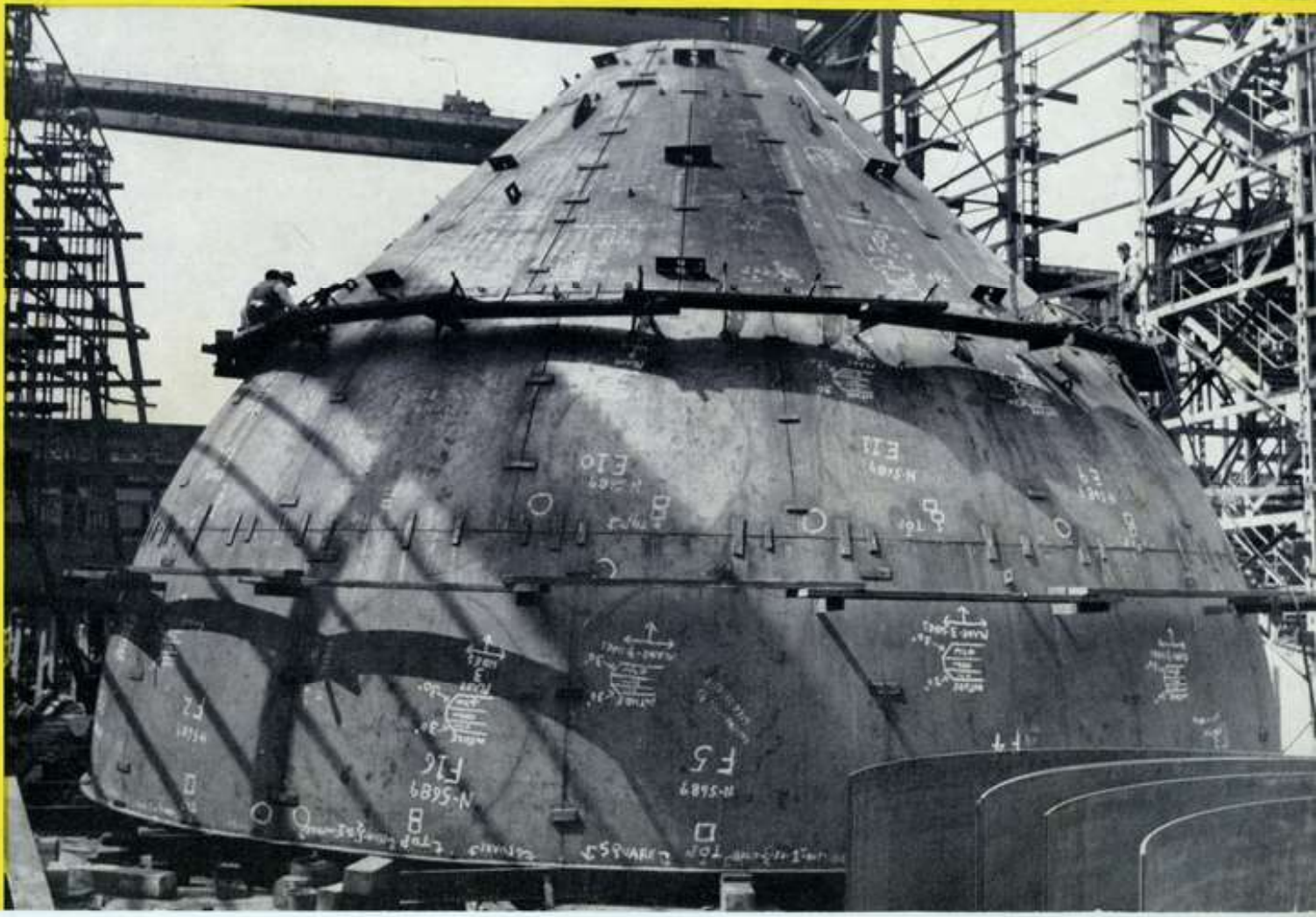


Our Yard



SAFETY REPORT

HERE is your safety record for the first six months of 1948. It was produced by the right kind of co-operation between supervision, the employees and the Safety Department, working together to eliminate accidental injuries. It is very good in some respects, fair in other spots and, in a few instances, it is downright terrible.

All figures in this report are confined to the departments listed below. For example, manhours worked, accidents incurred, etc., by other departments have been eliminated so that the frequency and severity rates afford a fairer basis for departmental comparisons. The results obtained fall into three groups.

GROUP I THE "ZERO CLUB," THE MEMBERS OF WHICH MIGHT BETTER BE CALLED THE "ALL-STARS," BECAUSE THESE DEPARTMENTS CAME THROUGH THE SIX MONTH PERIOD WITHOUT A SINGLE LOST-TIME CASE.

GROUP II DEPARTMENTS WITH A BETTER RECORD THAN THE AVERAGE FOR ALL PRODUCTION DEPARTMENTS.

GROUP III DEPARTMENTS WITH A WORSE RECORD THAN THE AVERAGE FOR ALL PRODUCTION DEPARTMENTS.

GROUP I—THE ALL STARS

Mr. Glossop and the Patternmakers
Mr. Blavier and the Sheetmetal Workers
Mr. Van Horn and the Pipefitters
Mr. Adam and the Coppersmiths
Mr. Burke and 34 Maintenance Men
Mr. McCoy and 36 Shop Machinists
Mr. Knox and Installation Machinists
Mr. Hall and the Blacksmith Shop Employees
Mr. Neary and the Drillers and Reamers
Mr. McCann and the Joiners
Mr. Childs and the Painters
Mr. Sayers and the Tool Room Employees
Mr. Seaman, the Train Crews and Plate Yard Men
Mr. Rennie and the Repair Machinists

Truly, these men are entitled to top honors. They worked over 900,000 manhours, almost 25% of all the hours worked by the departments included in this report, without a lost-time case. Mr. Burke expressed his hearty appreciation of their efforts in his recent letter and we agree 100% with everything he said.

GROUP II—SAFETY MINDED TOO

The men in this group did right well too, on the basis of NUMBER of accidents. The dividing line between this group and the third one was determined by finding the frequency rate of the departments listed in this report, eliminating all other non-productive departments. This average was 17.47 accidents per million manhours worked. The following departments are listed in the order of their performance with the best record first and the worst one last. Our congratulations to all departments in this group. All five of them made fine records.

DEPARTMENT	FREQUENCY RATE
33 Electricians	7.52
66 Carpenters and Stage Builders	7.56
47 Fabrication Shop & Scrap Yard Employees ..	13.54
67 Ship Cleaners	13.78
8 Wetherill Plant Machinists	15.88

GROUP III—WORSE THAN AVERAGE

DEPARTMENT	FREQUENCY RATE
59 Welders	19.83
36 Machinists	20.38
46 Linermen	22.33
4 Foundrymen	22.37
45 Shipfitters	24.23
55 Chippers & Caulkers	32.83
60 Burners	36.59
58 Regulators	41.47
30 Boilermakers	43.11
68 Riggers	57.58
58 Erectors	94.97

All of the above figures are based on the NUMBER OF ACCIDENTS per million hours worked. Based on the work days ACTUALLY LOST (because of accidental injury) per thousand hours worked, the severity rate was 0.52.

E. W. WHITE, *Safety Engineer*

Wine, Kettle, Nails, Pins 250 Years Old



DREDGE PHILADELPHIA unearthed wreck of ancient ship in Delaware river near Gloucester. Historians believe craft was sunk 250 years ago. Captain Charles Phillips is holding copper kettle dug up by dredge. Old wine bottle, hand-made nails and brass pins also were found.

THROBBING with the spirit of romance — Spanish galleons, British frigates, lost treasures and adventure, the dredge **PHILADELPHIA** under Capt. Charles Phillips came back to our Shipyard early in July for some overhauling.

This big craft, owned by the American Dredging Company, was launched in Central Yard in December, 1947. Since then she has been engaged in numerous dredging jobs. It was while deepening a channel near Gloucester, New Jersey that Capt. Phillips came across an ancient wreck, a Spanish galleon that was sunk in

the Delaware river perhaps 250 years ago.

Pieces of wood that have turned to stone have been hauled out of the wreckage together with bottles of wine, kegs of hand-made nails, thousands of hand-made brass pins, a rare type of copper tea-kettle made by a master craftsman and other articles that came to the New World on a trading ship, a craft lost in the Delaware so long ago that her history has been forgotten.

Close by the Spanish galleon is the wreck of the British frigate **AUGUSTA**. This is supposed to have carried gold and silver coins worth

hundreds of thousands of dollars. It was sunk during the Revolutionary War. Records of its loss in battle are clearly established and the wreckage has been located.

The **PHILADELPHIA**'s dredging course will carry it to the spot and it is not beyond possibility that many **AUGUSTA** relics including part of the treasure may be reclaimed.

The New Jersey Historical Society however placed the sinking of the Spanish trading vessel in pre-Revolutionary times possibly about 1700 or earlier. There are no records to indicate how or when she went down.

(Continued on Page 16)

Some Entries in Quoit Contest



SUN SHIP'S 1948 QUOIT TOURNAMENT swung into action on July 19. Here is a page of pictures taken during the preliminaries. Out of these matches came the teams that represented the departments. Much interest has been taken in the Quoit tournament and almost every department is represented in the Shipyard competition. Because of the large number of teams entered in the tournament, the series will continue into August.

Up to July 27 the winners were: Shipfitting, Counters, Paint Shop, Tool Room, Maintenance, Cement Finishers, Messengers, Fabricating, Pattern Makers, Storeroom Laborers.

(See next page for news of Tournament.)

Close Games Mark Start Of Our Quoit Tournament

Sun Ship's Quoit Tournament got off to an exciting start on July 19 with 36 teams (72 men) entered. More than 500 spectators crowded around the two official courts to witness the opening.

Contestants in the initial games were:

E. Kutys and J. Taylor of the Shipfitting team who opposed W. Lynch and M. Flowers of Maintenance on Court No. 1.

F. Brown and L. McCall, of the Counters against J. Papi and D. Scott representing the Shipways team on Court No. 2.

The battle between the Shipfitting and Maintenance teams put the spectators on their toes and brought applause to Kutys and Taylor, who defeated the Maintenance boys 21 to 20. On Court No. 2 the Counters trimmed the Shipways pair 21 to 10.

Referees were Norman Fisher and S. Paschall on Court No. 1 and F. Hibbs and R. Clayton on Court No. 2.

Here are the rules governing the tournament announced by the committee:
Size of the courts 30" inside the square.

The distance between the pins shall be thirty (30) feet.

Pins will be $\frac{3}{4}$ " in diameter and shall be inserted through a 5" x 6" hard wood stake 4'0" long at an angle of 45 degrees. The stake will be sunk in the ground until the top is 4" under the clay surface, leaving 5" remaining above the surface of the court.

Only one (1) point shall be scored for each quoit; ringers or leaners will be scored the same as flat quoits, i.e. distance from quoit to the nearest side of the peg. (Iron to Iron).

Quoits that strike or come in contact with the wood box, shall be declared dead by the referee and removed from the court at once.

A foul line will be inserted at each court, at a position in line with the pin, should a player deliver a quoit with one or both of his feet, in a position on or in advance of the foul line; the quoit shall immediately be declared dead and removed from the court.

All quoits landing fairly into the clay court and remaining fairly in same, shall count for a score if lying on its back.

Weight of the quoits will be $2\frac{1}{2}$ lbs. each, 10 lbs. to the set.

Game winners will be determined on the 21 point basis.



When Clarence Duke, foreman of the Mold Loft and who is now on the retired list, visited the plant early in July his friends recalled that 32 years ago on July 3, 1916 he helped set up the first column in the construction of the Mold Loft building. It was the same day that he started work with Sun Ship.

Mr. Duke also helped to lay out the No. 1 dock and aided in the erection of numerous buildings.

He was advanced to assistant foreman and on April 22, 1918 he became the foreman.

Mr. Duke was known as one of the energetic men around the plant. He went on the retired list October 31, 1945 but he has made it a point to visit his friends in the Yard at frequent intervals. He was presented with his 30 year pin in December, 1946.

ORDERS FOR MORE SUPER-TANKERS

Sun Shipbuilding and Dry Dock Company has just received a contract to build two additional super-tankers for the Standard Oil Company of New Jersey. This order increased the number of tankers for Standard Oil to four.

Sun Ship's contracts for the huge type of tanker now total 15. The Shipyard also is constructing a \$10,000,000 hopper dredge for the U. S. Army Engineers; the largest dredge of its kind in the world.

