

Our Yard

Sept., 1948

**SUN SHIPBUILDING AND
DRY DOCK COMPANY**





Even Mules Have Better Shoes

THE picture shows a few pairs of shoes left at Safety Store after purchase of new pairs.

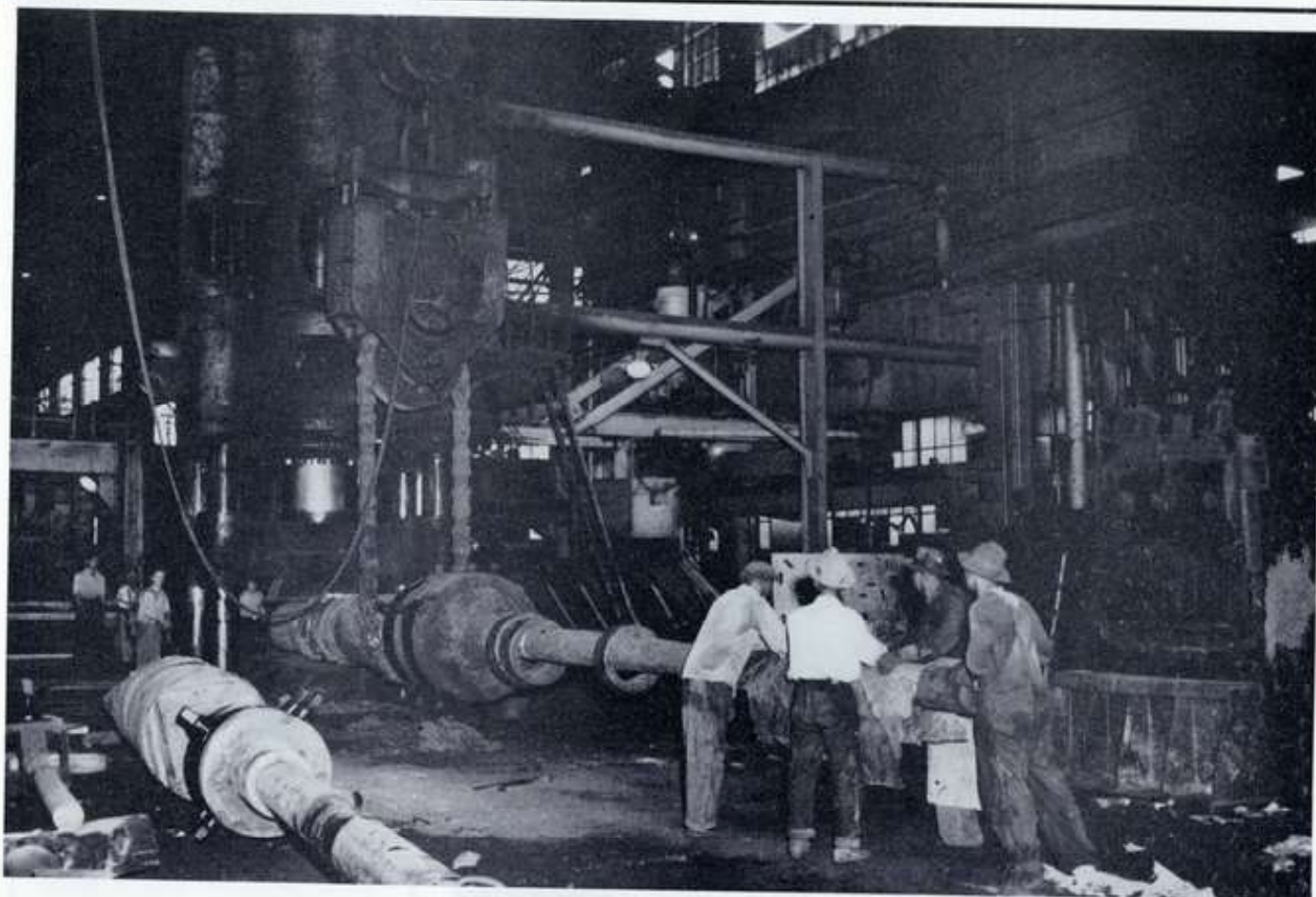
Even a mule is better shod.

This picture tells an unhealthy story of personal neglect.

Anyone wearing shoes in this condition is courting trouble by throwing their backs out of alignment, subjecting themselves to colds, and puncture wounds.

Self respect and general welfare should cause one to keep his shoes in repair; not in such a disgraceful condition as the shoes here shown.

SUN SHIP HANDLES HEAVY FORGINGS



Despite the great weight of the large forgings the work of handling the steel is performed by a few men using machinery that balances the heavy pieces delicately.

TONS OF PRESSURE are applied to huge forging seen in upper picture. Furnace where billets are heated is shown at right. Below, two massive units partly finished in the blacksmith shop.

SCENES ON LENGTHENED SHIPWAYS



FULL LENGTH view of No. 2 Shipway since it has been extended to more than 600 feet is shown in lower picture. Midway in this photo you can see the keel of a super tankship in the early stages of construction. The upper picture shows a crew of men at work on the shipway cutting logs in shoring lengths. Since these snapshots were made the work of building the second of Sun Ship's contracts for 15 huge tankers has been advancing very rapidly. Three more ways in the Yard also are being extended.

Horace J. Esrey



Horace J. Esrey, who on March 2 last, celebrated his 45th anniversary as an employee in the Wetherill plant, died Sunday, August 8 at his home 1122 Brown Street, Chester.

He had been ill for many months but retained his strong mental powers to the last and was an authority on the local history of Chester. He was 62 and is survived by his widow, Mrs. Catherine Dinex Esrey, a son, David R., of Ed-dystone; three daughters, Mrs. Hester Archer, at home, Mrs. Josephine Bowhall, of Boothwyn, and Mrs. Sarah J. Baldwin, of Chester; two brothers, D. Reese and Fred O., both of Chester; three sisters, Mrs. Mame Greer, of Philadelphia, Mrs. Addie Karstens, of San Juena, California, and Mrs. Helen Taylor, of Lansdowne; and six grandchildren.

He was a member of Chester Lodge No. 236, F. & A.M.; Chester Commandery No. 66, Knights Templar; Chester Royal Arch Chapter No. 258; Penn Forest No. 21, Tall Cedars of Lebanon; Mocapanaca Tribe No. 149, Improved Order of Red Men; Moyamensing Hook and Ladder Company; the West End Boat Club and the Green Tree Club of Chester.



OIL BARGE is seen getting into position to supply fuel oil to ship at one of the Yard piers.

Quoit Tournament in Finals

SUN Ship's spectacular Quoit Tournament went into its final stage on Friday, August 13.

Three teams were left, out of the 36 that entered the tournament. They were:

Paint Shop Team — J. Messick and S. Nardicchia.

The Counters — F. Dugan and G. Shinn.

Maintenance Team — T. Bradford and W. Haebel.

In the semi-finals the Counters and Maintenance Teams were matched against each other. The winner in this contest then was scheduled to meet the Paint Shop.

Under the rules which had been drawn up by the contest committee and director, Norman Fisher, winners were to be selected; best two out of three games. The Quoit Tournament, which began in early July, proved to be one of the popular sporting events in the Shipyard. The courts were laid out in front of the Central Yard tool room and drew large crowds each noon day. Temporary seats were set up and the semi-finals were announced over the loud

speaker system, attracting hundreds of spectators.

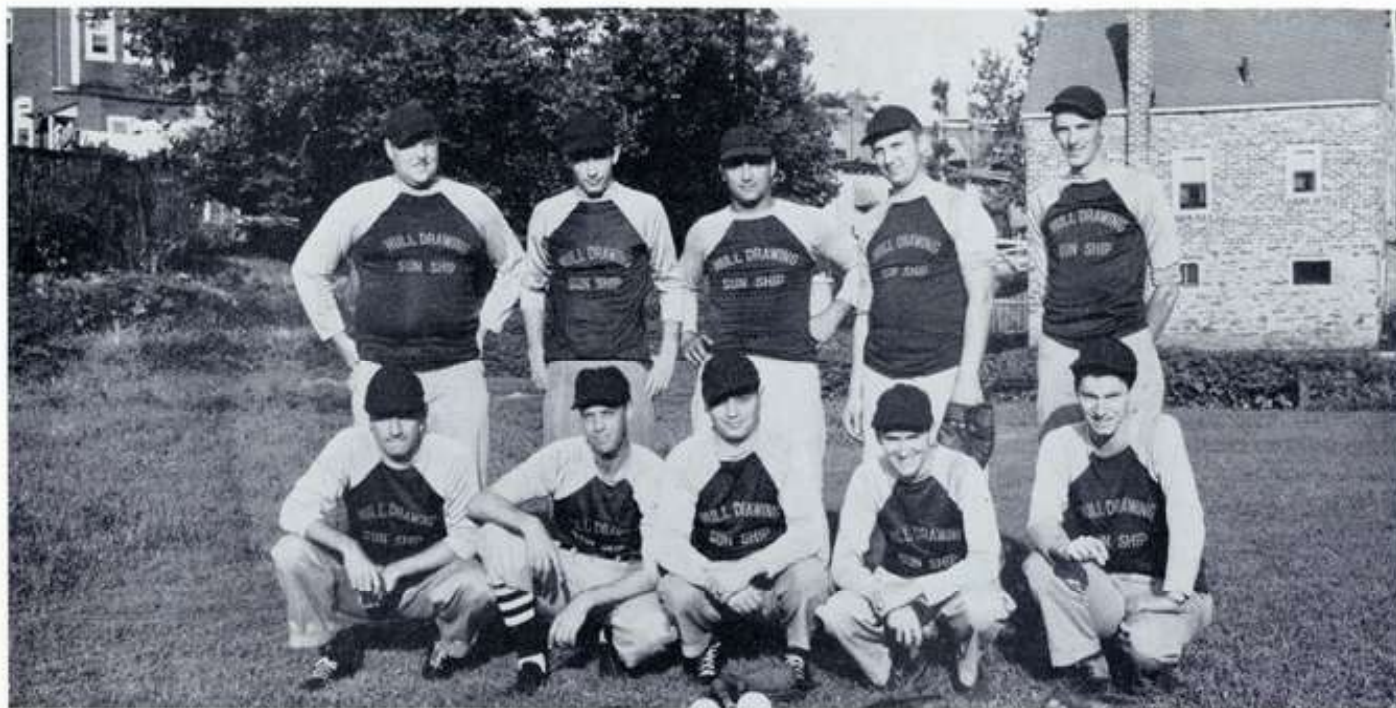
Norman Fisher directed the tournament and the referees were: Norman Fisher, S. Paschall on court No. 1 and R. Clayton and F. Hibbs on court No. 2.

