENT

By P. Embree

We are sorry to report C. Penniwell is still on the sick list. The Carpenter Shop boys miss him. We hope we can report him back on the job when the next issue of OUR YARD goes to press.

Mike Rakshus has received his 25-year service pin. Well, Mike, congratulations and keep the grease pot in good shape as we'll be using it the end of this year.

We understand one of "Doc" Gus Eilenburg's relatives just married a large oil tycoon on Valentine Day. Gus did not go to the reception he said on account of not receiving an invitation.

Do You Know That —

The overalls Joe Sage wears came from a well known meat packing house.

The overalls Earl Burton wears, wear out at the bottom. He says he saves shoe leather by walking on his overalls.

"Ross-Carrier" Bob belongs to two fire companies.

Frear sold his bread wagon.

H. Byers was one hour late last week because his automatic choke on his car which he says never fails him — failed him.

Sun Ship Junior Members



THIS LITTLE LADY IS SUZANNE HUNTER, four-year old daughter of Mrs. Betty Hunter, of the Engine Drawing Room.



THIS CURLY HAired LITTLE GIRL is Linda Ann Gatchel, daughter of Emerson Gatchel, foreman of 67 Dept.



PATRICIA MELANIE, 2½ years old, and CAROLE ANN KOWALCHUK, age 5, are the daughters of W. Kowalchuk of 59 Dept.



THESE THREE LITTLE BOYS are the sons of Major Palm who is employed in 67 Dept. They are: John, Joseph and Major Palm III.



CHILDREN OF ROBERT LEE, OF 74 DEPT., are shown here with their puppy dog. Robert is 3 years old while Susanne, his sister is 5. She is a student at the Overbrook School of the Blind.



BEARDS STEP UP — Children of William Beard, widely known as "Alabama," an "old timer" of 36 Dept., outside machinist. Left to right: James William, age 2; Eugene Thomas, age 5; John Robert, age 7; and Barbara Jane Beard, age 10.



L. FEUSHT, 8-14, receives his 30-year service pin from Supt. John Wilkinson.



THOMAS ICKES, third shift superintendent, is presented with a service pin by Supt. A. A. Norton on completion of 30 years service with the company.

80 DEPT. — STOREROOM

By Frank Thompson

Mr. and Mrs. Frank Cullen are being congratulated upon the birth of a son, Frank, Jr., on February third, at Taylor Hospital in Ridley Park.

We would like to extend our best wishes to Sam Tryens in 80-S, who has recently returned to work after being hospitalized for two weeks.

Congratulations are also in order for Mr. and Mrs. Joseph Evans, on the birth of a son, Thomas, at Mercy Hospital, Chester, on January fifteenth.

We would like to express our deepest sympathy at this time to Mrs. George Blue and family on the death of her husband, George, who passed away suddenly Saturday, January thirty-first. George was a familiar figure around the yard garage for a number of years and will be sadly missed by all of us.

Marshall Moody has come up with an original idea for getting snow removed from your sidewalk. Just let the kiddies build a snow fort on the lawn under the condition that they use all the snow from the sidewalks to do it. Of course, Marshall denies being active in any snowball fights but we have an idea he had a double purpose for letting a snow fort go up on his front lawn.

Congratulations to George Thornton who has completed thirty years of faithful service with the company on February twenty-fifth. Nice going, George, and the best of luck in the future.



SYMPATHY is extended to the family of JOHN F. INGRAM, formerly of 91 Dept., who died December 14 at his home, 917 East Fourteenth Street, Chester, after an illness of two weeks. He is survived by his widow, the former N. Nellie Donlevie, his mother, Mrs. M. L. Ingram, and a sister, Mrs. Harry Hinkson.

69 DEPARTMENT

By H. Thompson

Ed Robles is contributing to that "New Look." Have you noticed his upper lip?

Our "A" and "B" teams have been bowled over by the recent layoff. We're hoping they will soon be back in action. Captain Eilbeck, of "B" league fame, is making a satisfactory recovery from his operation.

Mr. Clarence E. Johnson — growing younger every day.

Some of our fishermen are getting ready for the arrival of croakers in Chesapeake Bay during April.

