

AUGUST, 1944

# Our Yard



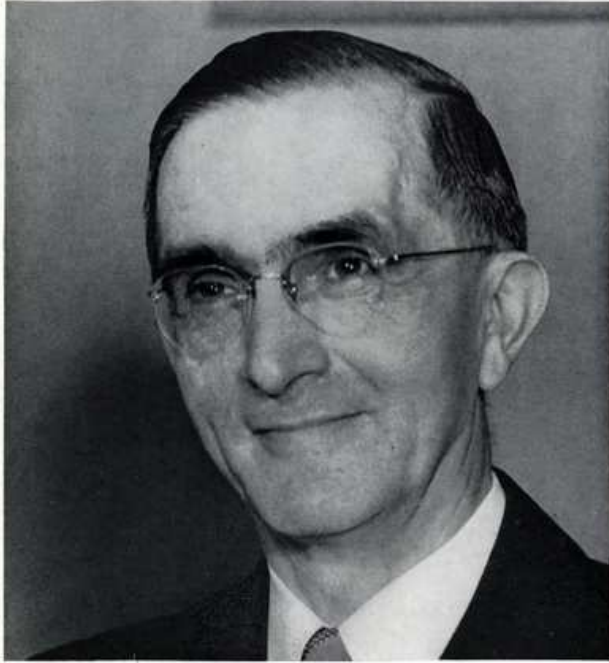
## IN THIS ISSUE

	Page
News of Our Servicemen . . .	2
Labor - Management Report	5
Regulating Dept. . . . . .	6
Ships . . . More Ships . . . . .	8
Merchant Marine . . . . .	9
Safety Dept. . . . . .	10
You Won This Praise . . . . .	11
Sun Sports . . . . .	12
Sun Ship on the Air . . . . .	13
Pickups . . . . .	14
Junior Members . . . . .	18



**SUN SHIPBUILDING & DRY DOCK COMPANY**  
CHESTER, PENNSYLVANIA

## *Direction . . .*



R. P. MILLS

*Assistant Director for  
Administration,  
Technical Division,  
United States  
Maritime Commission*

TO THE WORKERS OF THE SUN SHIPBUILDING AND DRY DOCK COMPANY:

As one of the oldest and largest of the country's shipbuilding establishments, the Sun Shipbuilding and Dry Dock Company has always pulled its weight in the boat, and you workers at Sun have made a fine contribution to the establishment of the prestige in which your yard is held in shipbuilding circles.

It has been my privilege to attend many final guarantee surveys on ships built at your yard and the excellent workmanship in these vessels at the time of these surveys has been noted.

The building of quality ships fast continues to be one of the most pressing needs of our war effort, and the crisis of our shipbuilding requirements will not be passed until our enemies are decisively defeated. It therefore behooves us all to "keep our hands to the plow" and continue the efforts which you have so consistently maintained in the past.

R. P. MILLS

## ... Supervision

F. A. McSHANE

*General Foreman,  
Carpenters and Stagebuilders,  
Sun Shipbuilding  
and Dry Dock Company*



OUR YARD salutes F. A. McShane who, in connection with his duties as General Foreman of Carpenters and Stagebuilders, has been in charge of every launching at Sun Ship since 1920. This means he has launched more ships than any other man.

A native of Philadelphia and a graduate of Haverford High School, Mr. McShane joined Sun Ship on Feb. 3, 1918 as stenographer and bookkeeper in the main office and, with the exception of 6 months' service in the Army during the First World War, he has been with us ever since. At the same time, he has studied engineering at Drexel Institute Evening School. He is married and is a resident of Wynnewood.

On behalf of the entire yard, we sincerely congratulate Mr. McShane on his long career with the Sun yard, and his incomparable record of ship launchings.

# NEWS OF OUR PEOPLE IN THE SERVICE

DEAR MR. PEW:

Here with me in the Southwest Pacific area are several former fellow workers and they are as anxious as I am for the earliest arrival of OUR YARD. We are hoping again when this war is over to resume our former positions and continue doing the job which Sun is a symbol of—tankers, the life line upon which this conflict depends.

Heard about your being awarded the Maritime "M", and I am proud in knowing that at one time I had the privilege of helping to the best of my ability while I was there. That is just the spark we soldiers overseas need—knowing full well that the folks back home are in an all out effort for the victory that shall surely be ours.

Very truly yours,

**Cpl. James A. Fossette**

DEAR MR. PEW:

Just to let you know that I received your letter today and was more than glad to hear from you, also glad to know that you received my letter. At the time I wrote to you I was in the hospital and I was working in an office doing filing work and I have been taking up typing to learn a little more as I can stand a brush-up on some things, so I am taking advantage of things like this.

I sure will be glad to receive OUR YARD as I did enjoy reading it when I was working for you and to tell the truth I miss it a lot. Right now I am in the hospital for the same thing. My feet and legs swell up so much that I can't stand or walk around, but I am getting better as the days go by. I am in the 153rd Station Hospital, A.P.O. 923, so if you care to write to me here, you can, but I think that by the time you receive this letter, I will be out and back to work, at least I hope so.

How are things back there at the Yard? Are the boys working hard? I sure hope so, because the boys over here are really depending on their friends, brothers, fathers, and sisters and all in general to help to get this over so we can get back home to our loved ones. I am sure that they are doing a wonderful job. I only wish I

could say that I have done my job well, but that I can't do because of sickness.

Well Mr. Pew, I hope and pray that everything is fine with you and you are in good health. Also I hope that your dad is in good health. Let him know that I can still see him in my memories and thoughts of the Shipyard. I sure hope and pray that I can return home and take up where I left off at your plant.

Very truly yours,

**Pvt. Charlie T. Parker**

DEAR MR. PEW:

It's been a little over four months now since I have been away from the dry dock at your yard and I certainly miss it. I was only there two and one half years but I guess it sort of became part of me and I don't think I'd ever want to return to any other place than that good old dock which brings back a lot of memories and good times no matter how hard the work was sometimes and with all the grease and dirt.

I don't feel as though I'm doing quite as much toward the war effort now as I was then. For a time I was working on submarines but there were too many in the department and I along with a couple hundred others made up a new division. We scrape paint and grease and clean out dirty tanks and all dirty jobs that come along. It's a little different than working on a main engine or a wheel job or deck wench but somebody has to do it and there are fellows in it that have a lot higher rate than I do. At least I'm still in the dirt and grease and that makes me feel a little bit at home. Fifty of us painted a submarine in two and one half hours the other day. It was half tar and half paint and we really went at it. Of course we had quite a bit on us when we got finished but a little spirits got it off.

This place is about the most favorable anyone could possibly find as far as working conditions are concerned.

Please remember me to "Big Jim" Kotzealyski, my foreman on the Dry Dock repair and the rest of the gang.

Yours very truly,

**Joseph Plotner**



**ROBERT C. THOMPSON**, formerly of 33 Dept., South Yard, now with the 9th Air Force in England. His step-brother Francis Smith is a North Yard Counter.



**ROBERT ZORETICH**, formerly of 47 Fabrication Shop and now with the Army Medical Battalion at Camp Grant, Ill.



**LOUIS MARMELO**, formerly a shipfitter here in the Yard and now in the U.S. Marine Corps.



**JOHN J. MILLER**, former 36 Dept. apprentice, is shown with a trophy won in the Marshall Islands.



"CHICK" QUIGLEY, formerly of 59 Dept. and now with the U. S. Navy at Bainbridge, Md. His wife Anne works in the Storeroom, Central Yard.



JACK NASH, formerly of 33 Department, and now in the U.S. Navy. He is the son of Albert Nash, leader in 36 Department, South Yard.



PVT RICHARD H. WEBBER, better known as "Dick", formerly of 30-S Department, Sheet-Metal, and now with the U. S. Army stationed at Camp Butner, North Carolina.



LT. WILLIAM J. KEYSER, formerly in the South Yard Berthing Dept., now in England with the 396th Bomber Squadron. As a co-pilot on a flying fortress, Bill has had several missions over Europe.



PFC. ROBERT F. HALL, former apprentice of 30-S Dept., now overseas with the infantry. He is the son of Robert Hall of 92 Dept.



PFC. SAMUEL CATHERINE of the Army Air Corps. He is the son of Frances Catherine, Welder in 59 Dept. on the Second Shift.



PFC. HERMAN FINESTEIN, formerly a burner in 60 Dept. and now with the U.S. Army Air Corps at Amarillo Field, Texas.

DEAR JAY:

I guess you thought this letter was never coming didn't you? I can only say I am sorry there hasn't been one sooner, but I have been terribly busy getting used to Army life and learning so much one has to learn to be a soldier even if all he plans to do is to fly an airplane.

Yes, I am still planning to fly. I am still a cadet even though you probably heard I had washed out. I did once but I was reinstated. I washed out on account of one eye but it is o.k. now and I am once again a cadet. Right now I am just waiting to be sent to Pre-Flight School and from there to Bombardier's School where I hope to become a bombardier.

You know, it's a funny thing who you meet in the Army. If you remember, I talked Joe Nulty into coming in just after I came in. I was at Keesler Field for my basic and sure enough Joe came there. Now I am at Marianna and Joe is here with me. I have written a show and we are putting it on down here and Joe is singing the leading role. I have met several other fellows from Sun while I've been in but I never knew any of them before. Incidentally, Joe is still a cadet too.

I'll tell you one thing the Army has given me more than anything, Jay. I have learned to appreciate my family, my wife and child and my mother and dad more than I ever thought it was possible to appreciate them. I have found what wonderful training my parents gave me and what a wonderful patient person my good wife is. I know I must have been one heck of a guy to live with at times.

A/T Donald L. Thomas

DEAR MR. SCHOFF:

There isn't much I can tell you about the Navy thus far because all your boot training consists of is, to learn to march, discipline, and cleanliness. What I can say is, it's an awful big change from civilian life.

I see Jester now and then and he is still the same as ever. There are quite a few boys from the shipyard in my company and everyone glanced at Our YARD when I received it. Thanks a lot.

The Navy is all right but I guess there is nothing like being home with your loved ones.

Joseph Bianchini, A/S



VINCE PAPI, formerly of 59 Dept. and now with the Navy as an Ace Diver. He became an instructor in Navy Diving and assisted in the raising of the Lafayette nee Normandie. He is the son of Joe Papi of 66 Dept. and he also has two brothers, Lawrence and Parris, in the Navy.



TECH. SGT. MICHAEL SADUSKY, stationed somewhere in the South Pacific, SGT. ALOYIUS B. SADUSKY, stationed at Keesler Field, Mississippi, and CORPORAL PETER P. SADUSKY, stationed at Camp Swift, Texas. They are the sons of M. Sadusky of 30 Department, Central Yard.



PVT. RICHARD FITZGERALD, formerly of 36 Dept. and now with the U.S. Army somewhere in the Southwest Pacific.

4—OUR YARD

DEAR BOYS AND FELLOW-WORKERS:

It has been almost a year since I left your employ and signed up for Uncle Sam. At the present time I am somewhere in Italy, doing my share, hand in hand, with you fellows.

We'll do our part in the air to keep our planes going and you keep those ships coming down the ways. It takes a lot of ships to supply us and many other boys to help win.

I would appreciate receiving a copy of OUR YARD, as I formerly worked in 66 Dept.

Thanking you.

Yours very truly,  
A/C A. J. Begosh

DEAR SIR:

I am thanking you for the magazine I received the other day. I sure was glad to see one of them. There seem to be many new faces and familiar ones too.

When I received it I showed everyone the book and told them about the company. During the past few months I have seen many of the ships they built at the Yard. When I see these ships sailing it makes me think of the day when I used to help build them and I sure took pride in watching them hit the water.

Well I will close now and I sure hope to be back when this war is over.

Yours very truly,  
Alexander Polite, Stm. 2/c

DEAR SIR:

This is in appreciation for your swell magazine and a notice of my new address.

It sure was swell to read of the accomplishments and goings on at the Yard. We former members of the Yard rely on OUR YARD more than anything to bear us out in our bragging about Sun Ship.

That spread in the June issue on Refinery Equipment was a pip.

I am formerly of 36 Department, having finished my apprenticeship in April, 1943.

My regards to Dick Clendenning who saw to it that I received OUR YARD and to all the rest of the gang in 36 Department.

Sincerely yours,  
Nick Kok, M.M. 1/c

DEAR SIR:

I was once a former employee of Sun Ship. I entered 46 Department in October, 1942 and enlisted in the Marine Corps in March 4, 1943.

I have been in a considerable amount of action. After all that I have gone through, I have come out in one solid body and soul.

While resting up, I ran across the March, 1944 issue of OUR YARD. Would it be possible for me to receive a copy each month?

I am proud to see that the shipyard workers are doing their best to help win this war. May each ship launched from the Yards' ways help bring speeding victory nearer for our country. Give all you have to give for a better world to live in.

Yours very truly,  
Pfc. John B. Salerno, U.S.M.C.R.



**TOMMY SCULLY**, formerly of 305 Department and now in the U.S. Navy, was the energetic drummer in both our band and orchestra.



**LEONARD WHITE, S 2/c**, formerly a No. 4 Yard painter, now with Co. C, Plat. 1—26 Spec., Port Hueneme, Calif.



**FRANK A. MARTIN, Jr.**, formerly of the Central Yard Berthing Department, and now studying as an Aviation Mechanic in the U.S. Navy. Frank is now stationed in Memphis, Tennessee.



**PVT. WILLIAM T. FERGUSON**, formerly of 33 Dept., Central Yard, and now with the U.S. Army somewhere in England. His brother Dick Ferguson, formerly of 47 Dept., has just returned from the Southwest Pacific after being there for 22 months.



**J. FRIEL**, formerly of 45 Dept. now in the U. S. Navy. He is the son of J. Friel, Expeditor in 58 Dept., Central Yard.



**CAY B. ZACHARY**, formerly of 33 Department, now in the U.S. Navy.



DEAR SIR:

When I left, I was a Guard on Capt. Watkins Squad in North Yard. Before going on the force, I was a second-class Welder on Second Shift in the North Yard.

As you can see by the postmark, I am in Camp Peary, Va. This is the Camp Walter Winchell made the remark about, quote: "Germany has its concentration camp and the U. S. has its Camp Peary". I believe, and so do a lot of other fellows, that Mr. Winchell is talking through his hat. It is a very good camp, nothing fancy, but run by a group of wonderful Naval Officers.

Give my regards to Superintendent Sheain and the other boys.

Respectfully yours,  
R. B. Finch, Jr.

DEAR SIR:

Just a word of thanks for sending OUR YARD up here to me. It sure gave me a thrill to be able to see the pictures of the Yard. I've been trying to tell the boys up here what a swell yard I had worked in and the kind of boats that were being built. With OUR YARD they can read and see for themselves.

