

Our Yard



SUN SHIPBUILDING & DRY DOCK COMPANY - MARCH, 1949

20 RICH REWARDS TO WINNERS AND FAMILIES IN SUN SHIPS NEW SAFETY CONTEST

DURING 1949 two separate contests, each carrying 10 prizes, will be held to encourage men to work safely and avoid personal suffering as well as keep hardship away from their loved ones.

The 1949 Safety Contests will appeal to the wives, mothers and children of employees. Some of these will share in the 20 rich prizes to be given during the year.

The First Contest with its 10 awards will cover the period from January 1 to June 30. The Second Contest, also carrying 10 awards, will run from July 1 to Dec. 31.

PRIZES

Here are the prizes in the first contest:

FIRST:^{*} A week-end at New York for the employee and his family. Train fare, food and lodging will be provided plus \$25.00 spending money. An appearance on a radio program can probably be arranged.

SECOND:^{*} A week-end at Atlantic City for the employee and his family. Train fare, food and lodging will be provided plus \$15.00 spending money.

THIRD: Airplane trip to Washington, D. C. for the employee. Plane fare, lunch and dinner will be provided plus \$10.00 spending money.

FOURTH: A trip to Woodside Park for the employee and his family. Car and chauffeur will be provided plus \$15.00 spending money.

FIFTH: A trip to Shibe Park for a ball game for the employee and his family. Car and chauffeur as well as tickets will be provided plus \$5.00 spending money.

SIXTH TO TENTH: Five \$10.00 prizes will be awarded to the next five men whose names are drawn.

^{*}The week-ends at New York and Atlantic City will begin on Saturday morning and end Sunday night.

Rules and Eligibility

And here are the rules

All hourly employees in the 26 production departments will be eligible, provided:

- a. They have not incurred a lost-time accident during the period of contest.
- b. They have been on the roll for three months on the closing date of the contest.

The winners of the first contest which ends on June 30th, will be determined as follows: Ships carrying the same number of each eligible employee will be placed in a large drum and, after being thoroughly mixed, a disinterested person will draw the ten prize-winning slips.

To take care of unforeseen situations, ten additional slips will be drawn. These men will be considered as alternates. If, for any reason, a prize winner is unable to take advantage of the prize offered or becomes ineligible, all other prize winners with a lower rating will move up one notch and the first alternate will become the tenth prize winner.

It is understood that the word "Family" shall be interpreted to mean the employee, his wife and his children. Should a single man draw a prize, his "Family" would include his father, mother, brothers and sisters, with whom he lives, but not more than five, including the employee.

Let Everybody Cooperate

The spirit of the contest should not only apply to work in the shipyard but should carry through to your homes and the daily trip to and from home.

It should also encourage all of us, not only to work safely ourselves, but to think of our fellow-employees as well.

If these two contests produce nothing more than an increase in the number of men who are good, happy men at all times, they will have accomplished their purpose.

Let us use, through an act of common sense, improve his family or the family of a fellow worker of the opportunity to win one of these prizes next June or December.

SUN SHIP PUTS ON THE HEAT



LONG HISTORY HAS THE SUN, a glass reflecting treatment is subjected before and later is placed under 100,000 lbs. pressure to begin treatment that requires 10 hrs. and 10 hrs.

TWO WARS, 21 YEARS NEEDED TO BUILD SHIP

Most freighters can be completed in a few months but there is about today a lone American cargo vessel that required all of two World Wars and twenty-one years to build. Launched too late for World War I, this builder of a unique shipbuilding

ground was laid up as an unfinished hull until World War II forced its completion, the American Merchant Marine Institute reveals.

The TRENTON slid down the ways at Pascagoula, Miss., in 1920, but it was decided not to finish the ship which was placed in layup at Mobile. But in 1941 when war caused another ship shortage, the TRENTON was

quickly completed, her hull being in a remarkably preserved state. Renamed the FREMIE and placed under the Panama flag, because of Neutrality Act restrictions on the movements of American ships, she served throughout the war. Recently she was sold to Norwegian owners who named her the THORSKAF.

INDIVIDUAL HOSPITALIZATION BENEFITS INCREASED — NO EXTRA COST

WITHOUT any additional cost to employees, Hospital and Surgical benefits have been increased materially, it has been announced by Vice President John C. Piro, Jr. Room and board benefits are raised to \$7.00 a day and other Hospital allowances and Surgical benefits are increased even more strikingly.

Explaining that the Sun Shipbuilding and Dry Dock Co. has had its group hospitalization plan in operation for a number of years to add:

"The benefits paid to our employees have proven of great help when most needed. With this thought in mind, and because of a favorable claim experience, we have made arrangements with the Capital Life American Society of the United States, who underwrite the plan, to provide employees with increased Hospital expense, room

and board, increased allowance for additional hospital charges, and increased Surgical reimbursement benefits.

Effective March 1, 1947 each presently insured employee, who is actively at work on that date, will become insured for \$1.00 per day room and board benefit. This is an increase of \$0.00 per day. The allowance for incidental hospital charges, such as drugs, X-rays, laboratory fees, etc., will be refundable up to \$75.00 which is an increase in benefits of \$40.00. The Surgical schedule of allowances for operations will be increased to a maximum of \$221.00 which is an increase of \$75.00, and the allowance for operations of a lower nature will be increased proportionately.

Employees who are absent on March 1 will become insured for the increased protection immediately upon their return to work."

Report of Sun Oil Co.

SUN Oil Company in its annual report announced that 1946 was the biggest year of oil operations in its history and at the same time forecast for this year a season of "tapered, wheelbarrow competition" in a market in which supply has caught up with demand.

Marketing conditions changed radically last year as an expanding oil industry gradually overcame supply difficulties, bringing about a "buyer's market" for some petroleum products at the year's end, the report points out.

Now retained for use in the last nine 30 per cent of its net earnings, using this money to step up production of oil, to enlarge the output of its refineries at Whiting, Pa., and Toledo, Ohio, and to expand marketing and transportation facilities.

As a result, the report adds, Sun succeeded in satisfying in full all customer demands for its products at all times during the year.

Looking ahead to a period of sharper competition, Sun plans to press forward in 1947 its modernization and expansion program—having the inspection of shipping facilities, and, for the report states.

One of the biggest projects sched-

uled is the expansion of the Toledo refinery where output will be almost doubled. New units will also be installed at Whiting Refinery and a limited number of new Whiting unit stations will be built to provide additional road outlets for the increased refinery output.

