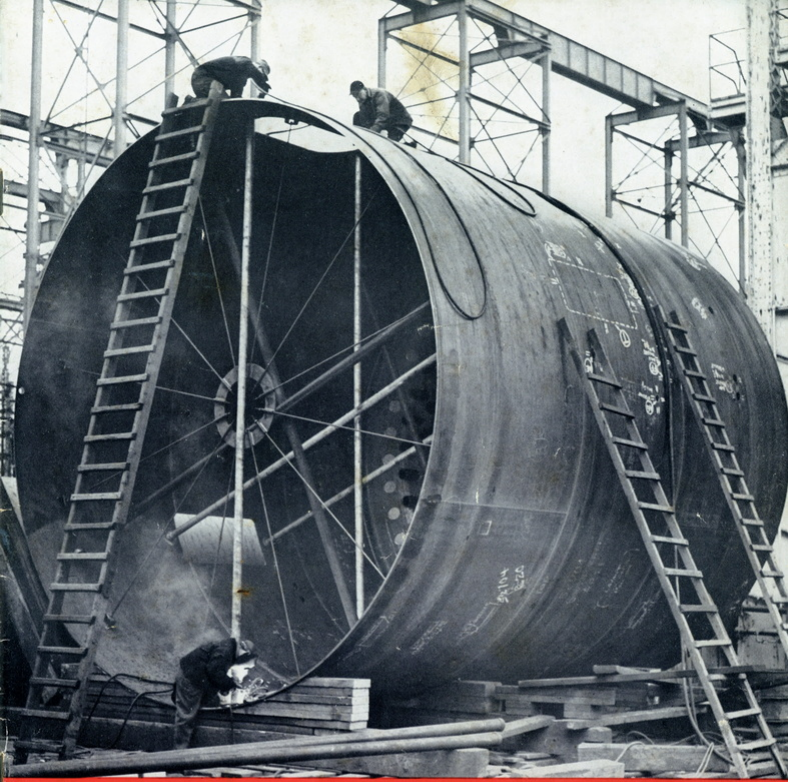
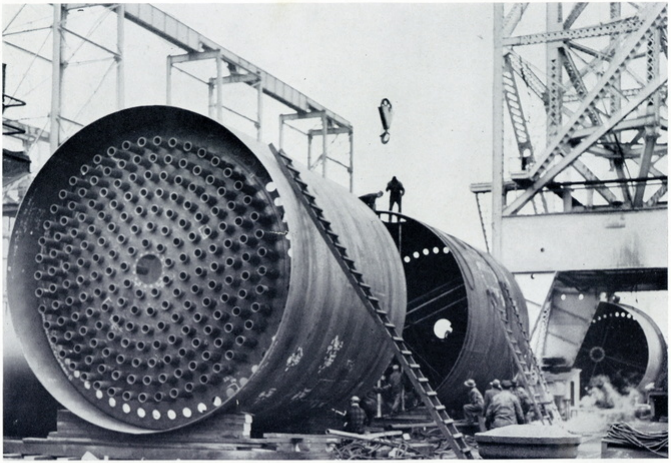


Our Yard

SUN SHIPBUILDING AND DRY DOCK COMPANY

MAY 1950

Sun Ship Makes Heavy Special Equipment



SECTIONS OF OIL REFINERY UNITS being prepared for joining together to make two Reactor-Kilns 20' 6" dia. x 133 ft. high. These sections were fabricated in the Boiler shop and have been moved to the hammer-head crane for assembly and then for loading on barges for shipment to a distant oil refinery where they will be erected. The shipyard has contracts for building other large vessels and a group of small vessels for this same refinery. Other pictures will be shown later as these units are completed. All will be shipped by water.

How Are We Doin'?

Maybe every American isn't a millionaire, as Europeans seem to think, but as a people we're pretty well off at that. Just consider these facts about U.S. families which the Federal Reserve Board reported recently:

More than half, (51%), of the 50,400,000 families own one or more automobiles.

Nearly half, (45%), own their own homes or farms. And nearly one in six, (16%), owns other real estate.

Moreover, in other forms of savings, the picture is even brighter. For instance, the Federal Reserve Board found that:

Three out of four families, (77%), hold life insurance policies.

Seven out of ten, (71%), have bank accounts or Government Savings Bonds.

One in 11, (9%), owns a business or has an interest in one, not counting those who own stock in corporations. The Federal Reserve Board found that 4,000,000 families (more than one in 13) owned stock.

This isn't a perfect picture, but it shows we are making good progress. It looks even more encouraging when we remember that only a few generations back only the wealthy owned homes — and no one had an automobile or an insurance policy.

"If a fellow has an empty stomach, it won't give him any peace 'til he fills it. Pity that an empty head doesn't do the same!"

Five Generations In This Family

FIVE GENERATIONS of the Wherry family. Mrs. Annie C. Wherry, 79, seated on the left holding her great-great-grandson, George Willis Pow, 4 months old. Next to Mrs. Wherry is her daughter Mrs. Eva Stenson, whose husband, Charles Stinson, is employed as a pattern maker. Next, Mrs. Francis Willis, granddaughter, and next, is Mrs. Vivian Pow, great-granddaughter and mother of baby George W. Pow. All of which makes one George Stinson of the Wetherill plant a great-grandfather.

SUN SHIP'S CROW HUNTERS

By Bob

Crows are pests. They destroy an immense number of song and game birds by stealing the eggs and killing the fledglings. They even raid the nests of wild ducks. Every Sun Ship outdoor man has, in the springtime, seen a crow in flight with the egg of a robin in its bill, pursued by parent birds whose nest has been raided.

At this time of the year if you locate the nest of a crow, (a mass of rough twigs near the top of an oak or other high tree) you will find many egg shells of other birds at the base of the tree.

The crow population has been kept down in recent years by conservationists. Here at Sun Ship were too outstanding crow slayers; George Brownhill of 59 department and Otis J. Brown of Hopeman Bros.

"However I don't think the kill is as large today," said George Brownhill. "Formerly we used decoys and shotguns. We would call the crows in and blast them. It was nothing unusual to get 50 or more in a day and once I shot 47 before noon. Now the hunters like to use 22 calibre rifles at long range and they are satisfied to get 8 or 10 a day."

In decoying crows a live or stuffed owl is big medicine. Crows hate owls and will attack them fiercely, calling in other crows to join the fight. This makes the crows easy marks for gunners.

* * *

Some 150 years ago, George Washington's physicians warned him that if stage-coaches stepped up their speed to 15 miles an hour, "blood would rush to the passengers' heads and they would die." . . . The Father of His Country didn't believe it, and neither did his sons and daughters, who've been speeding up things for American progress ever since.

OUR YARD — Family Magazine— Sun Shipbuilding & Dry Dock Co. — Vol. IX, No. 9
MAY, 1950. Office — Maritime Bldg. — Phone 506
Printed in U.S.A.

S. S. "SOVAC RADIANT", 11TH SUPER TANKER

WITH the launching of the S. S. "SOVAC RADIANT" on March 8, the eight ways in Central yard were bare of any ship construction.

This fact was commented on by Vice President Richard L. Burke who presided at the dinner following the launching and also was referred to by other speakers.

The "SOVAC RADIANT" was the last of eleven super-tankers which had kept Sun Ship employees busy during recent years of the post-war period.

Several hundred out-of-town guests witnessed the launching of the huge tanker late in the afternoon of Wednesday March 8. Sponsor was Mrs. Albert L. Nickerson, wife of one of the directors of Socony Vacuum Oil Company. Under the direction of Vice President John G. Pew Jr. she broke the champagne bottle on the bow of the ship in a skillful manner and there were cheers as the craft glided down the shipway.

Perfect weather marked the launching but soon after the guests assembled for the events in the main dining room a heavy thunder storm broke.

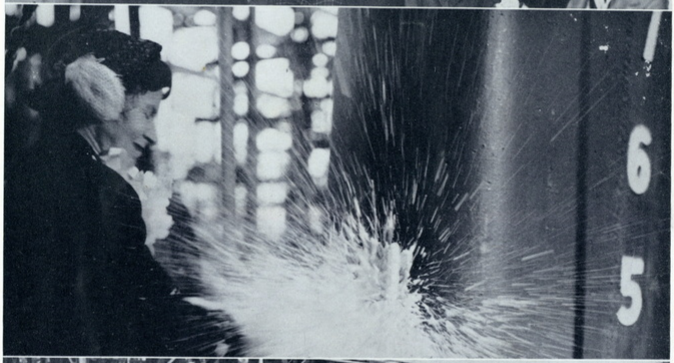
Vice President Burke expressed regret that President John G. Pew could not be present. He congratulated Mrs. Nickerson on her part in christening the ship and presented her with a jewelled emblem. Mrs. Nickerson also was given a wrist watch by F. R. Pratt, Marine manager of Socony Vacuum. Sponsors of ships launched previously for Tankers Navigation Inc. were given orchids by Mr. Burke.