Of the 15 tankers to be built, seven are for Tankers Navigation Company, Incorporated; four for Standard Oil Company of New Jersey; two for Gulf Oil Corporation of New York and two for Sun Oil Company.

The new Standard Oil Company ships will be similar to those previously contracted for. They will be 600 ft. long with a beam of 82 ft. 6 in. and depth of 42 ft. 6 in. and dead weight tonnage 26,000.

Propulsion will be single screw geared turbines. Shaft h.p. 12,500; speed, 16 knots and cargo capacity 230,000 bbls.

In order to build these super-tankers, Sun Shipyard engineers are extending five of the eight shipways.

*Babies, babies by the score,
Every day brings more and more;
Whether pop is poor or wealthy,
Each can grow up strong and healthy,
With four Child Health Centers you
Help with contributions to
Your Community Fund — so
Thanks to you who gave your dough!*





Rod and Gun News



MORE THAN 400 MACKEREL were caught by this group of anglers on a trip out from Brielle, New Jersey. Chap with hands in pockets and wearing white zipper coat is Harry Hutchins, a Sun Ship burner. Other Sun Ship and Sun Oil men were in the party.

By Howard Fithian

Here is a true fish story —

"Fats" McClintock, 91 counter, Sam Parncutt, 91 counter and Benny Krynski, 55 chipper, fished off Wildwood. Their catch was about 40 sea robins, 6 blow fish, 6 skates, 6 sea bass, 1 porgie and 1 flounder. Sam Parncutt won the pool with the flounder which weighed 1½ lbs.

Lloyd Lawson, 34 Dept., and his brother fishing for flounders at Indian River caught 42; largest weighing 6 lbs. They have their own dory which they take along on a trailer.

Frank April, chipper, had a good catch of croakers, flounders and sea bass at Indian River inlet.

Harry Cornish, 60 Dept., fishing at Slaughters Beach, Delaware, brought home 10 trout and 42 croakers.

Jim Wilroy, foreman of maintenance, 33 Dept., took his son, John, and daughter, Dorothy, on a fishing trip down to Fredricktown on the Sassa-

fras river, Maryland and had a swell day's fishing.

Al Hancock and Bob Lee, of Tool Room, and Herb Rosenberg, 80 Dept., fishing at Ocean City, Maryland, got a swell catch of flounders, the largest, 6 lbs.

Joe Mireider, dry dock rigger, had a big catch of trout and croakers off Broadkill Beach, Delaware.

Ray Gatchell, shipfitter, and Dave Hauser, 36 Dept., took their vacations together and spent a week by fishing at Wildwood, Kitts Hummock and Bower's Beach, Delaware. They caught over 300 fish.

Russ Rothka, 47 Dept., has been catching a lot of bass and pike at Noxentown Lake, Delaware. On July 10th, he caught a 26 inch pike weighing 5¼ lbs.

Arthur Connor, heat treater, spent the biggest part of his vacation fishing off Indian River Inlet. He brought back two large cans of porgies and

trout for his family and neighbors.

Frank Cox, 42 Dept. assistant foreman, Stanley Macielag and Stanley Belczyk, of 42 Dept., spent a night and day fishing off Rock Hall, Maryland. They had poor luck.

Harry Carsins, Sheet Metal, went on a crabbing trip to Woodland Beach, Delaware, but the catch was small.

Leon Koenig, 74 dept. machinist, fishing off Brigantine Island, New Jersey averaged 30 to 60 fish a day — trout, flounders and king fish.

Bill Jones, dry dock tool room, caught a mess of trout and a bad case of sunburn off Broadkill Beach, Delaware.

Tom Dunn, 36 machinist, and his brother, Charlie, entertained some New York friends by taking them fishing out from Slaughters Beach, Delaware. The seven caught 207 fish.

Art O'Neill, 59 leader, Tony Kavetski, Oscar Dent, Al Giampietro, Larry Biddle, all 59 dept. welders, and Bill Bilbough fishing at Slaughters Beach, Delaware caught 336 trout, porgies and croakers. O'Neill won the pool for the largest fish. They went out on the POCOHANTAS with Capt. Goudy, who is an assistant foreman, 59 dept.



RABBITS AND RINGNECK prove that Frank Thompson, of 88 Dept., and a friend had good hunting last Fall in Bradford County, Pa.



HEAT CASES will be treated in an open air pavilion on top of the Dispensary. Dr. Charles Feddeinan had cots installed under canvas and also set up emergency equipment. Shown in group are John O'Ranger

and Nurses Ann Finnegan and Armeta Jay. During June there was only one severe case of heat exhaustion. Liberal use of salt tablets and other precautions have made sunstroke cases rare at Sun Ship.

(Continued from Page 4)

Joseph Rispoli, 34 shop man, had the thrill of his life on Thursday, July 8th fishing off Beach Haven, New Jersey. He caught a 60 lb. tuna. It took him 25 minutes to reel him in.

Oscar Holt, 33 dept. foreman, and Gerald Evans, 33 dept. crane operator went fishing off Indian River inlet. We understand it was a little rough and everytime a whiff of smoke from Oscar's cigar went in the direction of Gerald, his poor stomach would start tickling his Adam's apple. It didn't stop Gerald's fishing and both came home with a real good catch of sea bass.

William Heinz, 3 dept. Wetherill, made two week-end fishing trips. One to Reeds Bay, New Jersey and one off Brandywine Light. He had good catches of blues, trout and flounder.

Ed Lally, 59 dept. Wetherill welder, fishing at Red Mill Pond, Delaware, caught 3 bass, and 3 pike, all good size.

Fishermen from Wetherill Plant

made big catches of sea bass out from Cape May, New Jersey. They are Joe Holmes, John Kosmider, Thomas Peet, John Black and Barney Stokarski.

Frank Yocum, 69 dept painter, fishing out from Brielle, New Jersey, caught 36 sea bass.

Phil Bates, of 93 dept., got 30 flounder and 7 trout at Indian River.

Charlie Worrell, 52 dept. welder, has a house trailer parked at Holgate, New Jersey, where he spends his weekends and vacation fishing.

William E. Burton, carpenter, caught some big trout at Slaughters Beach.

* * *

ALEX UNGLAUB, foreman of the Garage, motored to Cape Cod for a three weeks' vacation.

* * *

THE GRIGORIOS C III, a Greek freighter which came to Sun Ship for repairs several months ago, carried 7,000,000 Syrian coins on her trip to the Near East. They were valued at \$500,000 and were coined at the Philadelphia Mint. They were consigned to the Syrian Minister of Finance.

IS A FIRE CHIEF



GUARD F. GRAYSON, who is present Chief of the Woodlyn Fire Company, formerly served as Second Shift Fire Marshal of the North Yard and the Dry Dock. He is attached to Captain W. Johnson's Squad at the Central Yard and has been connected with the Guard Department for more than six years. The Woodlyn Fire Company has a 1946 Mack 500 gallon pumper, equipped with a two-way telephone system. The Fire Company is also adding a two-way radio system which will be in direct communication with the Swarthmore Police Department.



(TOP ROW) — NORMAN J. FISHER, foreman of 91 Dept., is shown being congratulated by Controller Charles H. Doyle on completion of 30 years service with Sun Ship.

(SECOND ROW) — SUPT. JOHN WILKINSON presents F. Savage, 8-82, with a 30 year service pin.

(THIRD ROW) — A 25 YEAR SERVICE PIN is presented to B. Briggs, 33-46, by Chief Electrical Engineer Thomas M. Jackson.

(FOURTH ROW) — SUPT. A. A. NORTON congratulates Foreman J. Ireland on completion of 30 years service with the Company.

Service Pins AWARDED IN JUNE

30 Years		66-108	J. Craig
8-82	F. Savage	68-33	J. Tasker
24-14	W. Payne	74-53	J. Stevens
47-1	W. Beatty		
55-23	J. Czukiewski	15 Years	
58-1	J. Ireland	4-213	E. Kane
79-64	G. Petchel	30-42	J. Bakonis
91-2	N. J. Fisher	42-218	C. Thomas
		59-316	G. Clare
25 Years		65-142	A. Kasacavage
33-46	B. Briggs	80-37	N. Dowd
66-47	J. Papi		
94-12	Miss Edith White	10 Years	
		8-160	H. Woodworth
		30-2496	J. Sinex
DRAFTSMEN'S ROLL		33-135	F. Crowley
		33-317	W. Breitenback
10 Years		33-638	H. Detweiler
78-68	J. Sulger	34-827	W. Corkery
78-69	F. Darly	59-356	J. White
		67-456	J. Register
HOURLY ROLL		67-474	C. Morton
		67-494	A. Marshall
20 Years		8-34	J. Stokarski
		68-296	T. McCabe
36-860	D. Petino	95-10	R. Brown



WILLIAM Y. PAYNE, of the Ship Repair Department, is presented with a 30 year service pin by Vice President John G. Pew, Jr. Mr. Payne recalled that in the early days, the Ship Repair did business in a small building close by No. 1 Dry Dock.



ON COMPLETION of 25 years of service, Joseph Papi, 66-47, is presented with a service pin by Supt. A. A. Norton.

FOREMAN GEORGE PETCHEL, on completion of 30 years service with the Company, receives a service pin from Supt. A. A. Norton.



SUPT. WILLIAM B. BEATTY smilingly receives a 30 year service pin from Vice President Richard L. Burke, who congratulates him on his long and fine record with the company.

J. CZUKIEWSKI, 55-23 is shown with Supt. A. A. Norton after being presented with a 30 year service pin.

Our War Heroes Brought Back Home

Funeral of Pfc. Ralph W. Linaweaver, who was killed June 15, 1944 on the island of Saipan, was held Saturday, June 19 last at the home of his parents, 220 9th Street, Upland. Interment was in Hiram Memorial Park.

Pfc. Linaweaver, who was 21 years and 18 months old at the time of his death, was a former employee of Sun Ship in 84 Dept., and enlisted in the Marines, October 1, 1942. He was buried on the island where he fell until his remains were returned home on the transport, "ALBERT M. BOE" for final interment.

He is survived by his parents, Grover C. and Stella G. Linaweaver. His father being a member of the Sun Ship Guards force. He is also survived by four sisters and two brothers, Mrs. Thelma Hunter, 222 Ninth Street, Upland; Mrs. Laura Bailey, Third and Upland Avenue, Upland; Mrs. Frances Allison, Lane F, Upland; Stella Linaweaver, at home; Grover Lineweaver, Jr., Fifth

and Church Streets, Upland, and Luther Linaweaver, at home.

Among those who attended the funeral were Sun Ship employees, and members of Upland Post 871, American Legion; John McKenna Post 660; Emmertz-Mullen Post 914; VFW; Marine League, Gold Star Mothers Chapter 1, and the Ladies Auxiliary of Upland Fire Company.

Bodies of other former Sun Ship employees also were scheduled for return to Delaware County it was announced in Washington. On the Army Transport LT. GEORGE W. G. BOYCE was the body of Richard W. Shannon formerly of the Navy and who had been employed in 36 Department. He lost his life in the Pacific campaign.

Among the remains of Americans being returned from Europe on board the transport LAWRENCE VICTORY were the bodies of Pfc. Benjamin J. Domenico, formerly of 30 Dept., Pfc. Elmer J. Kestel, formerly of 45 Dept. and Sgt. Francis B. Lee, formerly of 30 Dept.

Also returned home is the body of Lt. William M. Connolly, formerly of 91 Dept., who was killed in a B-24

bomber which crashed in Scotland. He was graduated from St. Robert's High School, class of 1935, where he was a crackerjack basketball player and a football star. He was the son of Mr. and Mrs. Michael Connolly, formerly of Sun Hill. Surviving besides his widow are a daughter, Mary, his parents, five brothers and two sisters.



TUCKED AWAY IN AN ALMOST FORGOTTEN CORNER OF NORTH YARD is a tiny garden, that was planted during war days.

Crisis in American Merchant Marine

AMERICAN passenger ships will virtually disappear from the seven seas during the next ten years unless a passenger ship construction program is begun immediately is the warning of H. Gerrish Smith, President of the Shipbuilders Council of America, who returned from England where he attended the International conference on Safety of Life at Sea.

Smith, who visited shipyards in England, Scotland and France, said, "If more of the Americans visiting Europe could see the things that I saw while over there they would not be as indifferent toward a passenger shipbuilding program in this country.