In the oil fields new emphasis will be placed upon building up ground systems for future years and the further development of installations for the processing and conservation of natural gas.

Accelerated activity is in progress at Sun Shipbuilding and Dry Dock Company, wholly-owned subsidiary of Sun Oil Company, which at the year's end had completed orders for 13 super-tankers.

80,000 MEN ARE IN MERCHANT MARINE

Nearly 80,000 officers and seamen are currently employed on the nation's 1,200 active ships of the American Merchant Marine, the National Federation of American Shipping reported on February 15.

In a research report to its membership on "Shipboard Personnel," the Federation stated that 75,700 men were employed on the 1,200 seagoing merchant ships of 1,000 gross tons and over.

Approximately 17,000 of the total are officers, and the remaining 58,700 seamen. Newell's department, with 12,000, is the largest category, with able seamen next with 18,500 men,

BOWLING LEAGUE LEADERS

The second round in Sun Ship's annual Bowling contest closed with the Engineering team of "A" League in the lead. The record was 55 games won and 10 games lost. The first round in "A" league was won by Hall Drexler "A."

The second round in the "B" league was taken by the Machineists with 52 games won and 11 lost. The first round which closed in November was won by the Welders' team.

EGG WITHIN EGG



When the wife of Louis Braille, 1818-1878, opened this egg shell she found another perfectly formed egg within the shell. Braille claims say that this is a most unusual occurrence.



WASH DAY FOR ANCHOR CHAINS

ANCHOR CHAINS are cleaned frequently, and very wash beds are equipped. Upper picture shows chain on Dry Dock. Below, high pressure hose is turned on chain to wash off mud and rust.

LAUNCHING

MISS Lucine Hitchcock, of New York city, was sponsor at the launching of the U.S. KIPAN-1 on February 11. This was the second of 18 supercavitators that ship has contracted to build, to be launched.

Vice President John G. Piro, Jr., was in charge of the ceremony which was attended by guests from New York City, Delaware County, Philadelphia and elsewhere.

Miss Hitchcock asked to look the ship over previous to the launching

and accompanied by several friends made an inspection. When the women arrived to launch the bottle of champagne on the press, she hit so sharply that she sent a spray of wine in the air. A small bit of glass made a slight cut on her hand and she was treated at the dispensary.

In addition to officials of Sea Ship, including Vice President Robert Rupp, Vice President R. L. Barker, Treasurer William Cawson, Controller Charles Doyle, Chief Naval Architect John Hudson, Chief Engineer J. H. Gordon McCauley, Chief Divisional Engineer Thomas M. Jackson and representatives of the KIPAN Transport Co., to whom the vessel

will be delivered, other guests were:

Mr. and Mrs. Alex Langdon, of New York; John Penabady, of New York, and John Penabady of Gold Springs Harbor, L.I., both members of the sponsor; Robert Wicks of Woodbury, Conn.; Miss Emma Blotnik, of Morrisville, Pa.; Miss Mary Sinclair, of Corning, N.Y., and Miss Molly Keith, of Philadelphia.

The supercavitator, similar to the U.S. KIPAN-1, which was launched on December 4 and went to Standard Oil Co. of N.J., is 100 feet long with a beam of 33 feet 6 inches. It has a depth of 37 feet and a capacity of 251,000 barrels, or more than 5,000,000 gallons.

PIONEER LIFE IN AFRICA

STARVING DEER SAVED



NECESSARY GOODS
L. BLACKMAN and his wife, Mrs. Blackman, are shown in the photo. George formerly worked in the Copper Ship and when World War II ended he returned to his post in Africa today.

THE Rev. George L. Blackman, a missionary in Kenya Colony, Africa, who formerly was employed in the Copper ship, has written an interesting letter to **OUR YARD**. He says that wild animals supply them with meat and adds that his training at Sea Ship was valuable in Africa where he built churches, equipped clinics, made forecasts and did dozens of other jobs. He writes:

"Although I didn't spend a very long time in the Yard, mostly driven on turbo engines, the experience has been most valuable and very often in quiet moments at the end of a busy day I think of the men with whom I worked, and who taught me a lot of practical things that almost daily stand me in good stead out here.

"That statement may sound strange, for most people think missionaries are very important people more inclined to books and sermons than to tools and physical labor. However, it is not true, and most missionaries out in this country, especially the ones out in the bush far from towns, have to be very practical and resourceful.

"You may say our work is threefold. The primary service which we seek to render and which takes precedence over all other matters is the Spiritual service. Preaching the Gospel which is the power of God unto Salvation to every one that believes it. Preaching in the villages, market places, at the water-holes, on the paths and in the gardens. Talking men and women the good news that Christ died for our sins, was buried and rose

again the third day. Showing them that He can free them from Satan's power—which power is very real and exerted to this day.

"Then we have a large responsibility in the upkeep of properties. We build churches, housing centers and doing the building. Repairing automobiles and making our own spare parts. Soldering and wiring. Dozens of odd jobs. Making furniture and equipment.

"My year in the Shipyard working with tools daily, was almost as valuable as a college education. You may know that I worked in the Copper Ship in Little Belvidere's gang—the best in H-C-1. I had hoped to get a gas welding outfit before coming back to Kenya but wasn't able to. It would be most useful and practical.

"The third phase of our work is what would appear to any normal person. Exploration—entering new areas—contacting new groups of people, climbing mountains, and studying the language and customs of the Africans.

"Of course we do a lot of hunting. We live almost completely on wild meat. Partridge, quail, guinea fowl, and many different kinds of antelope and game. I've shot elephant, rhinoceros, buffalo, hippo, lion, rhino, oxen, and nearly all the smaller animals. They all are found within 5-10 miles of our home.

"So, before me when I say the experience gained there at the Shipyard has been invaluable to me out here."



BLED this by ticks, snake and leopards on concentrated areas staged passed into the clearing where William L. Evans, a Sea Ship machinist, was building a hunting cabin. The little back was not shy. Mrs. Evans who had gone to the cabin in Lukuswani country with her husband, brought out some milk which the deer drank eagerly. When evening came it remained with its' new friends.

This happened on Nov. 3, just a month before the big game season opened. After a few days the little fellow grew stronger. He was tired of ticks and he also collapsed so that it soon was eating apples, potatoes, beans and vegetables.

Each week-end when Mr. and Mrs. Evans visited the cabin the young buck met them. It also made friends with a neighboring family and during the deer hunting season it remained close to the cabin.

Since then Mr. Evans has seen the pet deer on each visit to the Pecos. It is growing fast and is becoming a bit wilder.