WETHERILL SCOOP

By Wally

Sympathy is extended to the family of Emil Traum, formerly of 8 Dept., who died on January 31. Emil had retired in 1940. He formerly resided at 214 Forest Avenue, Milmont Park, Pa.

The following are on our sick list: Sandy Gallan, George Templer, Richard Mullen, and C. Flagg. All the boys are wishing you all a quick and speedy recovery.

Spring must be right around the corner; seed catalog's are in view again.

Our Wetherill Plant correspondent doesn't believe in losing time. On those warm days he had the electric fans running. Rushing the season a bit aren't you Wally? Temperature 90 degrees on February 17, 1948? Well, not quite.

OUR MARCH COVER

The impressive composition of pictures on front and back pages is designed to show the many types of refinery and tank equipment built by Sun Ship.



TIME TURNS BACK and we reproduce a photograph of the Engine Drawing Room made in October 1930. Standing: D. Mylrea, L. Sands, C. Carmichael, H. Hubicki, P. Hurley, H. Barr, J. Levy, R. Falconer, G. McConechy, H. Clough, O. Schram, E. Broomall, E. Pier, S. Im-schweiler, A. Moyer, J. MacNamar, W. Buchy, W. Pitcher, M. Wardell,

S. Nadig, P. Mowry. Kneeling: L. Gunn, J. Lanyon, J. Opinski, W. Carouthers, G. Powell, G. Walls, F. Waller, M. Hovhannessian, R. Shaw, F. Klein. Missing from picture: E. Baker, L. Baldt, K. Affelgren, J. Dougherty.

91 DEPARTMENT

By H. Obdyke

Fred Esrey is looking longingly at the new Hudsons wishing for good open spring weather when he can get one and enjoy his motoring.

Did you ever hear of or see a blind dog catch a ball? Well it is being done by Harvey Martin's cocker spaniel after months of patient training.

Harry Renz is back on the job after a short sick spell. Atta boy, Harry, don't let 'em down you.

We wish to congratulate our editor on the "Rod and Gun" column. This should become one of the best in OUR YARD and grow with each issue.

Don't complain about your news items being kept out of OUR YARD. Send them to North Yard, Exception Office or Phone 255 for prompt service.

Employee: "Why was I laid off, I wasn't doin' nuthin'?"

Leader: "That's why you were laid off."

Moe: "Why do you call her 'Star Eyes'?"

Joe: "She always comes out at night."

Sid: "When I was born I was the living image of my father."

Kid: "What do you care, so long as you're healthy."

Mae: "Is your boy friend a reckless driver?"

Gae: "We've had some tight squeezes."

Phil: "A politician has to have three hats."

Bill: "What for?"

Phil: "One he throws in the ring — one he pulls issues out of — and one he talks through."



MRS. MARGE KROMER BAUMAN, recently employed in the Payroll Dept., was married to Mr. E. W. Bauman, formerly employed in the Payroll Dept., on February 14th in Old Swedes Church, Philadelphia. They spent their honeymoon in New York City. Mr. and Mrs. Bauman will make their home in Fort Washington, Penna.

34 COPPER SHOP

By Fisher & Worrilow

Bud Machamer would like the boys in the shop to help pay for his newspaper every morning.

"Mumbles" Jones has time to sell fish on week days, since he is on the second shift.

Bud Gordon's wife should have seen his face after he came out from under the bending table.

A hearty welcome to the boys who were called back to work after a brief lay off.

Only a few of our boys know Wesley Jones' wife but I am sure we all know the wonderful work she has done and is doing for our veterans. Keep the good work up Mrs. Jones.

We see that Mike Dougherty took his own lunch up to Gulf. He says he can only eat his wife's cooking.

Obituary

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

W. Savage, 65-318, 348 Parker Street, Chester, Pa., January 31.

G. Blue, 80-137, 1406 W. 8th Street, Chester, Pa., January 31.

59 DEPARTMENT

By C. DeTullee

Charles Nyce doesn't know what to use for an excuse to tell his wife he is going to the Annual C.I.O. convention. Would appreciate some help.

Bill Hearn was peeved a little at me for last month's write up. He said his finger used up 36 stitches instead of 18. Sorry Bill, I thought you shouldn't count the ones on the inside.

