

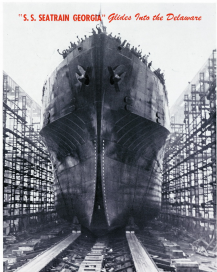


Our Yard

SUN SHIPBUILDING
AND DRY DOCK CO.

September, 1951

"S. S. SEATRIN GEORGIA" *Glides Into the Delaware*



SCENES AT LAUNCHING OF SEATRAIN GEORGIA



UPPER — THE SPONSORS' GROUP, left to right, President G. L. Burke of Sea Train Co., Richard A. Burke, Albert Berg, former Vice President Ben May, Graham B. Cook, President Southern Gas, Mrs. Mrs. Helen Cook, secretary, Donald W. Smith, Vice President Southern Gas, John G. Pitt, Jr., Vice President Sea Ship and Henry T. McFarlin, Vice President Southern Gas. (LOWER LEFT, Champagne flow on ship's inaugural launch night, President Burke presents diamond brooch to guest. (UPPER IN PAGE 11.)

QUESTION AND ANSWER MAN GIVES YOU \$2.00



FOR THE QUESTION MAN came back to the field to see how they like the setting of the Q&A. Then he introduced the interviewees and invited Q&A week starting Wednesday and Friday evening at 8 P.M. (times set tentatively, as dates dependent on the program schedule) and gave \$2.00 of the answer to return. During those Q&A's the Question and Answer feature was popular and asked in exciting language. This is the main objective today.

SEPTEMBER PLentiful

With heavy marketing in progress, lettuce and beets are featured on the U.S. Department of Agriculture's National list of plentiful foods for September. Processed citrus juices also rate special attention in September.

Other plentiful foods suitable for meals: fish are sea bass, frozen perch and frozen haddock. Vegetable bins will

be well supplied with beets and cabbage. Crops, too, will be in abundant supply, as will canned apples.

Fresh lettuce and cottage cheese will continue plentiful during September. Ample stocks of sweet dry milk solids are also anticipated during the month.

In addition to the Nationally plentiful foods, others which may be abundant in various regions are potatoes, sweet potatoes, sweet corn, asparagus, apples, and fresh fish.

The U.S. Department of Agriculture's Plentiful Foods Program is intended to help increase consumption of foods in heavy supply, which are usually low in price.

Here is the National list of plentiful foods for September 1951: Grapes, Beets, Cabbage, Canned apples, Canned applesauce, Processed citrus juices, Beets and frozen Beets, Frozen ocean perch, Frozen haddock, Sweet dry milk solids, Cottage cheese, Fresh lettuce.

"SEATRAN TEXAS" HELPED WIN NORTH AFRICA

THERE is drama in the story of the SEATRAN TEXAS and her mission run from New York harbor to North Africa during World War II, with tanks and other equipment to help crush the German invasion. The August issue of the American Legion Magazine carries the article written by James H. Wierchner.

The SEATRAN TEXAS was built by Sun Ship which is now constructing two more ships of the same type. Stationed at Sun Ship in Maritime Heights is C. E. Anderson, who was Chief Engineer of the SEATRAN TEXAS when she swept an hell spread from New York, around Cape Good Hope to the West Coast in 43 days.

He says that in addition to tanks, the vessel carried troops and technical men and specialists. The SEATRAN TEXAS also was the first American vessel to carry troops from the European War theater to the Pacific.

Here are the highlights in the tale of the trip to North Africa:

"THE SHIP THE NAZIS HAD TO GET"

Of all the ships that sail the seas, from Brooklyn to Hongkong, from the Cape of Good Hope to Samoa, none looks less glamorous than the S. S. Seatrain Texas. In the conventional sense, long an square, short on looks, built for roughness rather than grace or speed.

No matter on admiring glances from those in skyraper window or on ferryboat decks, no vicious welcome from sporting fishermen or fishing whiffs ever greet her as she plods her unromantic way through the cluttered waters of New York harbor on her bi-monthly visits.

But well they might, for the Seatrain Texas, for all her lack of glamor, is a ship that changed the course of history.

Night had not yet turned to dawn on the morning of July 28, 1942 when 15 low-riding freighters, ghostlike in their watery gray paint in the clinging darkness, slipped away from the Army's sprawling New York Port of Embarkation piers in Brooklyn. One



CHIEF ENGINEER C. E. ANDERSON, who is now stationed at Sun Shipyard on Maritime Heights in the construction of two more Seatrains, was in charge of the original run of the SEATRAN TEXAS to North Africa.

of them was the Seatrain Texas, loaded to her Plimsoll Mark with 250 heavy tanks, half a broadened tank destroyer and assorted weapons enough to equip a division, more than 6000 tons in all.

On the bridge, as she pushed out into the bristling harbor in the world, George Blawie, a civilian harbor pilot, stood shoulder-to-shoulder with the ship's skipper, 44-year-old Kenneth George Towner, a seafarer, dead-ended Yankee from Vermont, who'd worked his way up from deck-hand to master in 43 hard years at sea.

All but one of the freighters pointed their bows northward, up the East River toward Hell Gate and Long Island Sound, toward the dark and confounding destroyer waiting to meet them off Block Island.

On the bridge of the Seatrain Texas Blawie turned to the helmsman, ready to swing the ship into line behind the other vessels. Towner, watched over quietly, looked his own.

"Wrong way, George," he answered. "We're going the other way this time . . . alone."

Surprised Blawie looked across at the captain, hesitated a moment, then shrugged his shoulders, passed word to the man at the wheel to change course. The Hell Gate or The Narrows, it was all the same to him. This was wartime and strange things were happening on the seas and in

the men and ships that sailed them. His job was not to ask questions, only to get the vessel safely out of the busy harbor.

In mid-June, less than a month before, Gen. Bernard L. Montgomery's battered British Eighth Army in the wastelands of Libya, the Commander explained, three hundred tanks, all the armor that Montgomery was able to muster, moved to battle against the overland might of Field Marshal Rommel, that wily Fox of the Desert. Outmaneuvered and outgunned, the British were slaughtered. When the dust had settled, barely 70 of their tanks were left.

Tobruk had fallen and the Africa Corps stood before El Alamein.

The Allied command-and-ware were never lower than on that last day of June when Winston Churchill picked up the trans-Atlantic telephone to call the White House in Washington.

"We've got to have armor," was his harrowing plea.

Although America's own fabricating war production was barely beginning to roll, Roosevelt called in his Army and production chiefs, delivering them the ultimatum. Tanks and tank destroyers, enough to halt the Germans in the desert.

Three months, during the next six hectic days, will always stand as a mark of pride, a shining example of

what labor and management can do together when faced with a natural crisis.

It was a story repeated across the nation in a hundred plants, large and small. As the days wore on, the tempo of work increased, doubled, tripled, then doubled again. The 10-day shift-line set by Washington was met. Quotas were surpassed. The emergency codes, labeled "22-C" by the British and "20-T" by the U. S., had called for 200 tanks. Nearly double that number were produced, along with extra guns, howitzers, tank destroyers and ammunition.

Highlighted along its trip's priority, special freight trains rolled across the nation, converging on the docks at Jersey City. Lighters transferred the goods across the bay to the Brooklyn Army docks. From points as far south as Norfolk and as far north as Portland, Maine, the Army's Transportation Corps had crisscrossed up its lighters to carry the goods to Egypt—the *Falgaup*, *Janzen*, *Zelinski*, *Tara*, *Empire Drake* and *American Shogun*.

Two destroyers stilled their bows, the *conqueror*, loaded with 17,000 tons of supplies for Montgomery, sailed from Brooklyn with the tide on the morning of July 13, less than two weeks after the cry for help had rolled across the Atlantic.

Six days out of New York, reaching the anti-submarine screens around the coast, a lone German U-boat poked its periscope above the Caribbean waves south of Bermuda, took aim and fired four torpedoes, before plunging itself back into the depths.