Guest at the launching included: Mr. and Mrs. Roy W. Chamberlain, President Tankers Co.; Mr. and Mrs. Roy E. Anderson, Vice President Tankers Co.; Mr. and Mrs. M. H. Van Bergh, Treas. Tankers Co.; Mr. and Mrs. Franklin Field, Tankers Nav. Co.; Mr. and Mrs. Walter L. Faust, Vice President and Director, Socony; Mr.

(*Continued on Page 24*)

UPPER LEFT — Vice President R. L. Burke presents Mr. Albert L. Nickerson, sponsor, with a jewel token. **LOWER LEFT** — S.S. "SOVAC RADIANT" gliding down shipway.

IS LAUNCHED BY SUN SHIP, WED., MARCH 8



Views of guests at launching, sponsor breaking bottle of wine on bow and some of the spectators.

SUN SHIP HONORED FOR FINE SAFETY RECORD

TOP — VICE PRESIDENT R. L. BURKE receives Sun Ship Safety certificate from Director Harold Gansel of the Pennsylvania Factory Inspection Bureau. Others in group are S. Cochran, Supt. Wm. Smith, Supt. Wm. Beatty, Treasurer Wm. Craemer, A. B. Cressy, J. H. Moloney, Don Sidle, Wm. Quinn, Wm. Goodman, C. Hoverton and Safety Engineer E. E. White.

MIDDLE AND LOWER: guests at dinner.

FIVE representatives of the Pennsylvania Bureau of Factory Inspections, headed by Director Harold Gansel, came to the shipyard recently and took part in the presentation of honor certificates and certificates of merit to Sun Shipyard and 19 departments.

Sun Ship was honored because of the fine safety record made by the employees during 1949. The event was staged in the main dining room and was presided over by Vice President Richard L. Burke. With him were Treasurer, Wm. Craemer, Supts. A. A. Norton, Wm. B. Beatty, Wm. Smith, foremen of the departments and the state officials. The Safety Department was represented by Safety Engineer E. E. White and Safety Representatives A. B. Cressy, S. D. Cochran and D. R. Sidle.

STATE OFFICIALS GIVE AWARDS TO FOREMEN

Mr. White, after explaining how the certificates were awarded, introduced Vice-President R. L. Burke, who said the shipyard was honored by the presence of the state officials and added:

"We are proud of the safety record which was achieved by Sun Ship in 1949. We are also proud that this record in which five departments did not have any lost time accidents and all of the departments maintained a safety average that was better than the Pennsylvania state average is entirely due to the fine work of the superintendents, foremen, the leaders and the men themselves."

Vice-President Burke read the list of the departments to whom awards were made. It follows. (See next page).

DIRECTOR GANSEL of Factory Inspection presents certificates to:

4 — J. W. Glossup.

5 — James McCann.

6 — H. Childs.

7 — Dave Moorehead, Harry McCoy, Carl Boettger, James Knox.

8 — Jack Seamen.

9 — Robert Mitchell.

10 — A. Holzbaur.

HELPED TO HOLD DOWN ACCIDENTS IN YARD

Winners of HONOR CERTIFICATES (No lost time accidents) in 1949.

No. 1 dept. — J. W. Glossup, foreman. No. 65 dept — J. McCann, foreman. No. 69 dept. — H. Childs, foreman. No. 75 dept. — J. Seaman, foreman. No. 81 dept. — R. Mitchell, foreman.

Winners of CERTIFICATES OF MERIT (Accident rates better than average for Pennsylvania).

No. 8 dept. — W. Gilmour, foreman. No. 33 dept. — O. Holt, foreman. No. 36 dept. — C. Boettger, foreman. No. 36 dept. — J. Knox, foreman. No. 36 dept. —

(*Continued on page* 16)

RECEIVING CERTIFICATES ARE:

11 — Fred Sayres.
12 — C. Lohrke.
13 — James Brown.
14 — Oscar Holt.
15 — W. Gilmour.
16 — Howard Burke.
17 — E. Gatchell.
18 — Jimmy Neary.
19 — Dave Van Horn.

JOSEPH I. DORAN, 91 Timekeeper, Wetherill plant, is the proud father of the children pictured here. Reading l. to r., back row, they are: **JOHN, ARLENE,** and **JOSEPH.** Front, sitting: **MARY.**

LITTLE BILLY FLAMMER, 22 months of age, is the son of Carl Flammer of 91 Dept. Tabulation.

ROBERTA, AGE 9, AND DOLORES, 13, are the daughters of Mr. and Mrs. John Majewski, of 2319 West 4th St., Chester, Pa. Mr. Majewski is in 34 dept.

Little **SUSAN LANGTON** is the daughter of Daniel Langton, 34-273.

Junior Members of the Sun Ship Family

DAVID CASTAGNA is the 1-year-old son of Joseph Castagna of 34 Dept.

MARCIA, 11, AND CYLDE, 9 YRS. OF AGE are the children of Mr. and Mrs. Fred Warden. Fred is employed in 75 department.

SERVICE PINS AWARDED FOR MARCH

(1) — **JOHN B. STEVENSON 78-13,** receives his 30 yr. Service Pin from Chief Naval Architect John F. Roeske.

(2) — **SUPT. WM. SMITH 19-1,** receives a 30 yr. Service Pin and is congratulated by Vice-president Richard L. Burke.

(3) — **NACE JAMERSON 67-206,** is congratulated by Supt. A. A. Norton after receiving his 30 yr. Service Pin.

(4) — Supt. A. A. Norton congratulates **DAVID D. BROOKS 67-386,** upon his receipt of 25 yr. Service Pin.

(5) — Supt. Ray Flanigan hands **W. WALLACE 36-909,** a 25 yr. Service Pin.

(6) — Mr. Lew Hazlett, of mailing and reception rooms, hands **J. RICO 93-56,** a 25 yr. Service Pin.

(7) — **C. NEIFERT 47-159,** receives a 25 yr. Service Pin from Supt. Wm. Beatty.

30 Years

47-6 ..... A. Yeager
67-206 ..... N. Jamerson

25 Years

75-10 ..... G. Coursey
59-28 ..... H. Lee
93-56 ..... J. Rico
69-8 ..... P. Jorgensen
84-18 ..... H. Hanson
19-1 ..... W. Smith
42-34 ..... J. Cairo
67-386 ..... D. Brooks
95-21 ..... J. Miller
1-62 ..... W. Bunce
36-909 ..... W. Wallace
47-159 ..... C. Neifert

SALARY ROLL

10 Years

91-469 ..... Sara Connolly

HOURLY ROLL

20 Years

4-68 ..... W. Smith
36-75 ..... D. Esrey

(8) — G. COURSEY 75-10, is handed his 25 yr. Service Pin by Supt. Wm. Beatty.

(9) — A. YEAGER 47-6, is congratulated as he receives his 30 yr. Service Pin from Supt. Wm. Beatty.

(10) — Supt. Wm. Beatty congratulates **J. CAIRO 42-34,** as he hands him a 25 yr. Service Pin.

(11) — H. HANSON 84-18, receives a 25 yr. Service Pin from Supt. Wm. Beatty.

36-106	R. Lamont
42-44	C. Worrell
55-402	H. Siemek

15 Years

8-113	C. Blake
33-224	M. Taylor
47-195	W. Wheeler
47-1042	F. Crissucci
47-2815	A. Spath
69-55	S. Savini

10 Years

8-93	F. Zimmerman
8-133	W. Ford
30-304	W. Cottman
30-322	T. Parent
30-2531	J. Richmond
47-456	E. Bedsole
59-833	W. Graham
84-57	L. Haskell

(12) — H. LEE 59-28, is congratulated by Thomas M. Jackson, chief electrical engineer, as he receives his 25 yr. Service Pin.

(13) — W. BUNCE 1-62, is handed his 25 yr. Service Pin by Supt. Wm. Smith.

(14) — P. JORGENSEN 69-8 is congratulated by Supt. A. A. Norton after receiving his 25 yr. Service Pin.

Rod and Gun News

By Mike Znachko

Due to the cut-backs in Shipyard employment, I find it difficult to report sporting news fully. However, we will endeavor to keep the sports column entertaining and will call the shots as we see them.

We regret the loss of our reporter, Howard "Fifty" Fithian, and all we say in comment is "Well done Fellow."

With the fishing season getting underway, we wish to remind our anglers to begin looking over their equipment.

Dig out the forgotten creel and give your basket a deserving beauty treatment. We offer these suggestions:

(1) *Rinse thoroughly and hang to dry for a day or two.*

(2) *Lace copper wire thru lid and back for hinges.*

(3) *A coat of varnish or shellac will protect the fibres.*

We wish to inform our fishermen that this column will not be held responsible for any suggestions or "acts of appropriation" of the wife's jewelry for the purpose of making lures.

Good fishing is our priceless heritage. The Prophets of early times considered it so, as noted by this quotation:

"Allah does not deduct
From the alloted time of man
Those hours spent in fishing."

Let us join together to do these things to improve it:

Give game fish a sporting chance by using light tackle.

Carefully release all small fish, especially those undersize.

Kill large fish only, keeping no more than for your own needs.

Do not give fish away, they are very seldom appreciated, so let others catch their own.

Treat fish hogs and law violators ruthlessly, since they are the enemies of all sportsmen.

For every day of fishing, invest a half day in conservation and stream improvement.

