

OUR YARD

SUN SHIPBUILDING AND DRY DOCK COMPANY, CHESTER, PA.

August, 1942



WET BASIN 1941 *by* J. STILES



ON THE JOB EVERY DAY

A Duty Code for the

"MAN BEHIND THE MAN BEHIND THE GUN"

As an American workman, conscious of my obligation to the men of the armed forces who are risking their lives that my freedom may endure, I solemnly declare and affirm that—

1. I will be at my job every scheduled day, my health permitting.
2. I will safeguard my health in my hours off the job, so that absence from work will not result from intemperance or neglect of my body.
3. I will not, without due notice, absent myself from my work and thus cause to stand idle any equipment which might otherwise be producing its full capacity.
4. I fully understand that absence from my essential work may jeopardize the life and safety of a friend, a relative, or a friend's son who has taken his place in the face of the enemy.
5. I know how gigantic is the task of myself and my fellow workmen in matching the production of the enemies of my country.
6. Even though my individual job may be small, I realize that it is essential.
7. My sense of duty to my country will not permit me to shirk the work which I am now called upon to do to protect this country which has given me a better way of life than workers enjoy anywhere else in the world.
8. I will do my part to convince other workmen who may be indifferent to the need of regular attendance at work that America deserves their faithful service.
9. I will regard as unfair to me the negligence of a fellow worker who, by his absence from work, prevents me from doing my full duty.
10. I re-affirm my faith in America and dedicate myself to the regular, punctual and dependable performance of my full share of the work required to make my country "the arsenal of democracy," the liberator of oppressed people throughout the world, and the defender of freedom.

Therefore, I take as my pledge the voluntary pledge of that hero of the first World War who, before he died in battle, inscribed in his diary these words:

"America must win this war. Therefore, I will work, I will save, I will endure. I will fight cheerfully and do my utmost, as if the issue of the whole struggle depended on me alone."

WORK TO WIN!

Vol. I—No. 12

OUR YARD

FAMILY MAGAZINE

SUN SHIPBUILDING AND
DRY DOCK COMPANY

AUGUST, 1942

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We Made It!

JAMES W. COLLINS, *Editor*

OFFICE—SAFETY DEPT.—Phone 468

Litho. in the United States of America

Administration . . .



W. C. PEET, JR.
*Secretary,
United States
Maritime Commission*

TO THE WORKERS OF SUN SHIPBUILDING AND DRY DOCK CO.:

Like the Marines fighting to hold the beachheads in the Pacific—like the Russian forces fighting to hold the Caucasus—like the British fighting to hold the Suez—you, too, are fighting—fighting the vital battle to provide supply ships for our Country and our Allies to defeat the Nazis and the Japs.

All of us have children, brothers and relatives giving their lives. Each and every one of us must fight in our own way as hard for them as they are fighting for us. Our fight is the fight to build “more ships—faster.”

A handwritten signature in dark ink, appearing to read 'W. C. Peet, Jr.' with a stylized flourish at the end.

... Supervision

THOMAS H. ICKES
*General Superintendent,
Third Shift
Sun Shipbuilding
and Dry Dock Company*



"OUR YARD" extends its best wishes to Mr. Thomas H. Ickes, General Superintendent on the Third Shift, a position he has successfully held for the past twelve years.

"Tommy" was born, raised and educated in Milton, Pa., but after serving two years as an apprentice machinist in the steel mills, some bug from Neptune's realm bit him, so he enlisted in the Navy, serving four years in the Pacific and Asiatic Fleets. With this sea-going background he came to Sun Ship in 1917, where his abilities have carried him steadily forward to his present responsibilities.



Ed Moorehead
6 Years' Service

Ed was born in Newport News, Virginia, and learned his trade in the Newport News ship yards. He is married and has one son.



Wm. Settine
9 Years' Service

Bill was born in Rome, Italy, but learned his trade right here at Sun Ship before being furloughed to teach welding. He is married and has one son.



Jabez Edmonds
5 Years' Service

Jabez is another instructor who learned his trade at Newport News, Virginia. He was born in Java, Virginia. He is married and is now living here in Chester.

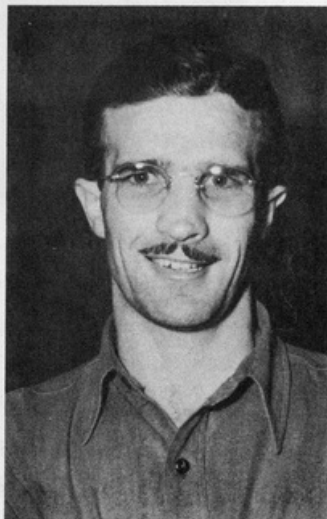
SUN SHIP'S

This group represents another example of Sun Ship's all-out effort to do its share in this emergency.

Approximately eighteen months ago, the management foresaw the great demand for adequately trained men, capable of performing efficiently as shipyard welders. In cooperation with the U. S. Office of Education and the Department of Public Instruction, they embarked on a program of granting leaves of absence to some of Sun Ship's most capable welders to go into the field of instruction in various training centers throughout this area.

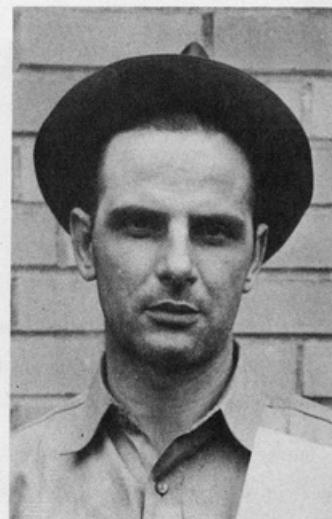
These men, who are instructing trainees on three shifts, seven days a week, twenty-four hours a day, are the unseen heroes who are sending a steady flow of trained welders into our yard to assist in keeping pace with our war-time production and expansion program.

By their unselfish and zealous efforts to expedite the creation of real shipyard welders, these men are doing their bit and more toward safeguarding the birthright of all free men and the security of the good old U. S. A.



Vernon Pulcher
8 Years' Service

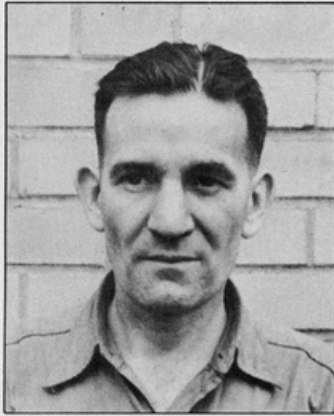
Vernon was born in Grand Rapids, Michigan, but he learned his trade at Baldwin's. He has spent some time on oil tankers. His students better not get tough—he is a former amateur and professional fighter.



Hunter Howett
4½ Years' Service

Born in Richmond, Virginia, Howett took up welding in 1927. Over a year ago he was furloughed to teach at the Mastbaum Vocational School but was later transferred to Chester where he is now the head welding instructor. He served in the U. S. Infantry in 1925.

COMMANDOS



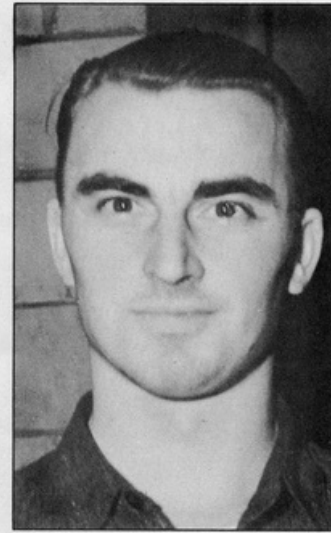
Charles Ennis
6 Years' Service

Ennis was originally a boiler shop welder, after learning his trade at a private school and shop. A year ago he was furloughed to teach at Mastbaum, but later was transferred to Chester. He likes his new job as instructor. He is married but has no children.



O. Hogge
5 Years' Service

Hogge was born in Virginia, learned his trade at Newport News and came to the company 5 years ago. He has been furloughed to teach welding at the N. Y. A. school. He likes teaching and speaks well of the type of students now under him. Hogge is married but has no children.



James Stewart
5 Years' Service

Jim is another instructor who originally came from Newport News Shipbuilding and Dry Dock Company. He was born in Jamesville, Va. He likes his present job of training new welders to speed up the shipbuilding program at Sun.



Robert Satterwhite
6 Years' Service

Bob was born in North Carolina but learned his trade at the Lincoln Electric Co. School in Cleveland. He has been teaching welding for the past 8 months. He is married and has one daughter.



Harold Field
5 Years' Service

Harold was born in Virginia and learned his trade at Newport News. He has now been teaching for 8 months at the vocational school and likes the job very much. A married man, he has two boys and one girl.



Charles Goodrich
5 Years' Service

Charles was born in Surry, Virginia, and learned his trade at the Newport News Shipbuilding yards. He is married and has four children. Like the other instructors shown on these pages, he likes the job of teaching welding.

Ship Yard No. 4

SUN SHIPBUILDING & DRY DOCK COMPANY

BY EMMETT J. SCOTT
Director of Employment and Personnel Relations



PERSONNEL DIRECTOR, ASSISTANTS, AND PHYSICIAN OF NO. 4 YARD

Left to right: Charles A. Shorter, Assistant Personnel Director; Dr. Emmett J. Scott, Director of Employment and Personnel Relations; Jerome B. Holland, Assistant Personnel Director; Dr. Horace C. Scott, Physician.

On Wednesday, May 27, 1942, the Associated Press, the United Press, the International Press, and other important news agencies of the United States published what was described as a sensational news item. These news agencies sent this electric word to the people of America:

CHESTER, Pa., May 26. — The Sun Shipbuilding corporation today announced construction of a new shipyard here which will be staffed by about 9,000 Negro workers.

President John G. Pew said that at first the laborers will be under the supervision of white personnel but Negro help on the company's payroll will be trained for promotion to these supervisory posts.

"It is our intention to make the shipyard, designated as No. 4 of our Chester plant, an all-Negro project," he added. Employment preferences will be given to workers within this era. The Personnel Director for the new yard will be Dr. Emmett J. Scott, of Washington, a leading Negro educator.

The colored newspapers of the country in their editions of that week carried the substance of the same news item.

The project has become one of national importance and has challenged the attention of industrial management, social agencies, and, generally, the interest of national organizations interested in furthering the placement of colored men in industry with upgrading privileges and opportunities.

At the same time, a considerable amount of discussion has ensued throughout the country. The project has been generally approved by the colored people throughout the nation. The advantages and,

so called, "disadvantages" of the project have been widely studied.

For many years great difficulties have been encountered in securing placement of colored men in skilled jobs in sizeable proportions. In fact, it has been almost impossible to bring about the mass introduction of colored men into the skilled operations of industrial plants until the Sun Shipbuilding and Dry Dock Company announced its challenging program, and its intention to employ 9,000 colored men in its skilled crafts.

The educational value of the program as announced by the company has not been discounted. In the past, it has been claimed that industry has not been convinced of the competence and efficiency of Negro workers in skilled capacities.

It is confidently expected that the present program will tend greatly to lessen traditional prejudices and some of the oppositions of the past. The far-reaching and long-range value of having a large group of trained and qualified Negroes in skilled crafts will not be lost upon the 26,000 employees of the company. It will remove from the minds of many persons, colored as well as white, doubts and fears regarding the capability of the Negro craftsman.

One of the most satisfactory elements in the present set-up has been, and is, the sympathy, the good will, and the cooperation manifested by the ace white craftsmen engaged in carrying forward the various operations of the present three yards.

They have readily accepted the program. They have exemplified a fine spirit of cooperation and sportsmanship in training representatives of the present Negro-employee group and others for the important skilled jobs which will be opened to them.

The Sun Shipbuilding Company is implicitly following President Roosevelt's Order, No. 8802, which provides that employment shall not be refused men because of their color, their creed, or their national origin. It is offering the Negro group

and all other groups a chance for gainful employment in higher job brackets, opportunity for training to secure skill, and finally, upgrading in accord with general ability.

Scores and scores of colored men will be given opportunity to become experienced shipfitters, pipe fitters, coppersmiths, electric welders, electrical crane operators, ship joiners, machinists, marine installation machinists, hull shipfitters, shop shipfitters, lay-out men, liners and tackers.

Others will be trained in the more technical crafts, including tank testing and marine installation machinist work.

Finally, the project will furnish an aggregate income of many thousands of dollars to 9,000 Negro workmen, who in turn will benefit a total family population estimated as between 40,000 and 45,000 persons.

When Shipyard No. 4 goes into active production, there will be set in motion a program likely to influence the employment of Negroes generally throughout the country in skilled crafts, with upgraded incentives in other industries.

Aside from that, it will bring to the colored people of the United States a deepening sense of appreciation that a great corporation, by furthering a democratic concept, has been willing to grant them freedom of industrial opportunity and a chance to fully realize their possibilities.

Most important of all, however, they are happy that through Sun Ship's generous action, they are to have an opportunity of large-scale proportions in constructing ships designed to bring merited defeat to the enemies of our Country. They are to be a vital part of the Army of Production. They are to help win War No. II by working in significantly important capacities. They are to have a part in preserving liberty, freedom and democracy in America, and in establishing it throughout the world. This is their chief cause for joy and happiness.

SOME OF THE MEN WHO WILL BUILD SUN SHIPS IN NO. 4 YARD



Left to right, George Thomas, Oswald Gilford, E. Chism and Dr. Scott

George Thomas, the busy little man, has been with Sun for 10 months where he is now training to be an expeditor in 47 dept. He was formerly in 80 dept. tool room. George was born in St. Michael, Maryland, but left the eastern shore to make his home in West Conshohocken, Pa. He is married and has seven children, one of which, a son, is working here at the yard. George has been a music director for the past 30 years, and is fond of sports.

Oswald Gilford, a resident of Chester, has completed almost 10 years with Sun Ship. He came to 75 dept. via 42 dept. A very apt mechanic, Oswald always has a pleasant smile.

E. Chism has spent 2 years, 7 months with the Company. He was born in Prospect Park and then moved to Philadelphia. He is married but has no children. Chism is an engineer in 75 dept. He is fond of all sports.



ELECTRIC CRANE OPERATORS

Left to right, Sam Ottobridge, Ollie Crews, Eddie Blair and Eugene Reddich, all of 33 dept. "Smiling Sam" Ottobridge was formerly a leader in 67 dept. He was born in Hamilton, N. C., but now lives in Philadelphia. Sam's a lover of sports and a keen reader.

Ollie Crews has been with Sun for 9 years and lives here in town with his wife. He started his career in 80 dept. His hobbies are baseball and football. A good fellow.

