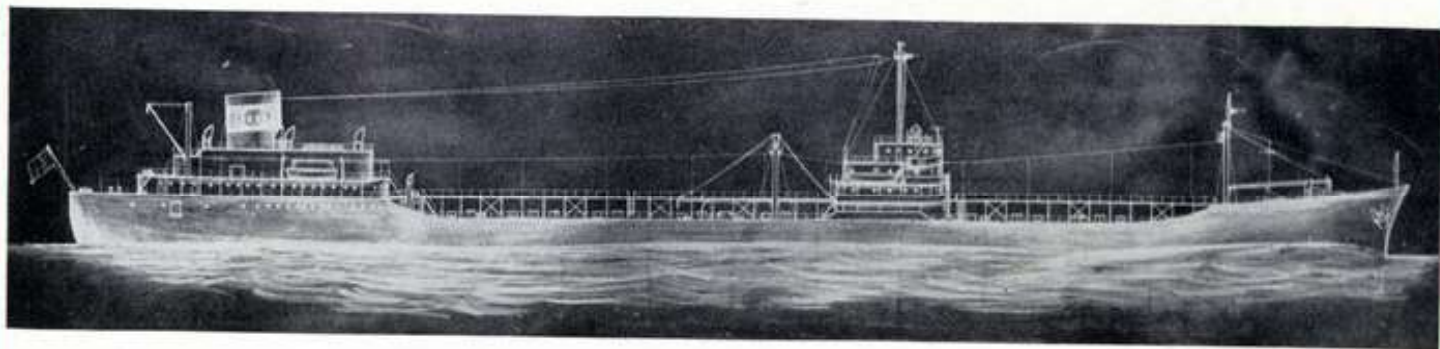
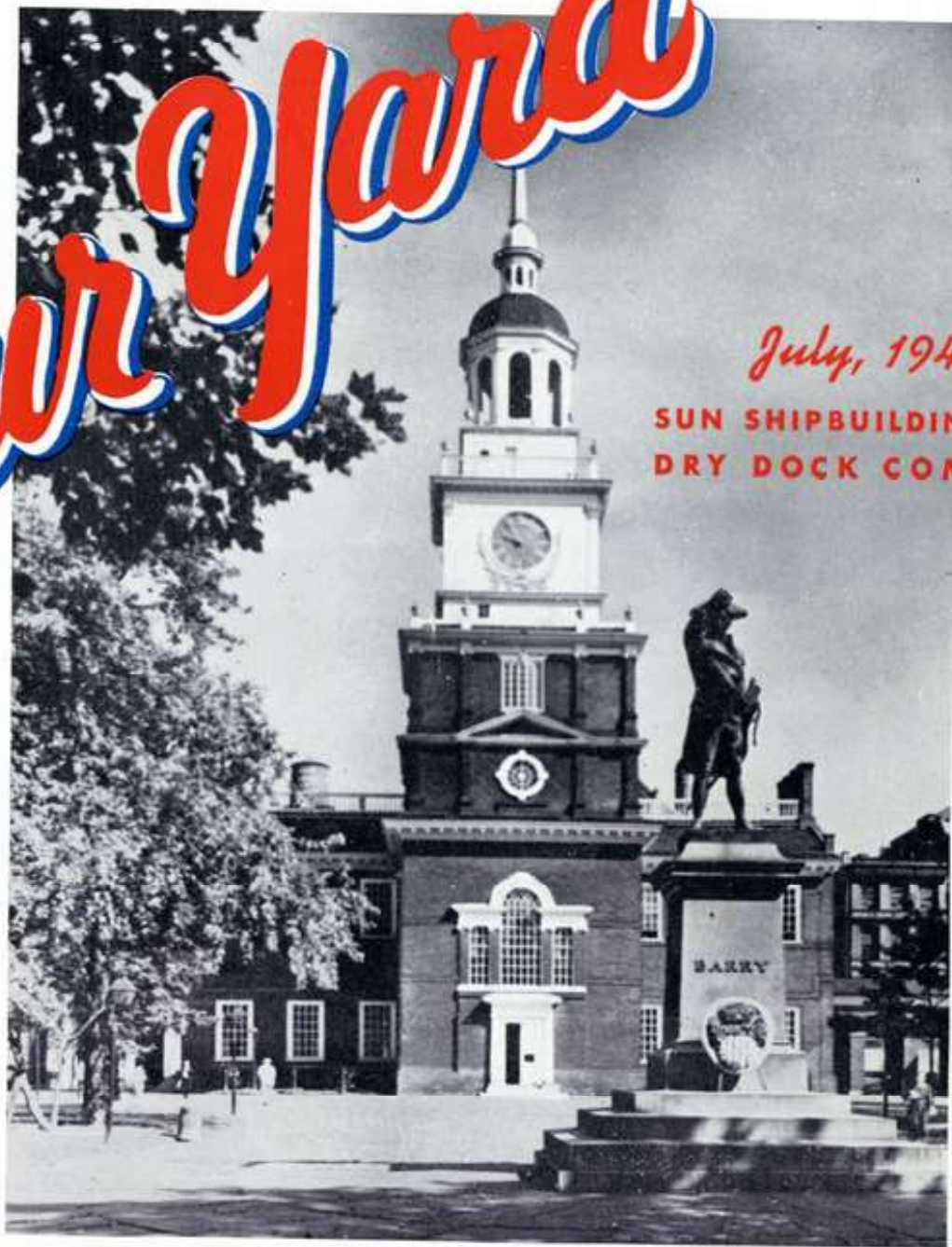


Our Yard

July, 1948

SUN SHIPBUILDING AND
DRY DOCK COMPANY



X-Rays for Thousands in Yard



(A) Actual operation of the X-ray machine showing State Health Officer placing man in position for photograph.



(B) A. Cressy, of Safety Department, gets names of employees and family doctors.



(C) Line moves toward X-ray machine at rate of two a minute.

(D & E) Cards are issued and stamped.

(F) One of the registration desks.



NEARLY 3500 Sun Ship employees took advantage of the free X-ray chest pictures. This was 78 per cent of plant personnel, less absentees. The exact number of those who visited the X-ray machines in Central Yard and at the Wetherill Plant was 3498. Wetherill

(Continued on Page 11)

BIG QUOIT TOURNAMENT PLANNED



JOHN G. Pew, Jr., Vice President, has announced that prizes will be awarded to the winners in an inter-departmental championship quoit tournament.

More than twelve teams already have entered in the contest and it is expected that eighteen or more will take part in the finals.

The tournament was planned by a committee from the yard including Frank J. Hibbs, 81 dept., John Crist, 91 dept., E. Lowry, 74 dept., Sam Nardicchia, 69 dept. and James Collins, 36 dept. Norman Fisher has been appointed director of the tournament.

Every department in the Yard including Wetherill and Allison plants and the offices is asked to enter a team and

conduct lunchtime matches to pick departmental champs. It is expected that the tournament for Sun Ship championship will start on Monday, July 19.

Mr. Fisher and the Committee have picked the vacant space near the Hull tool room for the championship matches. National rules will prevail and regulation quoits will be used.

This will be the first official Sun Ship quoit tournament to be held since the War and it should arouse keen competition.

Organize your teams immediately and conduct elimination matches to pick your representatives in the Yard championship.

TANKER FLEET EXPANDS

The world-wide demand for petroleum products plus extended lines of supply have made the tanker the fastest growing unit in the merchant fleets of the world. Tankers represent one out of every five tons of new construction today, according to the American Merchant Marine Institute.

The first "petroleum steamer" was built in 1886 and since that time, there has been a steady increase in the number of tankers. There are now more than 2,000 tankers afloat today, representing 25% of the world's tonnage. They outnumber passenger vessels by more than two to one.

Oddly enough, there has been little material change in the basic general design of tankers in the 62 years since the German-designed and English-built tanker GLUCKAUF. Although this ship also had sails in addition to

steam, its propulsion machinery was aft as is the present-day tanker. The first tanker was only 3,020 tons, dead-weight, while today's largest is 28,000.

OUR JULY COVER

Independence Hall, symbol of American Liberty, has been selected as the subject for our July cover page. Below is a sketch of the new super-tankers being built by Sun Ship. This was supplied by the Hull Drawing Room. Attention is called to the appeal on the back page for blood donors. Please volunteer to help your fellow employees.

Safety Department: Enter my name as a stand-by blood donor. I have never had malaria fever.

NAME

NUMBER

Check your blood type, please.

AB or 1 ☐

A or 2 ☐

B or 3 ☐

O or 4 ☐

Blood type unknown ☐



Rod and Gun News



CATCH OF TROUT made during early part of season by George Milne, of 33 Dept., and Roy Haskill, 84 Dept.

By Howard Fithian

We hear that Supt. Raymond Flanagan, Dinney Clare, of 96 Dept., Jack Burgess, of 90 Dept., and Dr. C. E. Feddeman, plant physician, had a good day's fishing on Saturday, June 12. They went out from Little Creek, Delaware.

They caught more than 40 small weakfish but very few croakers. Do you know that for three years the croakers have been getting scarce and in some places they have almost disappeared. Nobody knows why.

Speck Goudy, assistant foreman, 59 Dept., Joe Ireland, foreman, 58 Dept., Howard Clark, 74 Dept. of Dry Dock Tool Room, and Oscar Dent, 59 Dept., welder, spent a good day fishing off Mispillion Light, Delaware. They went out on the POCO-HONTAS, a 38 ft. job, owned by Speck Goudy.

We were told that the April brothers, over in 55 Dept., have been doing a little salt water fishing down Delaware Bay and are planning on another trip soon.

Frank Hibbs, 81 Dept., expeditor,

his son, Warren Hibbs, 36 Dept., tube mill worker, went out from Wildwood, New Jersey on a party-boat and had a good day's fishing. Frank says he won the pool with 45 sea bass. His son, Warren, got 21 sea bass and one large flounder.

Charlie Worrell and Stanley Belczyk, both of 42 Dept., made two fishing trips to Taylor's Bridge, Delaware and caught 20 carp and a mess of catfish and perch on the first trip and 10 carp and a lot of catfish and perch on their second trip. They brought 5 carp into the Blacksmith Shop and after showing them around, gave them away. Stanley says these carp are good eating.

Any of you fishermen who are looking around for an outboard motor, see A. Powers, 47-2866 in the Mold Loft any lunch time. He has for sale a 5 H.P. Sea King Twin; says it was only used half an hour.

Oliver Durhan, 93 Dept., who spends a lot of his spare time fishing out at Sackville on Ridley Creek, says the good spots are above the Falls.