Influence the appointment of authorities who will support fish and game laws without fear or favor, and who will use revenues from fishing solely for its development.

Join a sportsman's organization and work on its conservation program.

Teach at least one boy or girl the joy of angling, and the principles of good sportsmanship.

This column invites all good sportsmen to submit news items and photographs for our magazine.

You may submit same to "Mike" or "Skinhead" (as he is known by the more endearing name to his fellow employees) the congenial Tool Room clerk located in the Main Tool Room.

We thank you in advance for any news items contributed to this column.

Sun Ship trout anglers were along the streams early on April 15 with none of the boys getting their limit on the opening day. With the start of the season coming on Saturday and with fishing permitted on Sunday there were really two days of sport but the water was too cold.

"Fifty" Fithian caught seven trout on the first day.

William Elliott, of Sales Department, had usual run of good luck after the weather grew warm.

Frank Hoot, of 79 Department, plans a trip to Lycoming and Sullivan counties during the early part of the fishing season.

George Milne, of Electrical, had been looking forward to several days of trout fishing and finally decided on Delaware county streams.

Emil Roenne also made several poor catches during the early part of the season. However, he does his best fishing in the Poconos late in May.

Bob Vale, Director of Public Relations, went to Cumberland County for the opening day and had no luck.

Pierson Embree, of the Carpenter Shop, who is both a fresh and salt water angler, planned to try the Chester county trout streams.

Al Fisler, of Hull Drawing Room, fished in New Jersey, the trout season there opening on the same day as Pennsylvania. He says the streams were well stocked and fair catches were made.

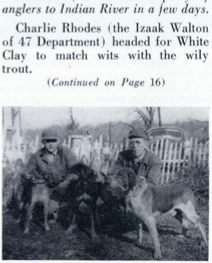
Gavin Rennie, of the Machine shop, figured that the streams in Franklin County would be warmer and made his catches in the Conococheaque.

Carl Finks, 47 Department, Assistant Foreman, ushered in the trout season at Glen Mills.

Walter Cooke, veteran 47 Department burner, will head his party of anglers to Indian River in a few days.

Charlie Rhodes (the Izaak Walton of 47 Department) headed for White Clay to match wits with the wily trout.

(*Continued on Page 16*)



NOTABLE COON HUNTERS shown here are "Whitey" Haldeman and Erby Topon of 47 Department. They got 35 raccoons during season.

His Hobby Is Soaring in Glider

SOARING in a glider is the hobby of Arthur Millay, of shipfitting, and it also is attracting the attention of other Sun Ship's air-minded employees. Art is the owner of a two-passenger glider. He is a member of the Philadelphia Glider Council which controls a gliderport near Chalfont.

Edward Zajac, recently of 34 dept., also is a member of the Glider Council. Previous to World War II he was a glider pilot instructor in Poland.

Soaring is the art of piloting a glider so as to utilize the energy of air currents to maintain flight. Flights of great height, long distance, and all but unbelievable duration have been made by this means, and it is clearly evident that knowledge yet to be gained will lead to soaring accomplishments which will far exceed the records of today. The challenge to a soaring pilot's skill, love of adventure, and scientific knowledge combine to make soaring one of the most satisfying of sports.

The soaring glider is maintained in flight by gliding down through a rising air stream that is rising at least as fast as the glider is descending. If the pilot can find and stay in a current that is rising faster than the minimum sinking speed of his ship he will be able to gain altitude. The first soaring flights were made on the windward side of a ridge, where the wind, being deflected by the rise of ground caused the necessary rising air current.

For years soaring was confined to the hilly country where good soaring ridges exist, and the extent of the flights was limited to the immediate vicinity of the ridge. Convection currents, called thermals, are now most widely used. Their discovery has freed the glider from the ridge and allows attainment of high altitudes and extension of flight in any direction over any type of terrain. The exact nature of the various types of thermals is not yet known but it is known that their energy is derived from the uneven heating of the ground on a sunny day.

Thermal types vary from isolated columns of rising air to broad storm fronts. Additional forms of soaring currents are known to exist but further exploration of them remains to be done to determine the extent to which they can be used by glider pilots. Chief among these is the standing wave phenomenon recently used by John Robinson in establishing the new international record for altitude of 33,500 feet.

One of the most challenging aspects of soaring is that an individual must use his own ingenuity in looking for his source of power, or lift as it is called. To find oneself constantly descending to what appears to be an inevitable landing in some farm pasture and then by directing the flight over a certain ridge or plowed field, to be carried up, and to match wits with the elements to make the most of the opportunity is indeed a gratifying experience.

The Philadelphia Glider Council has been organized to provide glider flying facilities for its members and in general to promote the sport of soaring in this area. It is a non-profit corporation whose members share in the ownership of the only gliderport in Pennsylvania, the Philadelphia Gliderport.

In addition to the field the council owns flight equipment consisting of a Stearman tow-plane, a two place training glider, and a two place sailplane. Activities consist of training, record attempts, tries for FAI international soaring awards and CAA licenses, and preparation by teams and individuals for competition in soaring contests.

TOP — ART MILLAY'S L-K is a two-place sailplane which he uses in soaring.
LOWER — GLIDER PILOTS are seen assembling a training type glider at the Philadelphia gliderport.

Ships Here for Repairs

1. SS "AMERICAN EAGLE"—American Flag vessel operated by American Foreign S.S. Co., Annual drydocking, cleaning, painting, etc.

2. SS "DORNOCH"—British flag vessel. Heavy weather and grounding damage repairs, extensive repairs to rudder and renewal of shell and deck plates.

3. SS "FLAGSHIP SINCO"—Drydocking and repairs to main turbine gears.

4. MS "ROWTILL"—Regular drydocking and general repairs.

5. "CINCINNATI"—Drydocking to change damaged propeller.

6. "SENECA SUN"—Regular drydocking, cleaning, painting and miscellaneous repairs.

7. MS "PENNA. SUN"—Drydocking, rudder repairs, cleaning, painting and other general work.

8. SS "TEXAS"—One of the new Texas Company Supertankers. Repairs to damaged anchor windlass offset.

9. MS "EMMA BAKKE"—Norwegian flag vessel. Drydocking for damage repairs. Renewal of shell rivets. Rudder renewal sahore and rebuilt. Other miscellaneous repairs.

10. SS "WOLVERINE STATE"—American flag vessel operated by States Marine Corp. Regular annual drydocking, cleaning and painting.

11. MS "GULMAWN"—In yard for drydocking and bottom repairs, tank testing and repairs. Repairs to machinery and boilers.

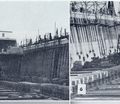
12. SS "PETON"—Greek flag Liberty vessel. Drydocking and miscellaneous repairs.

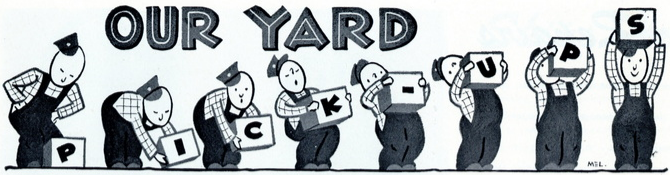
13. SS "PIONEER COVE"—One of the vessels owned by U. S. Lines. Drydocking, cleaning and painting.

14. SS "ATLANTIC EXPORTER"—On drydock for survey of bottom damage.

15. SS "PERIOS"—Greek Flag Vessel—operated by Orion Shipping Co. In yard for annual inspection and repairs offset. Extensive repairs to main boilers.

16. SS "PAN NEW YORK"—American flag vessel owned by American Oil Co. Main generator repairs offset.





INK SPOTS FROM THE HULL DRAWING ROOM

By C. J. Grauel

Congratulations to Mr. and Mrs. John Filliben, on the birth of a baby girl. Mary Ann arrived at the Fitzgerald Mercy Hospital March 25, 1950, weighing 6 lbs. and 13 ounces.

Our sincere condolences to Frank X. Surma of the Hull Ventilation department whose wife was hit by an automobile March 20, 1950, while crossing the street. After being admitted to the Grandview Hospital, Sellersville, Pa., her injuries proved fatal.

Hull Drawing "A" of the "A" Bowling League is now in first place by three games as of this writing. Hull Drawing "B" is in next to last place.

Bill Deck, not to have his English Austin, better known as the "Green Hornet" out of style, has now installed a television antenna.

Elmer Fisher is not alone in leaving his motor running in the parking lot, as Gastone Vettor got a call the other morning about his.

Johnny Borsello, a member of the U.S.N.R., leaves April 23, for a two week training cruise on the U.S.S. Missouri. I hope he can read "no parking" signs after he gets back.

Bill Wallace formerly of the Hull Ventilation Squad, but now at Sinclair, is a proud father of a baby boy, born January 30, 1950. As president of the E.T.T.G. Department of which Bill is secretary and treasurer, it makes me hang my head in shame in just getting around to reporting same.

Al Williams was in the other day and seems to be well on the mend.

We extend our sympathy to the wife of Elmer Fisher, whose mother recently passed away.

