



Our Yard

SUN SHIPBUILDING AND
DRY DOCK COMPANY
CHESTER, PA.

April, 1951



WHAT HAPPENS WHEN SHIPS MEET IN FOG



TWO WRECK ARRIVES at San Diego were the U.S. **BERTHA BROWN** and the U.S. **GRANVINGBORO** which had been in collision in the Chesapeake Bay. When the **BERTHA BROWN** was struck by the shipyard she had a heavy list to port and there was a strong gale on her starboard side. The lower on this page show: Top—Part of the damage done to the plates on the **BERTHA BROWN**; lower left—The stern base of the **GRANVINGBORO** and lower right—Oliver, Ray (right), raising up after a series of damage done before the collision.

CHIEF A. S. MARTIN SUCCEEDS SUPT. HARRY SHEAIN



SUPT. of Plant Protection **HARRY W. SHEAIN** died at Leukemia Hospital on Feb. 28 following an illness that reached a critical stage several weeks before his death. He was 46 years old.

He had served in the U. S. Army during World War I, being honorably discharged in 1919 upon his return from the Philippines, where he had been attached to the 33d Cavalry as a sergeant.

He also had been a member of the Mounted Police at Hay Island and later was appointed to the Sharon Hill Police Force and became Chief of the force.

During the summer of 1936 he became a Guard at the New Hope plant. His faithful and able service made him commanding and upon the death of Supt. James LaFerty he was appointed Supt. of Plant Protection on March 21, 1934.

Capable and highly intelligent he made an excellent official during the War years, working in close association with U. S. Government, Pennsylvania and local defense and police authorities.



CHIEF **ARTHUR S. MARTIN** whose appointment as head of the Guard Dept. was announced by President Richard L. Harbo on March 9, has been associated with Sun Ship for 17 years.

He is a veteran of World War I having served in the Air Force and at present he is a member of the Naval Air Reserve.

Chief Martin also served in the U. S. Army and was in the expedition which pursued Villa during the Mexican border trouble.

He resides at 926 McDowell Ave., Chester, Pa., with his family consisting of his wife, a son, and four daughters.

Supt. Sheain, who resided in Glenfield, Pa., is survived by his widow Mrs. Emma Oberholzer Sheain and a stepson, L. F. Johnston, a student at P.M.C., who served in World War II. He also is survived by two brothers and a sister.

Cutting & Grinding Facts Outlined in Booklet

Factual data concerning more than fifty typical metalworking jobs is presented in the new 48 page edition of Sun Oil Company's booklet, "Cutting & Grinding Facts." By comparing their own operations with those out-

lined, it is believed that plant executives, shop superintendents, and foremen will discover ways to speed production, improve finishes, and prolong tool life.

Much of the operational data is based on latest information supplied by leading builders of automatic, grinders, lathes, mills, etc. The booklet also presents descriptions of

Sun's straight and double-flute cutting tools, Oil practical use in the shop man in a chart showing the correct Sun cutting fluids for many of the most frequently used metals and metalworking machines.

Metalworking men can obtain free copies of "Cutting & Grinding Facts" by sending Sun a request written on their company's letterhead.

PROGRESS PICTURES OF SEATRAN "LOUISIANA"



SEATRAN "LOUISIANA" on which work was started late in January is beginning to take form on No. 2 shipway. Upper view shows large assemblies being put together in the yard. Photo on left gives a good idea of the bottom plates being put together on the shipway. Work also is going ahead nicely on the Seatrain "Georgia."

TWO MORE SUN SHIP LADS JOIN ARMED SERVICE



FRANK MEYERS, who joined the Armed Forces of Spain two weeks ago, was born in the Industrial Air Force Base, San Antonio, Texas, the gas delivery facility, took over as supervisor in the Pipe Shop and is the son of Joseph Martin, one of the veteran employees in the Pipe Shop. Following in the footsteps of his father, young Frank served a year and a half in the Pipe Shop before joining the Air Force. He resided with his parents at 704 E. 4th St., Houston, Pa.



JOSEPH FEDINA, Jr., formerly of the Bell Store, joined the U. S. Army six months in January and is now stationed at Hamilton Air Force Base, San Antonio, Texas. He graduated from Chester High in 1947 and came to Sun Ship in April of 1949, where he was employed as a mail boy. Before entering the service he resided with his parents at 1333 Maple Street, Chester, Pennsylvania.

Dozen Locomotives Help Make Aviation Gasoline

Railroad locomotives are playing a unique role in the production of military aviation gasoline at Sun Oil Company's refinery at Marcus Hook.

Pressed into service because of a serious delay in the delivery of large new boiler equipment, a steam engine on railroad sidings inside the refinery are helping to provide the steam requirements of the aviation gasoline plant.

Use of the locomotives as "mobile boiler houses" has permitted Sun to meet its full aviation fuel commitments to the Armed Forces. Sun is making large quantities of this fuel for the military.

Steam from the locomotives passes through scrubbers to lines connected with the refinery's main steam system, supplementing the supply from existing sources. The operation con-

tinues day and night.

In replacing the locomotives in this use to avert a possible steam deficiency during the winter period of peak steam requirements, refinery engineers further improved by modifying the engines' boiler equipment to permit them to utilize refinery gas instead of coal as fuel.

The manufacture of military aviation gasoline requires much more steam than is needed to make motor fuel, refinery officials explained.

As soon as it became apparent several months ago that heavy military requirements would overburden existing steam facilities, an order was placed for a new large boiler. However, abnormal delays held up construction.

Recognized that there should be no delay in aviation gasoline shipments, refinery managers turned from the Pennsylvania Railroad and the Reading Railroad Company the 12 locomotives to provide the necessary steam pending delivery and installation of the new boiler.

Vic Vet says

YOUR GI LOAN GUARANTEE IS A VALUABLE PRIVILEGE THAT WILL NOT EXPIRE UNTIL JULY 25, 1957... USE IT WISELY AND TAKE FULLY!

See full information under your GI LOAN OFFICER'S SUPERVISOR'S OFFICE.

2nd SAFETY ESSAY CONTEST WINNERS

THE joy that a wife and other members of a family can play in encouraging a man to work safely on his job is presented in the second of Sam Ship's Safety Essays in this issue. The three winning articles are well worth reading.

In this connection OUR YARD would like to point out that the Fourth Contest centers upon a vital subject, "SAFETY AND BELIEFS." We request our readers to consider carefully the announcement of the Fourth Contest and we urge that as many persons as possible send us their views in the form of essays.

It will be noted that in the second Essay two of the winners also received prizes in No. 1 Essay Contest. We congratulate these winners and also express the hope that many persons who are relatives of Sam Ship employees join in the competition.

In the No. 2 Essay the judges made three awards:

FIRST PRIZE — \$15.00 — Mrs. Helen K. Griffith, 50 Queen Land, Green Ridge, Pa. Wife of Frank Griffith of Time Dept.

SECOND PRIZE — \$10.00 — Mrs. John Lane, 1204 Jewell Ave., Edlymont, Pa. Wife of John Lane, a welder.

THIRD PRIZE — \$5.00 — Mrs. Isabel McMillan, 71 Pennsylvania Ave., Garden City, Pa. Wife of John McMillan, a machinist.