Three of the deadly missiles missed the target, the attack beams. It was the one that counted! Of the six ships, it was the *Falgaup*, loaded with the vital tanks, which was hit. Eighty eight tons of tanks in minutes, carrying most of her crew to the bottom with her. The rest of the convoy, scattered wide at the first warning of danger, regrouped and sped on, but without the tanks, it was a battle and almost useless mission. Montgomery recalled tanks and new tank replacements were gone. Would there be time for another shipment?

In the emergency the Navy picked the *Scoutwin Texas* to deliver.

"That's where you come in," Commander Clark told Capt. Towner. "Fortunately, we have enough tanks to recover at Cherish, Pa., to replace those lost aboard the *Falgaup*. Washington

is guaranteeing that your ship can get them there in time to do some good."

It was a big order, but if any ship was capable, at least on paper, of doing the job, it was the *Scoutwin Texas*. Built in 1940 by Sun Ship to load 100 fully-loaded, 80-ton freight cars at a dock from Texas to New York, she'd hardly see her feet in the commercial trade before being requisitioned by the Army's Transportation Corps for war work. A hybrid of the high seas, halfway between a cargo ferry and ocean-going freighter, with three reinforced concrete decks, she was all space inside, could carry almost twice the tonnage of an ordinary freighter.

Her own boom could handle a 70-ton locomotive so easily as a jeep.

Captain Towner's sealed order, handed to him on the dock before he sailed, was terse:

"Proceed to Port Suez by way of Cape Town. Trip will be made at full speed of 16½ knots."

Eighteen days, every second filled with potential death, it took the *Scoutwin Texas* to cross the Caribbean, the South Atlantic, two weeks down the West Coast of Africa and finally reach Cape Town, South Africa. During this two weeks and four days, Towner slept hardly a wink, grubbing out maps in the wheelhouse or forty winks in his cabin without ceasing his duties. Day and night, all around him, the air was filled with continuous warnings of submarine attacks, ships sinking, crossing the top of the Gulf Stream, and U. S. freighters had been torpedoed less than 12 miles away from his own position. The *Scoutwin Texas* held to its course.

At Cape Town, the *Scoutwin Texas* was refueled and supplied, on her way again in less than a day. In the harbor there had been the five remaining ships of the original convoy.

Colloquially the "Towner Ship" by the British, who assumed operation control of her movements from Cape Town north, the ship headed up Africa's East Coast, the August 21, Captain Towner passed briefly in Durban, not even dropping his anchor in the water harbor to pick up additional orders, then sped on.

Twenty-nine days out of Brooklyn, the *Scoutwin Texas* slid through the lily Macthams of the night off Nama-Bland's Cape Good Hope, near the mouth of the Gulf of Aden. In the chart room, undrugged and haggard, Captain Towner plotted his course be-

tween the Cape and the Straits of Suez.

In the radio shack, the ship's wireless operator leaned forward as his employees began to snore. State listened the message. Try as he might, those portions of it he could receive filed no pattern.

"It's hopelessly garbled," he reported to the bridge. "What I can't hear is a repeat?"

"No," Captain Towner replied. "Keep your radio alive. We'll be in Aden tomorrow and we can check it then."

In Aden, a chill ran down his back when the British post control officers gave him the ungarbled text of the message his radio operator had missed. An Italian submarine, spotted by a British patrol plane, had been waiting in the narrow channel between Cape Good Hope and Socotra Island—opposed in the path of the plotted course of the *Scoutwin Texas*.

Fortunately, Aden had notified Captain Towner to change his course, to pass outside the island to avoid the deadly peril ahead.

The *Scoutwin Texas* had missed the message. The submarine did not. Although it was in radio, they had the key. Peeking out of his hole in the narrow channel, the sub's skipper sped to the main course, on the other side of the island ahead, during the night, to wait two other freighters. The *Scoutwin Texas*, a prize the Germans would have valued above all others, slipped through on her old course unharmed.

From Aden, the ship raced up the Red Sea under the heading August one. On the morning of September 3, exactly 35 days out of Brooklyn, she rounded into the harbor at Port Yanbu, at the Red Sea end of the Suez Canal.

An American Army Captain led a crew of British divers to check before the dock lines were fastened. The ship's own boom was used to swing the tanks out of the deep holds and onto the dock. Waiting British divers took them over, spreading them to the desert floor. Three days after the last of them were unloaded, Montgomery sent the American armor tank battalions against Rommel.

The *Scoutwin Texas*, against almost impossible odds, in what was surely one of the dramatic trips of the war, had arrived in time.

It was a moment in history.

Service Pin Awards for July



1 - FRANK WISE, SAC, in the company of a 25 year Service Pin from Capt. William Smith.

2 - HARVEY BRIDGES, SAC, is awarded a 25 year Service Pin by Capt. William Smith.

3 - Capt. William Smith hands CHARLES TAYLOR, USAF, his 25 year Service Pin.

4 - PERS BURNER, SAC, is awarded a 25 year Service Pin by Capt. Frank W. Wise, Jr.

5 - GEORGE WHEELY, SAC, is awarded a 25 year Service Pin by Capt. Raymond Phelan.

6 - Capt. William Smith hands WALTER ROSE, USAF, his 25 year Service Pin.

7 - FRANK CASPERSON, SAC, is awarded a 25 year Service Pin by Capt. William Smith.





1.—Capt. William Scott hands GARRICK LOPPEL, RAB, his 23 year Service Pin.



2.—EDWARD QUINN, RO-95, is awarded a 23 year Service Pin by Vice President John W. Rice, JR.

25 Years

8-20	Clarence Cooper
8-9	Harvey Elright
03-07	Edward Dutton

30 Years

01-22	Miss Nell Drake
8-23	Frank Miles
01-7	Francis Colburn
01-26	Peter Blaney

35 Years

73-14	Walter Feltz
8-16	Charles Taylor
04-00	George Hagley

SALARY ROLL

20 Years

29-23	Walter Martin
06-20	William Driscoll

10 Years

91-14	Miss Gertrude Bruggeman
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10 Years

06-17	Miss Florence Pankak
74-06	Victor Litwin
74-08	Thomas Wesley Johnson

DRAFTSMEN'S ROLL

10 Years

06-63	Paul Andrie
78-47	Vigil Turman

10 Years

76-85	Vigil K. Bayles
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HOURLY ROLL

20 Years

1-22	John Smith
1-67	Harvey Kruse
03-20	James Brown
06-23	John Green
07-30	Robert McCullum
07-43	Hilbert Cooper
07-70	William Davidson
08-31	Robert Hunter

10 Years

06-26	James Perry
08-21	George Loney
08-27	Joseph Lake
08-27	Charles Harrington
01-28	Frank Hollings
05-20	Samuel Mack
07-06	John Landrold
07-04	Charles Adams
08-01	Ernest Seiler
08-02	William Webb
08-06	William Loveland
07-17	William Miles
08-00	John Farnside

10 Years

08-03	John Van Horn
08-02	Bernard Olsen
07-40	Wayne Standbury
08-02	William Cooper
08-00	Howard Davis
08-71	Charles Egan
08-76	Lawrence Vail
08-00	Benny McLaughlin



THREE MASTS of industrial vessel are shown here. They are being used to repair and paint vessels in her repair.



3. JONES FAMILY, 06-82, and its five grandchildren are pictured here, with its wife -Walter Jones, Jr., James B. Jones, 04; Campbell Jones and Edna Clark.

TANKER "SUPERFLAME" CONVERTED BY SUN SHIP



Converted from strictly tanker to combination dry cargo and bulk oil ship, the S. S. SUPERFLAME rates as one of the most interesting types of vessels turned out by Sun Ship. The conversion took six weeks and the S. S. SUPERFLAME is built to coastal trade.

F. C. Spencer, president of Sinclair Refining Company, reports that she is the only fully air-conditioned tanker afloat and can carry 14 different grades of lubricating oil in addition to 22 grades of other products such as gasoline, kerosene, home heating oil, solvents, alcohol fuel and tractor fuel.

