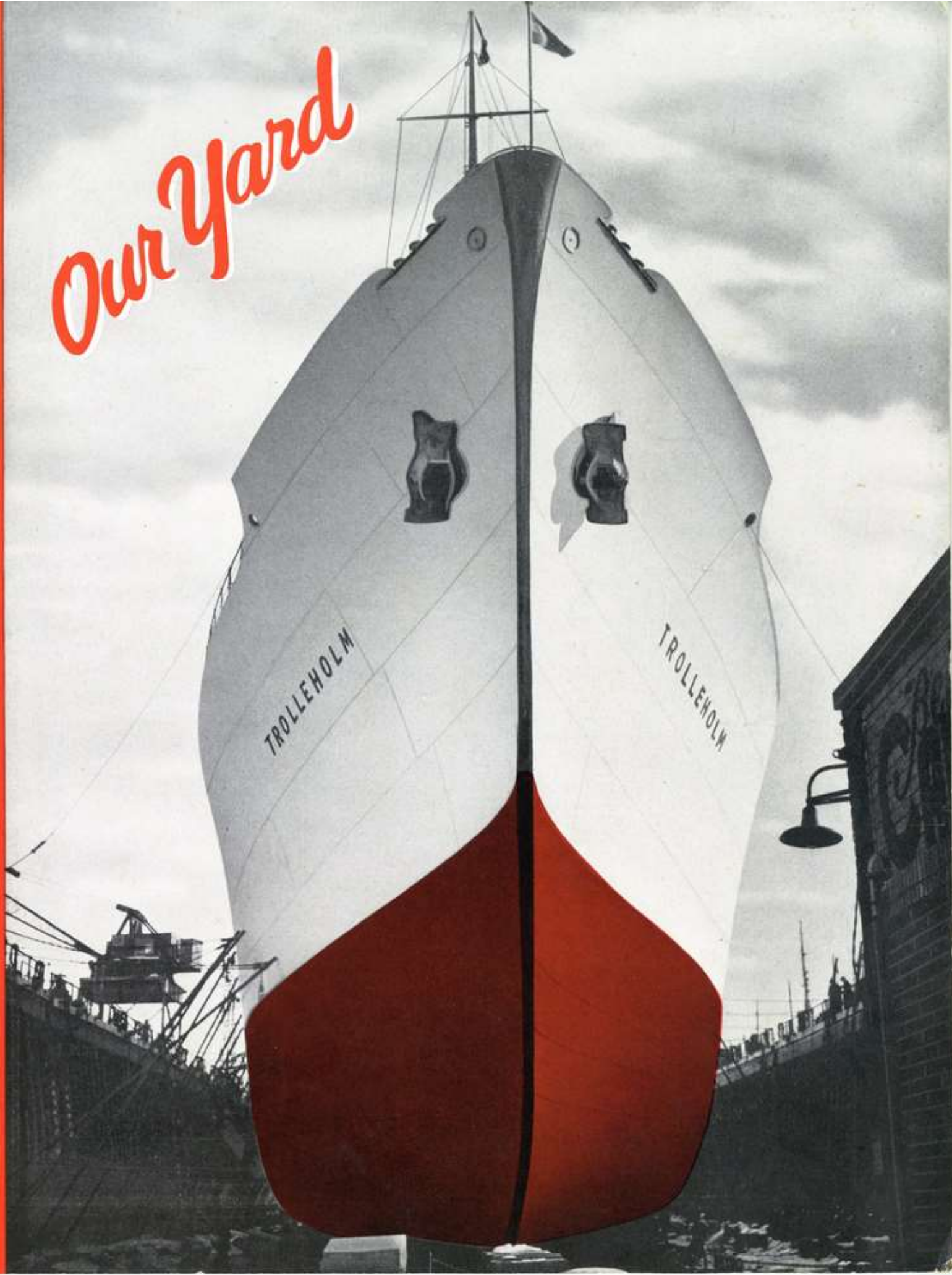


Our Yard



"POT O' GOLD" SLOGAN CONTEST

"A Good Example is the Best Safety Sermon"

EITHER the March Safety Slogan was easier to remember than the February one or more men made a point of getting into the spirit of the contest, because 20 out of the 50 men approached were able to repeat it correctly and each of them pocketed a brand new dollar bill.

As one of the winners said: "The dollar itself doesn't mean so much but the idea in the slogan, if put to use in a practical way by everyone in the yard, would mean a great deal more than a dollar to many men — maybe to me."

THE 30 BUCKS WHICH WERE NOT WON HAVE GONE INTO THE JACK-POT WHICH NOW CONTAINS \$118.00.

List of the winners:

L. Ambler 8-13	S. Bardsley 30-99	J. Trumbull 33-403	R. Napier 33-432
W. Ramsey 34-112	A. Hemminger 36-57	B. Johnson 36-943	W. Gruszka 36-1086
N. Vadino 42-81	A. Talarico 47-332	F. Ives 47-2809	C. Ciekaway 59-105
S. Cole 59-462	J. Kelly 60-122	E. Volante 65-54	S. Clark 66-150
H. Ebright 68-127	F. Cornell 69-169	G. Coursey 75-10	G. West 80-617

The following were unable to repeat the March slogan:

W. Smith 4-168	W. Rowan 8-110	H. Gauker 30-87	J. Collins 36-771
F. Landing 33-188	J. Halfpenny 34-188	G. Millaway 36-501	E. Bedsole 47-456
R. Gatchel 45-38	C. Miller 47-273	H. Mamet 47-328	T. Cauley 55-121
E. Haltaman 47-4015	P. Schneider 51-608	P. Hardy 55-37	H. O'Donnell 59-547
W. De Loaf 59-43	J. Kaciuryna 59-125	A. Stipa 59-326	T. Clay 67-1158
P. Papi 66-31	D. Harmon 67-361	W. Jones 67-549	D. Shoemaker 80-337
J. Jackson 67-1830	J. Kanuka 68-270	R. Kershaw 74-135	
J. Booker 81-328	J. Gallagher 84-59	H. Jones 30-2558	

The new slogan for April will be posted on the first of the month in the same four locations: On top of the old pay-booths just inside the main gate, in the North Yard locker room, at the Wetherill Plant and at the Allison Plant.

It will be posted for a week before anyone is asked to repeat it. Get into the contest. Do your part to further the safety ideas that will be found in each slogan.

Think Safety: Win a Buck

WINNERS IN SAFETY SLOGAN CONTEST



"A GOOD EXAMPLE IS THE BEST SAFETY SERMON," this was the slogan for the month of March. It wasn't difficult to remember and seemed to be popular with the employees.

It was consequently not surprising when twenty of the Yard employees had the correct answers when Chief White, of the Safety Department, and Inspectors Cressy, Cochran, and Sidle started out to find a winner. However, \$30 went into the jackpot to be added to the January and February pools.

The Safety Slogan Quiz is attracting much attention throughout the Yard. Each employee who can repeat the slogan without a mistake is handed a crisp \$1 bill by the Safety men. On this page we present pictures of eight of the winners. They are: (A) Left to right: A. Talarico, 47 Dept., C. Ciekawy, 59 Dept., and H. Ebright, 68 Dept. (B) Frank Ives, 47 Dept., N. Vadino, 42 Dept., and E. Volante, 65 Dept. (C) G. West, 80 Dept., and W. Ramsey, 34 Dept.

SUN SHIP'S 11 NEW TANKERS

CONSTRUCTION of eleven super-tankers by Sun Ship is high note in a survey of world shipping by MARINE PROGRESS. The article points out that there is a shortage of tankers at the present time and the orders for the modern vessels of this type come at a time when shipbuilding is at a low ebb in the United States.

MARINE PROGRESS also declares that shipbuilding in foreign countries which had been strong during the past two years is now starting to ease off.

The article states:

"The proposals for new construction include seven for Tankers Company, Inc.; two of approximately 30,000 DWT for National Bulk Carriers; Standard Oil of New Jersey, four; Gulf Oil Corporation, two and Greek oil interests, four. It was previously reported that Sun Shipbuilding & Dry Dock Company was to build eleven of the tankers and Newport News Shipbuilding & Dry Dock Company, two.

"In the small vessel category there are numerous contracts in force and shipyards in all sections of the country have work on hand. Orders are received rather steadily even though the total tonnage does not reach the heights that are met with in the larger units.

World Shipbuilding Slumps

"Lloyds reports that world shipbuilding has declined and other countries than the United States have contributed to the reduction in tonnage being built. Sweden, Holland, Denmark, Norway, Italy and Spain have all reported lower construction figures for the last quarter of 1947 over the preceding quarter.

"British and Irish yards increased billings by 60,000 tons while this gain in world totals was offset by a reduction of 41,000 tons under construction in the United States and 4,500 tons in other areas. The United States is in seventh place among the world's shipbuilders with 135,852 tons under construction. A change for the first quarter of 1948 is indicated by the tanker program now started and the beginning of construction of the five American President Lines V-2000 class ships. Further gains for U. S. shipbuilding will come when the American Export Lines' plans for their two vessels are put into effect.

More Tankers Needed

"The world tanker shortage has put this type of construction into the forefront of all shipbuilding.

"Ship construction in Great Britain, which leads the world, is not riding the crest as it has recently. A twenty per cent reduction in the amount of steel available for British shipbuilding will slow down construction there. The government has allocated the same amount as last year but in 1948 the yards will get only what was scheduled rather than the twenty per cent over-delivery that occurred in 1947.

"High costs in ship construction and ship conversion are also being met with in British yards. John J. Walsh, general manager of the Furness Lines in the U. S., said that the reconversion of the QUEEN OF BERMUDA would run to 175 per cent of the cost of building the ship.

Cut Foreign Deliveries

"Congestion in British shipyards is delaying delivery of new tonnage to a point where companies will have to

wait three years for their ships if they are not already on order, Mr. Walsh said.

"The high cost in foreign yards is also having its effect on proposed regulations on the percentage of construction-differential payments. Two steamship companies have flatly stated that their construction plans hinge on their getting a full fifty per cent subsidy. The President's Advisory Committee on the Merchant Marine has recommended that such a subsidy be adopted as standard but the 1936 Merchant Marine Act does not permit that. It says that the subsidy shall be governed by foreign construction costs and cannot exceed fifty per cent.

"To adopt a flat fifty per cent base for the construction differential would also mean the abandonment of the parity principle contained in the wording of the 1936 act and should this occur then foreign governments would certainly take steps to protect their ship operators by granting them aid.