"Great Britain alone is constructing about 100 passenger and combination passenger ships and her shipyards are bustling with activity, for, in addition, she is building, or has on order, 443 ships of other types, all of 1,000 gross tons or over.

"France is building five passenger ships plus 62 other vessels, mainly cargo.

"Here in the United States we do not have a single passenger ship under construction or on order. Although Congress has recently authorized substantial additional funds to assist in building certain passenger vessels, there is little prospect that any operators will be in a position to execute contract to purchase passenger vessels unless Congress also approves amendments to the Merchant Marine Act of 1936. Practically all ship construction now under way consists of tankers.

"The foreign maritime countries," Smith continued, "consider shipbuilding not only as a major industry, but necessary for their economic security. These nations, despite their financial status, often bordering on bankruptcy, and their dependence upon the United States for eco-

nomic assistance, still feel they can afford and must construct passenger vessels.

"In addition to the passenger ships being built by Great Britain and France, Holland is building 20; Italy, 19; Denmark, 9; Sweden, 6; Belgium, 5, and Canada, 4.

"With the maritime nations of Europe heavily engaged in the construction of modern and efficient passenger ships, we can not idly sit by if our merchant marine is to be maintained on a competitive basis in world trade and at the same time provide for our national security.

"During the last 30 years we have been engaged in two major wars and the answers to our problems today can be found in their histories.

"We have lost more than half of our prewar passenger carrying vessels. With no replacements under way we are not only losing world trade but we are weakening our national security. In the event of another war, we would find ourselves with an inadequate, old and obsolete fleet of passenger ships and again be forced to rely upon foreign passenger vessels for transportation of personnel and their equipment to advance bases, without any assurance that such vessels would be available to us.

"At the time of the attack on Pearl Harbor we had 113 active passenger carrying vessels capable of transporting approximately 35,000 persons.

"Today the United States has in active operation 39 such ships accommodating less than 13,000 passengers. With the completion of seven additional ships now being reconverted, the total passenger capacity of U. S. ships will be only a few hundred over 13,000 persons.

"We must immediately adopt a long-range passenger shipbuilding program to bring our passenger fleet back to at least the prewar level and assure a normal age pattern for such ships if we are to retain any worthwhile status in the world passenger trade," Smith concluded.



FORMER SGT. JOHN M. McRAE, JR., who was discharged in May from the Medical Corp., Fort Eustis, Virginia, is the son of John M. McRae of 60 Dept.

SAFETY SLOGAN CONTEST

Well folks, we tried our best to give away fifty dollars during the month of June.

The slogan was — "Stop, Look and Listen!"

Some people thought that one or two of the previous slogans were a little on the tricky side, so the old favorite railroad warning sign was chosen for the month of June to sort of "even up" the score.

What do you think? 14 men didn't remember it!

And what do you know? \$192.00 in the jackpot.



JOHN PASTICK is Sun Ship's best known builder of tanker models. Here is his conception of an oil carrier in some future day. Notice that he does not put the pipe lines above deck. He also has some

other advanced ideas. Vice President John G. Pew, Jr. is examining the model. Picture of the designer is in upper left corner.

MORE JOIN BLOOD DONOR GROUP

There have been 44 names added to the Blood Donor Group since we published the list in February.

Of these, 25 answered the appeal made in July. The others registered at different times when the need for blood transfusions developed in their own homes or the homes of relatives or close friends.

Our goal is to build up a Stand-By group of men that will enable us to meet all contingencies. Any of you, who have not registered at the Safety Office, but who would like to help us attain our goal, should notify one of the Safety Inspectors or get in touch with Mr. White or Mr. Sidle at the Safety Office.

New additions to the Stand-By Blood Donor Group:

30-371	H. Sommer	47-944	R. Smith
30-2134	W. Hansell	55-117	J. Friel
33-600	J. O'Brien	55-215	M. Twardowski
33-623	E. Mack	58-64	J. McElhone
33-980	C. Fickenscher	-119	A. Kerr
33-1252	J. Cronin	59-120	A. Hinde
34-150	H. Schroeder	59-260	W. Kowalchuk
34-925	K. Williams	59-511	H. Kloepler
34-1466	E. Coghlund	59-580	L. Specht
34-2787	H. Machamer	59-864	F. Harris
36-338	J. Wereszchak	59-1009	G. Prokupas
36-985	D. Garramore	59-1275	C. Webb
36-1393	W. Meade	59-1597	R. Roach
45-64	Harry Osman	60-101	F. Orsini
45-80	Jerry Steppke	66-32	F. Mosser
45-1321	J. Murphy	67-2113	W. Loper
47-409	W. Reid	74-67	E. Matley
47-949	G. Bartow	74-322	M. Znacho

78-29	R. Hall
78-68	J. Sulger
78-164	J. Salerno
78-166	W. Deck
78-170	F. Ives
84-227	J. Knorr
91-205	G. Ives
96-40	D. Clare

OUR AUGUST COVER

Those unusual photographs which make up our August Cover show a hemispherical head (top of page) for a 55 ft. dia. oil refining tower. The lower photograph is the cone bottom head for this same vessel. These huge heads are being fabricated, assembled and shipped, knocked down, in large sections. Here is a good example of our ability to build most anything of steel plate construction.

In The Spotlight

SO HE SETTLED DOWN

SAMUEL Graham was past the half century mark when he came to work at Sun Ship on January 1, 1917. Today at the age of 84, he is going strong.

His record is remarkable. In more than 31 years of service, he has never been dropped from the roll and never has been out on sick leave. There are only a few persons in the Yard approaching this. One of them is Eugene Vickers, Jr., head of the Employment Bureau, who came to the plant a year later than Sam Graham and who also has never been dropped from the roll or has been out on account of sickness.

One of Mr. Graham's sons, Alfred A., learned his trade here and has been employed for 30 years in the plant. A grandson, Milton Hillman, has been connected with the Sun Oil Company Marine Department and is at present on the **NORTHERN SUN**.

Sun Ship's most venerable employee has had a varied career. He was born in Wilmington, Del., and after attending grade school got his first job at the age of 12, carrying water in a paper mill. Then he went to the Hollingsworth Plant and remained there until he was 21, when he joined the Baltimore and Ohio Railroad crew of bridge builders. He was engaged at this for several years and then he decided to do a bit of travelling, and over a period of years, he was employed in Ohio, West Virginia, Maryland and other parts of the country, finally winding up back in Wilmington where he took up an entirely new vocation, that of leather working.

He tired of this and returned to heavy industry, finding a place at the New York Shipbuilding Company in Camden, where he remained for 17 years. By this time he had settled down and when he came to Sun Ship on New Year's Day back in 1917, he



made up his mind to stick. So he has been here ever since.

At the present time, he is a rigger at the Wetherill Plant and is so active on his feet that no person would imagine him to be 84. His wife died nearly a quarter of a century ago and his only ties are his children.

He has several hobbies, one of them being gardening. Just outside of the Wetherill Plant are several boxes in which he is raising some unusually large tomato plants.

When he was asked recently how he kept in such fine health over such a long period, he replied:

"By living a regular life and taking an interest in people and things. When I see something new in any line, I try to find out all about it. In other words, I try to keep a young mind."

He explained his long association at Sun Ship this way. "I was a good bit of a rover and worked at many places, but it wasn't until I came to Sun Ship that I was perfectly satisfied, and happy. I wouldn't change my job here for anybody or anything."

N. Tomei, 46-184, received a fractured skull when a piece of iron pipe, weighing between four and five pounds, fell on his head, July 15.

He was removed to Chester Hospital for treatment and is reported to be much improved.

The piece of pipe was used as a handle on a hydraulic jack and had been placed on the top of No. 1 tank, Hull 566. In some manner, it rolled off and dropped nearly forty feet to where Mr. Tomei was working at the bottom of the tank.

Unfortunately he was not wearing a safety hat and the light canvas cap he was using offered no protection against the section of pipe.

The accident was a dramatic object lesson to other employees in the Shipyard and within a short time more than 60 employees applied for safety hats.

Mr. Tomei resides at 241 Randall Street, Crum Lynne.



LARGE SEWER PIPES are driven through clay and mud by powerful rams. Roland Stevens is watching a ram at work.



TINY BARBARA JEAN CIEKAWY, 4 months old, is the daughter of Charlie (Happy Valley) Ciekawy who is employed in 59 Dept.



CHARLES AND GEORGE FOX are the sons of Mr. and Mrs. Earl F. Cox of Media. Mr. Cox is employed in the Electrical Dept.

Junior Members of the Sun Ship Family



ROSE MARIE BORSELLO, age 1 year, is the daughter of Mr. and Mrs. John Borsello. Rose's father, John, is employed in the Blue Print Room in the Main Office.



CHILDREN OF GENEVIEVE B. AND JAMES S. ALBANY are shown here left to right: Susan Jane, age 4 and J. Richard Albany, age 2. Mr. Albany is employed in the Engine Drawing Room.



A. CELESTINE, 6 years old, is the son of A. Celestine, who is employed in 66 Dept.



THIS LITTLE FELLOW IS BILLY KELLY, 2 year old son of William Kelly, Burner in 60 Dept.

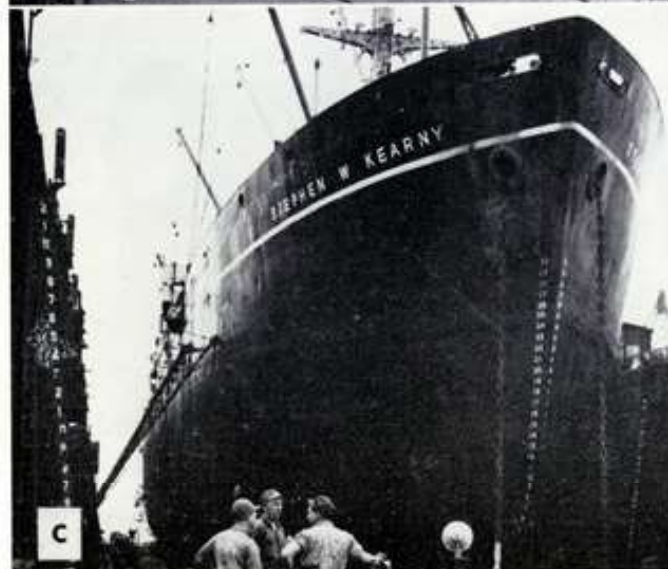
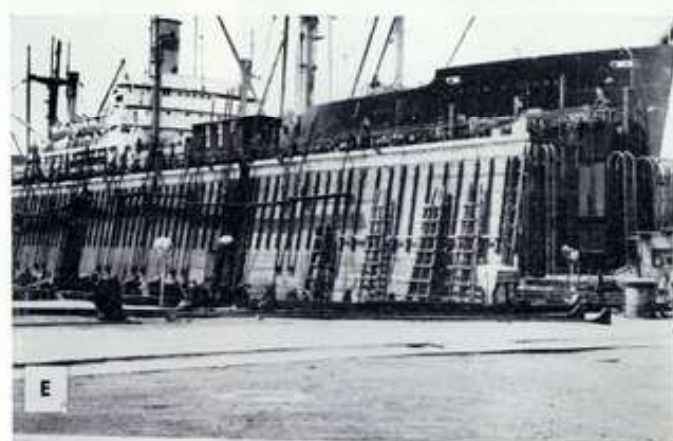
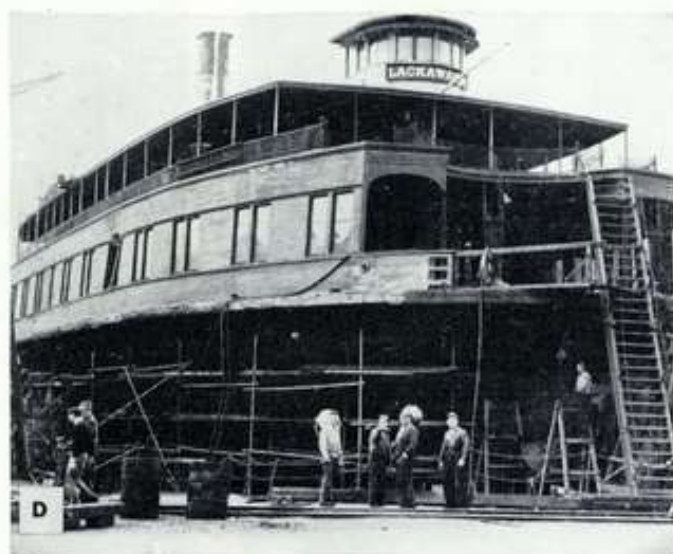


ANTHONY VANNELLO, age 7, is the son of A. Vannello who is employed in 74 Dept. Tool Room.