Essays of the three top winners follow:

1st PRIZE — BY MRS. HELEN K. GRIFFITH



THE title of the present essay "Encouraging a Man to Work Safely" shows me think of the old quotation, "A Woman's work is never done." It is applicable to a man's working safety. It is necessarily a woman's concern, but also an important one.

I can recall a personal experience that implanted in my mind the plain fact of how silly the notion of loitering between a married couple can be, in comparison to the many serious occasions, accidents and possibly a marriage may result.

My husband, although an often worker, also acts as a maintenance and repair man on heavy office machines. About two years ago, he said I had a quarrel over some silent matter, long since forgotten, and he left the house that morning in a daze frame of mind, without bothering to kiss me goodbye. In fact, without bothering about anything except obtaining the door.

I can remember so vividly because it was one of the two times he has left for work in the last year of our marriage without the usual goodbye kiss. Five hours later he returned with a swollen right hand, which quickly got the danger on my mind of being we had had another that morning. After being assured by the Company dispensary that it was nothing serious, he had come home to tell me about it.

It was not what had happened, but what could have happened, that impressed the incident on my mind. He told me that for a matter of inches he could have easily lost a finger or two, and all because he had failed to take the simple precaution to tighten the machine before he had put his hand in it to tighten a loose bolt.

It was then he confessed just how dumb it had been, because it was a primary safety measure to always snug the machine before operating it, because when necessary it could be operated manually to complete repair work.

When I asked why he had forgotten, he said, "For the same reason I abandoned the door this morning, at least that was what I was thinking about when I got my hand caught."

So it follows, if a wife would strive to keep her husband trouble-free at home, and not let the man carry them to work with him, at least that hazard of safety would be removed.

The party line has been and still is the target of many jokes and cartoons, but I don't think there is anything laughable about it. It is a wife's reminder to her husband that she wants him back, SAFELY!

2nd PRIZE — BY MRS. JOHN LANE



"SAFETY on the job" is every child's slogan. "Safety in the Home," however it is in the home that the first step to safety on the job takes place.

I think women are *Mama Eve*, of the Bible, for God placing such a heavy responsibility on

them. Maybe it was because the (disappointed) God so deeply who she shared, but whatever the reason a woman has a lot of responsibilities.

Let's look into a few of her tasks:

When she marries she has to take care of her husband, in most cases not financially, but lovingly. She must see that he is sent off to work on time and she should try and keep him on the same job at the same place of employment because he is more likely to increase his financial stability that way. Then when he has been at Sam Ship for a few years he can look back and see how far he has come. Here's where the children can come in, especially teen aged and upwards of that age. Don't overtax dad's pocketbook by trying to keep up with the crowd. Live your own life and live it according to your source of income, not someone else's.

If something goes wrong between man and wife, don't send him off with an argument. He won't care if he does fall, and then you'll be sorry when the telephone or door bell rings with the bad news. Take your troubles to the "Chief" of all safety departments. He has such a big job to do, one little problem would be so easy for God to handle and they are Oh so safe in his hands.

A working man, as well as others, should have a phys-

WRITE AN ESSAY — YOU MAY WIN A PRIZE

and check up frequently and if he is sick with a cold or flu, persuade him to stay home. Working may cause pneumonia and that would take much longer to cure than a minor ailment.

He shows on a day or two off work in a while anyway to relax. Fathers and husbands may want things to have and the old saying is over you, "You'll never miss the water until the well runs dry," and here true that is.

Don't forget the smile and cheer because a man over-all could cause considerable damage under foot or a pony ride up higher on the body. It doesn't take half as long to mend cloth as it does human flesh.

All in all let's send him off with a good hot breakfast and a nice kiss, then next time at the door in about eight hours with a warm smile and a nice hot dinner. Then get his slippers and paper, and I'm sure he'll give you the pay check, but treat it kindly too.

Send FREE — BY MISS ELAINE MOORELAND



SINCE I've been the wife of a Shipyard employee a number of years, I've read twenty years' your subject "The encouragement to Work Slightly While on the Job," struck me full in the face as something I could offer advice to wives and families of these men.

First of all, it takes men to build ships; this includes the paper going as well as the laborer. The former can stretch his toe or run into an elevator. With no experience as the wife of a welder, and after his death, a marriage, I'm more associated with the families of the laborer.

All right let's begin. Up at six thirty, the wife prepares

breakfast, packs a lunch and gets husband off to work. He leaves home apparently in the best of spirits, everything fine. While reading the morning paper, quite often cracks back to bed for more coffee.

During the day perhaps something goes wrong on the job, dad comes home in a bad mood. Shipyard cares on his shoulder. The understanding wife will handle the children out of sight, preferably out of sound, prepare the meal, and give him a chance to relax. Doubtless by morning he will have forgotten the things that happened on the job and go to work cheerful and content, tackle the same job and everything goes fine, no trouble.

Whereas, another wife in the same situation can be as cross as her potentially stingy supper at home, hand him all the "You all mean me" routine, the person bed with an upset mind. At breakfast he has a cup of coffee, off to work, on the job thinking perhaps, "What did I do to deserve such an ear beating from my wife?" Then perhaps, he forgets himself and has an accident.

Perhaps we have the guy that will stop and relax with a beer or so. Well, since it's perfectly legal there is nothing that can be done about that. Unless, of course, there are extreme cases which are very rare, and that type won't last long at any job anywhere.

After all, life is a lot of give-and-take and since our men are doing the job, regardless of how mean you feel, as long as they have the ambition to do, try to keep the few dollars you think they spend frantically at the club.

If the man of the house puts in his time at Sun Ship the home expenses will be paid, so the best encouragement for a shipyard employee is a good meal, a restricted meal, and a budget to ease his expenses.

Of course, our men will drink a beer occasionally, let them get that extra gadget for a hobby or have a thing. If you don't, doubtless they will do worse with the money and develop that "I don't give a darn attitude."

So, to avoid accidents at Sun Ship never send your husband off to work feeling mad or down and out, regardless of how bad the wife feels because it takes more of a cool radiator to build steel ships.

ESSAY NO. 4 "SAFETY AND RELIGION"

WOULD your safety, physically, morally and financially be secure without the influence of the Church? How would you like to live in this country if we didn't have Churches? Questions like these arise in the minds of men and women who have forgotten their earlier teachings as to the part the Church has and is playing in stabilizing our nation. The Church is a friend to live upon in times of loss, sickness and adversity. It also has a bearing on Safety at home and in the plant.

Man generated by greed, jealousy and ambition, and one youth (18-year-old) treated to kill, represent conditions contrary to teachings of Christ. The Church has a long and hard road upon which to travel back into the hearts of men.

Safety in this world of ours is not all physical. Great injury can come to you and yours mentally and spiritually.

It has been said that man must stand for something or he will fall for anything.

Our respective religions must and do play a vital part in our lives and stand as the great feedback against communism.

Our respective Churches are the best lines of defense in the Safety and Security of our Country.

ENTER

This either is true or false and should be interesting to write about. Write 500 words or less on "Safety and Religion" and get it to the Safety Department, Sun Ship Building and Dry Dock Company, on or before the 20th of the month. Join in this Essay Contest not only for the prizes, but to pass along helpful ideas to others. Thousands of families, but not employees, are eligible.

PRIZES

\$10.00 — First Prize \$5.00 — Second Prize
\$5.00 — Third Prize

SERVICE PIN AWARDS TO OUR EMPLOYEES IN FEBRUARY



1 - **GEORGE BUNNELL, 49-83**, is awarded his 25 year Service Pin by Capt. Fred W. Boyd.