Eddie Blair has 6 years of service with Sun Ship to his credit. He started in 67 dept., then was transferred to 42 and finally to 33. He was born in Media and attended Nether Providence High School. Although he is only 26 years old, he has six children, all boys—something of a record. His hobby is helping others and entering into all kinds of sports.

Eugene Reddich was born in Norfolk and learned to run a crane down on the peninsula. He now lives in Philadelphia, is married and the proud father of one child. He joined Sun Ship 8 years ago in 42 dept. and then was transferred. He always has a pleasant smile for all.



Walter Smith—2 Years' Service

Smitty hails from Clifton Ford, Virginia, where he was born and attended St. Paul's Normal and Industrial Institute of Virginia. He has been married two years but has no living children. Formerly a member of 81 dept., Smitty is 28 years old and a good mixer with the gang. If it's sports, then Smitty is interested.



Frederick Farrell—10 Months

Fred was born in Florida and worked for a private family there until he came to Sun Ship in 80 dept. storeroom in the Wetherill plant. He was later transferred to 75 dept. Married, Fred is now living in Swarthmore. He is a very quiet, unassuming fellow, can take a good joke and is very conscientious.



John Christopher—14 Months

John was a leader in 80 dept. before coming to the north yard rigging gang. John has traveled a lot and has done plenty of rigging, and during the first World War was at the Canal Zone. He is married and lives in Chester. John always has a good word for the next fellow.

IDEA CONTEST WINNERS

Judges of the contest were the five department superintendents and five men chosen from the yard. Another contest is now on and the winners will be published in the September issue of the "Our Yard" magazine. Don't hesitate to turn in any ideas which you have — there's always a chance to win next time.

IDEA NO. 1

Submitted by W. Mullen, 33 Dept.

Awarded \$100.00 War Bond

I think it would be a good idea to give the leaders a badge, to be worn at all times to identify their position. For example:

LEADER
67 Dept.

Much time is lost trying to find the leader for information about a job. As there are so many new leaders, it is hard to remember them all.

You might say that is the idea of the hard hats being painted, but many leaders themselves do not wear them.

IDEA NO. 2

Submitted by Richard B. Thompson, 66 Dept.

Awarded \$50.00 War Bond

A suggestion for increasing efficiency and decreasing a great deal of confusion is to color the safety hats of each department one color that will distinguish them. This will help all, but especially the great number of new men in finding a stagebuilder, burner, pipe fitter, welder or whatever may be needed with less waste of time and confusion.

Very few men can distinguish sections by their numbers but coloring the hats or marking them in some way easy to recognize will save many work hours every day. This also gives the added advantage of helping a man working apart from his crew to spot them without needless chasing around.

SLOGAN CONTEST WINNERS

Below are listed the winning slogans and the men who turned them in for the July slogan contest. The judges of this contest were last month's winners. Each of the men listed below received a \$25 war bond as a prize. A new contest starts each month.

SLOGAN

WINNER

"Let's all get tough, and do our stuff,
And make the Axis yell 'enuff' "

E. TOFF, 75-459

"Production is the bird that flies
Tanks, guns and men to our Allies"

F. BITTERLICH, 34-115

"If all at Sun keep on the job
We're bound to lick that Axis mob"

D. KENT, 91-246

"To those of us who are deferred,
A ship a day to those preferred"

F. THRIS, JR., 47-1278

"In rain or in sunshine, snow or sleet,
Let's build Uncle Sam the world's greatest fleet"

H. BERNARD, 33-218

"By Special Permission of the Nazis!"



Reproduced by Permission of the Sheldon-Claire Co., Chicago, Ill.

"Yesterday, I was a free French worker. Today, I am the slave of the invader. Believe, mon Americain, nothing is important but to keep your freedom—to produce, to build tanks, planes, guns. Destroy the enemy who would take your freedom. For your sake—for God's sake—"

PRODUCE FOR VICTORY!

In Paris on June 22, 1940, the Fox Movietone Cameraman was on the job. There was to be a parade—and a parade always makes a good newsreel subject.

But this was no ordinary parade. This parade was no record of grandeur, or victory, or even honorable defeat. The French flag, which once proclaimed a great nation—the flag of the Marseillaise, was passing by—but *by special permission of the Nazis!*

The newswise cameraman felt that his story would not be found in that tragic parade, but rather in the pain-lined faces of the grief-stricken spectators. Stark tragedy was written on those faces—the summation of a vast accumulation of diplomatic, social, industrial and military fiascos that dashed a once great nation to the dust.

Many of our readers, undoubtedly, will recall having seen this picture before. We reproduce it because, in times like these, it is the kind of picture Americans should see again and again.

If giving up some of the luxuries we are used to seems too great a sacrifice, look at that picture and realize what lies behind the emotions those faces portray.

And if, at the end of a long, hard day, you find that you have to put in some extra hours of work to meet production schedules, take another look. It will help.

It will help us to know and understand that no effort, no sacrifice can be too great when it aids in preserving our precious freedom. It will help us in our resolve that no matter how great the cost, Americans shall never see their flag displayed "by special permission" of an invader.

An Open Letter to 45 Dept.

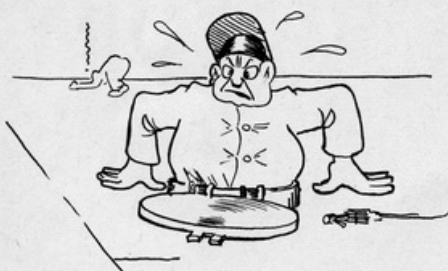


GENTLEMEN:

On behalf of all the welders in the yard let me thank you for putting forth that little additional effort that is going to get us more gasoline.

I've been trying to figure some way of supplying the tires you spoke of but it's no go, so I guess somebody else will have to solve that one. However, I do believe we welders can add some to those ships you fitters are going to "save" for us, and maybe we can even outdo you.

I had this brain storm one day when I was welding some intercostals in the double bottom. I was way back in the after end, and since I'm 6 ft. 1 in. and tip the scales at a neat 215, it was no pushover to get in. I had about 3 feet more to weld and dog-gone if I didn't run out of wire. You can bet your last plug nickle I wasn't going to crawl all the way out to get wire and then crawl all the way back just to weld that 3 feet. The welding had to be done, though, so I started pushing my 215 lbs. through those holes. It was just like driving a $\frac{3}{4}$ inch rivet in



a $\frac{1}{2}$ inch hole—the only way you can do it is to heat it to a cherry red and then beat it. That was me all right—I was beating myself through those "boy holes" (that some wit keeps referring to as "man holes") until I was a real cherry red and just

about as hot. As I began to think I'd never get out, I noticed a lot of old stubs down in front of me. Some of them were six or seven inches long. I grabbed a fist full, dashed back to that intercostal and welded her up tight. Then I began to think about those stubs and was really thankful they hadn't been burned all the way, but when I realized all that waste must amount to a lot in a year's time, I decided if I ever could extricate myself from that *?!* innerbottom I would find out. Here's the way I figured it:

Average length of stub	4 $\frac{1}{4}$ "
Length that a stub should be	2"
Loss due to not burning stub all the way	2 $\frac{1}{4}$ "
2 $\frac{1}{4}$ " of 14" (ave. length of rod)	.161
Or a loss of	16%
No. of feet of welding in a boat	434,000'
No. pounds per foot of ave. welding	.40
No. pounds per ship	173,600
16% of 173,600 (loss)	27,776
No. of ships per year	43
Total No. of pounds lost due to stub end waste	1,194,368
Number of ships we welders lose per year	6.88

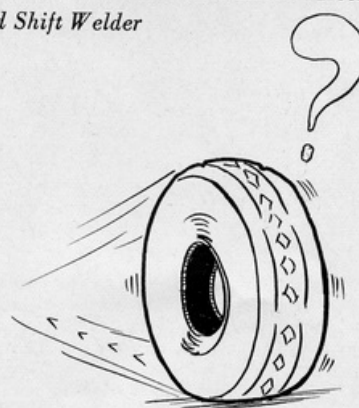
Great Scott! I'll bet old Adope—oops—I mean Adolph would click his eyebrows in glee if he knew that. Looks like *we're* the dopes.

Well, maybe we've been a little careless but we'll show you shipfitters we can do our part. Of course, there's still that tire problem to solve. Sorry I couldn't get that one fixed up, but how about you other departments? I realize you probably aren't as clever as we fitters and welders but maybe you can get those tires for us somehow.

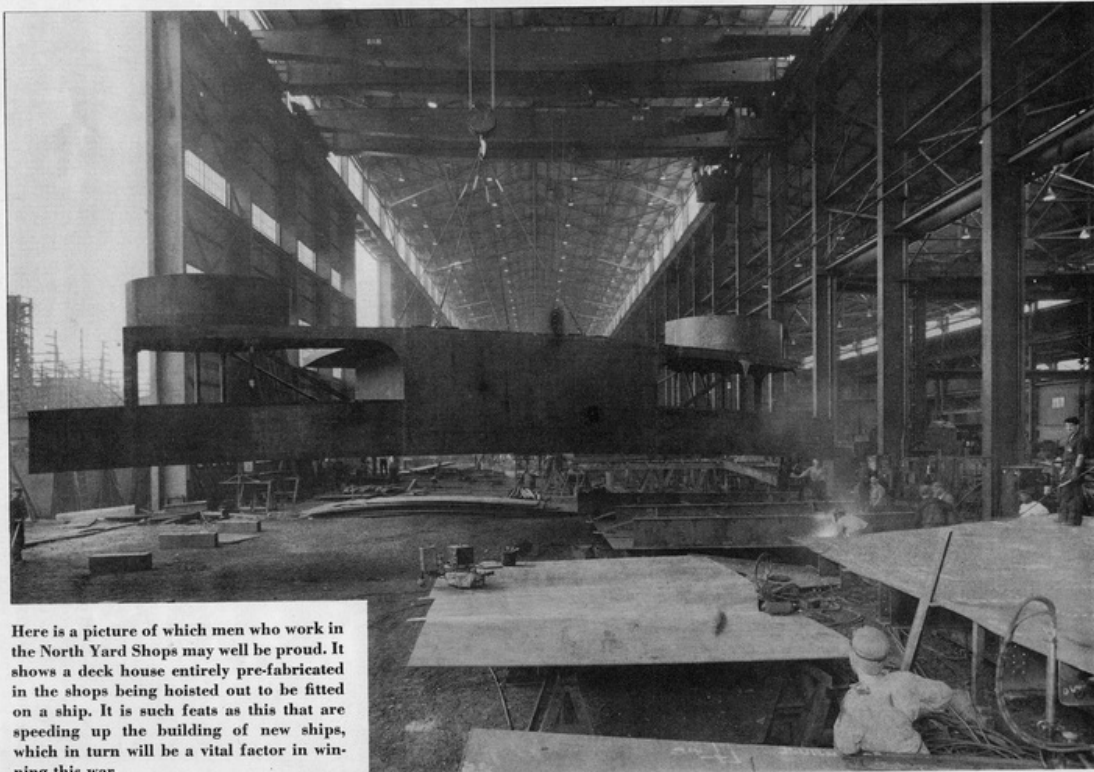
Thanks again 45 and keep up the good work.

Yours till the swastika is flying over Washington, (and that will be the winter that hell freezes over),

—2nd Shift Welder

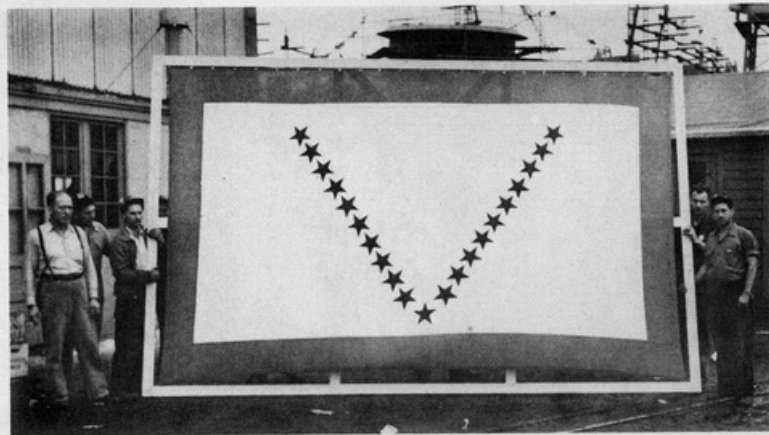


BIG STUFF IN THE NORTH YARD



Here is a picture of which men who work in the North Yard Shops may well be proud. It shows a deck house entirely pre-fabricated in the shops being hoisted out to be fitted on a ship. It is such feats as this that are speeding up the building of new ships, which in turn will be a vital factor in winning this war.

FLAGS GO UP OVER THE NORTH YARD



The Service Flag ready to be raised over the North Yard.

At 12 noon on Saturday, August 8, 47 dept. raised a new American flag and a pennant on a pole in the south end of the shop.

Employees of all three shifts of 47 dept. north yard had chipped in to buy not only these flags but two large American flags and a service pennant to hang inside the shop. Employees of 59, 33, 75 and 42 depts. to a man quickly responded when asked to contribute. 47 Dept. appreciates their cooperation in helping us to put over this north yard job.

Speakers for the occasion were John G. Pew, Jr., Mr. Ferry and Mr. Yeager. Mr. Beatty was to have spoken but unfortunately was called out of town. Mr. Yeager, an ex-service man, gave a splendid talk on our responsibility to the boys in the service. Mr. Ferry brought the welcome news that we were doing a good job, and after hearing

many speakers talk tonnage and more tonnage, it was a real pleasure for the boys to hear someone quote tonnage figures that indicated we were doing a real bang up job. Mr. John G. Pew, Jr., pulled no punches as he told how some of the employees were laying down on the job. It made the men wonder how such things were possible, when most of them realize how important it is for us to win this war. It would have been well if the entire yard could have heard this talk, which packed a real wallop.

Because of inclement weather the flag raising ceremonies had been postponed earlier in the day, but about 11:15 the rain stopped and it was decided to go ahead as planned. Because of the splendid cooperation of Bill McCann of the Berthing Dept. and Reds Bolland of the riggers, who responded on 15 minutes notice, we were able to go ahead with the flag raising.



John G. Pew, Jr. gives some straight-from-the-shoulder facts about production.



