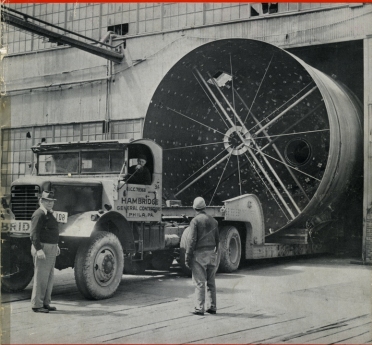




Our Yard

SUN SHIPBUILDING AND
DRY DOCK COMPANY

JUNE 1950

JOHN G. PEW RETIRES AS PRESIDENT



AT A MEETING of the Board of Directors held May 1, 1950 Richard L. Burke, Vice President of the Sun Shipbuilding and Dry Dock Company, today was elected President of the Company. He succeeds John G. Pew whose resignation as head of the plant had been announced earlier in the day. The new President assumed his duties immediately.

John G. Pew, Jr., was re-elected as Vice President and Alton A. Norton, Superintendent of Hull Construction, was elected Vice President.

William Graemer was re-elected Secretary and Treasurer. Controller Charles H. Doyle was elected Assistant Treasurer and Granville D. Lansing was elected Assistant Secretary.

J. N. Pew, Jr., was re-elected Chairman of the Board. Other Directors are: J. Howard Pew, former President of Sun Oil Company; Robert Dunlop, President of Sun Oil Company; Samuel B. Eckert of Sun Oil Company; John D. M. Hassiloon; Richard L. Burke; John G. Pew, Jr.; William Graemer and Alton A. Norton.

Richard L. Burke, Sun Ship's New President



Life Story of President Richard L. Burke

RICHARD L. BURKE, who came with Sun Ship in 1916, has had a part in constructing all of the 525 ships launched at the plant.

He was born in Cape May Court House, New Jersey on October 23, 1888.

In 1907 he entered the employ of the New York Shipbuilding Corporation, Camden, New Jersey, where he was employed for nine years in their hull drafting department. During a portion of this period he attended a three year night course in structural engineering at Drexel Institute, Philadelphia, and a one and one-half year course in naval architecture at Franklin Institute in Philadelphia.

Mr. Burke left the employ of New York Ship to come to Sun Shipbuilding and Dry Dock Company while the plant was still under construction, and was made a charge man in the hull drawing room.

(Continued on Page 22)

SUN SHIP'S TWO VICE PRESIDENTS



ALTON A. NORTON, whose New England ancestors followed the sea, was born on the north shore of Lake Michigan where his branch of the family had removed to engage in the lake fishing industry.

He grew up among commercial craft and after graduating from high school spent two years as a fisherman and oiler on the Great Lakes.

Mr. Norton attended the well known Webb Institute of Naval Architecture and upon his graduation in 1916, entered the drawing office of Harlan and Hollingsworth.

Several months later he came with the Sun Shipbuilding and Dry Dock Company when the young shipyard set up its offices at Third and Market Streets, Chester. He has been associated with Sun Ship ever since with the exception of a year and a half spent in ship construction on the Pacific coast during 1918 and 1919.

He served in supervising positions in the yard and in 1926 he was made Superintendent of Hull Construction. During the second World War he took an important part in training employees in shipbuilding.

He is married and is the father of a son, Alton A. Jr. He resides at 604 University Place, Swarthmore.



JOHAN G. PEW, JR., VICE PRESIDENT, came with the Shipyard in July, 1932 after having been graduated from Swarthmore Preparatory School and Lafayette College. He was born in Pittsburgh and is the eighth of the eleven children of Mr. and Mrs. John G. Pew.

After coming with Sun Ship he set out to learn every element in the building of a ship and is one of the men in the plant who have had actual practical experience on the construction as well as the executive side. He has worked in the Berthing, Hull, Fabricating, and Ship Repair depts., as well as in the Drawing rooms and the Wetherill Shop.

These activities brought him into contact with the workmen in all the yards and as Vice President he was put in charge of all Personnel work.

His wife is the former Miss Marjorie Mason and they are the parents of three sons and one daughter: John G. Pew, 3rd, William Mason Pew, Richard Glenn Pew and Marjorie Lynn Pew.

WILLIAM CRAEMER REELECTED TREASURER



WILLIAM CRAEMER, who was re-elected Secretary and Treasurer of San Ship is an authority in the field of accounting and finance. He has been associated with San Shipbuilding & Dry Dock Company since March, 1924.

Born in New York City and educated in the public schools, he began his career in the marine insurance field. He took special courses at the New York University School of Commerce, Accounts and Finance, from which he was graduated.

Later he became affiliated with the Bank of America and then branched out as a certified public accountant. His work for the United States Shipping Board led to his connection with San Ship.

Mr. and Mrs. Craemer, who reside in Seawanhaw, have two sons: John H. Craemer, and William Craemer. They also have three daughters: Virginia, Alice, and Helen.

Mr. Craemer has been an energetic aide in many of Chester's civic enterprises. He has helped organize Community Chest, Y.M.C.A., Red Cross and other money raising drives. He also has been an advisor in the financial affairs of educational, community and church bodies.

FRANK M. HOOT, Jr. NEW HULL SUPT.

APPPOINTMENT of Frank M. Hoot, Jr., as Superintendent of Hull Construction was announced by Vice President Allan A. Norton.

Frank M. Hoot, Jr. is an excellent example of the general policy of the company of bringing men up from the ranks. He was born in 1902 in Lewistown, Penna. and as a youth moved with his parents to Eddystone. During summer vacations while in Chester High School, he worked in the shipyard as a mail boy and also in the old Chester shipyard as a rivet buster and passer boy. His permanent employment in San Ship began in 1918 when he started in the shipfitting school which was then training men for shipbuilding during World War I. He quickly developed high mechanical ability in the shipfitting department. In 1935 he was made general foreman in this department.

Mr. and Mrs. Hoot and their fam-



SUPT. FRANK M. HOOT, Jr.

ily reside on Irvington Pl., Chester. Their two sons are Marine Reserve Lt. Robert and Naval Reserve Lt. Frank M. Hoot, III. A daughter, Sandra, will enter high school soon. Mr. Hoot's hobby is hunting and fishing.

Sportsmanship

There's a heap of friendly feeling
When competing in a game;
You should practice real square dealing.

From your friends expect the same.

Play the game and try to win it,
Always strive for victory,
Never give up for a minute
If on top you hope to be.

Give your all and best endeavor
But be sportsmen then and there,
Follow thru with fair play ever
More than that no one can do.

Any game that's worth the playing
Is worth the effort we extend,
But in so doing, keep on praying
That you make, not lose a friend.

So every day be not forgetting,
Cement your friendship with a smile,
You'll have cause for no regretting
Life will then have proved worth while.

A. J. BROWN
90-164

John G. Pew's Long and Busy Career

JOHN G. PEW came to Sun Ship in March, 1919, at a time when the United States was emerging victorious from World War I. The shipyard at Chester had been founded in 1916 by his cousins, J. Howard Pew and Joseph N. Pew, Jr., of Sun Oil Co. J. Howard Pew was the first president of the shipbuilding company. He was succeeded by his brother Joseph N. Pew Jr. and when the latter resigned to devote his whole time to the oil company John G. Pew became head of Sun Ship.

Shortly after he took charge, the shipways were increased from five to eight. Later, dry docks and ship repair facilities were added. Realizing that ship construction fluctuated, Mr. Pew extended the activities of the plant until it became outstanding in the production of refinery, chemical, hydraulic and other heavy industrial equipment.

Mr. Pew's interest in the petroleum industry caused him to advance leadership in Sun Ship's substantial contribution to national defense by producing a large volume of units for the Bloudry process of manufacturing high octane aviation gasoline and for other petroleum equipment. Sun Ship has furnished large units for nearly every large oil refinery abroad. The building of refinery equipment has had a steady growth during the many years of Mr. Pew's supervision and to-day this is one of the highly important features of Sun Ship.