One of the rules established by the committee was that points should count only on the distance from the quoit to the nearest side of the peg; iron to iron. Some of the plays during the contests were so close that the finest compass could not detect a hairsbreadth difference. Ties were immediately pitched over again. All the games were determined on the 21 point basis and although competition was keen, there was not one dispute.

So popular was the Quoit Tournament that it was predicted that 75 teams will be entered next year in case the tournament is repeated.

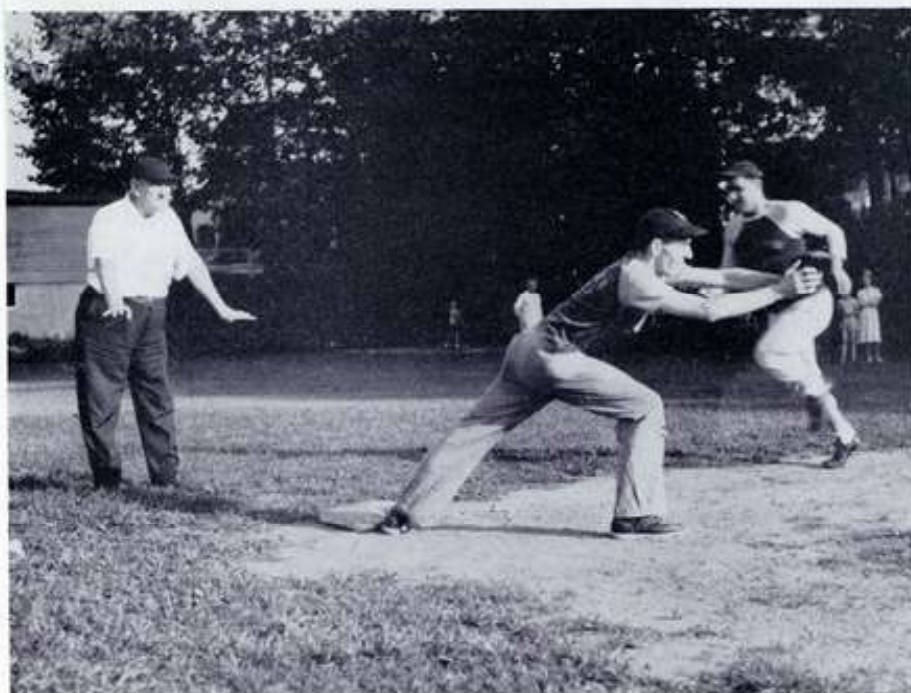
The committee consisted of:

Frank J. Hibbs, 81 dept., John Crist, 91 dept., E. Lowry, 74 dept., Sam Nardicchia, 69 dept., and James Collins, 36 dept.



Sun Ship's Softball Team

SUN SHIP'S ONLY ORGANIZED BALL TEAM is shown (top) prior to engaging the Darby Vets. Names and positions, front row, left to right: Joe Chermol, left field; Al Williams, center field; Joe Ambrosino, pitcher; James Jennings, right field; Bill Eppright, short stop. Back row: John Poxton, 1st base; Earl Moody, 2nd base; John Salerno, 3rd base; Jack Sulger, catcher and Otto Leinhauser, catcher. Not present at time picture was made are Bill Deck, John Petchel, Jack Herbert, Dick Hall and Jim Connors.



(Left) — Elmer Fisher, manager and coach of the Drawing Room Team, is cautioning John Salerno to play it safe and hold up at first base. Salerno beat the throw to R. Dunne, first baseman for the Darby War Vets. Site of the action is on Saha Mfg. Company's field in Darby. Sun Ship dropped the game 7 to 5.

Two New Coastal Tankers in Service

Sun Oil Company has pressed into service two new coastal tankers to expedite increased shipments of gasoline from its Marcus Hook refinery. Built for the Navy as auxiliary oilers, the tankers were purchased from

the U.S. Maritime Commission and converted to Sun's specification at Bethlehem Steel Company's shipyards at Alameda, Calif.

The vessels have been renamed the M.S. "MYSTIC SUN" and the M.S. "MAUMEE SUN." Each is 220 feet long and has a capacity of approximately 500,000 gallons of gaso-

line. Powered by 360 horsepower Diesel engines, they have a rated speed of about ten knots.

Acquisition of these tankers marks another step in Sun's postwar expansion of its marine facilities. Four larger T-2 type tankers were added during the last six months.



FOUR SHIPS are seen in this picture. In foreground is the pilot boat PHILADELPHIA in Wet Basin with other craft tied up at nearby piers.

SHIPPED ON TANKER

FREQUENT mention of Congressman Hugh D. Scott, Jr., of Philadelphia in national and legislative activities, recalls the fact that Representative Scott and Representative Gordon Canfield, of New Jersey, worked their way across the Atlantic on a Sun-built tanker during World War No. 2. The convoy was attacked by German submarines but the ESSO UTICA escaped harm.

The two Congressmen sailed June 26, 1944 as members of the crew of the tanker which was laden with high octane gasoline. Scott, who was a member of the Commerce Committee and Canfield, who was on the Merchant Marine Committee of the House, made the trip incognito and only the captain of the tanker knew their identity.

On the trip over, both Congressmen worked as utility men. They were attired in khaki trousers and undershirts and they slept in the forecabin with the seamen. Scott was a lieutenant commander in the Naval Reserve

and had volunteered for active duty in the Navy but after a brief service it was felt that he should remain in Congress. Early in 1941, he had served with the Navy patrolling the coast of Iceland.

He has taken a deep interest in the Merchant Marine and he praised the workers at Sun Ship for turning out such a staunch craft as the ESSO UTICA.

"Nobody aboard the tanker knew our identity except the captain," Scott said, "and when we reached the British port and told our shipmates we were Congressmen they said, 'you sure put it over on us.'"

"We worked like hell," Canfield said, "and the crew were good friends. We got up each day before six and made up 20 bunks, then swabbed the galleys and rooms with slop buckets and cleaned privies and polished brass until evening.

"They worked the pants off us," Scott said. "It was no junket. We got seamen's pay and donated the money to the seamen's funds."

The ESSO UTICA was a T-2 tanker and was launched April 20, 1944. Her sponsor was Mrs. M. Anderson,

Obituary

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

Edward Paprochi, 66-483, 704 E. 8th Street, Chester, July 31.

LeRoy Clark, 1-16, 1116 Butler Street, Chester, August 2.

Edward Carr, 33-123, 427 Bickley Place, Chester, August 3.

Ralph Sheppard, 45-139, 517 Lincoln Avenue, Prospect Park, August 6.

Horace Esrey, 4-52, 1122 Brown Street, Chester, August 7.

SEPTEMBER COVER PAGE

Sail and steam figure in this front cover page. With several large yacht clubs along the Delaware numerous sailing craft are seen on the river.

"ESSAYONS" NAME OF WORLD'S BIGGEST DREDGE



VERTICAL VIEW of one of the hoppers on the dredge *ESSAYONS* being built for the Corps of Engineers.

The largest hopper type dredge in the world, now being built at Sun Shipyard for the Army Engineers, will be named *ESSAYONS*, it has been announced by Col. P. T. Samuel, Chief, Marine Division of the Corps of Engineers.

Name is of French derivation and means, "Let Us Try," which has long been the motto of the Corps of Engineers.

The *ESSAYONS* will cost nearly \$10,000,000.

This vessel is a sea-going dredge more than 500 ft. long and will be able to strip 12,000 tons of dirt and muck from navigation channels in two hours.

The dredge will be a twin screw turbine electric vessel.

She's 125 Years Old

WHAT is the oldest commercial craft still in operation in the United States?

This question has been asked hundreds of times at Sun Ship and there have been some hot arguments on the subject. Edwin A. Patt seems to settle it by giving the history of the oyster boat *JAMES MORGAN*, which has been in operation for more than 125 years. Writing for the *STEAMBOAT BILL OF FACTS* he states:

"From the port of Warren, R.I., hails a diminutive oyster boat which is the oldest documented vessel in American registry. Launched in 1822 at Poughkeepsie, N.Y., as *JAMES MORGAN*, she now bears the name *SALTESEA* (13937) and is still active in spite of her 125 years. Not much is known about her first half century. Department of Commerce files say she was built for the order of Alban Rust and was originally a screw steamer of 35 gross tons. There is some doubt, however, that she was originally steam-driven, for early registries show her as a sloop. Until 1879, she was engaged on the Hudson, carrying farm products from the upper river to New York City. In 1879, she was sold to a South Norwalk, Conn., owner, who converted her to a steam propeller and put her in service as the first steamer in the oyster business. In 1882, she was sold to New Haven owners, still as an oysterboat.

"In 1889, she was rebuilt, with new engines and boilers; and, in 1893, she passed to the American Oyster Co. In 1922, she was rebuilt again, and converted from steam to gasoline power. In 1928, a Diesel engine was installed, and she was renamed *SALTESEA*.

"In 1944, she passed to her sixth owner in 125 years, F. Nelson Blount of Barrington, R.I., who operates the Blount Seafood Corporation of Warren.

"Now registered at Providence, she is a common sight in Narragansett Bay. Her sturdy hull, 54.6'x17.4'x5.1', is as sound as when she slid down the ways in 1822, and Mr. Blount proudly asserts that she is the best of his oysterboats. She has handled millions

of bushels of oysters—more than any similar craft in the world—and will probably handle millions more before she is retired. Although she has had mishaps, she has been, on the whole, an extremely lucky vessel.

"When the town of Warren celebrated its bicentennial on August 23, 1947, the program included a race of oysterboats on the Warren River. Who won? The old SALTESEA, of course.

Drop in U. S. Shipping

During World War II, 5,243 tankers and cargo vessels were built in American yards, five ships going down the launching ways per day for a long period.

Over 1,000 of these ships are now under some 25 foreign flags, having been sold to allied and neutral nations. Some 200-odd have been scrapped, while 138 are still held abroad under unsettled Lend-Lease agreements.

There are 1,300 ships in the national defense reserve fleet.