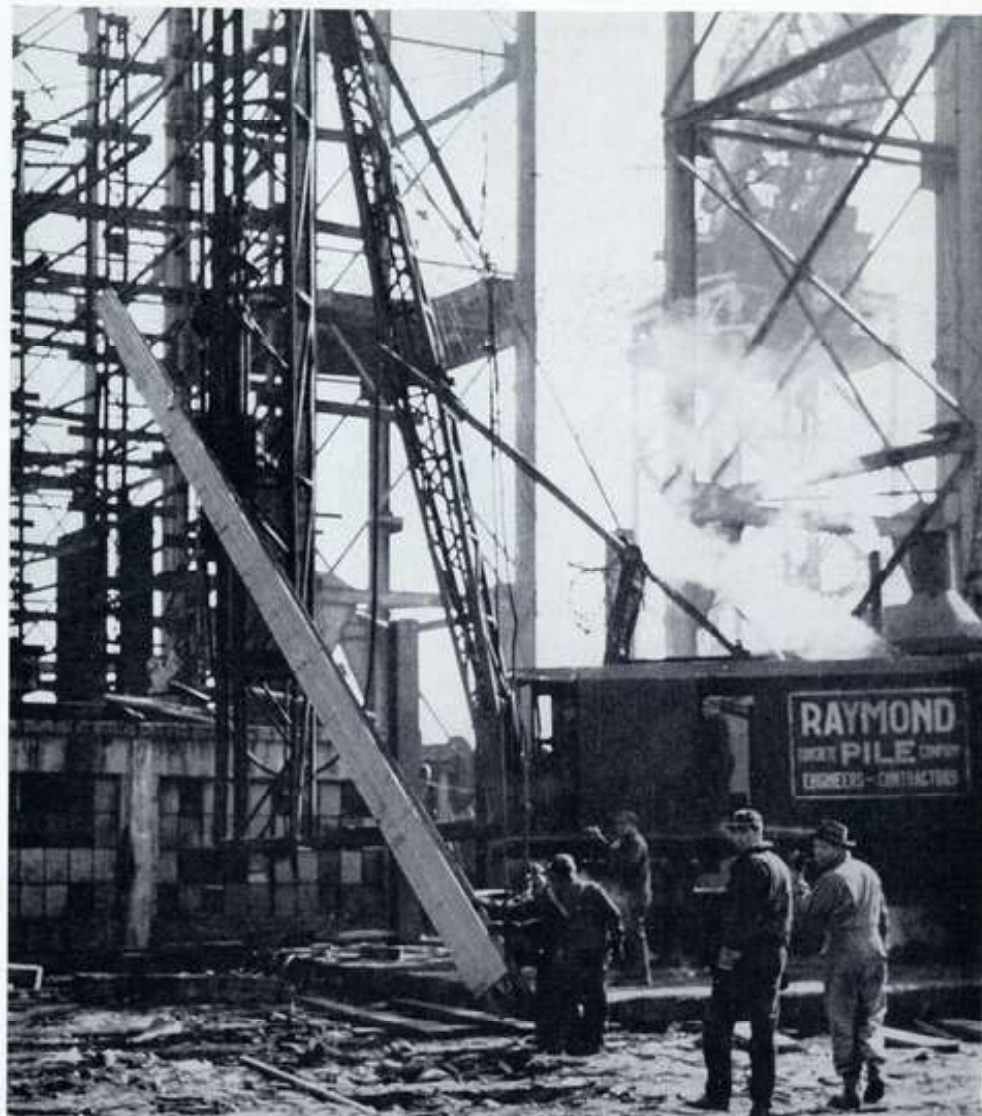
Navy Construction

"It has been reported that Congress will be asked to appropriate money for the construction of a number of new aircraft carriers with tonnages mentioned being from 60,000 to 80,000 and the ships capable of launching large bombers. The deck would be completely clear with no island structure.

"Other ships scheduled for construction are a number of high speed submarine and also some undersea craft which are to be relatively small and highly maneuverable. A combat vessel, specifically designed for anti-submarine work is also projected. This vessel will be somewhat larger than present-day destroyers."

Extending Ways for Bigger Ships

AS a preliminary step toward building the eleven new super-tankers, work of extending Shipways 1, 2, 4, 6, and 8 is swinging along at a lively rate. Steel piles were driven at No. 1 Way, some of them being 75 feet long. Different types of piles will be used on other Ways. In addition to making the Shipways longer, Vice President Burke is having them strengthened to provide for vessels of wider beam. The larger picture shows one of the steel piles being swung into position for the pile driver to force it 30 feet into the ground. Another picture shows one of the Ways being cleared of debris. The third is that of workmen relocating a water main so that piles may be sunk. The railroad tracks will remain in their present location but the trains will run under the lengthened shipways. It is estimated, by Robert Mitchell, that there will be 16 feet clearance for freight cars.



Win Week-End Cinderella Trip

BECAUSE of the ability and excellent memory of Mrs. Elmer C. Crozier, of 140 Golf Road, Darby, she and her husband enjoyed a prize Cinderella weekend trip to New York City and incidentally brought credit to Sun Shipyard.

Mr. Crozier is connected with the Electric Shop and has many friends in the plant. His wife, Bessie, became famous as the first winner in a new radio program called, "Cinderella Week-end." This program, staged by the Bulletin Homemakers Center, picks four contestants daily and on Thursday of each week the grand winner gets a free week-end trip with a companion, all expenses paid.

In addition to the trip won by Mrs. Crozier, she also received for her correct answers in the radio quiz the following: Suit made to measure at a swank tailor's, any hat she wished to select, a pair of shoes, a blouse, stockings, gloves, silk scarf, handbag and two suitcases.

She won the quiz contest by correctly identifying the tune, "Let Me Call You Sweetheart" and answering other questions.

Naturally she selected her husband, Elmer Crozier, to join her in the trip and the pair had a royal time. They went to New York by airplane and after registering at a hotel, were assigned a regal suite of rooms with a fireplace and radio.

On Friday evening, they had a date at Billy Rose's and were assigned a



ringside table for the floor show. They were served an excellent meal and returned to the hotel in the early hours of the morning.

Saturday they were served breakfast in bed after which Mrs. Crozier had a date at a hairstyling and beauty parlor and all toggled out in her new outfit, she had luncheon with Elmer at the Taft Grill. They made a tour of Radio City and Saturday evening had dinner at the Monte Carlo. They saw the play, "Harvey," that evening.

On Sunday morning, the Crozier's made a tour of New York harbor and enjoyed a meal with smoked turkey au gratin, choice vegetables, old fashioned strawberry shortcake and coffee. Later on Sunday, they attended the concert of the New York Philharmonic Symphony Orchestra and in the evening returned to Philadelphia by plane.

It was a wonderful week-end which Mrs. Crozier summed up by saying, "And there were no dishes to wash."



ALL OF THESE MEMBERS OF THE MESS CREW, who in 1932 were on the trial trip of a Sun-built tanker, are still working in the Shipyard. They are, left to right: Major Palm, Willie Steward, Johnny Moses, Percy Foster, Davenport Nelson, and Chappie Van Doren.

Obituary

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

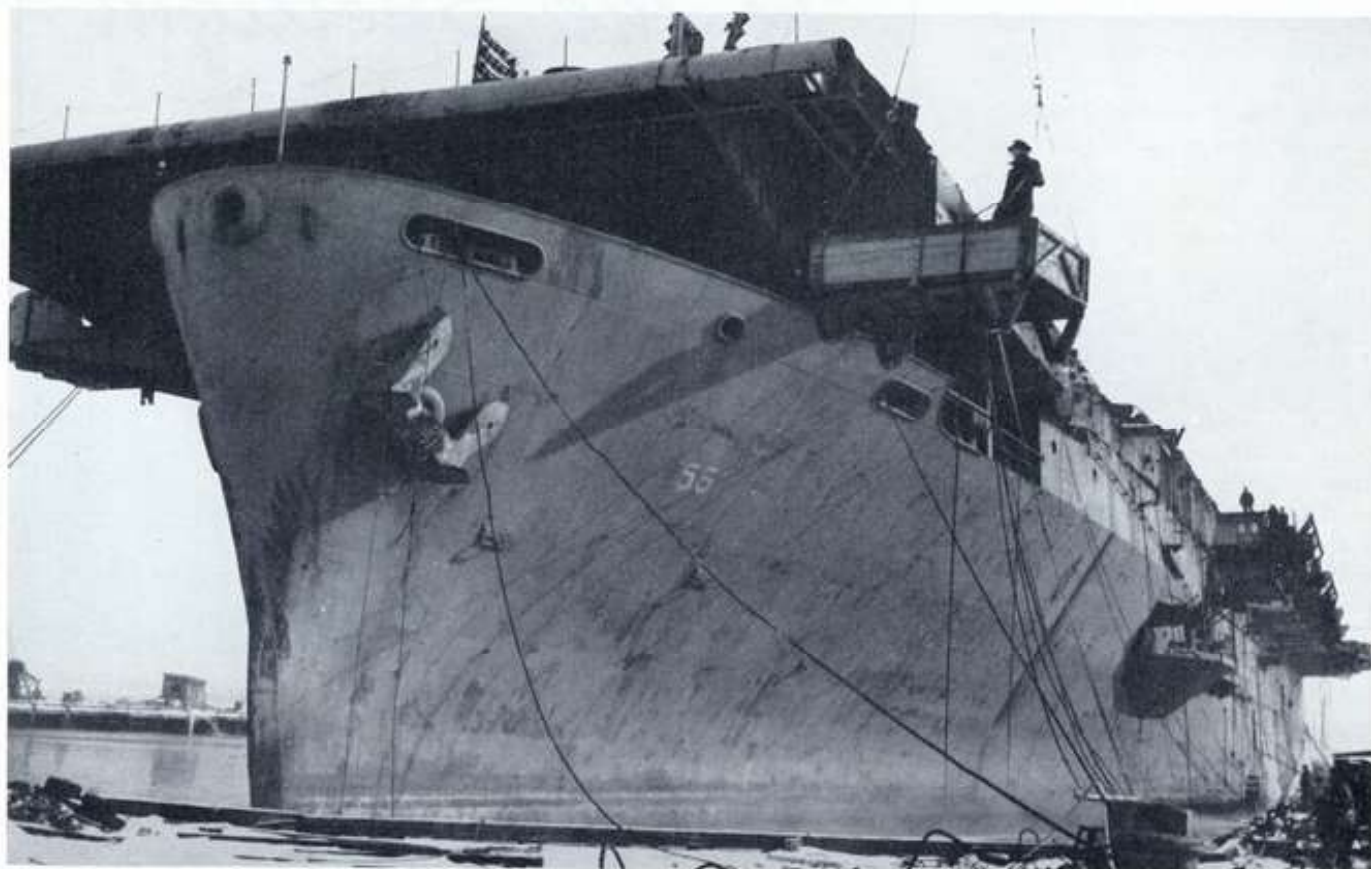
F. Poliafito, 47-477, 218 Lamokin Street, Chester, Pa., February 18.

