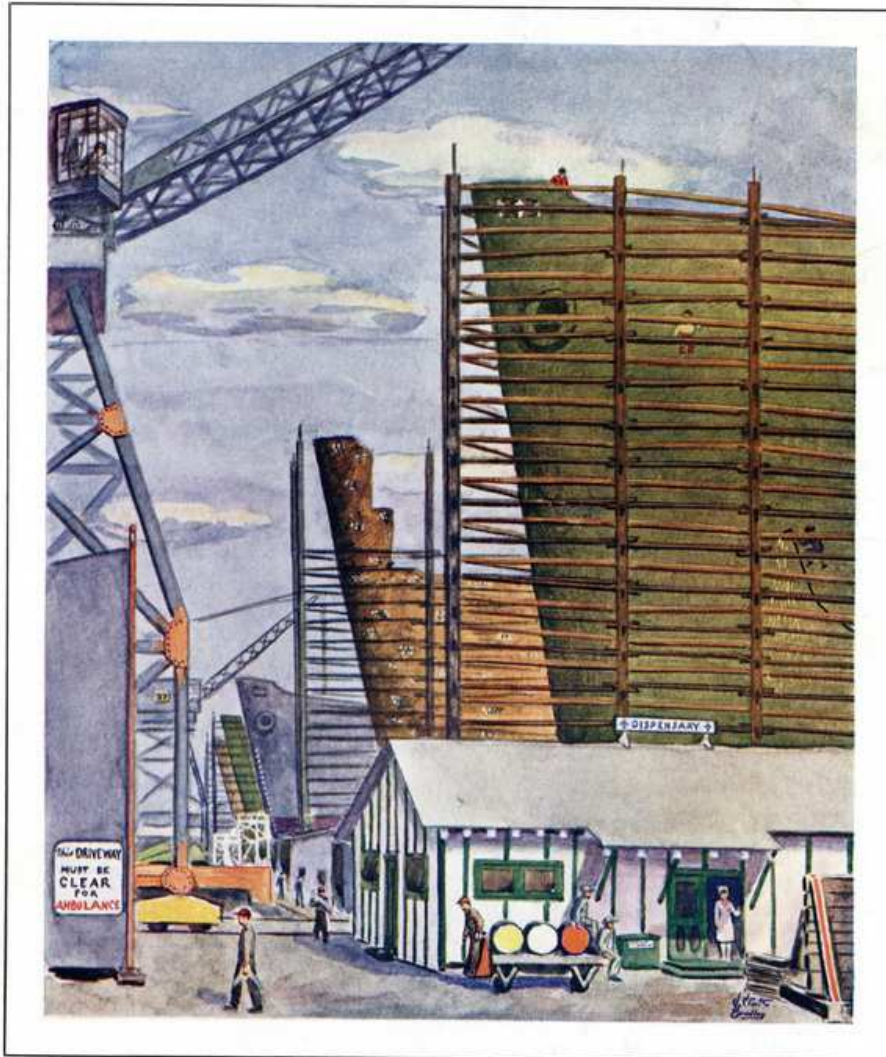


JULY, 1944

Our Yard



SUN SHIPBUILDING & DRY DOCK COMPANY
CHESTER, PENNSYLVANIA

Direction . . .



REAR ADMIRAL
EMORY S. LAND

*Chairman
United States
Maritime Commission*

AN IMPORTANT MESSAGE TO SHIPYARD WORKERS

"An epidemic of irresponsible rumors seems to have invaded most of the major shipyards of the United States. This rumor is to the effect that the Maritime Commission's construction program is about to be cut back. The persistence of such rumors suggests to me that the source might be interested in sabotaging the shipbuilding program at the most crucial point in the war by seeking to drive skilled workmen from the shipyards to look for employment elsewhere.

"Let me say emphatically that the work load in those shipyards is to be increased very shortly and not decreased or cut back. Our current construction program and its projection into 1945 is based upon firm recommendations of the Joint Chiefs of Staff. The Joint Chiefs are urging us to increase our current efforts to deliver ships in every possible way and their present requirements exceed existing contracts for the most important types of ships in the program.

"It may be said, therefore, that within a few weeks additional work loads will be placed upon most of the major yards. This is, of course, contrary to current gossip, so I would like to say to every worker, man and woman, in these yards that the job has not been finished. It is not likely at this time to be finished within any period that we can foresee definitely. Consequently, I am asking — I am urging — that every man and every woman in those yards turn a deaf ear to the fakers who would mislead you. Stay in there and continue to pitch as you have done so handsomely in the past.

"Keep fighting in the shipyards so that the lads overseas can keep fighting in every theatre of war that your ships are supplying with what it takes to make that fight total victory. There is plenty more work to be done. Stick by the ship and do it!"

EMORY S. LAND.

... Supervision

C. B. DIMELER,
*Controller,
Sun Shipbuilding
and Dry Dock Company*



This month OUR YARD salutes C. B. Dimeler, Controller.

Mr. Dimeler began his early career as an accountant for the Pennsylvania Steel Company and later joined the Bethlehem Steel Company in the same capacity.

On October 1, 1918, he came to Sun Ship as Works Accountant and held this position until July 1, 1942 when he was appointed Controller.

Mr. Dimeler resides in Wallingford, Penna. and has six children. One daughter is a nurse in the Army Nursing Corps and is stationed in Louisiana.

Congratulations and best wishes to C. B. Dimeler.

NEWS OF OUR PEOPLE IN THE SERVICE



WILLIAM MORAN, S 1/c, formerly of 47 Shop and also in 59 Dept., North Yard, Second Shift, and now with the U. S. Navy stationed at Long Island, New York.



CHARLES KUNKLE, former Welder in the North Yard, now stationed at the University of Penna. with the Naval Air Corps.



KENNETH L. RUSSELL, S 2/c, formerly of 59 Dept., entered the Navy on March 4, 1944. Kenneth received his boot training at Bainbridge, Md., and is now at Puerto Rico.



JACOB ZATUSCHNI of the U. S. Army. Jacob is the son of Samuel Zatuschni of 42 Dept., Central Yard, and he will graduate from the Temple Medical School in Sept., 1944.



WALTER A. FELTS, formerly a Welder in 47 Dept., entered the U. S. Marine Corps on April 18, 1944 and at present is a Pvt. located at Parris Island, South Carolina. His father is Walter A. Felts, Sr., a Locomotive Engineer in 75 Dept.



LARRY C. TRIBOLETTI finished his apprenticeship in the Engine Drafting Room and was inducted into the service April 13, 1943 and assigned to the Army Air Corps. He expects to complete his training as a Bombardier in the near future.



STANLEY "BOB" DY-CHALA, formerly of 55 Department, and now with the U. S. Navy. "Bob" is the son-in-law of R. Clendenning of 36 Dept.

DEAR SIR:

I was one of the workers in your yard in 1941 and 1942. I left for the Navy late in July of 1942 and have been on the go ever since. At present I am somewhere in the Pacific war zone.

While out here I happened to see two of the tankers I helped to build in your yard. I really got a kick out of seeing their names. Of course, it is impossible to tell of the operation and the particulars but it made me feel pretty proud that I had had a hand in building them and then to see them right in the thick of things.

I was in Kelly's pipe gang when I worked aboard the ships. I also saw them launched. Now instead of building them I help run them. From pipefitter's helper in the yard, to watertender, second-class, at sea — that is my work here, I'm in the Engineer's Division. My job is firing boilers and repair of all fire room equipment. I should have a pretty fair knowledge of what makes the sea-going ships go before this war is over.

My brother was also a worker in the yard. He was in the North Yard on the Electrical Gang. He is now a sailor too. He left for his boot training on May 23.

I have seen a pretty fair amount of action out here. It is official that we participated in the Marshall Islands invasion and the raids on Truk and Saipan in the Marianna Islands. We haven't been sleeping since then either, as the Jap rats will no doubt agree.

I would like to see the good old states again anytime. After seeing some of the places we have been I know why the U.S.A. is the best without a doubt. We have everything there. It's the best in the world. Anyone who doesn't think so should travel to some of these God forsaken places of the Pacific.

There is plenty of work to do too. It would really be swell to put in 8 hours and then relax, but the average day is better than 14 and for holidays we do the same or perhaps, as a special treat, only work 8 hours. Still it isn't too bad because there isn't much to do except write letters or read or get some extra sleep. When possible there may be recreation — a movie for some section. That is, we relax in a way when we aren't Jap hunting.

My big ambition is to help end this war in a hurry and make the rate of a first-class civilian and get home to stay.

I wonder if any of the Mercer boys are still at the Yard? I believe Cal Phillips is still there. I would like to say HELLO to the gang. No doubt they are split up pretty well. To the girls in the yard a long whistle — SAILOR STYLE.

— Donald R. Shaffer



HARRY BOOTH, Jr., former apprentice of 305 Department. Harry is a Corporal in the Transportation Corps serving overseas. He is the son of Harry Booth, Sr., of 45 Dept.



RALPH A. ATELLA, formerly of 59 Dept., and now with the U. S. Army stationed at Camp Craft, S. C.

DEAR SIR:

Just a few lines to let you hear from me. I am doing o.k. over here in New Guinea. I have a brother in the North Yard now and I used to work in there and in the South Yard. I used to be a Welder in the Yard and I would give anything to be back there. I would not miss a day of work and I would buy more bonds than I did. I was buying a bond a week and I hope that all the boys are doing the same as we need all the things we can get and we are not having a good time over here in the jungles.

It is very hot and it rains every day and night. It is very hard for us, but we are in the Army now and we will give the red, white, and blue the best we can give. A lot of us will not come back home but we are not worrying about that as long as we do our part for our country and all that's in it. We are waiting for the big day when we beat those Japs and then we will come home.

Well I will close now because I do not have much time to write now.

Yours very truly,
— Pvt. Oscar Dean

DEAR EDITOR:

I guess you wondered what happened to your star reporter, old boy. Well here I am in Louisiana in the Transportation Corps of the U. S. Army. I don't mind it so much as we are in technical training, but I would much rather be back in the shipyard. They didn't close down because I left did they?

I would appreciate receiving a copy of OUR YARD each month so that I may keep up with the happenings in the Yard.

Write and let me know all the news when you have time.

Your friend,
— Pvt. George J. Vail, 33773544
Co. A — 2nd Bn. — 1st Regt.,
A.S.F. — T.C. — Camp Plauche,
New Orleans, 12, Louisiana.



BOB CONNORS, formerly of 47 Dept., North Yard, Third Shift, and now in the U. S. Army.

L. T. RUTH MONSKE, sister-in-law of Al Truitt of 36 Shop.

CPL. RALPH A. SUTHERLAND, formerly of 84 Dept., and recent graduate of the Radio Operators School of the Army Air Forces at Tonopah, Nevada, where he is stationed. His father Dewey Sutherland is employed in 58 Dept.



PHILIP R. MacPHAIL, 1st Lieut., shown with his father, R. F. MacPhail, Safety Inspector in the North Yard on the Second Shift. Philip is the proud owner of the Purple Heart, Air Medal, and the Oak Leaf Clusters and the Distinguished Flying Cross and has participated in 26 missions over Germany.



IRA J. GRAHAM, formerly a leader in No. 4 Yard, who left Sun Ship recently to enter the armed forces.



BERNARD GOOD, formerly of 47 Dept., and now in the U. S. Army.

CPL. ALEXANDER BABICKI, formerly a Chipper in 55 Dept. and now in an Armored Division in Camp Polk, La. Alexander has two brothers working here in the Yard and also a brother Larry in the Seabees.

JOSEPH PETROVICH, S 2/c, formerly of 60 Department, North Yard. Joe received his basic training at Baltimore, Md., and at present is serving his Country overseas. His sister Eleanor Kliss works in the Yeager Shop, North Yard.



TOM CLENDENNING, Pharmacist Mate in the U.S.N.R. stationed in China. Tom is getting used to many strange foods and says he just had some shredded bamboo sprouts.



RICHARD S. HOUPT, formerly a First-Class Shipfitter in 45 Dept. who recently entered the Navy. **WILLIAM J. LOCKWOOD**, formerly an Assistant Foreman in 58 Dept. who recently entered the Army and **JOHN J. UNGATE**, formerly a Leader in 36 Dept. who recently entered the Navy.

DEAR SIR:

I enlisted in the Merchant Marines back in December. Being a worker at Sun Ship for twenty months and making parts for the ships which are going down the ways, influenced my picking that particular branch.

My boot training was as tough as any other service. They kept us on the go continuously in ways of saving ourselves in water during an emergency. Then lifeboat drills every day until they considered you ready for your abandon ship test, plus many other things.

The advance training was in the branch you chose. I elected engine and got my taste of it in class and in the Engine Room.

Lastly, I was on training ship for three weeks and received training on the real thing. It gave me confidence in myself, and especially in the ships.

Once back, I passed my examination for all my engine tickets plus lifeboat. I'm ready to ship out in the next few days. After my first trip, I expect to go for my machinist examination.

I'm hoping to ship out on a Sun Ship tanker. While working there, I noticed how clean they were internally. That's for me.

I know the fellows at the yard won't let us down in pushing out the ships for us to sail. The sooner we get the material across to our fighting men the sooner the war will end. Give my regards to all the men in the yard, especially my old gang in 36 North Yard Machine Shop, Second Shift.

Yours very truly,
— Anthony Tortorelli, A. S.



KENNETH MILLER, formerly of 34 Dept. and now with the U. S. Army stationed in England.



PAUL W. CORRELL, Erector Leader in No. 4 Yard, who recently left Sun Ship to join the Marine Corps.

OTTO P. (OPAL) LEINHAUSER, Jr., is the grandson of Chris Leinhauser and the son of Otto P. (Big Otto) Leinhauser, Sr., both of the Wetherill Plant. Otto served his apprenticeship there and was later assigned to the Engine Drafting Room, where he worked for about two years before enlisting. He was assigned to the Army Air Force and is now Air Cadet, Acting Flight Lieut., Army Air Force Bomber Squadron at Big Spring, Texas. Good luck, Otto, and the good wishes of all the gang.



EUGENE HESS, S 2/c, formerly of 36 Dept. and now serving with the U. S. Navy in the Pacific Area. He is the son of A. Hess of 36 Dept., North Yard.



T/SGT. OLIVER D. JONES, brother of Kitty Fromal of North Yard. Sgt. Jones has been stationed in England for the past two years. He also has two other sisters working in the Yard.



PVT. JOSEPH SCHMUCKI, formerly of 36 Dept. and now in the U. S. Army.

Dearest Mother,

What I am about to write will probably be unlike any of my letters in the past. However, I feel that we servicemen serving outside of the continental United States are entitled to more cooperation than we have been getting from the Civilian War Workers on the Home Front.

It is apparent that the civilian populace of the United States has not yet awakened to the fact that there is a war going on. Yes, a war far greater and far more dangerous to the American way of life, than any war fought by the American men thus far. Yet, the folks at home can't seem to realize it. World War No. 1 was truly a sham battle compared with the World War of today.

Every hour, every minute, every second of every day American boys are giving their lives for their country, for their freedom to live as they please, for their homes, for their families. The Americans on the Home Front show their appreciation by striking in war industries. In the service mutiny is punishable by death. Is it not mutiny to strike on the home front? Wars cannot be won by fighting men alone.

We realize that the American people have had to sacrifice quite a few luxuries since the beginning of the war. However, the average worker is making far more than he has ever made in his life. Yet, they are not satisfied. Why? Do they think that life in the service is so easy? Do they stop to consider what we had to give up, not only for ourselves, but for them as well? Do they know the true cause we are fighting for?

The striking force on the Home Front is our biggest enemy. Strikes in time of war are not easily forgotten by the men who have fought for their country.

When we left home, it was thought by everyone of us that we were leaving our country in good hands. Hands that would build it into even a better country than it was when we left. Hands that would kill or die to preserve it if necessary. We were sure that the folks at home would work and word hard to furnish us with materials and supplies in order that we may continue to push the fighting front farther and farther from our American shores.

It's hard to understand why these strikes are allowed to go on. It is also hard to understand why the heads of our government can't step in and take over all striking industries. Could it be that the coming election has something to do with it? If that is the reason, then it is a very Un-American one. It is our belief that the United States of America comes first, and the selfish interest of individuals last.

The forces of the United States are now larger than any other military forces maintained in the history of the country. These forces are still growing, as you well know. The actions of the gold-bricking war workers will not be forgotten, and should be reckoned with in our post-war plans.

