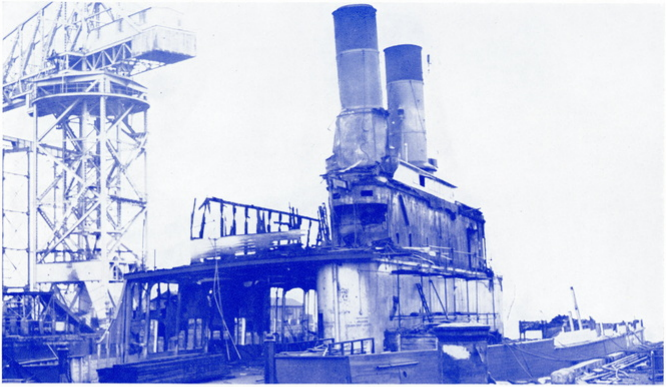
SUN SHIPBUILDING
AND
DRY DOCK CO.

Our Yard

July, 1951

BURNED FERRYBOAT "*BEFORE AND AFTER*"



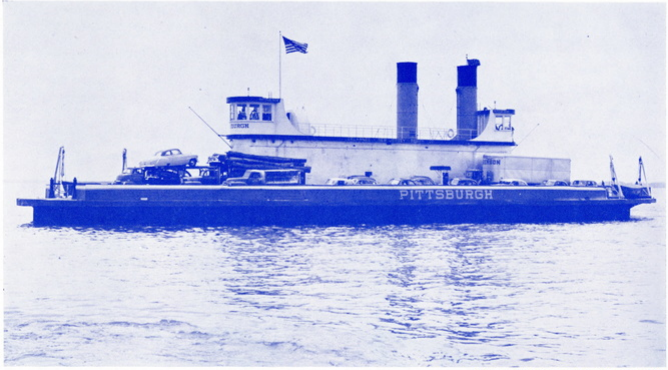


Photo by HARRY A. LEMMON, Edgemoor, Del.

REPAIRED BY SUN SHIP in fast time, the ferryboat "PITTSBURGH" of the Delaware-New Jersey Ferry Co. is back in service. This vessel had been badly damaged in a fire at Pennsville, New Jersey. The upper picture shows how she looked after arriving at the shipyard and much of the upper works had been removed. Lower is a view of the repaired ship, fully loaded, back in service.

KEEL LAYING OF "S. S. KEYSTONE MARINER"

Pictures of the keel-laying exercises will appear in the August issue of "Our Yard."

IN the presence of a distinguished group of special guests and thousands of Sun Ship employees, the keel of the swift cargo ship "S.S. KEYSTONE MARINER" was laid in Sun Shipyard on Friday, June 15th.

There were cheers and applause when Mrs. Edward L. Cochrane, wife of Vice Admiral Cochrane, cut the ribbon at the ceremony on the No. 4 shipway.

The huge keel plate weighing nearly 25,000 pounds was lifted into place and shortly after the noon hour was firmly welded to other plates to mark the beginning of construction on America's Mariner type of vessels.

For Sun Shipbuilding and Dry Dock Company this event was another "first" because our shipyard had been given the honor of initial construction of a fleet of 25 freighters planned by the U. S. Maritime Administration of which Vice Admiral Edward L. Cochrane is the head. Sun Ship is to build 5 of these vessels and the other 20 will be constructed by four different shipyards in the United States. The cargo ships will cost approximately $8,399,256 each, it was announced in Washington.

President Richard L. Burke presided at the ceremonies which began at 11:30 a.m. Lunch hour was advanced to 11 a.m. in the shipyard so that the employees could eat their lunches and attend the keel laying.

In his address President Burke thanked the Maritime Administration for the honor paid to Sun Ship and pledged the best efforts of management and workmen to turn out ships that will serve the Nation in times of peace and which can be converted into troopships in times of war.

Mr. Burke said that Vice Admiral Cochrane was a native of Chester. He thanked Mrs. Cochrane for her part in the exercises, and referred to the part Sun Ship had played during World War I and World War II.

Joseph N. Pew, Jr., Chairman of the Board of Directors of Sun Oil Company, and a former co-founder and president of Sun Shipbuilding Co. introduced Vice Admiral Cochrane.

Mr. Pew paid high tribute to the skill of the men and women employed at Sun Shipyard and to the high technical ability of Sun Ship management. He told of the ships that were launched by Sun Ship during World War II, and how the plant had grown into one of the most important yards engaged in constructing tankers and other vessels during World War II. Mr. Pew also said that Vice Admiral Cochrane was not only a capable officer but had come to be regarded as one of the outstanding designers of ships in the country.

One of the pleasing touches of the keel laying ceremony came when Chairman Joseph N. Pew, Jr., presented Mr. Burke with a thirty-five (35) year service pin.

"This comes as a complete surprise to me," said President Burke as he accepted the gold emblem.

Vice Admiral Cochrane received a fine ovation when he was introduced by Mr. Pew. In his address he said, "For me personally the laying of the keel of this ship has much deeper significance, certainly it has for me much deeper sentiment.

"This emotion stems first from the fact that the KEYSTONE MARINER is the first of a new Mariner Class — a new type of ship — a type to which those who have studied the maritime-naval problems of the second half of the Twentieth Century attach great importance.

"Second, from the fact that it has given me an occasion to return to the city from which over forty years ago I set forth for a life in the Navy and particularly for one associated in the shipbuilding industry of this country.

"I want to thank the officials and employees of the Sun Shipbuilding and Dry Dock Co. for pausing a few moments today to observe the keel-laying of the first of the new Mariner ships.

"The Mariner Class, and I hope there will be many more of them to come, will begin to go down the ways early next year and you may be sure that there will be plenty of work for them. They are the ships upon which we will rely for the most difficult tasks in the event of a large scale conflict. Their carrying capacity in terms of size and speed — their effectiveness, in other words — is 2½ times that of the 10-knot Libertys.

"The Sun Shipbuilding and Dry Dock Co. should indeed be proud that it is in the forefront of this awakening of our shipbuilding prowess. I hope to be on hand when the KEYSTONE MARINER formally receives its name at the hands of some fair sponsor."

U. S. Representative Benjamin F. James who was a guest at the keel laying congratulated Sun Ship on the service it had rendered the Nation and the part it is playing in the Industrial life of the community. Mayor Ralph F. Swarts also was one of those guests attending the event.

Among the guests were Capt. Rex L. Hicks, ship construction chief for the Maritime Administration, and Mrs. Hicks; Adm. Louis Denfeld, and Mrs. Denfeld, and Constance Cochrane, sister of Admiral Cochrane.

Sun Ship officials attending the keel-laying ceremonies included Joseph N. Pew, Jr., Chairman of the Board, Sun Oil Co.; Robert G. Dunlop, president of Sun Oil Co.; Richard L. Burke, president of Sun Ship, and Mrs. Burke; A. A. Norton, vice president of Sun Ship, and Mrs. Norton; John G. Pew, Jr., vice president of Sun Ship; William Craemer, secretary and treasurer of Sun Ship and Mrs. Craemer; Robert Haig, retired vice president of Sun Ship, and his daughter, Mrs. Agnes Haig Sheldon.

The keel-laying was followed by a luncheon for the guests, held in Hotel Clubhouse.

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HERE ARE "OUR YARD" REPORTERS WHO BRING

OFFICE CHATTER

PEGGY McKINNEY, of the Payroll Dept., has been with Sun Ship for nine years. She is a graduate of Notre Dame School, Moylan, and resides in Chester. Peggy's hobby is music and at Christmas she is a member of the Carols Choir. She also is a member of the Mixed Bowling League.

* * *

MACHINE SHOP

RICHARD CLENDENING is the oldest reporter on OUR YARD in point of news service. His first article appeared in the initial number of the magazine and has regularly contributed news and special articles ever since. He has a knack for finding entertaining items. Dick enjoys reporting and has a gentle touch in his writing with a kind word for all. He has made thousands of friends during his years in the Shipyard and appreciates the aid of those who give news tips and pictures for the magazine. Dick was one of the founders of the Mutual Benefit Association and has been a director ever since. The family home is in Chester. Mr. and Mrs. Clendening have 9 children and 11 grandchildren. Two sons now work here, and three daughters formerly worked here. Dick's hobby is salt water fishing.

* * *

68 RIGGING DEPARTMENT

HARRY SANBORN (CLOVE HITCH) has been a rigger in 68 Dept. for 20 years. He lives with his family in Overbrook Heights, Pa. His son, Harry, Jr., is now working in the Wetherill Plant.

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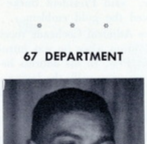
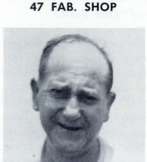
67 DEPARTMENT



MAJOR PALM has been with Sun Ship for 21 years and during World War II he was a Leader in 47 Dept. serving as Shipfitter and layer-out in No. 4 Yard. His wife was sponsor at the launching of the S.S. Marine Fox. She also was a welder in No. 4 Yard. They have four sons and reside in Chester, Pa. Major Palm is a graduate of South Mountain High in Altoona, Pennsylvania.

47 FAB. SHOP



WILLIAM COOPER has been associated with the shipyard for about ten years. He was born in Philadelphia and has been active in that city and Delaware County since boyhood. At the present time he is living in Chester with his mother Mrs. Ethel Cooper. His hobby is fishing, mostly the salt water variety.