There was one poem that they and myself thought pretty good. It was called "To a Crumbler" by Walton.

Well thanks again and I wish the Yard lots of luck on their Fifth War Loan. We all buy them up here.

Yours very truly,  
Richard M. Rapine, F 2/c

HELLO JACK:

You sure fooled me in answering my postal card so soon and I sure was glad to hear from someone of the old gang. Jack, I fooled you about the baking class as they felt I was best qualified for fireman and machinist mate so that's my two choices. Not bad, what do you think, as I had 7.0 in my mechanical test, which is above passing.

There is nothing that can beat this Navy life. They really put you through the ropes, but I can take anything they can dish out.

Jack, my little daughter is kind of young for the movies yet as she was just one year old the day of the invasion. Her name is DIANE and starts with D so it's quite a coincidence, don't you think? But thanks just the same.

Jack, I got a pretty good bonus from the yard so I bought a \$50 War Bond with it and sent it to my wife and the next day I won a \$25 Bond. Boy if I knew then what I know now, I would have invested at least 20%. Jack, if you could see these fellows scrape together a few bucks and buy a bond with it, you would be surprised and they don't have much either. They're good things to have and if I was there now, I could really tell them a few things too, for I know guys who cash them right in.

Jack, I told all the fellows who know you, that you said "hello" and they think you're pretty swell to remember us. Well, I have to go for inspection soon, so I'll end right now, hoping to hear from you soon.

Sincerely your pal,

**Jackie Bell**  
P.S.—How's Reds and Neilson? Tell the gang I said hello.

# LABOR MANAGEMENT REPORT FOR JUNE

On July 13th the Labor Management Production Committee awarded ten prizes of \$25.00 each for the month of June as follows:

**\$25.00 Award**      **L. Wiggins**      **47-3038**  
**"Pinch Clamp"**

This clamp will pull down a frame to deck or shell in one-third the time it now takes by the old method.

**\$25.00 Award**      **G. McDonald**      **59-127**  
**"Jig for Spar Deck Bolts"**

This jig not only saves a number of hours in labor, but is also much safer, as in former practice the man had to stand on a barrel or box to reach the bolts overhead.

**\$25.00 Award**      **Benjamin Rockwell**      **33-4014**  
**Alexander Osowski**      **33-4010**

### "A Capping Press Operated by Air"

This is an air tapping machine rig built like a drill press stand, but is depressed by a foot pedal to allow both hands free to feed material. This also has an adjustment feature for different sizes of iron or cable stools.

**\$25.00 Award**      **George Lewis**      **47-426**  
**"Temporary Auxiliary Stiffeners"**

It has been quite common for side shell sections 47-50 and 68-71, which have a considerable amount of shape, to leave the weld table badly distorted due to welding and other factors. If this is not corrected in the finishing shop, it leaves a great amount of work for the Erectors and Shipfitters on the ways. To remedy this condition, we used the above mentioned stiffener which is cut from  $\frac{7}{8}$ " steel plate. This stiffener is not to be welded to the shell at any time but merely attached by means of the bolts and clips, the bolts to be burned off when the section is attached to the ship.

**\$25.00 Award**      **Wm. Green**      **47-294**  
**"Hopper for Melt"**

The purpose of this hopper is to facilitate handling and eliminate waste of melt. Melt is unloaded directly from the truck, saving two or three handlings. In doing this, the danger of bags breaking and spilling melt on ground, thereby wasting it, is eliminated.

**\$25.00 Award**      **John S. Alford**      **74-164**  
**"Welding Cans"**

It was suggested that the company make new welding cans for all the welders, as the makeshift containers were not satisfactory.

**\$25.00 Award**      **Raymond Gilbert**      **74-110**  
**Leonard Cook**      **74-142**

### "Re-using Surface Grinders"

When the wheel of a Surface Grinder is worn down to the nut, it is replaced by a new wheel, the old being scrapped. By taking the old wheel and removing the lead core, it can be filled with lead and rebored with a  $\frac{5}{8}$ " hole. It can then be used as a straight wheel on the regular grinder in use in all the yards, thus giving double wear for the same cost.

**\$25.00 Award**      **C. J. Hisler**      **66-652**  
**"Additional Track for Chain Hoist"**

Changing the shape of the chain hoist track in front of the Carpenter Shop will facilitate the placing of heavy timbers on the cutoff table. This will save a great deal of labor and be safer.

**\$25.00 Award**      **Charles Wright**      **74-95**  
**"Cutting Torches"**

I suggest the use of an 8-32 Allen Set Screw in the Bearing Fork of all Airco cutting torches to lock the handle and fixation bolt in a set position. This reduces the wear on the handle assembly and saves on replacement parts. It also reduces oxygen leaks around the trigger packing nut which is caused by a loose handle. This cuts down on burnt gloves and fingers. This idea has been in use for some time and is found to be very practical.

**\$25.00 Award**      **P. Marker**      **34-2033**  
**"Fabricating Space for Pipefitters"**

Due to lack of working space, and the large amount of pipe to be fabricated for each ship, I suggest that four areas be cleared and assigned with proper markers to 34 Dept. Erect four working tables or benches 6 ft. x 12 ft. x 3 ft. high between shipways 1-2, 3-4, 5-6, 7-8 made from scrap plate or wood and grounded to columns. This will save dual trucking, man hours and bull work. After flanges, fittings, etc. are welded by, the pipe can then be stored until lift can be obtained by overhead crane. Temporary layouts have been tried and proved successful on 1 and 4 ways. By keeping material clear of roadways, they are an aid to safety and fire prevention.



## REGULATING

The very interesting and enlightening article on the Erectors that appeared in last month's issue of "OUR YARD" described the first phase of the construction of a hull on the shipway.

In this article, we will endeavor to take up where the erectors left off and explain, as best we can, the function and duties of the regulating department.

Before delving into the work of our craft it might be advisable to brush up on the definitions of some of the more basic terms that will be used. First of all let us picture the ship as being divided into a number of theoretical cubes. This division is made primarily for reference purposes, and is used by all crafts to determine the correct location of the various parts.

The division that we will consider first is the center line. This line is imaginary and runs from the bottom of the ship to the top, just half way between the two sides and running from the forward end to the after end. In other words, if we were to take a loaf of bread and cut it exactly in half lengthwise the line of the cut would correspond to the center line. At given distances from the center line and parallel to it, are other imaginary lines that are called buttock lines. These buttocks are usually spotted at points where the more important structural members are to be set or matched up.

The base line is a horizontal line extending in all directions from the inside surface of the lowest shell bottom plate. From this plane other parallel lines are measured to the top of the ship, giving various vertical heights above the base. These are known as water lines.

Frame lines are the last reference lines to be discussed. As it now stands we have the ship divided vertically and horizontally and all that remains is to divide it lengthwise. To do this, frame lines are set up which would correspond to the cut line if we were to slice the above mentioned loaf of bread into a number of parallel pieces.

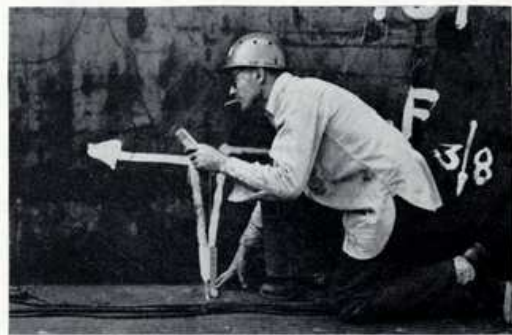
These are the five basic reference lines from which any given point on a ship can easily be located.

So much for the definitions. Now to see just what part the regulator plays in the construction of a ship. The regulator is primarily responsible for the setting, or matching up, of all the numerous members of the ship. This is accomplished by matching two or more reference lines on one section with the same lines on another.

Let us now follow through with a typical deck section and see what is involved in this seemingly simple operation of regulating.

The deck section we are to regulate is known as 50-53 Port and has already been erected. After looking the job over carefully we find that it is considerably out of line. We then lay our plans for regulating the deck into its correct position.

The first operation consists of squaring up the section on the frame lines. By using hydraulic pumps and jacks or by using several steamboat ratchets that are fastened to the center line, or rider plate, and to the deck we are able, by tightening up on the ratchet screw, to move the



J. Bunning is giving the signal as the transverse bulkhead is being regulated to the center line by a steamboat ratchet rigged on the other side.



assembly into line with the rider plate. The erection bolts that have had to be loosened up to allow the piece to move freely, are now replaced and made tight. The same procedure is then used to square up the deck with the shell. This accomplished, we move the deck so that it matches with the buttock lines. To do this the deck is either moved inboard or outboard, whichever the case may be. Once it is on the buttock lines we are certain that the width of the ship from the center line to the shell is correct. By now the deck is exactly where it should be as far as the distance from center line and the fore-and-aft position is concerned. The only thing remaining is to make certain that the assembly is the correct height above the base line. The deck must match with the deck or water line that is marked on the shell. If it is low it is pulled up by a yoke or if it is too high it is wedged down.

With the completion of all these operations and checks we are certain that the deck is properly regulated in its correct position and is now ready to be secured by means of welding. All sections, once they are in place, must be tack welded, bolted, or both to prevent them from moving during the erection of subsequent pieces, or until further secured by the liners and tackers.

The deck section is typical of the methods and procedures necessary in regulating a majority of larger assemblies and sections. There are, however, many different problems that are constantly arising, due to slight differences in the surrounding pieces.



The regulators are pushing the tank top of an interbottom section apart with a hydraulic jack in order to meet their lines.

Other jobs that require quite different methods are numerous, one of which we will describe briefly in order to present a more complete picture of the duties of the regulators.

The job we have chosen is that of regulating a single shell plate on the after end of the ship. The erectors hang the plate at its approximate location, securing it with several bolts. From this position the plate must be pulled up tight to the frames, making the water and frame lines. To properly align the plates a small tapered tool known as a drift pin is driven through the holes of the plate into the frame holes. Being tapered, the pin has a wedging effect on the plate, moving it into alignment with the frame holes. Once the frame holes are made, or matched up, and the water line checked, the regulators insert a number of bolts to hold it in that position. These bolts are then made tight and the job is turned over to be lined and tacked.



Here we have a 100-ton forward assembly being pulled into proper position by the regulators.

# ***Ships . . . More Ships***

**TO SMASH THE AXIS AND CREATE  
THE GREATEST MERCHANT  
FLEET IN HISTORY!**



It took 4000 merchant ships to make the Allied landing on the coast of Normandy an assured success. Millions of men and mountains of equipment and supplies were transported from England in a shuttle service that has been in unbroken activity.

Our American Merchant Marine has built a bridge of ships across the Atlantic. Another across the Pacific. There are 55 fighting fronts and military bases scattered from frozen Greenland to the steaming tropics. At every point on the globe, where Americans are fighting they must be supplied amply—and regularly. The only means is the Merchant Marine.

For many months before D-day, Sun-built tankers and cargo vessels of many types and sizes maintained a supply line between American ports and the British Isles.

Troopships carried hundreds of thousands of men. Convoy after convoy sailed with tremendous quantities of munitions and equipment. America has built the greatest merchant marine fleet in the world. Without these ships we would not have been able to carry on wars at many widely scattered points.

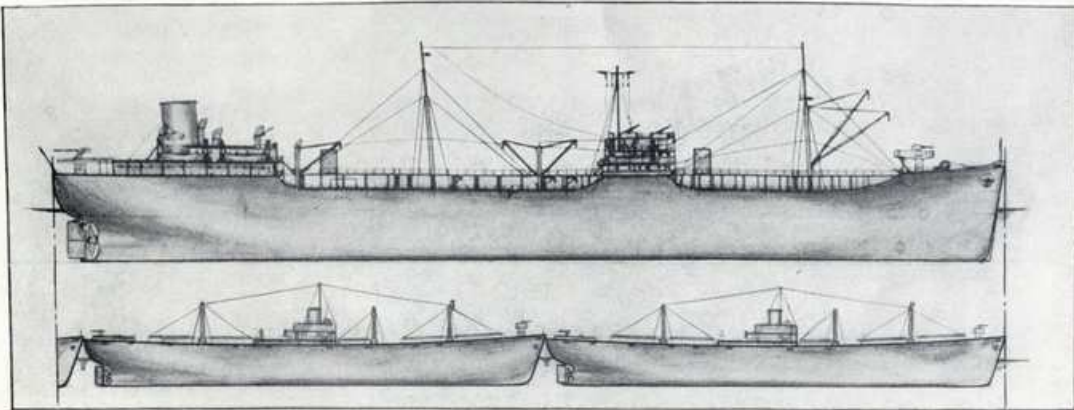
The Merchant Marine fleet continues to grow. There were 600 ships used in the North African campaign. The number jumped to 2000 in the attack on Sicily and Italy. The Cherbourg drive took 4000. Make your own guess as to what the Merchant Marine will have to supply when the all-out drive is made against Tokyo.

Sun Ship is proud to play a big part in creating the bridges across many seas to win final Victory.

## **SUN SHIP'S CONTRIBUTION**

### **VESSELS BUILT AT OUR YARD SINCE PEARL HARBOR**

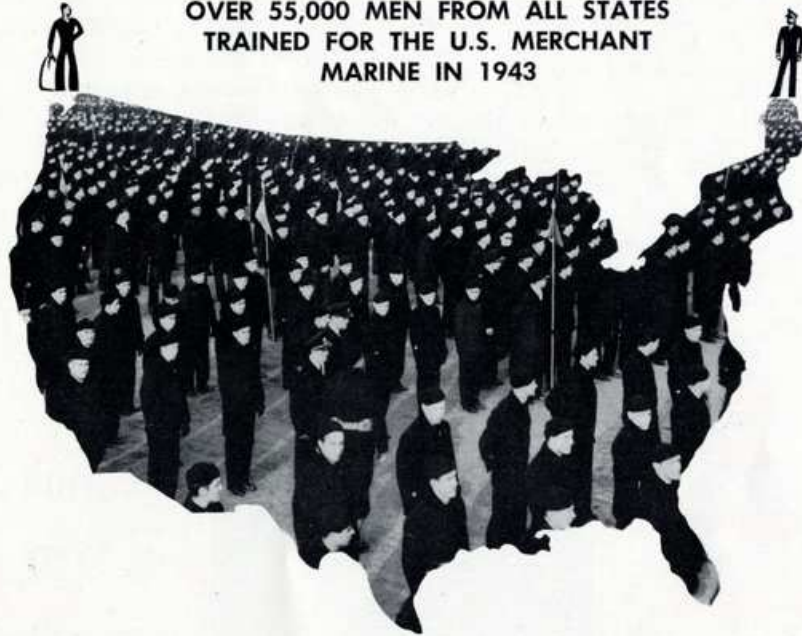
100 U.S.M.C. Tankers	}	..... Total of 2,408,900 D.W.T.
47 Private Tankers		
7 U.S.M.C. Freighters		..... Total of 62,000 D.W.T.
4 U.S.M.C. Ships of Special Construction		..... Total of 30,200 D.W.T.