2 - **WALTER DAVIS, 45-289**, is the recipient of a 25 year Service Pin by Captain Charles Cook.

3 - **WILLIAM HERRMAN, 45-42**, is awarded his 25 year Service Pin by Capt. William Barry.

4 - Capt. William Smith awards **EDGAR STROBE, 4-18**, a 25 year Service Pin.

5 - **ARTHUR HERRMANN, 4-17**, is awarded his 25 year Service Pin by Capt. William Smith.

20 YEARS

55-55 Arthur Stankle
54-78 Fred Doyle
4-11 John Monaghan
52-17 William Novak

15 YEARS

51-100 J. Alfred Davis
4-15 Edgar Strobl
55-68 John Martin
54-79 Fred Doyle
52-99 Harry Brownell
52-297 J. Wyszynski
52-517 Paul Hermann
54-135 William Kelly
54-573 Stanley Ziskin
51-683 Harry Fry
54-135 David Wright
54-678 Marjorie Compton
52-79 Antoni Wojtowicki
47-255 Paul Chubb
47-188 William Hermann
50-507 Henry Gail
54-135 Joseph Wignall
54-54 John Kugacki
50-572 Arthur Brooks
51-122 Donald Brown
54-76 Thomas Redman

SALARY ROLL

20 YEARS

51-30 Emil Reuter

15 YEARS

55-154 Arthur J. Brown

10 YEARS

55-277 Raymond Reuter
55-1745 Edward Murphy

HOURLY ROLL

15 YEARS

52-234 Paul Calvo
52-1205 V. Lombardi
54-67 Stanley Plocki
50-255 Elmer Hopkins
51-139 John Fitzgerald
51-156 Joseph Wilson
47-609 William Bell
54-150 John Papp
54-17 Louis Hopt

COLLISION TORE HOLE IN SIDE OF FREIGHTER



Responsible is a collision the "U.S. BUCKEYE" of the Gulf Star Line with the Mississippi River in February for repairs.

The photographic illustrations presented here show how the hole of the cargo vessel was nearly as deep as the accident. In fact, the plating connecting members the huge crane which were utilized by some during World War II.

A considerable amount of cargo which had been stored in the forward part of the "U.S. BUCKEYE" was ruined in the accident, and only a small amount could be salvaged.

While the damage was serious and many pieces had to be replaced the ship needs repairs to good time and the "U.S. BUCKEYE" went back into service.



You can be both ED in 50 minutes for writing or writing a gas-checker. Our lowest national rate was in 1948—21 cents per person. Today it's the highest—more than \$1,700 for each of us.

Our April Cover

AFTER a cold, blustery March, April is drawing closer. Birds are winging from the South and blossoms are adding a touch of color to the scenery. Sooner in the Year is Spring more welcome than to the kids at the Dry Docks. So we drift onto the best cover page to them.

THE OLD TIMER SAYS!



"Speaking of tomorrow's and stilling together—you'll notice it's the future that leaves the truth that gets ahead!"

MIXED BOWLING LEAGUE NEAR WINDUP



MIXED BOWLING, teams made up of both men and women, became popular during the 1950-51 season and probably will be continued during the coming fall and winter, regardless of whether the big leagues are reorganized. The picture at this page shows Morris Ballack, high average for the men (249), and also the all-time high average for the girls (225), lower left; the winning team of the first fall: Arlene, Eleanor Neill, Patricia, Chris Shibley, Mary

Bess. Top left: Earl. Far left glasses, L. Shibley, lower right, Mary; Morris Ballack, Eugene, Ruth Shibley, Olive Neill, and M. Neill.

Wednesday night March 7, Dorothy Shibley bowled a 199 game, the first 199 game of the season. She has high average for the girls, high score for the girls, and high single, over the girls as well as the men.

WHO'S WHO



Remember picture pages? Think up the baby pictures with the adults. Answers on Page 17. As for last month's Who's Who, well one of the many persons who seem to increase just in 1974's issues. Some didn't get into print right. Answers to last month also on Page 17.



Rod and Gun News



By Mike Eszterhas

I once read an article on game fishing in which the writer advised the reader to get away from those nice, scenic old trout and bass on a scraggy perch. Why let yourself get kicked around by a crankhead of lined streamer, he says, when you can feed around with a perch, and come home completely relaxed? I figured the guy's road was leading, until one day I was taking one of the small streams that flow into Monowood Lake, and it seemed the trout had all gone to visit their neighbors.

While walking along the shore on my way back to camp, I noticed a disturbance upstream, a faint swirl followed by another sharper swirl. In a matter of minutes my rod was shaking in the strain of a good fish, a head shaking wrap, not like the work of a heavy trout. It took a few minutes to bring the fish to net, but there he was, two and a half pounds of white perch.

I followed the school for the rest

of the afternoon, sometimes losing their location, but always finding them again, and by nightfall I had some thirty odd perch, one of the finest day's fly fishing I've ever had.

My sympathy is with the perch, for if a species of fish was ever sold short when the publicity was being handed out, the perch is that species.



A BOTTLE and a SHIRT of oil kept me afloat with one of my perch trophies.



WATERPROOF MOOSE HORN Hat by Capt. Frank B. Hunt, Jr. in Northern Pennsylvania had an especially fine set of antlers. This shot was one of the best trophies taken by the Big Game crew during the 1930 Big game season.

Why this feast of game fish was being pushed to the rear of the line, while other breeds strived in the limelight, was something I could not understand.

Then one day while I was reading a military and nautical story in the newspaper, it came to me as clear as a bell. I realized then that the beauty, the valiance, the wit, tenacity of our world gave the publicity.

You can go your line-riding way, leisurely trolling for your daily bread, and chances are good that the man living two blocks down the street, has never heard of you.

Then you can change overnight. All you need to do is make *PAGE ONE* or get on the radio or television by the killing the best next door, with a bang, or shoot your bow full of holes, and there is your answer.

The perch is simply too well loved, and has too solid a character to take any occasional publicity. The merit of the perch is those thin, and any amount of having him on any tackle is asking for disaster. He is thoughtful, the better dressed of the Royal Society of Sticks. He is an aristocrat and must be played with kid glove technique, or else he will continue on his way with a look that in his tender mouth. Yes, he is no tackle beating complacer, always a professional, never a heavyweight master like the bass. As sportsmen, we believe in his play, and judge a character according to his victims, and the perch is deserving of honors in the fish world.

DISPUTE CONTINUES

The controversy over killing off deer and bunnies back here is still raging among our gamblers. In the February issue, we published facts taken from Wildlife Management Institute reports. Some from Big game areas are included to disagree with those reports. One veteran hunter points out that during a previous deer season, there were 25 antelope deer taken by four gaming camps. Of these, nine were button bucks. Eight of the females were bearing milk boxes at the time. His contention is that the open

(Continued on page 20)

SAFETY TALKS BY SUN SHIP EMPLOYEES



ANOTHER GROUP of Sun Ship employees who delivered safety talks in connection with the recent weather breakdown is shown here. At the phone is Asst. Manager of the Dispensary Staff, Standing are: William Lappin, Joe Melville of the Plant Yard, Paul Childs of the Plant Shop and Andy Rosenzweig from 71 Department.