Little White (the Mole) still has plenty of deer meat. The fishing season is coming soon and he would like to trade some for fish.

Eddie Larson lost his famous combination slaghammer and brush. Finder please return at once.

Harry (Smitty) Smith was running all over the shop showing everyone a map with routes on how to get to work when he read the P.T.C. was going out on strike. It is not needed now.

A. DeCarlo invites you to visit his new Italian Sandwich Shop at 18th and Edgmont Avenue.

Hecker just bought a new hat, perhaps trying to disguise himself.

Jack Godo is in the limelight lately, he is capturing all local honors singing at various parties. Shorty Mann and Jack Plath of Woodlyn are his only opposition. Let us know fellows when you want us to get out and cheer for you.

Tony Kavetski is looking for a job weekends; does all kinds of magic tricks, etc., also plays accordion.

Roy Moore, I was told, hates Snow Hill, Maryland. How come, Roy, too much snow?

Congratulations to Mr. and Mrs. W. J. Draper on the birth of a son, William J. Draper, III. Thanks for the cigars Bill.

Jim White and Walter Brown are 59 Dept's. champion tobacco chewers.

Johnny Bressett is running all over C. Shop looking for the "New Look" on some weld jobs for the dredge.

Keep alert for the Safety man who comes around asking what the Safety slogan is. You may win a dollar if you know the slogan. Of course, watch for a change in each month's slogan.

P.S. Your reporter will be on the third shift from now on and anything you might wish to contribute to OUR YARD column leave same at 59 Dept. office, care of C. DeTullee, leader No. 59-48.

War Dead Brought Home

IN another group of heroic war dead to be brought home from overseas, two are former Sun Ship employees. They are: First Lieut. John J. Buckley, 3rd and First Lieut. Hilburn A. Hunter.

Lieutenant Buckley was the son of Mr. and Mrs. John J. Buckley, Jr., 809 Glen Terrace, Sun Hill, and the husband of Mrs. Lillian Buckley. He was killed in action on November 21, 1944, over China.

He was a crew member of a B-29 Superfortress and one of the first contingent of the 20th Air Force to cross the ocean into China bases.

The 24-year old Air Corpsman was a graduate of St. Robert's High School and worked here in the Engine Drawing Room before entering the Army in January, 1941. He

trained in many phases of flying in this country before going overseas in April, 1944.

First Lieutenant Hunter was killed in action in France, on July 10, 1944. He was buried at LaCambe, France. He was the husband of Mrs. Elizabeth Todd Hunter, who is employed in the Engine Drawing Room at Sun Ship, and the son of Mrs. Frank McClurg, 78 Upland Street, Upland. Also surviving is a young daughter, Suzanne.

A graduate of Chester High School, Lt. Hunter was employed here in the Fabricating Shop before entering the Army in November, 1941, several weeks before Pearl Harbor. Upon completion of his basic training, he was placed in the Field Artillery. He sailed during February, 1944, and landed in France on June 20.

GUESS WHO?



THIS IS THE WAY they dressed little boys in Berks County when Charley H. Yeager, of Cost Accounting, was three years old.

Directors Are Chosen

On Tuesday, January 13, 1948, the following employees were elected to the Mutual Benefit Board of Directors:

Richard Frazier	80 Dept.
P. Lilley	90 Dept.
L. Blake	33 Dept.
J. Begley	8 Dept.

During the regular weekly meeting of the Board January 15th, Mr. John G. Pew was elected president of the association; R. Frazier, first vice president; Richard Clendening was elected second vice president; William Craemer, treasurer; Frank Burr, assistant treasurer and Preston Lilley, secretary.

During the year of 1947, \$40,685.00 was paid by the association for sick benefits.

THANKS; BOYS AND GIRLS

This month OUR YARD has an excellent variety of news columns from our reporters. Nearly all departments are represented. Fine work and we appreciate your efforts.

33 DEPARTMENT

By John F. Hefflefinger



JOHN HEFFLEFINGER—our new reporter in the Electrical Dept. He knows many of the men in the shop and asks the help of the boys in supplying news.

N. Yudofsky, of Power House, who had been confined in the hospital during his recent illness, has returned to his work.

We note that John (Armature) Wooley has hibernated into the power house for the winter.