CASTING FACE PLATE

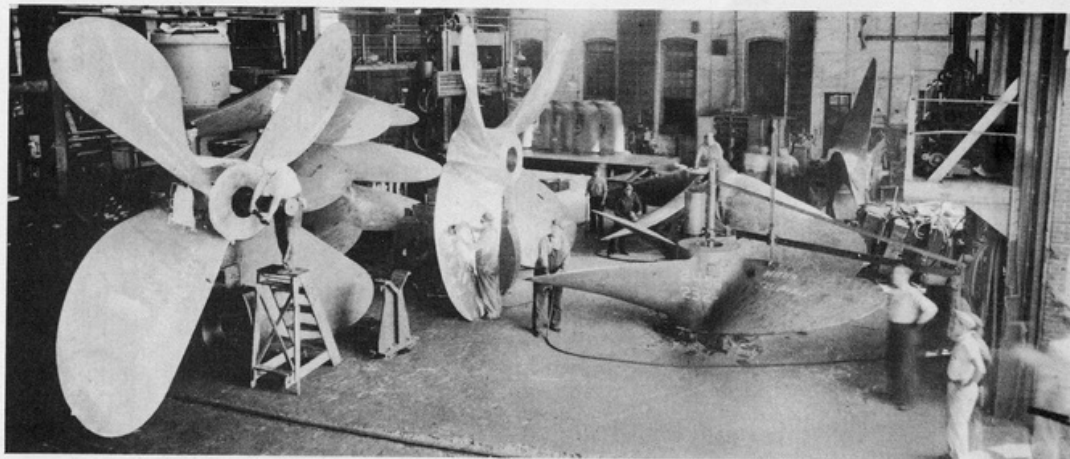
A history-making event in the Wetherill plant—casting face plate for 14 ft. 0 inch lathe, using at one time one 11,000 lb. ladle, two 8,000 lb. ladles and one 25,000 lb. ladle.

THE WETHERILL PLANT DOES ITS PART

To Help Uncle Sam's War Effort

These are big days in the Wetherill plant as well as in the rest of the Sun Ship yard. To give you an

idea of what's going on there, our photographer took the pictures shown on these two pages. We know the rest of the yard will join with us in congratulating the Wetherill men on their fine production record.



8—Count 'em—8 wheels are shown in this picture being finished up in the Wetherill plant for the next eight ships. Nice going, boys!

REMOVING FROM SAND



Here is the finished casting for the 14 ft. 0 inch face plate shown being removed from the sand. Rough weight, 47,500 lbs.; diameter, 14 ft. 1 inch; depth, 16½ inches. To get an idea of the size, count the men.

A GALLERY OF 30 DEPT. MEN IN THE SERVICE

★ ★ ★ ★ ★ ★ ★ ★



Pvt. Francis J. Moore, Barrage Balloon, Z. M. Q. 4, Marine Base, San Diego, Cal.



P. F. C. Francis J. Murphy, 501 A. W. Regt., Plotting Co., Plant Park, Tampa, Fla.



Pvt. Max Katz, Co. D, 6th Bn., 1st Pln., Camp Wheeler, Ga.



Cpl. Wm. A. Spanier, A. S. N., Co. A. (Depot), 53rd O. M., Regt. (H. M.), A. P. O. No. 1071, c/o Postmaster, New York City.



Antrim Brown now on destroyer duty somewhere on the high seas.



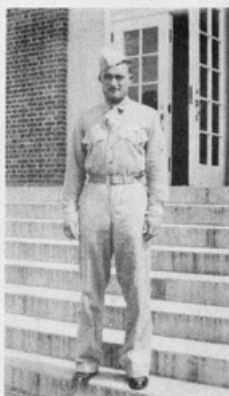
Pvt. Edw. J. Doyle, Hdq. Det. 2nd Bn., 27th Inf., A. P. O. 957, c/o Postmaster, San Francisco, Cal.



P. Mullen who is probably the only former member of 30 dept. who is now in the Merchant Marine.



Corp. John C. Finigan, 28 Station Hospital, Ft. Bragg, N. C.



David Myles, U. S. N. R., Flight Training School, Chapel Hill, N. C.



Chas. Ogborn sent this photograph to his mother saying "This is how we dress for parade."



Air Cadet John J. Peterson, Sq. 1, S. A. A. B., Santa Ana, Cal.



Pvt. Raymond Fouts, formerly a burner in 30 Dept., Boiler Shop.



Sgt. R. A. Polcino, Hdq. Co. 564 Sig. A. W. Sep. Bn., Drew Field, Tampa, Fla.



Robt. B. Logan, Communication Yeoman, U. S. N., stationed on U. S. S. Betelgeuse, (built at Sun Ship), c/o Postmaster, San Francisco, Cal. In 15 months he has covered about 38,000 miles in this ship.

FROM SUN SHIP TO UNCLE SAM



Pvt. Roger Ghosi, 6th Armored Div., Maint. Bn., Camp Chaffee, Ark.



Paul Saunders (33 dept.) Co. A, 12th Bn., 3rd Pln., Camp Wheeler, Ga.



Pvt. William Chandler Stevenson (45 dept.) stationed at Camp Somerset, Westover, Md. He is a member of Co. H, 111th Inf.



Pvt. Edmund P. Sweeney, Lee Field, Jacksonville, Fla.



Cpl. Joseph Poliafito, formerly of the Plate Shop, now in Hdg. Det. Band, Ft. Knox, Ky. At Sun he was our solo clarinet player. His father plays the trombone in our band, and is a blacksmith in 42 dept.



N. Cooper, (47 dept.) 74 School Squadron A. S. Army Air Corps, Ellington Field, Texas.



Pvt. Andrew F. Stevenson, Jr., formerly 33 dept., now with the First Raiders, Fleet Marine Force, destination unknown. His father is a leader in 36 dept. Address: Postmaster, San Francisco, Cal.



Cpl. Leonard Bender, 608 Plott Co., Hotel McAlpin, New York City. He was formerly in 83 Dept., Power House.



Joe Desmond (91 counters) Co. A, 1st Pln., Camp Wheeler, Ga.



W. Herbster, formerly of 34 dept., now with Co. B, 36 Eng., Fort Bragg, N. C.



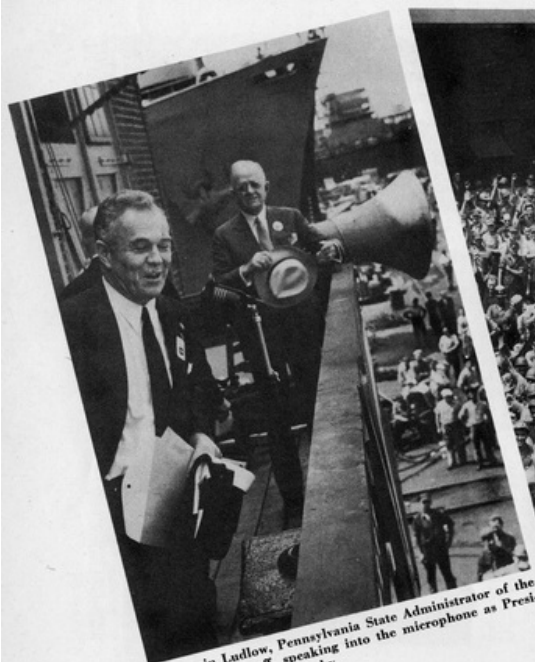
Robert Maguire, formerly of 34 Dept. Copper Shop.



Pvt. Francis Moore, formerly of the Mold Loft, now in the tank division at Fort Wheeler, Ga.



Arthur Jargensen, who enlisted from 34 dept. in April, now at Napier Field, Ala.



Benjamin Ludlow, Pennsylvania State Administrator of the War Savings staff, speaking into the microphone as President John G. Pew stands by.

LET'S MAKE

These pictures were taken on a great day in Sun Ship history—the day we raised the Minute Man Flag over the yard indicating that more than 90 percent of Sun Ship employees are subscribing at least 10 percent of their pay in War Bonds. The actual percentage is 97.26—a truly fine record. It shows what kind of stuff Sun Ship workers are made of; it



Lt. Passamante of the Air Corps, who lost a leg at Hickman Field in the Hawaiian Islands, vividly brought home to the men the importance of buying War Bonds.

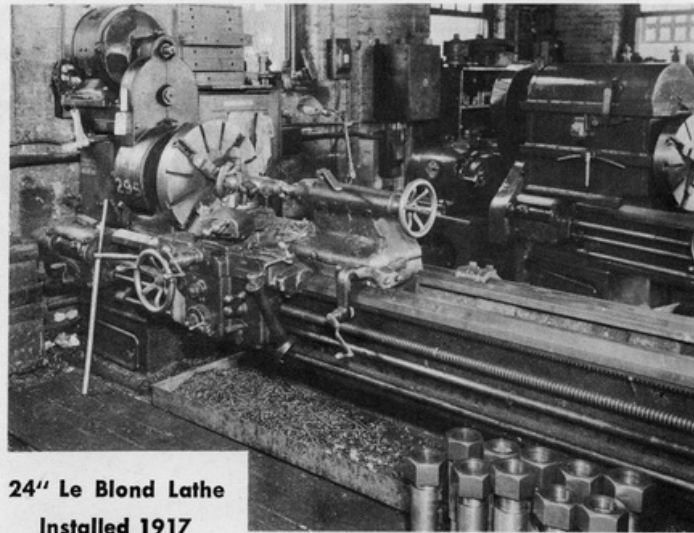
THIS 15%!

shows they are really backing up the war effort—in helping out the Treasury Department as well as the boys abroad who must have more and more ships to continue those Commando and Solomon Island raids.

Now—let's go on from here. 10% is good, but we know we can do still better. **LET'S MAKE IT 15%!**

MACHINES FOR VICTORY

By
WILLIAM SMITH
Tool Engineer



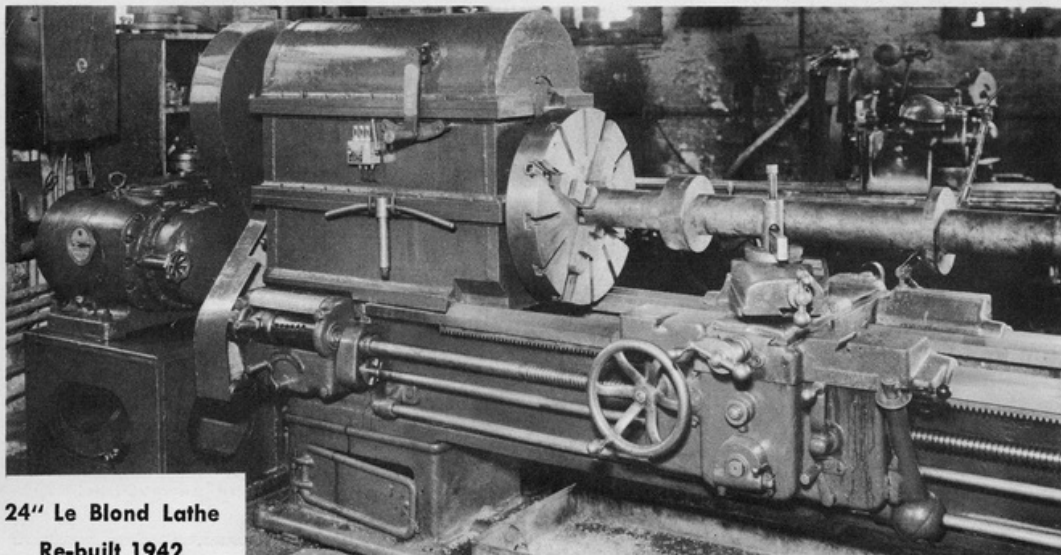
24" Le Blond Lathe
Installed 1917

The lathe is among the best known of the machine tools, and dates back to the year 1680. At that time the lathe had been sufficiently developed to the point where it was possible to turn out high class ornamental woodwork including oval shapes. The development of the modern machine tool has been continuous and rapid.

We have illustrated a 24" le Blond lathe as it was installed in 1917 and as it appears today, after rebuilding. These lathes did a good job in the last war period, but have been limping along during the last ten years. The original cast iron head, with 5 HP motor, line bearings and cast iron gears has been removed. It has been re-

placed by a fabricated steel head, fitted with precision roller bearings and powered by a 10 HP variable speed drive.

The lathe, however, is not any better than the tool steel used for a cutting element, and Sun Ship is buying the best than can be obtained. The quality of the work and the production of the machine is dependent on the operator's skill with respect to tool grinding. Defense in the field starts in the factory; therefore it is the duty of our new men operating machine tools to acquaint themselves with the proper tool grinding technique for the different materials in order that they may take their places in the effort for victory.



24" Le Blond Lathe
Re-built 1942

34 DEPT. WINS HONOR OF SPONSORING S. S. PRINCETON



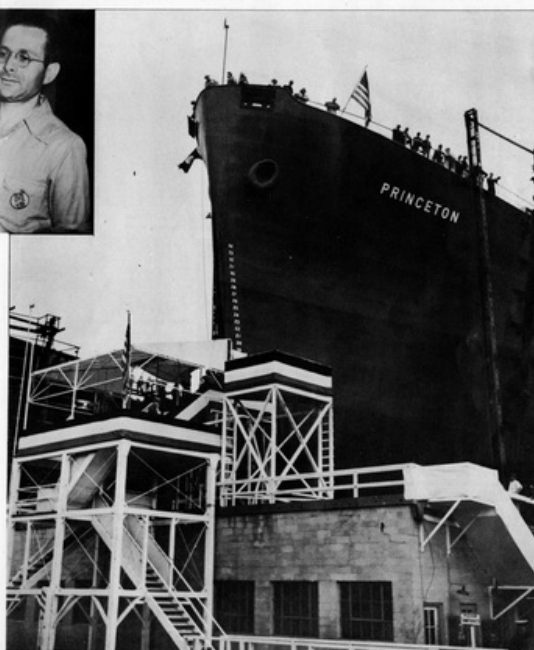
Above — Mr. A. A. Norton held the hat while Sam Novak of 91 Dept. drew out the lucky number, which turned out to be 34 Dept.

Left — Mrs. Elizabeth Burke, who is the wife of Howard Burke of 34 Dept., was chosen the sponsor for the Princeton. Our photographer caught her just before the crucial moment.