Bob Lee, 74 Dept. Tool Room repairman, still picks Slaughters Beach, Delaware to do his fishing.

Leon Koenig, 74 Dept. Machinist, had a good catch of flounders and king fish at Brigantine Channel, north of Atlantic City, New Jersey.

Jim Jamerson, 67 Dept. assistant foreman, says he's caught many a carp in his life but none like the one he caught a few weeks ago in Old Man's Creek, a little ways down from Bridgeport, New Jersey. He said it had an odd shape and black, blue, gold, and white scales.

Quite a number of fellows around the Yard have asked if H. Fithian, the hunting and fishing reporter, does any fishing. The answer is yes — al-

most every night in the week and darn near every weekend. His catch? Well, that's a different story.

John Kochinsky, 47 Dept. grinder, was fishing off Lewes, Delaware a few week's ago but didn't do so very good.

Russ Rothka, 47 Shop burner, is still hooking trout out on the Chester Creek. He has caught 56 trout since the season started.

Joe Grant, 47 Shop burner, is still using worms to catch trout in the Chester and Ridley Creeks. He once told us that when he gets too old to dig worms he will start using flies.

John Ferguson, 47 Dept. shop welder, had a mighty expensive fishing trip a few weeks back. He went up near Huntingdon, Pa., on the Juniata River and just as he started back toward Chester, the head of one of the pistons on his car cracked. He said he used up 54 quarts of oil to get the darn ole car back home.

Here's Ferry's Fishing Story

The reason I never go fishing is because it was Uncle Tom's "Crabbin" that stubbed Harriet Beecher's "Toe."



SAILFISH weighing 87 pounds was caught by S. Stevens, of 59 Dept., while on a trip to Florida.

In The Spotlight

CAME HERE AS APPRENTICES



JOHN ORNER



CHARLES RENNIE

LAST month, Sun Ship published interesting pictures of two former apprentices who are still with the Company. They are Hilbert Grills and Lou Messick.

It has developed that back in 1920-21, four youngsters came to the Shipyard as apprentices. In addition to Grills and Messick there were John Orner and Charles Rennie. All of the quartet are still with us.

We are publishing pictures of Orner and Rennie as they look today. It is to be regretted however, that we do not have a snapshot of them in their youthful days as we did of the other two.

John Orner came to Sun Ship as an apprentice machinist on May 17, 1921, and save for a brief period, he has been here ever since. He actually antedates Messick who came here in

November of the same year.

However, it appears that Charlie Rennie was the first of the quartet to become an apprentice. He started to work in the Yard on May 3, 1920. With the others, Rennie became a machinist, but later he went to sea making trial and other trips.

It is unusual that four youths who learned their trades at approximately the same time in the same plant, should still be working together and holding very responsible positions here.

Don't forget that the Lost, Found, For Sale, etc., column of OUR YARD is always available to our fellow workers. Just drop a line to the editor, giving your name and number and the notice will be inserted without cost.

YOUR LIFE INSURANCE

Letters have been sent to Sun Ship employees by Vice President John G. Pew, Jr. supplying valuable information regarding Life Insurance deductions.

The letter gives the insurance participation as of June 1, 1948. The exact amount of insurance is supplied together with the length of time that the amount has been enforced. The letter adds:

"Weekly premium deductions for life insurance are based on 14c per \$1,000.00 per week. The Company pays for the first \$1,000.00; and the premium above 14c per \$1,000.00; therefore, your weekly deduction for insurance premium is (.....). As you are also carrying Group Hospitalization insurance costing 15c per week, your total weekly deduction for Group Insurance is (.....)." The figures in the brackets apply to each individual case.

One of the important features brought out is the name of the beneficiary. It frequently happens that an employee may name a beneficiary and later conditions will arise which would alter the situation. For instance, a man might give the name of his mother as beneficiary; later he might marry and neglect to notify the Company of any change. In the event of his death, the insurance would go to the mother and not to the wife or children. Or, a beneficiary may die and the employee might neglect to name a new one. Death, divorce, marriage or the birth of children all can enter into Sun Ship Employee Insurance.

Therefore, it is important that if any change is desired in the name of the beneficiary, no time should be lost in making correction.

Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family of the following employee who died during the month of June.

Edward A. Lewandowski, 75-25, 2602 W. 7th Street, Chester, Pa., June 4.

Long Trail of Ships Arrive at



1. S.S. "CEDAR BREAKS" — "PIPE SPRINGS" — Overseas Tankship Corp. T-2 tankers purchased from the U. S. Maritime Commission. Vessels were completely overhauled, quarters altered and other work done.
2. M.S. "SUNOCO" — Sun Oil Company barge. Damage repairs and misc. owners work.
3. S.S. "AMERICAN STARLING" — S.S. "TONTON" — "AMERICAN STARLING" — Owned by the American Foreign Steamship Co. This Liberty type cargo ship was drydocked, painted and miscellaneous voyage repairs carried out. "TONTON" — T-2 Tanker purchased from the U.S. Maritime Commission by the Overseas Tankship Corporation.
4. S.S. "SINCLAIR SUPERFLAME" — Sinclair Refining Company tanker. Vessel was drydocked, painted and annual machinery, hull and voyage repairs carried out.
5. S.S. "STATE OF PENNSYLVANIA" — Wilson Line passenger vessel was drydocked, painted and miscellaneous underwater work; annual overhaul.
6. S.S. "HELLENIC BEACH" — Liberty cargo vessel owned by the Hellenic Lines which came to shipyard for voyage repairs and drydocking.
7. S.S. "ATLANTIC DEALER" — T-2 Tanker built by Sun Ship as Hull No. 481 (Honey Hill) now owned by The Atlantic Refining Company. Annual repairs including drydocking, painting, misc. machinery and piping work in addition to installation of bulkhead stringer plates.
8. S.S. "VENTURA HILLS" — T-2 Tanker purchased from the U. S. Maritime Commission by the Ventura Shipping Co. and chartered to The Texas Company. Vessel was drydocked painted, defense features removed and miscellaneous repairs.
9. S.S. "MICHIGAN SUN" — Built at Sun Ship as Hull No. 265 (White Plains). T-2 Tanker owned by the Sun Oil Company. Damage repairs.
10. S.S. "LOUISIANA" — T-2 Tanker built at Sun Ship as Hull No. 333 (Kernstown). Vessel owned by The Texas Company. Installation of longitudinal girders, bulkhead stringer plates, removal of defense features and extensive work involving machinery, piping, etc.
11. S.S. "CASA GRANDE" — T-2 Tanker purchased from the U. S. Maritime Commission by the Overseas Tankship Corp. Vessel completely overhauled.
12. S.S. "WILLIAM CODDINGTON" — Liberty cargo ship operated by the States Marine Corp. Drydocking, painting, rudder reinforcing and miscellaneous voyage repairs.
13. M.S. "WESTERN SUN" — Tanker built by Sun Ship as Hull No. 123 owned by the Sun Oil Company. Vessel was drydocked, painted, damage repairs carried out and miscellaneous voyage repairs.
14. S.S. "GRIGORIUS C. III" — Liberty ship owned by Hellenic Lines. On her second visit to the Sun Ship the vessel was drydocked, cleaned, painted and miscellaneous voyage repairs carried out.

Sun Dry Docks for Repairs



NOW IT'S CONCRETE PILING



CONCRETE SUPPORTS are being used in lengthening No. 4 Shipway. A large pile driver sinks the casing deep into the earth until bed rock is hit. Then the mandrel is removed from the casing and the concrete is poured. These pictures show several steps in the operation.

Chester, Penna.
June 15, 1948

Sun Shipbuilding and
Dry Dock Co.
Chester, Penna.

Att. Mr. Edward White,
Safety Department:

We want to express our heart-felt thanks for your quick response, for blood donors so urgently and gravely needed for my sister Mary C. Hines, and wife of Mr. Robert B. Hines.

We are also deeply grateful and thankful to:

Mr. Harry Burr, 84-49

Mr. William Wright, 74-85

Mr. John Lankford, 36-18
and to Mr. John McLaughlin
80-532, who reported on his
own time.

Again our deepest thanks and
appreciation, also many thanks
to Mr. William Sidle.

Sincerely yours,

Anne M. Preston
Robert B. Hines

Thanks to the girls in the Steno-graphic Department and the boys in the Mailing Room for enabling Lew Hazlett to get the June issue of OUR YARD mailed quickly. All did a fine bit of work. Also thanks to our reporters for getting in their articles and pictures so early for the July number.

VICTIM IN PLANE CRASH

Mr. A. Stuart Angus, Assistant General Manager of the Texas Company Marine Department, was killed in the airplane accident of June 17 at Mount Carmel, Penna. Mr. Angus was a long time friend of the Shipyard, being well known for years and extremely well respected. His many friends throughout the Yard have expressed their regret and offer condolences to his family.

Bring the family to the big Sun Ship party
Saturday, August 28, Details later.

Build Ships for Security American Legion Insists

NOW is the Time to Build Ships." This is the title of a booklet issued by The American Legion's National Security Division to create a strong Merchant Marine.

The American Legion demands that a powerful American Merchant Marine be built because it is "necessary to our national security."

Here are some extracts from the booklet:

"Twice in one generation this country has been forced into emergency shipbuilding programs of huge size.

"Next time we will not have a screen of time, distance and allies behind which we can work until we are ready. Our best hope of preventing a 'next time,' is to get ready now.

"In any emergency, Passenger-carrying ships are the **NUMBER ONE REQUIREMENT**. Our troops should not be transported as cargo as many of them were in World War II.

"On December 7, 1941, we were down to 113 ships in active passenger service, capacity 33,000 passengers. Our initial troop movements were critically delayed by this lack of troop carriers.

"Today, we have only 48 — capacity 17,000 passengers.

"And not one passenger-carrying ship is being built in this country today! Even the most recent government plans (if carried out) would add only a few passenger ships, and none before 1950.

"But 173 passenger-carrying ships are being built in foreign yards today. Other nations recognize a need we neglect.

"The President's Advisory Committee recommends that by 1953 we build 46 new passenger ships, capacity 20,000 passengers.

"What we need is a steady, yearly replacement program to keep our fleet of cargo carriers up-to-date and efficient in all classes . . . for trade and defense.

"It takes special skills to design and build a ship. It takes years of steady work to perfect those skills.

"The engineering knowledge and unique skills that must go into the designing and building of a ship must be used constantly. If not, they are soon lost. And once we lose them, our progress ends.