Our genial Clay Bullock has returned from a vacation spent out in Iowa. He reports plenty of cold weather but had a nice trip in spite of the fact that his train was eight hours late getting into Philadelphia.

Reports are around that "Old Timer" Brown is now raising turkeys down around Bear Station, Delaware. Let's have some more facts on this and don't forget us at Christmas, Brownie.

Apprentice Burke must be in the bucks these days from reports coming out of the maintenance shop.

Harry Broomall, Sr. reports a very interesting trip through the Boulder Dam power station while on his vacation to the West Coast. Sorry he has no pictures for us.

The sympathy of this department is extended to Ralph Pollock in the recent death of his mother.

Here's an item from the cranes. Seems that our Brookhaven "Don Juan" and the Eddystone "Beau Brummel" dropped down to Pimlico last fall. Upon entering a restaurant, the waitress mistook them for a couple of dudes from the big town and acted accordingly. They must have thought they were in the Stork Club for when they left a \$2.50 tip was placed on the table.

Bill Adams, of Armature Shop, muffed the Safety slogan for February. Better luck next time Bill, but we'll be looking for your picture just the same.

Met a stranger in the shop the other morning, but on a second glance we saw it was Temple who had the misfortune to break choppers.

Eddie Shisler had a little trouble getting his car started on the coldest day in February but one of his many friends pulled him around the parking lot until he got it running okay. He says, "Many thanks, Collins." One good turn deserves another.

And while on the subject of cars, here's one from the construction gang. John Fitch says he takes out the gas and fills her up with corn licker. Claims he makes the Yard in nothing flat with ignition shut off. Sounds like powerful stuff. Any comments?

Congratulations to Harvey Pollock, second shift cranes, on the recent arrival of another addition to his family. It's a bouncing boy. Mother and son are both just fine and from what Harve says by the end of the week he is to be vaccinated and sent to school. Boy, that's speed for you.

Department Pick Ups

Buffington reports wearing out two snow shovels already this winter.

Armature Newt has acquired the new title of "Mumbles." How come, Newt?

Joe Platt, of "Ships," has received his new Chevrolet Coupe. Best of luck with it Joe.

Brownie and Sydnor seem to be in a dither over token shortages. Who's ahead now boys?

"Tool Room" George received a very timely valentine from ?. We wonder, but he says, "Thanks."

The armature boys have sure been making the dust fly lately. And we do mean fly.

Bill Lappin reports no pictures and no fish from his Florida trip.

Wes Hardin is now a grandpop. Congratulations Wes.

Bob Cantwell's son has joined the Navy.

We are quite sure that from now on the boys in crane repair will know all about magnets.

The department boys say Sheriff Pechin sure knows his stuff. Seems he predicted one big snow this winter. Well, we had it and it lasted six weeks. That's big enough for us any time.

From the "Mayor of Brookhaven," "Some people who don't know where

they are going, wonder why they don't get there."

And now for our \$64.00 question for this month. Who brings the largest lunch to work with him and then goes to the cafeteria for his noon meal?

Here is the answer to last month's \$64.00 question. When you drop the bottle on the floor over the office, especially when there is a hole in the floor. Ask Buff he knows.



J. PAUL HEFFLEFINGER, who returned to Sun Ship on December 22nd, is now serving an apprenticeship in the Electrical Dept. While in the Navy, he served on the carrier TARAWA and in ground forces at Bikini during Atom Bomb Tests.



HARRIET FORD, who is employed in the Engine Drawing Room, became engaged to George Gwynn on Christmas Eve. No date has been set for the wedding.

45 SHIPFITTING

By Jack Grieco

The stork visited the James Garveys' abode and left them a bouncing nine pound baby boy. Congrats and good luck upon the new arrival. "Thanks for the smoke Jim."

George Gallagher tells us he wore his "jaegers" inside out the other day while hurriedly dressing for work. And here we thought you were really doing the "Hula" George.

Every time Sam (Lanky) Mitch plans a trip to New York he is ordered in to work week ends. Cheer up Sam. "She'll wait for you."

Basil (Grumbles) Griesmeyer is back with us after spending several weeks on dredge at South Pier. He claims he gained 10 pounds on that job. "Musta fed good on the dredge, eh Basil?" Gallagher will work you back to normal.