THESE TINY TOTS are the children of Emory Lash, of 67 Dept. They are: Delores and Emory Lash, Jr.

These Vessels Visited Repair



(A) S.S. "DRAPERS MEADOWS" — T-2 tanker built by Sun Ship as Hull 479 and now owned by the Overseas Tankship Corporation. Annual repairs.

(B) S.S. "HALIGONIAN LAD" — T-2 tanker, Canadian flag. Machinery examination and repairs.

(C) S.S. "STEPHEN W. KEARNY" — Operated by the Isbrandtsen Steamship Co. New rudder installed, cracked tailshaft removed and a new tailshaft installed together with a new propeller.

(D) FERRY "LACKAWANNA" — Delaware River Ferry Company vessel recently purchased for the service between Chester and Bridgeport. Miscellaneous engine and boiler work and new fuel oil and lube oil tanks fabricated and installed since the vessel is being converted from coal to oil burning.

(E) S.S. "LOYOLA VICTORY" — Operated by the Waterman Steamship Corporation. New tailshaft installed, propeller blades faired, misc. engine and deck department work.

(F) M.S. "PROVIDENCE" ex "Ammonusuc" — This Navy Oiler purchased by The Texas Company and towed to the Sun Shipyard from the Gulf was completely overhauled.

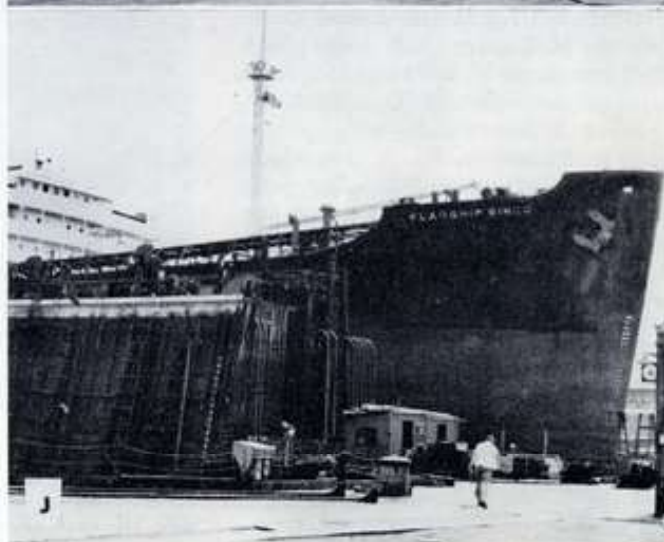
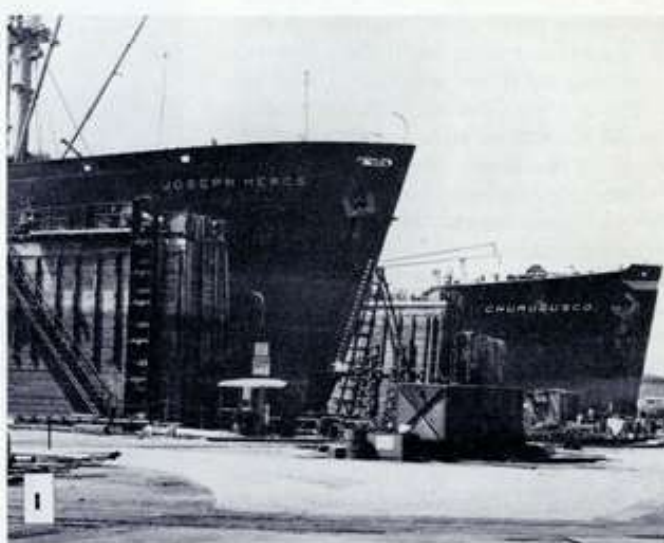
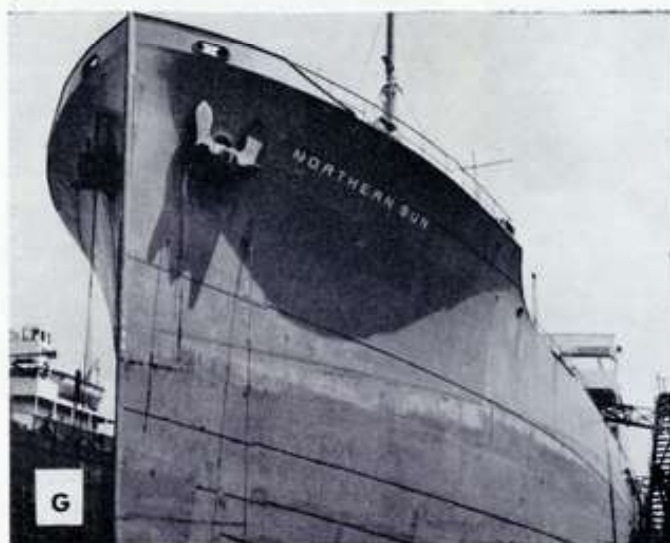
(G) M.S. "NORTHERN SUN" — Sun Oil Company tanker built by Sun Ship as Hull No. 131. Considerable damage repair work.

(H) S.S. "EDWARD W. BURTON" — Operated by the Moore-McCormack Lines — A new main engine low pressure cylinder was installed.

(I) S.S. "JOSEPH HEWES" (Liberty ship) — S.S. "CHURUBUSCO" (T-2 tanker) — Liberty ship operated by the States Marine Corp. came to the shipyard for small damage repairs and voyage repairs. The "Churubusco" — Sun Ship Hull No. 254, is owned by The Texas Company. Annual repairs.

(J) S.S. "FLAGSHIP SINCO" — Sinclair Refining Company tanker. Annual drydocking.

Dept. of Sun Ship Recently





OFFICE CHATTER

By Markkanen & Scott

This time of the year finds many of our fellow workers vacationing in various places. Pauline Hyde, of Mr. Pew Jr.'s office, spent several days at Pocono Crest Lodge; Della Cloud, of the Order dept., vacationed at Cape May, New Jersey; Anne Bean, of the Engine Drawing Room, at Wildwood, New Jersey; Peggy Jones, of the Purchasing dept., visited the nation's capital, and Jessie Styles, also of Purchasing, went to Canada, and while there took a cruise on the St. Lawrence and Saguenay Rivers, returning to spend a week in Maine.

We are glad to see with us again, Gloria Hackman, who has returned to work in the Order dept.

Recently leaving the plant were Betty Montgomery, Mr. Pew Jr.'s office, and Charlotte Thomas, Order dept. Best of luck to both of you girls.

Sally and Rita Suidowski spent one week of their vacation at Asbury Park and Wildwood this year.

Peggy McKinney recently returned from a two weeks' stay at Wildwood.

Kas Coonan and Bobby Null have really gone out for golf this year. They are spending a lot of their time out at Swarthmore Golf Course. The girls are really playing a nice game.

Ruth McKinstry just came back after one week of her vacation. Ruth enjoyed the sights of New York.

Frank Wilson and his wife spent a week in Ringtown, Pa. Is this where you are getting your ideas for your garden Frank? We understand you have quite a nice garden this year.

Betty and Florence Melnyczuk enjoyed their vacation at Ocean City.

Happy Birthday Greetings this month are extended to Donnetta Smeltzer, on the 26th and Kas Coonan on the 28th.

Why the long face these days Carl? You know Carl is really disappointed that Carl, Jr. (3 months) hasn't helped him in the garden yet.

91 DEPARTMENT

By H. Obdyke

Our popular foreman, Norman Fisher, spent the week of June 21 at his Maryland retreat and has returned looking fine and full of pep.

It is with pleasure that we report Fred Esrey is out of the hospital and on his way back to good health.

A wife was upbraiding her husband for coming home intoxicated.

After quite an argument she said, "Well, you shouldn't have got drunk in the first place."

"I didn't, honey," he replied, "It was in the fifth place."

Lil: "Have you ever seen the model home?"

Phil: "And how! I once took a model home."



ENGAGEMENT OF MARY PEDANTE, who is employed in the Tabulating Dept., and Anthony Tellegrino took place on May 15th. No date has been selected for the wedding.

ENGINE DRAWING ROOM

By Anne Bean

Three members of our department — John Paxton, Otto Leinhouser and Larry Triboletti, recently went on a fishing trip to Ocean City, New Jersey. From information pieced together from their varying accounts, it seems that due to weather conditions the fishing was very poor. However, they did return with a nice basket of crabs. (Some fishermen). With Larry at the helm, they always seem to end up at Somers Point. They were supposed to be going for bait. We can't figure out what they needed bait for. It has been rumored that John is a professional rain maker. Every time he is in a ball game, golf tournament or fishing party, it pours.

Welcome to three new men in our department—W. Ackermann, C. Sincok and A. Foderaro.

We were sorry to see Otto Leinhouser leave, but wish him all the luck there is in his new job with United Engineers.

Anne Smedley and Gloria Mancini spent an enjoyable Fourth at Wildwood by the Sea, while Jim Rodgers and his wife spent their holidays at Mt. Carmel.

Mrs. Hurly spent two weeks at the Adirondacks. Mr. Bryson spent a week at Stone Harbor.

Harriet Ford returned rested and content from a week's vacation.

The two golf tournaments held between the Engine and Hull Drawing Rooms were both won by our department. Congratulations boys.

There is another golf tournament starting this week in the Engine Drawing Room, the first foursome is: Danny Mullen and John Paxton against Larry Triboletti and Hubert Richardson.

Keep up your wonderful cooperation. So, until next month, bye now.

INK SPOTS FROM THE HULL DRAWING ROOM

By Al Williams

With the coming of extremely hot weather and the vacation season, news items are as hard to pick-up as HB pencils, even "Hogie Day" has been discontinued for an indefinite period due to the hot peppers.

We can report that the Hull Drawing Room Softball Team continues to be active whenever possible. We haven't been faring so well in our recent games due to difficulty in getting all of our players out. In addition to this, we have lost the services of our first string catcher in Jack Sulger and the injury to John Paxton's ankle in the Darby game left us without our top utility man. John can play first base, catcher and any position in the outfield when needed.

On June 21st, Hull Drawing met Lamokin A.C. on the Sun Ship field. Lamokin, one of the top teams in the Delri League, won the game 12 to 2, collecting 20 hits to Sun's 8. Ambrosino and Sulger were Sun Ship's batteries and Earl Moody and Jim Connors were the big guns for Sun; Connors collecting 2 hits out of 3 times at bat, while Moody collected 2 for 4.

On July 12th, the Hull Drawing Team met the Catholic War Vets of Darby, at Darby. This was a hard fought ball game all the way, with the Vets coming out on top 7 to 3 by out hitting the Drawing Room 14 to 7. Once again Moody was Sun's heavy hitter when he collected 2 for 4.

On July 14th, we met General Steel on their field at Ridley Township High School. This game was rained out after four innings at which time the Drawing Room was behind 3 to 1, but this game will be re-played as five innings are required before the game is official.

We congratulate Frank Surma on getting his new "Chevy" and also on learning to turn the ignition switch on after one easy lesson under the direction of a dozen other draftsmen.

John Booth has been out sick and is in the University Hospital for an operation. Hope to see you up and around soon John.

Paul Delehanty is wearing the latest in new glasses and they make "Ole Doc" look like a real scholar.

Frank Darby's family continues to grow. Mr. Darby tells me he has a new grandson. This addition, makes five grandchildren, and all boys.

34 COPPER SHOP

By Worrilow & Fisher

Buddy Machamer has just returned from his two weeks' vacation.

Andrew Adams, Jr. spent most of his vacation on his house and garden.

Ralph Jenkins and family are spending their vacation down in good old Ashland, Kentucky.

Who is the young man in the Copper Shop, who was General Lee's drummer boy during the Civil War when General Grant kicked the day-lights out of the Reds.

Now that "General" Adam (Mr. Adam) is enjoying a fine two weeks' vacation, (Col. Crow) Ralph Denston is now in charge.

After all these years, "Old Ben" has finally wised up and is buying his own tobacco and cigarettes.



AL BELCZYK, 19 years old and a shipfitting helper in the Shipyard, heads the hitting list in the Delco Baseball League. He is a son of Stanley Belczyk of 42 Department, one of the older employees at Sun Ship.