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SUN SHIP'S GUARDS

GROVER C. LINAWEAVER has been on the Guard force since 1937. He and Mrs. Linaweaver were the parents of four sons and four daughters. They had three sons in World War II and one, Ralph, was lost in 1944 in the Saipan battle. Ralph had worked in 34 Dept. Another son, Grover, Jr., was a welder here. There are 11 grandchildren. The family has resided in Upland since 1932. Captain Linaweaver's hobbies are photography and music.

YOU THE DEPARTMENT NEWS OF SUN SHIP YARD

COPPER SHOP

CHARLES WORRILOW and NORMAN FISHER, Jr. represent OUR YARD in the Copper Shop. Charlie is a graduate of Media High and he and his wife, Verna, reside near Media. Their daughter, Barbara Jean, is 8 years old. Young Fisher is 2nd Asst.

Chief of the Norwood Fire Dept. He is a graduate of Prospect Park High and resides with his wife Sara and daughter, Mary Lou, also 8 years old, in Norwood. Both these reporters are anglers.

* * *

WETHERILL — 2nd SHIFT

SAMUEL (SAM) J. STERRETT has been at the Wetherill Plant 11 years, and resides in Ridley Park with his wife, Ethel, and son, David. The entire family is musical. Wife, soprano soloist, and son, trombone, string bass and arranger. Our Reporter was former church organist and choir director. Sam enlisted in the Air Service in 1917. He was a Supply Sergeant. Upon discharge was connected with Personnel Department, Merchant Shipbuilding Corp. A member of the Presbyterian Church, as Elder was elected Commissioner to General Assembly. Member of Oil City Masonic Lodge, Scottish Rite Bodies in Coudersport, Pa., and member Sun Ship Trowel Club. Sam wrote a text book on Naturalization which was approved by Naturalization Service and used. Sport — baseball is favorite — from time of Rube Waddell to present.

* * *

PIPE SHOP

JERRY SCALLAN who has been with Sun Ship for nearly 20 years has an excellent hobby — leading Boy Scout activities. He is local Commissioner in District 4. He resides in Chester with his wife Marie, daughter Margaret, and two sons, Thomas 17, and Peter 16.

* * *

CARPENTER SHOP

PEARSON EMBREE recently returned to the yard and will resume his duties as department reporter for OUR YARD. During his absence news of the Carpenter Shop was capably handled by Frank Mosser, Bob Stalford, and Joe Sage. Born in West Chester, Mr. Embree attended West Chester High and University of Pennsylvania. He served in the navy during World War I. He and his wife, M. Marguerite, reside in Wynnewood. His hobbies are fishing and gardening.

* * *

PLATE YARD

JOSEPH McBRIDE who was born in Chester has been connected with Sun Ship since 1936, went through the busy war years when the plate yard was filled with tons of steel plate and freight trains were on the move. His son, Joe, Jr., who formerly worked in the Sheet Metal Shop is now located on the Pacific Coast. Mr. and Mrs. McBride reside in Middletown Township. In addition to the son they have one granddaughter.

* * *

HULL DRAWING ROOM

CHARLES J. GRAUEL has been with Sun Ship for 22 years and is now one of the popular drafting engineers. He was raised in Chester and educated at Chester High and Drexel Institute. His wife is a native of St. Michael's on the Eastern Shore, and the family reside at No. 6 Providence Road, Springhaven. The son, Charles, Jr., is nine years old. He attends the Garden City School and is a Cub Scout in Pack 134.

SUPPLY REPORTERS WITH NEWS AND PHOTOS

ELECTRICAL DEPT.

JOHN F. HEFFLEFINGER not only takes an interest in writing news about the Electrical Dept., but one of his hobbies is raising flowers. Each year he grows about 500 chrysanthemums and he has won many prizes at flower shows. He is a member of the Delaware County Flower Club and former president of the Norwood Horticultural Society. The family reside in Ridley Park and Mr. and Mrs. Hefflefinger recently celebrated their 35th wedding anniversary. They have three daughters and two sons; also five grandchildren. John is an amateur photographer, specializing in color movies. One of his reels is "Flowers Around the Year."

* * *

ROD AND GUN NEWS ALSO TOOL ROOM

MICHAEL D. ZNACHKO, whose feature articles on hunting and fishing have attracted favorable notice, comes from the coal fields. He is graduate of Freeland, Pa., High School and the Mining and Mechanical Institute. Coming to Sun Ship nearly ten years ago, he is a resident of Parkside with his wife, Ella, and son, Junior. The son attends Chester High and is on the football team; also playing baseball and basketball. Our Reporter formerly was left halfback on the Freeland and Mining Institute teams. His hobbies are hunting, fishing, classical music and gardening. He has been a baritone soloist in St. Mary's Choir in Chester and also played the oboe in bands and orchestras.

* * *

WELDING DEPARTMENT

WALTER DAVIS our Reporter in the Welding Department is a fishing enthusiast, and owns a boat at the summer home in Rehoboth Beach. He and his wife can be seen frequently on fishing trips. He has been with Sun Ship for 14 years. The family reside at Chester Plaza.

* * *

WETHERILL PLANT

VAL STAKOSKI, known as "Wally," keeps our readers informed about the Wetherill Plant. He has been a Sun Ship employee since 1929. During almost the entire 22 years of service he has been shipping clerk. He resides at Prospect Park with his wife and daughter and his hobbies are flowers and pictures. He grows flowers in a greenhouse and rates high as an amateur photographer.

* * *

STOREROOM

JOSEPH R. WRIGHT came with Sun Ship in 1923 as a passer boy in the Riveting Dept., and later was transferred to the Pipe Shop. He then went to the Storeroom. His wife, Mary, is the daughter of Harry Lewis, crane runner in 33 Dept., and their children are Doris, married; Jane Marie, 14; Suzette Mary, 9; and Joseph R., Jr., 2 year old who bosses the family. They reside in Chester. Joe's hobby is volunteer fireman.

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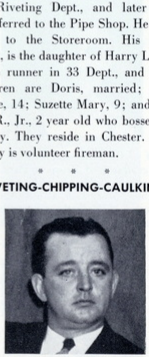
RIVETING-CHIPPING-CAULKING



LEO McCABE was a passer boy in the riveting gang twenty years ago. He is now a very popular chipper. Born in Chester, he has resided in this area most of his life. He lives in Upland with his wife Dorothy and sons Donald, 15; Jerry, 8; and Roger, 5. Leo enjoys bowling and fishing and is a Phillies rooter. His son Don is a southpaw pitcher on the Ridley Park High team.

RECLAIMING METALS IN THE SCRAP YARD

RECLAIMING METALS is the business of the Salvage Yard. Upper picture shows wooden parts on lifeboats being burned away to recover the steel. In middle picture we see how cables are cut into short lengths and the insulation is burned off leaving valuable copper. Carloads of machine shop and other departments' scrap arriving at the Salvage Yard are pictured in lower photograph.

SERVICE PIN AWARDS TO EMPLOYEES IN MAY

30 Years

34-504 ..... Robert Gould
59-162 .. William Hamilton

25 Years

78-6 .... Joseph Ambrosino
33-32 .... William Draper
68-44 .... Joseph Fillinich
91-25 ..... Fred News
36-88 ..... George Marvel
80-42 ..... William Edge

SALARY ROLL

15 Years

91-11 ..... George Turner

10 Years

90-53 ... Robert Crompton
98-9 ..... Margaret Miller

DRAFTSMEN'S ROLL

15 Years

38-87 ..... Morris Potts

HOURLY ROLL

20 Years

30-39 ..... Leon Bradfield
47-80 ..... Stanley Bassick
74-64 ..... Louis Guidetti
75-27 ..... Fred Grau

15 Years

8-640 Llewellyn Sherwood
33-156 ..... Elmer Crozier
47-2901 ..... Harry Clark
59-222 ..... James Ennis
59-229 ..... George Bert
66-104 .... Howard Byers
66-116 ..... Barney Zukey
74-80 .. George McGlennen

10 Years

47-677 ..... William Payes
47-1403 ..... Joseph Kelly
58-799 Raymond Cummings
66-99 ..... James Ryan
67-1879 ... Clarence Brown
88-52 ... George Whitelaw
88-82 ..... George Thorpe
88-87 ..... Joseph Slawter
88-88 ..... George Mills
88-91 .. James Ralston, Sr.

(1) — FRED NEWS, 91-25, is awarded a 25 year Service Pin by Controller Charles H. Doyle.

(2) — JOSEPH FILLINICH, 68-44, is the recipient of a 25 year Service Pin by Supt. Frank M. Hoot, Jr.

(3) — Foreman of the Storeroom James Brown hands **WILLIAM EDGE, 80-42,** his 25 year Service Pin.

(4) — WILLIAM HAMILTON, 59-162, is the recipient of a 30 year Service Pin by Thomas M. Jackson, Chief Electrical Engineer.

(5) — JOSEPH AMBROSINO, 78-6, is awarded a 25 year Service Pin by L. D. Collison, Chief Structural Engineer.

(6) — Supt. Raymond Flanigan hands **ROBERT GOULD, 34-504,** his 30 year Service Pin.

(7) — **WILLIAM DRAPER, 33-32,** is awarded a 25 year Service Pin by Supt. Raymond Flanigan.

THERE'LL BE PLENTY OF CABBAGE ON THE MARKET THIS SEASON

EVEN before we had history, we had cabbage. So say the historians, who explain that the leafy vegetable has been in rather common use for more than 4,000 years. Wild cabbage has been found growing along coastal regions of Europe and northern Africa in recent years.