George Kilgore is challenging all comers at shuffle-board. "No more pinochle, George?"

Arthur Millay is sporting a brand new Plymouth. "Take it easy, Arthur, it doesn't have wings you know."

Joe (Talkie) Anderson is all smiles again — his side kick Eby is back again.

Ray (Smiles) Henry used to play basketball in his younger days. We understand he put water in the ball so that he could "dribble" better on the floor. "Don't let that leak out Ray."

Typing to Frank Ryan comes natural, being an expert pianist. We envy his nimble touch. "Now name your weapons Frankie Boy."

Fred (Tiny) Glatz tells us he intends to pour whiskey on his vegetable garden this summer. "Gonna raise 'stewed' tomatoes, eh Fred?"

Chessman finally sold his house out Springfield way. Now we can all rest easier. "Don't forget to ring your card in Lou."

We are pleased to see a lot of our boys back on the job that were temporarily laid off a few weeks ago. Also glad to welcome back to 1st shift H. Messick, "Swish" Clark, "Shorty" Cahoone and Cliff Williamson.

I recently overheard a couple of our hunter's discussing the time that one of them shot a bear in the foot and knocked his teeth out. "Could it be that the bruin was biting his nails?"

Cliff Heacock says, "A ship in a harbor is safe — but that is not what ships are built for."

Shorty (Dome) Cahoone dented



ICE FILLED lane between ships gave us this interesting winter picture. Tug and barge are surrounded by ice floes.

another bulkhead the other day — with his head. "Shorty, be more careful with company property."

Wee Bit O' Nonsense
or
Smile — Dern Yuh

At the excavation of a subway being dug, a drunk stopped and called down to the man at the bottom of the pit.

"Shay (hic) watcha doin' down there?"

"Building a subway, Buddy."

"How long ish it gonna take to build it?"

"Oh about three years."

"Aw the heck with it, (hic) I'll take a taxi."

Slow waiter: "Sir, this coffee is imported from Brazil."

Irritated customer: "Well what do you know — it's still warm."

The reason cupid makes so many bad shots, is because he is aiming at the "heart" — while looking at the "hosiery."

There was once a healthy vegetarian, but poultry was his downfall — his wife caught him out with a chicken.

A Scotchman was injured in a railroad accident.

"Where am I?" he said when he came to.

"You are in a hospital sir," a surgeon told him. "but don't worry, you'll recover."

The man's eyes glinted eagerly.

"Recover how much?" he said.

AND SPEAKING OF RACES: They're off! LAZY DOG is left at the post — ITCH has been scratched — WINCHELL is coming up with a flash — SWORDFISH is looking sharp — SEASICK is hugging the rail — SHIRT-TAIL is out in front — now it's TYRONE and LANA neck and neck — SUSPENDERS is holding on — GARTER is coming down the stretch — BUSTLE is in the rear — and the winner — HANDKERCHIEF by a nose.

Then there was a girl who didn't want the Doctor to take out her boy friend's appendix — She didn't want anybody opening her male.

"Oh Mother — I must have taken a bath in OXYDOL — I'm sparkling tonite."

And folks — In conclusion — AS WE SLIDE DOWN THE BANISTER OF LIFE — LET'S HOPE THE SPLINTERS ARE POINTED THE RIGHT WAY.

Cheerio 'til next month.

GIRLS' BASKETBALL TEAM (1921)



FOUND IN VAULT by Lew Hazlett, this photo shows Sun Ship's victorious female outfit of other years. Upper row, left to right: Mary Ford,

Betty Dyck, Frances Hoisington, Helen Hamilton. Lower: Ida Dutton, Jennie DePrisco, Helen Mason, Clare Finegan, Dorothy Walker.

INK SPOTS FROM THE HULL DRAWING ROOM

By Al Williams

Congratulations to these four patient people who recently got their new cars. Paul Delehanty, L. D. Collison, Virgil Trevison and Bill Deck. Now we know why Paul has been so consistent with those eight hour days.

Thursdays have taken on a new meaning. Besides being pay day a group of the fellows have proclaimed Thursday as "Hogie Day" which accounts for that unusual odor of onions, garlic and peppers that can be detected at Thursday noon.