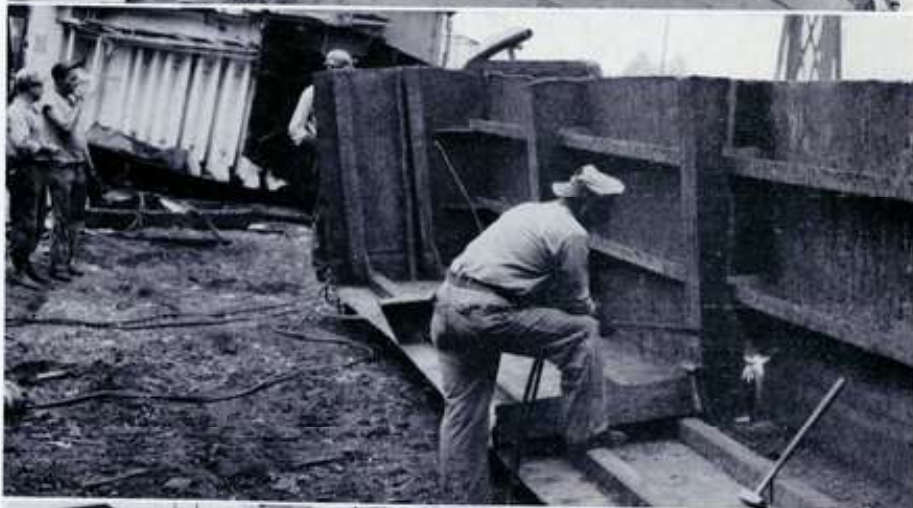
Perhaps the most notable change in American shipping since 1939 has been the shift from domestic operations along our coastlines to services between the United States and overseas ports. This trend has been made more prominent by the entrance of American shipping into the tramp trades.

While less than 100 American dry cargo ships are today serving in coastwise, intercoastal and non-contiguous routes, some 478 ships operated in these domestic trades in 1939.

Before the war only 271 dry cargo ships served on American overseas steamship lanes. Today, U.S. operators have in operation almost 1,500 merchant ships on deep-sea routes.

Failure of domestic shipping to spring back to pre-war levels is due to many factors, the chief of which are increased operating costs and non-compensatory railroad rates designed to destroy steamship competition.

SALVAGE WORK CONTINUES



SCRAPPED SHIPS are cut down to furnace size in Sun Ship's Salvage Yard. (Middle) — Thousands of tons of steel have been reclaimed from surplus craft. Upper picture shows a recent arrival in North Yard. The PA 2 is having her upper structure removed for a client who will then dismantle ship for salvage. (Lower) — Large block being transferred in North Yard.



THIS HAPPY LITTLE FELLOW is George Trosley, Jr., 15 months old, son of George Trosley of 47 Dept.



TINY TOTS in this toy fire engine are the children of Richard Clendening, III, of 36 Dept., and grandchildren of Dick Clendening, also of 36 Dept. They are: Richard, age 2, and Mary, age 4.

Junior Members of the Sun Ship Family



SALVADOR APRIL, Jr. is the 12 year old son of Salvador April who is employed in 55 Dept.



OUR FUTURE "MISS AMERICA" is Regina Taylor of 66 Dept.



ROSE C. APRIL, 16 years old, is the daughter of Salvador April of 55 Dept.



ALLEN JAMES ROSS, shown here, is the grandson of John Allen, who is employed in the Wetherill Plant.



THIS SMILING LITTLE LADY is Marion M. Roskus, 5 months old, daughter of Andy Roskus, who is employed in the Electrical Dept.



THIS LITTLE DOLL is Shirley Ann Blythe, 6 months, daughter of Mr. and Mrs. George W. Blythe. Mr. Blythe is employed in 36 Dept.

SERVICE PINS *Awarded in July*



CONGRATULATIONS are extended to H. Bishop, 68-7, by Supt. A. A. Norton after presenting him with a 30 year service pin.

CONTROLLER CHARLES H. DOYLE is presented with a 25 year service pin by Treasurer William Craemer.

W. REYNOLDS, 8-40, is shown being congratulated by Supt. John Wilkinson on completion of 45 years of service with the Company.

JULY

45 Years

8-40 W. Reynolds

30 Years

68-7 H. Bishop

25 Years

91-1 Charles H. Doyle

91-433 Miss Evelyn Gay

SALARY ROLL

15 Years

69-1 H. Childs

89-22 H. Simon

DRAFTSMEN ROLL

15 Years

38-76 J. Martin

HOURLY ROLL

20 Years

1-12 G. Steadman

60-22 A. Brittingham

15 Years

4-135 E. Bishop

33-60 W. Hardin

36-771 J. Collins

47-349 V. Carpenter

51-612 A. Czamlet

58-534 A. Susick

65-90 F. Dutkiewicz

68-41 J. Moliken

75-47 A. Faville

81-105 E. Frazier

10 Years

8-556 C. Flagg

30-2283 S. Malloy

33-1011 J. Mink

36-636 S. Piermont

45-138 M. Mooney

47-691 D. Edwards

47-2828 L. Eshelman

59-386 K. Bryson

67-392 J. Terry

67-469 F. Wray

67-523 F. Ryder

67-1276 R. Moore



Rod and Gun News



(Left) — **DOROTHY**, daughter of Alfred Underkofler, 68 Dept., and 14½ lb. striped bass caught at Wildwood. (Above) — **FRANK APRIL** and sea bass. (Right) — **THREE FINE BASS** caught on the opening day of season by T. Arnett, 88-81.



CRUISER "WELIKER" (left) owned by Harold N. Seward, Sun Oil Metallurgist at Shipyard. Craft is 32 ft. long and speedy. (Lower left) **A. A. WHEELER**, of 47 Dept., who caught 12 bass at a Florida fishing camp. The largest weighed 9½ lbs. (Above) **ROY STRICKLAND**, of 75 Dept., is one of the Shipyard's enthusiastic motorcycle drivers.

Fish Stories: Mostly True

By Howard Fithian

BIGGEST haul of the season: 452 porgies caught by Leo McCabe, 55 Chipper; Dave Hauser, 36 Boring Bar; Ray Gatchell, 47 Shipfitter; Charles Wright, 74 Boiler Shop Tool Room. They went out from Wildwood.

John Crist, Fats McClintock, Gordon Boyce and Sam Parncutt, of 91 Dept. Counters, Benny Krynski and Jerry Pierce, 55 Dept. Chippers, and Speck Goudy and George Quigley, 59 Dept. went out from Mispillion Light on the POCOHONTAS. They got 91 fish, an assortment of flounders, weakfish, croakers, king, porgies and bass. They hooked many sharks and skates.

Jack Burgess, of 90 Dept. and Judd Bell, formerly of 90 Dept., were fishing at Indian River Inlet. They stopped for bait at Charlie Laber's, formerly of 34 Dept., who lives at Cedar Creek, Delaware. They used 4 inch bull heads for bait. The catch was 1 sea robin and two small flounders not much larger than the bait they were using.

Bluefish catches are small. Former Sheriff Pechin and party got only seven and Bob Vale and party landed 6. Tuna fishing also is no good. However, Pete Durick and his brother John, of 30 dept. each got one off Brielle, New Jersey; about 30-pounders. Last season Pete caught a 200 lb. tuna.

Clarence Stearne and a group of friends caught 81 fish out from Mispillion Light.



DAVE HAUSER, of 36 Dept., boating a large sea bass off Wildwood, New Jersey.



SIX BIG FLOUNDERS caught by F. Lawson, of Pipe Shop, of Indian River Inlet.

Leon Koenig, 74 dept. machinist, says he's still fishing on his weekends off the Jersey coast. Says he's been doing pretty good.

Howard Wood, 33 dept. power house attendant, says he's been doing quite a lot of fishing at Springton Dam and has yet to catch what he would call a big one.

Fred Temple, 33 dept. electrician, and his grandson, Billy, had a fair catch down at Indian River, Delaware. Billy caught nearly all the fish.

"Ducky" Phillips, 34 yard maintenance, fishing off Cape May, New Jersey, caught a good mess of porgies and croakers.

Jack Wonderly and Stanley Viloski, 47 dept. layerouts, were down fishing off Wildwood, New Jersey. Jack said it was pretty rough the day they were out, but he caught 10 nice size trout and Stanley caught one small hammer head shark.

Joe Grant and Russ Rothka, 47 dept. burners, have been going down at Noxentown Lake near Middletown, Delaware and have been having some very good luck. They say that the perch down there are as big as croakers.

Phil Bates, 90 dept., garage mechanic, did a little fishing down at Rock Hall, Maryland, while on his vacation. He had some real good catches on rockfish; the largest weighing 7½ lbs.

Connie Jones, 34 dept. pipefitter, says he had a real good day's crabbing down at Chestertown, Maryland.

Howard Dorrin, 88 dept. guard, fishing down in Great Egg Harbor Bay at Somer's Point, New Jersey, had a good catch of flounders.

Max Hecker, 59 dept. welder, brought home 2½ bushels of crabs, caught at Indian River, Delaware.

Bob Lee and Al Hancock, 74 dept. tool room, made a fair catch on trout and croakers at Slaughter's Beach, Delaware.

Bill Greer, 91 dept., was deep sea fishing off Wildwood, New Jersey and caught bass, porgies and ling.

Len Williams, 33 dept. oiler, said he had a good catch on sea bass and porgies off Ocean City, New Jersey.

Bill Heinz, 8 dept. machinist, and three friends of his went on a fishing trip out from Brielle, New Jersey. They caught 200 sea bass and four large flounders.

Bill Emsley, Jim Jackson and Harry Sinex, all 8 dept. machinists, had a good day's fishing at Star Lake, Milton, Delaware. Jim caught a large mouth bass weighing 7 lb. and Harry pulled in a 23 inch pike.



Most of us have jobs and homes
And wives to darn our socks
But there are folks, unfortunately
Who have banged up on the rocks.
The Salvation Army's on the job
With food and all the rest.
It's another "RED FEATHER SERVICE"
Of your Chester Community Chest.

FERRY SAYS—

"The quoit tournament was a most gratifying success. Some of the contestants could really put the "English" on their irons. Oh! quoit, quoit."



(Upper) — PILOT BOAT "PHILADELPHIA" — One of the two vessels operated by the Pilot's Association which is now lying at the shipyard.

(Lower) — S.S. "ALEXANDROS XORYZIS" — Liberty ship operated by S. Livonias & Company. Drydocking, painting, miscellaneous engine repairs, installation of rebuilt rudder, etc.



(Upper) — PILOT BOAT "DELAWARE" — Drydocked for painting and annual repairs. While she was here the "Philadelphia" was on station.

(Lower) — S.S. "ATLANTIC SEAMAN" — Liberty cargo ship operated by S. Livonias & Company. Drydocking, painting, installation of a new design rudder.

Some of the Craft That Came to Our Yard for Repairs



(Upper) — M.S. "SOUTHERN SUN" — Sun Oil Company tanker built here in 1931. Annual repairs.

(Lower) — BARGE "DARIEN" — This coal barge owned by the Oliver Transportation Company returned to yard for annual drydocking. She was another of the interesting ships at the yard during the summer.