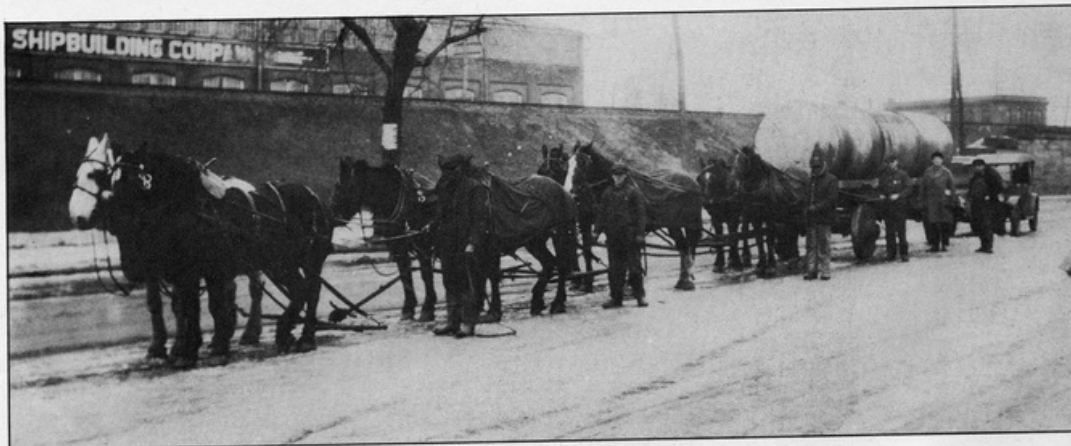
Right — The Sun Ship tanker S. S. Princeton, later renamed S. S. Eno Manhattan, just before it slid down the ways into the Delaware.

The privilege of sponsoring the S. S. Princeton, launched in the North Yard on July 31, was won by 34 Dept. in the second drawing of its kind held at the yard. As before, the numbers of the various departments were put in a hat, and while Mr. A. A. Norton held it up, Sam Novak of 91 dept. drew out the lucky number — 34 Dept. It was then decided that Mrs. Elizabeth Burke, wife of Howard Burke who has the most years of service in that department (over 25), should have the honor of being the sponsor.

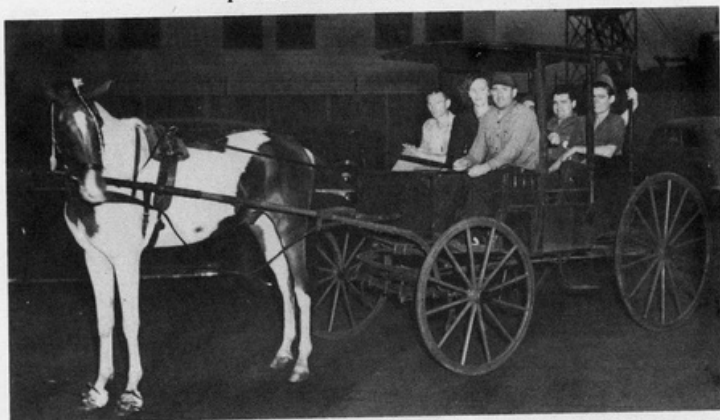
The Princeton, originally built for the Maritime Commission, was turned over to the Standard Oil Company and renamed S. S. Eno Manhattan. She went out on a trial trip August 20 and was delivered to the owners August 22.



SOMETHING OLD...SOMETHING NEW



When it seems too hot these days, just cool off by taking a look at this picture made in the dead of winter several years ago. It won't be long now!



The OLD and the NEW are mixed in this picture of five Sun Ship workers who have taken to the old time buggy in the defense of the new gas rationing. Left to right are Harry Hamp, Mrs. Emma Bailey, Harry Bailey, Anthony Monaco, James Kilbride and Charles Gladhill.

The Philadelphia Bulletin of Aug. 8 carried an interesting story about this, excerpts from which follow:

"There is one thing about being a guard at the Sun Shipbuilding & Dry Dock Company during these days of gas and tire rationing — you never know what you'll see next. Last week it was a hearse which drove up to the gate and discharged 11 very much alive shipyard workers before the eyes of the amazed guards.

"Yesterday they had to pinch themselves again to make sure they weren't living in a bygone era as a carriage of 1910 vintage, drawn by a brown and white pinto, rode into the plant with five men and a woman aboard. It was then 7:20 — 40 minutes earlier Harry Bailey and his friends had left Philadelphia at 79th and Buist Avenue, thus becoming the first Sun Ship workers to resort to the horse and buggy as a means of getting to work. Bailey explained that he had brought his wife along to drive the buggy back to the stables and call for them again in the afternoon."

The horses came from Bailey's stables at 80th St. and Avenue E, where he formerly operated a riding academy. The carriage itself was made in Chester about 30 years ago. Plush seats make riding comfortable, while curtains protect the riders during rainy or cold weather.



This one takes us back to 1936. In the picture are Big Ben Pershing, Al Swonker, Sam Icona, Johnny Rossen and "Dutch" the burner.



SOMETHING NEW — W. Ogden of 33 dept., who has been with Sun Ship three years, poses with his car whose fenders have been painted red, white and blue.

For His Country

(Reprinted From Evening Bulletin of Aug. 8)

ANOTHER CYTHERA VICTIM

Drexel Hill Seaman Believed to Be Lost on Missing Vessel

Another young man from this section believed to have been lost on the missing U. S. S. Cythera, a yacht converted for submarine patrol duty, is Carl Douglas Bevis, Jr., 22-year-old first-class seaman, son of Mr. and Mrs. Carl D. Bevis, 3684 Taylor Ave., Drexel Hill.

Young Bevis was a '37 graduate of Overbrook High School, played for ten years in the Philadelphia Harmonica Band, and was an accomplished horseman. He was working at the Sun Shipbuilding and Dry Dock Co. when he was called to service, a few days after the Pearl Harbor attack. He last visited his parents, his brother, J. Stewart, and his sister, Dorothy, at his home on April 25th.

3684 Taylor Avenue,
Drexel Hill, Pa.

SUN SHIPBUILDING DRY DOCK CO.
CHESTER, PA.

GENTLEMEN:

I wish to thank you for the letter I received this morning asking me to send quota, rank, company designation, etc., of my son Carl Douglas Bevis, Jr. It is with heavy heart and sorrow that I must tell you the sad news that he is no longer with us. It seems almost impossible that it has been no more than six months since he was working at Sun Ship, gay, lighthearted, and happy. He was a first-class seaman aboard the U. S. S. Cythera which was torpedoed in the Atlantic or Caribbean in May. I have enclosed the clipping from the Bulletin and a snapshot in uniform, which is not at all good as he was temporarily wearing a mustache, but it is the only one I have.

He enjoyed working at Sun Ship, and I am sure he and the other men and sons who offered their services to the country would be pleased if they could know that they are not forgotten.

Thank you again for your letter.

MAY BEVIS



Carl D. Bevis, Jr.

Letter to the Editor

DEAR SIR:

While conversing with a prominent official in government affairs, I found he was astounded at the conversations of Sun Ship employees riding the local from Philadelphia to Chester, and I believe something drastic should be done.

He was in the car with them, and from the time they left Philadelphia until they reached Chester, they blabbed of the ships under construction, ships about to leave the Yard, their probable destination, ships going on trial trips, date and time, the speed of some of the ships, the construction. They named them all individually, tore them down and built them up. Anyone on the train taking notes could learn all he wanted to know, for the price of the fare from Philadelphia to Chester—a rather low price to pay for the lives of our brave men who left all the comforts of home and their loved ones to protect us, don't you think? They jeopardize the lives of our brothers, sisters, fathers and other loved ones, because they cannot keep their lips sealed, and have to blab.

This official could not finish reading the morning paper, he was so filled up. My God, can't we stop some of these tongues from blabbing for the duration? My suggestion is to have a plain clothes man ride the train, take the numbers of the offending employees and bring them up before a board or committee in the yard, to put some sense into their heads. Have someone talk to them and show them just what they are doing.

I don't believe they realize they are sending some of their fellow employees, together with a lot of other brave men, to the bottom of the sea, some of the cream of the Sun Yard, who answered their country's call. They electrocuted six Germans who did not give out as much information to the enemy as these employees.

There are always ears open to take this information, especially for the price of a ride from Philly to Chester. Let's close these lips for the duration, and talk about baseball instead.

D. J. MACK, 88-75.

Let's Spike Dame Rumor

A NOTE FROM THE EDITOR

There has been a rumor going around the plant that the working hours for the different shifts are to be changed. I have investigated and found absolutely no ground for the story. Circulating such rumors as this can only cause trouble and dissension that is totally unwarranted, and in these days of the war emergency it is downright unpatriotic. LET'S SPIKE DAME RUMOR!

SUN SHIP MEN PASS FIRST AID TEST

New Classes Now Forming

Everybody knows that in addition to their principal job — building ships — Sun Ship men are doing their part in many ways to aid Uncle Sam's war effort. One of these is represented by the Red Cross First Aid Training Classes that are held regularly here at the yard. New classes are now forming under instructors Cockerel and Lewis. The time — Thursdays at 8:00 a. m. and 4:30 p. m. in the main office cafeteria. Anyone interested may enroll by registering with one of these instructors at that time. Men listed below have taken the course and passed their examinations.

William Payne, 79-11

William R. Robinson, 60-286

Albert A. Ramsay, 33-950

Ocla Gurley, 59-2315

George Morrow, 60-232

Francis Johnston, 58-420

William H. Guiberson, 59-911

Leonard J. Becker, 42-92

Ralph A. Hanna, 81-6

Thomas Johnson, 66-43

Bernard Morris, 33-928

Ernist A. Ellis, 74-150

Charles S. Brown, 58-109

William Blum, 47-2270

William F. Gavin, 34-235

Paul F. Schoch, 33-413

Bedford, 59-827

C. Rose, 33-734

James Kerrigan, 74-37

John Earnshaw, 59-1902

The following men took a test the first week of August:

W. R. Campbell, 91-170

W. J. Sklavis, 91-371

J. Mahoney, 91-156

Ray Osman, 91-66

Jim Cauley, 91-43

D. Simmons, 91-176

W. Bergey, 86-18

H. Mitchell, 67-290

G. Powell, 68-299

R. Campbell, 59-2360



These pictures were taken at the recent flag raising in the Engine Drafting room. Short inspirational talks were made by Messrs. Haig, Burke, Jackson and McConechy. The flag was raised by Howard Rothwell, formerly of 38 department and now with the U. S. Coast Guard. Bugler Tommy Leeson, Band Leader, played the Call to the Colors. On behalf of the Draftsmen's Social Club Bill Burns presented Howard with a gift while everyone wished him the best of luck and success in the service.



38 Department Raises Service Flag

270 YEARS OF FAITHFUL SERVICE REPRESENTED AS 21 SUN MEN RECEIVE EMBLEMS

Each passing month brings to our attention more Sun Ship employees who have attained 10, 15, 20, or 25 years of service with the Company. It is easy to regard these anniversaries as just another year gone by, but to Sun Ship, and to the men, they have real significance. On the one hand, the Company is proud and appreciative of the steady, loyal service rendered by its employees whose years of experience mean a great deal these days when

Uncle Sam is calling for more and more ships. On the other hand, the men to whom the service emblems are awarded, in turn feel proud to form the backbone of the personnel in this great yard. Mr. Burke took great pleasure in awarding emblems to the men listed below, who we are sure were just as happy to receive them. Our hearty congratulations are extended on behalf of the entire Yard.



96-5 — W. Elliott — 20 Yrs.



36-50 — L. Messick — 20 Yrs.



5-A — John G. Pew, Jr. — 10 Yrs.



67-316 — M. Griffin — 10 Yrs.

HONOR ROLL

Salary

- 96-5 W. Elliott 20 years
5-A John G. Pew, Jr. 10 years

Draftsmen

- 38-19 Earl Broomall 20 years
38-73 F. Klein 15 years
38-83 H. Johnson 10 years

Yard

- 36-50 L. Messick 20 years
34-540 J. Hubert 15 years
47-1052 P. Darlak 15 years
51-362 J. Ziemba 15 years
65-113 J. Skidas 15 years
69-32 R. Jones 15 years
34-524 E. Gatta 10 years
36-500 L. Friel 10 years
42-222 W. Jones 10 years
47-109 F. Smith 10 years
51-672 W. Davis 10 years
60-42 J. Embert, Jr. 10 years
66-52 A. Celestine 10 years
67-316 M. Griffin 10 years
68-293 L. Miles 10 years
69-11 H. Childs 10 years



38-19 — Earl Broomall — 20 Yrs.



69-32 — R. Jones — 15 Yrs.



51-672 — W. Davis — 10 Yrs.



68-293 — L. Miles — 10 Yrs.

MEN OF STEEL



Editor's Note: — Each issue of "OUR YARD" will contain a cartoon of a well known yard employee, or person often seen in the yard. If the subject recognizes himself, he may call at the Office and receive the original cartoon as well as a year's subscription to "OUR YARD".

SUN SHIP SPORTS

Running it off!



AN IMPROMPTU TRACK MEET was staged at lunch hour recently in back of the mold loft. John Gartland and H. Vaughn, both of 47 dept., discovered that they had both been track stars in high school days and decided to see which was the faster man. The "Our Yard" photographer was called to witness the event and here you see what he got as Gartland comes in ahead in what wasn't exactly a "photo" finish. Is this the beginning of a Sun Ship track team?

"GOLD" LEAGUE SOFTBALL

STANDINGS FOR WEEK ENDING AUGUST 7

TEAM	WON	LOST
1. WELDERS	7	0
2. COUNTERS	7	1
3. WETHERILL	6	2
4. BERTHING	4	2
5. TUBE MILL	3	3
6. MACHINE SHOP	3	3
7. ELECTRICIANS	3	4
8. COPPERSHOP	1	7
9. SHEET METAL	0	8
10. OFFICE	0	8

LEADING HITTERS

	AB.	H.	PCT.
1. Y. Wojohowski, Welders	12	8	.666
2. Hoath, Electricians	12	7	.584
3. Jackson, Wetherill	16	9	.563
4. W. Bateman, Berthing	15	8	.533
5. McKinney, Counters	10	5	.500
6. Scott, Tube Mill	16	8	.500
7. Dermitt, Electricians	14	6	.428
8. St. Germaine, Wetherill	14	6	.428
9. E. Wojohowski, Welders	14	6	.428
10. Pearsall, Counters	19	8	.421
11. Pierce, Electricians	12	5	.417
12. Ford, Berthing	17	7	.412
13. Davies, Berthing	17	7	.412
14. Green, Berthing	10	4	.400
15. Kilgore, Berthing	20	8	.400
16. Ramont, Berthing	15	6	.400

SCORES WEEK OF AUGUST 7

MONDAY		WEDNESDAY	
WETHERILL	7	WELDERS	6
SHEET METAL	0	MACHINE SHOP	0
TUESDAY		THURSDAY	
TUBE MILL	7	WELDERS	7
COPPERSHOP	0	ELECTRICIANS	0
FRIDAY			
COUNTERS			9
BERTHING			7

"BLUE" LEAGUE SOFTBALL

PRESENT STANDINGS

	WON	LOST
WETHERILL	13	2
COUNTERS	7	7
ELECTRICIANS	6	7
PIPE SHOP	5	9
MACHINISTS	3	8

SCORES

MONDAY		WEDNESDAY	
PIPE SHOP	2	WETHERILL	4
ELECTRICIANS	1	ELECTRICIANS	2
TUESDAY		THURSDAY	
ELECTRICIANS	7	WETHERILL	9
MACHINISTS	0	COUNTERS	3
FRIDAY			
WETHERILL			8
PIPE SHOP			5

AVERAGES

590 Matsinger, Electricians	17	10
578 Coyle, Wetherill	46	17
563 Jones, Wetherill	55	31
550 Biddle, Wetherill	53	29
550 Rankin, Wetherill	39	22
544 Fossette, Wetherill	29	16
540 Honican, Machinist	22	12
540 Murray, Counters	33	18
500 Edgar, Electricians	32	16
500 Hand, Counters	16	8
500 Duval, Counters	10	5
473 Duda, Counters	17	8
455 Paul, Pipe	28	13
432 Flarity, Pipe	36	16
400 Renny, Pipe	40	16

Junior Members of the Sun Ship Family



Barbara Elaine Bullock, 1 year—daughter of Wm. Bullock, 33 Dept.