47 FABRICATING SHOP

By William Cooper

Foster came in after being out sick with a bad cold and lumbago. Bullock and I can't cure the cold but we sure can fix up his back with the cold press. Remember, Bill, just one more river to cross and we can help you across.

Stanley Hockman was giving a few of the boys some oral lessons on the virtues of the Bendix washing machines and how to save on soap and water.

I have been informed that I misquoted "Noah." He doesn't even own seven sets of woolies. By official count it was four sets.

Some of the boys are going to request hip boots whenever Bob and Brutus go into their yarns; boy, they can really spin them.

Cookie had quite a time fishing with a chalk line in Ridley Creek. His prize catch consisted of two cat-fish. What a feast he had.

SOME NEW REPORTERS

OUR YARD lost some of its departmental reporters in the recent reduction of employees but in a short time we hope to find substitutes so that every line of activity in the plant will be represented.

We welcome, at this time, the following new reporters:

Rod and Gun — Mike Znachko

33 Electrical — Andy Rankin

34 Pipe Shop — Jerry Scalam

59 Dept. — Arthur O'Neil

75 Plate yard—Joseph McBride

59 DEPT. — WELDING

By Arthur O'Neil

Congratulations are in order to E. Smith (947), who just received his 20 year pin and to A. Kondik (111), for his 15 year pin.

Glad to see Willie Hamilton back in the leather again after his long illness. Willie's taking care of the Tube mill along with those other old timers.

Bill Niehans and Joe Fleming purchased T.V. sets recently and just when they acquired the "Frontier Playhouse" habit, they were transferred to the 2nd shift.

The Darby movies lost a good customer when Ernie Ericcson went on the 2nd shift. He is getting fat too, did you notice?

A rarity — Limey George carrying 50 lbs. of wire up to the wind tunnel. It must be for the other welders.

Tony DeFaloo and Al Giampietro just can't wait till Speck Goudy and Oscar Dent get their boat overboard so they can go fishing down the bay again. Tony says this time he is going to get his line wet.

Best of luck to "Buss" Welsh and Frank Owens who purchased new homes recently. When is the house warming?

Sherman Graybeal, "Easy Money" Brunner and "Flash" Okonski have recently returned from visits to Florida. Lucky guys. Thanks again for the cards, etc.

If any of the fellows have any items of interest they would like to have in the column pass them along to your (new) reporter or leave them in the office with our very genial clerk, Charlie.

To all of you fine burners and welders who have left service, we would like to wish you the best of luck in your venture for a new job.

36 MACHINE SHOP

By Dick Clendening

Our deepest sympathy goes out to the following: Jimmie Conwell, who recently lost his father — 45 department's Edwin L. Jones who buried his mother since our last issue and to the family of Fielding L. Willcox who recently passed on.

The writer had been on friendly terms with Mr. Willcox for some 35 years and always found him to be one of the best. In his duties at Sun Ship as go-between for the insurance company management and employees found him ever mindful of the best interests of all — winning him the reputation of a real square shooter. He will be greatly missed by many.

We are pleased to report that our shopmate Clarence Ross, who has been sick for quite some time now is feeling much better and is looking forward to returning to work. We all hope that it won't be much longer.

Frank Wood of the third shift suffered an unfortunate incident recently when the kitchen of his home was partially destroyed by fire. Very fortunately the children were quietly led to safety and none were injured, a fact which left "Woody" very grateful.

We were all grieved to learn of the serious illness of our ex-supt., Mr. George Carney and hope that he may be blessed with a complete recovery.

Also deeply concerned over the condition of our friend from Timekeepers, "Det" Clayton. He has been a familiar figure around the yard for many years and by his quite friendly demeanor made countless friends, all of whom send him their very best wishes for a speedy and complete recovery.

We have been told that the "Farmer" really went overboard out there with his Easter tulips, having had plenty of assistance from the Mrs. Incidentally, the recent rains were responsible for the golden slipper which the farmer has been sporting lately.

Those tales told by Les Jillson about the fine results obtained by taking his wife to dinner at Kennett Square should result in a land office business for the proprietors.

Hilbert Grills is making a real manly effort at smoking his pipe; many of the boys gave him one. It seems there was a miscalculation. Stick to it Hilbert, you'll fool 'em yet.

Many of the men in the yard are promising the trout a hard time this year. Gavin Rennie and Earl Flack of the shop planned a trip to Chambersburg and many others are heading in all directions. Anyhow, by the time we go to press we will have all the facts and (we hope)some pictures to present for your next month's reading.

All our best wishes to our many friends who have been laid off. Here's hoping all of you find green pastures until such time as we may again be all together.

Just the same as the last several years we found Dave Harris mothering bouquets of daffodils long before we saw any elsewhere. And as before, they were presented to him by Gavin Rennie, who is very enthusiastic about flower growing and spends much time and considerable money on them. The unfeigned pleasure he derives from them leaves him well repaid.

* * *

33 ELECTRICAL DEPT.

By C. Rankin

George Milne, of the crane gang, is anxiously awaiting the opening of the trout season, and I know by the time this goes to press George will have caught most of the big ones.

Speaking of fishing, Oscar Holt and the boys will soon be heading for the open sea where they will be pulling in croakers two at a time. Good luck boys on your first trip of the season.

Frank Buffington who usually whistles while he works, says that flying saucers are a possibility; especially when a husband upsets five pounds of sugar on the kitchen floor. Well, Buff ought to know.

Anyone who can afford to buy a new Packard should be careful from whom he borrows cigarettes. Carl "Duckly" Blair says he doesn't even get a ride for his cigarettes.

HEAVY LINE used in bringing ships into dry dock is being stowed by this group of riggers. The winch actually does the pulling but the thick, wet line is so heavy that it calls for husky chops to bring it in and coil it.

Rod and Gun

(Continued from Page 10)

Big Bill Burroughs, of 47 Department, is joining a party of friends to go to Wildwood, N. J. for some deep sea angling.

Robert Lee, official prognosticator of 74 Department welcomed the fishing season at Chester Hospital. The boys have presented him with a bowl of goldfish and some fishing tackle. We wish him a speedy recovery.

"Capt." Chester Goudy will sail the good ship "Pocahontas" to Mispillion Light, where he and a party of friends intend to replenish the fish supply of Delaware County.

Bill DeLoaf, of 59 Department, reports a nice catch of suckers at Glen Mills.

Charlie Lukens, the Winchell of 74 Department, took a party of friends to Fawn River in the Poconos. He says he has had his eye on some beauties which he spotted while gunning for deer in this region.

"Barnacle" Leon Koenig has been fishing the past few weeks at Barnagat Bay and Long Island Beach for stripped bass. He reports very poor results to date.

Abe Adelman, of 74 Department, in company with his wife, spent the weekend fishing in the A. & P. Markets. Abe reports his catch (sardines packed in oil) fairly good.

* * *

Safety Awards

(Continued from Page 6)

H. McCoy, foreman. No. 36 dept. — D. Moorehead, foreman. No. 46 dept. — J. Neary, foreman. No. 55 dept. — C. Lohrke, foreman. No. 59 dept. — A. Holzbaur, foreman. No. 67 dept. — E. Gatchell, foreman. No. 74 dept. — F. Sayres, foreman. No. 80 dept. — J. H. Brown, foreman. No. 34P dept. — D. Van Horn, foreman. No. 34M dept. — H. Burke, foreman.

Harold Gansel, Director of Factory Inspections, praised Sun Ship management for the high standing of the shipyard and added: "Safety is far more than an economic factor in industry. Safety is a humanitarian job."

H. J. Moloney, Chief Inspector of the Bureau of Factory Inspections, with headquarters in Philadelphia, also spoke and introduced state inspectors William Goodman, George Hoverton and William Quinn.

Bowling Banquet On May 18

THREE BOWLING TEAMS whose pictures never appeared in the magazine are presented in this issue. They are: TOP — Electric Truck A League: C. Harmer, M. Moody, C. Walling, W. Regetto, W. Emsley. MIDDLE — Boiler Shop B League: J. Sullivan, D. D'Ignazio, F. Anderson, G. Fitzsimmons. LOWER — Timekeepers B League: B. Jackson, W. Bullock, T. Dougherty, F. Griffith, E. Touring.

While the B league folded and passed out of existence early in April the bowling season will carry through until the official closing on May 5. The A League has been crippled by plant layoffs but there have been substitutions and the A League players are confident of rounding out the season.

The Bowling Banquet will be held on Thursday, May 18, at Columbus Center. The wind-up has been scheduled for May 5 and the championship rolloffs were tentatively set for May 6.

On April 7 the Hull drawing team was leading A League with 22 games won and 6 lost.

In recent days the bowling contests have been thinning out and it became necessary to suspend the rule allowing only one substitution to a team. There have been times when two substitutes were accepted, some of them coming from rival teams.

The second shift league has been knocked out. The Women's League has been going along strong and will finish with all teams active.

A people bent on soft security . . . voting themselves into an Eden . . . and forgetting the rugged virtues of the pioneer, will not measure up to competition with a tough dictatorship. — *Dr. Vannevar Bush, atomic scientist.*

The average factory employee is earning more than twice as much as he did only ten years ago. In 1939 he earned 63 cents an hour and $23.86 a week. Last year he got $1.40 an hour and $54.78 a week.