Originally built at the Four River plant of the Bethlehem Steel Company the Superflame, escaping a term of military service during the war, has been engaged since 1942 in the "clean" cargo coastal trade.

The ship's hull is constructed on the longitudinal type of framing with two continuous longitudinal bulkheads, 17' 6" at either side of the centerline of the ship, extending from the engine room bulkhead to the forward main bulkhead.

Prior to conversion of the Superflame, two transverse bulkheads divided the vessel into seven cargo tanks at the center and a similar number at each wing—a total of 21 main cargo



VIEW — S. S. SUPERFLAME loading line shipped after being converted. SCENE — VIEW OF FORWARD HOLD, showing arrangement of the cargo piping, dry cargo hold and the tanks.

tanks. She had a cargo-carrying capacity of slightly more than 10,000 barrels of products and 535 tons of dry cargo.

The converted ship now has facilities for carrying 10,000 barrels of lubricating oils in 14 tanks located in forward and 54,000 barrels of clean products in four main center and eight adjoining wing tanks aft. In ad-

dition, her dry cargo capacity has been bumped to 1,000 tons.

In the process of conversion, the center No. 1 and No. 2 cargo oil tanks were closed down to a local sea keel above the base line and made into a common dry cargo hold. Two dry cargo holdies, each one then by 12 feet, were fitted into the forward deck. Also added were four new high

speed whether and a like number of strokes occurs. The built oil tank adjacent to the new hold were then modified to become separate lubricating oil tanks.

A new collection pump room was built just forward of midship, completely dividing the vessel and eliminating the possibility of products becoming mixed.

This pump room is equipped with forced ventilation supplied by steam turbine driven blowers, four new steam driven lubricating oil cargo pumps and a new conventional bilge pump. Each cargo line a capacity of 700 gallons per minute.

In the original pump forward room the three oil pumps were replaced with three new 250-gallon-per-minute steam driven lubricating oil pumps. In the after pump quarters an 1,200 CFM pump now supplies the three providing 700 CFM pumps.

Two completely independent Car-greaser systems have been installed to control humidity and thereby prevent the condensation that would normally follow changes in outside temperatures. With this protection packaged goods and lubricating oil tank their destination in refinery safe condition.

In the course of the six-week remodeling, the forecast, main mast, and the catwalk between the bridge house and the forecast were removed. King posts were installed for the cargo beams and the pressure vacuum cargo tank ventilating system. A new mast was built atop the wheel house to bear the necessary cargo lights and the existing masts for new tank equipment.

With the converted Superflex the Starline then will be able to ship lubricants, refined products and dry cargo from its refineries at Houston and Corpus Christi, Texas, to terminals on the Gulf and Atlantic Seaboard, discharging products on her neighborhood voyages. On arrival at the refinery port of Marcus Hook, Pa., she can unload with products to be delivered on the mainland trip, thus eliminating the need for reworking in bulk.

It is also anticipated that split cargo deliveries by the larger tanker will be necessary. With the new facilities, it is estimated that the Superflex will make a complete circumnavigation in port in about eight hours and a round trip every 30 days.

TWO SUPER TANKERS TO BE BUILT FOR SUN OIL CO.

Designed to increase refinery and pipeline petroleum supplies, Sun Oil Company is engaged in a two-year construction and modernization refinery program that will cost in the neighborhood of \$40,000,000, its president, Robert G. Boudry, recently revealed.

Additionally, Sun Oil has contracted with Sun Shipbuilding & Dry Dock Company for two super-tankers of 30,000 deadweight tons each. These will be constructed during the next 15 months at a cost for the two of approximately \$15,000,000.

These items are the highlights of Sun's current expansion, modernization and rehabilitation program. The refinery program will increase the company's total refining capacity between 25,000 and 40,000 barrels a day.

Sun Oil capital investments this year are estimated at approximately \$45,000,000, Mr. Boudry pointed out. This figure is about \$13,000,000 greater than similar expenditures last year. It will bring Sun's postwar capital expenditures to \$250,000,000.

In the current calendar year, Sun expects to expend approximately \$75,000,000 in the search for and proving of new oil fields and for the

expansion, rehabilitation and modernization of facilities.

The largest single item in the two-year refinery program is approximately \$30,000,000 for construction of a 20,000 to 15,000 barrel-a-day refinery at Sarnia, Ontario, Canada. This construction will include a Hydroflex Catalytic Cracker.

Unifex design for Sun's Marcus Hook (Pa.) refinery is a new Sarnia-rotated Aromax Process for aromatic purification. This installation will produce more than 15,000,000 gallons a year of lowarom, 20,000,000 gallons of solvent and 15,000,000 gallons per year of aromatic solvent grades.

Unifex construction at Marcus Hook refinery is a lubricating oil plant with a capacity of 200,000 barrels a month of finished, high-grade lubricants.

Another Marcus Hook installation is a group base oil-oxidation plant to make high quality gasoline from petroleum recovered from refinery gases.

Also under construction at Marcus Hook is a large ammonia (refrigeration) unit to be operated as part of the oil-refining plant.



ROBERT G. BOUDRY says the fuel quality system at the Starline tanker for Sun's new Sun Superflex 200,000-barrel oil tanker. Boudry says it will be a gem.

Assortment of Ships in Yard for Repairs



(1) — **USSING BALT BARGE 8044** — Covered 80 — Rebuilding and repairs to propeller and shafting.

(2) — **USSY "WAGGAS"** — Overhauling for propeller repairs.

(3) — **TY 127** — Large cargo barge — Rebuilding and underwater work.

(4) — **WIKKER 8481** — Rebuilding and underwater work.

(5) — **WIKKER** — British flag vessel, Rebuilding and general repairs.

(6) — **MS "WIKKER 850"** — Rebuilding — removal of bottom and plates and general repairs.

(7) — **MS "850"** — Rebuilding and general repairs.

(8) — **WIKKOLA 8388** — Rebuilding and repairs to steel shafting.

(9) — **MS "WIKKOLA"** — Norwegian flag vessel, Rebuilding, shafting and painting.

(10) — **WIKKER 8588** — Emergency repairs outfit.



'S.S. SEATRIN GEORGIA' IS LAUNCHED

The graceful, white, "S. S. Seatrain Georgia" 400 feet long, was launched August 13 by the Sea Shipbuilding and Dry Dock Company at which time and hundreds of guests viewed.

Mrs. Evelyn Smith, wife of Vice President Donald Smith of Seatrain Lines, Inc. was sponsor. Mrs. Smith, a native of New Orleans, later was presented with a diamond bracelet by President Richard L. Butler of Sea Shipyard.

A sister ship, the "S. S. Seatrain Elizabeth" is under construction in the same shipyard.

The Georgia is designed to carry 130 loaded freight cars. She has a beam of 60 feet 6 inches; a depth of 33 feet 2 inches and a draft of 23 feet 9 inches.

The new Seatrain is propelled by single-screw turbines which will develop a speed of approximately 17 knots.

Four ships of the seatrain type have been built by Sea. Two of them, the New York and the Boston, were launched in 1933, while the Texas and New Jersey were built in 1935.

During World War II all four of these earlier seatrain vessels were taken over by the Federal Government. Following the cessation of hostilities, they were reconditioned and placed back in Seatrain service.

John C. Piro, Jr., Vice President of Sea Ship, presided at today's ceremonies. J. Howard Piro, one of the founders of the local yard and a former president of both Sea Ship and Sea Oil Co., was among the guests.

In addition to Mrs. Smith, the sponsors, and her husband, other guests representing Seatrain Lines, Inc. were the following officers: Graham M. Brant, president; Henry F. McCarthy, vice-president; David S. Finch, vice-president and secretary; Frederick W. Weisbaum, treasurer; and Joseph Hodgson, Jr., assistant secretary.

Directors of Seatrain present at the launching were Allan W. Olson, Thomas F. Milbank, Richard Brown, Joseph Hodgson, George S. Amey, Robert W. Parsons and Blane T. Dickinson.