"Without shipbuilding there will be no jobs in the shipbuilding industry. The craftsmen and engineers will turn to other industries for employment, as they have been doing. Those men will not come back without some hope of steady work. Without that same hope, young men will not be drawn to shipbuilding as a career.

"The only way to stop this disintegration is to begin the steady shipbuilding program recommended by the President's Advisory Committee.

"During the war we could not manufacture enough modern equipment and machinery to build more than a limited number of high class cargo ships.

"Therefore, most of the ships we built were especially designed for multiple production in newly built shipyards. Those ships were fitted with equipment and machinery that could be mass produced in a hurry. That was the only way we could meet the critical need.

"The result was a great number of the slow Liberty ships that did their war job and did it well.

"Hundreds of our war-built Liberties are already laid up. Many more will be laid up as the volume of relief shipments decreases.

"These ships cannot be considered as part of our permanent Merchant Marine. They were just as expendable as tanks, trucks, planes and all other war equipment. When no longer required for foreign relief cargoes, their only value will be as a reserve to supplement our active fleet in case of emergency.

"Only modern, efficient ships comparable with foreign-flag ships now building, can keep the American flag on the high seas and provide and maintain the fleet required for national security."



BACK IN 1919 this picture of crane erectors was taken at No. 2 Dry Dock. One man in the group still is with Sun Ship. He is Pete Sweigart, 84 Dept., shown with arm raised.

It would be just too bad,
Or, at least, pretty sad.
If you needed a hospital, but fast
And found to your woe,
There was no place to go
Just wondering how long you would last.

But, friend, do not fear,
You can be of good cheer,
For the money you gave through the Chest,

Our hospitals, two,
Are ready for you,
Your "Red Feather Services" are the best.



HY, the Safe Guy, SAYS:

It only takes 1 SECOND to Mash 5 TOES!

ALWAYS WEAR SAFETY SHOES

Service Pins AWARDED IN MAY

50 Years		33-70	J. Fuhs
1-1	J. W. Glossop	33-86	J. Peck
30 Years		34-2701	J. Blocksom
8-47	J. Begley	36-527	M. Bulinsky
8-77	J. Ebright	36-901	W. Brown
34-63	F. Parsons	59-17	A. Bradley
47-4	J. Sulger, Jr.	59-369	J. Brysick
74-25	E. Smith	66-93	L. Emmertz
74-108	A. Kealey	88-31	J. Johnson
79-1	A. A. Norton	95-25	D. Mandeville
90-23	H. White	10 Years	
95-8	E. Ernsten	33-359	G. Zensen
99-4	S. Green	33-715	W. Paugh
DRAFTSMEN'S ROLL		33-4047	E. Shaw
10 Years		34-1128	F. Quigley
38-96	F. Snyder	47-312	E. Grieco
HOURLY ROLL		47-1198	J. Galvin
20 Years		51-166	J. Rutynowsky
8-50	T. Parker	55-805	P. Ambrosino
47-62	W. Cox	59-37	D. Bryant
67-4350	O. Logan	59-969	A. DeCarlo
15 Years		59-1669	E. Filbert
8-537	J. Roust	65-85	G. Weinhardt
33-68	W. Jefferies	67-184	W. Bagby
		69-120	E. Mattiford



E. SMITH, 74-25, receives his 30-year service pin from Supt. William B. Beatty. He recently celebrated his 74th birthday.

SUPT. ALTON A. NORTON is shown being congratulated by Vice President Richard L. Burke on completion of 30 years service with Sun Ship.



G. D. LANDING congratulates S. Green, 99-4, Salesman for the North Chester Realty Company, after presenting him with a 30-year service pin.

SUPT. WILLIAM B. BEATTY is shown presenting John B. Sulger, Foreman of the Mold Loft, with a 30-year service pin.

J. BEGLEY, 8-47, receives a 30-year service pin from Supt. John Wilkinson of the Wetherill Plant.

A 30-YEAR SERVICE PIN is presented to J. Ebright, 8-77, by Supt. John Wilkinson of the Wetherill Plant.

40 YR. SERVICE PIN TO J. N. PEW, JR.

Tribute was paid to J. N. Pew, Jr., Chairman of the Board of Directors, Sun Oil Company, for his part in establishing the Sun Shipbuilding Company, at the recent presentation of his 40-year service pin.

More than 1000 persons were present at the event. Robert G. Dunlop, Sun Oil President, after relating how Mr. Pew joined the Company in 1908 added:

"A little later on we find him actively engaged in production activities in the Illinois-Indiana area. Shortly thereafter he assumed complete charge of the production activities of the Company and performed in this role until midway in World War I.

"At that time, with the vision and courage which has characterized his record, he undertook the organization of Sun Shipbuilding & Dry Dock Company which has, through the years, made such a notable contribu-

tion to the security and defense of this great land of ours.

"For substantial periods between World War I and World War II there were difficult problems to be faced respecting whether the Yard should be closed or continued in operation at a loss, due to the lack of the building of ships.

"As you know, the Yard was kept open. The fact that the Yard so creditably served the national interest through the building of 40 per cent of the oil tankers built during the last war is mute testimony to Mr. Pew's foresight and wisdom.

"In the early 20's we find him back in Philadelphia working in connection with the development of our Marketing Department and laying the plans which have materialized in the position which our Company enjoys today as a marketer of a premium quality gasoline at regular prices. Shortly thereafter he conceived the idea of gasoline pipe lines as the effective, efficient and low-cost means of transportation of petroleum products.

"To Mr. J. N. Pew, Jr. goes great individual credit for his foresight and courage in the development of these lines.

"During the 30's and the war years he ably assisted his brother, Mr. J. Howard Pew, in the administrative and executive responsibilities of the Company. On numerous occasions, Mr. Howard Pew has emphasized to me that he does not recall a single occasion on which he and J. N. did not see eye to eye on a major problem affecting the affairs of the Company.

"A year ago last March Mr. Pew assumed the post of Chairman of the Board of Directors of this Company. Currently he is serving in that capacity, charged with responsibility for the determination of the Company's basic policies. I am sure each of you as representative of all the employees of Sun Oil and of Sun Ship are indeed happy to join with me in paying tribute to Mr. J. N. Pew Jr. for the 40 years of loyalty and service which he has given to our Company."



SUPT. RAYMOND FLANIGAN presents F. Parsons, 34-63, with a pin for 30 years of service with the Company.

E. ERNSTEN, 95-8, is shown receiving his 30-year service pin from Supt. Raymond Flanigan.



CONTROLLER CHARLES DOYLE congratulates Harry White, Chief of Voucher Division, while presenting him with a 30-year service pin.

SUPT. WILLIAM B. BEATTY presents a 30-year service pin to A. Kealey, 74-108.

Junior Members of the Sun Ship Family



VEE CUCARELLI, age 3, is the daughter of Mr. and Mrs. Nello Cucarelli. Her father, "Red" Cucarelli, is employed in 30-Sheet Metal.



CHARLES S. McCUNE, Jr., 6 months old when picture was taken, is the son of Charles McCune, Sr., who is employed in the Electrical Dept. Charles, Jr. is now 11 months old.



TINY VERONICA STINGER, 18 months old, shown here with her mother, is the daughter of Edward Stinger, who is employed in the Sheet Metal Shop.



AUSTIN THEMENS, of the Fabricating Shop, is shown here with his family. They are: Mrs. Themens holding baby Thelma, 6 months old, his son Austin, 10, and daughters June, 8, Barbara, 7, Emma, 6, and Lois, 5 years old.



CHILDREN OF GEORGE A. BROOMALL, of 38 Dept., are shown here, left to right: Barbara Ann, 4½ years old, and George Broomall, Jr., 17 months old.



SONS of Samuel Rodgers, of 80 Dept., are shown here, left to right: Dennis J., one year old, and Samuel J. Rodgers, Jr., two years old.



SONS OF B. STIPE, 74 DEPT., are shown here left to right: Ben III and John Stipe.

Thousands Get X-Ray Pictures Without Cost

(Continued from Inside Front Cover)

Plant was high with 220 out of 257 being photographed, or nearly 86 per cent.

X-ray Week was one of the most popular health services conducted at the Shipyard and was highly praised by the men and women employees given time off to visit the X-ray units.

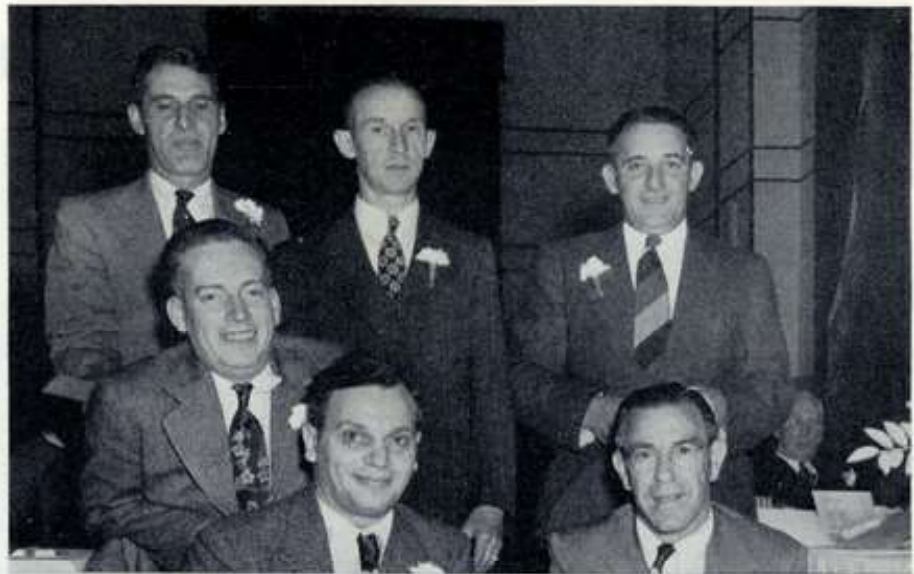
Two machines sent from Harrisburg by the State Health Department were manned by six highly efficient technicians who took the chest photographs at the rate of four a minute. At times they made six a minute.

It was the first time, that the State Health Dept. working with the Delaware County Medical Society and the Delaware County Tuberculosis and Health Association had attempted to operate in a plant the size of Sun Ship. Previously the work was confined to plants with 500 employees or less. This called for real teamwork, and when Dr. Louis R. Wiley, Chief of the X-ray division, visited the plant clinic he said the clinic was operating nearly 100 per cent perfect. Representatives of the County Tuberculosis Association, who aided in conducting the project, also said that Sun Ship gave full cooperation.