The Sea Ship machinist didn't get any reason this season. "I think the little buck has spoiled me on deer shooting," he said.

"Let's the freedom you for this country to depend upon the skill and resourcefulness of the citizens to insure the success of the Missouri State. We don't want government ownership and operation. We want private ownership and operation. Let's keep the Missouri Bay fishing on the high seas and in the Gulf of Mexico. W. W. Smith, 1808 (St. L.) Chasman, P. O. Box, 1000, St. Louis, Mo."



Rod and Gun News



By R. "Fip" Fithian

Charles Farrell and Stanley Bolcott, both of 42 Department, have been pulling in some nice size suckers at Beaver Valley, Delaware, and out along the Brandywine Creek at Chubb's Ford, Pa.

Charles Rhodes, 41 Department deputies, and George Brown, 40 Department warden, have been having some pretty good luck at Three Head bridge north of Media on Green Creek. On one trip they got their limit of suckers (15 each) and on their last trip out they pulled in 6. They have fished out along the Brandywine Creek and have had some good catches.

Spook Gandy, assistant foreman, George Shigley, leader, Buck Goshing, Tony Snider, Art Hester and Edith Thompson, members, all of 39 Department, were out from Cape May, N.J., on Edith Thompson's boat, the *Winnex S.*, during the last part of January. Their catch was 5 small-mouth and 25 cat fish. The cat were good size, between 8 and 10 lbs. each.

Leon Kewick, 34 Department warden, says he is going to start his salt water fishing around the middle of March. He says, "right now I'm spending all my spare time getting my fishing equipment and outboard motor in shape."

Carl Fink, 42 Department assistant foreman, says he got almost no success during the winter.

Edie Tipton, 47 Department skip line, said he wound up the season killing twenty-nine muskies. He says he will have a picture for the next issue of *Our Yard*.

Bill Rhodes, 42 Department warden, reports that on Sunday, February 13, he landed and landed two beautiful pike. They were between 25 and 30 inches long. He was fishing at Milton Lake at Milton, Delaware.

I was talking to Russ Risholt, 42 Department foreman. He said that if the weather stays like it has been here lately he is going to start going to



READY TO START in the spring at R. Rhodes, 40 Dept. and back to start in Baltimore county during the past big game season.

Delaware on his workweek. Russ caught some good size fish down at Nantuxton, Lake, Middlebrook, in 1960 and hopes to land a lot more this year.

Fred Tuckley, 36 Department Lake Hill maintenance, told me that he and his two fishing partners, Glen Smith and Maurice Wilson, also of Lake Hill maintenance, will be trying their luck at the lake in the lower end of Delaware before very long. They have their rods open for an abundance of fish and which they are thinking of buying.

Stanley Ylinski and Jack Wondrich, 47 Department, seem to think that they will be doing quite a lot of fishing this year. Stanley said they have been pretty busy getting their fishing gear in shape. Jack was out along the Brandywine a few weeks back and caught 7 lake size suckers. He was fishing below Baltimore Pike at Chubb's Ford, Pa.

James Roster, boat tender, has been transferring chains of boys in hunting and fishing. He is a member of the Delaware County Field and Stream Association and has written the following account of the conservation work of that body:

"Back in 1950 a group of Washington, D.C., sports writers had gone to the Catoctin mountains to spend on early season week-end trout fishing.

They were fished off the stream by rain, and went back to their cabins to wait it out. In the course of their conversation the "Order of the Junghe Club" was formed.

"The basic principles are the protection of fishing and conservation of natural resources in all its phases. They decided that young boys aged 7 to 16 were the logical ones to be taught these important lessons.

"Later in the summer three English writers on a visit took up the idea and on the return spread the idea in England. It has since spread to Canada, Australia, South America, and Central America.

"Now in Delaware County the idea has been taken up by the Delaware County Field and Stream Association. In present the boys, of which there are 34, are engaged in the work of the program. This in part consists of the trapping of rabbits, weasels, and other harmful animals. The killing of snakes which incidentally kill construction fish is another phase of the program. Great care is for their share of extermination also.

"The traps used in the program are the property of the State Game Commission and all are returned. The rabbits trapped are shipped to another section of the state to provide sport for gamesters elsewhere.

"Bird house building is another part of the program that is strongly stressed. The houses must be easy to clean with either a hinged bottom or side and be painted a dull brown or green to fit in with the surroundings.

"The two highest point markers will be awarded a complete fishing outfit of pole, reel, and line. In addition they will be given a three-day week-end in the Maryland mountains to try out their new equipment. The fishing consists so, which they will be given consists of a large "Lodge" and a number of weather cabins along a privately owned stream, well stocked with fighting trout. It is really a weekend worth working for."

Junior Members of the Sun Ship Family



FRANCES STEVENSON, aged 14, is the daughter of Frances Stevenson, of 47 Sages.



ALICE MARIE JORDAN, 12 months, is the grandson of Stanley Jordan, of 14 Sages.



DAVID and EUGENE STEVENSON aged 7 and 10 years, seen in a New Year's wedding. They are children of Frances Stevenson, of Sages.



ANTHONY JORDAN, 1 1/2 years, is the son of Stanley Jordan, of Sages, and the wife of Betty Stevenson seen on page 10.



ANTHONY JORDAN, 1 1/2, age 10, with an cousin and his brother Edward, age 5, are sons of Anthony Jordan's cousin Frances, of Sages.



AT 12 MONTHS EDWARD JORDAN STEVENSON weighed 16 pounds and had four teeth. He is the son of the now Mrs. Edward Stevenson. The father is in the Sages.



EDWARD and EUGENE (right) is the year old daughter of David M. Jordan of the different photo and Mrs. Edith Jordan. While Carol is her cousin Sages.



WELD REPAIRS are made by two ship mechanics without delay after vessel has been struck in dry dock.



SHIPPED BY WATER of dry dock is water being raised by tug to ease hauling for Shippard.



SEA WATER circulated to use oil barge during the Shippard repairs. While craft not ready to proceed the barge moved nearby and was used to communicate.

A SAFETY RECORD GOES ASTRAY

Don't ever run an air line
On a ladder . . . just in the
Chance, perhaps, the number
Is a risk you'll like to run.

Don't single out a victim
For a shove by a machine.
He may be there to greet you
Where the partners all are gone.

And, if you want to wander
On bridges to look play,
Go find yourself a manager
And do it right . . . for pay.

Don't give a man a hot foot,
Which isn't very rare,
It may cause an injury
And lack of pay, to boot.