From the wild cabbage, at some remote points in the past, sprang the various members of the cabbage family that fill our plates today: cabbage, itself, and cauliflower, broccoli, Brussels sprouts, kale, collards and kohlrabi. Just when or where the various forms of cabbage appeared, we can't be sure, because of the lack of written records.

Experts long continued their work of breeding toward more and more perfect cabbages. Among the chief objects of breeding programs have been those related to diseases, the ability to store well, and adaptation to particular localities. Another important objective of breeding programs has been development of heads that meet consumer demands for a small or medium-sized hard head, mild or sweet in flavor, with crisp or succulent leaves.

In contrast to the situation of several weeks back, when cabbage was scarce and high, lots of cabbage is now pouring into Northeastern markets.

Recently cabbage has been coming mainly from States whose production exceeds the average. North Carolina's estimated output (as of May 1) is ahead of last year's and almost double the average. South Carolina, where production appears to be somewhat under last year, expects a cabbage total more than one-third over average. Virginia cabbage is about 4,000 tons ahead of last year, and about 6,500 tons over average.

Most of the cabbage now reaching the bins is the domestic round type. Usually not so compact as the late-maturing Danish cabbage, domestic round heads are reasonably hard.

Some pointed cabbage from Virginia is also reaching shoppers now. This type may be recognized by the conical or pointed shape of the head, together with the comparatively smooth surface of the leaves. This used to be the leading type in southeastern growing areas.

With plenty of cabbage available, this vegetable is selling generally at reasonable prices. To fill the family's spring-time demand for lots of salad, cabbage is the thrifty, palate-pleasing choice.

For use with cole slaw, or a combination shredded vegetable salad, one college home economics department suggests this *cole slaw dressing*: 1¼ cups cooked dressing, 2 tablespoons prepared yellow mustard. And a cucumber dressing, suggested by the same source, for use with cabbage (or tomato) salads, calls for 1¼ cups cooked dressing, 2/3 cup finely diced cucumber, and ½ teaspoon celery seed.

LORD, I'VE TRIED

Lord, I've tried, all I can,
To be included in your daily plan.
Your plan of love and kindness too,
And all the plan that's dear to you.

Lord, I've tried, to kneel and pray,
As my burden grows day by day.
Sometimes I don't know what to do,
But Lord, I know you'll see me thru.

Lord, I've tried, to be a friend,
To keep having faith until the end,
Then I realize all you have done,
Trying to do a job for everyone.

Lord I've tried, to keep in your fold,
So I'll reach that Heavenly goal.
Always keep my moral high,
Because Lord you know I'll always try.

HENRY JAMES, 67-221

So They Quit Smoking

Nearly a dozen men in the Machine Shop have quit smoking. It wasn't organized: one after another just stopped, giving a varied assortment of reasons.

One chap said he wanted to reduce high blood pressure: another said smoking made him short of breath: a third cut out cigarettes to cure a cough. There were several who wanted to save money. One backslider has been reported. During the lunch hour the boys found him in a corner taking a few puffs: "I've got to quit gradually," he explained.

TRAINING NEW EMPLOYEES IN SAFETY WAYS

Vice President John G. Pew, Jr., delivered an address before the Marine Section of the National Safety Council that attracted wide attention in Marine publications. It dealt with instilling safety into new shipyard employees. Extracts from the address follow:

"Suppose we approach my subject from the angle of 'WHO ARE THESE NEW EMPLOYEES?' The condition of the labor market will govern the types we get, more or less.

"Since the open market has ceased to exist, the tight emergency market will probably follow the pattern of World War 2. The employees will come from a diversified group of men and some women whose life work has not been even distantly related to the shipbuilding industry.

"Their motives for applying for work may be mixed but will surely contain two emergency classifications — the 'Patriot' and 'the Wishful Draft Evader.' Regardless of the motives, we cannot hope for even a semblance of permanency.

"This condition makes indoctrination a more difficult task and calls for extra vigilance. Teaching a new employee, who expects to make shipbuilding his vocation is not too difficult and the educational seeds generally fall on fertile soil. The reverse is true concerning employees who are interested only in the pay checks and are being tided over an emergency.

"Well do I remember the struggle we had to bring our war-time enrollment to the 36,000 mark, and the even greater task of trying to maintain it. The turnover was ridiculous. For example, in 1943 we hired 25,600 new men and women and found that our net increase at the end of the year was only 1,710. How we ever built and delivered 250 vessels, 35 large carfloats and performed a vast amount of repair work during the war period is one of those Ripley 'Believe It or Nots.'

"It is rather discouraging to look back at the efforts we made and the results we obtained through screening, aptitude tests and accelerated schooling and now find ourselves, in just a few years, faced with another emergency situation.

"I remember two instances involving labor scouting which I hope we will not be compelled to repeat. I overheard one scout, who was referring to a group of men he had sent into the shipyard, say — 'Sure, they are O.K., I felt them and they were still warm.'

JOHN G. PEW, Jr.

He Was Shy a Leg

"When I questioned another man as to why he sent a one-legged man to us, he said: 'Mr. Pew, we were rushed. He didn't put it on his application blank and, furthermore, we were both sitting down, so how was I to know he was shy one leg?' Incidentaly, that man proved to be a profitable investment.

"Where are the 36,000 employees which included 7,200 welders? We trained most of those welders in our schools. In other words, we were operating a training school for industry in general and didn't know it.

"Very properly, the next question might be—HOW DO WE ATTEMPT TO INDOCTRINATE THESE EMERGENCY EMPLOYEES? Frankly, while they present a real challenge to management, we do not expect to stray very far from our regular practices. Most industries have adopted standard procedures through the trial and error method. The old saying about locking the barn door after the horse is stolen carried an earmark of failure but when you are building ships, the accidents that do happen often point to the preventative measures that will prevent similar cases.

Furthermore, I believe management has a splendid chance to sell the organization to the new employee before he does a tap of work.

Take an Interest in Your Job

"I feel that a great deal of the friction between industry and labor stems from the failure of management to enlighten new men concerning the advantages offered by industry. Lack of knowledge causes lack of interest. You tell me how you can teach safe practices or the mechanics of a trade to an employee who has no interest in his Company?

"Isn't it a primary function of indoctrination procedure to win the interest of the new man? To assure him against physical and financial fear? To tell him in words of one syllable that he will be fitted into a job nearest his natural ability? Explain the workmen's Compensation Law to the youngsters? Tell him about the life insurance benefits?

"The hospitalization benefits for himself and his family? The Mutual Benefit Plan in event of illness? Assure him that the schools will be open to him free of charge? Explain in detail that the Company-operated cafeterias provide fine food at reasonable prices? That the dispensary, showers, toilet rooms and locker rooms are up-to-date?

"The Company assumes a considerable amount of financial responsibility to provide benefits of various kinds. The more the new man knows about these benefits, the more likely is his interest to rise.

"While the Safety Department gets the first shot at every new man and acquaints him with the above benefits, as well as the general hazards of shipyard work, the main cog in our program is the supervisor who will direct the new man's efforts every day. This is the instructor on whom we depend to provide the newcomer with the particular hazards of his particular craft and operations.

"This supervisor and others like him can make or break our safety efforts. They are aware of the fact that production depends on them. They re-

sent any interference that will retard production. Slowly but surely, the smart ones have come to realize how badly their production schedules can be thrown out of gear by accidents.

Most of them know that accident prevention and efficiency in production are almost synonymous. It is now a production axiom that operating efficiency suffers from interference and an accident is interference. Any supervisor who can persuade his men to do their jobs as planned, safely, will approach maximum efficiency.

"The good supervisor must associate accidents with production errors. Since interferences of any type, whether they be accidents or errors in designing, welding, cutting or human behavior contribute to production inefficiency.

"The supervisor of yesteryear is a long cry from his prototype today. The tempo in life and industry has increased and the demands upon intelligent supervision have become so exacting that a superman is being developed.

"As we have junked the employee safety committee meetings, with one exception, and delegated responsibility for safety to our supervisors, you may be interested to know how the change was made. There were about 1,400 supervisors on the rolls spread over three shifts when the transfer was made.

Data on Accidents

"The Safety Engineer and statistician prepared for each supervisor a loose leaf book which included, in part, the following material. Official letters signed by the President, Vice Presidents and the five superintendents did not mince words. They left no doubt in the minds of the supervisors that they meant business.

"A letter signed by the Secretary-Treasurer brought home, in actual figures, the cost of illness, accidents and fatalities.

"Charts showing the relative standing of each department with relation to the other 29 departments on the basis of frequency and severity rates; causes of accidents; distribution of accidents by departments and production divisions; a brief summary of fatalities; helpful hints concerning the investigation and reporting of accidents; a story covering how charts are compiled and how to recognize the frequency and severity rates of all departments and divisions.

"It was necessary to use up the better part of the week for a series of meetings to accommodate all of the supervisors. A record was kept of absentees and later meetings arranged to take care of them. At every meeting, the Company officials and Superintendents were present and explained the new deal. Their presence at meetings on all shifts probably did more than anything else to impress the seriousness of their jobs on the minds of the supervisors. When management shows enough interest to back a project, not only financially — but in person, both safety and production will profit. All meetings were on Company time.

"I give you this information with considerable pride as the results during the past five years have amply justified the effort. Consistently, accurate and complete accident records have been prepared monthly and distributed to supervisors periodically. They are also posted on the bulletin boards.

"Each quarter, we publish a full resume of all major accidents. Of course, when we do have a lost-time accident (thank God we don't have very many of them) the immediate supervisor of the injured man is given a report form which is routed through his Superintendent and foreman. When the report is completed, it must be signed by the supervisor and approved by both the foreman and superintendent before it is returned to the Safety Department. We have no accident secrets at Sun Ship. I believe that all of our employees realize that management is not hiding accident facts behind an Iron Curtain.