Al has been hitting above 500, his average being .541.

He is pitching on the Leiperville team and his batting average is somewhat unusual for a pitcher. In ten of the league games, he made 13 hits and 9 runs.

Al is a graduate of the Ridley Township High School and also star basketball player on the St. Hedwig's Team.

67 DEPT. CLEANERS

By Major Palm

Cleaner of Month:—Robert Smith, who has been with the Cleaners over 15 years. He spent four of these years overseas. This chap is the jolly type who likes to joke and he has lots of friends. We are hoping you are around 15 years from today, Bob.

We have two of the baldheaded club members working together. Ross (Dome) Holland and Martin (Very Thin) Bridge. Their leader Nace (Gloss) Jamerson, P.S. Eddie Neil and George Wright, of second shift, are now working in the ball park. They are members of the baldheaded club. It looks like the "Land of the Midnight Sun" in the ball park.

Big Phil Pearson is at home handling lumber. He was a former lumberjack before coming to Sun Ship.

We are waiting for Mark Williams to take his vacation. He is a good fisherman. We are hoping he will also do a little crabbing.

Big Russ Gerald and "Shortey" Nelson, the two "Night Owls" are working daylight.

We understand that John (Soap) Price wants to give his title to Percy Young of second shift. We don't agree with him. The boys told him he has been a soap hound for over 20 years so he agreed to compromise. He will be known in the future as "Big Soap"; Young as "Little Soap."

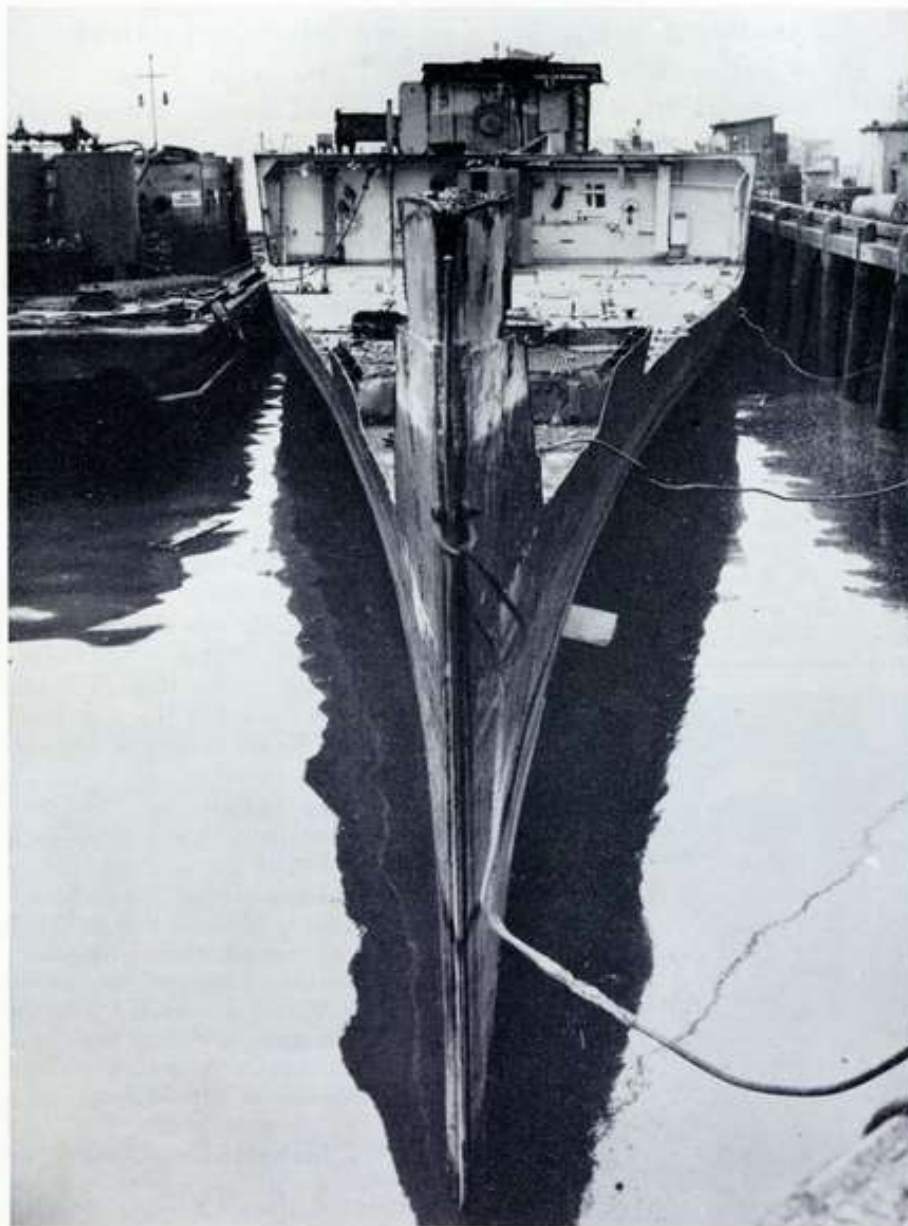
WETHERILL SCOOP

By Wally

Speaking of fish stories, here's one for the book.

Bob Kilgore and Bill Hitch have been going fishing together all season. It so happened that Bob always caught more fish than Bill, so last week Bob and Bill set out again, Bill being determined to catch more fish than Bob. Bill bought the bait. They were out about three hours and Bill had 12 fish to Bob's 2. Another hour passed and Bill caught four and Bob eight. Bill seeing that Bob was starting to catch them, threw all the bait overboard. Now Bill can honestly say he caught more than Bob.

Speaking of fishing, and after you have caught one, there must be something in that saying, "You should have seen the big one I caught. (It got away.)" It so happens that C. Grant is in this category. After all, Charlie is a good sport.



RAZOR-SHARP BOW of this vessel being scrapped by Sun Ship is one of the unusual pictures made in recent weeks.

Wine, Kettle, Nails, Etc.

(Continued from Page 1)

Now, hundreds of years later, the dredge PHILADELPHIA, built by Sun Ship, bit into her bones and unearthered her cargo.

Various size small wine bottles, some of which the cork had popped, some were still filled. Some had broken from the internal pressure, the bottles being apparently of very brittle glass. The glass is slightly transparent, of a light green color. Some of the bottles were coated on the inside with a thin residue from the wine. They were of irregular shape as was incident to hand blown glassware of the period.

It is known that there were kegs

of handmade nails in the cargo. Everyone of the nails has a forged head that never felt the touch of a hammer. Quality of the iron is so good that the nails are not rusted. The brass pins glisten like gold when polished. They were cut from brass wire, heads hammered on and sharp points made.

When the PHILADELPHIA returns to the scene after leaving Sun Shipyard clam shell buckets may be used to salvage any antiques.

Up to the present time, the huge suction system has carried many interesting articles to the dumping area ashore. Here residents of New Jersey and historians have searched the dumps and gathered up many relics.

36 MACHINISTS

By Dick Clendening

We have learned via the grapevine that 36 Dept's, "Alabama" Beard has been vacationing in his home state of North Carolina and that while there he had the pleasure of meeting the former governor and received an invitation to meet this man, Mr. J. Melville Broughton, at the Hotel Adelphia when the Democratic party convened in Philadelphia. While in North Carolina, "Alabama" visited a tungsten steel mine and brought back some samples of the ore, which are now in the Yard, and which proved particularly interesting to the Sun Oil Metallurgical office in the Yard.

One week after returning home, he was suddenly called back to North Carolina because of the death of his brother. He was on hand to greet his friend Mr. Broughton, who incidentally is senator-elect from North Carolina when he arrived to (to use "Alabama's" words), "The city they call Brotherly Love," and was awarded a ticket as one of Mr. Broughton's guests at the convention. He was only able to attend night sessions, which he enthusiastically enjoyed.

Gavin Rennie, our newly appointed leader in the shop, complains that no one will believe the story of fine catches of fish he made from time to time because, he says, they are always eaten before returning home and therefore are not seen. We would suggest that Gavin take some pictures of his good catches and thereby put some of these "Doubting Thomases" in their place.

We wish to extend sincere sympathy to 36 Dept's, Charlie White-side on the recent death of his father.

Third shift's Tommy Dunn reports having participated in a very successful fishing trip off Mispillion Light with Sun Ship's own Capt. Gowdy, whose ship is moored down there. Tommy also reports that rock-fish are running in Chesapeake Bay.

Ye scribe recently had the pleasant thrill of watching the 12 year old son of 59 Dept's Lew "Doc" Myers wrestling with a huge skate which he hooked while fishing from a rowboat in the back bay at Wildwood. The wing spread of the skate was greater than the beam of the rowboat, and gave the youngster a real workout

before eventually becoming dislodged from the hook, which afterwards was almost perfectly straight. The boy will have a good fish story for many a day to come. The little fellow is Dick Clendening's grandson.

George Weber says the trout this year proved to be most contrary. He reports making three trips and the first time took worms and the trout took minnows. The third time, he says he took minnows and the trout took worms. Well, George is still young and in time he will learn to solve these problems successfully.

Pete Yagle recently "set 'em up" to cigars as part of a celebration he staged upon the completion of his apprenticeship. Thanks for the smokes Pete and here's all our good wishes for a happy, successful career.

Lu Messick reports a recent fishing trip down to Deals Island on the Eastern Shore of Maryland. He says the fishing down there at that time was very poor, but expects to go down again and predicts a good catch. Lu should know, for he has fished in that territory many times.

PLATE YARD

By Norman Nickerson

Vacation time is in full sway and our popular assistant foreman, Joe McBride, tells us he spent a very enjoyable vacation at Porchville.

Jack Schiam returned from a two weeks' vacation at Wildwood all tanned up.

Clyde Fisher, popular up-state boy of No. 4 crane, visited Atlantic City recently after getting a new motor in his car.

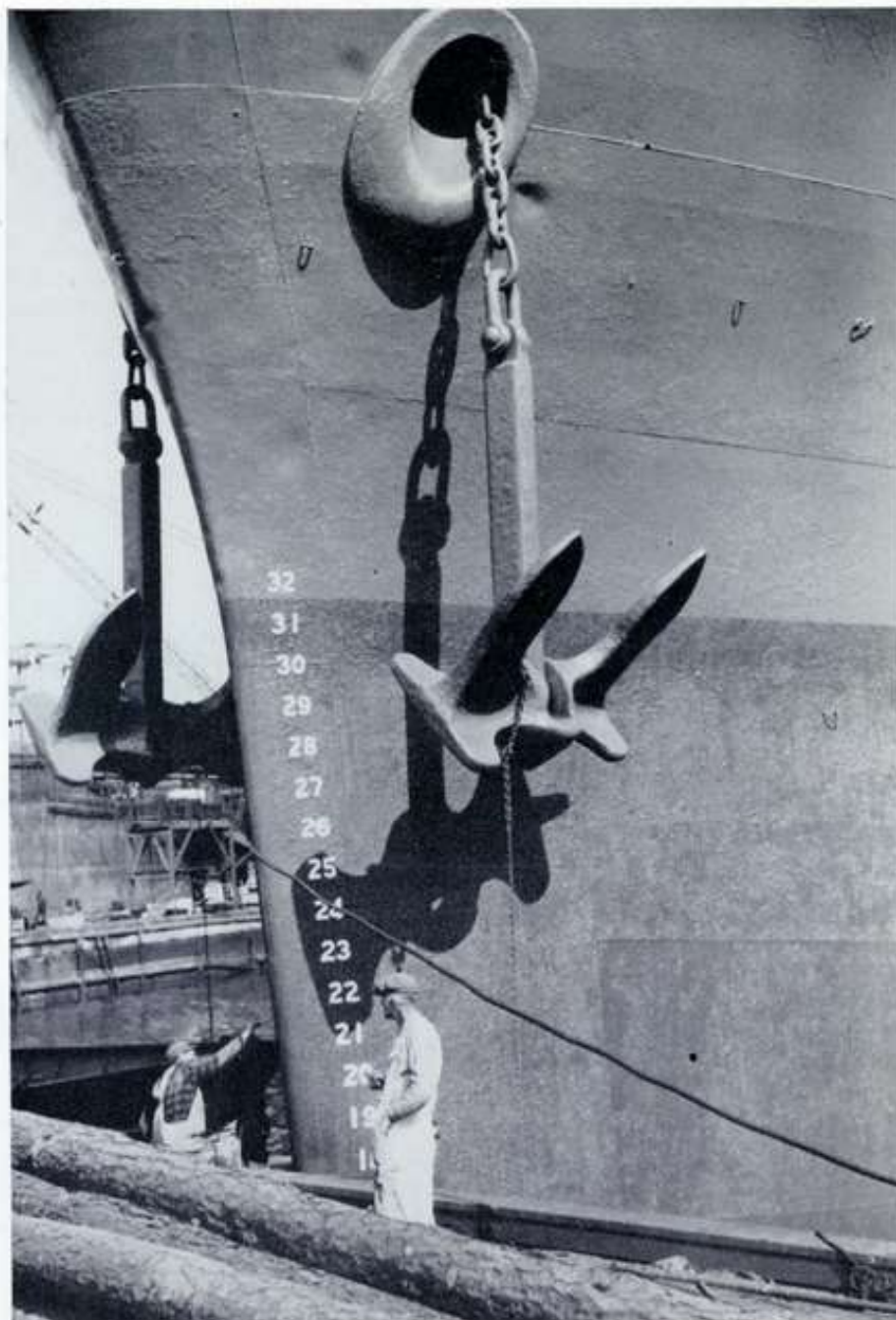
Pete Zachary, No. 7 crane operator, spent a week at the shore taking plenty of ammunition along.