Proctor says "Even if P.T.C. strikes you can still ride the 'Trolleholm'."

We extend a welcome to Fiore Malacrea, who started to work in the fittings section last month.

Our sincere condolences to Paul Sloan, whose father passed away on

February 12th and also to Al Ingham, whose mother was laid to rest on January 28th.

Congratulations to Larry Triboletti of the Engine Drawing room, whose wife presented him with a 6 pound, 6 ounce baby girl on February 10th. Mrs. Triboletti is the former Dolores Joyce, who worked in John Pew Jr.'s office a couple of years back.

So Dunion and Borsello think they're the only ones up here who know something about drums. Well boys, for your information, Frank Darby was a trap drummer before you boys even knew what a "skin" looked like.

We welcome Miss Anthy Koukedis back into the ventilation section, and Anthy, with no less enthusiasm says she is very happy to be among her friends at Sun Ship once more.

The boys of the Hull "B" bowling

team once more proved their superiority over the Hull "A" team by taking 3 out of 4 points from them on January 23rd, and at this writing Hull "B" is tied for second place in the A league. After the bowling match, everyone, including the spectators, went to a party given by Elmer Fisher, and everyone had a good time, as we always do when Elmer throws a party.

With spring just around the corner the boys of the drawing room, ever bent toward competitive sports, once more have formed a softball team. The team is composed of the same players that played last year and did not lose a game. We wish to use this medium to challenge any team that may exist in the shipyard and ask only that you can supply the playing field. Anyone desiring a game, contact Dick Hall or Jack Sulger of 78 Dept.

34 PIPE SHOP

By Chick & Boots

George (Windy) Clifton is the smiling proud Daddy of another boy. Mrs. Clifton and baby are doing fine. Congratulations, "Windy."

The old covered wagon went down again. The last time it was on the sands of Arizona. This time it is completely exhausted. A lot of the boys think Jim Ackroyd should trade it off for a cow, and kill the cow. Get a bike Jim.

Harry (Porky) Fry and William (Bull) Ramsey has presented "Gabby" Bill of 34 Tool Room with a portable microphone, so he can do his moaning to the whole shop at one time. It seems Bill owed Ramsey thirty cents for over a year. The other day Ramsey changed a dollar for "Gabby" and of course took out the thirty cents owed him. There was plenty of crying but "Gabby" didn't get his money back. Ramsey then had nerve enough to say that "Gabby" was bad pay.

One of the veterans of the Pipe Shop, Edward Abbott, has undergone a serious operation at the Delaware Hospital. All the boys are pulling for you "Frosty" to get well and get back on the job real soon. Good luck "Frosty."

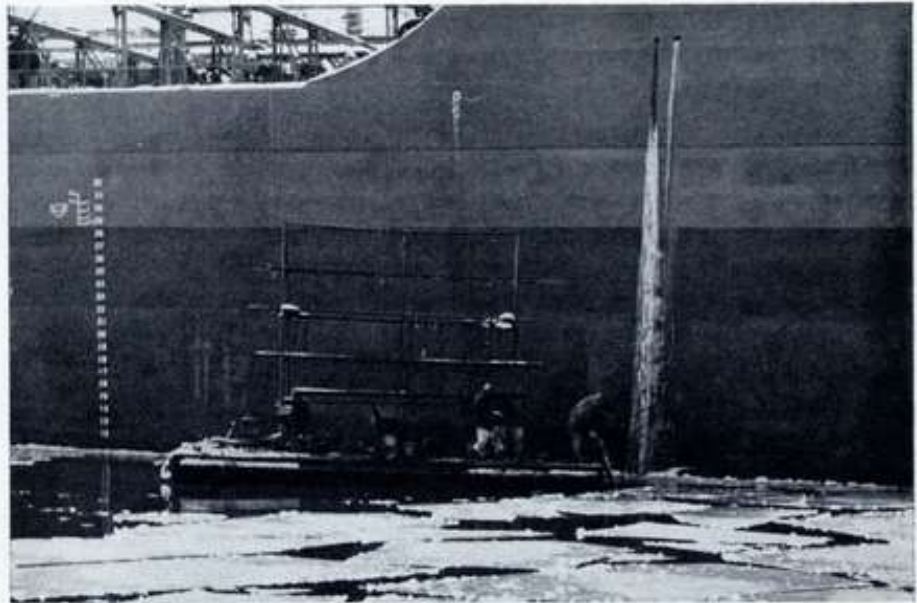
George Ives, the whisker lipped kid of Supt. Flanigan's office, is having a bungalow built on Rose Valley Road. He hopes to have it done soon, weather permitting. Then he plans to get a little refreshment for some of the boys so they will bring their cars and move him into his new home. He is always figuring on an easy way out.

