

# *Our Yard*

SUN SHIPBUILDING AND  
DRY DOCK COMPANY  
NOVEMBER 1948



# Thanksgiving

*By Arthur J. Brown*

**T**hanks to Thee, Almighty God:

**H**ere we live on freedom's sod

**A**nd our joy, prosperity

**N**ow we owe it all to Thee.

**K**ingdom of great liberty

**S**urely shall forever be.

**G**rant oh Lord this one bequest

**I**s our prayer and our request:

**V**erily our thanks we give

**I**n this land we love to live.

**N**ow and always, this our prayer

**G**od prevaieth everywhere.



# SUN SHIP AND PENNSYLVANIA WEEK



**TWO HUGE PHOTOGRAPHS**, each one  $5\frac{1}{2} \times 7\frac{1}{2}$  ft. were central features in the Sun Ship exhibit at the Chester Armory during Pennsylvania Week. A small highly polished propeller wheel, the National colors, the Company flag and the pennant with two stars presented to the Shipyard for wartime production, also were part of the display. Visitors are seen pointing to the photograph showing many scenes in the manufacture of oil refinery equipment. The other large picture, made up of scenes illustrating how a ship is built, is not shown here.

**MODEL OF "PENNSYLVANIA SUN,"** a Sun-built tanker that was torpedoed during World War II was displayed in Weinberg's show window during Pennsylvania Week. This model was built by Richard W. Burgess, of Chester, who was a member of the ship's crew. The exhibit also contained an oil painting by Alfred Panepinto, Sun Oil artist, showing the deck of a tanker.



# SUN SHIP BLOOD DONORS ARE TYPED



**BENEFICENT SUN SHIP EMPLOYEES**, ready to aid their fellow workers or families, are shown on this page. Upper: Leland Brown, of the Leland Brown Laboratories, taking a sample from Tommy Maloney, while a technician aide assists. Middle: Safety Engineer Edward White and

Assistant Don Sidle get data from W. Hansell and others. Lower: Some of those waiting to be typed. Left to right: Paul Herman, Y. Linski, J. Cronin, T. Maloney, H. Machamer, L. Simmons, J. Lankford, J. Perry, G. Blythe, D. Price.



# TRIBUTE PAID TO BLOOD DONORS



**P**RESENTATION of medals to more than one hundred members of Sun Ship's Blood Donor Club last month attracted a large number of spectators to the Dispensary where the exercises were held. Safety Engineer Edward White had one of the largest turn-out of donors since the Club was organized.

Vice President Richard L. Burke, pinch hitting for Vice President John G. Pew, Jr., made the presentations. He said:

"Today, we are honoring the members of our Blood Donor Club, who have given over 300 gallons of blood to their fellow employees or to members of their families. At the same time, we are showing our appreciation to those who have volunteered

recently to carry on the good work.

"We think this Sun Ship Plan, whereby the worker donates his blood and the Company pays him for the time he loses from work, is an operation worthy of continued support.

"Several weeks ago, we asked the Safety Department to analyze our needs and then authorized the necessary technical service to obtain the additional information needed concerning blood types and the RH factors.

"As a small token of our high appreciation of your co-operation, we have obtained a supply of Sun Ship Minute Men medals, on which your blood types and RH factor have been stamped. A key chain is attached to each medal. All medals have been

registered at the Safety Office. With the name Sun Ship on the face and your registration number on the reverse side, the medals should hasten the recovery of lost keys.

"While we do not pretend to have a record of all transfusions, we do know that Harry Burr, 84-49, made at least 24 donations; Harry Renz, 91-40, made at least 21 donations.

"Oh yes, here is one for A. B. Cressy, one of the pioneers in the organization of our plan.

"We don't want to forget the ladies either. During the war, when the combined families of all our employees exceeded 100,000, the gals became blood donors too. All but a few have

(Continued on Page 4)





# Rod and Gun News



By Howard Fithian

Bill Emsley and Robert Kilgore, both Wetherill machinists, had a good day fishing at Milton Lake, Milton, Delaware. They each caught six bass and six pike. The largest pike was 26 inches long.

Bill hooked into one large pike and it started pulling the canoe they were in. Bob took one of the oars and started to back water so the canoe wouldn't hit some old stumps in the lake. You guessed it: he fell overboard and was wet to the skin, but he got the fish.

T. Arnett, 88 Dept. guard, and his brother-in-law, Jim Tarlton, of Dundock, Maryland, made a catch of nine good size small mouth bass at Broad River, Maryland.

Jim Jamerson, 67 dept. leader, fishing at Old Man's Creek below Bridgeport, New Jersey, got nine large cat fish and two large eels.

Leon Koenig, 74 dept. machinist, is spending weekends at Barnegat City, New Jersey, trying for some of those large strippers.

W. Reiber, 47 dept. planer hand, and his son, have been doing quite a lot of fresh water fishing along Ridley Creek and Springton Dam.

Frank Mosser, assistant foreman, 66 dept.; Sam Parncutt, 91 dept. counter, and a group of friends, fishing off Ocean City, New Jersey caught approximately 400 porgies which averaged about 1 3/4 lb. each.

Russ Rothka and Joe Grant, 47 dept. burners, have been doing quite a lot of fishing at Noxentown Lake, Middletown, Delaware. They caught some nice size pike, white perch and cat fish.



A FEW OF THE FISH taken at Lewes, Delaware by Bill Reiber, 47-4547, Planer Hand.

Harry Dongel, 59 dept. foreman, said he had good fishing in Florida while on his vacation. On one of his trips with two friends, they got 76 fish mostly large trout that averaged five lb. each. He was fishing in Deadman's Bay and Horseshoe Cove above Tampa, Florida.

Ted Cartwright, 33 dept. maintenance, and his nephew, Forrest Purdy, shot four squirrels each one the opening day near Rehoboth, Delaware.

Public Relations Director Vale, hunting in Bucks County, got eight birds on the opening day of the dove season.

William Smith, 46 dept. leader, did a little fishing at Avalon, New Jersey while on his vacation.

Press Williams, formerly of 30 dept. sheet metal, Charley Williamson, formerly of 47 mold loft, and Ted Cartwright, of 33 Electrical

maintenance, fishing out from Bower's, Delaware, got 365 porgies and two trout.

Joseph Donheny, of 34 dept. and his brother-in-law, Murray Long, of 47 dept., caught 70 sea bass at Brigantine, New Jersey.

Mike Hymovitz and Earl Mattiford, 69 dept. painters, went out from Brielle, New Jersey, fishing for tuna. Mike just bought a new 32 ft. cabin cruiser with a Grey engine and this was their first trip out on the new job. They didn't get any tuna but caught three large sharks and Earl pulled in a large drum fish, weighing 67 lbs.

John Champion, 59 dept. inspector, was down fishing off Ocean City, New Jersey, said it was a very bad day he picked and the fishing was very poor.

Louis Guibetti, 74 dept. hose repair man, was down off Wildwood a few weeks back, said it was very rough and everyone on the boat got sick. About the only thing that was caught was a lot of colds.

Walter Hansell, 30 dept. sheet metal, has been doing a good bit of fishing at Indian River, Delaware, on his weekends. He has a trailer that hooks on to his car. Charles Blavier, supt. of 30 dept. sheet metal, has made some trips along with Walt and they say they have had some real good catches.

Otis Brown, 65 dept. Hopeman Brothers carpenter, is an expert in knocking off woodchucks. He got 50 during the season, and brother, that's a lot of hog.

Charles Grant, foreman 8 dept. maintenance, has been making some pretty good catches down at Somers Point, New Jersey.

## Blood Donors

(Continued from Page 3)

left service, but I do have one for Jane Roberts Gordon.

"Ever since the plan was organized, the employees of the Wetherill Plant have played an important part.