CARPENTER SHOP

By C. Embree

This month we have made a study of genealogy. Into the members of the department we have done considerable research and find that some stories are correct while others have been handed down from generation to generation but do not have positive proof. First we will start with:

Alexander Roux — better known as "Roberts" of the filing room. Alex's father was a French engineer who worked on the Panama Canal when the French government was constructing the canal. Also his famous uncle Pierre Emile Roux, a French doctor and student of bacteriology, who studied under Pasteur and in 1904 was head of the Pasteur Institute. In 1898 he made important experiments concerning pneumonia in cattle. In company with Yersin he showed that toxin is produced from diptheria bacilli. He died in 1933 (Pierre not Roberts).

Ernie Howard — In his family tree you meet the strangest people. He claims he is of royal blood. He says that the notorious Catherine Howard, the 5th wife of Henry VIII, born about 1520, was the daughter of Edmund Howard, 3rd son of the second Duke of Norfolk. She was married in 1540 to the king, but two years afterwards he sent her to the scaffold.

Paul Rounds — This story he says has been passed on from 1642. He claims the name of Rounds is derived from the term used in 1642 by a group that called themselves Roundheads, a term applied by the Cavaliers or adherents of Charles I during the English Civil war of 1642. The Puritans or adherents of the Parlimentary party wore their hair cut short, while the Cavaliers allowed their hair to fall onto their shoulders. Whoa Paul, take it easy.

Norman McGhee — better known as Baldy, settled in Chester the year 1916, coming from Altavista, Va. About all we could get out of the name McGhee was that Baldy says Ghee was the Hindoo name for a kind of butter made from the milk of the buffalo or the cow. The milk is boiled for a hour or so and cooled, after which a little curdled milk is added, and the curdled mass churned to butter. So much for the big Va. butter man who lives in Sun Village.

Fred Smith — Note, he is not a member of 66 department. When he heard I was writing genealogy he wanted the people to know that he does not claim John Smith, the English adventurer and founder of Virginia as one of his ancestors but he does claim that Mrs. Erminie Adelle Smith, an American ethnologist, born in Marcellus, N. Y. in 1836 is on the fourth limb of his tree. When only 16 years old she graduated from Williard's seminary. In 1866 she started in Jersey City, N. J. a class of ladies to study music, literature and the sciences. In 1880 the managers of Smithsonian Institute obtained her services to investigate the history, customs and lore of the Iroquois Indians. Mrs.Smith joined the tribe and received the name of Ka-tel-tee-sta-Keost — the English of which is "Beautiful Flower." She died in Jersey City, N. J. in 1886. Well Fred, that is the most beautiful story ever told.

Next month OUR YARD will contain more articles dealing with the past. Harry Mooney, Jack Spath and Alex Bedwell will present their contributions.

Well folks, I am leaving Sun Ship this week and I want you to know that I have never worked for a finer company where the men from the top to the diver, who slops around in the mud, all work together.

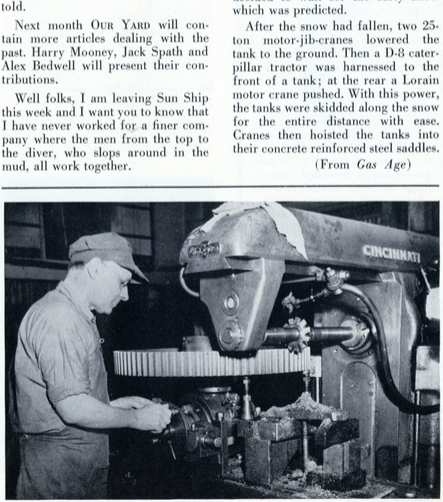
Handling Problem Solved

The Austin Co., resident engineers and builders at The Dow Chemical Co., Midland, Michigan, recently solved a problem of installing four 40-ton 8 ft. diameter by 70 ft. long, 30,000 gal. capacity gas storage tanks. They were made of 15/16 in. high-tensile, stress-relieved, all welded steel boiler plate by the Sun Ship Building Company. Three flatcars were required to transport each tank from Chester, Pa., to the Dow property.

But the problem was to move the cumbersome vessels from the Dow railway siding to the point of installation about one-fourth mile distant. Realizing that the coefficient of sliding friction would be reduced from an estimated "f" of 0.2 for dry ground to "f" 0.02 for snow, it was decided to wait for the early snow which was predicted.

After the snow had fallen, two 25-ton motor-jib-cranes lowered the tank to the ground. Then a D-8 caterpillar tractor was harnessed to the front of a tank; at the rear a Lorain motor crane pushed. With this power, the tanks were skidded along the snow for the entire distance with ease. Cranes then hoisted the tanks into their concrete reinforced steel saddles.

(From *Gas Age*)



RALPH DANTONIO of machine shop, is seen cutting gear in milling machine. This is one of the precision jobs called for in Sun Ship shops.

Onions Are Good Buys

Food Headlines for the month are onions. There are plentiful supplies throughout the country and the vegetable has a wide diversity of uses.

Having a deep respect for the place of the onion in general cookery, few cooks need to be reminded of what it can do to step up the flavor value of the routine dish.

We have, to start with, high quality onions, mostly Yellow Globes, from last year's Northern-grown crop. In addition, there's an abundance of sweet Spanish bulbs from the West. And coming to market in large quantities are mild, tender Bermudas from the South. Bermudas make up most of the Texas "early spring" onion crop, which this year is expected to total about 50 percent greater than last year's. An early April estimate put the crop at about 4 million sacks (of 50 pounds).

In countries far and wide, good cooks depend on onions for special flavor in *sauces*. When the *Chinese*, for example, serve fried shrimp, they may add piquant flavor with some such sauce as the following, made according to a recipe from the New York College of Home Economics. You'll need 2/3 cup onions, 1 tablespoon cornstarch, 1 teaspoon soy sauce, ¾ cup of beef bouillon. Chop the onion and place it in a frying pan. Cook over a moderate flame until tender and golden brown, adding a little water — 1 tablespoon — if necessary. Blend the remaining ingredients together, and add to the onion. Cook until thick, stirring constantly. Serve over the fried shrimp. (4 servings.)

If you favor *Italian* cooking, you'll probably want onions for your spaghetti sauce. This recipe, from the same source, calls for the addition of a meat mixture. To serve 4 to 6, use 1 medium onion, 1 clove garlic, minced, 3 tablespoons fat, 1 No. 2 can tomatoes (Italian), 2 cans (6-ounce) tomato paste, 2 cups water, 1 teaspoon salt, 1 bay leaf, few drops tabasco, if desired, and thyme, if desired.

Brown onion in hot fat. Add tomatoes, tomato paste, water, and seasonings. Cook slowly for ½ hour. Partially sauteed meat balls or raw meat balls are added to sauce and cooked or simmered along lazily at least ½ hour. Serve over cooked spaghetti and sprinkle with grated Italian Parmesan cheese.

To make *cream fried onions*, cut 6 peeled onions into slices and saute in fat until brown. Stir in 2 tablespoons flour and cook 1 minute. Pour in 1 cup hot milk. Cook until thickened and sauce is done. Season with salt and pepper. (Serve this, suggests the Department of Markets, with liver or cold meat.)

The *Dutch creamed onions* recipe calls for 6 large onions peeled and sliced. Cook 5 minutes in a small amount of boiling water, and drain. Cube 3-4 slices of bacon and saute crisp. Place a spoonful of bacon fat in the bottom of a baking dish, then a layer of onions, and one of bacon until all are used. Mix 1 egg and 1 cup of milk, and ½ teaspoon salt and pour over mixture. Bake until mixture is set.

MUTUAL BENEFIT STATEMENT

The following is a statement of the Receipts and Disbursements of the Sun Ship Mutual Benefit Association for the months of January, February and March 1950.

Securities as of December 31, 1949				238,382.83
Balance on Hand December 31, 1949			23,859.25	
RECEIPTS:				
Dues received from Members —				
January	1,874.35			
February	1,628.50			
March	1,052.15			
		4,555.00		
Equal Amount from Company —				
January	1,874.35			
February	1,628.50			
March	1,052.15			
		4,555.00		
Cash Dividends from Investments:				
Interest on Defense Bonds	125.00			
Dividends a/c Sun Oil Stock	1,440.00			
Dividends a/c U. S. Steel Stock	87.50			
		1,652.50		
		10,762.50		
			34,621.75	
DISBURSEMENTS:				
Sick Benefits Paid —				
January	4,014.29			
February	4,556.49			
March	5,579.83			
		14,150.61		
Purchase of U. S. Steel Stock		7,084.53		
Miscellaneous Expenses —				
January	21.97			
February	78.36			
March	8.01			
		108.34		
			21,343.48	
Balance on Hand March 31, 1950			13,278.27	
Securities as of March 31, 1950				245,467.36

Our May Cover

One of the important activities of Sun Ship is the construction of large refining, chemical, gas and hydraulic units. Our cover page pictures one section of a large installation built in the Boiler shop. This and other sections were delivered to their destination by barge.