George "Lucky" Lynn, No. 1 engineer, is on a more soft diet of coca-cola.

Steve Dowrick came to work the other day wearing one black and one brown shoe. He claimed he had another pair home just like it.

Ralph "Nature Boy" Swafford is making his weekly trips to Delaware. He claims it's true love this time.

Frank Nye has joined the ranks of the television fans. He purchased a set recently.

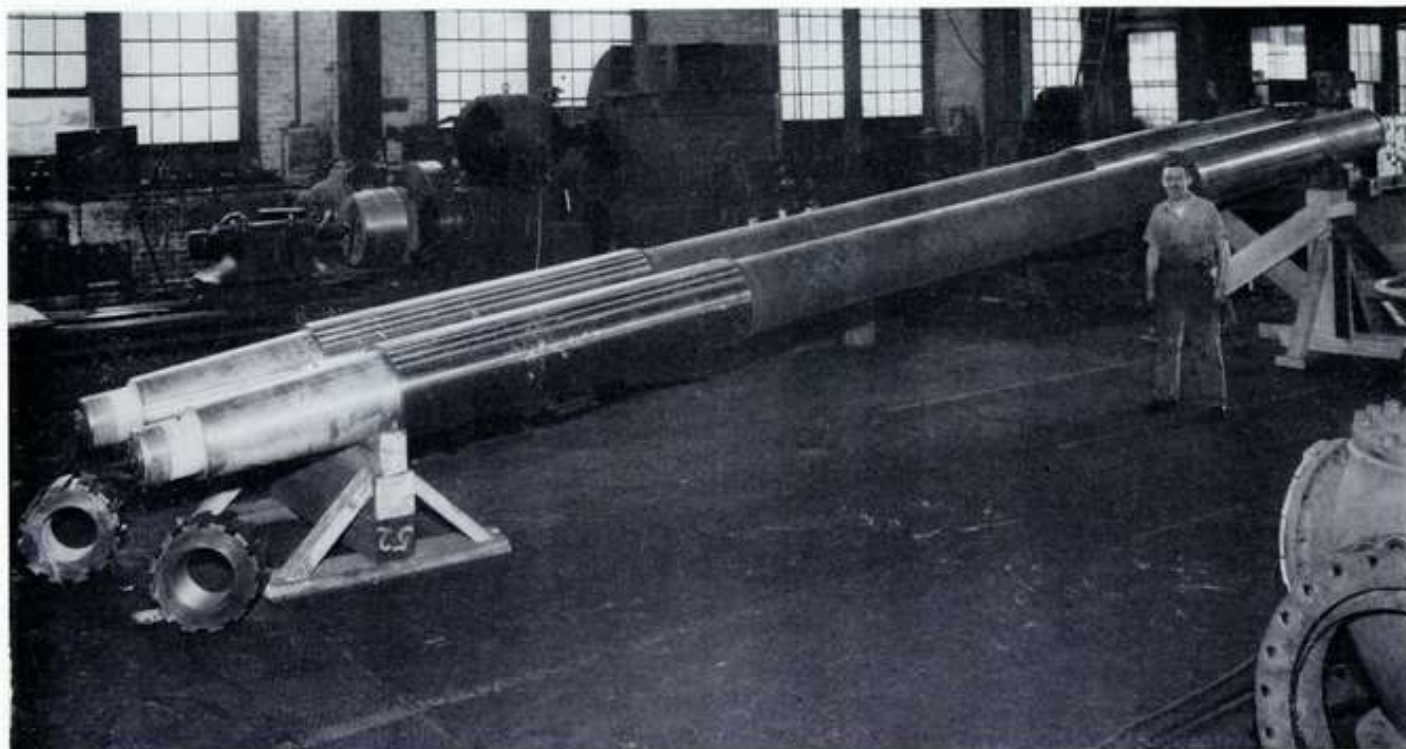


DANGLING NEARLY HALF WAY DOWN the side of a ship on Dry Dock, these anchors supply OUR YARD readers with an interesting picture.

Sun Ship Picnic Called Off

Because the suggestion for a Sun Ship picnic this year came rather late in the season, the Committee has been unable to make satisfactory reservations.

With deepest regret, it therefore was resolved by the Committee to call off the outing which was set for August 28. It is hoped that by getting an early start next year, the picnic will be held in 1949 with a program full of entertainment, etc.



RUBBER COATED DRIVE SHAFTS pictured here are for the largest hopper dredge in the world now being built for the U. S. Army Engineers by Sun Ship. The rubberized area is about midway in the long

shafts. Trained operators molded strips of rubber around each shaft and treated the coatings with a vulcanizing process.

80 DEPT. STOREROOM

By Frank Thompson

We will have to apologize for a rather brief column this month, due to the fact we have just returned from vacation to find the August deadline upon us.

Norman Dowd was the recipient of his 15 year pin on July 1. Congratulations Norm; best of luck in the future.

Received a card from Ray Turner in Albuquerque, New Mexico, where the temperature reads 103 degrees. Ray is enroute to Pasadena, California to visit friends. Thanks for the card, Ray.

They tell us a near tragedy occurred in the Poconos during Ben Leflar's recent vacation. The way we hear it, Ben had just finished pitching camp and decided to relax in a hammock strung between two trees. He dozed off, lost his balance, fell out to the ground and sustained a broken rib. Awfully sorry to hear of it Ben, but we're just wondering if it might not have been one of those big ones that got away. You were fishing, now weren't you Ben?

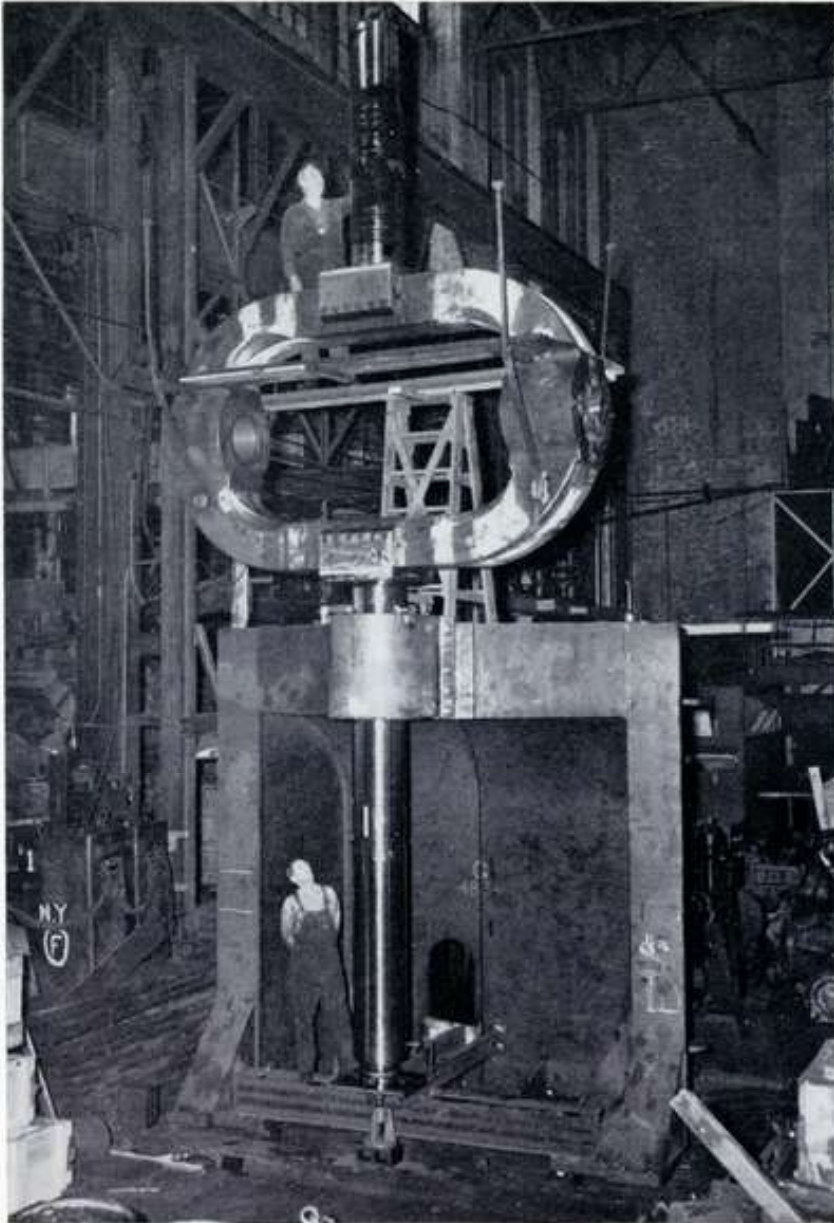
Charlie Williams has changed his vacation plans. It's to be spent in Newark, New Jersey now. Why the sudden change in plan, Charlie?

THEY'RE STEPPING UP



ON LEFT WE HAVE A GROUP FROM THE REGULATING DEPARTMENT under Foreman LaCrosse. They are: John Pastick, M. Gricco, P. Shannon, S. Sherry, J. Murter, L. Morgan, J. Kivinicic, A. Rositi, P. Klepacki, E. Scott, T. Cipollani, F. Johnson, V. Williams, J. Long, F. Christopher, R. Kissinger, F. Iacona, H. Miazga, J. McClamb and A. Sueich.

ON RIGHT ARE CHAPS FROM THE BERTHING DEPARTMENT. They are: E. Humphreys, C. Drew, W. Brady, J. Kluka, P. Farren, G. Kilgore, T. Maunus.



THIS HUGE PRESS designed and being built to test airplane parts can exert pressure in any of six directions, individually or collectively.

To be installed in one of our leading airplane research laboratories, the machine will, when completed be a great factor in deciding the design of planes of the future.

Thirty-two feet high and weighing close to one-hundred tons, the assembly calls for fitting and alignment within closer tolerances than is usually found in any, except the high grade type of watches.

Once again the Wetherill Plant points with pride to the accomplishment of a task which it was called upon to fulfill.

66 DEPARTMENT

By P. Embree

Sun Village and "Baldy" McGhee welcome home Mrs. McGhee after spending three months visiting friends and relatives in England.

Alex Bedwell, the pie eater, has to

go back to cutting grass and doing odd jobs around the house since his son got married last month.

W. Marine, the "launching king" helped launch the racing season at Havre de Grace.

Joe Sage is looking for a car driver to bring him to and from work so he

can leave Carrie the car while she is vacationing in Ocean City.

Byers is still thinking about that new DeSoto.

Ed Mac can't seem to get to the Shipways before the whistle blows in the morning. He leaves the yard restaurant in time, but loses time going around the First Aid.

"Ross-Carrier" Bob Stafford is sporting another car. He says when he gets a new running board and two fenders welded and painted it will look like a factory abused car.

Tom Brown and his rider, D. Scott, had to use the train this week, while Tom's car was garaged. It must have been a thrill for them as we learned they had not ridden the rails since trains had air brakes.

McGhee has been batching so long while his wife was in England that he had to paint his house to make the place look clean when she got back. He also got back so far in his laundry he had to buy new work clothes.