By Don Sidle

CONTINUING the plan of having safety talks broadcast over the public address system during the weather report, Safety Engineers E. E. White and the members of our physics department.

Asst. Physicist, on behalf of the dispensary staff said — "We folks in the dispensary are on the job to take care of all injuries. When I said A.I., I mean A.I., no matter how small the cut may be. Don't think that just because you are big and tough that a scratch can't put you into a hospital because of infection. Do the best you can to avoid an injury, but if your

best is not good enough, we'll try to patch you up. Work Safety!"

Paul Childs, in-charge of the CO Department, speaking of the fine record of the patients (no lost time cases in last year), quipped the proverbial mouthful when he said — "This record was not accomplished by one man. It is the result of all of us working together, realizing that we have hazardous jobs and doing our work in the safest way possible."

Bill Lappin of the 22 Department using the latest words wrapped up his talk as follows — "There isn't any fun in hospitals and it cost money to be off the job. Play it safe. It pays."

"Andy" Rosenzweig from the 71 Department commencing on the 1952 record of his department, said — "We are proud of our record. Everyone cooperates. We don't lie about Safety in our department because injuries not only bring pain to the injured employee but possible hardship to the wife and children."

"Joe" Melville was mighty proud of the fact that the last lost time case in 73 Department dated back to October 4, 1952 and that his department had worked about 200,000 man-hours without a serious injury. His closing sentence summed up the entire case for SAFETY. Here it is — "Let's make every job, every day a safe job."

THESE VESSELS CAME TO SUNSHIP FOR REPAIRS



1. "E. S. SWEN" — Swedish flag vessel. Repairs to funnels, both boilers, drydocking, cleaning and painting.

2. FERRYBOAT "WASHINGTON" — Drydocking and extensive repairs to hulls on both ends.

3. "NORLAND" — Drydocking and general repairs.

4. BARGE "CIVILIAN BARRING" — Emergency repairs to auxiliary gear motor.

5. "BOBBI" — American flag vessel owned by Bell Line — Drydocking, straining and painting.

6. "ERIKO" — Greek flag vessel, drydocking and miscellaneous repairs.





7. "WIKOLA" — Harrogate vessel. Repairs its damaged masthead.



8. "FERRIVILLE" — T2 tanker operated by Jersey Wax and Oil Company. Annual inspection repairs offset.

AWARDS TO SUN SHIP WORKERS FOR SAFETY

(Pictures of Safety Award Presentations will appear in OIL YARD next month.)

THIS was not a single fatality at Sun Shipbuilding and Dry Dock Company during the year 1950. In addition ten departments at the plant went through the year without one lost-time accident. In addition to these ten important facts, seven other departments had an accident record that was lower than the accident record of the state of Pennsylvania and of the United States.

In recognition of this fine safety record the Sun Shipbuilding and Dry Dock Co. employees and management were publicly commended by the Honorable David Walker, Secretary of Labor and Industry in Pennsylvania, and gold certificates and certificates of merit were awarded to the workmen in all departments.

Presentations were made Monday afternoon at a luncheon in the main office building of the shipyard. In addition to Secretary Walker those present were: President Richard L. Durkin, Vice President John C. Prew, Jr. and Alton A. Norton, Treasurer William Cassman, Safety Engineers E. E. White,

Superintendents William Beatty, Raymond Flanagan, William Smith, Frank Hunt, Jr., of Sun Shipbuilding and Dry Dock Company, Harold E. Gamell, State Director of Inspection, I. H. Maloney, Supervising Inspector for Philadelphia district, and Inspectors Herbert, Wenzel and Kowalski of the Labor Dept., and President of departments and representatives of the American Federation of Labor representing the employees.

Secretary Walker who made the awards stated that this was the first presentation of its kind since he had taken office and added that the Sun Ship safety record was outstanding.

"With America maintaining a high production and safety record," he said "we need not fear any foreign foe. If our Government had a little more faith in men and management we would not be behind wholesale in our defense program."

President Durkin speaking for the shipyard said that Sun Ship's annual safety record was due entirely to the fact that the employees were safety minded at all times.

The gold certificate awards to the Departments for having no lost-time accidents in an entire year was received by the Foreman representing

the men: William Glosny, Welding Patternmakers; Howard Durkin, 50 Maintenance; James Neary, 40 Dept. Lines and Tankers; James Neary, 31 Dept. Drifters and Rowers; Edward LaCrosse, 50 Dept. Regulators; Harold Chittie, 60 Dept. Painters; Paul Neary, 74 Yard Boats; John Seaman, 75 Dept. Plate Steel and Railroad Employees; William Granta, 51 Dept. Maintenance Machinery; Robert Mitchell, 50 Dept. Yard Ground.

Merit certificates awarded to departments with a better safety record than the state of Pennsylvania, were received for the workmen by: Joe Brown, 67 Dept. Ship's Choppers; James Brown, 50 Dept. Structures; Oscar Bink, 32 Dept. Electricians; Charles Flaherty, 50 Dept. Sheet Metal; William Gilmore, 3 Dept. Welding Machine; William Walsh, Jr., Dept. 4 Welding Frames; Arthur Millay, Dept. 45 Shiplines.

Members of the Safety Dept. participating in the event with Mr. White were: Aaron E. Casson, Dan Sillis, Station Cookman, and also John Feilman, Sun Ship-Chemist.

Representing the A. F. of L. Local were H. Gustin, E. Walker, and J. Fabian.

OUR YARD



36 MACHINISTS

By Dick Clevinger

We had been curious to learn of the long string of troubles visited upon Drydock's Harry Wright, and we are sorry indeed to report that he has again been hospitalized and is now convalescing at home. We are all hopeful of a speedy and complete recovery and trust that his string of misfortunes has run its course and that he may enjoy good health and happiness from now on.

We were all sorry to learn of the hospitalization of Johnny Lawrence's wife and trust all our best wishes for her speedy recovery.

It gives us no need of pleasure to report that Jimmy Knox is well on the road to recovery now and anxious to get back on the job again.

Eddie Lantierman who has had a long sleep of it is also showing signs of real improvement now and he is tapping at the head of a cot and is hopeful of getting into the harness again real soon.

We were all delighted to see our old friend George Miller "The Old Lamp Lighter" back after a rather serious illness. He really looks in the pink and we hope his future is full of good health and happiness.

Our beautiful company goes out to Charlie Buckley on the recent death of his wife.

El Malota, former shop boss, has opened a barber shop in Sun Village and invites all his old friends to come and see him any time—especially when in need of tonorial services.

A fond farewell to Percy Smith, former boss, around the Engineering Dept. as "Big Smith." He has retired and expects to enjoy himself

from here on in the Peach Tree State. A familiar figure in 36 Dept. these many years, Percy made many friends and climbed far up the ladder at the same time. He will be greatly missed by his many friends who all join in wishing him "Happy Days."

Frank Seble, 3rd Shift Shop Foreman, recently left our Friday morning on his motorcycle and wound up at Daytona Beach, Florida, where he enjoyed the race and was back on the job again Monday. Good riding Frank but it sounds like a sort of an overture to some of us older fellows.

According to a report from "you-know-who," Ralph is very busy now fighting for special wages for the M.Y. club.

Francis Wilson, who has finally decided that spare rooms at home, has been adamant in his refusal to let us know what he gave his wife for her birthday. Wildlife Sherman gives the Farmer a daily workout with homemade putty in his lunch.