There's just no room for accidents,
Sharp corners and their jobs
Should all be locked your nose place
Where they can't bother folks.

If you're not a punkster,
You'll never have to die
The widow and the children
Of the man you killed in life.

E. FINE SHIPPARD
Industrial Products Co.

"The Race"

By Joseph F. Jones

Have you ever sat and watched the
tides

Through a streaky window pane,
Or have you watched the fog coming
off the coast
And men drive and batter up their
coast.

The race can be with, cold and silent,
Or warm, fierce and violent
Still the work must be done for the
day,
And the hours will pass in the usual
way.

Some people can work up like fairs
Some people are smart at their own
game
But only God can make it rain.

Before World War I, virtually all the
ships in the American Merchant Ma-
rine were built in New York. Today 99% are
all at sea.



IN 1927, CHARLES LUMSDEN (left) of the Big Boy was presented with a life-size statue and his likeness added to the Big Boy statue now placed in the New's office and the front entrance respectively on 42.

Long service with the company. He spent his vacation in Florida, looking ahead of the company's future.

A Legacy

To Friends of Outdoor Life

IN the pocket of an old ragged coat belonging to one of the house-keepers, there was found after his death, a will. According to Barbara Boyd in the *Washington Post* Reporter, the man had been a lawyer and the will was written in a firm, clear hand on a few scraps of paper. The unusual was it that it was sent to another attorney, and so happened was he with its contents that he read it before the Chicago Bar Association. A resolution was passed, ordering it published, and it is now a matter of record in Cook County, Ill. This is the will of the house-keeper of the Chicago postoffice:

"I, Charles Lumsden, being of sound and disposing mind and in memory, do hereby make and publish this my last will and testament, in order, as (justly as may be, to distribute my interests in the world among surviving ones:

That part of my interests which is known in law and recognized in the deep-laid values of my property, being inconsiderable and of no ac-

count, I make no disposition of this in my will. My rights to live, being but a life estate, is not at my disposal; but, these things excepted, all else in the world I now proceed to devise and bequeath.

First: I leave to children birds, earth, but only for the term of their childhood, all and every flower of the fields and blossoms of the woods, with the rights to play among them freely according to the customs of children, warning them at the same time against thefts and thorns. And I devise to children the brooks of the forests and the golden sands beneath the waves thereof, and the shores of the willows that dip therein, and the white clouds that float high over the green trees. And I leave the children the long, long days to be merry in, in a thousand ways, and the night and the rain of the Milky Way to wonder at, but subject nevertheless to the rights hereinafter given to women.

Next: I devise to boys jointly, all the world's idle fields and commons where ball may be played, all places and waters where one may swim, all snowed hills where one may coast, and all streams and ponds where one

may fish; or where, when girls winter comes, one may skate, to hold the same for the period of their boyhood. And all meadows, with the clover blossoms and butterflies thereof, the squirrels and the birds and robins and orange trees, and all the distant places, which may be visited together with the adventures there found. And I give to said boys each his own place at the forests at night, with all pin-trees that may be seen in the lightning wood, to enjoy without let or hindrance or without any remuneration or care.

Then: To women I devise their imaginary world, with the stars of the sky, the red roses by the wall, the flowers of the hawthorn, the sweet strains of music, and imply also they may desire to figure to each other the longings and beauty of their love.

Then: To those who are no longer children or youths, or lovers, I bequeath the power to have lasting friendships, the capacity for courage, and undimmed faith.

Then: To my loved ones with sunny crowns, I leave memory, the peace and happiness of old age, the love and gratitude of their children and their full whelp.

What's Your Hobby?

CHARLES MARCH CAN BUILD AN ENGINE OR A DISK



IN 1934 installing Corbin engines with more than 1000 horsepower, to building delicate toad cabinet work is a wide open to a chap's activities but with Charles E. March of the Westhill plant the handling of huge power units was his livelihood while tinkering too dinky and other furniture was his hobby.

More than 57 years ago, Oct. 25, 1880, Charles came to the Westhill shop and ever for an interval in the early 20's has been there ever since. He saw the steam engine reach its climax and has lived long into the electrical-power age. He has supervised the handling of almost 500 engine shafts by 50 boys and 4 dummies. This veteran machine has lived and worked through half a century of industrial revolution in which hard labor was taken over by machines, by electricity, by compressed air, welding, etc.

Today he is still active in the construction and repairing of progressive welding machines. Born in Harrisburg, Pa., he learned his trade in the Penn. Rolling Mill and then turned to steam boiler installations, later operating the filters on the municipal water system.



CHARLES E. MARCH

After becoming associated with the Westhill plant, Charles was made the chief "variable" man and supervised the main installations. He traveled to various places and for almost a quarter of a century he was on the road about half the time.

Some of the firms by which he made installations were Penn. R.R., Alcoa, Consolidated Electric Railway, New Haven, American Radiator, Rochester, N.Y., Philadelphia Electric Co., Baltimore Trucking and Repairing Co., American Smelting and Refining Co., New York and Pennsylvania Paper Co., Ingersoll and Morse Paper Co., Verulam Portland Cement Co., Fairmont Park, Town-

Co., Philadelphia and Wilmington Street Railways, Canton Electric Co., John A. Bunkley, Allgheny Steel Co., Lakota Steel Co., Wards Steel Co., Harrisburg Rolling Mills, Conestoga Rolling Mills, Millville Municipal Water Works, Philadelphia Suburban Water Co. or American Pipe-Mfg. Co., PAB-Waters, Quaker and John and James Johnson, Shaver's, John T. Belden rope and yards, American Viscose, Park and Foster, Standard Cattle Feed Co., Clark Thermal Co., Newark, N.J.

The largest engine was installed for Wards Steel Co., Cleveland, Del. It was a 36 x 72 L.R. Corbin engine of the long range cut off type, developed 2000 H.P. in one cylinder under a pressure of 200 lbs. initial pressure.

Mr. March has helped over the course of one hundred fifty men through their apprenticeship, some of whom are now foremen. Among the outstanding ones Archie Bryant, Louis Fonda, William Bennett, Frederick Sayre and Clarence Ross.

He assisted Mr. McNair on layout and construction of concrete bridge towers when central road was built. Later through Mr. Thomas he dismantled and shipped the Lathrop Dies Corbin air compressors from Larkspur, New York, and erected them in the power house here.

He had the job of having the first cylinder liner that came from England. He was expedition leader during the time Vice President Hays presented the ship with a huge flag (1922) for their record in the construction of one of the first triple expansion engines.