**One Sun-built tanker will carry over a given period of time as much tonnage as two liberty ships as indicated by the above drawing.**

# MEN OF THE MERCHANT MARINE

OVER 55,000 MEN FROM ALL STATES  
TRAINED FOR THE U.S. MERCHANT  
MARINE IN 1943



When Sun Ship and other yards of the nation set out to build more and more cargo craft for the Merchant Marine it quickly became evident that men would have to be trained to operate them.

At the time of the Pearl Harbor attack, the entire personnel of the American Merchant Marine was a pitiful 60,000. It is now approaching the 175,000 mark. And 50,000 more will be needed in 1945.

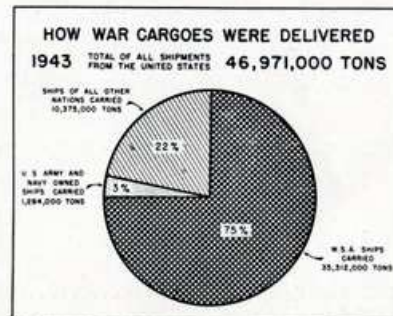
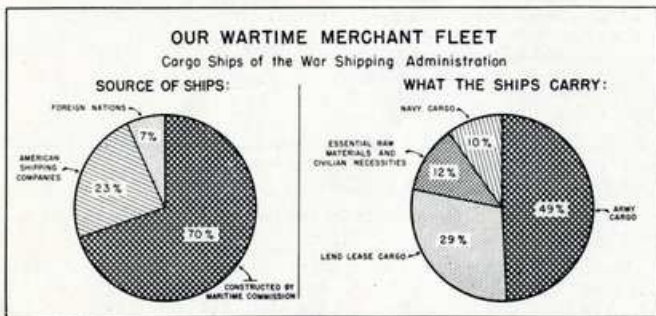
Men who had retired from the sea were called back. Training schools were established to develop officers. Schoolships in Pennsylvania, New York, Massachusetts and California enlarged their facilities.

The War Shipping Administration has turned out

55,000 highly trained young men in all grades. Thousands more are in training. Pennsylvania has supplied 3,589 young men for the Merchant Marine service. New York leads with more than 5,000.

When it came to setting up crews it was realized that building new ships meant rebuilding the Merchant Marine and developing a race of sea-minded men with a new consciousness of our maritime history.

When the war in Europe ends and the great attack is made on Japan, more Merchant Marine ships and particularly more tankers will be called for. That is why more young men will be trained to operate the new Merchant Marine craft.



# SAFETY DEPARTMENT

## TO WIVES AND MOTHERS OF SUN SHIP WORKERS:

Many of you, because of home duties, have been unable to follow the example of Miss Patrick, whose picture appears below, but you have an even greater responsibility.

The Management, the Supervisory force, and the Safety Department are doing everything in their power to maintain safe working conditions for your son or your husband. You are anxious that no accident spoil your family life, because an accident means not only a loss of income, but it may mean the loss of life.

Whether you realize it or not, it is within your power to greatly reduce the chance of an accident to the worker in your family.

Most accidents are due to carelessness. The workman

may be too tired to be alert, or he may be thinking about conditions at home that worry him, and he walks into an accident. A well-fed man who has had plenty of rest — a contented man who knows that all of his earnings are not being spent, will work better and be safer than the worried fellow who has had little rest and a poor excuse for a breakfast.

With your cooperation, we would like to prove to you that complete family cooperation will reduce the number of accidents.

On one side of the picture you will find your job outlined; on the other side you will find an outline of our job. Together, we can make that man of yours a better and a safer soldier on the home industrial front — a front whose importance can not be exaggerated.

## YOUR JOB Every Day!

1. Feed him well.
2. Be sure that he gets enough rest.
3. Encourage him. Don't nag.
4. Help him to save a part of each pay.
5. Warn him to be careful and to wear proper protective clothing.



Miss Doris Patrick, who came to Sun Ship over a year ago, was entered by the Safety Department in the "Miss Safety" contest conducted by the Delaware County Safety Engineers' Club. Miss Patrick, who is a third-class welder, won the second prize, and has a perfect safety record.

## OUR JOB Every Day!

1. Provide safe working conditions.
2. Give him first class supervision.
3. Give him prompt attention for minor cuts to forestall infection.
4. Provide schools where he may learn a useful post-war trade.
5. Pay him top wages for his craft.

### COMPARATIVE SAFETY RECORDS

The accident record continues to improve. The June figures were substantially under last year, and the results for the year to date show a decline of 442 lost-time accidents — a fine record.

	January	February	March	April	May	June	Total
1943 Lost-time cases.....	250	249	202	104	165	171	1141
1944 Lost-time cases.....	114	111	129	102	114	129	699

# YOU *Won This Praise!*

WILLIAM H. CHESNUT  
SECRETARY

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF LABOR AND INDUSTRY  
HARRISBURG, PENNSYLVANIA

July 20, 1944

Mr. John G. Pew, Jr  
Vice President  
Sun Shipbuilding & Dry Dock Company  
Chester, Pennsylvania

Dear Mr. Pew:

The accident record of the Sun Shipbuilding & Dry Dock Company from January 1, to May 31, 1944, together with a comparison with the same period of 1943, has just been handed to me.

Today the United States is facing the greatest crisis in its history. The conservation of manpower is a paramount necessity and one of the most serious problems confronting the Government in its successful prosecution of the war with approximately eleven million Americans now in the Armed Services. The success of these Armed Forces on the battle fronts of the world depends upon the support they receive from the Army on the home front.

The magnificent record disclosed by your accident report could only be accomplished by the sincere and genuine cooperation of men and management of the Sun Shipbuilding & Dry Dock Company, which evidences real team work and is an accomplishment in which you can and must feel the greatest pride.

As Secretary of Labor and Industry of the Commonwealth of Pennsylvania I extend to you, to the officers of your company, and to every employe, my sincere appreciation and congratulations on the remarkable accident record you have achieved and trust that with God's help you will continue in this laudatory accident prevention work, not only for the balance of this year but for the years to come.

Sincerely yours,



# SUN SPORTS

## SUN SHIP GOLF TEAM, 1944

Our team is competing in the Southern Division of the Philadelphia Industrial Golf Association. Those in the division are:

- Autocar Company
- Westinghouse Electric Co.
- S.K.F. Industries
- Sun Shipbuilding & Dry Dock Co.

Sun Ship, having won the Southern Division, is now entered in the playoffs.

HOME TEAM	DEPT.
George Menard .....	59
Joe Kaster .....	59
Charlie Frazier .....	60
Al Sweet .....	59
Frank Reidy .....	59
Sam Warburton .....	30
AWAY TEAM	DEPT.
Paul Brown .....	59
Walt Maykul .....	30
Ed Sheriff .....	33
Tony Martin .....	33
John Doran .....	8
Matt Green .....	59

The teams in each division play each other two matches, six in all. The winner of each division then plays an eight man team for the team championship.

There is also an individual match after the team championship.

## SOFTBALL NOTES

The Sun Ship Athletic Association has organized three softball leagues this summer, two on the first shift and one on the second.

The first shift leagues, Blue and Gold, have just finished the first half, with the North and Central Yard counters winning their respective leagues. It seems these counters have something on the ball. Can they do it again in the second half? The rest of the teams will probably have something to say about that.

The second shift league was late getting started, but the boys are right in the swing of things and are having a lot of fun playing in the mornings.

The standings of the Leagues at the end of the first half are as follows:

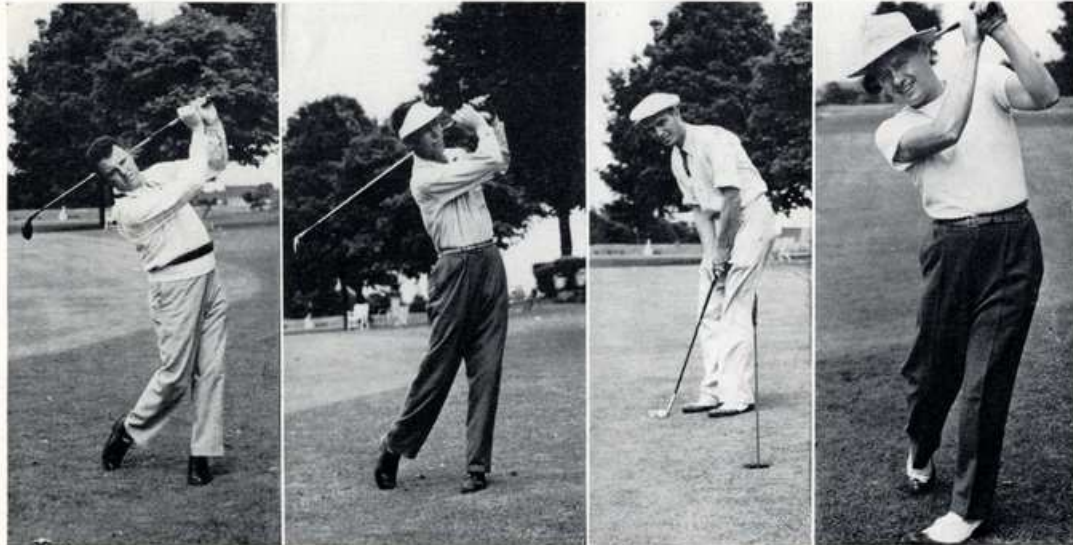
	Won	Lost
47 A Shop C.Y. ....	4	0
75 North Yard .....	4	1
47 North Yard .....	3	1
80 Storeroom C.Y. ....	2	1
47 Plate Shop .....	1	2
46 Central Yard .....	1	2
47 South Yard .....	0	3
59 Central Yard .....	0	5

### FIRST SHIFT SOFTBALL

GOLD LEAGUE		
92 Counters C.Y. ....	6	0
36 Machine Shop C.Y. ....	4	2
33 Electric C.Y. ....	4	2
36 Outside Mach. C.Y. ....	3	3
47 Wind Tunnel .....	1	4
66 Carpenters .....	1	4
36 5 Way Machinists .....	1	5

BLUE LEAGUE		
92 Counters N.Y. ....	4	0
33 Electrical N.Y. ....	2	2
34 Pipe Shop C.Y. ....	2	2
33 Electrical S.Y. ....	2	2
36 Machinists N.Y. ....	0	4

**JACK PALMER**, ex-welterweight contender, who works here at the Sun Ship North Yard in the 47 Department, is a swell fellow to work with. He has engaged in 75 bouts, losing nine of them, one at the hands of the great Joe Gan by a K. O. in the ninth of a torrid ten round bout. He fought other prominent fighters such as Jimmy Murphy, Pete Latzo, Jack Hetchel, Vince Forgione, and Mickey Walker, one of the greatest middleweight champions of all time, whom he beat on a foul. He also fought Lew Tendler in a bustling 10 round bout and incidentally was Lew Tendler's sparring partner for the great lightweight championship fight with Benny Leonard.



Left to right:

**SAM WARBURTON** of the Boiler Shop is both a member and manager of this winning Sun Ship team. **CHARLIE FRAZIER**, 1940 champion of Llanerch Country Club, and Joe Kaster had the best ball score of 35-32-67 to defeat Charles Klotz and Joe McConville of S.K.F. **JOE KASTER** of Sun Ship spun a 39-32-71 at Springhaven to defeat Charles Klotz of S.K.F. Joe Kaster held the course record at Glenside Country Club for amateurs with a 65 while playing with Sun Ship in the Delri

League against Sun Oil in 1940. In the outstanding match to date, **GEORGE MENARD** of Sun Ship, runner-up for State amateur championship in 1939, covered Springhaven Country Club in 38-32-70 to defeat Joe DeBerardinis, Westinghouse individual champion of the Philadelphia Industrial Golf Association 35-36-71. After being 4 down at the twelfth hole, he played the last eight holes in 4 under par, winning one up.

## HEAR YOURSELF ON THE RADIO!

Sun Ship Sponsors a Question and Answer Program Over WIP Every Monday, Wednesday and Friday at 8:15 P.M.



Bob Horn, "The Sun Ship Question Man," will be at different locations throughout the Yard every Monday, Wednesday, and Friday at Noon: LOOK FOR WIP'S WHITE CONTROL CAR.

The contestants are chosen after the 11:45 whistle has blown so that there will be no need for you leaving your job ahead of time, as the transcription is made about 11:55 A. M.

The program is put on as though it were being broadcast, but actually the program is made on a record and broadcast later at a time and on a day posted on the top of the WIP car, thus giving you an opportunity to hear yourself on the radio at home. Everyone WINS!!

Right Answer—\$2. Wrong Answer—\$1

(Left, above) This picture was taken during our Question and Answer Program at the North side of 9 Way in the South Yard.

(Left, below) Bob Horn, the Sun Ship Question Man, interviews S. Wilgus, Jr., of 59 Department and B. Grimes of 47 Department as Tom Hennessey is prepared to pay off.

### ON THE AIR—WIP—AUGUST 9, 1944—10:00 P.M. SUN SHIP ON THE "VICTORY CARAVAN"

Gimbel's have designed a series of half-hour radio shows saluting the various outstanding industries of Philadelphia and vicinity, under the title of Gimbel's Victory Caravan. The Sun Shipyard is the first plant to be selected

on this series. The entire show scheduled to be on the air 10:00 P. M. August the 9th, will be composed of talent from the Sun Ship family.

**LISTEN TO YOUR FELLOW WORKMEN!**

### To be Heard on "Victory Caravan"



Anthy Koukedis



John H. Eastwood and Jane Gallagher



Rose Merletti, Ann Merletti, and Elaine Swantek



### OUR COVER



"Our Yard" wishes to express its appreciation to WILLARD BOROW, North Yard Burner, for his excellent portrait of a ship in the Wet Basin. Thanks a lot Will; keep them coming!

### 36 DEPARTMENT Machinists

Mail is coming in these days from former 36 Department boys from all four corners of the world. Henry Dychala, former apprentice, writes from Italy stating that he is sorry he hasn't written sooner but that the Krauts are running so fast over there that they can't catch up with them to slug, let alone find time to write. His brother Ben — 36 Dept. — received a letter stating that the way those birds fled from Rome was the finest exhibition of displaying the yellow streak imaginable and Hennie says that if they can keep them running at the present pace it won't be long until plenty of ships will be needed to bring the boys back. He sends his best regards to all his old shopmates and friends, asking especially about his favorite — Lu Messick.