It has been suggested that White Blue practice what he preaches. It is reported that he recently spoke over the amplifying system advising us all that "After the work—comes the relaxing," after which he proceeded to the parking lot and backed his car right smack into another car.

This month's center of attraction is 33 Dept.'s Bud Mitchell's new set of inside micrometers. These "inches" are made of a good grade of brass, beautifully coated with chrome plate and built for long time precision. They were the result of considerable confusion in the shop as Gallagher's 30 day guarantee fell by the wayside when Wildlife's drill guess had it a 7/16 inches of travel after its recent wear-testing, supposedly due to the fact that Johnny Lawrence had the "inches"

fixed up. Bud recently journeyed up to New York and means that he found that he could cut the driving time down to 9 hours by following an Old Indian Trail. Anyone doubting that advice is cheap should talk it over with Bud.

It is reported that Shop sweepers Temple had to be chased out of an empty alley when the coal always was recently changed. He was four days getting straightened out.

The Farmer, who usually gets a special price of \$12.50 on his \$2000 license plates, has gotten into the habit of leaving for work early. How come, Wab?

Charles Ross reported having seen the Farmer bathing at Atlantic City in February. Knowing the Farmer as we do we are inclined to believe it was a case of mistaken identity.



BU THE HAPPY, 3rd Shift Dept. (left) and Joseph White, who formerly worked in 33 Dept. are now in the Shop. Recently the use of his thin white aluminum was made in the recent event in which he is engaged.

Aboard the Glorified Sea Mule No. 1



HARVEY FRANK WHEAT has placed a table on the deck of the Ship's SEA MULE No. 1 and employees are now gathered around same, that table, wind and cold. Pictures on this page show the SEA MULE getting out on a trip to Rockford, New Jersey, to complete a repair job. Material was placed on the deck and a heavy storm of weather can be seen in the table.



75 DEPT. — PLATE YARD

By Joseph E. Wolfried

"Spring is here! Amen has his hands out of his pockets, now if we could only stop him from falling asleep at noon.

Harvey Fisher is plotting his

ground. Let us know when the temperature rises, then, we will pay you a visit.

Rehabilitation of a Tanker: A Government worker, with no sick leave, no holidays and no vacation.

Frank Cross is getting his place in good shape up to the Administration.

Maybe we'll have some place to spend vacation after all.

Ed Epple, former Sea Ship Photographer now living in Oceanport, N.J., was a weekend visitor at the home of Mr. and Mrs. Joe McBride. Ed wishes to be remembered to all his former associates in the Yard.



READING the Junior page this month we know members of the family of Guard Harry Gray. Above left is right PAUL EUGENE GRAY, son of James; WENDELL GRAY, age 11 and ROBERT GRAY, age 1, grandchildren of Guard Gray; and below left JOHN BOWEN, age 1, another grandson.



*Junior
Members
of the
Sun Ship
Family*



BARBARA SHINDLER, 2 years old, is the niece of Union Mike of the Personnel Dept.



EDWIN JONES, age 4, is the nephew of Peter Jones of the Purchasing Department.



BARBARA SHINDLER, age 2 years, is the daughter of Bill Corcoran of A-1 Dept.



HARRISON WELLS, age 1 year, is the grand-son of Capt. Miles of the Deck.



HARRY BRUBAKER, 11, age 11, is the son of Harry Brubaker of the Safety Department.



JOSEPH BRUBAKER, Jr., age 11, is the son of Joe Brubaker a helper in 42 Dept.



EDWARD BUSSARD, age 6, is the son of W. L. Bussard, 32-10, and Mrs. E. K. Wusler, Mrs. Bussard was formerly Indiana Indian of the Guard Dept.



ROBERT L. CURRY, Jr., age 4, and WILLIAM T. CURRY, age 6, are the grandsons of Robert (Bert) Curry of the Insurance Dept. They are the sons of Mrs. and Mrs. Robert L. Curry of the St. Clair, Penn., Methodist Church.

30 DEPT. — STORE ROOM

By Joe Wright

It is with regret that we report Robert (Bob) Curry's leaving the active service of Sea Ship. Bob has been with us for the past thirty-three (33) years, starting on March 3, 1912.

He began as a helper in 35 Dept., then in September of 1918 he transferred to 30 Department where he has been ever since.

Bob retired on Friday, March 15, to take over a children's home at Point Pleasant, Bucks County, Penna.

We many friends in both the Office and Yard wish him all the success, health and happiness possible in his new venture. In case you would like to drop Bob a line now and then, his address will be: Robert Curry, P. O. Box No. 32, Point Pleasant, Bucks County, Penna.

Arthur Holman and Mose Jacobs of 30 Dept. have both been operated on since we last went to press. We wish them both a speedy and complete recovery.

Charles (Chick) Harvey, Jr. from a truck driver in 30 Dept. entered the Armed Services of our country on Tuesday, March 12, and is stationed at Fort Meade, Maryland. Lots of love from the boys' club.

Robert Stridger of 30 Dept. has been off sick recently. We hope he is back on the job and feeling much better by the time we go to press.

H. (Fats) Edverson is back on the job again after being laid up for seven weeks following an operation. A lot of the fellows don't know it, but "Fats" was a sporting partner for George Galloway, in Jamie Dougherty's club on the pier.

The faces of more old timers have appeared in 30 Dept. since last going to press. Let's hope they keep coming back and in the near future we may have them all back with us. We welcome: N. Frawdon, A. Auerbach, E. Haines, H. Fisher, F. Small, J. Nelson, L. Biddle, B. Christopher and C. Standford.

We again invite the men of 30 Dept. to send us bring in pictures of themselves or members of their families.

71 DEPARTMENT NEWS

By Mike Zurekha

Tom "Coke" Hill has joined the ranks of the traveling public by purchasing a new Chevrolet. At present he is distributing tickets marked "Good For One Ride."

"Windy" Bill Lacombe has returned to the Mill, and has taken up his duties as General Manager of 30 Dept. Yard Room.

Barry Thiel and James Kevigan are the latest additions to the working force.

WHO'S WHO?

ANSWERS

THE correct answers to the WHO'S WHO? pictures follow:

5-8	4-9
5-10	5-10
5-11	6-7

THE correct answers to last month's WHO'S WHO? puzzle page are:

1-3	5-10
5-4	5-10
7-11	6-9



CHARLES HOOTY, welding engineer, was the second "Strong the Expert" contest staged by the Philadelphia Chapter of the American Welding Society. A third contest was held just in the year which was held February 19, at the Engineers Club in Philadelphia. Pastoral officers of the American Welding Society were present.

National questions relating to every branch of the welding industry were that of the experts, and after the first round, half were eliminated. There was a second elimination round and in the final test a representative of the industry that is, and Charles Hooty of the Ship built it out, the Strong was.

One of the interesting sidelights was that Arthur Hooty of the Welding Dept. had been picked as the best Ship representative. He was unable to be present and Hooty was selected in his stead. Charles says he was lucky because the questions put in this all related to problems that come up nearly every day at his Ship.

68 DEPARTMENT

By H. (Globe Think) Sankara

"Patent Link" Tommy says he needs a pair of bifocals. It isn't the eyes, Tommy, it's the know-how, Ark Ladies.

The saddest possible game in the office is getting letters every day. Lee and Harry are hard to beat. Of course, Jack has something to do with it.