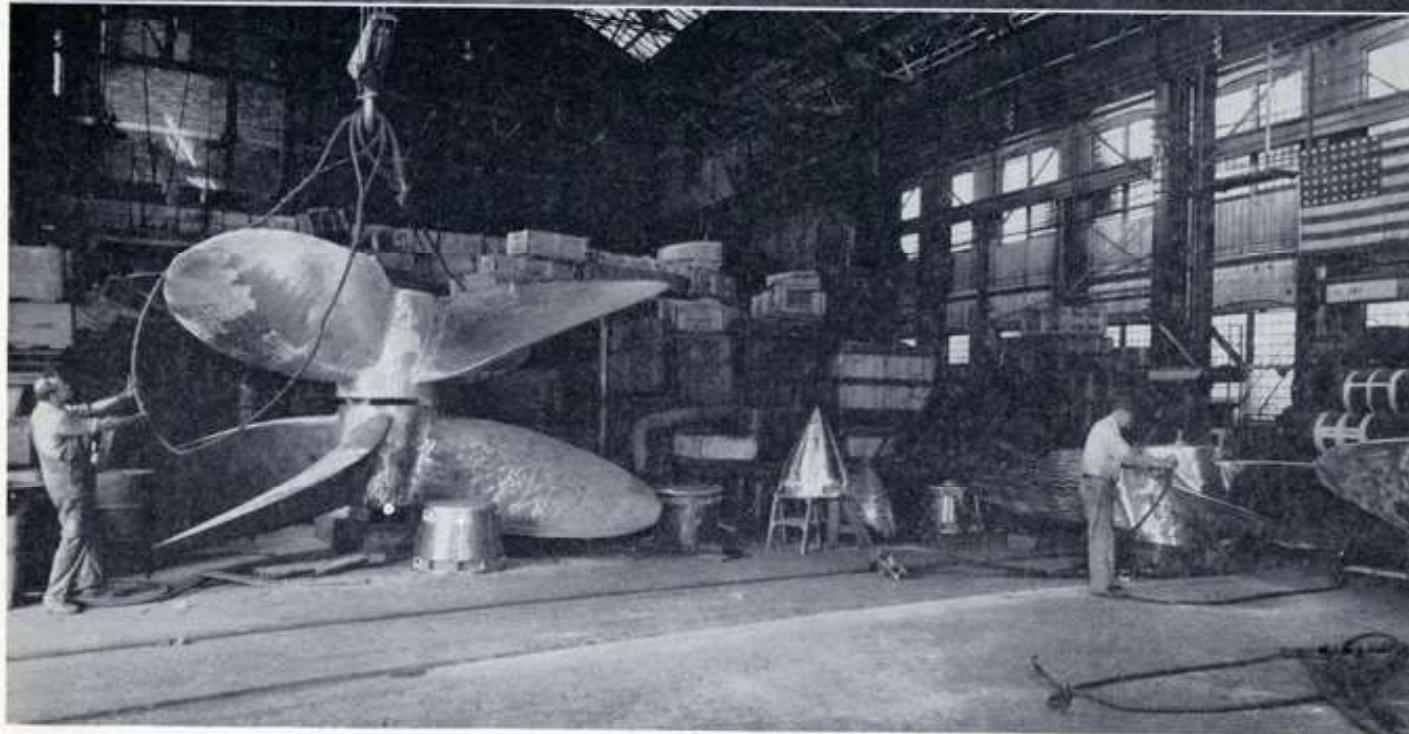
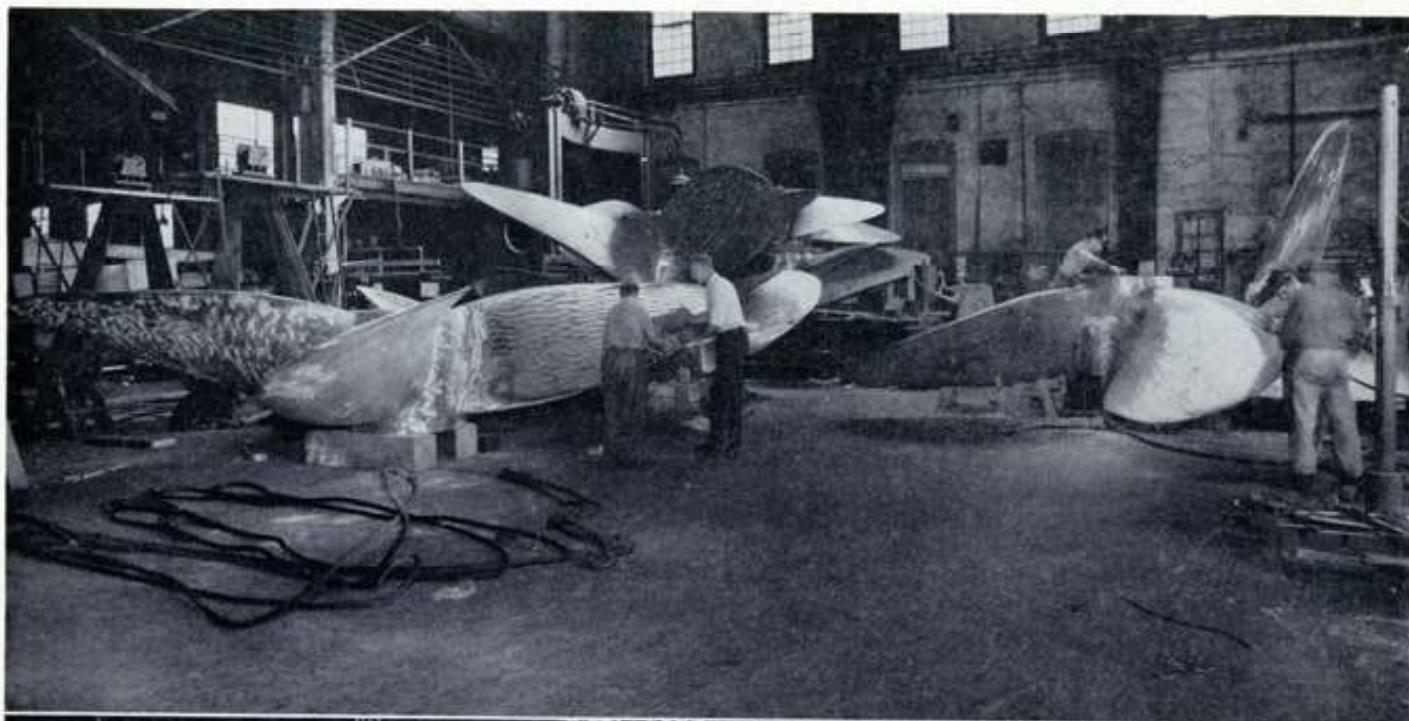
"For example: E. Pinhak made at least 10 donations. Louis Feusht, 8-14, despite the demands upon him because of his supervisory position could always be depended upon in an emergency.

"Others in the Central Yard now, with a better than average number of

transfusions were: T. Polishuk, 65-74, R. Napier, 33-432, J. Hartkorn, 89-188, A. Charnock, 80-53, George Smith, 68-20, F. Carroll, 47-1164, A. Stevenson, 36-15, G. Milne, 33-210, W. Lappin, 33-295, F. Anderson, 30-380. Fifteen of these men gave 135 transfusions."



# \$135,000 IN PROPELLER WHEELS



**NINE PROPELLER WHEELS** shown in the two pictures represent a cost of approximately \$135,000. The photographs taken at the Wetherill Plant illustrate different steps used to propel huge ships. All of the wheels are of manganese bronze and the larger ones, which will be used on Cimarron type tankers, weigh approximately 40,000 pounds, while the two for the Army Engineers' hopper dredge, weigh about 30,000 pounds each. The conical fair weather or hub caps for the dredge weigh about 1200 pounds each. In the top picture, foreman

Otto Leinhauser is shown with Al Ambler going over a blue print, while workmen are engaged in other tasks. Below, Willard Fairchild, a rigger, is getting ready to lift one of the heavy propeller wheels and place it on a truck for shipment. To the right, Frank Leinhauser is polishing a wheel. These pictures were taken the same day and represent one of the largest assemblies of ships' propeller wheels seen at the Wetherill Plant since the war.



# EMPLOYMENT OFFICE PERKS UP





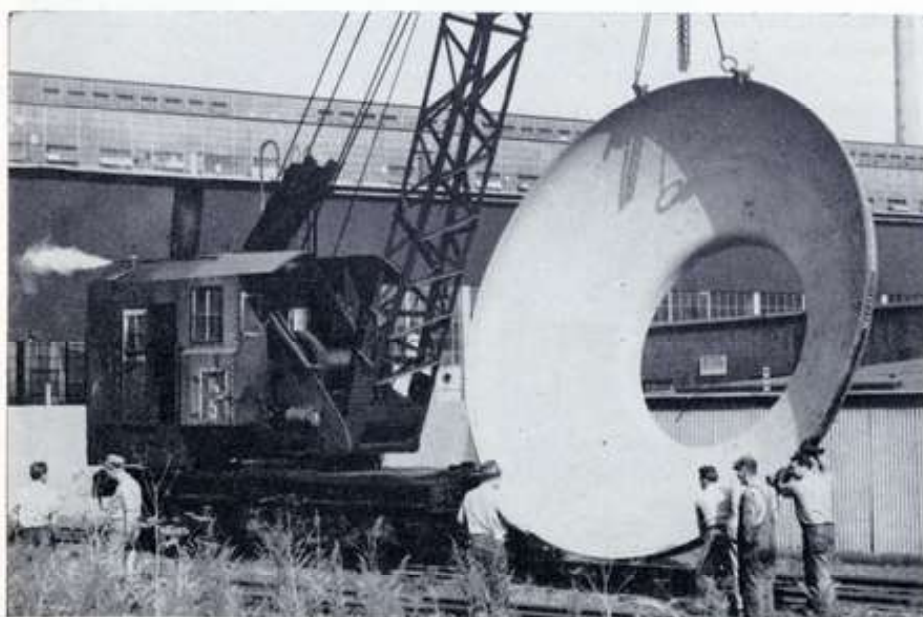
# AS MORE WORKERS ARE CALLED



**W**ITH the speeding up of building new super-tankers and the world's largest hopper dredge, Sun Shipyard has become a busy spot. The payroll has been showing a steady increase as additional employees are taken on. Pictures on this and the preceding page show the procedure of Sun Ship's Employment Office. When applicants arrive at the plant they are assembled in the waiting room (opposite page, top). Blank forms are filled out (middle left).

Employment Manager, Eugene Vickers, Jr., and his aide, Miss Mary Gormley, check the application (middle right) and get additional details. The formal interview for office files is the next step and Margaret Miller is shown questioning an applicant (lower left). One of the important steps in the Employment Office is the medical examination. The picture (lower right) shows Dr. Walter Beadling making a medical record for the files. Identification is an im-

portant function of the Employment Office. Every employee, from the President of the Company down to an apprentice boy, is given a key number and an official button. During war times this is vital in plant protection and for national safety. Elmer Hasner is shown taking an official photograph (above left). Supt. Harry Sheain is seen making the fingerprint record of an applicant, another important feature in Plant Protection (above right).