J. Smith, 4-144, Waverly Street, Twin Oaks, Pa., February 20.

Arthur Burn, 84-17, 343 Dartmouth Avenue, Swarthmore, Pa., February 25.

L. Pritchard, 59-88, 1406 Morton Avenue, Chester, Pa., March 16.

SLIPPING ALONG TO MELTING POT



Second aircraft carrier to be cut down for scrap, the CASABLANCA is well on its way toward waterline. Upper picture shows her as she awaited the cutter's torch. Lower left: Flight deck is off. Lower right: One of the larger assembly pieces to be lifted off in sections.



U. S. Ships Swell New Russian Fleet

The futile effort of the State Department to have Russia return 95 American ships loaned to her during the war may end by the Russians buying 87 vessels and returning 8.

The 800,000 deadweight tons to be secured from the United States would boost the Russian total of 2,580,900 deadweight tons as compared to 1,597,900 in 1939, according to the American Merchant Marine Institute. In the 87 ships are 36 Liberty ships and 51 of pre-war vintage.

Broken down, the Soviet fleet will consist of 58 combination-passenger ships, 405 cargo vessels, and 32 tankers. The Russians are also carrying on a five-year shipbuilding program, the full details of which have not been announced.

At the present time, the Soviets are maintaining regular service to this country from Baltic, Black Sea and Pacific ports and ships flying the hammer and sickle bring cargoes of ore and furs.

The American ships were originally transferred to the Russians in order to transport Lend-Lease cargoes across the Pacific without fear of seizure or attack by the Japanese who were not at war with the Soviets. Over 125 ships were turned over to the Soviets and four were lost. At the war's conclusion, 26 ships were returned.



H. J. CHILDS who is now in charge of the Point Shop. This department is one of those holding an excellent safety record.

In The Spotlight

EDDIE LARSON

THERE'S a welder named Eddie Larson working on assembly units for the monster Army Engineers dredge that Sun Ship is now constructing. He first came to the Shipyard a kid in his teens just at the close of World War No. 1 and within a short time became one of the widely known figures in the plant.

The reason? Well, he was an outstanding boxer and took part in every match staged in the Yard and most of the battles which took place in Delaware County.

If you would look at Eddie today, you would scarcely believe that back in 1919 he was a trim chap, fighting at 133 pounds. He's broadened out since those days. In recent years he has been inspecting welding in C Shop.

During World War No. 1, Sun Shipyard was thronging with athletic sports of all kinds. Jack Dempsey came here and registered as an employee. He put in a few licks and then went out to Toledo to defeat Willard and become world champion on a hot July day in 1919.

In the employment office there is an old advertisement of a boxing entertainment in which Tim Logan, representing Sun Ship, fought "Battling" Levinsky, another world champion. On that day, Eddie Larson fought the "Baltimore Kid." It was a bloody scrap which was stopped by the then mayor of Chester.

The old ballpark was a real athletic field with Sun Ship contests in baseball, football, boxing, wrestling, and other sports. After representing Sun Ship in numerous contests, Eddie Larson became lightweight champion of Delaware County by beating Otto Hayes.



Eddie went to Europe in the early Twenties and fought in Denmark and other countries. Returning to the United States, he got into the wicker basket business but his love for Sun Ship couldn't be suppressed and in 1929, he was again back in the Yard as a welder and has been here virtually all the time since then.

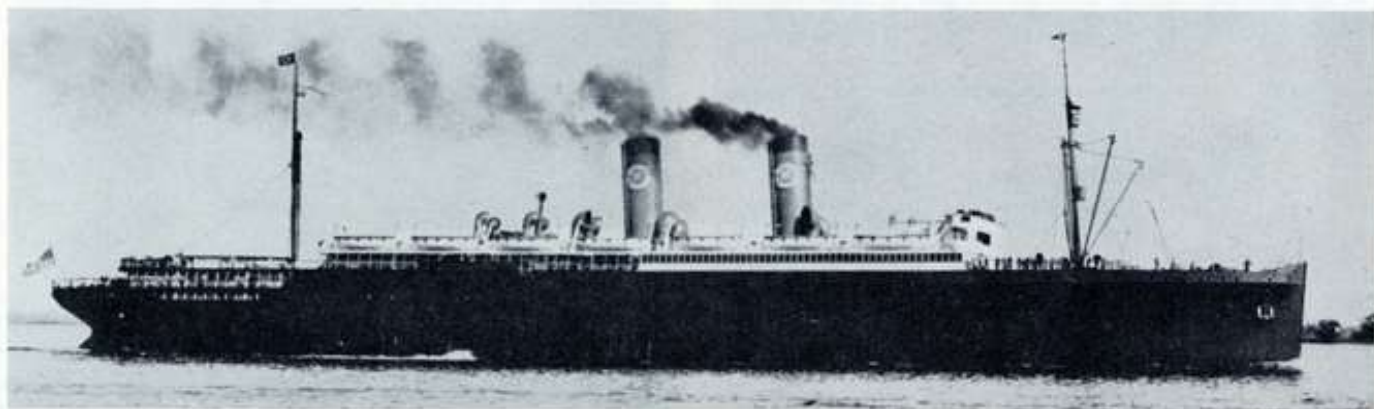
Eddie was born in Philadelphia but his people moved to Rutledge and he has been a resident of the county ever since. In addition to his record as a boxer, he played for two years as guard on the Lloyd football team.

One of his regrets is, he was too young to get into the first World War, not reaching the age of 18 until after hostilities had ceased in 1918.

"Maybe I could have been a champion with one of the army outfits," he said. He never married; explaining, "I guess I wasn't good enough."

"Sun Ship has been a fine place to work," he said, "and if I had it to do over again, Sun Ship would be my choice."

S. S. H. F. ALEXANDER'S LAST VOYAGE



JUST a few weeks ago, a gallant ship sailed up the Delaware river and as she passed Sun Shipyard a mournful blast came from her whistle. This was the S.S. H. F. ALEXANDER'S farewell, for she was on her way to the scrap yard.

Built back in 1915 as the S.S. COLUMBIA and then renamed the GREAT NORTHERN, this sleek craft which had served through two World Wars with renown and high credit, is now being torn apart at the Cramp Shipyard, the same place where her keel was laid.

Sun Shipbuilding and Dry Dock Company had figured largely in her career. During World War No. 1, she had been employed as a flag ship by the United States Navy because of her speed. She was not a fighting craft, having been built as a passenger liner, but she was able to outdistance German destroyers and other fast war ships. Also during the first World War, she and her sister ship, the NORTHERN PACIFIC, were assigned to transporting troops.

When World War No. 1 ended, the H. F. ALEXANDER was brought to Sun Shipyard to be converted back into a passenger liner. Craftsmen at Sun Ship did a fine job and when she was finished her cabins, drawing rooms, and all appointments were in the luxury class. She was 500 ft. long, 1572 tons displacement and was a triple screw craft with three steam turbines and 12 water tube boilers. Restored to her former glory, she was one of the most comfortable passenger express steamships of the Admiral

Line. It took only 61 days to refit the vessel.

She had gone through her trial trips with pride and she was ready for her service on the West Coast. On a short run in the Delaware River, there was a collision with the British steamer ANDREE, loaded with grain. At the time of the accident, Mr. John G. Pew, President of Sun Ship, and Mr. H. F. Alexander, after whom the passenger liner had been named, were on the bridge of the converted vessel.

While the H. F. ALEXANDER was damaged, the British ship was mortally struck and sank very rapidly, her pilot house being all that was left above the water. The entire crew of the ANDREE swarmed atop the wheelhouse and to Mr. Pew's astonishment they all had their baggage with them. Not a man was lost or injured. Later she was refloated.

Calmly Mr. Alexander turned to Mr. Pew at the time of the accident and said, "Kindly have repairs made as rapidly as possible because I must get our ship back in service without delay." Both the H. F. ALEXANDER and the ANDREE were drydocked at Sun Shipyard and were repaired. The H. F. ALEXANDER presented a tricky problem of abnormal weight and draft for the Sun Ship dry docks and it was thought that she might have to be taken to the League Island Navy Yard. However, by lightening her ballast and careful maneuvering the ship was placed on the dry dock and repaired in time to meet her schedule. The ANDREE was temporarily repaired, and after a fer-

mented grain cargo was removed, this ship sailed.

The years went by and America became involved in World War No. 2. Once again the H. F. ALEXANDER was called upon to lend aid in a great cause. This time her name was changed to GEORGE S. SIMONDS, and taken over by the Navy. She was in action during the entire war, principally as a troop ship. As speedy as ever, she attained new fame.

Later the H. F. ALEXANDER ran on the rocks at Cape Flattery on the West Coast but was not severely damaged. Her fine career lasted until recent days when her death sentence was pronounced and she headed for the scrap heap.

Sun Ship also figured dramatically with her sister ship, the NORTHERN PACIFIC. This fine craft also had been scheduled to come to Sun Shipyard for conversion. Among the crew bringing her around from New York to our plant were Dick Hall and Herman Kruger, of the Hull Drawing Room.

Everything went well until the NORTHERN PACIFIC was off the Capes, when fire was discovered. In a very short time the craft was ablaze and sank. Both Hall and Kruger went down with their ship. There are many of the older men now in the Shipyard who will remember these two good and tried men, because they had many friends. Mr. Hall's son is now employed as a member of the Drawing Room staff, and until recently, a son of Mr. Kruger's was in the Electrical Department.

SERVICE PINS

FEBRUARY

40 Years

4-6 J. McKinney

30 Years

8-145 R. Mullin
47-5 H. Boyer
47-15 T. Post
80-64 G. Thornton
81-11 G. Pyle
90-12 G. D. Landing

25 Years

36-1 R. J. Flanigan
66-38 A. Lakshus
75-78 E. Karlson

HOURLY ROLL

20 Years

1-16 L. Clark
8-63 J. Esser
8-401 T. Kean
8-513 H. Hodecker

15 Years

4-195 A. Sammons
42-52 D. Dempsey
45-22 H. Breedon
47-37 E. Luzetsky
51-360 W. Davis

10 Years

30-48 E. Gregory
30-317 M. Schlagle
30-2095 P. Gavin
33-155 A. Rowe
34-735 M. Culbert
36-136 A. Hartman
59-41 F. Jones
59-108 W. Caldwell
59-255 W. Moore
59-446 O. Dent
59-820 H. Lees
59-1999 H. Diamond
65-82 P. Sheaffer
65-130 T. Carson
66-150 S. Clark



G. D. LANDING, who has rounded out 30 years with Sun Ship, is awarded his service pin by Treasurer William Craemer with Controller Charles Doyle as an interested spectator.