I have but one more point to bring out on this subject, and I think it a good question for the striker to sleep on. **WHAT WOULD HAPPEN IF THE ARMED FORCES OF THE UNITED STATES LAID DOWN THEIR ARMS AND STOPPED FIGHTING?**

Well Ma, I guess that you know that I must be feeling well, for it is often said in the Navy that if a man isn't griping, then he isn't happy. Believe me, I am very happy. I hope that this letter finds you in the very best of health. Glad to hear that Bob did so well in his exam. I know that he will do well in his new work. Give my best regards to all, keep smiling, and take good care of yourself.

Lots and lots of love,

Sterner

(John (Sterner) Clothier, Yeoman 3/c-65N, somewhere in Pacific, formerly of 36 Dept. and apprentice 2½ years in 8 Dept. Wetherill plant.)



ALEXANDER POLITE, formerly of 59 Dept. and now in the U.S. Navy.



ANTHONY TORMORELLI, Machinist 2/c in the U.S. Maritime Service, formerly a Machinist here in the Yard.



HARRISON A. GARNER, formerly a Leader in 55 Dept., North Yard, and now with the U. S. Navy.



JOHN M. ABBOTT, Former Assistant Foreman in 45 Dept., who entered the Navy on May 27, 1944. John came to Sun Ship in 1938.

HAROLD W. FREEMAN, Formerly a Leader in 47 Dept., who entered the Navy on May 15, 1944. Harold formerly attended Cheyney College.

EDWARD LAMBERSON, Jr., Former First-Class Machinist, who recently entered the Marines. Eddie is the son of Eddie Lamberson, Supt. in No. 4 Yard.

JAMES D. MORRISON, formerly a Leader in 36 Dept. No. 4 Yard, who recently entered the Navy.



LT. HOWARD LOUGHEAD, formerly of 59 Dept. Lt. Loughead enlisted in November, 1943 and graduated as a Pilot in February, 1944. After serving a period as an Instructor, Howard is now taking a specialist course.

GEORGE T. BOYD, formerly a Crane Operator in 33 Dept. and now stationed at a Submarine Base in New London, Conn. George has a sister Laura and also his father working at Sun Ship.

Dear Sir:

I had to find time to write this letter as my wife sent me the December issue of "OUR YARD" with my picture and also my brother George Wahl's picture in it. Thanks a lot. I also received the February issue and a swell letter. I will be sure glad to receive one each time they come out.

I came to Sun Ship about six years ago and the time I worked there and the men I worked with were swell. I worked most of the time for Mr. Marshall in 69 Dept., Central Yard.

I see by some of the pictures that there are a lot of old faces and new ones. I often see a number of ships from Sun Ship. I sure can say a lot, but as you know we can't write much. Anyway, I know the ships are going out faster than the time I was there.

A lot of the boys here would like to read "OUR YARD".

Well anyway it makes me feel good to see some of the boys still there.

Yours very truly,

— Raymond Wahl

"Today as I came back from the chow line I found one of OUR YARD books at mail call for me. It was the first one I had seen since I took my oath to this part of the service. I took it to my tent over here in New Guinea and laid down and read it all the way through. It made me feel very good to think I worked at Sun Ship at one time.

"I put my time in at 36 Dept., South Yard, where I worked for a swell bunch of fellows. I have no way of telling the fellows anything so if it is possible I would be more than glad if you will tell them I said 'Thanks for all the ships you are putting out'. Give my regards to everyone in the whole yard as they are doing a great job."

— Pvt. Richard P. Strain



DAVID R. SEAMAN, formerly of 47 Dept. and now in the U. S. Navy. He is the son of Jack Seaman of 75 Dept.

ELMER LEE STANTON, formerly an Asst. Foreman of Erectors in No. 4 Yard and now in the U. S. Navy.

WILLIAM J. KAYE, formerly a Leader in 46 Dept. and now in the armed forces.

DEAR SIR:

Well, it's been quite some time since I've written to "Sun" and this time under different surroundings and circumstances. The last time I wrote I was in my boot training at Sampson, New York. Since then I have been able to get around — half way around the world as a matter of fact. From Sampson to Boston — a swell town, then to Shoemaker, Calif., strictly a mud hole if I ever saw one, now in the jungle lands of New Guinea and brother it's a long way from Market St., in good old Chester, Penna. There is plenty of mud here, but we manage to plug along and get over any circumstances which we encounter. I have seen a few natives so far and they seem very friendly.

I have met a few of the men here that know of Chester as the great shipbuilding center — and it is that. I've seen plenty of ships and by their names know that you people at "Sun" built them.

For awhile I was on K.P. and now I am on a regular job putting my bid in for a Storekeeper's rating. We work long hours and every day is just another day and things must run from one day through the next and so on.

There isn't much news of interest now, so I will close, hoping to hear from you very soon. Please let the Welders and Counters on Third Shift know that I would be glad to hear from them.

Very sincerely,

— Earl C. Glass, S 1/c



JOHN STERNER CLOTHER, Yeoman 3/c-65N, formerly of 36 Department, and apprentice 2½ years in 8 Dept., Wetherill Plant and now somewhere in the Pacific.



GEORGE BURRIS, formerly of 60 Dept., and now with the U.S. Navy at Shoemaker, Cal. His wife See Burris is employed in the Main Office and his father, George Burris, Sr., is an Asst. Foreman in 45 Dept., Central Yard.



THE ERECTORS

After the ship has been designed, templates made and fabrication started, the first shipway operation begins. This is known as erection. The erectors, whose primary function is to put together the various fabricated sections and units that go to make up the hull, take over when the first piece of keel is delivered from the shop. This is a very important step in the construction of a ship. From keel laying to the installation of the smoke stack, the progress of the hull is, to a large extent, dependent upon the proficiency with which they perform their task.

The erectors can usually be recognized by the large white spot on their safety helmets, or from the ever-present spud wrench hanging from a holster at their side.

The erectors, as a rule, work in gangs made up of two or more men. The size of the gang is determined by the job at hand. The general rule followed, whenever practicable, is that a gang consisting of four men and a leader is used during the first and last stages of construction.

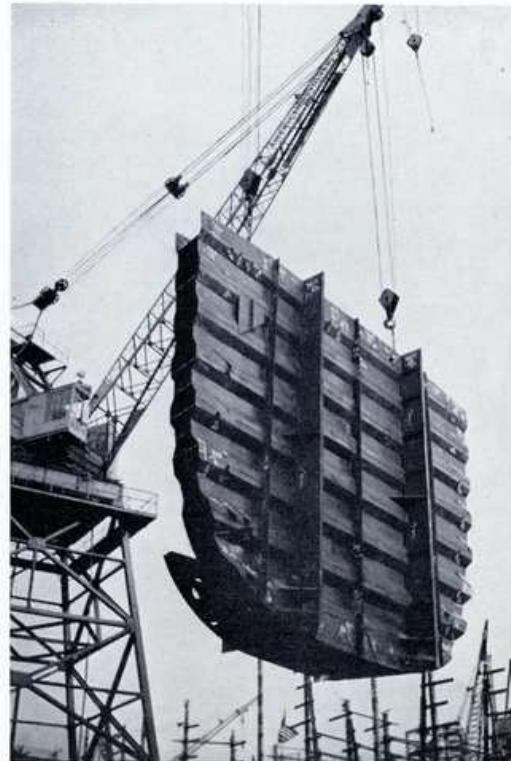
Once the middle box or midship section is completed an additional gang is usually assigned to the hull to care for the increased amount of work on the forward and after ends.

Each man must be instructed, and become thoroughly familiar with, the safety elements of his job, and all must be able to work from positions high above the ground. The safety not only of themselves but of their fellow workmen is fully realized. This is demonstrated by the fine improvement in the safety record of the department.

The erectors must be able to recognize each piece or



Two fifty ton cranes at North Yard hoisting stern frame assembly in place.



Forward coffer dam being hoisted into place. Dam weighs approximately 78 tons.

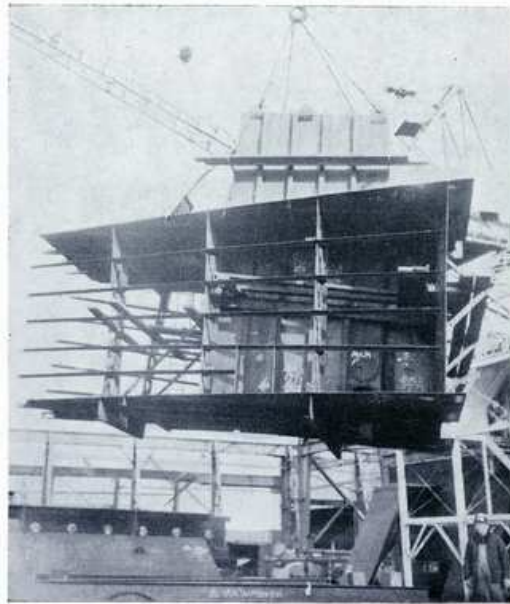
section of hull steel, and from blueprints, locate its rightful place on the ship.

The sequence for delivery of the fabricated steel is based on the erection procedure, so that as each piece is delivered it can be erected with a minimum of storage and handling. The actual erection process, while not complex, is one that requires a great deal of care.

Let us follow the erection of a typical section to see just what is involved in this important phase of ship-building.

The first consideration is whether or not the hull is ready to receive the particular piece. This will involve an inspection of the area to see that all is in readiness, that is, are all the brackets, machinery, etc. in place so that the area can be closed up, if that happens to be the case; is all the staging in place; are surrounding pieces properly lined up; is all necessary welding completed. If any one of these items is overlooked it might mean that the last piece would have to be taken down and erected again later on. Where certain welding is necessary before erection can proceed, the erectors are required to evaluate the situation and plan the storage of material to the best advantage, in order to eliminate unnecessary handling.

Once it is found that the hull is ready, the erectors must inspect the assembly. On this inspection the completeness of the job is determined. After they are satisfied that all loose brackets, flat bars, etc. are tacked in place, and erection holes and lifting pads are in order, they



Thirty-six ton Chain Locker Assembly being erected. Height from second deck to upper deck approximates ten feet.

must decide on the lifting gear. To determine what size pendants, shackles and block to use, they must know the approximate weight of the assembly and the capacities of the gear. After all of the above requirements have been met, the erection process itself can be started. An intricate signaling system is employed by the erectors to convey instructions to the crane operator in his cab high above the ground. By means of these hand signals the erectors work the section into position, where the crane holds it steady until all erection holes are made and the piece secured by shores or cables. Although this process seems relatively simple, it nevertheless is quite possible to consume as much as eight hours on some of the more complicated assemblies.

One other very important function of the erectors is to allot crane service to all other departments. This function requires a great deal of consideration and planning. The erectors must follow the construction schedules and see that each phase is given the proper attention. It is sometimes necessary to refuse an immediate lift for one department because other departments have work that is more urgent. There are many difficult decisions that the erectors must make along these lines, but they endeavor to keep all crafts satisfied, using the ultimate welfare of the ship as their guide.

Such is the Erection Department.



The bow of the S. S. Kernstown being erected. She was Central Yard's first 1944 ship.

LABOR MANAGEMENT REPORT — APRIL AND MAY

On June 8th the Prize Committee of the Labor Management Production Drive awarded seven prizes for the month of April and six prizes for the month of May to persons who turned in helpful suggestions to the Labor Management Committee during that time.

APRIL AWARDS

\$50.00 AWARD **CHARLES LUKENS, 74-60**
REPAIRS TO OBSOLETE BURNING MACHINE

Obsolete and German manufactured parts are not available and it is either the case of scrapping the machine or having torch heads cast, which is difficult because of their construction. Using American made parts in stock, this torch was built and works very satisfactorily.

\$50.00 AWARD
BILL MARNIE, 58-539 — DONALD STAHL, 58-652
RIG FOR HOLDING HYDRAULIC JACK

A rig in the form of a "C" Clamp to hold the hydraulic jack for the purpose of pushing the coffer dam bulkheads together so that they may be prepared for welding.

\$50.00 AWARD **HARRY REED, 74-69**
IMPROVED METHOD OF
REPAIRING HARRIS TORCHES

The original H. P. Packing Screw on the Harris No. 72 S. P. Torch has been changed so that if a leak is discovered it is only necessary to insert wrench through slot in the handle and adjust screw. This will save considerable time over the old method of repair.

\$25.00 AWARD **JAMES CREEKMUR, 42-10066**
DEVICE FOR MAKING BLANKS & FLANGES

Here-to-fore, it has taken from one-half to one hour's time to cut a templet-form in order to get different size Flanges. In using this device, which takes only a few seconds to adjust, Blanks and Flanges of any size may be cut, thus saving both time and cost of material that is required to make the forms.

\$25.00 AWARD **JOSEPH C. MIKELS, 45-1880**

A proposed templet for locating wedge cuts in the barring of water tight and weather tight doors. This templet will enable a Shipfitter to make the necessary cuts in the ring before the door is hung, thus completing the job in two welding operations instead of three.

\$25.00 AWARD **WALLACE DYKES, 33-4011**
NEW METHODS OF MAKING STRAPS

Metal straps of all various shapes and sizes are used in the process of installing electrical cables on the boats. By using a hydraulic press and a set of dies all hand work has been eliminated and this releases men for more important work and increases the output of straps by well over 100%.

\$25.00 AWARD **A. HARDY**
CHANGE IN ELECTRIC TRUCK SERVICE

In the 34 Shop in No. 4 Yard there has been considerable loss of time and money in the method of ordering electric trucks. It has been suggested that flats be loaded in the shop and an electric truck pick them up once in the morning and once in the afternoon at a designated time.

MAY AWARDS

\$50.00 AWARD **MEYER GREENSPOON, 45-476**
SPECIAL CLAMP DOG

This tool was designed for pulling and pushing the longitudinal bulkheads in the way of corrugations, at the forward and after end of the tanks, together for preparing same for welding.

\$50.00 AWARD **F. S. HOCKMAN, 47-76**
STEERING GEAR FLAT

A plan for holding steering gear plates in the shop for welding and layers-out. Six foot trestles are used and a portable beam screen a foot high is attached. Using three trestles will do away

with eight legs which are now put on and save approximately ten to twelve man hours and is also safer for working and moving from ship to shipways. The trestles are fastened to the steering gear plate with turnbuckles and cables and moved along with it until its installation.

\$50.00 AWARD **HARRY DUSENBERG, JR., 59-3543**
SPECIAL CLAMP DOG

This tool was designed for pulling and pushing, the longitudinal bulkheads, lap connections, at the forward and after end of the tanks together for preparing same for welding.

\$50.00 AWARD **C. BROWN, 65-38**
CONVEYOR FOR UNLOADING CARS

In order to solve the panel car congestion at the South Yard Joiner Shop, a conveyor service was put in operation which helps to unload cars faster and make it easier to store the unloaded material.

\$25.00 AWARD **FRANCIS HUNSBERGER, 47-4699**
METHOD OF CUTTING DOWN REPAIRS
TO HYDRAULIC PUMPS

It has been found on the Hydraulic pumps in the No. 4 Yard Fabrication Shop that the set screw holding the pump leather to the plunger continually works off, making it necessary to dismantle the pump for repairs. In order to avoid this, the set screw was drilled right through the pump so that if this leather loosened up, it could be tightened without completely dismantling it.

\$25.00 AWARD **J. HOOPEES, 8-412**
IMPROVEMENT ON DRILLING SQUARE HOLES

A fixture for drilling the square hole in 6", 7" and 8" diameter handwheels and other similar pieces. The old method required that the hub of the handwheel be turned to center the adaptor which held the square bushing. This adaptor had to be placed and removed for each piece. This fixture is fastened by means of two headless set screws to the outside of the three jaw combinations chuck which is mounted on the machine spindle. The work piece is placed in the jaws through the side of the fixture which has been cut away for this purpose. The square bushing is mounted in the fixture and need not be removed until it is necessary to change the size of the hole. The use of this device eliminates the turning of the hub, the placing and the removal of the adaptor, thus affording a considerable saving in the time and labor involved in the square drilling operation on these pieces.



(Top) — APRIL WINNERS: Donald Stahl, Bill Marnie, Harry Reed and Charles Lukens. (Below) — MAY WINNERS: Harry Dusenberg, Jr., C. Brown and Stanley Hockman.

SUN SHIP LAUNCHES SS CARSTEN WANG



The Sun-built tanker SS Carsten Wang was named in honor of the intrepid Norwegian Patriot, Carsten Wang, one of the most outstanding heroes to emerge out of Norway's resistance to the Nazi invaders. After countless runs across the North Sea to England and return and other acts of matchless heroism, this brave man was finally caught by the Nazis and put to death. His memory will live on in history.