S.S. "ASTORIA" — Small cargo vessel built on the West Coast of the United States about thirty years ago for the lumber trade and now being operated in the banana trade. Minor machinery repairs. This tiny little craft made a striking picture when she arrived at the dry dock and the photographer made several "shots" of her.



(Upper) — S.S. "NEWBERRY VICTORY" — Victory ship operated by the Ibronsen Company which came to the shipyard for drydocking, prior to being turned back to the U. S. Maritime Commission.

(Lower) — U. S. ENGINEER'S DREDGE "CHESTER HARDING" — The dredge came to the shipyard for the installation of three gasoline driven pumps and piping for operating a gas-ejection system.



(Upper) — S.S. "DELAWARE SUN" — Sun Oil Company tanker built here in 1922. Annual repairs.

(Lower) — M.S. "LIONEL" — Foreign flag cargo ship which sustained damage while discharging pig iron at Philadelphia. Repairs included work on deck plating, hatch coverings and bulwark rail. Repairs were carried out in record time.



2nd SHIFT WETHERILL SHOP NEWS

By Sam Sterrett

The bright spot in the three weeks vacation of Alexander (Sandy) Gallan, Engineer, was the celebration of his 30th Wedding Anniversary.

His family and grandchildren all gathered for the celebration, coming from as far as British Columbia and Detroit, Michigan. A grand reunion was held after which the good wife left with a son to British Columbia and is expected to return to Rutledge in the near future.

Bill Warwick spent one week of his vacation making repairs to his home in Sun Hill. Bill did not say where his other two weeks will be spent.

C. Flagg the Laver Out, rode the Penna. R.R. Red Arrow to Detroit and from there traveled by bus to Alpena, Mich., where he and the wife visited a brother. This was Flagg's first trip back in 38 years.

All the men of the Wetherill plant expressed their deepest sympathy to Parker Kilvington on the sudden death of his father, Lawrence Kilvington.

John Black took one week in showing some of our big department stores and some of our fine resorts to his British relatives who were visiting him. Just ask him how his Chevrolet behaved.

Nate Haseltine, floor foreman made his usual week's trip to Pittsburgh taking in the Penna. Dutch country on the return trip.

Art McCarty, the 2nd Shift model and singer is enjoying his vacation at the shore where he spends the week ends with his family. Art was a conspicuous figure around the Bellevue Stratford during the Democratic Convention where he took charge of some of the ladies social events.



THIS CHARMING GROUP of Sun Ship girls was snapped on their recent trip by plane to New York City over the Fourth of July. They are, left to right: Marian Parker, Stenographic Dept., Nellie News, Mr. Landing's Office, Helen Scott, Stenographic Dept., and Margaret Desmond, Mr. Landing's Office.

67 DEPARTMENT

By Major Palm

Cleaner of the Month: — A. (Sonny) Marshall, a quiet sort of a fellow, has been with Sun Ship over ten years. He has worked in all of the large yards on the Eastern Coast. "Sonny" is also a pro baby sitter.

Glad to have some of the boys back that were laid off during the slack period.

Foreman E. Gatchel is back with us after a two weeks vacation; looking fresh as a daisy. We are hoping he has lots of work in line for us.

Shumate and Benz — be careful of the shadow.

Where is Buss Morgan's bay window going? Has the lumber yard anything to do with it?

Joe Hinson and Ross Holland went to Atlantic City on vacation.

INK SPOTS FROM THE HULL DRAWING ROOM

By Al Williams

We welcome Mr. George Schneider to the Drawing Room. Mr. Schneider recently came into the fittings section and being an old hand at the business, he has renewed many old acquaintances here in 78 dept.

Now that the rain has let up, Les Ives can bring his laundry in off the line.

Bill Buckley tried to teach wife Betty to drive over the weekend. Results — one broken clutch.

Anthy "The Zip" Koukedis has a side line, which is selling her brother's used car. Anyone desiring a '41 Cadillac for \$1850.00, see Anthy.

Mr. John Booth, who was recently in the hospital, is now on the mend.

Mr. John Stevenson underwent a leg operation but is up and around once more.

Mr. Hudson is vacationing in Canada again this year.

The only person that returned from his vacation with an overdose of sunshine is John Borsello.

The Hull Drawing Room Softball Team was in action once more, when on July 27 we met the Darby Moose in Darby. Although Sun lost the game 6 to 4, it was a good game and the best that the Drawing Room has played this season, and against a highly regarded team that has met the best that Philadelphia has to offer, including Roxy A.A. ('47 State Champs). Both teams played errorless ball and Hull collected 7 hits while the Moose had 8. Hull had a home run but the clincher was a home run by the Moose with men on base. The batteries were Ambrosino, pitcher and Al Williams, catcher.

33 DEPT. (ELECTRICAL)

By John F. Heflefinger

Eddie Shisler hit the jackpot on the Safety slogan for July.

Jim Grau is sporting a new shiny Dodge and has taken a week's vacation to try it out. The best of luck with it Jim.

Mert Nieman will please take note. Better look for the badge before you step on the gas next time. Especially when a car pulls up along side just begging for a race. Might be cheaper Mert.

Harrington and Hughes tried hard to hold the drill press down while Shisler was on vacation.

And while we are on vacations we think the following items are in order.

Bill Feathers and family spent their vacation at Wildwood and Bill had the tough luck to get a dose of sun poisoning on his feet.

Kefford had a moving job on his hands during his vacation. He is now a resident of Media.

Joe (Pump Room) Squitiere had a repair job on the family washing machine as part of his vacation. Busman's Holiday eh Joe.

Clem McCabe returned from his vacation with a beautiful coat of tan.

Also notice Brookhaven Dick with that dark complexion, along with Alby Hoffman.

Memo for George Brown. The boys are inquiring when your ball team is going to start winning games.

Joe Thunder our star umpire sort of got into an argument recently at a Sun Oil game. And as he lifted his mask to all the better settle the fuss he got a poke in the face by the riled player. Even tho the player was suspended for the season, Joe says, from now on, no mask lifting.

Clay Bullock sure gave the shop boys super service while Smitty was on vacation.

Bill Draper informs us that he had a lot of luck with his fishing while on his vacation down in Maryland.

Big Jeff had better start rooting for those A's. He may be in a bit dough at the season's end. ASK Ogden, he knows.

We learn that Whity Raymond is still at work on that house of his.

Is he afraid he will run out of home work if he gets it finished?

Newt is giving the armature shop the new look. Best of luck, Newt.

Several inquiries have been received, regarding that shiny badge Swenker is flashing around. Care to let out the details, Chas.

Some remarks are going around that without his air hose Romeo Adams would sure be handicapped. Seems it's his first line of defense.

Wonder why Pasquale (Ballerina) Maguche always throws up both hands whenever One Punch Ducky Blair comes along. He should know Gerald always helps him out.

Every Monday night Bill Ogden can be seen wending his way over to Crane-runner George's house for his usual handout of fresh fish. George says it's gonna be just too bad if he has bum luck some week end.

Pipe Charlie says Andy jumps now if he only points his finger at him. Is that jinx still on, Andy?

A fishing party made up of Hoffman, Fellenbaum, Clark, Mullins, Gray and Johnie had a splendid day at Wildwood Villas recently and the net results, 4 fish. Well, Well.

For Sale: a 3 h.p. Outboard motor. See Joe Platt 33-198.

That's all for this month, folks.

FUNERAL OF PVT. HOWARD C. WARREN, JR.

A military funeral at Mount Hope Cemetery was held for former Pvt. Howard C. Warren, Jr., son of Mrs. Margaret R. Warren, of 725 W. 5th Street, Chester, and the late Howard C. Warren.

Pvt. Warren was 25 years old when killed on February 6, 1945, during an attack on the Colmar pocket in southeastern France. He was a radio communication man with the 29th Infantry, 75th Division, Seventh Army. His remains were returned to this country on the OGLETHORPE VICTORY.

Besides his mother, he is survived by his grandmother, Mrs. Sarah Ross, of Chester, and two uncles, Clarence S. and William J. Ross.

While at Sun Ship, he was employed as a welder.



CRANE OPERATORS at the Dry Docks are busy lads. Here is Roy Herman in action.

ENGINE DRAWING ROOM

By Anne Bean

Summer is the time for all good baseball fans. We have a particularly rabid one in John "Doc" Dougherty. "Doc" is a strong "Athletic" rooter. His favorite saying being "Those amazing A's." Not too long ago "Doc" was on the "Phillies Bandwagon" but seeing the error of his ways he is now just as staunch a supporter for the A's. Good luck "Doc"; hope they take the pennant.

Charlie Derk has returned from a week's vacation in the mountains.

Anne Smedley and Betty Hunter spent their vacation in Wildwood, New Jersey. Mr. Shaw spent his week's vacation in Atlantic City.

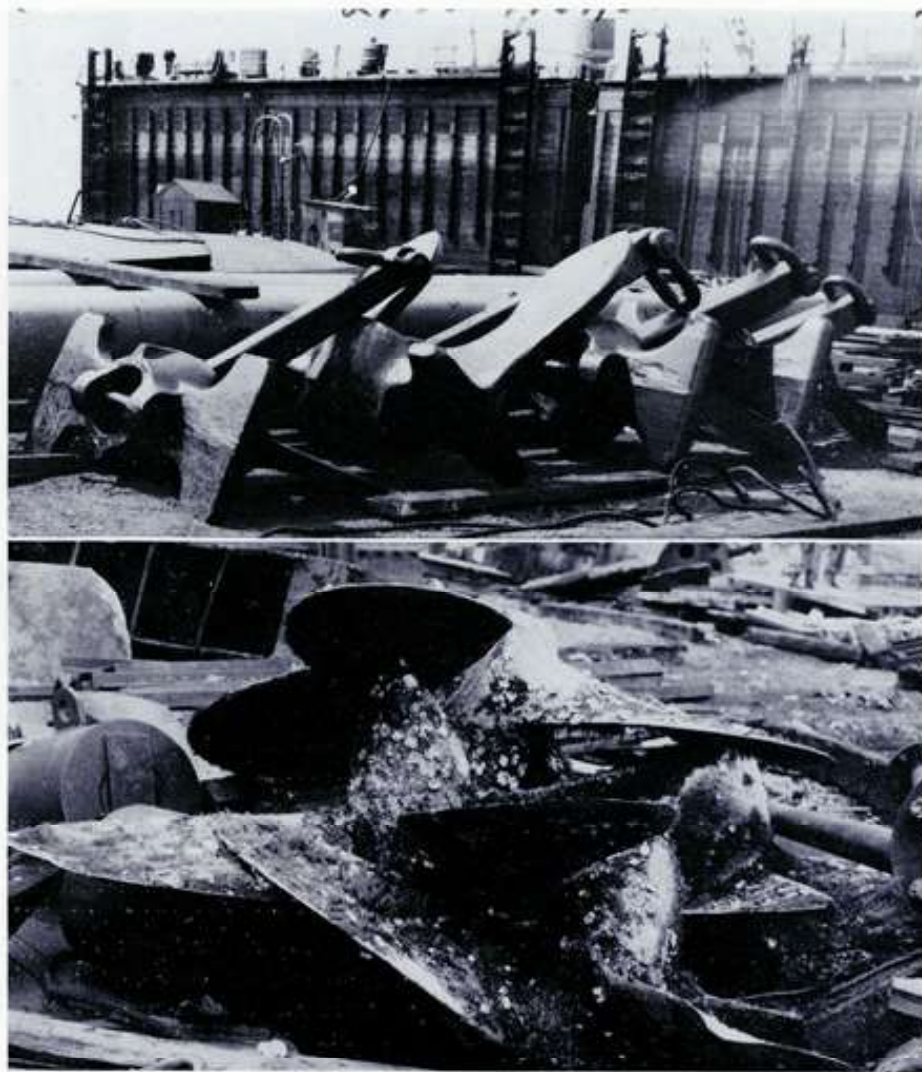
Jack Springer of the Electrical Department vacationed at Lake Simcoe near Toronto, Canada.