VICE PRESIDENT RICHARD L. BURKE congratulates Superintendent Raymond J. Flanigan on his 25 years of service with the Company and presents him with the gold pin emblematic of the event.



ROBERT MITCHELL, of 81 Dept., congratulates G. Pyle, 81-11, after presenting him with a 30-year service pin.

WITH 30 YEARS of service completed, T. Post, 47-15, receives his service pin from Supt. William Beatty.



H. BOYER, 47-5, receives a service pin from Supt. William Beatty on completion of 30 years with the Company.

SUPT. WILLIAM BEATTY is shown presenting a 25-year service pin to E. Karlson, 75-78.



A 30-YEAR SERVICE PIN is presented to G. Thornton, 80-64, by Foreman James Brown.

ON COMPLETION of 40 years of service, J. McKinney, 4-6, is presented with a service pin by Supt. John Wilkinson.



A. LAKSHUS, 66-38, is presented with a 25-year service pin by Supt. A. A. Norton.

RICHARD MULLEN, 8-145, receives his 30-year service pin from Supt. John Wilkinson.



FIVE BABY SKUNKS were adopted by this mother cat owned by a family in the Chester Plaza section.

One New Tanker Equal to Four

It would take at least four pre-war type tankers to match the performance of one new American oil carrier.

Increased speed, greater efficiency and larger size make the 21 oil tank-

ers now on order or under construction, equal to 84 pre-war tankers, according to the American Merchant Marine Institute.

Sun Ship is to build 11 of the new tankers.

One out of every six large ships building in the world today is an oil tanker. In the United States, however, virtually all new construction is made up of ships for the oil transportation industry, the AMMI pointed out.

Of the 21 new tankers on order, 16 are 27,500 ton vessels which will boast speeds of $16\frac{1}{2}$ knots, four are 18,000 tons ships with speeds of $14\frac{1}{2}$ knots, and the 18th is a 30,000 ton giant, with $16\frac{1}{2}$ knot speed. The pre-war American tanker averaged 11,600 tons as compared to the average of 25,500 for these 21 new vessels. Average speed of the 1939 oil tanker was 10 knots. The ships building today average 16 knots in speed.

The American tanker fleet is the world's largest, being twice the size of its nearest rival, the British. Ranking behind the United States in size are the fleets of Great Britain, Nor-

way, Panama, Holland, Sweden, France, Italy, Argentina and Russia, to name the top ten.

Broken down by percent, the American tonnage represents 45.62% of the world's fleet. Britain's tanker tonnage includes 21.59% of world tankers, while Norway, with 10.11%, is the only other nation above 10 percent.

Softball Games Wanted

The Hull Drawing Room Softball Team is looking for games. If there are any other teams in the yard that desire games, phone inter-office phone 391, during the lunch period. Ask for Dick Hall or Jack Sulger. If there is anyone in the yard playing on an outside team that wants a game, have your team manager phone Jack Sulger at Ridley Park 0801-W or Dick Hall at Media 0894-R.

Historic Ships of World War II



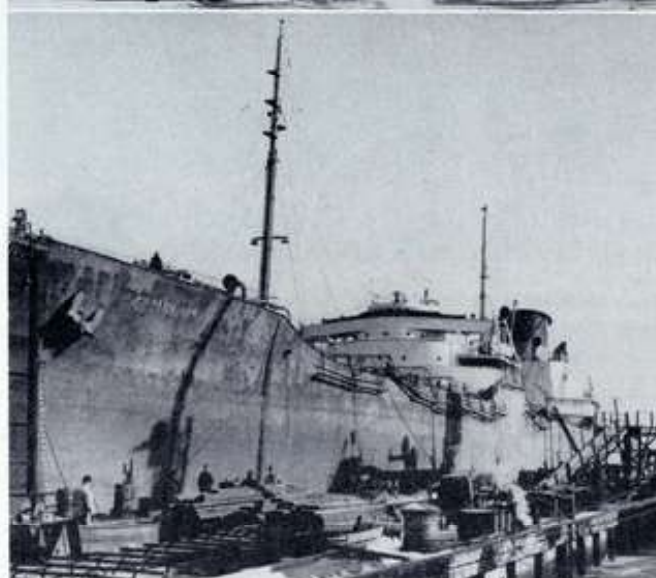
(Top of page) — M.S. "PENNSYLVANIA SUN" — Sun Oil Company tanker built at Sun Ship in 1938 as Hull No. 168. Annual repairs, dry-docking, painting and miscellaneous hull repairs. Those are the routine facts. But the return of the PENNSYLVANIA SUN to our shipyard gave Sun Ship employees a chance to welcome one of World War II's heroic vessels. Torpedoed in the Caribbean Sea July, 1942, she was gutted by flames. The crew took to lifeboats but returned to extinguish the fire and bring the ship to land. After repairs, she continued in service during the war and is still going strong.

(Above, left) — S.S. "VINDAFJORD" — Liberty ship, Norwegian flag. Drydocking, painting, drawing tailshaft and install new tailshaft and propeller, reinforce rudder stock, and miscellaneous machinery.

(Lower left) — S.S. "YELLOW TAVERN" — T2 Tanker owned by Overseas Tankship Corporation. Drydocking, annual repairs and installation of six riveted straps on hull of vessel.

(Above) — S.S. "CAMP UNION" — T2 Tanker owned by Overseas Tankship Corporation. Drydocking, annual repairs and installation of six riveted straps on hull of vessel.

Come to Yard for Repairs



(Top, left) — S.S. "SAMUEL C. LOVELAND" — T2 Tanker built by Sun Ship in 1943 as the "Chapultepec," Sun Hull No. 284, presently owned by Flanigan, Loveland, Inc. Vessel came to shipyard for complete overhaul of machinery and equipment, drydocking, painting, alterations to quarters, installation of eight riveted shell straps.

(Lower left) — S.S. "SINCLAIR OPALINE" — Tanker owned by Sinclair Refining Company. Drydocking, painting, annual repairs.

(Top, right) — S.S. "NEW ROCHELLE VICTORY" — Victory type cargo ship owned by U.S.M.C. and operated by Moore-McCormack Lines. Vessel came to yard for drydocking and carrying out shell damage repairs, painting, etc., prior to redelivery to U.S.M.C.

(Middle, right) — "ATLANTIC SUN" — Owned by Sun Oil Company, built in 1943 at Sun Ship as the "Brandywine," Sun Hull No. 323. Annual repairs, drydocking, painting, miscellaneous hull and machinery repairs.

(Lower right) — S.S. NORBELLA — Cargo ship owned by the Nortuna Shipping Company. Came to yard for drydocking and performance of miscellaneous damage repairs involving both hull and machinery work.



THIS PICTURE of the employees, first floor, main office building, was made February, 1931. Many of those who are shown in the picture are still faithful Sun Ship employees. It is interesting to note that 17 years ago the girls wore short skirts. Later the styles changed and the dresses assumed that "new look." Now we have another period in which the short skirts have been replaced by the longer gowns. Thus showing that there is nothing new in styles. While there have been great changes in women's dress in hats, and in hair-do's, there has been slight change in the attire of the men. These old-time pictures have been attracting much attention. OUR YARD would like to pick up some group photographs of the different departments in the Yard. If you have any, send them in.

SUN OIL COMPANY'S ANNUAL REPORT

In its annual report for 1947 the Sun Oil Company states that a net income of \$619,000 was reported by the Sun Shipbuilding and Dry Dock Company. This was despite the fact that the shipbuilding activity was the lowest in ten years. The report declared:

"Operations at Sun Shipbuilding & Dry Dock Company, wholly-owned subsidiary of Sun Oil Company, last year reached the lowest level in a decade. Nevertheless the shipyard division reported gross business of \$24,000,000, with net income, after taxes, of \$619,000.

"It is gratifying to note that this income represents an increase after normal taxes, of \$229,000 over 1946, and demonstrates the ability of the

shipyard to operate on a profitable basis in peacetime.

"Prospects for Sun Ship in 1948 are considerably brighter, since early this year orders were booked for 11 large tankers of a new design. They will be capable of carrying 230,000 barrels at 16 knots.

"During the year Sun Ship completed and delivered the last of the 10 cargo ships ordered by the Netherlands Government after V.J. Day. Its only other delivery was a small dredge. The one order received during the year was from the United States Army Engineers for a \$10,000,000 dredge. Work on this sizable construction project was well under way at the year-end.

"The shipyard, however, did a brisk ship repair and maintenance business and fabricated a large volume of refinery equipment. It also kept a large part of its personnel busy dismantling and cutting up for scrap several ships, including the aircraft carriers RANGER and CASABLANCA.

"These activities provided work for an average of 3,237 persons. The payroll for the year totaled \$12,634,901 — just slightly more than one-half of the 1946 total."

Highlights in the 1947 Sun Oil Company report:

"Met all commitments to customers, although demand for Sunoco products pressed heavily against capacity output.

"Broke all sales records for motor fuel and lubricants.

"Net earnings for 1947 were \$24,339,913 after setting aside \$4,300,000 as a reserve to replace property and facilities in recognition of the inadequacy of normal depreciation for this purpose due to increased prices.

"Produced 33,000,000 barrels of crude oil, or 14 per cent more than the previous year.

"Added 30,000,000 barrels to gross proved reserves of crude oil, including natural gas liquids, bringing total to 620,000,000 barrels.

"Operated refineries at increased efficiencies, on stream 95.7 per cent of rated capacity, with runs to stills totaling 59,400,000 barrels of crude.

"Launched expanded research efforts as progress was made in consolidating such activities.

"Purchased four additional T-2 tankers, bringing Sun fleet up to 21 ocean-going vessels."

Modern Tanker Described

A technical manuscript on "Modern Oil Tanker Design" was presented by Frank L. Pavlik of the Sun Shipbuilding & Dry Dock Company before the Philadelphia Section, Society of Naval Architects and Marine Engineers at the Engineers Club, 1317 Spruce Street, Philadelphia on February 20, 1948. Lantern slides were used to illustrate the paper.

Samuel S. Morse, Sun Shipbuilding & Dry Dock Company president at the meeting and the technical session was co-ordinated by Joseph A. Hill, Principal Naval Architect, Design Section, Philadelphia Naval Base.