Also under his direction, the shipyard pioneered in advances in ship construction. In 1933 the plant designed and built the tanker known as the T-3 SE-AL, commonly called the Cimatros type; then the fastest tanker afloat. Sun Ship also designed the T-2 tanker which became famous in World War II for the large part it played in supplying gas and oil to the armed forces on land, sea and in the air.

Sun Ship constructed the first all-welded ship. It made during advances in sub-fabrication. During Mr. Pew's presidency the Sun Doxford diesel engine was advanced until it took a leading place in ship propulsion.

During the second World War Sun Ship became the largest single shipyard in the world with peak employment of 35,000. There were 250 ships, mostly tankers, and 35 large car

floats launched during the war. From Pearl Harbor day until the close of hostilities Sun Ship repaired more than 1500 ships, many of them damaged by submarines or mines or shell-fire in battle.

Following the war, Sun Ship gained new honors in constructing the largest hopper dredge in the world, for the Army Engineers. It also turned out the first super-tanker; a huge new type carrier of oil products capable of carrying nearly 10,000,000 gallons. The shipyard delivered ten of these tankers during 1948-1949-1950. Ten passenger-cargo ships also were built for the Netherlands government following the war. During the 31 years he served as President, there were 515 vessels launched at Sun Shipyard. The shipyard had grown to 23 ways but after the war the ways were reduced to eight.

John G. Pew, who became such an outstanding figure in shipbuilding, in the gas industry and in public life was born in Mercer, Pa., Sept. 27, 1870. His twin brother, J. Edgar Pew, died Nov. 22, 1946. The two brothers started their first job together at the age of 16 with the Peoples Natural Gas Company which had been founded by their uncle, Joseph Newton Pew.

In 1892 John G. Pew became superintendent of the company's Forbes Street Shop. Eleven years later the Peoples Natural Gas Company was purchased by the Standard Oil Co. of New Jersey and John G. Pew became Vice-President and General Manager. He was elected President in 1903, 22 years after he had started as a pipe-fitter's helper.

During the decade that followed Mr. Pew became known as an outstanding gas expert of the country and in 1913 he resigned and joined the staff of Sun Oil Company in Philadelphia. The following year he entered upon his duties as President of the Sun Shipbuilding Company.

High idealism plus keen practical policies marked his administration. During the busy war years he set up extensive training facilities to train men and women in various crafts. He also established No. 4 Yard which was manned almost wholly by negro workers. Regardless of sex, race or color, Sun Ship employees received

the same rates of pay for the same services.

There was not one serious labor dispute that developed into a major outbreak during his charge of the plant. Several lesser misunderstandings, but nothing serious, Sun Ship always has been an open industry in which union and non-union men work side by side in harmony.

Welfare of those who worked with him in the shipyard has always been close to Mr. Pew's heart. He established the Mutual Benefit Association in 1920 which over the long period of years served as a back-log in times of death, sickness and distress. Mr. Pew also set up a life insurance plan; one of the earliest in industry. He instituted the Group Insurance system in 1936 for larger life insurance benefits and Hospitalization in 1939.

Much of his busy life has been given to civic and educational efforts. Mr. Pew brought the Communion Chest plan to Chester; made it a success. He has been a leader in the campaigns to aid the Red Cross and numerous charitable, church or other drives. He has been a staunch friend of the Y.M.C.A., and served as a trustee for many years.

As a trustee of Pennsylvania Military College he aided in planning its large development. He also has given his time to Grove City College, serving as a trustee for many years.

Mr. Pew is a member of the Presbyterian Church. He is affiliated with the Masonic Fraternity, the Naval Architects and Marine Engineers Association, the Society of Automotive Engineers, American Gas Association and American Petroleum Institute.

Mr. Pew was a Vice-President of the Columbia Gas & Electric Corporation from 1926 to 1931.

John G. Pew married Miss Eva Weited in 1896. They are the parents of eleven children, eight of whom are living: Mrs. C. W. West of Swarthmore; Mrs. Ben T. Burton of Montclair, N. J.; James E. Pew, Director of Sun Oil Co. in charge of gas division; Mrs. James W. Laws, of Detroit; Thomas W. Pew, President of General Crude Oil Co., Houston, Tex.; J. Newton Pew, Vice-President Delaware County National Bank; John G. Pew, Jr., Vice-President Sun Shipbuilding and Dry Dock Co. and Mrs. Richard S. Oakley, of Mayland.

NEVER LIVED IN HOUSE UNTIL SIX



CAPT. FRANK P. FERRELL



MRS. NELLIE P. FERRELL

CAPTAIN Frank Patten Ferrell never lived in a house until he was six years old. He was born on the Schooner "KINEO" June 11, 1912, and he sailed the seas with his father and mother with only a slight knowledge of life ashore until he came to school age and the family settled down in Port Arthur, Texas.

Captain Ferrell is one of Sun Ship's most interesting figures. In recent years he was in charge of all of the trial trips made by ships launched here. Packed into his life are plenty of dramatic events, with a background of family tradition sweeping several centuries into the misty corridor of Time.

He comes of two families of seafaring folks. His mother spent the greater part of her life at sea. She was Nellie Patten, daughter of Captain Frank Patten of Bath, Maine and her mother was Charlotte Shaw Patten, a forceful, brilliant woman who held a master's license and commanded ships. During the first World War, she taught navigation in the Navy.

There is a story running through the family that several of the ancestors of Charlotte Shaw Patten were privateers and one of them getting a little careless was hanged as a pirate.

Captain Ferrell's mother made

many voyages with her parents with Captain Patten attending to all of the business of the Schooner "KINEO," an iron vessel owned by Captain Patten. His wife Charlotte did most of the navigating.

Previously to acquiring the Schooner "KINEO" Captain Patten was in command of the square-rigged ship, the "GEORGE STETSON." On one trip to the Far East, the ship was set afire in the China Sea by a craned sailor. The crew took to small boats and Captain Patten, his wife and Nellie Patten, who was then less than three years old, drifted at sea until they landed on an island and were captured by natives. They were rescued shortly after by a Japanese ship.

After becoming owner of the "KINEO," Captain Patten took on board the vessel as his First Mate a capable navigator, Fred Ferrell. He was the father of Captain Frank Ferrell of Sun Ship and he too had led a busy life at sea. He was born in the Orkney Islands, off Scotland. At the age of fourteen he ran away from home and went to sea. He served on numerous ships visiting different quarters of the earth and at the age of nineteen, he was Captain of a free mastet Schooner. During the gold rush in Alaska, he carried prospectors to the territory and on the first trip most of the crew excited by visions of

quick wealth deserted the schooner and went ashore. Captain Ferrell managed to pick up enough sailors to return to San Francisco.

After he had accepted the post of first officer on the "KINEO," Ferrell was thrown into the company of young Nellie Patten. The two fell in love and although she was only sixteen years old, Nellie became the bride of the Scotch officer.

When they were married old Captain Patten turned to the bridegroom and said:

"Now you're taken my daughter, you might as well take the ship." So, Captain Patten went ashore and Captain Ferrell and Nellie Patten Ferrell continued on the vessel. The schooner was in Port Arthur, Texas when our Frank Ferrell was born. It remained in port until his mother was able to travel and then it put to sea again.

Young Frank began his schooling at the age of six at Port Arthur. His mother had left the ship and set up a pleasant home. She never returned to the sea again but devoted her time to the education of her son Frank, to another son, Fred Ferrell, Jr., and to a daughter, the present Mrs. Charlotte Beach of Port Arthur. Frank's mother died last Easter Sunday, 1949. His brother Fred also took to the sea

(Continued on Page 17)

FLORAL DESIGNS TO NEW OFFICIALS



ORCHIDS, ROSES and other blooms were blended into the floral presentations to President Richard L. Burke, and Vice President Alton A. Norton during a congratulatory visit of the office force to President Burke's office, (shown at top). Other floral designs were sent to Controller Charles H. Doyle, (middle), who was elected Assistant Treasurer and to Greenville D. Landis, (bottom), who was elected Assistant Secretary.



To All of Our Employees:

The most beautiful floral design presented to me with attached card of congratulations on my appointment, signed by such a large number of my friends in the Main Office and Yard, is most sincerely appreciated and I want to thank you. To have so many of our employees come into my office and personally extend their best wishes made me feel most grateful and pleased.