Representing Sea Oil Co. were Robert C. Buehler, president; Frank B. Markley, vice-president, and John C. Agnew, treasurer.

Sea Ship was represented by Richard L. Burke, president; John C. Piro, Jr., vice-president; A. A. Norman, vice-president; William Cronner, treasurer; Charles H. Doyle, controller; and G. D. Landing, assistant secretary.

A luncheon for 125 guests was served at Hotel Chalmers following the launching program.



Mrs. GEORGE BUEHLER, a former employee of Sea Ship for 19 years, is shown with her husband in their home in North Jersey where things is "just taking things easy" since his retirement from Sea Ship. Mr. Buehler had been a skipper in 33 days. This photograph was taken by A. Williams of 20-Cape.

TO MICHIGAN CHILDREN, IS ABANDONCHILDREN, MANY OF THEM KNIFE BYBEST FAMILY GROUP



DR. E. JOHN J. (Left) E. (Middle) and (Right)



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



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DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.



DR. J. J. J.

Some of the children in this group are... (The text is very blurry and difficult to read, but appears to be a list of names and descriptions of the children in the photos.)



DR. J. J. J.



DR. J. J. J.

OUR YARD



ON DEPARTMENT CARPENTER SHOP

By P. Embree

One Embree of the Carpenter Shop and Big Standy of the Paint Shop are both proud owners of power-saws. Standy thinks his is the best because it makes the most noise. On Saturday morning in Lester it sounds like an outboard motor race at the West End Boat Club.

Just Sage has returned back to work after spending two weeks in Wildwood.

Mike Baily took in his first lesson, by the other week, by working on the light van. Paul Broude saw that Mike arrived in the yard at 3:30 A.M. in time to get a cup on the run.

"Tom Brown" Redford of Willington spent last Sunday riding back and forth on the new Delaware River Bridge.

Vacation Men:

Earle Barton spent his vacation enjoying island girl relatives in and around the Atlantic Seaboard in Delaware.

Men "Roberts" Bony is spending three weeks in the Bahamas.

Mr. and Mrs. Thoms, Zerk and family have returned to their home on 11th after spending two weeks in Atlantic City.

Harry Henny said this is how he spent his three weeks vacation, one week getting ready, one week in Wildwood, one week getting away it.

Ernest Morris is spending his vacation watering the new grass seed on his lawn at the new home in Brookhaven Gardens.

A place where all good Sam Ship fellows meet is in front of the Delaware County National Bank on Friday night. Karamdrapping on the occasion, this is what took place. "Tolliver" Jefferson tells about the giant size bulldozers he rents out of "C" Shop in the Shipyard. Gerald Evans tells "Bobby" Macklin what a

hard time "Bobby" gives the Crane Operators by playing staying towers in his way. "Bobby" gives Ed Goss a hard time because he placed the hull-head 1/16" off the lead. Ed Goss tells Steve White and Gus Gallagher all that O.K. when he put it in place. Steve White starts talking to Mike, the fella, about drilling round holes instead of oval shapes. Then Mike Hennes it on the 15 Dept. Kapelline who wears a green hat, trying to make everyone think he's an Irishman. About 1:00 o'clock they Elder of 23 Dept. says to Baily and Evans "Let's go fishing." Just then Ed, Perry, smoking a brick cigar, steps and shows the boys two more gold fish he just purchased. My fish was the one I had to leave.

Fred Howard will indicate that a year is not a "sweet potato." But Broude says "A year is a large variety of sweet potato."

Willard Fiver finally installed a TV in his home so that future year operators all share with a radio.

The Ryan overboard again a write up in our local paper, Well "Jim," we are proud of you to keep up the line work.

Your Reporter was prevented with a plane taking root on his birthday.

WETHERILL PLANT

By Wally

Ed Wren is back on the job again. Ed had a long sleep of it, and is now 100% again.

Sam Giffen, Justice, is on three weeks vacation. His vacationing are Frank Thompson, M. Cherry.

"Honey" is now working at Wetherill, he came from the shipyard stevedores.

Leif Fellman is our new typist working for Ed Marshall.

E. Dittus and B. Borgh are also in Wetherill working in Time Study Dept.

ON DEPARTMENT

By Jerry Seelman

Al Davis has returned from a two-week vacation at Wildwood, N.J., N.J.

George Stone had a pleasant meeting up the Atlantic Coast to New York.

Joe Fisher is on a two-week vacation.

Dan Dougherty and Ed Loveland have the largest tomatoes and mushrooms that you have ever seen. Don't take one they are too large to eat.

Harry Holdings has returned to work after a long accident.

W. Lee is still confined to his home due to illness.

Louisville, Kentucky is noted for Churchill Downs. Sam Ship, Chester is noted for its spread-downs—these state horses on the shipyard.



ON SHIP YARDING, into the frame after spending a few days with the previous edition of the shipyard. (The picture is a 1940s-era photo of a man in a light-colored shirt and dark pants standing in a yard, possibly a shipyard, with industrial structures in the background.)

STORM UPROOTS TREE — 75 DEPT. REMOVES IT



RECENT STORMs felled near a large tree leaning on the 47th St. for 40 years and a group from 75 Dept. used a crane to remove it, and to load branches from nearby weather they had broken a big wind.

SUN SHIP PICNIC, SATURDAY, SEPT. 15

Sun Ship's Annual Family Picnic will be held in Chester Park on Saturday, September 15, it is announced by Vice President John G. Peto, Jr.

One of the features will be the awarding of a television set to some lucky employee who is on the picnic grounds at the time the award is made. The date, number of such Sun Ship employees will be sent in the selection but the winner must be present.

As usual, postcards inviting each employee and family to the picnic will include a return blank, to be filled out, stating how many members of the family will attend. Children under 12 must be listed so that ice cream and other refreshments can be provided. It is important that these return postcards be mailed quickly.

Food Smith, General Chairman, says the program will be bigger and better than ever. There will be athletic contests for young and old, party rides and merry-go-round rides for the kiddies.

Make it a date. Bring the family to the big picnic Saturday, September 15.



Richard Biggs (MRB) is pictured lighting the picnic.

Junior Members Sun Ship Family



EMILY MARIE SMITH, age 5, is the grand daughter of Mrs. Helen Sampson of the York firm.

MARJORIE LOUISE SMITH, AND DORIS JOHANNA PETERSON, are the granddaughters of Mrs. Alfred Smith of the Columbia. Marjorie is the daughter of Alfred G. Smith, a member in the York firm.



RONALD WILSON, son of George Wilson of 28 Dept., graduated from York Township High School in York where he received the award for the outstanding address of the graduating class. He will be away on training in the United States.

DONALD HENDERSON, age 5, and ROBERT HENDERSON, age 13, are the grandsons of John G. Sigler, York Herald.



LINDA ANN HENDERSON, 11 years old, and BOBBY ANN HENDERSON, 8 years old, are the children of Henry Henderson of 28 Dept.

OUR SEPTEMBER COVER

With most workers in the shipyard, it struck the Editor that a picture of employees going out of the gates would reveal other busy days. So here are two views of a Sun Ship crowd homeward bound.

BLUEPRINT READING CLASSES AT SUN SHIP

SUN SHIP'S Blueprint Classes are becoming popular. The first group to finish a six week's course included young men from the Mold Loft and Fabricating Shop. Five of the twenty-two pupils had perfect attendance records.

The classes are conducted at Chester High Vocational School and are sponsored by Sun Ship and the Chester School District. There was a high attendance record of 85 per cent in the first classes. Classes are held Monday, Tuesday and Thursday at 4:30 P.M.

The original plan was for a four-week course but the interest in the work was so great that instruction was extended to six weeks. Here is a list of the members of the first two classes.

MOLD LOFT—Mr. Sedger

Teacher—John Fitchel

William Eilson*, Frank Trulls, Donald Hallack, George Waddell,



EXERCISE READING COURSE are learning pupils and Sun Ship's ambitious young men are reading the classes. Instructors John Fitchel and Harry Robinson are shown with pupils.