(Upper left) — Immediately after the launching, Vice President John G. Pew, Jr. presented the sponsor's bouquet to Princess Ragnhild Alexandra. (Upper right) — SPONSOR'S PARTY (left to right): Mrs. John G.

Pew, Sr.; the Sponsor; Crown Princess Martha; Prince Harald, Mrs. John G. Pew, Jr., and Princess Astrid. (Center)—The SUN-BUILT TANKER IS CHRISTENED THE SS CARSTEN WANG! John Pew, Jr., is shown assisting the sponsor. (Lower left) — SPONSOR PRINCESS RAGNHILD ALEXANDRA and VICE PRESIDENT JOHN PEW, Jr., posed at the request of "Our Yard" photographer for this photo just a few minutes before the launching. (Lower right) — ANOTHER VIEW OF THE SPONSOR'S PARTY: Next to Crown Princess Martha (center) is her daughter, Princess Astrid; Prince Harald and the sponsor Princess Ragnhild Alexandra. Vice President John Pew, Jr., is at the extreme right. Vice President Robert Haig is third from right.

SAFETY DEPARTMENT

The pictures below represent safety in reverse. These pictures were posed, so do not criticize the employees. Can you pick out what is wrong with each picture? Answers on page 32.

SUPERVISORS

You can make the accident record consistently better if you will bear in mind that—

1. 85% of all accidents are preventable. Whenever you assign a job, make sure the employee understands the hazards involved.

2. You are responsible for the safety of the employees working under your supervision. Permit them to take no chances, and tell them why.

3. You can discharge a part of this responsibility by encouraging the use of safety hats, safety shoes, work gloves, and safety clothing of all kinds whenever needed.

4. Your employees should be instructed to report all unsafe conditions and unsafe practices promptly.

5. Your employees should not be asked to work under unsafe conditions.

EMPLOYEES

You can make the accident record consistently better if you will bear in mind that—

1. You can avoid many accidents by keeping yourselves mentally alert and physically fit!

2. You will have trouble sleeping with an infected hand or leg in your bed with you. Take no chances with burns or cuts! Report to a dispensary promptly!

3. You have but one head, two hands, two feet and two eyes. They are your own very valuable and special property. Take no chances with them! Wear proper protective clothing!

4. Your fellow employees are entitled to top-notch consideration. Make sure that you are not the cause of an accident to one of them!

5. You are not required to work under unsafe conditions.



COMPARATIVE SAFETY RECORDS

The accident record continues to improve. The May figures were substantially under last year, and the results for the year to date show a decline of 400 lost-time accidents — no mean record.

	Jan.	Feb.	Mar.	Apr.	May	Total
1943 Lost-time cases	250	249	202	104	165	970
1944 Lost-time cases	114	111	129	102	114	570

SERVICE AWARDS

APRIL, 1944

79-6	—Jack Bair	25 Years
96-4	—P. E. Shaver	25 Years
79-17	—H. Willis	10 Years
96-20	—F. Tranor	10 Years
4-16	—Geo. Collingwood	35 Years
47-1010	—J. Zomptor	25 Years
8-27	—J. Grant	20 Years
8-59	—J. Storrie	20 Years
36-769	—R. Clendenning	20 Years
80-142	—D. Chavinos	20 Years
8-95	—H. Gamerschlag	15 Years
8-558	—W. Sprowles	15 Years
36-80	—A. White	15 Years
55-64	—G. Beauchamp	15 Years
55-111	—L. Hudzik	15 Years
55-183	—S. Hawk	15 Years
55-333	—N. Krukow	15 Years
4-20	—J. Hardick	10 Years
4-72	—A. Parkinson	10 Years
30-81	—J. Skean	10 Years

33-369	—F. Doris	10 Years
33-4034	—C. Miller	10 Years
34-170	—T. Pastick	10 Years
42-367	—A. Millbourne	10 Years
42-446	—R. Spades	10 Years
45-10018	—A. Ziegler	10 Years
47-1022	—B. Sisicke	10 Years
47-4022	—T. Glenn	10 Years
58-19	—F. Koslosky	10 Years
58-101	—M. Gierula	10 Years
59-622	—W. McKenney	10 Years
59-14354	—A. Brown	10 Years
66-57	—H. Coulbourn	10 Years
66-58	—J. Rooney	10 Years
67-389	—J. Hensen	10 Years

34-65	—F. Dunn	20 Years
4-32	—W. Hitch	15 Years
34-11	—C. Buchanan	15 Years
36-57	—A. Hemminger	15 Years
42-205	—T. Dunn	15 Years
67-257	—W. Campbell	15 Years
68-28	—J. Mireider	15 Years
80-153	—J. Evans	15 Years
84-84	—F. Wood	15 Years
30-74	—C. Wagner	10 Years
34-149	—J. Scallon	10 Years
42-224	—W. Boddie	10 Years
47-185	—W. Schlosbon	10 Years
47-294	—W. Green	10 Years
51-37	—J. Miller	10 Years
55-516	—S. Janczewski	10 Years
59-767	—W. Kaminski	10 Years
68-46	—J. Horan	10 Years
69-58	—G. Wahl	10 Years
69-59	—W. Barr	10 Years
69-63	—R. Phillips	10 Years
80-37	—N. Dowd	10 Years
84-80	—K. Snyder	10 Years

MAY, 1944

91-2	—J. McKay	25 Years
99-8	—Miss Katherine Stewart	25 Years
94-90	—L. Harris	20 Years
30-2007	—J. Wood	10 Years
33-504	—J. Sweeney	25 Years
34-56	—G. Urian	20 Years

(Right) RECEIVES 35 YEARS' SERVICE AWARD — George W. Collingwood, a molder in the Wetherill Plant, was recently awarded a 35 years' service pin by Vice President Richard L. Burke, who is shown making the presentation. Mr. Collingwood began his career at Southwark Foundry and Machinery Company in Philadelphia and later came to the Wetherill Plant. He has one son, Jack, in the Amphibious Corps attached to the Atlantic Fleet. Mr. Collingwood resides in Ridley Park. We congratulate him on his thirty-five years of service.



G. Collingwood receives 35 year emblem. W. Boddie, 10 years; K. Snyder, 10 years.



D. Chavinos, 20 years; R. Spades, 10 years; A. Millbourne, 10 years; J. Hensen, 10 years; B. Sisicke, 10 years; H. Coulbourn, 10 years; J. Rooney, 10 years; J. Doris, 10 years; J. Storrie, 20 years; T. Pastick, 10 years.



C. McCall, 10 years; G. Buchanan, 15 years; C. Wagner, 10 years; F. Dunn, 20 years; J. Wood, 10 years; G. Wahl, 10 years; W. Barr, 10 years; R. Phillips, 10 years.



A. Ziegler, 10 years; M. Gierula, 10 years; C. Miller, 10 years; J. Grant, 20 years; R. Clendenning, 20 years; W. McKenney, 10 years; H. Gamerschlag, 15 years; J. Hardick, 10 years; G. Beauchamp, 15 years; S. Hawk, 15 years; L. Hudzik, 15 years; S. Janczewski, 10 years.



W. Green, 10 years; J. Mireider, 15 years; N. Dowd, 10 years; W. Schlosbon, 10 years; A. Hemminger, 15 years; W. Hitch, 15 years; J. Miller, 10 years; J. Horan, 10 years.



J. Evans, 15 years; G. Urian, 20 years; W. Kaminski, 10 years; L. Harris, 20 years.



F. Tranor, 10 years; H. Willis, 10 years; T. Glenn, 10 years; J. Smith, 10 years.

Junior Members of the Sun Ship Family



HOWARD AND BILLIE GARDINER, sons of W. Gardiner of 42 Dept., No. 4 Yard.



EDDIE WHEELER, 9 months old son of E. Wheeler of 36 Dept.



FRANKIE SCIBILIA, 5 month old son of J. Scibilia of 59 Dept.



RICHARD CANNON, 18 month old son of T. Cannon of 47 Dept., Central Yard.



By the expression on his face, **SALVATORE BLANCO**, six month old son of S. Blanco of 34C Copper Shop, must have enjoyed sitting for this picture.



JOSEPH BRENNAN, Jr., 13 year old son of Joseph Brennan, Guard in the Main Office.



CONNIE CLENDENNING, 3½ year old daughter of Dick Clendenning of 36 Dept., Central Yard, who is also a reporter for "Our Yard".



BILL VANDEGRIFT, Jr., 2 year old son of Pvt. Bill Vandegriff, formerly of 47 Dept. and also the grandson of R. Clendenning of 36 Dept.



RONALD, 4 years and **HOWARD**, 5 years, are the sons of R. Shoemaker of the Copper Shop.



HELEN DODDS, 3 year old daughter of Ben Dodds, Regulator, First Shift, Central Yard.



KENNETH SEDDON, 5½ year old son of L. Seddon of 36 Dept.



SKIPPER, 7, AND BILL, 4, sons of our Vice President John G. Pew, Jr. The youngest son, Richard, is not shown.



ROBERT OCHS, Jr., son of Robert Ochs, Installation Machinist.



HELEN ANNE PULLIA, 8 months old daughter of John Pullia, of 84 Dept., Central Yard.



GEORGE DOUGHERTY, 5 year old son of George Dougherty, Asst. Foreman in 55 Department.



WAYNE W. BEAUMONT, Jr., 22 month old son of Wayne Beaumont, Leader in 59 Dept., No. 4 Yard.



JOAN KRAVITZ, 7 year old daughter of Bernard Kravitz, crane repairman in North Yard.



JOHN DOYLE, III, 14 month old son of John Doyle, who was born on Maritime Day, March 23, 1943.



STANLEY 3, and SANDRA 1½, children of Leon Harris of 47 Dept.



JOSEPH TARITERO, 3 year old son of J. Taritero of 88 Dept.



ANDREW AND PHILLIP BISCIEGLIA, sons of A. Bisciegli of 46 Dept., South Yard.



KAREN LOUISE LUCAS, one year old niece of Pauline Ware in the "Our Yard" Office.



JACKIE, one year old, and **BOBBY**, 4 years old, sons of J. Eastwood of 33 Dept., North Yard.



OUR COVER



This month's cover portrays the North Yard Dispensary with the eight ways in the background. It was drawn by our own G. Clinton Bradley, who is a painter in North Yard's Paint Shop.

Before coming to Sun Ship 2½ years ago, "Clint" was a commercial artist and maintained a studio in Philadelphia. Many of his illustrations have been accepted by a number of modern movie magazines in New York City. Besides his art work, Bradley has travelled extensively throughout the United States and is also quite a sports enthusiast. He has played baseball, basketball, and was a member of a number of swimming teams in Philadelphia. Some seasons ago, he was a life guard at Wildwood, New Jersey.

This month's cover is not the first illustration that "Clint" has done for "Our Yard" and we wish to take this opportunity to thank him for his generosity.

36 DEPARTMENT MACHINISTS

Free smokes this month came from "Zookie" Zuccarino and "Chick" Daily who have just completed their apprenticeship, "Zookie" having just barely finished in time to take up his new duties in Uncle Sam's Navy. We feel sure that they will both make high grade machinists and hereby wish them a successful career and also hope that "Zookie" makes out good in the Navy and trust that he will come through safe and sound and return to us better qualified than ever to take up where he left off. Good luck boys. No use of you fellows trying to rush those red-headed cigars. Reds says next month, so you will have to tarry awhile.

The gang also smoked one on Steve Bobiak in honor of the 7 lb. 15 oz. bundle of joy with which the Mrs. presented him on May 26 when Stephen William, Jr., arrived. All doing nicely and our whistling troubadour (Pop Steve) is warbling more than ever. Nice going folks and here's all our good wishes for much future happiness. Some have wondered if the whistling business is hereditary and we hope Steve will let us know when and how good the little fellow begins to whistle.

While details are lacking at the time of writing, Little Joe Filaggio, apprentice, went and got himself married and is still honeymooning. All our best wishes and

here's hoping that your troubles are all little ones.

Our sympathy is extended to George Miller, whose son-in-law recently passed away and to Bob Abbot who had a little nephew accidentally drown last month.

We also wish to extend our deepest sympathy to the Dychala boys and their family, their father having passed away after a prolonged illness. Mr. Dychala never worked at Sun Yard himself, but five of his boys are numbered among the Sun Ship family. Joe of 46 Dept., Ben of 36 Dept., Stanley, formerly of 55 Dept., now in the Navy, Johnny, formerly of 34 Dept., now in the Navy and Henry, formerly of 36 Dept. and now in Italy with the Army.

36 Dept's "Al" Truitt, after hearing Charles Dougherty address the Sun Ship Bowlers at their banquet, conversed with him for awhile and found that Dougherty, after being horribly burned during a bombing in the African Theater was nursed back to health by Al's sister-in-law — Lt. Ruth

Monske, whose photo appears elsewhere in this issue. Al tells us that Lt. Monske was among the first group of Army Nurses to be commissioned and spent six months in Africa, having returned early in January on the hospital ship "Acadia". She has since been stationed at Charlestown, S. C., and may even now be on her way back. She also has a sister Freda Monske who is an Army Nurse and who expects to accompany her sister when she returns to active duty overseas. Al also has six nephews in the various services stationed all over the globe. Al is justly proud of his sisters-in-law and nephews and we join him in trusting that a divine providence will watch over and guard them in their endeavors and that they may soon return home for good.

Among those who have left the shop recently for our country's services was our pal "Big Bud" Goheen who is now in the Navy and asks to be remembered to all his Sun Ship friends. The various activities in which Bud has for years interested himself

SEATS FIRST, SAFETY LAST

The Sun Shipbuilding and Dry Dock Company lost a valuable war worker on Tuesday.

A Philadelphia man lost both his legs.

A family lost its dad's earning capacity.

All this because a crowd at the Pennsylvania Railroad Station here tried to fight its way onto a still-moving train.

It is not known whether the victim fell or was pushed from the platform, but it is not unlikely that he was pushed by the hundreds of workmen scrambling wildly for seats on the train, because these out-of-town men who help man Chester's war industries fight like animals to get aboard.

Regardless of whether he fell, or was pushed, he went down under the wheels of a coach and was mutilated horribly.

We've been on that platform when Philadelphia-bound specials have pulled in, and have stood aside and watched the workmen battle to get in. We've seen women handled roughly; pushed aside, elbowed and jostled, and we've seen men teeter precariously on the edge within a few inches of death.

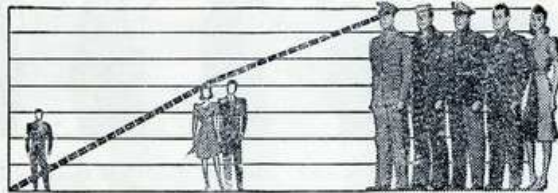
Fatal "accidents" have occurred at that same spot and there will be more in the future unless something is done. Trainmen say the same thing happens every day. The men make a mad dash while the coaches are still moving, leap for precarious holds on handrails, and climb in through the windows. The same procedure is followed in reverse when the trains get to Philadelphia.

Something must be done and done quickly. If the war workers won't co-operate voluntarily and give up their every-man-for-himself attitude, vigorous steps must be taken to restrain them forcibly.

Reprinted by Courtesy of Chester Times
of June 15, 1944

HOW WELL DO YOU KNOW YOUR WAR BONDS?

1. QUESTION — How many people own War Bonds —
—500,000? —1,000,000? —50,000,000?



ANSWER. More than 50,000,000 patriotic Americans — men of our fighting forces as well as civilians — have made their personal declaration of war against the Axis by buying War Bonds. Never before in history have so many people had a financial stake in their Government as do the holders of War Bonds!

will no doubt be of invaluable assistance to him in his new life. Bud grew up in the Boy Scout movement and as a scout master gave unstintingly of his time and efforts in behalf of our youth. Bud also taught a class out Yeadon way in first aid work and as Chief Expediter in 36 Shop over a long period made quite a good name for himself and is sorely missed here. We all join in wishing Bud the best of luck in his new duties and trust that he may soon be in our midst again, better than ever. Also missing from the shop is Frank Elliott, formerly on the bench, and now in the Navy, and like Bud Goheen spent most of his spare time with the youngsters as a scoutmaster. His presence here is missed and we hope that he soon returns again safe and sound.

We of the old timers at the Yard were sorry indeed to learn that our friend of long standing, Dominick Sileo, Drydock Leading Rigger, received word that his son was wounded in action in Italy. With all our hearts we hope that his injury is not too serious and that when he eventually returns home he will be in the same fine physical condition as when he left.