"We use our public address system every day at 4:30 P.M. (whistle time). The Safety Department selects an employee, who broadcasts a safety message and the weather report. The picture of the employee is taken and published in OUR YARD magazine together with his safety message. These broadcasts stir up considerable interest and much good-natured ribbing occurs, BUT, the Safety Messages are planted.

Facts Given to Foremen

"The only exception made on the Safety Committee idea was a Joint Accident and Health Advisory Committee. The Union appoints three members and the Safety Department provides three members. On the fourth Thursday of each month, this Committee makes a complete tour of the Yard and the Wetherill Plant. While their recommendations are made jointly and come in the form of suggestions, it has been the practice of the Company to comply in almost every instance. 34 such inspections have been made.

"In addition to the physical inspection, the Committee goes over the accident records for the past month, discusses each lost-time case, and looks for trends in minor injuries that might lead to more serious accidents.

"The minutes covering the entire day must be approved by the Union and Safety Department and copies go to Mr. Burke, our President, to Mr. Norton, Vice President and myself, as well as all superintendents and, of course, the Union.

"A special copy of each suggestion is prepared for the appropriate foreman and routed to him through his Superintendent.

"These inspections are thorough and I can say, unreservedly, they have proved to be of advantage to all concerned.

"Once each year, we also have a luncheon meeting for the foremen whose departments worked through the previous year without a lost-time accident, as well as the foremen whose departments produced a better frequency rate than the average for the Commonwealth of Pennsylvania.

"I have tried to show that this selling job should produce a prospect more susceptible to indoctrination. A prospect who knows he is being groomed for a job fitted to his own natural ablity. His fear of illness and accidents will be somewhat alleviated by his knowledge of Workmen's Compensation, Hospitalization Coverage, Benefit Funds and Life Insurance and he will be taught that the good workman is a careful one. He will know that he can eat well and at reasonable prices; that wash rooms are clean and sanitary; that good doctors and nurses will take care of him if he needs their help. He has also been informed that help to meet financial emergencies will be available.

"I believe that an employee who understands these things and is willing to do his part will become a useful member of our industrial family."

Rod and Gun News

By Mike Znachko

ALL Right! So you've got a dog that has been perfectly trained. Well, it does not mean he will stay that way unless you help him. The truth is that a trained dog is a perishable commodity. It is just as hard to keep a dog good, as to make one good.

Vigilance is the price of a good bird dog, regardless of who you are, or where and how you live. Half of the best trained dogs are ruined by the men who buy them. We do not mean that they are an ungentlemanly lot.

There is a special friendliness about people who love dogs. If I am ever tried for my sins, I hope they'll have a lot of them on the jury.

The kind of mishandling I have in mind is never deliberate. It is the result of inexperience or thoughtlessness, but the consequences are just as serious. One fellow followed his neighbor's advice and lustily twisted his dog's ears when he misbehaved. Then he wondered why the dog quit behaving altogether, if you get what I mean.

Now the hunters who ruin dogs are nice people. They are just inexperienced or thoughtless, and never dream of the wreckage they cause.

Dogs are often damaged by indiscriminate lending. A crack trainer once advised me to lend my automobile, my piano, my cooking stove, but never my bird dog. And a veteran bird hunter once said to me, "Son, always keep one fine looking dog to lend out, and be sure he isn't worth a damn."

Another good way to ruin a dog is to talk him to death while he's trying to hunt. Many hunters are forever giving their dogs instructions, delivering lectures and preaching sermons. In other words, telling a dog how to run his own business. They are trying to be helpful of course, but they are not doing their dogs any good.

Too much butting-in befuddles a dog. He loses his spirit and initiative, and just plays around to give the appearance of hunting. He begins to think that pleasing his master is more important than finding birds.

THIS MAGNIFICENT HAUL OF WALLEYES AND NORTHERN PIKE were caught by Bill Rennie and Sam Yost, veteran anglers of 84 Department in Lake Megantic, province of Quebec, Canada, on one of their fishing expeditions last fall. Bill and Sam do not fish very often, but when they fish, they fish!

Now, if a dog has a nose, let him use it, and if he hasn't trade him off for a wheelbarrow or something useful.

There are, it grieves me to say, a few hunters who do not hesitate to make scape goats of their dogs, bringing them to account for their own sins.

When some hunters miss, they get mad. When they get mad, they miss. The madder they get, the more they miss, and the more they miss, the madder they get. That's why they call the circle, VICIOUS. Before the day is done, these buck-passing hunters will break the vials of their wrath over the heads of their luckless dogs.

When your dog makes a fault, reprimand him of course, but do it quietly and unmistakably. If he's worth his salt, he will know what is demanded of him.

Specks Goudy, and A. Green of 59 Department, Joe Van Sciver of 68 Department, sailed with Capt. Deputy of the Ronnie S. from Cape May, Saturday, May 26. They report a tremendous catch of porgies, flounder and sea bass.

This one comes from 47 Department. It seems "Father John Ferguson," well known burner of 47 Department, was wandering along the shore of the Upper Delaware Bay recently, when he observed several round creatures basking in the sun. He learned they were turtles, and estimated there were about twenty in the group, some ranging from 2 to 4 feet in diameter. We are informed that "Father John" has been making weekly surveys with the intention of starting a Turtle Farm in the near future.

Leon Koenig of 74 Department, spent Memorial Day fishing off Brigantine Beach. He reports a catch of six sea bass and two eels.

Dave Houser of the Boring Bar crew, and party, sailed from Wildwood Crest on Saturday, May 26th, on the "Clarabelle." They report an excellent catch of several hundred assorted sea bass, trout and flounder.

Stanley Hockman, of 47 Department and son, were members of the fishing party aboard the Ronnie S, under the command of Capt. Deputy, which sailed from Cape May, Sunday, June 3rd. They report an excellent catch of porgies and sea bass.

The conservation program sponsored by the Delaware County Field and Stream Association, is well under way, with several Boy Scout Troops

(*Continued on Page* 19)

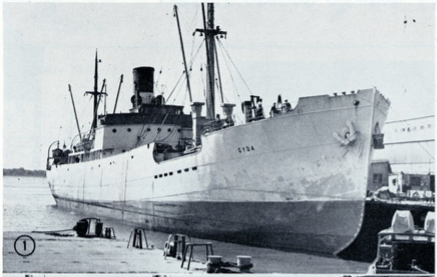
BUSY DAYS ON SUN SHIP'S WATERFRONT

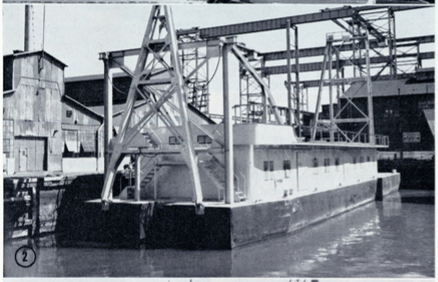
NAVY VESSEL, tankers and freighter ship tied up at piers in Central Yard indicate the recent activity at the plant. Upper picture shows a straight-on view while the one on the left reveals five ships in line of vision.

Our July Cover

The American Flag floating proudly over Sun Ship's main office building was photographed by Al Knott and became the appropriate cover for our Independence Day edition.

VESSELS IN DRY DOCKS FOR REPAIRS





(1) — SS "GYDA" — Danish flag vessel operated by Torm Line — Voyage repairs afloat.

(2) — AMERICAN DREDGING CO. 126 — Installation of machinery and hull alterations.

(3) — TUG "MARGARET McALLISTER" — Drydocking, cleaning and painting.

(4) — SS "IONIAN PIONEER" — Repairs to boilers afloat.

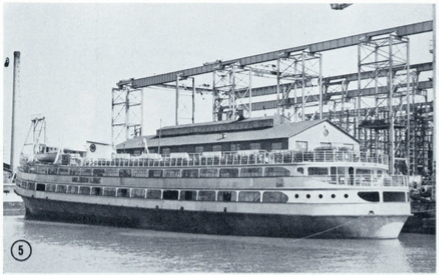
(5) — SS "BOSTON BELLE" — Familiar Wilson Line vessel — Drydocking and underwater work.

(6) — SS "CARLSBAD" — Overseas Tankship Co. vessel—loading material aboard for shipment.

(7) — MS "FERNPLANT" — Norwegian flag vessel — drydocking, cleaning and painting.

(8) — SS "GEORGE MacDONALD" — Drydocking and voyage repairs.

(9) — SS "LOUISIANA SUN" — Drydocking and annual repairs.



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88 DEPARTMENT

By Grover C. Linaweaver

Capt. Sides has started to spend his weekends in Ocean City. Good luck, Capt.

Harris needs about ¼ ton of old newspaper yet, and then he can get his deep freeze.

McGeoghegan is back from a trip through Canada and New York State.

Sweeney is doing a lot of singing lately. We wonder why?

Linaweaver, Neeson, Julien and Thorpe are going on vacation around the first of the month. Details of trips later.

Cropper thinking about getting a car. Hope he gets a good one.

All the fathers on the guard force made out fine on Father's Day from all reports. Just like a second Christmas for them.

* * *

67 — CLEANERS

By Major Palm

We have heard of the sixty-minute man. Now the Cleaners boast of the peanut man. Yes, you guessed it right, Bubbles Edward.

Kid Cool Breeze, we who sit on the seniority bench, want you to get a bout with Joe Louis. We feel you can give him a good beating. Of course, if you beat him you will also have Henry Pierson on your hands.