## WEAR SAFETY HATS

It has been a rule of the Company for many years that men working on the ships, or at any other place where material is apt to be dropped on them, must wear safety helmets.

Any employee refusing to do so would be transferred to other work in the Yard where it would not be necessary for him to wear a helmet. If no work is available for the employee in another department he would be sent home until the time that such work would be available for him.

As of this date, each leader will be responsible for the enforcement of this regulation as far as the men work under his supervision are concerned.

Failure to comply will force management to institute disciplinary action.

JOHN G. PEW, JR.  
Vice President

**BIGGEST SPUN HEAD** in world was brought to Sun Ship's annealing furnace for heat treatment and assembling. It is a product of the Lukens Steel Company, Chester.



# Save Oil and Gas This Winter

**H**OME owners, motorists, manufacturers and others have been asking, "What is the outlook this winter for fuel oil, gasoline and other petroleum products?" After studying the situation, the Oil Industry Information Committee believes that, while the demand will be greater, there will be no serious shortage such as developed last winter when transportation difficulties developed.

In order to meet the nation's needs the public is asked to use fuel oil and gasoline economically.

Here are high spots in the survey:

"Demand for oil products this year will be greater than ever before in history.

"Supply is expected also to be at a new high, 8 to 9 percent greater than in 1947. The U. S. oil industry is currently refining more than 5,650,000 barrels of crude oil daily, about 11.2 percent more than at this time a year ago and 46 percent more than the daily average for all of 1941, the pre-war record year.

"Overall supplies of products are indicated to be adequate to meet the expected demands in 1948, but because of the near balance with supply distribution problems may cause temporary "spot" shortages in some areas east of the Rockies.

"The industry is engaged in a major program of expansion in production, refining and other facilities but materials shortages, especially steel, are causing delays ranging from several months to two years.

"The industry has built the nation's proved crude oil and other liquid hydrocarbon reserves to the highest level in history — 24,741,660,000 barrels.

"Crude oil production this year is at a new peak. It averaged 5,543,000 barrels daily in the week ended June 26, last, an increase of about 8 percent compared with the corresponding period of 1947. For all of 1947 crude oil production averaged 5,085,000 barrels daily. Natural gasoline,

condensates, etc. averaged 364,000 barrels daily.

"The industry survey, previously mentioned, estimates that crude oil production for the year from April 1, 1948 to March 31, 1949, will average 5,528,000 barrels daily which, together with natural gasoline, condensates, etc. of 408,000 barrels daily, will bring domestic output to a total of 5,936,000 barrels daily. The latter would compare with 5,594,000 barrels daily in the similar 1947-1948 period, indicating an increase from domestic sources alone of 6.1 percent this year.

"The total petroleum availability for domestic use of 6,025,000 barrels daily, including the net excess of imports over exports, is based on the assumption that: (1) there will continue to be freedom from governmental interference or controls; (2) there will be no major interference with the industry's expansion resulting from strikes or disasters; and (3) there will be no unusual delays or supply failures in the flow of materials which are required to carry out expansion programs during this period.

"During 1947 transportation was a bottleneck for some time, especially of tankers to the East Coast, and of pipe lines and barges to the Middle West. Some expansion of pipe lines from producing centers to the Middle West has been completed, but major projects are still under construction and are expected to come into operation later this year and early in 1949.

"As for the East Coast which, in normal times, derives 95 percent of its oil supplies from the Gulf Coast and Caribbean areas, tanker capacity was found to be inadequate in 1947 to maintain pace with demand and the industry had to commission vessels from the Maritime Commission. Late in 1947, therefore, 264 tankers were acquired from the Commission. These were placed in operation as soon as repairs and other changes could be effected and by the end of

last February practically all tankers were operating.

"The indications are now that capacity is ample to provide for oil movements into the East Coast and to meet 1948 demands.

"Several companies, moreover, have placed orders with shipbuilders for the construction of a number of 'super-tankers' capable of carrying about 240,000 barrels of oil, or a little more than double the capacity of the present T-2 tankers.

"To assist the industry in accomplishing the tremendous task before it, the consuming public can render material aid by using oil products wisely and efficiently,

## "IN MOTORING

- "1. Avoid unnecessary driving.
- "2. Don't speed.
- "3. Avoid 'Jack Rabbit' starts.
- "4. Shut off engine except when driving.
- "5. Have your car serviced regularly — keep tires inflated properly.
- "6. Keep spark plugs clean . . . keep carburetors and ignition adjusted to avoid waste.

## "IN THE HOME

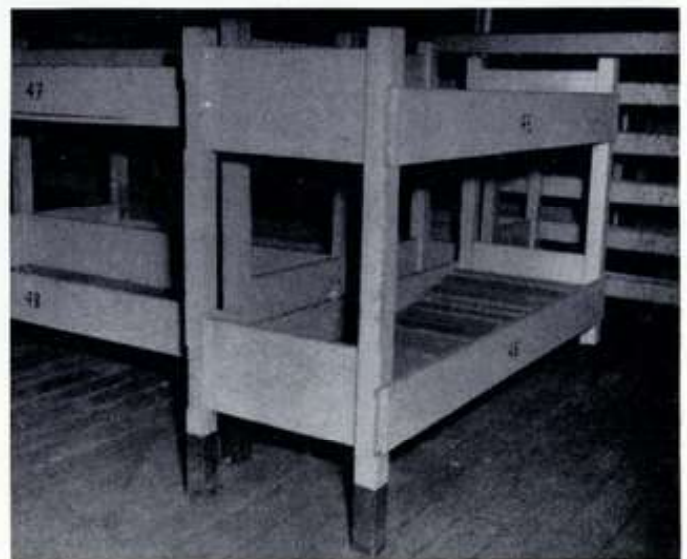
- "1. Take advantage of the time available during the summer season by modernizing present heating plants. Much can be done at surprisingly little expense for worthwhile savings.
- "2. Install storm windows and insulation to keep heat in — cold out next winter.
- "3. Have your heating system checked and cleaned to be sure you will be getting the most efficient use of your fuel oil.
- "4. Check general condition of homes — around window sashes, door frames and floor plates, etc."



# Scrap Former German Ship



**THIS WORLD WAR CRAFT** which came into the tender hands of Supt. Beatty's scrap crew, was captured by the Allies. She was a former passenger vessel and the lettering on her sides, "Seedieust Ostpreuzen," shows that she was in the East Prussian service. She was built in 1920 in England and originally was known as the ZENT. Later her name was changed to the BRAKE. Hitler used her as a troopship during the war, nearly all the passenger installations being removed. Wooden pillows were used in the bunks as shown in the picture, lower right. Even the captain's quarters, lower left, were very simple, an old type tilt wash basin serving instead of modern fixtures. The carved stairway (left) of the ship's passenger days has not been changed.





# SERVICE PINS AWARDED FOR SEPTEMBER



## 30 Years

36-800	C. Calloway
68-21	D. Sileo
89-5	Miss Janet Mentzer
98-6	Miss Mary Gormley

## DRAFTSMEN'S ROLL

### 10 Years

78-72	John Booth
78-244	Merrill Willis

## HOURLY ROLL

### 20 Years

36-764	F. Fowler
91-29	R. Clayton

### 15 Years

8-122	R. Kitzmiller
30-308	W. Shropshire
33-236	C. McCune
34-97	J. Roman
34-511	T. Houston
34-512	F. Duro
34-2513	J. Kruger
36-125	C. Young
36-538	S. Senior
36-562	R. Corkadel
47-4022	T. Glenn
55-33	W. Miazza
59-55	J. Bunk
65-74	T. Polichuk
67-260	J. Tingle
67-1055	S. Britt
69-42	J. Bartholf
69-46	V. Bartholf
75-467	C. Reilly
80-48	H. Rosenberg
88-36	J. Ogden
91-41	F. Renwick



CONGRATULATIONS are extended to D. Sileo, 68-21, by Supt. A. A. Norton, on completion of 30 years service with the Company.

A 30-YEAR SERVICE PIN is presented to C. Calloway, 36-800, by Supt. Raymond Flanigan.

SUPT. RAYMOND FLANIGAN is shown presenting a 25-year service pin to H. Ward, 36-633.

### 10 Years

33-395	A. Raskus
33-437	J. Squitierre
34-165	J. Davidson
36-45	A. Cheyney
36-170	T. Dunne
36-683	T. Lafferty
36-884	J. Lillig
45-461	J. Hosking
47-346	H. Lavery
47-937	F. Jones
47-2842	J. Roberts
59-669	O. Hogge
59-764	N. Hunter
60-212	L. Bentley
65-146	F. Mooser
66-134	G. Rounds
66-161	D. Wiley
67-361	D. Harmon
74-97	W. Hilferty, Jr.
74-192	A. Chieham



# FOUR MORE "A" LEAGUE BOWLING TEAMS



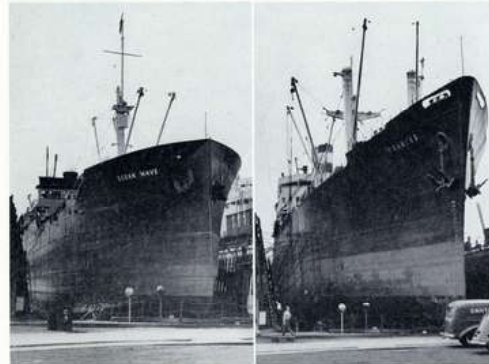
1 — **ENGINEERS:** Dunn, Clayton, Wise, Selvard, Martin, Roberts.

