

Our Yard

SUN SHIPBUILDING
AND DRY DOCK CO.
CHESTER, PA.

May, 1952

HOW TO PREVENT A DEPRESSION

By Fred C. Clark and Richard Stanton Ramsey

[Note: This month I have requested the Editor to reproduce the article which appears below, as I felt that every employee, as well as each member of his family, might better understand one of the major problems in this nation after reading this article. — JOHN G. FUR, Jr.]

I

It is important that we all know what a depression is and, as far as possible, what we can do about it.

A depression is the opposite of a boom.

A boom begins when customers become eager to buy more and more goods.

A depression begins when customers begin to buy less and less goods.

During booms, management has trouble finding enough people to fill all the jobs.

During depressions, management has trouble finding enough customers to keep the regular work hours busy even at reduced production schedules.

We see, therefore, that the key to prosperity and depression is the customer.

Management is not responsible for booms or depressions; therefore, management is not responsible for either high or low employment.

So to understand what makes booms and busts, we must understand why the customer acts so differently at different times.

One thing we can be sure of at the beginning: the customer's wants and desires are the same during depression as they are during prosperity.

If people stop buying trucks or automobiles, it isn't because they have stopped desiring trucks and automobiles; we must look elsewhere for the reason.

The reason is to be found in the customer's changing attitude toward money.

During a boom the customer would rather have goods than money.

During a depression the reverse is true; he prefers the money to the goods.

II

The socialists and communists would have us believe that booms and busts come automatically in "capitalistic" countries where the economy is based on private property and competitive enterprise.

This is propagandist nonsense; a depression (usually) follows closely on the heels of a boom, and the boom is the cause of the depression.

In other words, the periods during which the customer buys less and less usually follow the periods when he has been buying more and more.

To find the cause of depression, therefore, we must find the cause of booms.

The most important cause of booms is inflation.

Inflation is the process of adding large sums of new, unearned money to the money supply.

This flood of money comes when government or individuals take things to the commercial bank, put them in "loans," and cause the bank to create new money — money that did not exist before the "loan" took place.

For example, if you mortgaged your government with a commercial bank, this is called "credit expansion"; the money they would give you would be brand new money.

Credit expansion increases when money is "cheap" (when interest rates are low).

Low interest rates do two things: they make it attractive for people to save money, and they make it attractive to borrow.

Under these conditions goods are more desirable than money, and the customer keeps on borrowing and keep on buying.

If the supply of goods could keep up with the supply of money, nothing bad would happen; prosperity would be permanent.

But production cannot rise beyond the capacity of the tools of production, and when the goods become scarce, prices become high.

III

At some time or other during the boom — the exact time cannot be predicted — the banks begin to get worried and start calling back the credit money.

This reduces the money supply, all money becomes harder to get, and partly even the customer would rather have money than goods.

Thus the fat is in the fire and the depression is under way.

The customer cannot buy so much as they did before because a larger

part of their current income must be used to pay back loans.

As purchases go down, there is less production, which causes less employment, which in turn, means less income.

This vicious circle continues to operate until the cheap money is all shaken out of the company and customers get back to normal.

IV

We are now at a point where we can figure out the cause of depression.

The immediate cause is the collapse of the boom.

The cause of the boom is cheap money.

The cause of the cheap money is artificially low interest rates.

Knowing this — and knowing that interest rates in America today are artificially low — we know that a depression could be in the making.

The interest rates are low because the Federal Government wants them to be low so that the bank-created money it now uses and the new bank-created money it is planning on borrowing will not be "expensive" money.

If the Government were not a heavy borrower, the Administration would not care what the interest rates were.

V

All of the foregoing does not mean that America is bound to have a depression.

It is true that we have to get back to normal, but we don't have to go back to it.

What we need is gradual deflation: gradual reduction of the money supply and gradual increase in the stocks of goods for sale in the domestic markets.

The vast amount of extra unearned money we have on hand today is our greatest danger.

It has driven the value of the American dollar down to 50.

If we, the people, start right now to get our (and my) own) out of debt, stop our government so do the same thing (unless as it is possible, and put in an honest day's work producing all the goods we can at a fair price, America can ride out this boom without a bust.

Went to Sea in Days of Wooden Ships and Iron Men

The Story of Anton E. Johnson

ON a little island off Sweden, Visby, Gotland by name, one of our oldest and finest seafarers, Anton Paul Johnson, was born 83 years ago. His father was chief steward at the docks in Visby, loading grain and lumber for all parts of the world.

Anton watched the ships come and go until he was seventeen years old at which time he worked his way to Hamburg, Germany.

His first trip to sea was on a German ship, plying between European ports and Japan, Hong Kong and China; this was in the year 1887. His pay was equivalent to \$1.50 a month and board, the board consisting of coffee and bread for breakfast, salted beef, bread and pea soup for dinner and crackers and tea for supper. There was no cold storage and all the meat was cured in brine. There were no vegetables and the food was very poor and not too much of it.

The second trip took him to Valparaiso, Chile, with a load of coal on an English sailing ship. They spent three months in Chile and after loading with sulphur returned to Hamburg, the trip taking one full year. All cargo was loaded and unloaded by hand. The sailing ship was fast, keeping up with most steam ships of those days.

His first trip to America was in 1893 and his second in 1895 when he landed in Philadelphia. He became a seaman and finally a stowaway on the yacht of John Jacob Astor.

In 1899 he married an American girl, a widow with two children and they lived together until 1944 when she died. In 1947 he remarried and



Top left — Anton E. Johnson, 83 years old, is one of the ship's veteran seafarers. The one of his wife who is shown here at top right. Middle-left portrait was — (l. to r.) Joseph Smith, Josephine Smith and Anton Smith.

now lives at 1601 S. 56th Street, in Philadelphia.

After fourteen years at sea, he came to Sea Ship in 1907 and has been here almost continuously since, having reached his 80 year pin in 1938.

He had many interesting stories to tell of the old days of Sea Ship and recalled one that was a thriller. The companion ladder on one of the ships tied up at No. 2 Pier broke, and there were including Mr. Pilgreen, former foreman of the Stevedores and Mr. Constable, father of "Shorty" Constable, of the boiler shop, fell in the water between the ship and the pier.

Employees knotted a rope around Anton and lowered him to the men in the water, there being no ladder between the ship and the pier. He held two of the men above the water and threw a life ring to Pilgreen who was under the pier. Finally a crane hoisted them out safely. Anton said he wouldn't want to do that again especially without a ladder, because had the ship moved toward the dock they would all have drowned.

He is still hale and hearty and is working as a splener in the rigging loft. All wish him many more happy years.

TYPICAL SCENES IN SUN SHIP WET BASIN

SEA KING WOL. 1, one of Sun Ship's work boats, is shown in the Wet Basin with the U.S. STEELWORK MARINER in the background. Below is another view of the Sea King with an unusual oil carrying barge tied up to it.



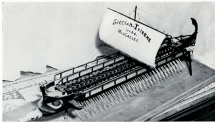
"S. S. MAMEI" BEFORE AND AFTER REPAIRS AT SUN SHIP

Following a collision in the Delaware River the S.S. "MAMEI" was brought to the Shipbuilding and Dry Dock Company for repairs. The bow was badly damaged so that the photos were replaced and the ship put back into service. Notice on the left shows the "Mamei" on dry dock. The other picture shows the ship almost completely repaired but awaiting her own keel removal.

Rotary Members Lunch at Yard Cafeteria

MEET OF ROTARIANS was made during the month of March by a large group of Rotarians from Chester. Vice President John G. Pev, Jr. stood to left in the group. Luncheon was served in the yard cafeteria.

MODEL OF GREEK WARSHIP BUILT BY FRANK PHILLIPS



WORKMAN IN HIS OWN HOME at his home 1125 Walnut Street, Chester, Pa., Frank Phillips of the Department spent eight years in building this unusual model of a Greek fighting ship of a type about as previously mentioned.

These war galleys were propelled by oars with long arms and were capable of making considerable speed. Some of them also carried sails. The entire model including small figures of men, oars, anchors and other equipment was made by hand by Mr. Phillips.

The model shown here is a copy of the galley of ancient times taken from a historical illustration.

Mr. Phillips has been awarded an Iron Ship for nearly continuous years but at present is confined to his home by illness.

The following letter was received by the Safety Department.

Dear Mr. White:

Will you please express my appreciation to the blood donors who so

generously supplied me with blood during my recent illness. It was wonderful to know that it was available when needed.

Sincerely,

E. STEWARD WOODS, MD

PHILLIPS is Nathan Wright of the Empire Ship, and Mr. A. E. Southard of the Empire Steaming Lines, who is usually called "The Year" this with copies of the magazine of June 1946 and June 1947 in response to a classified ad.

QUARTERLY ACCIDENT REPORT

THE following report covers the first three months of 1951. The record is good. Less than 15 lost-time accidents for each million man-hours worked and less than a half day lost from work for each thousand hours worked.

There were—42 men involved and 17 of these lost a total of 443 work days. The other four injured persons (impairments): J. Hunter, 32, 219 lost a big toe; J. Fennell, 47-158 lost a foot finger; J. Adams, 47-403 lost his left eye; and H. McCreath

lost the third toe on his left foot. These four men had lost a total of 66 working days as of March 31st.

On the brighter side of the record there were no fatalities, and 13 departments pulled through the quarter without a lost-time case.

Here they are: Electricians, Ship-Steels, Mechanical men, Chippers and Caulkers, Tool Room and Hose Replenishers, Plate Yard and Engine Crews, Painters, Maintenance mechanics, Drillers and Reamers, 3rd Maintenance, Carpenter's, Joiners and Yard General employees.