His time book and diary show that as of December 31, last, 11,250 days were worked by him; equal to a total of 124,641 hours, those having been periods of personal business—vacation—holidays or so work equal to 3,680 days. He was only six days less but work since 1888.

He resides with his wife and daughter at 712 Madison St., Queens, a home maintained for 37 years. His wife, the former Corie Wilson, was born in Queens.

Their daughter, Miss Grace C. March was employed at Sea Ship during World War II in the service office.

In the March home are numerous examples of Charles's skill as a cabinet maker. His ability as an installer (not machinist) may be seen in many large industrial plants of the country.

SOME SHIPS REPAIRED RECENTLY

20 "PORT HANCOCK" — American Tankship Corp. 1,200-tonner was in the drydock for her annual docking and overhaul of her steering, boilers, etc.



20 "TIDE" — Bulk freighter in which collision damage and propeller damage repairs were performed. Owned by the North American Lines, one of our old customers.

20 "TIDE" — Bulk freighter in which collision damage and propeller damage repairs were performed. Owned by the North American Lines, one of our old customers.

20 "TIDE BARKER" — Heavy Cargo vessel which was drydocked, painted and other repairs, damage and repairs repairs performed.

20 "TIDE" — Heavy Cargo vessel in which emergency repairs were performed.

20 "TIDE BARKER" — Heavy Cargo vessel

which was drydocked, painted and other repairs, damage and repairs repairs performed.

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Service Pins Awarded to Sea Ship Veterans for Month of January



Ward and wife, Mrs. Ward, both receive a pin in ceremony at Washington Navy Yard.

Mr. Ward, left, and Mrs. Ward, right, both receive a pin in ceremony at Washington Navy Yard.

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1950	1950	1950	1950
1951	1951	1951	1951
1952	1952	1952	1952
1953	1953	1953	1953
1954	1954	1954	1954
1955	1955	1955	1955



Ward and wife, Mrs. Ward, both receive a pin in ceremony at Washington Navy Yard.

Mr. Ward, left, and Mrs. Ward, right, both receive a pin in ceremony at Washington Navy Yard.

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33 DEPT. (ELECTRICAL)

By Julia Hoffmeyer

Does anyone in our Dept. wish to take a trip to the Moon? If so see Buck Rogers, Jr. (Edna Ducky Blair). Each morning at 7:45 he takes off for the Moon and we that care he will take care of your wishes. And by the way Ducky why the feud with Gerald.

Edna Winger Was they ever cute him. At least each day he seems to be kept rather busy up at the corner. It seems as though Edna Jones, the bookkeeper specialist, is attempting in the name of Mollie Winger. Each time he leaves it he breaks out in a cold sweat.

And we again must report another feud, Temple and Ogden. This is the newest one.

Ed Chert has his hands full with the new bench hands. And while on the subject of hands, these new boys have their hands full by now. My all these handshakes, Chert up follows the first few days are the hardest.

Steve Bradshaw has returned to the gang and can be found on the new machine. Glad to see you back Steve. Harry Hill has returned to the fold also. The old boys are always welcome.

Doc Blackwell has left us and moved to Delaware to take over his new duties. We wish him good luck in his new position. Glen Miller has taken up the duties vacated by Doc.

Gerald Immers has completed his apprenticeship and been assigned to the team. He had been assisting the Expeditions. Congratulations Jim and the best of luck. Handhouse Bill Gallagher has taken his place as Norm's little helper.

Grant Hoffmeyer has left Quercus's gang and is now on the double under the wing of Francis Post.

Bill Chert is not sick with a bad stomach affliction. We learn he is in the hospital. Now's hoping this little kid will be on the road to recovery.

HIS 70TH BIRTHDAY



Harry Shepley (M-666) is soon cutting a cake at the Edison plant on his 70th birthday. His associates gave him a surprise party at the lunch house. Harry has worked at Sun Ship through both World Wars and says he enjoys every day of it.

He was born in Fall River, Mass., Jan. 12, 1879 and started to work at the age of 15 at the Seattle yards, later he became a machinist and came to Sun Ship in 1917. He is married and has two children. He resides at 487 W. 34th St., Clatsop.

John Thomas will soon be seen with the New Look. All his old makes are gone overboard. Wonder whether we will recognize him with the new shippers.

We offer our congratulations to Collins and Madden on their step up to the ladder. Good luck boys with your new jumps.

Earlier the Cook was even all decked out in his cowboy riding boots during our last snow storm. This item was supplied by Blum.

Our cable operator Ed Kennedy was forced to leave his happy home by the ITC strike. This is our guy who has an all right mother-in-law.

Sam Berry also has been having difficulties getting to work, due to the strike.

Now says the widder once makes Awe see the mark.

Recent spring-like weather has Joe

Thomson just crying to go with his baseball bat. And Sam can't wait to start the spring plowing. Even Frank our bookkeeper is discussing about those big tomatoes he intends to grow this season.

Ken Hardin had better check his out-compasses from now on. We hear Ducky didn't help him any on that hot job.

Our column isn't as big as usual this month due to lack of items. We had a promise from second shift for news of interest but so far no dice. Third shift just don't have anything happen or so they say. Also no reports from Ball this month.

George Miller really got himself a workout today up and down the stairs the other afternoon. He now knows how fat he is up.

Well that's all for this month folks, so I'll be seeing you next month.

43 — BERTHING INSPECTORS

By Cliff Brown

Apparently our berthing team has come to life again. Although not on top in the league they always give plenty of trouble. Recent stars are Singley and Humphrey. They are going well. Then there are Klinka and Ridgway. Martin was near year as they are working for talent at Atlantic City.

We are sorry to hear Ben Martin was recently entered Georgetown University. Lots of luck, Ben.

Bill Brady is looking for a new job. Anyone having an extra, please notify this reporter. Henry is Klinka is tired of lifting Bill's Parkard every time he has a fit.

Levin is going to have the train schedule moved up. He will then make the whistle.

Stephan has once again (we hope) been placed on probation in the card game and promises he will not look at Humphrey's cards and will not dispute any of Brady's decisions. Before we this has him stopped; he doesn't even talk any more.

For trapper Williams is once again in our gang — we missed his song and chatter — Harry Kila greeted him with open arms.

Clay Felt would like to know from Stephan what kind of wire to use on ground work. (That is work on the ground.)

Farron is still going strong on the forward end of 303. Paul, the talker, is really talking a little.