WETHERILL 2nd SHIFT
By Sam Sterrett

Easter Ramblings:

George Adrian in the comfort of a good chair, enjoyed the church service and Easter parade by radio and television.

Walter Brown—home with family.

Ted Blade — home working on his house.

Herby Hughes — called to coal regions on account of death of a brother. Our sympathy.

Herman Hodecker — with wife drove over to Jersey. Returned home in plenty of time to avoid terrific Delaware River bridge jam.

Bill Brengmann took it easy at the bungalow.

John Kosmider and Abie Kurelovich remained home.

Bill Middleton — home enjoying television.

Tommy Nowak — home and later visiting friends in Wilmington.

Frank Renfroe and Bill Warwick home.

George Wood — home sick.

John (Blackie) Black remained home getting ready for his vacation trip to Scotland. Blackie leaves LaGuardia airport for the old country April 30th and after a visit with relatives, returns with his wife, June 19th, arriving on SS "Washington."

Glad to welcome back to Wetherill 2nd shift, C. Rucker, our 59 department welder. His Easter was just an ordinary day. Church in morning then called in by shipyard to spend rest of day in Paulsboro, N. J. welding under a hot boiler on a repair job.

* * *

OFFICE CHATTER
By Peg McKinney

The unseasonable weather during the Easter holidays couldn't dampen the holiday mood of quite a few of our Easter paraders. Kas Coonan, Bobie Null and Jean Heavey promenaded the boardwalk at Atlantic City on Palm Sunday and also spent Easter Sunday in New York. Sara Connally also enjoyed the sea breezes at Atlantic City on Palm Sunday.

Margaret Desmond, Helen Scott and Peggy McKinney visited New York for the Easter week end. We may not have had a white Christmas but for a while it looked like we were going to have a white Easter.

Andy Pescatore recently journeyed to Washington to see the cherry blossoms.

We're glad to see John Bennett back feeling so well after his recent tonsillectomy.

Betty Melnyczuk was the guest of Betty Jane Wroten on a motor trip to Baltimore, Md. Betty Jane was formerly employed in Tabulating dept., Payroll, and now attends Wheaton College, Chicago, Ill.

Farewells were said this month to Hulda Gay, Sis Bonneville, and Mary Sylvester.

HARRY F. FORBES is the chap who installs and looks after the safety guards on Sun Shipyard machines. He is shown inspecting casing guards in the sheet metal shop. Harry served in the U. S. Navy for 12 years and has visited every important port. He is married and has two children and three grandchildren. His son, Robert Forbes learned his trade as a shipfitter in our yard.

Deep condolences are extended to the family of **WILLIAM GRIFFITH, 30-2624,** who died March 12. Mr. Griffith resided at 316 W. 14th Street, Chester.

Sympathy is extended to the bereaved family of **WILLIAM OSTERELE, 42-41,** who died November 14. Mr. Osterele resided at 2nd & Chippewa Sts., Lester, Pa.

Obituary

Sun Shipbuliding and Dry Dock Company extends its sympathy to the families of the following employees who died during the months of March and April.

Fielding Willcox, 91-428, Way-Lin Apt., Lansdowne, Penna., March 16.

James Mackie, 36-7, R.F.D. Box 208, Painter, Va., April 6.

Madison Heck, 8-442, 1002 Butler St., Chester, Penna., April 6.

William Lamey, 47-31, 1108 Morton Ave., Chester, Penna., April 11.

The Fable of the *Piper* and the *Drummer*

By J. Doyle DeWitt

Reprinted from "The Travelers Beacon"

IT WAS exactly high noon of a national holiday. The people had gathered on Main Street to watch the parade of the bands, the military, the veterans and the children.

Main Street was a pleasant place to live. It had taken a great many years to build it and had required much effort, but it represented time and effort well spent.

As the roll of drums signalled the approach of the parade, the trim, proud figure of the drum majorette swung into view. She was dressed in the familiar red, white and blue and across her breast she wore a sash emblazoned with the word, "Freedom."

It was just as the parade was passing Town Hall that the thing occured. No one could remember afterward the exact sequence of events. But all agreed that it began with the piper, for suddenly the thin, piercing notes of his flute drowned out all the other instruments, absorbed them, enveloped them and engulfed them with one single theme — his own.

As the procession faltered, the piper lifted his arms and exclaimed in a surprisingly pleasant voice, "The State is our Shepherd; we shall not want!" The people reacted in many ways. Some were entranced, some alarmed, others delighted, and still others just didn't seem to care.

By now the piper's tune seemed to resolve itself into three notes, piped at measured intervals, and a number of people began matching words to the notes. The words some chose were "Security for All — Security for All," while others chanted "Something for Nothing — Something for Nothing."

The throng pressed forward, coming at last, in great confusion to the present end of Main Street.

The piper turned to the left. Many people followed, enchanted; others hung back, as though determined to remain on the highway. As the procession drew near the sea, the pipe gave forth its most soothing tones and the piper beckoned to the people as he seemed about to merge with the waves.

Before any number of the people could follow, a drummer raised his sticks high over his head and crashed them down upon the drum with the force of thunder.

"Stop!" he cried. "Where do you lead the people?"

With a smile and a sweep of his arms that seemed to span the sea, the piper replied, "To the sea of plenty, where all will be secure from want and worry — to the new and wonderful sea."

His sticks quivered in the drummer's hands as he spoke: "But it is not a new sea. It is centuries old. It has brought disastter to all who were heedless of its hazards. The sea of sails and ships is also the sea of sirens, sharks and shipwrecks. Listen while I call a witness to the drumhead."

As the drum rolled, a quaint, rotund little man stepped forth. Said he: "I was the Mayor of the town of Hamelin more than three centuries ago. Our pied piper destroyed our evil rats but destroyed our good children, too. Beware the piper!"

"An old fairy tale," purred the piper. "Let's be realistic. Your Main Street, is at an end, and what is the good of extending it when it already has so many inequalities? On the sea, all will be equal. Many people of Main Street are underfed. They deserve equal distribution of food at lower prices.

The drum rumbled again and another man stepped forward — a tall, emaciated, ragged man with a fettered gait. In a voice scarcely audible, he spoke:

"I was once a peasant in a land over the sea. We had a red piper who had a plan which would provide ample food for all. During the first five years of the plan the government took away my farm because I couldn't make my wheat quota during the drought. During the second five years my wife and children died of starvation, and during the third five years I was sent to the salt mines. Beware the piper!"

The sea seemed to caress the piper as he said, "A red scare. But the people know the truth about housing. The people are ill-housed. Rents are oppressive because they are not controlled. We will build houses. Our plans may increase the cost of labor and material for the people who want to build their own houses, but our rents will be cheaper."

As the drum throbbed to call the next witness, a man who was little more than a ragged shadow appeared. Shrugging his stooped shoulders, he spoke:

"My two sons and I were carpenters in a land overseas. We built apartments and houses. We had a black-shirted piper who drained some marshes and for a while made the railroads run on time. He had a wonderful plan for housing the people. The government furnished the money to build houses, but the people were taxed so severely that they had no money left to buy houses. Now many live in catacombs. Beware the piper!"

The piper replied: "The usual lie—

manufactured by the landlords. But what of our children? Our school system is inadequate."

As the drums rolled again, a small, round, bespectacled man emerged from the throng. He panted:

"No! No! I was a professor in a land overseas. We had a brown-shirted piper who told us we were a master race. He told us that by suitable education of the youth we would produce a generation capable of guiding the ultimate destiny of mankind. But he imprisoned or killed our teachers and burned our books. Our children were taken from their families and put into camps. Now our school system is gone. Beware the piper!"

The piper replied: "Propaganda, typical racial propaganda disseminated to divide us. Now, what of the sick, the crippled and the aged? Many people need medical attention. Many people need glasses, false teeth, corsets and toupees. We must make it compulsory that the people be provided with such things. Only the government can do this for the people."

A woman strode out of the crowd. The woman spoke:

"Our piper told us that our national health would be improved at a low cost to all if we adopted a compulsory plan. It hasn't worked. My husband has a new set of false teeth supplied by the government but they don't fit. My daughter has poor eyesight. She broke her glasses several months ago and even though I've filled out all the forms and gone to the government office dozens of times, the new glasses haven't come, and she hasn't been able to go to school . . . I've been waiting two months to enter the hospital for a surgical operation, which I was told I need by the regional panel doctor to whom I was sent by the district panel doctor. Meanwhile, the government can't collect enough from the people in taxes to pay the doctor bills. I say, Beware the piper!"

The piper responded: "Typical conservative talk, no doubt manufactured by reactionary doctors."