CONDOLENCES are extended to the family of Edward A. Lewandowski, husband of Mrs. Sophie Lewandowski, of 2602 W. 7th Street, who died on Friday, June 4. He was a member of St. Hedwig's Church, the St. Hedwig's Catholic Club and the St. Hedwig's Holy Name Society. Surviving besides his wife are three children, Margaret, Edward and Mary Ann, all at home. He was formerly employed in 75 Dept.

What Europe Sends Us



A Few of the Billions of Dollars Worth of Imports Brought Yearly From Europe to America....New U.S. Cargo Liners Provide Direct Services Between Leading Old World and United States Ports

74 TOOL ROOM

By Hilda Ramont

Everyone seemed to have had a good time over the Fourth weekend, but Bill Cassidy and Z. Roblinski. While out viewing the fire works display at Sun Oil field, they needed a road map to get home.

Leave it to Art Cheetham, he does a good job trying to empty the candy machine. After he acquired 6 bars, he murmured to Benn, "I wonder if they are good?"

Welcome to our department:—Duncan Boss, Machine Shop, Ed Stipe, Al Kolp, S. Dychala, F. DeMarco, and A. Pupo.

Cooke Bell has returned to the tool room after an absence of two

years spent with the Maritime boys. Harry Reed has stepped forward replacing A. Fullerton, who retired recently, and we hear plans to reside in Florida.

With the Quoit Tournament in progress hopes are high as our contestants M. Znachko, H. DeHaven, E. Loury and Z. Roblinski set out to win. Good luck fellows.

With vacations here, cards have been received from Tony Vannello, Mr. and Mrs. Ben Stipe, Wildwood; Mr. and Mrs. F. Cowan, Mr. and Mrs. F. Sayers, Atlantic City; Mr. and Mrs. Howard Clark, Miami, Florida, and Mr. J. Proctor, New York.

"Tool Room Willie" doesn't have any time for golf. We hear he is busy at the house, and Willie Jones

has given the D. D. Tool Room the "new look."

We wonder who the Wedding Bells will be ringing for first. Could it be Tony, Cassidy or Roblinski?

"VICTIMS" OF WORLD WAR II

Rifle ammunition used in World War No. 2 was responsible for slightly wounding two Sun Ship employees. A half dozen 30-30 cartridges, which had been discarded during war days, exploded while an oil tank was being burned at No. 8 pier. The tank was on the L.S.T. 240 now being scrapped by Sun Ship. In some way, while the ship was in active service in the Navy, the ammunition was overlooked and when the workers, who were dismantling the ship, started to burn out the excess oil, the heat caused the cartridges to go off.

Chief of Plant Protection Harry Sheain was superintending the burning of the oil and seven workmen were close by when the cartridges went off. The men ducked but two of them were slightly injured.

S. Wolberson, 47-126, was struck in the hand by a fragment from a 30-30 cartridge and E. Hill, 47-553, got a grazing wound on one of his arms. Both men were treated by Dr. Charles Feddeman at the dispensary.

Of more than a score of ships scrapped by Sun Ship, this is the first instance when any ammunition exploded and this was only because there was no way to detect it.



LITTLE DANCING LADY shown here is Carol Marie Trakin, 9 years old, and the daughter of Joseph Trakin of 59 Dept. She danced at the Academy of Music in June for graduation exercises.

59 DEPARTMENT

By C. DeTulio

Louis Abbruzzesi is back from his 4000 mile trip to Frosinone, Italy, where he visited his mother, two brothers and two sisters. For 27 years he hadn't seen them and you can imagine what a happy reunion that must of been. While in Italy, Louie visited Rome, Cassino, Anzio, Mt. Cassino, etc.

In Anzio they were removing the bodies of our heroes that were to be sent home. Also making preparations to build a large monument and cemetery of 5 sq. miles. This work is being done by our U. S. Engineers.

At Mt. Cassino and Cassin, which were destroyed during the war, are also some 250 U. S. Engineers who are rebuilding these towns. In Rome there is a large railroad station being built and gathering from its size, Louie said they expected a large volume of tourists.

While in Rome, Louie almost got run down by automobiles. No one slows down, blows horns or stops, he said. There is plenty of food, clothes, etc. over there but money is very scarce. "I'm certainly glad to be home," he said.

Walt Davis just returned from his vacation which he spent at Rehoboth Beach. Stevens is in Jacksonville, Florida. "Tippy" Lees is spending his vacation at home in the garden. Joe Trakin followed Larry Biddle into the office when Larry went to sign up for his vacation and told me he and Larry have a lifeguard job at Fairmount Park Pool.

Joe Kaster will stage a comeback in the next golf tournament.

Have any of you noticed H. Newman and E. Newman having their little chat every morning standing together near the Copper Shop waiting for the whistle to blow? Who came to work in a taxi every morning while Louie was in Italy? W. Stewart is 59 Dept's. tallest and heaviest welder. Charles Gremminger finally got his

house painted and said while painting the floors, the dog never once stepped in the paint.

Freddie Warfield drove up to the Yard gate one morning almost late, jumped out of the car, took one look at a tire almost flat, kissed his wife goodbye and left her to change the flat. Just made it, he said, ringing in at 7:44.

Johnnie Orr is back to work after an operation. Johnnie was out 5 weeks. C. Nyce also was out sick several weeks. Glad you are back fellows.

For Sale: — 28 ft. cabin cruiser,

sleeps four. All mahogany. \$3000. See Bud Stepa, 59 Dept.

For Sale: — 1, 21 ft. shelter top clinker built cruiser with 45 horsepower marine engine. Phone Chester 3-9274 or see Walt Davis, leader 59 Dept. C. Y. No. 5 Way. \$900.

Cliff Drew, our berthing inspector, is a great help to 59 Dept. Cliff is a persistent plugger and never fails to be a "Johnnie on the Spot" when you need a job inspected right away, so as not to hold up welding operations. "After all," Cliff said, "Don't forget we should all be proud to be working on the world's largest dredge."

What Africa Sends Us



Information Courtesy
American Merchant Marine
Institute, New York

Sun Ship Graduate Wins Award

Joseph A. Chukieski, former Navy veteran and Sun Ship employee, who graduated from the Shipyard Welding School, has won a national award for a technical paper on welding. Joseph is a G.I. student at P.M.C.

His treatise on "Method for Increasing the Shear Strength of Tower Webbing" was a prize winner in the Lincoln Arc Welding Foundation's annual contest. Papers were submitted by students from 46 colleges.

In an article praising his achievement, the Chester Times stated:

"Chukieski is one of eight children of John F. Chukieski, of 217 Wilson street, Chester. Mr. Chukieski came to this country from Poland in 1907, and has worked as a riveter at Sun Ship for the past 30 years.

"There were six boys in the Chukieski family. John, who was two years older than Joseph, was killed while fighting with the U. S. Army in Germany. The others are Stanley, Chester, Frank and Alfred. Of the two sisters, Ella is married and lives in Staten Island. Laura lives at home and runs the household. Their mother died in 1938, just a month before Joseph graduated from high school.

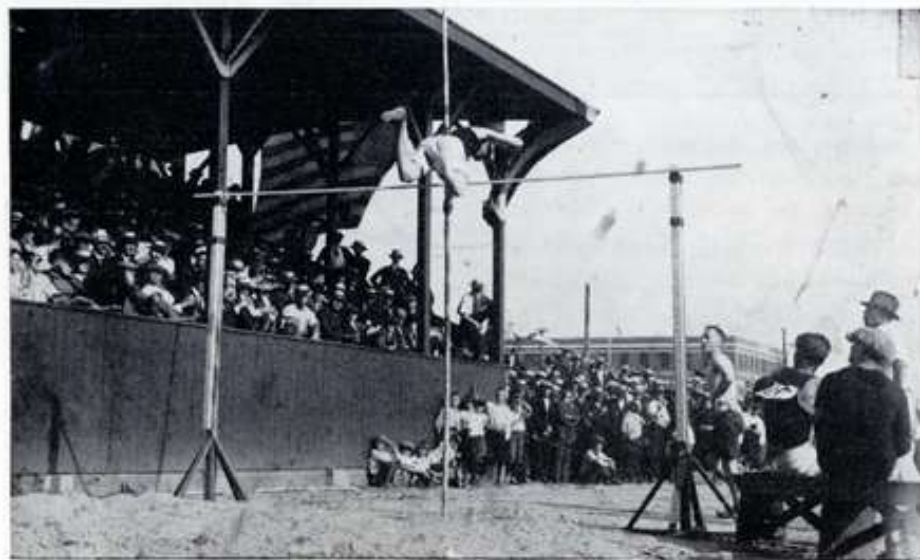
"Joseph, whose technical paper has won the Lincoln award, has worked ever since he can remember.

"Following graduation from high school in 1938, he went to work at Sun Ship, spending two years in the sheet metal department, then four years in the welding department.

"On June 1, 1944, Joseph entered the U. S. Navy. He was assigned to the amphibious forces, serving as an electrician on a landing craft support vessel at Saipan and Okinawa. Later he was in Japan. He was discharged from the Navy in May, 1946, with the rating of electrician's mate second class.

"In the fall of 1946, he entered Pennsylvania Military College under the G.I. Bill of Rights program. Majoring in electrical engineering, he will graduate in June, 1949.

"Joseph says he looks forward to a job with one of the big electrical equipment companies. His G.I. benefits may not see him through to graduation next June, and he may have to raise funds to complete the engineering course. This prospect doesn't seem to give him much concern, for he feels competent to get a job and to work his way through, just as he did through high school, foregoing athletics and other extra-curricular activities in order to help with the budget for a family of eight children."



FIELD DAY SPORTS back in 1919 attracted large crowds. Here's a good snapshot of the pole vault. The only trouble is that none of the old-timers can recall the name of the chap who is in the air.

45 SHIPFITTING

By Jack Grieco

Howdy Folks! "Back again with some more of thissa and thatta." Missed the last issue — forgive me.

Boss Millay returned from a two weeks vacation at Elmira, N.Y., where he and his club entered the gliding contest. "What; no prizes Art?"

Tiny (Fred) Glatz reminded us that he walked the entire distance in the recent Fireman's Parade to reduce. Results, he gained eleven pounds.

Jack (566) Doyle showing off to Ma Doyle and Baby Marie, how daddy can play baseball at a recent picnic. Results — 1 split finger. "Leave that game to us 'younger' guy's Jack."

We are sorry to report that our old friend "Shep" Sheppard is very ill. Hurry back, we all miss you.

Leader Shorty (Dome) Cahoon, 2nd shift, was nearly carried away by a Jersey mosquito 'tother night. One of his men and a belaying pin saved him however. I warned you about those mosquitos, remember Shorty?

George (Lug) Kilgore has to play nurse maid to his buddies on fishing trips. "No fun in that Gawge." "Got any good 'fish' stories?"

Sam (O.P.) Mitch is slowly losing his memory. We suggest a psychiatric examination while on your vacation Sam. "Don't forget the Camels."

At present, the Drydock is so quiet you can hear a "cough drop," says Cliff Heacock and Doug. Bill (Mumbles) Rouke, "Fair-hair Garvey," "Swish Clark," "Silent Willing," and "Smiles Williamson," have all joined our luncheon gathering at No. 2 way, assisting Messers. Gallagher and Doyle with construction of 565 and 566 — "Talk about your conventions! Wow!"

Don't see much of "Popeye Griesmeyer," a busy bee at No. 4 Way. Bob Mitchell really keeps him stepping we hear.

Little M'sieu Georges Assan's cigars are as big as he is. George tells us that his first blind date was an eye-opener. He married her.

Johnny Pastnick's new tanker model now adorning John Pew Jr.'s office is really a masterpiece. Keep up the good work John.

Frankie Ryan says, "Some girls are like cigarettes; they come in a

neat pack, get lit, hang onto your lips, make you puff, go out unexpectedly; but still they satisfy.

The order of the day is: "WEAR YOUR IRON HAT." Some of the boys really look good in them, but seriously men, they do offer a lot of safety protection.

Did you know that a modest girl never pursues a man — nor does a mousetrap pursue a mouse. Huh? Didja?

*Wee Bit O' Nonsense
or
Smile — Dern Yuh*

She — "Where were you last night?"

He — "Well in the first place —"

She — "I know all about the first place — where did you go after that?"

Aunt Miranda says she likes Chinese food so much that if she ever should really let herself go in one of those Oriental restaurants, it would be a case of *chop suicide*.

A friend of mine once wrote me and said: "Is there anything worse than having a toothache and earache at the same time?"