David Owens of the Payroll Dept. had prepared a schedule timed so perfectly that there was no congestion at any time. He and Norman Fisher also provided clerks and office equipment. The Tube Mill cafeteria had been set aside for the clinic.

Cleaning, painting, rigging, carpenter, burner, electrical, guards and other departments rendered hearty support to have it ready on time and at the Wetherill Plant the Electrical Dept. had to rig up a special system for the X-ray machines.

The Safety Dept., under Mr. White, aided fully with A. Cressy solving the family physician bottle neck by using a special card. X-ray films were developed quickly in the Employment darkroom, loaned by Mr. Vickers. The public address system was used to call in employees on the time schedule.



INDIVIDUAL WINNERS in the bowling leagues received awards at the Annual Banquet. Upper — C. Evans, high three games, 671; L. Messick, high single with handicap, 268; F. Cornell, high single, 256; J. Dougherty, high single with handicap, 268; J. Ambrosino, high average for season, 183; R. Queensbury, high three games, 714. Lower — H. Johnson, high single, 266; T. Toohey, high average for season, 185; E. Touring, high three with handicap, 666; H. Sommers, high three, 645; H. Radabaugh, tier with Sommers for high three; E. Mack, high single with handicap, 268.

ANYWAY, HIS NAG WON

Not many Sun Ship employees have been pinched for fast driving with horse and buggy. Roy Grander once paid a \$12.50 fine for love of fast pacers. He has a yellow, worn newspaper clipping dated May 4, 1906 which reads:

"Charles Hartman and Roy

Grander were arrested in Royersford by Constable Cooper of Spring City for fast and reckless driving of their horses on Main Street, Spring City."