The roll of the drum interrupted the piper, and the drummer himself then spoke:

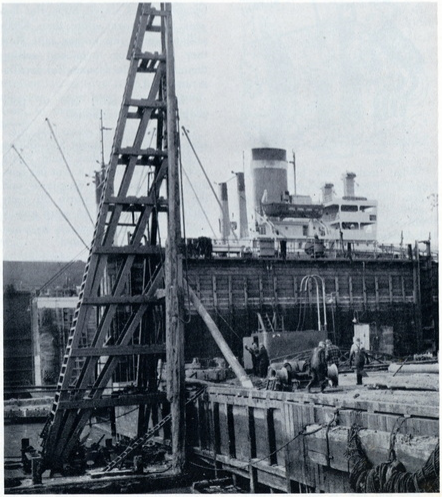
"Our Main Street is not perfect. It has its faults and always will have, because mankind can never reach a state of absolute perfection. But it is the best yet conceived by man. You continually pipe the song of Security. Well, there are two kinds of Security — one based on government enterprise, the other on private enterprise. One is an involuntary security wherein government becomes the sole dispenser. The other is a voluntary security wherein the individual creates his own security through freedom of action, freedom of opportunity to use his own ability for his own betterment. This is the conception of security on which this land was built. For every every ounce of your kind of security we accept, we trade a pound of our kind of security, and it wouldn't take a great many trades of that sort to exhaust our kind for yours."

With that the spectre of the piper seemed to shrink and merge with the sea. He stood there, just an ordinary man, holding a thin, tarnished pipe. Suddenly out of the crowd strode the figure of the majorette in her trim red, white and blue uniform. As she led the people back to Main Street, the letters on the sash across her breast shone brighter than anything in the world — for they spelled FREEDOM.

And the piper? Nobody knows what happened to him, because nobody looked back to see.

* * *

More than 14 million American industrial workers have laid their savings on the line to buy big and little buildings — big and little machines — to turn out literally millions of products. It is your savings and mine, as shareholders in industry, that is building America's production higher and higher.



PILE DRIVER is being used to strengthen the piers in Sun Shipyard. Here a pine pile is being raised into position at No. 3 Pier.

"BLUE POTATOES"

"All those blue potatoes!", Nancy complained, setting a dish of steaming beef stew on the table. "I had to pay nearly six cents a pound for the potatoes in this stew!"

"Blue potatoes!" Mike jumped in alarm. Beef stew was his favorite Saturday night dish. "Blue potatoes! What made 'em blue?"

"You needn't look at the stew as if it were poison," Nancy said impatiently. "*These* potatoes aren't blue. But it *is* blue potatoes that keep the price so high."

"What makes 'em blue?" Mike laughed. "Cryin' their eyes out?"

"It's no joke, Mike," Nancy insisted. "A woman who spoke at the club today said the government buys potatoes from farmers — and dyes them blue to keep them off the market."

"Now, Nancy, you must be mixed up," Mike objected. "No government would buy up food and spoil it just to keep it off the market."

"It does sound wild, but it's true," said Nancy. "Congress passed a law during the war, promising to buy potatoes when the price dropped to about $1.10, so the farmers would be sure of a market and prevent a shortage."

"But the war's been over for years," Mike argued.

"But the law is still in effect," Nancy told him. "At first the government didn't have to buy any potatoes because prices stayed high. But last year they bought more than $200-million worth, this woman said. Now they are dyeing them and selling them back to the farmers for fertilizer and feed."

"Why not give 'em to poor people?" Mike demanded.

"The woman told about that, too," said Nancy. "They spent $35 million — giving away all they could. Spain took a million bags at a cent per hundred-pound bag. The Spaniards said the bags would be worth 30 cents each after the potatoes were gone."

"But why make it worse by wasting dye?" Mike demanded.

"They dye potatoes sold back to farmers — so no one could sell 'em to the government again."

"They ought to be patriotic and make 'em red, white, and blue," Mike grinned, dipping into the stew for a second helping.

America Far Behind British in Shipbuilding

ACCORDING to a survey published in the Glasgow Herald, British yards are leading the world in shipbuilding.

The survey shows the United Kingdom (England, Scotland and Wales) during 1949 had built, or were constructing, 393 ships while the United States figure was 78. British shipbuilding had a 5 to 1 edge on us. Sweden almost ran a tie with America.

The world figures are:

Country	*Ships*
United Kingdom	393
United States	78
Sweden	77
Holland	60
Germany (Coastal vessels)	53
France	51
Norway	35
Denmark	33
Italy	25
Canada	22
Japan	16
Finland (mostly for Russia)	15
Spain	14
North Ireland	12
Belgium	11
Australia	7
India	6
Poland	4
Yugoslavia	2
Portugal	1

Whiskers a Sign of Civic Pride

MANY SUN SHIP WORKERS are raising beards as a part of Media's Centennial celebration this summer. John Paxton, above, of Engine Drawing Room, is said to have an extra-special set of whiskers. Prizes will be offered the most attractive, longest and most unusual beards.

88 DEPT. GUARDS

By G. C. Linaweaver

Supt. Sheain is showing a great improvement, and we hope to see him with us soon.

Baker is expected back on duty soon.

Laudenslager is improving very slowly.

Burns is doing a lot better now with letters to mail. He can now find a mail box.

McNeill said if he can get some good weather his new home will grow like a mushroom. Here's luck Mac.

Woody is bothered with indigestion since he came back in uniform.

Capt. Sides had started to figure, to see how many week-ends he can get in Ocean City this summer.

Herrick has to take home bread and milk in the mornings, as a peace offering.

Why can't you have the car every week Harry? In the doghouse again?

Being Harris has 3 sets of license plates; he is looking around for the third car.

Goslin got rid of his Ford and now has a Pontiac. Good luck Gos.

We wonder why Neeson carries a bottle of Alka-Seltzer tablets with him. Perhaps for his friends and perhaps not.

Haven't heard much about coon hunting from Graney lately. What's wrong with the dogs, Jim?

Linaweaver got himself a Pontiac.

Who is it that expects a piece of pie for lunch and promises it to a certain young lady; then gets a piece of cake instead. The next day he breaks out with a new car that needs to be watched carefully.

80 DEPARTMENT STOREROOM

By Frank Thompson

We are glad to welcome back on the job Bill Connor who seems to be fully recovered after being confined to the hospital and at home for a ten-week period.

Tommie Leeson has a problem exterminating termites from a basement staircase. Better keep a few on hand, Tom, to help place those new oak horses.

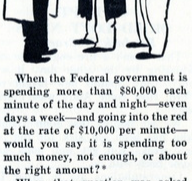
Arthur Holman is enjoying a new RCA television set these days. Quite a change from that crystal set isn't it, Art?

Mac Council spent Easter Sunday repairing a friend's cooking range. Reports from Smyrna say the eggnog was late getting done. But so was Mac.

If Philadelphia subway commuters think they have traveling problems they should talk to Bob Curry and see how lucky they really are. Don't you agree, Bob?

Word has it that Mary Fillinick set quite a fashion on Easter Sunday in Collingdale.

And now with sincere regrets your reporter has completed his last column for OUR YARD and at this time would like to thank Public Relations Director, Robert Vale, Storeroom Foreman, James Brown and the entire magazine staff for their wholehearted help and support during the past four years, enabling me to report monthly the happenings as we have seen them from inside the Storeroom. Thanks again and good luck to all.



When the Federal government is spending more than $80,000 each minute of the day and night—seven days a week—and going into the red at the rate of $10,000 per minute—would you say it is spending too much money, not enough, or about the right amount?*

When that question was asked recently of men and women in all parts of the United States, 67% thought the government was "spending too much," 4% said it was "not spending enough," and 18% thought it was "spending about the right amount."

WHAT DO *YOU* THINK?

*(*The Federal budget for 1949-50 fiscal year is $43.3 billion, which means that the government spends more than $80,000 for each of the 525,600 minutes in the year. The expected deficit of $5½ billion represents about one-eighth of the total budget, or about $10,000 per minute.)*

Launching

(*Continued from Page 2*)

and Mrs. John C. Case, Vice President and Director, Socony; Mr. and Mrs. John F. Seal, Vice President and Director, Socony; Mr. and Mrs. Albert L. Nickerson, Director, Socony; Mr. and Mrs. Charles L. Harding, Director, Socony; Mr. and Mrs. Clark S. Teitsworth, Director, Socony; Mr. and Mrs. Frederic R. Pratt, Marine Manager, Socony; Mr. and Mrs. C. E. Meyer, Standard Vacuum Oil Co.; Mr. and Mrs. H. W. McCobb, Standard Vacuum Oil Co.; Mr. and Mrs. R. L. Burke, Vice President, Sun Shipbuilding; Mr. and Mrs. John G. Pew Jr., Vice President, Sun Shipbuilding; Mr. and Mrs. Wm. Craemer, Treasurer, Sun Shipbuilding.

Technical advisers: Tankers Navigation Co., Robert W. Morrell and staff. Socony-Vacuum Oil Co., W. B. Jupp and staff.

Former sponsors: Hull 570—"Sovac Pegasus," Mrs. John C. Case; 571, "Sovac Aladdin," Mrs. Roy W. Chamberlain; 572, "Sovac Astral," Mrs. John F. Seal; 573, "Sovac Brilliant," Mrs. Roy W. Anderson; 574, "Sovac Comet," Mrs. C. Francis Beatty; 575, "Sovac Daylight," Mrs. Maurice H. Van Bergh.

* * *

47 DEPT.
MOLD LOFT NEWS
By Jack McCracken

That wasn't a fire engine we saw whizzing by the other day. It was only Andy Spath's new bright red Ford. How come Andy wasn't driving?