Formal discussions of the paper were presented by John B. Hendrickson, President, Welding Shipyards, Inc. of Norfolk, Va. and S. F. Spencer, Keystone Shipping Company, J. H. G. McConerney, Chief En-

gineer, and J. F. Roeske, Assistant Naval Architect, both from Sun Ship, added comments pertinent to the subject.

The meeting was well attended by a representative group from the shipbuilding and operating companies in this area.

OUR APRIL COVER PAGE

Among the ships that came to our Shipyard for repairs and check-up was the TROLLEHOLM carrying the Swedish flag. This trim craft has a cut-away bow adapted for ice breaking in Arctic Seas. Sun Ship's repair department has been very busy during recent months.

HOW OIL DEMANDS HAVE GROWN

The Armed Services this year are using more than seven times the volume of oil products used in 1938

In 1947, motor vehicles covered an estimated 37 billion more miles than in 1941

Industrial production for 1947's first 9 months reached an "average index" of 185, compared with 167 for a similar 1946 period. Result: Greater oil products demand!

The gallonage required to fuel the increasing number of farm tractors approximately doubled in the past six years.

Heightened demand for Diesel fuel in the period 1941 to 1947 amounted to 182 per cent.

Over a million additional home oil burners have been installed since V-J Day.



UNUSUAL efforts are being made by the oil industry to beat the fuel and transportation demands this spring. This has been one of the most severe winters in recent years and consumer demands have been so great that oil stocks are being depleted.

In a recent statement, President Robert G. Dunlop, of the Sun Oil Company, predicts that conditions will be difficult during 1948, but if everybody saves a little oil and gasoline there will be enough for all.

Oil burner owners are being asked to save furnace oils through the avoidance of waste and cutting down excessive heating.

Automobile drivers are being asked to save gasoline by cutting down excessive speeds.

In a recent article in OUR SUN, it was pointed out that the output of oil products has been the largest in history but demands are becoming increasingly heavier.

Specifically, the sharply upward curves on demand charts are caused by:

"More miles by more cars, trucks and buses. A total approximately 37,164,000 vehicles were registered at the end of 1947 as compared to 30,615,000 in 1939.

"Adding to the extended use of motor vehicles is the five day working week which means more time for driving. People not only have the opportunities but they have the money for motor traveling.

"An estimate by B. E. Hutchinson, an official of the Automobile Manufacturers Association, places the total road mileage by cars and trucks during 1947 at 370 billion miles. This is higher than any previous levels and 37 billion more road miles than were traveled in 1941.

"During 1947, highway consumption reached a record yearly total of

675,909,000 barrels or 37 per cent more than highway needs for the year of 1939.

"More oil heated homes. Automatic oil-fired heating systems offer so many advantages, that the number of installations represents substantial increases. Such burners bought and installed by home owners since V-J Day represent an increase of more than a million units and each one draws on the available supplies.

"At the present time, two and a half billion gallons more of furnace oil a year is needed to meet the demand than in 1941.

"Further complicating the fuel supply situation is the fact that this winter the average temperatures in so many areas have been lower than they were last year . . . a condition which has been reflected in a higher consumption of heating oils.

"Large Army-Navy requirements. For its uses during the fiscal year which ends June 30, 1948, the Army-Navy Petroleum Board estimates a need of 91,189,000 bbls., a volume being supplied from the United States and by American companies operating in the Caribbean area. While this is below the peak of wartime needs, it is more than seven times the quantity required for Army, Navy and Coast Guard combined in 1938.

"High levels of industrial production. In the first nine months of 1947, industrial production stood at an average index of 185, as computed by the Federal Reserve Board, compared with 167 for a similar period in 1946 and an average of 162 for all of 1941. This points to a proportionate increase in the demand for heavy fuel oil and industrial lubricating oils.

"More oil-consuming machinery for farms. High income levels mean that farmers have been buying considerable new equipment using gasoline, burning oils, Diesel oils, lubri-

cating oils and other petroleum products.

"For example, approximately 2,700,000 farm tractors consumed 2,821 million gallons of petroleum fuels in 1947, or about double the quantity for similar purposes in 1941.

"More Diesel engines are in use by industry, railroads, and transportation systems employing buses and trucks. Diesel horsepower in use on June 30 last was estimated at 51,250,000 — represented by 134,990 installations. These installations, including the large number of Diesel-powered locomotives placed in service since the beginning of 1947, meant an approximate volume of 70 million barrels in Diesel fuel consumption last year. This represents a heightened demand of 182 per cent over the requirements of 1941.

"There are more oil users — because there are more people . . . whose needs in transportation, home heating, manufactured goods and other services are adding to the volume of petroleum products being consumed. An estimate by the Census Bureau places the present United States population at 144,708,000, which is almost 10 per cent more than the 1940 count.

"And in industry, oil products are being used increasingly for varied but important purposes — for plastics, paints, insect sprays and chemicals, to give only part of an impressive list of uses.

"All these factors have added up to the greatest call ever for oil products . . . to the fact that we in the United States are now using as much oil as did the entire world about 10 years ago.

"To meet the current supply-demand situation, the industry is working with might and main, 24 hours daily."



Rod and Gun News



Feed Game by Plane

Chief Arthur Martin, of the Sun Ship Guards, took part in a wild game feeding air flight early in February when the mountains were covered with snow. He piloted one of the nine planes in the mercy mission over the Pocono Mountains.

There had been reports that deer were suffering from hunger because of the heavy snow fall and the extreme cold and the Civilian Air Patrol of Philadelphia took steps to supply food for the animals as well as birds.

The planes carried bundles of timothy hay and paper bags filled with oats and other grain.

Large areas in the heart of the Poconos were covered systematically by the squadron. Large bundles of hay were dropped at spots where deer were seen. The largest bunch of deer observed was a herd of 23 near Mt. Top. Smaller bunches of scattering deer were seen at other places.

The bags of oats were released in fairly open spots, the impact hitting the earth breaking the container and scattering the grain where it could be easily picked up by small game.

Chief Martin reported that no dead deer were observed during the trip.

By G. Brownhill

THIS is the "off" season for gunners. It is too far off to think about the season next Fall, so the boys are taking it out in annual banquets of fish and game associations or other gatherings. For instance, A. J. Brown, of 65 Dept., attended the dinner of the Groundhog Club, while Sheriff Pechin and others enjoyed themselves at the annual session of the Camp and Trail Club.

Fishermen are beginning to sit up and take notice. Supt. Ray Flanigan, "The Walton" Embree and other salt water fishermen will be yanking in croakers, weakfish and rockfish, while fresh water men will be trying for trout, suckers, perch and catfish.

At this writing the outlook for a large catch of trout on April 15 is good. The Fish Commission has stocked all of the trout streams in Delaware, Chester, Lancaster, Montgomery, Bucks, Lehigh and Berks counties with rainbow, brown and brook trout. Most of the streams are high but that will give the trout a break.

Early in the season more trout are taken on worms than any other lure. So stick to the "garden hackle" until the water is warmer.

OUR YARD wants to publish pictures of the large fish caught in 1948. Take photos of your best catches and send them to — Editor, OUR YARD.

By H. Fithian

A few of the many fishermen working in the Yard who have tried their luck on hooking fish long before the snow's of this year had left the ole earth are James R. Knoor and Arthur O'Connor of 84 Heat Treating Plant.

They claim they know the best spots on the Jersey coast. H. Rosenberg and E. Strickland, 80-Trucks, have been doing a little line dipping. Rosenberg was down Maryland way a few weeks back but says it was too early.

Come on all you fishermen, let's have your stories and some snapshots. Fish should be biting from now on.

Best catch of the year we know of so far was made in February. On three week-end trips down the Ridley Creek, Ducky Phillips, of 34 Maintenance, has caught 33 suckers and he says this is no bunk. They are really biting.

Good sucker fishing between Sackville Falls and Rose Valley Pump Station on Ridley Creek.



FINE CATCH of croakers made on Tred Avon river Md. by Devillo Phillips of the Electrical Dept. and friends.



HUNTING IN DEEP SNOW in Clearfield county Charley Swenker and hunting pals were lucky and hung three deer on a tree. Al Swenker, formerly of 83 Dept. also was in the party.



OFFICE CHATTER

By Markkanen and Scott

We extend our sincerest sympathy to the family of Rose Bocella. Rose was killed on March 4th in an automobile accident while returning home from a movie. She worked as a key-punch operator in the Tabulating Dept. She is sadly missed by all.

Kas Coonan, Bobby Null, Mary Leary and Jane Heavey recently spent a most enjoyable week-end at Split Rock. Jane found the skiing a little rough at first, but after getting help from the rest of the girls, she managed to stay up in the air once in awhile.

Many more happy Birthdays are wished to Evelyn Gay on the 9th.

Kas Coonan recently became the proud owner of a new '48 Dodge. Really traveling in style these days aren't you Kas?

Mr. and Mrs. Stanley Przywitowski were united in marriage on April 11 in St. Hedwig's R. C. Church in Chester. The wedding took place at 5:30 in the afternoon. After a two weeks honeymoon they are now home to their friends at 302 S. Morris Avenue, Crum Lynn, Pa. Mrs. Przywitowski is the former Jane Pietras from Tabulating.

Three of the Purchasing Department girls, Peggy Jones, Elsie Stott, and Dorothy Smith, celebrated Washington's Birthday by spending the week-end at Onawa Lodge in the Poconos. Pictures of their trip can be found on this page.

Ivy Esnouf, also of the Purchasing Dept., vacationed in Florida for two weeks and returned with a wonderful sun tan.

We were all glad to see Edna Dickinson, of the Employment Office, and welcome her back.

Anne Smedley, of the Engine Drawing Room, is all smiles these days now that she is an aunt. Her niece, Nancy, was born on March 11 in Chester Hospital.



JUST BEFORE SHOVING OFF, this photo was taken of our three Purchasing Dept. girls, who spent Washington's Birthday week-end at Onawa Lodge in the Poconos. Left to right: Dorothy Smith, Elsie Stott, and Peggy Jones.



SKIING THE HARD WAY is the appropriate title for this photograph as we understand Elsie Stott, of the Purchasing Dept., was down more than she was up. This shot was taken on a week-end trip to the Poconos.

36 MACHINISTS

By Dick Clendening

We are pleased to welcome Eddie McDonald back to 36 Dept. He having recently returned after doing a stretch in the Navy, where he had earned a MM 1/C rating.

The fishermen are beginning to show signs of nervousness now and have the feeling that, "it won't be long." We are told that Dave Houser has been in contact with his favorite

captain and is only waiting the green light. Good luck fellows.