Orchids to the "desk members" of OUR YARD's staff who are responsible for the many expressions of gratitude which are coming in frequently from our shopmates in the services, at home and abroad. These boys suddenly called away to new duties and surroundings sure do appreciate re-



HILBERT GRILLES AND LEWIS TAYLOR of the Dry Dock Machine Shop. These two boys are first class machinists, both having served their apprenticeship at the Wetherill Plant. "Grilles" has twenty years' service and "Lew", the father of a three year old child, boasts six years' service. Incidentally, "Lew" left for the Navy May 27th.

ceiving our family magazine and reading about the people and things familiar to them which all leads up to the query — why not drop some of them a few cheerful lines? Quite a few of the letters received from them intimate that they must have been soon forgotten by some fellows who they really counted on as good friends. Don't let carelessness or even the furious pace of today stop you from taking a few minutes off to drop a letter to some of these boys of whom you must almost constantly think.

Reporter: DICK CLENDENNING

36 MACHINE SHOP No. 4 Yard

Should there be an emergency case in the shop, notify either T. Moore or J. Belton at once. They are both qualified First Aid men.

We welcome Bill Moore back to work. We have news of Fralin convalescing at his home. Hurry back, Speedy.

Instead of putting his nose to the grindstone, Andy came down from the Crane to put his teeth to the grindstone. He says they bite all right now. Watch that stuff, Andy!

We felt sorry for J. Price with his stiff neck. "Shorty" Castagna got a big "kink" out of it. Price, incidentally, is leaving us to take over a job in North Yard. We will miss you, but thanks for everything. "Jitterbug" James has a new song. Ask him to sing it for you.

Well! Well! Doc Miller finally took off his zoot suit and put on coveralls. He says he is on a diet. We are trying to figure out if he is losing weight.

Denny seems to like his new home out with the Cranemen.

Let's have some more news, fellows and girls. Keep the ball rolling.

Happy Birthday to: Bill Melton, William, "Pop" Redd, Jack Price, and Wade Wilson, Henry Harris and P. Cosby.

36 Shop extends its sympathies to the family of Earl Spangler of 47 Department on his recent bereavement.

Reporter: J. SHEPARD.

47 DEPARTMENT

South Yard Fabrication Shop

Well fellows, it is no longer a mystery why a certain fellow was singing that old song "I'll Be All Smiles Tonight, My Dear, I'll Be All Smiles for You". For now we learn that George Lewis, Leader in 47 Dept. High Bay was married June 5th with Asst. Foreman Bill Abrams as best man. Well, George, we congratulate you and hope that all your troubles will be little ones and hurry up with the cigars.

Ray Kleimann who ran the South Yard Loft Storage so efficiently has been transferred to the North Yard. J. McCracken from Central Yard takes over Ray's duties in South Yard. Good luck to you both.

Tony Agatone, Layerout in Fabrication Shop, bid adieu to the gang on June 2nd, to go into the Navy. We will miss you, Tony, and hope you will return soon.

Bill Howard, Burner in the South Yard, who has been out ill is much better and we expect him back with us soon. Well, Bill, I know that you were glad to see the delegates from the Burners in the South Yard Fab Shop. We want you to know that we are pulling for you and miss you very much.

Reporter: RAYMOND M. CHERRY.

EDITOR'S NOTE: Ray Cherry is now a reporter for 47 Dept., S. Y. Contact him when you have any news of interest to be published in OUR YARD.

LOFTING DEPARTMENT

North Yard — First Shift

How did you like our picture? So did we. Whitey Rouzahn our former co-worker reported to Uncle Sammy on May 25th.

Sorry Marge, nothing to say this issue, but give me something for the next one, will you?

For a good dish of Italian Spaghetti see Clara Rialti, Yessir, she really cooks on the old burner.

Anybody interested in buying a boat, see Ralph.

Pvt. Eddie Grayson was in to see the boys during his furlough and he sure looks fine.

Cheer up Moose and quit worrying about Ned Brant.

Congratulations to Ray and Doris who said "I Do" last month.

Anybody ever notice how cute Frances and Marge look when they blush.

How are you making out with Shakespeare, Aaron, I think you should start out with something cozy like Poe or Twain. O. Henry is alright, but not for me.

Note to Anna DeAngelo: Why so glum, Chum? Toothache again?

Don't forget to write to the boys in the service.

Don't hesitate — Communicate — As the Indian said eyeing the tom-tom: "Guess I'll beat it now." Cheerio and lots of luck to all.

Reporter: G. MEIGHAN.

**KINDLY KEEP YOUR INTER-OFFICE
TELEPHONE CALLS BRIEF.**



47 SHOP SUPERVISORS, NORTH YARD, with Roy Helms, acting Foreman.



NORTH YARD WELDING SHIPFITTERS, THIRD SHIFT — W. Bryant, M. Walker, Leader; C. Shackley, Asst. Foreman; E. Hodgins, Asst. Foreman; L. Fratta, H. McLaughlin, Asst. Foreman, and C. Pochmara, Leader.

47 DEPARTMENT
North Yard Fabrication News —
First Shift

Rudy of W-Butt Weld entered the Army in June. Good luck, Rudy.

Bill, formerly of S. E. Cold Press, was transferred up to the N. E. Cold Press and is breaking records. Also a swell fellow to work with is his understudy Mike, who is a very capable operator of the S. E. Cold Press and is doing a great job.

Campbell, of expediting in the shop, has a phenomenal memory of all brackets, knowing the charge numbers and who they go to by memory. Good going, Campbell. Kelly, of Burning Bed No. 2, is in need of a good Punch Press Operator as his best operator Pat went into the Navy and is sorely missed by Kelly.

George Burris, who was inducted into the Army, is missed by Tommy Glenn. Tommy has a dandy worker by the name of Eddie Jamieson who is doing a splendid job taking over. I'll bet Hankins misses Burris.

Our best wishes to Phil Kamins who left for the Army in May. We know he will do the same bang-up job in the Army as he did here.

Bud Hild has at last got a new button. Spence Raphael sporting a new wrist watch and ring. Lady Luck must have been with you. Huh, Spence?

Turner still has that big hearty "hello" for the girls that come in the rationing office, but the men, oh my! Good old Turner.

Joe always takes his job seriously and he is doing a good job, too.

Doc returned for a brief furlough from the Navy and looked swell. If he had his hair clipped any closer, he would probably lose his scalp. Doc says the Navy dentist

Do You Know—

You may have to pay too much income tax if your social security number is not right. Check the number on your pay check. Report any errors to the Exception Office.

pulled one tooth and filled ten in 25 minutes. Fast man.

Hubert Kane, Assistant Expediting Bostonian, took a ten-day vacation to go back to his home town where he-men drink tea for breakfast. I'll bet that was just too cute. They must have sun out there too, as Kane came back with a nice tan.

Congratulations to both Ray of Layout and Doris, the tackerette. The Fabrication Shop wishes you two doves loves all the luck and happiness in the world.

Reporter: GARE SNYDER.

47 DEPARTMENT
North Yard — Third Shift

Bill Flocco our expeditor is the wonder of the North Yard. How he does it is beyond us. He drives to the Yard from South Philadelphia, parks his car in the parking lot and hits the clock on the ball at 12:14 every night.

We on the third shift are funny people. We growl and gripe about the first and second shift, how they do this and how they don't do that. But you know and we know that all three shifts are doing their darnest to get those ships off the ways. We realize that no one individual or no one shift is doing all the work. It all simmers down to the fact that if you take

the bellyaching out of the shipyard, you would not launch as many ships.

Often, when at home, I would watch the pendulum on the Grandfather's Clock swing back and forth and wondered if the long rod would break, how far across the room the pendulum would fly. The other day Bob Deaver was bowling and looking at him, swinging that bowling ball, the thought returned to me about that pendulum on the Grandfather's Clock and I wondered how far he would travel down the Bowling Alley if he held on to the ball.

Walt Mateja has left us to join the Armed Forces. Good luck, Walt. When Walt was with us he held the shop record for funerals. He buried more Aunts, Uncles, and Grandparents than the rest of the shop put together.

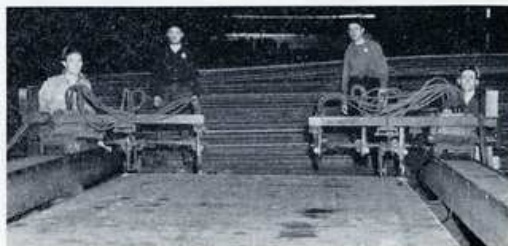
Pat Giannobile is trying out a new hair tonic. Please check on this when hot weather gets here and Pat leaves his hat in the locker.

Smokey Joe Scibilia entered the Navy May 25. We sure will miss that little welder. Tony Malizia also entered the Navy and we hear that he and Smokey are together. This is a real bang up combination and Tojo had better take heed.

Paul Christ, Welding Leader on W2 Table, entered the Navy. Good luck to all
(Continued on page 19)



LOFTING DEPARTMENT, FIRST SHIFT, under the supervision of Walt "Moose" Belczyk is really doing its share for VICTORY.



The four boys who run the Burning Tables on Second Shift, North Yard. These boys make the sparks fly and are doing a wonderful job.



15th ANNUAL BOWLING BANQUET

Approximately 425 San Shipyard workers and invited guests attended the 15th Annual Bowling Banquet held at Columbus Center on Thursday, June 1st.

Senior Vice President Robert Haig presided as emcee. The invited guests included the officials of the Yard, 18 veterans from the Southwest, Naval Hospital Annex and four other veterans of Pacific and Mediterranean battles who told of their experiences and narrow escapes under fire.

Heading the banquet committee which was responsible for the success of the banquet and entertainment was Norman J. Fisher, assistant head of the Billing Dept. Other members of the committee were: D. Owsen, H. Mosley, W. Kilbeck and E. Humphreys.

1. A speaker from the U. S. Naval Hospital at Pahr, who mentioned his experience of Pearl Harbor when the ship struck on Dec. 7, 1941. He was on the Oklahoma when it exploded.
2. JOHN G. FEW, Jr., at left and of speakers' table addresses with naval guests.
3. SPEAKERS' TABLE, right to left: J. Thompson, Chester Davis, A. S. Hall, O. McClelland, Ed Lomberton, A. A. Norton, Robert Wilkinson, George D. Conroy, J. Newton Fox, William Sauer, Robert Haig, Sanderson, H. I. Burke, W. Crumley, John G. Few, Jr., five Naval guests, Jack Wilkinson, Thomas M. Johnson, H. W. East and C. S. Donahoe.
4. WILLIAM CRAEMER, Secretary and Treasurer of San Ship, presented a special San Athletic Association Award to T. McMath for his high single game score of 246.
5. SUN BOWLERS, next section of floor.
6. ROSE SCHWELER, central section of floor.
7. A. A. NORFON presented the awards to the individual winners of the Hall Division. Left to right: A. Wicks, J. Hall, M. Richard, I. Beavaglia, and A. Platter.
8. BILL BEATTY presents award to "B" League winners. Left to right: G. Bekken, J. Wood, J. Wicks, M. Beavaglia, J. Beatty.
9. TURKEY DINNER proved popular with San bowlers.
10. GUESTS from Huntington Beach Area enjoyed the program.
11. THE COPPER SHOP TEAM won the "A" League championship for the season, and a plaque was presented to R. Fabris, Captain, by George D. Conroy. Individual winners - "A" League, left to right: J. Marzio, G. Roberts, D. Trush, J. Marzio, A. Innes, and R. Fabris.
12. WILLIAM CRAEMER presents awards to Copper Shop Team for winning the San Ship Championship. Left to right: M. Hall, G. Trush, E. Coyne, J. Inland, K. Charney, and R. Fabris, Captain.



INDEPENDENT AND 66 DEPT. BANQUETS

(Top) — **SPEAKERS' TABLE** at the First Annual Bowling Banquet of the Independent Bowling League held May 11 at Wilson's Cafe in Phila. At the head table may be seen: Secretary Lew Parent and his wife; President Sam Minnick and Mrs. Minnick; John G. Pew, Jr., George D. Carney; Julia Horn, and Clarence Wright (manager of the Armory Bowling Alleys). Mr. Pew gave a brief address followed by the presentation of awards by Mr. Carney. The 36 Machine Shop Team, consisting of Captain Sam Minnick, Bill Jump, Chick Seiverd, Jake Fulmer. George Read and Benny Dychala, took the honors as they won both halves. A very fine floor show and dancing concluded the evening.

The inset shows one of the Dychala boys, home on furlough from the Navy, who was a guest.

(Right) — **ED KENNEDY**, Expeditor in the Central Yard, donned the prize he received for his outstanding achievements as a bowler with 33 Dept. Expeditors.

(Below) — **66 DEPARTMENT BOWLING LEAGUE BANQUET** held at the Yellow Bowl Tea Room in Chester. Winners, No. 4 Yard team: Vicker, Bradford, Barrett, Mulrine, Stanaitio and Trauffer. High three, Trauffer, 614; High Single, Ottel, 232; High Three, Sage, 661.



(Continued from page 15)

our boys and we know they will do their best.

Beulah "Bubbles" Webb, our C Shop Tackerette, has been ill for some time, but we hear that she will be back with us soon.

Orchids to Mary Fitzpatrick. Mary injured her foot, but every night she reported for work and did her share of tacking. That's the spirit, Mary.

E. Smith, "Smitty" to us, is the new Welding Leader in the Shop. We hope that he likes it and we are sure that he is capable of his job. Good luck "Smitty" and we are all pulling for you.

We hear that our Skipper, Mr. Ferry, is on the road to recovery. It will seem like old times to see Mr. Ferry walk through the shop in the morning. Keep coming, Skipper, the shop is in back of you 100%.

Margie, our Office Clerk, after eating her meals off of the mantel for several days, has decided that horseback riding does not pay.

Our Service Honor Roll for the month includes:

- Florence Stravinsky, Spars.
- John Pyszawski, Navy.
- A. Pirolo, Marines.
- Walt Mateja, Navy.
- Bob Connors, Army.
- W. Felts, Marines.
- T. Lertzman, Army.
- Paul Christ, Navy.
- Joe "Smokey" Scibilia, Navy.
- Tony Malizia, Navy.

Reporter: AL BOWERS.



MARY DRUMBLUSKY, who has charge of the Office of 47 Dept. Second Shift, North Yard. Her million dollar smile makes her the department's "Pin-up" girl.

NORTH YARD GIRLS

The Invasion is on, but it has only just begun. It had a good beginning but it is not yet ended. Our men are giving the best they have in this struggle to preserve all that this, Our America, stands for. The V War Loan Drive is on. What are You doing about it? Are you buying More and More War Bonds to back up these boys of ours who are out to fight to the finish? Many are being injured. Many more will be. Many more will give their lives that you and I, our children and their children might have the safety and security that this, Our Land of Liberty, holds for us. It is not a pleasant thing to think about but it is true and we must face reality and we who are here at home, let us with renewed vigor give the best we have and more to back up our boys Over There. There is a prayer in our hearts continually for these men of ours. God bless our boys. God give them Faith. Faith to believe and trust in Thee and grant that this will soon be over and they will be home again. Are you doing your best — buying all the Bonds you can afford and more? Many are but some are



47 DEPARTMENT SHIPFITTERS, THIRD SHIFT — Front row: Treat, Fisher, Early (Leader), Smith, Savage, E. Smith, Mrs. Barnes (Matron). Second row: J. Hayes (Foreman), Berstler (Leader), Thomas, Reddick, Moseley, Mrs. Pateman (Timekeeper), Wilson, Childs, McCoy, Sydnor, Miss Seaton, Miss Ruth J. Smith. Back row: Dashiell, Henderson, Byrd, Turpin.



WELDERS, No. 4 YARD, 3rd SHIFT — Left to right: R. Ellis, L. Solomon, M. Lomus, I. Roe, M. Massey.

NORTH YARD SHIPFITTING SUPERVISION



R. Ehrentraut, M. Smedley, A. Postelwait, W. Gibson, C. Schnars, J. Coan, J. F. Joyce, E. Voshell, J. A. Richards, H. Weightman, A. Burdette, F. Plant, R. Sheldon, M. Glatts, G. Matthews, E. Anderson, J. Lord, T. Davis, W. L. Rouke, J. J. Joyce, H. Messick, W. Quaille and J. Greim.

not. What about YOU?

Who is the baby doll that is giving Bea a birthday gift this month? Were you there Johnny?

The girls noticed most of the boys with new hair cuts after bonus week, wonder why?