Miriam Pauline Rhan, 8 years—daughter of Paul Rhan, 80 Dept.



John Andrew Bondrowski, 10 mos.—son of Andrew Bondrowski, 58 Dept.



Sara Mae and Walter, Jr., children of W. Gatchell, 47 Lofting Dept.



Martin J. O'Connor, Jr., 6 mos.—son of Martin O'Connor, 91 Dept.



Rae Bozis, 6 years—daughter of M. Bozis, 34C.



Lois Gardner, 13 mos.—granddaughter of C. Thornton, 34 Dept.



Jerrisha Mae Jordan, 4 years—daughter of Clarence Jordan, 67 Dept.



Matthew G. Powell, Jr., 5 mos.—son of Matthew L. Powell, 42 Dept.



Buddy Knoll, 3 years—son of George Knoll, 80 Dept.



Betty Anna Kelly, 21 mos.—daughter of Maurice Kelly, 67 Dept.



Frederick Douglas, Jr., 6 mos.—son of Frederick Douglas, 47 Dept.



Jimmy Hester—son of Sam Hester, 84 Dept.



Peggy Lou Taylor, 12 years and Revell Waldon Taylor, Jr., 8 years—children of R. W. Taylor, 80 Dept.



Mary Lou Meiser, 2 years—daughter of Robert Meiser, 47 Dept.



James Law, 16 mos.—son of John Law, 47 Dept.



Constance Fryer, 1 year—daughter of Fred Fryer, 47 Dept.



Velma Margaret, 2 years—daughter of A. Thornton, 36 Dept.



Johnnie Sweeney, 16 mos.—son of Pat Sweeney, Erector.



Joan Marie Baker, 3 years—daughter of R. Baker, 59 Dept.



Franklin Mitchell, 6 years—son of Robert Mitchell, Safety Dept.



Patricia Ann Bell, 20 mos.—daughter of John Bell, 39 Dept.



Arietta, 6 years, and Willard, Jr., 4 years—children of Willard Thompson, 80 Dept.



Nancy Helen Hall, 7 years—daughter of Francis L. Hall, 33 Dept.



Robert George, 9 mos.—son of William George, 58 Dept.



Clarence Jordan, Jr., 17 mos.—son of Clarence Jordan, 67 Dept.



Alicia and Mary Jane Dunne, daughters of Jim Dunne, Sheet Metal Shop.



Maurice Kelly, Jr., 12 years—son of Maurice Kelly, 67 Dept.



William Vandegrift, Jr., 8 mos. and Norman Vandegrift, 4 years—nephews of Hubert Brennan, 47 Dept.

The book of life is just beginning for Joyce, born on Tuesday, July 20, weight, 7 lbs., daughter of Mr. and Mrs. Edwin Klock, 59-541.



Catherine Jean and Betsy Ruth Crossen, 7 months—daughters of Bill Crossen, 47 Dept.



Winnie, 14 years—daughter of Michael Bozis, 34C.

Pick-ups from the Yard

ELECTRIC FLASHES

The new office in the South Yard Electric Shop for Sully's crew of expeditors looks like an Irishman's dream come true. Everything is painted a County Cork green, including Jim Scarle's helmet which is now considered one of the fixtures. The original inspiration for the new office came after the acquisition of a 220-pound secretary—Johnny, the Greek Adonis! When the handsome Greek moved in, everyone else had to move out for lack of space.

After a week's worry, Jack Forsythe is proudly passing out weeds in honor of his 7½-pound son. . . . Jack says that it was worth all his pain and suffering.

Lights From the War Front

P. Saunders, who was for some time a 33 man, writes that he is now seeing active service in the Far East. In his letter he reports convoying a group of ships among which were some recently built in our Yard. . . . The Army certainly must build men. J. Light left the Electricians weighing very light—a mere 112. After a brief stay in the Army he is up to 137. He writes that Army life is great! . . . Joe Clinton was heard from at the Naval Training Station in Rhode Island. He's a bit impatient to get some real action.

Information Please

What besides a cold in the head did Oscar Holt, Gerald Evans, and Roy Blake catch on their fishing trip? They claim catching several large rock fish, but no one has seen them. Which of the party snored so loud that the others thought it was thundering? . . . What happened to the picture button of the whiz bang truck driver of 33? Ed. Note: It was found by a guard in the driver's pocket. . . . What brass band is more quiet than Jack Dryden's neckties?

Strange as it Seems

The Coast Guard Pass which came for Bob Cantwell was marked "\$5,000 Reward—Dead Or Alive" . . . Several inquiring reporters state that Mr. Wolfenden has been waiting until 5:00 P. M. before going home lately. Why, Gentleman John? Still looking

for a secretary? . . . Bill Ogden, mighty man of the second shift, bowling a two hundred game. . . . H. Sudall, handsome North Yard Clerk, passing the gas rationing office without staying an hour or so . . . And the choice believe it or not—Jim Mackay praising the Electric Department.

Overheard at Lunch Time

It seems a lineman accidentally picked up a wire with 10,000 some volts in it, and the only damage to him was a pair of teeth welded together. . . . Then there's Gerald Evans, who is supposed to be on a diet, eating a lunch big enough for three ordinary persons.

Praises for Wilroy

The men of the South Yard got together and wrote the following tribute to Mr. Jim Wilroy: "We of the South Yard are proud of our Boss, Jim Wilroy, and we wish him success in his new duties as Foreman of the Electric Department in Number Four Yard. Those men who are selected to form the personnel of the new yard are obtaining a supervisor with ability, integrity, and a will to understand the problems of his men. Americans like Jim Wilroy will certainly lick the Axis because everyone working with him is infected with the spirit of co-operation that makes for production. Best of luck, Jim!"

* * *

47 DEPARTMENT—North Yard

Saturday morning, August 8, we sent out No. 6 door the third complete pilot house that was built in the shop. The section weighs around 45 tons and was a real job to fabricate in the shop and drop on the ship in one piece.

Ernie Lord is back from his vacation. Carbondale must be some place. If you don't believe it, ask Ernie.

Fishing must not be so good this year. Our Skipper Ferry has been fishing the last three Sundays, and as yet there are no fish stories going around.

Big Harry Husum, we wonder why you shed your air-conditioned shoes? Could it be the boys, or were the cinders too tough on you?

Joe Groody, come on and smile. You'll get your boat in the river.

69 DEPARTMENT—2nd Shift

Ben McCray, 69-112, 2nd shift shop man, is back from vacationing in Wildwood. Must have been a wild place because he has not been able to keep that right arm still since he has come back into the fold.

Bill Marshall, 69-7, 2nd shift asst. foreman, came back from vacationing in Miami by way of Pockomoke city to get his year's supply of eggs from an old girl friend. P. S. Half of eggs will be used as a substitute for gas in future gas drills by C. D.

Who was the third shift rigger caught by the tide, putting wires on the mast?

"The Sun Ship Girl"



This is Helen V. Burr, daughter of Harry S. Burr of 84 dept., who calls herself the "Sun Ship Girl" because through the generosity of our men she has received 14 blood transfusions. Her type is 1 A-B, a rare kind and hard to obtain, so she appreciates all the more what Sun Ship has done for her. Afflicted with a rare disease that calls for repeated blood transfusions, Miss Burr is known to the doctors as the "Wonder Girl." We don't hesitate to say that she will continue to receive whatever help Sun Ship employees can furnish.

DAUBS FROM THE PAINT SHOP

STORK CLUB—George Urban, (no relation to subURBAN) is laying it on a little heavy these days. George announces the arrival of another Urban, George, Jr., weighing in at seven and one-quarter pounds. The boys always had a lot of respect for George, Sr., because of his skill and capacity "terbaccar chawer"; now they respect him even more.

MIKE HYMOVITZ, who recently made the public prints as a migrator to the soil, was also in on the population increase, announcing the arrival of a seven pound eight ounce girl. But, the missus sez that due to her added responsibilities, she can no longer till the soil and feed the chickens. The chickens will be auctioned off at ceiling prices.

HERO of the MONTH—For this high honor we nominate "Wee Willie Marvel," well known painter boss from "way down thar". While painting the "S. S. Censored" on number "Censored" dry dock, an erector fell from the deck of the ship and struck the dock as he hit the water. Without a moment's hesitation, our Bill jumped in, "overalls, city shoes and all" and rescued the hapless man. Later when asked about the feat Bill said "Shux, t'warnt nuthin'. It was Saturday anyhow."

FISH TALE—Howard Loughead of the North Yard Paint Shop supervision, returned from an exciting week at Wildwood. Howard wore his yachting cap and hobnobbed relentlessly but futilely, with the Coast Guard. For sale: One complete rig for bluefishing.

BOWLING BLACKOUT—Remember the powerful central yard Paint team of last month who swept aside the erstwhile North yard daubers? Seems as tho' Pete Child's South yard Keglers challenged the champs in a bold bid for the mythical paint shop crown. Pete sez "we were there, but it takes two teams to play a match". What about this, Mr. Taylor?

YACHT DENT—Roy Scott (Media Scotty to you) local mariner who spent all last winter refurbishing his custombilt canoe, reports it was completely wrecked in a storm on the Brandywine. Yachtsmen will tell you that tying one's canoe to a riverside tree in the Monsoon season is the same as building a house upon sand.



**Chief C. H. Thompson
15 Years' Service**

Chief Thompson was born near West Chester and went to school in Media. In 1924 he took up police work in Media and in 1927 he joined Sun Ship as a guard. Since that time he has steadily worked his way up to the position of chief. He has two daughters and one son who is a shipfitter here.

84 DEPARTMENT

"Less" Jillson just returned from his vacation at Coney Island. He traveled by Pullman, thereby saving gas and rubber. Atta boy, "Less."

Whitey Burr and Don Robertshaw don't seem to be able to keep their riders straight.

"Farmer" wants a nine-day week all the time. He says "it's the best way to beat the income tax."

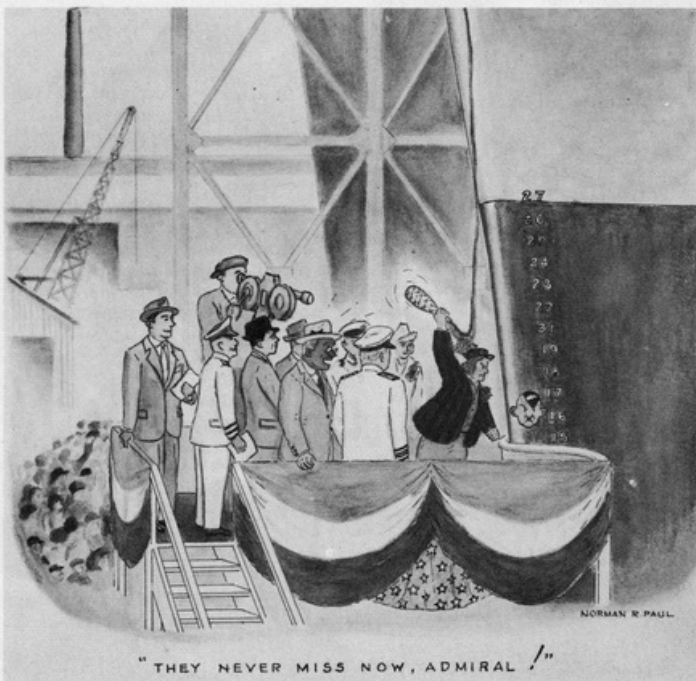
Poor "Scotty" came to work one Sunday without his button. Had to go back for it, and think of the money he lost—Wow!!!

When it comes to driving nails, see Pop Snyder. He broke all records. Four kegs in one day's work?

If anyone has an automobile to dispose of see Frank Suttun at once. He loaned his to friend who stalled it on a railroad track. He saved himself by jumping before the train arrived. But alas, the car was too old to jump.

Our "B" man visited the new Camden race track while on vacation. We don't know whether he won or lost. He won't talk. Make your guess.

Uncle Sam is reaching out for some 84 men and while they appear to be happy about it, all we can say is "Taint funny, Magee."



PLEASE BE PATIENT

The bond department is issuing from six to eight thousand bonds each week. It is impossible for them to obtain the payroll on which deductions are recorded for at least a week after the payroll is completed. There are a vast number of entries to be made, after which the bonds must be ordered and printed.

This department is doing its very best to get your bonds just as quickly as possible after you have paid for them. Please be patient.

STORE RUMORS—80 DEPT.

We'll sound off with a little back patting. At this writing word comes that with the exception of several men on the sick list and one who leaves for the Army in two weeks, 80 Dept. has signed up 100 percent for 10 percent of pay in Bonds. Nice work, gang!

Jim Brown is a way up yonder in the North Woods trying to lasso himself a Moose and do some real fishing. Unlike Fry of the carpenter shop, Jim made sure he would have his out-board motor in time by shipping it in advance.

Dick Fawcett is now doing his high flying with the Navy Air Corps. Good luck to you Dick, and remember, no ground loops.

Moon Mullins of the truck gang has also gone Navy and is a good man to hold down the deck. Our best wishes to Moon.

Spike Rochester of No. 2 Storeroom and Paul Vernon of the Main Storeroom are hot-footing it down for Uncle Sam. Keep 'em rolling, boys.

Please tell Barney (4.50 a doz.) Suder to try and conserve rubber these days. Don't burn it Barney, tobacco is a lot cheaper and more plentiful.

Congratulations to P. Haynie and the Mrs. on the birth of a baby girl.