The following table shows the order in which the departments finished. Table I is arranged on the basis of number of lost time accidents per million man-hours worked. Table II is based on the number of actual work days lost, due to 1951 accidents, per thousand man-hours worked. Table III covers the minor injuries which did not involve lost time. The figures for the shipyard as a whole are included. The departments listed ahead of the Ship Repair division are credit for the favorable record of injuries.

I	
DEPARTMENT	
32	Electricial
45	Shipfitting
205	Mechanical
33	Chippers, Riveters and Caulkers
74	Tool Room employees and Hose Replenishers
48	PAINTERS
84	Maintenance Mechanics
51	Drillers and Reamers
204	Maintenance
24C	Copper Shop
55	Joiners
81	Yard General
24P	Pipefitting
24	Mechanics
58	Burners

LOSS SHIP AVERAGE RATING

42	Blacksmith Shop
50	STORAGE
59	Welding
46	Lining and Tanking
48	Rigging
47	Ship Cleaners
108	Boiler Shop
8	Weldwell Mechanics
47A	Mold Loft
44	Steelbuilders and Carpenters
27	Erving
47T	Fabricating
188	Regulating
1	Patternmaking
4	Foundry

II	
DEPARTMENT	
23	Electricial
45	Shipfitting
205	Mechanical
33	Chippers, Riveters and Caulkers
74	Tool Room employees and Hose Replenishers
49	Painters
84	Maintenance Mechanics
51	Drillers and Reamers
24M	Maintenance
24C	Copper Shop
55	Joiners
81	Yard General
24	Pipefitting
46	Lining and Tanking
47A	Mold Loft
1	Patternmakers
67	Ship Cleaners
208	Boiler Shop
8	Weldwell Mechanics
80	Steel Room
27	Welding

LOSS SHIP AVERAGE RATING

24	Mechanics
65	Steelbuilders
89	Rigging
188	Erving
27T	Refabricating
60	Burning
43	Blacksmith Shop
4	Foundry
58	Regulating

III	
DEPARTMENT	
74	Tool Room employees and Hose Replenishers
47A	Mold Loft
67	Ship Cleaners
81	Yard General
32	Electricial
1	Patternmaking
88	Steel Room
84	Maintenance Mechanics
75	Plate Yard and Engine Crews
108	Maintenance
68	Painters
8	Weldwell Mechanics
47	Blacksmith Shop
58	Rigging

LOSS SHIP AVERAGE RATING

4	Foundry
69	Welding
105	Shoemaker
62	Joiners
84	Steelbuilders and Carpenters
24	Mechanics
14P	Pipefitting
188	Regulating
188	Erving
51	Drillers and Reamers
45	Shipfitting
47T	Fabricating
208	Boiler Shop
60	Burning
45	Lining and Tanking
24C	Copper Shop
18	Chipping and Caulking

Like all other accident reports, this one would have been far better if basic simple precautions had been used by the men who were injured and if proper protective equipment had been worn.

Service Pins Awarded Employees In March



FRED BERRY — **WILLY EDWARDS**, **PHD**, is the recipient of a 35 year Service Pin from Dept. William Smith.

GEORGE HOWE — **CHARLES MORRIS**, **AF-804**, is awarded a 25 year Service Pin by Dept. William Smith.

JOHN BERRY is Dept. William Smith congratulates **WILLIAM WELSON**.

AL BERRY was awarded a 25 year Service Pin.

GEORGE BERRY — Dept. William Smith congratulates **WILLY EDWARDS**, **PHD**, upon receipt of a 35 year Service Pin.



FRED BERRY — **WILLY EDWARDS**, **PHD**, is awarded a 35 year Service Pin by Dept. William Smith.

GEORGE HOWE — **WILSON EDWARDS**, **AF-84**, is the recipient of a 25 year Service Pin from Dept. William Smith.

JOHN BERRY — Dept. William Smith hands **EDWARD EDWARDS**, **PHD**, his 25 year Service Pin.

JOHN BERRY — **CHARLES MORRIS**, **AF-804**, is awarded a 25 year Service Pin by Dept. William Smith.



JOHN BLACK, 64-61, is awarded a 25 year Service Pin by Capt. **W. G. B. Smith**.



W. G. B. Smith, Assistant Treasurer, congratulates **MISS MAE GUYTON (62-64-62)**, upon receiving her 25 year Service Pin.

25 Years
64-61 Howard K. Barker

20 Years
54-50 Wally Stansel
66-17 Walter Vogel
74-34 Lewis Shandley

25 Years
64-14 Vernon Lindell
67-20-2 William Widdien
6-68 Thomas Swank
9-12 Charles Grant
67-20-24 Charles B. Mearns
2-56 John Black
99-5 Miss Margaret Stewart

DRAFTSMEN'S ROLL

20 Years
32-66 Fargus H. McFarly

SALARY ROLL

18 Years
66-11 John O'Rourke

10 Years
93-28 Margaret Ford
98-273 Stella Powers
91-689 Edna Sue Winter

HOURLY ROLL

20 Years
55-2736 Harry Forbes
38-124 Clarence Cox
45-27 William Clark

15 Years
38-526 R. Harvey Brummett
38-2586 Cromwell B. Jones
65-730 Harry J. Charles
42-273 Ralph Vachon
47-786 James Adams
52-189 William Thomas

59-420 Charles Greenfield
54-75 Ernest Ericson
62-79 S. Ross Gallery

18 Years

38-114 Charles J. Selby
38-396 John Mackey
38-120 Vera Neuman
67-207 Donald Boshka
67-144 Charles Bink
67-5996 Aaron Powers
52-222 Joseph Agill
67-1942 Richard Corporal
67-2405 Loyal Stansbury
75-142 Paul Sherman
68-121 Benjamin Christman
61-22 Gilbert Passmore
64-280 William Washell
68-79 Francis Burns
68-135 Clarence Jellon
68-126 James Geary
68-151 William Washell

ANNUAL REPORT ON SUN SHIPBUILDING ACTIVITIES

SHARPLY increased ship construction accompanied by a rapid rise in employment marked Sun Shipbuilding & Dry Dock Company's activities in 1952, according to the annual report of the parent Sun Ship Company.

The number of employees at Sun Ship rose from 1,211 at the start of the year to 4,219 at the present and an active recruitment program was under way to secure an additional 1,000 workers.

Shipyard officials subsequently indicated that the latter goal had been achieved and that employment would rise to 6,000 during 1953.

Contracts on hand for the building of 12 vessels are sufficient to maintain shipbuilding operations at about 40 per cent of capacity through 1953, the report added.

Included are orders for five super-tankers of 30,000 deadweight tons each, four of which are for Sun Oil Company; one tanker of 30,000 deadweight tons; a railroad carfloat, and five large, high-speed cargo ships of the Maritime Class.

Two of the super-tankers, the cost of and all five cargo ships are expected to be delivered in 1952, if no material shortages are encountered.

Ship repair work increased ap-

proximately 100 per cent over the preceding year and a moderate increase was also noted in the manufacture and sale of special industrial equipment and machinery.

On a gross volume of business for 1951 of \$10,500,000 Sun Ship made a dividend profit of \$2,000,200 but the unattached overhead for the year of \$1,004,272 reduced this to a net profit of \$995,928.

The report notes that, although the increased physical volume of shipbuilding work was not reflected in the dollar income for the year, prospects in this respect are more favorable for 1952.



DONALD HOY ANDREWS, age five months, is the son of Bob Andrews of the Electrical Drawing Room.



FRANK J. DEMONY, Jr., of the Department is shown here with his first daughter, Mary Helen DeMony, age five months.



This is **GARY LEE EMMONS**, six months old grandson of Arthur "Chewie" a Clerk in 800 Building and the Bill Post.

JUNIOR MEMBERS OF THE SUN SHIP FAMILY

(See Page 14 for additional photos)



WILLIAM WHITTAKER, Jr., age 7 months, **ANDY WHITTAKER**, age 6 years, and **SAM WHITTAKER**, age 6, are the three children of William Whittaker of 37 Page.



EDWARD MEYER, age three months, is the son of Carl Meyer, Jr. formerly employed by 50 Page. He is the grandson of "Gus" Meyer who works in the Reception Office.



ANNA MARIE EVERSINK, age 11 months, **VINCENT EVERSINK**, age 10 years, and **EDNA GREEN**, age 8 years, are the grandchildren of Carl Eversink (former of 32 Page).



Rod and Gun News



By Mike Sawicki

If some time in the future—the very distant future—I hope, you should see my wife standing on the bank of some trout stream with a jar in her hand, don't bother to ask her what's in it. I can tell you right now it'll be me.

I've asked her in a personal letter, when the time comes, and the problem of the disposal of my remains, and to splash my ashes all over the waters of one of my favorite trout streams. I've explained to her, that there should be no particular hurry, but when she got the opportunity, and the weather was nice, and she was getting tired of seeing the jar standing around in the spare closet, among the laundry table lamps, and the Christmas tree stand, she should run this around for me, and she has agreed.

I have several reasons for this request. One is simple, that it's a less expensive way to dispose of my ashes, rather than hole them up among a lot of discarded bridge pilings or long-baited muskies, also probably wouldn't be very good company anyway. Another reason is purely sentimental. I like trout streams, and dead or alive, I like to be near around in them. Another good reason is from a conservation angle—fish food. Actually, I'm not at all sure that my ashes, even when washed in clean, cool mountain water, would be the sort of food a healthy brown trout would like to chow on. Certainly, not if he had much choice.