Johnny Miller, former 36 Apprentice, writes from the Marshall Islands and is highly optimistic about things in that locality. He says they are pushing the yellow boys back where they belong in their own back yard and sends a photo of himself displaying a captured Jap flag. He says the heat there is terrific and conditions generally have taken their toll — physically, but that he is right in there tossing them up — hopefully waiting for the day when victory has been achieved and he will again take up where he left off. He asks for all his friends and especially Bob Curry and Lu Messick.

Another letter comes from Pierce Robinson who is in England, saying he was pleased no end when he ran into Bill Fowler, formerly of 36, over there. He states that Bill is now First Engineer on a Naval ship, and is doing well. Pierce says to keep on the ball over here and see that all necessities are supplied the boys over

### BITS OF CARELESS TALK ARE PIECED TOGETHER BY THE ENEMY



there in abundance and that they will do the rest.

Frank Schumucki, formerly of 47 Dept., writes from Oahu Island stating that all goes well over there but that he very quickly learned that those dancers and grass skirts are found only in the movies and are conspicuous, where he is located, only by their absence.

Bill Vandegrift, formerly of 47 Department, writes from England and in acknowledging receipt of "OUR YARD" says that Pierce Robinson's letter published in that issue sure hit the nail on the head. He says that it is not possible to realize how fortunate we are for the people over there never know when they will be picked up or carried off the streets and that he finds it necessary to make tracks himself sometimes, but that everything there is kept moving every minute in spite of all. His only desire appears to be that of getting in closer touch with the real thing.

Also one from Big Vic Padamonsky. We were a little concerned about Vic's present status, not having heard from him for quite a while and knowing that he is in a Commando outfit. However, he informs us that he hasn't crossed the channel as yet and being in no position now to reveal his activities, promises some exciting stories when he returns. He asks about all the gang in the shop and again requests mail from some of his old buddies. How's about it fellows, why not drop him a cheerful word.

This month finds the fourth one of Sun Ship's five Dychala boys entering the serv-

ices, Bennie, 36 Dept., having joined the Navy. Ben has always been very popular in the department and will be remembered as the Iron Man of 36 Department, going in for Bowling, Basketball, Vocational Training and in between—barn dances. We wish him all the luck in the world and sincerely hope that conditions will soon permit his returning to our midst.

Our shop warbler and new pop, Steve Bobiak, has also left the Yard to work for Uncle Sam and will be greatly missed. Good luck Steve and take care.

Joe Filaggio, shop apprentice and brand new benedict, has also entered the services and to him also our very best wishes for his safe and early return to his old job.

Smokes this month from Ted "Reds" Parker on the arrival June 25th of 6 lb. 7½ oz. Theodore B. Parker, III. He reports all hands doing nicely. Nice going Reds and please accept our thanks for the smokes and hearty good wishes to yourself, the Mrs. and the children.

Howard C. Warren, 59 Dept., South Yard, upon leaving for the Army was given a farewell party by the boys down there and asks that we be the medium of his expression of gratitude. He wants the boys to know that he enjoyed himself immensely and will long remember the event. Here's wishing Howard lots of luck in his new life and hoping he will soon be back in the fold.

Bill Smith, popular young checker in 36 shop, has entered the realm of marital bliss, having taken unto himself a wife in the person of Miss Mae Henratty on June 17. They were married at St. Clements Church in Philadelphia, and after honeymooning in New York, have taken up residence in Darby. We all join in wishing them many years of happy married life and trust that all their troubles will be little ones.

### ON THE LIGHTER SIDE

Did you hear about the G.I. who rushed into the Maternity Ward of the hospital and asked the nurse, "Will you please wait on me first, as I am due back at camp?"

The fellows who drive with one hand usually are headed for the aisle of a church. Some of them will walk down it and some of them will be carried down it.

A man wandered into a tennis tournament and sat down on a bench. "Whose game?" he asked. A shy young thing sitting next to him looked up hopefully and replied, "I am".

Upon being asked by a departing worker for a recommendation, the boss thought it over a little and wrote: "The bearer of this letter is leaving me after one month—I am perfectly satisfied."

Reporter: DICK CLENDENNING.



## 91 DEPARTMENT

### Timekeepers and Contract Clerks

We have received letters from Anne O'Malley who recently joined the WAC, and Paul Ingram of the Merchant Marine. Both were formerly with 91 Dept.

Ida Weidner is sporting a new permanent wave.

Fay Ellis visits the North Yard every noon. Is it exercise or romance?

Captain Comly Joel Eagle of the U. S. Air Corps, formerly of the Wetherill Plant, and Evelyn L. Tyler from San Angelo, Texas, were married on June 24. The Captain is the son of Harry Eagle who works as a timekeeper.

Harry Perry is suffering with the heat. He says, "This is the first time that I ever had a turkish bath without paying for it."

Dixie Lister still gives Joe that longing look as he is on his way out from the third shift.

Roslyn Rennett, Fay Ellis, and Lucky Dot Lewis took the Question and Answer Man for some cash at a recent lunch hour broadcast.

To the twenty-three girls and men roasting under the balcony, your reporter predicts that the heat wave will be broken before Christmas.

Nothing exciting happened at the "hot dog" roast that the Contract girls recently gave except that Carolyn MacCrone palmed off a rubber hot dog on Harry Kilpatrick. Marge Howley suffered a severe injury (broken finger nail) and was given artificial respiration by Stella Baptiste. Fay and Dottie could not attend as they were riding the girls would not have had so many left-over sandwiches.

Anyone wishing to ride from 40th and Girard Avenue, Philadelphia, via Yeardon to Central Yard on first shift starting at 8:15 A. M. please contact David Fox, second floor of Central Yard Carpenter Shop, Contract Room.

Rosebud Phillips and Ann Hardman spent a recent week-end in New York City.

Reporter: ED BELL.

### Second Shift

Mr. and Mrs. Hayford Thompson celebrated their first wedding anniversary on July 16th. Mr. and Mrs. Thompson are the proud parents of one little girl, Barbara.

Harry Buchanan, formerly of 2nd shift, the fried potato king, slipped and fell into the frying pan recently. He is recuperating nicely except for a few minor burns.

Reporter: RITA

**When you are through reading *Our Yard*, send it to the boy at the front or in camp. Use it as a "filler" in packing the box you are mailing him. He will thank you.**

## JITTERBUGS



A feature of entertainment for our employees during the lunch period is the dances on Wednesdays and Fridays, to the music of the popular Sun Ship band under the direction of Tommy Leeson. As is evidenced by the picture a large group collects and enjoys the participation or observation of the terpsichorean Sun Ship antics. It can be seen that much jitterbug talent is present in the yard, and yes brother, we mean talent. Among those tripping the light fantastic at a Wednesday afternoon session were Millie Bolten, 80 Dept.; Lou Petite, 59 Dept.; Grace Tasana, 79 Dept.; Bernstein, 34-C Dept.; Kaye Metrosh, 78 Dept.; Creamer, 30 Dept.

### Andrew MacLachlan



Andrew MacLachlan, husband of the late Susan Hood MacLachlan, of 1615 Washington Avenue, this city, whose outstanding sportsmanship in tennis and handball was known throughout the East, died at Chester Hospital July 14th, following several weeks' illness.

Andy Mac was employed at Sun Ship for more than 25 years in the Hull Drafting office. He was always cheerful, ready to lend a helping hand and popular with all Sun Ship associates.

Holder of Chester's tennis championship for several years, Mr. MacLachlan scored in games in Washington, New York and Baltimore, as well as throughout Pennsylvania. Born in Scotland, Mr. MacLachlan was a member of the Trimble Lodge, No. 117, F. and A. M. He was very active in British War Relief in Delaware County and Philadelphia, arranging for British sailors to go swimming at different places in this section and furnishing clothing for merchant seamen.

### INK SPOTS FROM THE HULL DRAWING ROOM

The ball teams have been quite active this month. On June 23rd we played the North Yard Shipfitting Supervisors team and lost by a score of 10 to 1. Mullins was on the mound for North Yard while Ambrosino pitched for Dept. 78.

On June 27th Furman Hallman invited the gang out to his place in Village Green to play a softball game between the Fittings and the Structural squads. This was won by the Structural, 13 to 6, with Ambrosino and Clark as their battery and Larkins, Springer and Chattanooga Williams likewise for the Fittings. Joe Chermol was in the outfield and was lost several times in the bushes. However, he made a snappy comeback in the 100 yard dash, making Speed Hall look kinda slow. Sulger, Springer, Ambrosino, "Chat" and Clark also ran. Our feminine rooters cheered impartially for both sides. Many thanks to "Bud" Hallman for a swell time.

The Parkway Boys Club (Joe Clark, sponsor) defeated the Draftsmen's team to the tune of 5-3 on June 30th in Chester Park. The batteries for the game were Ryser and Trout for the Parkway team and Petchel, Filliben and Ewing for Dept. 78.

We hear that Jack Bo-Bo Petchel is the originator of a new slow-fast ball.

Our local linksman, Joe Chermol, is recuperating from a bop on the dome which Dan Mullins administered at Springhaven. Both are doing nicely, thank you, even though Joe has been playing in the 95's lately.

We salute Les Ives who joined the Navy on June 28th. He is now taking his boot training at Bainbridge, Md., prior to assignment in the Construction and Repair

16 — OUR YARD

Division. We wish you the best of luck, Les.

Jim Carr dropped in to see us on June 7th while on furlough from Bainbridge, Md. He looks fine and fit in his Navy uniform.

Doc Delehanty is stationed in Camp Stewart, Georgia.

Capt. Geo. Burke has been transferred to Camp Pickett, Va.

The stork has been flapping his wings again around our department. We congratulate the Walter Pews upon the arrival of a daughter, Arlene Carol, 7 pounds 11 ounces, on June 25th in the Lying-In Hospital. We wish them much happiness.

Are Dave Slavens' "airports" in conformity with latest Coast Guard Regulations?

We greet the following new members in our department: Shirley Nason, Mary J. Rottenberk, John F. Filliben, Jr., James D. Cook, Louis F. Nati.

We also welcome Bill Wallace back to the fold.

Our special features:

1. Bill Joyce pushing a baby coach on Ninth Street.
2. Harpo Jennings and two gals pedaling bikes on Middletown Road.

And so, as Bill Buckley opines, if you can't participate in sports—be one anyhow!

— FRANK PAVLIK

**100% CLUB**

W. West	47-1483
Violet Klobear	47-5978
C. Gabries	59-1261
Dominic Pontillo	59-1376
Florence Zielinsky	59-9674
C. Hisler	66-652
Gertrude Grieco	91-1381
Marion Reddington	91-1840

All the above take 100% of their earnings in War Bonds.



**JAMES W. KENNEY** has been employed in the Wetherill Plant for 25 years as a toolroom machinist. He served his apprenticeship under the Southwark Foundry & Machine Co., Phila. Seventy-three years of age, he is very capable in repairing and servicing any of the modern hand tools used throughout the shops. "Jimmie" is interested in all sports and at one time was an active member of the Klein Mimmers' Club of Phila. in which he took an active part.



**CENTRAL YARD DISPENSARY, SECOND SHIFT** — Left to right: D. Allebach, A. Danowski, R.N., J. O'Rangers, R.N., and N. Jackson, R.N.



**CENTRAL YARD ERECTORS, FIRST SHIFT** — Left to right: H. Curry, C. Harrell, J. Heltzel, C. Ludwick and J. Najanos.



— Courtesy of Karl P. Affelgren  
The north side of No. 2 Pier, Central Yard, with the old S.S. Sabine Sun in the background. She was the second ship built by Sun Shipbuilding and Dry Dock Co. in 1917.



**34 DEPARTMENT, NORTH YARD** — In this picture can be seen a small part of the vast group representing the North Yard Pipe Shop, 34 Department. The men and women are doing a bang-up job of pipe installation on the ships for which "Sun" has such a grand record for producing. These workers have come from all walks of life and in a surprisingly short amount of time have made the readjustment that enables them to maintain a steady flow of pipe of which there are miles on each vessel built.

## 33 DEPARTMENT FLASHES

This month we introduce to you Leader Gerald Evans, in charge of all Crane Operators for this Department in the three yards. Gerald has been with the company for ever so many years, and in that time has made thousands of friends with his sunny disposition, his ability to work at all times with Leaders and Foremen of all other Departments. He is looked upon with respect and admiration by the crane operators for his unflinching sense of dignity, impartiality and willingness to go to the front for his men at all times. Gerald's prime hobby is fishing, then some more fishing, which at times is overshadowed by his love of "The sport of Kings", for which we truly envy him, because we, too, can think of no greater thrill than watching the "thundering herd" come racing down the stretch. Our admiration for Gerald is doubled in the notation of the close attachment he has for his charming partner, who enjoys the same pleasures and sports as he does. They make an ideal couple for many others to emulate. And lest we should forget, we must give him credit for being the smartest detective that we know. He is the only one of our coterie of friends who is able at any time to locate the eating houses that serve those thick, juicy and delicious steaks. And at a time like this! We understand he is also an expert at picking winners of night games at Philadelphia's Shibe Park, where he can be found several times a year, rooting strongly for the "Grand Old Man of Baseball" and his Athletic Team. But Gerald still maintains his first love is pulling in the big ones off Tilghman's Island.

And while on the subject of deep-sea fishing, we are wondering where all the rumors come from about the last fishing trip in which a delegation of 33 Department experts participated. Sad to relate, out of a party of about twenty-two, we are told that only about fourteen fish were caught.

For the prize \$64 question and all its ramifications. Who can tell what should be done to Bob Cantwell and Joe Squitiere for causing that "tug charge" to be placed against them recently? You didn't hear about it? Well, it seems that Bob and Joe forgot themselves and got around to looking over the stern of 415 when it was moving away from the pier and out in the river. No! No! we didn't say they were asleep. Bob claims they were down in the engine room working on something and forgot all about the boat going out on trial trip. Nevertheless, Dannie reports there is a B.M., for tug charges. Who's going to pay it, Bob? Better get some of those tomatoes and carrots on the market so that you won't be out of pocket. Joe has nothing to sell for his share.

We join in the feeling of pride for Leader Arthur Metzger, whose son, a former employe of 36 Department, left within the past few days for New Cumberland Distribution Center. Metzger was employed in the North Yard. We are sure that he will make as valuable a member of Uncle Sam's Force as he did for the Sun Shipbuilding Company. Congratulations and best wishes to both father and son, and may he return soon to good old Sun Ship.