Gloria Mancini spent her vacation in New York and at the Poconos.

Have you seen a new Chevrolet sporting in the parking lot — beautiful isn't it? It belongs to Frank Bray.

The second golf tournament between the Engine Drawing and the Hull Drawing, also resulted in victory for the Engine — congratulations again fellows.

That seems to be all for this month — bye now.



FOUR ANCHORS in neat row and barnacle-covered propeller wheels give a picturesque touch to the Shipyard. The wheels came from ships in for scrapping.

74 TOOLROOM

By Hilda Ramont

John (Pop) Stevens, of 30 Dept. Tool Room, and Harry Butler, of 59 Dept., accompanied by their wives, left on a three-week tour of the west, travelling by auto. They planned to visit Yellowstone National Park, Salt Lake City, Pike's Peak, Los Angeles and the Grand Canyon.

Abe Adelman, one of our bench mechanics, had an unfortunate accident during his vacation trip. Seems the little episode happened in a New York hotel where the bath tubs are polished to a mirror like finish and Abe unable to maintain his equilibrium at high altitudes (14th floor), slipped and hurt his leg to the extent that he had to be hospitalized for a short period. Better stick to the old, approved wash tub, Abe, the rusty bottoms are non-skid.

Congratulations: — Mr. and Mrs. William Wright on their first wedding anniversary also to William Kealey who celebrated his birthday recently and received a bright red hunting cap from his co-workers.

Elmer Loury reports a pleasant weekend spent in Tarrytown, New York, where he visited friends.

The boys of the department wish a speedy recovery to Jack Orwig.

Deacon Jones has returned to D. D. after spending two weeks in Reading and has a neon tan to prove it.

Leon Koenig has been giving the fish a bad time this year, getting down to the shore almost every weekend, and making some remarkable catches.

Tony, what a man Vannello, is considering giving Sinatra a race. He is the Yard's outstanding vocalist and is frequently heard on the "Click" program.

75-PLATE YARD

By Norman Nickerson

Walter A. "Pappy" Felts, popular engineer of No. 2, is giving all the Plate Yard boys a nice smile since getting his new teeth recently.

Fred Warden went to Wildwood and did a lot of crabbing on his vacation. He claims he spent his spare time under the boardwalk.

Fred "Nose" Grau spent his vacation in the New York lake section. "Nose" had the misfortune of losing his best "straw" in the Hudson River.

Steve Dowrick spent a rainy week in Wildwood. He says Paul Atkin put the curse on him.

Ralph Swafford went to North Carolina and had a swell time. He says the girls down there are lovely.

Bud Powell, our popular cigar smoking lad, is back at his old job checking plates.

Clyde Fisher carries a case of Sparkling Water in his car at all times just in case he should run into something else.

Amos Strickland went to Broadkill Beach for his vacation. He caught a mess of fish and also a mess of sun-burn.

Adolph "Preacher" Eagle took a nice motor trip in his new car. He says he covered a lot of ground and visited several historical spots.

THE PAINT SHOP

By H. Thompson

Tom (Sportsman) Simms passed out with the cigars thus giving baby John William his first T.K.O. When in field or stream, Tom is shunned by everything that creeps, crawls, flies or swims with one exception — Mr. Stork.

In the sports department, we have a famous quoit team — John Mes-sick and Sam Nardi contending for the 1952 Olympics (they should live so long). Otherwise, just routine cases of burn — sun and neon.

Mike Hymovitz took a bath off schedule in the Delaware. Says Mike, "You can't keep a good man down." Versatile Mr. Hymovitz also operates a rest home for "Privileged Pooches." Motto — "Come pick a bone with me."

Paul Jorgenson made the casualty list by racing an automobile — it was a tie.

WETHERILL SCOOP

By Wally

We of the Wetherill Plant send our condolences to the Esrey family. Horace J. Esrey, who was employed by the Company, passed away on August 8 last at his home, 1122 Brown Street, Chester. Horace was an old-timer at Sun Ship, having over 40 years service as a moulder. His father, known as Pete Esrey, was one of two to receive a 50-year service pin at the first presentation of service pins to Sun Ship employees. Sun Ship and his many friends will miss him very much.

The Quoit Tournament was still on at this writing with only five teams left, one of which was Wetherill Plant, Pattern Shop—M. Marrill, 1-24 and Bob Dwyer, 1-64. Marrill is a right hander and Dwyer is a left hander. We of the Wetherill Plant were rooting for you win or lose.

Jimmie Jackson spent part of his vacation fishing in Delaware. Jim says he has proof of his catch but we are still waiting.

The Wetherill Plant made a good showing in the Safety Slogan Contest for August. C. Rawles knew the slogan.

OFFICE CHATTER

By Markkanen & Scott

Happy Birthday greetings are extended this month to:

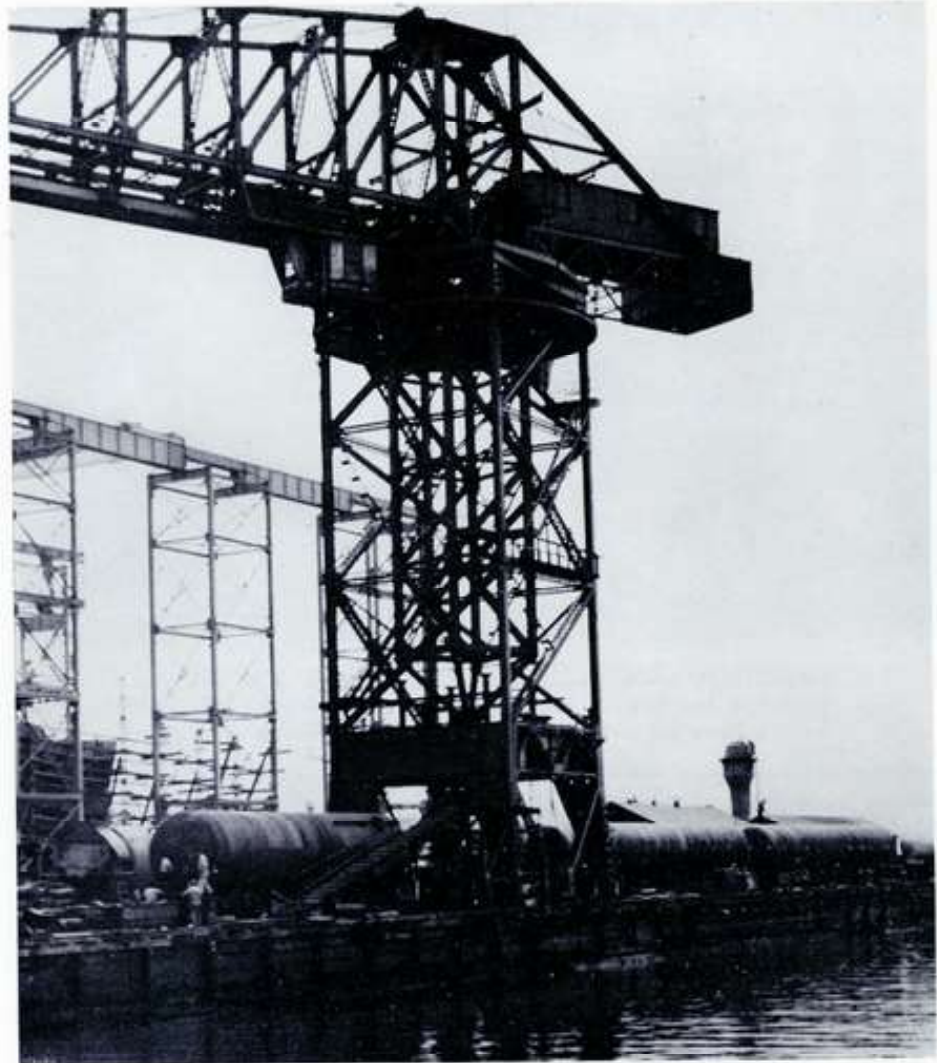
Jerry Bruggeman on the 4th, Mary Waddell on the 13th, Betty Melnyuk on the 18th and Rose Merletti on the 26th.

Wildwood, New Jersey, seems to be a popular spot for our Sun Ship vacationists. A recent visitor was Geneva Kozak, of the Billing Department and Edith Glatts, also of the Billing Dept. Mary Mercandante, of Mr. Shaver's office, spent a week there.

After reading that Frank Burr was related to Aaron Burr, one of the girls in the Maritime Building, announced that she was related to Jessie James, the famous outlaw. Such a nice girl, too.

Frances Layer, of the Employment Office, spent her vacation at Atlantic City, New Jersey.

Anne Smedley and Gloria Mancini, of the Engine Drawing Room, recently motored to "Glenwood" in the Poconos for the weekend.



WATERFRONT VIEW at Sun Ship showing array of tanks in shadow of the huge hammer-head crane.

80 DEPT. STOREROOM

By Frank Thompson

Mike Sterinsky and John Maloy both have returned from their vacations with identical casualties—fractured fingers. Each went on separate trips at different times. If anyone can explain the significance of this coincidence, notify Jim Ryan at once.

The "Leap Year" boys, Joe Wright and Jim Ryan celebrated their birthdays on August 9. We haven't heard whether they celebrated them together, but from the looks of things on the day after we would say they did. Congratulations boys.