80 Dept. is now called the "Induction Center" for the yard. The boys come in and the boys go out. Between the transferees for the No. 4 yard, and the inductees for the army, it's a grand parade. We must train them right, however, for the 80 boys are going places up yonder in No. 4.

"I didn't did it" Logan submits the following items. J. Duckett is buying a new house, but says no house-warming until he gets a chance to wear the paint off the floor himself. J. Buckle has left for the Army, and R. Guffney

met the preacher a few weeks ago and it is now Mr. & Mrs. to you.

Hanks wants some kind soul to donate a pair of roller skates to the cause—the cause of Hanks being anchor man on the time clock line every night. "The humiliation of it," says he, "Hanks being on the tail end."

No news from the truck gang this month. The boys are too darned busy to have anything happen. And they aren't kidding, either. We owe them a big hand for doing the most with a minimum of working tools.

80 Dept. has a number of new men and it is our intention to introduce a few to you each month via this column:

1. Meet Ted Helmuth, a very personable young fellow who is man of all work on the balcony. Ted is a very clever amateur cartoonist and artist, and did the illustrating for his high school paper, Swarthmore High.
2. Howdy to W. Thompson of "Back Door" Jackson's gang. Willard is an ace trumpet player, having played with Lucky Millinder's band and Claude Hopkins' band. He was with the latter until they were forced to disband for the present because of transportation difficulties. The back door is Red Hot Drummer Boy Jones, Hot Trumpet Willard, and Hot Lip Jackson.
3. Hello to J. Wertz on the electrical cage on the balcony. Jim hails from Reading and has changed his occupation from the "sheer" of hosiery mfg. to the shear of boat-building. The Wertz family is well-represented here since Jim's 2 sons and son-in-law also work in the Yard.
4. Also on the balcony is Tom Cockhill, supervisor of Health &

Physical education for the Chester schools. Tom is teaching first aid here in the yard after hours and has an excellent course well presented. He looks pretty darned young to have a son 19 years old.

5. Meet John Favinger of Pipe Fitting window fame. It's a long cry from bread to bolts, but John takes it in stride. He has an excellent sense of humor and likes to work. The Glen Riddle air must be O. K. Tell the girls how you got that curly hair and white teeth, John.

6. Information Please, right at our back door. J. Derry is the principal of the Phyllis Wheatley Public School in Morton. When the boys get too fractious, Jim floors them with a little Calculus or Plato. Next issue we visit the North Yard Storeroom for a few more quick sketches.

Mystery of the week—The pair of ladies unmentionables found in a hardware box opened by a checker for counting. Speculation was rampant but not printable.

John Foley's 2nd shift boys have gone in for marriage in a wholesale manner. Our congratulations and very best wishes to Ernie Durose, Miller and McClung, all of whom have tied the knot. Poor John, with a bunch of lovesick swains on his hands!

Incidentally John Foley celebrated his 19th wedding anniversary August 10. John is trying to equal the record of his in-laws who are married 57 years. We wish you luck and hope you pass their record.

Jack Talbot writes that he is stationed at Walter Reed Medical Dept., Washington, D. C. He is too busy even to pay attention to the nurses.

Al Larson, tell that girl in Wilmington to stop crying. You aren't in the army yet.

Is it true that during morning air raid Paul Rahn claimed by the time he put his auxiliary police uniform on, the all clear had sounded?



94 DEPARTMENT

Virginia Letherbury is celebrating the anniversary of her second month back at the office after an absence of two months due to a broken leg, the result of a spill from a horse. For the benefit of those who insist on inquiring after the horse, he's vacationing in the Adirondacks.

Two marriages have taken place among our girls lately. Helen Cornelius and Bob Strockbine, one of our electricians, have taken the fateful step, and Ruth Jones is now Mrs. Matt Fisher.

Dorothy Robinson, whose engagement we announced in this column not so long ago, is to be married the 22nd of this month to Ernest Teal, a member of 46 Dept.

Our office boy, Bill Gledhill, left us during the past month for a he-man's job. Billy got tired of so many girls around him all the time so now he's welding in the South Yard.

Another one to leave our department during the last month was our warbler, Kay Hunt, from the Invoice Dept., who left to sing with Herbie Woods' orchestra now playing a 12-week engagement at the Ben Franklin Hotel. Good luck, Kay!

* * *

91 DEPARTMENT

Owl Shift

Owls with rubber boots! That was the slogan during the flash floods of mid-August.

Several casualties were reported, due, of course, to the falling weather: S. Williams was stranded on the other side of Crum Creek for two days and nights; E. Willer, pinch-hitting for same, fell into the lake outside the office; J. Canley was unable to start his 1910 model Packard; result, a nice walk in the early morning hours.

D. Cross, the Don Juan of the third shift, returned to work following a week's sojourn in the Pocono mountains.

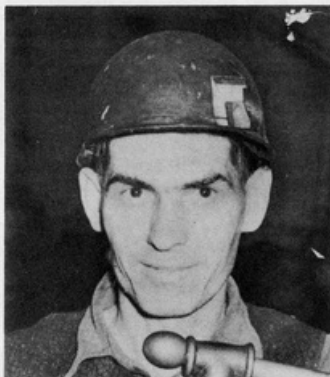
We also welcome the return of our Dalton-Fitzsimons combination, following an "extended" vacation.

J. Meiser spent his vacation on the South Jersey shore.

P. Hartman is camping around a portable sprinkling system, in case he discovers an incendiary bomb.

Robby Roberts was a temporary owl during J. Meiser's vacation. We hear that he prefers the second shift.

R. Burke has been made assistant agricultural expert to "Mole" Simmons, of Church School Farm.



Joseph Metrick
24 Years' Service

Joe comes from New Philadelphia, Pa., but now lives here in town. He is a leader in the north yard, and one of his two sons is a leader in 34 dept. We congratulate him on just having passed his 25th wedding anniversary. (This picture was taken about six months ago, and Joe has been anxiously waiting to see it printed.)

* * *

91 COUNTERS

As per usual the boys are still leaving for service with Uncle Sam. This month's honor roll is as follows:

Fred Heiken, who very quietly secured a commission as Ensign in the U. S. N. R.

Bill Hladky who jumped into the war via the navy.

Bill Healy, formerly of 91 Counters, also signed up with the blue jackets.

The army gets the biggest contribution: Charles Thomas, Joe Callahan, J. Neilson, are all headed for camp and a vigorous workout.

Arky "what a man" Kraft is still very much in evidence. If he doesn't see a barber soon we're going to try and enlist him in the W. A. A. C.

Our congratulations to Bill Fisher, new leader in 91 dept. Bill has the best wishes of all who know him.

The softball team is still tops and "Pop" Smedley's ball club got so good they broke up the league. We hear from good authority that "Pop" has been mentioned as the next manager of the "Phillies."

Abe Taylor is really an optimist. Abe has his tickets ordered for all the big football games. (Now all he has to do is get off to go.)

Don't forget the war bonds. For all the men from "91" in the service it'll take a heap of bonds to keep 'em fighting.

88 DEPARTMENT

A few promotions recently announced by Mr. Lafferty, Supt. of Plant Protection, include Mr. Herricks to the position of Captain which was left vacant by Mr. Dillworth assuming role as Fire Marshal, in number four yard; George Squires as assistant Captain to Johnson; Mr. Nugent as Assistant Captain to Cap Herrick, and Mr. Lineweaver as assistant Captain to Cap Shein. All members of the Guard Force wish these men the best of luck in their new roles.

The assistant Captain from Johnson's Squad, George Squires, we understand parts his hair in the middle, and since coming here from Pittsburgh and getting his hair washed and the soft coal out of it, he turned out to be a blonde. Is that right George?

Understand Cap Johnson lost ten pounds worrying about a certain Guard on his Squad, who was married recently, without giving any advance notice. Wonder who it was?

The boys from Captain Johnson's Squad gave a party Saturday nite, and honored a former Guard, Bill Mathews, who will leave for parts unknown on Monday. Bill was presented with a gift and a letter signed by every guard in Johnson's Squad, and composed by Bill O'Hea, who also made the presentation Speech. Mathews filled up and was unable to complete his remarks about the swell fellows on the Squad. All the boys asked of Bill was: to get a Jap for every signature on the sheet. A large order, but we feel, (knowing Bill as we do), he can do it and WILL.

There is a certain Captain who ordered a baked ham and then did not show up to get any of it. Ask Earl Vail at the main gate, and he will tell you the story.

We wish some one on Cap Shein's and Cap Herrick's Squad would give the writer some news. They are never represented in this column. Why? Come on, let's go fellows and help keep your department out in front!

Condolences

We extend our sympathy to Miss Hanna Hepworth, secretary to Mr. Haig, in the death of her mother, and to Bob Tyson of the Safety Store in the death of his brother, Warren.

58 DEPARTMENT

Friday can't find out where Axel and Frankie hide Charlie's dog, but they sure do take care of it. They bring extra lunch each night and have Springfield water in a little pail for it.

Scotty to Crane Operators: (Come on down a wee bit) — (up a touch).

Friday can sure pick them. Ask Jerry where he went on his vacation (two days) at Garden State Park. Jerry came home with a fish cake.

Thomas and Woodie have a lot of fun. Both fish, but Thomas has to bait and unhook all Woodie's fish.

Who was the person that broke Bill Foster's balloon at the Seamen's Ball?

With the shortage of gas Kentucky has cancelled his regular trips down home. He has arranged with Dewey to have a concrete vault built under his defense house.

If you want good preserves, grab a jar of Bud's at lunch time. His new bride is sure some cook.

Joe Peak cannot wait till he fills that engagement for the big checkers dinner on the big farm at Smyrna, Del.

Fanny Mitchell is going to bring his new baby down to see us. He says it tries to climb already—three months old. Don't go too fast, Fanny.

Big Slim came all the way from Media in that rain, and Thomas awarded him with a 12-man gang. Are you lucky!

Henry has a new station wagon (temporary). He has made arrangements to have some auto body builders make a body for that barge. He rides from central to south yards.

The human fly is back with us. Happy returns after a little illness. Well, the mosquitoes did a lot of climbing when he was away.

Old Pop Curley sure gets the rookies, but never makes a murmur. He keeps going right along smiling. More power to you, kid.

Charley Gear has keys for all the lockers, but who took the hinges off his and left the lock still on?

HOBBY DEPT.

Jack Bair's night shift men have added another hobby to their first one mentioned here several months ago (foxes). Now it seems they're going in for boats. Careful, boys — you'll be putting the Coast Guard out of business.

DRY DOCK BREVITIES

Messrs. Murtaugh, Saunders, Johnson, Techton, Fox, Anderson and Galoonis are now vacationing. They will all need a rest when they come back.

What happened to the Dry Dock water cooler? A keel was laid the same day the cooler left for repairs. The ship has been delivered, but WHERE IS THE WATER COOLER?

If you should happen by the Dry Dock Office some morning, listen for the golden voice of "Smiling" John Tingle, Dry Dock janitor.

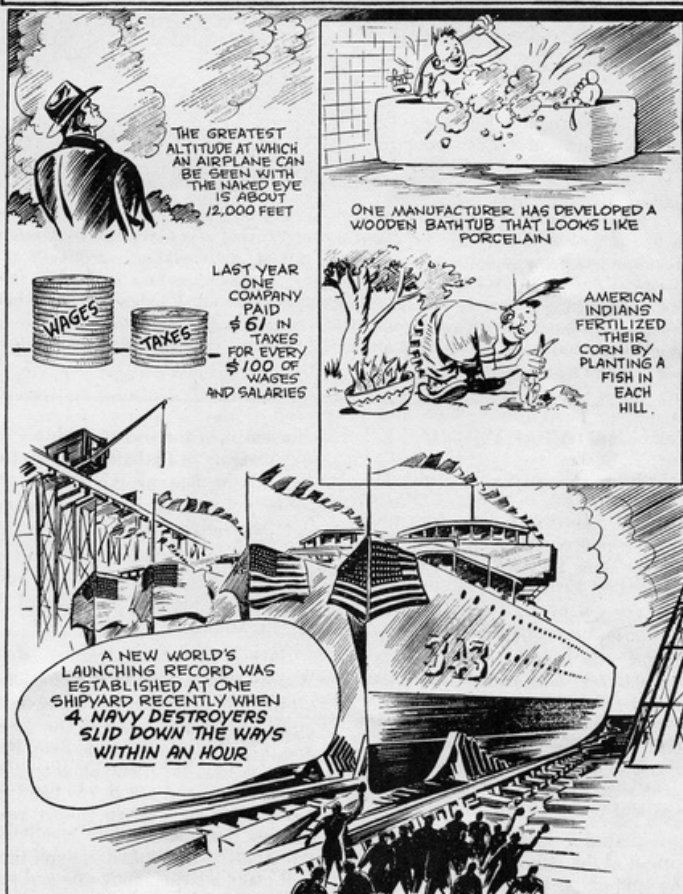
It looks like "Manhattan" Martin, Ass't Dock Master, will miss his trip out to the wooley west this year unless

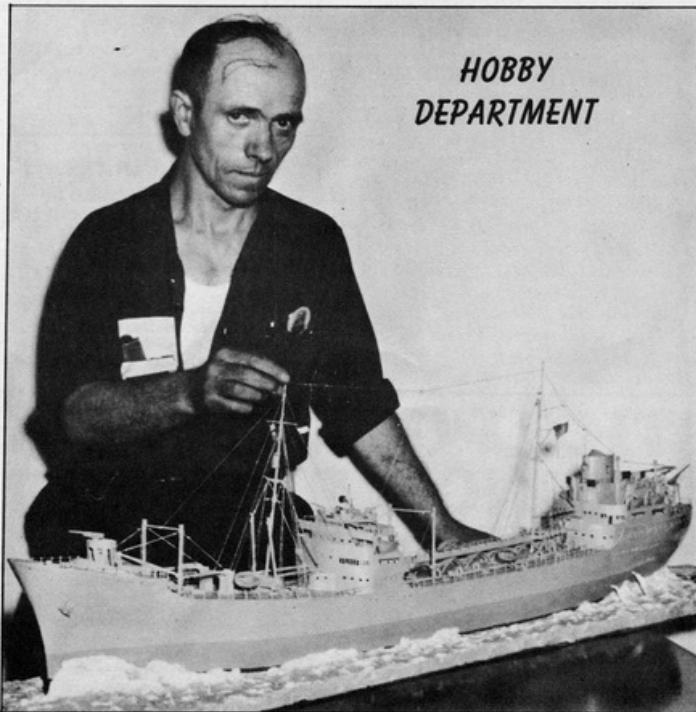
he finds enough contributors of gasoline.