Again thanking you and with kind personal regards to all of you, I am

Sincerely yours,

RICHARD L. BURKE

To Supervisors, Office Employees and Technical Staff of the Shipyard:

I wish to thank you, through this medium of *Our Yard*, for the wonderful bouquet of flowers and the card of congratulations containing your signatures, which you sent to me on the occasion of my new assignment.

It was a most generous and thoughtful act on your parts and will never be forgotten.

Yours truly,

A. A. NORTON
Vice President



SUN SHIP'S INDUSTRIAL EXHIBIT



ONE OF THE LARGE DISPLAYS at the AP of I show in Convention Hall, Philadelphia was that of Sun Ship's. It included a model of the SS "Pennsylvania Sun" and large photographic reproductions of the shipyard. A model of a diesel engine also was shown. Lew Hackett, left, is describing exhibit to visitor.

Annual Report On Sun Ship

ACTIVITIES at Sun Ship during 1949 were described in the following extract from the Sun Oil Company's annual report:

"Sun Shipbuilding & Dry Dock Company, wholly-owned subsidiary of Sun Oil Company, handled last year the largest volume of business since 1943.

"Gross income, including \$3,363,321 of inter-company sales, totaled \$68,319,553, compared with \$20,714,900 in 1948. Net income after provision for Federal Income Taxes was \$2,353,361, or 3.45 cents on the sales dollar.

"During the year the Shipyard completed and delivered eight super tankers, and on August 26 launched the "Essoyas," the world's largest hopper dredge.

"The super tankers ranged in deadweight tonnage from 26,555 to 27,025. All are 623 feet long, with

a capacity for carrying 230,000 barrels (nearly 10,000,000 gallons) of gasoline at a cruising speed of over 16 knots.

"The dredge, built for the U. S. Army Engineers, was completed by the end of the year. It has a hopper capacity of 8,000 cubic yards, a loaded speed of 13.5 knots, and is equipped with pumps and machinery capable of loading to capacity in approximately one hour. It will operate in New York Harbor.

"Ship repair volume at Sun Ship was down somewhat compared with 1948, but remained substantial. Fabrication of oil refinery equipment, propane storage tanks and other special equipment and machinery, which continues to be important in the Shipyard's business, was about the same in volume as in the previous year.

"No new contracts for ship construction were received by the Ship-

yard in 1949, and orders placed the end of the year before for four super tankers were cancelled.

"The outlook for the shipbuilding industry in the immediate future is not as bright as we would like to see it, but the picture may change at any time. The Shipyard is presently low bidder to the U. S. Maritime Commission for construction of two large vessels of the tankership type, and consequently anticipates that when contracts are awarded it will receive this business. These ships would be 563 feet long and capable of carrying 176 truck trailers, 16 automobiles and 400 over-night passengers at a speed of 25 knots.

"At the year end, the Shipyard was busy with work on the remaining three super tankers in its construction schedule. Two of these had been completed and delivered up to the time of preparing this report.

"Reflecting the higher level of activity, employment at Sun Ship increased from an average of 4,877 employees in 1948 to an average of 6,974 in 1949. The payroll totaled \$23,067,437 as compared with \$16,722,302 the previous year."

Service Pins Awarded for April



W. WILLIAMSON, 68-84, is congratulated by Vice President **A. A. Norton**, after receiving his 25 year Service Pin.

Supt. Wm. Beatty congratulates **F. SARTER, 74-1**, upon his receipt of 40 year Service Pin.

C. SWEDGART, 64-31, is handed his 30 year Service Pin and is congratulated by Supt. Wm. Beatty.

E. LINGATE, 8-503, is presented with 25 year Service Pin by Supt. Wm. Beatty.

E. SISON, 54-806, is awarded his 30 year Service Pin by Supt. Ray Flanigan.

Supt. Ray Flanigan presents **F. SCHROCK, 38-3066**, with 35 year Service Pin.

A. JOHNSON, 68-53, receives congratulations from Vice President **A. A. Norton** for having completed 30 years of service with the Company.

A. AMOR, 69-38, receives congratulations from Vice President **A. A. Norton** after having received his 30 year Service Pin.

SERVICE PINS AWARDED FOR APRIL

40 Years

79-1 F. Sayers

30 Years

34-800 E. Sison

68-55 A. Johnson

69-30 A. Amer

84-11 C. Swigart

25 Years

8-503 E. Ungate

70-2066 F. Scheck

69-94 W. Williamson

HOURLY ROLL

20 Years

8-91 G. Galey

8-144 J. Robertson

8-549 J. Helms

30-2143 W. Martin

33-55 F. Hall

34-54 T. Clark

34-2546 M. Bozic

47-350 R. Grady

51-45 A. Kersak

60-45 T. Ousey

64-226 C. Stearns

15 Years

33-354 H. Lewis

45-20 C. Mudge

47-209 J. Cloud

50-46 A. Saretick

61-38 W. Stewart

64-211 J. Bradford

10 Years

8-225 S. Sternott

80-175 C. Twardowski

84-619 E. Fisher

84-99 J. Campbell

Junior Members of the Sun Ship Family



ANTOINETTE TASKER, age 1, is the daughter of Joseph Tasker of 68 department.



DOMNA MARIE BUCKLEY, age 4, is the daughter of Arthur Buckley, 56 department.

KATHLEEN ANNE BYRNE, 9 months, and SAMUEL JOHN BYRNE III, 2 years of age, are the granddaughters and grandson of Otto F. Lohmeyer of Waterkill Plant.



THOMAS ORIO, Jr., 4 months, is the grandson of Captain Paul Sides.

CECIL RODGERS, 11 years old, is the son of Don Rodgers, of 81 Dept.

Historic Old Dispensary Torn Down



VIEW OF DISPENSARY just before it was razed is shown at top. Below is the Dispensary staff in 1919. Standing left to right: John Maher, nurse, Ben Wolfenden, nurse, Dr. Albert Usell, Dr. Charles E. Feddeman and Dr. George Cross. Seated, Miss Emley and Miss Smeltzer, nurses.

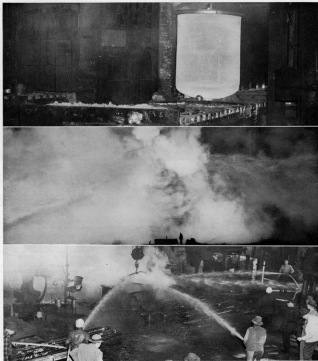
THE OLD dispensary which recently was torn down, was in active service from 1917 to 1942. Dr. Charles E. Feddeman, present plant physician, and Dr. Albert Usell had supervision, the latter leaving in 1920.

During World War I and for a short time after, Miss Mabel Pew helped direct the dispensary. Associated with her were Mrs. Emma Temple Nasos of Swardsmore and Mrs. Harvey Shoemaker, wife of the former San Ship treasurer.

Hundreds of influenza cases passed through this building in 1917, and many serious injuries were handled in cramped quarters.

John Maher was male nurse and Miss Keeley the female nurse during the early days of the dispensary.

FROM 2000 DEGREES TO COOL IN 2½ MINUTES



IT TOOK 17 HORSE in a furnace to bring this nickelometer, made of alloys to 2000 degrees F. It was cooled in 2 minutes, 30 seconds. Upper picture shows the white-hot unit, 4' 6" inside diameter by 7' 8" long, being taken from the furnace. Middle, clouds of steam rising when six streams of water were played on it. Lower, nickelometer, cooled to point where it could be touched by naked hand. Quick cooling was required to freeze alloys.



SHIPS THAT CAME TO YARD IN RECENT WEEKS FOR REPAIRS

1. **MS "HARVEY"** — One of the small ocean tugs converted the stern to suit for steaming and ready to start steaming.
2. **"HARVEY"** — One of the tug and then later moved by the other tug to position for steaming and starting steaming.
3. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
4. **"HARVEY"** — One of the tug and then later moved by the other tug to position for steaming and starting steaming.
5. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
6. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
7. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
8. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
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12. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
13. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
14. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
15. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
16. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
17. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
18. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
19. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.
20. **"HARVEY"** — Moved out of the yard from the steaming, painting and installation of equipment.