Everyone in the shop is eagerly awaiting the return of our efficient drill press operator, Mrs. Ruth Heideck, who was the unfortunate victim of an unavoidable accident about ten days ago.

It was gratifying to notice that our De-

partment showed an almost one hundred percent attendance at work on the 4th of July. It is to be regretted that publicity was given to the war plants whose employes forgot the valiant and unselfish services of the boys over there not only on 4th of July, but every day, Sunday and holidays, and took the week-end and holiday off from their important and vital war work. And it gave us a bit of distress to see that nothing was mentioned of the Sun Shipbuilding Company working at almost total strength on that day. Of course, we didn't need the publicity to tell the world that we were sticking to our jobs and giving one hundred percent aid to the gallant soldiers, but it would have helped others on the outside to know that the Sun Ship workers stayed at their post that day.

John reports splendid progress in the school attended by the female workers in the Shop. They are eager to learn everything about the electrical work. Good luck and keep studying.

And talking about esprit de corps, we are in a position to report that the Department has plenty of that since the advent of Myrice, who is taking over the office details during the vacation of your reporter. Our slogan "Never a dull moment in the Shipyard" has become synonymous with Myrice. She is a "whip" if ever there was one, but a swell person for the short time the Department has known her. We are satisfied that all details will be carefully projected during our absence.

Assistant reporter's note:

FLASH! FLASH! To what hospital in what state is our Homer sojourning!!! We understand he, too, read the July issue of the Reader's Digest and now plans a race of his own — not in the blue grass country. We have our opinion!!!!

Reporter: HOMER REIGLE



GIRLS OF 33 DEPARTMENT SHOP, CENTRAL YARD — Front row, left to right: Agnes Lynche, Hazel Patton, Margaret Faulkner, Mabel Messick, Savilla Cole, Pearl Mulveena, A. Bixler, G. Patrick, E. M. Kramer, F. Konesky, S. Shiflett, Doris Maines, Emily Bearoff; rear: Ruth Heideck and Dolores Rafferty.



33 DEPARTMENT CRANE OPERATORS, No. 4 YARD, 3rd SHIFT — Left to right — Wilson, Denby, Chipman, Ricks.

## FIRE CHIEFS AND MARSHALS VISIT SUN SHIP



Several men outstanding in the fire prevention and protection field, who were among over 1100 State and County fire chiefs and fire marshals from all sections of the U. S. A. and Canada attending the National Fire Protective Assn. Conference at Philadelphia, were guests of the Sun Shipbuilding Company on May 9.

The National Fire Protective Assn. works in close cooperation with all testing laboratories and set up safe practices in the handling and storage of all inflammable materials.

Front row, left to right: R. Allison, Chief, Swarthmore; H. Hamby, Main Office; Cadman, McDaniels. Back row, left to right: Fred Heiche, Oklahoma A. M.; C. Kimmel, Safety Office; C. Morgan, General Manager, N. F. P. A.; I. R. Scott, Fire Marshall, Ontario Province, Canada; Lt. Meskell, Philadelphia Bureau of Fire; J. Clairmont, Fire Marshall, Dominion of Canada; F. Rowe, Battalion Chief, Philadelphia Bureau of Fire; H. Vaugoin, Chief, Raritan Arsenal, N. J.

# JUNIOR MEMBERS OF THE SUN SHIP FAMILY



**ARLENE AND BARRIE LOUPUS**, daughters of Ted Loupus of 60 Dept. who is also a reporter for "Our Yard".



**SUSAN**, 2½ years of age, and **BARBARA TUTTLE**, 10 months, daughters of Ray Tuttle, machinist.



**JOHN E. FERGUSON, Jr.**, five year old son of John E. Ferguson, Assistant Foreman in 47 Dept., No. 4 Yard.



**MARILYN TINNEY**, 5 year old daughter of Thomas Tinney of 59 Dept., Central Yard, with her favorite uncle, Raymond T. Rhodes, who was formerly a pipe-fitter's helper and is now stationed in the Hawaiian Islands.



**VINCENT RUCH, Jr.**, 4½ year old son of Vincent Ruch of 59 Dept., 2nd Shift.

**WOODROW MINNER, Jr.**, 15-month-old son of Woodrow Minner, 36 Department Leader, No. 4 Yard.

**SANDRA LEE**, three-year-old daughter of Don Petrilli of 34 Department.



**JOSEPH W. REILLY, Jr.**, 7 month old grandson of Dick Clendenning of 36 Dept.



**CHICKIE STREEPER**, one year old son of Al Streeper of 69 Dept. We congratulate Al on being the father of such a fine little boy.



**RAYMOND WOWAK**, 7 year old son of Albert Wowak, Erector in Central Yard. Raymond is in the first grade at Upland primary school.



**BOBBIE MUSHLIT**, son of Robert Mushlit, Burning Leader in North Yard on the Second Shift.



**JOYCE COLE**, 5 year old daughter of Savella Cole of 33 Dept.



**EDGAR A. GREEN, Jr.**, 9 year old son of Edgar Green of 68 Dept., Central Yard. Edgar attends Martin School and is in the fourth grade.



**JOHN McCORMICK, Jr.**, 7 year old son of Dan McCormick, 75 Dept. Crane Operator. John has sung on the Horn & Hardart Children's Hour for two years.



**SHIRLEY J. WILSON**, daughter of Hap Wilson of 58 Dept., No. 4 Yard.



**CLYDE**, 4, and **JOSEPH**, 8, sons of Clyde Raath, Admeasurer of 69 Department.



**HUGH WILKINSON, Jr.**, 5 years old and his brother **MAURICE**, 4 years old. They are the sons of Hugh Wilkinson of 69 Dept. Paint Shop.



**BARBARA JANE BOUGHAMER**, 5-year-old daughter of P. Boughamer of the Machinist Department.



**ROBERT A. HOLMES**, two year old son of Esou Holmes, of 59 Dept., No. 4 Yard.



**TOMMY FAULKNER**, six-months old son of T. Faulkner, burner in 47 Department, North Yard.



**EDWARD, 5½**, and **MELVIN, 2½**, whose father is serving with the Navy at Camp Peary, Va. They are grandsons of Rube Rollin of 33 Dept., C. Y.



**HELENA ESREY REED, 7**, granddaughter of D. Reese Esrey, Jr., leader in 36 Dept. and grandniece of Fred Otis Esrey of the Wetherill Plant Office as she appeared recently as the Queen of May at the Jefferson School.



**MACHINE SHOP, WETHERILL PLANT, THIRD SHIFT** — Front row: Fred O. Esrey, C. Davis, R. Backhouse, C. Duralia, R. Neblett, and G. Smith. Back row: S. Kellsall, J. Purser, W. Hill, J. Birl, T. Bagley, H. Jones, W. Kessler, and H. Glass.



**DONNA MARIE AND DONNOLO MARIE**, six-months old twin daughters of Don Petrilli of 34 Dept.



**JOHN BRIENTNALL, Jr.**, one year old son of John Brientnall of 38 Dept. and grandson of the late W. W. Brientnall, who was for many years Foreman of 74 Dept.



**75 DEPARTMENT PLATE YARD, NORTH YARD** — Left to right, front row: B. Gershkowitz, C. Carter, S. Washington, T. Creeghan and Ralph Pollock, 33 Dept. Back row: J. Gold, J. Gaffney, Rudolph Pallock, G. McNelly, S. Kesselman, H. Meck, S. Strickland and J. Dyer.



**ANITA ROLLIN, 7½** year old granddaughter of Rube Rollin of 33 Department, Central Yard.



**CHARLES JOHNSON, Jr.**, six year old son of Charles Johnson, Erector Leader in South Yard.



**ROSITA ROLLIN**, two year old granddaughter of Rube Rollin, of 33 Department, Central Yard.



**NORTH YARD ERECTORS** — Left to right: Charles McCall, Assistant Foreman, D. Williams, David Adams, A. Chesick, F. Firestone, E. Miller and G. Fetrow, Assistant Foreman.



**FRANCIS "BUTCH" SMITH, Jr.**, 7 year old son of Francis J. Smith, Counter in North Yard.



**JOAN SLOAN**, 10-year old daughter of Ed Sloan, Fabricating Department.



**JOAN AND JOYCE DAVIS**, daughters of T. Davis of 45 Dept., North Yard.



**BUDDY WRIGHT**, three year old son of Alex Wright, Leader in 59 Dept., Central Yard.



**SHIP REPAIR STAGE BUILDERS** — Back row: Al Pastore, John Chesno, Bob Maccia and Hank Sullivan; middle row: Fred Transure, Leader; Frank Robertson, Jack Witt, Asst. Foreman; Jim Croom, Ray Harlow; front row: J. King, Freddie Manno, Tom Trainor.

**VIEW OF METALLURGICAL LABORATORY — SHIPYARD SECTION**



View of part of Metallurgical Laboratory at the Yard, showing some of the apparatus and equipment available for making metallurgical tests and investigations.

In this picture are visible a microscope equipped for low and high magnification work, a portable Brinell hardness tester, chemical etching reagents at the left, and at the extreme right hand side a projector-comparator for accurately determining the quality and angles of threads on stud-bolts, headed-bolts, threaded pipe, etc. The latter apparatus is of a special design and was developed by the personnel of the shipyard section of the Metallurgical and Inspection Department.

Left to right are Dr. A. B. Bagsar, Chief Metallurgical Engineer; Messrs. March A. Trout, Foreman Inspector; L. L. Carpenter, Inspector; and W. M. Brotherston, Chief Inspector of Materials, of Sun Oil Company Metallurgical and Inspection Department.

**EMPLOYMENT OFFICE**

Did you know that the girls in 98 Department (Employment Office) took top honors in the Mixed Bowling League?

Who's the sailor Dottie Howard has been corresponding with so regularly? Just one of the boys, huh, Dottie?

For free swimming instructions, meet Minnie at Springfield any Wednesday night.

After three years Dottie can swim "doggie".

Mary is sunning herself in the deep South — Georgia, to be sure. Hurry back, Mary, we sure miss you.

Louise is planning her vacation at Wildwood by the Sea with sister Ethel from the Maritime Commission. We don't have to tell them, to have a good time.

Fran is still asking the boys to bring back their temporary buttons that she lends them for 24 hours.

What does 88 Department have that no other department has? Ask Ann Davis.

Ruth Gorman just returned from her vacation all "tanned up," or should we say "all burned up"?



**ED CONWAY**, Electrical Expeditor under H. John in the South Yard, came to work at Sun Ship on December 8, 1941, the day after Pearl Harbor. Ed has seen service with the U. S. Navy and also spent two years chipping and caulking before going with the South

yard expeditors. He was also a member of the cast of "Sun's Fun". His favorite sports are hunting and fishing and his hobby is "wolfing". We believe it.

Ed lives with his mother, 8 sisters, and little brother Joe out Garrett Hill way. His older brother is serving in the Infantry in Italy. A graduate of West Catholic in the class of '41, he is Scoutmaster of Troop No. 1 in Rosemont. Ed would like to complete a college education and continue expediting with Sun Ship.

**BURNERS' RAMBLINGS**

Have you noticed the peaked look on Nat Salzman and Nate Schwinger? They are summer bachelors. Their wives are away for the summer. Cheer up, fellows, it won't be long now.

If Joe Regan is steering a course in your direction, give him plenty of right of way. He used to drive a one-man trolley car. He is rightfully proud of his wife and two daughters.

Steve Pantages wishes he had some of that real estate, now, he sold some years back in Chicago. One particular square block is probably the busiest business section in the Windy City. No, he doesn't claim acquaintanceship with Mrs. O'Leary's cow. His only son is Capt. George Pantages of the U. S. Air Forces, a pilot. Good luck to the Pantages.

We recently saw Ruby Goldberg who is now at a Naval Training School for advanced training. He misses all his former workers and we miss him. Good sailing, Ruby.

Dom Oliver says he doesn't open the shipyard in the mornings. But I bet he can get you a burning line, easily. Dom believes in the early bird, etc.

Ernest Lang, recently transferred to the Central Yard, also had a very pleasant surprise. His wife was the sponsor of a troop transport. Ernest says his hobbies are his home, his wife and Ernest, Jr.

Clarence Stubbs, who sponsored a boat last year, recently celebrated his 59th birthday. Look for Stubbie's picture in this issue.

George Schlosser says his wife makes him work harder at home than he does all year. Some vacation, says George. On his next week off, he insists he will be fishing. Sez you.

If you see Jay Spencer crouched over swinging one arm, don't be alarmed. He is merely practicing his bowling form. We hear from a little birdie (named Jay) that he is really getting them down the alley.

We have been asked by quite a few to mention the following. Quite a few burners are becoming careless when burning through bulkheads or decks. Please be sure no one is in the line of your fire.

Some of you may have lived near a fire house as we did some few years ago. The horses they used in those days would come charging out impatiently. There was a job to do. Your reporter was privileged recently to ride a boat down the ways at a launching. Funny how that boat sliding down the ways reminded us of those fire horses. Those boats have a big fire to put out — in Europe and in the Pacific. Keep 'em rolling. Help put out that big fire with your Torch of Liberty. Reporter: TED LOUPUS



**CAPTAIN MacGREGOR'S SQUAD** of North Yard — Captain MacGregor is shown in the front row, center.



**SUN OIL CO. MARINE INSPECTORS** — Left to right: Capt. Hutton, John Thomas, Walter Altkirch and Charles Congleton.



MRS. GLADYS LANG, sponsor of the S.S. Marine Hawk, is the wife of Ernest Lang. Ernest is a burner in No. 4 Yard with eight years of service with Sun Ship.



**We Wish to Congratulate**

Mr. and Mrs. Steve Bobiak on the birth of a son Stephen William, Jr., on May 26, 1944. Mr. Bobiak is in 36 Shop on a shaper.

Mr. and Mrs. George Bonsall on the birth of a son, George Frederick, Jr. Mr. Bonsall works in the South Yard.

Mr. and Mrs. Thomas Goodley on the birth of a son on June 3rd. Mr. Goodley is employed in the Yeager Shop.

Mr. and Mrs. H. Mayer on the birth of a daughter Mary Elizabeth on May 20, 1944. Mr. Mayer is a hooker-on in the Fab Shop, South Yard.

Mr. and Mrs. Herman Leich on the birth of a son on May 9, 1944. Mr. Leich is employed on the weld table in South Yard.

Mr. and Mrs. Theodore Colanduno on the birth of a daughter on May 27, 1944. Mr. Colanduno is a welder in the Yard.

Mr. and Mrs. Robert Deaver on the birth of a daughter. Mr. Deaver is employed in 47 Dept., North Yard on the Third Shift.

Mr. and Mrs. C. Herman on the birth of a son. Mr. Herman is employed in 47 Dept., North Yard on the Third Shift.