Roy Taylor has become engaged to that "bundle of heaven" from Media. "Pop" Renz and the rest of the boys offer congratulations.

POLAR BEAR CLUB
(Summer Division)

Willie Marvel of 69 Dept. is the newest member of the famed Sun Ship Polar Bear Club. But because he picked warm weather, we had to open a Summer Division.

THE POCKETBOOK
of KNOWLEDGE BY TOPPS



HOBBY DEPARTMENT

Here is John Pastick of 58 dept. with his beautiful scale model of a Sun Ship boat. He has worked on model ships for about six years, using very inexpensive materials, including old tobacco cans, chewing gum, thread, nails, ribbon, cardboard and plaster of Paris. It takes him between 5 and 6 months to make a model like this, and after looking it over we wonder that it doesn't take much longer. As you might expect, John has always been a good artist, using pencil and crayon on his work. Although he has been at Sun Ship almost 20 years, he also worked at shipyards in Camden and Staten Island.

36 DEPARTMENT

Our old friend of Sun Ship minstrel fame, "Joe" Connors, was given the thrill supreme on July 18th when Mrs. Connors presented him with 7-pound Joe, Jr. Here's wishing them all the best of luck, and did the cigars roll!

Charlie Wojciehoski, 36 dept.'s cartoonist who has drawn several sport cartoons for "Our Yard," should have plenty of time now to devote to cartoons for us as he took unto himself a bride last June. He should naturally spend more time at home now. The gang wish Charlie and his bride many years of prosperity and happiness.

Thirty-six dept., as a whole, is proud of the fellow who found a wallet containing a considerable sum of money on board the Oklahoma and

returned it to the owner, a ship's officer residing in Philadelphia. We feel that an incident of this nature deserves more than passing comment and congratulate this man on his honesty. We also think that many of us might take a page from the book of Warner Supplee "Keeper of ye B's" in 36 dept.

During the recent rubber drive Warner stripped the family chariot of all the rubber floor mats to add to the other old rubber around the house and turned it over to Uncle Sam. How about it fellows? Take another good look around and see if you can't uncover some more scrap rubber yourselves. These seemingly small contributions if multiplied enough times will make a tremendous pile and go a long way to help out.

Harry Hrapsky and Agnes Starry were married on July 11th. All good wishes to you, folks.

Bill Bilden, Joe Connors' helper, was married the same day that Joe's new baby arrived. Hope all Bill's troubles will be small, too.

The Sam Minnick home was again blessed on July 22nd with baby Robert, weighing 6 lbs., 5 oz. Keep up the good work Sam. We're all for you and those top notch cigars which you distribute.

Robert Abbot, 36 dept., is strutting his stuff these days, proud as a peacock since the arrival of baby Jr. on July 26th. Bobby weighed 7 lbs., 7½ ozs. Those cigars were excellent and here's all our good wishes to the family.

Little Mort wasn't fooling when he was looking over those rings. He had the knot tied on Sunday, Aug. 10th. Here's wishing them lots of good luck.

* * *

75 DEPARTMENT

The loss of "Capt. Nazi" Marani, erst-while Haverford High football captain, and one of the most efficient crane operators of 75 Dept. will soon be felt. "Nazi" is about to be accepted in the armed forces. We all know wherever his duties may carry him, he will live up to his name as a very efficient man and should be a big help to Uncle Sam.

"Fat Jack" Harris, Atlantic City's gift to the plate yard, is about to embark on the sea of matrimony. Doris has at last given her consent after a long engagement.

We are wondering if Hap's feet are as bad as he claims, since he did not accept the can of dog food Tony Pinto brought in to pacify him.

Maurice "Squawk" Sprowles, popular leader of crane No. 11, tied the knot recently. Lots of luck to you "Squawk" from all the boys of 75.

In Memoriam

We are sorry to announce the death of Karl Ericsson, a member of 36 dept. for five years. A very capable worker, and popular among the men, Karl had interested himself particularly in the apprentice boys. He will be sadly missed by all.

Thanks for the Show!

When tickets for the Army War Show at Franklin Field were on sale at the yard, the man who wears button 65-240 bought one, although he was unable to attend. He asked "Our Yard" to give the ticket to the son of some worker at Sun Ship. Read the result in the letter from Charles Buchy, reproduced below:

DEAR SIR
I LIKED THE WAR
SHOW VERY MUCH
AND THANK YOU FOR
THE TICKET.
THERE WERE SOLDIERS
CANNON TANKS TRUCK
MACHINE GUNS AND
THEY MADE A LOT
OF NOISE.
THE SOLDIERS
WERE SWELL AND I
WISH I WAS ONE
THANK YOU.
Charles Buchy.

A SUN SHIP SONG

(A. Berger, 91 Dept. timekeeper, makes a hobby of writing new words to accompany well-known tunes. One of his best-liked here at the yard is sung to the music of the Artillery March. We print the words below for the benefit of many who have asked for them.)

Every day keels we lay
In the good old Sun Ship way
As our shipyard keeps rolling along
All our ships hold up well
They can stand the shot and shell
As our shipyard keeps rolling along.
To the east or west our tankers stand the
test
We can compare them to the best
We can yell out loud that we are very
proud
Of our ships that keep sailing along.

—A. BERGER, 91 Dept.

SUN SHIP VISITORS



During the past month, the two visitors above were guests of E. E. White, Safety Engineer. Left, Mr. C. Wise of the Penna. Dept. of Labor, and Mr. Marcelo P. Bueno, from the Dept. of Labor of the Philippine Islands.

"OUR YARD" STUNT DEPARTMENT



In addition to building the world's best tankers—and building them fast—Sun Ship men have a lot of other abilities as the "Our Yard" talent scout has been discovering. Here is Charles "Legs" Roberts performing one of his stunts in an impromptu exhibition at the safety dept., but his best trick is a split kick of 8 ft., 6 in. which he does without moving the other foot from the floor.

"Legs" was born in Wilmington and went to school there. A year ago he came to Sun Ship and is now a lay-out man, first-class helper.

("Our Yard" will be glad to receive news and pictures of other talented members of the Sun Ship family.)

34 PIPE SHOP

Harry Bailey of the pipeshop has decided that oats are easier to get than gas so he now drives a horse and buggy to work. P. S. 80 min. round trip, Phila. to Sun Ship.

Dunn, a leader in the pipe shop, went golfing the other day out at Swarthmore. He took a big healthy swing at the ball and missed and the club landed in a tree. That's no way to get a birdie, Dunnie.

We are very sorry to hear that there are so many men in the dept. who have not signed up for bonds. We feel that it is every man's duty to invest at least 10% of his pay every pay day. So let's make every pay day U. S. A. day. Buy more and more bonds!

Greenie, the leader, is sure proud of his master pipe fitter (Art). He graduated from school and carries his diploma to prove that he is a pipe fitter.

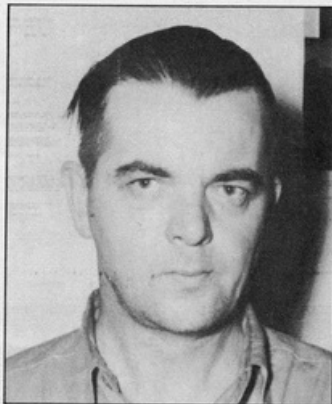
Our Sun Ship band has gone high class on us besides playing marches and modern tunes of the day. They now play long hair overtures, etc. Also the blonde bomber that leads the band is a charming morsel of feminine pulchritude, etc.

Inside Information

Don Worrirow is now raising puddle dogs and we understand he takes them to the beauty parlor for permanent waves.

Bill Ramsey, one of our older men who enlisted in the army, sends greetings to all his old friends. He says his buddies in camp have got him stopped when it comes to telling tall stories. But we will leave that up to Mackie and his lunch corner liar's club.

To whom it may concern: that St. Bernard pup is coming along fine and what a wonderful appetite he has.



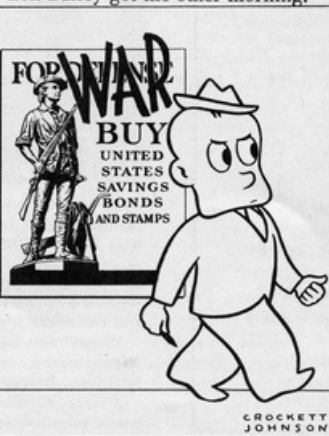
George Fox
9 Years' Service

George was born in Chester and went to school there. Even now he is still living in the same neighborhood where he was born, which is rather unusual. He learned his trade here at Sun, and for the last year and a half has been working on the third shift, which he likes better than day work. The fact that his hobby is farming may have something to do with this, since by working at night he has more time at home during the day. George is married and has one son and one daughter. His favorite sport is football.

Joe Rispoli, pipe shop foreman, has changed his hobby from flashy clothes to stunt riding on his new motorcycle. His specialty is wedging the bike between two trees.

Reds McCarthy can't understand why the pipe he bends wrinkles and Jake's doesn't.

(Lover) Melvin on the bending machine has decided to swap his Ford for a horse since he saw the attention Bailey got the other morning.



34 COPPER SHOP GYPSIES

Mr. Adam is very proud to say the copper shop has the distinction of being one of the very first shops in the yard to be 100% for war savings bonds. We will keep the ships floating and keep the Axis dying.

"Ten per cent of the copper shop payroll ain't hay." Congratulations Mr. Adam and boys of the copper shop.

To all Americans. If we don't hang together, we will surely hang separately. So don't forget to invest 10% of your money in war savings bonds!

John E. McGowan, Firpo's former helper of 34 Dept. now with the Pacific Fleet, has been promoted to gunner's mate 3rd class and sends his regards to all the boys. John's address is 7th Div. U. S. S. Mississippi, c/o Fleet Postmaster, San Francisco, Cal. John's father is in 68 Dept. and a brother Joe in 30 Dept.

Congratulations to Mr. & Mrs. Thomas J. Wood who are the proud parents of another baby girl.

Ray Boswick and Charles Motson are now Buck Privates in the U. S. Army. Our loss is the Army's gain. Good luck to you boys and keep them dying.

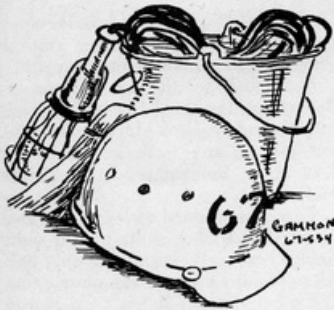
We are glad to have Sam Glorios back after a long absence due to illness.

* * *

ENGAGEMENT ANNOUNCED



Naomi D. Ingram, of Mr. Landing's Department, who has announced her engagement to Herbert S. Stackhouse of the Mold Loft.



BITS OF NEWS FROM 67 DEPARTMENT

Norman Gowens (20th Century Jive), Rutley Brister (Jersey Breeze), Major Palm (tropical zephyr) and Edward Ivory (floating power), spent this month's first week-end up New York way. They were guests of Mrs. G. Blackman of W. 143rd St. in N. Y. C. and Mr. and Mrs. J. Gowans and H. Gowans of Brooklyn, N. Y.

The original gang is still solid although the majority have been transferred to other departments. The men of the original group continue to stick together. Each man has something in common with the other, i. e., a sense of humor, a mutual interest, a big heart, and the true fellowship attitude. This is why the Sun Ship R. F. Club will never break up.

Alec Gravatt executes solid on the piano. He is working on an original style, leading a group of boys who really come on with the jive.

Jessie Jenkins is now a safety man. He's been anxious to carry a flashlight, so now he possesses one.

Asa Brown, W. Phila. gent, is wearing spectacles for one of two reasons. First, because of his extensive study and research work on the subject of leadership, or secondly, because smoke got in his eyes sometime ago.

Richard Johnson (Chester Red) frequents Atlantic City more often and does not make the overtime as in the olden days.

Henry Miller (curve man) is a real ball pitcher. By taking care of himself he is going to rate high in the ball game and it may be soon. Miller is also a pusher for Wilber Saunders who has proven himself an excellent leader.

A. Gravatt and Percy Saunders (Wimpy) have been transferred.

The Afro-American weekly paper recently published a write-up regarding the great program sponsored by

Sun Ship in the interest of the colored race. It also spoke of the swell publication "Our Yard."

Mr. Coleman (Florida Slim) spends every other Sunday up in the Bronx and covers everything.

Congratulations Mr. & Mrs. (school boy) Leroy Robinson upon your recent marriage. We extend our most hearty greetings and best wishes for your future and continued success.

Earle Carpenter (Cheyney State Teachers' College student) is very active in social circles and the general world of sports. He's a variety of jive, seriousness and is ambitious to do more for his country by helping to build ships right here. Carpenter is very well versed in philosophical sciences.

Freeman (Pullman Porter) is giving his Mrs. a vacation under Carolina moon and stars.

R. Gammon, recent employee, has a special talent as a designer and portrait painter.

So long to "Shooting Star." The boys have done a good job and now she's ready to sail for our boys over there.

Our Cover



Our front cover this month is a view of the yard as seen from the office window, painted by Miss Jessie Stiles, a resident of Ridley Park and graduate of Ridley Park High School where her only specific art training was acquired. Miss Stiles has been with Sun Ship since Jan. 1941 when she joined the Priorities Section of the purchasing department.

WETHERILL SHOP

During the past month the following men have been called into the armed forces of Uncle Sam: E. Fouraker, John E. Montague, J. Baffin, H. Pyle. The men of the Wetherill Shop wish them all God Speed.

Archie Brown and Jimmy Rouks with their families again traveled to Maine for their annual vacation. Archie has some great tales about the "Big One" that got away. Some fish. Some fisherman.

John Wilkinson, Supt., with Mrs. Wilkinson have been listening to the sad sea waves at Ocean City, N. J. They were spending their vacation at this popular resort.

John Grant and family were spending their vacation at Wildwood, N. J., when John's oldest son had to be rushed to the Crozer Hospital in Chester for an emergency appendectomy. The boy is reported to be doing nicely and is fast recovering from the operation.

For months an interesting argument has gone on in the Wetherill Bedaux Dept. as to who could make the best score over a golf course, viz, Golfers or Archers. A match was held on the Mary Lyons Course with the Archers winning with ease. Archers M. Cherry and W. Sidner. Golfers Ted. Hims-worth and Joe Begley. The scores:

M. Cherry	74
W. Sidner	67
T. Hims-worth	84
J. Begley	79

Harold Johnson of the Wetherill Drawing Room crashed the head lines of the Philadelphia Society column when his engagement to be married was announced. We now raise the standard of the announcement by showing it in "OUR YARD".