In discussing the matter with a friend of mine, who is also a professor of biology, he informed me, that although the disposition of a few fishermen in this manner would serve to enrich the mineral content of the stream, and promote the growth of fish and thus, the practice, if carried to extremes, could completely upset the chemical content of the water, with serious consequences to the fish life of the streams.

However he had an alternate proposal. He pointed out the fact, that many men of high position often be-



Bill GARD of the large-mouth bass and one such was made by Charles Ward of 41 Sun. Ave. for years. These fish were taken in the Northwest River, Washed. They are found in the upper part of the river where the water is not so turbid.

spread their heads to various institutions for the research and advancement of science, and since most of the fishermen he knew, were not particularly gifted with an overabundance of gray matter, but was more on the sunny side, and since the price of liver and horse manure, which makes up the diet of trout raised in our fish hatcheries, had increased tremendously, it might be a good idea to throw a movement among fishermen to impregnate their bodies (including any babies that may be present) to the nearest state or federal fish hatchery.

It was his opinion that the average fisherman, when run through a meat grinder, carried a vitamin content equal to the lower priced cuts of milk wagon bones, and would supplement the food on which hatchery trout are fed. Thus bring a substantial saving in the cost of nourishing said trout.

It was also his feeling that a certain justice would be realized in setting

up a relationship between the trout and the angler, a relationship which at present is too one-sided from a dietary point of view.

I was so impressed by the wisdom of his suggestion, that I spoke to my wife about it, but she had other ideas, both practical and sentimental, so she insisted on sticking to the original agreement. After all, she says, "You can carry the jar in one hand and have the other free to carry a picnic basket."

Walt Stewart, veteran 28 Super-storm angler, has been spending his week ends working in the Plover region, in hopes of locating some trout streams. Walt informs us that deer are plentiful and the open deer season did not seem to affect the deer herd to any great extent. Walt also informs us that the animals are in prime condition despite the severe winter in that region.

Just a reminder boys—The best (Continued on Page 12)



BOSTON — Overhauling and undercoating sections.



SEA COMB — Overhauling and undercoating hull. Annual inspection.



GEORGE EASTMAN — Main engine damage repairs.

Maintenance and Repairs — Important Activity in Yard

SEVEN — Overhauling, cleaning and painting and other general repair work.



ALEXANDER — Overhauling, annual overhauling and inspection.



GEORGE EASTMAN — Preparing for bottom storage repairs. Annual work and other general work.





EMERALD — Drydocking and general overhaul.



PERSEPOLIS WARSHIP — Drydocking, installation of new shafting, repairs to rollers and other under-deck work.



FRANKLIN — Hull and general design, partially drydocking and under-deck repairs and painting.



WYOMING BOW — Drydocking and general repairs.

OUR YARD'S REPORTERS

We want to thank the Department reporters for the excellent job they are doing in supplying Our Yards with news.

Not since World War II busy days have so many departments been represented in the newspaper, their staffs marked by unusual ability and many of the volumes are outstanding.

While there is good natural judging in most of the ships and news, not one of the reporters intentionally tries

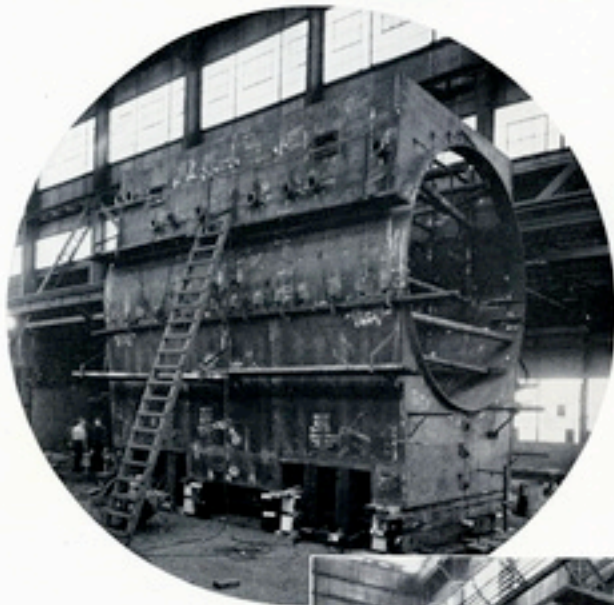
to hurt the feelings of his fellow employees. Instead, they all seek to print the helpful and kindly doings of their associates.

In the Philadelphia Industrial field it is doubtful if Our Yards reporters can be equalled and we are proud to list the staff men covering the plant. Our only regret is that the Boiler Shop and Paint Shop are not represented.

Peggy McKinney, Office Clunker; Mike Zambino, Red and Gun News; Wally Stabinski, Weldwork; Sam Stronach, Weldwork — (and Skids); John Hoffberger, 21 Electrical; Erik Cle-

ving, 26 Machinery; "Fishell" Bentley, 29 & 60 Dept.; A. Thomson, 47 Dept.; Lee McLaugh, 55 — Chippery and Confiance; G. Bucken, 65 Dept.; Jim Pitts, 66 Dept. Lines; Fisher and Waresline, 24 Copper Shop; P. Enderb, 56 Carpenter; Walter Palm, 67 Cleaners; B. Saitoun, 68 Rigging; Mike Zachris, Tool Room; Joe McBride, 73 Plant Yard; Charles Green, 75 Hull Drawing Room; Tommy Loozon, 80 Store-room; C. C. Linowatow, Canal Department; A. Fulton, 209 Short Metal; Harold Baker, 24 Maintenance; and Norm Kofford, 32 Electrical Drawing Room.

Heavy Industrial Equipment Recently Built by Sun Ship for Oil Refining and Chemical Plants



SECTION OF THE SHELL of one of the largest condensers now being built in the South Yard Boiler Shop.

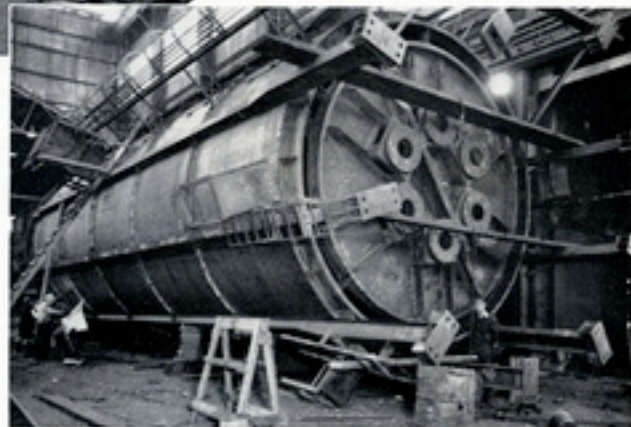


ONE 18' 5 1/2" O.D. x 64' 3" ISO FLOW FURNACE in Boiler Shop.



SPECIAL SURGE SEPARATOR VESSEL which was built for the Socony Vacuum Oil Co. at Paulsboro, New Jersey. This vessel is filled with complicated internals. It was too large to ship by rail, therefore, it was shipped by barge across the river. The vessel was built in the Boiler Shop.

All of the pictures shown on these two pages were made recently and indicate the diversity of the Sun Shipbuilding and Dry Dock Company plant. Yes, Sun Ship builds heavy equipment as well as large ships.



THIS IS ONE OF TWO SPECIAL HEATERS which was built for Sun Oil Co. This is a complicated steel structure the shell of which is 18 ft. in diameter but the interesting part of this job is that it has again been demonstrated that here is versatility in our setup. The templates and development work was done in the Weld Lab. The fabrication was done in 47 Department and the assembling was done in the South Yard Boiler Shop.



UNUSUAL AND VERY COMPLICATED PIECE OF STEEL WORK. It is a fractionating tower with shell in three different diameters, the largest diameter being 12' 6". Inside the overall length is more than 100 ft. There are many nozzles, brackets and connections, a cone transformation section reducing the shell from the large to a smaller section. Also the inside of this vessel is full of special trays which are very intricate and difficult to make. The vessel's size is beyond normal rail clearance limits. It was moved over the Pennsylvania Railroad by a special train movement in all daylight and at slow speed from Sun Ship to Bayonne, New Jersey. The tower is shown just as it was moved from the Boiler Shop where it was built in record time.

OUR YARD



50 HOPT. ELECTRICAL

By John McElroy

We sincerely hope that by the time this is delivered, our Editor, Mr. Robert Telle, is recovered from his illness and is back at his desk.

We wish to bring to your attention an interesting fact regarding one of our very popular items. Back around the turn of the century, Charles had a Mayor named Dr. Weyard Jeffrey, Sr. His son, Dr. Weyard Jeffrey, Jr., was the father of one Dr. Weyard Jeffrey, Sr., better known as "Big Ed," and now he is in town with a son Dr. Weyard Jeffrey the 3d. We are sure that this has far exceeded and deserves mention. Congratulations Jeff for your part in carrying on this tradition. Incidentally, the Jeffrey School at 12th and Marine Ave. is named after this old family.

Congratulations are in order for Mr. and Mrs. Charles McGee who announce the arrival of a baby daughter on March 22, 1950. She has been named Patricia Jo-Joe and Charles reports his family is doing fine. Giggles were the order of the day on 500. It was also Mrs. McGee's birthday.

Last month we reported on items regarding "Miss" Hollins' vocal accomplishments, and now in addition we learn that he is an expert in the dance known as the Can-Can. What may we expect next "Miss"?

Ray Krize is sure getting a big grin these days with the willing help of his new ivory choppers, spins at Impassment Ray.

Among the new arrivals in our night no more, "Red" Woodley, Alvin and Sydney, who are former employees.