FABRICATING SHOP— Mr. Treasler

Logan Miller, Norman Ward, Earl von Willoughby, William Powers*, Thomas McCune, Edward McCleary, Jr., Thomas Glenn, Herman Fritz, Samuel Lind*, Howard Lumber, Robert Brown.

FABRICATING SHOP— Teacher—Frank Bierling

Henry J. Ray, Ferdinand Canale, Thomas F. Carr*, William E. Bush, Jr., Norman B. Bell, Earl A. Fisher, Joseph H. Hinkle.

*Perfect attendance.

34—COPPER SHOP

By Fawcett and Fisher

Norman Fisher has returned from a week of his lighting and instrument that was held at Lewistown, Penna., by the State Fire School.

Paul Stuppig spent his vacation down at Ocean City, Maryland, where he did a little fishing.

Mike Barberry, one 7,000 man, and confidence business, was laid up for a couple of days due to a bad cold.

Bob Lyerly has gone back to Jefferson Medical College in Philadelphia to complete his last year in order to become a Doctor. Tom have made a lot of friends in the Copper Shop, Baltimore, and all of us wish you the best of luck.

Robert Stromaker and family left for a vacation to Iowa and Arkansas where they will visit relatives.

Who is the young man in the Copper Shop who prefers to have his face

and hair washed with chocolate milk?

Edgie Brown is spending his vacation at Beach Point, Maryland, and Walden, New Jersey.

Mr. and Mrs. John Hinkle are receiving congratulations on the birth of a new daughter in the General Hospital. The boys in the Copper Shop want to know when the signs are coming?

Mrs. John E. Wilson, daughter of General James H. H. in the Greater Hospital.

"Glad" Jones is spending most of his weekends at the War River in Spencertown, Maryland. He says that there is always a dollar in that river.

WETHERHILL—Zed SHEFF

By Sam Stewart

Walter Brown is sporting a brand new Chevrolet sedan. He and his wife are putting on "ultra" and "break-in" in the new car.

Ted Blake is also driving a shiny looking Chrysler. Ted is getting ready for a trip upstate to the mountains near Williamsport. It is rumored that he had to add on to his garage so that he could get the new car off the street.

John Shank with his family drove to Dearborn, Michigan to visit some old friends.

Sam Stewart and wife went to Ocean Grove, New Jersey in August and will walk off half to take the remaining time.

During the summer vacation our club had a school teacher in our midst. Charles Mennaker an instructor in Mathematics at Swarthmore High School. He served as a Lecturer.

New men — E. Swindle, P. Rowley, G. Gallo, E. Hays, W. Merrill, E. Durr, J. Davis, E. Davidson and E. Simpson. From Alabama came R. Stanbough, E. Gill and W. Sawyer.



Rod and Gun News



By Mike Smedley

"You have more important things to do tomorrow than pull down around hunting rabbits," my wife declared with a dangerous glint in her eye. She was in the throes of planning a dinner several days hence for my mother-in-law, and several more of her class. This occasion was in the same class as a royal wedding or the launching of a battle ship. The main thing assigned to me was to drive out into the country and buy some plump, tender chickens.

My friend George had chosen this important occasion to invite me on a rabbit hunting trip. My wife eyed the two of us as if we were a couple of staves that had wandered into church. "Chicken is all right," said George, "but why not throw a bird that will really knock their eye out. Give them some delicious game-bird rabbits?" He set my hands to remember a woman there in some restaurant near Niagara Falls, but you can't wear those there.

The women finally gave in to my pleas and promises. There was just one catch. She said if we didn't get at least four pounds, or just the right size and age, then I had better find a cure in the mountains, and devote the rest of my worthless life to being a hermit.

Now I have been hunting rabbits ever since the day our small coveys appeared the hour of his model "T." I had to promise that my rapidly created 22 rifle had arrived.

I was then 12 years old and the rifle, a Thomas single shot, was my first. I received the rifle as a token of permission, a reward for selling among our more indolgent neighbors, several dozen boxes of Dr. Coker "Wash-day Salve." I never did find out whether the salve cured or delayed the scratches of sun or heat, but I do recall that the rifle increased my luck for rabbit hunting.

Since those days, our guns often another have replaced Dr. Coker's rifle, but time and experience have only increased my urge for hunting.

From trap to snare pot Mr. Rabbit still remains one of my favorite game

animals. He is so fast, shifty and abundant to over. Whenever I have someone out in several hours, the expression, "Thank Henry," I think of the rabbits I have known, whose cleverness could teach these persons a thing or two.

A cottontail has more tricks for survival than many a hunter knows, and generally, despite all his cunning, does much better for himself than my "Thank Henry" has a right to.

In a good thing there's not one counter. You may recall your winter days but on the trail of a bunny you hit good. Several traps in our neighborhood are standing around with live catches gone or lack an eye because of a sudden plunge after a rabbit that had slid under a barbed wire fence. He is one of our best steady game animals, and if you have his skillfully, he will give you all the sport you want.

Incidentally, one game bird or rabbit, tried another style.

The State Game Commission has announced that the Game season will include a two day state wide archery deer season on December 12th and 13th. The archery deer season will follow the close of the regular deer season, which extends for eleven (11) days from November 2nd to December 12th.

The commission also announces a special deer season for archers. The bow and arrow may be used on big game deer with bow or cross bow, from October 12th to October 24th. A special Fox-Baller (10) archery license will be required, according to a new state law.

Two dates for bear hunting were also announced. They are from September 15th to November 24th. Hunters are limited to a single bear a season. Hunting parties of three (3) or more may shoot two (2) a day, and not more than two (2) for the season.

Tom Binkley, Joe Grant and Jack Wombley of St. Department, report an excellent catch of 130 sea bass, Roundeyes and trout, while fishing in Indian River North Basin. They were

(Continued on Page 18)



EDDIE DUNN might like some for a few. This might represent the lot, it was loaded by Norman Pear of the Lupton Shop at Newport and cost \$2,000.00 long.



WISH HAD HIS OWN is a cutting record, but when you take that, it is 100%. One GARY WOOD, 10th, of being for class, it shows enjoying a little drink in hand the better but on the bag while being in Captain Charles' hand of Liberty City.

Rod and Gun

(Continued from Page 18)

members of the party aboard the fishing boat "Toby" and Binkley reports they were fishing in water of approximately 50 ft. in depth. This column notes that Binkley is one of our most ardent fishermen, taking advantage of every opportunity to fish that comes his way.

Once members of Boring Bar crew, and party spent the vacation fishing out from Atlantic City. They report an excellent catch of 120 blue porgies and sea bass. Blue porgies in the porgies averaged from 1 to 4 lbs.

Paul Herman, H.M.T., of the Peace House crew, accompanied by Mrs. Herman and daughter, spent an enjoyable two weeks vacation, fishing at Morehead City, North Carolina, and Miami Beach, Florida. They report very poor results at Morehead City, but at Miami Beach they registered in a beautiful king mackerel weighing six and eight pounds respectively, also 115 assorted game, yellowtails, trigger fish, pilot fish and red snappers caught in the Gulf Stream.

With fishing of 25 Department, Fred Swanson of 25 Department, Gov. and Evans and Morris Caldwell of 25 Department, journeyed to Fighlman's Island over the week end. Swanson was accompanied with a very small catch of 23 assorted fish being returned.

Charles Wright of 24 Dept. Paul Brown, accompanied by Mrs. Wright made several trips to Indian River during their vacation, where they registered several very nice catches. We too informed that Mr. Wright caught a sea bass that weighed 4 1/2 lbs. It is pleasing to note some of the records that are being made up by the fishers here.

While performing our daily work, we obtained in many an old friend and acquaintance, Mr. J. Amos Switzer, Mr. Gardner, who is in 25 Department, was formerly principal of the Franklin School, and is a fishing enthusiast. As guests, we welcome him to our table, and sincerely hope his stay with us will be a long and pleasant one.