2 — **SHEET METAL:** Pascal, Pedante, Clark, Clayton, Kandrov.

3 — **BURNERS:** Schaeffer, Russell, Moreland, Whitman, Orsini.

4 — **TRUCK DRIVERS:** Lock, Gremminger, Strickland, Edge, Rosenberg, Desmond.



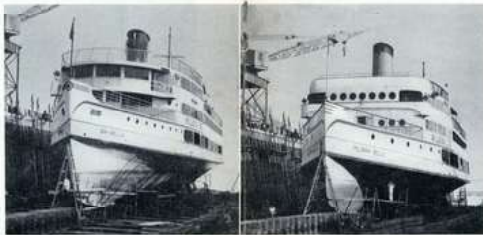


(Top) — S.S. "FLYING ARROW" — Isbrandtsen Seamship Company C-2 cargo vessel came to the shipyard for drydocking, painting, boiler and other repairs.

(Above left) — "OCEAN WAVE" — Hog Island type cargo vessel operated by States Marine Corp. Vessel drydocked, painted, special survey for Classification Society and the midship fuel oil deep tank cleaned for carrying grain.

(Above right) — S.S. "FRANCES" — C-2 type cargo vessel operated by A. H. Bull & Company. Drydocked, painted, damaged shell plating repaired; extensive repairs in cargo holds.

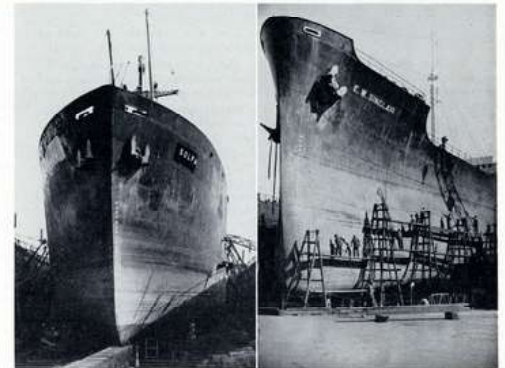
## CRAFT THAT CAME TO SUN SHIP FOR REPAIRS THIS FALL



(Top left) — S.S. "BAY BELLE" — Wilson Line river steamer. Annual drydocking, prior to winter lay-up.

(Top right) — S.S. "PILGRIM BELLE" — Another Wilson Line passenger boat which drydocked before being laid-up for the winter.

(Lower) — Ferryboat "PITTSBURGH" — Delaware-New Jersey Ferry Company vessel which came to the shipyard for installation of two new propellers.



(Top) — "CITY OF WASHINGTON" — Wilson Line excursion boat; annual drydocking, painting and other underwater work prior to being laid up for the winter.

(Above left) — S.S. "SOFA" — Liberty cargo vessel drydocked, painted, rudder repaired, etc.

(Above right) — S.S. "E. W. SINCLAIR" — Sinclair Refining Company tanker. Annual drydocking and complete overhaul.





**MISS ELIZABETH SHEA** became the bride of Michael J. Cullinane, of Rhode Island, on Wednesday morning, September 22, at St. Michael's Roman Catholic Church, Chester. After a wedding breakfast at the Barclay Hotel, Philadelphia, Mr. and Mrs. Cullinane left by plane for Canada. They will reside in New York. Betty operated the switchboard while here at Sun Ship.

## OFFICE CHATTER

*By Markkanen & Scott*

Hardly a month goes by anymore that we do not say goodbye to one of our fellow workers. However this month, an extra special "so long" was extended to Mary Gormley, of the Employment office, a grand "gal" and a swell sport. Mary left on Friday, October 15, to be married at a later date to Philip Morgan. The best of everything to you Mary from all of us.

Two more of our girls left on September 30 to devote all their time being housewives. They are: Anne Marshall Bean, of the Engine Drawing Room, and Genieva Kozak, of Mr. Hoffman's office. Lots of luck to you both.

Harry W. (Porky) Renz, former

football player on the Glen-Nor High School team and formerly employed in 47 dept., has been discharged from the Marines and entered Mercersburg Academy. He is a son of Harry Renz, of 68 dept.

Milton Drinnan, of Mr. Shaver's office, and family spent the week of September 20 vacationing at Ocean City, New Jersey.

Peggy Jones, of the Purchasing Dept., also spent a week in September at Ocean City, New Jersey.

The marriage of Rose Merletti and Anthony Rupucci was solemnized on Saturday, October 2 in St. Anthony's Church in Chester.

Rose was attended by a maid of honor and two bridesmaids.

The couple left for California. We wish you both the best of luck and lots of happiness.

On September 23, Rose Merletti was guest of honor at a dinner party held at the Inglenook Tea Room in Swarthmore. Those present included Mary Waddell, Florence Melnyuk, Peggy McKinney, Donnetta Smeltzer, Cris Skidas and Peggy Markkanen. Marian Taylor, a former Sun Ship girl, was also present.

Kas Coonan and Bobby Null recently returned from a trip up to Canada.

Mary Pedanti was guest of honor at a shower on October 17 given by her bridesmaids. Many of her friends here at the Yard attended. Mary is to be married on November 20 to Anthony Pellegrino.

Alva McKay and Jean Gresenbucher have returned to Stores Accounting.

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## INK SPOTS FROM THE HULL DRAWING ROOM

*By Al Williams*

We open this month's column by bidding farewell to Mrs. Edith Mon-

tague, who has decided to stop work and take it easy for awhile. Edith left November 1 after being with the Company seven years, about five years of which she spent as a very capable secretary to Mr. Hudson. With Edith's departure, Anna Lamb, who has been working with Edith for some weeks, will take over.

We also bid farewell to Mr. Sam Finley, who returned to the New York Ship Company. Sam has 17 years seniority with New York Ship and is just going home.

We welcome Miss Dorian Powers into the department. Dorian is a graduate of Media High School and will assume the duties previously taken care of by Anna.

Congratulations to Tom Dunion on completing his apprenticeship.

We welcome John Booth back to the office after an illness which kept him from work so long.

Have you noticed that John "Stevie" Stevenson has discarded his mustache?

Jack Petchel, captain of the Hull Drawing Team in Sun Ship's "B" League, recently bowled 112 in league competition.

Just heard that Tom Niblock is getting married soon. We're looking forward to the house warming, Tom, and speaking of house warmings, we're still looking forward to the Chermals'.

Les Ives is in the market for a used car. Elmer Fisher has bought a new "Chevy." Tom Dunion is trying to sell his car. P.S. Why don't you fellows get together?

Joe Ambrosino swears there will be no more cases of mistaken identity when he goes to see a friend laid out.

Granville Hallman has bought a television set, and Joe says he's got television eyes already.

The man who is called "Boy" after being with the company 18 years is carrying his age well.



## COPPER SHOP

*By Worrlow & Fisher*

Wesley Jones and family are sporting a new car.

Fred Thelig is building a new house. Good luck Fred.

Mike Bazis would like to know when Wesley Jones is going to give him a ride in that new car?

P.S.: Mike kept Wesley in chewing tobacco for 16 years, which he says enabled Wesley to make the down payment.

Albert Bartholf, John Manchin and Bill Gruska have returned to the old gang after a layoff.

Harold Mundell is a proud "Pop" of a fine 9 lb. baby boy. The boys wish you and your family the very best of luck.

George Betchel, the "Fire Chief," attended the Firemen's Convention in Reading.

\* \* \*

## WETHERILL SCOOP

*By Wally*

Mr. and Mrs. Jack Gillespie celebrated their 30th wedding anniversary on October 12. Congratulations, Jack. Hope you see another thirty.

Bob Kilgore and Bill Emsley took in their last fishing trip of the season on October 9 (fresh water). Bob and Bill do all their fishing in Delaware ponds. Most of the time they use an outboard boat, but this Saturday they decided to use a canoe. This was Bob's first trip fishing in a canoe. They had a wonderful day until about 4 o'clock when they agreed to quit.

Bob had the paddle and Bill was casting toward shore. Bill got a strike, then Bob started to paddle back out into the pond. Bill was very interested in landing his catch so he did not pay much attention to Bob. To make a long story short, Bob paddled so hard in reverse and the fish was pulling forward so hard that Bob pulled himself out of the canoe. When he got back in he looked like a sucker: mud from head to foot; lost his hat, plugs and license. P.S.: Bill got his fish.

\* \* \*

## 30 SHEET METAL DEPT.

*By Mike Luberta*

It's November and the time to get out your hunting boots and start cleaning your shotgun as the hunting season gets underway. All you great hunters should take along a camera and take a few shots of the game

you've killed. All snapshots will surely be appreciated by your reporter.

The entire department expresses deepest sympathy to John Kandravi in the recent death of his wife.

Congratulations to Tommy Paul for his 27 years in the department. Also to G. Colesworthy, who just received his 10-year service pin.

S. Pascal has been trying hard to get his bowling team in first place, but the forfeits hurt his chances.

Jimmy Richmond, one of the most eligible bachelors in the shop, joined the happy "Institution of Matrimony." Our best wishes to you both.

"Reds" Curcavelli, who left the sheet metal department, is now an insurance salesman.