They staged a hoss race on the main street. It's Roy's impression that his horse won.

~~~~~  
It's a date! Sun Ship Picnic, Saturday, August 28. Details later.



# Banquet Honors Sun Ship's Bowling Champs



**GENERAL VIEW OF BANQUET HALL.** At head table, left to right: Thomas M. Jackson, Chief Electrical Engineer; J. M. Gordon McCoskey, Chief Engineer; John W. Hudson, Chief Naval Architect; George Carney, former superintendent; Raymond Hamilton, Supt. Engineering; Vice President John G. Pew, Jr.; Vice President Richard L. Burke; President John G. Pew; Treasurer William Crosser; Controller Charles H. Doyle; John Wilkinson, Supt. Wetherill Plant; Perry E. Shaver, Sales Engineer; Edward G. Lamberton, Supt. and Robert Vanderveer. (Photos by Buckley, 78 Dept.)



**SUN SHIPYARD CHAMPIONS** are A League winners, left to right: Thomas Larkin, Stuart Woolley, J. Dougherty, Joseph Ambrosino, Capt. and Earl Moody.

**B LEAGUE WINNERS:** Harold Radoborough, B. Cochran, David Turner, Harry Kent, A. Cressy, Kneeling: M. Herald and A. Green.



**PRESIDENT JOHN G. PEW** welcoming the guests.



**VICE PRESIDENT RICHARD L. BURKE**, toastmaster.



**VICE PRESIDENT JOHN G. PEW, Jr.** at table.



**FORMER SUPT. GEORGE CARNEY** talks.



**JAMES BROWN** gets the deep prize.



**SUPT. JOHN WILKINSON** wins a radio.





## OFFICE CHATTER

By Markkanen & Scott

Mr. and Mrs. Carl Flamer are the proud parents of a baby boy born on May 21. Carl is employed in the Tabulating department. We extend our congratulations.

Happy Birthday greetings this month are wished to Ethel James on the 17th, Helen Hury on the 25th and Rita Suidowski on the 26th.

Ethel James recently attended the Shriners Convention in Atlantic City.

Our Welcome to the Payroll department greetings are extended to Barbara Davis and Emma Kummerer this month.

One of our newer girls, Ann Welch, of the Purchasing Department, who hails from Iowa, recently became engaged to Charles J. Sapovits, Jr., of Parkside. Ann is a graduate of Clinton High School, attended Monmouth College and served in the Waves.

We wish to welcome back to Sun Ship, Edith Rankin Glatts, who is again at work in Mr. Hoffman's office.

Marge Desmond, Nellie News, of Mr. Landing's office, and two Stenographic girls, Marian Parker and Helen Scott, are planning to fly to New York over the Fourth of July weekend.

Four of our Engine Drawing Room girls, Anne Smedley, Harriet Ford, Betty Hunter and Gloria Mancini, along with their friends, were recently "rained out" on a wienie roast, but this failed to dampen their spirits and they all had a swell time.

Congratulations from all of us to Edith White, of the Purchasing dept., who completed 25 years of service with the Company on June 18th.

A miscellaneous bridal shower was given for Charlotte Thomas, of the Order dept., on Thursday, June 24 by the girls in her department.

Games, Refreshments and Entertainment at the Sun Ship Picnic, Saturday, August 28.



SNAPPED WHILE CUTTING THEIR WEDDING CAKE are Jane and Jim Gordon, who were married on April 24 at the Nativity Lutheran Church, Chester. Jane is one of our Stenographic girls and Jim is employed in 80 Dept.



THEODORE DUGAN, OF 34 PIPE SHOP, and his bride, the former Miss Rose Pizzano, who was formerly employed in the Bond Dept., are shown just after the ceremony at St. Anthony's Church, Chester on May 1. They spent their honeymoon in Atlantic City and now reside at 616 W. 6th Street, Chester.

## 34 PIPE SHOP

By Chick and Toots

Brandt (Barney to you) Wheatley, manager of the Philadelphia Asbestos Company handed out cigars recently. It's a boy, the first male heir in the Wheatley clan. Junior is the idol of the two older sisters.

"Chick" and Charley are recovering slowly from the extra work load caused by Thornton's vacation at "Porch View." Both looked thin and drawn after taking over all the worries for a week. Toots has promised not to leave them again.

And right here it can be stated that "Chick" was not responsible for the auto that tore up part of a lawn while he was teaching a young lady to drive. Like a real gentleman, however, he did have the embankment resodded.

The annual crop of postcards are beginning to arrive from mountain and seashore points. Meehan says maybe if the messages were more original he wouldn't have so much trouble staying awake.

"Toolroom" Willie has finally moved into his new home at Irvington Hills. Congrats, Willie, the gang will be up when you open that keg of nails.

"Chick" (The Hat) Forwood, has been accused of hoarding a popular item generally associated with soda and ice. Prizes may be offered for ideas on how to get him to break the seal. Loosen up, summer's here.

"Windy" Bill, Toolroom, 34 Dept., is moving into his new house at Irvington early in July.

"Sheriff" Joe Meehan has come out of the shell. He use to be so quiet, now the other boys can hardly get a word in.

Stanley Gurski's wife had a baby girl. They live on Rose Street.

Tom Aucott was in the firemen's parade Saturday, June 12, with the Middletown Company.

Bill Ramsey also was in the parade with the Vauclain Company.



**80 DEPT. STOREROOM***By Frank Thompson*

We would like to welcome Jules Keppler into the Storeroom fold. Jules comes into 80 for the second time after serving a hitch in between in No. 4 Yard. Glad to have you with us "Kep."

George Thornton has been convalescing at home after a recent illness. Hope you will be completely recovered and back on the job soon George.

Vacation time is again moving in on us. Some of the boys are planning very nice trips. The most zestful of all is Ray Turner's trip to Pasadena, California. Be careful Ray, that's rugged territory out there.

In this edition, we would like to congratulate Sam Tryens for his appointment to the new Methodist Church in Lynwood Park, Manoa. Everyone certainly will miss having Sam around. We are proud to have had you work with us Sam, and we are glad you have succeeded in getting your own church. We take this opportunity in wishing you the best of luck and every happiness.

Earl Bennett could be taking up prizefighting on the side. Last week he sported a swollen jaw and now he

has been wearing dark glasses. What class would that be Earl; middle-weight?

Bob Selfridge and Frank Cullen have teamed up in a carnival act. Cullen is a cotton candy salesman while Selfridge has a "double decker" ice cream concession.

Jake starts his three weeks' vacation next week and tells us he may be Georgia bound. At any rate, he won't repeat last year's vacation of two weeks working around the house. Have a good time Jake, and bring back some of those peaches.

**91 DEPARTMENT***By H. Obodyke*

Inquiry has been made as to why Elmer "Chop Chop" Haffner goes to Washington every weekend.

We hear Pat Gray has bought 6 acres to add to his large real estate holdings.

Bill Osterheldt is getting to be a regular Darby movie fan.

Tom Dougherty's reading matter sure has piled up since he got his television set.

Norwood police apparently need reinforcements as we have learned that Harry Renz had four white shirts stolen from his backyard. Tough luck,

Harry.

We regret to announce that Fred Esrey was recently admitted to a Philadelphia hospital and wish him a speedy recovery.

Each Year, one bad habit rooted out, in time, ought to make the worst man good.

Goon: "I've seen plenty of better heads than yours."

Moron: "Yeah? Where?"

Goon: "On rusty nails."

Al: "Why didn't you take the job?"

Pal: "No future. The boss's daughter is already married."

Phil: "Why do you keep saying over and over that nobody loves you? It's hardly true."

Bill: "Yeah, the only one who sticks to me is the Finance Company."

A teacher was allowed \$1.00 with which to purchase admission for 100 persons to a minstrel show given by local talent. Admission charges were 10 for 1 cent for boys — 5c for men and 2c for women. How many of each were admitted for the dollar?

Pat Gray has left service to join his father in business and we wish him the best of success and good health.



**PRIMITIVE RAFT** recalling the old logging days was photographed in Central Yard wet basin. Purpose of raft was the transportation of long

pine logs to be used as piles in repairing the docks. The log was man's earliest form of water craft. Later he hollowed it out to make a boat.



## 36 MACHINISTS

By Richard Clendenen

We have several reports of fishing parties made up of 36 Dept. men but lack details of the results. Dave Houser has engineered several trips already and we are anxiously awaiting some promised photos.

59 Dept's. Wilbur "Reds" Moore has also been out wetting his line. He will be remembered as the old "silver bait" fisherman and we surmise his bring home catch has been fairly good. Pictures of fishing parties will be welcomed by OUR YARD.