Mr. and Mrs. Jack Williams on the birth of a son. Mr. Williams is in the North Yard Payroll.

Mr. and Mrs. Charles Spains on the birth of a son. Mr. Spains is a counter in No. 4 Yard, and Mrs. Spains was a former clerk in the 47 Shop Office at No. 4 Yard.

Mr. and Mrs. W. Lewis on the birth of a daughter on June 6, 1944. She was born on Invasion Day, 45 minutes after the start of the invasion. Mr. Lewis is in 36 Dept., No. 4 Yard.

Mr. and Mrs. Russell Deaver on the birth of a son on June 15, 1944. Mr. Deaver is a timekeeper in 91 Department.

Mr. and Mrs. Walter Pew on the birth of a daughter, Arlene Carol, 7 lbs. 11 oz. on June 25 in Lying-in Hospital. Mr. Pew works in the Hull Drawing Room.

**NORTH YARD SAFETY REMARKS**

The company has established rules for the Safety of its employees and these rules are intended to help maintain morale and safety among them. In this issue we would like to emphasize the rule about "horse play" in the yard. The weather is warm now and we are having trouble with playfully inclined young men and other men old enough to know better indulging in this form of so-called entertainment. Men have been observed dropping eight pound paper bags filled with water on men walking along the ways. Others throw asbestos or other objects at each other. Some engage in sparring matches or friendly wrestling matches. One of these sparring matches not long ago developed into a real fight and as a result both men were discharged. The Safety Department will appreciate your cooperation in helping to stop these and all other forms of "horseplay" in this yard by identifying those who are guilty. There was no "horseplay" at Tarawa, Salerno or Normandy and the boats from this yard are playing a big part in winning this war. We appreciate your help and will welcome any suggestions to make this yard a safer and better place to work.

In the next issue we will talk about "Crowding at Canteens and Time Clocks". If you have any suggestions to make that will help solve this problem, please send them to the Safety Office or drop them in one of our boxes.

**UNITED SEAMEN'S SERVICE, INC.**

39 BROADWAY, NEW YORK 6, N. Y.

June 23, 1944

Mr. John G. Pew, Jr., Vice-President  
Sun Shipbuilding & Dry Dock Company  
Chester, Pa.

Dear Mr. Pew:

Thank you for your letter of June 22nd and the enclosed check for \$2,700, representing a contribution to the USS from the employees of your company, as a result of a musical review which they produced. These funds are most gratefully received, and we are particularly appreciative of the good will which the contribution represents. The demands upon us for service throughout the world have been growing rapidly, and we will put this money right to work.

I am attaching a report recently received from one of our representatives in the South Pacific, which will give you a little picture of our work. Now that the invasion is on and the war in the Pacific is stepping up, we expect that the demands will continue to mount rapidly.

Please extend our thanks to all who have been concerned with this.

Faithfully yours,  
Douglas P. Falconer  
EXECUTIVE DIRECTOR

All those who helped make "Sun's Fun" such a success are justly proud of this donation to the United Seamen's Service.

This organization renders services to seamen all over the world. The nature of their services, in part, is maintaining morale, handling all ship-to-shore mail for merchant seamen, providing reading material and all special personal services.

SECOND SHIFT VOLUNTEER FIREMEN — WETHERILL PLANT



Left to right, front row: E. Pearson, A. Green, J. Stokarski, F. Renfroe, M. Roberts, H. Pugh, C. Hamilton. Back row: E. Gue, J. Robinson, J. Swenson, J. Aull, J. O'Brien, T. Kobus, B. Dixon, L. Mansell, E. Firlein, J. Smith, C. Jones, F. Corsi and A. Nieman.



Left to right: M. Roberts, President, C. Hamilton, Chief, and E. Pearson, Secretary, of the No. 2 Fire Co.



Left to right, front row: R. Lego, J. Halloran, A. Spanier, H. Gillespie, J. Foltz, J. Purcell, R. Runyan, P. Kurelovich, C. Taylor, W. Brengmann, A. Mock, T. Nowack. Back row: G. Adrian, E. Fulmer, H. Carlsen, L. Cartwright, A. Wimmer, G. Beck, B. Sheffield, P. Kuhn, W. Rankin, C. McCullough, T. Kobus, C. Jones, J. Black, J. Coyle, I. Van Ormer, W. Browne.

MAIN OFFICE NOTES

A wedding of interest took place on the 27th of May, that of Miss Jesse Hamilton of Stenographic to Mr. Thomas Crampton, of the Wetherill Plant. Congratulations, Jesse and Tom.

Two snappy-dressed WACs were back to pay the Central Office a visit — Annette Roberts from Mr. Forney's office and Mary Hopkins from the Paymaster's Office. They sure looked swell and we wish them luck in the future as they serve Uncle Sam.

The girls of stenographic were sorry to see Eleanor Scott, Jane McCrone and Betty Flanigan leave last month. Good luck, girls, we sure miss you.

We also wish Doris Vogel a speedy re-

covery from her recent illness.

Cupid has been at it again, meaning the engagement of Miss Carrie Massey to Ralph Johnston of Canton, Pa., who has just entered the armed forces. Also the engagement of Miss Helen Bressett to Clifton Pope S 1/c of Avon Park, Florida. Lots of luck, Carrie and Helen.

Four former employees were back to visit us during their furloughs. They were Jack Bray, Bill Lowe, Joe DeAngelo and Bob Lowry.

Six new mail boys were added to Lew Hazlett's crew: Bill Lynn, Francis Holland, Joe Nacrelli, Andrew Grasty, Harold Beardsley and Carl Stalloni. They are doing a swell job on "OUR YARD" magazine

and the fast delivery of mail.

We also want to welcome into our midst Malcolm Brown, who is assisting Frank Davis at the stationery vault.

There certainly have been some odd noises coming from the vicinity of Stenographic whenever a uniform goes past into the yard, especially sailors. No one rates with them unless HE has an eagle on his shoulder or some gold braid on his hat.

If anyone is interested in taking lessons in learning to polka, just see D. B. of Stenographic.

Who is the limber gal that can't keep still when she hears Hawaiian music? She sure can swing and sway.



NOW THEY ARE MR. and MRS. — Before May 27th they were Miss Jessie Hamilton of Prospect Park with 4 years service in the Stenographic Department and Mr. Thomas Crampton of Collingdale with 3 years service in Mr. Smith's office at the Wetherill Plant.

ATTENTION! SERVICE MEN

How many men who have been in the armed service in THIS war are now in the employ of Sun Ship? Please fill out this form if you were.

Name \_\_\_\_\_ Button No. \_\_\_\_\_

Branch of Service \_\_\_\_\_

Action? \_\_\_\_\_ Where? \_\_\_\_\_

Wounded or disabled \_\_\_\_\_

Work here before \_\_\_\_\_



## PICTURE OF THE MONTH



150 TON 16'0" REACTOR BEING LIFTED BY HAMMERHEAD CRANE for shipment from the yard by water, since it was too large for rail shipment. This huge vessel was built in the Boiler Shop and will be used for making aviation gasoline to help win the war.

### FIRST "ALL-GIRLS" FIRST AID TEAM AT SUN SHIP



This group consists of Second Shift girls from Central and South Yards who are taking the American Red Cross First Aid Course under the supervision of the Safety Department. Sitting: E. Nichols, 59 Dept.; M. Riper, 91 Dept.; T. Manoni, 59 Dept.; O. Patton, 59 Dept.; F. Dean, 30 Dept. Standing: A. Kashiell, 30 Dept.; E. V. Lindenmuth, Safety Dept.; V. Vincent, 33 Dept.; M. Curtis, 59 Dept.; R. Hampton, Instructor 59 Dept.; E. Ondrusek, 59 Dept. One member, H. McHale, is missing from the picture.



46 DEPARTMENT SUPERVISION, SOUTH YARD — Standing, left to right: L. Blochowsky, B. Gibbs, W. Farrington and R. Seaman. Kneeling: D. Williamson and J. McKeown. W. Prorock was on vacation when picture was taken.



The cargo capacity of an oil tanker is usually expressed in barrels, and a modern tanker carries about 150,000 barrels of petroleum in bulk. The 42 gallon barrel is the unit used for purposes of rating and statistics and has been adopted by the majority of the oil companies. It is not represented by any actual physical shipping container for petroleum products. Cargo tanks are usually filled to within 98% of their capacity and the remaining space at the crown of the tank allows for the volumetric expansion of the oil if the temperature rises due to various causes.



When oil is actually shipped in a barrel or "drum" the container most commonly used has a nominal capacity of fifty-five gallons. These drums when filled contain from fifty to fifty-three gallons of petroleum product, depending upon its volatility.

Barrels used for the shipment of liquid paints usually have capacities of thirty or fifty gallons. Five gallon pails are much in use at present.

It might be interesting to know, for diverse reasons, that the Bureau of Internal Revenue recognizes a 31 gallon barrel for malt beverages and this unit is generally adopted by the states.

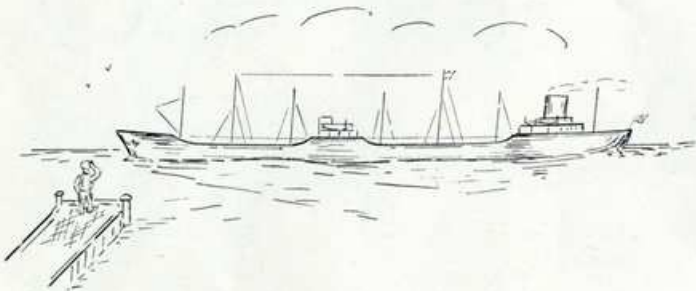
For wines a 50 gallon barrel is used. The capacity may vary from not less than 47 to not more than 51 gallons.

The barrel for flour — the dry barrel — is little used at the present time but is still recognized and holds 196 pounds.

The standard barrel for fruit and vegetables (other than cranberries) has a capacity of 7056 cubic inches. The cranberry barrel has 5826 cubic inches.

The 200 pound barrel for beef or pork is seldom used.

To get back to ships, the cargo hold capacity of freighters is expressed in cubic feet, either bale or grain. Thus the new Victory Ships have approximately a bale cubic of 450,000 cubic ft. and a grain cubic of 420,000 cubic feet. It is assumed that bales and case goods can be stowed only within the confines of the hold sparring and under the deck beams, whereas grain in bulk runs out to the steel shell and is trimmed under the decks. Therefore the ship has a larger capacity for bulk grain cargoes than for bale goods, amounting to a difference of about 6 per cent.



Just in case our riggers meet a seven masted tanker or other ship, it might be interesting to know that the names of the masts starting at the bow and going aft, are: Fore, Main, Mizzen, Jigger, Spanker, Pusher, Driver.

We understand that the seven masted ship — the THOMAS W. LAWSON — was converted to a tanker in the last days of her career. She was finally lost in the English Channel.

— FRANK PAVLIK.



**CENTRAL AND SOUTH YARD SAFETY INSPECTORS FOR THE 2nd SHIFT** — Front, left to right: J. Beard, C. Joseph. Back, left to right: D. Bradley, E. V. Lindenmuth, R. Wells.



**ON THE AIR** — F. S. Keefer, Resident Plant Engineer for the U. S. Maritime Commission, and Don Martin, producer of our radio show "Sweet Land of Liberty".



**No. 4 YARD ADDRESSOGRAPH, FIRST SHIFT** — Left to right: E. Johnson, E. Arrengton, P. Williams, E. Crabb, M. Sutton.



**74 DEPT. HOSE REPAIRMEN OF SOUTH YARD** — Left to right, standing: W. Meyer, J. Schuelie, W. Ahrndt and E. Simmons. Kneeling: J. Bradley and L. Guidetti.

### OUR NEW HANDBOOK

The Sun Ship Employees Handbook, just issued, is almost as valuable a guide to the workers as a compass is to a Sun ship.

By following the course it charts you won't run on the rocks.

The Handbook has been revised and enlarged and it is profusely illustrated with the amusing but wise drawings by Eddie Melville, who is now serving abroad with the O.W.I.

John G. Pew, Jr., vice president, has written the foreword in which he says:

"I am sure we all realize the importance of the work we are doing here and that when each day's work is through, we can retire to our homes with a feeling of pride and satisfaction in a job well done.

"You and I know that every successful business or enterprise requires certain regulations which are necessary to insure maximum conditions of safety, protection and production. In this booklet you will find all the information you will need to insure your working in fellowship and harmony."

The Handbook is complete. It contains a wealth of information. Here are the contents:

Employment, Personnel Relations, Badges, Employees Absent From Work, Time Clocks, Leaving the Yard, Computing Earnings, Premiums, Vacations, Wage Corrections, Working Hours, Accidents and Sickness, Safety, Sanitation, Reasons for Discharge, Pink Slips, Shipyard Tools, Bulletin Boards, Change of Address, Transfers From Other Departments, Employees on Company Work Outside of Plant, Compensation Insurance, Insurance Against Sickness, Life Insurance Plan, Military Service, Unions, Apprentices, Group Hospitalization, Employees Dependents Insurance, Service and Loyalty Emblems, Leaving the Company's Service, and Women.

If you have not received your copy, stop in at the nearest Personnel office.

### NORTH YARD LOFTING DEPARTMENT First Shift

The gang all wish the best of luck to Charlie Sollinger who received his "greeting" and is now stationed at Camp Blanding, Florida.

Moose (Skipper) Belczyk is now the owner of a sailboat and will soon be challenged to a race around Chester Island by Ralph Klepfer whose boat is still in the making.

We see that Ruth Bullock's favorite colors are brown, black and blue.

Don't you like that new desk of yours Sutton?

An orchid to the boys of the North Yard orchestra who really make the joint jump on Wednesdays and Fridays. We go out and trot where the music is hot.

Didja ever taste that "Virginia Baked Ham" that Marge Celent's mother bakes? Mm, mm, mm.

Uber wants to know if you get the "Outboard" at a lumber yard.

*For us at home, here's what to do  
Buy Bonds, Save Fat, and Paper, too  
Button our lip, no loose talk  
Don't waste gas or tires, if we can walk.*

### 86 DEPARTMENT North Yard

We had a flag-raising on the 8th of June. The honors were done by Arva. We have the Medical flag too. Look nice, don't they?

The Dispensary jitterbug — Ann — took first prize on June 9th noon hour. She did lose a \$10.00 bet though.

We have a new addition to our clerical staff — Mrs. Vera Edwards, wife of a United States Marine.

While trying out safety helmets one day, Ann tried one on and acquired a new nickname for herself, "Annie the Riveter".

To add to the list of famous sayings, one of the men from North Yard, 66 Department, offers: "I'll give you a penny". The nurses can verify this.