Our congratulations to two new grandpops — Sam Rhodes, of 30 Dept., and Drydock's "Goody." Nice going fellows and many happy returns.

We wish to extend our sympathy to the Esrey family (which is well represented at Sun Ship) on the recent passing of "Mother" Esrey. Well known, respected, and loved for many years by most of the Sun Ship family, her passing, in spite of the fact that she was in her 90th year, came as a shock and we all join the family in their bereavement.

Our heartfelt sympathy also goes out to 36 Dept's. Doug. Robertson, who recently lost his mother.

Johnny and Dick noted with pleasure the fact that they have been missed and wish to inform their many friends in the shop that the feeling is mutual and that they expect to be back in the fold in the very near future. Meanwhile, trusting the gang will "hold the fort."

34 COPPER SHOP

By Fisher and Worrihow

Connie Jones is looking for warm weather, so he can go to Maryland to do some fishing.

They tell me that Andy Adam, Jr. was watching some of the big time boys bowl in Chester. Do you think that will help your bowling Andy?

Mr. Adam, our foreman, just received his 30-year pin. Congratulations Boss.

I wonder why Ray Boyle thinks so much of Jenkins?

Mock should join the Dental Society of Chester.

George Betchel always telling us how good Media Fire Company is. He should come up to Norwood sometime.

With a little more help fellows, we could write a lot more, so tell us about your sports, fishing and family news.

Junior Members of the Sun Ship Family



ELIZABETH ANN OGDEN, 9 months old, is the daughter of Mr. and Mrs. William Ogden, Jr. and granddaughter of William and Sara Ogden. Betty Ann's father is a former 33 Dept. employee and her mother is the former Florence Montello, of the Dispensary. Her grandfather is an electrician in 33 Dept. on crane repair.



DORIS ANNE GALLAGHER, 17 months old, is the daughter of George Gallagher, assistant foreman in 45 Dept.



HAVING THE TIME OF THEIR LIVES, these two youngsters are: Joey Kerns, two years old, and Charles (Chubby) DeTullee, Jr., age 5, son of Charles DeTullee of 59 Dept.



PEGGY ANN SWENKER, daughter of Mr. and Mrs. Charley Swenker, is seen playing in the snow. Charley is in 33 Dept.



MARGARET DARLENE CROW, daughter of Clifford Crow, second shift leader in the Welding Dept., is 14 months old.



PRETTY BETTY COMSTUCK, granddaughter of Wesley Harden, 33 Dept. cranes, is shown with her mother Mrs. Ida Comstuck.



LAUGHING CAROLYN NELSON is the daughter of Mr. and Mrs. George Nelson. Her father is in 60 Dept.



TWO DEER were shot by D. Phillips of the Electrical Dept. and his wife shown in picture. E. Koechert (left) formerly was in 66 Dept. Mr. and Mrs. Phillips each got their deer in Pike County during the antlerless season. Both are good shots.

91 DEPARTMENT

By H. C. Obdyke

We regret to announce the death on March 3 of the mother of Fred Esrey, in her 90th year, and extend our department's sincere sympathy to him and the entire family.

We understand one of our members has a 1940 Oldsmobile for sale cheap. One whole side is reported as being brand new, and \$300 has been offered for it.

What Timekeeper had a sore arm after bowling on a Wednesday night? He said it was from bowling, but we know differently.

Did you ever hear of the fellow who cut a hole in the rug to see the floor show?

Moe: "I firmly believe that you are what you eat."

Joe: "You should stop eating nuts."

Clerk: "I can't wait on you, sir."

Male Customer: "Why not?"

Clerk: "I wait on ladies first and there's no lady here now."

MY HOME

Upon a little plot of ground
There stands a house which I have found

A little place where I can go
And close the door on trial and woe
To rest, away from all the noise
Where there is Naught but peace and joys.

The hours that I spend within
Are worth their weight in gold to me,
I treasure them beyond my whims
For there, are members of my family.

And out upon the grass so green
The fragrance from my flowers rides
Upon the gentle breeze serene,
And Peace is there, what 'ere betides.

There is no foe to spoil my rest
Within the place that I love best;
No outward sign of noise or strife
To jar my quiet peaceful life.
My friends bear sunshine when they call
And I am glad to see them all.

So I'm content to spend my days
Pursuing quiet peaceful ways.
Where can you match the life I live,
Can other nations hope to give
Such Freedom, Peace and quiet rest
Within the house that I love best?

59 DEPARTMENT

By C. DeTulio

Since our last issue a lot of things have happened. Repair work has increased, the dredge is well under way, the shipways are being enlarged, and there are quite a few of the old faces coming back to the Yard.

Reds Fine has been lucky and Dewey hit the daily double. I don't know what Bob Roth would do without "Monk." It seems "Monk" is always keeping him straight. C. Fisher still says the third shift is the "forgotten shift." It must be okay because old "Croon face" Chris likes to stay over from 2nd shift whenever asked.

Painter still drives to West Chester and back every day. McCue and Austin are the "Gold Dust Twins" who are still trying to make the first team.

Dougherty is still ribbing Art Sherrer about never winning a dart game.

Momot and Singley were late getting home one morning. They were trying to round up that hound dog running astray in the yard.

Bud Martin has a single shot Buffalo rifle for sale, 50 cal. and plenty of ammunition to go with it. Bud claims it's the only one left unless some Indian is holding out somewhere.

What's the attraction at 3 A.M. that makes Wally, "Lover Boy" Zettle get a locker so he can change his old clothes?

Billy Wilson is starting his spring training at John's Garden. Joe Blythe sprained his ankle. Russian Nick is always arguing with the counters, and

we are always fighting with the safety man because of the blower situation.

Harold and Walt Titerence went fishing with Jim and Prandeski.

Flash Gordon called up J. Kelly and got him out of bed to ask him if he should come to work. Result: Flash sporting a patch over his nose.

Bill Hearn and Bill DeLoak are running a race. Hope its boys so I'll get a cigar.

If you need any new tires or wish to have your old ones repaired, stop at Joe Palo's tire repair shop at 9th and Pennell. Joe has special rates for shipyard workers.

J. Shea can be seen with a big box of sawdust whenever he has a greasy job to weld.

Happy Easter men.

80 DEPT. STOREROOM

By Frank Thompson

Bob Curry on March 4th became the second Storeroom man in recent weeks to be the recipient of his thirty-year pin. Congratulations Bob and the best of luck in the future.

According to a recent clipping in the Chester Times, Frank Cullen could be the lone candidate for an S.P.C.A. representative in the Yard. How about running for that position Frank?

We are glad to welcome back Norman Dowd who has fully recovered from a recent eye operation at the Wills Eye Hospital in Philadelphia.

A look in on our truck drivers' bowling team shows a marked "x" improvement each Friday night. The motto they have adopted for this year seems to be quote, "Watch Us Next Year," end of quote. At least Clem Desmond is optimistic about his team's chances, he says this summer's let up is just what they need to be champions during the 1948-49 season. Maybe we can refer to this column next April with the phrase, "Clem told us so here's hoping anyway."

Some of you fellows have been inquiring as to when Charlie Williams, our substitute janitor, will be getting his '49 special running. Charlie tells us this is the year, although we have been hearing this story for the past four springs. We feel due to a complete change in his policy this will finally be accomplished. "Now Is The Hour," Heh, C. W.?"

33 DEPT. ELECTRICAL

By John Hefflefinger

One more pump room repair job for Hen Gallagher and Pump Room Joe (Squitter) will have to move over. Better watch him, Joe or he will have your well deserved and hard earned title.

Reports from the piers have it that Paul Herman can really hit them on the head with his trusty hammer.

Joe Cronin and Jack Logue are all atwitter until the next degaussing job comes in. Your reporter hears that they really eat them up now.

"Bacon" Renwick they calls him now. Seems he just found out that bacon comes from the hogs in large flat slabs instead of the little cellophane packages that he gets at the market. Thanks "Ham" for the info.

"Farmer" Marsh, from Concordville, states that he will have to do something about the Highway Dept. before next winter. Claims he couldn't get to work on time cause they didn't have the roads cleared for him.

And we learn that "Reds" Woolsey has a new title: "Pinky." Well, that is a bit enlightening.

McLaughlin is eagerly awaiting his new DeSoto.

Our page boy is now under the wing of Queenie. Your ship pals miss you old chap.

Buffington, Evans, Milne and the rest of the Bay fishermen are very anxiously keeping their eyes on Pete Briggs. They have learned from experience that when his longies come off the croakers are sure to be running.

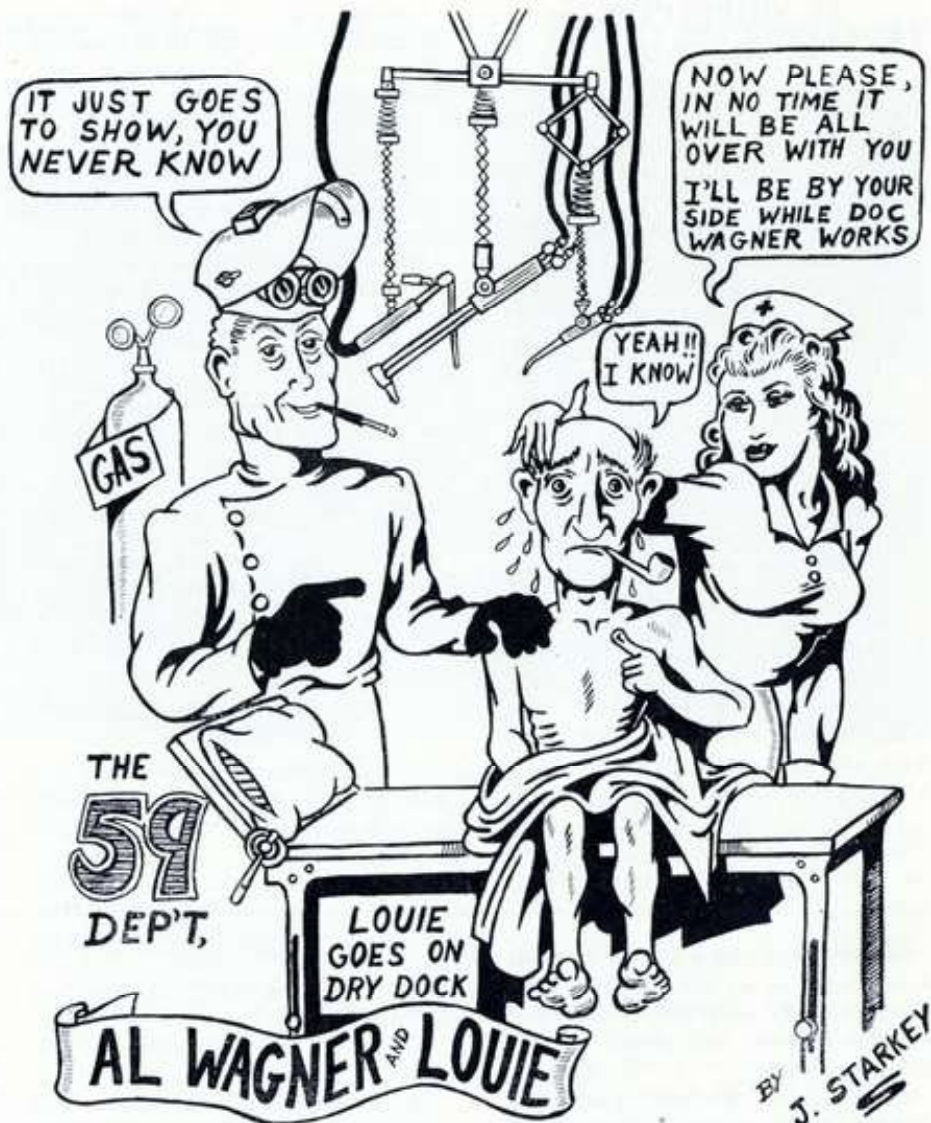
"Tool Room" George has certainly got his quarters shined up with that new coat of paint. Sort of puts the rest of the shop in the shade.