Is the rebel home sick?

I know someone who is very lonesome since the Little Sergeant left town.

Congratulations to Mr. and Mrs. Thomas Sission on receiving their citizenship papers June 8th. Mr. and Mrs. Sission came to America 26 years ago from England.

Elizabeth Edwards reports that Pfc. Earl Edwards has arrived back in the United States. He is a Gunner on a British Ship in our U. S. Army.

A. Reed's brother, Cpl. C. Hampton, has

landed in Corsica, Italy.

Birthday greetings to Frenchie Kelford. Mildred Lynn's son, Harry Lynn, SF 3/c, U.S.N.R., is in Shoemaker, California. Harry was in the 45 Department, Central Yard, before he was called into the service.

Here's hoping these girls who are on the sick list have a speedy recovery. Grace King, Lillian Hunter, Marie Brittingham, and all the others. Chris, how's the fish running down at Sea Isle City?

The 33 Department girls in North Yard would like to have a dance band.

Congratulations to Emma Shultz on her 17th wedding anniversary.

News From the W-2 Table

We are waiting Frankie. Who is afraid of the big bad 'rats'? It used to be mousies.

Whose theme song is "Give Me a Big

Red Rose".

Jitterbugging is a very relaxing pastime for some. How about it Smitty?

More and more people are seeing red these days. "Sunburn" on their friends.

ADVANCE TIP—The more you can this season, the larger the jar against the ole' high cost of living.

The less you howl, the better chances of being a howling success.

If husbands will put more money in War Bonds, wives dresses will be worn longer—months longer. The one thing you can not afford to do is to let the men in the service down. Step up and buy more than your share of War Bonds!

Reporter: E. WINTERS

**34 DEPARTMENT
Copper Shop**

Mr. and Mrs. D. Anspach, Mr. and Mrs. E. Babicki, Agnes McFerren and Johnny Hollis were seen at the Bowling Banquet held at Wilson's on May 11. A good time was had by all.

The boys are waiting for Harry Ayyjian to make his car talk a reality.

What happened to the romance in Georgia?

I think Ruth Phillips has earned the title of Mrs. Copper Shop. Ruth is the only girl left in the Copper Shop.

When is Joe Mrcic going to pop the question?

The following boys left the Copper Shop during the month of May:

- J. Smyrl, Navy.
 - A. Bartholf, Navy.
 - A. Howat, Navy.
 - W. Beresky, Navy.
 - A. Houser, Army.
 - D. Zell, Army.
 - J. Marsch, Army.
 - J. Feeney, Merchant Marine.
- Don't forget to write to them.

Reporter: SHIRLEY SPENCER.

ATTENTION—ALL SUN SHIPYARD WORKERS!

Exercise the utmost caution in boarding your home-bound train each evening!

**91 DEPARTMENT
Second Shift**

BONDS

*Bonds are the ways to Freedom
Bonds are the ways to beat 'em,
Bonds will show the world we care,
Buy Bonds and do your share.*

*Bonds will buy bullets and guns
Bonds will bring back your sons,
Bonds will build ships and tankers,
Buy Bonds, workers and bankers.*

*Bonds will help beat the Axis
Bonds will soon lower the taxes,
Bonds will bring the war to an end,
Buy Bonds to bring them home again.*

*Bonds are a saving to everyone,
Bonds will bring back laughter and fun,
Bonds are the back bone of the War,
Buy Bonds and they'll know what they're fighting for.*

*Fathers, Mothers, Sisters, Brothers,
Buy Bonds and think of the others.
Praying and waiting for them to come home,
Remember buying Bonds is a Government Loan.*

— CHARLES HORNER.

Charles Horner works in 65 Department. His hobby is writing poetry.

We all were very sorry to hear that Jim Carty's mother passed away the first week in June. Jim is a timekeeper on second

shift, formerly of first shift.

We have five new girls: Mary Fritz, Elsie Clarke, Irene Buchanan, Gertrude Nasados, and Ruth Axthelm. They all like their work and feel right at home, thanks to Blanche Owsiany, who is teaching them the work.

Ann Donahue, Isabelle Snyder, Emma Devonshire, Edith Sharpe and Miriam Runyan gave a farewell dinner for Marge at the Washington House. Marge received gifts from the girls at work.

Isabelle Snyder was called home from work. Her husband came home on a furlough and Isabelle says everything is fine now.

Ben Knight's birthday is on June 21st. Ben said he would like to have socks and ties. He prefers lavender.

Anne O'Connor left our service to enter the WAVES (Medical Corps) July 1st. She will enter Hunter College, New York, for her basic training. Anne is a graduate nurse and has been with us at Sun Ship for five months. She will be greatly missed by her co-workers.

Morice Ziesmer celebrated her birthday Monday, June 5th. She went to Atlantic City from Saturday to Tuesday, June 6th, with her sister, Bernadette Allcutt, and Virginia Essic to take over the Air Corps and to give the fellows a break.

Going home after work one night on the Marcus Hook bus, the U. S. Manpower caused a spark to return to the Old Southern Penna. bus. The bus was at 5th & Kerlin Sts., when it stopped. Our Sun Ship men pushed the bus a block and it was in running order. Mrs. Pyles of our



34 DEPARTMENT, SOUTH YARD GOLF TEAM AT TULLY-SECANE. Left to right: R. Hoxter, C. Drake, C. Fowler and R. Getty.



BERTHING DEPARTMENT, Central Yard. Back row, left to right: R. Paramore, F. Socash, M. Wolk. Front row: V. Fineran and I. Brod.

**HOW WELL DO YOU KNOW
YOUR WAR BONDS?**

2. QUESTION — *Why are War Bonds the world's safest investment for your money?*



ANSWER. A War Bond is a "promise to pay" backed by the strongest government in the world. You can't get any better security! You can't lose your money. It can't be stolen. Even if the Bonds are lost or destroyed, you get every penny back. For every Bond is registered at the Treasury Department!

Dept. was on the bus and said the men did a very good job.

Mable Olson has charge of pulling cards at North Yard, 2nd Shift. One night a girl asked where a man's card could be if he welded strong boxes. She said she would look up strong boxes. They looked and looked, but no strong boxes. Now Mabel's name is Strong Box. She is well-liked by everyone and can sure take a joke.

Reporter: RITA PHILLIPS.

91 DEPARTMENT
Stores Accounting

Dorothea Manderfield, of Stores Accounting, and Joseph Leonard of Curtis Publishing Co., were married June 7th at the Church of Holy Spirit in Sharon Hill. The couple are now residing in Sharon Hill.

Willard H. Savage, Jr., of 58 Dept., South Yard, husband of Betty Gear Savage, left recently for the Navy and is now stationed in Camp Peary, Williamsburg, Va.

"Mike" Wingate is now back on the job, after being in Jefferson Hospital for a few days with an infected jaw.

Stores Accounting wishes to congratulate Mr. and Mrs. Frank W. Moore on their 25th Wedding Anniversary, which they will celebrate on July 12th.

Reporter: GRACE HITCHENS.

91 DEPARTMENT
Timekeepers and Contract Clerks

Jerry, the blindfold expert, got his signals mixed while making the blindfold test, thereby losing 25 cents.

Eleanor Coveleski visited Mount Carmel on a recent week-end while her two brothers were home on a furlough.

Sylvia Baird, who was operated on for appendicitis on May 20, is now at home recuperating.

Gertrude Grieco, who underwent an operation on or about March 20th, returned to work on June 5th. Gertie wishes to thank everybody for the lovely gifts and flowers.

Frank Dunlop, who has been out sick since May 28th, is still confined to his bed.

Dot (Sugarfoot) Lewis, the champion jitterbug of 91 Dept., enjoys Tommy Lee-son's Orchestra at noon.

The McIlhenny and O'Rourke families are keeping the sky pilots busy. (What is it, a contest?)

Ruth Fisher stares, and stares, and stares, but — at what?

Frannie McIlhenny had her tonsils removed on June 5th.

Roslyn Rennett enjoyed her vacation in Jacksonville, Florida, visiting her brother who is stationed near that city in Uncle Sam's Navy. Thanks, Roslyn — the pecans were swell!

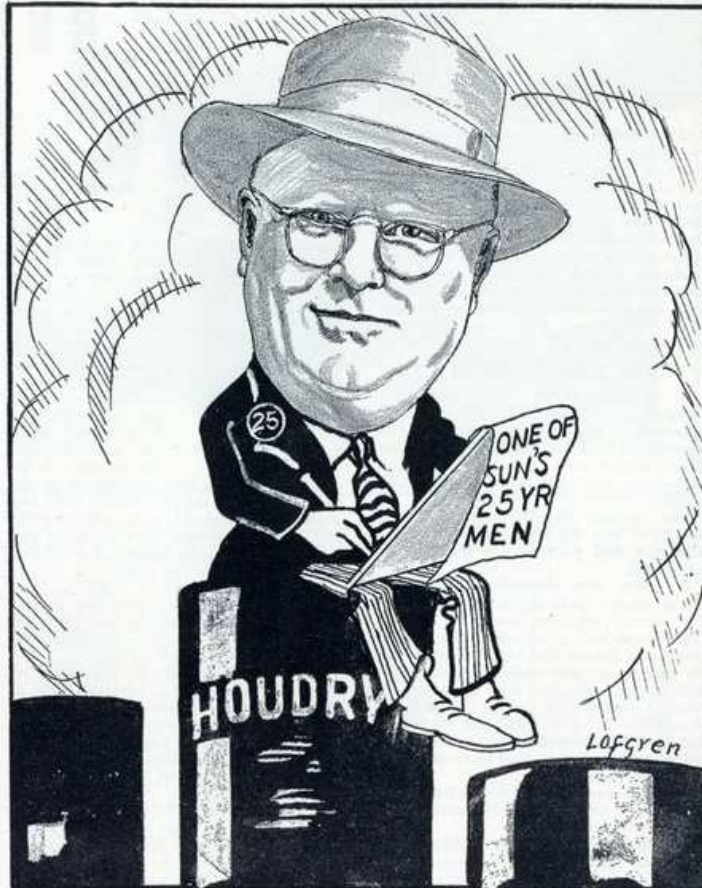
Helen Mercadante is now working in the Contract Room, and says she is glad to be back.

McDonald, 47 Timekeeper and George Burns, 59 Timekeeper, are trying to outdo each other in setting the fashions of what the well dressed man should wear.

Reporter: ED. BELL.

Buy More Bonds!

Guess Who?



HOW WELL DO YOU KNOW YOUR WAR BONDS?

3. QUESTION — If you put \$3 into War Bonds, how much do you get back —

—\$3.00? —\$3.50? —\$4.00?



ANSWER. For every \$3 you put into War Bonds you get \$4 back when the bonds mature! And how those extra dollars mount up! Look at this:

You buy a War Bond today at \$18.75. In 10 years you get \$25.00.
 You buy a War Bond today at \$37.50. In 10 years you get \$50.00.
 You buy a War Bond today at \$75.00. In 10 years you get \$100.00.



MARY FARIES, our very congenial chauffeur-ette of the Second Shift, was the first woman chauffeur in the Yard and has been with Sun Ship almost two years, having worked in the Tube Mill before assuming her present duties. She is noted for her pleasing disposition and also her excellent driving ability. Mrs. Faries is married and has one son, Lorry, who is the Personnel Officer in North Yard, and she resides at 517 W. 24th St., Chester.

STORERUMORS — 80 DEPARTMENT

Congratulations and best wishes to Carol Shanebrook, formerly Carol Keller. Bob Shanebrook works in the garage and since Carol's Dad is none other than Ed Keller of the same dept., it makes it a real "Sun" wedding.

And we hear that Haley, of the Bolts and Nuts, took the big step in June. We wish you and your spouse the best of everything.

We offer our sympathy to Marshall Moody on the death of his father and say that we are very, very, sorry.

We were both glad and sorry to say goodbye to Barney McLaverty. Barney left the yard to go with duPont's Paint Division in the chemistry lab. Chemistry is Barney's field of work and he will be given an opportunity to continue his studies in that field. We wish Barney loads of luck and regretfully say goodbye to a swell guy, "Our Man Friday".

Birthday greetings and many happy returns of the day to: Mary Foreacre, Toni, Alice, Haley, and Emma.

Alice Rake and Annie Holdren are sharing mutual "Aunt" honors. It seems Alice's brother and Ann's sister are the proud parents of a baby girl. Alice and Ann are now members of the "Waterfront" brigade.

That ever working pair, Freeman and Jackson, at No. 2 S/R third shift, are now known as the melody boys. Sweet harmony, yeh man, they really send you.

Andy Howell, formerly of No. 2, was in on a surprise visit looking like a million in his Army Air Corps uniform. Andy sends his regards to all the gang.

WE VISIT THE WEENIE ROAST: Place, Chester, Park; time 7:30 P. M. Wed. nite June 7th, 1944. Personnel, 80 Dept. members and their invited guests.

The food was ready and the matches all set, but Stella, Toni and Edith forgot the firewood. However, Ronnie's husband Bart had anticipated that and brought some. Pat went on a crying jag, peeling the onions. The physical labor almost ruined her for the nite. Toni and Edith invited four sailors from one of our ships in drydock. They had a grand time and came up to thank the girls the following afternoon. Three soldiers from Fort Dix were



BILL BEATTY

"I think the biggest thrill I ever had, and my worst moment," said Bill Beatty, "was when we ran No. 7 crane out in the river. Now don't get excited, we didn't scuttle the crane but ran it onto pontoons. It happened when we were building the drydock. It became necessary to have a crane out on the water to finish some construction work and pontoons were the only answer to the problem. Dire happenings were predicted and according to general opinion a river bed salvage job was in the offing."

Bill stopped to laugh heartily. "But brother," he continued, "were they fooled! And did I sweat when she left dry-land! But old No. 7, which we've completely rebuilt since, is still working away."

You can't exactly accuse Bill Beatty of being a floater. He has held two jobs in his lifetime, sixteen years with McClintic-Marshall on bridge construction and 26 years here at Sun. So you can see why any excursion into the past with Bill would read like a history of shipbuilding and construction.

"I remember when I first came to Sun," continued Bill. "Things were plenty rough and as was the case with all shipyards, everything was done the hard way. There were no skids in the shops and no racks in the plate fields. Only 15% of the boats were fabricated in the shops and 85% of the actual construction was done on the ways. But today, we complete assemblies one hundred percent in the shops and merely install them on the ways."

"The boom machine drove 400 to 450 rivets then, while today the boom machine drives 5000 rivets in 9 hours."

"Yes, production was slower and tougher in those days, but we had some pretty rugged men to go with the pace. There was old man Wilson who drove 1700 snap rivets in one day during the construction of the drydock. We called him 'Iron Man Wilson!'"

"And I Remember When launchings

also present. Sophie came in spite of being sick.

Mary Murray and her sister put on a jitterbug act that brought the house down. Those gals are really good. Franklin's singing was appreciated, he kept the party awake. Maddie Favinger had a good time

were few and well apart. It was a gala occasion when we launched a ship. The band was on hand in dress uniforms, and led the parade to the shipways, the public was invited and showed up in numbers. But today it's zip, another ship slid down the ways, chalk it up and let's make it ten more this month; and we do.

"We pulled off some pretty tough jobs. Down at the end of the wet basin is a Humphrey pump for fire control. We sank an 18 foot caisson 53' deep for that baby, and maybe that wasn't a job. And talking about jobs, when the crane at No. 7 shipway got into bad shape, we took it down and rebuilt it bolt for bolt; making it heavier."

"In general the yard has expanded and improved with the enlargement of facilities such as the addition to the mold loft and all the new automatic equipment which has made for speedier, safer, and more economical production."

When asked what he considered one of the most significant developments in shipbuilding, Bill Beatty readily answered, "The all-welded hull. There is no doubt that it has proven itself over and over again. You have a more efficient ship with greater economy in construction and operation. We built 8000 ton jobs under riveting and 12,000 to 13,000 ton jobs with welding. But don't think the Maritime world went for all-weld jobs like a house afire. Sun built the first all-weld tanker in the world, the "J. W. VanDyke" for Atlantic Refining Company. I Remember when we launched her. There were more brass hats here than in the whole country. The event was watched with keen interest. It was taken for granted that she would bust in half when she hit the water and pivoted. Well, the rest is history. She did not break in half then or now; and again the experts were stuck with the \$64,000 question. The answer lies in the job Sun all-welded boats are doing in this war — boats that have been hit and returned to sail again."

Bill stopped talking, laughed, and slyly continued, "I Remember when I won that nickel, you see framed there, from Wilkinson at the Springhaven Golf Club. But you get the story from him."