67 Department should appreciate the very adequate help of Herb. Maybe that comes under the heading of F.A. — could be.

The girls would appreciate the fellows not spending their few minutes waiting time in the back of the dispensary.

### NORTH YARD GIRLS

Mary Marra has two brothers in the service: Paul, formerly with Sun Ship, now stationed in Marro Bay, Calif. (Navy); John, U. S. Army, stationed in New Guinea.

Lucille Dudley also has two brothers in: Sgt. Edd, stationed at Scott Field, Ill., and Pvt. Joe in the Hawaiian area.

Birthday greetings to Alice Algoe.

Mr. and Mrs. D. Postal celebrated their 11th wedding anniversary in June.

Our Peggy Brown has a nice tan after a week's vacation at Wildwood.

*I don't know where they get them,  
This motley crew of ours,  
But there's a bunch of workers  
That must have come from Mars.*

Reporter: RUTH FERGUSON.

## Guess Who?



RAN BOND CONTESTS



MELVILLE

Good Luck

### THE THUNDERING HERD

Sometimes cattle get panicky, start milling around, and the thundering herd goes over an embankment into a ravine; a lot of beef is messed up.

Folks get that way too. Somebody wants to get ahead of the other fellow; the contagion spreads; everybody loses his head — and the thundering human herd goes over the cliff.

You've seen excited, impatient and downright selfish men all trying to get on a boat or bus or train or trolley car at the same time. They belong to the thundering herd. You've seen hysterical gals frantically clutching for some gadget at a bargain counter. They are female members of the herd.

You've seen crowds literally pawing to get into a baseball game, but you never have seen the thundering herd bust down a door to get into church.

What are you going to do with the time saved by a mad dash to get somewhere?

Ask yourself that question when you are tempted to join the thundering herd. And also ask whether thirty seconds or a minute saved can justify a cracked rib or a broken arm or a sprained ankle or an amputated leg.

Few persons on the outside of the mob ever get hurt.

### NORTH YARD BERTHING DEPARTMENT



Left to right, bottom row: V. Ulander, F. Aleardi, C. Drew, S. Kowac, C. Butikis and H. Weller; second row: E. Furtaw, J. Miller (foreman), P. Goldsborough, B. Hamer, C. Gallagher, A. Kuhn, L. Teal and H. Ellis; third row: R. Marker, J. McCluskey, L. Lautman, W. Luczysky, and J. Milliken; fourth row: Ted, the uninvited guest, and F. Emper.

Office force: left to right, Miss Dorothy Elliott, Miss Ida Tancredi, J. S. Miller, Miss Dorothy Tancredi, Miss Ann Hamadik and Miss Mildred Shive.

### SECOND SHIFT NOTES

"Bashful Nedd" had to sweat it out for two whole nights on No. 12 crane recently.

Storrie received a letter from Pvt. Clarence Burge, who sends his regards to the boys in 75 Department. Clarence will be remembered as the No. 1 Dry Dock crane-man.

The next time Donnie goes on a picnic we hope he won't stuff himself just because the food was plentiful. He did on July 4th and was sick for two days.

Congratulations to "Ball Park Gallagher" on becoming a brand new grandpop.

Gremlin Jenkins, the doughty little 60 Dept. Leader, just returned from a well earned vacation up state.

**DID YOU KNOW THAT:** War costs to the United States Government ran to \$170,235.65 a minute in the fiscal year just ended. In round numbers our country spent \$89,721,000,000 in the fiscal year. In seconds, the war costs \$2,837.26 for each second of the year. Or about \$100,000 since you started reading this item. How about buying that extra bond, buddy? If you are buying all the bonds you can, you are a champ.

Pop Stern, 84 Department's genial tool room attendant, says he caught so many fish on a recent fishing trip that the captain had to caution him to take it easy before he swamped the boat.

Bill Brewer, 33 Department Foreman, told me the largest fish he ever caught was fifteen inches. When I averred that was not very long, Bill replied, "that all depends on how you measure 'em. I measure mine from eye to eye." Fifteen inches, WHEW.

**FISHING, FISHING, FISHING.** From the tales that Joe Rusek, 59 and 60 Department Foreman, is hearing around the yard, he really is beginning to think that he can catch them also.

The second shift summer bowling league would be a lot better if Gilbert Brown, the good looking 33 Dept. Leader, Central Yard, would accidentally break his right arm or something.

When things were shaping up nicely for Mr. Holly, 33 Dept. Leader, South Yard, he had to stay out for a sinus operation. Here's wishing you a speedy recovery.

Dan Sparks, one of our sheet metal Leaders, is back on the job again after a month's sick leave. Welcome back, Dan, the boys sure missed you.

Little Joe, who formerly drove mules in a coal mine somewhere around Scranton, Pa., is back on the job again after a short siege of illness. "The man of steel" as he is known around the shop, is one of the steadiest workers here. Joe has quite a collection of silverware, cooking utensils and table napkins which do not have the initials of J.M. on them.

Davis has a habit of losing his shirt, but does not worry much because Reynolds wears the same size.

Sophie and Norma got new bathing suits, and when it comes to figures, that's higher mathematics. Speaking of figures, it's time we all start figuring a way to purchase more Bonds. Let's get this war over and get the boys back home as quickly as possible. I'll be seeing ya. "Whipper".



**No. 4 YARD WELDERS, FIRST SHIFT** — A group of Welders on the day shift from No. 4 Yard.



**CENTRAL YARD WELDING SHIPFITTERS, THIRD SHIFT** — J. Nulty, Foreman; J. Ryan, Asst. Foreman; J. Class, Asst. Foreman; W. Butts, W. Ciarrochi, Leader; R. Atkinson, Asst. Foreman, and J. Kiley, Leader.



**SECOND SHIFT CRANE OPERATORS ON THE SHIP WAYS** — Left to right, standing: W. O'Brien, H. Edwards, E. Gordon, W. Warner, H. Stewart, W. Eichner, O. Dixon, R. Davidson. Seated: W. Dawlin, G. Gault, W. Ogden, Leader, L. Schnell, V. Gabany, C. Baronett.



**ASS'T FOREMEN, SHIP REPAIR** — Back row: Dutch Klemmer, 45 Dept.; Joe Saunders, 69 Dept.; Paul Green, 58 Dept.; W. Dayton, 55 Dept.; Karl Anderson, 68 Dept.; front row: Bill Makenney, 59 Dept.; Harry Worrell, 34 Dept.; John McDonough, 55 Dept.; Pete McCarran, 60 Dept.



**FIRST SHIFT LOFTING DEPARTMENT** under supervision of Walter "Moose" Belczyk, who are doing a good job in the North Yard shops.



**DAY SHIFT BRUSH PAINTERS AT No. 4 YARD**



**CLARENCE STUBBS**, better know as "Stubbsie", has been with Sun Ship since 1923, and works in 60 Dept., Central Yard. He is married and resides in Wilmington with his wife and two daughters. "Stubbsie's" best-liked hobby is chewing tobacco.



**WILLIAM REYNOLDS** has been employed in the Wetherill Plant of Sun Ship for 41 years as a machinist. He operates one of the large engine lathes. He is married, resides in Chester, and has one daughter. His hobby is fishing.



**THIRD SHIFT EXCEPTION OFFICE, No. 4 YARD** — Left, Joe Daniels; right, F. French.

**MACHINE SHOP  
No. 4 Yard**

Song of the month is dedicated to "Reds" Miller of the Bedaux System — "So Little Time". Incidentally, Miller is very "red" from his vacation.

Well, it will take place sometime soon. I mean our shop romance, the big guy on the Bullard and the little girl in charge of label plates. Have you seen the sharp engagement ring?

Clipped from a Philly weekly: "Ethel L. Waller is rounding out 4 years of service in the machine shop." Our shop being 2 years old, they must mean half round.

"Doc" Miller has nicknamed our tool crib attendants the "Summer Sisters."

So sorry Yours Truly has neglected the ladies of 36 Department. Please don't forget that we shall have an OUR YARD mail box by the time clock. Try using it once in awhile for results.

Mr. Carey, Superintendent of the Valve Department, actually gets peaved if a valve gets by him before he has okayed it.

"Pop" Asberry should be locked up for spreading a smoke screen on the road home every evening. The same thing goes for Durante of 36 Maintenance. Must be burning coal oil.

Merit is due every man and woman in the shop for the wonderful work being done. Keep the good work up and it will pay dividends.

Moody, "Pop" Asbury, and Sam Dorsey are celebrating birthdays in August.

So long until next issue. Your reporter, Jim Shepard.



**STATE GUARD ENCAMPMENT AT INDIANTOWN GAP** — Some of the Sun Ship members of Company E, 1st Infantry, Pennsylvania State Guard at their summer encampment at Indiantown Gap.



**DAY SHIFT SPRAY PAINTERS FOR No. 4 YARD**



Above — Eddie Lamberson, General Superintendent No. 4 Yard, addressing prominent physicians, newspaper reporters and other visiting guests on the occasion of a luncheon tendered prior to the launching of the S. S. "Marine Hawk" on June 24, 1944. Other speakers included Rev. J. J. Banks of Employment Office, Press Lilley of the Mutual Benefit Insurance, "Brud" Holland and Rev. Lucius Robertson on the Sun Ship Personnel Department.

Below — Left to right: Dr. John H. Graves, Medical Director, Mercy Hospital, Phila., Pa.; Eddie Lamberson, General Superintendent, No. 4 Yard; Dr. Waymen Coxton, Medical Director of Delaware State Clinic; Dr. Cleveland Clarke, Medical Director, Dispensary, No. 4 Shipyard; Dr. E. E. Raven, Physician, Chester.



**JOHN P. SWEENEY** came to Sun Ship in October, 1938 and was first employed as a layer-out on the Houdry Refining Units which were being constructed in the Boiler Shop at that time. In July, 1939, he was transferred to the Engineering Design Department No.

38 where he has taken part in developing mechanical arrangements and designs. On a great number of trial trips he has been a performance observer and has handled the boiler water conditioning.

John was born in Philadelphia and has lived in Chester practically all his life. He is married and resides at 209 Meade St., Chester.

**STORERUMORS — 80 DEPT.**

**FLASH!** Playoff game between Storeroom and Aberfoyle resulted in a grueling, closely fought contest. Score 30 to 9 favor the Storeroom.

Congratulations to Tony Paladino who said "I do" on June 24th. Best of luck to the newlyweds.

Tommy Leeson gave his old safari hat to Bill Catania. A memento, no doubt, of the many perilous trips through the wilds of Sun Ship.

Miles McClain is in the hospital and we hope he is out by the time this goes to press.

Capt. Potter and Gatemouth Harris of the E.T.D's did Wilmington in red celebrating their bonus. Both boys were on deck bright and early next morning ready for work.

Super salesman Clarence claims he sold his 30 year old piano for more than he paid for it originally. Dig up your antiques, Clarence will sell them for you. Of course a vicious rumor has it that Clarence threw in a living room suite, three cigars and a deed to a lot besides. But this is only hearsay.

Mary Murray spent ten days at Gloucester, Mass., and enjoyed herself in a quiet way. She ate Boston beans enough for some time to come. She says "They got beans on the brain up there."

Birthday greetings to Ann Holdren and Toni Cornacchia. Many happy returns of the day.

Stella is quite proud of the fact that her team is in first place in the bowling league with 12 wins and 4 losses.

The 80-B girls made quite a formidable first front at Ethel's house. The occasion — a shower for Carol who was recently married. Rumor says that Baby may be the next to take the step.

The girls were sorry to say goodbye to Ronnie Spedden and Carol Kellar who left to devote full time to an important job, housekeeping. Good luck ladies.

Himes, Onimus, O'Neal, O'Brien and Robby, the fisherman five. The bay was wild; it stormed, it rained, it blew and what not. However, the boys stuck it out. Himes won the biggest fish pool with a

large trout, one of the only two caught. Shark were plentiful. Robby and Reese took some shark home. The former skinned and ate his. The latter gave up on the skinning and buried the shark under a bush for fertilizer. The Onimus household is now called "Feline Haven."

Hagenback's son has entered Naval School close by home. Mike likes Gilmore's cigars, he says they're a good smoke. Fitzgerald came back from his vacation well rested.

**FLASH!** Bill Franklin and Frank Thompson received their greetings and George Knoll was placed in IA.

Will finder of one pair of gold-rimmed spectacles please return same to Bill Jackson at the back door!

The boys wish to commend and thank Logan for his fine job of umpiring the ball games. Logan said that the last game was no work, he just watched the balls go and the men come across the plate.

Reporter: SID ROBINSON



**MRS. ELSIE JONES**, wife of John W. Jones, Leader in the Copper Shop, sponsored the S. S. Point Pleasant. Mr. Jones has been with Sun Ship for 24 years and 6 months.



**MRS. ELLEN H. MARSHALL**, sponsor of the S.S. Moor's Fields, and her husband, Ed Marshall, Estimator in the Time Study Department, in the Wetherill Plant. Ed has 25 years of service with Sun Ship and was the winner in the Sun Ship Bond Purchase Campaign.

**RECENT WEDDING** — Mr. and Mrs. Stanley Merkel; Mrs. Merkel is the daughter of Mr. and Mrs. Howard Boyer. Mrs. Boyer works in North Yard and Mr. Boyer is an Assistant Foreman in C Shop on the Second Shift, Central Yard. Mr. Merkel also is employed in the Central Yard, Second Shift.

**ATLANTIC COAST SHIPYARDS MEETING**



The Safety Department of Sun Ship acted as host to the twenty-sixth meeting of the Safety Engineers from Atlantic Coast shipyards, which was held on July 11th.

Thirty-three men were welcomed by John G. Pew, Jr., when the meeting was called to order at the Springhaven County Club. Representatives were present from Bethlehem Steel Company Yards at Baltimore, Md., Boston, Mass., Hoboken, N. J., 56th Street, Brooklyn, 27th Street, Brooklyn, Hingham, Mass., and Sparrows Point, Md., from the Federal Shipbuilding & Dry Dock Company Yards at Kearny, N. J., and Port Newark, N. J., the Maryland Dry Dock Company, Baltimore, Md., Newport News Shipbuilding & Dry Dock Company, Newport News, Va., New York Ship, Camden, N. J. and North Carolina Shipbuilding Company, Wilmington, N. C.



**ERECTORS AND STAGEBUILDERS, No. 8 WAY, CENTRAL YARD, 1st SHIFT** — 1st row: W. Walter, M. Fine, R. Ackenbrack; 2nd row: R. Malasky, N. Stringer, S. Salyers, J. Sidlow, F. Stephens; 3rd row: H. Goodman, C. Harven, H. Warren, N. Brandimarte, H. Taylor.