J. White, the expectant father in a few months, seems to go around in circles. We all hope he pulls through all right.

Jimmy Goodyear, the ex-G.I., who still does everything in a military manner, always stands at attention when given orders from his leaders and often you'll see him giving those highballs (salute). Keep it up Goodyear, we'll make you General someday.

Danny (Lover) Collings and John (Do Dat) Doody seem to have a crush on the same girl. Why not duel it out, boys, like real Casanovas?

One of the most political minded fellow workers is Pete Brown. He's following this coming election with great interest.

Johnny Kruger wonders what's the attraction downtown in Phillie where Whitey Jones spends his Tuesday nights. Could it be the neons or the blonde?

Jimmy (Nature Boy) Stewart is back with us again. Some of the boys would like to know how the women situation is.

With all those babies being born, George Bennett is thinking about going into business renting baby carriages.

Hats off to our new leader Frank Davis.

We see "Broadway" Charlie back with us again; claims to have an increase of circumference above his belt. You'll often see Charlie around the Yard showing the fellows how he could shake his hips; something like those hula-hulas.

We welcome back all those oldtimers in the department. We hope your stay will be a long and pleasant one.

Things We Would All Like To Know: —

When is Bob Lidstrom seen without a cigar in his mouth? Why George Jackson and S. Jackson claim no relationship when both were born in Ireland? Peck offering someone his old shoes but no takers? Why do Danny Collings and J. White want overtime? What will Rudy do without a pencil in his hand in trying to win an argument?

Did you know that Dan MacCracken is president of a well noted social club and his wife is also president of the Women's Division of the same club?

In This Corner We Have: —

Joe McGuff and Greek talking over different business deals.

Pete Brown and Nick McCarter discussing facts on the Kinsey Survey.

McGill and Phil (Shorty) DeMinco arguing what this country needs most of all.

A closing line to all: If you have any news items relative to weddings, births, humorous incidents, sports and etc. about employees throughout the department give them to your reporter. Also any photos of your child, children, or grandchildren or any member of the gang, so we can publish them in OUR YARD. This is your column; why not make the best of it.

A Happy Thanksgiving to all.



DOROTHY SARA MILLS, lovely daughter of Capt. George D. Mills, of the Guard Dept., became the bride of Clark Schiller Rhoden, son of Mr. and Mrs. Elmer C. Rhoden, of Kansas City, on Saturday, August 21, 7 o'clock, at the Yeoman Presbyterian Church. A reception at the Sheraton Hotel followed the ceremony.



## Sun Ship Makes Big Pipes



**COPPER PIPE** with a diameter of more than two feet is one of many big ones for the super-tankers. This pipe is for the main circulating pump. In upper picture Foreman Adam is shown with C. Bauer, coppersmith, and J. Simmons, apprentice. Lower: A. Adam, Jr. and H. Mundle shaping a pipe from sheet of copper.

## 36 MACHINISTS

*By Dick Clendenen*

As reported in this column last issue, Jim Galway vacationed in Mexico, having motored there, he visited many places of interest along the route and enjoyed not only his stay in Mexico, but also the trip both ways. We are very glad your trip was a pleasant one, "Senor" Jim, and trust that it may be your good fortune to have many more.

Harry McCoy is back on the job again with another Firemen's Convention under his belt, having spent the convention week in Reading with his buddies. 36 Dept.'s Jack Metzler also made the trip.

We are glad indeed to learn that Alec Unglaub, garage foreman who was ill, has recovered. Alec is one of the popular men in the plant.

Dick sends word that he finds the project at Swarthmore a very interesting one, which will probably last quite some time yet. He misses the old gang and is anxiously waiting for his buddy Johnny Laurence to get the call to join him out there. He sends greetings to all his friends at Sun Ship.

Welcome back to Dry Dock, Al Lilley, who has been laid up with a broken ankle. He still has a slight limp, but we hope that by the time we go to press, he will have completely recovered.

Eddie Lamberson, who has been seriously ill, is convalescing, but still confined to his home. Here's hoping his recovery will be speedy and complete.

We were sorry to learn that 59 Dept.'s George Curry was hospitalized, having undergone a major operation. Glad to report that he is progressing normally and looking forward to his early return to the fold.

Our popular paymaster, Frank Burr, also had a trip to the hospital and underwent an operation. Don't know just how he does it, but he is back on the job already and we trust that his troubles are over now for a long time.

We recently had a visit from our old friend "Bob" Curry, former quarter-man in 36 dept., who left us sometime ago to take a job elsewhere. Glad to see him looking so well and hope he is happy and successful in his new job.



## 59 DEPARTMENT

By C. DeTulio

Joe Melnick and Tony Kavetski are back to work after a two weeks' absence due to illness.

Unc Pulcher likes to live out Rockdale way. Says you can sled to work when the bus is not on time. Ray Swymelar moved from Coatesville to No. 219 W. 22nd St., Chester and would like any interested music lover to stop around and see his collection of guitars, both Spanish and Hawaiian. Ray's daughter Arlene is teaching both.

Elmer Palo is helping brother Joe build his new garage.

Mrs. Leonard Cardile tells me that her husband finally started to paint the house, but he starts late when there's only an hour of daylight left to work. Then he gets an idea he needs a new electric socket in the cellarway and blows all the fuses. After fixing that he decided to fix the chimney, winding up painting again with extension light. This all happened when the clock was turned back an hour.

C. Nyce took an airplane ride with the idea it might improve his hearing. He told the pilot to do some tricks like diving and banking, etc. just to see if he would get shocked or something, but nothing happened. The next week when he didn't go up for the second treatment, his co-pilot crashed near Art Holtzbauer's.

Fireball Richard Bentley, newly made leader of 60 dept., is always cooperative. Most of the boys told me to tell you they will more than cooperate with you because you have already lost most of your hair. I wonder why most burner leaders are bald headed?

Did you know that Graybeal was a movie operator?

Motorcycle Joe DeLaCour has a cycle that cost more than \$1000.

E. Hill and J. West are partners on No. 1 Way and doing very well lately.

A. Williams and R. Only are planning on teaming up together. Malloy and Taylor are on the first team now.

Lou Pivardori has left us for a job in Pittsburgh. Lou made many friends down here. Good luck from all the boys Lou and don't forget to write to us sometime.

Whitey McQuaig went to Reading to the Firemen's Convention, October

7. Johnnie Bressett will you please tell Fire Chief E. Webster why you wouldn't let me take the day off. Webster finally got that new red car and likes it very much.

Wonder what became of Jack Tyler?

October 14 will be remembered as Invasion Day for 59 dept. in after quarters of Hull 566 No. 1 Way. Every available welder was used to clean up that job, and they deserve

to have this date set aside for achieving such a fine victory.

Charles Gremminger and family spent a week's vacation in New York City. Oxendine will spend his next vacation in Alaska. Sorry we spelled your name wrong in last month's issue. Harry Dongel is always shining that new Dodge of his. Dayton is on 3rd shift.

Don't forget to wear that helmet; it may save your life.

## What's Your Hobby?



SOME of Sun Ship's employees are stamp collectors, some raise turkeys, some are portrait painters. There was one chap whose hobby was repairing clocks; he built up a big business in his spare time.

What's your hobby? OUR YARD will be delighted to tell about it and print pictures. Let us know and we'll send our photographer around to take a snapshot.

George Richardson's hobby is raising flowers at his small farm at Village Green. The picture, above, shows him surrounded by marigolds, asters, and zinnias.

He has been cultivating many varieties of flowers ever since he has been connected with Sun Ship and that's nearly 20 years.

Now he is swinging to gladioli and next season he will specialize on these royal blooms with their hundreds of brilliant colors, shades and types.

George, who is connected with the Electrical Dept., also puts in part of his time on a small orchard, on berry patches and on a vegetable garden. However, they are serious business with him — the flower beds are his fad.





**CONDOLENCES** are extended to the family of John J. Cummings, husband of Helen Sexton Cummings, formerly of 514 South Avenue, Glenolden, who died on August 21, at Moorestown, N. J., while visiting friends. Besides his widow, he is survived by twin daughters, Brownie and Barbara, and five brothers, Henry, Raymond, Joseph, Robert and Richard, all of Norwood. He was formerly employed in 59 Dept.



**SYMPATHY** is extended to the family of the late Lester DeHaven, 49, a veteran Sun Ship electrician who was fatally injured August 18.

Mr. DeHaven was installing a large electric bulb on No. 5 Way. After the light was on, he stepped back but missed the staging and fell 15 feet landing on his head. He was taken to Chester Hospital where he died.

He resided at 1127 Jefferson Avenue, Woodlyn and is survived by his wife, Ruth, and three children.

### 33 ELECTRICAL DEPT.

*By John Hefflefinger*

The Crane Repair boys did a swell job on decorating Gerald's crane for his anniversary. The bows and frills were so thick they filled the cab. Too bad more of us didn't know about it also.

"Chick" Hance has gone over to third shift as one of Harry's right hand men.

George Milne has moved into his new house out Springfield way. You can call him farmer now fellows.

Ham has returned from his vacation spent among the cows and chickens at the State Fair.

Newt. Shannon spent his vacation visiting old acquaintances up among the coal regions.

Now that "Romeo" Adams has started his studies at Drexel Institute Night School, we hope it doesn't interfere too much with his sleep.

Bill Ogden is anxiously counting the days till the hunting season opens when he will do his best to supply all his friends with rabbit pot pie.

Dick Smith and family have moved from Prospect Park to their new home at McCall Heights. We hear he is planning a house warming for his buddies.