The Crane Runners as usual make the headlines through Daily in celebrating this issue. Our Federal Boatmen of No. 3 Ship Way is mentioned this month on account of absent individuals. We are quite sure that he finally

found out that he couldn't close that window with his thumb in it.

Andy Stevenson, of Crane Repair, reports that while working on the gas recently he lost his wallet containing \$7.00 and his cards and papers. He was very much surprised to receive it back through the mail and with 40-cent credit postage stamps on it. Next time to say the \$7.00 was missing, had Andy say he is glad to get the wallet back.

We are in a bit of a ditch these days over the fact that "Gunter (Old Pete)" seems to be in a class by himself. He just can't understand why he took the "Trot" so long to get down to the South Yard when he closed the switch in the Power House. Oh course, we know the wire he got in a rather round about way, but these new delayed action electrons are probably a product of "Trot" school of learning.

George Richardson is back at his duties after a stint of illness lasting nearly two weeks. All kinds of rumors from Customs had him married and on a Florida vacation. But we are glad to see him recovered again.

"Whitey" Post rides with Brewster every day to and from Wilmington. They all stopped off in Marine Hook recently to do some errands and Whitey when finished gave and party himself in the wrong way. Seems it was somewhat like Brewster's car, hence the mistake. Must have been rather embarrassing with the comments we can expect from Brewster and usually get.

May we offer our congratulations to the following men of our department who have graduated from the Blue Print Reading Class with high marks: Ed Kennedy, Vance Gorman, Lew Skiffind, Lew Boardley, E. Stewart, Gene Gorky, Francis VanHorn, Bill Red Jack, Bill Barrett, Ed Worrell, Swanson, Gorman, Nipetinski, Todd, J. Shanko and others whose

names we did not get. We wish them the best of luck.

George Miles, H&H, working at 3 Way Weld Repair Shop, wishes a ride to and from the area around Riverdale and Phenixville on his shift. He will appreciate anyone who comes from the vicinity getting in touch with him.

Ray With Green carefully carrying a bucket along with his tools the other day, it chanced back that he had a kitten. Now we get a cat supper in our minds. We trust the package arrived safely at its destination.

Welcome back to John Plaska after an absence of seven years.

The midnight in Pennsylvania has now kept our Amusement Shop on the jump night and day.

George Richardson was sent of loaded away on his way to the table on Thursday last and received a badly injured shoulder. We trust it will soon be well again. "Whitey" will probably avoid the disarming head in the future.

Thanks to all the men of our department who gave to the Blood Bank recently.

That's all for this month, so until next time!

500 GUARD DEPARTMENT

By George C. Edmonson

Attention all Squawk Eggs, Brewster has at last become a Granddaddy, with the arrival of a grandson. And how that baby got into his head!!!

Believe Harry's goats snuffler last article contest, he had better check home first to make sure he has some thing, better double check, Charlie!

Levin is still out sick, but able to be around. Hope you get back on duty soon.

Capt. Miles spent the other week-end in Ocean City, which is the beginning of week-ends all summer. Some attractions at last you no think:

BO STOREROOM

By Tommy Lorenz

A new member has been added to our Electric truck team; namely, Howard Finner, Good Luck to you Howard, Watch the bumps!

Our beautiful carpentry guys out to the families of Maxwell Hill and Howard Lindley, two former members of 80 Dept., who recently passed away.

Oh again—Oh again, they hit second pool showing in the Mixed Bowling League, Glen Donaldson, has decided not to roll his bowling ball over all! (90 average)

The Bad Estate laws are the same in Maryland as in Pennsylvania, Ask Herie Kowarsky if he believes in Squatters Rights, Was there more women under the cottage after you moved in?

Yacht springs normal in the heart of town? Old Man MacNeal of the quietest window took exception to the young lady who showed his appreciation for the service rendered by saying, "Thanks Dad," You're not getting any younger "Pop!"

We welcome two new members to 80 Dept's, Charles Finner in the person of, Ben Spira and Joe Gillespie, "There's a lot to learn, stay with it boys."

The hole man with the Big Job, "Moosey" Freeman of the Flooring Dept.

Tom Brown, General Stenographer, Ed White, Safety Engineer, and your correspondent, are being congratulated in their recent April Birthdays, How old are we? We've stopped counting.

When we see the struggles of others around us, we let it flow life doesn't seem so hard by comparison, it could mean so nothing that what individuals it pays to flow around it!



—That the Government employs 12,000 persons to administer the affairs of 250,000 Indians—one Federal employee for each 20 Indians?

Rod and Gun

(Continued from Page 7)

conservation laws are not found in the pages of our statute books, but are engrained on the consciences of the true sportsman.

This month we propose to pay tribute to one who is almost to our hearts "Moss," the Boy. That we will observe "Mossy Day," on this occasion humbly joins you in paying tribute to "Our Mosses." No greater tribute can be given them, than the words of one of our immortal poets, when he wrote, "The hand that rocks the cradle, rules the world." A Happy Mossy Day to all you "Mosses."

In the small by divisions, we leave the spotlight on Alfred (Shoey) Davis of 70 Department, Shoey for

the past few years has been a member of the Boy Scout Troop Company, connected with Troop No. 1 of the Providence St. Methodist Church, serving as its chairman for the past few (7) years. He was recently appointed 104,1948 to Post No. 105 of the Boy Scouts. His working efforts on behalf of the companies are worthy of commendation. So, "Our Moss" go off to "Shoey" Davis.

Charles (Fossil) and Stanley (Red) each, across angles of 42 Department, upon the west-end fishing at Fisher's Bridge in Belmont. They expect a nice catch of some extremely large Catfish, of the salt water variety, and several large "Carp." fish, commonly known as Carp. Charles is joined as they used during and fishing for bait.

CLAIMED

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1942 WASHINGTON - 1st dist. vicinity of Phila. and Trenton, Pa. for 1-1000, see Bureau, 10-108.

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47. CLEANERS

By Major Peab

It is very kind of Bill (Glenwood) Miles to furnish free transportation to and from the yard to his fellow employees. He has only one rule, "Leave sharp at 7:30 A.M., Third and Henry Streets."

Big Mack is planning to have a small vacation down Virginia with his relatives.

Bill Irving spent the first day of the fishing season on local streams and they will not be fished all day and had some real good fish.

Big Jack, better known as Big Sam Bots, has everything running smooth as silk among the Cleaners.

Henry (The Old) Parnes claims to be out of the hospital now. It took three workdays to put him on top. Stay on top (The Old).

Lloyd Robinson is planning a long trip this summer, maybe to California.

Bob Smith is supposed to be the leader of the Cleaners, but Boss Bots says he is on top waiting for him.

Warning to John (Small) Parnes, we will mention you next month!

48. MACHINISTS

By Dick Glenshaw

A hearty welcome to our "Chief" Bob Vain, who is rapidly recovering from a serious operation. We are all sincerely hoping that the final results of his operation will be most beneficial and that he may be blessed with much good health and happiness in the future. We all missed him.

As is customary on long years, 24 Dept's. (Machinists) celebrated the advent of spring by having a birthday.

Another birthday was celebrated by Bill Wallace on April 1st.

24 Dept's. James Gallagher and Mrs. Gallagher recently celebrated their 25th anniversary.

A rare sight indeed was the recent appearance of Copper Shop's Andy Adam Sr. smoking a cigarette. Andy recently visited the Garin Burns' for the purpose of obtaining some flowers, and it is his custom to cut them himself. The weather being stormy, he took them along and because he bogged down in the mud that he walked right out of them.

Johnny Lawrence is said to be in the private eye business up in the 40th Street shopping district.

Sam Palmer, reform 24 Machinist, recently left the plant to accept a position at the Centerville, Maryland

Power House. Sam will be close to his home at Ingalls, Maryland and will no doubt be very contented. He has all our best wishes for success in his new job and for a happy future "Down Home."

Seems as though there just isn't any justice anymore. Here's long year flying right along and the shop hasn't even to have no lock at all, while Les Dillon, who already has a good wife, reports having had three proposals already.

Fernan (Belton) had his usual April Fool phone call again this year. And by the bye he has resorted to a second means of letting the gang know he used to be a cowboy, having been observed cutting his own despite the fact he is now exhibiting. Our under-secret man reported having seen the Farmer and Mrs. Belton dining up the car early Easter morning before going to Church.

24 Dept's. Bud McKill who reportedly takes some trips in his car on weekends, recently took his son to Frederick, Maryland, a 100 mile trip. Upon investigation, Bud stated he became lost in Washington and ran the mileage up. However, some of his buddies claim he went by way of Pittsburgh.

As far as we know, Dorothy (Bud) didn't think that bill belly back with Jerry seems to realize's get others on. While they also returned from New York without the city officials he promised.

It is rumored that a female member of the office bowling team is seriously considering divorce.

24 Dept's. Bill Stone and Mrs. Stone have been having a hard time with James Gallagher's plumbers.

John Robert Temple, who has a Bachelor's degree in Wheelbarrow engineering, really rode a Super around the shop with that U.S. cruiser.

At the time of this writing, 24 Dept's. Bill Stone, is on the high sea with the Naval Reserve. Norfolk Virginia being the first port, three destinations unknown. We are all sure Bill is enjoying himself.

We were sorry to learn that 24 Dept's. Harry (Sugar) Fry is in the hospital again and trust that his recovery will be speedy and complete. Also our sincere "get well" wishes to 24 Dept's. Jack Harris who has been laid up.

Did you know that Sam Ship is relieving ball games and sports every Sunday evening?

We wish to extend our deepest sympathy to Bob Cahow who recently lost his brother and to Les Merrick who has just lost his father.

We would be very grateful for any material the second or third shift may offer: news items, baby pictures or any other suitable material.