—SID ROBINSON.

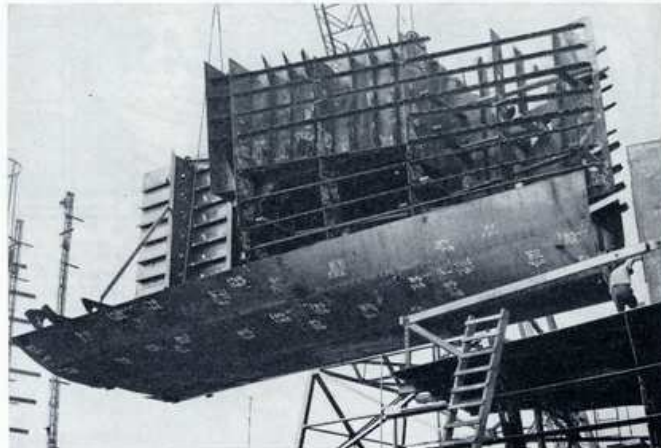
but wondered why Jack acted as chauffeur everytime the fellows had errands to do in town. We wonder if Bill and Mary finally got their introduction. Bart and Johnny acted as chefs, waiters and busboys, and deserved a vote of thanks.

Someone accidentally dumped a quantity

PICTURE OF THE MONTH

100 TON FORWARD ASSEMBLY,
No. 13 WAY, NORTH YARD

This huge assembly weighing 100 tons combines the fuel oil and fore-peak sections of the ship. It is assembled on the ground of many separate and various pieces of steel, such as frames, longitudinals, bulkheads, shell plates, etc. When it is completed, the Erectors hook the assembly on to two giant traveling cranes by means of heavy cables and shackles. The Assistant Erector Foreman then signals the Crane Operators to raise the assembly and take it to its permanent position on the ship. The erecting of these huge and heavy assemblies saves time and labor and speeds the construction of vitally needed victory ships.



of pickles and doggies in the creek. The fish are now wagging their tails and saying, "Hello Cuzz," to the herrings.

WE VISIT THE BALL (?) GAME. Place, Woodlyn; Tues. Nite June 6, 1944. Equipment balls, gloves, bats and barreled refreshment. Oh yes, also two teams. Aberfoyle versus Truck Drivers. Logan officiating at the plate. Ten minutes rests between half-innings and longer between innings. The teams, Aberfoyle—F. Thompson, W. Lord, Toots Thornton, Brownie, M. Johnston, V. Bookmyer, W. Franklin, E. Bennett, K. Reed, Reds Cunningham, A. Morgan. Batteries: Bennett, Bookmyer, Johnston pitching; Thornton and Franklin catching. Drivers: Edge, Stan, Harmer, Cunningham, Ferretti, Rhawn, Grimmering, Desmond, K. Yarnall, Al Green. Batteries: Desmond and Yarnall pitching; A. Green catching.

The score 25-3 favor the Truck Drivers. Casualties: F. Thompson caught a ball with thumb; Ferretti sprained ankle stealing home trying to put the game on ice by scoring the 26th run.

And last but not least, we visit Robby's Tues. nite mixed bowling league at the Armory. 80 Dept. is well represented in this happy-go-lucky Summer League by Alice Rake, Annie Holdren, Dot Mundy, Madge Gill, Toni Cornaccia, Stella Zabitka, Adele Dempsey, Virginia Detwiler, Reese Onimus, and Robby.

EXTRA: Aberfoyle vs. Truckers. Second Game, Tuesday, June 13, 1944. Score 8-7, favor the Aberfoyle. The Aberfoyle team rated as the underdog, fought a great battle, winning behind the pitching of Marshall Moody, who went the full route. Shoemaker turned in a fine job behind the plate. The batteries for the Truck

Drivers were Desmond, Yarnall, and Cunningham pitching, and Green and Harmer catching. The Aberfoyle pulled off the first and lone double play of the series, Bennett to Lord to Thornton. The sole casualty was Green, hurt sliding into second.

FIVE STAR FINAL: The Second Shift Storeroom Hawks won their first game of the season over the 47 Department Plate Shop by a 22 to 4 score. This was a warm-up game prior to the opening of the Sun Ship Soft Ball League which starts June 19. The battery for the Hawks was Al Cheatham, who pitched a fine game, and Captain Jack Harris, who worked hard behind the plate and sparked the attack

with his incessant chatter. Manager C. Kelly thanks the men for coming out and looks for a continuance of the fine spirit. Keep your eye on the Hawks.

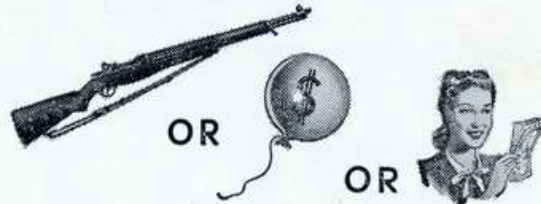
Reporter: SID ROBINSON.

SAVE YOUR "OUR YARD" MAGAZINES. THEY ARE A PERMANENT RECORD OF THE PART YOU AND YOUR COMPANY ARE PLAYING DURING WORLD WAR II.

HOW WELL DO YOU KNOW YOUR WAR BONDS?

4. QUESTION — *Why does Uncle Sam want you to put money into War Bonds—*

- to pay for equipping our fighting forces?
- to help keep prices down?
- to give you extra money after the war?



ANSWER. Check all three! The money you lend in War Bonds works hard — for the government and you! It helps pay for victory, helps keep prices down. And it comes back with interest!



The size of a vessel is frequently described by its tonnage. In naval practice this refers to a ship's displacement, whereas for the merchant vessel the same term applies to gross tonnage. Indiscriminate usage in this respect has been productive of much confusion, and we will attempt to clarify the above and related tonnages by definition and example.

In general there are four kinds of tonnage applying to ships and their business, viz: Displacement, Deadweight Tonnage, Gross Tonnage and Net Tonnage.

1. **DISPLACEMENT** is the actual weight of the ship and its contents in long tons (2240 pounds per ton). The Light Displacement is the weight of the ship alone. The Load Displacement is the weight of the ship plus cargo, fuel, ammunition, boiler and drinking water, crew and provisions.

2. **DEADWEIGHT TONNAGE** is the weight in long tons of the variable items that are transported by the ship such as cargo, fuel, ammunition, boiler and drinking water, crew and provisions. The term deadweight carrying capacity is used interchangeably with the above. When referring to the weight of cargo alone this is called the cargo deadweight. We realize, therefore, that the deadweight tonnage plus the weight of the ship (light displacement) is equal to the load displacement.

3. **GROSS TONNAGE** is not a weight measurement, despite the fact that it is designated in ton units. It is used for purposes of assessing port fees, dock charges, etc. and is determined by dividing the internal volume of the ship in cubic feet by 100. It may be generally referred to as the register tonnage, although both gross and net tonnages are the official tonnages appearing in the ship's register.

4. **NET TONNAGE** is the gross tonnage minus deductions for the spaces occupied by propelling machinery and fuel, crew accommodations, etc. It is the measure of the space available for cargo and passengers in units of 100 cubic feet. A vessel's tonnage whether net or gross is substantially the same under American or British rules. Vessels navigating the Panama and Suez Canals are especially measured for this purpose, and in general the Panama and Suez gross and net tonnages are larger than obtained under the national rules.

The following tonnage figures would generally apply to a 500 foot tanker.

Load Displacement	22,000 Tons
Deadweight Tonnage	16,000 Tons
Gross Tonnage	10,300 Tons
Net Tonnage	6,200 Tons

— FRANK PAVLIK.

SHEET METAL SHOP NEWS

Mr. Sam Gordon, the Sheet Metal Shop's Gas (Welding) Artist, is being "hair" conditioned. Mr. Gordon enjoys quite a reputation as a Weight Lifter and Wrestler.

Washington Irving could write another Headless Horseman Story if he could only see Gordon riding his chrome-plated version of the Sleepy Hollow Express with those saddle bags flapping in the breeze.

Pardon me for pointing, but have you noticed Bunner's "Spats"?

Bob Mitchell, better known as "30-S Man About Town" is buying Bonds under the alias of Lauretta Mitchell.

Capt. Raymond "Romeo" Hutchinson is the proud owner of a boat. It is a 26 ft. vessel and is now located at Wildwood Gables. The boat is to be re-christened by Dolores Graham and will be named "Tramp". The main propulsion unit is a 1928 Chevrolet engine; the auxiliary unit is of course a little old fashioned (oars). The shop personnel has been requested to supply the silver service and a Captain's uniform will be gratefully accepted.

The newest shop diversion at noontime — Marbles and Checkers, as played by the expeditors. Lamey is quite a champ at marbles, and Joe Ulrich the champ at checkers. (We suspect a little cheating, they both have been champs too long so long, in fact, that McIntire won't play.)

Tommy Galbraith has been sporting a new mustache (me too) but it disappeared. We suspect he took a deep breath and inhaled the darn thing and tickled himself into a spasm.

Dolores Graham and Bridget Residlo recently spent a pleasant Sunday at the home of Sam Pascal. They also enjoyed a fine chicken dinner. It is rumored that the chicken was run over while the girls were mowing the lawn. Well, we all have to learn.

Warren Holmes, the All-Star Basket Ball Player, is now manager of the team.

The Bell Wire Gang was visited recently by Lewis Muth, SF 1/c. Drop him a line, fellows. All the boys like to hear from you.

If Jesse Ayala ever makes a complete round trip between work and home without



A CONTINGENT OF CHINESE NAVAL ENSIGNS visited Sun Ship recently and were greeted by George Sang (second from right), a member of the Personnel Department. The Ensigns who were training at Swarthmore College, were invited by the management to take a tour of inspection of all four yards and stayed until 5:00 P. M. to witness the launching of the S.S. Marine Fox.



30-5 DEPT. EXPEDITORS — J. Gillen, T. Paul, G. Lamey, S. Miklasz, and D. Little. Standing: E. Stinger, J. Morton, H. Farley, B. Bergan, G. Thomas, J. Swift, R. Mitchell, and J. Karpinsky. Joe Ulrich and Bill MacIntire are missing from the picture.



SECOND SHIFT SHOP CRANE OPERATORS — Left to right, top row: J. Boswell, S. Sunick, J. Beach, H. Pollock, R. Ball, J. Sweet, and J. Davidson. Middle row: G. Andrews, J. Gamble, Dean Ogden, Leader, H. Potticher, M. O'Laughlin and R. Petch. Bottom row: A. Bernard, H. Boyer, M. Devereaux, T. Vance, G. Cimaruta, L. Krommes, and H. Potter.

a breakdown of his motorcycle we will present him with a medal.

Herb Farley, of the Sheet Metal Shop, spent a week-end at George Lamey's cottage on the Chesapeake. The beds are so hard that George Washington wouldn't even sleep on them, but that didn't stop Herb from taking sixteen hour naps. But when Herb wanted George to serve him his breakfast in bed, that was the straw that broke the camel's back, or should I say Lamey's back. But Farley's sixteen hour naps were the result of physical exertion on the grass with a lawn mower, and the cottage did need a coat of paint. So our sympathy is extended to both these fellows, particularly to Herb for even thinking about Lamey's culinary efforts.

Have just heard that H. Metzger is getting in some hot tunes with his trumpet with a Band in Marcus Hook.

Dave Welkie is glad WPB hasn't stopped Taxi Service.

Pvt. John R. Saurman, formerly of 30-S Department, is reported missing in action since January 23, 1944 in Italy.

Reporter: PETE BROWN.

**GENERAL NEWS FROM
No. 4 YARD**

Reverend Lucius O. Robertson, "Brud" Holland's Assistant in the Number Four Yard Personnel Office, returned from a visit in Jamaica, where he visited his aged mother. He surprised most of the boys in the Number Four Yard by returning to the States a bridegroom of ten days. All of the boys in Number Four Yard wish him God's speed and the best of luck on the sea of matrimony.

Number Four Yard is being represented in the Sun Ship Softball League by Mr. James Haywood, Manager of the 45 Department, Shipfitting Team, and Mr. William Burton, Manager of the 51 Department, Softball Team.

For quite some time the Number Four Yard Band has been rather dormant but every Tuesday and Thursday, at the new bandstand erected near the wet basin, the Band will entertain the boys. The Personnel Officer in Number Four Yard announces

that from time to time guest artists will appear on the program and he is also asking all persons with any musical interest to contact the Personnel Office in the hope of utilizing local talent.

A philanthropic attitude has been shown lately in the Number Four Yard by the great numbers who recently became members of the National Association for the Advancement of Colored People and there is also in force a movement whereby many of the employees of the Number Four Yard are being encouraged by their fellow workers to participate in the educational fund for the twenty-seven Negro colleges.

Hats off to the U.S.O. Industrial Unit in Chester. Many employees of the Number Four Yard have found this to be a haven of rest. The Program Director is Mrs. A. B. Brown and it is the opinion of the men in Number Four Yard that she is doing a swell job.

The Personnel Office in Number Four Yard is encouraging all of the men in the Yard to enter into as many recreational

activities as possible. It is felt that this type of activity will enhance the production record of the Number Four Yard.

No. 4 YARD NOTES

Hello Everyone:

There have been some great changes since I talked with you before. No doubt most of you rose from your beds of slumber on last Tuesday a.m. with the words of this song on your lips. "Oh! what a beautiful morning, Oh! what a beautiful day!" The good news that we had invaded Europe was blazing across the headlines, of all of the morning papers. Our radios were telling the news. Every one we met seemed to be bubbling over with the news of it all. Some were happy while others were very sad. That day made history, it will live forever with most of us. Our Squad is happy to state that we are now more determined than ever to carry on and do more than our best to see that those boys get every thing they need to

ANNIVERSARY BANQUET OF THE S.S. MARINE EAGLE



A banquet commemorating the anniversary of the launching of the S.S. MARINE EAGLE, the first ship built by negro labor, was held on Wednesday, May 10. It was sponsored by the Sun Ship Group of the Young Women's Christian Association of Chester. The main speaker of the evening was Julius Thomas, representative of Industrial Relations in the National Urban League. Other speakers were: R. L. Burke, John G. Pew, Jr., Dr. E. Scott, Eddie Lamberston and Brud Holland.

No. 4 YARD SWING SHIFTERS SPONSORING PARTIES AT THE CHESTER U.S.O. FOR SUN SHIP WORKERS



Left to right, sitting: B. Bailey, P. Carter, I. Coleman, M. Crumpler, E. Jordan. Standing: B. Holland, C. Jenkins, D. Clayborne, N. Johnson, and J. Williams.

bring peace and to help them return to us as quickly as possible.

Along with that news came the Fifth War Loan drive. What are you going to do about it this time? Maybe your brother is over there. Perhaps it's your son, or it could be your husband. Well, I feel that you are more than willing to give your dollars. You'll dig down deeper and deeper till it gives you that feeling of satisfaction that comes when you know that you have done your best. Is 10% to be compared with that boy's life? No. Is 15% enough? No. Only all that you can possibly give will even be considered and that is not to be compared with those lives that are being given for you and me.

Let us not forget that defense job that needs all that we can give it too. Why not have a month of Invasion at Sun Ship? Invade the yard every day. Be on time every day. Lose no time in rest periods. Every time you feel that you need a rest period, stop, ask yourself the question ARE THOSE BOYS IN FRANCE RESTING? Give up that trip to the seashore. Give up that day in the mountains. Why drive out to the country? No indeed, we will back those boys. This is a Guard who is asking you to please get on your job, stay on your job. Give that job all that there is in you. When the night shades fall and you are resting comfortably there will be a great degree of happiness, a feeling of satisfaction that comes only when one's self knows that one has done his best. You can then look yourself straight in the face and say, Well Done. While it wasn't yours to offer or give your life, you still gave your all.

The Guards aren't the bad fellows that most of you think they are. They are human and they don't enjoy taking your number. They are happiest when they can help you, when every one is on their job. You all know the rules of the Company. Can't we all do our best for the boys that are doing their best for us, that we may all enjoy the freedom of America — today,

tomorrow and always?

Captain Saddler's Squad is going to try to set an example for you. They will report every day on time and will stay on their jobs. I feel sure that all of the other Guards will agree.

Your humble reporter,

A. BORDERS, 88-10200.

**FOUR YARD FLASHES
Ninety-Oners**

Greetings — Greetings Fellow Sun Ship Workers — your favorite commentator takes this opportunity to bring you up to the minute flashes of the news among the employees of 91 Department, No. Four Yard.