Our fellows were sorry to hear our friend Mr. Lechard recently entered the hospital and hope to see him back soon.

44 — DEPARTMENT

By C. DeCullen

Steve Palma is getting all set to play with the Wilmington Blue Rocks this season. Steve knows his baseball pretty well.

Bernie Haysman has a few tips, and is waiting for Garden State to open up. Bud Martin spent two weeks at Clinton Hospital with the grippe and feels like new again.

Whitney McCord hasn't had a haircut since the barber's conversion to Reading.

Har Pennington had a swell soot at the christening of his first daughter Christine Ann.

Philo Garden newly made his shift leader brought home his books

one night, and tried to make his wife believe the job had been work attached to it. She left the books all to himself as the children wouldn't annoy him, but it was so because that Philo did not himself.

Ira Walker is the only bureau leader not bald-headed. Pinckney Bentley wishes he was back in Nebraska again. Leon Alderman's son Joe is learning to play the sax, and good too. Car Schaefer was out sick, and looks quite well again.

Laurie and he happy with V. J. Pappay says Sam Pollack the dagger young trumpet player. After starting

Williams the chipper leader even in Camden I can't get over the swell time I missed by not bringing my drums.

Ed Bell led the grand march at the Hotel Ball. We heard you were a whizbang on the dance floor.

Ray Nelson will you tell your bureau friends who the beautiful girl is that you meet at Eddystone? Who is the pretty young maiden that Larry Nadeau is trying to impress by growing a mustache. Apples Nelson wants to work seven days a week so he won't have to give up some of his playing habits.



Bill Burt while helps pushed her ship's water level is seen in small boat with bucket in background and after last Philadelphia at right.



NEW EXHIBITION of game house, flower and shift around the structure of photographer who made this shot. The men and the small boat was just made to show it from getting out.

67 DEPARTMENT

By Major Fales

Cleaner of the month is Mark Allen of the third shift, "Big Mack" as he is called is a ten year man and very serious in his work. His hobby is attending court trials. He has attended so many trials he can advise you in matters of law. He would make some good a police package.

Mark Williams, what happened to all of that stick hole?

Sonny (Buck) Oliver Marshall, we

heard you are still doing a good job.

The Sea Ship's Bowling Team holds a July league in first place. Crews, the first man, hit games of 163,145,299 - Total 705. We also saw the impossible happen. Joe Benson, Sea Ship's another man, made the 7:00 split. We are hoping to represent Sea Ship at the National in Detroit, Michigan, in April. The lowest average on the team is 177. We would like to meet some of the teams in the Sea League. Contact Major Fales 67-5055, Cleaner Dept.

INK SINKS FROM THE HULL DRAWING ROOM

By R. Williams

We welcome the John Willhams back after a two week honeymoon tour of the Southern states.

Congratulations to Mrs. Harbord, one of the younger members of the drawing room, and Miss Maryanne Keller of Sunnyside Road, Springfield, who were married on February 12 at St. Francis Church in Springfield, Mo., and Mrs. Harbord are now honeymooning in Florida, and on return, will reside in Springfield.

We also extend congratulations to Mr. and Mrs. Jack Seliger, whose second visit from the dock left them with an 8 lb. 4 1/2 oz. boy. The baby arrived at the Taylor Hospital on February 14 at 3:24 P.M. Their first child is a girl.

Frank Darby tells me he has another grandson.

We offer condolences to Mrs. Ethel Green, widow of Mr. David B. Green, formerly of this department, who passed away on February 1 at his home in Hawesford. He was 65. During the first World War Mr. Green worked as a ship's draftsman at the Flag Island Yard. During the second World War he worked in the same capacity in this office. Dave Green will be remembered by us as a very congenial and likable person.

Al Hughes will be seen on television Wednesday, March 3, when he will appear on the "Patric On the Day" program which is sponsored by one of Philadelphia's automobile distributors.

On Saturday afternoon, January 22, the Hull Drawing basketball team opposed a team organized and captained by "Fanny" Holland of the Office Force. The Office defeated Hull Drawing 56 to 55 at the St. Baker's Gym in Chester. The game was evenly contested until the difference in age and condition began to tell. John Seligson was the offensive stand-out for the Hull Drawing team which was composed of Eppright and Williams at forward, Seliger on the point, Charnock, and Salmons at the guards and Dork as utility.

The Hull Drawing Room players claim on being the most active department in the Shipyard toward athletics. From a personnel of approximately sixty, we boast three organized bowling teams, a basketball team, a softball team. Needless to say, there are several un-called these latter



JOHN GURBIS, WORKER on the helicopter hooper design just after installation. John Gurbis, 66, 64 PUL, asked to be job.



THE SHIP DESIGNER who built the ship in World War II asked for ship on the Sea Ship crew being, another ship of the same type that was given the ship treatment by Dept. 67, Navy's crew.

42 — SHIPFITTING

By Cliff Brown

Law Chausman is the great father of a boy, Congratulations Law, we know you could do it!

Geo. Gallagher and Wai Wilson have quite a lot in common — so we hear. For further information I refer you to Jim Garvey or Jack Doyle.

Sam (Lover) Blitch, we hear, has been bitten by the "Love bug." Sam is probably thinking a lot of the big deductions for family man.

Al Baustine has returned to day shift, Welcome it. We need you!

Henry, Bill Hawley, and Ben Gallagher will soon be up for service stripes for work on the docks, Bill Hawley, by the way, walks with a slight shuffling anymore.

This reporter in a recent article left the weight out of "Weightman" and would like at this time to replace it.

Bill Clark, Jack Doyle, Henry, Garvey, and Lundy are the "big five" of 565. That's a lot of shipfitting in one spot!

Ed Longan and his Alden Fire Co. now work Capt. Clark and his Gallagher Fire Co. with a steam. We hear it kept into flames the other night, and caused plenty of confusion plus the loss of the alarm. Now they have to knock on Clark's door for every alarm.

McGallagher has returned following an attack of chicken pox. We will soon back Bill Lawrence and Bob Hill after having been away for some time.

Ben Milay was down South recently — business, this time — no grunting.

Returning home the other night, someone found him, Doyle thought he was in a mood and ripped the driver's tie. For details see "Bump" or Kluge.

Ray Garber and Steve are taking a riding following their recent report on 1 Way (504). They both know now that you must get to the bottom of everything.

We still wish that Mrs. Jones would start talking again. Is "Lardy" it being weight.

Not much to see in this column about Ralph and his boys at the Dry Dock. I wish they would get in touch with me as they are an active group. Thanks.