OUR YARD



47 FABRICATING SHOP

By William Cooper

We are glad to see some of the boys, Noah Smith, Mike Shurkey and Kiki, off the sick list. Still out are Bob Douver, Slim Pajan and Eddie Dwyer. We hope that they have a speedy recovery.

The bowling team finished up the season in second place and had the ultimate winners, Hall Dearing "A," really worried. Tommy Howat, Herman Hampton and Rudy Vickers were in high gear straight down to the wire.

Tommy Post is chafing at the bit waiting for the weather to break. He figures that he is due to remove about 5 tons of fish out of the Atlantic City back bay and he doesn't want them all at one time.

T. Howat and I are going to take a trip down to Maryland and try our luck.

Tony has not said anything about where he is going to spend his vacation this year, so I guess his wife hasn't decided yet.

36 DEPT. MACHINISTS

By Dick Clendinning

A glance through our notes on the past month's happenings reveals numerous incidents of an uncheerful nature.

Johanny Taylor was operated on at Presbyterian hospital in Philadelphia but we are able to report that he is showing signs of rapid recovery. We are all pulling for you Johanny, so rest easy.

Glad to find Sam Caster back again after a serious operation. Here's hoping Sam enjoys better health from now on.

Eighty-four Department's Sam Yost has been laid-up for several weeks and we are all hoping he will soon be completely recovered.

We are sorry indeed to learn that Harry Wright's wife is again in the

hospital and hope she will improve soon.

Thirty-four Department's Dave Thomas' wife was recently hospitalized for an operation and we are all trusting that she will emerge in much better health.

Our deepest sympathy to 84 Department's Fred Smith and his family on the recent death of his mother-in-law. Also our heartfelt sympathy to 36 Department's Lou Strachle in his great bereavement. Lou recently lost both parents within a short time.

We are all sorry to learn of the death of our former Superintendent, Mr. George D. Carney. While we realized that Mr. Carney's condition was serious we were not expecting this sad news. We extend our sympathy to the family.

We were very much pleased to note the rapid recovery of John Bennett of Mr. Forney's office. He had his tonsils removed and was back on the job before we knew it.

Clarence Ross, who has been off since Christmas is looking well and is waiting for the green light from the doctor. Hoping to see you real soon Clarence.

It is reported that Hilbert Grills is going in for landscaping these days.

Another report has it that Jimmie Collins recently purchased a new car—sans engine.

The ability of Lester Jilson to "take it" was recently given a severe test revolving around his proposed trip to Ireland, and the ribbing ranged from \$25,000 insurance policies to the attendant features of travel by cattle boat. We concluded that this exponent of the raspberry can absorb it too.

Congratulations to Ed Lamberson who now finds himself a grandpapa again with the arrival on May 12 of Sally Ann, who weighed in at 8 lbs., 1 oz. Congratulations and all good wishes to Sally Ann and the parents. (Grand parents too).



IN FOREGROUND is the emergency fire pump, three stage 1000 gallons a minute, which will build up to 120 pounds pressure. In background are four service pumps which keep the fire lines full of water and supply river water to various sections of the plant. L. to R. John Ogden, Fire Marshal and Robert L. Brown, machinist pumpmen.

SUN SHIPBUILDING & DRY DOCK CO.



SUN SHIP had an exhibit at the Chester Vocational School display. Lew Hinzlert is seen explaining the working of a model diesel engine to students. Below, A. Czeay of our Safety dept. was in charge of the Delaware County Safety exhibit.

74 DEPT. TOOL ROOM

By Charles Lukens

Bob Lee is back at work after a few weeks' absence recuperating from a recent operation, and says he feels good. He appears to be in fine fettle and has several fishing trips scheduled as soon as weather permits.

That loud BOP you hear every lunch hour is nothing more than Cassidy getting rid of his lunch bag by the usual method. (Says he was called "Buster" as a child and wants to live up to his name.)

Kealey traveled up state over the weekend, and enjoyed all the fine scenery to be found at this time of year. He won't spend many weekends at home if the weather is nice—I'll betcha.

Met Mr. and Mrs. C. Wright in Chester several weeks ago, and the Mrs. inquired as to what happened to the column last month. Seems we can't dig up much news. No one seems to know any, but, happen to mention some little incident that took place and the first thing they say is, "I heard that last week."

Some one asked me to mention again that the old Red and Reeler, Mike Znachko lost a \$35.00 fishing outfit during the excitement of trying to land a "big one" last year. Mike made a recent trip to the coal regions and reported conditions there as poor but not half as bad as that eventful day in the rowboat.

Radabaugh complains that both his back feeders are in bad shape. Anyone have a set of tools and a spray gun?

Mentioned to Kealey that it was tough to break loose with some news from Rufe Ingram. Kealey agreed that he (Rufe) never talks much anyway; that is, unless he is by himself or with somebody.

Caucasback Bell contributes this choice bit of knowledge to the column. "Never shadow box with anyone bigger than yourself cause your sure to get licked."

Ben Laughery will be missed by everyone, especially for his fine sense of humor, and we wish him and the Mrs. the best, and hope that they may take life easy and enjoy themselves.

P.S. Elmer Lowery the 7½ kid gets everything upside down according to Als and Kealey. Even the candy bugs.



Rod and Gun News



By Mike Znochko

Fishing is for fun and regardless of whatever impressions may be passed around, the most fun is the actual catching of fish. Yet the reward is likely to be in proportion to the effort you put in. Fly fishing, therefore, since it is the most demanding as well as being so highly effective when mastered is perhaps the most satisfying of all methods of angling.

Fly fishermen as a class seem determined to decorate their person with a large assortment of gadgets, such as, Crevils, Nets, Clips, Fly Boxes, Scissors, Fly Oils, Tweezers and what have you.

Ornament yourself as you please, but other than necessary flies, spare leader material, a sharp knife and some line dope, I don't consider any of the other things essential.

Good tools are important, but they alone won't produce results. More important is the ability to use them, and more important than that is the knowledge of the ways of various game fish.

The dry fly fisherman is a serious minded fellow whose stern moral fiber demands that he do things the hard way. He lets nothing distract him from his hobby. He will declare that the fool who takes his eyes from a strike, because a flight of wild geese go leaping overhead, is the fellow who should be left home on the next fishing trip. He thinks of a trout stream as a world of fast cold water, where fishing never runs high and the battle of wits is on.

And yet I've noticed that of all sportsmen, the fly fisherman is the most observant student of Nature. He will spend hours analyzing his surroundings and his luck. He can tell a Spruce or a Fir tree from a Pine. He will chime in on the age old arguments as to what makes a good trout stream. Well informed already, he seems always willing to learn more of the science of his art.

He loves the chill pure world that the trout inhabit, and the fine country, forest mountains that cradle these highborn waters.



TIN TROUT, a fish catch, was reported on the opening day by Walt Brysiak, of the Welding Department. As can be seen, all the trout were nice ones.

He thinks of the trout as a nobleman among fishes, and a trout stream a palatial, aristocratic neighborhood. Such streams he allows are the sweetest waters that move on the face of our planet.

In summing up the virtues of the dry fly fisherman, we heartily agree that he is deserving of his place in the sport world.

A Sportsman Among Sportsmen
This column reports the following results for the opening day of the trout season.

Carl Finks of 47 Department registered a catch of eight speckled beauties caught near Glen Mills. Weather too cold says Carl.

From the trickling underground we hear the Howard Fishman (our former reporter) snagged nine good size trout at Glen Mills.

Charlie Rhodes of 47 Department says the trout streams looked like the Yankee Stadium during a world series game. *Charlie* swears someone must have been serving free lunch to attract such a crowd.

Leon Keesig, 74 Department, tells us he got his first striped bass at Barnegat Bay, 24 inches long, weighing 6 pounds says Leon.

It has been reported that the water in the Springfield Reservoir has dropped to such a depth so as to make fishing almost impossible.