Johnny Laurence and Dick Clendenen report having witnessed the graduation exercises at Swarthmore College when 169 candidates were awarded degrees. The thrill of this experience came when Robert A. Cressy, son of Safety Dept's. A. B. Cressy, received his Bachelor of Arts degree in English.

They also report that along with the shop crew of the Engineering Dept. at Swarthmore, they were given a testimonial dinner by Professor Samuel T. Carpenter at the Inglenook Inn, the affair being an expression of appreciation for the work done out there on the project on which they have been working.

We are very sorry to report that little Freddie Esrey is hospitalized at the time of this writing. Being under observation, we are unable to state the nature of his disability, but trust that it will not prove serious. Incidentally, his brother, Horace, of Wetherill foundry, is still confined to his home at 1122 Brown Street and will welcome a visit from any of his old friends.

## 34 — COPPER SHOP

By Worrlow & Fisher

"Medic" Mike, our great curbstone fireman, made quite a name for himself the other week, when he sounded the fire alarm for his neighbor's house. Racing down 7th Street in his pajamas at 2 A.M., our hero reminded his neighbors of the "Midnight Ride of Paul Revere."

Several of the boys have returned from their vacations especially Joe Krueger, who spent most of his time at the ball games.

Jimmy Simmons worked all his vacation for his new home, while



THIS ODD VIEW apparently of steps leading to a vessel was the result of a snapshot of the M.S. PROVIDENCE as she floated at one end of a drydock with the other section not submerged. The PROVIDENCE, owned by the Texas Company, came in for alterations.

Fred Thelig spent a few days up in the New England States.

Ray Boyle is spending his vacation in Florida. Don't you have your seasons mixed up a little Ray?

*I'm going to check in my tools, collect my pay,*

*Say so long boys and be on my way. I'm heading out West where the cow-boys ride,*

*With a bottle in their pocket and a gun at their side.*

*Now I don't like to brag, but this I will say,*

*When I strap on my guns just don't get in my way.*

*Because I'm quick on the trigger and lightning on the draw,*

*And the toughest gun slammer you ever saw.*

*One famed gunman, so it was told to me,*

*Could shoot from the back of a racing horse*

*And plug old Jessie Jimmie up in a tree.*

*That is too easy for me, so I changed it around,*

*I do it from the hip while sitting on the ground.*

*So take warning from this Eddie, don't mark up my work,*

*Or I'll stick my 44 in your belly, and give the trigger a jerk.*

*I like my work, I like my gun, But what I like best is my old six-gun.*

BY LEROY GEDDINGS



## ENGINE DRAWING ROOM

By Anne Bean

Golf is a very popular sport in the Engine and Hull Drawing Rooms these days. Six of our fellows will play a six man team from the Hull on Saturday, June 26 at Rock Manor Golf and Country Club.

The first of three golf tournaments being run off in the Engine Drawing Room was won by John Paxton in a very close play-off with Jack Herbert. "Locky" Sands and Dan Mullen still have to play-off the final of the losers match. Incidentally (this is beside the point) John Paxton is also a member of the Rules Committee.

We all want to congratulate Danny Collier. Danny completed his apprenticeship this month. We also congratulate B. Wright; he is the father of a baby girl, Doris. Mr. E. Baker became a new grandfather of a little girl, Mary Louise.

We want to welcome back Mr. Gilmore. We are all glad to see you again.

New faces in the Drawing Room are J. Reese, J. Nassaumer and Charlie Derk.

Betty Hunter and her daughter, Suzanne, are going to spend June 23 to 28 in North Carolina visiting friends.

Mr. McLarty was certainly the proud father the other week, and he certainly had a right. His son, Colin, graduated from Duke University and Mr. and Mrs. McLarty attended.

I would like to take this opportunity to thank those who have contributed to this column and hope you continue to cooperate.

## 88 GUARDS

By Grover C. Lineweaver

Capt. Henry MacGregor has received from the Coast Guard Department a decoration for services during the war.

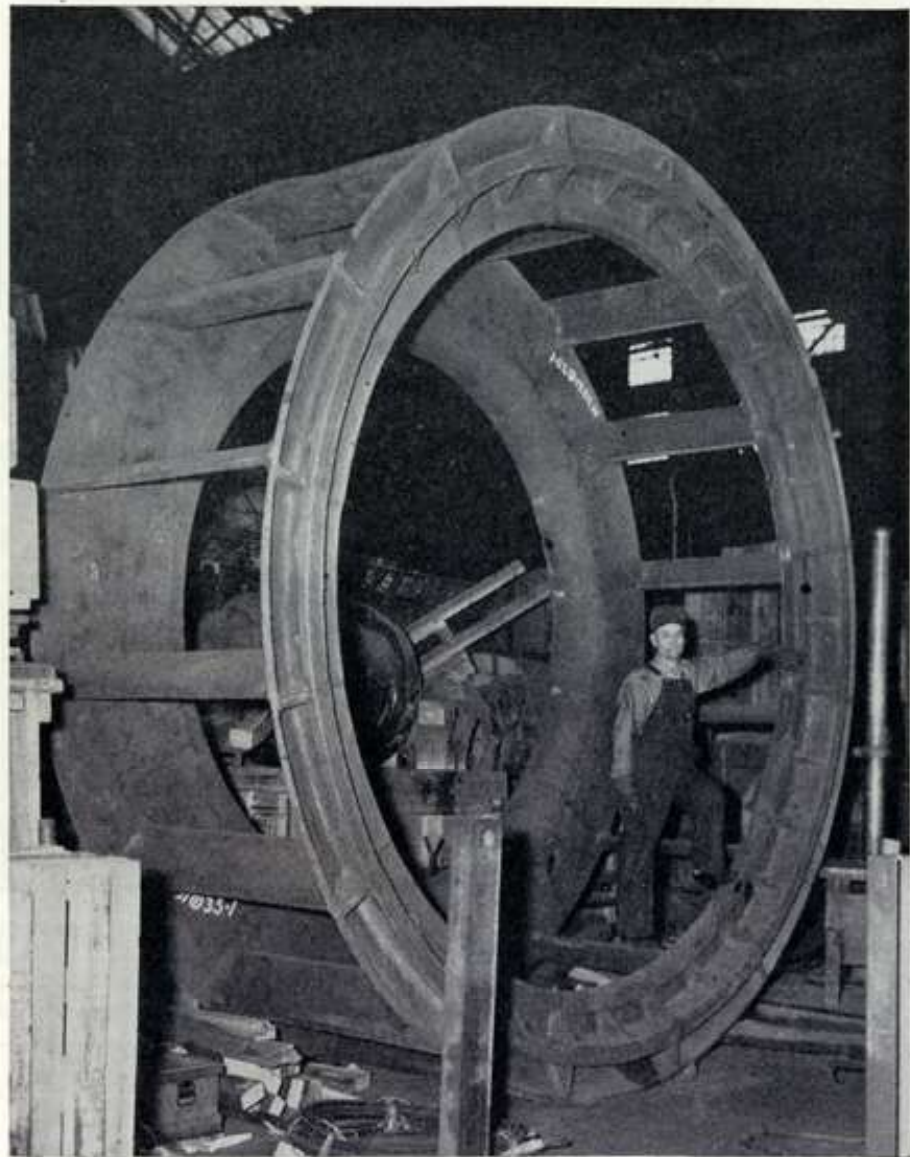
Among those who recently took vacations are: W. Lindell and A. Curtis Herrick. The latter went to the Thousand Islands.

H. Doak, who is an official of the Izaak Walton League, is planning several trips with the opening of the bass season this month.

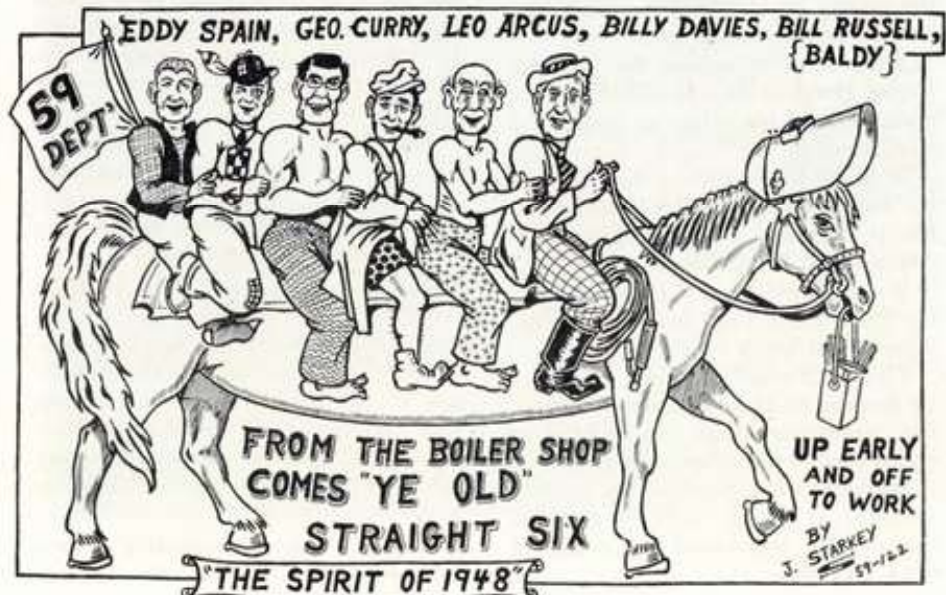
Bob Schaeffer took part in the Shrine Convention in Atlantic City.

Former Sheriff Pechin, who was fishing near Cape May, brought back 8 weak fish, all of them large. He says he threw the small ones back.

Capt. Paul Sides made a recent trip to Ocean City, New Jersey.



SPEED RING weighing 22,900 pounds was cast at the Wetherill Plant. It is about 15 ft. high and is part of a hydro-electric installation.





## 67 DEPT. CLEANERS

*By Major Palm*

For "Cleaner of the Month" we nominate Willie Steward. He is deeply interested in his work and his family and is earnest about his children and their education. Keep up the good work, Bill, and you will be rewarded.

We are convinced that Ernest Jackson, of the first shift, can out talk anyone in the Cleaners Dept.

Bill Ervins out on vacation. All fish lovers can see Bill.

Big Mack, of the third shift, is staying out of the way of the girls.

C. Minor and "Cool Breeze," of day shift, they tell me, are the Yard's gift to the fair sex.

"Bottie" Boulware is still hitting the wood hard. Last week at Central Recreation, he had a 750 for three games. We are hoping he is the first man to post a perfect game. He has had bad luck on three tries in his last frame. We are pulling for you "Bootie."

## PLATE YARD

*By N. Nickerson*

Condolences are extended to the family of Edward Lewandowski, popular engineer who passed away on June 5.

We also offer condolences to the family of our boss, Jack Seaman, who lost his father recently.

We welcome Walter Bernacki back to work after being out for a month due to illness.

Frank "Lover" Berridge tell us the story of how he went to Garden State Park and found it closed. He tore up the money he intended to wager and headed home feeling fine.

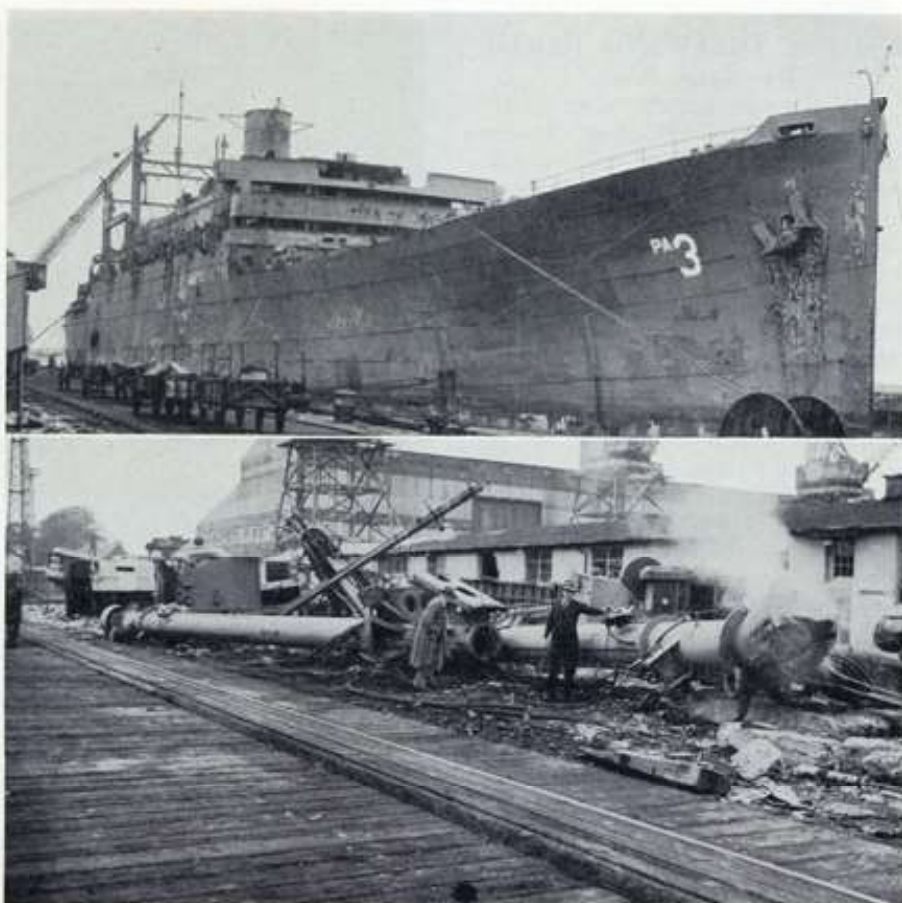
Well vacation season has started. Roger Dandois flew to Pittsburgh to visit some of his relatives and had a swell time in the "Smoky City."

It looks like wedding day is close for Stanley "Chester Jim" Nowaczyk. He is handing out feelers to Paul Atkin about being best man.

We welcome Fred Warden back to the Plate Yard. Fred had been on the injured list for a long time.

Elliott "Sugar" Jenkins wishes to be known as the "Prince of Foxes" for remaining single so long—or could there be another reason?

Harvey Fisher, popular No. 6 crane operator, is getting ready for gunning season. He purchased a couple of dogs recently.



UPPER WORKS OF THE FORMER CARGO-PASSENGER VESSEL ZEILIN were removed by Sun Ship for an outside purchaser of the ship. Lower picture shows one of the masts which was taken off. Thickness of the mast was one of the features of the ZEILIN which was a troop carrier during the war.

## INK SPOTS FROM THE HULL DRAWING ROOM

*By Al Williams*

The Bowling Banquet was a complete success as far as the Hull Drawing boys are concerned. In addition to the Awards that the "A" Team won for taking the League Championship, three of the Door Prizes were won by Hull Members.

Bill Deck, one of the ex-leather-necks of this department, proved that he was Champ of our banquet table by consuming five bowls of the soup before starting on the dinner.

Joe Ambrosino, who won the High Average Award for the Shipyard "A" League, continued his bowling consistency by winning the High Average in the Chester Minors. His feat was recognized at the Minors' Banquet where Joe was awarded a trophy which was engraved with his name and accomplishment.

"Tony" Vettor is sporting a new Oldsmobile but with the new cars that

have been bought recently by the fellows, Bill Deck is the only one who can boast of a built in escape hatch, which his English Austin has.

Harry Allen, of the Blueprint Room, has returned from a six week's vacation, which he spent in England.

We welcome Mr. Sam Finley to the Drawing Room. Sam is an experienced ship man having been 17 years with New York Ship.

We also welcome Mr. Robert Serbutt, who is now working in the Technical Section of the Drawing Room. Bob is here for the summer months and hails from Sydney, Australia.

Fisher was nicknamed "Inky" when he accidentally christened Bill Joyce's board with a bottle of drawing ink.

The Bill Joyces have bought a home where they are now residing in Sun Hill.

The Hull Drawing Room Softball Team came back for their defeat by Westinghouse and defeated the General Steel Team 7 to 4 on the Ridley Township High School field.