RABBIT HUN GRAB for location in THE JUNKY nearly located.

PLATE YARD NEWS

By Norman Nicholson

About "Bones" Lee, popular baseball it seems they are wanting a cut here these days. His girl side stopped him!

The Naval Reserve were put up to their top amongst recently when Bob Mitchell and Al Lee landed.

We want to wish Roy Mitchell the best of luck after becoming a graduate recently.

Joe "Foxy" McElride our assistant foreman and well known local singer has purchased a new car. The boys are all waiting for a ride in it.

Dave "Bulldog" Bailey has returned home after a long trip.

Tom Pansico has had the looks changed on his shoes after being laced out the other evening.

OFFICE CHATTER

By P. Bartholomew & W. Scott

One of our girls, Mrs. Genevieve Kozak, formerly of the Billing Department, is to be compensated on the birth of a baby girl, January 15.

Four of the office girls, Rose Marshall, Gloria Winick, Betty Hunter, and "Bugs" Scott have gotten the "Dancing Bug." After a lot more practice they will be ready for competition from some of our other girl ladies.

Faithful Hyde and Helen Shaffer of Mr. John E. Fox, Jr.'s office, and Blue Scott, of Mr. Barry's office were guests at a card party and fashion show given by the Book Paper Company for their women employees and their friends.



STANDARD STEELERS are shown being placed against sides of one of the ships on Dry Dock for repairs.

HOLD LEFT NEWS

By Jack McFarland

Stop — look — listen — take heed, January 31 R. Patterson passed around the rigors. He is now the good father of a bouncing baby boy, first of luck to Mom, Pop, and the baby.

February 4 another Leftman, John Martin, became a proud pop of a baby boy. It looks like another coming politician, first of luck to all.

John Cleaver put a brace around his glass. Well, it's good to have something running around the house.

Bill Stockhouse and Dick Helms have certainly rubbed down their Christmas. Will wonders never cease?

Lee Edelman always thought that women were fired out of the worker row. But since he got television and looks at the women wrestlers and how tough and tough they are he says from now on his wife will carry out the work and he will carry out the fun. He says women have killed him long enough — (But he will find out).

John T. of the Back gang, the most hungry man in the Left can take more food than anyone we know. He reminds us of that piece of poetry. What a wonderful bird is the Pelican. His mouth can hold more than his bellows.

He can hold in his back enough food for a week.

I don't see how the bellows.

* * *

Bill Drumheller is still busy on his house and hasn't done much fishing of late. But the last story he told was a pip. He said he was at the lake at Crystal Beach and shot 2 carp about 3 feet long. I told him I was fishing in that lake and caught a hatter on my hook. But the funny part of it was the hatter was still lit. Bill says, "That's a lie. Do you expect me to believe that one?"

"Well," I said, "If you take the fish out of the tree and cut off about 2 feet of its compression and blow out the light."

They took a picture of the Dock gang January 26. I asked the man what he was going to do with it. He said he wanted to use it in a haunted house.

Frank Lee's team in Idaho have gone up 20 percent but Frank took up 100 percent.

A certain fellow in the Left says there is no such thing as bad whiskey. He says some is better than others, but that is the only difference.

Phil Boyle had a trip to Hollywood, Florida, last week. He didn't look much different when he came back. Only his hair was much more red. It was unburned.



THOMAS PAUL, of the almost metal ship, died Dec. 1933, but the steel lines and played him for nearly 40 years. His Paul was born in Wales and had no relation to this country.

**"YOU CAN'T BEAT
MILLARD PAYROLL
SAVINGS."**

**Buy U.S. Savings Bonds
REGULARLY**

Obituary

San Shipbuilding & Dry Dock Co. extends its sympathy to the families of the following employees who died during December, January and February.

Thomas Paul, 10404, 200 Highland St., Chicago, Ill., December 24.

Paul Frank, 16314, 104 Riverside Rd., Clement City, Delaware, January 7.

William C. Gray, 47-204, 105 N. Harrison St., Wilmington, Delaware, January 12.

David B. Green, 75-28, 361 East Center Ave., Homestead, Fla., February 2.

DEPT. 53 — ENGINE DRAWING ROOM

By Anthony Foderaro

Your new reporter will try to do as good a job as your previous one, says, Mrs. Hazel Gayne, in keeping you posted with up to the minute events that occur in our department from month to month. We all miss Bartlett's pleasant personality and sincerely wish her the best of luck.

February was "chick" full of activities. Our regular bowling team plus 5 other bowlers in our department, making a total of ten teams, were the guests of the New York Ship "Keyhole" over in their "home camp" in Camden, N.J. All members of the two squads are in excellent condition and we hope the results will be favorable.

We want to send our wishes for a speedy recovery to Mr. Harry Allen, who has been ill for the past two weeks. We hope that by the time this issue is printed he will be back with us again.

We are very happy to hear that "Phil" Gault's mother is recovering from her recent serious operation.

Congratulations to the newly weds — Mr. and Mrs. John Fenton. Good luck and happiness to you both.

"Johnny" Chris gave the boys a musical treat the other evening in the yard under his with his talented piano playing. He certainly can maneuver those "keys" with professional dignity — keep it up, John.

We would like to take this opportunity to welcome Madeline Bell and Robert Kay to our department.

"Woody" Fenton, a local South-seater who only divides water from a "Dixie Cup" would be happier if his drawing table faced the "Mason-Dixon Line." (Maybe Southern Clay-burn can arrange it for you, Woody.)

The 1939 EUREKA can add one more star to its total row results. It went so smoothly that Phil Gault had no trouble at all keeping his mouth where they belong.

Marie Epstein (born January 3), Richard Bender (born February 7) and Robert Kay (born February 14) celebrated their birthdays. Many happy returns Marie, Rick, and Bob.

Since Robert Richardson has been taking a new brand of vitamin pills, he claims he feels as "strong" as Johnny Fenton with Larry Trabant's stomach in the good moment, would be a chick in a featherall "wondering



HOISTING (LEFT) PART OF STEELWORK OF A SHIP'S HULL, WAS CAPTURED BY OUR PHOTOGRAPHER. "WHAT WOULD HAVE BEEN PUT IN PLACE, IT WOULD SHOWED THEY WERE SET UP TO UNLOAD THE SHIP."

month." (WHEOOOOO! What dynamic!) (

Anne Smalley's and Marie Epstein's, famous saying — "Where, do you have any pencils taken?" — Steve Kramer, that is.