Ray Turner believes in the old saying, "It's a small world," more than ever these days. Returning from Cali-

fornia, in the middle of the Mojave Desert at Luckerville, Nevada, he met up with a cab driver and in the course of conversation, the man told him that during the war he was employed in 34 Dept., North Yard. Ray agrees with us that Sun Ship alumni are scattered far and wide these days.

We would like to congratulate Mr. and Mrs. John Foley, who on August 10 celebrated their twenty-fifth wedding anniversary.

Mary Filnick came in the other morning looking like "Daisy Mae" out of "Lil Abner's" corner. When someone inquired why the bruises and scratches, she insisted they came from a tennis match. Could be Mary.



TOMATO AND OKRA garden of Alex Jennings back of the ball park Storehouse has received much praise. Alex tends the garden before working hours and at lunch. Before coming to Sun Ship he ran a farm.

SUN SHIP EMPLOYEE ELECTRIC SHOCK VICTIM

Edward Walter Paprochi, 31, a stagebuilder in Sun Ship's Carpenter Shop, was killed by an electric shock July 31 while at the home of a friend, Raymond Pierson, near Elkton.

Young Paprochi, a war veteran, was a corporal with the 1388th A.A.F. Base Unit and aided in rescuing survivors of a Newfoundland air crash two years ago. The victim was aiding Pierson to build an addition to his cottage at Blair Shore on the Elk River, six miles south of Elkton. Paprochi was erecting a brick column under a porch and was wearing a wet bathing suit. It was believed that he accidentally touched an electric switch and the current flowed through the body and made contact with several artesian well water pipes. The 110-volt electric current killed him almost instantly, it was said. His body was found by his friend, Pierson, following the latter's return from a garage where he had gone for a supply of nails. The coroner's inquest found that death had been accidental and instantaneous.

Edward Walter Paprochi, who resided at 704 E. 8th Street, Chester, was very popular at Sun Ship. He

was a son of the late Walter Paprochi and Mrs. Catherine Paprochi and was a graduate of Smedley Junior High School. He was employed in the Welding Department at Sun Ship when he entered the Army, May 23, 1945 and served until November 23, 1946.

It was while he was stationed in Newfoundland that he aided in the rescue of plane crash victims. He was a dog team trainer and when a Belgian airliner crashed on the frozen waste of Newfoundland, Cpl. Paprochi set out with his dog team and a squad of men to search for victims. Despite rough weather and heavy fog, he reached the scene of the crash and brought back some of the victims.

For this heroic act, he received official commendation from the War Department and was praised by Admiral J. F. Farley of the Coast Guard.

Following his term of enlistment, Paprochi returned to the Shipyard and became a stagebuilder in the Carpenter Shop. Besides his mother, he is survived by a sister, Mrs. Walter Wesolowski, with whom he resided at the 8th Street address. He was buried with full military honors from St. Hedwig's Church, Chester. Members of Richle Post, Sun Ship workers, and others attended the services.

34 PIPE SHOP

By Chick & Toots

It looked like "Sheriff" Meehan stepped off the end of the pier the other day, when he became entangled in the hose on the fire boat (accidentally).

George Ives thought he was on Noah's Ark recently due to the heavy rains. Two of the ten sump pumps failed due to overwork. One of his pals suggested making the cellar watertight and launching it in the creek.

"Windy" Bill Lonnquist is on his vacation. He also is having considerable difficulty with his lawn. Everytime he gets it in good shape another storm comes along and washes it away. Since Bill has moved to his new location, he can't get enough rest. Get a gardener Bill.

Joe Rispoli went deep sea fishing recently and came back with proof. He landed a 50 pound tuna. A couple of his close friends, Van Horn and Grander, said it really was the "chicken of the sea." How is it a couple of other friends didn't get a piece of tuna Joe?

Jim Ackroyd, the Jersey sand sniper, just returned from his vacation a couple of weeks ago. Last year the covered wagon collapsed on the sands of Arizona. This year it spluttered to the Canadian border and refused. He might as well have broken down in Siberia, because he couldn't make anybody understand his foreign accent, except the telephone operator who had to act as interpreter. After waiting five days for the part, his vacation was about shot. Try touring Jersey next year, Jim, not too far from home.

Charles Costello came to work the other morning and it looked like a rattlesnake bit him on the lip. He said, and I quote, "I got my lip stuck in a Coca Cola bottle." Of course, the story didn't stick.

Gene (I'll-never-smile-again) Perkins and our foreman, Dave Van Horn, had the same two weeks off on vacation. It was reported around that Dave's home was newly painted.

45 DEPT. SHIPFITTING

By Jack Grieco

Howdee Folks: "Our Boss Editor sez, "You gotta get column in a week ahead of time, cause my girl Friday is gone on vacation, so we duz as he says.

We wish to convey our heartfelt sympathy to the family of our friend Ralph (Shep) Sheppard who passed away on August 6th. "Shep" will be sadly missed by all his fellow workers in 45 Dept., as he was very well liked by everyone who knew him.

R. Wallace and R. McFall of our dept. showed good form in the quoit tournament. "Good luck boys."

Sam (A.B.C.) Mitch said that when he was a baby he got blamed for everything. They were always pinning things on him. Be careful on your vacation Sam, or the same thing will happen.

Frank Hoot says Art Millay should stick to his flying and leave fishing to guys like him. You're supposed to catch not feed the fish Art.

Fred (Tiny) Glatz is on vacation. I wonder what weird tales he has in store for us.

Oh yes, "Bill" Sacco and "Scud" Gallagher are going on their vacation at the same time. What fish "tales" will they have to offer on their return?

Our own George (565) Gallagher is boasting about his big tomatoes, and passing samples around. Gawge, I'm getting some nice big ones also, even if they are from your own patch.

Jack (566) Doyle put in for his vacation 'tother day. I wonder what Ma Doyle has in store for him? Might as well cancel that fishin' trip Jack.

Ray (Cowboy) Henry, says, "The kids nowadays find it easy to drive their parents crazy. With bubble gum it's a snap." We are waiting for that photo of the "little one" Ray.

Well whatta ya know, Bob Crean used to be a Gene Krupa in a band in his younger days, and also did a bit of vocalizing.

"Swish" Clark and Herbie Messick enjoyed a two weeks vacation. Hope they have something to tell us on their return.

"Debonair" Frank Ryan sez, "Many a popular ballad that was murdered long ago has been resurrected by the radio warblers in recent years — and *reslain*."

"Petit" George Assan says he really

enjoys our column. Thanks for zee bouquet and the "City Club" Gawge.

We understand Shorty (Dome) Cahoon has added 10 pound weights to his iron shoes as protection against those "Jersey mosquitoes."

Rouke, Willing, and Adonis Garvey have returned to Drydock to take care of incoming repair jobs. Short stay at No. 2 Way, eh boys?

Now folks, shall we switch to a bit O' nonsense? H-m-m-m?

Wee Bit O' Nonsense

or

Smile—Dern Yuh

Bishop: "But how on earth did you manage to keep the cannibals from eating you?"

Returned Missionary: "Huh, that was easy. You see I have a cork leg. As soon as I landed I pulled up my trousers, cut off a slice and gave it to the chief. He tasted it, spat, and decided I wasn't worth cooking."

"Hey, waiter, this chicken only has one leg!"

"Yes sir. It was in a fight sir."

"Then take it back and bring me the winner."

Foolish Questions You Don't Have to Answer

"Who helped Seattle, Wash?"

"Whose grass did St. Louis, Mo?"

"What made Chicago, Ill?"

"How much did Toledo, O?"

"I work on a ranch."

"What are you doing with those boxing gloves on?"

"I'm practicing punching cows."

And speaking of horses: They're Off: DREAMER was left at the post, SEA VOYAGER sticks to the rail, HOT DOG is showing plenty of mustard, BEACHGIRL is showing plenty of form, HALFBUCK is well spent — Oops, DANDRUFF is falling out — Now it's COLLEGE BOY and COLLEGE GIRL neck and neck — and at the half, it's SPAGHETTI and MEATBALL followed by TOMATO SAUCE — LIGHTHOUSE is showing flashes — LANDLORD will be hard to beat — at the stretch PLUNGER is having trouble looking for an opening — and at the finish line, it's BILLYGOAT — by a whisker.

There were two sweathearts, Abe and Anna. Each night they would seek a park bench for love making. They quarreled. Abe went one way, and Anna the other direction.

That's the first time any one saw "Abe-and-Anna" Split.

Trust that you all had a pleasant and enjoyable vacation. Cheerio 'til next month.



SAFETY STORY is told in this picture. On right is the cap worn by N. Tomei, of 46 Dept., when the heavy piece of pipe (center) fell on his head. On the left is a safety hat which could have saved the workman from harm. Mr. Tomei, who was sent to Chester Hospital, is on the mend.



LONG CURLING STRIPS OF GLISTENING BRASS are pictured in a scrap bin at the Machine Shop. Mostly the shavings are from the lathes. There are more than a dozen different types of cuttings shown in this collection.



JACK LAIRD, 17 year old son of 36 Dept's Jack Laird, recently pitched two successive no hit no run games for the Norwood Junior League Club. In addition to his prowess on the ballfield, he made quite a name for himself in scholastic basketball. He now spends quite a bit of his time playing tennis with his father, who will be remembered by the old-timers at Sun Ship as an exceptional soccer player, and a tennis player of no mean ability. Jackie is a grandson of 95 Dept's foreman, Howard Burke, who is justly proud of the kid.

34 COPPER SHOP

By Worrilow & Fisher

Congratulations: — Mr. and Mrs. Walter Davis on the birth of a fine young son on July 21 at the Taylor Hospital. May you and your young family have the very best of luck from all your friends in the shop.

P.S. Thanks for the cigars.

Paul Steehle has returned from his vacation from his own resort (his backyard) where he got a fine sun tan. What was the matter with the seashore Paul?

Several of the fellows in the shop were on their vacations since the last issue including your shop reporters, Norman Fisher and Charles Worrilow, Mike Bazis, Fred Thompson, Buddy Machamer, with the National Guards at Indiantown Gap, "Crab Cake" Jones and last but not least, "Old Crow" Ralph Denston.

John (Porky) Hollis has just returned from a three weeks' vacation at Wildwood and Cape May, New Jersey.

John W. Jones is taking Ralph Denston's place as a leader while he is on vacation.

Who was the bug that put a smoking rag in Mr. Adams' office and tried to smoke him out?

Bud Gordon is going on one week's vacation and taking his wife and boy.

Fred Howell is spending one week down at the shore. Andy Adam, Jr., Harry Blockson and George Betchel are also going on their vacations.

John (Porky) Hollis will go back leading on 2nd shift again. The question is who will go on with him?