The Sipping Lark had a blessed event last month. "Whitey" the cat had three kittens. Here's wishing her luck.

Thursday greetings to Joe (I think 68-44, "Whitey" Machine 68-268, Roy Dark George 68-155, and H. Sankara 68-46).

"Elders" McKee seems to be losing a lot of time lately. His phrenology or horology has been bothering him of late.

We wonder if Deal picks his girl friends for beauty or for brains. As Deal says: "The bigger the better."

Old Father Neptune is taking business from "Hopington Canally." He threw a line around the wheel and shaft of the Sun Make the other day, and the water didn't kick back either.

What rigger built a house in Valley Township out of bent nails?

THE GUY WHO WASN'T PROMOTED

He grumbled.

He didn't believe in himself.

He was always behindhand.

His stock exchange was "I forgot."

He wasn't ready for the next step.

He had to be told everything to do.

He didn't put his heart into his work.

He learned nothing from his mistakes.

He raised his ability by holding things.

He didn't dare to act on his own judgment.

He didn't think it worth while to learn less.

He drove his friends from among his inferior.

He tried to make "bitch" take the place of hard work.

He thought it was clever to use coarse and profane language.

Still he wondered why he didn't get on.

—Ann.

67 DEPT. CLEANERS

By Major Fahn

Henry (The One) Peterson had some real good luck this year so far. Don't forget your old friend Little Ruker Moore.

Bob Smith and Bill Wilson—I have noticed of late that you don't speak as softly as you should. Please check yourselves.

We want to thank Clapper for keeping young man Hopalong out of trouble.

Rose (Stromoline) Moore we don't appreciate your copying those of Hank Gang papers.

New Jerusalem we will see you in Church.

Bill Wilson is a grandfather; he is very proud.

The Four Horsemen are: Robert (spook head) Tom Ith, William (a Strembler) Will, Hopewort (Elders) Nelson and Major (Cat) Fahn.

Bill Irving has a wife or two in his Gang: Rose (Stromoline) Moore and Little Hanklin.

John Pryor has three good rats loose in the presence of Ben Johnson, Haddock Edwards and Al Hagg.

The Missing Link works with Bill Irving.

34 DEPT. ELECTRICAL

By John Hoffinger

Our Department starts out this month with your old Reporter on the job, due to the illness of our good friend Andy Martin, and it is our sincere wish that we find him back on the scene real soon.

Among the group of old employees who have returned to the gang, are Jack Walsh Stepler, Ray George Newton, Earl Cox, Jack Whelan, John Walsh and Charles Swanson. We welcome them back.

We are glad to report that R. Peat's injured hand is well on the way to recovery.

And we are very glad to see Bob Caswell back after that injury to his finger. He had a very lengthy vacation as a result of it.

Albert "Slim" Hamilton returned to his duties recently after a long spell of illness. The Shop may see that "well groomed appearance" come again. You sure were missed Slim.

Harold "Pete" Briggs has left the Company after all these years due to poor health.

William Quinn also left recently. We wish him the best of luck in his new job.

The boys in the Crane gang are very much interested in the identity of Elmer and Horace of the Bowling Team. Could it be professional judgment?

Howard Fillion, former Reporter of Red and Green for OUR YARD, has returned to the gang. He is still an earnest fire-fighter, being a member of a local company.

Andy Gersbach is the proud owner of a new 1934 Dodge and the end part of the story is that the night he got it he put about 25 miles on the meter and drove that time, due to so much caution, has not had it out of the garage. Show up Andy it won't all ways be so.

The fishermen of the gang are beginning to wonder when Dinky is going to take off his lugnets. They know when he does that Summer and fishing will be officially less.

Harry Brownell, of third shift, has returned from an extended vacation in California. We'll be on the story for some interesting news here and there.

Elmer "Peg" Graham of third shift is getting his cottage on the Beachy-

Trying It On For Size



WORK SHOP was contacted to propose about how they continue that the shaft weights were over, big position and they, to it, pull into the tank on the wheel. These necessary things and adjustments were made and the job was completed.

wise ready for the summer season.

Ray George Newton once started going around talking to himself over that cable run on the "Liners." But, he did a bang up job on it with the help of Whelan Thomas.

We are glad to see our Foreman Earl has recovered from his recent illness, and also Dick Walscheid who is back on the job after being downed by Old Flu.

Ray Blake has really been kept busy lately back in the American Shop.

Why are Reynolds and Carson al-

ways leading? Bill Reynolds always has to be the pacesetter.

Ed Shaw has gone over, on to his favorite shift, the second, after a spell on the day shift, relieving Charles Swanson.

Mac Taylor will wear that great big grin, and be the middle of it, his ever present sign.

We want that by this time William Luppis has recovered from his illness and will soon be back on the job.

This about winds up our news for April us, and next month, we'll say So Long!

WETHERILL, 2nd SHIFT

By Sam Shorrock

Report from Walter Shorrock is that he is compensating for his fall at home. The broken ribs are healing and the taped side is as comfortable as can be expected. Moral — Stay away from horsework Walt.

Our list of "YR Tazoo" grows with the season of John, Jack — Eiger, welcome back to the fold Jack.

W. Cronan, Electrician, is back again from the yard. J. Ferris, Carpenter; J. Galbraith, Helpers; J. Barlow, Helpers; L. James, Drill Press Operator and W. Evans Blacksmith are the new employees in our shift.

These nice sunny days we are occasionally getting are making our gardeners impatient. One says such remarks as "good catnipage," "spading the garden," "the bulbs that are up and in bloom."

Stay away Spring Fever and Bad Lawn Banks.



"IF THEY DON'T CALL BY 3:00 P.M. I HAVE HALF A MIND TO GO OUT."

"MORNING" FALCONE
OF 1937.

Vic Vet says

"WHEW! HORSESLAYERS! YOU'D BETTER SEE YOUR LAWYER BEFORE YOU SIGN ANY GALE'S AGREEMENT OR CONTRACT . . . AND READ BEFORE YOU SIGN!"



For full information contact your nearest VETERINARY ASSOCIATION office.

GUARDS — 8th DEPT.

Reported by C. C. Almonaster

We wish to extend our sympathy to the family of our late Supt. Harry W. Moran, who passed away in February. There is a war in his memory.

I cannot say, and I will not say that he is dead. He is just away!

With a cherry smile and a wave of his hand

He has wandered into an unknown land.

Baker and Landreager are off coming the week.

Thorp's hand is just about back to normal again.

Congratulations to Chief Martin on his promotion. Best of luck to you Chief.

Mills is on a six weeks' motor trip through the southern states.

CARPENTER SHOP

By Bob Stanford

The boys want to know how Pat Page puts a cigarette out in a hurry. Also what Paul Howard shows with.

Miss Rankle is on our sick list. We all are glad to see Kevin Howard back after his accident.

Mark Hansen, well known Eddy-stone celebrity, may soon be a resident of Prospect Park.

Joe Sage and Earl Burton spent no words here on the S.S. Elizabeth that they got to thinking they were a couple of "jokes."

George Craig says his crew are doing better since they saw their pictures in OUR YARD last month and

he expects to top all previous work records around here, New Jersey.

Billy McChen is holding No. 2 Shipway down while Harry Mooney claims he wears a pair of shoes on every two weeks walking between the Drydock and No. 5 Shipway.

Tom and Ben Maranzoni will insist that they are the best checker players in the Dept. after Stanley Laikis and Mike Kalkas took a bad beating last week.