1948 salt water fishing must be about over as Gerald reports his party had no luck at all on their recent trip. He won the pool with one little fish. Well at least they had a nice boat ride.

The boys are telling us they had to kick in to Whitey Peet for the cost of the picture post card and postage on the ones he sent back while on his vacation. Is this the height of something or other?

Collins is still waiting for his new Ford. Can't take his vacation he tells us till he gets it. The old boiler must be well shot.

Temple wants it known that "little pitchers have big ears," and he can really see now with his new windows.

Noticed Sydnor with a pretty badly banged up nose. Reports sure do differ as to what happened but his buddies tell us not to bother about how the other fellow looks.

Some people are lucky and others get the breaks, but what class should we put Sydnor in as we hear he lost his shirt on the World Series.

The crane runners call him "Hand

Out Andy," or "Gimmie, Gimmie, Gimmie."

We are glad to welcome Burke back to work after his serious accident.

Scotty is back on the daylight shift again, and we wonder if that won't leave Wooley very lonely.

Bill Hadley is being welcomed back to day shift by his old buddies after that long stretch on second shift.

We wish Gil Brown the best of luck with his new duties as he takes up where B. Hadley left off.

John Marley has returned from his vacation spent up around Buffalo.

Andy Rankin has returned from a vacation in New England.

Buffington has really brought the crane repair shack up-to-date with those new improvements.

\* \* \*

### 74 TOOL ROOM

*By Hilda Ramont*

In looking over our records, we find that nearly all of our men have had vacations, except a few who are saving theirs for that good old hunting season or for their wedding like Z. Roblenski.

"Ziggie" and Miss Jane Basara were married October 30 in Saint Hedwigs Church. Reception was held at Saint Hedwigs auditorium with over 150 guests present. We extend our sincere congratulations and all happiness in the future.

We are glad to welcome back Jack Orwig, who was off several months due to an injury suffered while at work in the shop.

Congratulations:

Mr. and Mrs. Michael Znackko, who celebrated their 20th wedding anniversary October 9 by a dinner and theatre party in Philadelphia.

Mr. and Mrs. John Stevens, who celebrated 40 years October 14.

Among the delegates who attended the Firemen's Convention were: T. Bell, B. Stipe, W. Kealey and Tom Behringer (who got lost on the way at Pottstown).

\* \* \*

It's a pity that 47 dept. is not represented in OUR YARD by a reporter. This item was sent in by an enterprising volunteer:

"Russell Hughes, who planned a week's hunting trip, has been side-tracked to a week's work on house repairing."



### 34 PIPE SHOP

By Toots & Chick

W. Corkery, 34-827, and his boss, Mrs. Corkery, are receiving congratulations on the arrival of a baby girl, 7 lb. 10 oz. The stork arrived an hour too late to make the October issue of OUR YARD. "Corky" said he has the bases loaded now, he is not trying for the team.

George (Cantor) Staus is sporting a new lid. The boys say he has to get in a half hour early in the morning, set his mirror in the back of his locker, and get that skull cap set on the right angle to show just a little of those curly locks before he can start to work. John Roman said he lost the brim off the hat on that fast trip in from Pittsburgh.

Gene Perkins did a little rough painting last weekend to get his hand in. He wants to be at his best when he starts painting Van Horn's house.

Roy Grander hasn't done any sewing since he was in the naphtha launch navy off Pango Pango. The other day one of the boys had a little mishap, so Roy dug down in his old duffle bag and fished out his trusted needle and went right back into business.

Ed Sisson, foreman of second shift, has returned from a sojourn in Maine and the New England states. He came back looking fine and is ready to start pitching for another year.

"Toots" Thornton is receiving congratulations on his thirty-eighth birthday.

Joe Rispoli returned from his vacation spent behind a paint brush.

Herman Schroeder is chief cook and bottle washer at his home since his wife, Ada, is taking a two-month trip to Chattanooga, Tennessee and Mentone, Alabama to visit their son and other relatives. Herman says he really washes the dishes.

### Sun Ship Heroes "Home"

The United States Army Transport SERGEANT MORRIS E. CRAIN docked recently in San Francisco bringing home the bodies of two former Sun Ship employees who have made the supreme sacrifice.

They are: Pfc. Mario D'Ignazio, son of Henry D'Ignazio, of 404 East Ninth Street, Chester, who was employed in 47 dept. while at Sun Ship, and S/Sgt. George W. Clark, son of Mrs. Helen D. Clark, R.D. 2, Media, formerly employed in 59 Dept.

### 80 DEPARTMENT STOREROOM

By Frank Thompson

Harry Meridith was the recipient of his twenty-five year pin on October 18th. Congratulations Harry, and best of luck in the years to come.

This reminder is for Jack Donohue — exclusively — what about that housewarming J.D.? The longer you put it off the more wolves will howl at that new door, Jack.

As long as Chic and Toots of 34 Pipe Shop broke an OUR YARD tradition last month by giving us the needle regarding one pink sport shirt, we would like to second the change in tradition by voting the two boys from the "Look-out Tower" champion needlers, No. 1 and No. 2. Thanks for the "plug" boys but beware from now on.

Bob Curry has just returned from a two weeks' vacation in which he spent some time in the Autumn setting of Pennsylvania's Grand Canyon.

Joe Evans was saying he spent a restful two-week vacation staying close to home and going shopping with his wife. How restful can those shopping tours be Joe?

Charlie Harmer has inaugurated quoit pitching at noon time. The first day Charlie looked as if he were on the alleys rolling instead of pitching. Charlie for your information the object in quoits is to come as close to the peg as possible, not to knock it down.

Bob Selfridge has been enjoying his Saturday afternoons watching Penn at Franklin Field. Wouldn't mind being along with you Robert with such games as Navy, Army, Penn State and Cornell yet to be played.

### Community Chest Drive

The Labor and Industry committee for Delaware County's Community Chest Campaign launched its drive early in October. It started a month earlier than the general campaign which is scheduled to open November 8.

William Craemer, treasurer of Sun Ship, is one of the members of the Labor and Industry committee and has been energetic in urging liberal contributions from the employees.



SYMPATHY is extended to the family of Daniel J. McMunigal, who died on August 30 at his home following an illness of two years. He was a graduate of the Chester Commercial College and was employed here in the Accounting Department for 32 years. He is survived by his wife, Mrs. Jane Bishop McMunigal, and a brother Phillip.

### Obituary

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

C. Stubbs, 60-36, 3008 Van Buren Street, Wilmington, September 21.

### THE OVERCOAT MIX-UP

John Hudson, Naval Architect, was one of the losers in the "lost coat" mix-up at the Wilkinson dinner, Springhaven Club. His overcoat was a brown, Harris tweed herringbone with the label John Wanamaker on the collar. He got a lighter brown coat with the Collins of Chester label.

Other losers were Supt. William Smith, Fred Sayers and Frank Hoot. Anybody who picked up the wrong coat, please get in touch with the Wilkinson dinner committee at once.

FOR SALE — Beagle hound pups, 5 months old. See Roscoe at pipefield shanty near No. 2 dry dock at noon or call BE 6-4751.

RIDERS WANTED — Between 61st & Elmwood and Sun Ship. See Bill Fisher at Counter's office over Carpenter Shop or call Saratoga 9-7014 after 6 P.M.





## Welding School Is Reopened

**NEED FOR WELDERS** brought about a call for students during the early Fall, and the Sun Ship Welding School resumed business under Instructor "Mike" Bringel. The candidates were carefully picked from a fine list of applicants and the school is now in full swing. Picture at top shows Instructor Bringel explaining the rudiments of welding to a class of beginners including, left to right: C. Zimmerman, A. Kovaleski, W. Froberg, N. Grocetto, W. H. Holloman, R. Guarante, W. Weber, Jr., R. Trefren. Instructor M. Bringel is at right.

In lower picture, back row: W. Froberg, C. Zimmerman, N. Grocetto, A. Kovaleski, W. Marshall, E. Kilafara, G. Wright. Front row: R. Trefren, W. Weber, Jr., W. H. Holloman, N. Rabbetts, L. Walters and R. Guarante.



## ENGINE DRAWING ROOM

*By Harriet Gwynn*

We don't want to say goodbye to Ann Bean because we hope she comes back to visit us. All want to wish her the best of luck and happiness.

Ralph Enriken has been out sick with pneumonia for the past two weeks. We all hope for a speedy recovery.

It was certainly good to see Mel Wardell back visiting us again. Mel is working for the Catalytic Construction Company.

Congratulations to Marie Esposito, celebrating her third wedding anniversary.

The Bowling Team is steadily improving, although last week the boys

had a slight let down, winning none out of four. The trouble is probably in the alleys. It's a good thing the girls don't have a bowling team or a lot of good alibis would be in order every week from the men's team. Confidentially, the boys are waiting for the second half so that they can really get going.

Did you know that Anthony Foderao's record in the U. S. Navy included being a human guinea pig for the Munsen Lung when the Navy was in process of testing it. He took part in under water experiments when the Navy was interested in perfecting a diving bell to save men trapped in disabled submarines.

Mr. Halsey Kelley's wife has been ill for sometime. We are all glad to

hear that she is progressing fast.

You will be glad to know that George Powell, who has been fighting for health for almost a year, is making excellent progress toward recovery. He is now walking around and will be more than pleased to see any of the men from the office.

Thanks for the wonderful cooperation in making up my first column for the magazine. So until next month, bye now.