JIMMY FRANCIS, age seven, is the youngest of working brother of 24 Department.



SCOTT MACK, age seven, is the son of Mack, one of 24 Dept. Machinists' team.



MARJORY HOGG, two-and-a-half months old, is the son of Marjorie Green of 24 Department.

CHALK LINES FROM 16 DEPT. (LINDERS)

By Jim Pines

(Our Yard welcomes Jim Pines to the staff of department reporters.)

Since our department is launching a more important part of the revitalized ship building program at Sun Ship and everybody growing into the group of larger departments (120 men at this writing), a few of the boys came to the conclusion that we should be represented by a column in this publication. We hope it will serve to acquaint the men with our activities and also the happenings in our department. If anyone has something they would like published in this magazine, please turn it over to your reporter.

We want to take this time to welcome all the new men to our department and also to our vast Sun Ship family. We welcome back Joe Gilbreth and Milton Johnson, a former working inspector in No. 1 yard during the war.

As almost everyone knows the Company has installed a most excellent school system available to all men in our department regardless of rate. The men now attending these classes are enjoying the first hand knowledge of the numerous changes in shipbuilding in the last few years. Classes are held each Monday, Tuesday and Thursday from 5-7 p.m. We're looking for more enthusiastic fellows. Let's hop to it. A little knowledge may help you get that boost in pay.

Bill Bell, the third shift leader, has bought a house and is looking for help in finishing his last foot cellar deeper. Any volunteers?

Charlie Wiseman and family spent the Easter holidays down home in Belk County.

Bill Barkley and his better half enjoyed their week-end of April 29-30 up in the Poconos.

Ray Behrens also spent that week-end in Strassburg.

Hey, fellows, look for the wedding of a certain fine named Bob, in the near future. Everyone is invited to the reception.

This reporter heard a rumor that Jimmy Nease may be returning soon. We're looking for his speedy recovery from his long illness and his early return to the yard.

In closing to a conclusion let's all remember this message: Safe today, live tomorrow ! ! !

Former Sheriff Pechin Dies

NATHAN F. PECHIN, 78, former Sun Ship employee and former Sheriff of Belknap County, died on April 16 following an illness of several months.

A well-known figure at Sun Ship, Mr. Pechin was an excellent angler and hunter and was active in civic affairs.

He is survived by his wife, Laura, a daughter, Mrs. J. Harry Keen and two grandchildren.



Heavily depicting the passing of **JOSEPH W. WHITTAKER, SR.**, an other former contributor to his family, Mr. Whittaker, who died on February 14, 1952, he is survived at 10 West Jersey St., Hazleton City, Chester, Pa.

Obituary

See Shipbuilding and Dry Dock Company records in Hazleton cemetery to the families of the following employees who died during the months of March and April.

MARSHALL LINDSEY, 60-DE, 110 Vernon Street, Hazleton, Pa., who died on March 18, 1952.

RAYMOND DEL, 60-DE, 442 North 67th Street, Philadelphia, Pa., who died on March 28, 1952.

FRANK BARNER, 64-DE, 1000 West 28th Street, Hazleton, Pa., who died on March 29, 1952.

ALAN JONES, 64-DE, 100 W. 7th Street, Hazleton, Pa., who died on March 28, 1952.

WILLIAM BYRNE, 60-DE, 100 E. 4th Street, Hazleton, Pa., who died on April 5, 1952.

NATHAN PECHIN, 60-DE, 10 Walnut Street, Hazleton, Pa., who died on April 16, 1952.



HERBERT EMSHARY is survived by the family of **HERBERT E. EMSH, JR.**, who died on March 14, 1952. Also in his death he is survived with his family at 2201 Robinson Street, Hazleton, Pennsylvania.



JOSEPH WHITTAKER is survived by the family of **JOHN WELLS, 40-DE**, who died on February 28, 1952. Also in his death he is survived with his family at 120 Market Street, Gettysburg, Pennsylvania.



Heavily depicting the passing of **ALAN J. JONES, 64-DE**, an other former contributor to his family, Mr. Jones, who died on February 12, 1952, he is survived at 100 South Street, Hazleton, Pa.

SPATTERS FROM
47 DEPARTMENT

By Austin Thomas

Congratulations are in order for Vince, and his girl friend. He won't tell me her name, but I do know she is a delightful operator and works with Eddie's girl friend. Incidentally, Eddie is still shopping for a ring, but claims he won't find one good enough.

I guess by now all our fellows have seen your Easter note at the table for cleaning, and all have settled down again after the egg soup and what not.

We are wondering why Steve is now smoking a seven cent pipe, maybe Pat hit with stopped his allowance. Steve had a birthday on March 30, but Pat said every thing went off pretty quietly. Steve should be able to make it. Goodbye.

Bob Moore is really having these days. The first time in years he had the opportunity to work seven days. He took sick with a bad throat on Saturday night and couldn't make work till the following Wednesday. Tough luck Bob.

There was never a brighter smile seen in the shipyard than the day "Whitney," the leader in Charlie game, got his seven day pay check.

John, the bookie-in to the Layout Dept., won't be in any more time about the fellows up at the end of the ship, but I don't know what is happening way up there if you don't let me know. Maybe Bob's bookkeeping would give me some scope. How about it "Bookie?"

Nick, of the gate store, says he will pipe cheaper than a cigar store. Does he Steve?

Bill, one of our main points of interest, backed me out the other day about putting things in the magazine about him. It was meant in a jocular way, but I told him if he didn't want it printed he not mention it.

There are a lot of new men in the shop the past couple of weeks. Good luck to all of you.

Bill Mallory, of the Cold Press and his woman's paying man still is started to ride with Mac Simon.

They now have an escape in the Cold Press Gang, so take it easy Charlie!

A lot of our fellows have pictures of our children that you would like to have printed in this Yack, but your afraid to put them in. Well my mother pictures were in last month and let me tell all of you there isn't a

"Dad's" Hitback

Personal Description in
the Sun Ship Mixed Reading
Issue. Doing a decent
with unexpected the feel
live all satisfaction.
The day was
appreciated
which added
strength
present.

"Your
Friend"

But who knows in long married life
Does a better time (the husband's) get
the better (I) only the (wife's) wife to a
man's wife, a woman's time of
marriage (only Steve being given to)

greater daddy in the country than I am. So let's have some of those pictures and jugs, it's your magazine boys!

Bob says if anyone has personal business with him to see him any afternoon at three o'clock in his office.

Things are getting pretty bad when Pete, of the Late Shows, is going around the shop shouting at folks.

Eddie, I wouldn't be too tough on our Christmas, for we are paying for you. It's a tough life but believe me a happy one.

Fellows, don't send Frank, the Plaster hand, after coffee if you want more than a half a cup.

We were wondering what Bob, the big radio operator, has been trying to figure out all by himself. Now I know. They were are expensive Bob.

I hope my Uncle Charlie gets a big kick out of these articles. He is my favorite Uncle.

Hi, the Plaster, said he sure won't go near the big boiler anymore when Bob is around.

Bob finally got his sweater washed.

but now he won't wear it because it's too clean.

Dick also has a new name, it's "Red Eye." Hey, that guy sure packed a wallop, huh, Dick?

Vince couldn't understand why Bob took the half day of in such a hurry. And I am wondering where Vince went the weekend his girl friend went to Pittsburgh.

Wagon, the burner, says he is going to wear a steel helmet at lunch time. He almost lost his ball of brain.

Harold must be going into the boat business, for he sure has been selling a lot of them.

Donnell shed his fuzzy jacket, a new sign of spring.

Who is the guy in the Mold Lab who is always trying to get a few bits of candy from the Gardner man?

The girl Bob and Eddie, the "mad painter" was.

Well, we see that Aaron Peters and Johnny Martin, of the Leds, have finally joined the flock and are now paying for their ride, after getting left out.

Everytime I go up to the Moid Loik I think I'm looking at Harold Red, but I am looking at another Ben.

Samson sure takes an interest in Ken, will he be able to know every move he makes on the work-ends.

Bill, of "C" Shop, asked me to tell everybody that he is a good worker.

I sure am glad the Company finally gave us our certificates for finishing these print vehicles. I think the fellows down to "C" Shop would have had a nervous breakdown if they hadn't gotten them now.

All the fellows were wondering who the character was that was walking the little black dog home from the shipyard the other night.

Oh, what a scoop I just received. He'll finally make his show, and did we all know it.

Brother is letting me down on his new ones. I guess his soap box creations come first with him.

Now is the time for you grand daddy's that have any boys after the game ball, and any of the age of 13 to 15, to show us all what they can do. So let's go and get behind Sam's Tennis team a hundred percent.

I wonder how many of you "Old Timer" commander Midget Redger, the fighter? Well, he works in the yard now. I met him the other day, he shook hands with me and then promptly threw a couple of left jabs my way, but luckily I wasn't close enough for them to land. He will have plenty of pep in both of his jaws, so don't try him out any of you would be boys.

I wonder if Red Moore is still looking for a 12" rubber car?

Steve was wondering how much Joe Cannon's steel balls were lately.

We were glad to see Jack Sulger look after his trip to Florida. Was the fish biting Jack?

I was told if you want any hunting, fishing or political arguments wanted to go up to Frege's shack, and Frege and Jack Waindoby will settle them for you.

The old skipper is starting to look like it did look in "44." Looks promising to see so many workers going out at quitting time.

It must have been a fancy night to see Whitey Day spending out of Wilmington one morning about 3 A.M.

I noticed they called the "The Show-ers." Don't pay any mind to that. But, there may be a time they will ask for a shower.