W. Hutchins of the Foundry surprised his co-workers by being felled by Dan Cupid.

H. Rowe, Layerout on 2nd shift left for South Carolina to take unto himself a wife. The boys of the shop gave him an "appropriate" send off.

John Gallagher, one of the Wetherill Shop's oldest employees, with his daughter spent his two weeks' vacation taking short trips. It was rumored that John was looking for the horse he stole when they chased him out of Ireland.

The "Wildcats", the Wetherill Soft Ball Team in 2nd Shift League has won 14 out of 17 games, and has clinched first place. Their challenge to any shipyard soft ball team stands.

66 DEPARTMENT

John Fry's two weeks' vacation plus is like second honeymoon fishing up in Maine. He is now interned to shipyard for duration.

Wouldn't Lumber Yard Bill look good with a teddy bear hair cut?

We would like to know what is keeping Tom Carvill away from the ball games.

What a man — Phillipp's twelve errors in one inning!

We see Baldy McGee is spending his vacation window shopping on Edgmont Avenue.

We don't know what kind of a bribe Masser made, but he sure got to the ball game.

We're going to have one quiet week in the office next month. Wilson is going on his vacation.

After wearing a felt hat for two hours we are wondering why Bill Marine went back to his straw hat. More ventilation, we suppose.

Another blessed event. Fred Werkesier is the father of a brand new baby boy. Where are the cigars, Bud?

Bill Redding and Bill Swafford are still looking for cross cut saws.

Fishing must have been bad in Maine. We didn't hear any fish stories as yet.

John Fry returned from vacation with some very lovely colored snapshots of Maine sunsets, shorelines, clouds, etc.

It's "Boss" Penniwell now.

"Silent Charles" McKnight's ball club from No. 4 yard lost its second in a row to "McShane's Terrors" from the carpenter shop.

The shop also won a nifty 5-3 verdict over the Trailer Camp Nine, stopping them for the second time this season.

Frank Mosser, who hasn't had a day off since Adam was a pup, finally decided he needed a vacation. Woe is Talley, Embree, Wilson & Co.

Johnnie Collins' wife presented him with twins, a boy and a girl, each weighing over 6 pounds. We will be thinking of you, Johnnie, when you start those midnight hikes with one in each arm. Good luck to the family from the gang.

"Pierce" Embree who is our entire force from office boy to General Manager in the south yard, claims that he



sailed to Baltimore on the "John Cadwalader" in 1908. They didn't build the dern thing until 1926, "Pierce!" Must have been the old one.

Ray Coffin of No. 8 way stage builders captained the Lower Merion Township police pistol team when it was one of the top outfits in the country.

Young Comisky of the carpenter shop is the son of John Comisky of the same team and the present team.

"Club House Tony" Delmore, the truck driver taking the place of Larry Aigeldinger who joined the army, isn't going to be much of an improvement.

That hat didn't fit "Commodore" Ernie Howard anyway.

Frank Nye, who got married recently, will have a nervous breakdown if he doesn't get the beneficiary on his bonds changed soon.

That air raid warning on the 12th kept a lot of us from over sleeping if nothing else.

Manager Wilson juggled the lineup for the trailer camp game and worked wonders. "Mike" Preston, Phillips, and McShane, the usual heavy hitters, wore the collar while Shiner had two wallops including a double. Wilson himself drove in all five runs with a home run and a single. And what a change that was!

SUNSHINE

(This poem was contributed by Marilyn Meidenberg, age 10, whose father works at Sun Ship).

*Good morning merry sunshine,
How did you wake so soon?
You wake up all the flowers
And chased away the moon.
You brightened up our sadness,
You made our flowers bloom.
We thank you merry sunshine,
For waking up so soon.*

"Blimp" Pennington played second in old style form, covering ground very well for a man of such weight

Not a ball got through Preston or Bennett on the third base side of the infield, and Phillips played first without getting any teeth knocked out. (Attention, Bonner, send that bill to McKnight).

Egan complained of a sore leg and misery in his back so he played right field accordingly, letting the only ball hit to him get through for a home run.

Pitcher "Steve" Lewis tried to run through a "cyclone fence" chasing a foul ball, but the fence threw him with a toe hold and we had to pry him loose. P. S. He caught the foul.

60 DEPARTMENT

F-I-a-s-h

The beginning of a headache — Dave Price, 8 way former burner, went and did it. He is now engaged to Florence E. Brisoch, a Chester lass. Lots of luck, Peanut.

Jay Spencer asked to have his name mentioned in this column. Sorry, but we haven't room.

38 DEPARTMENT

Who skinned Uhrin's nose? Uhrin says it is sun poison — we wonder.

We have a new air raid warden in the person of Mr. J. F. Thorton who has taken up this duty.

We hear two of John Sweeney's brothers are on their way home from China. We are glad for John and all the Sweeney family.

Who is the handsome gigolo who, for the war effort, brings five cuties to work in the morning, but goes home in the evening all alone?

SAFETY DEPARTMENT

Ed White spent his vacation in Virginia.

We wonder if Earl took the dog home to keep him (Earl) out of the dog house.

Boot is afraid that Uncle Sam is going to take his boat away.

Lentz doesn't admit that he lives in Media anymore.

Caley is back after a long illness. We're all glad to see him again.

Werner promised to bring in some cake his wife made, but we are still waiting.

SUN SHIP'S SERVICE RECORD — 2000 MEN AS OF AUG. 10

59 DEPARTMENT

This month's column begins with an appeal to the men in this department who have not as yet become members of the largest patriotic club in America today, namely, the 10% Club. There are only a few welders that are not members and with their cooperation we can and must make this department a 100% cooperative unit of the Sun Ship 10% Club. You fellows who have not subscribed can do so in just a few seconds at the department office. Remember, that the "Fightin' Yanks" you read about are depending on you to lend them a small part of your wages until victory is won. In return for this loan you will get freedom, (a heritage that we cannot afford to lose) plus the principal amount you invested in winning your freedom, plus accumulated interest on the principal at a rate higher than is obtainable on any other investment. If you subscribed outside the yard change over to a "Yard Subscription" and help your buddies and your department to achieve their goal of being a solid 100% bond buying unit.—Thanks men.

Don't anyone try to argue Wittman that the 30/40 krag is not the best and most powerful hunting cartridge—it's useless. Of course, I mean the argument. Max Hecker is in for a lot of criticism if he does not live up to his promise to work three straight months in exchange for the one day fishing trip he took. Smitty is determined to exterminate all the vermin in Delaware County as soon as he gets his 22 cal. rifle. He and Barlow would make a good team. Get together boys.

Gutten at this writing is still a distracted and expectant fellow. Brace up old man—it can't be much longer.

Very late but none the less sincere congratulations to John and Betty who recently became Mr. and Mrs.

There are many in this department who would like to thank the man whose idea was responsible for tagging the welding lines and boxes. It was a splendid thought and we should all help to keep this system a permanent and successful one.

Bill Friel is back in harness again after a throat operation and five weeks of illness. We're glad you're back Bill, though some of us had to look twice to make sure it was you since you've changed from a lightweight to a heavy.

APOLOGY

To Bob, 59-3234, we extend our sincere apologies for the error in last month's issue, and in the future will endeavor to avoid any such mistakes.

"Even the Best of People Sometimes Err"

Wonder how Bob is doing away up North?

A lot of girls would be interested to know Henry's system of losing 22 lbs. in sixty days.

Burnett is really a hound man. He only has eight around his place in Lima. You can turn 'em loose on Aug. 20th Burny, but you'd better get to a skeet field before Oct. 31st.

* * *

84 DEPARTMENT

Tony Soltner, Bud McNiff and Frank Wood are spending their vacation at Wildwood.

We all wish Fred Fowler a speedy recovery from his sickness.

Hard Luck: Barry at Penn Valley is willing to change his house for a houseboat after that storm Thursday.

Sullivan's water circus was practicing at Gaskill beach during that Thursday storm.

Gallagher is wearing dark glasses.

Zello Scott has returned from his vacation to Coatesville.

Sam Yost, the Eddystone special police, failed to get up during the air-raid Wednesday morning till 6:15 a. m.

Biebes is still building that home. When are you going to move in, Walter?

Bill Rennie should not take any advice from the sure-bets in 84 when he goes to Garden Park again.

Whitey Burr's son Stanley has enlisted in the Seebecs of the U. S. Navy on Aug. 1. He worked in 60 Dept.

84 Dept. has the best poster display in the yard.

Night owl Garrison is on day work for two weeks.

Lew Filman has found out that they do move poles at night.

Red Stewart, chief engineer of 84 material gang, has moved to Norwood. Wonder why?

Don Roberts, our testing engineer, is in 1A and is he losing weight!

* * *

There is nothing straight about the shortest distance between rumor and the truth.

THREE CLAIMS PAID IN THREE MONTHS

Peter Melchior, Dept. 51-254, sent his wife to the hospital and his son twice in a three months' period. These claims were paid promptly by the Dependents' Hospital Plan as evidenced by the following letter:

813 McDowell Ave.,
Chester, Pa.

"Mr. E. J. Coleman,
Dependents' Hospital Plan
Security Mutual Life Insurance Co.,
Delaware County Nat. Bank Bldg.,
408 Market Street, Chester, Pa.
Dear Mr. Coleman:

"I have just received my third check from your Company, under the dependents' hospitalization plan. One in February for my wife, and two this month for my son, Joseph, who were both confined to the Taylor Hospital in Ridley Park.

"I feel it a duty and a pleasure to make acknowledgment of these checks, and to thank you yourself for the quick and easy way you handled my claims."

Yours truly,

(Signed) PETER MELCHIORE, 51-254."

This is only one of the many claims paid to employees of the Sun Ship for their dependents' hospitalization. Thousands of dollars are paid out every month to satisfy policyholders.

OUR YARD BILLBOARD

NOTICE

Saturday, when going through the yard, I noticed a large number of employees who did not have their identification buttons displayed where they could be seen.

It is absolutely necessary that every employee wear his button, whether he be an official or a workman of any class, where it can be seen at all times.

This is due to the fact that we are at war and we must know positively that people going around the yard are employees or are properly identified. Should there be saboteurs in the yard who did something to try to wreck the plant, employees would be injured as well as property destroyed which would delay the building of ships which are so necessary at the present time.

From now on, any employee who does not have his button on and displayed where it can be seen will be laid off for a week. If he fails to wear the button properly on a second occasion, he will be discharged.

Furthermore, employees who are asked to show their buttons by any of the supervisors must show them or they will be discharged.

John F. Paul
PRESIDENT

Aug. 4, 1942

ATTENTION BOWLERS

"A" LEAGUE

The following teams will start bowling on Tues., Sept. 8, 7 P. M.
1—Tool Room. 2—Hull Drawing. 3—Office. 4—Paint Shop. 5—Engineering. 6—Installation. The rest of the teams will start on Wed., Sept. 9 at 7 P. M.

"B" LEAGUE

The following teams will start bowling on Tues., Sept. 8 at 7 P. M.
1—Smith Shop. 2—Welders. 3—Safety. 4—Boiler Shop. 5—Pattern Shop. 6—Erectors. The rest of the teams will start on Friday, Sept. 11 at 7 P. M.

FLASH!

OUR TRACK TEAM FINISHED IN
4th PLACE ON AUGUST 23
in the Industrial Track and Field Meet. Not bad for the first start.

Details will be in next month's magazine.

ATTENTION, BOWLERS

Anyone interested in Bowling in a Sun Ship League at 69th St. see

Dave Owen, Mr. Carney's Office, Pipe Shop or N. Fisher, Billing Dept.

1935 INDIAN DELUXE 4-CYLINDER MOTORCYCLE

New tires (2). Completely reconditioned. Was not used for 3 years. All extra attachments included—\$325.00. Call Safety Store. Reason for sale—military service.

FOR SALE

Pair safety shoes (size 12) and safety helmet (size 7 1/4). Used for 3 weeks before transfer to office. See L. Petcavage, Cost Dept., Main Office any day at 12:15.

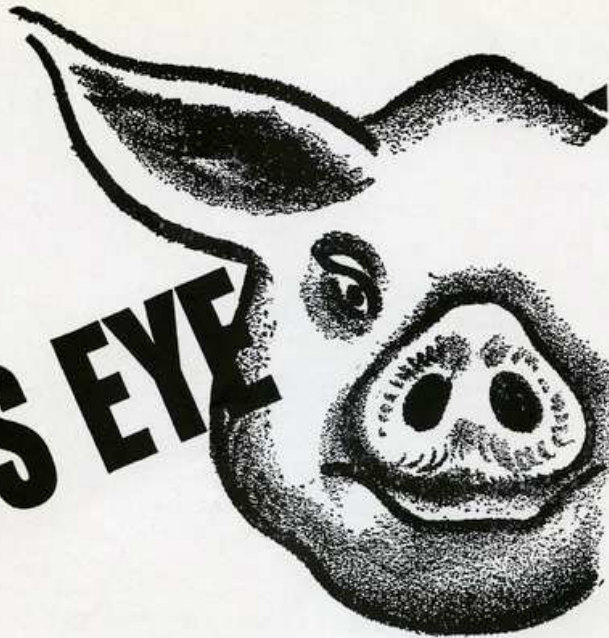
FOR SALE

1941 CHEVROLET — 5-passenger deluxe coupe; A-1 condition, good rubber — 9200 miles. Private owner no longer needs car. Phone Media 1024-R.

ANYONE INTERESTED

Anyone interested in riding a chartered bus from Bryn Mawr, Ardmore, Oakmont, Manoa, any shift please leave name and address, also button number and shift at Safety Office.

in a PIG'S EYE



Suppose we don't produce enough—enough of the fighting gadgets our fighting men must have in order to slap the Japanazis silly . . .

So tomorrow we lose the war . . .

What then? Do you feel pretty bad about it—but go back to peacetime work about the same as before the war?

IN A PIG'S EYE YOU DO.

You go to work right away for the Japanazis, producing stuff for them—whatever stuff they want and need to make them so strong no one can ever rise against them.

You work their hours—70 a week if they say so. You get their idea of pay—in phoney money. You get shipped off like a work horse to any place, any kind of job they say—and you take it.

Yes, you take it. If you so much as open your trap, you're asking for death—starvation, torture, death for your friends and family. So you take it. You even see your kids yanked out of your home to start a life of slave labor.

Sounds like propaganda? Nuts. It's exactly what's happened to every people who have lost to the Japanazis. What's happening today in Poland, Belgium, Holland, France, China, Norway—even Italy.

So we don't lose the war! Instead, we turn out so much hell-raising equipment for winning this scrap that our enemies wish they'd never been born!