Flash — May 1944 — Congratulations to the Spains — Elaine, former clerk in 47 Shop office and Charles, 4 Yard counter — it's a bouncing baby boy.

Flash — May 1944 — Gladys Burks resigned her position as clerk in 47 Shop office to accept a position with the Child Welfare Assn., Kansas City, Kansas. We miss that dynamic personality and your pleasant association. Sun Ship's loss is Kansas City's gain. We wish you continued success.

Flash — May 1944 — Franny Butler returns to work after a long siege of illness.

Flash — June 1944 — Sue Richardson just returned from a visit to Hampton Institute, Virginia. The reason for the visit? Her husband, a former Sun Ship worker, is serving in Uncle Sam's Naval forces and is presently stationed at the above mentioned institution.

Reporter: PAT GALLOWAY.

EDITOR'S NOTE: Pat Galloway is now a main reporter for No. Four Yard and she requests all employees of No. Four Yard to contact her in Mr. Taylor's Office, 47 Department by calling 539 or by letter, if they have any news of interest they wish published in "OUR YARD".

**HOW WELL DO YOU KNOW
YOUR WAR BONDS?**

5. QUESTION — How does buying War Bonds keep prices down?



ANSWER. Right now, when our country's busy making war goods, lots of peacetime goods are scarce. There are fewer things to buy with your money. If people start bidding against each other to buy scarce goods, prices naturally go up. But if you buy War Bonds instead of scarce goods, you help keep prices down where they belong.



LEADERS AND ASSISTANT FOREMEN, No. 4 YARD, 3rd SHIFT — First row, top: Swahl, 58 Dept.; J. Hayes, 47 Dept.; Johnson, 59 Dept. Second row: Berstler, 47 Dept.; Schwartz, 59 Dept.

No. 4 YARD WOMEN

"Hello," is everybody happy?

We are the female employees of No. 4 Yard speaking to you through our reporter over the pages of OUR YARD Magazine.

Our women are giving their wholehearted support to the war effort and it is with the greatest pleasure that we do it. Love is the finest thing that ever blessed humanity. It is with the deepest affection that some of us take our welding rod in hand, our pencil seems to be the line that connects us with that loved one of ours who maybe at this time is struggling in the thickest underbrush or wading in the cold waters of a strange land, perhaps fighting hand to hand with our deadliest enemy. It gives us a feeling of satisfaction to be able to lend a helping hand to that one person who is the center of attraction in our world be it large or small. A man is lost without woman and woman is naught without man. The two

must travel hand and hand the whole world over. Won't somebody please tell those men of ours that we are with them wherever they are, night after night, day by day. Some people have the idea that the women are here only for the money. What a sad error that is. I have talked to a good many of the women and they all add that there is some one near and dear to them, who is giving all to Uncle Sam and they want to give their time, energy and all the money for Bonds that they can possibly give. My hat is off to our female employees.

Just a Few Flashes and Dashes from the Women Themselves

Miss Green, Paint Shop clerk.
The boys are tickled pink with their little lady.

We wonder if she regrets investing her money in Little Auto. He had an awfully bad case of foot trouble and she was forced to take him to see the chiropodist. Four new shoes and four new stockings were the order that the old Dr. said would cure Little Auto. (Tires and tubes). Miss Green must be a wee bit wiser. She knows that bedroom slippers (very thin tires) were no good for Little Auto. Oh, lest I forget, Little Auto had a very bad case of esophagus trouble. Maybe it was diphtheria? Anyway on his way home his esophagus fell right out on the ground (fuel line) and, poor Eddie, she rushed him off to a throat specialist who, after a brief period of convalescence (repairs), said he was as good as new. Best of health, Little Auto, and good luck, Eddie!

From 33 a Line for You and Me

Hip, hip, hoorah! Great, great grandmother is on her job. Don't you shirk your work. Never late nor absent. That's a record worth crowing about. Have you anything to say about one who is giving everything for the good old U.S.A. Maybe some of you know her in personal life. Well she is the grandmother of Sophia C. Hardy. That's the stuff you read about in "Believe It or Not."

Won't somebody please tell that boy friend of 33-10301 that she is here in spite of having to lay aside that welding rod because of ill health. She is determined to help him at all cost. That is the stuff that is going to get a Jap's head or a German's foot.

33-10339

This little lady likes her work exceptionally well. She is a graduate of Swarthmore High and she is planning to continue her delayed education once peace is ours. Some college campus will be her destination.

33-10323

Mrs. Oliver, the wife of Fire Marshal Oliver, is right here every day side by side with him. Wonder what she is thinking? Could it be that she is helping to make sure the war is over before they call Mr. Oliver? A swell worker, so I was told.

The rest of 33 is not forgotten. Maybe more of you can say, "Howdy Do" next month. Say, what about the girl who is WAC minded. Good luck. You have the right idea. Let us know where you are when Uncle Sam places you.

Just must say, "Get well, pal" to Odessa Richardson, who is on her way to us again after a brief stop over at Mercy Hospital.

74 Department

Did you know that they aren't all tool room clerks in that dept.? Gracious me, we have a female optometrist in that dept. She has the responsibility of keeping the weld-

SPONSOR'S PARTY OF THE S.S. LAKE ERIE



Left to right: Wm. Craemer, Jr.; the sponsor, Mrs. William Craemer, Sr.; William Craemer, Sr.; and John G. Pew, Jr.

The keel was laid on February 8, 1944 and the Sun-built Tanker went down the ways on May 30, 1944. The guests included: William Craemer, Sr.; Mrs. William Craemer, Sr. (Sponsor); William Craemer, Jr.; Mr. and Mrs. John G. Pew, Jr.; Mr. and Mrs. J. Newton Pew; Robert Haig, Vice President; Mrs. Agnes Sheldon; Miss Roberta Haig; Mr. and Mrs. R. L. Burke; Mr. and Mrs. John W. Hudson; Mr. and Mrs. Gordon McConechy; Mr. and Mrs. Thomas M. Jackson; Miss Helen Finegan; Miss Janet Mentzer; Miss Hannah Hepworth; Miss Mary Garmley.

ers' dark glasses in the best condition. You're doing a swell job, keep it up.

79 Department

Someone told the reporter that there was a new bride in this dept. A birdie said that it was no other than Miss Brown. Congratulations are quite in place for the very lucky man. Happiness and plenty of it. Best of everything are the wishes of all of us. When, if there is, a little bundle of joy to bless them they will surely be able to teach him all the tricks about safety. Mom and Pop are both from that department.

67 Department

Miss Viola Wilson is to be commended for her fine leadership in this dept. She surely is doing a very fine job. All of the girls think she is swell. She isn't the smallest woman in the yard but it would really make you wonder at her speed as she scampers up the ramp. Kinda wish I had some of her excess energy as she seems to have an abundance. She now resides in Chester and was formerly of Darby. That is where she finished her high school work. Continued success.

36 Department

These ladies are anxious for all to know that they are here right on the job helping their friends, specials, husbands, brothers, and what-nots. They will have a chance for some personal news next month. Please be patient. Your reporter is on her way again and she will not forget you.

88 Department

The three lady guards are all wide awake and on their toes at all times.

Miss Jackson is well liked for her jolly laughter.

Mrs. Dickerson is quiet at all times and one does wonder if it's true that she is the mother of ten children. She says it is; so we will have to believe her.

Borders is anxious to be a good reporter so won't you all give her a lift and pass on to her all the news that you have about the No. 4 Yard women.

More news will follow about the 2nd and 3rd shifts.

Reporter: A. BORDERS



PAUL OLAF LOFGREN, "Our Yard" staff artist, "Fearless Oloaf", as he is known to the gang, now a resident of Media, was born in Minneapolis July 21st 1889. Paul entered the newspaper game in 1910 and was an ad-man on the old San Francisco Bulletin where he studied art under Wallace MacDougal. In World War I Paul became impatient and joined up with the Canadian Army and served with distinction. Many of his friends still address him as Lieutenant Lofgren, which he resents as do most captains. After the war Paul again entered the newspaper field and traveled and worked every state in the union as an editorial cartoon features artist, known to the trade as a "Mugger" (don't confuse this with metropolitan "mugging"). Governor Warren of California claims our Paul as his cousin. Paul's "mugging" kept him on the move from 1922 until March 1943, at which time he entered the yard to work in the Fab. Shop, 47 Dept. His skill with the brush made him drop his maul and head for the Sign Shop where he won his title of "Fearless Oloaf" by virtue of the fact that there is no job he won't tackle and no height he will not climb. Paul's hobby is trout fishing and as for fish stories—well, you know how fishermen are.

Buy More Bonds!

HOW WELL DO YOU KNOW YOUR WAR BONDS?

6. QUESTION — *Why will money you put in War Bonds be especially valuable to you after the war?*



ANSWER. After the war there'll be more of the things you want to spend your money for. Your money will go further. And you'll have more to spend — with all the extra interest your War Bonds give you — when they mature!

PURCHASING DEPARTMENT

Lee Blundin is sporting a new tan acquired recently during a few days stay in Ocean City, N. J., where she and Mildred Brown went for a rest. We know they went *only* for the rest, and not for the sailors, as Mildred is leaving the Yard this month to be married.

The ceremony will take place on the 24th of June at Chanute Field, Illinois, where her fiance, Lt. Paul Williams, is stationed, and the couple will live in Champagne, Ill. Congratulations, Mildred! We know you're going to enjoy your new job.

The Invoice Dept. lost one of its newly acquired workers lately when Ruth Axthelm transferred to the Timekeeping Dept. where we hear she is working on the graveyard shift. Isn't this the shift her husband's working on? A good idea, Ruth.

To take her place, Carolyn March has transferred from the Timekeeping Dept. No, they didn't switch jobs—it just happened that way. Hope you like it here, Carolyn.

Our sister act, Dottie and Eunice Clark, have been getting around lately, too. Dottie visited her boy friend, Joe Lakata, a former employee of 36 Dept., at Bainbridge, Md., where he had just finished his boot training. Joe is now stationed at Rhode Island for the next phase of his training. Eunice made a mysterious trip to New London, Conn., several weeks ago and apparently had a swell time. She *would* tell us that much—but no more. She's got us all wondering.

Oh, and one more thing!—a new addition. Harry Robinson's wife, Clara, presented him with a bouncing "bundle of boy"—David, by name. This makes Harry's second. Congratulations from all of us!

We lost another one of our stenographers this week when May Burnell, one of our two red-heads, left us. We figure she's too young to be getting married yet so we wish her the best of luck in her next job.

**42 DEPARTMENT
Central Yard**

Congratulations to Harry Oesterle and his new bride. They were married on May 27th.

The Blacksmiths' Baseball Team is rarin' to go and will take on all comers. Those wishing to tangle with our boys, please contact our manager, Mr. Emil Touring.

We are hoping to have Don Martin back with us. He was in the hospital about two weeks and all in all has been out for five weeks.

Hats off to our champion War Bond

buyer of 42 Department, Mr. Allmon. He has purchased through Sun Ship forty-two \$100 Bonds in addition to his regular weekly deductions. He plans to invest a tidy little sum into the forthcoming drive. What better way can a retired man help his country than by picking up his tools again for a defense industry and putting the surplus in Bonds.

One of our leading exponents of the Izaak Walton pastime is Stanley Belezky, our heavy forger. Stanley would rather catch fish than eat them and they are one of his favorite dishes.

The following is a list of 42 Dept. men who have entered the Armed Forces:

- James Rankin, Army.
- Milt Gross, Navy.
- Joe Mikulski, Navy.
- Pete Amato, Navy.
- Richard Morton, Navy.
- Pete Hyduke, Navy.
- Ben Lyons, Army.
- Joe Harris, Army.
- Ches Hensley, Navy.
- Johnnie Adams, Navy.
- Bill Evans, Navy.
- Shirley Armstead, Army.
- James Covington, Army.
- Melton Harrison, Navy.
- Howard Bivens, Army.
- Eddie Wilson, Navy.
- Thomas Thompson, Army.
- J. Spencer, Army.
- Harry Swartz, Navy.
- Irvin Gillian, Army.
- Hubbard Stewart, Navy.
- Wm. Brockman, Army.
- Archie Smith, Army.
- Linwood Bunch, Army.
- John Taliaferro, Army.
- Raymond Baker, Army.
- Lucius Halman, Navy.
- Willie Higdon, Army.
- James Callahan, Army.
- Melvin Allen, Navy.
- James Mitchell, Army.
- Monroe Rollins, Army.
- Harvey Cottman, Army.

Reporter: WALTER KING.

WEBSTER K. BOWMAN DIES; WAS ASSISTANT TO GRANVILLE D. LANDING

It is with the deepest regret that we note the passing on May 13, 1944 of Webster K. Bowman, Assistant to Granville D. Landing, Commercial and Financial Accountant here at Sun Ship.

Mr. Bowman was first employed here as a clerk and entered the company's employ on August 14, 1922. He gradually advanced up through the years to the position that he held at the time of his death.

He was well known by many Sun Ship employees and showed a great interest in all sport activities. For a hobby, he ushered at many Temple gridiron classics at the Temple Stadium in Philadelphia.

He will always be remembered by those who knew him best as "a good, clean sport." He is survived by his widow and two children, Vera and



Jack. "Our Yard" on behalf of Sun Shipbuilding and Dry Dock Company extends its heartfelt sympathy to Mrs. Bowman and the children.

33 DEPARTMENT FLASHES

It was with much pleasure and surprise that we of the Department were able to welcome back to our midst, one of the most genial Leaders in the entire Shipyard; after a long siege of illness—Arthur Metzger, assistant to Jack Wolfenden. Metz gave us a surprise with the stamina and courage he showed after his serious illness to appear and take over his duties just after leaving the Hospital. All we can say

is "Welcome back Art, but take it easy. Because we want you here for a long long time."

Our heads are bowed in grief at the news that one of our former employees has made the supreme sacrifice. Staff Sergeant James F. Fellon, 1216 Whitby Ave., Yeaton, who had been reported missing since February 22nd, was killed in action on a raid over Germany. He joined the Army Air Corps in October 1942, and had been awarded the Purple Heart. In our silent musings, let us vow that this faith-

ful employe of No. 33 Department hasn't made the sacrifice in vain.

Farmer Cantwell has had a new phone installed in his farmhouse. But he says that by the time he cranks his number, he is too tired to talk.

It has been brought to our attention that since the advent of the ladies in the shop, the boys have been studiously attending to their duties. The red x-marks in John's book have entirely disappeared. And Mike Byron has not received any calls from No. 33 Department for a list of absentees. How come? Even our friends in the Tool Room refuse to go out to lunch anymore. Are they afraid they might miss something? And it is a man's sized job to get the Expeditors out of their office and chasing material around the yard.

Someone suggested a solution to the frequent visits of one of the Central Yard General Foremen to No. 33 Department. Is he envious of the fair ladies John has working for him?

And we're wondering how far the Expeditors are going to advance up the baseball ladder in the Soft Ball league. They were making a marvelous showing in the bowling league just before the finish. We're rooting for them for a top place in baseball. Not so strenuous a game and more talent.

And we don't want to forget that special attention and a word of merit must go to our masterful M.C., for the swell programs that he is putting on the air at noon time. It took much study and effort to segregate all the fan mail, and form a basis for the new programs from all the suggestions; but we really feel that with the "daily hymn", the "news round-up" and the jive for those who love to strut their stuff, Tommie and his band, and the other variations; that here indeed is a program to suit the taste of the most confirmed critics. Help along by sending your note of appreciation to Jack. No one can realize the real good he is doing and the tremendous task he has had to perfect the program. And a pat on the back is always helpful and worth added incentive to the other fellow.