Our Timekeeper reports a very pleasant trip to the Flower Show in Philadelphia recently.

We have to hand it to Charlie and Ed, our shop men, for the quiet, steady way they go about their jobs.

And our Crane Repair Dept. has sure been a beehive of activity lately with the dismantling of those large switchboards. All hands were busy and Andy Rankin rates an orchid for the fine, quick job.

Glad to report our genial "Ham" back on the job after his recent ill-



ness. But, we note that he didn't lose any weight.

Who is the construction man who brought his baby's funnel in so that he could fill his torch easily, and left the poor baby without the means to fill his bottle. Looks like ma will have to go buy another. Pop will pay for it though. Tough hombre, this fella.

The armature shop boys have completed their dart tournament. J. Rochel, H. Fellenbaum, R. Clark and Ed Bythrow have emerged as the champs. Congratulations fellows, and how does it feel to be a champion. We haven't noticed any extra large heads.

We can't help mentioning here about our own Pop Crozier of Third Shift and his good luck when Mom Crozier hit the jackpot and won that swell trip to the Big Town with all the trimmings and prizes. No wonder Pop says he felt like a Senator with all

that attention. We sort of envy him, but he sure deserves it as he is a swell guy. Your reporter has known them both for about 35 years and they are a fine couple. In another section will be found an account of the event with a picture. They really put 33 Dept. on the map this month.

Have a reply from last month's issue. Mrs. Buffington reports that the two snow shovels, "Buff" says he wore out, were really worn out by her.

John Swier came riding into the shop the other afternoon on Ben Hur's Chariot. You could hear it before you saw it. Where did you dig it up, Jack.

For the benefit of his Central Yard friends, we are happy to report that the "Mayor of Trainer," George Thomas, is very well and happy and is still to be found far up in No. 4 Yard.



INTENT upon their work these Sun Ship workmen didn't know they were being photographed. They are employed on an inner bottom for a dredge assembly.

66 DEPARTMENT

By P. Embree

With spring in the air, which means that it's time to start plowing the ground and planting seed, your department reporter intends to write several articles on, "The Proper Time to Plant and Care of Your Garden" for next issue of OUR YARD.

Earle Burton is not wearing his overalls anymore. He said that as he was walking somewhere between the Carpenter Shop and the little brick building, they just fell off.

"Ross-Carrier" Bob Statford will drive a fire engine in the coming Delaware County Firemen Convention's parade this April.

"Lumber Yard" Scott Spahn was heard singing in the lumber yard surrounded by 12 x 12 timbers: "You can have them, I don't want them, they're too many for me."

Still on our sick list are Clayton Penniwell, Tom Zettle and Norman Lloyd. Our sincere wishes for a speedy recovery.

That new cap Abe Lincoln is wearing, Abe says came from England. Dandy says Abe found it down No. 2 hold on an English ship.

"Baldy" McGhee has returned to work after a few weeks "vacation." Looks the picture of health and says, "Florida is the best place to go this time of the year."

Well, Walt Brogan has the honor of being the first non-resident to visit Wildwood, New Jersey, this year. Time: 11:46 A.M. Sunday, March 14.

Pete Papi and his boys are doing a good job on staging hangers, but I guess we won't see much of Pete when they start to flood the cranberry bogs in Jersey.

On the amateur radio program recently, our own Harry Wilson, of the Carpenter Shop, sang a solo. So, if you see Harry wearing a new suit, you will know he won first prize.

Dan Oestreich says he has never been late for work in 28 years. Is it true Dan?

There is a rumor Stan Baker is

writing a book, "The Sex Behavior of the Male Cottontail Rabbit." This should be very interesting.

Ernie Howard let us in on a little secret, says George Craig is living on raw potatoes and carrots on account of his chickens not producing eggs.

The question of the month: — Is Joe Sage starting to sag or is he putting on weight?

While we are on the subject of Joe Sage, he just had a new 1948 motor installed in his 1941 car. Remember Joe, the body is old and the heart of the car new. So the moral of this story is — Watch that middle-age bend.

Tom Brown said to Alex Bedwell Wednesday morning after looking at Alex's mussed hair. "Alex, it looks like you combed your hair with an egg-beater this morning." So Alex says, "I would rather have my hair the way it is than have hair the color of yours." So Mr. Brown replied, "I don't care about the color, so long as I have hair on my head."



QUOIT GAMES herald the arrival of Spring. These chaps who stage their games at the Carpenter Shop have been held to be the best in the Yard but this is disputed by the Dry Dock players. It's about time that a contest for the championship be held. Anyway, top we have

E. Burton and Sam Stivala, pitching with D. Scott and Stanley Pilecki in the gallery. Below: Barney Skinner, official scorer, Joe Papi and S. Jaklik

34 PIPE SHOP

By Chick and Toots

Joe Rispoli is tuning up his tractor, getting ready to plough his farm for bigger and better crops this year. Roy Grander said he could use all the crop that Joe couldn't dispose of. Roy was a little put out. Last year, he only got about 10 bushels of tomatoes.

We hear Ed Abbott is out of the hospital and doing fine. Good luck to you "Frosty" hope to see you soon.

Harry (Porky) Fry and Frank Parson are on the sick list. These two boys are having a tough time of it; all the gang would like to see them back on the job and in good shape again.

We all offer our sympathy to Emil Onisany, who lost his mother recently.

"Tool Room Willie" said Jim Ackroyd took his first chain jack out in seven years the other day. Of course, you very seldom need anything like that in the sanitary outfit. Keep quiet Willie.

67 DEPARTMENT

By Major Palm

Charles (Limelight) Minor and Charles (Overtime) Jones are traveling around in pairs of late.

"Cleaner of the Month" honor goes to Davenport Nelson, an ex-GI, who was in service about three years. He has about 15 years service with Sun Ship. During the war, his sister worked here at the Yard in 92 Dept. His father, known to all as "Shorty" Nelson, is in charge of third shift in Dept. 67. His mother christened one of the vessels launched here on December 7, 1942, the S. S. VIN-CENNES. We are proud of you and your family, "T-Row."

Lloyd Bodison and Jerry Johnson are forming a boys' club with the able help of Mrs. Anna Bodison. We are hoping they have abundance of good luck.

Layton Chavous was overheard planning his vacation and if his plans all work out, he will be hitting the rails again. He loves the west and here's hoping you will make California this trip.

Some of our most eligible bachelors are: Wilber Prichard, Jerry Johnson, "T-Row" Nelson, Charles Charlton. We predict that at least two of them will get hitched this year.

Henry Jones has switched from pipe tobacco to cigars.

Dallas Harmon is walking around as if he was walking above the clouds. I am told Bill (Temperamental) Miles can tell us the reason.

George (Bottie) Boulware is hitting the wood hard. He made scores of 230-250 and 220 last week. Here's hoping he hits the 300 score before the season ends.

Howard (Hobby) Bantum is so quiet these days that it is unusual.

Nace Jamerson's new job has put the color back in his face. We are glad to see the old fellow happy again.