Walt Brysiak of 59 Department, reports the limit of trout caught on the West Branch of Chester Creek. Walt at present is fishing at Broadkill Beach, where his cottage is situated, and says that fishermen are bringing in some nice catches of trout and perch.

Charles Worrell of 42 Department made a large haul of bullheads at Smyrna, Del.

Charles LaBar, formerly of 34 Department, tells us that he made a catch of five hundred pounds of Dena fish in his nets. Charlie at present is a commercial fisherman, and is residing at Cedar Creek.

Judging from reports coming in we are of the opinion that the Bay looks good for early fishing this year, so we advise you to get out the salt water outfit, and give it a going over.

E. H. Brownhill, of Welding Department, says that several fine rainbow trout have been taken from Chester Creek just below the new dam in front of his home, 70 Eyre Drive. The trout were taken by boys fishing for catfish.

Some of the boys in the yard are arranging a fishing outing for Saturday, June 24. It is expected that about 20 will make the trip. Bait and handlines, \$3.50. Any who want to join the party see Bibbs, B1-75, under No. 1 shipway.

A hen pheasant has taken up residence in the South Yard and has been seen feeding at a number of points. Her route, apparently, is from the Scott Paper Company to the nose of the dry docks.

As opossum that was too curious got tangled up with the crane at #5 pier and was killed. Several opossums have been seen in No. 4 yard and rabbits are increasing up that way.

Frank P. Ferrell

(Continued from Page 5)

and was a radio operator for several years.

Mrs. Nellie Ferrell met her husband and her two sons whenever their ships came into American ports, traveling by automobile. It is said that she has traveled more than a hundred thousand miles, going from port to port to greet her loved ones.

During each summer vacation, young Frank Ferrell put in his time at sea so that by the time he was graduated from the Port Arthur High School, he had gained wide knowledge of operating a ship. At the age of eighteen he passed his examinations and took out his papers as a third mate. He went to sea as an officer for nearly four years and then came back to finish his education at the University of Texas, returning to sea to win his master's license.

When World War II came along, young Captain Ferrell became a Lieutenant-Commander in the American Navy. One of his assignments was commanding officer on the U.S.S. "PATUXENT" which was built by Sun Ship. He operated with the Third and Fifth Fleets, refueling ships at sea and took part in the Naval actions at Guadalcanal, and all the Pacific campaigns until he was detached two weeks after the landings on Okinawa. His ship was under fire during the Pacific campaigns.

He received a citation for forcing the tanker's propeller shaft from a length of chain with which it had become entangled at Guadalcanal. He and his companion, Lieutenant Pasqualino, donned divers' equipment and worked under water for 4½ hours to remove the chain.

After Okinawa he was flown back to the States and given command of the Oiler "MAUMEE." He then took over the U.S.S. "MEHAK." At the close of the war he aided in transferring American troops from Iceland and other places in the North Atlantic. At the outbreak of the war, Captain Ferrell had been associated with Sun Ship and he returned to the plant on January 15, 1946 and has remained here ever since. He resides at No. 16 South Swarthmore Avenue, Ridley Park, Pa., with his wife, Agnes Marie Ferrell and their son, Robert Ferrell.



JAMES MACKIN, 36-5, who had been associated for many years with Sun Ship and who had filled the post of Quartermaster Engineer, died at his home in Falmouth, Virginia on April 6th. His passing is deplored by his many close associates in the shipyard.



FIELDING L. WELCOX, 91-126, died March 16th. Mr. Welcox will be recalled in association with his handling of the sale of War and Victory Bonds to employees. He will be greatly missed. He resided in Lakeside.

Obituary

Sun Shipbuilding & Dry Dock Co. extends its sympathy to the families of the following employees who died during the months of April and May:

George Carney, 26-1, Port Norman, Maryland, April 23.

J. Kenney, 3-38, Gratersford, Penna., May 9.



WILLIAM A. JAMET, 42-31, died on April 11th. He had been employed in the shipyard for 25 years previous to his retirement. He resided at 1108 Boston Ave., Chester.

47 DEPT. MOLD LOFT

By Jack McCracken

We welcome John Temple back with us again after being out several weeks due to illness.

We hear that Bob Unglaub is building a masterpiece addition to his home. When will the unveiling be, Bob?

Frankie Ives is going to be glad when the Media Centennial will be over so he can shave off that crop of hay on his upper lip.

Due to the warm weather, Jonney will be able to take off three of the four sweaters he is wearing. The second pair of pants comes off around August.

(Flash)—Dave Starr finally broke down and cleaned out his bench.



MADISON HECK, 8-442, died on April 6th. He was well known at the West-kill Plant where he had many friends. He resided at 1802 Butler St., Chester, Pa.

SUN SETS WOMEN'S BOWLING CHAMPS



MEMBERS OF THE WINNING SUN SET TEAM. L. to r.: Dorothy Brennan, Pat Farnan, Edith Glatt, Mae Scott, Peggy Jones and Ivy Enns.

WINDUP of a successful bowling season for the girls' league took place Wednesday evening, May 30th, with the SUN SETS team taking top honors after challenging the SUN FLOWERS team. Two play-offs were necessary as the SUN SETS tied the SUN FLOWERS for "winners of the second half," beating them by a 172 pin lead.

As the SUN FLOWERS were winners of the first half, another match was scheduled to determine the "champs"; the SUN SETS coming through with an 86 pin lead.

Both evenings were high-lighted by many enthusiastic spectators cheering the girls on to victory.

At the Bowling Banquet held May 16th many individual prizes were given.

P. Farnan, Sun Sets, High Average, 124.

D. Brennan, Sun Sets, High Single — Season, 172.

D. Allebach, Sun Flowers, High Three — Season, 445.

E. Glatt, Sun Flowers, High Single with handicap — Season, 236.

M. Scott, Sun Sets, High Three with handicap — Season, 502.

Girl's Bowling League Banquet A Big Success

Pictures of the Girl's Bowling League banquet will appear in our next issue.

By Peg McKinney

GIRLS Bowling League of Sun Ship celebrated the end of the 1949-50 season with a banquet held at the "Club Shagwair," Camden, N. J. Tuesday night, May 16.

The girls left Chester in a chartered bus and started whooping things up by singing in and out of harmony (mostly out) until it looked as though everyone was going to be too hoarse to enjoy the rest of the evening.

Arriving at the club and finding their places at the table, the girls were surprised to find that no one had been slighted, because everyone in the league received a sterling silver bowling pin charm and a white carnation.

Vice President John G. Pew Jr. and Mr. Donald Clare were the guests of

honor. After a wonderful dinner and floor show, Mr. Pew presented each girl of the "Sun Sets," the winning team, with a trophy. The "Sun Sets" included: Pat Farnan, captain, Dot Brennan, Mae Scott, Edith Glatt, Peggy Jones and Ivy Enns.

The "Sun Flowers": Dot Allebach, captain, Edith Glatt, Anna Mae Sulger, Marian Oliver, Ruth McKinstry and Nellie News, of the runner-up team, each received a trophy also.

Individual trophies were presented for: high average, Pat Farnan; high three, Dot Allebach; high single, Dot Brennan; high three with handicap, Mae Scott, and high single with handicap, Edith Glatt.

After an extremely pleasant evening of dining and dancing the girls returned to Chester in the bus and believe it or not, still had enough wind left to sing all the way home. As each girl got off at her stop she was ushered out to the strains of "Goodnight Ladies" and "We Hate to See You Go," and so ended a wonderful evening. Everyone present at this first Bowling Banquet wishes to express sincere appreciation to Mr. John Pew, Jr. for being a wonderful contributor and an all-around good

sport. Mr. Pew remarked that it was the first Girl's Bowling Banquet he had attended, but we certainly hope it won't be his last.

The general feeling among all the girls is that the bowling league has done so very much to bring them in contact with each other and we would all like to see the league continued next year.

Many, many thanks to the team captains, Bobbie Nell, Dot Allebach, Edith Barrow, Pat Farnan, Gloria Mancini, and Peggy McKinney and also Mae Coonan and Anna Mae Sulger for organizing the League and arranging for the banquet.

Our June Cover

Removing large refinery units from the boiler shop is a delicate task because of clearance. In this job the section of a reactor kiln came through the doorway with scant inches to spare.