Wonder why Bill Miles is so full of smiles?

Welcome back to the yard, Bob Smith.

What old man looks real sharp in his soft clothes?

We have missed some of the boys on vacation.

Big Sam Britt's feet are off the ground for the rest of the season. In winter he will be wearing slippers again.

Big Mack, get after the third shift so we can make this column larger.

Little Moose and Al Bagy are real tight here of late.

Ross Holland had a bit of misfortune at the barber shop. He asked the barber for a Don Eagle hair cut but the barber gave him a bald eagle hair cut. That's why his hair is so thin on top.

The Nature Boy in this Dept. is Bill Jones.

* * *

75 DEPARTMENT

By Joe McBride

We extend our sympathy to Eugene Majewski whose aunt recently passed away.

Congratulations to Celestine Osle, daughter of Crane Operator M. Osle, on her recent graduation from Ridley Park High School. Best of luck in the future, Celestine!

"Hap" Reilly, the boy with a smile, is one of the reasons why things are running so smoothly in the Plate Yard. Keep up the good work, "Hap."

Mrs. Seamen, wife of Foreman Jack Seamen, is on the sick list. We wish her a speedy and complete recovery very soon.

'You are never fully dressed until you wear a smile."

Said to be the youngest disc jockey in the United States, **BARBARA ANN McBRIDE**, 5-year-old granddaughter of Joseph E. McBride of 75 Dept., has an opening spot on KXLY Weekly program "House Party" in Spokane, Washington. Barbara Ann's father, Joseph E. McBride, Jr., is a former employee of Sun Ship having worked in the Sheet Metal Shop before going to the West Coast.

SUN SHIP'S MIXED BOWLING LEAGUE BANQUET was held at Palumbo's on Wednesday evening, May 16. Pictured here (seated, reading clockwise) are: Vice President John G. Pew, Jr.; President Richard L. Burke; Chairman of the Bowling League, Elsee Stott; Ass't Director of Personnel Donald Clare; E. Scott, D. Allebach, C. Skidas, E. James, M. Jester, R. McKinstry, I. Esnouf, D. Owens, P. Jones. Standing, left to right, E. Murphy, T. Dougherty, C. Blair, B. Jackson, P. McKinney, L. D. Collison, H. Hury, E. Killin, K. Coonan, H. Renz, B. Null, M. Bullock, and J. Heavey.

55 DEPARTMENT

By Leo McCabe

Well it sure looks like the "good old summertime" has arrived. On Memorial Day morning when Johnny McDonough got up he felt like cutting the grass and painting the screens — so he went back to bed till he got over that feeling!

"Porky Meyers" would like to rent "Burky's" hall for a pig roast now that picnic time is here.

"Hanna" says he is in love, but not with the second shift.

Is the "Kid" getting muscular or does he still have on his "longies?"

"Walt" (Boom Boom) Miazga didn't look very good last week — heard he caught cold drinking out of a damp glass.

Another sign of summer "Harvey the Heater" sporting a new Panama hat.

Overheard Frank O'Neil whistling "Be My Love" the other day. Hmmm! Must have something on his mind.

Introducing this month:

"Reds (Fireball) Welch" who resides in the eighth ward.

Ollie (Esquire) Thomas who drives up from Wilmington daily; and John Czukiewski as "Mr. Snooze" of the department.

What some wives wash against their wishes: chipper's working clothes, and late dinner dishes.

Harry Rickenback says the hardest thing in the world is to make his wife admit he's right when she knows he's wrong.

Did you know —

That "Jers" Pierce used to be a "Pro" ball player (pitcher)?

That although it takes about two hours for each major league ball game the ball is really only in flight about ten minutes?

That the Yard is so busy now, the only traveling "Casey" expects to do this summer, are the trips out "West" each evening during "Frontier Playhouse."

So long till August . . .

PVT. CHARLES (CHICK) HARMER, formerly a truck driver in 80 Dept., is now stationed at Fort Knox and recently spent a short leave with his parents. He is the son of Charles Harmer a truck driver in 80 Dept.

Junior Members

MARILEEN AND SANDY GREEN, are the daughters of Harry Green, Crane Operator.

MARGARET MARY PASTICK, daughter of John Pastick of 58R Dept., who graduated in June from Notre Dame High School, Moylan, will enter Fitzgerald-Mercy Hospital of Nursing in September. She is a sister of Florence Pastick of the Dispensary.

JOHN J. MANN, Jr., age 1½ years old, is the son of John Mann a cafeteria employee.

DANNY, age 4, and **DONNA LEE DRINNAN,** are the children of Milton Drinnan of the Sales Dept.

DAVID, JOSEPH AND GERTRUDE FRIEL are the children of Joseph Friel of 55 Dept.

MARGARET KENNEDY, age 11, and **EDWARD KENNEDY,** age 13, are the children of Ed Kennedy, 33 Dept. Expeditor.

MARGARET M. ANDERSON, age 18, is the daughter of F. (Andy) Anderson. She is a June 1951 graduate of Bartram High School, Phila., Pa.

WILLIAM HOWARD JILLSON, son of Mr. and Mrs. Lester Howard Jillson, graduated from Pennsylvania Military Preparatory School on June 5th. Bill is planning to enter college in September. His father has worked for Sun Ship for 22 years in 84 and 36 Department.

KENNETH MILES, son of William Miles, Leader in 67 Department, entered the Air Force in June. Kenneth is a graduate of Chester High School class of June 1951.

Enjoy Your Vacation

Before You Leave—

Stop milk, newspaper and other deliveries.

Don't lower window shades. Arrange to have your lawn mowed. Prowlers watch for such tip-offs.

Notify postoffice to hold mail, or arrange delivery to a neighbor.

Lock windows and doors. Remember basement windows and coal chute.

Shut off gas and water at main valves. Shut off electricity at master switch unless refrigerator or food locker is to be left on.

Put a first aid kit and flashlight in glove compartment. Be sure you have all tire tools.

Speed kills — take it easy. Start a little earlier and don't try to cover too great a distance in a day.

Long drives at constant speed make you drowsy. Vary your speed and stop occasionally to stretch your legs.

Don't be impatient to make time. It's unsafe, and it's not restful driving.

If you leave the children alone in the back seat, be sure the doors are locked.

After You Arrive—

R-e-l-a-x. Don't try to crowd a year's exercise into two weeks.

Take the sun in easy doses. Don't nap in the sun. Wear sunglasses.

Stay out of the water for at least an hour after eating; and swim in sight of others. Be sure water is deep enough and free of obstructions before diving. Don't try to swim too far. Distribute the load evenly in boats. Don't stand up.

Don't spill gasoline while fueling motor boats. A small amount of gas may spread in the bilges and set the entire boat afire when the motor starts.

Don't sample berries, touch unfamiliar plants, or drink impure water.

Carry an insect repellent with you.

Stay away from high ground and single trees in a lightning storm.

—Lehigh Valley Safety News.

POLIO POINTERS

If Polio Comes

DO — Allow children to play with friends they have been with right along. Keep them away from new people, especially in the close daily living of a home.

DO — Wash hands carefully before eating and always after using the toilet — especially important when Polio is around. Also keep food clean and covered.

DO — Watch for signs of sickness, such as headaches, fever, sore throat, upset stomach, sore muscles, stiff neck or back, extreme tiredness or nervousness, trouble in breathing or swallowing.

DO — Put a sick person to bed at once, away from others, and call the doctor. QUICK ACTION MAY LESSEN CRIPPLING.

DO — Telephone your local chapter of the National Foundation for Infantile Paralysis, if you need help. Locate through telephone book or health department. No patient need go without care for lack of money. Your chapter will pay what you cannot afford.

DO — Remember — at least half of all polio patinets get well without any crippling.

If Polio Comes

DON'T — Get over-tired by hard play, exercise, work or travel. This means men, women, or children.

DON'T — Get chilled. Don't bathe or swim long in cold water, or sit around in wet clothes.

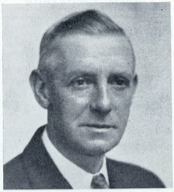
DON'T — Have mouth or throat operations during a polio outbreak.

DON'T — Use another person's towels, dishes, tableware or the like.

DON'T — Take children to places where there is polio. Ask your health department.

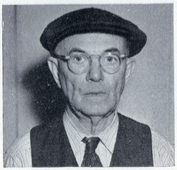
FOR MORE INFORMATION ABOUT POLIO WRITE TO:

The National Foundation for Infantile Paralysis, 120 Broadway, New York 5, New York or Delaware County Chapter, National Foundation for Infantile Paralysis, County Biulding, Media, Pennsylvania. Phone — Media 6-2990 or 6-2545.



Deeply deploring the passing of **THOMAS SISSON, 34-69,** we offer sincere condolences to his family. Mr. Sisson died on April 16, 1951, and prior to his death resided with his family at 319 W. Ridley Avenue, Ridley Park, Pa.

Heartfelt sympathy is extended to the family of **DANIEL OESTREICH, 66-29,** who died on May 6, 1951. Prior to his death he resided with his family at 520 N. 54th Street, Philadelphia, Pa.



Heartfelt sympathy is extended to the family of **HARRY MEREDITH, 80-32,** who died on April 23, 1951. Mr. Meredith was a familiar figure in the storeroom, and has been employed by Sun Ship for 26 years.

59 AND 60 DEPTS.

By Walt Davis

Congratulations are in order to J. Gibson and wife; it is boy number four.

Anyone having a 3006 or Savage 300 rifle for sale, contact C. Nyce, 59-337.