I wrote back and said: "Yes, rheumatism and Saint Vitus dance."

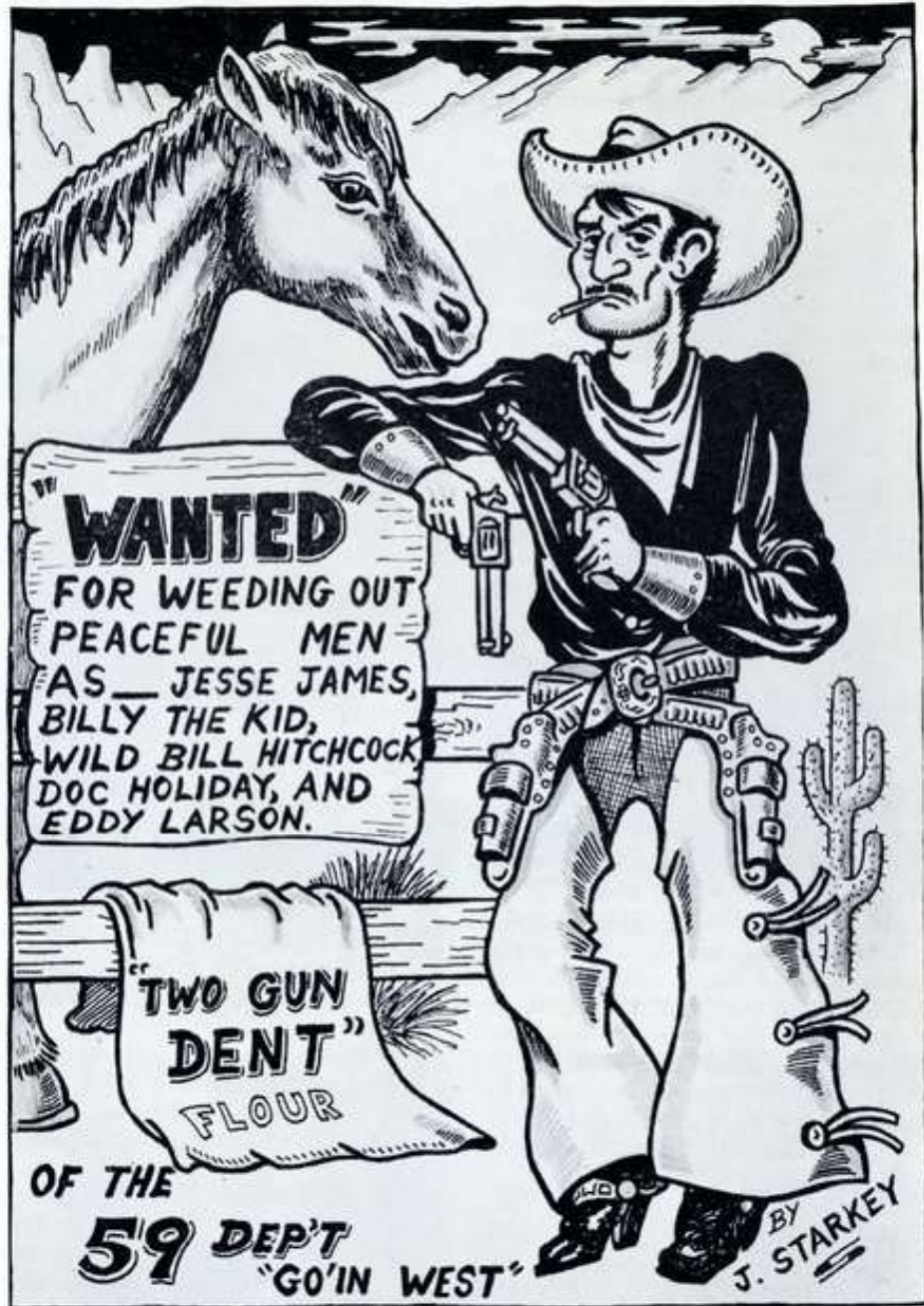
Bill — "I dreamt that I was sleeping with a horse last night."

Sam — "Aw, you must've had a 'night-mare'."

AND SPEAKING OF HORSES: THEY'RE OFF: DEAD LETTER is left at the post — HOT FOOT jumps into the lead — HOOTMON is in a tight squeeze — ALARM CLOCK has stopped running — and at the half, PANTALON is slowly dropping in the rear — now BANANA has slipped thru the bunch — BEACH CHAIR has folded up — RAZZ-BERRY IS IN A JAM — PINKSLIP is showing good form — FOURWAY is being extended — INNERTUBE is "tiring" at the stretch — and at the finish — the winner — TOUPAY — by a head.

Saddest house-hunting couple we know drove around two weeks looking for a vacancy — and wound up with two flats.

And in conclusion: "The big difference between *reckless* driving and *wreckless* driving is in the spelling, not the spelling.



WHEN EXTENSIONS TO NO. 1 AND 2 SHIPWAYS WERE BUILT, a bridge was thrown across the intervening space. It will save workmen much time.

33 DEPARTMENT (Electrical)

By John Hefflefinger

Hubert Johns has returned after a long period of illness. We are sure the whole department welcomes him back.

It seems as though all those garden discussions were not all talk. Eddie Shisler brought in a head of lettuce that was as big across as a bushel basket. We hope Bill is satisfied.

Tool Room George was a regular visitor to the Republican convention and kept the boys well supplied with campaign material.

Big Jeff says he doesn't mind his friends coming over to see the fights and other events on his television set, but says he draws the line at supplying the eats and drinks.

A fishing party made up of Ted Cartright, Clay Bullock, Chas. Williamson and Pres. Williams had a streak of luck recently. They returned from the Brandywine Light area with well over a hundred fine trout.

The Crane Repair Dept. hasn't done much reminiscing lately since Buff went to No. 5 Way. We imagine Pete has his hands full now.

It's a good thing for Joe Thunder that Andy didn't have a tugger on the other end of those cables he was pushing into that conduit. Joe would have surely got a free ride somewhere. Chick please take notice.

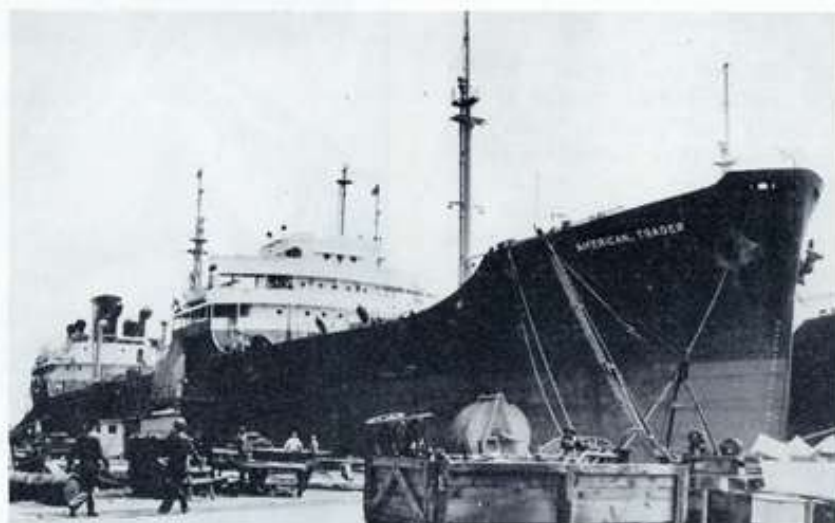
Some of the boys are beginning to wonder what the political aspirations of Hand Line Fifty are out in Garden City.

Jimmie Grau our apprentice expeditor has become an ardent speed boat fan and each week-end can be found churning up the waters off Crystal Beach.

Pasquale Maguche, when asked about the spelling of his name, says "you no spell it you just write it down."

Gerald didn't make out so good when he was appointed navigator on that Wildwood fishing trip. At one time the party found themselves headed back towards the Pennsgrove Ferry. But when they arrived back in Chester that evening and Second Street appeared in sight, he really got on the beam.

We are wondering who got the best of the bargain over Ducky Blair's lunch. Seems as though Wes got the chocolate cake, and Buff received a shampoo with the icing, even tho he has no hair, while Ducky finally lost



DURING the closing days of June, the S.S. AMERICAN TRADER came to Sun Shipyard for minor repairs and checkup.

This tanker, which was built in our Yard as the MARNE, Hull 405, figured in one of the unusual tales of modern high efficiency and her visit to the Yard attracted more than average attention.

It was last August 4, when the New York office of the American Trading and Production Corporation received a transatlantic telephone call from the Captain of the AMERICAN TRADER, then in England. He reported that the rotor of his main generator was damaged beyond repair.

No replacement was available in Europe; the nearest one was in the United States, 4000 miles away. He asked whether the replacement rotor could be flown to London by a freight plane.

The American Overseas Airlines undertook the job although this was the largest piece of freight that ever was scheduled for transatlantic flight.

In Hoboken, the operating Steamship Company had a spare rotor. This was placed on a truck for delivery at the LaGuardia Airport.

Then came a bad break. Two miles from the airport, the rotor ripped loose from its moorings and rolled off the truck. A G.E. Marine Engineer, who was called to the scene to determine the extent of the damage, reported that the rotor had to be sent to a service shop and that repairs would require at least seven days. Remember, that the Captain of the AMERICAN TRADER was counting on replacement within 48 hours.

In this emergency, the G.E. service shop came through with an identical rotor. It was given a quick test and sent to the airport where it was placed on board the plane. Forty-eight hours later, the heavy piece of machinery was lowered into the engine room of the AMERICAN TRADER. The next day dock trials were successful and the ship was ready to sail, thousands of dollars of port time being saved.

the banana.

We notice Clem has moved into his new quarters.

Joe Marley we feel sure is now quite an authority on Concrete by this time.

Chick Hance and family are vacationing at Wildwood, N.J. We hope that this finds MacMullin well on the road to recovery from his serious illness.

We offer our congratulations to Jack Logue and his wife on the ar-

rival of a baby daughter Joann on July 7. All are well.

That was certainly a fine gesture on the part of our boys in making up that fund to help out Eddie Carr.

33 Dept. has the following entrants in the quoit tournament, Construction, Napier and Lappin. Maintenance, Bullock and Mauer. Armature, Hoffman and Mullins. Crane Repair, Milne and Stevenson. Ship Men, Roskus and Platt. As substitutes they have Quinn and Raymond.

ODD SCENES AND EVENTS



FIGHTING FIRES WITH FOAMITE is so effective that this special equipment is on hand at the ship salvaging piers. Chief Harry Sheain

is seen feeding chemicals into a mixer while an aide illustrates how a spray of foam is shot from a fire nozzle.

RELIC OF WASHINGTON

A lock of George Washington's hair is owned by Paymaster Frank Burr. It has been in his family for many generations.

The strands of silver gray hair were given his mother, Mary Erdman Burr, by her great-grandfather and were placed in the custody of Frank's aunt, Miss S. Elizabeth Burr of Green Farms, Connecticut. Upon her death at the age of 85, the relic was given to Frank Burr.

Both the Burr and Erdman families were well known in Revolutionary days. One of Frank's distant relatives was Vice President Aaron Burr, who killed Alexander Hamilton in a duel. Among other family heirlooms were an armchair owned by Robert Morris and an armchair which belonged to Stephen Girard.



SHIP'S CARPENTERS find the adz a handy tool which played a big part in the building of wooden vessels. Here, a man from 66 Dept. is trimming down a huge timber.



Mama Hanson is the central character of a book, a play, and a recent movie starring Irene Dunne.

The wonderful thing about the Hanson family was the way they faced the future with confidence. That confidence was all due to Mama. "If anything goes wrong," she'd say, "there's always my Bank Account to pull us through."

Things worked out fine for the Hansons. And they never realized that Mama's Bank Account was Mama's own myth.

"**I Remember Mama**" proves something. It proves that, with a reserve fund in the present, you face the future with a confidence and faith that helps you *get results*.

But the average family can't be fooled with a myth. The average family needs to know that there are *real* savings, *real* security protecting them, good times and bad.

That's why so many families have begun to save the automatic, worryless way—with U. S. Savings Bonds.

Savings Bonds are government-guaranteed to pay back four dollars for every three, and in just ten years. It's an investment that's *safe*—it's an investment that *grows*.

And to make it simpler still, your government offers you this fine plan for their purchase—The Payroll Savings Plan at your firm.

SUN SHIPBUILDING & DRY DOCK CO.