Betty Hunter came in sporting quite an attractive hair-do — and on Valentine's Day too!

Speaking about Mr. Morgan. It seems that his "pet" full head balding not only enjoys showing on a knee — but he also delights in "pawing" on his "man-thought" friends when they are not in use.

Our 34th Annual Banquet of the New York EUREKA Social Club was held February 21, 1940 at the Media Inn. A lot of fun was had by all — and our heartfelt congratulations to the officers — Blanche McLeary, Fenton, Burns, Fenton and Gary for the splendid program they arranged for this occasion.

If anyone would like to get to Media in a great hurry just ask Mr. Bryant to drive you there — and pray that his landing gear is in working condition. Other than flying too low, skimming a low tree tops you should arrive safely — thank goodness.

Did you know that Robert Wright sang in a church choir in his youth, and now a lot of water has passed over the flow there.

Because of a superb effort on the part of "Anchor Man" Lockhart Smith our bowling team was able to make a clean sweep of the games

played with the Electric Truck Division.

The following poem was submitted by Mr. Ralph Erdman:

Some there are who have passed our gate,
And fell in their line of duty;
Let's not forget them, while we wait
To ask for a blessing, for their future state.

That it may be filled with beauty.

2nd SHIFT PAYROLL

By Anne Newman

A "farewell" party on Saturday, February 3 was given in honor of Frankie Cohen, who left us to make her home in California. It was a grand affair and an enjoyable time was had by the following:

Joan Collins, Rose Miller, Kay Goodbody, Jane Brock, Mona Cuthbert, Ruth Vogel, Patsy Grace and Anne Newman. Cric Walker from day shift also attended.

Good luck to Grace Barker who was transferred to day shift.

It looks like Bruce Kretzer will be paying a little more attention to the ship signs in Chester. How about it, Bruce?

A birthday party was held in honor of Jane Brock on Friday, February 13, in Newark. Those attending were: Jane Brock, Rose Miller, Patsy Grace, Mona Cuthbert and Anne Newman.



DAVID F. BISHOP, AGE 3 MONTHS, is the only grandson of Frank Bishop of all Dept.



DAVID F. AND JAMES F. BISHOP are 18 months old today at age, and they are looking like fathers in company uniforms. (Not really.) Well-bred grand.



JEAN AND JEAN HUPKINS, dressed with their mother Miss. Betty Hupkins, are daughters of William Hupkins of all Dept.

Thirty Years at Sun Ship

Here is a "Letter to the Editor" that is out of the ordinary. It comes from Harry F. Bishop of 68 Dept., a 50-year man, who tells of his duties in the shipyard. He relates his experience in simple, direct fashion and sums up his efforts of more than a quarter of a century with a tribute to the men working by his side and also to the Company.

Mr. Bishop has a daughter, Mrs. James F. Bishop employed in the Order Department. His letter follows:

Editor, Our Yard
Sun Shipbuilding & Dry Dock Co.
Chesler, Pennsylvania
Dear Sir:

It is with great pleasure that I celebrate my 50-year service pin on July 22, but—30 thirty years in the day after my starting to work at the Sun Shipyard.

The first job I worked on was the large air compressors in the Power House. They had to be rolled off the railroad cars into the Power House as the cranes were too light to unload them. I also helped the Belmont Iron Company put up some of the shipways and the cranes. We then put up cranes in the Blacksmith Shop, the Boiler Shop, and the Gantry crane on No. 2 Pier.

I worked in the Rigging gang and

was an extra crane operator for 68 Department when they had No. 4 crane, the horizontal crane, and the Gantry crane on No. 2 Pier. I ran the crane when they put the large Scotch boilers in the GULFSTREAM prior to her launching on December 6, 1919, when she went overboard with steam on her own boilers.

In the late 1920's, I ran the steam crane used in building the wings of No. 1 Dry Dock. Late in 1933, I started work in the Dry Dock gang and was promoted to leader in 1935, where I worked steadily until 1938 and was promoted to assistant foreman. When the war broke out, I was sent to the North Yard to look after the launching gear. I was on every ship that was launched from Hall 265 and the last Hall 333 with some fine men to do this kind of work.

After the North Yard closed, I continued doing similar work in the South Yard and, when that yard closed, I was sent back to my old job on the Dry Dock, where I have put in more than twenty years of work.

During these thirty years that I have worked with the Sun Shipbuilding & Dry Dock Company, I have made many friends. I have had some very fine men working with me, and my policy has always been the Golden Rule, "Do unto others as you would like them to do unto you"; these men will always respect you and meet you half way.

At this time, I want to thank Mr. Pew, Capt. Campbell, Old Martin, and others that I have worked under and hope we will have many more pleasant years together. I have never worked in any place in my life where the company treats their men as good as Sun Ship.

Respectfully,

HARRY F. BISHOP, 68.7

OUR MARCH COVER

We present a striking picture of the huge 300 pound pressure machine in the Forge shop turning out massive steel rollers.

The photograph, made by El Kevet, illustrates just one phase of the interesting heavy operations at Sun Ship.

Sometimes women have to carry the banners

PERHAPS you'll see the story of Joan of Arc, as portrayed on the screen by Miss Ingrid Bergman.

It's a thrilling episode in the world's history, proving that sometimes a woman must take the lead in the fight she believes in.

Modern women, too, must often pick up the banners... in their struggle for the security and well-being of their family.

Though earning the necessities of life is primarily a man's job, sometimes it takes a woman to insure her family's future by seeing them on the only sure road to security... through adequate, regular savings.

For the modern woman, there is one foolproof method of winning her fight for savings. It's United States Savings Bonds—an investment with the soundest backing in the world... an investment that pays back four dollars for every dollar.

And there is a foolproof savings plan, too. It is the Payroll Savings Plan, for those on a company payroll.

If your home is your career, sign your husband, and all other working members of your family, to start now—today—on the Payroll Savings Plan.

If you are working, sign up yourself at your firm, and influence the other working members of your family to do the same.

Soon the bonds will start piling up.

Soon you'll know that confidence in the future which only comes through saving.

It's a wonderful feeling for anyone. And for a woman—how doubly wonderful!

**Automatic Saving
Is Sure Saving
U.S. Savings Bonds**

**SUN SHIPBUILDING
AND DRY DOCK CO.**



YOU TOO CAN HELP through RED CROSS



The Chester branch, including the river front communities in Delaware County, will be asked to give only \$53,000 this year. *Give generously*

SUN SHIPBUILDING & DRY DOCK CO.