66 DEPARTMENT

By P. Embree

Well folks, I have just returned from my two weeks' vacation on the Indian River, spent 10 days measuring the daily rainfall, two days looking for blankets and clothes so as to keep warm, and two days catching skates and blow fish. All in all we had a swell time. Measuring the daily rainfall is quite interesting.

Joe Sage, alias "Blue Boy," spent his first day back to work going in circles, first he would visit "Sonny," from there to the First Aid to see "Doc" John, then back to the shop. Today he is the picture of health.

66 Dept. has no "dunce for the month." This month when "Bush" asked Joe Sage what the safety slogan was for August, he answered correctly and "Bush" promptly gave Joe one buck. Nice work Joe. Remember men, no more dunces in 66 dept.

"Roberts" Roux is set for his vacation. Has shown Tom Zettle a few trade secrets before going, so as the saws and knives will continue to be sharp as razors while he's on his vacation.

New pipe smokers in 66 Dept. since smokes went up two cents:

H. Byers, 66-104, smokes straight stem.

T. Brown, 6-101, smokes straight stem.

E. Burton, 6-128, smokes straight stem.

R. Stalford, 66-359, smokes straight stem.

N. Lloyd, 66-42, smokes straight stem.

36 MACHINISTS

By Dick Clendenen

Congratulations and all good wishes to 36 dept's. Joe Karvois on the arrival on July 16 of 6 lb. 10 oz. Edwin Frank. Yes, all going very nicely thank you.

Johnny Miller, who served his apprenticeship in 36 dept., was recently appointed a member of Chester's "finest." The old timers will all remember some of the correspondence we held with Johnny while he was overseas. He has always held our admiration as a capable and willing worker and we all join in wishing him success and happiness in his new field.

Bill Gaal, who served his apprenticeship with us, has not been so well for quite some time and has found that his condition requires a change of climate and has therefore left us for awhile. We trust that this move proves beneficial and that we may soon have him with us again, completely recovered.

Jimmie Collins has been spending lots of his time pitching quoits, so much so in fact, that it has been said he would rather play quoits than eat. Good luck, Jim — go get 'em.

Dry Dock's Sam Cuddy is Chestier than ever these days, a result of his recently having become a grandpop.

Big Ed Stehl has been having a lot of hard luck in his family. While on vacation, one of his grandchildren opened the car door and fell out, sustaining severe bruises and lacerations and shortly thereafter, another grandson injured himself by falling from a tree. Let us hope that his string of misfortunes has run its course and that the future will be brighter.

Walt Biebas, commonly called "The Farmer," was recently robbed of the week's supply of groceries, someone having removed them from his car while he was doing some additional shopping. This the third or fourth time that "The Farmer" has been the victim of car thieves and we hope it will be the last.

Pvt. Howard C. Warren, Jr., who before entering the services, was employed in 59 dept., was killed in action in France on February 6, 1945. His body was returned to this coun-

try and he was buried with military honors on August 11. His father was at Sun Ship for many years in the Carpenter Shop. An uncle, Clarence Ross, is in 36 shop where he has been for the past 15 years with 14 years previous service at Wetherill plant, where he served his apprenticeship.

Horace J. Esrey, veteran foundryman who was at the Wetherill plant for 45 years, died August 8 after a year's illness. We wish to extend our deepest sympathy to the family among whom are Reese, of 36 Dept., and Fred, of 91 Dept., both of whom have many years of service at Sun Ship

and a son, David, who formerly was in 34 pipe shop. His father was at Wetherill Plant for 50 years. We are sorry to report that Fred has had a setback and again was hospitalized. It is our sincere hope that his recovery will be speedy and complete.

The shop vacationists this year traveled in practically every direction, many going to the New England States and Canada and quite a few Westward, but Boss Harry McCoy headed South, the intention being Florida. Before returning home he went all the way to Key West. Yes, he saved one week for the Firemen's Convention in October as usual.



SAILFISH CAUGHT BY S. STEVENS, Welding Department. It took an hour to land fish. Insert shows catch of dolphin, king, mackerel and blue runners.

59 DEPARTMENT

By Charles DeTulio

William Daniels should take his burning gloves home weekends so he won't burn his hands again while frying eggs for Sunday breakfast.

Did you like the cartoon J. Starkey had in last month's magazine showing "Two Gun Dent"?

Joe Faverio bought a new motor mower to cut the big lawn he boasts about.

Art Holtzbaer and family have just returned from Niagara Falls. Art said he forgot to bring his old wired-up corn cob pipe with him so couldn't enjoy his smoking.

Harry Butler is away visiting Yellowstone Park.

Whitey McCuaig and Bud Martin come from the same neck of the woods; they must have slept in the same tree, seems like to me. They are always together.

Dan Snyder is only allowed 25 cents a week for chewing tobacco. Harry Gaskill is heading for Atlantic City. Frank Metz and Joe Loyko are going fishing together again. "Slim" Harris looks like an arab these hot days. He is always wrapping his head up in a sheet.

Ed Daniels has finally joined up with Lennox Park Fire Company. Elmer Palo followed suit and joined the Garden City Fire Company. Jim Vincent is lost without Leroy Geddings. Leroy is down at the shore.

Frank Thompson has a swell fishing boat down Cape May way, and would like to hear from you fishermen whenever you want to go out fishing. The name of the boat is "RONNIE S.". "Reds" Moore brags about the swell paint job on his new house. Did you know that Mrs. Moore did all the painting?

"Bush" Cochran, our congenial Safety Inspector, wishes all you welders would try the switch on the blowers before telling him they won't run.

"Russian Mike" was caught at some seashore resort riding the hobby horses. "Fireball" Bently and Roe Glass say that some fellows are always lucky, but they have met the father of luck, "Hard Work." Bill Hearn bought a new suit up South Street. It was blue when he bought it, but green when he got home. "They

must have put a blue light on it," he said.

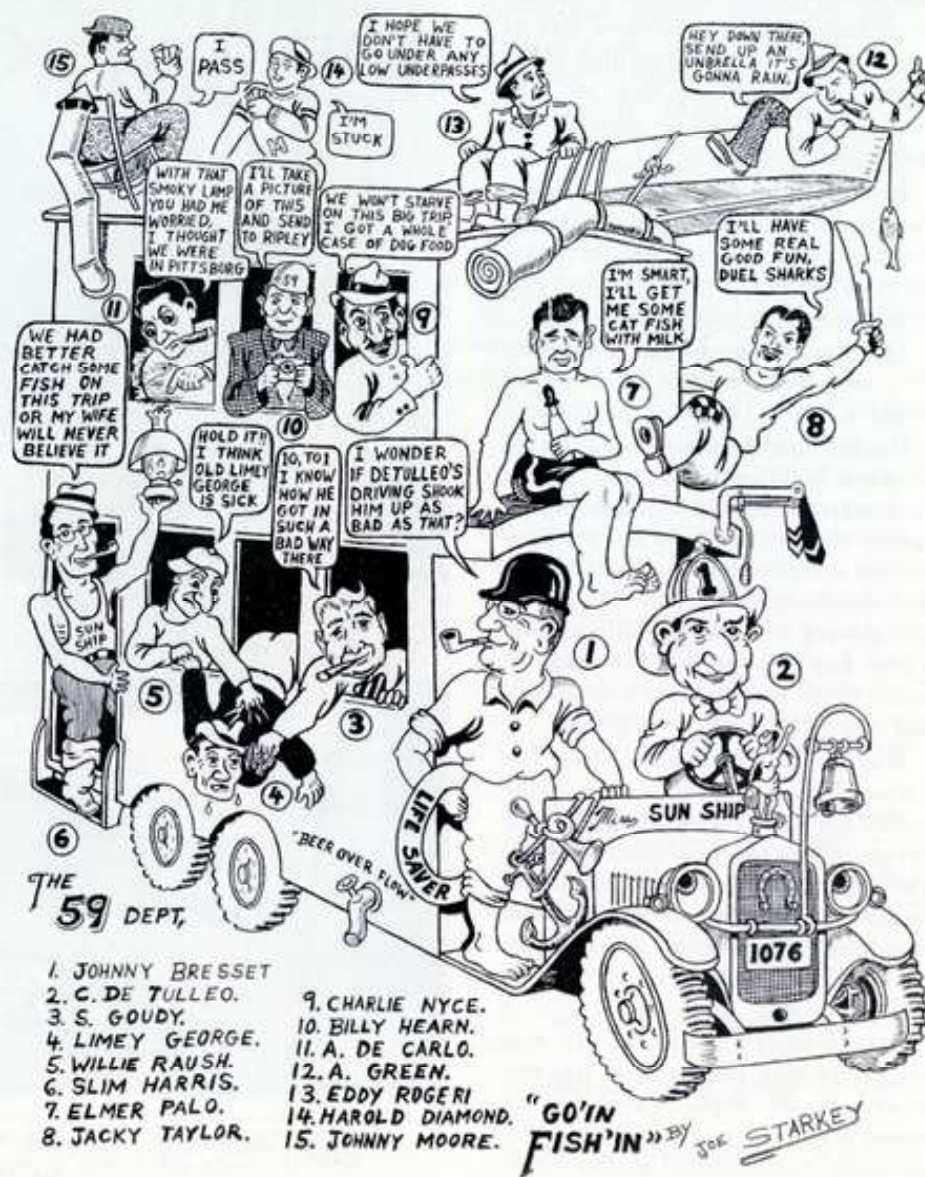
Keep up your good welding fellows, and don't waste wire, because you know there is going to be a wire shortage, and don't forget that even prior to World War II, the welders at Sun were really in the "big leagues." The best welding in the country was done here. The high quality of our work attracted both good workmen and good customers.

Let's line up to the reputation we built up at that time. Let's stick out our chests instead of our chins. Have a swell time on your vacations and let me hear from you so I can let the rest of the Yard know through OUR YARD's fine publication.

WIN WITH... REGULAR PAYROLL SAVINGS!



Buy U.S. Savings Bonds REGULARLY



AVOID BICYCLE ACCIDENTS

To help in reducing bike accidents, the Keystone Automobile Club has formulated a set of ten rules, observance of which, the Club safety experts declare, will make cycling safer without in any way minimizing its enjoyment. They will be read with interest by Sun Ship employees because many children of our fellow workers use bicycles.

1. Obey all traffic signals, signs and rules. Observance of 'stop' signs is important, because motorists on 'through' streets are unprepared for sudden appearance of bicycles from side streets or highways.

2. Ride in single file. There is grave danger when groups of cyclists ride three or four abreast on heavily traveled roads.

3. Keep out of car tracks and ruts. Numerous accidents are due to riders being thrown from bikes in front of oncoming traffic.