C. Nyce has the cowboy boots, all he needs now is the horse.

For information on laying cement blocks see E. Palo.

Flying saucers are a secret, but if you see robin fish towing balloons in the bay C. Goudy will let you in on that secret.

Owens has a happy look: Jonesy thinks one of his jokes backfired.

Jim Vincent wants to weld some silver pipe.

Jonesy said that his bowed look is from being a "barrel" inspector.

Anyone wanting to know who Jonesy is, the real name is Frank Szalkowski. Owens named him Jonesy because it was easier to spell.

Walt Kowalchuck must be a wrestler on the side, it's that cauliflower look that gives him away.

John Lyttle must have grocery feet, he is always picking them up and laying them down — mostly picking up.

Ridgley has nothing to say but he works very happily. Wonder why? We will all know when he passes out the cigars.

The reason Colex Wright bought a new car is because Ridgley passed him so fast he thought he was stopped, he got out of the car to crank it and ran over himself.

Have you heard Jonesy is taking up bicycle lessons? He rushed out the door one day, jumped in the air and pedaled four blocks before he found out he left the bicycle around the back of the house.

Welcome back to 60 Dept.: Steve Palma, "Jiggers," Scotty, "Vince" Alston, J. Rhanes, "Murphy," "Skeets" Reed, J. Precia, E. Coleman.

Obituary

Sun Shipbuilding and Dry Dock Company extends its sympathy to the family of **ALFRED T. AMBLER,** 8-86, who died on May 17, 1951. Prior to his death he had resided at 1304 Perkins Street, Chester, Pa.

68 DEPARTMENT

By H. Sanborn (Clove Hitch)

"Whitey" Rhyme has just finished his patriotic duty as a citizen by serving out his term as a jury man in the Media court.

All the "Phillies" rooters in our department have been fairly quiet the last month. Are they the "Whiz" kids or the "Phiz" kids? Time alone will tell.

Some of the boys were too sleepy for the early call on May 30th. You can't burn the candles at both ends.

"Whitey" Modesto says he would like to give lessons to the second shift men on how to put up staging. There are always two ways to do a job; the hard way and the easy way. You were right "Whitey."

We welcome back on day work from second shift, Manuel Torres and Larry. More second shift men are trying to do the same.

"Reds" Boland was down off Cape May fishing the 3rd Sunday in May. Kind of rough weather but "Reds" weathered it OK. Fairly good catch of fish also.

The "Superheater" riggers and McKee are at it again, but all in fun.

Teetotaler Johnny must have a delicate tummy. He drank a bottle of Pepsi-Cola last week and was sick for three days. Better stick to coffee and lemonade Johnny, nothing stronger.

Absent-minded "Reds" lost another pair of gloves. It sure is a good thing his arms and legs are fastened to him. What's the matter "Reds," too much on your mind?

* * *

WETHERILL PLANT

By Wally

John Allen, Ed Wertz and Don Weidner went fishing over the weekend at Wildwood, N.J. They caught 56 fish. Of that number John Allen caught 43. It looks to me like Ed and Don just went along to bate John's hook. This is the story as told by John Allen.

Our trout fishermen are complaining that the season has been a poor one. There were few days in which the weather conditions were favorable.

Amateur gardeners at Wetherill say that all the crops will be good. Weeds however are thick due to the rains.

FOR SALE

Space heater $35.00. It heats three rooms. See Andy, 33-395.

Rod and Gun

(*Continued from Page* 10)

engaged in tree-planting in various sections of the county. We are informed that each Scout Troop is assigned to a specified area, to keep a watchful eye on the young trees, and each area will be dedicated to that particular troop in the future.

Once again we salute these gentlemen, who give their time, and patience in guiding our youngsters, in their efforts to reach a better goal in life.

R. Rothka of 47 *Department, was a member of the party aboard the fishing boat "Tobe" with Capt. Frank Wanen at the helm. They report an excellent catch of over* 600 *porgies and bass while fishing in Indian River Inlet.*

* * *

WEDDING ANNOUNCEMENT

The wedding of Mr. William Craemer, treasurer of the Sun Shipbuilding and Dry Dock Company and Miss Alice Laura Schactel took place on Saturday, May 26 at the Plymouth Church of the Pilgrims, Brooklyn, New York, by the Rev. John Henry Sargent.

Mr. Craemer who has been active in Civic affairs is a trustee of Pennsylvania Military College, and is treasurer of the Delaware County Chamber of Commerce. Mr. and Mrs. Craemer are residing at 422 Harvard Ave., Swarthmore, Pa.

BABY PIGS *can't squeal if you pick them up by their tails. Mrs. Gavin Rennie shows how you do it.*

A Job Well Done

WILLIAM DRAPER

FEW men can surpass or equal the safety record of Bill Draper, 33-32, crane operator, who has just received his 25-year service pin. During those years he was never involved in a lost time accident.

He originally came to Sun Ship in 1918 and was hired by Mr. Daniels, then Employment Manager.

He saw the yard grow from 5 shipways, no drydocks, to 28 shipways and two drydocks. His lifts grew from 5 tons to 50 tons. He worked in all yards and Wetherill Plant and on all cranes, steam and electric. Bill made safety his daily guide.

On looking back he said, "The greatest satisfaction I have is the knowledge that I have never been responsible for the injury of a single employee or for the damage of any material.

Bill is married, has one daughter and a son who have made him a four time grandfather.

During the NRA Bill used to cut hair for the employees during lunch hour and collect 25c a cut on pay day. One of Chester's barbers complained to Washington and they sent a man up from Washington to tell Bill he had to stop.

He said they also raised tomatoes and strawberries in the shipyard during the depression and that they were eaten at night.

He remembers Jack Dempsey and his pearl button high top shoes walking about as a welder.

He considers the crane cab his second home and says he is in a position to see men taking chances by taking short cuts and doing unsafe acts.

He feels that in this great country of ours every man should protect himself against accidents and never be responsible for an injury to another.

INK SPOTS FROM THE HULL DRAWING ROOM

By C. J. Grauel

We wish to congratulate Mr. and Mrs. George Lloyd on the arrival of a 7 lb. baby girl. Mrs. George Lloyd, better known as Doreen Powers, former secretary for the Hull Drawing Room, and daughter are doing very well.

We bid au revoir to Miss Anna Mae Lamb of our department, and say hello to Miss Elsie M. Leflar, who will be our new secretary.

We welcome back Albert E. Fisher and Val Germann, of Hull Fittings. Both Albert and Val were members of our department, until they were laid off last year due to lack of work. We also say hello to Jody Ambrosino, son of Joe Ambrosino, of Hull Structural and Joseph Hrabak.

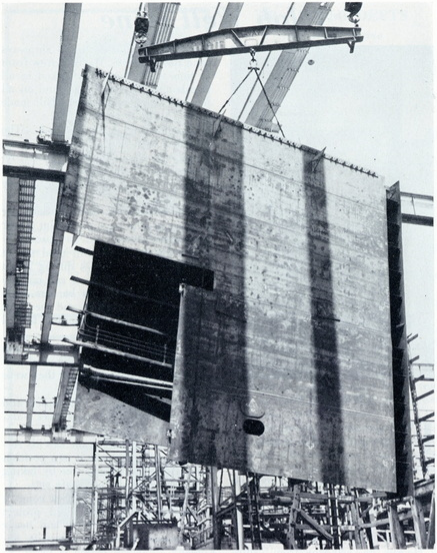
Johnny Filliben, formerly of Hull Ventilation, stopped in to pay us a visit. Johnny is recuperating from a minor operation.

We welcome back Frank Darby, of Hull Ventilation, who was out sick for quite some time. Glad to see you back, Frank.

Henry McDermott, of Hull Fittings, has finished teaching his first class of blue print reading for shipfitters, under the new training program at the Chester Vocational School.

Granville Hallman, is still trying to cover up for not wearing his tie the other day.

I understand the only thing that is holding up the big fishing party is the green light from Capt. T. C. Larkins.



HUGE FABRICATED SECTION which was assembled and put together by Sun Ship workmen is to be placed on one of the Seatrains. Sun Ship is building two of these vessels.

CONNIE CLENDENING, age 10, daughter of Dick Clendening, is pictured holding a 15½-inch rainbow trout caught by her 15-year-old nephew Elwood Myers at Glen Mills.

34 — COPPER SHOP

By Fisher and Worrilow

"Wildcat Docherty" was a sidewalk fireman at the big fire in Chester, but later pitched in and helped them until 4 o'clock in the morning. Nice going, "Mike!"

Congratulations to W. Jones' boy, John, for having just graduated from high school.

C. Jones is still waiting to take you boys fishing.

Paul Steppki and W. Jones are sporting new cars.

Fred Thompson has started to show a little more "beef" since he has come back.

Ask "Jim" and "Butch" how they liked the cigar that C.W., 3rd, gave them.

Shoemaker has a '40 Packard that he says will out run any car that burns oil.

B. Nolan had better go on a diet.

Andy, Jr., expects to start on the roof of his new home in about two weeks.

J. Hollis says he will spend most of the summer months around Chester this year.

We would like to have some pictures of you or your family during your vacations.

* * *

74 DEPARTMENT NEWS

By Mike Znachko

(Windy) Bill Lonnquist has left the department to come under the wing of Mr. Van Horn of 34 Department. We of 74 Department wish to announce that we will gladly furnish cotton, to be used for ear plugs, to all 34 Department employees upon request.

Wm. (Bill) Nichols has taken a position as machinist with the department and the boys welcome him as one of us. Bill was employed at Chester Lace Mills prior to its closing.