"Theater," of the electrical maintenance crew, wants to know if any one ever ate any of Gatsopp's pizza pie?

I'm still waiting to see you some Sunday morning, Albin.

I just received the news that Whitey, the leader in Chubb's crew, was just presented with a baby girl. Good luck folks, let's have a picture soon.

I am sorry for some of you here, too, but I fear the news one of you gave me. Please sit me with some more for this coming month.

Here is an item about the lay-outs in the Wind Tunnel. They have check on tournaments every day. Anyone wanting to join just go down, but no leaves allowed.

The fellows are wondering what brother Sawyer is being called the

problem of a club known as the S.P.E.R.S.

Who goes to work for the Maintenance Gang for one day, and ends up with a few week vacation?

Who is known as Florida Trip in the 47 Dept. Inverness? Ask Mike of 34 Dept.

I have been anxiously waiting for some news of the Moid Loik, but I guess he is the Shaker, too much time up on a soap box!

I noticed Lou, way up in the loft, is still hitting the can with his tobacco pipe, and I do mean hitting the can.

Brothers, this post is meant for you. I don't know whether or not your facilities told you that Sam Ship is sponsoring a small boys baseball team, from 13 to 15 years of age. It is a wonderful opportunity for a boy who can play pretty well, but I wouldn't mind some fathers just don't want to take the time in being their boys down to Chester, (Frank and Willie) Cravik at 10 A.M. Saturday. So, if you think your boy is pretty good, get on daddy's team, and another thing, if you have pictures of your children, you would like to see in the Sun You just give them to buddy, and I'll see that they get in and will be returned without delay.

Well, in the next issue I will tell you all of the progress the Sun Ship baseball team is making. I was honored to be given the job of being Assistant Manager with Johnny Cravik. Johnny sure has done wonders with athletes of all kinds, and I feel sure your boys will be in good hands with him at the wheel.

Red Smith I like—Shackley, after Zack's just came back to work on the Cold Press Gang, all them new boys sure are stepping around pretty nice.

We noticed Buddy King got another tattoo. He must like to look at colored pictures.

Ray Collins must have a new line, for he hasn't taken a day off in a long time now.

It was noticed that Whitey, one of "C" Shop leaders, is sporting a new raised coat. Doubtly must be playing the right game now, to be able to give away his goods.

So, I'll close now, and I would like to thank all of you fellows that contributed our news to this column, and not to stop with this issue but to go right on to make this department one of the nicest ones in the yard. So good luck to all of you, and may the Lord be with you all!



BURNHAM ASSEMBLY, for one of the new Shaker type of lighthouses, is being lifted from assembly yard by overhead crane.

AS DEPARTMENT NEWS

By George Kuehn

Now that Spring has finally arrived, it is interesting to notice the difference in moods among the men. Even "Pappy" Taylor manages to smile. I have been visiting "Pappy" and Ed Yalcine back and forth to work in my car for sometime now, and believe me they can lead you out with their mugs of sun. But with the blossoming of Spring, everything has changed. I wonder if this unseasonably warm's caused by George Gallagher's success in being a good portion of the talent from the ways to the bank.

Our boy, Goodley Washburn, has done it again. Spring really hit him hard; now he has a sweet gal to claim as a dependent. Lots of luck, Goodley.

Old Yalcine is back with us on the day shift. But is skilled pink because now he can watch his favorite on TV — Arthur Godfrey.

Blue Malinoff claims his industry number is 3. Could it be that No. 3 hatch is getting him down?

Tom Hilde is really determined to prove that he is a "shipbuilder's shipbuilder" — not both his hands with a saw and dropped a jack on his foot. Don't ask me what he was doing with a saw.

John Miller loves to work the weekends, but hates to miss the fishing at his Dad's place in Maryland.

Did you ever hear John Marlowe trying to sing like a sparrow?

The wife of one of the boys had a pet monkey that she took wherever she went, until one day on a steamer the monkey decided to pull a fast one, and got his walking papers. Ask Steacy for the details, if you want a good laugh.

Adam Zupler claims he needs a hatch to cover two ships.

The leader of the "beat and rapit" squad picked up a good man when he got River Weighman from the shell company.

Sam Mitch is back at work again after having his nose repaired in the Charley Hospital. Hence has it that he and George Kuehn are going to liquidate their assets and purchase Agua Caliente in sunny Mexico.

"Nick Miller" With claims that pecking humps is educational.

Swidling Lee Wolf was passing out cigars last week, congratulations Lee.

George Knolle is driving a sweet weapon. It looks something like a rat,

but sounds like a walking machine hill of marbles.

I wonder if John Ulmer, our new leader, will ever build that house that he is always talking about.

Warren Fields has fully recovered from an appendectomy and should be back to work by the time you read this.

Harold Eby has taken over 526. Hate to lose you Harold, but has of good luck!

Old Latowens, now on 523, has a drop in water in summer in Washington, wonder who?

Jim Edward, J. Roberts, Ed Tait and J. Lewis are plugging for a mate.

George Matuszewski is being creative about those phone calls. Give us the wrong George.

Harvey Bakheit, our clerk, is still occupying the leaders with notes.

Ed Humphreys is now living in his new home. Ed claims it's a beauty.

OUR MAY COVER

This picture is unusual in respect to its appearance. It is an end view of one of the large condensers which are now being fabricated in the Boiler Shop and being assembled in the South Yard Boiler Shop.

Employees Identify Lighthouse on April Cover

The April cover, picture of a lighthouse by Harold W. Lambert of Philadelphia, has been properly identified as the Portland Head Light, Maine. It was first identified by Grace E. Hise and Anne R. Barnhart and later by other employees. However, some were wrong and placed the Lighthouse on Cape Cod, Long Island, or Newport and elsewhere.

E. T. Ferry of HJ Department, who correctly located the lighthouse, sent the following letter:

"The cover of the April yard magazine has a familiar look to me. The Portland Head Light at Cape Elizabeth, Casco Bay, Maine, brings back memories. I took a trip in 1925, Boston to New York by train, New York to Fall River by night boat (Connecticut) and then sightseeing in Providence and Newport, back to Fall River by high speed trolley. Stopped at Fall River overnight, then by train to Boston, sightseeing for the day, Bunker Hill, The Commons, Charlestown Navy Yard, etc. Took the night boat to Portland, Maine on the Governor Douglas, The Gov. Douglas and Coe. Coles were built at Orange and both were scrapped by Mr. Beatty.

"While in Portland, I saw the Barrows and Bailey Green ponds and went to the top of the old vesuvius observatory at the head of Congress Street, from here Mr. Washington could be seen. When in Portland in later years this observatory was gone, it was condemned as unsafe. I stopped at the South Head overnight, before I went to bed I could not resist buying an enormous egg-shaped jar (one of my failings), it was actually two inches deep, I forget the diameter.

"The next morning I took a trolley through the pines to Old Orchard Beach and then to Portland Head and Cape Elizabeth. I did not have time for a trip through the islands as I took the night boat back to Boston.

"Maine is wonderful, Maine is beautiful ! ! !"

SUN SHIP "TEENIE" CLUB

Sun Ship has entered the Greater Teenie Baseball League which is made up of boys between the ages of thirteen and fifteen. The League, at the writing of this article, will have eight teams ready to start the 1932 Campaign. Teams which have entered the League are as follows:

Sun Ship, Local 1935, Southshore of America, St. Michael's C. C., C. O. Conroy, Harvard-Milton, Lloyd M. Good Will Fire Company, American Legion Club.

Membership requirements for the Sun Ship team are:

None and relatives of men working at Sun Ship, between the ages of thirteen and fifteen; the boy must be thirteen by August first and if he becomes sixteen before August first he cannot qualify. They boys picked for the team will be required to bring in their birth certificates.

Johnny Cain of 35 Department will be Manager of the team and Austin Thomas of 47 Department will assist him. Subscribed by note for the team were sold on the Sun Ship Field at North Street and Hillier Court.

If there are still some men or relatives who entered the teams let the Personnel Office know about it and if enough names are collected another try-out will be scheduled before May 15.

The team roster must be completed by this date. At the completion of the rosters it will be the Manager's job to select eighteen ball players to represent the Sun Ship Team.

32 — ELECTRICAL DRAWING ROOM

By Norman Kephart

Now that you know there is a fire going in 32 Department, we feel that you should know more about us.

It really is springtime. Bob Anderson is yearning to go fishing, and Bill Chastain is starting to build his own glorified garage here you see.

Due to Bob Anderson's engagement there is no limit to the kidding he takes. But what we would like to know is what makes the steam (working) valve go off every thirty minutes?

Ask Jay Cary if he has lost his prototype.

Every day we hear more about what is out and how much. One of our group's wife received a cable's check and she really wants her husband to try to go by it. As for the other chap, he tries to stay within the bounds too. They are our cable's kids.

Pat Hastings enjoyed the boring fight on television on April 26. He liked Charles Wiley, the Irishman. Pat is learning a great deal about married life too!

Mr. New's husband, who is in the Army, expected to be home for a short visit with her over the Easter weekend. We hope they enjoyed a Happy Easter!

Jay Cary is fast becoming the Walkway Kid.

Due to my inexperience as a Reporter, I may omit some better viewpoints in our group, but experience and time will develop me into a seasoned writer, I hope!

So long, for this issue. Keep reading your Old Yank magazine, it will make you better acquainted with everyone!

NEWS FROM MAINTENANCE DEPT.

By Harold Baker

Let Wacky be eating ducks in his collar. Don Kelly says he only imagines that there are ducks in the collar, and this is the after result of too much egg nog for Easter.

Joe Bigdick is rumored to be quite a trouble maker in the very well along ordinary line.