TIMEKEEPERS ARE BOWLING CHAMPS

Pictures of the Bowling Banquet will appear in the July edition of OUR YARD.

HAIL the Timekeepers team of "B" League, champions in Sun Ship's Bowling contest for 1949-50.

In the roll-off, May 6, the Timekeepers defeated the Engine Drawing Room team representing the "A" League. Members of the championship team are: Earl Touring, captain, Frank Griffith, Maurice Ballock, Thomas Dougherty and B. Jackson.

The bowling contest started off with a rush but late in the season the large number of layoffs brought many changes to the teams in both leagues.

In "A" League the first 3rd was taken by Electric Trucks, the second was won by Engine Drawing Room and the third by Hull Drawing "A." Roll-off went to Engine Drawing Room.

First 3rd in "B" League was captured by Boiler Shop team with Timekeepers winning second and third which put them at the top of "B" League and made them opponents of the Engine Drawing Room team for the final roll-off.

The close of the season was marked by a banquet on May 13 at Columbus Center at which awards were made.

Supt. Raymond J. Flanagan, the toastmaster, was introduced by Vice President John G. Pew Jr. and addresses were made by President Richard L. Burke, Vice President Alton A. Norton and Robert Vandever of Penn Recreation Center.

J. H. Gordon McCoskey presented the plaque and cash award to Capt. J. Paxton and members of the Engine Drawing "A" team while Treasurer William Cramer awarded the plaque and cash prizes to members of the "B" League winning team, the Timekeepers.

Presentation of the prizes to the Sun Shipyard Champions, members of the Timekeepers team, was made by Supt. William B. Beatty, president of Sun Ship's Bowling League.

Controller Charles H. Doyle awarded prizes to the individual winners in "A" League, as follows:

C. Hansen (Captain) Electric Trucks—Winners of 1st Third.

J. Paxton (Captain) Engine Drawing—Winners of 2nd Third.

J. Ambrosino (Captain) Hull Drawing "A"—Winners of 3rd Third.

High Average for season—J. Ambrosino—Hull Dwg. "A"—183.

High Single Game—S. Welley—Hull Dwg. "A"—253.

High Three Games—E. Moody—Hull Dwg. "A"—630.

High Single Game (Hcp)—J. Cermol—Hull Dwg. "B"—279.

High Three Games (Hcp)—R. Cole—Office—699.

Treasurer Cramer presented prizes to the individual winners in "B" League:

A. Anderson (Captain) Boiler Shop—Winners of 1st Third.

E. Touring (Captain) Timekeepers—Winners of 2nd and 3rd Thirds.

High Average for season—J. Boyle—Safety—177.

High Single Game—J. Doyle—Hall—245.

High Single Game—J. Grant—Wetherill—245.

Tie by Doyle and Grant.

High Three Games—J. Singley—Hull—624.

High Single Game (Hcp)—J. Howat—Crane Repair—213.

High Three Games (Hcp)—D. Weidner—Wetherill—740.

SUN SHIPBUILDING & DRY DOCK COMPANY

On May 1, 1950, the Board of Directors of the Sun Shipbuilding & Dry Dock Company met to act on the resignation of Mr. John G. Pew, our president for the past thirty-one years, who resigned on account of his age and, as he explained, "to take it easy."

The following executive officers for the company were elected:

JOS. N. PEW, JR., Chairman, Board of Directors

RICHARD L. BURKE, President

JOHN G. PEW, JR., Vice-President

ALTON A. NORTON, Vice-President

Wm. CRAMER, Secretary & Treasurer

CHAS. H. DOYLE, Assistant Treasurer

GRANVILLE D. LANBESU, Assistant Secretary

Mr. John G. Pew, Jr.'s duties as Vice-President will be the same as previously, with added executive duties.

Mr. A. A. Norton, Vice-President, will act in the capacity of Director of Operations and all departments formerly reporting directly to the writer will in the future report to Mr. Norton.



President

INK SPOTS FROM THE HULL DRAWING ROOM

By C. J. Granel

The twenty-first annual banquet of the Sun Ship Bowling Leagues was held May 18, 1950 at the Columbus Center, Chester, Pa.

Our Hull Drawing "A" team, competing in Sun Ship's "A" Bowling League, can be put on a comparative basis with the Boston Red Sox, insofar as the "A" team won almost everything but the league championship.

A quick run down on the league averages shows that Hull Drawing "A" had the highest team average in the league with a respectable 871, the next closest team to that figure had an 839 average. Only one bowler on the "A" team had an average lower than 172, and he finished with 163.

Of the five individual prizes it is possible to win in the "A" league the Hull Drawing teams almost held a monopoly on these by taking four of them, those being: High average for season, Joe Ambrosino of Hull "A"; High Single Game, "Sta" Woolley of Hull "A"; High three games, Earl Moody of Hull "A" and High Single Game with handicap, Joe Charnel of Hull Drawing "B."

Our congratulations go to John Pastore and his Engine Drawing team for winning the "A" League Championship.

Johnny Borsello, of the Blueprint Room, got back from his two weeks' training cruise on the U. S. S. Missouri. Johnny said it was a successful trip.

Elmer Fisher found out who his real friends were the other day, when Joe Ambrosino let him down by selling his fishing tackle to somebody else. Then Virgil Trevino came to his rescue and sold him his.

Johnny Dougherty informed me that his house hunting job is over for awhile as he landed a house for rent the other day.

Several of the boys tell me that the fresh water fishing has been rather slow this year; they are now getting ready to go salt water fishing with hopes of having better luck.

Charley Wojcickowski, whose cartoons entertained Our Yard readers, has just completed a six room brick bungalow in Brookhaven. All the work was done by Charley and his father in ten months.

33 DEPT. ELECTRICAL

By Sheriff B. Rankin

W. Draper, (crane operator), who made a fishing trip the other weekend, informs us that "Rock" were running in great numbers. However, he failed to tell us that while reaching for an old tire which happened to be floating near him he lost his equilibrium and fell overboard. What's the idea holding out on us, Bill?

We are sorry to learn that W. Sharpless, (crane operator), is on the sick list. Hope it is not serious Bill, and that you will be back on the job real soon.

George "Red" Milne, formerly of the crane gang, has gone into business and is doing ok. The boys wish you lots of luck, George.

J. Peck seems to be doing nicely since being operated on and expects to be back on the job soon. Good luck, Jack.

WETHERILL SCOOP

By Wally

Otto P. Leinhausen, Jr., son of Otto Leinhausen, was married on April 22, 1950 to Dorothy Faulkner. Mr. and Mrs. Leinhausen spent their honeymoon in Miami, Florida.

Joe Begley, formerly of 91 Department, is now employed by Du Pont in Wilmington, Delaware.

John McClay has invented a tool for opening metal welding wire boxes. John claims it to be very practical.

Several fishing parties have been organized for the early part of June.

We have a lot more time for play than our fathers did. Most of us now work 8 hours a day, 5 days a week. Only 50 years ago factory workmen averaged 53 hours a week. That's nearly 9 hours a day, 6 days a week.



REMIER DEFLECTOR. This casing, weighing approximately 50 tons, is assembled on the lower end of the tower or pier of a hydraulic turbine, for deflecting the water.

George D. Carney



George D. Carney, former Superintendent Engineer of Sun Ship, died Sunday, April 23rd at the Elkins Hospital, Maryland after an illness of five weeks.

One of the pioneers of the ship-building plant, he had been awarded his 30 year pin by President John G. Pew on November 13, 1946 and due to failing health, he retired from active duties February 13, 1947.

He helped to organize the very efficient Sun Ship Fire Department during World War II and acted as its Chief during those years. He also had been head of the old Sun Ship Athletic Association and organized many events ranging from outdoor sports to bowling tournaments.

In all the Community Chest, Red Cross and Bond selling campaigns, he was among the leaders.

In addition to his work here he took a deep interest in civic affairs in Chester and was President of the Chester School Board.

He is survived by a son, George Albert Carney of Haddonfield, N. J., and a sister, Mrs. Elisabeth Oshenbein of Chester.