Bob (Ginsey) Lee, is back to work after a short seige of illness.

Shorty Lewis has again taken up his position as "Commander-in-Chief" of the Broom and Bucket Brigade.

Abe and Mrs. Adelman spent Memorial Day touring the countryside.

Mr. and Mrs. Harold Radabaugh had as their holiday guests Mr. and Mrs. Herb Reiber of Washington, D. C. Herb was a former leader in 74 Department.

Mr. and Mrs. Frank Cowan had as their holiday guest their daughter Margaret of Miami, Fla.

For most of us Memorial Day was National Home Work Day, with the following tasks performed under the keen supervision of our respective wardens: Tommy Greenough — garden work; Jack Orwig — odds and ends; Mike Cassidy — perambulating the little Cassidys as usual; Rufe Ingram — porch painting; Mike Znachko — garden work; Bill Kealey — garden work; Charley Lukens — painting cellar; Elmer Lowry — a nail here, a dab of paint there.

Bunker, of the Hose Crew, is taking driving lessons, having purchased a car from his dad. We advise you to STOP — LOOK and LISTEN at all intersections.

Tom Behringer and Ed Stipe are the latest additions to the working force.

OFFICE CHATTER

By Peggy McKinney

Sue Witmer, of the Payroll Dept., is on the sick list and we all wish her a speedy recovery.

Nell Drain is convalescing at her home and wishes to be remembered to all her friends here at Sun Ship.

Florence Melnyczuk, Helen Hury and Grace Bartow are still making their trips to Valley Forge to help cheer up the wounded veterans.

Rita Suidowski, Helen Hury, Florence Melnyczuk and Peggy McKinney recently went to Shibe Park to attend a Phillies game. Reports from those attending stated that Florence Melnyczuk's voice carried better than the umpires.

Tony Cirillo, of the Mail Room, has been called to active duty with the Marines and is to report this month at Paris Island, South Carolina.

The engagement of Margaret Desmond of Mr. Landings' Office and William Boyd, formerly employed as a draftsman in the Engine Drawing Room, was announced by Mr. and Mrs. Andrew Desmond, Jr. The wedding will take place in the fall.

* * *

CARPENTER SHOP

By Pearson Embree

Frank Mosser fell heir to some new pipes, but he is still using the old pipes held together with scotch tape and saving the new ones in reserve. It must be sentiment that's all I can say.

Baldy McGhee and Harry Mooney finally made it to Indian River and according to them they really got a mess of fish. McGhee claims he pulled in hundreds of porgies two at a time. The exact number they caught (according to them) kept changing, but we honestly think they did get some.

Pop Eye bargained and hunted for a new car and finally found a dealer who would allow him something on his old one. So now we hear Joe Sage is breaking it in for him.

Fire Ball Nelson has taken over at the helm of the Ross Lumber Carrier, Smoky Bob Stalford having left service is greatly missed.

The department is pepped up with the arrival of some old timers and it is easy to see by their greetings that at heart they are all glad to ge back in the groove at Sun Ship.

This writer is one of them and he has not had time to learn about what's going on, but he soon will!

For Freedom's Sake

Where do Americans stand
With liberty at stake?
They stand at the lathe and assembly lines
They stand in the rolling mills and mines
Producing for freedom's sake.

What do Americans say
With liberty at stake?
They say they will never bend a knee
To whatever forces of tryanny—
Loyal for freedom's sake.

Where do Americans fight
With liberty at stake?
They fight in the air, on land and sea
Wherever liberty's foes may be
They fight for freedom's sake.

What do Americans want
With liberty at stake?
They want to be part of the gallant groups
Of farmers and workers and well-armed troops
And win for freedom's sake.

—L.S.S.

SNAKE CANE cut by Guard F. P. Thompson reveals how a honeysuckle vine winding itself around a sapling cane chokes the growth of the young tree. Guard Thompson has cut more than 40 such canes.

33 DEPT. — ELECTRICAL

By John Heflefinger

It is with sincere regret we announce the passing away of Mrs. Emma Harden, wife of Wesley Harden, one of our old time Crane Operators. Mrs. Harden died on Tuesday, June 12.

We would like to announce that from now on each month, we will endeavor to tell about some of the boys of our Dept. This month we present Malcolm (Mac) Taylor who has been with Sun Ship for 20 years. "Mac" as he is better known is a radio "ham" of long standing. He has an up-to-date transmitter and receiver and has made contacts all over the world.

During several emergencies in our country when communications lines were down, Mac was instrumental in relaying news and messages to and from the scenes of disaster. He has received letters of commendation from various sources. "Mac" always welcomes visitors and is willing to offer any advice where needed. We are sure that "Mac's" hobby is a worthwhile one and worthy of our commendation.

George "Richie" Richardson is back on the job after a week's vacation spent in West Virginia and Maryland. Richie also is noted for the fine flowers he raises at his home in Village Green.

Have a news item that Whitey Hunter is the proud owner of a new Plymouth.

Amos "Hank" Horn and Mrs. Horn celebrated their 30th wedding anniversary recently by visiting New York City on a sight-seeing trip. We learn that Radio City, Empire State Building and all other places of interest were on their list. Congratulations to them from all of us and many happy returns.

Andy Stevenson and Bradford "Pete" Briggs have returned to the yard and are to be found at their old posts in the Crane Repair Dept.

Albert "Ham" Hamilton was out on the sick list for several days due to a bad case of ivy poisoning. He is all OK now!

Ed Shisler of the shop force reported that he picked his first garden peas on May 31st. That's really getting them early, Eddie.

Ed Kennedy, our former expediter, has returned to the yard and is on his old job.

Father Time has finally called the turn on Bill Drake and he is now seen wearing glasses when reading.

George McGlennon has returned to his old job in our Tool Room replacing Bill Lundquist who is now 34 Dept's. expediter.

Roy Blake has returned from a vacation spent fishing down around Indian River. He is well tanned and reports eating fish three time a day. Walt Martin carried on for him while he was off.

Tony DeMuro better known as "Center Hole Pete," has returned to the gang. By the way, Tony, the way you spell is terrific. For details see the shop gang.

There must be a very good reason why Gerald Evans is praying for rain during the first three weeks of September. Could the answer lie in the following news item? Carl "Ducky" Blair will take a three-week vacation starting September 1. Most of his time will be spent on his ranch near Wildwood, New Jersey. We are sure, and hope that Carl will have an enjoyable time in spite of the above news and will return with a nice "rosie" tan.

Walt Martin was off recently attending the funeral of his father who died recently at the age of 80. His home was in Columbia, South Carolina.

Garden fans please note, Sheriff "Andy" Rankin reports as of May 21st he has several tomato plants bearing fruit, and expects to be among the first to have ripe tomatoes from this area. He has a total of 34 plants and expects a bumper crop. We'll be on the look-out for a sample, Andy.

Last month we reported that Brownie has installed those new brakes on his jalopy. But now we learn that he is only "half safe," as he only put them on the front wheels. What's the matter with the other two wheels, Brownie?

The $64.00 question this month is, who got the Toni in the Crane Repair Dept.? Buff says he is sure it wasn't him.

Norris Collins and Andy Cassidy have been promoted to Leaders in the Ship Repair Gang. Good luck, boys!

Ray Smith has been put in charge of the grease and oil boys in the Shop, who are in the midst of repairs to the "Antinous" one of the boats in the river collision off Chester.

Bill Feathers and Dave Lewis send through your reporter their best regards and wish to be remembered to the boys of the department. Bill is with Du Pont and Dave is at Baldwin.

Walt Keiss has abondoned politics and returned to the gang again.

Joe Newman is now to be seen again on the Day shift after his turn on the 2nd shift.

Our friend Bill Walls is really burning up the shoe leather these days.

Vince Gorman is back on his old job as expediter.

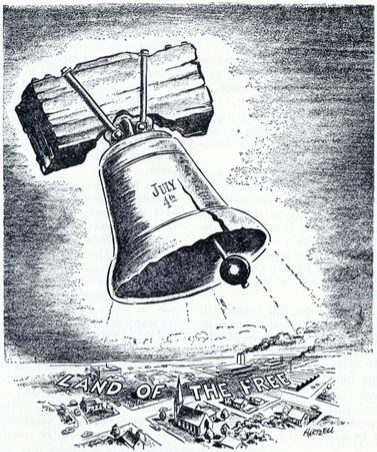
Dick Woleslagel has taken over the leadership of a gang on the Seatrain 531. The best of luck, Dick.

Gerald Evans, Roy Blake and Mrs. Blake had a very successful fishing trip to Indian River on June 17. They got over 400 fine fish. Mrs. Blake had high catch.

That's all for this month men. Let's have your items for next month!

MOSES LEVINSON AND HIS BRIDE ANNE are shown on their honeymoon. The popular shipfitter has been employed at Sun Ship for 24 years and remained a bachelor until May 6th when he was married.

LET FREEDOM RING!



CAPTAIN HARRY S. (WHITEY) BURR is shown at the presentation of an invitation to Governor Battle of Richmond, Virginia (center) to attend the 175th anniversary of the signing of the Declaration of Independence in July at Philadelphia, Pennsylvania. This photograph was taken May 11, in Richmond, Virginia. Burr represents the First Regiment Veterans Association P.N.G. The officer second from the right represents the Richmond Blues Regiment. This affair will run from July 1 through July 4th and will have governors from the 13 original states and historic military commanders attending.

WETHERILL — 2nd SHIFT

By Sam Sterrett

All the men on the 2nd Shift rejoice with other employees of Sun Ship at the wonderful recovery of Asst. Supt. R. W. Frazier.