Watch out for Richard Sipp, he has a new stunt; always mistake names around for exercises!

Grandad Laid was promoted from honorary dispatcher to a "Judge." He now sits in "Bulldog Bradley's."

Well, this still is Leap Year and many of the single fellows are leaping, but "Joe Al Capone," alias Pete Halloway, caught himself a bride. Pete was married to Miss Ann DeLello on Saturday, April 19th at the Epiphany Church in Philadelphia. The whole gang wishes the bride and groom many years of happiness.

The other day at noon time, the boys were sitting around eating their lunches and discussing life in the team. The topic of conversation finally turned to the ancient art of "dog calling," and there the laughing

started. It was finally decided that the only thing to do was to have a contest, as they all agreed to go down to the Poughkeepsie Inn in Maryland, on the third Sunday in April.

The contestants were Samuel Mason, Hubert McGee, Edie Hammann and Harry Sydnor. Representing the editorial shop was George Loney. We don't want to embarrass the losers so we won't tell who won.

"Wacky" Norm Mitchell is captain of the losers team on the "Keystone Masthead."

35 DEPARTMENT

By Ray McCabe

Here it is Spring again . . . we know it is official because the yard when we see the new hats on Holliman, Wickensbach and "Widley" Brown.

Last Saturday the weather was so nice "Gaston" put the top down on his car and rode around town, and that wasn't easy—he doesn't have a convertible!

"John" has a new "Spring" romance, a girl who chooses to kill and he cooks the same way.

"Cary" doesn't intend to be left standing on the dock this year—he bought a new boat.

Can't understand why my wife stopped speaking to me. All I said was "Don't know in the bright sunshine it gives you wrinkles and you don't have cream for anymore."

Did you know that the night name is:

"Moss" Remable is Levin, "Cave" is Vincent, "Whitney" Grants is Brown, "John" Trank is Stanley, "Buck" Walsh is Andrew, "Bob" Pitzer is Glenn, "Max" Lujan is Konstanty, "Percy" Blaylock is Orlando, "Smilin'" Gandy is Thomas, "Pop" Stevens is Claude, "Casper" is Holliman, "Pat" Handy is Perry, "Whitey" Brown is Willard and "Phil" Sims is Arthur.

Our dearest sympathy is extended to "Joe" Pitzer, and his family on the second death of his wife.

While "Buck" Fabian was sleeping for his "Kaiser Guit" in Philadelphia, he was lucky enough to get a kick at Queen's Palace.

I've heard that writing brings good money, but I guess I just don't write in the right people!

So long till June!

29 AND 60 DEPARTMENTS

By L. "Fishball" Boudley

Looks as if they will have to place traffic lights at every crossing on the Industrial Highway from Denver to the Airport. Some of the boys have traced the stretch into a speedway.

"Chappie" Van Brown has a bigger smile on his face. Could be that spring-like weather.

The Ferguson's hair is getting thinner since they've been writing to the new book.

Ever Since Cooper and John McDermough bought new cars, how do they do it? Ask Al Williams, he knows! He got one too.

Has anyone noticed Jimmy Haddock's hair getting grayer since he went looking?

Congratulations to Mr. and Mrs. Lloyd Kimball upon the birth of a daughter.

This column should be longer and could be longer, if some of you handed me some news over in a while. What do you see, fellows?

Here is a poem sent in by William Thomas Whitaker, 25, 1100.

I CLEAN 'EM ALL WASHED UP

By the age of three
I was a child prodigy,
I outwashed the world's greatest
washday.
I was considered quite cute
In my Mother Brown suit,
And my shirts with very white
collars.

As my mother too
I could name the Hanks,
Who gave mathematics the name,
I could give the name
And the degree of lines,
Attained by each national hero.

I knew migratory birds,
And the home life of the Kurds,
I could recite Latin when by Horace,
During inclement weather,
I read the Babyloni in leather;
And poems by an American named
Merrin.

I caused scientific consternation
With my simple explanation,
Of Dr. Einstein's complicated
theory.
Now I'm forced to admit,
I can't concentrate,
I'm tired and restless and weary.

What really grieves me,
Is that no one believes me,
When I say I'm not brilliant any
more.

I am not even close
On the mountain of the year,
That Columbus set sail for what
there.

As I've already said
There is a vacuum in my head,
My gray matter is completely ex-
hausted.

To be candidly frank,
My mind is a blank;
I never had great mental powers, but
I lost it.

INK SPOTS FROM THE HULL DRAWING BOARD

By C. J. Gosnell

We welcome Lawrence Hasty and Richard L. Williams into our drawing room.

Lloyd (Unkinked) Wood, is still wondering whether to go to the Philadelphia, one he fell in Washington, D. C., or the girl at San Diego, who sits in the dining room the same time he does. It has now come to a point, where his head doesn't seem to taste the same.

It has come out that we have a bicycle race in our office Frank Young, of Hull Ventilation, has been going out every night and putting in four hours in six miles every night to be in shape for the 15 mile race held in Baltimore, Maryland. In the first race, Frank finished second, but came back in the second race, to win first place.

Paul Mason, of Hull Structural, was operated on for appendicitis. We all hope for a speedy recovery, Paul.

Johnny Breville, of the Elmer Price Room, would like to know, where they dig a certain guy up.

Frank Roney, of Hull Fittings, found out his girl was Hazel Bishop Spink, because it says so on it too.

Vigil Yeverson, of Hull Fittings, got back after being laid up with a lame, for two weeks.

If Steve buried his "Grand Bull," where was his Father, Jan 7 7 7

The Hull Drawing "A" looking team, is using the Phila. Athletic Steaps, "Wait till next year."

Karl Springer, of Hull Ventilation, was one of the many who went out for the first day of falling. Karl came home with the flu, which is right now. His catch for the day consisted of brown and rainbows.

66 CARPENTERS

By P. Eastman

Mike Haddock outboarded while carrying a 20 lb. load. When he came up he was still holding the mast and passed it to "Sam" Jones. Sam asked Mike why he didn't leave the mast go. Mike said he couldn't because he had it out on his own number.

John Taylor has left 66 Dept. and returned to 55 Dept., which is our right up.

Bill Foreman has been transferred to second shift, working with Walt Steaps and his "Night Oats."

Wes Bodwell last week got his hand caught in the wringer.

The department welcomes back E. Taylor, "Old Timer" in the laughing game.

Benny Steaps, of the Main Line, was in area walking down the Lane street Pike Sunday morning with his dog "Bones."

Tom Brown still talks about the time he was washing windows off a step ladder, and his wife moved the bucket of water in front of the ladder and he stepped in the bucket.

Jim Ryan has a three year old truck camp for rent.

The big man on second shift is the well known warbler Nick Robinson of North Philadelphia. Frank Kline claims he can give Nick to the next warbler.

Al Celestino really gets a kick out of visiting his mother-in-law in Brooklyn. In fact, he got such a kick out of the last visit he did not get back here until Tuesday.

No more water tanks have been dropped in the Carpenter Shop since visitors provided the lack of drinking water!



Wear a
**BUDDY
POPPY**

20 SHEET METAL SHOP

By J. A. Follins

Here's thanks for a speedy recovery for a coldy guy, Bob Yale.

Frank Fells, leader on ship repairs, says all sick with a bad case of grippe. Hope you are feeling better.

Harry Fuchs was presented with his twenty-year service pin this month. Congratulations, Harry, and may you have many more.

Anyone wishing a pet cat, contact Uncle Harold at Lagoon Table.

Jack Fuchs said, "When, but the war wouldn't stop."

REGALWAY Charlie says he just loves to work on insulation.

William Gilmore says he can hit his dippers and not hit the pain.

Bob Lichtenau said if all the cigars he has smoked were laid end to end, they would reach from Chicago to California.

Sample prefabricated houses under construction in front of Sheet Metal Shop. Apply to Jimmy Bafting and Harold Dumas, Builders and Builders.

The Greek is all smiles these days; business is picking up.

Harry Smith says a man's best friend is his dog, I agree Harry.

Carl Bush went down hunting over the national and bagged a 22's, Brown. Another that's a lot of room.

Bill Hansen wants to know who changed the formula on the military aid. Hey, what a goof!

How McCracken doesn't have an ace to grind with anybody, but if your cheeks or your wife's whiskers are dull, he's just the man to see.

Pappy Carson says, "Marriage teaches a man thrift, patience, tolerance, and all these things he wouldn't have needed if he'd stayed single."

Edny Kossman is the proud owner of a new station wagon. Lots of luck with it, Edny.

Joe Wood was on the sick list last month, but is back on the job again feeling fit as a fiddle.

William Gilmore and his wife are very lonely since their two sons have gone away. Here's hoping it won't be long.

Will close with a thought well worth remembering. Confucius says "Charity character always shines in sunlight."

WETHERILL PLANT

By Wally

Here you noticed that J. S. is talking with a foreign accent lately?

Oh yes, Clarence B. is talking on

TWO MORE CONTRACTS FOR SUN SHIP

President R. C. Burke has announced contracts for the construction of two more tankers which will increase the number of Sun Ship employees greatly and at the same time assure work for more than two years.

The first contract was awarded by the Standard Vacuum Oil Co. Inc. for a 24,000 D.W.T. bulk oil carrier.

This vessel will be 365 ft. length between perpendiculars; 37'6" beam, depth molded 12'6", designed draft 12'6". Trial speed approximately 15 1/2 knots. Vessel to be powered with single screw geared turbines of 12,000 nominal shaft horsepower at approximately 100 R.P.M. Turbines to have 10% continuous overload rating. Builders of excellent steaming capability of 5000 pressure and temperature of 525° at superheater outlet. Two (2) 400 K.W. turbo generators, 450 volt alternating current.