WETHERILL 2ND. SHIFT

By Sam Sterrett

Sandy Gallan, our engineer, has returned home from Taylor Hospital after an operation. He is recuperating and looking forward to getting back on the job.

John Black, who is vacationing in Scotland, is remembering the boys with picture postcards.

Vacation has started to attack some of the boys and they are already asking about vacation slips. This, in spite of cool and rainy weather.

66—CARPENTER SHOP

By Rob (Smackey) Stafford

Well, fellow department workers and friends, I have been asked to take over the 66 department column of OUR YARD since Pierce Embree has left the plant. I hope, with your help, we can keep up the high standard that Embree placed in our periodical.

Anyone who has any notes of interest for the magazine, leave them in the office mail box that reads, "post track," or on the right hand side, two feet left of the frost tire on the Ross-Carrier. The small box where I keep my "pass out" slips.

On our sick list we still have Barney Ziskey and Clayton Penniswell. Reports are that they are coming along fine and we are looking forward to seeing them back on the job soon.

Paul Rounds stepped around at Dan Ostreck's home the other week and spent a few enjoyable hours with Dan. Paul reports that Dan is fine. We all wish you the best of health and the very best wishes.

Tom Zetile is still taking chances on cars. Remember the year 1939, when the Zetile family won two new cars in one year.

Willy Burton still can't make up his mind whether to sell his fresh water reel and reel. Better sell while the markets up. Don't wait for a buyer's market, you may come out on the short end.

Seen on the Highways and Byways

Pete Papi and Norman Lloyd on Saturdays and Sundays are working in the cranberry bogs off route 5-40, two miles south of Cedar Bridge, in New Jersey.

Joe Sage was seen last Sunday on Chester Pike wearing his new improved low-cut safety shoes. Joe says, "Wear Iron Age Safety shoes and look silly."

Robert Reur was observed standing in the doorway of the saw sharpeners on 7th St, telling the Bell boys how to do a good job.

Art Sutton and Eric Lundberg are still talking things over while riding home on the Buckman Village bus.

George Craig, well-known cattle breeder and strawberry merchant, of Ato, New Jersey, is looking for riders between Ato and Sun Ship.

Norman McGhee, better known as "Baldy," is inquiring about space in a closed body truck that will be go-

ing south on route 29 as far as Albemarle, Va. first week in July.

Walt Bogan is hanging signs on telephone poles outside Woodwood advertising his famous Bambee Inn.

Well folks, this ends this issue, and remember, if your roaming reporter rooms into your affairs it is in a good natured way.

OFFICE CHATTER

By Peg McKinney

All motorists in the vicinity of Wallingford or Garden City beware! We hear that Betty Melnyczuk, Helen Hury and Florence Melnyczuk have taken to bicycling out in the suburbs. Where do you get all the energy kids?

Grace Barrow may be seen recruiting for the U.S.O. at Valley Forge and U. S. Naval Hospital, Philadelphia. Grace is very useful with her spare time and really does a fine job for the U.S.O.

Everyone in Payroll was glad to see Grace O'Neill back again fully recovered from her recent illness. It's too nice out now to spend time being sick, Grace, so keep well from now on.

Ethel Barrow is spending all her free time these days, planning her marriage to Arthur Millay, 45 dept. foreman, which is set for Saturday, June 24th at the Providence Avenue Methodist Church. Best wishes and many years of happiness Ethel and Arthur.

Payroll Department misses Bobbie Nall and Ruth McKinstry, who left the company April 28th. We hope to see you both back again soon.

Congratulations to Andy Spunier of "OUR YARD" office who was married to Trudy M. Wolfman, of Lansdowne. After the ceremony they left for Myrtle Beach, South Carolina, where they spent their honeymoon.

75 DEPT. PLATE YARD

By Joe McBride

This department wishes to congratulate Mr. John G. Pew upon his retirement, and we hope that he enjoys many happy and healthful years in the future.

We also wish to congratulate the new officers of the company at this time, and pledge to them our whole-hearted support.

"Sag" Jenkins is beautifying his estate, with the aid of "Pappy" Felts. "Sag" gets very tired watching "Pappy" do the work.

Richard L. Burke

(Continued from Page 1)

In 1917 he became Chief Draftsman in charge of structural work and was in charge of all drawings pertaining to the construction of their first drydock which was built in 1920. Upon completion of the drydock, he acted as estimator on ship repair work in conjunction with his drawing room activities.

In 1927 Mr. Burke was promoted to the position of Vice-President and General Manager, succeeding Mr. J. K. Graham.

During the period of Mr. Burke's management many changes have taken place in the methods of ship construction, the most outstanding being the transition of the riveted ship to the welded ship. He took an active part in the development of the Diesel tanker WHITE FLASH, constructed in 1931, and which was the world's first welded seagoing vessel. Since that time practically all of the ships built in the Sun Yard have been mostly welded construction.

With the approach of World War II, Mr. Burke took an active part in the construction of the three new United States Maritime Commission shipyards which were built to augment the original Sun Yard. When these yards were completed, they comprised twenty-eight shipways, together with attendant piers, wet basins, shops, etc., with a total number of approximately 35,000 employees. During the war period an enviable record was made at the Sun Yards in the production of tankers, cargo ships and war floats.

With the return to peacetime activities, Mr. Burke has assisted in the development and construction of the large supertankers which carry petroleum products more economically than those of the smaller types.

When Sun Ship received the contract to build the ESSAYONS, largest hopper dredge in the world, at a cost of \$10,000,000, Mr. Burke collaborated with the Army Engineers to perfect the craft which was launched August 25, 1949.

Mr. Burke married Elva M. Shibe in 1921 and is the father of two sons, Richard L. Jr. and Wilson S., both of whom were employed in the Sun Yard at various times. Wilson S., his younger son, served with distinction as a Lieutenant in the Army in World War II and died in 1946 of

wounds received in action in Germany.

Mr. Burke is a member of Springhaven Golf Club, Arcadia Golf Club and attends the Methodist Church.

His hobby is farming. When he is not to be found at the shipyard he can usually be found on his farm at Dias Creek, New Jersey, near the place of his birth.

* * *

59 DEPT. WELDING

By Arthur O'Neill

Congratulations are in order to that veteran welder at the Weatherill plant, Harvey Lee 59-28, on receiving his 25 yr. Service pin. Harvey has two good helpers now that Art Moxier and Al Giampetro are up there with him.

Joe Trakin, (Sun Ship's Milton Beebe), is shopping around for a playpen. I wonder why? Joe also said that Larry Biddle is hiring strawberry pickers for his farm over in Jersey.

"Reds" Fleming and his missus spent the other week-end down at Beach Haven doing a little fishing, and we're still waiting for that flounder we ordered.

If any of the fellows have teen-age children and are interested in their recreation, see Walt Bryniak who is co-chairman of the teen-age program at the Polish Club, 9th and Elmwood Sts., Chester. Everything is free and see Walt for any further information.

Jimmy, (Playboy), Vincent can still get around even if he is on the 3rd shift—so says W. B.

Anyone wanting any pictures taken see Tony, (Gilder Blocks), DeFusco.

Whitney Herman is building a new home in Easton and is going to have a big housewarming for all the fellows. What's the date, Whitney?

Clarence Wise and Jim Hall spent a couple of days down at Chincoteague and caught five trout, two blues and a large flounder. Not bad, eh.

Seen and Heard in the Boiler Shop

Those two most pleasant guys, Harry Gaskill and George Curry—Bill Collins back in the shop again—"Rocking Chair" and "Alley-Cup" working together—Young Pietro, fat as ever—Harry O'Donnell working almost every Monday now that he is on the 2nd shift.



FAMILIAR SIGHT at No. 4 Yard is the channel light which will be modified by the thousands who worked here in former years.

88 DEPT. GUARDS

By Graeme C. Lineweaver

Supt. Sheinin has impressed so much that he made a surprise visit to his office.

Baker and Landerslager are both still out sick, but improving slowly.

Herrick and wife had a wonderful trip to the "Thousand Islands" last month.

With warm weather coming, Joe can lounge on the front porch in his silk pajamas.