4. Don't do 'stunts' or 'race' in traffic.

5. Don't carry a 'passenger' or permit children on roller skates to hang on for a ride.

6. Always signal intention to make right or left turns.

7. Make repairs off the traveled portion of the roadway.

8. 'Walk' the bike across heavy traffic unless it is controlled by officer or traffic light.

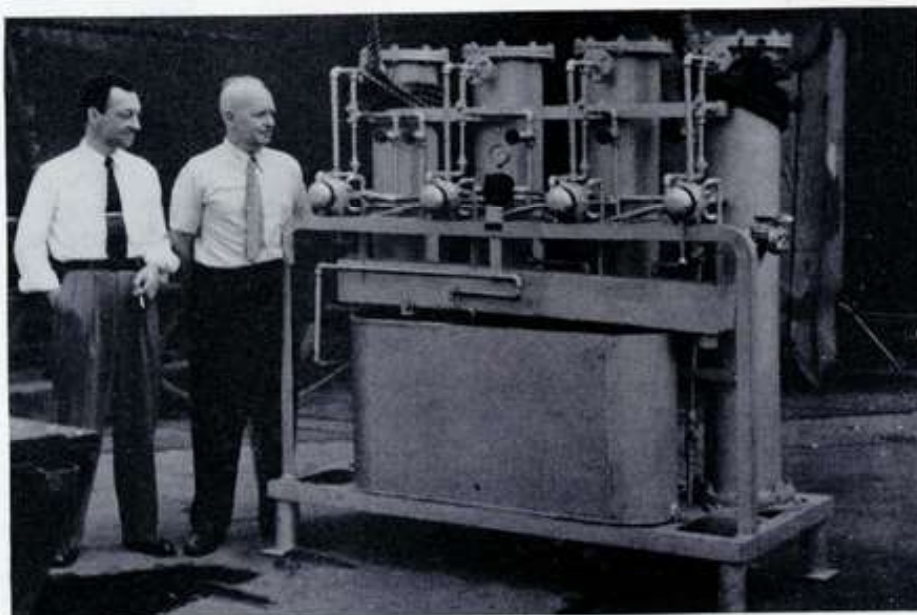
9. Don't 'hitch' rides on trucks or other vehicles.

10. Always keep brakes and front and rear lights in good operating condition.

RIDERS WANTED — From vicinity of 61 & Elmwood Avenue to Shipyard. See Bill Fisher, Counter's office over Carpenter Shop or call SAR 9-7014 after 6 P.M.

FOR SALE — Two pointer pups, 6 months old. See "Shorty" Bryan or call Chester 2-9443, Sunshine Trailer Camp, Village Green.

MAKING BAD WATER GOOD



FIRST UNIT OF WATER DEMINERALIZER ever placed on a steamship was installed by Sun Ship on the SINCLAIR RUBILENE. It replaces, in part, the evaporator method of distilling water and removes minerals and acids by absorption. Messrs. Reeves and Watts, of Water Conditioners, Inc., shown with unit. This same firm has supplied "Refinite" units which Sun Ship installed in the Sinclair Fleet, whereby water is provided of a very pure and clear quality with as little as one part of solids per million.

Sun Ship on the Map

A small model of the Sun Shipbuilding and Dry Dock Company plant occupies an important spot on the large diorama of the Pennsylvania Turnpike, exhibited at the Fidelity-Philadelphia bank.

Sun Ship was chosen to represent

the shipbuilding industry of the State. Piers, shops and drydocks are shown in miniature.

The diorama is 30 feet long and shows the Turnpike as well as the extension from Carlisle to King of Prussia together with all the mountain ranges, rivers, cities and important towns. An improved highway will connect Chester and Sun Ship with the terminus at King of Prussia.

621 U. S. Tankers — Russia 26

THE tank ship fleets of the world total 1863 vessels as of April 1, last. Of these 621 were flying the American flag. The United Kingdom was second with 444 tankers and Norway third with 208 tankers. Only 26 tankers are flying the Russian flag. These interesting figures have been made public in an analysis by Benedict Saurino, Manager, Statistical Research Division, Sun Oil Company.

In summarizing he states that there has been a net reduction of 7 T-2's between October 1, 1947 and March 31, 1948.

World fleets have increased by nearly 439 T-2 equivalents since September 1, 1939, and currently have a 63% greater capacity than prewar.

Maritime Commission ownership of vessels declined by approximately 260 T-2's between October 1, 1947, and March 31, 1948, while United States military gained the equivalent of 45 T-2's, United States privately owned vessels increased by 110 T-2's, with significant increases also occurring in the fleets of Great Britain, Panama, Norway, Italy and France.

The United States privately owned fleet has more than doubled since prewar, while the Panamanian flag fleet has more than trebled since that date.

In addition, nearly 72% of the presently operated fleet under the flag of Panama is owned by United States citizens.

Of the large fleet owners in the world, only two have failed to reach their prewar carrying capacity, namely, Norway, which is lacking about 12 T-2 equivalents, and the Netherlands, which is short about 5 T-2's.

Serious future dislocations in tanker construction programs are indicated by the age distribution of the four major fleet owners in the world. Of the United States fleet, more than 83% has been constructed during the five war years, 1941-1945, inclusive, with 65.4% of the Panamanian fleet having been constructed during those same years and nearly half of the British vessels having been built during that same period. Only Norway has a less distorted age distribution of its tanker fleet.

Tankers on order or actually under construction on April 1, 1948, amounted to 302 vessels of 4,346,670 deadweight tons equivalent to 280 T-2's.

Of the total under construction and on order, 37.5% are to be built in the United Kingdom, 28.6% in Sweden, and 18.7% in the United States, for a three country total of nearly 85%.

Of this total construction, 39% is scheduled for Norway, 22% for the United Kingdom, and 15.6% for the United States, an aggregate for these three countries of nearly 77% of the total new construction.

A balance sheet of the entire wartime tanker program of the United States Maritime Commission indicates that 796 tankers of all types were constructed for that agency, or transferred to them from private ownership. As of June 1, 1948, the disposition of these vessels practically has been completed.

On that date, thirteen vessels remained in the reserve fleet, while 23 were credited to the G.A.A. account. Four of these 23 were in operation, while the remaining 19 were being repaired for sale.

MAIL BAG FOUND BY BOY SCOUT



CHARLES WRIGHT

Charles Wright, 12 year old son of Oliver Wright of 67 Dept. is credited with finding a lost air mail sack dropped prematurely by a plane near Buckman Airport. Charles is a member of Boy Scout Troop 4, Fairgrounds Project, engaged in a search for the missing mail bag.

He located it in a field about 400 yards from the Airport and the squad of Scouts returned it intact to the postal authorities.

It was said that the pilot dropped the sack ahead of time and when the matter was reported to the Chester post office an appeal was sent out to Boy Scout troops in the district to organize a search.

Charles was accompanied by eight other members of Troop 4 and two Sea Scouts from Sea Scout Ship William S. Ward. He had been hunting the fields only a short time when he sighted the mail bag.

POLE VAULT CONTESTANT WAS DR. ALLEN DALTON

In our last issue there was a picture of Field Day sports in 1919, showing the pole vault. At the time the contestant could not be identified.

It remained for Thomas Bell of the Tool Room to supply the name. He was Dr. Allen Dalton, then in

charge of First Aid at the plant. Dr. Dalton was an outstanding athlete. He played on the Dickinson football team and took part in numerous games against Jim Thorpe, both the Indian School and Dickinson being located in Carlisle, Pa.

On the same day that the picture was taken at the Field Day sports, Dr. Dalton broke an arm while pole vaulting. Later he suffered a heart attack while swimming in the Springfield pool and was drowned.

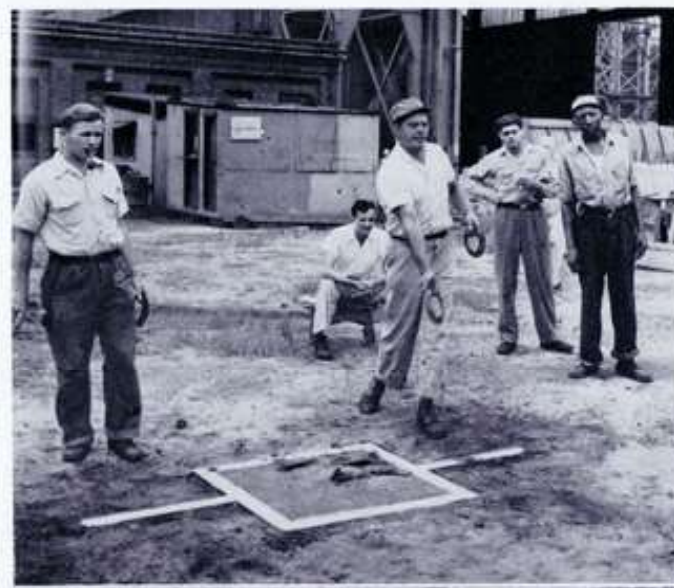
OFFICIAL START QUOIT TOURNAMENT

FLASH — Painters Win Championship. 84 Maintenance 2nd. Counters, 3rd.

Photos of the finish and presentation of prizes in our next issue.

Pictures of opening match in the big tournament are shown here. There were 36 teams entered in the contest. They were gradually eliminated until three teams took part in the semi-finals.

(Top left) — Norman Fisher tossing coin to select courts and first pitchers. (Middle left) — W. Lynch of 84 Maintenance and J. Taylor of Shipfitting. (Middle right) — L. McCall of Counters team and D. Scott of Shipways. Below left and right) — Two crowd pictures. Photo at right shows F. Brown of Counters.



WHO IS THE SMILING MAN ?

CLUES

1.
His children's education is as good as paid for.
2.
He's moving into his dream house in 1958.
3.
He's going to get \$4 back for every \$3 he invests today, after 10 years.
4.
He's helping his country and himself, at one and the same time.



ANSWER: The Smiling Man is the man who invests regularly in U. S. Savings Bonds. What he has done—actually—is to guarantee his own future, to insure the security and happiness of his family.

Every Savings Bond you buy will stretch your smile a little further. They're the wisest investment you can make, today—they pay you back \$4 for \$3 after ten years, and that's a promise by Uncle Sam!

What's more, every dollar you invest in Savings Bonds is helping to fight inflation over here, helping to maintain democracy over there.

If you draw a salary, enroll in the easy, painless, automatic Payroll Savings Plan.

Inquire today about this sure, profitable savings plan. *And watch your smile grow along with your savings!*

AUTOMATIC SAVING IS SURE SAVING — U.S. SAVINGS BONDS

SUN SHIPBUILDING & DRY DOCK CO.