We are hoping that John Temple who has been out sick for the last few weeks will get well soon and come back with us.

Congratulations are in order for Mr. and Mrs. William Hallman on the birth of a fine baby girl. Bill formerly worked in the Mold Loft.

Anyone wishing to have a kitten see Jonesy in the Mold storage. The storage cat has just weaned her spring batch of kittens.

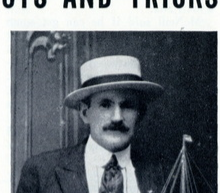
I really think Jonesy's cat should be put on pension. For the past ten years she has been around the yard she has produced about one hundred (four legged) rat traps for the company. The cat should at least rate a ten year pin.

I will close this column for this month with a word of advice. Whatever happens, never kick: it will only wear your shoes out.

A LOT OF CAPITALISTS

Fourteen million Americans own common shares in the industries of our country. Women — housewives, school teachers, widows, workers — own approximately half the shares in our larger companies, and most of their holdings are small. One very large company announced recently that half of its shareholders own 20 shares or less. They are folks who put their savings into common stocks in the hope that prosperous times would bring dividends to eke out old age pensions, help educate children, and the like.

KNOWS ROPE KNOTS AND TRICKS



PAUL C. KUHN (left) of Wetherill plant is one of Sun Ship's best riggers. (Right) as he looked 37 years ago.

By Sam Sterrett

FOLLOWING the career and experiences of Paul C. Kuhn, as he is called in the shop, is a typical Saga of the Sea.

Born in the sea port city of Danzig, Germany, it was a natural sequence at the age of 16, for Paul to go to sea in a large square rigger.

For 10 years he sailed the Seven Seas, in and out of most of the world's ports. A change found him on a passenger liner sailing between London and South America. A feature of these trips was the visit of King and Queen Neptune as the ship crossed the equator. At the sounding of the trumpet and the passengers being assembled, King Neptune (Paul) and his Queen climbed over the rail and initiated new members into the order of Equator Crossers.

We next find him on a freighter sailing out of Rangoon and Calcutta.

The call of America became strong and we now find him in New York applying for first naturalization papers. He received from the Naturalization court in Philadelphia his citizenship papers in 1921.

His first job was on the old Army Engineer dredge, Delaware, where he served for 14 months.

The reopening of the old Roach Shipyard in Chester under the name of Chester Ship and the Merchants Ship, found Paul there utilizing his years of experience gained on sailing ships, in charge of splicing ropes of all sizes. With the closing of the Chester yard, the superintendent took him to the shipyard at Harriman where he did more splicing. Finally all contracts were completed and that yard closed. He is said to know more rope tricks than any person in the yard.

The Delaware River bridge was now under construction and Paul worked on this high job, handling reels and wire cable. Upon completion of the bridge, he had the desire to have one last fling at sea and signed on for a round trip from New York to San Francisco on the SS "Oriole."

On his return to New York—as he said, "I was not seasick but was sick of the sea." He bid the sea goodbye and came to Chester, starting his tenure as rigger at Sun Ship in 1926. In 1940 he was transferred to the Wetherill shop as 2nd shift Rigger. He has made several time saving devices and as a hobby likes making model sailing ships.

SAFETY IN SHIP REPAIRS

SAFETY precautions on vessels that come to Sun Ship's Repair department were described by Vice President John G. Pew Jr. in an address recently delivered to the Marine Section of the National Safety Council in New York City.

Mr. Pew pointed out that he had cut his "shipyard eye teeth in the Repair department" and said that Sun Ship's excellent safety record is in part due to the extra precautions taken in the repairing of ships. He explained:

"One of these extra precautions is the employment of a full time certified chemist and two assistants who cover the full twenty-four hour period. The chemist's job, as you all know, is a very important one and his word is law when ships enter our yard for repair.

"He is the first to board the ship and makes a complete inspection, regardless of the nature or extent of the repairs. A 'hot-sheet' is prepared which is sent to every foreman who, in anyway, may be connected in the repair of the ship. The 'hot-sheet' specifies where and where not 'hot' work may be done. In addition to this sheet all compartments are marked with stickers and the corresponding shell location marked with yellow paint, indicating the condition of the space.

"Regardless of these warning stickers and painted shells written permission must be had from the chemist before the 'hot' work begins. I cannot emphasize too much the importance of this precaution when I remember the lives that have been uselessly sacrificed in the various repair yards of the world. It is not only fire and explosions that cause these accidents but the more insidious agents, such as hydrogen sulphide, carbon monoxide and dioxide and oxygen deficiency.

"Different from tankers, the holds on other vessels present a large variety of cargoes, such as coffee, linseed cake, rosin, tobacco, potatoes, rice and similar plant products which, when aided by moisture, absorb oxygen and give off toxic gases. The cargoes of sulphur, coal, molasses and fertilizer present their peculiar problems.

"All of these cargoes can lead to fires or explosions through spontaneous combustion and asphyxiation through hydrogen sulphide, carbon monoxide and dioxide and lack of sufficient oxygen. Let me cite some of the recorded tragedies over the past years. (He explained that they did not occur in Sun Shipyard.)

"A ship carrying a cargo of cherries used dry ice to preserve them on their trip. When the hatch cover was opened the ice had melted and CO_2 remained in deadly concentration. Four stevedores lost their lives.

"Another case of a vessel carrying castor pomace, a comparatively little known material, used as a fertilizer. The fertilizer emitted the deadly CO_2 in which one man lost his life.

"The nitrates used as fertilizer gave a bad account of themselves in the Texas City disaster.

"Two of our own experiences may be of interest. Several years ago on one of our trial trips on which it was necessary to carry dry ice because the refrigeration unit had not yet been completed, nearly ended in a fatality. The butcher entered the refrigerator to cut and prepare his meat. If it had not been for his assistant coming in several minutes later and finding him on the floor we would have had a fatality due to the CO_2 from the dry ice.

"Again in the after-peak of a vessel, several of our employees were rather badly burned about the hands and arms. It was discovered that caustic soda had been stored there and the contaminated water in the peak tank burned the men.

"Any negligence on the part of the ship's crew, guards or repair yard employees has often been the beginning of tragedy.

"Several examples of negligence over the past few years have been recorded by the 'Norfolk Virginia Pilot' on fire disasters. A few I will quote:

"The latest, of course, was the 'Noronic' of Canadian registry. This 36 year old vessel was tied up to a berth with all of the available fire apparatus of the city on hand yet it took the lives of 119 people.

"The feeling that this could not happen to a large ocean liner was certainly disproved by the 'Normandie' berthed at a New York pier, under a renovating program with 2,000 workmen aboard. The 'Normandie' was considered the most fire-proofed vessel afloat.

"The article calls attention to many more such as the 'Genges Philippar' with 40 lives lost. The 'Asia' — 100 lives. The 'Atlantique' 17 lives. The elegant 'Lafayette' burned at its dock in La Havre in 1938 when fuel oil spilled on the engine room floor and was ignited.

"A year later, the 'Paris' also at dock, suffered a two and one-half million fire loss. These disasters have by no means been confined to the French Line.

"Three months before her maiden voyage, the 'Europa' burned for six hours before turning over. The 'Segovia' on the eve of her completion burned with a loss of three million dollars.

" The 'Monarch of Bermuda' was gutted in dry dock, three years after it acted as a rescue ship for the ill-fated 'Morro Castle'.

"I have given you a few case histories as requested. Let me add that I am very happy that I am unable to give to you a recent Sun Ship repair case with a gruesome ending.

"In our yard we take the precautions I have mentioned and being human we wonder sometimes if some of the tragedies that have occured elsewhere, while ships are being repaired, might not have been forestalled or mitigated if all known safety precautions had been taken.

"May I say that new material and labor will repair the damage to a ship but when even one life is lost the damage is irrepairable.

"Personally, I am thoroughly convinced that the attitude of Management in general is to keep abreast of the times wherever the safety and welfare of its employees are concerned. In its more intimate relations with the employees it has come to know the hardships and suffering caused by accidents.

"I have tried to make clear that the three musketeers who defend shipyard repair safety are 'Management, Supervision and Employee' and like the three musketeers in Alexander Dumas' celebrated story we can do no better than accept their slogan 'All for One and One for All.' "

THIS YEAR, we'd like to pin a small round button on the left lapel of every single person we know.

A button that says (in big bold letters) quote: "At last, I started!"

For ever since the year one, men like yourself (and women, too) have sat down at the beginning of each new year and given themselves the old pep talk about saving money.

Then they've proceeded to back out of saving money with every excuse in the book: "Too busy. Can't get started. Next year."

Well, Buster, there's no loophole for your conscience this year. No excuse. Not with the Payroll Savings Plan around.

All you do is fill out a blank—automatic Payroll Savings Plan takes care of the rest.

You sit back—watch the U. S. Savings Bonds pile up—and collect $4 for every $3 invested, when the Bonds mature.

When they make it that easy, can you honestly talk yourself out of saving? Can you?

See your employer tomorrow to sign up for Payroll Savings.

Start saving this year, for sure. (We'll begin shining up your pin, tonight!)

SUN SHIPBUILDING AND DRY DOCK CO.