Woody's appetite seems to improve daily, by the size of the lunch he carries.

Lineweaver and family spent last week up-state in Ashland and Shenandoah.

BLACKSMITH SHOP 31 YEARS AGO



THESE MEN REPAIRED battle ships during First World War. Back row—Lacey, Myers, Unknown, Cummings, Tate, Ballentine, Dittburn, Zapata, Hanna, Unknown, Dorkey, Eldid. Middle row—Sankowsky, Cairns, Navraty, Front row—Grider, Alowski, Kozinski, Logan, Unknown, Melchert, A. S. Hall, Lindstrom, McCloskey, Ryan, Williams, Temper. Only two are now employed in the Blacksmith Shop. They are Mr. Cairns and Mr. Dittburn, who supplied the old print. Mr. Ryan was the father of James Ryan, stevedore and Frank Ryan, recently of 79 Dept.

Light-Weight Chickens May Drop in Price (U. S. Dept. of Agriculture)

KEEP your eye on the poultry markets: that's the advice of observers who see a period of heavy supply just ahead. If other conditions are suitable, we may see prices decline in the next few weeks, as large numbers of tender young chickens arrive at terminal centers.

The 1930 model of the light-weight chicken is a decided improvement over the bird of years ago. Note these points about the mid-century broiler. They'll help you take advantage of today's excellent supply.

In the first place, science and skill have had their gratifying effect on the eating quality of today's young chickens. Bred and fed by modern methods, the broiler offers maximum tenderness and flavor.

Secondly, today's light bird (which

may be around 10 to 13 weeks old) is handled as the "all-purpose" chicken. Tender enough for broiling or frying, it's ideal, too, for roasting. It's because this light chicken takes to many kinds of cooking, that it deserves a frequent place in the shopping basket.

Thirdly, tasty chicken cooks up into a festive dish no matter how simply you prepare it.

When you plan a chicken dish for special guests, you may want to try this company chicken casserole. The recipe calls for 1 chicken (3 to 3½ pounds), cut up, ½ cup flour, 1 teaspoon salt, ¼ teaspoon black pepper, ½ cup cooking oil or shortening. Keep the wings, back, neck, and giblets for soup. Mix the flour, salt, and pepper and coat the meaty pieces of chicken with it. Brown them in hot shortening in a heavy pan. Drain chicken on paper towels. Save the drippings in the pan for gravy.

For the batter, you'll need 1½ cups sifted flour, 1½ teaspoons baking

powder, 1 teaspoon salt, 4 eggs, 1½ cups milk, 3 tablespoons melted butter . . . Set oven at 350 degrees. Sift flour, baking powder, and salt together. Beat eggs very light, then stir in milk and melted butter. Stir the egg mixture into dry ingredients slowly, to prevent flour from lumping. Then beat batter with egg beater until smooth. Pour into greased, heavy 10-inch baking dish or casserole that is 3 inches deep. Arrange pieces of browned chicken on top. Bake 1 hour, or until batter is puffed and golden brown. Serve with gravy.

And for the gravy, use 2½ tablespoons drippings left from browning chicken, 2 cups water, 3 tablespoons flour, ½ cup cold water, salt and pepper. Add the 2 cups water to drippings in pan and stir up all the browned particles. Bring to a boil. Blend flour with the ½ cup cold water. Then stir into boiling liquid while stirring vigorously to prevent lumps. Simmer 3 or 4 minutes. Season with salt and pepper.

Union Salutes Mr. Pew

"Few things can be more rewarding than to spend one's life in creating and developing a successful working organization, whether in the field of labor unions or industry.

"John G. Pew during his active lifetime did just that, entering the shipbuilding industry at a time when possibilities didn't seem as limitless as in later years.

"There have been, of course, times when he on industry's side of the bargaining table and officers of our union local on the other side of the table didn't see things eye-to-eye, but we always knew that when we dealt with Mr. Pew we were dealing with a man of honest convictions and basic honesty and humanity.

"His name and shipbuilding have become almost synonymous in the United States, largely because of his single-minded devotion to a top-notch Delaware County institution, Sun Shipbuilding and Drydock Co.

"The officers and members of Local 2, affiliated with International Brotherhood of Boatmakers, AFL, salute him and wish him well-deserved rest."

PHILIP NEWS

Executive Secretary.

What is a luxury? In Berlin it may be a door-knob. In Italy it's likely to be an unfrayed shirt, or and electric light. In France it's hot water and a cake of soap. In England it can be any one of the many things the Socialist government has decided are "not essential."

What about our country? You'd have to look pretty hard to find an American who thinks that a radio, or even an automatic refrigerator, is a "luxury." And only in the biggest cities is an automobile ever classed as such.

34 — PIPE SHOP

By Jerry Seafus

Thirty-four department sends its congratulations to our new president, Richard L. Burke and Vice-president, A. A. Norton, for a successful career.

L. Larson is now busy at his favorite pastime, fishing along Indian River and bay.

Touts Thornton is now busy on his farm down in Maryland. Touts, there is only one cup for that pot now.

I wonder why the fat boy from Media has not given a beard for the Centennial celebration. A last minute ruck, Gerg?

Firpo, it's about time for a vacation.

We hope to have more chatter in the future. Send in any news and pictures you may have.

"To the Four Winds"

When John Deitrich 61, formerly of 34 department, lay seriously ill, he made a last request to his close friend Frank Spoe of 113 Ash Rd., Garden City, who also had worked at Sun Ship in the Guard and Payroll departments.

"After I am gone" he said, "I want to be cremated and my ashes scattered to the four winds."

Both men had come from Shenandoah, Pa. and felt an attachment for the town in which they were raised.

John Deitrich died April 23 at his home in Glenolden, Pa. He was cremated and on Sunday, May 7 Frank Spoe, former war pilot and President of the Delaware County Flying Club, made a flight to Shenandoah carrying with him the ashes of his friend.

Over the cemetery of the coal mining town the ashes were cast to the winds and they floated to the earth. Then Frank returned to Chester.

80 DEPT. STORE-ROOM

By J. R. Wright

Charles "Buckie," Greeninger has left Sun Ship to drive for the Hanley Hose Fire Co. in the city of Chester. Buckie was elected to the job of driver by the members of the Hanley Co. and started his new job on Sat. April 20th. (Lots of luck to Buckie on his new job).

We welcome Mike Sternski back on the job after being out sick for a week with a bad case of shingles. Mike said he was not bothered by the itch, but the pain was bad.

Walter Logan, Asst. foreman of 80 Department, Labor, lost his office when they tore down the old first-aid building. Walter has opened up his new office in the old Babcock & Wilcox office, across from the main Store-room.

Jim Ryan lost his office in No. 1 pipe field. It was torn down when the field was cleaned up and the pipe straightened out. Jim is now located in the R. M. room of the main Store-room.

George Thornton, "Uncle George," retired from the services of Sun Ship after 32 years service. Uncle George started with Sun Ship on Feb. 23, 1913 as a truck driver and had the Philadelphia ran, delivering and picking up material. While on the Philadelphia ran Uncle George made a number of friends among the business men of Philadelphia and vicinity. In retiring from his job at Sun Ship he will be missed by his many friends who wish him a long life of ease and happiness.



PRINTED and repaired blowers stacked in crossroom by J. Logy, electrician and R. Holts, cleaners.



GREETING CARD signed by 311 Sea Ship employees was presented to John G. Pew following his retirement as President of Sea Ship. Nail Bauls made the presentation. Drawing is by Ed McBride and shows Mr. Pew "taking a nap" on his fishing boat, "Blowdown."



"Mighty Big Umbrella for a Rainy Day"

IT'S a great feeling to be safe from hard times. That's one reason why I protect my family's future with U. S. Savings Bonds . . . they make the best umbrella I know of for 'rainy days.'

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"Savings Bonds give me and my family a feeling of *confidence* in the future. They give us dreams of things to come—and we know these dreams'll come true, because in ten short years our Savings Bonds will pay us \$100 for every \$75 we invest today.

"There's only *one* kind of saving that gets you places—and that's *regular* saving. That means Payroll Savings—the systematic, automatic way to save!"

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