## 74 TOOL ROOM

*By Hilda Ramont*

Mr. and Mrs. William Divins are being congratulated on the birth of a daughter May 31.

Vacations are getting underway. Mr. and Mrs. Jack Orwig spent several days at Atlantic City.

Mr. and Mrs. Howard Clark motored to Alabama.

Mr. and Mrs. Ben Stipe and children visited Wildwood.

Mr. and Mrs. Fred Sayers have returned from a visit to Atlantic City where they acquired fine coats of tan.

Albert Fullerton has returned from a brief vacation.

Mr. and Mrs. William Crossen recently celebrated a wedding anniversary.

74 Dept. was well represented in the Firemen's Parade.

Thomas Behringer, who boasted the "new look" and William Kealey were prominent in the parade.

## FOURTH OF JULY

*Vice President R. L. Burke has announced:*

"Due to Independence Day, July 4th, falling on Sunday this year, this holiday will be observed on Monday, the day following, therefore:

"The Yard, Wetherill Plant, Allison Plant and Main Office of the Company will be closed on Monday, July 5, 1948.

"The Third Shift will not report for work at 11:45 P.M., Monday, July 5th, but will report as usual at 11:45 P.M. Tuesday night.

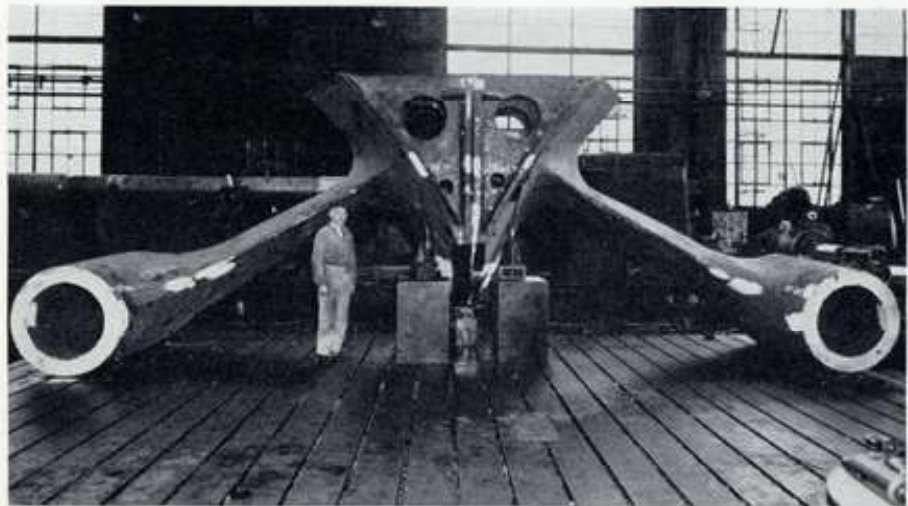
"No employee will be expected to report for work on this holiday unless especially requested by his Foreman to do so.

"Due to the bank being closed on Saturday, July 3rd, and the long week-end, the shifts will be paid as follows:

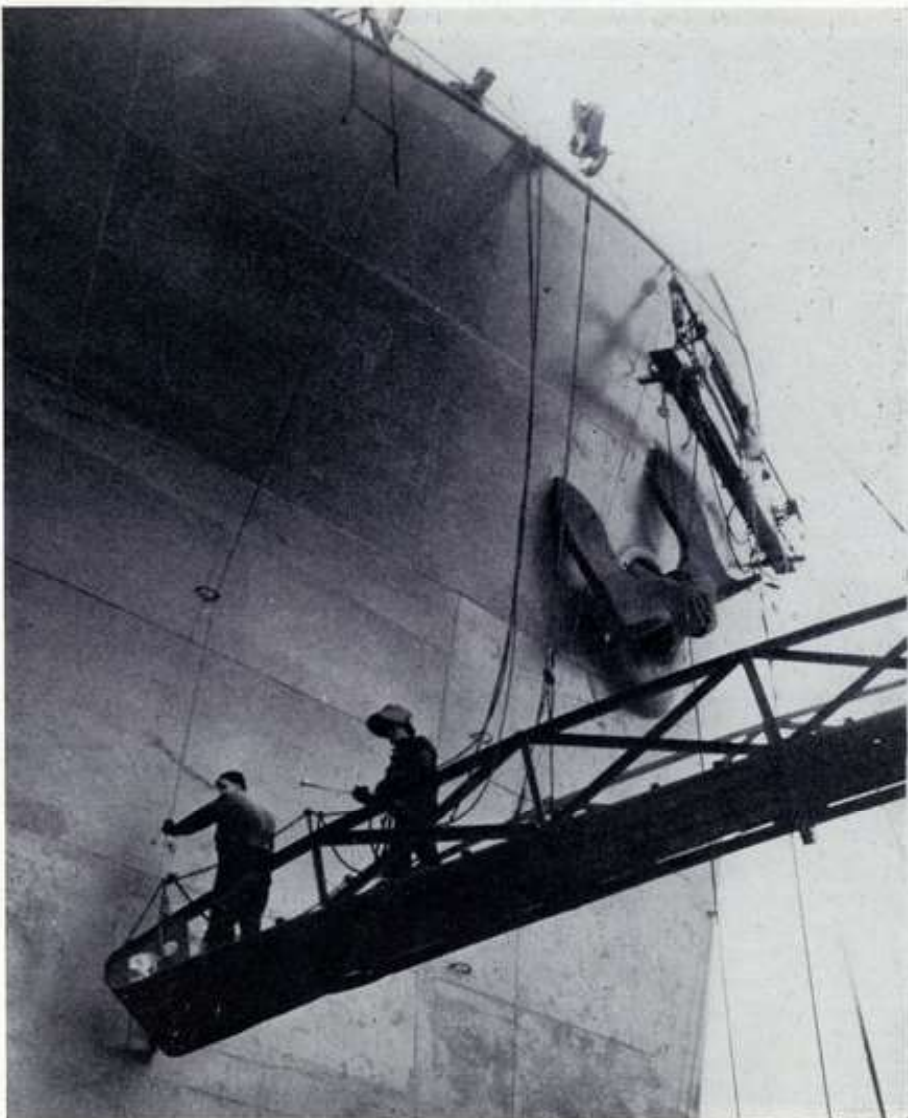
"The Day Shift will be paid on Thursday, July 1st.

"The Second Shift will be paid on Thursday afternoon, July 1st.

"The Third Shift will be paid on Friday morning, July 2nd.



THIS ODD-LOOKING gadget with staring eyes is a spectacle frame made at the Wetherill Plant. It weighs 67,600 lbs. The two halves were cast separately. When finished it will be placed on the new \$9,600,000 Army dredge being built by Sun Ship and will provide the frame for the twin screw drive.

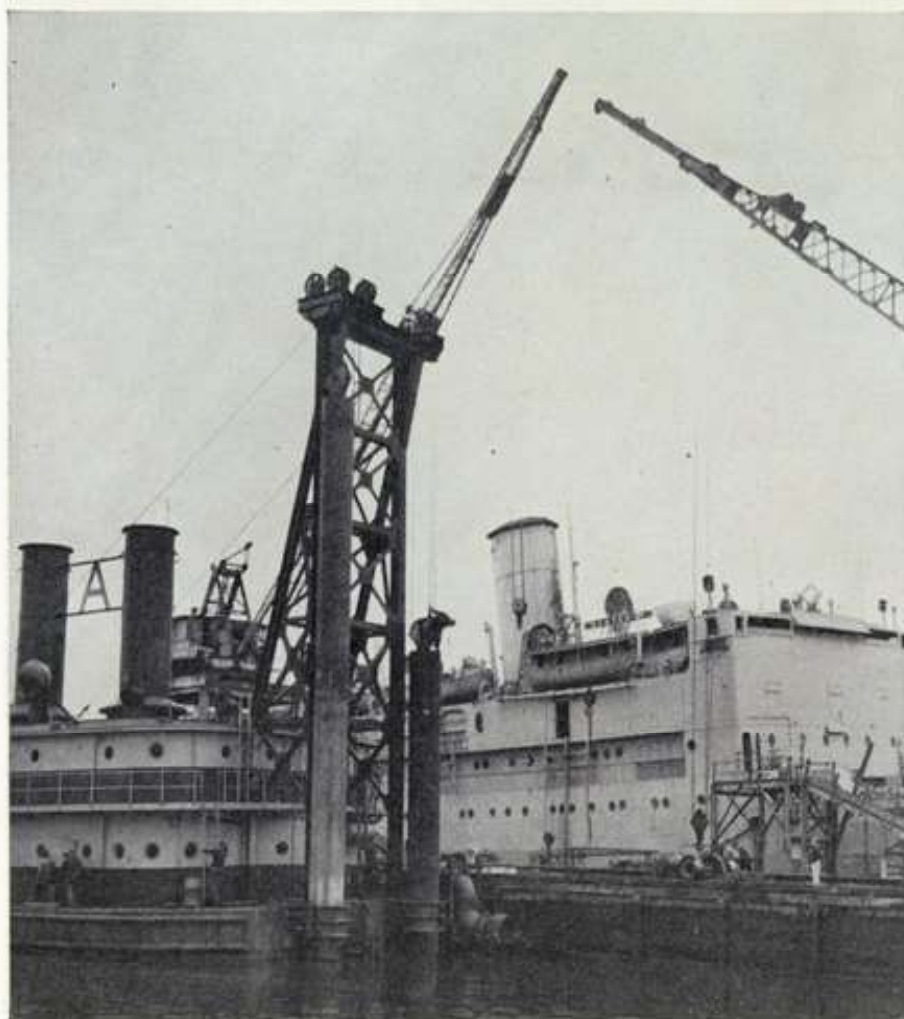


SOME REPAIR JOBS at Sun Ship call for special equipment. Here's an instance: a brow, gang plank to you, is swung into place to aid the workmen.





**OUT OF ORDINARY TASK** at Copper Shop is putting a coating of solder on the inside of large pipes. Here you see W. Davis, inside a pipe wiping solder, while A. Adam, Jr. heats the outside sufficiently to melt the solder.



**REMOVING SPUDS FROM A LARGE DREDGE** is a big task. Two cranes were needed in the job pictured here. Each spud was taken out and placed lengthwise on the pier as gently as a fisherman might lay a trout rod on a table.

### 33 DEPT. (ELECTRICAL)

*By John Hefflefinger*

It's sure Tough Luck for Eddie Carr, who slipped off a ladder and broke his heel. We sincerely hope he will soon be back on the job.

We extend our sympathies to Mill Seamon on the recent loss of his father.

That fishing party at Lodge's Wildwood Bungalow didn't turn out to be much of a success. While the boys did catch 20 fish, we hear that five out of six in the party got seasick.

We extend our congratulations to Wm. Cloud, 33-385, upon the completion of his apprenticeship, on May 16, 1943. The best of luck Bill.

Paul Brinton is now one of our gentlemen farmers, having recently acquired a country residence.

And we hardly recognized Bob Cantwell behind those sun glasses and new cap.

Reports have it that Tony is really making the sparks fly these days. At least they did when he cut into that hycycle cable on dry dock.

The construction boys think Charlie McFadden is a real pal. He still has lunch with them each day, even though he is working with the Maritime gang.

Bob Napier has earned the reputation as being tough on helpers. How come, Bob?

The Boiler shop gang makes the headlines. What electrician who after asking his wife for a week off as part of his vacation ran into bad luck the first morning. It seems he was going to install a new motor in his car. He needed a stand and when he picked up the saw to cut a plank, nipped the end of his thumb instead. Tough luck Whitey.

And who was the electrician (const.) who flew to Florida over the Memorial Day week end. Claims of super fishing are being heard.

Cliff Ward our New England hill-billy was a recent visitor to Garden State Park. Bob will please note.

33 Dept. was well represented in the Firemen's Parade in Chester on June 12th.

And Geo. Milne claims that when the Lights are on down at Lloyd field at night—it's bright enough for him to shingle his roof way out in Springfield.



**Hoot Mon.** An item from the cranes has it that Sandy Mac Bair has become super thrifty. It seems he has been turning off the car motor on going down hill, but now we hear he does the same thing at red lights.

And while we are with cranes, Mert Nieman is all bothered as to when his crane is to get its coat of fresh white paint. And by the way Mert did you get those fish yet?

Congratulations to our Foreman Mr. Holt who with the other members of the party had such wonderful luck on their recent fishing trip.

Frank Crowley our electric truck repairman has been having a rash of flat tires lately.

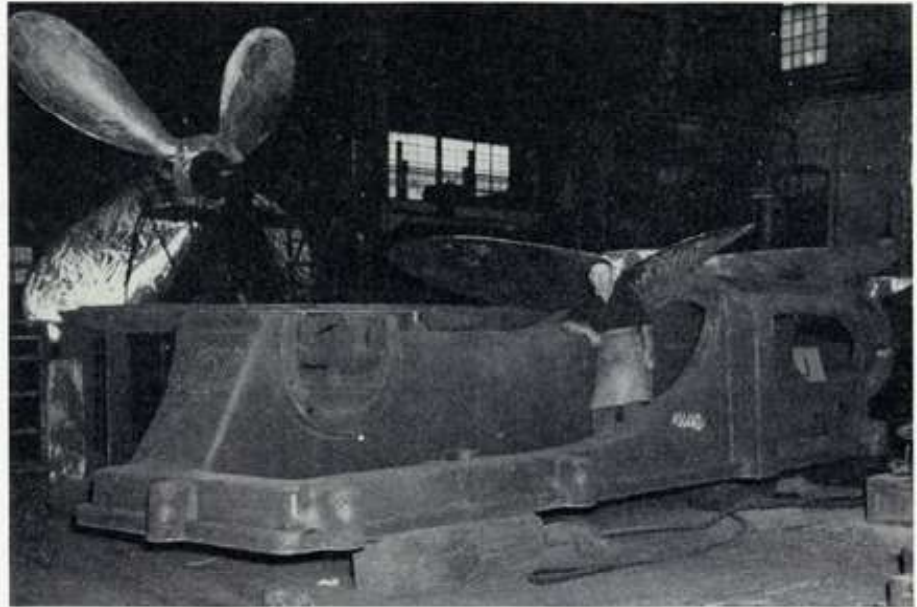
Anyone interested in baseball? Bill Lappin has the makings of a team started. Three players who hail from Media, Chester, and Feltonville, an umpire from Eddystone and a bat-boy from Sun Hill are already on the roster. Please see Bill for your position.

On Wednesday evening June 9th, Buffington was hailed by his buddies as he furiously pedalled his bicycle over 7th street. When asked where he was headed for, he replied the fights at Newark. At work the next morning he said he got as far as Trenton before he found out the fight was called off on account of rain. Claims he didn't want to return empty handed so he towed a Blue Line Trailer back to Chester. A regular Humphrey.

We got a letter on June 11th from an old ex-Sun Ship man, Don Mac-Phail. He wants us to know that his son John, former apprentice at Wetherill and on his return from the service at Central Yard 33 shop, has completed a law course and graduated with honors from W. & J. College. He will enter Dickinson in the fall to complete his studies and expects to practice in Gettysburg. John is now married and sends his best regards to all the boys in the Dept. Best of luck to both Macs from us.

Romeo Adams almost didn't make the column this month. We welcome him back from second shift and hope he got caught up on his sleep. We hear he is planning to enter Drexel in the Fall.

We certainly don't get much news from the second and third shifts. Send in your items so we will know how you are. That's all.



**CORLISS ENGINE BASE**, extra large one, was cast at the Wetherill plant. Man standing near cylinder and view of fly-wheel bearing, indicate size of the job.



**SPLICING AN EYE** in wire is a heavy job. William Murtaugh and Howard Ebright show how it is done.



## Pot-O'-Gold - Safety Slogan Contest

*"The Best Safety Device is a Careful Worker"*

23 MEN REMEMBERED THE ABOVE SLOGAN FOR MAY  
AND WON 23 BUCKS

|         |            |        |               |         |              |
|---------|------------|--------|---------------|---------|--------------|
| 1-14    | J. Gorman  | 45-63  | E. Jones      | 59-365  | P. Bradley   |
| 8-100   | H. Smith   | 45-274 | C. Springer   | 59-1248 | R. Kirven    |
| 30-1009 | O. De Masi | 46-113 | J. Wyatt      | 67-250  | J. Hamlin    |
| 33-224  | M. Taylor  | 55-45  | H. Rickenback | 74-89   | W. Coyle     |
| 33-534  | W. Humes   | 55-125 | H. Leaper     | 74-104  | H. Clark     |
| 33-4034 | C. Miller  | 59-149 | D. Biddle     | 80-467  | T. Brower    |
| 34-683  | H. Fry     | 59-231 | S. Nowak      | 80-172  | M. Sterinsky |
| 42-14   | J. Neal    | 59-947 | E. Smith      |         |              |

THE LOSERS — CONTRIBUTED \$27.00 TO THE JACKPOT

|         |              |         |                |         |              |
|---------|--------------|---------|----------------|---------|--------------|
| 8-511   | W. Bilsky    | 47-9    | H. Bullock     | 59-991  | M. Kowalchuk |
| 30-59   | Z. Semeraro  | 47-259  | B. Reilley     | 59-4227 | E. Kondik    |
| 34-62   | J. Hausmann  | 47-712  | O. Pinder      | 60-91   | G. Schlosser |
| 34-2523 | R. Boyle     | 47-871  | G. Fencil      | 66-164  | R. Sutton    |
| 36-85   | R. Cohee     | 47-950  | C. Hauger      | 66-729  | B. Barrett   |
| 36-274  | R. Snyder    | 47-2823 | A. Jones       | 67-328  | J. Rice      |
| 36-666  | H. Sharpless | 51-457  | J. Korpulinski | 67-1143 | B. Brown     |
| 36-771  | J. Collins   | 58-346  | H. Pierce      | 67-1887 | W. White     |
| 36-795  | K. Bixler    | 59-719  | E. Jackson     | 68-150  | J. Page      |

TOTAL IN JACKPOT ON MAY 28, 1948 ..... \$178.00



SHIPS' BOATS ARE REPAIRED by Yard workmen who remove dents, fix breaks and restore the small craft. Picture shows two lifeboats being reconditioned.