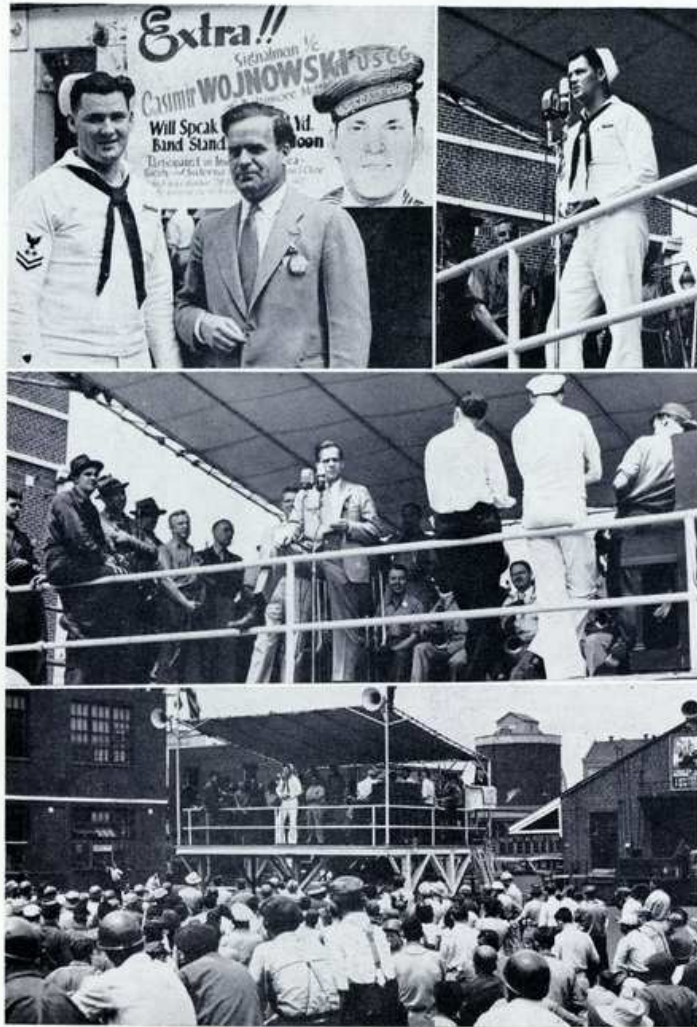
We, of the upper crust, are indebted to our swell friend Gerald for the dainty dish of trout and croakers, which made a most delectable bit of eating. Thanks a lot Gerald, and hope you will have another successful day down along the bay.

And we couldn't fail to add a word of thanks for the boxes of lovely strawberries presented by our mutual friend, John. It seems John got tired of the ribbing we have been giving our "33 Farmers", so John promptly called our bluff. Next we are looking for a "broiler" or two from Bob. We had anticipated receiving our morning milk, but Bob fell down on the job and refused to buy the cow. And to add to all this, we have heard it whispered that several more of the plutocrats of the Department are calling up real estate agents and checking on the Chester Times with the hope of emulating John and Bob and some of our other country cousins.

We understand that invitations will be mailed out shortly for the "pig roast" at the Christopher maison. Ask Whitey about this. However, we would suggest that you wait several days because he's in the doldrums at losing one of his best electricians. Not the Navy or Army.

Reporter: HOMER REIGLE.

MEDITERRANEAN HERO MEMORIAL DAY SPEAKER



Upper left, Vice President John G. Pew, Jr., greets Signalman 1/c Casimir Wojnowski who participated in the invasions of Africa, Sicily and Salerno, serving aboard the USS Samuel Chase, a troop transport called "lucky" because it was bombed 79 times but never hit. Upper right: Wojnowski tells the Sun Ship workers: "The war is not over!" In the lower pictures John G. Pew, Jr., and Signalman Wojnowski are shown addressing the crowd.

66 DEPARTMENT Green Hornet

It was a say day in the Office one certain Monday. Mr. Wilson went fishing that week-end and promised to bring the boys some fish home for Monday dinner. The men told their wives to throw away all Sunday leftovers. When Monday came, Wilson had no fish. So use your imagination for what they had for their Monday dinner. Ham sandwiches.

John Fry looked like old Father Time with his limp and came for the past few days. He is doing pretty good right now.

As we know P. Embree of South Yard is raising a Victory Garden. He says he doesn't know the difference between peas or beans, but he does know them by points. So it looks like he has a point garden. That should help him out.

We are trying to figure out what happened to Frank Mosser. For the past few days he has been eating lemons. Maybe he's trying to get that Clark Gable Frame.

Anytime you boys want C. Campbell or J. Kutcher, just yell stern tube and they will answer you.

Why did Ray Marcelline give up his orchestra playing? That's one for the boys to figure out.

Who is the man they call the Voice of Experience in our Department?

Hey Nick why don't you clean up the back of the shop?

Joe Lindenhauf bought a couple of pretty handkerchiefs the other day. Who are they for Joe?

Norman "Baldy" McGhee now buys his chewing gum by the foot instead of by the stick.

Spike Burnley is doing pretty good here of late. We see his face every morning of the week. Nice going, Bud.

"Popeye" Burton is now out of the hospital and will soon be back to work with us. We kind of missed him since he has been out.

"Slim" Rankle and "Weasel" Bordner are now known as the "Canteen Kids".

W. Lentz is now pushing shoulders with "Shorty" Frear. What a relief, sighs "Shorty".

Jim Law can really make them and break them.

Art Phillips is now using his carpenter tools. He is now remodeling his porch.

"Clark Gable" Logan of the blocking gang said he is now able to walk on concrete without knowing the difference.

"Ernie" Howard and Wilson seem to be getting along fine now.

Yes, Tom Brown is still working in the South Yard. We see him every once in a while around Central Yard.

That man Fry is now going over big for poetry. He really enjoys it.

On June 31st there will be an inquest held to determine the cause of the death of one of Pearson Embree's cabbage plants. All interested parties are kindly asked to be present. Could this have been suicide?

The inseparable twins T. Orndorf and Clarence Jagers of the Repair Gang.

W. Roberts comes in to work looking pretty spiffy these days.

Don't forget the 5th War Bond Drive. Let's make our Department one of the Leaders in the Drive. That will be all, so just "Grin and Bear It".

Reporter: LESTER "DUTCH" SHINER.

FIRST AID ANNUAL COMPETITIVE DRILL



Members and guests of the First Annual First Aid Meet held May 17 in the Main Office Cafeteria.

On the evening of May 17, the Emergency First Aid Detachments held their first annual competitive drill in the Main Office Cafeteria. Thirteen teams participated in the demonstration, and the judges were supplied by the American Red Cross.

The performance of all contestants was considerably above par, there being but 100 points between the teams with the highest and the lowest scores. Out of a possible 500 points, the winning team scored 483. Each group was composed of five men with all of the yards and the Wetherill Plant represented. While great rivalry had been in evidence for some time prior to the meet between the various first-shift teams, the three highest scores were made by teams on the second and third shifts.

The competition was stimulated by prizes offered by the Company and by Mr. William H. Payne.

The winning team represented the South Yard, second shift; the runner-up the Central Yard, third shift; and the team in the

third position represented the Wetherill Plant, third shift. The rest of the teams finished in the following order

- 4th—South Yard "A", 1st shift
- 5th—Central Yard "B", 1st shift
- 6th—North Yard (Regulators), 1st shift
- 7th—No. 4 Yard "A", 1st shift
- 8th—North Yard "B", 1st shift
- 8th—Wetherill Plant, 2nd shift
- 9th—Central Yard "A", 1st shift
- 10th—No. 4 Yard, 2nd shift
- 11th—South Yard "B", 1st shift
- 12th—Central Yard "B", 2nd shift

The high caliber of performance served as a splendid tribute to the indefatigable efforts of John E. Lewis, who has had charge of the entire First Aid movement for the past year, and the capable instruction of the following American Red Cross First Aid teachers:

Dave Adams, Robert Campbell, Ray Hampton, John Mink, Sylvester Mitchell, John Pomeroy, Harry Smith, Sam Sterrett, Allan Willson.

BURNERS' RAMBLINGS

A Burner, whom we shall call "Twistle" as he does not want his name printed, gave me reason to believe we should all take unmistakable pride in our jobs. "Twistle" has a brother, recently returned from overseas, home on furlough. The brother played an active part in many of our recent European battles. He told "Twistle" that the work of the men building tankers was not going by the board. Many a night when

our ships brought oil and supplies, his buddies had discussions concerning the fine work of men in the shipyards back home. "Twistle's" brother said, "Our torches reaked destruction on the enemy's head, pretty near the same as guns in the doughboys' hands."

George Weddle, Burner by day, Mr. George Weddle, collector of stamps and coins by night. George has one of the finest collections of stamps and coins hereabouts. Space does not permit telling of

all these treasures, however a few shall be mentioned. He has U. S. pennies dated as far back as 1794, and to the present day. There are only eleven Indian Heads and four others missing, including the first minted in 1793. He has a music box 150 years old, with six hand carved miniature silver bells. He has a newspaper, the Kenish Gazette dated 1778.

When John Ballerino is told to take off just a hair line, when cutting steel, he knows how to give it a job. He is a former barber and we hear a good one. When we get a toupee, we'll be down to see you. How is that little pin-up girl at your house, Diana aged 10 months?

It's good to see Jim Wheeler back on the job. Our sympathy to Mrs. Wheeler on the loss of her father. That was a nice picture of the family we saw, James, Jr. 3, and Evelyn 1.

Big doings every lunch period between three and four ways. The Burner's Quoit Tournament. That's how come "Big Sam" is smoking cigars. In case you have been wondering. The boys all say Sam is championship timber.

We saw George Apple, formerly of our department, now in the Navy. He was keeping a bench warm in front of the Clifton Heights Fire Company. Good sailing, Matey.

Lou Kates is now overseas. He is a radio operator in the Radio Control of the Infantry. He looks forward to getting "OUR YARD" each month. We miss your good humor, Lou. Best of everything wherever you are.

Another of our old friends now in the Infantry stopped in the lunch room the other day. Danny Maher stationed at Camp Meade. With guys like Danny in there, the Axis must soon fold. Good luck, soldier.

This seems to be a month of reunions. Another former burner Phil Morganstern, was also home on leave. A good scout at Sun, a good soldier in the Army. Take care of yourself, Phil.

Don'ts For

Burners, who knowingly turn in defective torches at the end of their shift, without reporting same.

Burners, who leave heavy stubs when removing dogs, strongbacks, etc. instead of cleaning the weld.

Anyone who drops heavy objects on burning lines, cutting the same.

Sparks From a Hot Torch

Nominated for man most willing to help any good cause. N. Macomber. A good fisherman too.

Steve Adamoff celebrated a double holiday on June 15th. Father's Day and his birthday. Many more Steve.

The great secret — Earl Heisner's birthday or his age.

That's all for now. Remember fellows, keep those torches going for Liberty.

Reporter: TED LOUPUS.



MARION FAHEY of the Draft Deferment Office has a record of two years' service with Sun Ship.



ALFRED G. BURFEIND, Assistant Personnel Officer, explained the various problems that come up in the daily life of a personnel man when he appeared on "Sweet Land of Liberty" several weeks ago.



JOSEPH J. ANTOLIC, first graduate of King's Point Merchant Marine Academy to be appointed Chief Engineer in the Maritime Service. His first assignment is the Sun-built vessel Moor's Fields, Hull 438. Left to right: Antolic, Charles Rennie, Operating Engineer for North and No. 4 Yard, Wendell Damote, Port Engineer for the Sinclair Refining Company to whom the vessel was assigned.

75 DEPARTMENT NEWS

The boys of 75 Department are glad to see Willie Grabelsky, fast-stepping brakeman of No. 1 Engine, back to work after a recent illness.

The boys of the Plate Yard have been staying home at nights recently. The reason is that Tony "Checker-Champ" Pinti has been taking them over and they are brushing up on their checkers.

Mike Fotto, No. 5 Crane Operator, went on a fishing trip recently with some of the boys. The next day Mike came to work with a different color on his face. He blamed it on the water being rough.

Paul "Gene Kelly" Atkin, 75 Dept. No. 1 Jitterbug, is seen every Wednesday and Friday doing his stuff over by the Main Office. He has a gang watching him all the time.

Bud "Little Fox" Machamer is missed by the boys of the Plate Yard since his recent transfer to the North Yard. Lots of luck, "Fox".

Bob MacCulley, hard working leader of

the Engines, sported a new straw hat recently. He is now rated the best dressed in 75 Department.

The 75 Department Office has had an addition to it and "Young" Bert Smith, our popular clerk, is really talking about it. He claims there is more room for visitors.

Another Service Star has been put in the new office. Dave Seamen, son of Jack Seamen, Major Domo of 75 Dept., went into the Navy recently. Lots of luck to you, Dave.

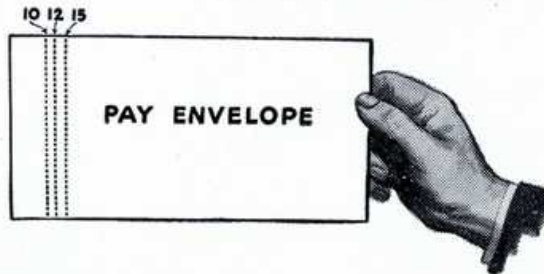
Reporter: N. NICKERSON.

INK SPOTS FROM THE HULL DRAFTING ROOM

This month we salute Jim Carr and Paul Delehanty who have left to join the armed forces of Uncle Sam. Jim was inducted into the Navy on May 27th and is now taking his boot training and washing clothes at Bainbridge, Md. The "Old Doc" was inducted into the Army on June 8th so that

HOW WELL DO YOU KNOW YOUR WAR BONDS?

7. QUESTION — How much money should you put into War Bonds—
—10% of your pay? —12%? —15%?



ANSWER. Every loyal American ought to be putting at least 10 percent of his pay into War Bonds. And more if he can possibly do it. War Bonds make good sense — for selfish reasons as well as patriotic ones! Put every cent you can into War Bonds — and both you and your country will benefit!

he could formulate plans for the invasion. Apparently the brass hats heard of this, and rushed their plans so that the Baron would not get the credit for nicking the Nazis. However, we join in wishing both of them loads of luck.

We extend our deepest sympathy to Andrew MacLachlan in his recent bereavement. Mrs. MacLachlan died suddenly on May 23rd. She was well known to many of us here at Sun Ship and her demise came as a distinct shock to us all.

Reporter: FRANK PAVLIK

**ANSWERS TO SAFETY QUIZ
ON PAGE 10**

1. — Wearing gloves, no hair cover, at Drill Press.
2. — Material piled too close to tracks.
3. — Short cutting.
4. — Ragged clothing, poor house-keeping.
5. — Riding Crane Hooks.
6. — Not wearing shirt.
7. — No helmet, no respirator while spray painting on deck.
8. — No helmets on deck.

**THOSE WHO POSED
FOR PICTURES:**

1. — J. Gaudiello, 33-5051.
2. — J. Rhyne, 68-96.
3. — D. Stahl, 58-652.
4. — E. K. Kittrell, 67-1928.
5. — C. Kelly, 58-194; B. Elffe, 58-111.
6. — F. Blank, 66-734.
7. — H. Hite, 69-348.
8. — S. Mobella, 34-957; J. Grady, 59-2769; J. Colgan, 34-3116; H. Gross, 34-1593; J. Fedulla, 34-871; G. Corkery, 59-52; W. McKenney, 34-537.



CAPT. HERRICK'S SQUAD of Central Yard. Capt. Herrick is at the extreme right.



HULL OUTFITTERS, CENTRAL YARD — Left to right, top row: E. Lichtenfeld, P. DiGregorio, J. McClay, R. Bridges, E. Morris, H. Booth, R. Pinker, L. Taylor, J. Schneider, H. Linn, N. Harris, J. Carr, J. Baylor, G. Paxton, E. Jennings, C. Badgeley, M. Lipschutz, W. Gieder. Bottom row: R. Hennon, L. Simpson, F. Yocco, S. Jelonek, E. Friedman, G. Burns, T. Reese, A. Valentino, B. Fox, C. Delpiaz, J. Hampton, and A. Hodgons.



SOUTH YARD WELDING SHIPFITTERS, THIRD SHIFT — R. Zettlemoyer, Asst. Foreman; A. Gordon, Leader; C. Savage, Asst. Foreman; R. Walsh, M. DeManicor, Leader; A. Biscieglio, and B. Robinson.



74 TOOL ROOM, 2nd SHIFT, CENTRAL YARD, under the supervision of A. Yanke, Asst. Foreman. Left to right, first row: W. Robertshaw, H. Todd, H. McHale, B. MacDonald. 2nd row: N. Stewart, A. Yanke, E. Moile, F. Koland, C. Hess.



58 DEPARTMENT, SECOND SHIFT, NORTH YARD, with J. Morson as the Assistant Foreman in charge and A. Figurell as his assistant. They are all a fine and hard working crew of men with one goal in mind — more ships for Victory!



**DOUBLE YOUR BOND BUYING
DURING 5th WAR LOAN DRIVE**

I'M COUNTING ON YOU!



DON'T DISCUSS:

TROOP MOVEMENTS

SHIP SAILINGS · WAR EQUIPMENT

THE INVASION IS ON!

**ITS OUTCOME WILL ALTER THE
COURSE OF THE ENTIRE WORLD**