\* \* \*

Supplementing their unemployment compensation duties, "Judge" Harry D. Wescott and his secretary, Hilda P. Powers, have been appointed exit interviewers to check out all employees who leave the service of Sun Ship.



## WETHERILL SECOND SHIFT

*By Sam Sterrett*

Folks traveling on Shaw Road in Ridley Park can daily see Tony Spanier hard at work on an addition to his home. The house is taking on an attractive appearance and we will be looking forward to the housewarming.

Flagg the Laverout has been confined to his home with illness. The doctor advises, though improving, he will be laid up for several more weeks.

Barney Stokarski is a proud father these days since his daughter graduated from high school in June and then entered Chester Hospital School of Nursing.

Several second shifters have been oiling and polishing their guns preliminary to rabbit and deer season. We will soon be hearing what they will do when the game shows up, but expect actual results will be the same as usual.

Bill Browne spent his vacation traveling in Canada with special stops in Quebec, Montreal and Toronto. It is reported that Bill took along his red flannels in preparation of Canadian cold weather.

\* \* \*

## 75 PLATE YARD

*By Norman Nickerson*

We wish a speedy recovery to Ray Herman, popular No. 4 pier crane operator, who has been out the past month due to illness.

Joe McBride, our assistant foreman, returned recently after spending his vacation touring the New England States and Canada.

Clyde "King Edward" Fisher is getting a lovely coat of neon tan. He has accumulated this since his wife went upstate.

Bob Maculley is inviting all the boys of the Plate Yard to his house to see the new television set he recently purchased. He claims he will not charge admission.

Albert "Bowery" Lee, our No. 4 playboy, says he can hardly wait until he is drafted. He says he wants to see the world.

We welcome back to work, Ed Karlson, veteran of 75 dept., who was out for the past six weeks due to sickness.

## BUSY DAYS ON SUPER DREDGE



(Above) HORIZONTAL BORING BAR boring fit in spectacle frame for the port stern tube.



(Lower) VERTICAL BORING BAR boring the gudgeon in the stern frame for the pintle which carries the rudder.

## 67 CLEANERS

*By Major Palm*

Cleaner of the Month is Joseph Cook with over ten years of service at Sun Ship. "Mother" Cook, as he is called by all, has recently moved to Philadelphia. Before coming to Chester, he lived in Atlantic City, working as a life guard during the summer months.

He claims he likes working on the water and enjoys working for Sun

Ship. We hope he is around for a good many more years.

Sorry to be losing Wright of second shift to the welding department. We wish you luck.

We don't get the pleasure of seeing "Soap" Price ride his daughter's bicycle since he has changed to the day shift.

Jerry (Mumbles) Johnson, we heard, was to take a better half this year. Only two months are left Jerry.





**CHERI ANN MILLER**, 10 months old, is the granddaughter of "Speck" Goudy, Assistant Foreman in 59 Dept.



**CARON LYNNE LOWTHERT**, shown here just after her bath, is the daughter of Robert and Janice Lowthert. Mr. Lowthert is a former welder in 59 dept.



**DORIS WILLIAMS**, daughter of Mark Williams who is employed in 67 Department.

## 66 CARPENTER SHOP

*By P. Embree*

"Big Bill" Swafford, the dept.'s well known tenor, has several open dates this fall and winter singing at clubs or receptions. Bill can be contacted at No. 4 shipway shed any day at noon.

"Ross-Carrier" Bob Stafford, well known celebrity around Woodlyn, spent last Saturday at the Hook Road Auto Wreckers looking for parts for his car.

H. Byers, on his vacation, visited Charlie Silcox at Green Lane Farms.

Alex Bedwell says he saves 75c on a basket of apples by motoring to Lewes, Delaware. Well Alex, so long as you think you save 75c by using gasoline that's your business.

If any horse fans lost a cap, see Walt Brogan. He says he found the cap on the road along side of the Atlantic City race track.

Do You Know That: —

Scott Spahn, the lumberyard czar's nephew, is a star pitcher on the Boston team.

Robert Roux's son has just returned home from Jana. He has 10 years service in the army.

Harry Wilson, who was a well known singer around 1902, sang over the Chester radio station last month.

"Baldy" McGhee is related to the McGhee's of Virginia.

Norman Lloyd, the big noise at No. 4 way, is shaping the shipways for another large tanker.

Howard Byers' pipe smells like burning leaves.

We learned that Joe Sage is trying to improve himself. He is taking a course in lead pipe fitting from the Burton School. "Popeye" says Joe is doing very well but Joe doesn't think he is.

The department was glad to hear Harry Mooney's wife returned from the hospital after an operation and is doing nicely.

• • •

## QUICK WORK ON TUG

Sun Shipyard efficiency was demonstrated recently when a Curtis Bay tug came here with a bunch of cable wrapped around the propellor wheel. Instead of being put on the Dry Dock, the tug was taken to No. 1 pier where the big hammerhead crane lifted her stern out of the water high enough to enable burners to cut away the tangled cable and in a jiffy the tug was on her way.



**BARBARA ANN PETERS**, 9 years old, is shown in her dancing costume. She is the daughter of Harry B. Peters, who is employed in 59 dept.

## PLANT GUARD ESCAPES DROWNING

Guard Ralph Graney was saved from drowning by Supt. of Plant Protection Harry Sheain after a twenty minute struggle at No. 8 pier on the evening of October 13.

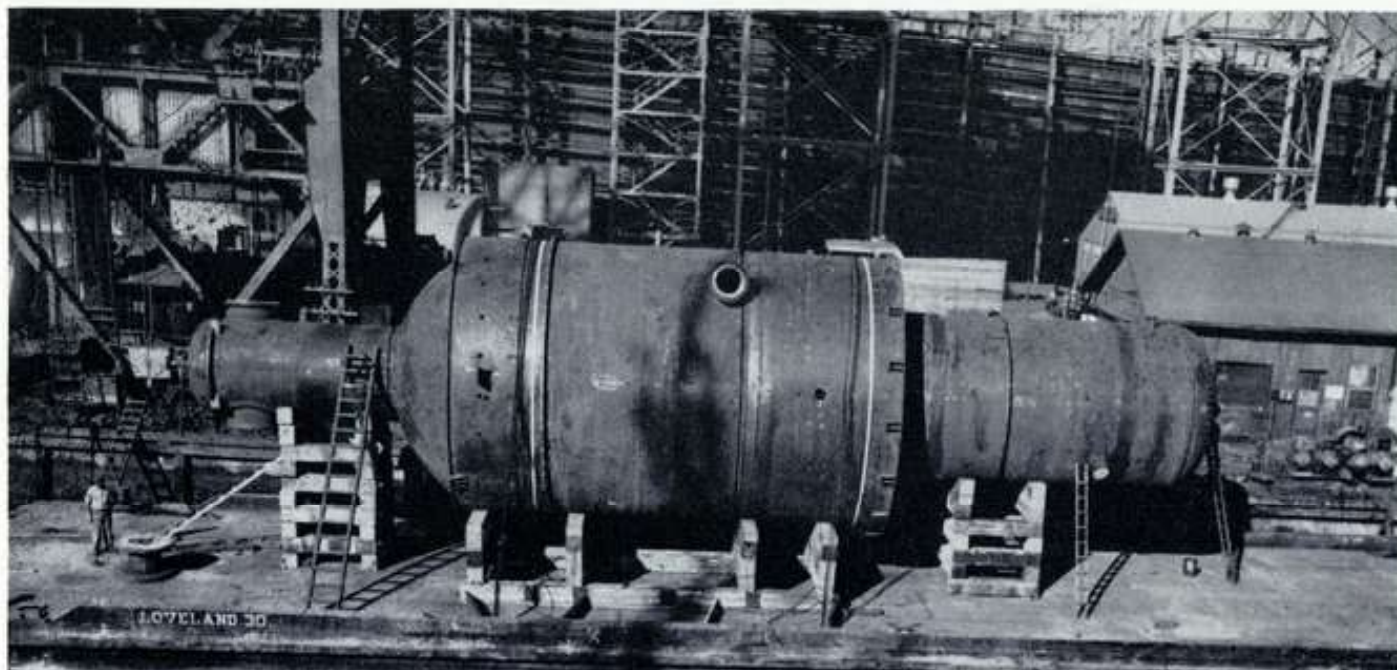
They were on a tour of North Yard about 5 P.M. and had gone aboard a boat that is being scrapped, to check possible fires. While they were walking a gangplank from the pier, a large wave tilted the plank and Guard Graney was thrown into the river between the boat and the pier while Chief Sheain landed on the pier.

Graney had disappeared under the water but when he came to the surface, he was unable to cling to the side of the pier and was exhausted. Supt. Sheain tossed him a piece of wire he found nearby and told him to hang on. Sheain then located some rope and tying a loop got it under Graney's arms. It was impossible to raise the victim. Supt. Sheain's calls for assistance brought Guards Herrick, McNeill and Cropper to the scene.

The Superintendent and Guards launched a Jacob's ladder over the side of the pier and pulled Graney to safety. Graney was sent to the Dispensary and treated for exhaustion. It also was found that one leg was lacerated when he fell. He is now back on duty.



# Big Job Shipped by Water



**FRACTIONING TOWER** built by Sun Ship, that was too large for rail handling, was loaded on a barge and sent to its destination. Compare size of tower with that of man on deck of barge.

## SPECIAL HAZARD IN LAMPS

I am in receipt of a letter from Mr. John G. Pew, President, calling my attention to the hazards connected with present fluorescent lamps.