**ERECTORS — 58 DEPARTMENT**



Carl Harrell, Erector First-class, Rodney Ludwick, John E. Heltzel, Assistant Foreman, George Najunas, and Harold Curry.



**JERRY DESMOND**, a Signalman in 58 Department, North Yard, has been with Sun Ship for nearly five years. He is an old-timer around Chester and is very well known around the Fifth Ward. Incidentally Jerry belongs to Sun Ship's 15% Bond Club and several of his relatives work here. His nephew Phillip Leonard is a shipfitter leader in Central Yard and his niece Eleanor Leonard works in the Payroll Division. His son, Jerry, Jr., is a 3/c Gunner's Mate in the Navy while his two daughters Mary and Ann reside in Chester. He has one grandson, Billy Magrogan. One of his brothers, Joe Desmond, formerly a counter in Central Yard, is now in the Army. His brother Clem works here in Chester. Best wishes to genial, smiling Jerry Desmond.

**REGULATORS  
South Yard**

Glad to have Eddie Winkers back with the old gang again.

Who is the guy who has started to talk since he has become leader?

We had a nice time at the erectors' party Saturday night. When are the regulators going to have another one? Come on fellows, let's get together.

We were sorry to see Johnston go in the Army and more than sorry to hear that he is laid up in the hospital. We hope it is nothing serious. Speedy recovery to you, Johnny.

Glad to have you back again, Bill Maul.

Congratulations are in order for Don. He is the proud papa of an eight-pound girl. Delores and baby are both doing nicely.

When are the regulators going to play the erectors another game of ball? They're asking for one.



**58 DEPARTMENT ERECTORS, FIRST SHIFT** — C. Gear, Quarterman, E. Green, A. Wowak, M. Rosenthal, Jenkins, R. Peyreferry, Leader, F. Schiavello, T. Nervett, Asst. Foreman, and A. Anskis.

**REGULATORS, 58 DEPT. — NORTH YARD**



These boys are under the leadership of Stanley Sherry and Johnnie Thompson and they keep things moving in the North Yard.



**FABRICATING SHOP**

Jimmy McGuire was recently blessed with a baby girl. He is now the proud father of a rich man's family, Jimmy, Jr., and daughter.

Ruth Ferguson, fillet weld operator, told me that her barn in North Carolina was recently levelled by a tornado, but Ruth is philosophic about those things. She says "At least the tornado didn't do any damage to my home."

Ray, the keeper of the templates in the shop, has done a swell job of eliminating accident hazards by closing up all the floors in his new arrangement. Good work, Ray.

Bud Hild bought a new set of golf clubs and is now burning up the links with a neat 95 average. Ugh.

We also have potential golf stars in Roy Helms, Joe Austin, Walt Bullen, Hubert Kane, Joe Hetherington and Walton. Roy is a whizz with the clubs. In fact his average would look much better if it were baseball.

Is there a romance in the air, Campbell? Why ask you, I'll ask Lenora. How about it?



**DORA LOGAN** is the young lady from J. Newton Pew's Office that all salary employees are glad to see on payday. Dora has been with Sun Ship for four years.



**SOME OF THOSE PRESENT** at the launching of the S. S. Lake Erie. This was Hull No. 439, christened by Mrs. William Craemer, wife of our Secretary and Treasurer, Mr. William Craemer.



**STRUTTING HIS STUFF** — Jim Conner is all set to knock the old apple "out of the lot" as G. E. defeats the Standard Oil Co. Inspectors. Oh yes, the catcher is A. J. Kist who played on the losing team.



**FREIDA CONKLIN** and her four helpers — the first all-lady Lay Out gang in the Yard. These girls sure know there is a war going on and are doing a man size job. Keep 'em rolling along, girls.



**FRANK B. DAVIS** — Our stationery man, in charge of all office stationery. Frank is a resident of Chester and formerly was with Aberfoyle for 12 years.



**RIGGING AND VENTILATION MEN OF CENTRAL YARD** — Left to right, top row: R. Mootz, C. Roberts, L. Souders, R. Glazier, and T. Sweeney. Bottom row: W. Scholler, S. Nussinoff, L. Gurriel, and D. Pearson.

**SOUTH YARD FABRICATING SHOP  
First Shift**

Mr. and Mrs. Thomas Goodley are receiving congratulations on the birth of a son. Tom is foreman of Yeager's fitting bay, South Yard Fabricating Shop. Tom, the cigars were fine.

Also receiving congratulations are Mr. and Mrs. I. Sheer on the birth of a son, June 9. Issy is a burner on the burning table, South Yard.

One of our No. 1 burners, a certain Robert L. Hendrickson, was married June 24 to the former Miss Gertrude Finnerty, formerly of the engine drawing room. Congratulations to you both.

Paul Pallodino came to Sun Ship March 1, 1942, and left in March, 1943, to go into the U. S. Engineers. Little Paul, as he was known by his many friends in Ford's Lay-out gang, South Yard, was reported to have been killed in action somewhere in New Guinea. Our heartfelt sympathy is extended to his family and friends.



**JOSEPH O'NEILL**, Machinist and crank-shaft lathe operator at the Wetherill Plant, has been with us for twenty-seven years. He served his apprenticeship at the Wetherill Plant under Sun Ship and has worked continuously. He is married, has one daughter and three sons, and resides in Chester. His hobbies are fishing and ice hockey.

**58 REGULATORS — NORTH YARD**



Front row: Russ Kissinger, John Albert, George Grant, Jimmy Long, Jack Snyder, Joe Picarello, Johnnie Thompson. Back row: Jimmy Carey, Joe Ehrenberg, Cliff Williams, Stanley Sherry, Dick Cassell, Walt Stanoski, Ed Luttrell, and Joe Kirinich.

**CHRISTIAN LEINHAUSER  
RETIRES**



After forty-six years and nineteen days of service in the employ of the Sun Shipbuilding and Dry Dock Company, Christian Leinhauser, of 223 Pine Street, Sharon Hill, retired from active service on May 31. Having started with the company on May 12, 1898, he had the distinction of being the oldest foundryman in that department.

He has two sons in the employ of the Sun Company — Otto P. Leinhauser, an assistant superintendent, and Frank Joseph Leinhauser, a floor leader. Three grandchildren are in the service of Uncle Sam, one in the SPARS, one in the WACS, and one in the Air Corps — Otto P. Leinhauser, Jr., who served as apprentice draftsman with Sun Ship.

Nearly six years ago, Chris, as he is best known to his neighbors and fellow workers, and his wife celebrated their golden wedding anniversary.



**JOHN M. JENKINS**, leader in 66 Department, has been with the shipyard for 9 years. Before coming here, John worked at the North Franklin mines, starting as a breaker boy.

**75 DEPARTMENT**

Hats off to the boys of No. 5 crane. During the recent bond drive they all signed up for 20% deductions for bonds. Norm Nickerson, Paul Atkin, Bob Green and Mike Foto were the patriots.

The boys of the Plate Yard are wondering why Al "Sweet Dreams" Marese visits the Salvage Shed every day at noon. Can it be that the attraction is Sarah?

Harry "Happ" Finestine, hard working plate yard boy, has been looking downhearted recently. The reason: Hazel went back to Kentucky for a visit.

Stanley "Jim" Nowaczyk was walking around with his chest sticking out the other day. He was acting boss of No. 11 crane for the day.

George "Bud" Powell the cigar smoking angle boss is sporting a big smile these days. The reason: Agnes has returned from up state after a vacation.

Hats off to Steve Simmons, who purchased a new flag for the office.

Freddie Dublisky is welcomed back by "Happ" and the boys after a short illness.

Tony Pinti, our best dressed leader, still thinks the Phillies are the class of the National League. "Tough breaks" he calls it. He thinks they should be in first place.



**CENTRAL YARD ERECTORS ON FORWARD END OF 3 OR 4 WAY** — Ed Sammler, John Pugh, H. Page.



**CENTRAL YARD REGULATORS, FIRST SHIFT** — 1st row: J. Buchan, R. Malesky, J. Sidlow, N. Brandimarte, S. Fetterman, R. Boyer, R. McGovern, A. Suech, V. Williams. 2nd row: J. Kralorich, J. McCarey, J. Kucinski, Jim O'Donnell, C. Charles, A. Barbic, J. Benischeck, J. Walsh, F. Murphy, N. Fabrizio, J. Kerestus, E. Schnars. 3rd row: B. Dodds, F. Cocco, E. Groton, J. Rodgers, J. Samuel, H. Goodman, D. Carson, W. Quinn, J. McGuigan, J. McGinley.



**MACHINE SHOP, WETHERILL PLANT, THIRD SHIFT** — These are some of the fellows that machine the parts that go into the engines of all modern Sun-built Victory Tankers. Front row: V. Mayerzak, N. Curry, G. Young, W. Fulmer, R. Vernick, R. Young, C. Lantz, H. Burt, J. Kosmider, R. Neblett, E. Gillen. Second row: W. Gilmour, A. Johnson, J. Vernick, E. Meier, J. Reid, F. Ryder, J. Robinson, A. Forness, J. Williamson, A. Riess, L. Woodward, G. Biddle, C. Fillman. Back row: E. Langley, J. Isner, E. Miles, R. Graham, J. Dougherty, H. Ward, J. Laukaitis, D. Orrell, E. Franklin, E. Hofmeister, S. Kellsal, A. Gibson.

# Sun Ship Tanker Under Three Flags

This is the tale of the Sun Ship tanker OHIO.

And how she delivered her precious cargo of oil to battered and pounded Malta at a moment when the island's supply was almost down to the last drop.

It's the story of a sturdy craft with a strong heart that came out of the Sun Ship plant back in April of '40 and in her day sailed under three flags, was shelled, torpedoed and set afire twice during an attack that lasted six days.

And, she's still in the fight, going strong.

Originally she was built to Sun Ship designs for the Texas Company. Launched on April 22, 1940, the OHIO was what the boys and girls in the yard called "classy". She had a lot of extra frills and fittings and the accommodations were right up to the minute.

She was 488 feet long, and when she went into service, carried a crew of 43.

Uneventful months went by and the OHIO was plugging along in fine shape delivering the goods on time and living up to Sun Ship traditions for service. Then something happened.

She was transferred to the British Merchant Marine and sent to the Mediterranean. The flag was changed but the Ohio was still American to the core. About the only alteration was the installation of compressed air pumps designed to force enough air into damaged sections to hold back water that tried to pour in through holes or fractures.

Came August 12, 1942 and the OHIO was part of a relief convoy headed for beleaguered Malta—that hard-pressed little patch of rock which for almost endless days and nights had been hammered by planes harder than any other part of the world and still refused to give up.

German and Italian planes had stopped several attempts to get supplies to Malta. The situation there was serious. Worst of all, practically every ounce of oil and gasoline was exhausted. It was the business of the OHIO to get her cargo through.

The Axis leaders were determined to break up the convoy; sink the OHIO. On that August 12 day she was attacked by submarines while the air rained a shower of bombs.



Torpedoed, bombed and set afire, the OHIO staggered.

She was given up for lost by the convoy which ran for Malta. But the OHIO couldn't be sunk. A gallant crew fought the fire, patched up the wounds, plunged ahead.

When morning came, crews on other ships in the convoy stared in amazement as the OHIO came out of the dawn mist to rejoin them.

All that day she held her place.

But that evening just as the sun was setting the enemy made another attack. Again, bombs were dropped on the OHIO. Again, she was ablaze. Again, the gun crews blasted away at the foe in the heavens and one Stuka was brought down. Other ships in the convoy were hit but the main attack was against the Ohio. For five days more she was the target. Finally a shell put her boilers out of service.

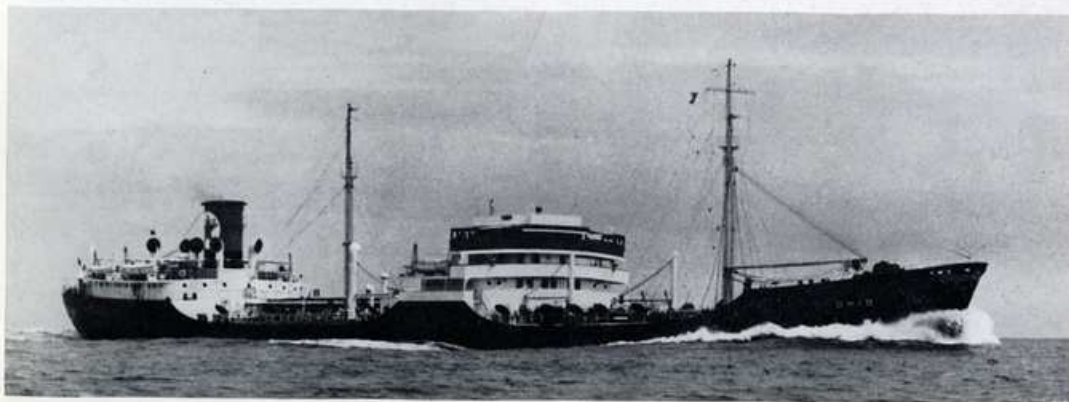
The OHIO was terribly hurt but she was afloat and the crew stood by her; guarded her cargo of oil that meant life to Malta.

A British destroyer took her in tow and she came into port with virtually all of the oil intact.

What happened to her after that?

Well, she was overhauled, made as good as new. Recently she was handed over to Yugoslavia and commissioned as headquarters ship of the Yugoslav Navy. Under the flag of that nation she is now proudly sailing the Adriatic sea or other waters of the Mediterranean.

But, at heart she's still the Sun Ship OHIO.



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# Inventory

Now, as the Invasion enters its 3rd month, is a good time for stock taking.

Our Armed Forces are making splendid progress on all fronts, but at a terrible cost in lives of American men and women, and injuries to thousands more.

Let us examine ourselves and compare our performance with theirs.

1. Are we buying bonds until it hurts?
2. Are we keeping the bonds we buy even though it hurts?
3. Are we keeping good time at our war job?
4. Do we keep plugging continuously at our jobs?
5. Do we guard against spending money recklessly for unnecessary luxuries and pleasures?
6. Do we refrain from unjust criticism of the other guy and thus increase production?

IF WE FAIL TO DO ANY ONE OF THESE THINGS, WE ARE CHEATING OUR COUNTRY, THE ARMED FORCES AND OURSELVES. GOD GRANT US DIVINE GRACE TO PERFORM OUR FULL DUTY, SO THAT WHEN THE HAPPY DAY OF VICTORY COMES, WE SHALL *NOT* HAVE TO HIDE OUR HEAD IN SHAME BUT WILL BE ABLE TO MEET THE RETURNING MEN AND WOMEN OF THE ARMED FORCES WITH HEARTS FULL OF JOY AND PRIDE.

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