The movies have their Abbott and Costello but we have our Seltzer and Costello back with us again. The boys have been sojourning on the gold coast (Morton Avenue) for a few weeks. We also see a lot of other familiar faces in the shop. Let's hope it lasts a little longer this time boys.

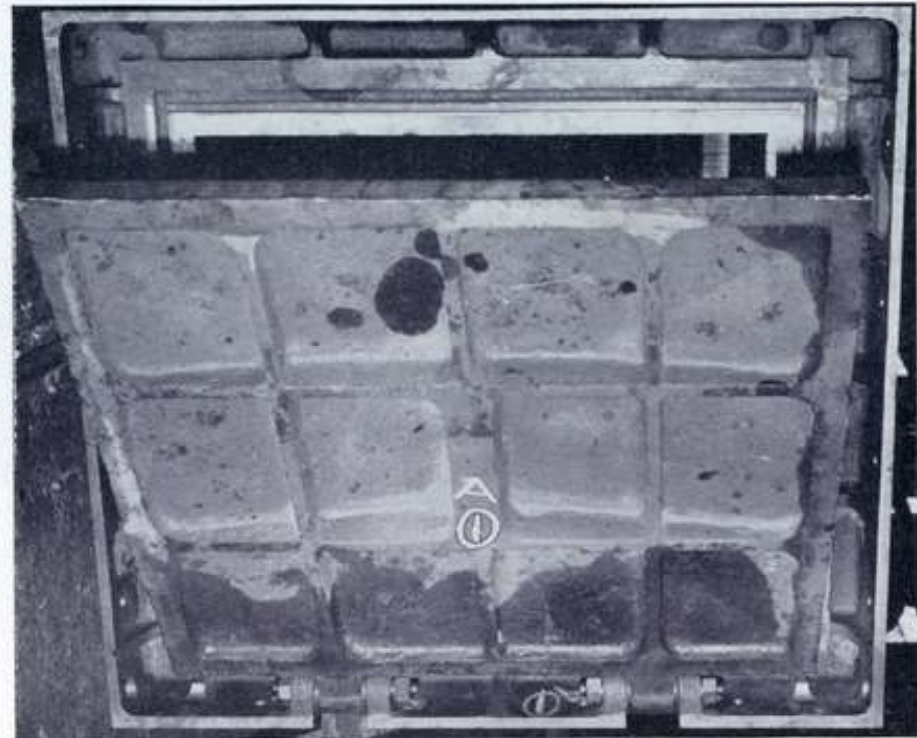
Roy Grander is refreshing the boys' memory on the sinking of the battleship MAINE. That was "when" Roy was in his prime in Uncle Sam's Navy. He tells some interesting stories about his trips around the globe.

Reds Lewis has come back from the convention in Cleveland inflated.

Joe Rispoli has a variety of animals on his farm. He was going to go in the rabbit business in a big way until one of his dogs got in the pen and ruined his chances. Better luck next time Joe.



BREAKING ICE to clear a channel, this crew of painters brought their barge to bulkhead in Central Yard and climbed ashore.