We are glad to report that Mrs. "Roberta" Stone can't do things she does by her accident from Kansas. He is a patient in the Valley Forge Hospital.

Kevin Howard of Chester Place (this is not a hotel but a brand of outfit of Chester) will have for one year (more or less) a very good picture of his son Robert Howard who is stationed in Germany with the Armed Forces.

Do you know?

That Ed Ferry, 31 Dept., has a gold fish that can't swim?

That Paul Smith, 36 Dept., wears his own car since that last episode of a local auto agency?

That Ray Blake, 33 Dept., can talk out "batter" fish stories than Mike Zanetti?

(Note from Editor — All right, let's leave them.)

Red and Green



E. BEMBA, 17 East Union, shows shame with two beautiful emeralds from caught the poor cancer in Washington Court located in the Blooming Square.

(Continued from page 18)

dox means has a tendency to estimate a deer herd.

Another reason why that certain sections of the country are already overpopulated with broad deer, and with a local scarcity existing during the winter months, a large percentage of these deer are destined to death by star starvation. It is this game's conviction that open seasons, within designated periods are an absolute necessity. So there you are.

Charles Frazell and Stanley Bell, both members of 42 Dept, have reported some nice catches of minkers while fishing in the vicinity of Thompson's bridge on the Grand Canyon.

Charles Blumberg, veteran angler of 41 Dept, reports making some fine catches of minkers on the Grand Canyon.

Arnold (Pip) Fink of 33 Dept, reports a nice catch of minkers caught in Bailey Creek.



"My name is Charley Smith from Brooklyn, New York, and I'm afraid I'm afraid I'm afraid of this country's 'paradox'!"



EDWARD JAMES GRANTY is shown with two of his most favorite, Moby and Oliver.

29 AND 40 DEPARTMENTS

By Walt Davis

It is good to see the Old Gang back to 29 Dept. It is looking like "Old Home Week."

We expect to see the New Guy Larry, George, Gracie, Ed, Reginald and Mike Bright, wearing hell leather trousers. It must be getting very late since one of them was overheard calling Louis, "El Comandante."

Frank Hendry is a recent visitor to No. 1 Way Eastbourne.

We would like to hear some news from the Red Martin.

Now, let's have a little heart to heart talk about "Safety." Always remember the fellow working under you; be as careful of his life as you would your own. It is no fun to be on the receiving end, I know!

SPRING HOUSECLEANING BRINGS INCREASE IN HOME ACCIDENTS

HOME accidents are on the march during the spring months. Studies made recently by the American Mutual Liability Insurance Company show that April and May are months calling for more than usual caution on the part of busy members, if they are to escape injury from falls, burns, electric shocks, and a host of other hazards that lurk around the average home.

Reasons for the frequency of such accidents and injuries in the spring are largely due to: increased physical activities with the coming of warmer weather; defects in home appliances and fixtures; and houses badly in need of repairs which often develop with heavy winter use.

Excessive members of the household are particularly cautioned about the greater chances for injury which result from spring housecleaning work; cleaning and parking away winter clothes; rearranging chairs and storage space; removing unwanted articles and rubbish; cleaning curtains, windows, draperies, walls, ceilings and woodwork. Any of these household chores, if it is planned out, can and do provide a great number of potential injuries if care is not on the alert to avoid them.

Finally, the "housecleaning" variety of mishaps spring from ordinary causes which can be avoided with a reasonable amount of care and forethought. Some good rules to follow are:

- (1) Take your time. Don't try to do too much in one day. Have meals made and inspire cheerfulness.
- (2) Avoid as many distractions as possible—such as a ringing telephone, or a blaring radio. Leave your mind free to concentrate upon the work being done.
- (3) Before you start housecleaning make sure that you have the right tools to do each task properly and safely. See that electrical cleaning appliances and cords are in good condition.
- (4) Inspect each room to be cleaned to make sure there are no protruding nails, splintered woodwork, and similar defects which may cause injury.
- (5) Avoid overwork and excessive fatigue. A tired mind or body makes you an easy prey to accidents.

Some additional safety rules are listed as follows:

Use only approved step-ladders for reaching high places such as walls, ceilings, and shelves. A chair or bench is a dangerous substitute. Keep a wary eye on water taps and loose objects left lying about the rooms or on stairways. Avoid breathing dust particles or fumes from cleaning fluid. Keep the house well ventilated.

Do not lean out of upstairs windows to shake or water eaves or dry mops. Do not sit upon window sills while cleaning the outside of windows. This chore should be accomplished from a ladder placed outside the window. Leave it to the man-of-the-house if possible. Let the men do the heavier business. Double check all poisons used in the house to make sure they are well labeled and stored away from children and against possible accidental use. Empty bottles containing medicine not wanted, have them only in a safe metal container, well away from buildings. Use cleaning fluids only outdoors.

It has been shown that housecleaning activities account for no small percentage of the more than four million persons injured annually as the result of accidents in and around the home.

WRITES HELPFUL VERSES

From time to time small religious verses by Henry James 67-221 have appeared in OUR YARD. Another is presented in this issue.

Henry has resided in Chester since he was a child. He is a graduate of Chester High and served in the Pacific during World War II. He has been at Sea Ship for more than a dozen years.

"I'LL WANT MY CROWN"

When Faith for all has been done,
Then God will all his love,
My Power will not be diminished and
less,
Because He'll grant me Power from
above,
"I'll Want My Crown."

When Kings and Kings become as one,
Then all people will live as one,
I'll drive Libations are marching
then,
And God's work is being well done,
"I'll Want My Crown."

When King Justice rules my own,
And Mercy pleads for the best,
I believe I'll be used by God's Crown,
I'll leave my trial has gone to rest,
"I'll Want My Crown."

Dr. Henry James 67-221

INK SPOTS FROM THE HULL DRAWING ROOM

By C. J. Grand

Congratulations to Elmer Fisher, of the Hull Structural, who recently received his Duxey pin.

At Williams, formerly of Hull Structural, was in recently. As was telling me that he was going to work for the Ballinger Co. of Philadelphia, Pa. They have received the air conditioning contract for the stadium project now under development by Catholic Construction Company.

Elmer Fisher is now playing 32 pick up at lunch time instead of 52 pick up.



ANY MORE QUESTIONS?

Q.—Was there ever a famous male who named "Pinky Preston Gomez" A.—Yes, and No. That was Judy Garland's name before she changed it.

Q.—How many Americans was communism?

A.—About half of the nation's population—and more than four per cent are more than one.

47 — FUEL SHOP

By William Cooper

What's this we hear about "Fright"? He received an urgent flight order for the landing trip to recently took. It seems the transport he was driving used two or fifty-two quarts of oil to complete a 12-hour trip. How, the presentation to our Hero. Also, anyone wanting to meet any colleagues around 50 or 100 pounds can see "Fright" as he is your man.

If you are lucky enough to be the owner of one of those new air beam mattresses, ask Bill Powers about them. They just tell you to sleep like a baby.

George is now the owner of an auto, and Hazel said she wants to be the owner of a new washing machine.

Our sincere sympathy to Pop Beyer on the loss of his brother who passed away March 18.

Bob Martin is the proud dad of another baby boy. Thanks for the 22 Problem's and good luck to you all!

Olson will claim that the Red Shift carries the sleep.