BOB BEE, of Dept. 25, together with the members of the General Store with a fine catchment of fish, taken during the past trapping season.



FRUITSMAN OF A KING MACKEREL, taken at Morehead City, North Carolina, by Paul Herman, H.M.T., with a vacation.



PAUL HERMAN, H.M.T., of the Peace House crew, shows with one good sized king mackerel (in and eight pounds respectively, caught while fishing in the Gulf Stream off Miami Beach, Florida.

48 DEPARTMENT

By E. J. (Chew) White, Southport
The weather being so hot, the men in my ward this month, seem to hot.

More and more of the boys are coming back each week. Glad to see you boys, hope you stay a long time.

Whitey Thomas says if the place down below is better than the shell city on the "Old Man," he is going to spend his days and be a good boy from now on.

"Navy's Day (Bob)" says he has a letter to me, but look up on No. 1 Way every hour here and you will see him standing lower of Virginia St. incidentally, he wants a shirt all day long.

With vacation time here, I expect to hear quite a few fish stories. Any real good ones will be reported later.

Somebody was fishing around our locker room with some litters looking like pines. Somebody that can stand that water very long should have their head examined.

The dry back boys tell me "Sooty" really got a "runner" full of corn grass, black eyed peas, and collard greens during his vacation, Joe Thomas says fish head very much craving.

Quite a few of the 25 department men spent their vacation at Wildwood, New Jersey. The week this reports was there I saw (fish) men from various departments.

75 DEPARTMENT

By Joe McHale

Former Fish Service and Game Operator Donald Evans returned recently from a fishing expedition somewhere in Maryland. If you ask them what kind of luck they had, it is always the same reply. Quote, "Oh, no caught a few." In past years the fishermen bragged about their big catch and would gladly share some with their friends. But now that fish are \$1.00 per pound, they never seem to catch any. Your guess is as good as mine.

Freddy Warden tells me that his vacation was most successful. He shows over the marks of the point break which are still very plain on his hands.

Ray Herman is attending a family reunion at Hokers, North Carolina. Remember, Ray, I asked you in wrap off your shore before you returned to work.

That's what you hear in the Flat Land is the "Little Fox."

36 MECHANISTS

By Edie Choudreau

Without the assistance of associate reporters Benoit and Johnson this month's column would be pretty slim — Thanks fellows! This reporter has been away three weeks and in three has behind the scenes. However, he spent some time with Woody and Buck while at Withwood and also a former member of 26 Engineers — Charlie Terfink, who has purchased a three story building on Oak Avenue and is doing a thriving business there. He expressed a desire to return to the yard soon Fall.

The Choudreau Club gave the fish a hard time and between them won the pool for the largest fish on five different occasions, the outstanding one being a \$20.00 pool won by Ed of Withwood Plant with a 7-1/2 lb. flounder. 20 year old Connie led in the — grandest Oldsmobile Myers case and one time the winner was unknown, the fish having been thrown together at random and the winning one being among them. Prizes were plentiful, with flounder and bass just like. After we caught a couple dozen muskies and a great time was had by all.

The center spot goes to the fine racing plate the boys fixed to the shop for John Tingle. It was a beautiful piece of work and the boys, contributed by the Finner, really topped it off.

Tingle was off sick for a couple of days but he seems OK now, and is again taking a lot of jacking. He fell asleep in the boiler chair and awoke up with an even closer ratio than the last time and as a result had it necessary to wear a steam skull cap.

Widdie solved the mystery of the missing truck after having dug it out of the shops in Tingle's barn. Some of the fellows claim they knew how it got there, but Tingle insists he had nothing to do with it.

Wonder how Cooper Shop's Andy Adams is, out his finger?

Finner Walter is way ahead on his fall plowing and planting. He also has Johnny Lawrence on our inspection this time.

George Miller is contemplating a move to Upland. It has been suggested he widen a place where he can keep a horse.

Someone has expressed the opinion that garage doors would enhance the value of the Illinois domain.

George Smith, who at this time is wintering in New England, was mighty glad to see Widdie back on

the big steel press.

Reports at hand indicate a couple of checked fellows — a result of seeing other girls occupy samples of chewing tobacco.

Ted Crumpton, new shoppe hand, is on a cruise with the Naval Reserve at this time.

While the Carle Finner's are celebrating their 25th Wedding Anniversary, Lew Adams spent his vacation helping along at a wedding.

34 Dept's Jack Stone announces the arrival on August 9th of 6 lb. 12-1/2 oz. Jack. Is. We send congratulations and best wishes to all.

Carle Benoit found a young orange tree growing in the yard and Widdie took it home for his orchard. We should all get plenty of orange soon.

Another backache has been reported in the ranks of the smoking pipes.

Malcolm Board and Jangle Jim finished each lead a sick spell recently and we are glad to have them back in the field again; also glad that Steve Wright made such a quick recovery from his recent injury.

Whitey Dean has returned from the Legion Convention at Pittsburgh. He took a week and covered a lot of territory on that way and reports having enjoyed it immensely.

Charlie Palmer found a novel way to celebrate his birthday this year. He started up with a couple who were married on his natal day and they journeyed to Withwood and had a double celebration — Wray Joyce returns Charlie!

38 DEPT STEWARDISM

By Joe Wright

Our condolences are extended to the family of Miss Jacobs, who passed away July 28, 1934. "Lulu" as he was known in the Stevedores was a brother of Lullivers in 28 Dept., and was well liked by everyone. Lulu had been sick for a long time and had undergone a couple of operations due to his illness. There is no doubt but what Lulu will be missed by his many friends in the yard.

Tom Linsen had a vacation in July spending several days with his family at the shore. We were away to hear the last couple of days of his vacation were spoiled when he took sick, but we're glad to report he is back on the job and feeling better.

The Brown, 33 Dept. Foreman, is spending his vacation up in Maine with the Mrs. and the family. We don't know how the fishing was, but we'll find out for the next issue.

James Ryan and James Trudy both celebrated their birthdays on August 9th.

John Foley, 32 Dept. Foreman in 28 Dept. 2nd Shift, and his wife Edie celebrated their 25th Wedding Anniversary on August 11th. Congratulations to both. May they have many many more.

Welcome back to Arthur Choudreau who has returned to work.

Our sympathy to George Townsend, truck driver, on the death of his father.

Edie Rosenburg is taking his vacation starting August 25th. More later about his leaving.



Wachamer Family

(Continued from pages 12 and 13)

Mr. Ann Probert, Miss Jennette and Mrs. Fanny, the latter at home.

Now we come to the grandchildren, ranging from 12 years down to 2 months. They are: Joseph and Blanche Probert, children of Mrs. Anna Probert; Elmer Marie and Yvonne Harris, children of Mr. and Mrs. Geo. Bachmayer; Gloria Jean, William L. and Hugh, children of Mr. and Mrs. Henry Bachmayer; Dr. John Robert, Jr., Gertrude, Ronald and Yvonne, children of John Bachmayer; Jane Claire, James Eugene and Francis E. children of Mrs. Helen A. Bachmayer and Thomas, Wayne, Gertrude, and Johnny, children of Mrs. Kathryn Bachmayer.

The four brothers of Harvey Wachamer who worked at Sea Ship were: John, an Assistant Foreman of Shipyard; Harvey, a Quartermaster; George, a Registrar; and Thomas who was in the U. S. Navy.

It has been said that the Wachamer family is not only the largest in the shipyard group but it probably holds the record for the largest number in one family to have worked in any industrial plant in the Greater District.

INK SPOTS FROM THE HULL DRAWING ROOM

By E. J. Conrad

Congratulations to Mr. and Mrs. Paul Mann whose second child from the stock left them with a 7 pound 10-1/2 oz. boy, David Robert, arrived at the Greater Hospital on August 1.

Jody Anderson, of Hull Street-41, has been making quite a name for himself while playing baseball with the Ft. American Legion and the Irish Warriors of the Police League. Keep it up Jody, maybe you will hit one of the Big League's yet.