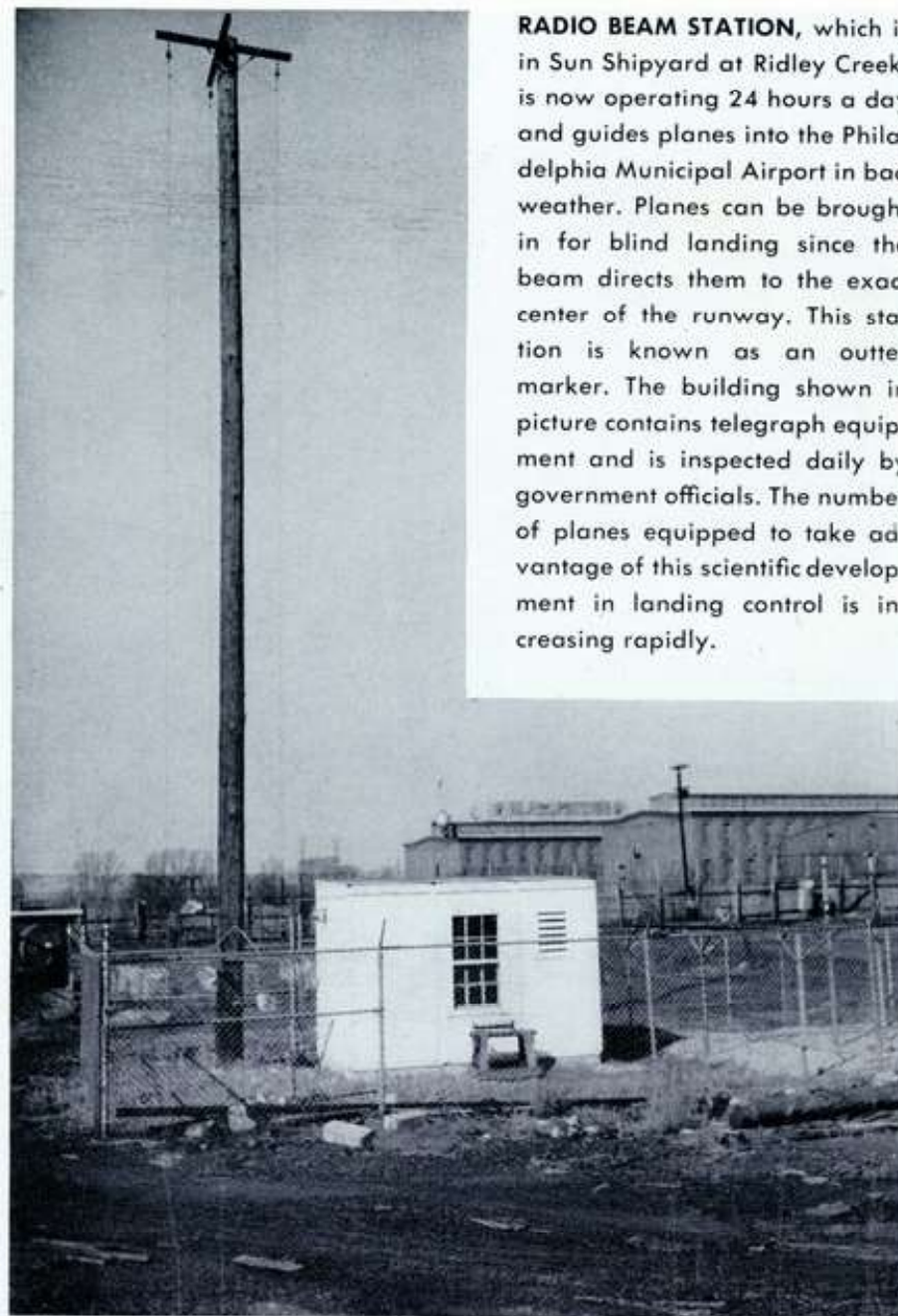
WETHERILL SHOP

By Wally

We welcome back George Templer and Dick Mullen, both of whom were on our sick list.

Congratulations to Mr. and Mrs. H. Taylor on the birth of a son, February 29. He was named John Hamilton Taylor. A Leap Year baby is good luck, Herb.

E. Fouraker could not hold out any longer so he was married on February 28. The bride hails from Louis-



RADIO BEAM STATION, which is in Sun Shipyard at Ridley Creek, is now operating 24 hours a day and guides planes into the Philadelphia Municipal Airport in bad weather. Planes can be brought in for blind landing since the beam directs them to the exact center of the runway. This station is known as an outter marker. The building shown in picture contains telegraph equipment and is inspected daily by government officials. The number of planes equipped to take advantage of this scientific development in landing control is increasing rapidly.

ville, Kentucky. We understand she really can cook. Oh yes, Ernie found an apartment the next day. Here's good luck and happiness from all of us to you and the Mrs.

Allen Pugh, son of Harvey Pugh, joined the good old U. S. Navy on March 8. Harvey also has another son who has been in the Navy since March, 1942. The Pughs are a sea-going family because they like it.

Tony Spanier is back in his old job, now he will have some big fish stories to tell us.

We are also glad to see Francis Zanzinger back again. It's just like old times again.

88 GUARDS

Captain Sides Squad

By G. C. Linaweaver

Herrick has reported for duty.

Burns — Had ear muffs on the other day to save his ears.

White — Doing a lot better this while back; must be the new fuel oil.

McNeill — Is still out sick.

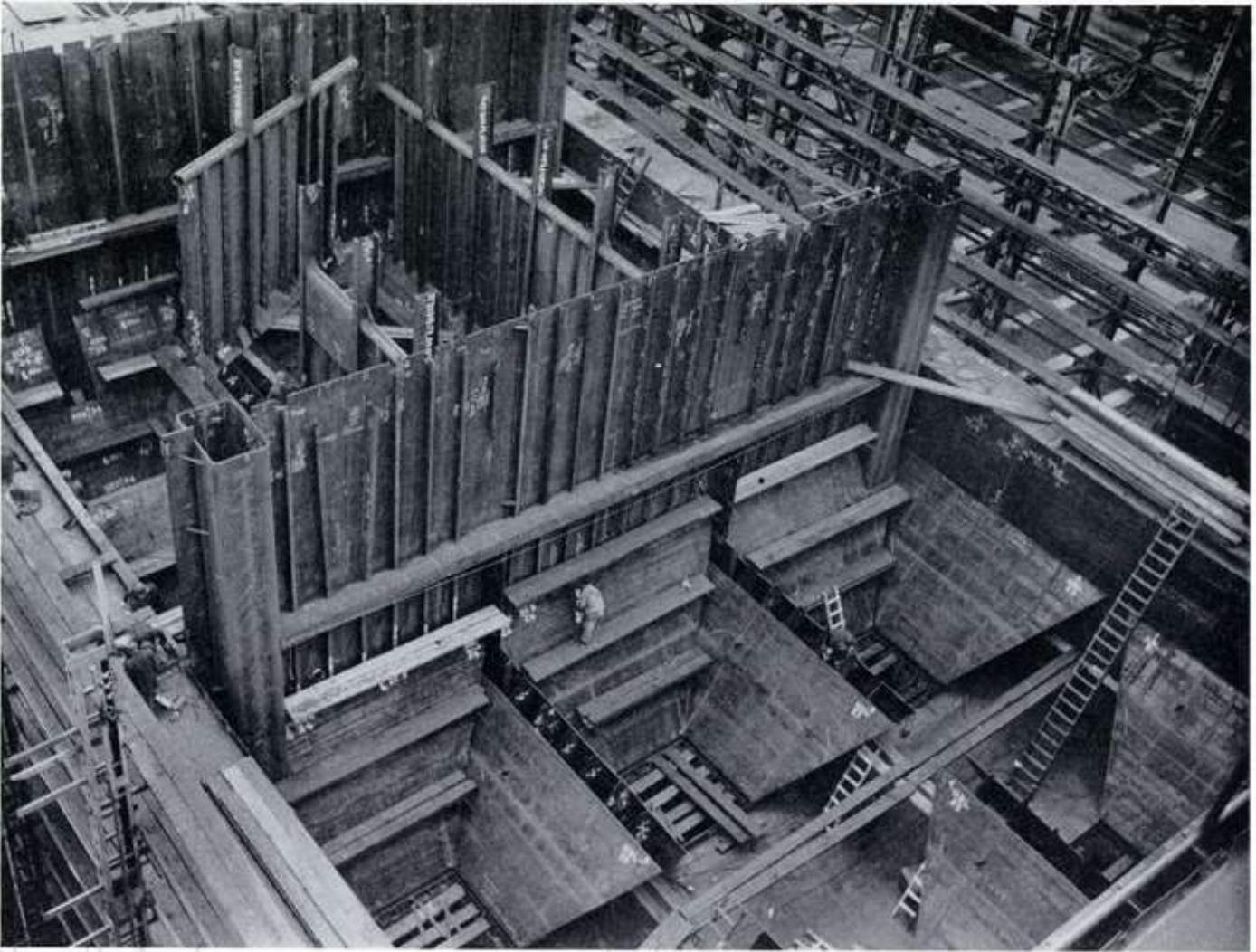
Neeson — As wide awake as ever.

McGeoghegan — Still passing out ear muffs.

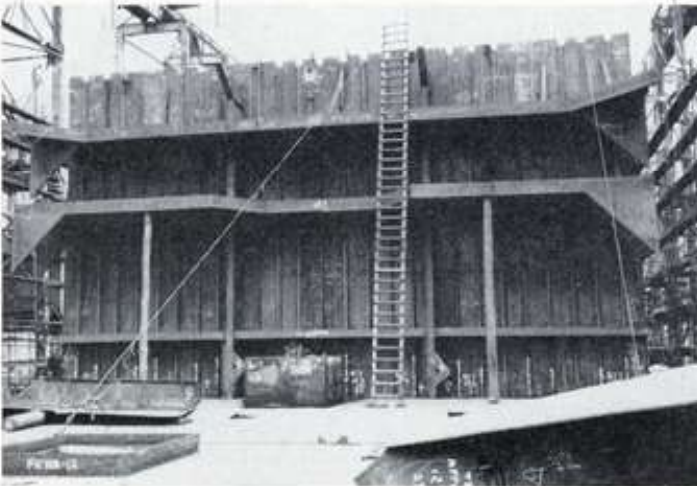
Daley — Still likes his mud and ovens.

Moses — holding down old 96. (Sometimes?)

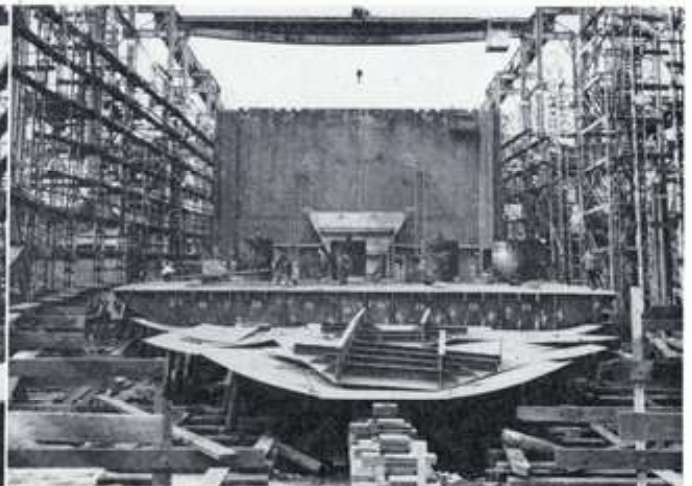
Army Dredge Grows Like **GIANT**



Looking down upon the great masses of steel assemblies that go to make the \$9,600,000 Army dredge, one gains an idea of size by comparing the vast structure with the workmen. Photo also shows some of the hoppers into which silt and mud will be poured. Later this will be emptied at sea.



Stern view of the dredge.



One of the big bulkheads.



TO YOUNG WORKING GIRLS — WHETHER IN LOVE OR NOT

When a young girl goes to work, she is apt to look on her job pretty much as a fill-in between maturity and marriage.

Whether in love or not, she's confident that a handsome breadwinner will come along... to provide her with a nice combination of bliss and security.

"So why," she may ask, "should I save money out of what I make?"

There are a number of reasons why—all good ones. For example:

(A) The right man might not happen along for some time.

(B) He might not be able to provide her with quite all the little luxuries a

young married woman would like to have.

(C) Having money of her own is a comfort to *any* woman, no matter how successfully she marries.

So we urge all working girls—if you're not buying U. S. Savings Bonds on a Payroll Plan, *get started now*.

It's an easy, painless, and automatic way to set aside money for the future. In ten years, you'll get back \$4 for every \$3 you put in—and a welcome \$4 you'll find it!

Remember, girls—having money of your own may not make you *more* attractive, but it certainly won't make you *less*!

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