Shawls is being recovered from the roof down.

Quite a few more of the "Old Thru's" have returned to the G.I.I., and it sure was nice to see them; we are really starting to move the automobile out of the shops.

Anyone having news for this column please send it in. We are glad to have them from the shop. Contact the writer or leave same at Theodor's Office.

Obituary

For tributes and for death cards, please send the complete to the families of the following employees who died during the month of February and March.

MARY SWAIN, 66-1, 11 South Chester Ave., Chester, Pa., who died on February 28, 1951.

ANNIE TRAPP, 24-282, 1233 Chest in Street, Chester, Pa., who died on March 3, 1951.

WILLI WOODEN, 24-282, 722 W. 2nd Street, Chester, Pa., who died on March 4, 1951.



"There I know what insulation is. It's keeping on a water faucet and expelling milk and honey to flow from it."



Deeply regretting the passing of **WILLIAM WOODEN, 66-1,** we offer sincere condolences to his family. Mr. wooden died on January 18, 1951, and prior to his death had worked with his family at 1233 West 12th Street, Chester, Pennsylvania.



Heartfelt sympathy is extended to the family of **JOHN KOSKOWSKI, 47-282,** who died on January 18, 1951. Mr. Koskowski had been a member of the Ship for many years. Prior to his death, he resided with his family at 174 Keating Ave., Wrentham, Penna.

SPRINGTIME AND FISH

1. Correct fish of lower grades is sold only for such uses as soups and fish balls. This fish is just as nutritious and beautiful as that of top quality.
2. If lower grades are left over, they are sold instead of getting into small grades. Sell them in frozen condition or cooked fish balls. Do not sell frozen or fish balls in a tank, etc.

PROFANE for his continued triumphant appearance in the price of codfish on your dinner table, the codfish enjoys an active life, which may include a great deal of travel.

One cod, tagged in Iceland, crossed the Atlantic and was recaptured in Newfoundland 1000 miles from the point of tagging, on the this side of the Atlantic, according to a bulletin from the Fish and Wildlife Service (U. S. Department of the Interior), tagging has demonstrated a regular mass migration of the cod that live in some areas along Northeast Shores to the coasts of New York and New Jersey and even farther south in winter. But how, if any, cod within the Gulf of Maine join the Northeast cod on their westerly migration.

Codfish feed largely on animals that live on the bottom of the ocean. Sea clams, crinoids, and sea squirts are favored food. A substantial shell brings some of these codfish to truly impressive weights. While a cod of average size weighs about 30 pounds, now and then fishermen bring in specimens weighing 50 to 60 pounds. Possibly the largest cod on record is one that topped the scale at 217½ pounds.

One of the recommended market forms of cod this season is the frozen fillet—a fish section less than an inch thick, cut into 12- to 14-inch lengths, and packed in plastic bags. Frozen fillets of many fish varieties—including, with cod, halibut, flounder, sole, and turbot (green perch)—are in abundant supply. Cold storage holdings of miscellaneous fillets at the end of January were estimated at more than \$5 million pounds—about 2 million pounds above the figure for the same date a year earlier. With storage stocks at this considerably high

BRIGHTER OUTLOOK FOR SHIPYARD SAYS SUN OIL REPORT

Operations at Sun Shipbuilding & Dry Dock Company last year dropped sharply below the 1949 level but contracts received for the building of five cargo ships make the outlook for 1954 "considerably brighter," according to the annual report of the parent Sun Oil Company.

Gross volume of business for the year at Sun Ship totaled \$25,555,000, and net income totaled \$452,633. The American shipbuilding industry as a whole slumped in 1950, the report points out.

Efforts made to keep the shipyard in sound operating condition, particularly through retaining skilled personnel as a nucleus for renewed shipbuilding activity, were a net result largely for the low level of net earnings, the report states.

As a further step in maintaining the shipyard in readiness for whatever demands may be placed upon it, government owned land and shipbuilding facilities adjacent to Sun Ship's properties were acquired by

purchase and consolidated with the shipyard's operations during the year.

Sun Ship now has 12 shipways ready for immediate use and its facilities extend for an underway one and eight months under along the Delaware River in Chester, Pa.

In addition to a \$42,000,000 contract from the U. S. Maritime Administration for the construction of five cargo ships, the shipyard has an order, placed last September, for the building of two large cargo vessels designed to carry railroad freight cars.

Together, contracts for ship construction now in hand will keep the shipyard operating at approximately 20 per cent of capacity through the middle of 1954, the report states.

Employment at the shipyard averaged 2,200 in 1950, compared with 3,975 in 1949, and the payroll declined from \$23,044,100 to \$7,292,735.

prices, retail markets are well supplied and prices remain at reasonable levels.

Fillets are practically boneless—they are the meaty side of the fish cut away from the backbone. With waste thrown away, the fillet purchase is just about completely edible. The home cook who wants to utilize every bit of time and labor necessary to prepare fish that has not been dressed before purchase.

With fillets of cod—as well as the other varieties in good supply—home-makers may make a wide range of delicious, high appeal, nourishing dishes. Discussion of fish cooking methods by the Fish and Wildlife Service experts emphasizes the need for attention to the degree of fatness of the fish.

As a rule, fat fish, such as a salmon or chad, are prepared for bak-

ing, broiling, and planking because their fat content will keep them from becoming dry. Lean fish, such as cod and halibut, are prepared by some for broiling and steaming so their flesh is firm, and will not fall apart so easily while cooking. Both fat and lean fish are suitable for frying. However, all fish may be cooked by any of the basic methods with excellent results, if allowances are made for the fat content—for example, by broiling halibut with melted fat when it is broiled or baked.

Suggested methods for cooking cod include baking, broiling or steaming, frying (deep-fat or pan). Halibut is recommended for all of these and also broiling as well. Flounder, flounder and turbot are dressed with fish for which all five cooking methods are suggested.



RARE PICTURE OF NATIONAL COLORS IN SHIPYARD



This (241264) (S00000000) was made possible when the crews of a U. S. Navy ship and a merchant vessel came within a few feet of each other as they were docked at a San Diego pier. The American flags waving so close together made a striking picture and at least one photographer got an exceptional "shot" for GPO X-130.



SECRET
CONFIDENTIAL

U. S. S. CAPRICORNUS (ARA-57)

22 March 1950

Mr. Richard Burke, President
Sea Transporting and Drydock Co.
Chester, Pa

Dear Mr. Burke:

On leaving the Sea Transporting and Drydock Company on completion of the rather extensive overhaul of the U.S.S. CAPRICORN, I wish to express my thanks and appreciation for the finest work and speedy work done by your company. Not only was the work done well and quickly, but also efficiently and most importantly.

I think I speak for every man on the CAPRICORN when I say that every man in your yard went out of his way to do a good job for the CAPRICORN - and to do it cheerfully and cooperatively. In short, as far as the CAPRICORN is concerned, the men will never get on the Sea Transporting and Drydock Company.

A general comment relative to your organization, of which you are undoubtedly well aware, but which was mentioned frequently enough to repeat and emphasize, was the statement by several of the officers and men of the CAPRICORN in the form of, "Every man in the ship is a good salesman for the ship".

Very sincerely yours,
Richard A. Burke
Captain, U.S. Navy
Commanding, U.S.S. CAPRICORN

*For the employees
this is the best letter
I want to sign
You all thank a
Richard A. Burke*