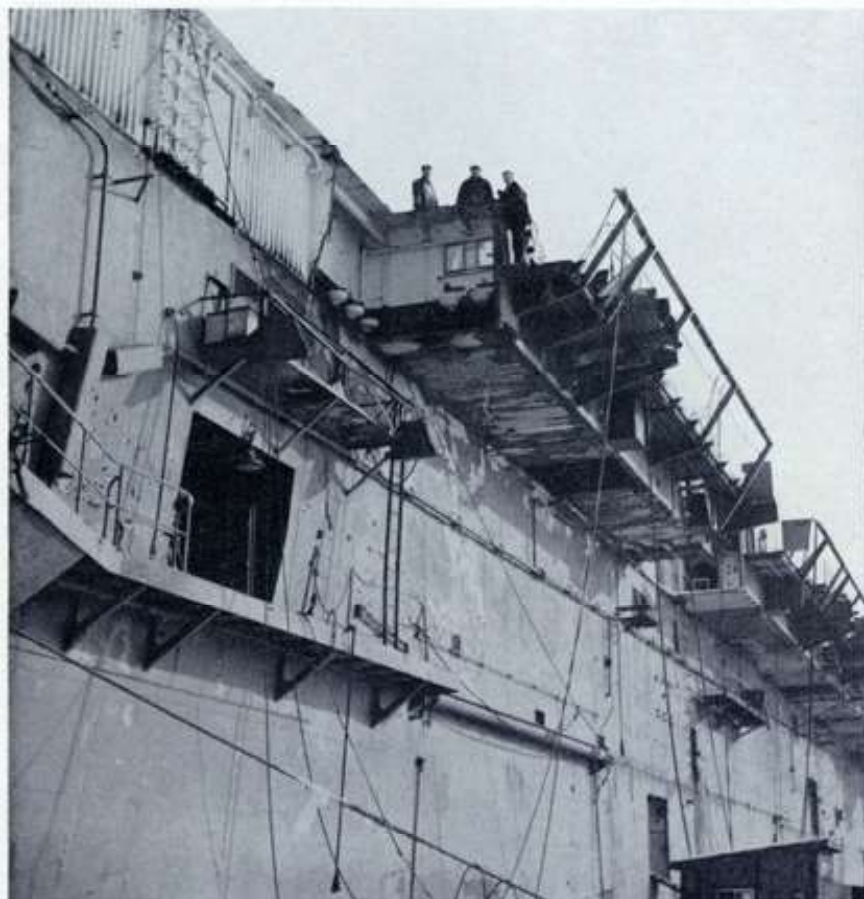


HOPPER DOOR to be installed on the Army Engineer super dredge is one of 16 that will release mud and silt from bottom of craft. Each door weighs 12,500 lbs. and is 5 ft. 4 in. by 6 ft. 4 in.

Tom Clark visited his son and daughter-in-law, Mr. and Mrs. William Clark, at Madiera Beach on the Gulf of Mexico. His son formerly worked in 59 Dept. for a number of years. During his stay he enjoyed delightful weather; temperatures averaging 80 degrees.

Six veterans of Engineering Depts.

have a total of 175 years of service. Four 34 Dept. employees with 120 years and two 36 Dept. employees with a total of 55 years. They are: H. Worrell, 34-9, 30 years; D. Dougherty, 34-68, 30 years; E. Rothwell, 34-70, 30 years; G. Lockwood, 34-808, 30 years; D. Moorhead, 36-4, 25 years and E. Stehl, 36-11, 30 years.



CASABLANCA GOES TO SCRAP PILE

AIRCRAFT CARRIER which has been in Shipyard since last spring is the last of Navy vessels to be demolished. First of the upper structure to be taken away is the overhang, shown on left. At right, one of the workmen is seen examining the bow.



STRONG MERCHANT MARINE

America must keep her Merchant Marine at high efficiency, warned Charles L. Boyle, Manager of Marine Dept., Sun Oil Company in an address delivered before the Reading, Pa. Traffic Club.

Mr. Boyle called attention to the fact that Great Britain has launched a program to construct two million tons of new ships. This is eight times the total tonnage of the current American shipbuilding program, he added.

The fact that many American shipbuilding companies closed down entirely shortly after the end of World

War I proved a "near-disaster" when the nation was suddenly confronted with an urgent need of shipping at the start of World War II, Mr. Boyle said.

He pointed out that during the months that followed America's entry into World War II the margin between victory and defeat hinged upon the ability of an overtaxed tanker fleet to fuel our growing war machine.

Mr. Boyle declared that although the importance of shipping in modern warfare was dramatically emphasized during World War II this country is again repeating its old error of permitting its Merchant Marine to deteriorate during peacetime.

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