### WILL BUILD A CHURCH



During World War II, Samuel Hall Tryens ministered to dying men and comforted the wounded. He came out of the service with the fixed purpose of devoting his life to serving his God, his Country, his fellowmen.

On June 2 last, "Sam" left Sun Ship to take up active duties as pastor of the newly organized Methodist Church at Lynnewood Park near Manoa.

The young clergyman, who had come to Sun Ship as a coppersmith's helper more than 12 years ago, studies at the Temple School of Theology in his spare hours and was assigned to the Lynnewood Park Church a few months ago. He and his bride have moved into the parsonage and hope to start work on the church edifice soon.

The Sun Ship parson was born in West Chester and, after coming to the Shipyard, was transferred from Copper Shop to the Storeroom.

He spent nearly four years in the late war, two and a half overseas, where he was an assistant chaplain. He was attached to the 8th Air Force. His wife, a former teacher, was educated at Temple, State College and Duke University.



## WETHERILL SCOOP

*By Wally*

Fred Esrey, formerly of Wetherill, now in 91 Dept., is in the Misericordia Hospital. A Get Well Card would be appreciated very much.

Hi, fellows, did you see the notice about the quoit tournament on the bulletin board? Age doesn't mean a thing, let's have each department represented.

Who got the biggest one on the last fishing trip? A picture will prove it.

Speaking of gardening, your reporter overheard two men, Anderson and Fredicks, discussing their skill. Now in the course of their discussion, Anderson claims to have peppers that are so hot, that when it rains his whole garden is full of steam.



**JAMES ROBINSON, Jr.**, 10 years old, is the son of James Robinson of 67 Dept.



**P. M. C. STUDENTS** visited the Wetherill Plant recently on an inspection tour. They included many former G.I.'s who are taking the Industrial Engineering Course and were under direction of Prof. John D. Beatty, of Industrial Engineering, and A. Green, director of Shop Work. In upper picture, Foreman Otto Leinhauser, of Wetherill, explains shop practice. Lower, students watch detail in machining.



**IN THE SPRING OF 1921**, the launching of a pontoon for No. 1 Dry Dock was marked by the presence of the office girls. Charlotte Eastlake was sponsor. Note photo of President John G. Pew in foreground. Of the girls shown here, there are nine still with Sun Ship. They are:

Helen Schmidt, Ann Preston, Janet Mentzer, Helen Finegan, Hannah Hepworth, Nell Drain, Mary Gormley, Gertrude Higgins, and Mabel Emmott.



## 66 DEPARTMENT

By P. Embree

"Baldy" McGhee's wife is visiting in England. He also sold his talking machine, so Saturday and Sunday, at McGhee's, is the same as spending an evening at a funeral parlor (without the organ).

The firemen's parade in Chester was quite a success with our own Herb Hattin leading the Eddystone Company and "Smokey" Bob Stalford holding up the rear line of the Glenolden Company.

Paul Rounds and Charlie Frank are spending their vacations at Charlie Retreat, Bowers Beach. Charlie was doorman and on the welcoming committee the other Sunday at his friend's cottage, when some state officials arrived unexpectedly.

Ernie Howard was well supplied with strawberries last month. George Craig gave him all his family could use, far below market price. George says he'll give Ernie the same discount on raspberries.

Joe Sage is running things the way he wants too around his home since Carrie is spending a few weeks in Ocean City.

"Roberts" Roux is sporting a pair of the latest style air-conditioned shoes. He says this improved shoe is better than last year's style. When you walk it cools your feet; acting on the same principle as an exhaust fan.

The "Blocking King" Tom Brown is a very busy man shipping tanks but he always has a "kind" remark to say when Les Harris has two more tanks to ship before 4:30 P.M.

You've heard the song, "Who Put The Overalls In Mrs. Murphy's Chowder," well ask Stanley Pilecki who put the grease solvent in the roof cement to thin it out and when the first rain came, washed the roof cement off.

Vacations are in order: —

Harry Wilson, well known downtown celebrity, will spend his vacation at the Swarthmore Hotel, Ocean City. Joe Sage and family will motor to Wildwood, New Jersey.

Earle Burton, the first man you see when entering the Carpenter Shop, will dig clams and fish in the Indian River, Delaware.

"Gable" Logan will be in South Carolina in time for watermelons and promises to bring three melons back

## FLASH—SUN SHIP PICNIC—FLASH

Saturday, August 28

All Sun Ship employees and members of their families are invited to attend. During the war the picnics were discontinued. This year the outings are being revived, bigger and better than ever.

## GAMES—ENTERTAINMENT—REFRESHMENTS

Details will be announced later. Committees now being formed. If you have any suggestions leave them with Editor, OUR YARD, Maritime Building.

## SPRINTERS FROM TUBE MILL



**EXCITING RACE AT THE ALLISON PLANT** was a photo finish with A. Beltz winner by inches. A. Merritt was second. Ten were entered in the race, but two did not leave the starting line. The Allison Plant has developed some unusual sprinters who are ready to meet entries from the Central Yard or Wetherill. Upper picture shows the lineup for the race, left to right: J. Massarelli, R. Keller, N. Hubyk, G. Ridgley, A. Beltz, W. Trosino, H. Ryan, C. Viguers, A. Merritt and F. Bassett, trainer. Lower shows the finish with both Beltz and Merritt hitting the tape almost at the same time.

for a melon party.

"Doc" Gus' wife and daughter will spend their vacation in Wildwood while Gus paints the inside of his home.

C. Penniwell was visiting Chester

for a few days and called on some of the boys.

"Slim" Rankle is still on the sick list. All reports show that he is improving and will be back on the job very soon.



# This kind of magic is easy!



NOTHING in your hands! Nothing up your sleeves! But look . . .

. . . out of your *present income* grows a wonderful future. There's a home in the country, college for your children, travel and fun for the whole family, even a comfortable retirement income for yourself.

And this is no trick, no illusion. *It really can happen!* It is happening right now for millions of wise Americans who are buying U. S. Savings Bonds *automatically* on the Payroll Savings Plan.

Here's how the magic works. All you do is sign up for the Payroll Plan. Then regularly, automatically, part of everything you earn is used to purchase Savings Bonds.

And magically, week after week, these *auto-*

*matic savings* pile up the money you'll need to pay for the future *you want!*

Don't forget that every dollar you put into Savings Bonds is a "money-making dollar"—that \$75 Bond you buy today will be worth \$100 in just 10 years. And these Bonds play a big part in helping keep our country financially sound and strong, too.

The surest way—the easiest way—to build financial security for your future is to buy them *automatically* on the Payroll Plan.

**SUN SHIPBUILDING & DRY DOCK CO.**



**HELP!**

SINCE 1941, more than 2,000 blood transfusions have been given to our employees and members of their immediate families by their fellow-workers at Sun Ship.

**HELP!**

Most of these sick folks have been brought back to good health and are able to enjoy life again.

**HELP!**

This tremendous job, involving hundreds of gallons of blood, was accomplished without fanfare, glory or praise by a relatively small number of loyal men and women.

Employees who needed this service received it without charge: the donations were given "fer free" and their errands of mercy and good-will were on company time.

Had it been necessary to use professional donors in each case, the cost would have been tens of thousands of dollars.

In some cases, any delay might have been fatal.

We expect to continue this plan. The benefits are well known. The company is willing, but the number of blood donors registered at the Safety Office has dwindled to a dangerous low point.

If we are to continue to give every request, prompt and timely service: if we are to spread the load so that no man will be asked to give more than three or four transfusions a year, we must build up the group of men willing to cooperate.

For most men in good health, a blood transfusion — now and then — is beneficial. If a man is below par at the time he is called, he will not be asked to go.

Do you know what type you are? AB or 1? We have none; A or 2? We need 25; B or 3? We need 12; O or 4? We need 30. These are minimum requirements.

If you do not know your type, register along with the others. If you are needed, we will arrange to have your blood typed without cost to you. Use the coupon on page one. Join this group.

Make it possible for us to answer *all* calls promptly.