With the announcement of this contract it was stated that the yard program would be increased from

5000 to 6500 employees.

President Burke followed this good news with a further announcement on April 14 that a second contract for the construction of a 30,000 ton tanker which will add hundreds of more employees to the rolls.

The new ship will be built for South Atlantic Marine, S.A. The ship now has drawings (14) ships under construction or under contract and the company's building program will more than double in two years.

The second bulk oil carrier will be 413 feet between perpendiculars, 34 feet beam and depth molded 11 feet. Designed draft 14 feet.

Trial speed will be approximately 16 1/2 knots. The vessel will be powered with single screw geared turbines of 13,000 nominal shaft horsepower at approximately 100 R.P.M.

Prepared laying of the keel of this vessel will be about December 15, 1952 in order that vessel may be constructed and delivery made on or before November 15, 1953.



FRED MOORE (center) at Berkeley, son of Arthur Moore of St. Paul. He is now fighting in Korea. He is a signal tender in the 50th Inf. 400 lbs. He formerly worked in St. Paul.



FRED MOORE (right), son of Francis Moore a shipper in St. Paul, has returned in the 1st Marine Division and is now serving in Korea.

the brightest side these days; here you noticed his new look?

Arms, that takes up trouble rather late don't you think Arms. Please watch your lips.

By all means we must mention that spring is here. Charles G. has a new hat and jacket and that far away look in his eyes.

It is rumored that Bob R. has been looking at new cars.

Frank M. got an early start in his garden, his tomatoes & cabbage plants are 8 inches high, that's very good for the 5th of April.

Good wishes and happy returns to Harvey Fough on his Birthday April 20th.

24 DEPARTMENT — MILITARY

By Mike Zwickle

Heartfelt sympathy is extended to Frank Toyon, third shift attendant at Boiler Shop Yard Room, on the death of his father, Frank Toyon Sr. Prior to his death Mr. Toyon resided on Sutton Ave., Tolson, Pa.

Bob Lee, pleasure hunter of 24 Department, is walking around with a down-to-the-mouth expression due to the loss of two prized dogs. Single Hawks who were the victims of Hydrophobia.

Ed White, one smiling Safety Engineers is around and about again, after having been confined for some time at the Presbyterian Hospital.

"Star Boy" Jimmy Deschler has returned to his duties at Boiler Shop Yard Room, after being indisposed for a few days — Laryngitis.

Louis Gambell of the Blow Crew, is again shaping his time card, after having been a temporary resident of the Cancer Hospital.

Willie the Wire One says — "Don't lay — it isn't the vehicle that pulls the train."

Farmer Dyckals of the Blow Crew is already preparing his garden for the spring planting. We are informed that he is in the process of organizing his company, namely — "Great Enterprise Inc."

Members of the Blow Crew is suffering from severe bruises of the hands, due to some strenuous efforts, trying to fit some loose connections.

Sam News Sr. has left the service due to ill health.

J. Ott, W. Ivins, F. Millhouse, J. Fisher and J. Moore are the latest entries in the daily time book.

We wish to inform the yard employees that the area surrounding 75 Dept. Yard Room, will be considered "talk-freezone" for some time to come, during the health haze. When with three face lifts, some rums and some burnt in, VERBALLY, the baseballs are being in all directions. Talk about your wild arguments.

Bill Kralley, veteran Smith Repair Shop, is confined at Cancer Hospital, with a slight attack of Pneumonia. The boys send their "Silence Willies" for a speedy recovery.

Mr. and Mrs. Frank Coxson, observed their thirty sixth wedding anniversary on March 2nd, and the boys returned their "Heartiest Congratulations," and many more "Happy Anniversaries."

CANCER STRIKES ONE IN FIVE

OF EVERY 20 PEOPLE



FOUR WILL HAVE CANCER



ONE IS CURED



ONE DIES BEFORE
HE OR SHE HAS DIAGNOSIS
BY DRUG DOCTOR.



TWO DIE

OF STAGE OF LATER THAN
FOUR STAGES MUST CONTROL

GIVE TODAY TO THE CANCER CRUSADE OF THE AMERICAN CANCER SOCIETY

25 DEPARTMENT

By Joe McElhinie

Our sympathy is extended to "Bud" Mackenzie upon the loss of his grandchild in an auto wreck.

We learn that Crane Operator, Walter Harman, is improving, he has been on the sick list for almost a month. Clin up, Walter!

"Paper-Liner" Johnson has returned to 25 Department, Welcome home, Mark!

"Captain" Ed Karlson, the wizard of the track, has been getting up the steel in the yard. Keep up the good work, Ed.

Ed Hippie, former photographic contributor to this magazine, was a recent guest at the home of the writer, and wishes to be remembered to all of his friends in the yard.

To the Editors: Your many friends in 25 Dept. welcome you back on the job. May you continue in the best of health.

Spring is here — Bob Hughes has a new home.

ON HIGGING

By W. "Clawditch" Sarners

Whites Whiskers and Papey's Really shook hands and made up after twenty years of disagreeing. The world would be a better place if everybody

would do the same.

One of the new men on a record for being the first in extending his year. Not that he meant to, but accidents will happen. Will events that Jimmy pushed him, but if you know either of these two boys you can judge for yourself!

Nearly to lose our Editor, Bob Yale, has been in the hospital. But wishes for a speedy recovery, at least by the time this page is press.

The "Chantwell Synthetic" is getting bigger every day. As wonders when the other two boys will arrive from the West. At least they are all good workers, so are the reports from the rest of the boys. Keep it up, gang!

That second I spoke about last month, I was misinformed of the facts. Two of the second shift men claim they were in on it also. My apologies to everybody.

There are good reports coming from Tommy's home. His injury is coming along fine. We are looking forward to your return Tommy, be, how long. How are the fruit trees coming along?

No, but these accidents in our Department since the last issue of Our Yard. For all the dangerous work we do in hazardous places I think the boys are to be commended.

FIGHT TUBERCULOSIS — It's Still Bad Business
SUN SHIP CHEST X-RAYS — MAY 5, 6, 7, 8
Free and Important

THE Sun Shipbuilding & Dry Dock Company has arranged with the Delaware County Tuberculosis & Health Association, the Pennsylvania State Department of Health, in cooperation with the Delaware County Medical Society for a chest X-ray survey of the employees on all shifts.

This is done on company time as a public service to our employees, their families and the community in which they live.

FACTS ABOUT THE CHEST X-RAYS

- 1.** All reports are confidential, going only to the employee and his family physician.
- 2.** You and your family physician will receive this report in about 3 to 4 weeks.
- 3.** It is absolutely free, your pay going on during the x-ray period.
- 4.** The chest x-ray is like taking a snapshot, no pain or inconvenience of underwear.
- 5.** About 1000 snapshots are taken a day.
- 6.** Early discovery of disease means an early cure.
- 7.** Tuberculosis kills more people than any other infectious disease. It kills all ages, especially between 15 to 34. 30,000 Pennsylvanians were affected and 2,685 died in 1948.
- 8.** The last chest x-ray in Sun Ship was in 1948 and nearly 100% of the employees responded.
- 9.** Many employees have asked for this chest x-ray and the company is happy to cooperate in this public service.
- 10.** Time will be assigned in all departments and prompt response will be necessary to cover all employees.

DATE — MAY 5 — 6 — 7 — 8

TIME — SEARCH BULLETIN BOARDS

PLACES — 1 — LOCKER ROOM HEAD OF NO. 2 PIER FOR ALL MALE YARD AND OFFICE EMPLOYEES.

2 — WETHERILL PLANT — MAIN OFFICE.

3 — ALL WOMEN PERSONNEL AT EMPLOYMENT OFFICE.



The Churches of Mid-Century

Since it is an ineradicable human tendency to enlarge the virtues of the past, most of us would agree that any Sunday, 50 or 60 years ago, was far more a day of devotion to God than is any mid-century Sabbath. In those simpler times, didn't practically everybody go to church?

It's thought so, but the fact is, as the Christian Herald has revealed, that today Americans are much more a nation of churchgoers than we were half a century ago. In 1900, church membership was only 34.7 per cent of the population. Now it is 51.3 per cent. Church enrollment gained by nearly 1,000,000 in 1950. While population was increasing in that year by 1.67 per cent, the church rolls of all faiths gained by 3.56 per cent, bringing membership to 83,703,280.

This is a truly amazing record. Especially when it is balanced against oft-repeated protestations that our religious faith as expressed by church attendance was being undermined by such distractions as the automobile, the movies, radio, television, sports — in short, all the manifestations of our so-called "materialistic" civilization.

It is hard to explain why, in the midst of all the seemingly unspiritual matters which occupy us today, more and more Americans quietly have been pursuing the worship of God in their several ways. Maybe automobiles are bringing more people to church than they take past church. Maybe the message of religion as carried in the better films, radio and TV programs has penetrated more deeply than we realize. More likely, perhaps, the failure of man to make peace on earth has caused more people to turn to the peace of spiritual faith.

There is a startling contrast between the steadily-widening practice of religion among the American people and the evidence of moral cynicism and corruption in our federal government. It makes incomprehensible the thought that if there are politicians who are counting upon Americans to be complacent and callous toward immorality in government, they are making the biggest miscalculation they have ever made in their lives.

TYPICAL SCENES IN SUN SHIP WET BASIN

SEA MULE NO. 1, one of Sun Ship's work boats, is shown in the Wet Basin with the S.S. KEYSTONE MARINER in the background. Below is another view of the Sea Mule with an unusual oil carrying barge tied up at pier.