Joe Panchoff, of the Blue Print Room, used the best alibi that I have heard, when he called in to take a day off. His reason for being in, was that he had lost his glasses. I wonder how he was to find the glasses?

Jack Panchoff's wife, returning from visiting her sister in Florida, had a close call when the train she was riding jumped the rails. All five cars ahead of the one she was on left the rails. Outside of being 12 hours late on arriving home, everything was OK.

Obituary

Our sympathies and very best Company wishes in sympathy to the family of the following employees who died during the month of July and August, 1931.

BARNES ERIC, 47-224, 111 Convent-avenue Ave., Southtown, Chester, Pa., who died on July 13, 1931.

EDWARD BLAIR, 22-47, 271 Erie Street, Camden, Pa., who died on July 12, 1931.

BURMAN CHRISTOPHER ERIC, 4-21, R.R. 21, Newark, Delaware, who died on July 13, 1931.

BOSS GEORGE, 21-22, 222 Mt. Airy Ave., Philadelphia, Pa., who died on July 26, 1931.

EDWARD HARRIS, 21-22, 22 Mount Street, S. Philadelphia, Pa., who died on August 14, 1931.



Deeply desiring the grieving of **WILLIAM PRAGER, 21-22, 22** Mt. Airy Ave., Philadelphia, Pa., who died on June 25, 1931, and prior to his death resided with his family at 420 South 15th Street, Philadelphia, Pennsylvania.



Deeply desiring the grieving of **WILLIAM PRAGER, 21-22, 22** Mt. Airy Ave., Philadelphia, Pa., who died on June 25, 1931, and prior to his death resided with his family at 15th Johnson Street, Chester, Penna.



Heartfelt sympathy is extended to the family of **WILLIAM PRAGER, 21-22, 22** Mt. Airy Ave., Philadelphia, Pa., who died on June 25, 1931. Prior to his death he resided with his family at 15th E. 15th Street, Philadelphia, Pa.



Heartfelt sympathy is extended to the family of **WILLIAM PRAGER, 21-22, 22** Mt. Airy Ave., Philadelphia, Pa., who died on June 25, 1931. Prior to his death he resided with his family at 2224 Philadelphia Avenue, Philadelphia, Penna.



Sympathy is extended to the family of **WILLIAM PRAGER, 21-22, 22** Mt. Airy Ave., Philadelphia, Pa., who died on June 25, 1931. Prior to his death he resided with his family at 2224 Philadelphia Avenue, Philadelphia, Pennsylvania.

32 DEPT. (ELECTRICAL)

By John F. Hoffberger

This month's list has to be the peak vacation period from the viewpoint of water in here.

"Eggs" Desvires has returned from a trip to Washington, D. C., and his home City with a few tons.

Andy Cassidy spent an enjoyable two weeks with his family enjoying through all the New England States and part of Canada. Now he gave his men one a few work out.

Warren "Big Joff" Jeffries has returned from a week at Whiteford, New Jersey.

"Moss" Miller is back after a week's rest, part of which says Moss, "I was pretty close sick." Tough look, Moss!

Dave Brannon of Armature Shop spent two weeks at Whiteford, New Jersey. Dave said on leaving, "If I meet a rich widow while gone I won't be back." Well, he is back.

Ray Smith, Shop Leader, spent a week leaving New England and Maine. Reports a fine trip.

Charles Swisher has also returned from a week's vacation.

Ed Rybakov of Armature Shop is spending his vacation at Atlantic City.

Charles Harrington is off on a two-week's vacation, in various places.

Bill Martin of Armature Shop is on vacation.

John Marley of Powerhouse Force spent a very enjoyable week at Atlantic City.

Conrad Evans is off for a week of fishing.

Morris Hollock was off at the same time, but says he had to stay home to wash the dishes, and couldn't even get down to the beach.

Wes Shadon, former Crane Operator, has left the Ship and has moved to Florida with his new wife. But we note that from the amount of work received at the yard his mind must still be back at sea.

Bill Mitchell and Harry Lewis, Jail Shop Crane Operators, are off on vacation.

Dick Greenfield of Dry Dock Force has returned from vacation.

Dudley Blair sure had a nut of mean clammy trick played on him recently with the water bottle. Dudley says it sure didn't improve the flavor or quality.

Harry Biscard, 3rd, Shift Leader, is sporting a new 1935 DeSoto. Good luck with it Harry.

Sam Fox, Dry Dock Control Operator, is back at his duties after a long spell of illness.

Jack Logan is now leader of a gang on 303 and 302.

Ed Ganning, our cheerful drifter, has returned to the shop gang after quite a lay off. We were welcome him back and are quite certain things in the shop will be in fine shape now.

The Armature Shop Force were quite sure a new man had been added to their ranks recently, but close investigation proved it was Joe Loke who had paid a visit to the harbor.

George Wood, our fire keeper, is having himself a time keeping his papers in order. Seems he has too many clips handy. As a result often man he is tops.

Carl Brown has finally admitted that children do come home to roost. That noise found that was on his car now made a loud bang and attracted a lot of attention. If he had just turned and looked in back of him he would have seen that he had a large number of operators, which might have given him a terrible headache. From reports his face was very red.

The next time Danny Bell goes over to the Clubhouse, his ladies had better equip him with bladders.

This month we were the spotlight on the most weight given men in the yard this hot and sticky weather. We are referring to Joseph Holton, who is better known as the "Golden Man."

Joe is our refrigeration expert and in his constant demand as the water system, air conditioning and heaters throughout the yard refuse to function properly. Joe has been with the job and a half year, coming from the Construction Dept. of the Oil Co., where he helped to erect No. 10 plant.

For quite a while during the war years Joe was on the ships where he served the watchmen and engine rooms. At the end of the war contracts Joe took over the refrigeration problems and has been doing a swell job in keeping every one supplied with cold water.

Joe is married, has 2 sons, Raymond and Jim. Is. Raymond served during World War II and Joe is now in Korea. He works in Media, Pa. and says his hobby is helping people out with their reading troubles after work. His quiet, efficient way on the

job has earned him a lot of respect and friends. We wish him the best of luck.

Old Glen of the Weld Repair Shop has been helping out with the wiring of Hall 301 for the past few weeks. He leaves for Lake in charge of the repair job.

Bob Cartwell has gone back to the Second Shift after two weeks on the Dry Dock punch hitting for White-plate who was on vacation.

Wah Slinger has taken over a gang for Ship Repair under Herbert Jellies.

The Whitehouse has come back to the Shop Force and is to be found on his old job as Miller.

This windy-up our column for this month, as well our next will close.

33 DEPT. GUARDS

By George C. Linowener

Capt. Nelson is going to spend the next three weeks in Ocean City, which has a special attraction for him.

Bill Cooper is now 100 percent with his family since he got the car.

Hoffmengers had a good trip through New York State and Canada.

McNeil and family spent their vacation down in North Carolina.

Wilke spent the most of his vacation on Indian Territory.

Vic Vet says

A NEW LAW PROHIBITS PUNISHING FOR ILLEGAL WEAPONS AND DRUGS AND THE MODERN CRIMINALS VISITED, AND WHO MAY BECOME TOTALLY AND PERMANENTLY DISABLED FROM SCHEMATIC CONSPIRACY CHARGES



For full information contact your nearest insurance agent.

33 DEPARTMENT

By Leo McCabe

We've been hearing a lot of noise about an item from last month's column. It seems the plane hasn't been explained for the "Get Together" for Leo's (don't go home) Number of Dept. 33 has offered to help "Ed" get organized. So get your conversations in line!

In April it really confused these days. He let get his keys, then his buttons and lunch. However, here it that last week he took his car to the mechanic and left his wife and kids at the garage to be washed and cleaned.

August was a crazy month, some of us went out and bought bathing suits while some stayed for the week but most of us all home just sat around waiting to "read off."

Walt Barlow and our Benny enjoyed a wedding trip to Broadway Beach recently. "Pop" Brown spent his vacation at Wildwood and "Little John" walked on the porch wishing he knew a friend who owned an ice house.