If you should break one of these bulbs, either at work or at home, seek medical attention immediately in order to determine whether you have received a cut of any kind.

E. E. WHITE  
Safety Engineer

## Our November Cover

Here is an unusual job. It is a vessel for refining oil. The center-section is 18 ft. diameter and the other end is 11 ft. diameter. The vessel was made of alloy steel. It was too large to ship by rail and was transported by barge.

## Capt. Geo. R. Snyder Retiring

Captain George R. Snyder, 72, port captain of the Sun Oil Company at Marcus Hook, is planning to retire on December 1, it was announced by Charles L. Boyle, manager of the company's marine department.

Captain Snyder has many friends in the Sun Shipyard and their best wishes attend his retirement. They praise him for his sound judgment and personality.

Captain Snyder's sea history reaches from sailing vessels to diesel tankers. When he was master of the six-masted schooner DELAWARE SUN, and it was being towed across the Atlantic by a British steamer, the tow line broke in a heavy sea. Captain Snyder broke out the sails and brought the old schooner into an English port safely.

He is a graduate of the Pennsylvania Schoolship Annapolis and in war time was a Lt. Commander in the Navy. At different times he was skipper of the S.S. SUN, S.S. PARAGUAY, S.S. CHESTER SUN, S.S. PENNSYLVANIA SUN, S.S. SUN-BEAM, S.S. SABINE SUN and the S.S. J. N. PEW. He came ashore in 1937 to take the post of port captain at Marcus Hook.

**OUR YARD** needs more pictures on the activities and the homelife of the employees. We want photographs of the children and we also can use more hunting and fishing pictures. Any unusual snapshots along other lines also will help to make the magazine more entertaining. Please send them in or deliver to our reporters. Here is a revised list of the Sun Ship Department Reporters. They will appreciate news items and snapshots.

### Our Yard Reporters:

Wetherill Plant.....	"Wally" Stakoski
	Sam Sterrett
30 — Boiler Shop.....	Les Harris
30 — Sheet Metal Shop.....	Mike Luberta
33 — Electrical Dept.....	John Heffelfinger
34 — Copper Shop.....	Worrilow & Fisher
34 — Pipe Shop.....	C. Farwood
	C. Thornton
36 — Machinists.....	Dick Clendening
38 — Engine Drawing.....	Harriet Gwynn
45 — Shipfitting.....	Vacant
59 & 60 Depts.....	Charles DeTullea
66 — Carpenters.....	P. Embree
67 — Cleaners.....	Major Palm
68 — Riggers.....	Vacant
69 — Paint Shop.....	H. Thompson
74 — Tool Room.....	Hilda Ramont
75 — Plate Yard.....	Norman Nickerson
78 — Hull Drafting.....	Al Williams
80 — Storeroom.....	Frank Thompson
88 — Guards.....	Grover Linaweaver
Office.....	Peggy Markkanen
	Mae Scott
91 — Timekeeping.....	Vacant
Rod & Gun Column.....	H. Fithian



# Sun Ship Plays Big Part in Community

**A**N address on the radio by Vice President John G. Pew, Jr. was featured as part of Pennsylvania Week by Station WPWA of Chester. Mr. Pew said in part:

"Up to the present time, men and women of Delaware County, who are on the payroll of the Sun Shipbuilding and Dry Dock Company, have received this year almost \$8,000,000 in wages and salaries.

"Last year, Sun Ship paid nearly \$10,000,000 to employees, who make this county their home.

"There are not many of my listeners who know that 77% of Sun Ship employees are permanent residents in Delaware County. I want to drive home to my Delaware County neighbors an impressive fact that it always has been the policy of Sun Ship to pick its employees, if possible, from Delaware County.

"During the first eight months of this year, this Shipyard payroll has averaged 4501 persons. Of this number, 3466 are residents of Delaware County.

"That same percentage holds true through more than 20 years, with the exception of the war years, when Sun Shipyards turned out 250 ships and 35 big car floats calling for an army of workers. Naturally many of these war workers came from other localities, but rest assured, Delaware County employees were out in front by a wide margin.

"But there is another great contribution the Sun Ship family has made to the community. That is the intensely human and humane phase including four large activities.

"1. The Mutual Benefit Association operated by the employees themselves.

"2. The Life Insurance Organization.

"3. Hospitalization Insurance.

"4. The systematic savings through purchase of Government Bonds.

"Shortly after first World War, Sun Ship started its Mutual Benefit Association. Its purpose was to provide funds for the care of the sick and the burial of the dead. At the beginning the policy of the Company was to match every dollar paid in dues by the members with another dollar contributed by the Company. This policy has continued ever since.

"In the year 1947, the Mutual Benefit Association paid out to Sun Ship employees more than \$41,000.

"Soon after the Mutual Benefit Association came into existence, its Life Insurance Plan was expanded. Sun Ship Management had announced that beneficiaries of those employed a year would receive \$1000; death benefits of those employed 6 months would be \$500, and those employed 3 to 6 months, \$300. The whole cost of the premium was born by the Company.

"While the Insurance Plan has been enlarged and liberalized, the Sun Ship Management continues to pay the full premium on the first \$1000 of insurance taken out.

"In 1947, the sum of \$251,000 was paid in death claims. These were based on the 44 deaths, natural or otherwise, an average of more than \$5704 to the dependents of each claim. The premiums on this insurance include \$145,952 paid by the men, and \$135,380 paid by Sun Ship Company.

"Hospitalization was set up in June 1939. In 1946, \$31,505 was paid to 253 cases of sickness requiring hospitalization and surgical treatment.

"Systematic saving by all employees has been and still is encouraged by the Company, which set up a plan of voluntary Payroll Deductions to be invested by each employee in the pur-

chase of Government Bonds, the safest form of investment known.

"Company employees have purchased War Bonds, Victory Bonds, and Savings Bonds in the total amount of more than \$55,000,000 face value.

"In a generation, about 30 years, Sun Ship has become one of the great industrial backlogs of our county.

"Since it was established, 511 vessels of all types have been launched; a mighty fleet of tank ships, cargo ships, hospital and passenger ships, dredges, car floats and other craft.

"You people of Delaware county had the largest share in the work. And don't forget that the women helped too.

"Women were assigned to manual work in the Yard, starting October 1, 1942. From the beginning, these women workers in the crafts made good. The end of 1944 showed 2680 women on the rolls.

"No. 4 Yard at Sun Ship was manned chiefly by Negro labor. The employees in No. 4 Yard made good and early in the autumn of 1943, there were 9000 employees working there.

"The Sun Shipbuilding Plant carries on other large activities in addition to constructing vessels. Ship repairs bring employment to many. There have been 2608 vessels repaired on No. 1 Dry Dock and 1595 on No. 2, making a total of 4203. In addition, approximately 9000 other ships have been repaired while at the piers or lying in the river.

"For more than twenty-eight years, Sun Ship has been building special oil refinery equipment.

"Sun Ship manufactures Diesel engines. It operates the Wetherill and Allison plants, also in Chester.

"Now we dip into the future and catch the vision of plenty of work for a long time ahead. We have contracts for 15 super-tank ships, the largest ever built and we are at work on the world's biggest hopper dredge; being built for the Army Engineers at a cost of nearly \$10,000,000."



# TRIBUTE TO JOHN WILKINSON



**JOHN WILKINSON**, former superintendent of the Wetherill Plant, was guest of honor at a testimonial dinner held October 5, at the Springhaven Country Club and was presented with a television set by his many friends at Sun Ship.

Mr. Wilkinson, (middle left), who retired in September, was greeted by nearly 200 employees of the Shipyard and representatives of supplying firms.

Superintendent William Beatty (top, seated in center) was chairman at the dinner and the committee on arrangements consisted of Otto Leinhauser, chairman, Edward Marshall and John McKinney, all of the Wetherill Plant.

Addresses were made by Vice Presidents Robert Haig, Richard L. Burke and John G. Pew, Jr., as well as Treasurer William Craemer, Superintendent William Smith, of the Wetherill Plant (shown speaking), Superintendent A. A. Norton, Superintendent Raymond Flanigan, Sales Engineer Perry E. Shaver, Controller Charles Doyle, Chief Eng. J. H. Gordon McConechy, Chief Naval Architect John W. Hudson, Chief Electrical Engineer Thomas M. Jackson and others.

Replying to the tribute extended to him, Mr. Wilkinson said that whatever success he had achieved during the years he was at the head of the Wetherill Plant, was due to the co-operation he had received from everybody in the Shipyard.



## REMINDER

*(Courtesy Mother Nature.)*

THE TURN of summer into fall is Nature's most poignant reminder of another year gone by.

It's a reminder that should make you think, seriously, that you yourself are a year closer to the autumn of your own particular life.

**What steps have you taken . . .** what plan do you have . . . for comfort and security in those later years?

You *can* have a very definite plan—one that's automatic and *sure*.

If you're on a payroll, sign up to buy U. S. Savings Bonds on the Payroll Plan, through regular deductions from your wages or salary.

**Do this . . . stick to it . . .** and every fall will find you richer by even more than you've set aside. For your safe, sure investment in U. S. Savings will pay you back—in ten years—\$100 for every \$75 you've put in.

**AUTOMATIC SAVING  
IS SURE SAVING—  
U.S. SAVINGS BONDS  
SUN SHIPBUILDING AND  
DRY DOCK COMPANY**