"Dick," upon returning to his home after working the entire shift, was suddenly stricken with severe pains and rushed to the hospital where an emergency operation was performed.

He is now home from the hospital under the watchful eye and good care of Mrs. Frazier.

Billy Warwick is taking a week of his vacation working at home doing some of the many things on his home docket.

Ted Blake is sporting a real coat of sunburn. He claims it came from a fishing trip but reports "No fish, fishing bad."

J. Billingsly answered the call from the Employment Office and is back on the job running a crane. Welcome back to the 2nd Shift.

Mike Koterba is another of the boys recalled. It's good to see the old faces returning.

William German, our Electrician, spent a week of his vacation around his home in Folcroft. He also worked on his son's auto and had it all tuned up and ready for him to use.

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47 — FAB. SHOP

By Wm. Cooper

I heard that Rube MacAllister made the headlines. The "Needler" sure worked on you didn't they, Rube.

Falcone didn't get time this month to draw up a cartoon for OUR YARD due to extra work around his home. Painting, planting and grass cutting are OK, but see that you get one in next month.

Tommy Glenn finally broke down and joined the television ranks, but it is surprising that he hasn't claimed that his set is clearer and better than others, most fellows do.

Tommy Post is enjoying the first of his three weeks' vacation in his regular fashion, fishing in the Atlantic City Inlet area. Nice going, Tommy, even though the weather hasn't been too good; the relaxation will do you good!

Have you heard Bill Powers sing, ask him, he loves to sing and if you can stand it he'll do it.

What are your plans for your vacation period? Let us know, we will be glad to write about it.

36 — MACHINISTS

By Dick Clendening

The Farmer's "fixed" parking ticket bounced back and he is now a member of the $2.00 Club.

Drummer George recently featured "Lover Come Back To Me." Reports at hand indicate that he almost had to walk home from Haddonfield, N.J.

John Tingle, shop sweeper, who is a chicken eater of note, recently stated that he is not a meat eater, and upon being asked if he was a vegetarian — promptly and indignantly replied "No, I am a Methodist."

The Bud McKniffs (84 Dept.) were overjoyed to learn that their son is enroute home from Korea, having completed his turn in the service.

Gavin Rennie is up to his ears in work these days. What with the garden, flowers, and plenty of overtime.

Some of the boys in 84 Dept. are anxiously awaiting those heralded June wedding bells.

Several of the boys around the Yard have spoken to this reporter showing a desire to express their pleasure at nurse Finegan's quick recovery from her recent illness and hope that she may enjoy good health from now on.

The boys are wondering if Tingle has procured that hound dog yet.

There are still persistent rumors around the shop about an impending wedding involving one of our members. Several have volunteered their services to act as a committee to sort of assist the prospective groom in proposing but to no avail as yet.

34 Dept's. Harry "Iggsy" Fry has started his weekly trek to Brigantine and reports that the fishing is not too good as yet.

34 Dept's. Bill Reese has just returned from a cruise to St. Petersburg, Florida, with the Naval Reserves, and reports having enjoyed it immensely. He says it really is God's country down there and hopes to have the opportunity to visit there again.

George Miller while leaving the plant recently observed a car with Nebraska tags and engaged the four occupants in conversation. To his amazement he learned that they were all from Lincoln, Nebraska, the place of his birth and was greatly pleased to learn that they had all accepted employment here. George has had word from his son, Larry, who is hospitalized in Japan and was gladdened to learn that he is well on the road to recovery now and expects to be back in harness again real soon.

The boys in the shop all miss tool crib attendant, George McGlennen, who is now in 33 Dept.; but find Eddie Stipe, our new attendant, to be courteous and efficient and feel that he will prove to be a worthy successor to George.

This month's center of attraction spot goes to the overdose of gate valves we recently reconditioned. It proved to be quite some job.

Welder Perry Kyle plans a trip to Santiago, California, to visit his son who is stationed there with Uncle Sam's Navy.

All the Engineering Dept. will miss 34 Dept's. Expediter "Toots" Thornton, who leaves us to take up the duties of a country gentleman at his farm down near Bethany Beach, Delaware. A real hustler with a wonderful disposition and always good for a word of cheer, we all join in wishing him every success and a long, happy, healthy life.

Another old timer, Bill Newlin, will take over his duties and we trust he will find it to his liking. Incidently, the President saw to it that Bill's birthday be given all due consideration, it being June 14th — Flag Day!

Lester (Lt.) Jillson after attending the graduation exercises at PMC, has concluded that Sen. Robert A. Taft might be a pretty regular guy after all.

Harry "Whitey" Burr reports that Lester recently showed up for his ride to work and was accompanied by his son, Bill, the "little Cadet" for whom Whitey claims Les wanted half fare transportation. Whitey says that while he would not besmirch the escutcheon of Jillson, he serves notice to all and sundry that no one can commandeer his car with impunity and retaliatory action on his part is imminent. Poor Lester!

The spotless condition of the yard in general for the keel laying ceremonies reflects credit to Jim Brown and his crew and brought forth much comment as to how nice it would be if it was always as clean. Let's wise up, fellows, quite a lot of it results from carelessness!

Frank Soltis, 3rd shift shop boss, made the trip up to Laconia, N.H., along with the nations' motorcyle clubs.

Les Jillson hopes to make a trip to Florida, comes December, and Burr says that thanks to the little cadet, he now knows for sure just who is boss up at Jillson's house.

The State Firemen's Convention this year will be saddened by the absence of the mother of 84 Dept's. George Moyer who recently passed on. She was an active figure at these affairs for many years and was known, loved and respected by all the firemen who attended regularly.

Welcome back to Eddie Lamberson and sincere wishes that his return to health this time is permanent.

We were sorry to learn of the hospitalization of Jimmie Neary and trust that his recovery will be speedy and complete.

We also wish to send get well wishes to third shift's Leon Kosmina whose condition at this time is rather serious.

We are pleased to report that 84 Dept's. Fred Smith is well on the road to recovery and he is hopeful of returning to work very soon.

ANDREW ADAMS, foreman of the Copper Shop, as he looks today and also as a baby in the arms of his grandmother.

SAFETY IQ

Do Your Own Scoring in This Test.

See Yourself as Others See You.

HEALTH

1. Are you overweight because of eating or drinking too much?
2. Are you underweight or nervous due to worrying about family — finances or things that never happen?
3. Do you ever get a physical check-up or go to a clinic?
4. Are you burning the candle at both ends — too much work and play — too little rest?
5. Are you acting your age in all respects?

ATTITUDE

1. What is your attitude toward safety? Can you take and give advice?
2. Are you getting more than just your pay from your work?
3. Does supervision antagonize you, or are you cooperative?
4. Is your attitude the same toward people in the Shipyard as outside?
5. Is your attitude a Will-O'-The-Wisp — following the crowd or doing your own thinking?

WORKING HABITS

1. Do you believe work done safely is done efficiently?
2. Do you believe short cuts pay in practicing safety?
3. Is it natural for you to analyze a job and use the necessary safety equipment, or must you be told each time?
4. Do you consider other employees' safety as part of your work?
5. Is it your habit to show new employees the correct and safest way to do their work?

OFF THE JOB

1. Do you drive your car dangerously fast? Is your speed governed by the love you have for your family?
2. Do you talk safety at home — pointing out existing dangers in the home?
3. Are you doing all you can to encourage your childrens' education, teaching them to love their country and discouraging subversive ideas?
4. Are you planning a vacation with safety for you and your family?
5. What are you doing — if anything — that is detrimental to your future happiness and that of your family?

In CONGRESS. July 4. 1776.

The unanimous Declaration of the thirteen united States of America,

Can you match Caesar Rodney, who dashed eighty miles by horse,
To cast his "Aye" for liberty and end of rule by force?
Can you face Thomas Jefferson, John Adams, or the rest,
Who buried bitter rivalries when freedom faced a test?
Can you meet Franklin, Sherman, Paine, defenders of the right,
Who asked for death in preference to unmitigated might?
Can you snub Livingston, or Wythe, or Read (who changed his mind
When fifty-five had voted "Aye", withdrew his "Nay", and signed?)
What will you say to Witherspoon, to Hopkinson, or Hall?
Who held These Truths Self-Evident, for benefit of all?
Can you explain to Gwinnett, Chase, or Hooper, Howes or Penn,
Pursuit of Happiness was lost through bickerings of men?
Will you tell Paca, Walton, Stone, we don't know what they meant,
When they decreed *just* government got power by consent?
Can you do less than Rutledge, Heyward, Lynch, or Clark, or Hart,
Who pledged their lives and fortunes to give Liberty her start?
Would you dare tell a Middleton, a Bartlett, Whipple, Floyd,
That all their views on Equal Rights are now found null and void?
To Thornton, Gerry, Hopkins, Williams; Wolcott, Morris, Smith,
Can you say Nature's God and Laws of Nature are a myth?
What of Lewis, Stockton, Ellery; of Morton, Clymer, Rush,
Can you tell them their voices have been throttled to a hush?
To Braxton, Nelson, Harrison; to Pennsylvania's Ross,
Can you confess their efforts must be crossed off as a loss?
How about McKean and Taylor; Hancock, Wilson, Carroll, Lee,
Will you, their heirs, admit you've no desire to be free?
They didn't quit, those fifty-six, in Sacred Honor bound,
And foes of Liberty, beware! Their sons are just as sound!
Though we debate each issue with a rivalry intense,
We're one when it's a matter of our national defense.—L.S.S.