Leo (Babe) Fine of 33 Dept. reports regular sporting parties in S. Robinson's office in preparation for the boxing show planned for the future with a couple of "title holders" from 33 Dept.

Introducing this month:

John (Pawpaw) Mullin one of our strikers who has been around the yard a long time.

Joseph (Gus) Jones who lately from Parkside and says a "strawman" is a partner who repeats the same old jokes.

William (Gus) Felder a real lively "holder on" from Washington.

E. Cooper says the only thing that can shoot a woman out of the ball world is an arse.

Wife lead so high, we read of a woman who lives on golf. A woman who can golf says Frank O'Neill should live alone.

Miss Reynolds says there is a great deal of misunderstanding between him and his "sweetest and dearest" (Ed). He understands how to make money and she understands how to spend it.

"Moose" Bellamy of 33 Dept. has a small dog. All he has to say is "Are you coming or ain't you?"

Since your reporter spent a few days in Atlantic City with "Moose" and "Frank" he has promised him self a vacation next year in "Vance in Kentucky."



STRAIN THEORY, it, after measuring from a high angle was the output of a "hot shot" used recently, many friends in the department.

Did you know? ? ?

Miss Williams is not only playing the piano but now she is giving lessons in February April!

Heat travels faster than cold . . . you can catch cold!

Walt Mason is the kind of a guy the girls all look at twice — they don't believe it the first time!

Moss need only pay the tax if accompanied by a female ticket buyer on Tuesday evenings at Robin Hood Hall!

A **shelby** is an instrument without notes to accompany singers without notes.

C. Look says some of the times, some of the men, set his nerves on "pop."

E. Hanna is so latched by didn't propose until he was married two months.

There is no horse running that can go as fast as the money you put on his nose.

So long till October . . .

"TUL BATTLE MY WAY"

No many things
I've been troubled and wronged,
To the point that I can hardly carry on.

But:
I'll battle my way.

No others;
I've always tried to pray,
But I just couldn't find words to say.

Still:
I'll battle my way.

Then I ask:
The Lord to have mercy on me,
And set my troubled mind free.

No:
I'll battle my way.

After prayers:
I begin to feel all right,
Because I believe better things are in sight.

Then:
I'll battle my way.

— **HELEN JONES, 67-221**

67 PAUL SHIP*By William Cooper*

We were very happy to welcome back into the Expanding Dept. Don David. He spent another hectic year aboard the "Mighty No." He saw quite a lot of action in Korean waters.

Paul Clark is spending another week's vacation up-state visiting his relatives.

Henry Larson will spend a week's vacation in Atlantic City.

Yancy just came back after spending another week between Peachville and the Woodfin Forest. He was reported as teaching his two young boys how to pick berries in the woods. (Must be running short on dessert.)

Jack Sledge finally worked and bought an automatic washing machine. He only made one mistake; he never should have told Stanley Clark, man, after the discussions they had about different makes.

I had a very nice fishing trip out of Beards, catching 65 blues and 1 delight in the first day and going out the following day and catching 59 blues.

Pip Daback is taking a couple of weeks to just cruise around the coast.

Yancy Post reports that he hasn't caught all the fish in Biggins Lake, so if you care to go fishing they are taking pretty good care.

Oscar Peterson was in all his glory a couple of weeks down in North Carolina. He was able to travel back in nature (Bill Billy White) so close, just sitting under a tree with very spectators.

59 and 60 DEPARTMENTS
By Paul Davis

Congratulations to Mr. and Mrs. Lee Sprick on the birth of a daughter.

The 66-68 question. Why do they call her Yvonne the real world girl? Which would give a cigarette girl five dollars for a kiss?

George Hodge is having a delightful very nice, and still no cigar!

Ed Larson is looking very clean, fat lately.

Bessie Mike is a life guard during vacation at League Island Park.

Who tries to run over the workers when they get crippled and old?

Are you wanting a good job see 29-31 E. Dublin. It has been taught to train willing boys and every pair looks.

Norman Cooper has brought a new

FREEDOM

THE GREAT
HUMANIZING DRIVE
FOR FREEDOM

**ATLANTIC PACT POWERS****ONE MORE BRIDGE TO CROSS**

"DON'T LOOK NOW, JOE," BUT THEY'RE NOT GOING TO LET
YOU CROSS THAT LAST BRIDGE! "BRIDGE"

truck. There must be a gray truck instead of gray train.

Prohanty is a week since trying to express itself freely. Ask Wall about it.

We would like to know who took Al Wagner's duck.

Charles New is shopping for a boat. I wonder what will become of the water's boats.

Wah Knowledge will not have to ask any one about television programs now as he has bought a set.

We hope Louis Schwartz and family have a very nice vacation in Florida.

58 DEPARTMENT NEWS
By Willie Zwickler

Mr. and Mrs. Charles Larson, spent an enjoyable vacation visiting the western section of Pennsylvania, also visiting Charles's parents, who reside at Altoona, Pa.

Arthur Yank, second shift leader, spent his vacation attending to minor repairs around his home.

Al Hancock, operator of 67 Dept. Tool Room, journeyed to Soudersville, Miss., when he vacationed with relatives.

Charles Wright, of Pipe Shop tool room, has become a member of that great organization known as "The Parking Lot Fellowship," by purchasing a new Studebaker.

Bob (Woody) Lee and family, missed the family picnic at Ocean City, Md., during the vacation period.

The Howard Clark family enjoyed one week of their vacation with relatives at New Haven, Conn. The second week was spent relaxing on the beach at Atlantic City.

Harry Reed, accompanied by the Mrs. and all the little Reeds, spent an enjoyable two weeks at Arden, N. J. Harry claims to had quite a task getting the computers to return home.

Gene Hill, J. Carney and Aaron (Hank) Greenberg have returned to their former positions with the Department.

CHOW LINES AND CHEF'S AIDES AT SUN SHIP



WITH SHIP MEMBERS in the foreground the balance of staffing chow line becomes hectic. Arranging of the subjects on the Caspian Bay helped relieve some of the pressure of the other part of business, but both lines were open equally. Lower picture shows Chef Andrews and his staff. The crew, left to right: Wm. Smith, Oscar Smith, Margaret

Ray, Dale Williams, Edna Andrews, C. Hubert, J. Buchanan, Eugene Powell, Al Hayes. Middle row, left to right: Anna Barber, Ethel Smith, Vera Taylor, Ethel Andrews, Marie Mayfield, Doris Myers, Edna Douglas, Beulah Edwards. Seating Edward Richards, Donald Mann, Nelson Greenman.

SUN SHIP'S EFFICIENT FIRE FIGHTING UNITS



REGIONED by the Garage crew and supplied with new hose and extinguishers and other equipment, Sun Ship's fire truck is back in service. This truck and the shipyard's fire boat are the backbone of our fire department.

The Guard boss under Chief Martin has supervision over the fire fighting units.

The fire equipment is handled by Fire Marshall John Ogden, and his assistants. It is the duty of such and every employee in the Yard to assist the Guard Department in case of fire.

When reporting a fire go to

the nearest Yard phone and dial 214, the Main Gate, state clearly the location of the fire, and give your name and location number. The Guard at the Main Gate will have the Fire Truck sent to the scene of the fire.

In the past year, at the several fires reported, there was no loss due accident due to fighting fire and very small loss or damage to property.

Fighting fire is dangerous in a shipyard, if you do not know how; first, to save all electric current is off; second, use the proper equipment.

There are four basic types of fire

extinguishers in service about the Yard to be used in case of fire only.

1. The Water or Soda and Acid Type is used to combat ordinary fires such as paper, wood, and the like.
2. The Foam Type, this extinguisher smothers all fires and can be used on ordinary fires.
3. The CO₂ extinguisher expels carbon dioxide gas which is effective on flammable liquid fires and fires of electrical origin.
4. One quart Pyrene Extinguisher, Carbon Tetrachloride, to be used on electrical fires only.